I. REPORTS OF COMMITTEES

I.1 Committee of the Whole

I.1.b Report from the July 25, 2019 COTW Meeting

I.1.b.d 208/210, 220, 230, and 240/242 Wilson Street - Rezoning Application No. 00686 & Development Permit with Variance Application No. 00111 (Victoria West)

Moved By Councillor Loveday
Seconded By Councillor Potts

Rezoning Application No. 00686:
That Council instruct staff to prepare the necessary Zoning Regulation Bylaw Amendment that would authorize the proposed development outlined in Rezoning Application No. 00686 for 208/210, 220, 230 and 240/242 Wilson Street, 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. An executed legal agreement between the owner and the Capital Regional District, in a form to the satisfaction of the City Solicitor, to secure three two-bedroom strata dwelling units for ownership as below-market housing (offered for sale at 15% below market rate, in perpetuity).
2. An executed legal agreement in a form to the satisfaction of the City Solicitor, to ensure no restrictions are placed on the rental of all dwelling units, with the exception of the three below-market dwelling units, in perpetuity.
3. Registration of a statutory right-of-way of 1.38m along the Alston Street frontage, with terms and in a form to the satisfaction of the Director of Engineering and the City Solicitor.
4. Registration of a legal agreement on the property's title, with terms and in a form to the satisfaction of the Director of Engineering and the City Solicitor, to secure Transportation Demand Management measures that include:
    a. provision of one car share vehicle;
    b. a dedicated on-site car share parking space with access to electric vehicle charging;
    c. one car share membership for each dwelling unit;
    d. six on-site bicycles that are part of a bike share program;
    e. five long term bike parking spaces in addition to what is required by the *Zoning Regulation Bylaw,* and
    f. 14 short term bike parking spaces in addition to what is required by the *Zoning Regulation Bylaw.*

Development Permit with Variance Application No. 00111:
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. 00686, if it is approved, consider the following motion:

"That Council authorize the issuance of Development Permit with Variances Application No. 00111 for 208/210, 220, 230 and 240/242 Wilson Street in accordance with:

1. Plans date stamped May 16, 2019.
2. Development meeting all Zoning Regulation Bylaw requirements, except for the following variances:
   i. reduce the west (interior lot line) setback from 4m to 2.5m;
   ii. reduce the number of parking stalls (non-visitor) from 37 to 23.
3. The Development Permit lapsing two years from the date of this resolution."

CARRIED UNANIMOUSLY

E.2 208/210, 220, 230, and 240/242 Wilson Street - Rezoning Application No. 00686 & Development Permit with Variance Application No. 00111 (Victoria West)

Committee received a report dated July 11, 2019 from the Acting Director, Sustainable Planning and Community Development regarding the proposed Rezoning application No. 00686 and Development Permit with Variance application No. 00111 for 208/210, 220, 230, and 240/242 Wilson Street in order to construct a two-storey, townhouse development, with approximately 34 strata dwelling units and recommending that it move forward to a public hearing.

Committee discussed:

- *Accessibility within the development*
- *Townhouse zoning*
- *Tenant displacement*
- *Bylaw protected trees and replacement trees*

Moved By Councillor Collins
Seconded By Mayor Helps

Rezoning Application No. 00686:

That Council instruct staff to prepare the necessary Zoning Regulation Bylaw Amendment that would authorize the proposed development outlined in Rezoning Application No. 00686 for 208/210, 220, 230 and 240/242 Wilson Street, 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:

i. An executed legal agreement between the owner and the Capital Regional District, in a form to the satisfaction of the City Solicitor, to secure three two-bedroom strata dwelling units for ownership as below-market housing (offered for sale at 15% below market rate, in perpetuity).

ii. An executed legal agreement in a form to the satisfaction of the City Solicitor, to ensure no restrictions are placed on the rental of all dwelling units, with the exception of the three below-market dwelling units, in perpetuity.

iii. Registration of a statutory right-of-way of 1.38m along the Alston Street frontage, with terms and in a form to the satisfaction of the Director of Engineering and the City Solicitor.

iv. Registration of a legal agreement on the property's title, with terms and in a form to the satisfaction of the Director of Engineering and the City Solicitor, to secure Transportation Demand Management measures that include:

    a. provision of one car share vehicle;

    b. a dedicated on-site car share parking space with access to electric vehicle charging;

    c. one car share membership for each dwelling unit;

    d. six on-site bicycles that are part of a bike share program;

e. five long term bike parking spaces in addition to what is required by the *Zoning Regulation Bylaw,* and

f. 14 short term bike parking spaces in addition to what is required by the *Zoning Regulation Bylaw.*

Development Permit with Variance Application No. 00111:

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. 00686, if it is approved, consider the following motion:

"That Council authorize the issuance of Development Permit with Variances Application No. 00111 for 208/210, 220, 230 and 240/242 Wilson Street in accordance with:

1. Plans date stamped May 16, 2019.
2. Development meeting all *Zoning Regulation Bylaw* requirements, except for the following variances:
   i. reduce the west (interior lot line) setback from 4m to 2.5m;
   ii. reduce the number of parking stalls (non-visitor) from 37 to 23.
3. The Development Permit lapsing two years from the date of this resolution."

CARRIED UNANIMOUSLY

Councillor Isitt joined the meeting at 9:36 a.m.

CITY OF VICTORIA

Committee of the Whole Report
For the Meeting of July 25, 2019

To: Committee of the Whole **Date:** July 11, 2019

From: Andrea Hudson, Acting Director, Sustainable Planning and Community Development

Subject: **Rezoning Application No. 00686 for 208/210, 220, 230 and 240/242 Wilson Street**

RECOMMENDATION

That Council instruct staff to prepare the necessary Zoning Regulation Bylaw Amendment that would authorize the proposed development outlined in Rezoning Application No. 00686 for 208/210, 220, 230 and 240/242 Wilson Street, 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:

i. An executed legal agreement between the owner and the Capital Regional District, in a form to the satisfaction of the City Solicitor, to secure three two-bedroom strata dwelling units for ownership as below-market housing (offered for sale at 15% below market rate, in perpetuity).
ii. An executed legal agreement in a form to the satisfaction of the City Solicitor, to ensure no restrictions are placed on the rental of all dwelling units, with the exception of the three below-market dwelling units, in perpetuity.
iii. Registration of a statutory right-of-way of 1.38m along the Alston Street frontage, with terms and in a form to the satisfaction of the Director of Engineering and the City Solicitor.
iv. Registration of a legal agreement on the property's title, with terms and in a form to the satisfaction of the Director of Engineering and the City Solicitor, to secure Transportation Demand Management measures that include:
    a. provision of one car share vehicle;
    b. a dedicated on-site car share parking space with access to electric vehicle charging;
    c. one car share membership for each dwelling unit;
    d. six on-site bicycles that are part of a bike share program;
    e. five long term bike parking spaces in addition to what is required by the *Zoning Regulation Bylaw*; and
    f. 14 short term bike parking spaces in addition to what is required by the *Zoning Regulation Bylaw.*

LEGISLATIVE AUTHORITY

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 for the property located at 208/210, 220, 230 and 240/242 Wilson Street. The proposal is to rezone from the R-2 Zone, Two Family Dwelling District, to a new zone in order to construct a two-storey, townhouse development, with approximately 34 strata dwelling units. Three of the dwelling units are proposed to be owner occupied with a restricted sale price at 15% below market value in perpetuity.

The following points were considered in assessing this application:

- the subject property is designated Traditional Residential in the *Official Community Plan* (OCP, 2012) which supports ground-oriented residential buildings up to two storeys, including single, duplex and attached dwellings, with a total FSR (floor space ratio) up to approximately 1:1. The proposed use, height, and density (0.73:1 FSR) meets this policy. The proposal also introduces townhouses to a predominantly single family dwelling neighbourhood which helps meet the OCP goal of providing more choice of housing types.
- the subject property is designated Traditional Residential (General Areas) in the *Victoria West Neighbourhood Plan* (2018) which supports a variety of housing types including townhouses in more than one row, with a maximum height of 2 to 2.5 storeys and a maximum density up to 0.85:1 FSR. The proposed use, height and density meet this policy.
- the applicant is proposing that three of the dwelling units be sold at 15% below market value in perpetuity. The applicant has also agreed to enter into a Housing Agreement to ensure that no restrictions are placed on the rental of the dwelling units.
- the proposal meets the Tenant Assistance Policy (see attached).

BACKGROUND

Description of Proposal

This Rezoning Application is to consolidate four existing lots and construct two rows of townhouses with a density of 0.73:1 floor space ratio (FSR). The front row of townhouses facing Wilson Street would be stacked, with bachelor units situated directly below two bedroom dwellings.

Affordable Housing Impacts

The applicant proposes the creation of approximately 34 new residential units which would increase the overall supply of housing in the area. As the application site is located within the Traditional Residential Urban Place Designation, as defined in the OCP, the *Inclusionary Housing and Community Amenity Policy* does not apply to this proposal. However, the applicant is voluntarily proposing to enter into a Housing Agreement to secure three of the two-bedroom dwelling units with sale prices restricted at 15% below market value in perpetuity. The sale of these units would be restricted to qualified buyers (income would be one of the criteria for qualifying as a buyer, with the targeted household income limit anticipated to be approximately $143,000). Capital Regional District (CRD) staff have provided a letter (attached) confirming that they are recommending the CRD Board approve a Bylaw supporting the CRD entering into a legal agreement with the applicant to secure below market dwelling units. An agreement is also proposed to ensure that future strata bylaws could not prohibit the rental of the remaining units (i.e. those not being sold below market value).

Tenant Assistance Policy

The proposal is to demolish three existing residential buildings which would result in a loss of nine existing dwelling units (two duplexes and one house with five dwelling units in it). Consistent with the Tenant Assistance Policy, the applicant has provided a Tenant Assistance Plan which is attached to this report.

Sustainability Features

The applicant has identified a number of sustainability features which will be reviewed in association with the concurrent Development Permit with Variances Application for this property.

Active Transportation Impacts

The application proposes 46 long term bike storage spaces and 20 short term bike spaces which exceed the requirements in the *Zoning Regulation Bylaw*.

Public Realm Improvements

The existing properties are served by driveway crossings from Wilson Street. As the proposed development would be accessed from Alston Street, these driveways would be removed and a sidewalk with landscaped boulevard would be constructed on the Wilson Street frontage. In addition, a new sidewalk and landscaped boulevard would also be created immediately adjacent to the site on Alston Street.

Accessibility Impact Statement

The British Columbia Building Code regulates accessibility as it pertains to buildings. The proposed pathways and entrances surrounding the proposed buildings include a number of short staircases which would inhibit stroller and wheelchair accessibility around the site. This issue is further discussed in the concurrent Development Permit with Variances Application for this property.

Land Use Context

The area is predominantly characterized by single family dwellings and duplexes to the north, west, and south. The Victoria West Large Urban Village is to the east. Immediately adjacent to the site to the east, across Alston Street, is a building materials supplier (Castle).

Existing Site Development and Development Potential

The site presently consists of four separate lots. Two of these lots have duplexes on them, one lot accommodates a five-plex, and one lot currently is vacant.

Under the current R-2 Zone, Two Family Dwelling District, the property could be potentially redeveloped as four or five separate duplex lots although variances may be required to facilitate this.

Data Table

The following data table compares the proposal with the policies outlined in the *Victoria West Neighbourhood Plan* and the R-2 Zone, Two-Family Dwelling District, which is the current zoning for the subject property. It should be noted that, if approved, the new standard zone would be drafted to be consistent with the directions outlined in the Neighbourhood Plan.

Zoning Criteria	Proposal	R-2 Zone	Victoria West Neighbourhood Plan
Site area (m^2) - minimum	2914.8	555	n/a
Density (Floor Space Ratio) - maximum	0.73:1	0.5:1	0.85:1
Height (m) - maximum	8.1 (measured to highest ceiling)	7.6	7.6 - 8.2
Site coverage (%) - maximum	47.7	40	n/a
Open site space (%) - minimum	48	n/a	n/a
Setbacks (m) - minimum			
South (Wilson Street)	4	7.5	3.5 - 6 (subject to existing street pattern)
North (Rear)	7.5 (measured to the face of the nearest dwelling unit)	4	7.5
West (Interior lot line)	2.5	7.5	4
East (Alston Street)	4	7.5	1.5

Zoning Criteria	Proposal	R-2 Zone	Victoria West Neighbourhood Plan
Parking - minimum	23	37	n/a
Visitor Parking - minimum	3	3	
Bicycle parking stalls - minimum			
Long Term	42	37	
Short Term	20	6	n/a

Community Consultation

Consistent with the *Community Association Land Use Committee (CALUC) Procedures for Processing Rezoning and Variance Applications*, the applicant has consulted the Victoria West CALUC at a Community Meeting held on January 22, 2019. At the time of writing this report, a letter from the CALUC had not been received.

ANALYSIS

Official Community Plan

The subject property is designated Traditional Residential in the *Official Community Plan* (OCP, 2012) which supports ground-oriented residential buildings up to two storeys, including single, duplex and attached dwellings, with total floor space ratios up to approximately 1:1. The proposed use, height, and density (0.73:1 FSR) are consistent with this policy.

Two goals of the OCP are to give all residents access to appropriate, secure, affordable housing and provide a wide range of housing types, tenures and prices. By adding townhouses to a predominantly single family dwelling neighbourhood, the proposal widens the range of housing choice which helps support a diverse, inclusive and multigenerational community.

Victoria West Neighbourhood Plan

The subject property is designated Traditional Residential (General Areas) in the *Victoria West Neighbourhood Plan* (2018) which supports a variety of housing types including townhouses in more than one row, with a maximum height of 2 to 2.5 storeys and a maximum density up to 0.85:1 FSR. The proposed use, height and density are consistent with this policy.

The Neighbourhood Plan encourages the retention of existing buildings that have heritage character. The property 220 Wilson Street is considered to have some heritage value; however, it is neither heritage designated or on the City's Heritage Register. The applicant has investigated the potential for relocating this building and has stated that this is not feasible for a number of reasons, including the fact that the building would need significant structural upgrades to endure a one-time move and, despite marketing the property through Nickel Bros.

and directly to local developers, there has been no interest. This is further detailed in the applicant's letter to Mayor and Council (attached).

Tree Preservation Bylaw and Urban Forest Master Plan

A tree inventory and assessment of 16 trees was conducted by Talbot Mackenzie & Associates and recommendations are outlined in the attached report dated March 14, 2019.

There are ten existing trees on the subject property, three of which are bylaw-protected. The bylaw-protected trees include two Western red cedars and a Norway maple. They are unsuitable candidates for long-term preservation due to their health and/or structural condition. Other on-site trees are non-native ornamental or fruit trees. All on-site trees are proposed to be removed to accommodate the development. Off-site, on private property, a cherry and cypress are proposed to be retained and protected.

The Wilson Street municipal frontage currently has four trees: two European white birch and two mountain ash. The structural condition of two of the trees is poor due to utility line clearance. There are no existing trees on the Alston Street frontage. Frontage works will require the removal of all existing public trees. The proposal includes planting eight new trees on Wilson Street and four new trees on Alston Street. However, these numbers are subject to further review by Parks and Recreation (at the Building Permit stage) to ensure that required off-sets from servicing, driveways, and intersections are possible.

CONCLUSIONS

The proposal to rezone the site to construct two rows of two-storey townhouses is consistent with the use and density envisioned for this location in the OCP and *Victoria West Neighbourhood Plan*. The proposal also introduces townhouses to a predominantly single family dwelling neighbourhood which helps meet the OCP goals of providing more choice of housing types. While the *Inclusionary Housing and Community Amenity Policy* does not apply to this application, the applicant is voluntarily proposing to enter into a Housing Agreement and Covenant to secure three of the two-bedroom dwelling units with sales prices restricted at 15% below market value in perpetuity and also to ensure that future strata bylaws could not prohibit the rental of the remaining units. Staff recommend that Council consider approving this application.

ALTERNATE MOTION

That Council decline Rezoning Application No. 000686 for the property located at 208/210, 220, 230 and 240/242 Wilson Street.

Respectfully submitted,

Jim Handy
Senior Planner – Development Agreements
Development Services Division

Andrea Hudson, Acting Director
Sustainable Planning and Community
Development Department

Report accepted and recommended by the City Manager: Jocelyn Jenkyns

Date: July 16, 2019

List of Attachments

- Attachment A: Subject Map
- Attachment B: Aerial Map
- Attachment C: Plans date stamped May 16, 2019
- Attachment D: Letter from applicant to Mayor and Council dated May 16, 2019
- Attachment E: Transportation Study dated February 5, 2019 & update letter dated July 5, 2019
- Attachment F: Tenant Assistance Plan
- Attachment G: Tree Preservation Plan dated March 14, 2019
- Attachment H: Advisory Design Panel Minutes for the meeting of April 10, 2019
- Attachment I: Applicant Response to Advisory Design Panel Comments dated May 16, 2019
- Attachment J: Letter from Capital Regional District dated July 11, 2019.

CITY OF VICTORIA

Committee of the Whole Report
For the Meeting of July 25, 2019

To:	Committee of the Whole	**Date:**	July 11, 2019
From:	Andrea Hudson, Acting Director, Sustainable Planning and Community Development		
Subject:	**Development Permit with Variances Application No. 00111 for 208/210, 220, 230 and 240/242 Wilson Street**		

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. 00686, if it is approved, consider the following motion:

"That Council authorize the issuance of Development Permit with Variances Application No. 00111 for 208/210, 220, 230 and 240/242 Wilson Street in accordance with:

1. Plans date stamped May 16, 2019.
2. Development meeting all *Zoning Regulation Bylaw* requirements, except for the following variances:
   i. reduce the west (interior lot line) setback from 4m to 2.5m;
   ii. reduce the number of parking stalls (non-visitor) from 37 to 23.
3. 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.

Pursuant to Section 491 of the *Local Government Act*, where the purpose of the designation is the establishment of objectives for the form and character of intensive residential development, a Development Permit may include requirements respecting the character of the development including landscaping, and the siting, form, exterior design and finish of buildings and other structures.

EXECUTIVE SUMMARY

The purpose of this report is to present Council with information, analysis and recommendations for a Development Permit with Variances Application for the property located at 208/210, 220,

230 and 240/242 Wilson Street. The proposal is to rezone from the R-2 Zone, Two Family Dwelling District, to a new zone in order to construct an approximately two-storey townhouse development, with approximately 34 strata dwelling units. Three of the dwelling units are proposed to be owner occupied and restricted to a sale price of 15% below market value in perpetuity. The variances are related to the interior side yard setback and vehicle parking. Approval of the concurrent Rezoning Application would also be required to facilitate this proposal.

The following points were considered in assessing this application:

- the proposal is generally consistent with the objectives and guidelines contained in Development Permit Area 15F: Intensive Residential - Attached Residential Development of the *Official Community Plan* (OCP, 2012). The proposal would integrate more intensive residential development in the form of ground-oriented attached residential development within Traditional Residential areas in a manner that respects the established character of the area.
- a variance is requested to reduce the required number of parking stalls from 37 to 23 (in addition to this, the proposal includes the required three visitor parking stalls). To mitigate potential impacts from this variance, the applicant is proposing Transportation Demand Management (TDM) measures and has provided a parking study indicating that the proposal is expected to satisfy resident parking demand. The parking variance is considered supportable subject to securing the proposed TDM measures, which are included in conjunction with the Rezoning Application report recommendation.
- the interior side yard setback variance is supportable as the proposed buildings have been located and designed to have minimal impacts on the neighbouring property.

BACKGROUND

Description of Proposal

The proposal is to demolish three existing residential buildings, consolidate four lots, and construct a two-storey, townhouse development with approximately 34 ground-oriented dwelling units. Specific details include:

- stacked townhouse form on the row fronting Wilson Street with bachelor units situated directly below two-bedroom units
- three buildings with both pitched and flat roofs
- pedestrian walkways between buildings
- underground parking accessed via Alston Street
- secure bicycle parking located in the underground parking area.

Exterior building materials include:

- stucco, brick, shingles and clap board siding
- asphalt shingles for the pitched roofs
- natural concrete finish (exterior parkade walls and walkways)
- black powder coated railings.

Landscaping elements include:

- individual private patios for all units
- planting trellis above parkade entrance
- concrete pedestrian walkways
- new landscaped boulevard treatments and public sidewalk.

The variances are related to the interior side yard setback and vehicle parking.

Affordable Housing Impacts

The applicant proposes the creation of approximately 34 new residential units, which would increase the overall supply of housing in the area. As the application site is located within the Traditional Residential Urban Place Designation, as defined in the OCP, the *Inclusionary Housing and Community Amenity Policy* does not apply to this proposal. However, the applicant is voluntarily proposing to enter into a Housing Agreement to secure three of the two-bedroom dwelling units with sale prices restricted at 15% below market value in perpetuity. The sale of these units would be restricted to qualified buyers (income would be one of the criteria for qualifying as a buyer, with the targeted household income limit anticipated to be approximately $143,000). Capital Regional District (CRD) staff have provided a letter (attached) confirming that they are recommending the CRD Board approve a bylaw supporting the CRD entering into a legal agreement with the applicant to secure below market dwelling units. An agreement is also proposed to ensure that future strata bylaws could not prohibit the rental of the remaining units (i.e. those not being sold below market value).

Tenant Assistance Policy

The proposal is to demolish three existing residential buildings, which would result in a loss of nine existing dwelling units (two duplexes and a five-plex). Consistent with the Tenant Assistance Policy, the applicant has provided a Tenant Assistance Plan, which is attached to this report.

Sustainability Features

As indicated in the applicant's letter, dated May 16, 2019, the following sustainability features are proposed:

- achieve Step 4 of energy code (working towards Step 5)
- sustainably sourced building materials
- "EV ready" underground parking
- dedicated car share vehicle parking stall
- bicycle share program with "Tap Bike"
- drought tolerant landscaping.

Active Transportation Impacts

The application proposes 46 long term bike storage spaces and 20 short term bike spaces, which exceed the requirements in the *Zoning Regulation Bylaw.*

Public Realm Improvements

The existing properties are served by driveway crossings from Wilson Street. As the proposed development would be accessed from Alston Street, these driveways would be removed and a sidewalk with landscaped boulevard would be constructed on the Wilson Street frontage. In addition, a new sidewalk and landscaped boulevard would also be created immediately adjacent to the site on Alston Street.

Accessibility Impact Statement

The British Columbia Building Code regulates accessibility as it pertains to buildings. The proposed pathways and entrances surrounding the proposed buildings include a number of short staircases, which would inhibit stroller and wheelchair accessibility around the site (see Issues and Analysis section below).

Community Consultation

Consistent with the *Community Association Land Use Committee (CALUC) Procedures for Processing Rezoning and Variance Applications*, the applicant has consulted the Victoria West CALUC at a Community Meeting held on January 22, 2019. At the time of writing this report, a letter from the CALUC had not been received.

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

ANALYSIS

Development Permit Area and Design Guidelines

The *Official Community Plan* (OCP) identifies this property within Development Permit Area 15F: Intensive Residential - Attached Residential Development. The applicable Design Guidelines are the *Design Guidelines for Attached Residential Development.* The proposal is consistent with these Guidelines as follows:

- the two rows of townhouses run parallel to Wilson Street
- the townhouses have front and rear yard space
- a separation distance of 9.2m is provided between the rows of townhouses (the Guidelines recommend a minimum of 8m)
- the proposal has been designed to have minimal impact on neighbouring properties
- modulation of roof forms break the massing of the proposed buildings
- the front row of townhouses has been designed to have a strong relationship to Wilson Street, with well-defined entry features and direct access to individual units
- private yard space is clearly defined
- a variety of materials and colours are proposed in the exterior treatment of buildings, creating visual interest while being sensitive to the neighbourhood context
- driveway cuts would be removed from Wilson Street and one vehicular entry/exit point would be provided for the development from the flanking street (Alston Street).

The Design Guidelines identify accessibility as a key consideration in the design of pedestrian pathways throughout development sites. However, access to all the proposed residential units are via stairs and stairs are also present in the walkways between the blocks of townhouses and in the entry points to several patios. The applicant has indicated that there are some challenges with the site in terms of topography and that introducing accessible ramps would significantly increase the amount of hardscape across the site. This issue is further discussed in the Advisory Design Panel section of this report (below).

Tree Preservation Bylaw and Urban Forest Master Plan

A tree inventory and assessment of 16 trees was conducted by Talbot Mackenzie & Associates and recommendations are outlined in the attached report dated March 14, 2019.

There are ten existing trees on the subject property, three of which are bylaw-protected. The bylaw-protected trees include two Western red cedars and a Norway maple. They are unsuitable candidates for long-term preservation due to their health and/or structural condition. Other on-site trees are non-native ornamental or fruit trees. All on-site trees are proposed to be removed to accommodate the development. Off-site, on private property, a cherry and cypress are proposed to be retained and protected.

The Wilson Street municipal frontage currently has four trees: two European white birch and two mountain ash. The structural condition of two of the trees is poor due to utility line clearance. There are no existing trees on the Alston Street frontage. Frontage works will require the removal of all existing public trees. The proposal includes planting eight new trees on Wilson Street and four new trees on Alston Street. However, these numbers are subject to further review by Parks and Recreation (at the Building Permit stage) to ensure that required off-sets from servicing, driveways, and intersections are possible.

Regulatory Considerations

In addition to the following variances, approval of the concurrent Rezoning Application would be required to facilitate this development and is discussed in a separate report. Although a site specific zone is being sought, variances are recommended (instead of being included in the new zone) where the proposal is not consistent with the *Victoria West Neighbourhood Plan* and the Off-Street Parking Regulations (Schedule C) of the *Zoning Regulation Bylaw*, so that future potential redevelopment, if this proposal was not built, would require Council's consideration and approval for these specific aspects.

Interior Side Yard Setback Variance

The *Victoria West Neighbourhood Plan* seeks to ensure that a minimum side yard setback of 4m be accommodated on interior lot lines when two rows of townhouses are being proposed. In this instance, the front row of townhouses would be situated approximately 2.5m from the interior lot line, and the rear row would be approximately 2.9m away from that lot line. The proposed variance is considered supportable as window openings along the side elevations have been minimized and designed to have minimal impact on the neighbouring property to the west. In addition, an existing duplex (which would be demolished to facilitate the new development) is situated approximately 2.9m from the property line.

Number of Vehicle Parking Spaces

A variance is requested to reduce the required number of parking spaces from 37 (as per Schedule C of the *Zoning Regulation Bylaw*) to 23 (see table below).

	Proposal	**Schedule C**
Vehicle parking stalls - minimum		
Parking	**23***	37
Visitor Parking	3	3

Bicycle parking stalls - minimum		
Long Term	42	37
Short Term	20	6

To mitigate potential impacts from this variance the applicant is proposing the following Transportation Demand Management (TDM) measures, which would be secured as a condition of the Rezoning Application:

- one car share vehicle
- one dedicated on-site car share stall with EV charging
- 34 car share memberships (one for each dwelling unit)
- six on-site bikes that are part of a bike share program
- additional bike parking beyond what is required in the zoning bylaw (see table above).

The applicant has provided a parking study indicating that, subject to the above TDM measures, the proposal is expected to satisfy resident parking demand. On this basis the parking variance is considered supportable.

Advisory Design Panel Review

The proposal was presented to the Advisory Design Panel (ADP) at a meeting on April 10, 2019. The minutes are attached to this report. The ADP motion recommended that the Development Permit with Variances Application be approved subject to:

- further review of the Alston Street elevations
- further consideration of the handrail details on the Wilson Street accesses
- further review, where possible, of accessibility throughout the site as a whole.

In response to these recommendations, the applicant made some minor revisions to the proposal, including redesigned handrail details and additional fenestration, landscaping and project signage on the Alston Street frontage. With respect to accessibility, the applicant has indicated that the grade on the property is 18% from front to rear (north to south) and stairs throughout the project are unavoidable without affecting key components of the project design such as density, underground parking and soft landscaped areas. The applicant notes that bicycle ramps will be included on stairwells to access bicycle parking locations. Further information is provided in the ADP response from the applicant (attached). Should Council wish the applicant to explore further opportunities for supporting accessibility throughout the development then an alternative motion (Option 1) has been provided with appropriate wording.

CONCLUSIONS

The proposal to construct a two-storey, ground-oriented multiple dwelling building is generally consistent with Development Permit Area 15F: Intensive Residential - Attached Residential Development. The buildings would integrate more intensive residential development in the form of ground-oriented attached residential development within a Traditional Residential area in a manner that respects the established character of the area. The variances have mitigation proposed to help with potential impacts and are supportable. Staff recommend that Council consider approving this application.

ALTERNATE MOTIONS

Option 1 (approve subject to further review of opportunities to support accessibility)

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. 00686, if it is approved, consider the following motion:

"That Council authorize the issuance of Development Permit with Variances Application No. 00111 for 208/210, 220, 230 and 240/242 Wilson Street in accordance with:

1. Plans date stamped May 16, 2019.
2. Development meeting all *Zoning Regulation Bylaw* requirements, except for the following variances:
   i. reduce the west (interior lot line) setback from 4m to 2.5m;
   ii. reduce the number of parking stalls (non-visitor) from 37 to 23.
3. Directing staff to work with the applicant to further review opportunities to support accessibility in the development.
4. The Development Permit lapsing two years from the date of this resolution."

Option 2 (decline)

That Council decline Development Permit with Variances Application No. 00111 for the property located at 208/210, 220, 230 and 240/242 Wilson Street.

Respectfully submitted,

Jim Handy
Senior Planner - Development Agreements
Development Services Division

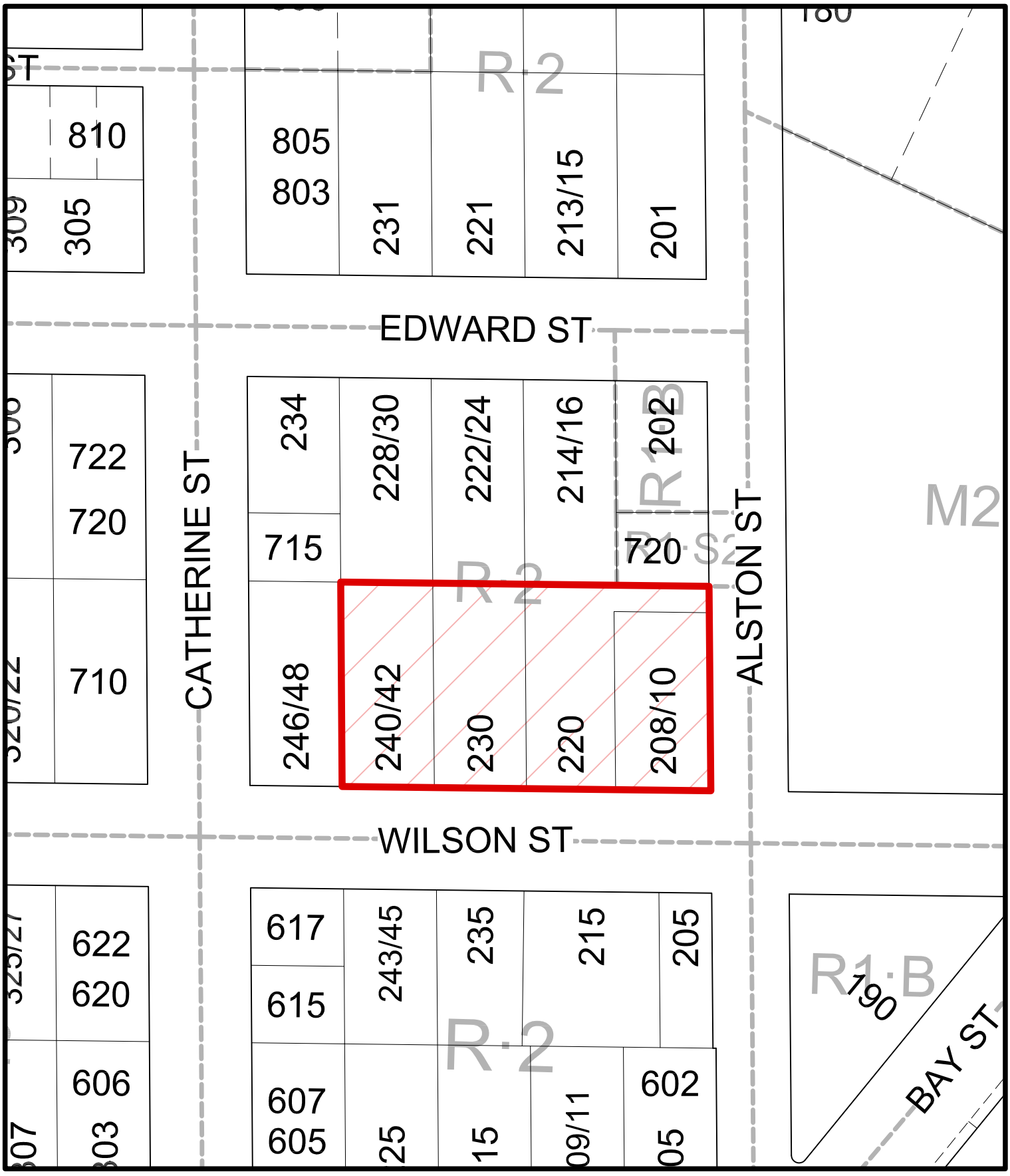
Andrea Hudson, Acting Director
Sustainable Planning and Community
Development Department

Report accepted and recommended by the City Manager:

Date: July 16, 2019

List of Attachments

- Attachment A: Subject Map
- Attachment B: Aerial Map
- Attachment C: Plans date stamped May 16, 2019
- Attachment D: Letter from applicant to Mayor and Council dated May 16, 2019
- Attachment E: Transportation Study dated February 5, 2019 & update letter dated July 5, 2019
- Attachment F: Tenant Assistance Plan
- Attachment G: Tree Preservation Plan dated March 14, 2019
- Attachment H: Advisory Design Panel Minutes for the meeting of April 10, 2019
- Attachment I: Applicant Response to Advisory Design Panel Comments dated May 16, 2019
- Attachment J: Letter from Capital Regional District dated July 11, 2019.



N

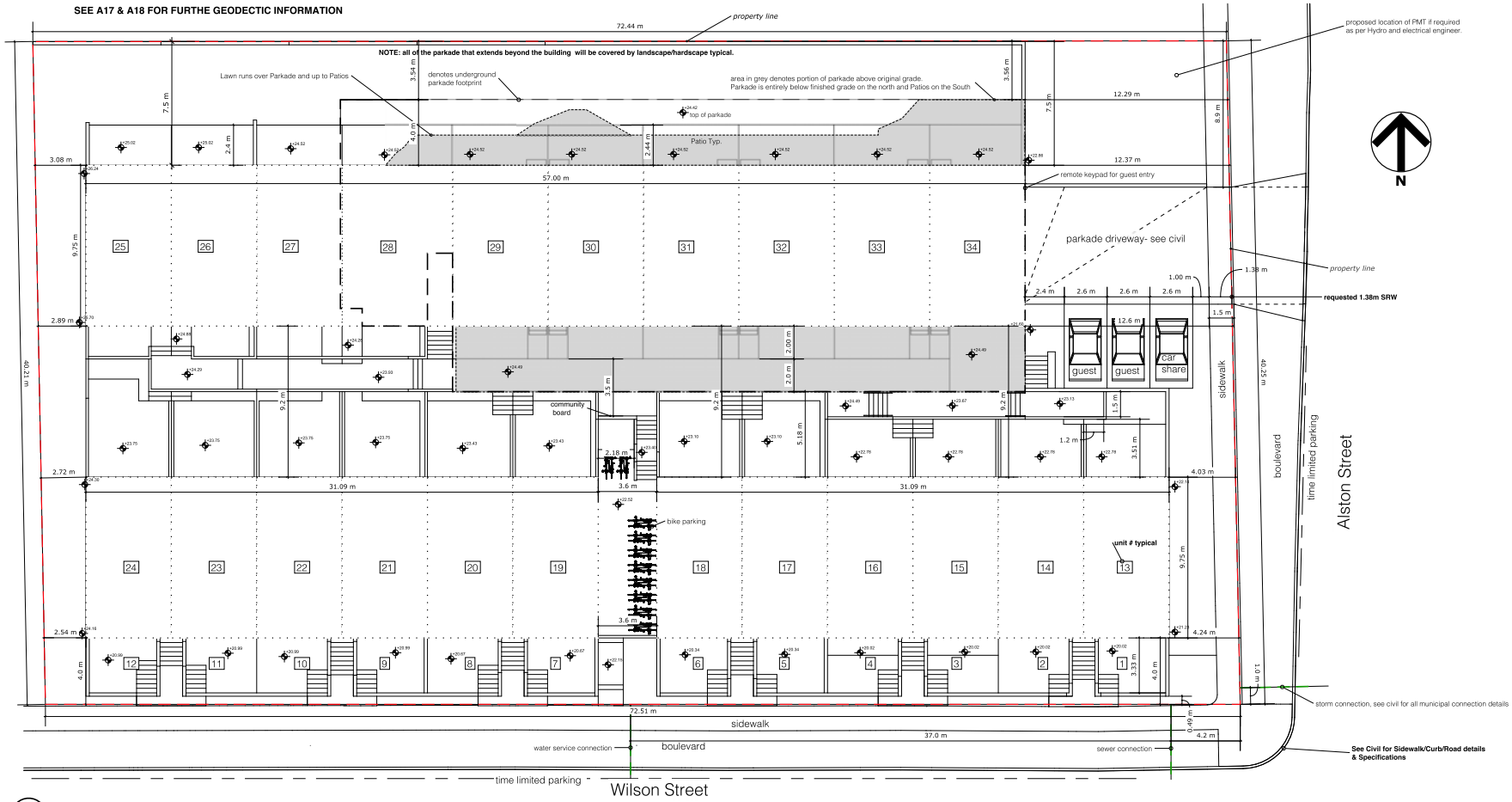
208 - 242 Wilson Street
Rezoning No.00686

CITY OF VICTORIA

N

208 - 242 Wilson Street
Rezoning No.00686

CITY OF VICTORIA



A01
1
scale: 1:120

PROJECT SITE DATA	
Item	**Detail**
Address(s)	208/210,220, 230, 240 Wilson St.
Zone (Existing)	R-2
Proposed Zone	New, Site Specific
Site Area	2914.8
Total Floor Area (not including lower floor suite and storage	2136.5
Total floor area including basemet	2701.7
Floor Space Ratio (not including basement)	0.73
Site Coverage (not including parkade)	39.8%
Site Coverage (including parkade footprint above orig. grade)	47.7%
Open Site Space (not including under ground parkade)	56.3%
Building Height	8.1m
Requested building height for constructibility	8.2m
Number of Stories	2
Parking Stalls	23 (parkade) 3 (surface)
Bicycle Parking	20 (short term) 42 (Long term) 4 (long term cargo)
Front Yard Setback (Wilson)	4m (not including stairs)
Rear Yard Setback not including parkade	7.5m
Rear yard Setback including parkade	3.54m
West yard setback (South Building)	2.54m
West Yard Setback (North Building) varies 2.89-3.08m	2.89m
East Yard Setback (South Building)	4.03m
East Yard Setback (North Building)	12.37m
Combined yard setbacks (South)	6.57m
Combined Yard Setbacks (North)	15.26m
Total Number of Strata Units	34

UNIT FLOOR AREA							
UNIT #	**UNIT TYPE**	**LOWER SUITE**	**LOWER STORAGE**	**MAIN AREA**	**UPPER AREA**	**Total Floor area (no lower floor area)**	**Total All Floor area (inside face of outside walls)**
1	Bachelor, 1 bath	37.7					37.7
2	Bachelor, 1 bath	40					40
3	Bachelor, 1 bath	40					40
4	Bachelor, 1 bath	40					40
5	Bachelor, 1 bath	40					40
6	Bachelor, 1 bath	37.7					37.7
7	Bachelor, 1 bath	37.7					37.7
8	Bachelor, 1 bath	40					40
9	Bachelor, 1 bath	40					40
10	Bachelor, 1 bath	40					40
11	Bachelor, 1 bath	40					40
12	Bachelor, 1 bath	37.7					37.7
13	2 bed, 2.5 bath		7.6	45.2	46.7	91.9	99.5
14	2 bed, 2.5 bath		8	47	48.5	95.5	103.5
15	2 bed, 2.5 bath		8	47	48.5	95.5	103.5
16	2 bed, 2.5 bath		8	47	48.5	95.5	103.5
17	2 bed, 2.5 bath		8	47	48.5	95.5	103.5
18	2 bed, 2.5 bath		7.6	45.2	46.7	91.9	99.5

UNIT FLOOR AREA							
UNIT #	**UNIT TYPE**	**LOWER SUITE**	**LOWER STORAGE**	**MAIN AREA**	**UPPER AREA**	**Total Floor area (no lower floor area)**	**Total All Floor area (inside face of outside walls)**
19	2 bed, 2.5 bath		7.6	45.2	46.7	91.9	99.5
20	2 bed, 2.5 bath		8	47	48.5	95.5	103.5
21	2 bed, 2.5 bath		8	47	48.5	95.5	103.5
22	2 bed, 2.5 bath		8	47	48.5	95.5	103.5
23	2 bed, 2.5 bath		8	47	48.5	95.5	103.5
24	2 bed, 2.5 bath		7.6	45.2	46.7	91.9	99.5
25	2 bed, 2.5 bath			45.2	42.5	87.7	87.7
26	2 bed, 2.5 bath			47	44.3	91.3	91.3
27	2 bed, 2.5 bath			47	44.3	91.3	91.3
28	3 BED			61.3	58.4	119.7	119.7
29	3 BED			52.7	50.4	103.1	103.1
30	3 BED			52.7	50.4	103.1	103.1
31	3 BED			52.7	50.4	103.1	103.1
32	3 BED			52.7	50.4	103.1	103.1
33	3 BED			52.7	50.4	103.1	103.1
34	3 BED			50.9	48.5	99.4	99.4
totals		**470.8**	**94.4**	**1071.7**	**1064.8**	**2136.5**	**2701.7**

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210 - 4252 Commerce Circle
Victoria, BC V8Z 4M2

PROJECT

Wilson Walk
208/210, 220, 230,
240 Wilson Street

DESCRIPTION

Proposed Site Plan

Revisions
Received Date: May 16, 2019

CURRENT ISSUE
May 14, 2019

PLAN HISTORY
-issued for re-zoning Feb 04/19
-issued for re-zoning digital submission Feb 05/19
-issued for re-zoning March 14/19
-issued for re-zoning May 14/19

A01

SITE PLAN OF LOT 1 PLAN 23713, AND LOT 74, AND LOT 75 PLAN 549, AND STRATA PLAN 2123, BLOCK L, SECTION 31, ESQUIMALT DISTRICT.

Civic Address: 208/210, 220, 230 and 240 Wilson Street, Victoria, B.C.

PID: 002-025-183 Lot 75
PID: 008-923-311 Lot 74
PID: 003-141-497 Lot 1
PID: 017-393-302 Strata Plan 2123

Zoning: R-2

0 1.25 2.5 5 7.5 10 12.5

The intended plot size of this plan is 864mm in width by 559mm in height (D size) when plotted at a scale of 1 : 125.

NOTES:

All Distances and Elevations shown are in Metres.

Geodetic Elevations (CVD28) are derived from Control Monument 17-58.

Lot dimensions are derived from Field Survey.

Elevations are at natural grade unless noted otherwise

If this plan is used in digital form, J.E. Anderson & Associates will only assume responsibility for information content shown on original unaltered drawing.

This plan lies within the City of Victoria.

This plan lies within the Capital Regional District.

LEGEND

- Denotes Standard Iron Post Found
- Denotes Traverse Station Set
- Denotes Water Meter Manhole
- Denotes Utility Pole
- Denotes Utility Pole Anchor
- Denotes Wood Fence
- Denotes Chain Link Fence
- Denotes Coniferous Tree
- Denotes Deciduous Tree

Typical Tree Description: OAK (Species) 0.70 (Trunk Diameter)

Client:
CITIZEN DESIGN BUILD

PROJECT SURVEYOR : CWG	
DRAWN BY : SAL	DATE : NOV23/18
File: 30638	LAYOUT: Site Plan

FILE PATH:
V:_Projects\30638\08\Drawings
...\Microsurvey\30638.dwg

J.E. ANDERSON & ASSOCIATES
SURVEYORS - ENGINEERS
TEL: (250) 727 - 2214 WEB: www.jeanderson.com
VICTORIA - NANAIMO - PARKSVILLE - CAMPBELL RIVER

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210 - 4252 Commerce Circle
Victoria, BC V8Z 4M2

PROJECT

Wilson Walk
208/210, 220, 230,
240 Wilson Street

DESCRIPTION

Existing Survey

CURRENT ISSUE
May 14, 2019

PLAN HISTORY
-issued for re-zoning Feb 04/19
-issued for re-zoning digital submission Feb 05/19
-issued for re-zoning March 14/19
-issued for re-zoning May 14/19

A02

A03/1 Proposed Development overlaid on Aerial Photo 2017

model scale: 1" = 20'

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Victoria, BC V8Z 4M2

PROJECT

Wilson Walk
208/210, 220, 230,
240 Wilson Street

DESCRIPTION

Project Context Aerial
2017

CURRENT ISSUE
May 14, 2019

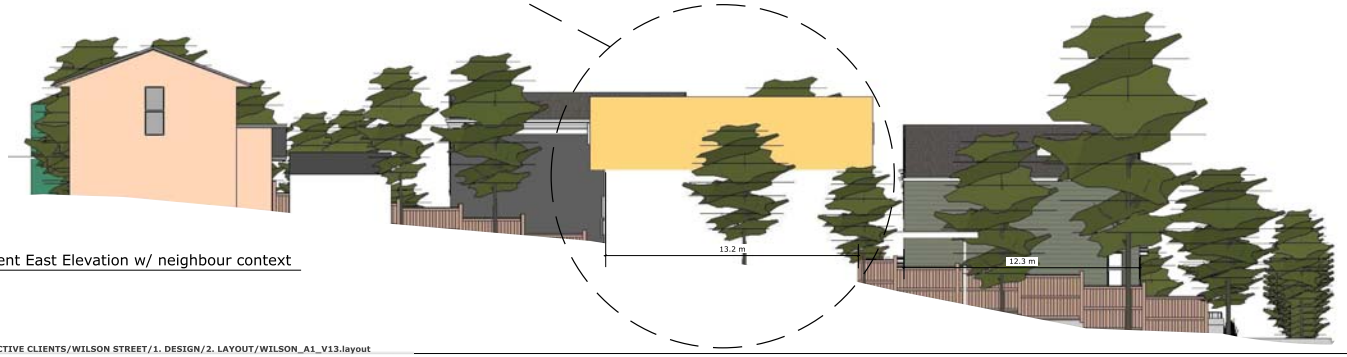
PLAN HISTORY
- issued for re-zoning Feb 04/19
- issued for re-zoning digital submission Feb 05/19
- issued for re-zoning March 14/19
- issued for re-zoning May 14/19

A03

A04 1 Existing South street-scape (google maps)
scale: N/A

A04 2 Proposed development w/ neighbour context
scale: 1"= 10'-0"

A04 1 Existing West street-scape (google maps)
scale: N/A



A04 2 Proposed development East Elevation w/ neighbour context
scale: 1"= 10'-0"

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Victoria, BC V8Z 4M2

PROJECT

Wilson Walk
208/210, 220, 230,
240 Wilson Street

DESCRIPTION

Neighbourhood Context Elevations

CURRENT ISSUE
May 14, 2019

PLAN HISTORY
-issued for re-zoning Feb 04/19
-issued for re-zoning digital submission Feb 05/19
-issued for re-zoning March 14/19
-issued for re-zoning May 14/19

A04

A05 2 East Cross section (from Alston) from unit 18 to 222/224 Edward st.
scale: 1/8" = 1'-0"

A05 3 South Elevation (from Wilson)
scale: 1" = 30'

A05 4 South East Perspective
scale: 1" = 30'

A05 1 Project Context Plan
scale: 1" = 30'

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Victoria, BC V8Z 4M2

PROJECT

Wilson Walk
208/210, 220, 230,
240 Wilson Street

DESCRIPTION

Context Plan,
Perspective, Cross
Section

CURRENT ISSUE
May 14, 2019

PLAN HISTORY
-issued for re-zoning Feb 04/19
-issued for re-zoning digital submission Feb 05/19
-issued for re-zoning March 14/19
-issued for re-zoning May 14/19

A05

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Victoria, BC V8Z 4M2

PROJECT

Wilson Walk
208/210, 220, 230,
240 Wilson Street

DESCRIPTION

Contextual Sun Study

CURRENT ISSUE
May 14, 2019

PLAN HISTORY
-issued for re-zoning Feb 04/19
-issued for re-zoning digital submission Feb 05/19
-issued for re-zoning March 14/19
-issued for re-zoning May 14/19

A06

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Victoria, BC V8Z 4M2

PROJECT

Wilson Walk
208/210, 220, 230,
240 Wilson Street

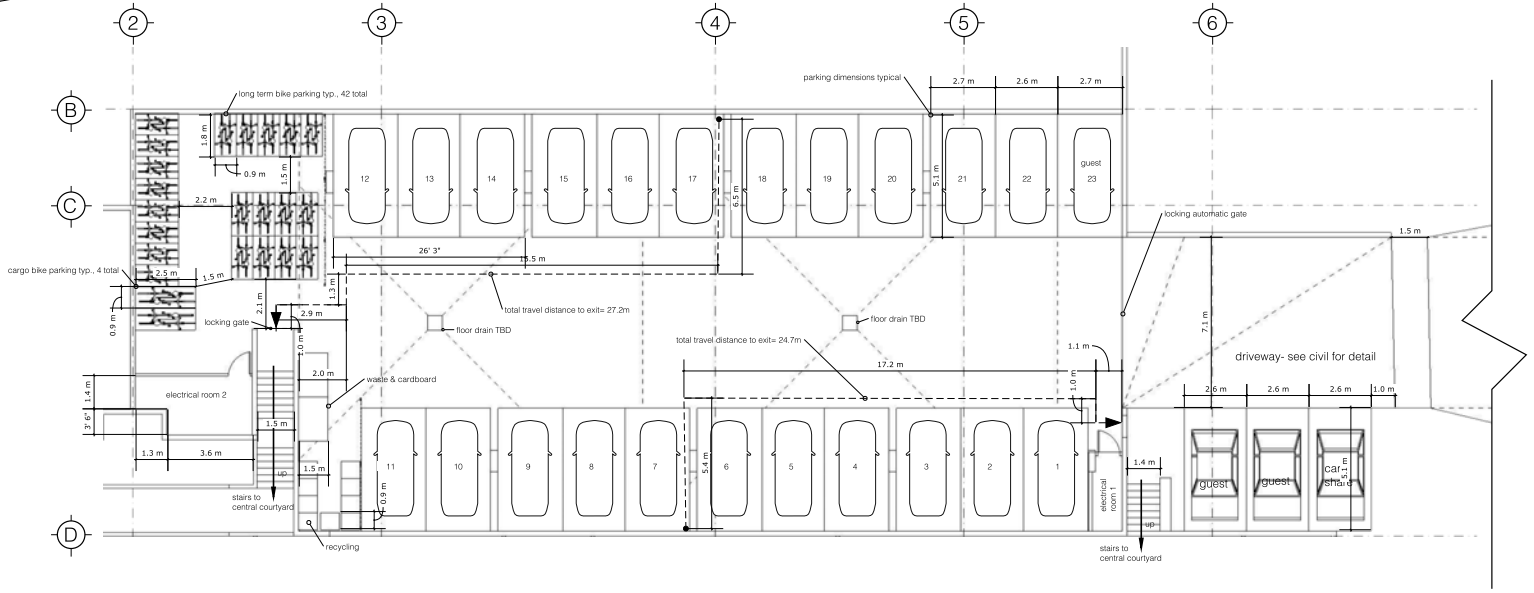
DESCRIPTION

Perspectives

CURRENT ISSUE
May 14, 2019

PLAN HISTORY
-issued for re-zoning Feb 04/19
-issued for re-zoning digital submission Feb 05/19
-issued for re-zoning March 14/19
-issued for re-zoning May 14/19

A07



A08 Parkade Plan
1
scale: 1/8" = 1'-0"

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Victoria, BC V8Z 4M2

PROJECT

Wilson Walk
208/210, 220, 230,
240 Wilson Street

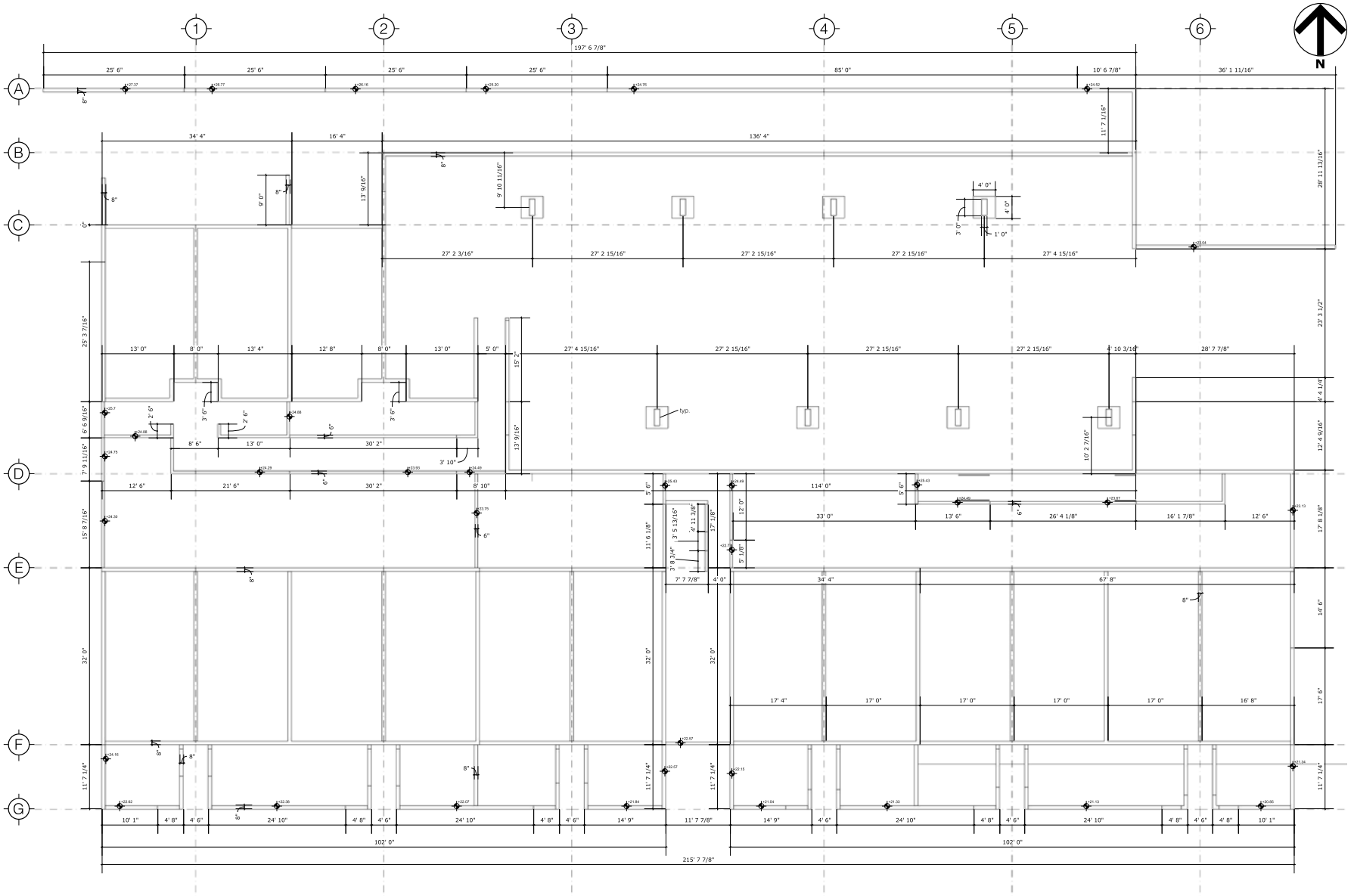
DESCRIPTION

Perspectives & Parkade Floor Plan

CURRENT ISSUE
May 14, 2019

PLAN HISTORY
-issued for re-zoning Feb 04/19
-issued for re-zoning digital submission Feb 05/19
-issued for re-zoning March 14/19
-issued for re-zoning May 14/19

A08



A09/1 Foundation Plan

scale: 1/8" = 1'-0"

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Victoria, BC V8Z 4M2

PROJECT

Wilson Walk
208/210, 220, 230,
240 Wilson Street

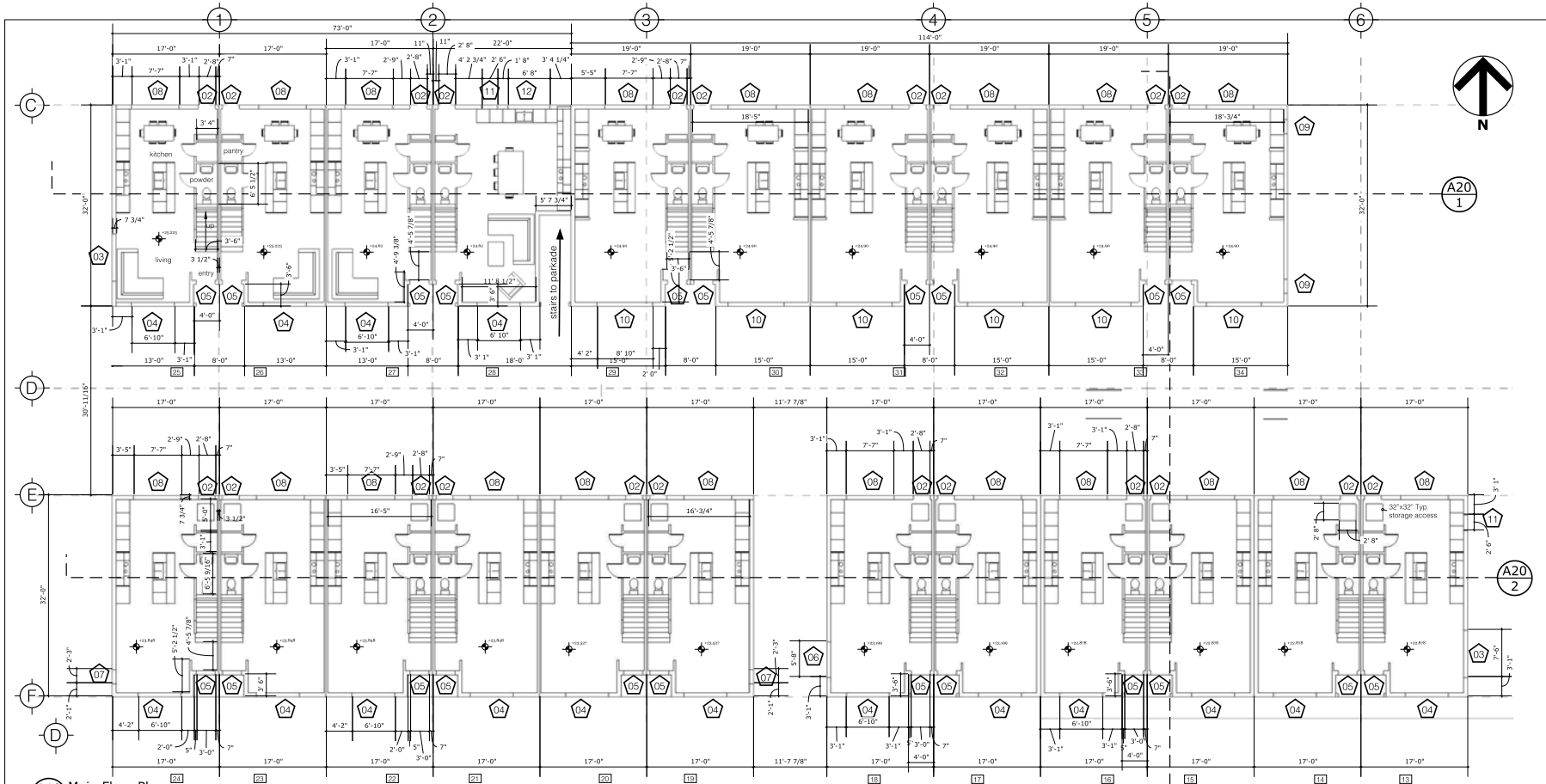
DESCRIPTION

Foundation & Arch.
Concrete Plan

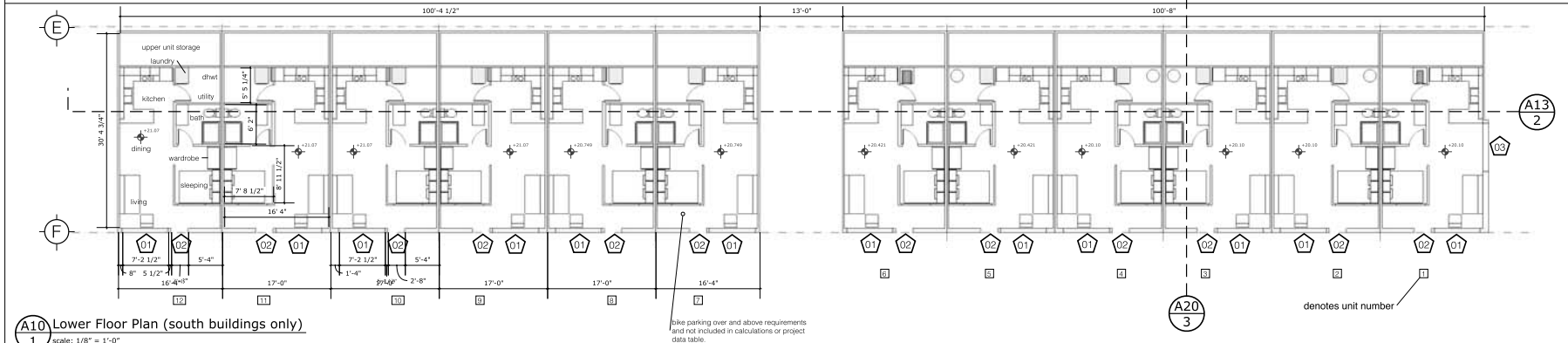
CURRENT ISSUE
May 14, 2019

PLAN HISTORY
-issued for re-zoning Feb 04/19
-issued for re-zoning digital submission Feb 05/19
-issued for re-zoning March 14/19
-issued for re-zoning May 14/19

A09



A10 / 2 Main Floor Plan
scale: 1/8" = 1'-0"



A10 / 1 Lower Floor Plan (south buildings only)
scale: 1/8" = 1'-0"

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Date Modified-May 14, 2019

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210 - 4252 Commerce Circle
Victoria, BC V8Z 4M2

PROJECT

Wilson Walk
208/210, 220, 230,
240 Wilson Street

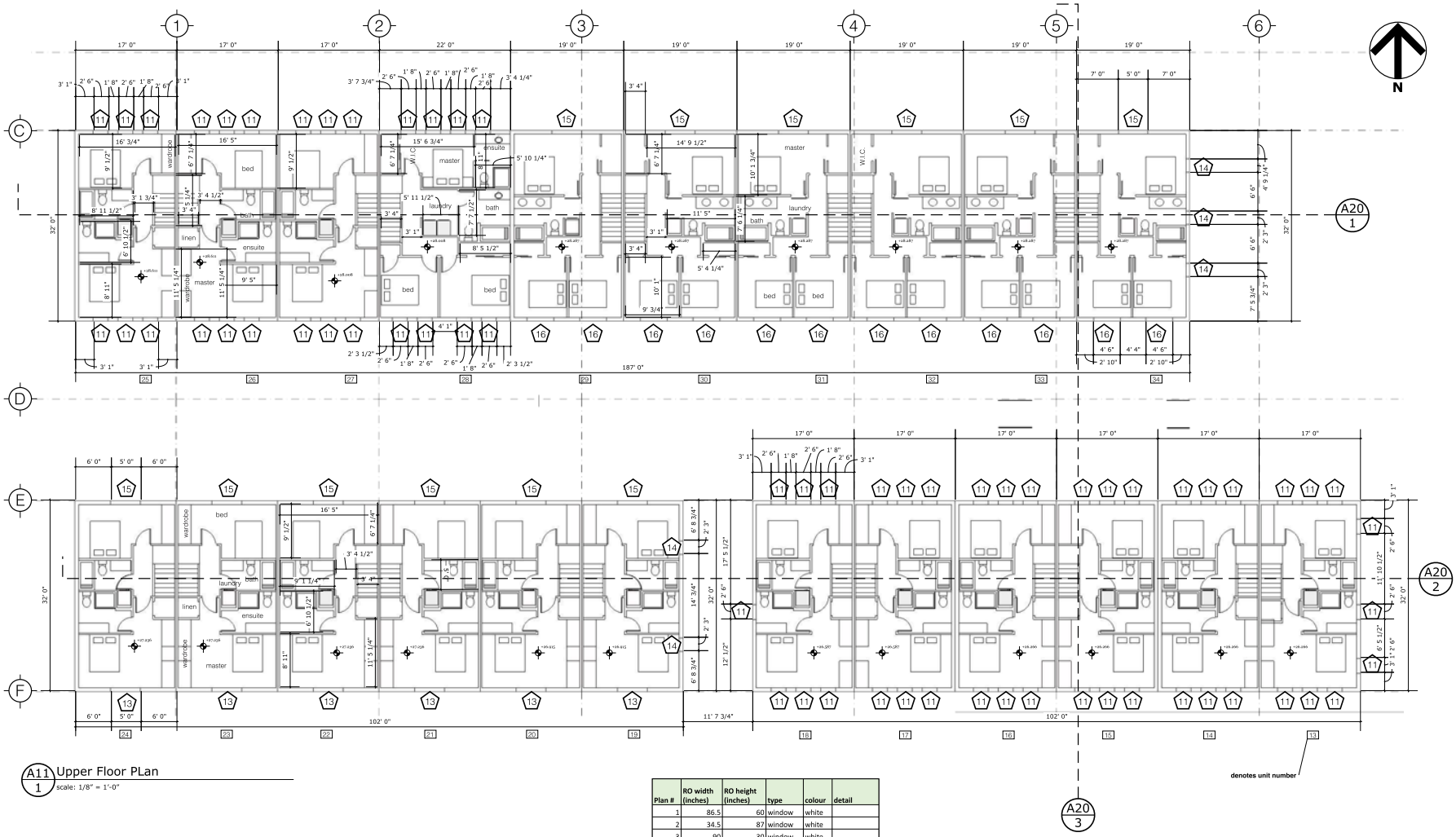
DESCRIPTION

Lower & Main Floor Plans

CURRENT ISSUE
May 14, 2019

PLAN HISTORY
-issued for re-zoning Feb 04/19
-issued for re-zoning digital submission Feb 05/19
-issued for re-zoning March 14/19
-issued for re-zoning May 14/19

A10



A11 1 Upper Floor PLan
scale: 1/8" = 1'-0"

Plan #	RO width (inches)	RO height (inches)	type	colour	detail
1	86.5	60	window	white	
2	34.5	87	window	white	
3	90	30	window	white	
4	82	82	window	white	
5	38.5	107	door	TBD	c/w transom
6	68	30	window	white	
7	27	82	window	white	
8	91	72	window	white	
9	27	72	window	white	
10	105	72	window	white	
11	30	60	window	white	
12	80	60	window	white	
13	60	100	window	white	
14	27	45	Window	White	
15	60	76	Window	White	
16	54	60	Window	White	

A11 2 Exterior Window & Door Legend

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Victoria, BC V8Z 4M2

PROJECT

Wilson Walk
208/210, 220, 230,
240 Wilson Street

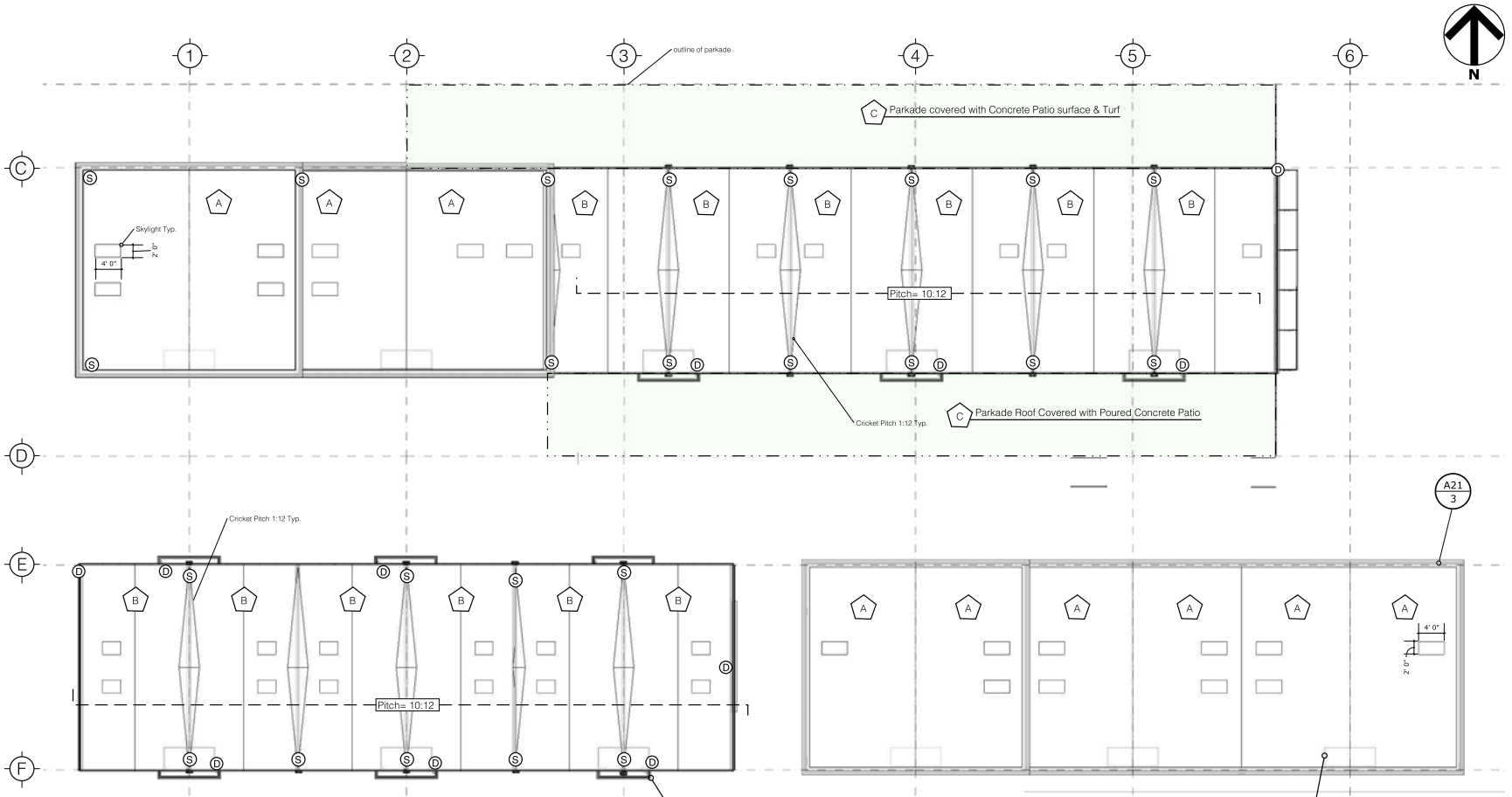
DESCRIPTION

Upper Floor PLan

CURRENT ISSUE
May 14, 2019

PLAN HISTORY
-issued for re-zoning Feb 04/19
-issued for re-zoning digital submission Feb 05/19
-issued for re-zoning March 14/19
-issued for re-zoning May 14/19

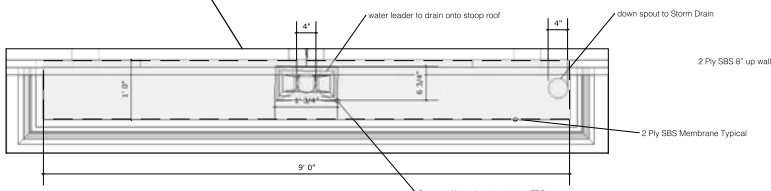
A11



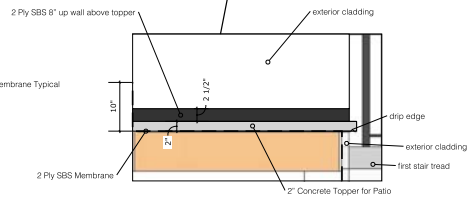
A12 / 1 Roof Plan- see legend below
scale: 1/8" = 1'-0"

Legend

- A -Flat Roof
  -2 Ply SBS Roofing Membrane
  -EPS slope package at 2% to all roof drain locations
  -Scupper/Water Leader locations- see plan
- B -Pitched roof- see plan
  -Fiberglass re-enforced Asphalt Shingle
  -Synthetic Roof Underlayment
  -Cricket locations treated with 2 Play SBS Roofing Membrane, framing by other.
  -Gutter & Downspout locations- see plan
- C -Concrete Suspended Slab over Parkade
  -Suspended Slab sloped at 2% away from Building
  -2 Ply SBS Roofing Membrane adhered directly to Concrete Substrade
- S Scupper Water Leader Location
- D Down Spout Location



A12 / 2 Stoop Roof Plan
scale: 1" = 1'-0"



A12 / 3 Concrete topper Patio at Entry Stoop typ.
scale: 1" = 1'-0"

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210 - 4252 Commerce Circle
Victoria, BC V8Z 4M2

PROJECT

Wilson Walk
208/210, 220, 230,
240 Wilson Street

DESCRIPTION

Roof Plan

CURRENT ISSUE
May 14, 2019

PLAN HISTORY
-issued for re-zoning Feb 04/19
-issued for re-zoning digital submission Feb 05/19
-issued for re-zoning March 14/19
-issued for re-zoning May 14/19

A12

/Users/Ryan/Dropbox/1. CITIZEN/1. PRODUCTION/1. ACTIVE CLIENTS/WILSON STREET/1. DESIGN/2. LAYOUT/WILSON_A1_V13.layout

Date Modified-May 14, 2019

A13 1 SOUTH ELEVATION (FROM WILSON ST)
scale: 1/8" = 1'-0"

way finding signage, details TBD
scale: 1/2" = 1'-0"

A13 2 NORTH ELEVATION
scale: 1/8" = 1'-0"

A21 1

A13 3 EAST ELEVATION (FROM ALSTON)
scale: 1/8" = 1'-0"

A13 4 WEST ELEVATION
scale: 1/8" = 1'-0"

Location	Finish detail	Colour
1	Slop Dash Stucco	Kendall Charcoal HC-166
2	Slop Dash Stucco	Kendall Charcoal HC-166
3	Brick	Mutual Materials- Classic Used Tumbled
4	Brick	Mutual Materials- Classic Used Tumbled
5	Slop Dash Stucco	Cushing Green HC-125
6	Slop Dash Stucco	Cushing Green HC-125
7	Shingles	Kendall Charcoal HC-166
8	Clap Board siding	Pale Oak OC-20
9	Brick	Mutual Materials- Classic Used Tumbled
10	Slop Dash Stucco	Narragansett Green HC-157
11	Shingles	Pale Oak OC-20
12	Clap Board siding	Cushing Green HC-125
13	Slop Dash Stucco	Kendall Charcoal HC-166
14	Slop Dash Stucco	Kendall Charcoal HC-166
15	Slop Dash Stucco	Pale Oak OC-20
16	Slop Dash Stucco	Pale Oak OC-20
17	Shingles	Narragansett Green HC-157
18	Brick	Mutual Materials- Classic Used Tumbled
19	Clap Board siding	Cushing Green HC-125
20	Slop Dash Stucco	Kendall Charcoal HC-166
21	Shingles	Pale Oak OC-20
22	Brick	Mutual Materials- Classic Used Tumbled
23	Flashing	Vic West Cambridge White QC 16161

A13 5 Exterior Finishes Legend

steller
ARCHITECTURAL CONSULTING
210 - 4252 Commerce Circle
Victoria, BC V8Z 4M2

PROJECT

Wilson Walk
208/210, 220, 230, 240 Wilson Street

DESCRIPTION

Elevations

CURRENT ISSUE
May 14, 2019

PLAN HISTORY
-issued for re-zoning Feb 04/19
-issued for re-zoning digital submission Feb 05/19
-issued for re-zoning March 14/19
-issued for re-zoning May 14/19

A13

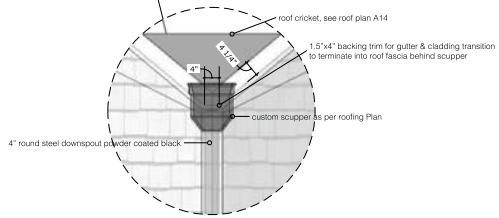
SEE A17 & A18 FOR ALL GEODECTIC INFORMATION

A14 1 SOUTH ELEVATION (FROM WILSON ST)
scale: 1/8" = 1'-0"

A22 2

A22 1

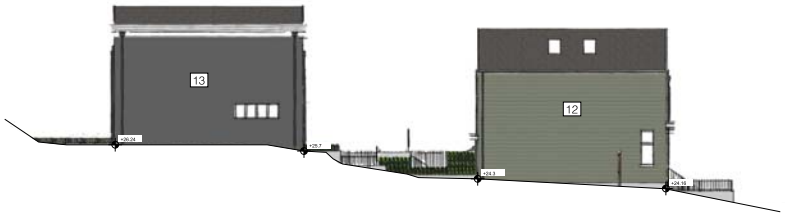
A14 2 NORTH ELEVATION
scale: 1/8" = 1'-0"



scale: 3/4" = 1'-0"

A14 4 WEST ELEVATION
scale: 1/8" = 1'-0"

A14 3 EAST ELEVATION (FROM ALSTON)
scale: 1/8" = 1'-0"



A14 4 WEST ELEVATION
scale: 1/8" = 1'-0"

Location	Finish detail	Colour
1	Slop Dash Stucco	Kendall Charcoal HC-166
2	Slop Dash Stucco	Kendall Charcoal HC-166
3	Brick	Mutual Materials- Classic Used Tumbled
4	Brick	Mutual Materials- Classic Used Tumbled
5	Slop Dash Stucco	Cushing Green HC-125
6	Slop Dash Stucco	Cushing Green HC-125
7	Shingles	Kendall Charcoal HC-166
8	Clap Board siding	Pale Oak OC-20
9	Brick	Mutual Materials- Classic Used Tumbled
10	Slop Dash Stucco	Narragansett Green HC-157
11	Shingles	Pale Oak OC-20
12	Clap Board siding	Cushing Green HC-125
13	Slop Dash Stucco	Kendall Charcoal HC-166
14	Slop Dash Stucco	Kendall Charcoal HC-166
15	Slop Dash Stucco	Pale Oak OC-20
16	Slop Dash Stucco	Pale Oak OC-20
17	Shingles	Narragansett Green HC-157
18	Brick	Mutual Materials- Classic Used Tumbled
19	Clap Board siding	Cushing Green HC-125
20	Slop Dash Stucco	Kendall Charcoal HC-166
21	Shingles	Pale Oak OC-20
22	Brick	Mutual Materials- Classic Used Tumbled
23	Flashing	Vic West Cambridge White QC 16161

A14 5 Exterior Finishes Legend

steller ARCHITECTURAL CONSULTING
210 - 4252 Commerce Circle
Victoria, BC V8Z 4M2

PROJECT

Wilson Walk
208/210, 220, 230,
240 Wilson Street

DESCRIPTION

Elevations no landscaping

CURRENT ISSUE
May 14, 2019

PLAN HISTORY
-issued for re-zoning Feb 04/19
-issued for re-zoning digital submission Feb 05/19
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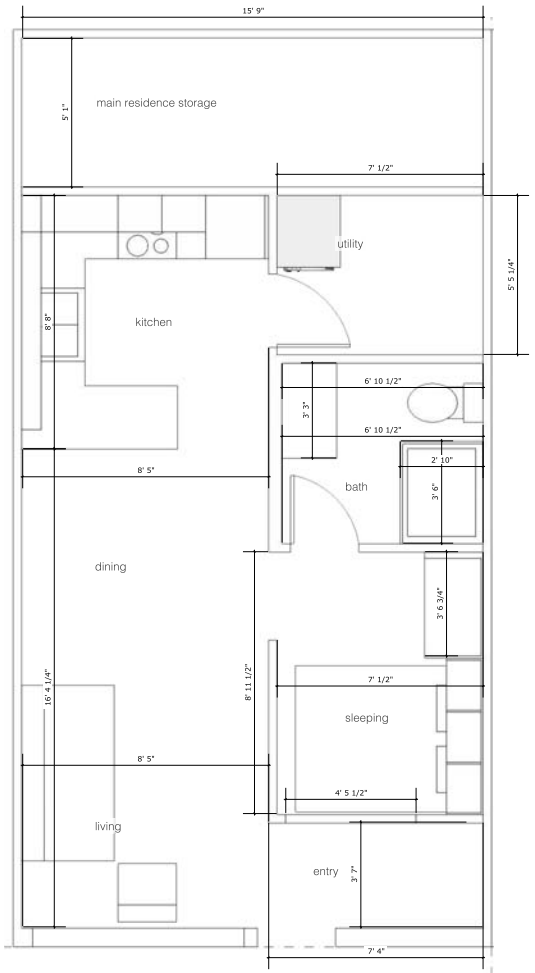
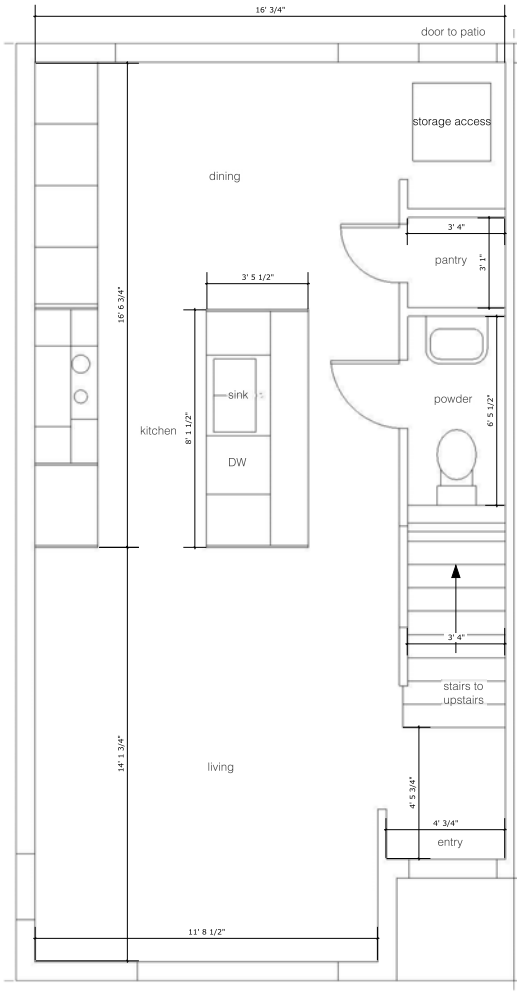
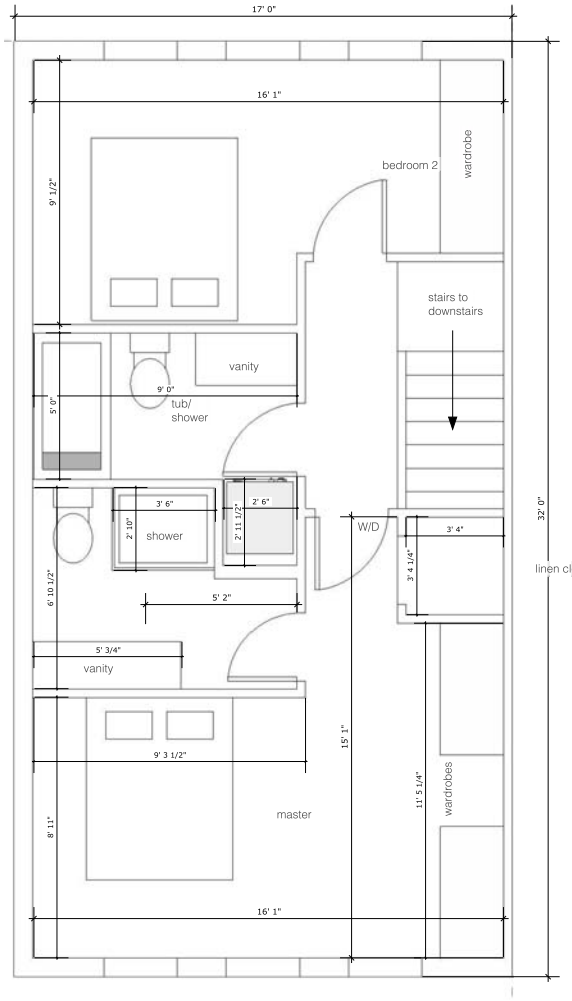
A14



A15/1 Lower Floor Plan (south buildings only)
scale: 1/2" = 1'-0"



A15/2 Main Floor Plan
scale: 1/2" = 1'-0"



A15/3 Upper Floor Plan
scale: 1/2" = 1'-0"

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Victoria, BC V8Z 4M2

PROJECT

Wilson Walk
208/210, 220, 230,
240 Wilson Street

DESCRIPTION

2 Bedroom floor plan example

CURRENT ISSUE
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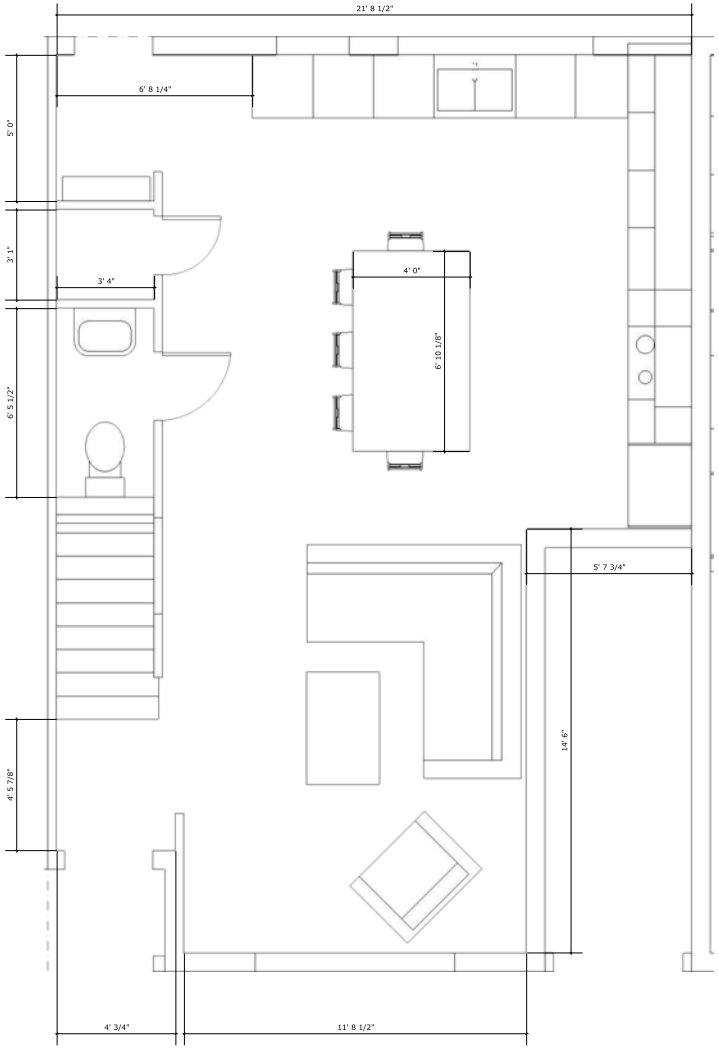
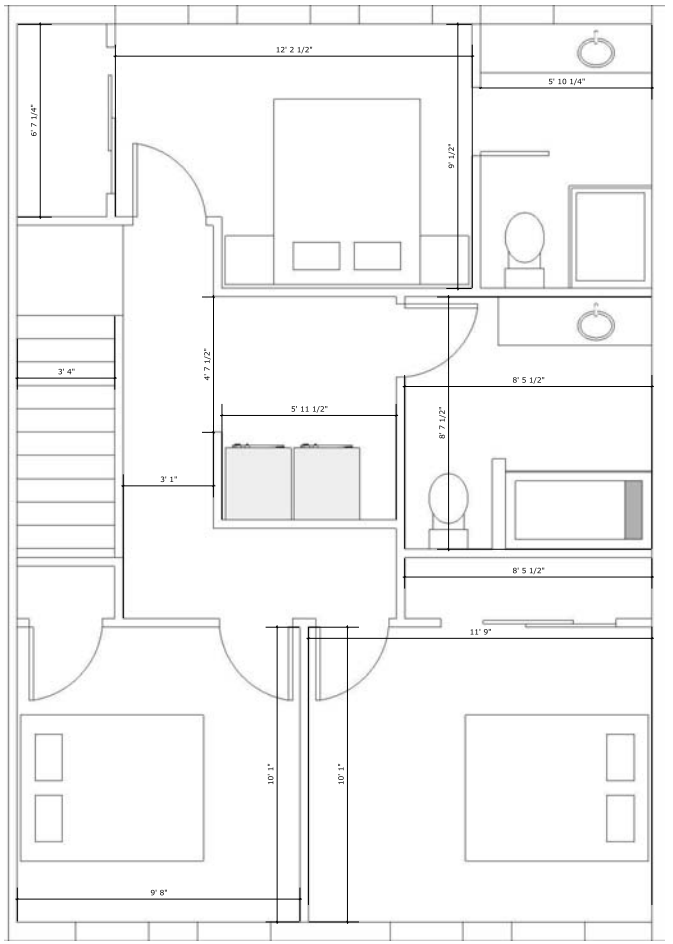
A15



A16/2 Main Floor Plan
scale: 1/2" = 1'-0"



A16/3 Upper Floor Plan
scale: 1/2" = 1'-0"

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PROJECT

Wilson Walk
208/210, 220, 230,
240 Wilson Street

DESCRIPTION

3 Bed room floorplan example

CURRENT ISSUE
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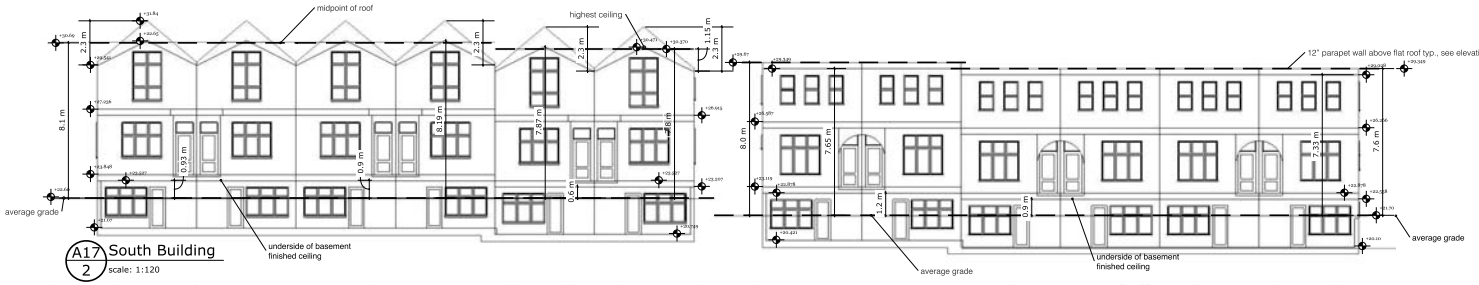
A16

A17 / 1 North Building
scale: 1:120



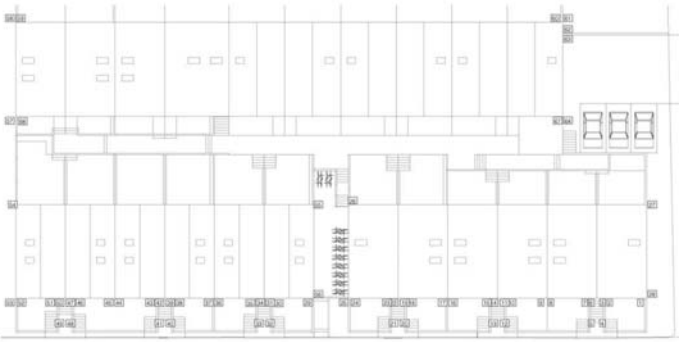
A17 / 2 South Building
scale: 1:120

SEE DETAIL 3 ON A23 FOR BCLS NATURAL GRADE CALCULATIONS/WORKSHEET

Building Location	elevation location	elevation (M)	AVGs	details	Natural/Finished	length (M)	avg * length
South East Building	1	20.02		east side of patio	finished		
	2	20.02		west side of patio	finished		
			20.02	pt 1 to pt 2		3.96	79.27
	3	21.31		east side of stair at building	natural		
	4	21.07		east side of stair at sidewalk	natural		
			21.19	pt 3 to pt 4		2.34	49.58
	5	21.14		west side of stair at sidewalk	natural		
			21.105	pt 4 to pt 5		2.44	51.49
	6	21.36		west side of stair at building	natural		
			21.25	pt 5 to pt 6		2.34	49.72
	7	20.02			finished		
	8	20.02			finished		
			20.02	pt 7 to pt 8		3.96	79.27
	9	20.02					
	10	20.02					
			20.02	pt 9 to pt 10	finished	3.96	79.27
	11	22.12			natural		
	12	21.85			natural		
			21.985	11 to 12		2.6	57.16
	13	22.27			natural		
			22.06	12 to 13		2.44	53.82
	14	22.71			natural		
			22.49	13 to 14		2.6	58.47
	15	20.02					
	16	20.02					
			20.02	15 to 16		3.96	79.27
	17	20.34			finished		
	18	20.34			finished		
			20.34	17 to 18		3.96	80.54
	19	22.53			natural		
	20	22.31			natural		
			22.42	19 to 20		2.85	63.89
	21	22.2			natural		
			22.255	20 to 21		2.44	54.30
	22	22.42			natural		
			22.31	21 to 22		2.85	63.58
	23	20.34			finished		
	24	20.34			finished		
			20.34	23 to 24		3.96	80.54
	25	22.42			natural		
	26	22.77			natural		
			22.595	25 to 26		9.75	220.30
	27	22.14			natural		
			22.455	26 to 27	natural	31.09	698.12
	28	21.23					
			21.685	27 to 28	natural	9.75	211.42
Totals						97.25	2110.11
average grade							21.69

Building Location	elevation location	elevation (M)	AVGs	details	Natural/Finished	length (M)	avg * length
South West Building	29	20.67			finished		
	30	20.67			finished		
			20.67	29 to 30		3.96	81.85
	31	22.13			natural		
	32	21.98			natural		
			22.055	31 to 32		2.31	50.94
	33	22.08			natural		
			22.03	32 to 33		2.44	53.75
	34	22.22			natural		
			22.15	33 to 34		2.31	51.16
	35	20.67			finished		
	36	20.67			finished		
			20.67	35 to 36		3.96	81.85
	37	20.99			finished		
	38	20.99			finished		
			20.99	37 to 38		3.96	83.12
	39	22.39			natural		
	40	22.19			natural		
			22.29	39 to 40		2.31	51.48
	41	22.35			natural		
			22.27	40 to 41		2.44	54.33
	42	22.54			natural		
			22.445	41 to 42		2.31	51.84
	43	20.99			finished		
	44	20.99			finished		
			20.99	43 to 44		3.96	83.12
	45	20.99			finished		
	46	20.99			finished		
			20.99	45 to 46		3.96	83.12
	47	22.56			natural		
	48	22.41			natural		
			22.485	47 to 48		2.56	57.56
	49	22.88			natural		
			22.645	48 to 49		2.44	55.25
	50	23			natural		
			22.94	49 to 40		2.56	58.72
	51	20.99			finished		
	52	20.99			finished		
			20.99	51 to 52		3.96	83.12
	53	24.16			natural		
	54	24.3			natural		
			24.23	53 to 54		9.75	236.24
	55	22.79			natural		
			23.545	54 to 55		31.09	732.01
	56	22.52			natural		
			22.655	55 to 56		9.75	220.88
Totals						96.03	2170.41
Average Grade							22.60

Building Location	elevation location	elevation (M)	AVGs	details	Natural/Finished	length (M)	avg * length
North Building	57	25.7			natural		
	58	26.24			natural		
			25.97	57 to 58		9.75	253.20
	59	23.96			finished		
	60	22.86			natural		
			23.41	59 to 60		57	1334.37
	61	22.88			natural		
	62	22.79			natural		
			22.835	61 to 62		1.33	30.37
	63	21.6			finished		
	64	21.6			finished		
			21.6	63 to 64		7.1	153.36
	65(omitted)	21.76			finished		
	66(omitted)	21.76			finished		
	omitted						
	67	22.27			natural		
	68	25.1			finished		
			23.685	67 to 68		57	1350.04
Totals						132.18	3121.35
Average Grade							23.61



A17 / 3 Average Grade Calculation Points

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210 - 4252 Commerce Circle
Victoria, BC V8Z 4M2

PROJECT

Wilson Walk
208/210, 220, 230,
240 Wilson Street

DESCRIPTION

Grade/Height Calculations
& Elevations

CURRENT ISSUE
May 14, 2019

PLAN HISTORY
-issued for re-zoning Feb 04/19
-issued for re-zoning digital submission Feb 05/19
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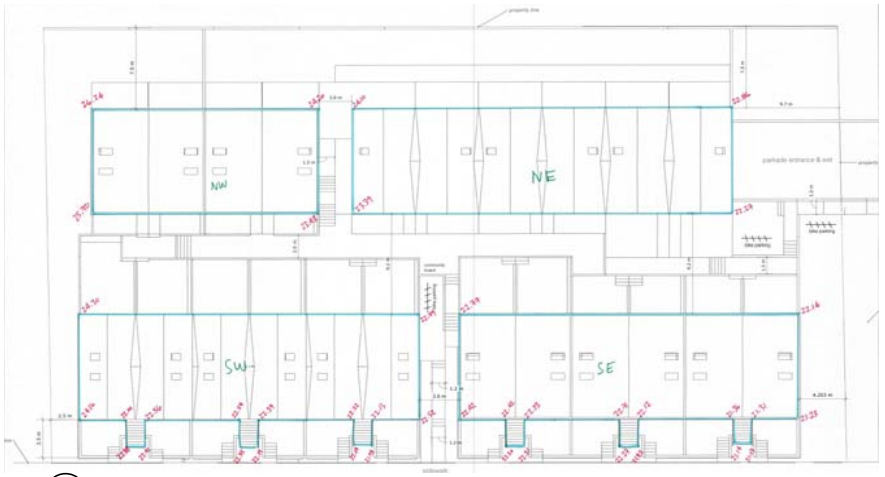
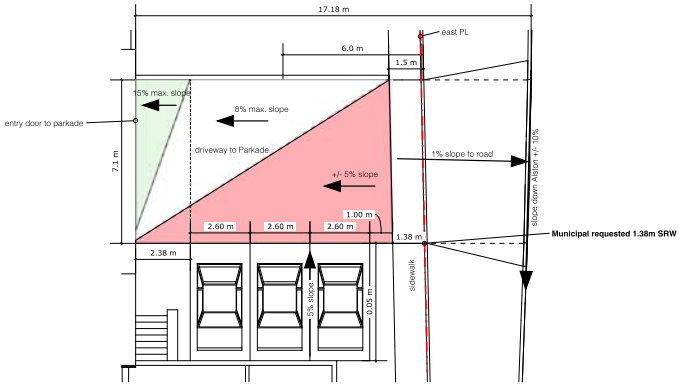
-issued for re-zoning May 14/19

A17

A18 / 1 added perspective illustrating East side of SE Building
- please see landscape plan for planting schedule and locations



A18 / 2 existing natural grade points from (JE Anderson)BCLS



A18 / 3 proposed driveway and surface parking, see Civil drawings
scale: 1:100

List of Plan changes		
Revision	Page	
1	A01	added keypad for guest entry to access 1 guest parking stall below
2	A01	area of parkade that will be above existing grade is now noted in grey. Parkade will be entirely below finished grade
3	A01	unit numbers changed to account for bachelor units being sold as separate strata unit. This has been shown to be more favourable to council
4	A01	See civil drawings for change in driveway as well as detail 3 on A18. drive aisle held to 8% in order to confirm to parking bylaw.
5	A01	Project site data table updated: 1)added site coverage including parkade above original grade, 2)bachelor suites have been separated out to have their own unit number as they are proposed as separate strata units now. The are below 1.8m so the square footage is not calculated in the FSR.
6	A07	All perspectives have been updated with more realistic and suitable trees and plantings. Please see civil for all road and sidwalk details/ curb cuts, etc.
7	A08	door was removed and locking gate was introduced to increased ventilation as per consult with mechanical engineering. Total travel distances were re-calculated and are conforming to BCBC2018
8	A08	Gridlines were added to all floor plan layouts typ. to add clarity.
9	A08	example of Wilson Walk Project signage on East side of north building to add further clarity to that building face given questions brought up during ADP review.
10	A10	units 29-34 main floor elevation was raised to allow for better clearance/access into parkade. Jim requested that we allow for any possible increase that could be required given structrual engineering requirements at this stage rather than later so we have
11	A11	units 29-34 upper floor elevation was raised to allow for better clearance/access into parkade. Jim requested that we allow for any possible increase that could be required given structrual engineering requirements at this stage rather than later so we have
12	A12	roof pitch was changed from 12:12 to 10:12 to keep height of building consistent from what was shown previously given the requirement to raise both the main and upper floors to create better parkade headroom clearance at entry door.
13	A17	changes to height calculations and floor elevations as per above revisions 10 & 11
14	A18	Detail 3 was updated to show how we are complying with drive aisle slope % max as per parking bylaw.
15	A20	dimensions were added in parkade cross sections to better show that we are meeting our 2.1m height clearance requirement. The engineers and architect are well aware of the head clearance requirements and we are and conforming.
16	A22	added detail for front entry stairs from south building leading to sidewalk on Wilson as per feedback from ADP review. Spindle change, dimensions, profiled top cap, return at bottom of stairs and eased transitions.

A18 / 2 record of plan changes from march 14, 2019

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210 - 4252 Commerce Circle
Victoria, BC V8Z 4M2

PROJECT

Wilson Walk
208/210, 220, 230,
240 Wilson Street

DESCRIPTION

Supplement Information

CURRENT ISSUE
May 14, 2019

PLAN HISTORY
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-issued for re-zoning May 14/19

A18


IKO Royal Estate Series- Shadow Slate


Mutual Materials:
Classic Used- Tumbled

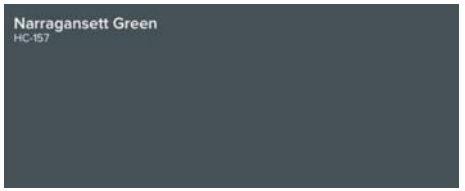

Slop Dash Stucco texture precedent-
See Swatches for colour

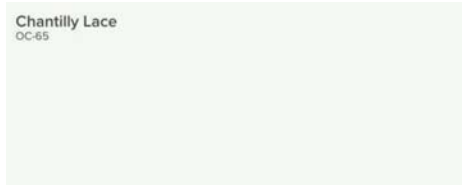

Shingle precedent- see swatches for colour

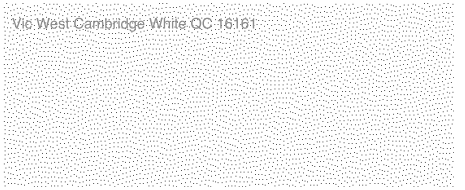

Cushing Green
HC-125


Pale Oak
OC-20


Kendall Charcoal
HC-166


Narragansett Green
HC-157


Chantilly Lace
OC-65


Vic West Cambridge White QC 16161


Lap Siding precedent- see swatches for colour


Stamped Concrete- Grey Cobble Stone


Natural Concrete walkway- single trowel finish


Black Powder Coated Railing


Galvanized gutter precedent


Scupper/Leader Head Precedent

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210 - 4252 Commerce Circle
Victoria, BC V8Z 4M2

PROJECT

Wilson Walk
208/210, 220, 230,
240 Wilson Street

DESCRIPTION

Finishes

CURRENT ISSUE
May 14, 2019

PLAN HISTORY
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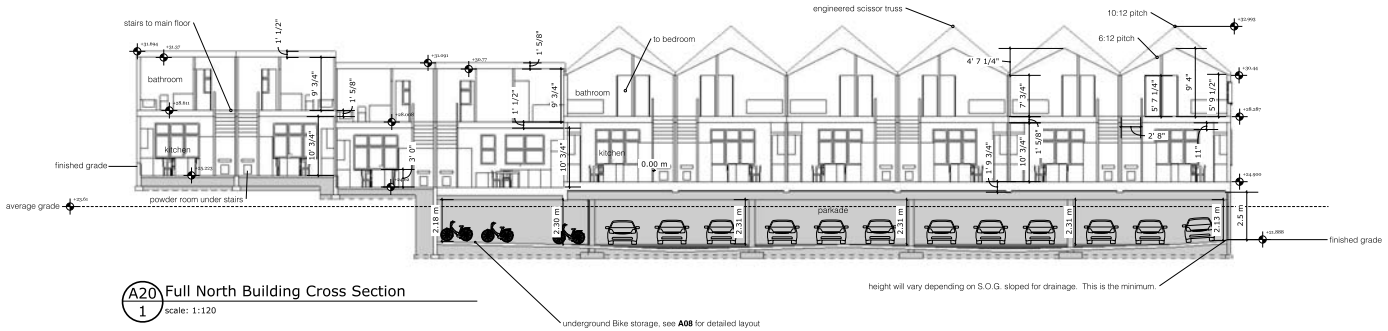
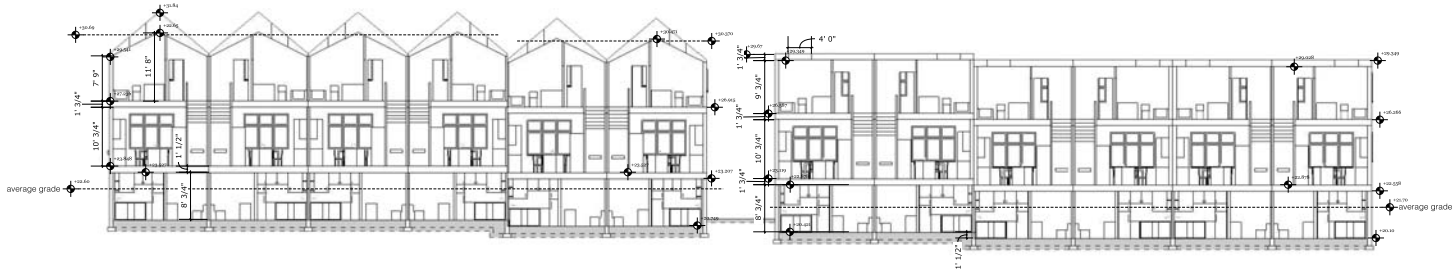
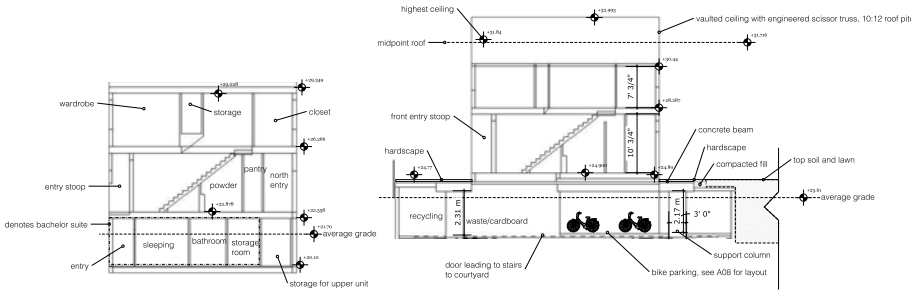
A19



A20 1 Full North Building Cross Section
scale: 1:120



A20 2 Full South Building Cross Section
scale: 1:120



A20 3 Full Building Cross Section Looking West
scale: 1:120

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210 - 4252 Commerce Circle
Victoria, BC V8Z 4M2

PROJECT

Wilson Walk
208/210, 220, 230, 240 Wilson Street

DESCRIPTION

Full Building Cross Sections

CURRENT ISSUE
May 14, 2019

PLAN HISTORY
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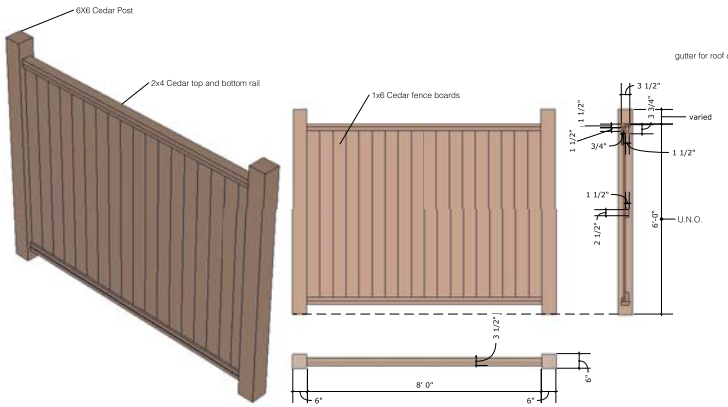
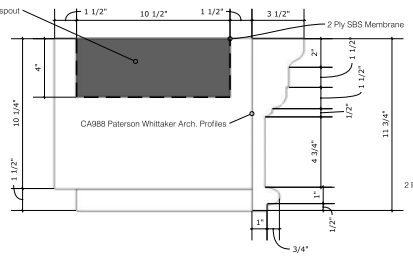
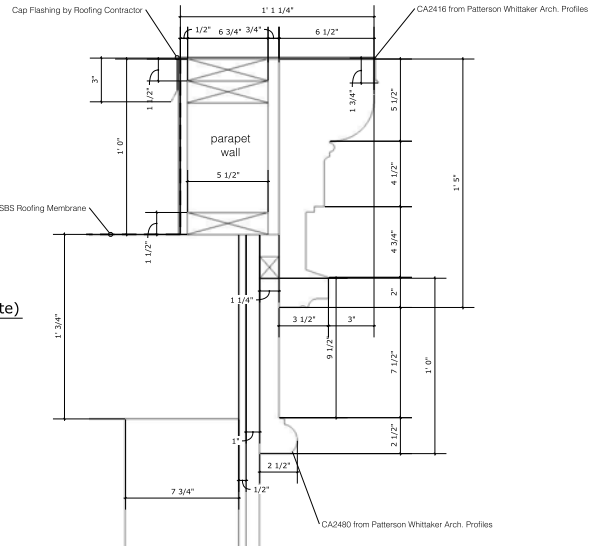
A20



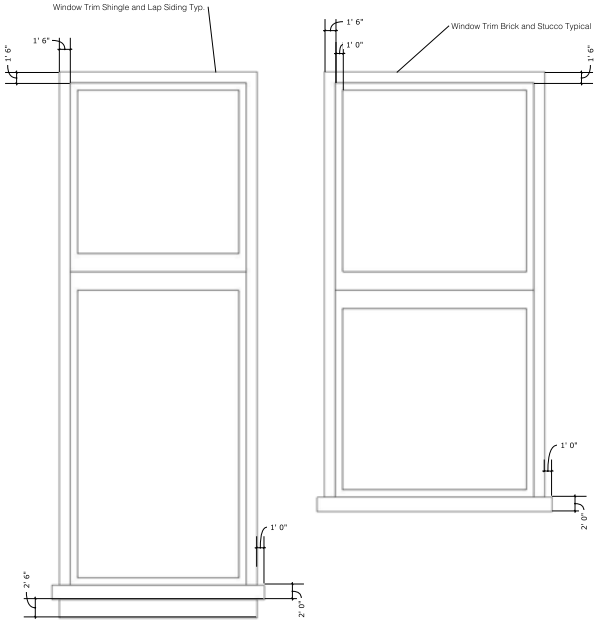
A21 1 Fencing Design & Detail
scale: 1/2" = 1'-0"



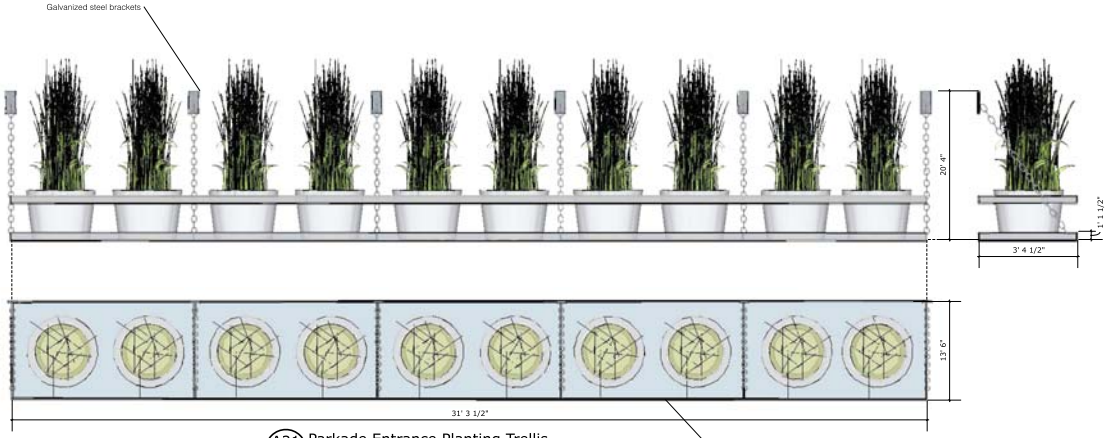
A21 2 Gable Front Stoop Overhang (Chantilly Lace White)
scale: 3" = 1'-0"



A21 3 Flat Roof Cornice Moulding Detail
scale: 3" = 1'-0"



A21 4 Window Trim Details (Chantilly Lace White for all)
scale: 1 1/2" = 1'-0"



A21 5 Parkade Entrance Planting Trellis
scale: 1/2" = 1'-0"

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210 - 4252 Commerce Circle
Victoria, BC V8Z 4M2

PROJECT

Wilson Walk
208/210, 220, 230,
240 Wilson Street

DESCRIPTION

Details: fencing, roof trim, window trim, parkade entrance trellis

CURRENT ISSUE
May 14, 2019

PLAN HISTORY
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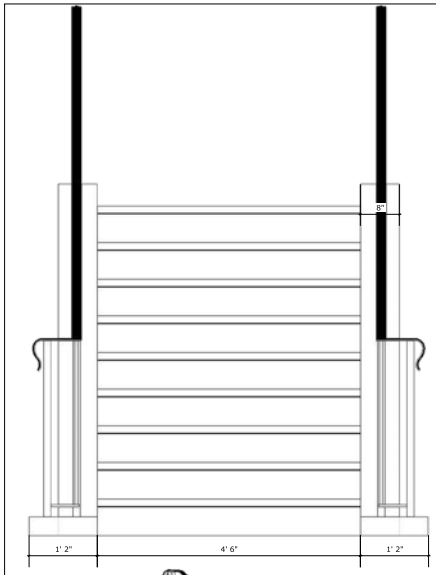
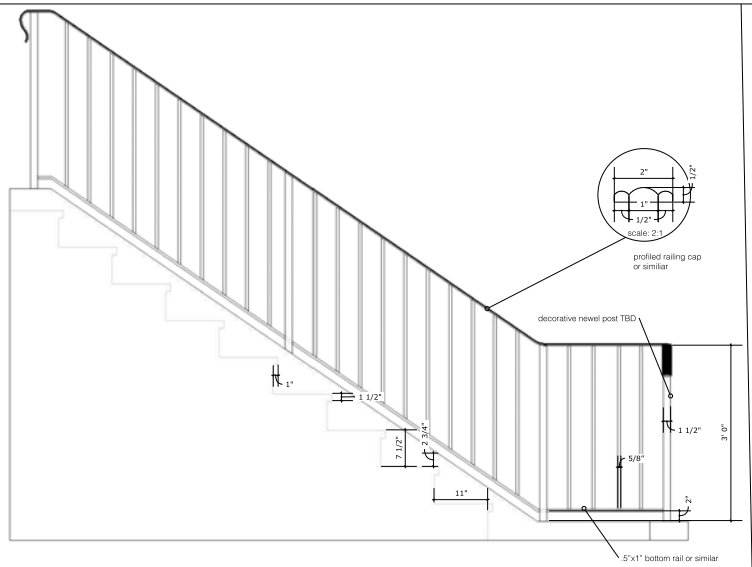
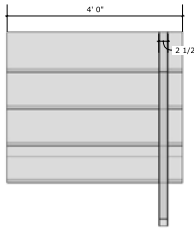
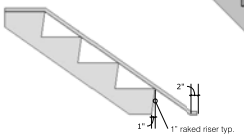
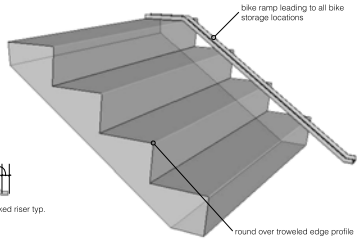
A21



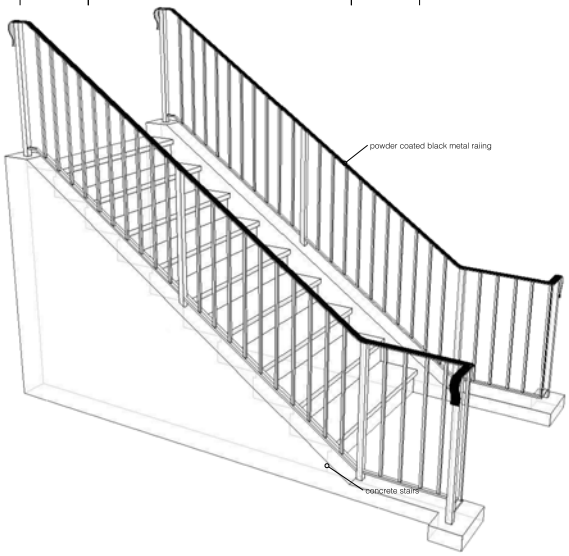




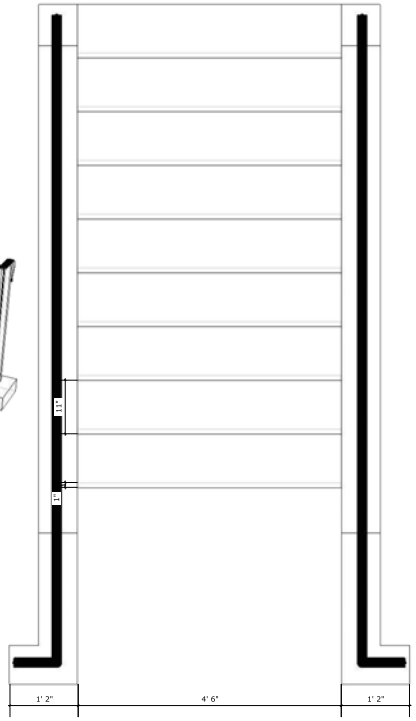


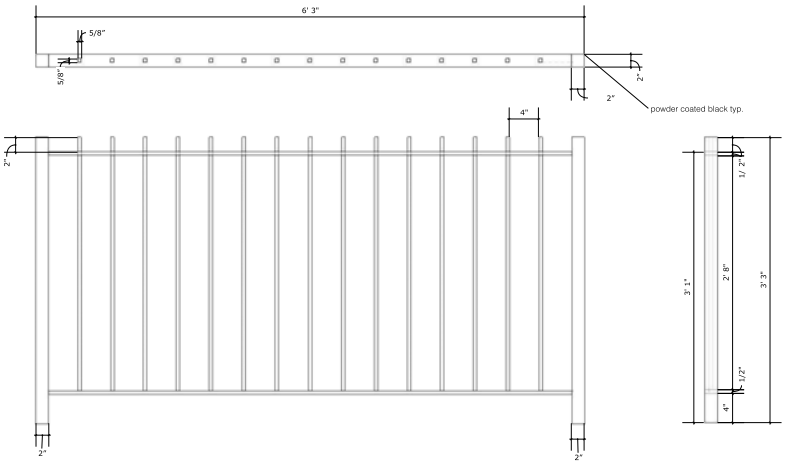


A22/3 common concrete stair & bike ramp detail typ.
scale: 3/4" = 1'-0"



A22/1 South Entry Stairs and Railing
scale: 3/4" = 1'-0"





A22/2 Typical Patio Railing
scale: 3/4" = 1'-0"

steller
ARCHITECTURAL CONSULTING
210 - 4252 Commerce Circle
Victoria, BC V8Z 4M2

PROJECT

Wilson Walk
208/210, 220, 230,
240 Wilson Street

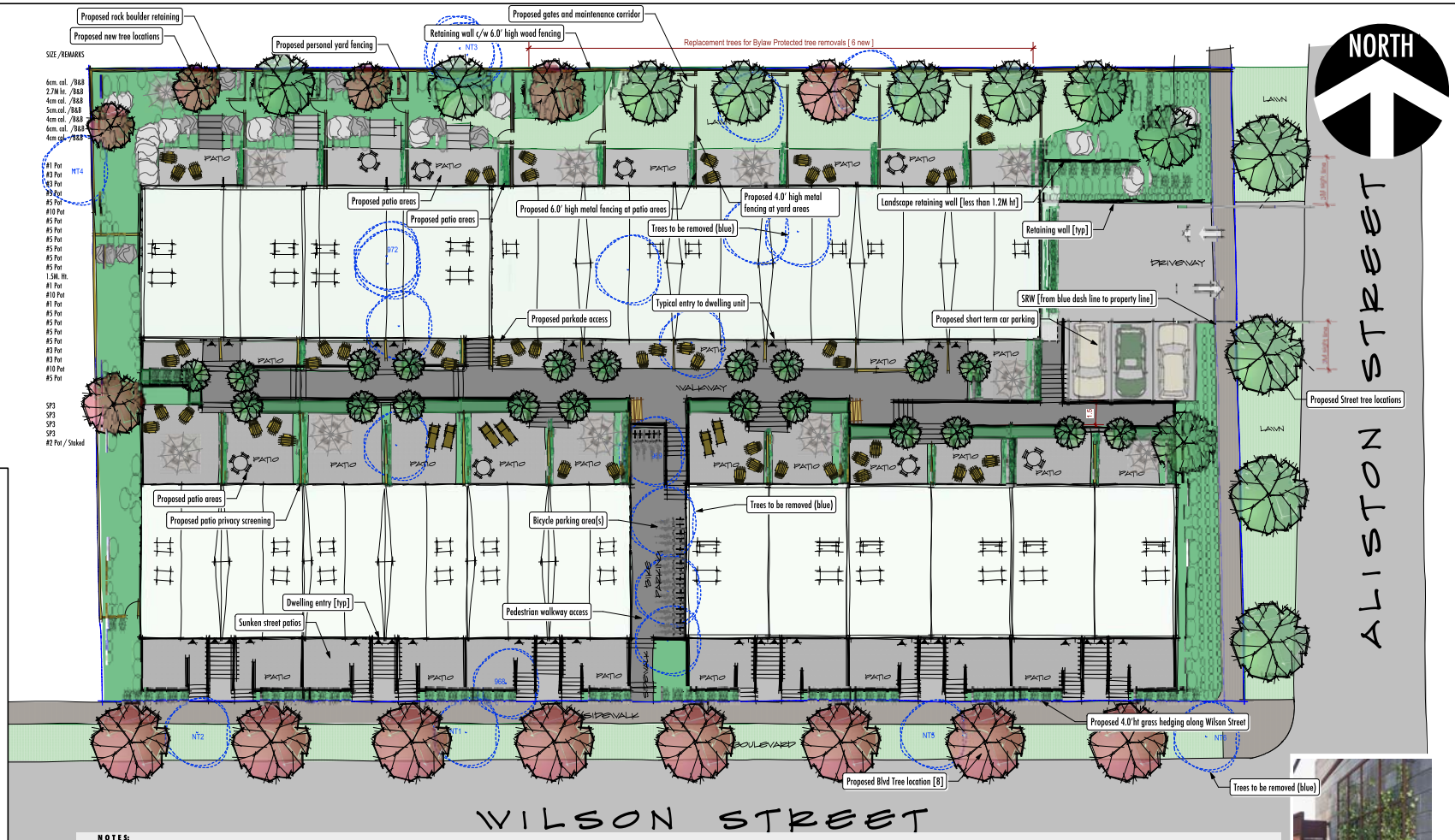
DESCRIPTION

Details: Stairs & Railings, bike ramp

CURRENT ISSUE
May 14, 2019

PLAN HISTORY
-issued for re-zoning Feb 04/19
-issued for re-zoning digital submission Feb 05/19
-issued for re-zoning March 14/19
-issued for re-zoning May 14/19

A22



RECOMMENDED PLANT LIST

BOTANICAL NAME	COMMON NAME	SIZE /REMARKS
TREES		
Acer platinoides Crimson Sentry	Crimson Sentry Maple	6cm. cal. /B&B
Acer grisseum	Paperbark Maple	2.7M ht. /B&B
Cercidiphyllum japonicum 'Rotfuchs	Red Fox Katsura	4cm cal. /B&B
Fagus sylvatica Dawyckii Gold	Dawyckii Gold Beech	5cm.cal. /B&B
Ginkgo biloba Fastigiata	Columnar Ginko	4cm cal. /B&B
Liquidambar styraciflua	American Sweetgum	6cm. cal. /B&B
Parrotia persica	Persian ironwood	4cm cal. /B&B
SHRUBS & PERENNIALS		
Azalea japonica	White Azalea	#1 Pot
Berberis thunbergii Aurea	Golden Berberis	#3 Pot
Berberis thunbergii atropurpurea Rose Glow	Rose Glow Berberis	#3 Pot
Camelia Japonica	White Flowering Camelia	#5 Pot
Calamagrostis acutiflora Karl Foerster	Feather Reed Grass	#5 Pot
Cotinus coggygria	Smoke Bush	#10 Pot
Choysia ternata	Mexican Orange bush	#5 Pot
Cornus sericea Sibirica	Red Twig Dogwood	#5 Pot
Cornus sericea Flaviramea	Yellow Twig Dogwood	#5 Pot
Euonymus Alatus Compacta	Dwarf Burning Bush	#5 Pot
Euphgarbia Wolfenii	Wolf's Euphorbia	#5 Pot
Forsythia x intermedia	Forsythia	#5 Pot
Hamamellis Int. Jelena	Orange Witch Hazel	1.5M. Ht.
Lavandula Munstead	English Lavender	#1 Pot
Magnolia stellata	Star Magnolia	#10 Pot
Pennisetum alop. Orientale	Oriental Fountain Grass	#1 Pot
Pinus Mugo Mughus	Mugo Pine	#5 Pot
Pharmium tenax spp	NZ Flax Varieties	#5 Pot
Rhoda Variety	Rhododendron	#5 Pot
Ribes Sang. King Edward'	Ornamental Currant	#5 Pot
Rosemary Officinalis	Rosemary	#3 Pot
Sarcococca ruscifolia	Himalayan Sweet Box	#3 Pot
Syringa vulgaris	White Lilac	#10 Pot
Viburnum plicatum	Japanese Snowball	#5 Pot
VINES & GROUNDCOVER		
Gaultheria procumbens	Wintergreen	SP3
Sedum spathifolium Capo Blanco	Capo Blanco Stonecrop	SP3
Mahonia nervosa'	Dull Oregon Grape	SP3
Thymus pseudolanuginosus	Wooly Thyme	SP3
Parthenossisus Tricus. Veitchii	Boston Ivy	#2 Pot / Staked

LEGEND

HARDSCAPE FINISHES:

- PP1 — CIP coloured concrete, Natural
- PP2 — CIP concrete, Orangepeel finish
- PP3 — CIP stamped concrete, Cobble finish

SOFTSCAPE:

- Lawn
- Planting area

MISCELLANEOUS:

- Wooden privacy screening approx. 1500-1800mm height
- Large rock boulders approx 4' x5' dia.
- Concrete or mortared rock retaining/upstand walls; Heights vary.

NOTES:

1) All building layout information and setback dimensions supplied by CITIZEN design.
2) All survey information supplied by CITIZEN design.
3) This drawing must not be scaled. The General Contractor shall verify all dimensions, datums and levels prior to commencement of work.
4) All errors and omissions must be reported immediately to the Designer.
5) This drawing is the exclusive property of the Designer and can be reproduced only with the permission of the designer, in which case the reproduction must beer the designers name.

NOTES:

"THIS PLAN IS NOT FOR CONSTRUCTION

1) Anything that is unclear should be clarified with Project Landscape Consultant.
2) All work to be completed to current BCSLA/BCNTA standards and MMCD Platinum Edition Specifications.
3) Landscape Contractor to arrange a pre-construction meeting with Landscape Consultant prior to start of work.
4) Plant material, installation and maintenance to conform to BCSLA/ BCLNA standard (current edition) and MMCD Platinum Edition Specifications. All plant material to be purchased from commercial nurseries in British Columbia [where available]. All planting areas and finished grading to slope away from building. All growing medium to comply to BCLSA/ BCLNA standard designation "1P - Level-1 Well Groomed Areas". All landscape areas on boulevard to be reinstated (where necessary) to grass by way of new sod installation. Project BCLA to be on site at time of boulevard tree planting (where applicable) to ensure adequate soil per tree pit as per City of Victoria requirements. All offsite boulevard trees to be installed to the satisfaction of the City of Victoria c/w minimum 9m3 soil pit provided per tree. Tree species to the satisfaction of the City of Victoria. Minimum boulevard tree spacing to be 8.0-10.0M separation. New offsite boulevard trees to also include installation of City approved tree grates and structural soil where necessary.
5) Underground irrigation system to be installed complete with automatic rain shut-off and 365 day calendar. Irrigation materials and installation to conform, as a minimum, to BCSLA/ BCLNA Standard (current edition), MMCD Platinum Edition Specifications and IIABC Standards. All irrigation piping under hardsurfaces to be sleeved. All on-site landscaped areas to be irrigated. Irrigation to the boulevard trees shall be provided by a water meter that is separate from the building [as per municipality of Colwood requirements]. The boulevard tree irrigation system (if required) shall be installed by the landscape contractor to IIABC and City of Victoria specifications using a double ring drip system with a double check valve. The boulevard tree irrigation system may be battery powered. Irrigation contractor to provide applicant and City of Victoria irrigation drawings showing the system (prior to installation - if required) for approval. Irrigation contractor to arange inspection of the boulevard tree irrigation system by City of Victoria Planning/ Parks. Note that the landscape contractor is to contact site superintendant/general and coordinate for ensuring that onsite irrigation controls be located in the mechanical room if possible.
6) All existing trees (if any) located on plan are approximate. Size and dripline of existing trees are not shown, and should be verified by a surveyor and /or arbourist where necessary. Arbourist to install tree protection fencing for existing significant tree(s) where necessary. The Arborist will need to be on site to identify root areas when excavating (as necessary). Ensure coordination is done in an appropriate timeframe for minimal tree impact.
7) Offsite boulevard trees to be irrigated with a separate irrigation system to the satisfaction of the City of Victoria (where required). Separate water point of connection shall be provided for this system to the satisfaction of the City. Offsite irrigation system to comply with all City of Victoria Engineering requirements and other bylaws.
8) See Legend for all hardsurface finishes. All hardsurface finishes to be installed in accordance to BCLSA/ BCLNA standards [latest edition] and MMCD Platinum Edition Specifications and shall slope away from the buildings. Design of hardscape features by others. Refer to architectural and engineering plans for additional information relating to sidewalks, stairs, driveways and patios. Grading design by others. Inspection of these features are to be by architectural and engineering consultants.
9) See Architecturals or Engineer's drawings for any retaining wall or wall cladding design. All Main Floor building elevations, hardsurface grading [road and driveways] to be confirmed by building Architect. Finish, height and slope of concrete retaining walls to be determined by others.
10) Refer to engineering plans which take precedence over these plans. If there are any questions regarding discepancies, contact the landscape Architect/designer immediately.
11) Fencing (if applicable for this project) to be built as shown on plan; Not to exceed allowable by the municipality. All fencing to be treated with two coats of semi-transparent stain (to match building colour). Fencing to be built as necessary to meet project requirements.
12) Final design, composition and location of planters over parkade slab to be reviewed and approved by structural engineering consultant. Design by others.
13) Contractor to confirm locations and elevations of all existing services and utilities prior to commencing construction.
14) Contractor to provide Landscape Consultant with detailed shop drawings for site fencing prior to start of work. Fence construction only to proceed with written approval of shop drawing by Landscape Consultant.

PRIVACY SCREENING, ELEVATION
NTS

SKL.01
08.JANUARY.2019
1:125
LATEST REVISION: 08.MAY.2019 DP

230 WILSON STREET
LANDSCAPE LAYOUT

STUDIO ONE CREATIVE

:: 22 UNIT TOWNHOUSE DEVELOPMENT :: 230 WILSON STREET :: SKL.01 :: landscape concept layout ::

May 16, 2019
Re: Wilson Walk Development Proposal

Dear Mayor and Council,

Our proposal for 'Wilson Walk' reflects the diversity, people, and housing in the Vic West neighborhood, while increasing the range of housing choices and meeting the growing need for ground-oriented housing. We started with a single bare lot in 2016. As the neighborhood plan evolved, including requirements for ground-oriented living, our team found ways to acquire additional property to meet land and policy requirements for townhomes within the May 2018 Vic West Neighborhood plan (VWNP) and the 2012 Official Community Plan (OCP). We are excited to have a proposal incorporating much needed housing (including below market housing), on a multi model transportation site location which promotes a reduction of car use and therefore sustainability, with diverse unit and sizes from bachelor to 3 bedrooms. Smaller units will sell at a very entry level price and offer attainable ground-oriented alternatives for apartment living and **3, 2 Bedroom 2.5 Bathroom Townhomes with a housing agreement to be sold at 15% below market value in Perpetuity. (Using Aryze S 219 housing agreement)**

Description of the proposal Summary

1. Change in land use from R2 to a spot rezone allowing for 2 rows of townhomes
2. Density request is .73 which is under the allowable .85 for 2 rows of townhomes in the neighborhood plan, and the 1.1 under the OCP, therefore we are not asking for bonus density.
3. Meeting height requirements in the VWNP
4. Ownership of 34 Strata Units
    a. **3, 2 Bedroom 2.5 Bathroom Townhomes with a housing agreement to be sold at 15% below market value in Perpetuity. (Using Aryze S 219 housing agreement)**
    b. 12 Bachelor units
    c. 12, 2 Bedroom 2.5 Bathroom Townhomes
    d. 3, 2 Bedroom 2.5 Bathroom Townhomes
    e. 6, 3 bedroom 1.5 Bathroom Townhomes
    f. 1, 3 Bedroom 2.5 Bathroom Townhomes
5. Voluntarily working towards step 4 of the new energy code

Need and Demand

As stated in both the VWNP and Victoria OCP, Victoria needs an additional 2000 new housing units a year to keep up with growing demand. The current zoning allows for duplexes which would only provide 8 units across the current site, and would need to be luxury to make the project viable based on purchase prices from former property owners. The requested density from .5 to .73 in this housing typology will assist in meeting a demand that the current density will not allow. R-2 allows for 8 units on 4 sites, to assembled 4 site lot, with two rows of townhomes and 34 total new units.

Amenity Contributions

1. The sidewalks and boulevards on both the Wilson and Alston frontages will be completely replaced. We will be replanting that boulevard with city approved tree's (we are hoping for something edible), along with meeting one of the key community concerns of safety by adding a sidewalk on Alston.
2. The City has captured a right of way on the Alston property allowing for future expansion.
3. **We are proposing to provide 3, 2 bedroom 2.5 bathroom units at 15% below market value in perpetuity with a covenanted housing agreement.**

Project Benefits

Our proposal reflects the deep appreciation of older residential areas with low scale housing, green spaces and character in the building type and style, while introducing additional density in an appropriate urban-to-single family home transition area. Most current development in Victoria is apartment style density. There are very few options for citizens who want ground-oriented homes but cannot afford single-family housing. (In a January 20, 2019 article in the Huffington Post says average family income required for a single-family home in Victoria is $149,000 (see https://www.huffingtonpost.ca/2019/01/20/10-charts-canadian-housing_a_23647609/). We chose townhomes instead of a multiplex because of the livability, ground entry structures which provide exterior living space for each unit with a maximum of 2 shared side walls, instead of walls, floors, and ceilings. This type of development encourages community through walkways and public spaces between units. The interior courtyard space is possible because of the incorporation of underground parking. Adding a sidewalk on Alston is a much-needed safety requirement for the public walking to and from the westside village, local parks, and from downtown into Vic West. The Wilson boulevard upgrade helps meet the desire for urban forestry by pushing the tree locations and boulevard next to the street, buffering the sidewalk and development. The buildings are designed to look like duplexes from the staggered entry points with shared stairs and entry vestibules.

The site location boasts the most significant environmental impact on city sustainability objectives, as the walk score is 84, with Westside village only a 2 minutes away. The project is incorporating both a modo Car share with 34 lifetime memberships, and a bike share program through TAP bike which means owners do not need to own a bike. The proposal is meeting transportation requirements to provide **42 weatherproof long term spots plus 4 cargo spots, in addition to 20 short term biking spot**s. There are two bus stops within a 4 minute walk. These multi model transportation options produce an environment that is not car-centric, therefore promoting sustainability by design. Underground parking will be EV ready and the development will be solar ready. As developers, we strive to design and build 100+ year homes. This means developing styles and finished that are timeless. Our exterior finishes include full size brick, stucco, shingles and lap siding. An example of an interior sustainable finish choice includes locally quarried (Tahsis) marble countertops to avoid the carbon footprint of importing stone commonly used from off-shore. We build to last. 3 Bedroom units on the north side of the development will all have 7.5m rear, fully fenced back yards which provide privacy for play

space and gardening that homeowners desire, in addition to the 4-minute walk to waterfront pathways, local play, dog, and skate parks.

Neighborhood

Wilson Walk incorporates both flat roof style buildings reflected in the heritage of the area, with complimentary gable roof homes. Exterior finishes are reflective of the neighborhood that will be both timeless in design, and durable. The site sits adjacent to the West Side Urban Village within a 2-minute walk, and 4 minutes to local parks, playgrounds, and services. (See attached Walkability Map Appendix 3). There are two transit routes within a 4-minute walk, and cycling connection to the galloping goose trail within 2-minutes. Most of the properties around the proposed site are zoned duplex, with several illegal tri plexes and small apartment buildings. It is a highly desirable location to add medium density in a ground-oriented form, opposed to a multiplex or small apartment building.

Impacts

Wilson Walk will bring more people into the area responding to the need for two- & three-bedroom units for families. The current structures are tired, illegally split with no fire separation and some black Mould; they do not add aesthetically or functionally to the neighborhood. This development will bring vibrancy and a new standard for design and durability to the area, enhancing the feel and energy that make neighborhoods desired and highly livable. Underground parking achieves more exterior living space, and moves cars off the street, which further promotes personal engagement as people journey from the public to the community, and then to private space. Areas for edible landscape provide opportunities for community engagement. Duplex structures could be sited within 10.3m from the rear property line vs 7.5m, and side setbacks meet R-2. The sun study shows minimal impact on rear, and the remaining side property, with more sun in summer than current impact of existing homes. We have considered window placements (we removed windows on the west side based on discussion with neighbors) and have been in communication with rear neighbors regarding trees and foliage that will provide further screening than what is in place currently to their rear properties, and for our units. A variance request is being made for fence height in the rear requested by the neighbors allowing for a 6' fence on top of the proposed retaining wall of 2'-3' on our site.

Government Policies

Our Proposal meets design, functional, affordable, and sustainable interests outlined in the Neighborhood and OCP along with:

Design and development permit guidelines

1. Achieve more open green space and community feel by adding underground parking
2. Neighborhood Plan Goals-Chapter 6/7
    a. Encourage a mix of housing sizes, costs, tenures and types
    b. Create more affordable housing

c. Showcase new, innovative housing types
d. Urban Villages Support new housing within a 5-minute walk of urban villages-chapter 7

3. VWNP, Page 10, Vic West celebrates the diversity of people and housing in the neighbourhood. There is also a deep appreciation of the older residential areas, with their low-scale housing, green spaces and eclectic character. The community wants to see this character maintained, while increasing the range of housing choices and improving affordability.
4. VWNP, Page 10, There is an opportunity to add more housing along Vic West's transit routes.
5. VWNP, Page 52, 4.22.4. In Small and Large Urban Village areas and other new multi-unit developments, add new street trees where possible as part of public realm improvements.
6. VWNP, Page 60, 6.1.2. The location, siting and design of new development should consider the view corridor identified from Catherine Street at Edward Street, to maximize views of the Olympic Mountains.
7. VWNP, Page 61, 6.2.5. Ground-level units are encouraged to contain individual entries and semi-private open spaces (e.g. porches or patios) facing the street, especially along local and collector streets, to reinforce the sense of neighbourliness.
8. VWNP, Page 61, 6.2.6. Development adjacent to lower-density residential uses should sensitively transition through massing, design, setbacks and landscape that minimizes shading and overlook and provides for building separation and privacy.
9. Development within the Traditional Residential areas is intended to:
    a. provide a range of ground-oriented forms of housing appropriate to lot size and context
    b. support additional ownership and rental opportunities for different household sizes
    c. support street trees and the urban forest with planting spaces on private lands and public boulevards
10. VWNP, Page 61, 6.2.3. Minimize the impacts of off-street parking on the quality of site designs and the pedestrian environment. Underground or enclosed parking is strongly encouraged.
11. VWNP, Page 61, 6.2.8. The siting and access of new development should provide opportunities to create sufficient boulevard planting space for at least medium-sized canopy trees.
12. VWNP, Page 61, 6.2.9. Include landscape and on-site open spaces that contribute to urban forest objectives, provide environmental benefits, and support sociability and livability. Where a pattern of landscaped yards adjacent to streets exists, this pattern should be continued .
13. VWNP, Page 61, 6.2.6. Development adjacent to lower-density residential uses should sensitively transition through massing, design, setbacks and landscape that minimizes shading and overlook and provides for building separation and privacy.
14. VWNP, Page 66, Building Siting Intent 6.7.1. Support front setbacks consistent with the variety of modest front setbacks found in Vic West, with sufficient space for landscape

and respect for existing patterns along the street (generally 3.5 - 6 metres) rear yards compatible with Vic West.

15. VWNP, Page 66,-Considerations for Residential Infill: building height In sub-areas 6-9: For buildings fronting onto a public street, buildings of up to 2.5 storeys (up to approx. 7.6 - 8.2 metres) may be considered for infill housing (see Fig. 15).
16. VWNP, Page 68, 6.9. Form and Character Objectives for Traditional Residential Housing
17. Page 68 6.9.1. To achieve street-fronting buildings which present a friendly face to the street
18. VWNP, Page 68, 6.9.6. To encourage design strategies that delineate private front-yard spaces from the public sidewalk while maintaining visibility of housing units.
19. VWNP, Page 68, 6.9.7. To support livability and access to usable outdoor space for individual living units
20. VWNP, Page 68, 6.9.8. To encourage site planning which results in rear yards whose appearance is dominated by landscape, not by parking, and which accommodate tree planting space.
21. VWNP, Page 68, For townhouses in more than one row, a rear setback of at least 7.5 metres is desired.
22. VWNP, Page 68, 6.13.3. Density: Up to 0.85 FSR in all other sub-areas 6.13.4. Specific Guidance
23. VWNP, Page 68, 6.13.2. Site Requirements for two rows of townhomes: On lots with a minimum width of 30 metres (100 ft) and a minimum depth of 39.5 metres (130 feet).
24. VWNP, Page 69, 6.9.2. To support site design, location of infra- structure and drive aisle access which accommodates front yard landscape and boulevard planting of at least medium-sized canopy trees. Boulevards are one of the primary opportunities to maintain and enhance the urban forest in Vic West.
25. VWNP, Page 71, 6.13. Townhouses – More than one row Intent: To provide more ground-oriented housing with access to on-site open space, as an alternative to single detached homes. Support more than one row of townhouses on larger lots where the desired design qualities can be accommodated.

Functional

1. Meet the need for more housing:
    a. VWNP, Page 26, Within 20-25 years 50% of the 20,000 people projected to move to Victoria will be housed in Victoria and Vic west, 40% within 5 min of large urban villages.
2. Support Affordable housing through:
    a. Multiple kinds of units
        i. **3, 2 Bedroom 2.5 Bathroom Townhomes with a housing agreement to be sold at 15% below market value in Perpetuity. (Using Aryze S 219 housing agreement)**
        ii. 12, 2 Bedroom 2.5 Bathroom Townhomes
        iii. 12 Bachelor units
        iv. 6, 3 bedroom 1.5 Bathroom Townhomes
        v. 1, 3 Bedroom 2.5 Bathroom Townhomes

b. 2 Minute walking proximity to the west village
c. 2 Minute Bike to the Galloping Goose
d. 5 minute walk to 2 Transit stops
e. Higher density and therefore lower cost base
f. Meeting transportation requirements to provide 42 weatherproof long term spots plus 4 cargo spots, in addition to 20 short term biking spots
g. A Modo car share and 34 lifetime memberships for the strata

3. VWNP and OCP policy for two rows of townhomes
    a. 7.5 meter rear setback, side setbacks, front building setback
    b. 8.2 meter height requirement within 2.5 storeys
    c. .73 for density where the NP allows for .85 and OCP allows bonus up to 1:1.
4. Only 5% of new buildings are ground oriented, proposal provides much needed "missing middle density".
5. 3, 2 Bedroom townhomes sold at 15% below market in perpetuity with a housing agreement.
6. Transit Study identified the development parking requirements as 29 spots. 23 are provided underground with one surface car share spot and the remaining 4 requirements being made up through the TDM measures of additional bike parking, Bike share on site, and a Modo car share along with 34 Lifetime memberships.
7. Schedule c, and Page 38 of VWNP, Supporting the reduction of car dependency, utilize better bicycle parking opportunities, car sharing, and bike sharing.
8. VWNP, 6.7.2. Support side setbacks consistent with the rhythm of homes facing the street (generally 1.5 metres). For units that do not front onto a public street (e.g. a second row of townhouses), greater side setbacks are desired, depending on the height of the side elevation. For a second row of townhouses, where permitted, a minimum side setback of 4 metres is desired.

Safety Security

Notes from the landscape Architect in regards to CEPTED

1. There is a garden area planned on the North side of the driveway as well to add privacy and separation from the street. A mixture of lower evergreen and deciduous plant material is planned to be used here. Landscape maintenance staff will be able to access the gated rear yards here as well.
2. The main corridor in between the building is also lined with two types of paving indicating a distinction between public and private space.
3. The front patio areas along Wilson will be raised and will be separated from the main city sidewalk with landscaping material.
4. Each of the individual homes (blocks) will have soffit or sconce lighting that illuminates the front and side of the buildings.
5. We have indicated some locations for external seating (benches) in this project as well, for mini gathering space or resting areas.

Transportation

Neighbors have concerns of how the parking demand will be satisfied. They have suggested they would like larger units, more parking, and less traffic. As we asked further questions about traffic it seems that traffic issues are an existing item with shortcutting from the local hardware store visits, and backups from the Wilson/Bay intersection at peak hours. As you can see in the transit study, there will minimal to no additional impact to any traffic flow on Alston, or Edward. Ware proposing to meet the car parking demand in addition to offering an on-site car share and incentives for multi model transportation options, which translates into a reduced need for cars.

See attached report from Urban systems on parking demand for this proposal. As our proposal includes a new housing typology to help meet demand, it does not fit neatly into schedule C. Staff suggested we have a transit study completed to identify demand. The demand has been identified at 36 spots. 23 of the spots are captured in underground parking, three surface spots one of which is a confirmed Modo car share location (with 34 confirmed lifetime memberships), with the remainder of demand being covered by the TDM measures of 42 weatherproof long term spots plus 4 cargo spots, in addition to 20 short term biking spots

Heritage

The building at **220 Wilson**, which the Heritage Society has suggested had some heritage value, has not been maintained over the years and is in poor condition. It does not meet current code.

Heritage has asked that we consider voluntarily moving and designating the building to heritage status. There are many barriers we have encountered in regards to this request.

First, there has not been interest from outside parties, despite marketing it through Nickel Bros. since January, see attached appendix.

We engaged an engineer to do an assessment of the structure and it was deemed in need of significant structural upgrades (as outlined in attached letter from RJC) to endure even a one-time move, adding a time pressure to finding an interested party and suitable lot to accommodate the home.

We have figured that considering current land cost, structural work, bringing the property to code, moving cost and fees the sell price for the home in a new location would be north of 1.98M as a break-even point. The numbers on this fall below requirements for acceptable CAP rates to anyone looking to take it on as a business venture. (figures attached)

A local neighbor who initially showed interest and walked down the path of working with planning to see if relaxations could be made to accommodate the home on a non-conforming lot, decided the project would be too large for him to undertake.

We contacted 5 local developers to offer it and there was no interest.

We, with our current proposal in the works, cannot undertake the financial requirements to moving/restoring this property and making it a viable development project.

The property at **240/242 Wilson** has been actively marketed through Nickel Bros for sale ($1). The renovations, poorly done, have created issues of rot and the tenants have caused damage both inside and out. We would be willing to contribute to amount of proposed salvage/demo (25K) to any party interested in moving this building.

208/210 Wilson will be salvaged and then demolished. It was reviewed by Nickel Bros. and deemed to be of no value.

See Appendix for backup information.

Tenant Assistance Program
208/210 Wilson are currently owner occupied and therefore, do not come under the TAP.

220 Wilson is an illegal 5-plex with varying units. The TAP is attached. There is a unit that has not had hydro for 12yrs and is used as storage only. We have just received an environmental report which indicates the presence of Black Mould and air quality issues from the amount of rat feces. We are in the process of discuss with that tenant on next steps.

240/242 Wilson is a duplex. The former owners daughter is occupying one of the units and the sales agreement notes that they will vacate once demolition permits are issued. The other unit will be occupied by a family member.

Infrastructure
There is adequate public infrastructure and services to meet the proposal. As stated previously we will be upgrading sidewalks and boulevards on Wilson and Alston, in addition to any water, sewer and storm connection requirements.

Green building features
As developers and citizens we strive to move our city forward in what we build and how we build it. We are striving to achieve step 4 of the new energy code. We achieve this through being intentional about everything from site selection to what we build. Below are some examples of how this project achieves environmental goals of the municipality as well as ourselves:

1. Site- it is walkable, bike able, and within 4 minutes of 2 transit routes.
2. Walkability score of 84, which is the 4th highest in the city
3. Durable and timeless exterior treatments-full brick, stucco, shingle, and clapboard
4. Exterior massing and Design that has a timeless look and feel while protecting thermal bridging issues.
5. Diverse unit make up: Bachelor to 3 bedroom units

6. Local Marble Countertops (you can undo all sustainability choices just by installing imported granite) fsc certified lumber, fsc certified hardwood, domestic plywood for millwork.
7. Achieve step 4 of energy code and work towards step 5 (HRV in every unit, super insulated building assemblies, incredibly tight building envelopes, durable materials)
8. EV ready underground parking
9. Modo care share spot with EV
10. Edible landscape considerations for boulevard tree's and community space.
11. Bike Share with Tap Bike
12. Drought tolerant landscape, edible/productive aspects of landscape, shade trees
13. 22 larger units future proofed for solar PV installation

"Fully 18% of emissions will be reduced if we make half our trips by walking and cycling and a quarter of our trips by transit." -Lisa Helps, Times Colonist

Neighborhood Consultation

We started talking to the neighbors in October. Since October we distributed 47 letters of invitation for more information, 33 meetings on doorsteps and in homes to hear the neighbors feedback, and wrote and responded to 41 emails from those neighbors (**See Appendix 1**). In addition, on November 20 we were set to have the informal meeting with the land use committee where accidentally a notification was sent to the community. This resulted in about 20 people showing up, many of whom I had guaranteed I would keep them informed of the process. As you can imagine this did not seem like I was being straightforward. After that meeting, Sean Dance and one other Land Use member commented that they thought we did a good job of fielding the initial negative energy and addressing all concerns. The upside was we heard an additional round of community feedback. From that meeting, we adjusted our plans, which allowed extra footage to incorporate and convert 7 of the units from 2 to 3 bedrooms, responding to the neighbors desires for more family sized offerings. We offered to work with Edward neighbors to incorporate real-time impact of their views by taking photos from their homes and siting them into our model. We commissioned a transit study to look at the actual traffic impact, including additional scope of parking demand for the development because of the introduction of a new housing typology of rental units within a strata townhome making the site not fit neatly within the schedule C parking bylaw. Between November 20 and January 22 we continued to visit households that were interested to provide updated design and impact tools, including images taken from rear decks and balconies on the 214, 222, 224, 228, and 230 Edward where we super imposed the proposed development to look at privacy and height questions. As communicated to the neighbors, we have a mutual interest in creating privacy between our project and their properties through design and use of mature landscape. Rear neighbor, Ross Harry asked if we could propose a height variance for the rear fence (their properties are at higher grade and they wanted a full 6ft fence at their property height) which we have included in our proposal. On January 22 we held the official CALUC meeting and presented the revised proposal and traffic study. Most of the questions revolved around parking for the development, and what the transportation department at the city would be

doing with parking on Alston and Wilson. The traffic and proposed parking demand is addressed in the attached study.

Affordability

This proposal is affordable by design of multi styles of units, and **3, 2 Bedroom Townhomes offered at 15% below market value in perpetuity with a housing agreement**. The variety of units provides diverse options, and also the smaller units will be on the market at a very attainable level. We believe in and are passionate about creating happier cities. As this is our first larger development and we did not want additional density because the housing typology that fits best here is ground oriented, we had not planned on this project including affordability as outlined in the previous density bonus program. This was also not a requirement until November 22. We are not asking for bonus density and had purchased the 4th property at a significant premium before the November 22 meeting which essentially changed the goal posts on us. The biggest issue for us as small developers is that the goal posts were moved without any grace period or consideration for the development process even with professional consultation from Corialas suggesting grace periods of 6-12 months because developers purchase property based on current policy (which we did).

The proposal was developed within the parameters outlined in the relevant material and consultation with staff. We had multiple meetings from May 2018-the end of October 2018 to confirm requirements. The fourth lot in our development was purchased based on the final meeting in October. At a premium, we purchased this lot in good faith on current policy. A month later we were informed by staff they needed to negotiate affordability into the project based on a draft policy. I understand that council are not experts in land economics and therefore rely on staff, who engage and rely on professional consultants. I have read the professional consultant report produced by Corialas which was the basis for the bonus density program. I have also had several in depth conversations with Blair Erb the consulting expert. Both he and the report note:

1. Developers purchase property based on current policy and therefore any changes to policy require a grace period 6 months to a year, not just for current applications, as land is purchased before application in most cases.
2. Density bonus should not be applied to traditional residential because the project becomes non financially viable. This is defined in two ways
    a. Land Lift Analysis-see attached **Appendix 5** with construction rates, and sell price holding to a 13% profit there is no possible way to show a positive land lift.
    b. Bank Lending-Banks will not lend to projects unless they show 15-20% profit. We have found a lendor that will support this project in our proposed configuration.

Based on meetings with staff, Mayor and Councillors we have made adjustments to the current proposal to make the best use of the land within what council is trying to achieve. We have 34 total strata units made up of the following:

12 Bachelor Suites
12 2 Bedroom 2.5 bathrooms
3 2 Bedroom 2.5 bathrooms sold under the Aryze housing agreement at 15% below market
6 3 Bedroom 1.5 bathrooms
1 3 Bedroom 2.5 Bathrooms

Requested Variances

We have 4 requested Variances to policy in our proposal

1. Fencing height to 6' above the rear retaining wall which will be between 2-3 feet high making the wall and fence height 8-9 feet from the development side. This was requested by the rear neighbors on Edward.
2. Projection of the front stairs into the front setback. The building face meets the front setback requirement, it is just the stairs that will project into it.
3. Side setback for the rear building set at the current building setback of 2.9m
4. Parking Variance from the 36 spots required per attached transit study, to 24 spots. The additional demand of 4 spots to be made up through the TDM measures of additional underground locked and secured bike parking with cargo bike stalls, Bike share on site through tap bike, and a Modo car share along with 34 Lifetime memberships.

Conclusion

We are a small town developer that is both passionate and convicted about the projects we undertake with the goal of creating happier cities through housing that we, the neighborhood, and the city are truly proud of. We strongly believe in this project and think it ideal for the Neighborhood of Vic West and look forward to the anticipated approval of this great project, "Wilson Walk".

Sincerely
Citizen Design Build Team

Appendix 1 Neighborhood Consultation

Dropped Letter to Neighbors within 100m of the proposed site. See Map for location drops

Dear Neighbor,

We are sorry we missed you today.

We are very excited to be implementing the May 2018 Adopted Victoria West Community plan. The design process has started for a multifamily site on Wilson street between Alston and Catherine.

As you may know in regards to land use, the Vic West Neighborhood plan outlines the desire to add housing that fits within the area. In specific the map on page 64 of that document shows areas open to high, medium, and lower density.

You can find the information on this area on page 65-74 of the Vic West neighborhood plan which is on the city of Victoria website, or just google search "Vic West Neighborhood plan".

Area 6 of the plan is where the lots between Alston and Catherine are located which is open to medium density of up to .85 floor space ratio, two rows of townhomes with lots wider than 30 meters, and 2.5 stories that do not exceed 7.6-8.2 meters. The design favors green-space instead of surface parking, buildings fronting the street instead of driveways, homes closer to transportation, homes within a 5 minute walk of urban villages, new and innovative housing types. Your community plan is also trying to move the area to a more walkable and less car dependant community.

You may be familiar with the conversion of the house at 222/224 Edward street. This was one of our projects as was the conversion of the small church at 1620 fernwood. We are passionate about relevant architectural design which betters the look and feel of the neighborhood along with adding homes according to municipal policy.

The development process involves consultation with the community, city staff, Vic Wet Land Use Committee, and City Council. This process takes several months to a year depending on feedback of each group.

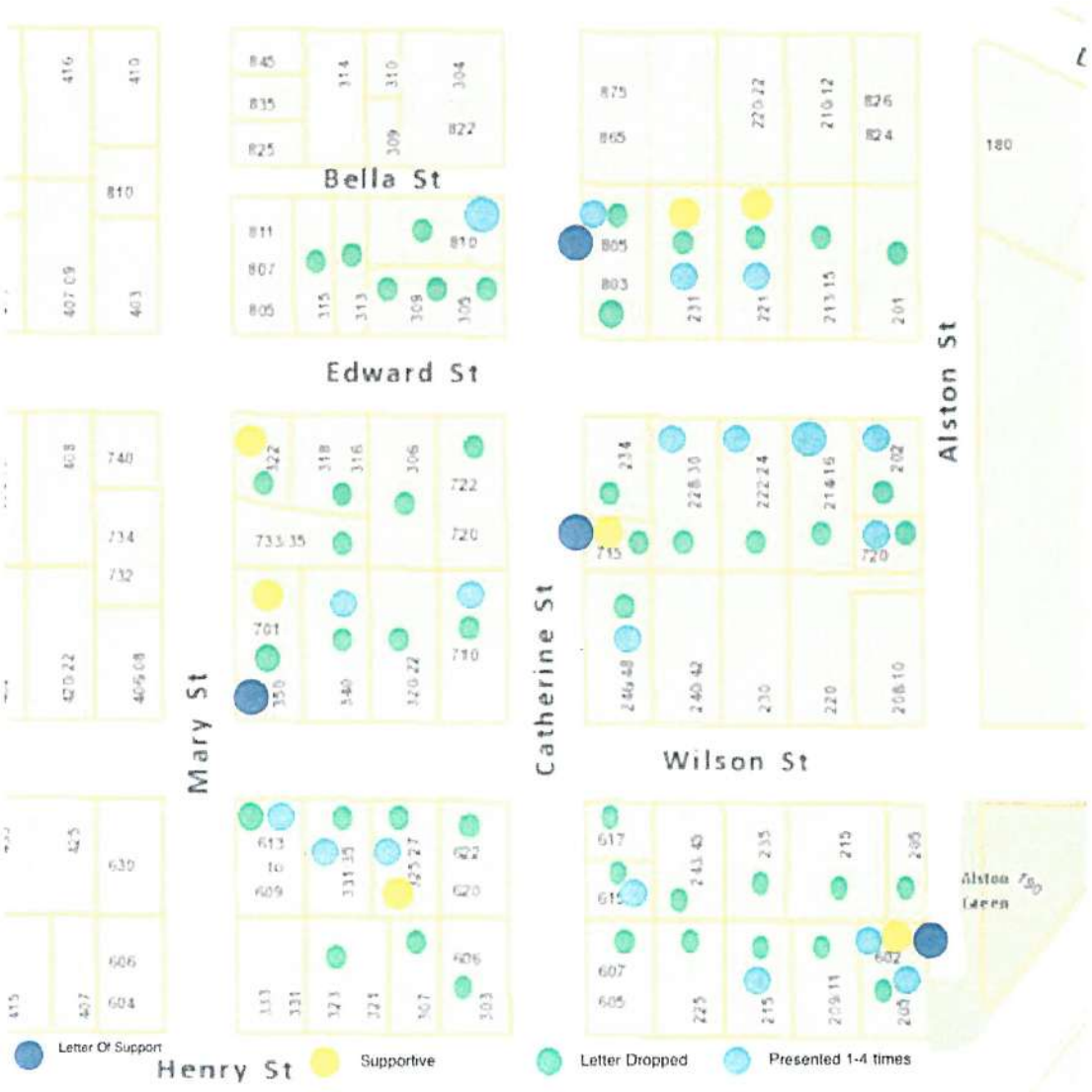
I would like the opportunity to share in detail the process we will be going through with the community and the city. It is important for us to understand the needs of the community and would therefore appreciate a few minutes to hear your thoughts.

Please give me a call, or send me an email at your earliest convenience.

I can be reached at 250-508-5303 Or jamiehubick@gmail.com

Sincerely Jamie Hubick

Neighborhood consultation Map



Neighborhood Consultation Records

Wilson Walk Neighborhood Consultation							Caluc Meetings		
Address	Name	Letter Drop	Meetings	Email	Sun Study	Perspectives	20-Nov	22-Jan	Letter of Support
248 Wilson Street	Reg and Cindy Janson	1	2	5	1	1	Yes	Yes	
228 Wilson Street	Jasper and Judith	1	2	5		1	Yes	No	
230 Wilson	Daniel Barton	1	2	2		1	Yes	No	
224 Edward	Eric and Laurel Regehr	1	3	4		1	Yes	Yes	
222 Edward	Ahmed and Ash Mumeni	1	1	6		1	Yes	Yes	
214 Edward	Ross and Megan Harrhy	1	1	3		1	Yes	Yes	
202 Edward	Giuseppe Martino	1	2	3			Yes	No	
201 Edward		1					No	No	
213 Edward	Mike	1					No	No	
305 Edward	Clemens and Shelia Rettich	1					No	Yes	Yes
309 Edward		1					No	No	
240/242 Edward		1					No	No	
617 Edward	Sam and Dave St. Claire	1	1				No	Yes	
228 Wilson Street	Kate	1	1				No	Yes	
230 Edward		1	1				No	No	
220 Edward		1					no	no	
202 Edward		2					no	no	
810 Catherine	Ocean market		1	1			no	no	
805 Catherine	Robin Levesque	1	1	1			No	No	Yes
803 Catherine		1					no	no	
234 Catherine	Fred		1				no	no	
715 Catherine	Daniel and Rebecca Murphy	1	1	2			no	Yes	Yes
617 Catherine	Alvon	1	1				no	no	
615 Catherine	Gwynn	1	1				no	no	
607 Catherine	John	1					no	no	
605 Catherine	David	1	1				no	no	
606 Catherine		1					no	no	
303 Henry	Linda and David	1					no	no	
225 Henry		1					no	no	
215 Henry	Solara and Taylor	1	2	2			Yes	No	
209/211 Henry		1					no	no	
205 Henry	Crystal	1	1				no	no	
602 Alston	Brian Ogilvie	1	1	2				Yes	Yes
202 Wilson		1	1				no	no	
215 Wilson		1					no	no	
235 Wilson	Matt	1					no	no	
243/245 Wilson		1					Yes	no	
710 Wilson		1	1				no	no	
320/322 Wilson		1					no	no	
340 Wilson	Nick	1					no	no	
350 Wilson	Andrew and Hether Gow	1	2	4			No	Yes	Yes
325/327 Wilson	Jim and Sandra	1	1	1			no	no	
331/335 Wilson	Louise	3	1				no	no	
613-609 Mary	Joanne	1	1				no	no	
715 Mary		1					no	no	
Total		46	34	41	1	6			

Letters of Support

As Of February 4, 2019 4 total letters will be sent to council from the community, Three are attached below.

602 Alston Street

Hello,

As a home owner in Vic West I would like to convey my support of the Wilson Walk project to you.

Having privately met with one of the developers and recently attended a local community meeting at the VWCA, I am hopeful you will approve the new development. I think it will contribute positively to the neighbourhood. Some of the reasons I support this development include:

1. 7 three bedroom units will be ready to accommodate young families
2. Bike parking goes above and beyond the requirement
3. The architectural design reflects the the area history in the shape and exterior finish of the buildings
4. The developer carefully reviewed the neighbourhood plan and kept the density, height and setbacks in line with requirements
5. The developer has been canvassing the neighborhood for over quite a few months to share the process, gather feedback and answer questions
6. I enjoyed hearing the results of the lengthy transit study that was commissioned

Thank you for your time!

Brian Ogilvie
602 Alston Street

805 Catherine Street

Hi Jamie. Thank you for dropping by my place to introduce yourself and the project you are working on in our neighbourhood. I really appreciate your effort to work with local residents to address any concerns they may have.

I think you have done a tremendous job with the design. I especially like the additional effort to conform with the neighbourhood plan and to introduce innovative concepts like a shared garden area.

Good luck, and I wish you all the best.

Robin Levesque
805 Catherine Street

... helping organizations co-create positive leadership at every level

[redacted]

[redacted]

From: Daniel Murphy
Sent: Thursday, January 31, 2019 12:14:13 PM
To: mayorandcouncil@victoria.ca
Cc: landuse@victoriawest.ca
Subject: 208-242 Wilson St

To Whom It May Concern,

After taking some time to consider the information presented at the Community Meeting regarding 208-242 Wilson St, on Jan 22, 2019, I feel compelled to voice my reflections.

The first revolves around the beneficial impact of increased density on local business. The commercial vacancy rate in Westside Village has long been a concern, and it seems logical that an increase in customer base would open opportunities for local businesses to succeed. It would also contribute to the ongoing success of local artisan storefronts, such as the Market Garden, Fry's, Spiral Café, Caffe Fantastico, Fol Epi, etc.

The second is that aesthetically, Vic West is in need of a major upgrade. The stretch of frontage that would be updated by the proposed development would go a long way to raising the bar for the 'look' of the community, boosting local pride and property value.

During the public meeting, I felt as though many potential positives were overshadowed by heavily-voiced concerns regarding traffic and parking considerations. I would hate to think that the personal motives of the few would shout down the quieter benefits for the community at large.

Thank you for taking the time to read, and I hope these points are conveyed to the council members during further review of this development application.

Daniel Murphy
Homeowner/Resident
Catherine St, Victoria West

From: [redacted]
Subject: Letter of support
Date: February 25, 2019 at 11:27:04 AM PST
To: Jamie Hubick <jamiehubick@gmail.com>

To whom it may concern:

I am writing in support of the residential redevelopment proposed for Wilson Street a block east of us (350 Wilson).

Residential densification improves retail density and encourages local diversity of services. This development will help further develop the "walking neighbourhood" (with all everyday services within five or ten minutes on foot) that Vic West is becoming by adding a substantial number of new customers for those services. Owners with a lot at stake in the health of a neighbourhood can often pay more attention to infrastructure issues around them than shorter-term tenants. That's beneficial for everyone. But this development also has space for renters, almost as many as will be displaced by it.

While the development may propose fewer parking spaces than regulations otherwise stipulate, this is a densification project in a walking neighbourhood. Having previously lived in a building with limited parking in James Bay, I know from experience that people do in reality adjust to having one parking space or none, mainly by maintaining one car per family. This is not utopian in Vic West so close to a major shopping centre, bus lines, bike oaths, and downtown.

Sincerely,

Andrew Gow
350 Wilson St
Victoria, BC V9A 3G3

OUR APPROACH

Citizen is a design + build firm specializing in urban residential construction and commercial tenant improvements. Our mission is to offer excellence in client care, design + construction. We strive to be good citizens, always.

We love story. All people have a story; our land and buildings have a story too. Part of what we love to do is connect these narratives in meaningful ways with timeless + unique design. This could be done by re-purposing worn, beautiful timbers from an old barn or with an intuitive layout that reflects a user's lifestyle, current needs and future plans.

We value integrity. A solid relationship and reputation with our community is the lifeblood of our company. Working closely with our clients during every stage - design through completion - ensures we remain in step with variables, budget + time-frame.

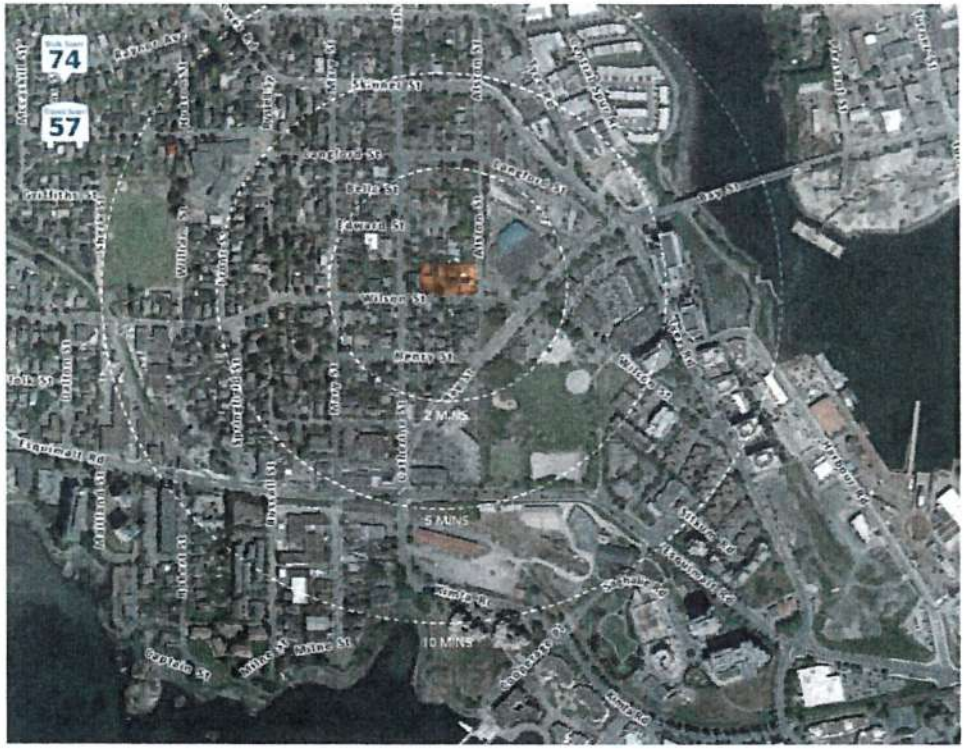
PROJECT EXPERIENCE

Caledonia Street, Victoria
New build of a 6 unit residential building
Completed June 2017

Edward Street, Victoria
Conversion of Single Family Home into a Duplex
Completed June 2016

5th Street, Victoria
Single Family Home with Secondary Suite
Completed June 2017

SITE CONTEXT MAP



PROXIMITY TO LOCAL AMENITIES

2 Minute Walk
Local Market: coffee, organic groceries
Westside Village: grocery store, restuarants, coffeeshops, amenities
Westside Park: dog park, skate park, playgrounds

5 Minute Walk
Galloping Goose trail access to Sooke, Sidney
Top Soil Urban Farming Market

10 Minute Walk
Vic West Community Centre
Spinakers Gastro Pub
Fry's Bakery
Barber Shop
Chicken on the Run
Lime Bay Park
Songhees walkway, waterfront
Banfield Park

25 Minute Walk to Downtown Victoria

Appendix 4 1123461 LTD Signing Authority

RESOLUTIONS OF DIRECTORS OF

1123461 B.C. LTD.

(the "Company")

WHEREAS the Directors of the Company have appointed Jamie Hubick to act as an authorized signatory for the Company and to do on the Company's behalf what a Director can lawfully do and execute such documents as he may see fit.

BE IT RESOLVED that JAMIE HUBICK is hereby authorized and empowered on behalf of the Company to act as an authorized signatory for the Company.

BE IT FURTHER RESOLVED that JAMIE HUBICK shall not sign on behalf of the Company unless he has provided a copy of the document(s) to be signed to one of the Director's of the Company for review and has received their written approval to execute the same.

NOTICE OF MEETING WAIVED and Resolutions consented to.

DATED as of this 7th day of September, 2018.

Dale Johannesen

Geoff Reed

Appendix 5 Land Lift

Wilson Walk Land Lift Analysis-With 3, 2 Bedroom units @ 15% below market					
	208/210	220	230	240/242	Totals
Take assessed value and add about 25% as an "assembly cost".					
Assessed Values	$ 860,000.00	$ 743,000.00	$550,000.00	$ 660,000.00	$ 2,813,000.00
Assembly Cost (25% of Assessed)	$ 215,000.00	$ 185,750.00	$137,500.00	$ 165,000.00	$ 703,250.00
Value under Existing Zoning	$1,075,000.00	$ 928,750.00	$687,500.00	$ 825,000.00	**$ 3,516,250.00**
Rezoned Value					Assessed
Sale of Strata Units (34)	Square Feet	29,716	Price/sqft	$ 650.00	$19,315,400.00
Total Gross Proceeds					$19,315,400.00
	Selling Commission				$ (500,000.00)
	GST of Sale (5%)				$ (919,780.95)
Net Proceeds from Sale					$17,895,619.05
Project Costs					
Hard Build Costs - Strata	Square Feet	29,716	Price/sqft	$ 250.00	$ 7,429,000.00
Total Cost for 34 units					$ 7,429,000.00
Parking					$ 1,000,000.00
Total Hard Costs					$ 8,429,000.00
Soft Costs (27% of Hard Costs)	27%				$ 2,275,830.00
DCCs					$ 150,000.00
Financing Cost - Land	2 years	6%			$ 1,259,000.00
Financing Cost - Construction	1 year	6%			$ 743,000.00
Total Project Costs					$12,856,830.00
Rezoned Value before Profit Allowance					$ 5,038,789.05
Profit Allowance (13% of Gross Proceeds)					$ 2,897,310.00
Rezoned Value - Land Residual					$ 2,141,479.05
Value under Existing Zoning					$ 3,516,250.00
Land Lift					**$ (1,374,770.95)**

Appendix 6 Heritage Backup

220 Wilson Move and Designate			
Date March 8, 2019	**Option 1**	**Option 2**	**Comments**
Months Carried	12	12	
Land Cost	$ 900,000	$ 1,032,000	
Build Cost	$ 311,663	$ 352,350	Insulation, structure, drywall, electrical/mechanical
Less Framing and Materials	$ 60,680	$ 45,988	Framing at 12 a square foot, and 25K in Materials
Build Cost Per Square	$ 125	$ 150	From basic to Heritage restoration
Move Cost	$ 105,000	$ 155,000	Move within a few Blocks
Total Cost-Land/Build/Carry	$ 1,625,733	$ 1,888,921	Includes carry Costs, reatlor Fee's and GST
Sale Price	**$ 1,980,000**	**$ 2,300,000**	This is sale price for required Bank return of 20%
Regular Home Owner	**$ 1,813,138**	**$ 2,117,138**	If an individual was to take on the project no realtor/GST
Assumptions			
Moved within a few blocks			
25K from developer for move cost			
Basic renovation			
Heritage designation = less code requirements			

220/240 Wilson Voluntary Heritage Consideration

Date	Comments
October 24, 2019	Spoke to Fred about possibly taking 220 Wilson, he said he might be interested (owner of 234 Catherine street)
January 10, 2019	Met Nickel Brothers on Site to review structures
January 15, 2019	Nickel Brothers started marketing the buildings
March 4, 2019	Met John Dam on site, he said no heritage value to 240 Wilson, perhaps some value for 220 Wilson
March 8, 2019	Met with Ray Berkley at the city and he suggested moving a house in 2020 will require Step 3 of code
March 9, 2019	John Dam sent clarification to head building inspector Calvin Gray asking if Heritage designation moots that condition
March 12, 2019	Allyn Dosen responded that heritage is special circumstance and and with no change of use, or additions step code does not apply
March 14, 2019	Meeting with Jim and Merinda regarding voluntary heritage considerations
	Followed up with Fred, owner of 234 Edward, he is not interested in selling, or taking 220 Wilson
	Made 3 other calls to other developers to ask if they had interest, all of whom had no interest
	Asked Nickel Brothers for move costs to 1468 Finlyasen, 3003 Shakespeare, and 945 Pembroke
March 15, 2019	Received leads of a non profit and one developer that might be interested in the homes

	Follow up with Aryze as they purchased the concert properties heritage homes
	Structural Review of the project by RJC, letter to follow
	Developer for Pembroke is not interested as they are pursuing other design
	Asked Neighbouring property to 220 Wilson if they were interested in the building, they said no
March 17, 2019	Sent House spec to Aryze on their request for consideration
March 18, 2019	Aryze Luke Mari said the house is too large for their purposes
March 19, 2019	Asked Garde Collins if he would be interested as he has some properties, but he is not interested, he suggested talking to the NRG, but the home cannot be moved over the bridge so that option is out
March 20, 2019	Meet with City of Victoria Calvin Grey, Roy and Allyn from City, they outlined the Building inspectors requirements for upgrade for a move within Victoria for a heritage designated building
	Interior suite separation upgraded to meet current fire and saftey standards
	Exterior walls where exposed brought closer to code, in 2X4 wall use wool insulation and bring r-15
	Windows and doors not required to be changed, unless heritage required replacement, replacement would need to be wood windows
	Electrical and Plumbing to saftey Standards
	Meet with Developer Cam Brown, and pitched the building, he was not interested and did not no of anyone who would want used, or heritage buildings
	Talked to Jim Connely from Nickel Brothers, He confirmed home could not be moved over the bridge and really would need to stay within Vic west, or barged to a water accessible site

April 18, 2019	Received Environmental report from EHS identifying some issues with black Mould in the property, we are currently investigating further

Limited Hazardous Materials Investigation

220 Wilson Street, Victoria, BC

Prepared for

Citizen Design Build Inc.
jamiehubick@gmail.com

Island EHS Project #18969

April 2019

Island EHS
Island Environmental Health & Safety Ltd.

201 – 990 Hillside Avenue
Victoria, B.C. V8T 2A1
778-406-0933
www.islandehs.ca

Executive Summary

Island EHS was engaged by Citizen Design Build Inc. to carry out a non-destructive limited hazardous materials investigation at 220 Wilson Street, Victoria. This investigation was conducted prior to demolition or potential relocation of the building. The building was occupied at the time of the investigation. This investigation was carried out on March 27, 2019. This investigation is intended to identify the locations and types of hazardous materials that are present in the building.

The building is a two-storey wood framed residential structure with five suites and a basement. All accessible areas of the building were inspected. Invasive sampling was not carried out.

The following hazardous materials were reviewed:

Material	Description	Recommendation
Asbestos	Sheet vinyl flooring Duct tape and fibreboard	High risk work procedures Moderate risk work procedures
Lead	Lead containing paints are present on interior and exterior surfaces of the building	Personal protective equipment during demolition Lead exposure control plan Lead in air monitoring Recycle flashings
Silica	Assumed to be present in concrete, plaster, stucco, cement, brick and mortar	Personal protective equipment during demolition Silica exposure control plan
Mercury	Fluorescent light tubes and thermostats not observed	No action necessary
Hantavirus - Rodent Droppings	Rodent feces observed in Unit 3 and in the attic	Personal protective equipment Hantavirus exposure control program
Arsenic	Pressure treated wood not observed	No action necessary
Radioactive Materials	Smoke detectors observed	Remove for proper disposal
Mould	Mould identified on building materials in Unit 3 and Unit 1	Personal protective equipment during restoration and/or demolition
PCBs	Fluorescent light fixtures not observed	No action necessary
Ozone Depleting Substances	Older refrigerators present	Remove for recovery & disposal
Urea Formaldehyde Foam Insulation	None observed	No action necessary
Above Ground Storage Tanks (AGST)	None observed	No action necessary
Leachable Lead	Interior and exterior painted surface lead concentrations exceed the 100ppm threshold	Consult with waste disposal facility. Leachate testing may be required
Other Hazardous Materials	Fibreglass insulation	Personal protective equipment during demolition

Note: Renovation or demolition activities will require protective measures. Materials may be encountered during work activities that are not identified in this report. If this happens, work must stop in those areas until the materials are properly identified.

Table of Contents

Island EHS

1.0 Introduction

Island EHS was engaged by Citizen Design Build Inc. to carry out a non-destructive limited hazardous materials investigation at 220 Wilson Street, Victoria. This investigation was conducted prior to demolition or potential relocation of the building. The building was occupied at the time of the investigation. This investigation was carried out on March 27, 2019. This investigation is intended to identify the locations and types of hazardous materials that are present in the building.

The building is a two-storey wood framed residential structure with five suites and a basement. The interior walls and ceilings are finished with plaster, drywall, ceiling tiles and textured ceiling. The flooring is a combination of hardwood, sheet vinyl flooring, vinyl floor tile and carpet. Heat is provided by a forced air furnace. The attic is insulated with paper-backed fibreglass and cellulose. The exterior is finished with stucco siding and a tar shingle roof.

Visual identification of hazardous materials was carried out. Representative samples of building materials were collected for asbestos testing. Paint samples were collected for determination of lead content. Bulk samples of building materials were collected for the identification of fungal contamination.

2.0 Hazardous Materials

Hazardous materials are present in a large number of common building materials. These materials must be managed effectively to prevent exposure to workers and other persons, or they must be removed. In situations where work activities such as renovations and demolition will affect hazardous materials they must be removed prior to the start of work or appropriate control measures need to be implemented to ensure that workers are not exposed and contamination is not spread throughout the work and adjacent areas.

WorkSafeBC has established regulations regarding the handling and management of a number of hazardous materials along with guidelines for other hazardous materials. Other materials are regulated by environmental laws.

Materials that must comply with WorkSafeBC regulations include:

1. Asbestos
2. Lead
3. Silica
4. Mercury
5. Hantavirus
6. Arsenic
7. Radioactive materials

Materials that WorkSafeBC has established guidelines for include:

1. Mould

Materials that must comply with environmental regulations:

1. Polychlorinated biphenyls
2. Ozone depleting substances
3. Leachable metals
4. Urea formaldehyde foam insulation
5. Fuel oil storage tanks

2.1 Materials Subject to WorkSafeBC Regulations

2.1.1 Asbestos

Asbestos is a very common component of building materials. Most asbestos containing materials went out of use in the early 1980s. However, WorkSafeBC has determined that buildings constructed up to 1990 may contain asbestos and must be inspected prior to the start of renovation or demolition activities.

Asbestos becomes a hazard when it is disturbed and airborne dust is created. Caution must be taken to ensure that asbestos containing materials are not disturbed. Asbestos exposure is known to have a number of health effects including asbestosis, lung cancer and mesothelioma.

Asbestos has been used in approximately 3000 manufactured products and is commonly found in residential structures in:

- Floor products (sheet flooring and floor tiles)
- Drywall filler compounds
- Plasters (usually in buildings constructed prior to 1930)
- Textured ceiling applications
- Duct tape (on heating system ducting and around forced air registers)
- Vermiculite

- Caulking and putties (on windows and doors and in levelling compounds)
- Cement products (siding and shingles as well as underground drainage pipes)
- Roofing felts and papers
- Pipe insulation (on piping, boilers and hot water tanks)

WorkSafeBC defines an asbestos containing material as one containing 0.5% or more asbestos by weight. Vermiculite is considered to be asbestos containing if any asbestos is present. WorkSafeBC has designated asbestos as an ALARA substance. This means that exposures to this material must be kept "as low as reasonably achievable". Section 5.54 of the Occupational Health and Safety Regulation states that employers are required to develop and implement an exposure control plan when workers may be exposed to airborne concentrations of asbestos greater than 50% of the exposure limit.

All asbestos waste must be handled, transported and disposed of in accordance with current Ministry of Environment regulations.

2.1.2 Lead

Lead has been commonly used in paints and coatings. Coatings manufactured prior to 1970 are likely to contain high concentrations of lead. In the late 1970s, Canada restricted the concentration of lead in consumer paints to 5000 ppm. These restrictions did not apply to exterior paints. The acceptable level of lead in consumer paints was last reduced by the Federal government in 2010 to a concentration of 90 ppm. Lead can still be added to certain classes of paint, if the display panel carries a warning. Lead in paint concentration is not regulated when used in commercial or industrial worksites.

Lead becomes a hazard when painted surfaces are disturbed and airborne dust is created. Caution must be taken to ensure that lead containing materials are not disturbed. Lead exposure is known to have a number of health effects including damage to the central and peripheral nervous systems. It also affects the uptake of oxygen in the blood and can accumulate in bones. Lead is toxic to both male and female reproductive system and can have damaging effects to a developing fetus. Lead exposures can also occur when lead products are touched and lead contamination is ingested (eaten).

Lead is used in plumbing fixtures. Flashings and other products found on roofs may be made of pure lead. Lead has also been used in solders. This may be found on plumbing lines as well as on electrical equipment.

WorkSafeBC has designated lead as an ALARA substance. This means that exposures to this material must be kept "as low as reasonably achievable". An employer must not permit workers to engage in a work activity or lead process that may expose workers to lead dust, fumes or mist unless a risk assessment has first been completed by a qualified person. If the risk assessment indicates potential for lead exposure, an exposure control plan meeting the requirements of Section 5.54 of the Occupational Health and Safety Regulation must be developed.

Waste materials with lead based paint on them may have special disposal requirements (See Section 2.3.5). Lead paint that has been removed from building materials requires leachate testing to determine the appropriate method of disposal.

2.1.3 Silica

Silica is the second most common mineral on earth. It is found almost everywhere. It appears in two (2) main forms - amorphous and crystalline. Amorphous silica is not generally considered to be a significant hazard. Crystalline silica is known to have a number of health effects including silicosis. The definition of respirable crystalline silica (RCS) includes the quartz, crystalline silica and cristobalite.

RCS becomes a hazard when it is disturbed and airborne dust is created. Caution must be taken to ensure that silica containing materials are not disturbed.

Crystalline silica is present in a number of common building materials. These include:

- Plasters
- Cement
- Sand/gravel
- Stucco
- Drywall Filler Compounds
- Granite

As with lead, WorkSafeBC has designated crystalline silica as an ALARA substance which means that exposures to this material must be kept "as low as reasonably achievable". Likewise, an employer must not permit workers to engage in a work activity or silica process that may expose workers to respirable crystalline silica dust unless a risk assessment has first been completed by a qualified person. If the risk assessment indicates potential for RCS exposure, an exposure control plan meeting the requirements of Section 5.54 of the Occupational Health and Safety Regulation must be developed.

2.1.4 Mercury

Mercury is a metal that is liquid at room temperatures and vaporizes at low temperatures. Mercury has a number of industrial uses. It is also found in thermostats, thermometers and inside fluorescent light tubes.

Mercury has a significant toxic effect on the central nervous system and can cause disease and even death. Mercury becomes a hazard when it is released into the environment. Significant concentrations of mercury can be present at room temperature because it vaporizes at low temperatures. This can occur when mercury thermometers or thermostat bulbs are broken or when fluorescent light tubes are broken.

WorkSafeBC has designated mercury as an ALARA substance. This means that exposures to this material must be kept "as low as reasonably achievable". Section 5.54 of the Occupational Health and Safety Regulation states that employers are required to develop and implement an exposure control plan when workers may be exposed to airborne concentrations of mercury greater than 50% of the exposure limit.

All mercury waste requires disposal in accordance with current Ministry of Environment requirements.

2.1.5 Hantavirus

Hantavirus is associated with Hantavirus Pulmonary Syndrome. This disease is contracted by coming into contact with the droppings or urine of infected rodents. It can also be contracted by being bitten or scratched by infected rodents.

WorkSafeBC states that employers are required to develop and implement an exposure control plan when workers may be exposed to potentially contaminated rodent droppings.

It should be noted that diseases are associated from contact with other animal droppings, most notably Histoplasmosis, from contact with infected bird droppings.

There are no special disposal requirements for uninfected animal droppings.

2.1.6 Arsenic

Arsenic is a metal that is sometimes used in pesticides. It is also found in pressure treated wood products.

Exposures can occur when arsenic containing materials are disturbed and dust becomes airborne. Sawdust from cutting pressure treated wood or burning these materials can result in significant airborne arsenic concentrations.

Disposal of arsenic waste must be in accordance with current Ministry of Environment requirements.

2.1.7 Radioactive Materials

Radioactive materials are commonly found in smoke detectors. A small amount of radioactive materials (^{241}Americium) is sealed in a metal case inside smoke detectors. This metal case must remain undisturbed to prevent exposure to radioactive materials.

Some ceramic tiles and forms of granite have also been found to contain radioactive materials. Radon is a naturally occurring gas created during the decay of other radioactive materials. It is not considered a significant concern on Lower Vancouver Island.

Waste smoke detectors must be disposed of in accordance with Canadian Nuclear Safety Commission requirements.

2.2 Materials Subject to WorkSafeBC Guidelines

2.2.1 Mould

Mould is prevalent throughout our environment. It occurs naturally with mould spores being present everywhere. Mould is nature's way of breaking down and recycling materials. Mould spores require moisture and a food source to begin growing. Water leaks (even very minor leaks) and moisture accumulation are usually sufficient for mould to begin growing.

Exposure to mould spores most often results in allergy type responses in susceptible individuals. These are similar in nature to "hayfever" and can include runny eyes and noses and throat irritation. In more extreme cases, exposure to mould spores can result in "pneumonia-like" responses.

WorkSafeBC has not established exposure levels for airborne mould spores. WorkSafeBC does provide guidelines for dealing with mould contamination. These guidelines are included in the Indoor Air Quality regulation guidelines.

There are no special disposal requirements for mould waste.

2.3 Materials Controlled by Environmental Regulations

2.3.1 Polychlorinated Biphenyls

Polychlorinated biphenyls (PCBs) are regulated by both Provincial and Federal regulations. Fluorescent light ballasts containing PCBs must be treated as PCB waste and stored and disposed of in accordance with current regulations. Fluorescent light fixtures removed during demolition, construction or maintenance activities must be inspected for the presence of PCBs.

Each ballast identified as containing PCBs must be sent to a licenced facility in accordance with current regulatory requirements.

2.3.2 Ozone Depleting Substances

Ozone depleting substances (ODS) and chlorofluorocarbons are commonly found in older refrigerators and air conditioning units. They are sometimes found in fire suppression systems. Environmental regulations restrict the release of these compounds into the environment.

When systems or equipment contains ODS are set for disposal all the ODS must be collected for recycling or disposal by a licenced contractor.

2.3.3 Urea Formaldehyde Foam Insulation

Urea formaldehyde foam insulation (UFFI) was used as a retrofit insulation in older buildings. The expanding foam would be sprayed into wall and ceiling cavities to provide additional insulation in older buildings. It was most commonly used in residential settings.

Over time, in the presence of moisture, the insulation can break down and release formaldehyde gas. This insulating material was banned in 1978. Many older buildings contain UFFI.

There are no special disposal requirements for UFFI waste.

2.3.4 Fuel Oil Storage Tanks

Fuel oil storage tanks (above and below ground) are found in many houses and commercial buildings. The tanks can corrode and leak as they age. Spills often occur during tank filling and create contamination.

Tanks in use must be monitored to ensure that spillage and contamination does not occur. Tanks no longer in use must be removed for disposal and the surrounding soil checked for contamination.

2.3.5 Leachable Metals

The BC Ministry of Environment regulates the disposal of some waste materials based on the leachability of metals and other compounds from the waste. Testing may have to be carried out

on materials removed from the building before they can be sent for disposal. This will depend on where the waste is being sent.

Within the Capital Regional District, disposal of painted waste materials at the Hartland landfill requires toxicity characteristic leaching procedure (TCLP) to determine leachable lead concentrations prior to acceptance as construction waste.

2.3.6 Other Materials

A number of hazardous materials may be present in a building that will be affected by renovations or demolition. These can include:

- Propane or butane cylinders
- Paint
- Solvents
- Toxic or corrosive products
- Other flammable materials

3.0 Results and Recommendations

The house was inspected for the presence of a variety of hazardous materials. WorkSafeBC requirements specify that precautions are necessary when handling these materials. The necessary precautions will depend on the disposition of each hazardous material.

Trained qualified contractors need to be hired to carry out remedial work on hazardous materials. All general demolition work should be carried out by workers wearing respirators and disposable coveralls.

Copies of this report must be provided to contractors engaged to work in the building.

Notices of Project must be submitted in accordance to WorkSafeBC requirements.

Materials may be encountered during work activities that are not identified in this report. If this happens, work must stop in those areas until the materials are properly identified.

3.1 Asbestos

A total of fifty-four (54) representative bulk samples of such materials as plaster, duct tape, sheet vinyl flooring, textured ceiling, mortar, insulation, drywall joint compound, window putty, tar paper, vinyl floor tile, stucco and parging were collected from the house. The following asbestos containing materials were identified:

Table 1: Summary of Asbestos Containing Materials

Location	Description	Asbestos Type & Percentage	Approximate Quantity	Removal Requirements
Throughout building – on and around forced air ducting	Duct tape and fibreboard	80% Chrysotile	Throughout heating system	Moderate risk work procedures
Unit 4 – Living room closet	Sheet vinyl flooring	70% Chrysotile	~40ft^2	High risk work procedures
Unit 3 – Bathroom & Kitchen	Sheet vinyl flooring	70% Chrysotile	~140ft^2	High risk work procedures
Unit 1 – Kitchen – Lower layer	Sheet vinyl flooring	70% Chrysotile	~150ft^2	High risk work procedures

*Quantities of identified asbestos containing materials are an estimate of observable asbestos-containing materials. Concealed or inaccessible materials may not have been included in this estimate. It is the responsibility of the abatement contractor to ensure accurate measurements.

Results of asbestos sample analysis and sample identification and locations are attached in Appendix 2.

All efforts were made to determine all potential layers of flooring material; however, due to the non-destructive nature of this survey additional layers of flooring may still exist. If discovered the material should be tested for the presence of asbestos. A visual inspection of accessible areas within the attic space was conducted and no vermiculite

insulation was observed. This material may still exist in areas not inspected beneath insulation or within false ceilings, it may also exist within wall cavities and around chimneys. If discovered the material should be tested for the presence of asbestos.

The Capital Regional District requires Hazardous Materials Survey and Bulk Analysis Reports to be less than a year old from the time of analysis for asbestos containing material. Any questions please contact the CRD's information line infoline@crd.bc.ca or 250-360-3030. At their discretion, they will accept data older than one-year dependent on applicable circumstances.

Prior to the performance of any work that may disturb asbestos containing materials it is a regulatory requirement that a qualified person perform a Risk Assessment. This requirement is in compliance with the WorkSafeBC Occupational Health & Safety Regulation *Part 6 "Substance Specific Requirements"*; specifically, Section 6.6 subsections (1), (2), (3), & (4).

The removal of **asbestos backed sheet vinyl flooring** should be conducted using **High Risk** asbestos abatement procedures. These procedures must be utilized by a qualified contractor and include as a minimum requirement:

- HEPA-equipped Powered air purifying respiratory (PAPR) protection and disposable Tyvek coveralls;
- Application of water to the asbestos debris materials being disturbed;
- Isolation of the work area;
- HEPA equipped negative air unit for dust suppression purposes;
- Shower;
- Air monitoring as per WorkSafeBC requirements.

The removal of **asbestos containing duct tape and fibreboard** should be conducted using **Moderate Risk** asbestos abatement procedures. These procedures must be utilized by a qualified contractor and include as a minimum requirement:

- HEPA filtered half face respiratory protection and disposable Tyvek coveralls;
- Application of water to the asbestos debris materials being disturbed;
- Isolation of the work area;
- Air monitoring as per WorkSafeBC requirements.

Asbestos cement piping was sometimes used for perimeter drains, storm drains and sewer lines. Bell & spigot gasket piping may contain asbestos gaskets. Knob and tube wiring insulation may also contain asbestos. These products may be encountered on the site.

3.2 Lead

The currently allowable level of lead in paint is set by Health Canada under the Canada Consumer Protection Act, Surface Coating Materials Regulation (SOR 2005-09). Under this regulation the maximum allowable concentration of lead in paint sold to consumers is 0.009% (90 µg/g). WorkSafeBC considers paint which contains lead at concentrations greater than 0.009% to present a potential health hazard, if it is removed incorrectly. Lead testing was carried out on seven (7) paint samples collected from plaster, wood trim and exterior stucco siding. Six out of the seven paint sample results were determined to be lead-containing paint, with concentrations greater than 90 µg/g found. All samples determined to be lead-containing are bolded in Table 2, below.

Table 2: Summary of Lead in Paint

Location	Description	Lead Content (µg/g)	Health Canada Definition for Lead-Containing Paint (µg/g)
Exterior trim	**Red and beige paint**	**93,000**	90
Exterior stucco	Mint green	69*	
Exterior wood siding	**Mint green/grey paint**	**160,000**	
Unit 3 – Interior trim	**White paint**	**310**	
Unit 3 – Plaster above ceiling tiles	**Yellow paint**	**8,100**	
Unit 4 – Plaster	**White paint**	**6,600**	
Unit 5 – Ceiling cavity plaster	**Beige paint**	**6,300**	

µg/g = micro grams per gram.
*substrate/matrix interference possible

Any untested painted surfaces are presumed lead-containing unless sampled and found to be non-lead containing. Lead may be present as solder on any remaining plumbing systems and may be present on other fixtures such as flashings or roof vents.

WorkSafeBC regulation requires that an employer not permit workers to engage in a work activity that may expose workers to lead dust, fumes or mist unless a risk assessment has first been completed by a qualified person. If the risk assessment indicates potential for lead exposure, an exposure control plan meeting the requirements of Section 5.54 of the Occupational Health and Safety Regulation must be in place and implemented prior to commencing work. The Regulation also requires that lead in air samples be collected at the beginning of work tasks to ensure proper control methods are employed to control lead dust exposures.

In order to control worker exposure to lead paint particulate, any demolition, cutting, burning, grinding, sanding or other disturbance of identified lead painted surfaces should be conducted following appropriate safe work procedures. Procedures will vary depending on the nature of the work but should consider, as a minimum, the following:

- Use of Half face respirators equipped with P100 class filters, disposable Tyvek™ or equivalent coveralls and work gloves;
- Segregation of the work area by the use of barrier tape and warning placards;
- Use of drop sheets and tarps to prevent spread of lead-containing dust;
- Use of HEPA filter equipped vacuum cleaner(s);
- Thorough washing before eating, drinking or smoking;
- Application of water to the materials being disturbed;
- Filing of a "Notice of Project" with WorkSafeBC prior to significant disturbance of lead-containing paint; and,
- Air monitoring during disturbance of lead-containing paint

Under the BC Hazardous Waste Regulation materials with identified lead-based paint destined for disposal at a licensed landfill facility must be tested for leachability to determine if they should be handled as a hazardous waste.

3.3 Leachable Metals

The BC Ministry of Environment regulates the disposal of some waste materials based on the leachability of metals and other compounds from the waste.

Under the BC Hazardous Waste Regulation materials with lead paint concentrations over 0.01 wt% (100ppm) destined for disposal at a licensed landfill facility must be tested for leachability to determine if they should be handled as a hazardous waste.

The interior and exterior painted surface lead concentrations exceed the 100ppm threshold.

Consult the waste disposal facility for disposal requirements prior to disposal. Prior to demolition it is the responsibility of the client or the contractor to have samples collected by a qualified person and analyzed using the toxicity characteristic leachate procedure (TCLP).

3.4 Silica

Silica testing was not carried out, but this material will be present in concrete, cement, plaster, stucco, brick and mortar.

Precautions must be put in place during demolition and renovation activities to ensure that workers are not exposed to silica containing dust and debris. **WorkSafeBC regulation requires that contractors working with silica-based containing materials have a Silica Exposure Control Plan in place including site specific work procedures prior to work commencing.**

In order to control worker exposure to silica dust, any abrasive blasting, jackhammering, chipping, drilling, cutting, sawing or other disturbance of identified concrete, plaster or drywall walls or cementitious products should be conducted following appropriate safe work procedures. Procedures will vary depending on the nature of the work but should consider, as a minimum, the following:

- Use of Half-face respirators equipped with P100 class filters, disposable Tyvek™ or equivalent coveralls and work gloves;
- Continuous application of water spraying to materials being disturbed;
- Use of drop sheets and tarps to prevent spread of silica-containing dust;
- Use of HEPA filter equipped vacuum(s);
- HEPA equipped negative air unit for dust suppression purposes (recommended); and
- Air monitoring as per WorkSafeBC requirements.

3.5 Mercury

Fluorescent lights and mercury containing thermostats were not observed in the building.

3.6 Hantavirus (and other Animal Droppings)

Rodent faeces were observed in the attic and throughout Unit 3. It is recommended that all personnel conducting work in this area wear, at a minimum, half face respirator fitted with HEPA filtered P100 cartridges, disposable suits and impermeable gloves and eye protection and that use of HEPA filtered negative air cabinets and HEPA filtered vacuums be employed.

WorkSafeBC regulation requires that contractors handling/cleaning animal and rodent feces have a Hantavirus Exposure Control Plan in place including site specific work procedures prior to work commencing.

3.7 Arsenic

Pressure treated wood was not observed on the site.

3.8 Radioactive Materials

Smoke detectors were observed in the building. Smoke detectors must be sent for disposal in accordance with Canadian Nuclear Safety Commission requirements when they are taken out of service.

3.9 Mould

Mould was identified on the plaster and wallpaper above the ceiling tiles in the bathroom of Unit 3 and on the plaster and wallpaper above the ceiling tiles in the kitchen of Unit 1, Table 3. Results of fungal bulk sample analysis are attached in Appendix 2.

Table 3: Fungal – Bulk Sampling Results

Sample ID	Material Sampled	Fungi Identified (Relative Amount)[1]
18969 - M1	Unit 3 - Wall paper above ceiling tiles in bathroom	High levels of Stachybotrys and moderate level of unidentified brown fungi
18969 - M2	Unit 1 - Wall paper above ceiling tiles in kitchen	High levels of Aspergillus/Penicillium

1. Refers to the relative quantity observed on the tape sample by the analyst. Quantity rating should only be used qualitatively. Trace<Few<Many<Massive

Fungal contamination was identified in Unit 3 and Unit 1. Additional unidentified fungal contamination may be present within other inaccessible/concealed areas throughout the building. It is recommended that a number of steps are followed to prevent workers and occupants from exposure to elevated concentrations of fungal spores and to remediate the identified fungal contamination in Units 3 and 1 at the above referenced site:

1) To ensure that adjacent areas are not adversely affected by fungal contamination, the work areas should be isolated from adjacent areas through the construction of polyethylene (plastic) critical barriers and a one-chamber decontamination facility equipped with overlapping polyethylene doors. To control airborne contaminants, the work area should be maintained under a negative pressure with HEPA filter equipped negative air units. All/any fixtures and contents not removed from the work area should be sealed with polyethylene sheeting and tape. Heat vents should be sealed along with any other penetrations;

2) Remove and dispose of all fungal stained plaster, wallpaper, and insulation;

3) Wood framing or sheathing that is rotten or in poor condition should be removed and disposed of. Any fungal stained wood framing or sheathing that is still in good condition can be scrubbed with an abrasive pad or sanded in conjunction with HEPA vacuuming;

4) following the completion of remediation work, all exposed surfaces within the work area should be thoroughly cleaned with a diluted hydrogen peroxide and cleaned with a HEPA filter equipped vacuum;

5) The above remediation work should be conducted by an experienced and reputable remediation contractor following appropriate work procedures. These procedures should include worker use of personal protective equipment such as PAPR respirators equipped with P100/chemical cartridges, disposable coveralls with integral head and foot coverings, and work gloves.

3.10 Polychlorinated Biphenyls

Fluorescent light ballasts were not observed in the building. If PCBs are present the ballasts must be transported to an acceptable waste storage facility.

3.11 Ozone Depleting Substances

Older refrigerators were observed. These may contain chlorofluorocarbons. This material must be removed for recycling or disposal when the units are taken out of service.

3.12 Urea Formaldehyde Foam Insulation

Urea Formaldehyde Foam Insulation was not observed in the building. This material is not suspected of being present.

3.13 Fuel Oil Storage Tanks

Fuel oil storage tanks (above ground) were not observed during the investigation.

3.14 Other Materials

The following miscellaneous hazardous materials were identified on the property. These must be removed for disposal, or recycling, in accordance with current regulations.

Synthetic fibre insulation exists throughout the attic, crawl spaces and wall cavities. Removal of this material should be conducted wearing proper respiratory protection and protective clothing including impermeable gloves, eye protection and half-face respiratory protection equipped with P-100 particulate filters.

Owner's contents were not assessed.

3.15 Abatement Clearance Documentation

In order to comply with BC Workers Compensation Board Occupational Health & Safety Regulation Part 20.112(8) a qualified person (Island EHS) must conduct a final inspection after

all of the hazardous materials identified in this report have been safely contained or removed. Once all of the hazardous materials have been removed and the final inspection has been completed a written clearance letter can be provided.

Should asbestos abatement be undertaken by unqualified persons (i.e. homeowners), the work area will require aggressive air clearance sampling. This air sampling will extend to any adjacent areas that have not been isolated from the hazard and potential contamination. Clearance letters, required to document removal of asbestos for issuance of building permits and contractors hired to work in the space, will not be granted subject to failure of this testing. The owner/client is responsible for the additional fees incurred for these services.

4.0 Closure

This document was prepared for the exclusive use of our client. All conclusions and recommendations are based upon conditions at the site at the time of this investigation. All conclusions and recommendations are based upon professional opinions. These opinions are in accordance with accepted industrial hygiene assessment standards and practices and comply with current WorkSafeBC requirements.

All conclusions and recommendations made in this report are based on conditions at the time of inspection. Changes may occur over time that will require a re-evaluation of the site.

All work was carried out based on the Scope of Work that was agreed upon with the client prior to the start of work, constraints imposed by the client and availability of access to the site. A Stage 1 Preliminary Site Investigation was not part of the scope of work.

No warranty or guarantee, whether expressed or implied, are made with respect to the data or the reported findings, observations, and conclusions, which are based solely upon site conditions at the time of the investigation.

This report may not be used, relied upon, copied, published, or quoted by any party without the written consent of Island EHS. Other parties reading this report must independently verify the completeness and accuracy of this report and its contents.

This report is not intended as a Scope of Work for tender or bidding purposes. Any use of this report in that fashion is at the sole discretion and liability of the Owner.

R Smith

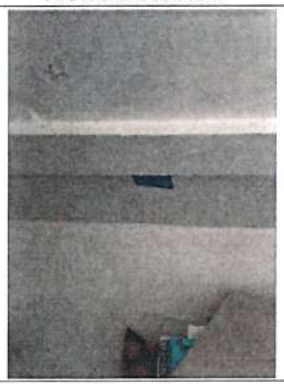
Rachelle Smith, B.Sc.
Occupational Hygiene Technician
Field Investigation & Report

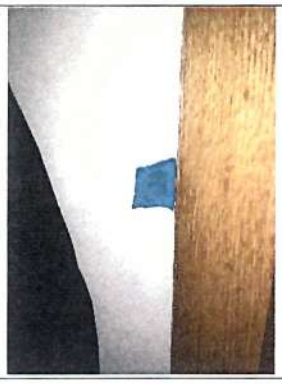
Heidi Dunn
Principal
Field Investigation & Report Review

Island EHS

Appendix 1

Photographs

	
Sample: 18969- 1 Location: Unit 4 - Hall closet - Smooth Description: Plaster Asbestos: None detected	Sample: 18969 – 2 Location: Unit 4 - Hall closet - Duct Description: Duct tape Asbestos: **80% Chrysotile**
	
Sample: 18969 - 3 Location: Unit 4 - Hall closet - Top layer Description: Sheet vinyl flooring Asbestos: None detected	Sample: 18969 - 4 Location: Unit 4 - Hall closet - Lower layer Description: Sheet vinyl flooring Asbestos: None detected
	
Sample: 18969 - 5 Unit/Location: Unit 4 - Living room closet- 2 layers Description: Sheet vinyl flooring Asbestos: **70% Chrysotile**	Sample: 18969 – 6 Unit/Location: Unit 4- Living room closet Description: Plaster Asbestos: None detected

	
Sample: 18969 - 7 Unit/Location: Unit 4 - Kitchen 2 layers Description: Sheet vinyl flooring Asbestos: None detected	Sample: 18969 – 8 Unit/Location: Unit 4 - Bedroom closet - Smooth Description: Plaster Asbestos: None detected
	
Sample: 18969 - 9 Unit/Location: Unit 4 - Hall ceiling and partition wall Description: Textured ceiling Asbestos: None detected	Sample: 18969 – 10 Unit/Location: Attic - Centre chimney Description: Mortar Asbestos: None detected
	
Sample: 18969 - 11 Unit/Location: Attic - South chimney Description: Mortar Asbestos: None detected	Sample: 18969 – 12 Unit/Location: Unit 3 - Bathroom Description: Sheet vinyl flooring Asbestos: **70% Chrysotile**

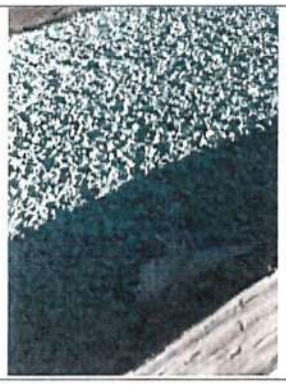
	
Sample: 18969 - 13 Unit/Location: Unit 3 - Kitchen Description: Sheet vinyl flooring Asbestos: **70% Chrysotile**	Sample: 18969 – 14 Unit/Location: Unit 3 - Attic off kitchen Description: Sheet vinyl flooring Asbestos: None detected
	
Sample: 18969 - 15 Unit/Location: Unit 3 - Attic wall paper-backed fibreglass Description: Insulation Asbestos: None detected	Sample: 18969 - 16 Unit/Location: Unit 3 - Bedroom/living room wall Description: Drywall joint compound Asbestos: None detected
	
Sample: 18969 - 17 Unit/Location: Unit 3 - Kitchen ceiling Description: Drywall joint compound Asbestos: None detected	Sample: 18969 – 18 Unit/Location: Unit 3 - Bathroom ceiling Description: Ceiling tile Asbestos: None detected

	
Sample: 18969 - 19 Unit/Location: Unit 3 - Bathroom above ceiling tile Description: Plaster Asbestos: None detected	Sample: 18969 – 20 Unit/Location: Unit 3 - Kitchen window Description: Window putty Asbestos: None detected
	
Sample: 18969 - 21 Unit/Location: Common corridor ceiling - Textured Description: Plaster Asbestos: None detected	Sample: 18969 – 22 Unit/Location: Common corridor ceiling - Textured Description: Plaster Asbestos: None detected
	
Sample: 18969 - 23 Unit/Location: Unit 2 - Bathroom Description: Sheet vinyl flooring Asbestos: None detected	Sample: 18969 – 24 Unit/Location: Unit 2 - Bathroom Description: Plaster Asbestos: None detected

	
Sample: 18969 - 25 Unit/Location: Unit 2 - Entry under carpet Description: Sheet vinyl flooring Asbestos: None detected	Sample: 18969 – 26 Unit/Location: Unit 2 - Bedroom under carpet Description: Tar paper Asbestos: None detected
	
Sample: 18969 - 27 Unit/Location: Unit 2 - Kitchen Description: Sheet vinyl flooring Asbestos: None detected	Sample: 18969 – 28 Unit/Location: Unit 2 - Bedroom wall Description: Plaster Asbestos: None detected
	
Sample: 18969 - 29 Unit/Location: Unit 2 - Kitchen wall Description: Plaster Asbestos: None detected	Sample: 18969 – 30 Unit/Location: Unit 2 - Bedroom/kitchen ceiling Description: Ceiling tile Asbestos: None detected

	
Sample: 18969 - 31 Unit/Location: Unit 1 - Kitchen Description: Ceiling tile Asbestos: None detected	Sample: 18969 – 32 Unit/Location: Unit 1 - Kitchen ceiling above ceiling tile Description: Plaster Asbestos: None detected
	
Sample: 18969 - 33 Unit/Location: Unit 1 - Kitchen multiple layers Description: Sheet vinyl flooring Asbestos: **70% Chrysotile**	Sample: 18969 – 34 Unit/Location: Unit 1 - Bedroom ceiling Description: Textured ceiling Asbestos: None detected
	
Sample: 18969 - 35 Unit/Location: Unit 1 - Bedroom ceiling Description: Textured ceiling Asbestos: None detected	Sample: 18969 – 36 Unit/Location: Unit 1 - Bedroom wall Description: Plaster Asbestos: None detected

Sample: 18969 - 37
Unit/Location: Unit 1 - Bedroom wall
Description: Drywall joint compound
Asbestos: None detected



Sample: 18969 – 38
Unit/Location: Exterior - Dormer Unit 3
Description: Stucco
Asbestos: None detected

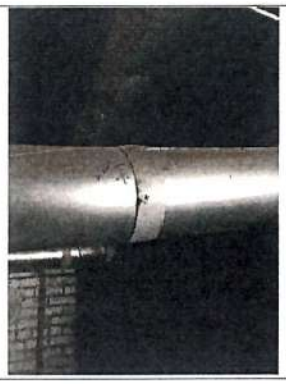
Sample: 18969 - 39
Unit/Location: Roof flashing - Brown
Description: Mastic
Asbestos: None detected

Sample: 18969 – 40
Unit/Location: Covered front entry
Description: Stucco
Asbestos: None detected

Sample: 18969 - 41
Unit/Location: Unit 5 - Ceiling cavity in closet
Description: Plaster
Asbestos: None detected

Sample: 18969 – 42
Unit/Location: Unit 5 - Entry
Description: Sheet vinyl flooring
Asbestos: None detected

	
Sample: 18969 - 43 Unit/Location: Hall outside bathroom under carpet Description: Vinyl floor tile Asbestos: None detected	Sample: 18969 – 44 Unit/Location: Living room under carpet Description: Vinyl floor tile Asbestos: None detected
	
Sample: 18969 - 45 Unit/Location: Living room walls - Textured Description: Plaster Asbestos: None detected	Sample: 18969 – 46 Unit/Location: Living room walls - Textured Description: Plaster Asbestos: None detected
	
Sample: 18969 - 47 Unit/Location: Living room walls - Textured Description: Plaster Asbestos: None detected	Sample: 18969 – 48 Unit/Location: Living room closet ceiling Description: Drywall joint compound Asbestos: None detected

	
Sample: 18969 - 49 Unit/Location: Crawl space - Chimney Description: Mortar Asbestos: None detected	Sample: 18969 – 50 Unit/Location: Crawl space - Ducting Description: Duct tape Asbestos: **80% Chrysotile**
	
Sample: 18969 - 51 Unit/Location: Exterior - Back Description: Stucco Asbestos: None detected	Sample: 18969 – 52 Unit/Location: Exterior - NE side Description: Stucco Asbestos: None detected
	
Sample: 18969 - 53 Unit/Location: Exterior - SW side Description: Stucco Asbestos: None detected	Sample: 18969 – 54 Unit/Location: Exterior - Lower entry over stucco Description: Parging Asbestos: None detected

	
Sample: 18969 – M1 Unit/Location: Unit 3 – Bathroom above ceiling tiles Description: Fungal growth on plaster and wallpaper Fungal: High levels of Stachybotrys and moderate levels of unidentified brown fungi	Sample: 18969 – M2 Unit/Location: Unit 1 – Kitchen above ceiling tiles Description: Fungal growth on plaster and wallpaper Fungal: High levels of Aspergillus/Penicillium growth

Appendix 2

Laboratory Results

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E-Mail: admin@islandeh

Asbestos Bulk Sample Report

Job:	18969	**Submitted By:**	HD
Project:	220 Wilson St	**Date Received:**	2019-03-27
Client:	Citizen Design Build Inc	**Analyst:**	SD/IH
Client PO#:			

#	Location	Material	Analysis Date	Layer	Description	% of Sample	Asbestos Minerals	% Asbestos per Layer	Other Fibres	% Fibre per Lay
1	Unit 4 - Hall closet - Smooth	Plaster	12/04/2019	1	Paint	5.0	None Detected	0.0	Non fibrous	100.0
				2	Brown paper	15.0	None Detected	0.0	Cellulose	98.0
									Non fibrous	2.0
				3	Paint	10.0	None Detected	0.0	Non fibrous	100.0
				4	White cement	20.0	None Detected	0.0	Non fibrous	100.0
				5	Grey cement	50.0	None Detected	0.0	Straw	1.0
									Non fibrous	99.0
2	**Unit 4 - Hall closet - Duct**	**Duct tape**	**12/04/2019**	**1**	**Off white fibrous**	**100.0**	**Chrysotile**	**80.0**	**Cellulose**	**10.0**
									Non fibrous	**10.0**
3	Unit 4 - Hall closet - Top layer	Sheet vinyl flooring	12/04/2019	1	Off white vinyl	50.0	None Detected	0.0	Non fibrous	100.0
				2	Off white fibrous	50.0	None Detected	0.0	Cellulose/Glass	80.0
									Non fibrous	20.0
4	Unit 4 - Hall closet - Lower layer	Sheet vinyl flooring	12/04/2019	1	Beige flooring	80.0	None Detected	0.0	Wood/Cellulose	60.0

Analyzed in accordance with NIOSH Method 9002. AIHA BAPAT Lab ID - 214686

Island EHS
Island Environmental Health & Safety Ltd.

Asbestos Bulk Sample Report

201 - 990 Hillside Aver
Victoria, B.C. V8T 2
Tel: 778-406-0
E-Mail: admin@islandehs

Job: 18969
Project: 220 Wilson St
Client: Citizen Design Build Inc
Client PO#:

Submitted By: HD
Date Received: 2019-03-27
Analyst: SD/IH

#	Location	Material	Analysis Date	Layer	Description	% of Sample	Asbestos Minerals	% Asbestos per Layer	Other Fibres	% Fibres per Laye
									Non fibrous	40.0
				2	Jute backing	20.0	None Detected	0.0	Jute	90.0
									Non fibrous	10.0
5	**Unit 4 - Living room closet - 2 layers**	**Sheet vinyl flooring**	**12/04/2019**	**1**	**Off white/Beige vinyl**	**25.0**	**None Detected**	**0.0**	**Non fibrous**	**100.0**
				2	**Grey fibrous**	**25.0**	**Chrysotile**	**70.0**	**Cellulose**	**20.0**
									Non fibrous	**10.0**
				3	**Grey fibrous**	**10.0**	**None Detected**	**0.0**	**Cellulose/Cotton/Hair**	**95.0**
									Non fibrous	**5.0**
				4	**Brown flooring**	**30.0**	**None Detected**	**0.0**	**Wood/Cellulose**	**60.0**
									Non fibrous	**40.0**
				5	**Jute backing**	**10.0**	**None Detected**	**0.0**	**Jute**	**95.0**
									Non fibrous	**5.0**
6	Unit 4- Living room closet - Smooth	Plaster	12/04/2019	1	Paint	10.0	None Detected	0.0	Non fibrous	100.0

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Island EHS

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Asbestos Bulk Sample Report

Job: 18969
Project: 220 Wilson St
Client: Citizen Design Build Inc
Client PO#:

Submitted By: HD
Date Received: 2019-03-27
Analyst: SD/IH

#	Location	Material	Analysis Date	Layer	Description	% of Sample	Asbestos Minerals	% Asbestos per Layer	Other Fibres	% Fibres per Laye
				2	White cement	20.0	None Detected	0.0	Non fibrous	100.0
				3	Grey cement	50.0	None Detected	0.0	Non fibrous	100.0
7	Unit 4 - Kitchen 2 layers	Sheet vinyl flooring	12/04/2019	1	Off white vinyl	25.0	None Detected	0.0	Non fibrous	100.0
				2	Off white fibrous	20.0	None Detected	0.0	Cellulose/Glass	80.0
									Non fibrous	20.0
				3	Paint	5.0	None Detected	0.0	Non fibrous	100.0
				4	Brown flooring	30.0	None Detected	0.0	Wood/Cellulose	60.0
									Non fibrous	40.0
				5	Jute backing	20.0	None Detected	0.0	Jute	95.0
									Non fibrous	5.0
8	Unit 4 - Bedroom closet - Smooth	Plaster	12/04/2019	1	Paint	10.0	None Detected	0.0	Non fibrous	100.0
				2	Brown paper	20.0	None Detected	0.0	Cellulose	98.0
									Non fibrous	2.0
				3	Paint	5.0	None Detected	0.0	Non fibrous	100.0
				4	White cement	20.0	None Detected	0.0	Non fibrous	100.0
				5	Grey cement	45.0	None Detected	0.0	Straw	1.0

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Client PO#:

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Date Received: 2019-03-27
Analyst: SD/IH

#	Location	Material	Analysis Date	Layer	Description	% of Sample	Asbestos Minerals	% Asbestos per Layer	Other Fibres	% Fibres per Laye
									Non fibrous	99.0
9	Unit 4 - Hall ceiling and partition wall	Textured ceiling	12/04/2019	1	Paint	60.0	None Detected	0.0	Non fibrous	100.0
				4	Brown paper	40.0	None Detected	0.0	Cellulose	98.0
									Non fibrous	2.0
10	Attic - Centre chimney	Mortar	12/04/2019	1	Grey cement	100.0	None Detected	0.0	Non fibrous	100.0
11	Attic - South chimney	Mortar	12/04/2019	1	Grey cement	100.0	None Detected	0.0	Non fibrous	100.0
12	**Unit 3 - Bathroom**	**Sheet vinyl flooring**	**12/04/2019**	**1**	**Beige vinyl**	**50.0**	**None Detected**	**0.0**	**Non fibrous**	**100.0**
				2	**Off white fibrous**	**50.0**	**Chrysotile**	**70.0**	**Cellulose**	**20.0**
									Non fibrous	**10.0**
13	**Unit 3 - Kitchen**	**Sheet vinyl flooring**	**12/04/2019**	**1**	**Gold/Brown vinyl**	**50.0**	**None Detected**	**0.0**	**Non fibrous**	**100.0**
				2	**Grey fibrous**	**50.0**	**Chrysotile**	**70.0**	**Cellulose**	**20.0**
									Non fibrous	**10.0**
14	Unit 3 - Attic off kitchen	Sheet vinyl flooring	12/04/2019	1	Off white vinyl	20.0	None Detected	0.0	Non fibrous	100.0
				2	Black fibrous	80.0	None Detected	0.0	Cellulose	90.0

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#	Location	Material	Analysis Date	Layer	Description	% of Sample	Asbestos Minerals	% Asbestos per Layer	Other Fibres	% Fibres per Laye
									Non fibrous	10.0
15	Unit 3 - Attic wall paper-backed fibreglass	Insulation	12/04/2019	1	Tar paper	95.0	None Detected	0.0	Cellulose	90.0
									Non fibrous	10.0
				2	Pink fibres	5.0	None Detected	0.0	Glass	100.0
16	Unit 3 - Bedroom/living room wall	Drywall joint compound	12/04/2019	1	Paint	40.0	None Detected	0.0	Non fibrous	100.0
				2	White chalky	60.0	None Detected	0.0	Non fibrous	100.0
17	Unit 3 - Kitchen ceiling	Drywall joint compound	12/04/2019	1	Paint	50.0	None Detected	0.0	Non fibrous	100.0
				2	White chalky	50.0	None Detected	0.0	Non fibrous	100.0
18	Unit 3 - Bathroom ceiling	Ceiling tile	12/04/2019	1	Drywall	100.0	None Detected	0.0	Cellulose	50.0
									Non fibrous	50.0
19	Unit 3 - Bathroom above ceiling tile	Plaster	12/04/2019	1	Paint	20.0	None Detected	0.0	Non fibrous	100.0
				2	Wall cover	20.0	None Detected	0.0	Cellulose	90.0
									Non fibrous	10.0

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#	Location	Material	Analysis Date	Layer	Description	% of Sample	Asbestos Minerals	% Asbestos per Layer	Other Fibres	% Fibres per Layer
				3	White cement	10.0	None Detected	0.0	Non fibrous	100.0
				4	Grey cement	50.0	None Detected	0.0	Straw	1.0
									Non fibrous	99.0
20	Unit 3 - Kitchen window	Window putty	12/04/2019	1	Paint	20.0	None Detected	0.0	Non fibrous	100.0
				2	White putty	80.0	None Detected	0.0	Non fibrous	100.0
21	Common corridor ceiling - Textured	Plaster	12/04/2019	1	Paint	25.0	None Detected	0.0	Non fibrous	100.0
				2	Brown paper	30.0	None Detected	0.0	Cellulose	98.0
									Non fibrous	2.0
				3	Paint	5.0	None Detected	0.0	Non fibrous	100.0
				4	White cement	10.0	None Detected	0.0	Non fibrous	100.0
				5	Grey cement	30.0	None Detected	0.0	Non fibrous	100.0
22	Common corridor ceiling - Textured	Plaster	12/04/2019	1	Paint	10.0	None Detected	0.0	Non fibrous	100.0
				2	White chalky	40.0	None Detected	0.0	Non fibrous	100.0
				3	Brown paper	40.0	None Detected	0.0	Cellulose	98.0
									Non fibrous	2.0

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#	Location	Material	Analysis Date	Layer	Description	% of Sample	Asbestos Minerals	% Asbestos per Layer	Other Fibres	% Fibres per Lay
				4	Grey cement	10.0	None Detected	0.0	Non fibrous	100.0
23	Unit 2 - Bathroom	Sheet vinyl flooring	12/04/2019	1	Light grey vinyl	50.0	None Detected	0.0	Non fibrous	100.0
				2	Light grey fibrous	50.0	None Detected	0.0	Cellulose/Glass	80.0
									Non fibrous	20.0
24	Unit 2 - Bathroom	Plaster	12/04/2019	1	Paint	10.0	None Detected	0.0	Non fibrous	100.0
				2	Brown paper	70.0	None Detected	0.0	Cellulose	98.0
									Non fibrous	2.0
				3	White/Grey cement	20.0	None Detected	0.0	Non fibrous	100.0
25	Unit 2 - Entry under carpet	Sheet vinyl flooring	12/04/2019	1	Green/Yellow vinyl	20.0	None Detected	0.0	Non fibrous	100.0
				2	Black fibrous	80.0	None Detected	0.0	Cellulose	90.0
									Non fibrous	10.0
26	Unit 2 - Bedroom under carpet	Tar paper	12/04/2019	1	Tar paper	100.0	None Detected	0.0	Cellulose	90.0
									Non fibrous	10.0
27	Unit 2 - Kitchen	Sheet vinyl flooring	12/04/2019	1	Off white vinyl	50.0	None Detected	0.0	Non fibrous	100.0
				2	Off white fibrous	50.0	None Detected	0.0	Cellulose/Glass	80.0
									Non fibrous	20.0

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#	Location	Material	Analysis Date	Layer	Description	% of Sample	Asbestos Minerals	% Asbestos per Layer	Other Fibres	% Fibre per Lay
28	Unit 2 - Bedroom wall	Plaster	12/04/2019	1	Paint	30.0	None Detected	0.0	Non fibrous	100.0
				2	White cement	30.0	None Detected	0.0	Non fibrous	100.0
				3	Grey cement	40.0	None Detected	0.0	Straw	1.0
									Non fibrous	99.0
29	Unit 2 - Kitchen wall	Plaster	12/04/2019	1	Paint	20.0	None Detected	0.0	Non fibrous	100.0
				2	Cream cement	30.0	None Detected	0.0	Non fibrous	100.0
				3	Grey cement	50.0	None Detected	0.0	Non fibrous	100.0
30	Unit 2 - Bedroom/kitchen ceiling	Ceiling tile	12/04/2019	1	Paint	20.0	None Detected	0.0	Non fibrous	100.0
				2	Brown board	80.0	None Detected	0.0	Wood fibre	95.0
									Non fibrous	5.0
31	Unit 1 - Kitchen	Ceiling tile	12/04/2019	1	Brown board	100.0	None Detected	0.0	Wood fibre	95.0
									Non fibrous	5.0
32	Unit 1 - Kitchen ceiling above ceiling tile	Plaster	12/04/2019	1	Paint	10.0	None Detected	0.0	Non fibrous	100.0
				2	Brown paper	30.0	None Detected	0.0	Cellulose	98.0
									Non fibrous	2.0

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#	Location	Material	Analysis Date	Layer	Description	% of Sample	Asbestos Minerals	% Asbestos per Layer	Other Fibres	% Fibre per Lay
				3	White cement	10.0	None Detected	0.0	Non fibrous	100.0
				4	Grey cement	50.0	None Detected	0.0	Non fibrous	100.0
33	**Unit 1 - Kitchen multiple layers**	**Sheet vinyl flooring**	**12/04/2019**	**1**	**White vinyl**	**20.0**	**None Detected**	**0.0**	**Non fibrous**	**100.0**
				2	**Off white fibrous**	**20.0**	**None Detected**	**0.0**	**Cellulose/Glass**	**80.0**
									Non fibrous	**20.0**
				3	**White vinyl**	**15.0**	**None Detected**	**0.0**	**Non fibrous**	**100.0**
				4	**Off white fibrous**	**15.0**	**None Detected**	**0.0**	**Cellulose/Glass**	**80.0**
									Non fibrous	**20.0**
				5	**Gold vinyl**	**15.0**	**None Detected**	**0.0**	**Non fibrous**	**100.0**
				6	**Grey fibrous**	**15.0**	**Chrysotile**	**70.0**	**Cellulose**	**20.0**
									Non fibrous	**10.0**
34	Unit 1 - Bedroom ceiling	Textured ceiling	12/04/2019	1	Paint	10.0	None Detected	0.0	Non fibrous	100.0
				2	White chalky	30.0	None Detected	0.0	Non fibrous	100.0

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#	Location	Material	Analysis Date	Layer	Description	% of Sample	Asbestos Minerals	% Asbestos per Layer	Other Fibres	% Fibres per Laye
				3	Brown paper/Board	60.0	None Detected	0.0	Cellulose/Wood	95.0
									Non fibrous	5.0
35	Unit 1 - Bedroom ceiling	Textured ceiling	12/04/2019	1	Paint	30.0	None Detected	0.0	Non fibrous	100.0
				2	White chalky	70.0	None Detected	0.0	Non fibrous	100.0
36	Unit 1 - Bedroom wall	Plaster	12/04/2019	1	Paint	20.0	None Detected	0.0	Non fibrous	100.0
				2	Brown paper	20.0	None Detected	0.0	Cellulose	98.0
									Non fibrous	2.0
				3	White/Grey cement	60.0	None Detected	0.0	Non fibrous	100.0
37	Unit 1 - Bedroom wall	Drywall joint compound	12/04/2019	1	Paint	20.0	None Detected	0.0	Non fibrous	100.0
				2	White chalky	80.0	None Detected	0.0	Non fibrous	100.0
38	Exterior - Dormer Unit 3	Stucco	12/04/2019	1	Paint	5.0	None Detected	0.0	Non fibrous	100.0
				2	Pebble/Grey cement	95.0	None Detected	0.0	Non fibrous	100.0
39	Roof flashing - Brown	Mastic	12/04/2019	1	Brown caulking	100.0	None Detected	0.0	Non fibrous	100.0
40	Covered front entry	Stucco	12/04/2019	1	Paint	5.0	None Detected	0.0	Non fibrous	100.0
				2	Pebble/Grey cement	95.0	None Detected	0.0	Non fibrous	100.0

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#	Location	Material	Analysis Date	Layer	Description	% of Sample	Asbestos Minerals	% Asbestos per Layer	Other Fibres	% Fibres per Laye
41	Unit 5 - Ceiling cavity in closet	Plaster	12/04/2019	1	Paint	5.0	None Detected	0.0	Non fibrous	100.0
				2	Grey cement	95.0	None Detected	0.0	Hair	1.0
									Non fibrous	99.0
42	Unit 5 - Entry	Sheet vinyl flooring	12/04/2019	1	Brown vinyl	50.0	None Detected	0.0	Non fibrous	100.0
				2	Light grey fibrous	50.0	None Detected	0.0	Cellulose/Glass	80.0
									Non fibrous	20.0
43	Hall outside bathroom under carpet	Vinyl floor tile	12/04/2019	1	Beige flooring	100.0	None Detected	0.0	Wood/Cellulose	60.0
									Non fibrous	40.0
44	Living room under carpet	Vinyl floor tile	12/04/2019	1	Black flooring	95.0	None Detected	0.0	Non fibrous	100.0
				2	Jute backing	5.0	None Detected	0.0	Jute	95.0
									Non fibrous	5.0
45	Living room walls - Textured	Plaster	12/04/2019	1	Paint	10.0	None Detected	0.0	Non fibrous	100.0
				2	Brown paper	30.0	None Detected	0.0	Cellulose	98.0
									Non fibrous	2.0

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				3	White cement	30.0	None Detected	0.0	Non fibrous	100.0
				4	Grey cement	30.0	None Detected	0.0	Non fibrous	100.0
46	Living room walls - Textured	Plaster	12/04/2019	1	Paint	20.0	None Detected	0.0	Non fibrous	100.0
				2	White chalky	40.0	None Detected	0.0	Non fibrous	100.0
				3	Brown paper	40.0	None Detected	0.0	Cellulose	98.0
									Non fibrous	2.0
47	Living room walls - Textured	Plaster	12/04/2019	1	Paint	20.0	None Detected	0.0	Non fibrous	100.0
				2	White chalky	40.0	None Detected	0.0	Non fibrous	100.0
				3	Brown paper	40.0	None Detected	0.0	Cellulose	98.0
									Non fibrous	2.0
48	Living room closet ceiling	Drywall joint compound	12/04/2019	1	Paint	50.0	None Detected	0.0	Non fibrous	100.0
				2	White chalky	50.0	None Detected	0.0	Non fibrous	100.0
49	Crawl space - Chimney	Mortar	12/04/2019	1	Grey cement	100.0	None Detected	0.0	Non fibrous	100.0
50	**Crawl space - Ducting**	**Duct tape**	**12/04/2019**	**1**	**Grey textile**	**100.0**	**Chrysotile**	**80.0**	**Cellulose**	**10.0**

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#	Location	Material	Analysis Date	Layer	Description	% of Sample	Asbestos Minerals	% Asbestos per Layer	Other Fibres	% Fibres per Laye
									Non fibrous	10.0
51	Exterior - Back	Stucco	12/04/2019	1	Paint	10.0	None Detected	0.0	Non fibrous	100.0
				2	Grey cement	90.0	None Detected	0.0	Non fibrous	100.0
52	Exterior - NE side	Stucco	12/04/2019	1	Paint	10.0	None Detected	0.0	Non fibrous	100.0
				2	Grey cement	90.0	None Detected	0.0	Non fibrous	100.0
53	Exterior - SW side	Stucco	12/04/2019	1	Pebble/Grey cement	100.0	None Detected	0.0	Non fibrous	100.0
54	Exterior - Lower entry over stucco	Parging	12/04/2019	1	Grey cement	100.0	None Detected	0.0	Non fibrous	100.0

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iATL INTERNATIONAL
ASBESTOS TESTING LABORATORIES

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CERTIFICATE OF ANALYSIS

Client: Island EHS
201-990 Hillside Avenue
Victoria BC V8T 2A1

Client: ISL758

Report Date: 4/2/2019
Report No.: 586852 - Lead Paint
Project: 220 Wilson St.
Project No.: 18969

LEAD PAINT SAMPLE ANALYSIS SUMMARY

Lab No.:	6754606	**Description:**	Red And Beige Paint	**Result (% by Weight):**	9.3
Client No.:	18969-Pb1	**Location:**	Exterior Trim	**Result (ppm):**	93000
				Comments:	
Lab No.:	6754607	**Description:**	Mint Green Paint	**Result (% by Weight):**	0.0069
Client No.:	18969-Pb2	**Location:**	Exterior Stucco	**Result (ppm):**	69
				Comments:	***
Lab No.:	6754608	**Description:**	Mint Green/Grey Paint	**Result (% by Weight):**	16
Client No.:	18969-Pb3	**Location:**	Exterior Wood Siding	**Result (ppm):**	160000
				Comments:	
Lab No.:	6754609	**Description:**	White Paint	**Result (% by Weight):**	0.031
Client No.:	18969-Pb4	**Location:**	Unit 3-Interior Trim	**Result (ppm):**	310
				Comments:	
Lab No.:	6754610	**Description:**	Yellow Paint	**Result (% by Weight):**	0.81
Client No.:	18969-Pb5	**Location:**	Unit 3-Plaster Above Ceiling Tiles	**Result (ppm):**	8100
				Comments:	
Lab No.:	6754611	**Description:**	White Paint	**Result (% by Weight):**	0.66
Client No.:	18969-Pb6	**Location:**	Unit 4-Plaster	**Result (ppm):**	6600
				Comments:	
Lab No.:	6754612	**Description:**	Beige Paint	**Result (% by Weight):**	0.63
Client No.:	18969-Pb7	**Location:**	Unit 5-Ceiling Cavity Plaster	**Result (ppm):**	6300
				Comments:	

Please refer to the Appendix of this report for further information regarding your analysis.

Date Received: 4/1/2019
Date Analyzed: 04/02/2019
Signature:
Analyst: Chad Shaffer

Approved By:

Frank E. Ehrenfeld, III
Laboratory Director

Dated : 4/2/2019 2:57:56

iATL INTERNATIONAL
ASBESTOS TESTING LABORATORIES

9000 Commerce Parkway Suite B
Mt. Laurel, New Jersey 08054
Telephone: 856-231-9449
Email: customerservice@iatl.com

CERTIFICATE OF ANALYSIS

Client: Island EHS
201-990 Hillside Avenue
Victoria BC V8T 2A1

Client: ISL758

Report Date: 4/2/2019
Report No.: 586852 - Lead Paint
Project: 220 Wilson St.
Project No.: 18969

Appendix to Analytical Report:

Customer Contact:
Method: ASTM D3335-85a, US EPA SW846 3050B:7000B

This appendix seeks to promote greater understanding of any observations, exceptions, special instructions, or circumstances that the laboratory needs to communicate to the client concerning the above samples. The information below is used to help promote your ability to make the most informed decisions for you and your customers. Please note the following points of contact for any questions you may have.

iATL Customer Service: customerservice@iatl.com
iATL Office Manager: wchampion@iatl.com
iATL Account Representative: Kelly Klippel
Sample Login Notes: See Batch Sheet Attached
Sample Matrix: Paint
Exceptions Noted: See Following Pages

General Terms, Warrants, Limits, Qualifiers:

General information about iATL capabilities and client/laboratory relationships and responsibilities are spelled out in iATL policies that are listed at www.iATL.com and in our Quality Assurance Manual per ISO 17025 standard requirements. The information therein is a representation of iATL definitions and policies for turnaround times, sample submittal, collection media, blank definitions, quantification issues and limit of detection, analytical methods and procedures, sub-contracting policies, results reporting options, fees, terms, and discounts, confidentiality, sample archival and disposal, and data interpretation.

iATL warrants the test results to be of a precision normal for the type and methodology employed for each sample submitted. iATL disclaims any other warrants, expressed or implied, including warranty of fitness for a particular purpose and warranty of merchantability. iATL accepts no legal responsibility for the purpose for which the client uses test results. Any analytical work performed must be governed by our Standard Terms and Conditions. Prices, methods and detection limits may be changed without notification. Please contact your Customer Service Representative for the most current information.

This confidential report relates only to those item(s) tested and does not represent an endorsement by NIST-NVLAP, AIHA LAP LLC, or any agency of local, state or province governments nor of any agency of the U.S. government.

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Information Pertinent to this Report:

Analysis by ASTM D3335-85a by AAS

Certification:
- National Lead Laboratory Program (NLLAP): AIHA-LAP, LLC No. 100188
- NYSDOH-ELAP No. 11021

Regulatory limit is 0.5% lead by weight (EPA/HUD guidelines). Recommend multiple sampling for all samples less than regulatory limit for confirmation.
All results are based on the samples as received at the lab. iATL assumes that appropriate sampling methods have been used and that the data upon which these results are based have been accurately supplied by the client.
Method Detection Limit (MDL) per EPA Method 40CFR Part 136 Apendix B.
Reporting Limit (RL) based upon Lowest Standard Determined (LSD) in accordance with AIHA-ELLAP policies.
LSD=0.2 ppm MDL=0.005% by weight. RL= 0.010% by weight (based upon 100 mg sampled).

Disclaimers / Qualifiers:

There may be some samples in this project that have a "NOTE:" associated with a sample result. We use added disclaimers or qualifiers to inform the client about something that requires further explanation. Here is a complete list with highlighted disclaimers pertinent to this project. For a full explanation of these and other disclaimers, please inquire at **customerservice@iatl.com.**

* Insufficient sample provided to perform QC reanalysis (<200 mg)
** Not enough sample provided to analyze (<50 mg)
*** Matrix / substrate interference possible.

ENVIRONMENTAL ANALYSIS ASSOCIATES, INC. - 306 5th Street, Suite 200 - Bay City, MI 48708

QUALITATIVE SURFACE MOLD ANALYSIS

Bulk Surface Sample Analysis

Client Name: Island EHS
Client Project Number : 18969
EAA Project# : 19-0360
Project Description : 220 Wilson St

EAA Method # : MOLD-B01
Sample collected : 3/27/19
Sample received : 4/1/19
Requested by : Heidi Dunn

Sample #	Sample Description	Conclusions	Background Debris/dust	Mold Genera Present	Relative Amount	Mycelia Growth
18969-M1	Unit 3-Wall paper above ceiling tile in bath	High mold growth	Moderate	Stachybotrys	High	High
				Unidentified brown fungi	Moderate	Moderate
18969-M2	Unit 1-Wall paper above ceiling tile in kitcher	High mold growth	Moderate	Aspergillus/Penicillium	High	High

Note: Sample results are only applicable to the items or locations tested. Sample descriptions and volumetric data are provided by the client.

doc.rev.2019-10 3/18/19

Authorized / data review by : *Jackie L. Jolin* Date: *4/1/19*

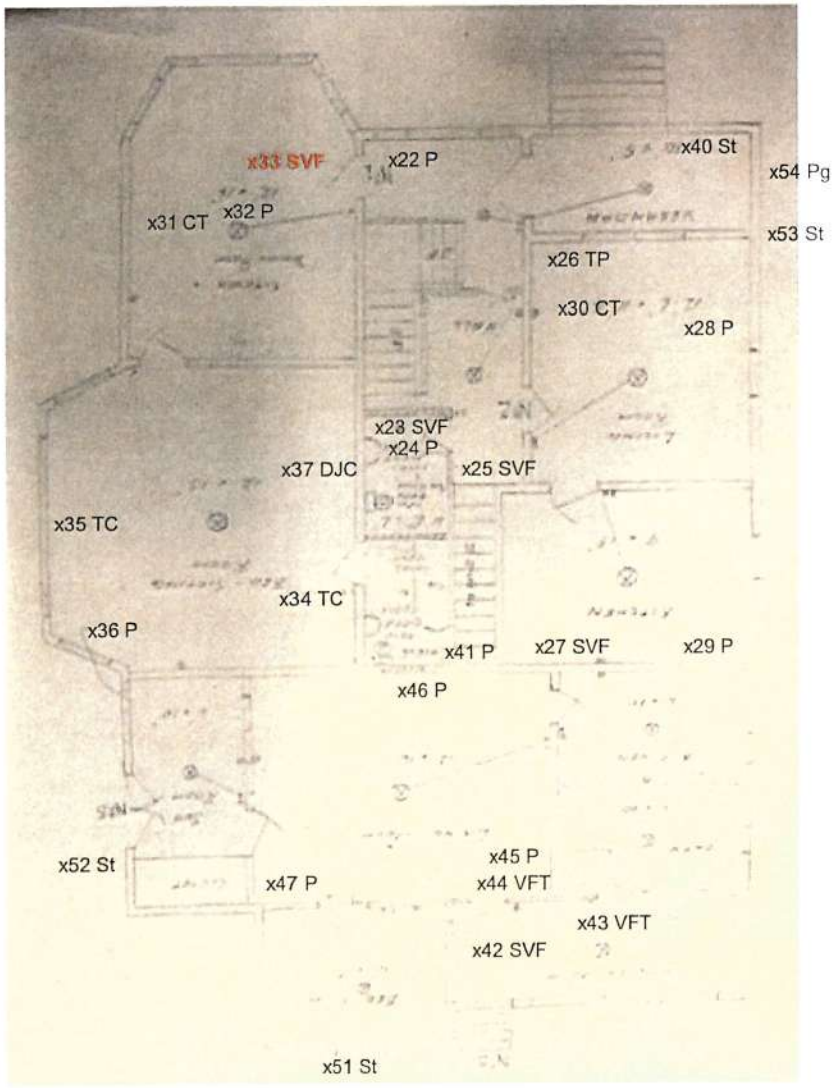
Analyst : *JRH* Analysis Date: *4/1/19*

Approximate number of spores and/or hyphae structures per field of view (~200x) --- Low = < 1, Moderate = 1-50, High = > 50
Microscope field area occupied by debris particles --- Low = <10% Moderate = 10-30%, High = >30%

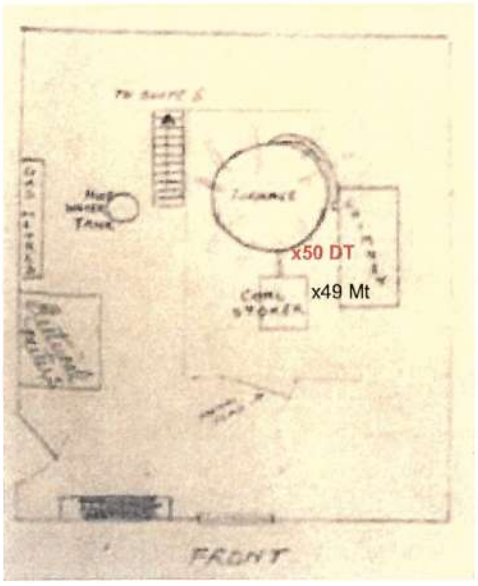
High
Moderate
Low

Appendix 3

Sample Locations



First Floor



Basement

KEY

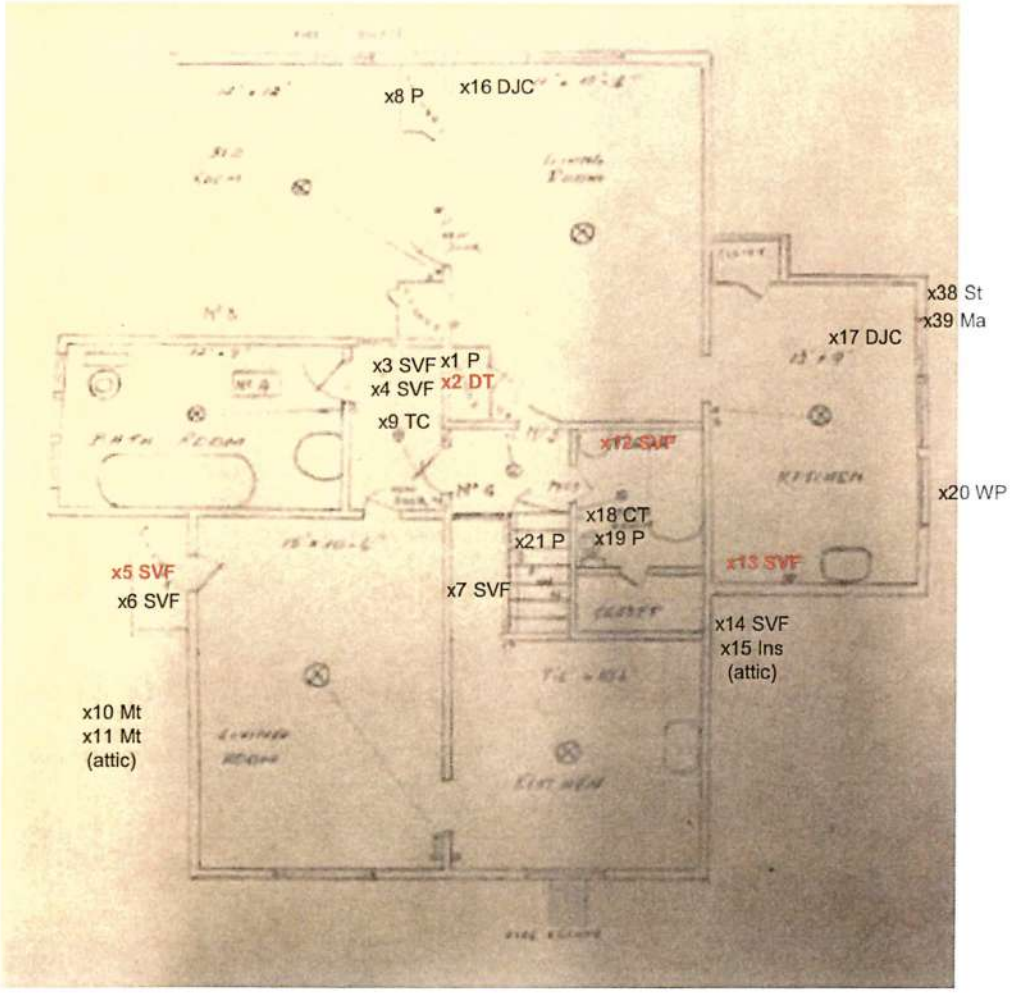
x# Asbestos containing sample location
x# Non-asbestos containing sample location

DJC	Drywall Joint Compound	P	Plaster
Mt	Mortar	DT	Duct Tape
SVF	Sheet Vinyl Flooring	St	Stucco
Ins	Insulation	TC	Textured Ceilin
WP	Window Putty	CT	Ceiling Tile
TP	Tar Paper	Ma	Mastic
VFT	Vinyl Floor Tile	Pg	Parging

*Not to scale

Project: 18969
220 Wilson St
Asbestos Sample Locations
April 2019

Island EHS



Second Floor

From: **Jamie Hubick** jamiehubick@gmail.com
Subject:
Date: May 10, 2019 at 11:34 AM
To:

On Apr 12, 2019, at 9:50 AM, Jim Connelly <Jim@nickelbros.com> wrote:

To whom it may concern,

I have been contacted in regards to the buildings located at 220\240 Wilson St in Victoria some months back, and have been reviewing the possibilities for their relocation. In terms of condition, 220 has more possibility than 240, but they are both expensive to remove given their relative heights. While 240 is in better condition, 220 has better curb. Unfortunately though, 220 has been heavily carved up inside and has no historical elements within. This building would most likely have to be gutted out to refit and restore any value here. In addition, this building is in excess of 40 wide and would load out at 38 feet high to move, and would thus limit the possibilities and the economics of relocation in many cases. 220 , although better inside, particularly upstairs, would also present difficulties given the height.

Obviously, lots within the City of Victoria would be both hard to find and expensive; so should any alternative property become available, it would have to have proximity given the ability to move, and the significant costs in terms of wire costs to relocate. Often , these costs can exceed the cost of the moving itself, as all wires have to be disconnected or lowered to the ground to allow for the move.

We have located a waterfront location whereby these buildings could be removed by barge and relocated where property is more affordable, but again, this is an expensive removal and would include having a party willing to take on relocation and restoration. At present, the locations considered by the present owners to relocate are either impossible or highly expensive to undertake, especially when one considers the expense to refit .

Most of the work around this project until now has been to access the cost and possibility of marketing the buildings and finding a potential buyer to take these houses on through our website. The difficulty , of course, is the condition . Going forward, all I can say is that we will continue to work with Jamie Hubick, who has incidentally been helpful as well as persistent, in encouraging us to continue to find alternatives to machine demolition. We intend to do whatever we can to keep buildings out of our landfills. Thank you for your attention . Should you have any questions, please feel free to contact me via email or cell.

Kind Regards,

Jim Connelly
South Island Sales Manager
Estimator
Heavy Lifting & Transportation Since 1956

Nickel Bros Vancouver Island
1990 Balsam Road, Nanaimo, BC, V9X 1T5
Phone: 250-753-2268 or 250-656-2237
Toll-Free: 1.866.320.2268
jim@nickelbros.com www.nickelbros.com

Engineers

March 19, 2019

Ryan Macleod
Citizen Design Build Inc.
2785 Murray Dr.
Victoria, BC V9A 2S4

Dear Ryan,

RE: 220 Wilson Street - Townhomes **RJC No. VIC.123453.0001**

As requested, RJC visited the above address on March 15 in order to visually review the structure and comment on the feasibility of relocation and upgrading the building. The scope of our review was a 'walk-through' visual review to identify areas of significant structural deterioration or obvious structural capacity and safety items. No calculations were performed to confirm the adequacy of structural elements.

The existing building is a two storey, wood-framed house, over a crawlspace. The building currently houses several rental units. The building is in generally good condition, with only a few minor cracks, evidence of moisture, or noticeable plumb/levelness concerns.

If the building were moved, re-purposed, or significantly renovated, we would anticipate a full seismic upgrade would be required. This work would include, but may not be limited to, restraint (or removal) of the existing masonry chimneys, strengthening roof and floor diaphragms with sheathing and/or additional nailing (re-roofing would likely be required), installing plywood shear-walls and hold-downs, and anchorage of the hold-downs and shear-wall to new (or existing) foundations. The existing foundations are likely adequate as they are founded on rock but, if the building were moved, the foundations should be designed for current seismic forces.

We have not reviewed non-structural elements such as the building enclosure, or electrical and mechanical components.

We trust this meets your requirements at this time. Please contact the undersigned if you have any questions.
Yours truly,

READ JONES CHRISTOFFERSEN LTD.

PROVINCE OF BRITISH COLUMBIA
L. M. PLETT
PROFESSIONAL ENGINEER
33536
DESIGNATED STRUCTURAL ENGINEER
MAR 19/19

Leon Plett, P.Eng., Struct.Eng., MIStructE, LEED®AP
Managing Principal

LP/dd

Read Jones Christoffersen Ltd. 645 Tyee Road, Suite 220 tel 250-386-7794 email victoria@rjc.ca
Creative Thinking **Practical Results** Victoria BC V9A 6X5 fax 250-381-7900 web rjc.ca

URBAN systems

312 - 645 Fort Street, Victoria, BC V8W 1G2
| T: 250.220.7060

urbansystems.ca

Wilson Street / Alston Street Development
TRANSPORTATION STUDY

Prepared for
Citizen Design Build

February 05 2019

File no.
4606.0001.01

Contents

1.0 Introduction

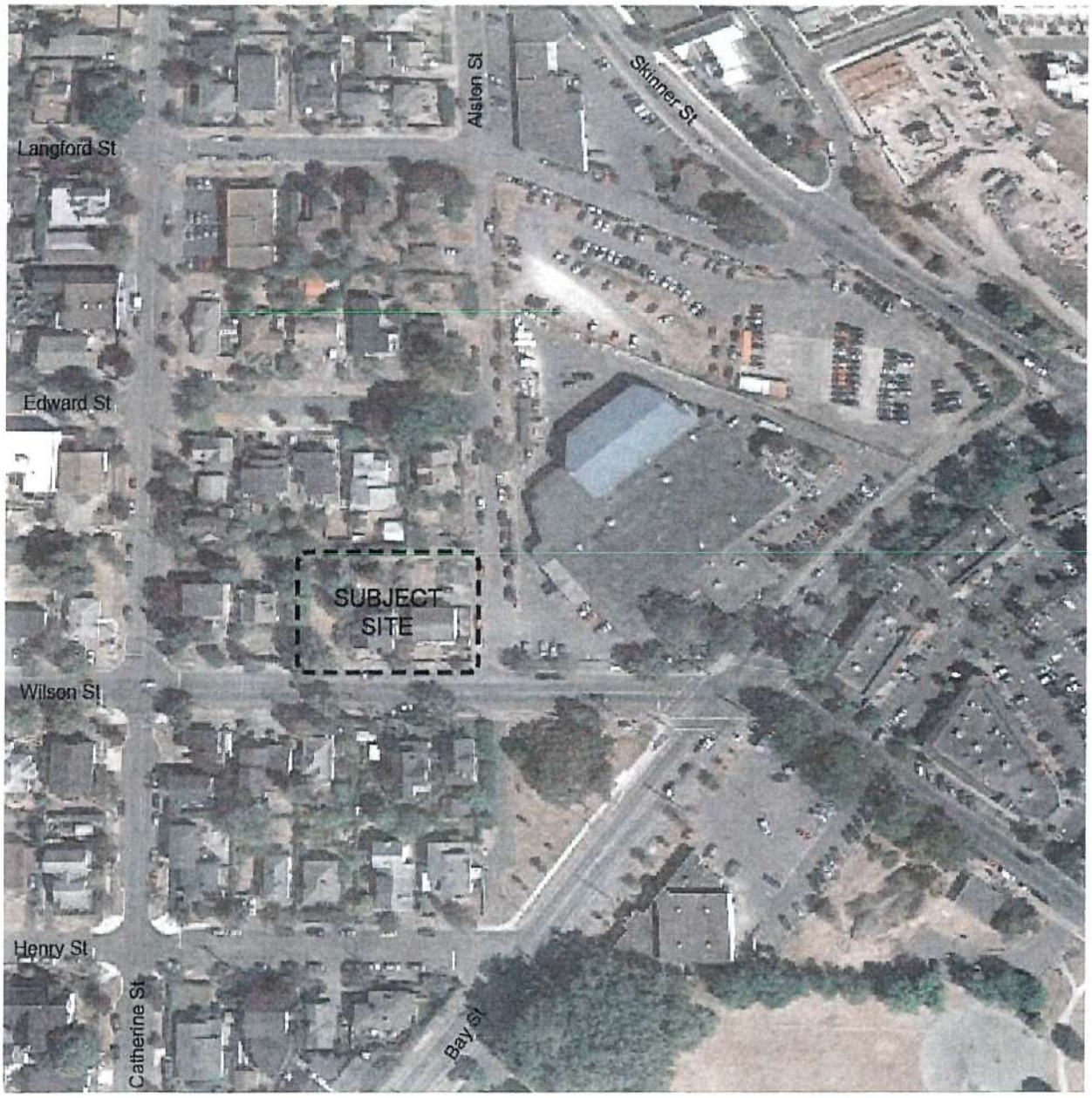
Urban Systems Ltd has been retained by Citizen Design Build to complete a transportation study of the proposed redevelopment of the 210-230 Wilson Street properties on the northwest corner of the Wilson Street / Alston Street intersection. The study is a comprehensive review of the potential transportation impacts on the surrounding community, with specific consideration of the following:

- The proposed parking supply and expected parking demand associated with the site redevelopment;
- On-street parking conditions and neighbourhood parking management;
- The Wilson Street / Alston Street intersection performance and potential impacts on the surrounding road network; and
- Opportunities to limit parking and traffic impacts through transportation demand management ("TDM").

1.1 Location

The subject site is located on the northwest corner of the Wilson Street / Alston Street intersection. See **Figure 1**.

FIGURE 1. STUDY AREA



1.2 Context

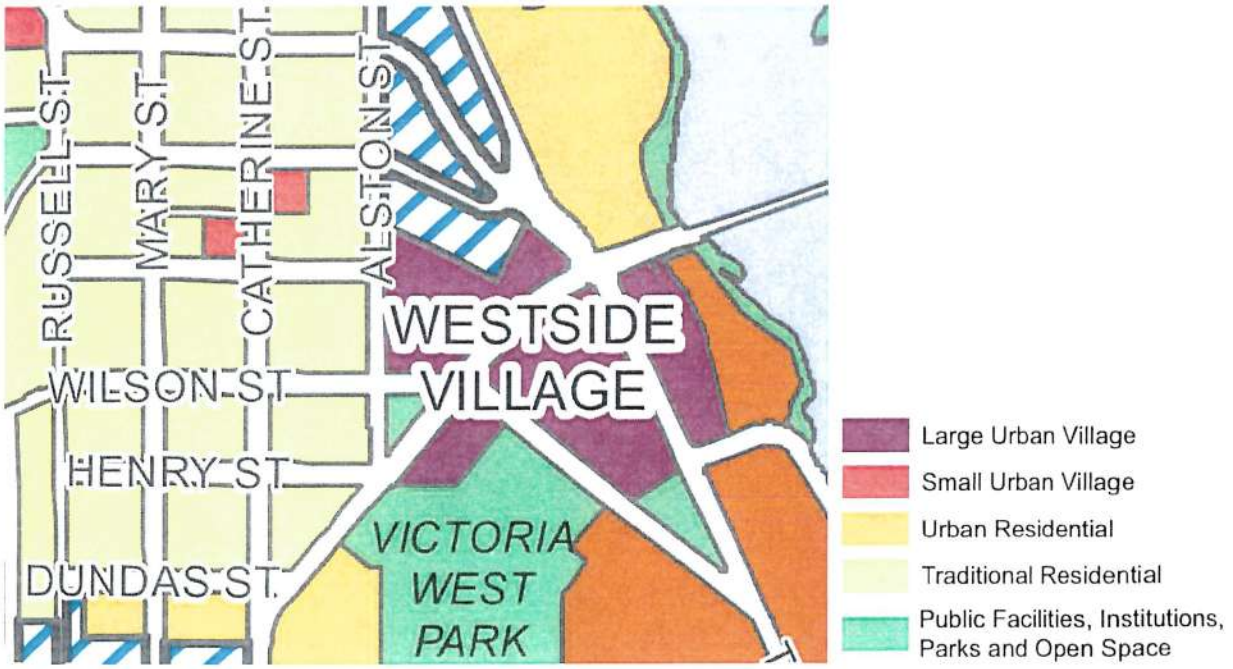
1.2.1 Land Use

The subject site is located in the Victoria West neighbourhood.

The Official Community Plan ("OCP") identifies the site as **Traditional Residential**. Traditional Residential consists primarily of residential and accessory uses in a wide range of primarily ground-oriented building forms including single, duplexes, townhouses and row-houses, house conversions, and low-rise multi-unit residential and mixed-use buildings up to three storeys in height located along arterial and secondary arterial roads.

Properties to the south, west and north are also designated Traditional Residential. Properties to the immediate east are designated **Large Urban Village**. See **Figure 2**. 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[1].

FIGURE 2. URBAN PLACE DESIGNATIONS, VICTORIA OCP



[1] City of Victoria, Official Community Plan, Section 6: Land Management and Development. Available online: www.victoria.ca/assets/Departments/Planning~Development/Community~Planning/OCP/Replaced/OCP_Sect6_Oct4_2018.pdf

1.2.2 Travel Options

The following is an overview of the transportation infrastructure and services in proximity to the site.

Walking

The subject site is located approximately 200m (3-minute walk) from the Westside Village Shopping Centre, which includes many commercial and service uses (i.e., grocery, pharmacy, various other retail uses). The site is 1.5 to 2.5km to downtown Victoria (depending on location), an approximately 20- to 30-minute walk. Recent upgrades to the Johnson Street Bridge improve the crossing to/from downtown Victoria.

The subject site's WalkScore is 81 ("very walkable, most errands can be accomplished on foot")[2], indicating a high level of walkability.

With the exception of Alston Street, sidewalks are provided on the both sides of all streets in the vicinity of the site. Sidewalks will be installed on the Alston Street frontage as part of the development frontage improvements, as well as improved sidewalks with landscaped boulevards installed on the Wilson Street frontage.

Cycling

The site is approximately 1.5- to 2.5-km from downtown Victoria - a comfortable cycling distance for most. Recent improvements to the Johnson Street Bridge improve the cycling connection between Vic West and downtown.

Conventional bike lanes are present on many of the major roads nearby the site, including Bay Street, Craigflower Road / Skinner Street, Tyee Road, and Esquimalt Road providing connection to the Esquimalt DND, Royal Jubilee Hospital and other key commute destinations.

The Galloping Goose Regional Trail is accessed at Bay Street or Regatta Landing and provides a dedicated off-street cycling facility to Uptown, the Victoria General Hospital and Western Communities, and the Saanich Peninsula via the Lochside Regional Trail. The E+N Regional Trail is accessed from Wilson Street approximately 500m west of the site and provides a dedicated off-street cycling facility through Esquimalt, View Royal and to the Western Communities.

---

[2] More information on the site's WalkScore is available online at: www.walkscore.com/score/210-wilson-st-victoria-bc-canada

Public Transit

The subject site is well served by public transit with five (5) routes accessed within 5-minutes walk of the site. The most frequent service is provided on the following routes:

- No.14 – Vic General / UVic provides frequent service between the Victoria General Hospital and the University of Victoria via Craigflower Road and downtown Victoria, and is accessed by bus stops on Tyee Road at Bay Street approximately 200m from the site;
- No.15 – Esquimalt / UVic provides frequent service between the Esquimalt Dockyards and the University of Victoria via Esquimalt Road and downtown Victoria, and is accessed by bus stops on Esquimalt Road at Bay Street approximately 300m from the site;
- No.10 – James Bay / Royal Jubilee provides service between James Bay and the Royal Jubilee Hospital via downtown Victoria and Vic West, and is accessed by bus stops on Bay Street approximately 100m from the site;
- No.24 – Cedar Hill / Admirals Walk provides service between View Royal and Cedar Hill Road / McKenzie Avenue in Saanich via downtown Victoria, as is access by bus stops on Wilson Street immediately adjacent the site; and
- No.25 – Maplewood / Admirals Walk provides service between Reynolds Secondary School on McKenzie Avenue and View Royal via downtown Victoria and Esquimalt, and is accessed by bus stops on Esquimalt Road approximately 300m from the site.

The *Victoria Region Transit Future Plan*[3] identifies Craigflower Road, Esquimalt Road and Bay Street corridors in the Frequent Transit Network that will have a service frequency of 15 minutes or better between 7:00am to 10:00pm, 7 days a week. Access to these three corridors within 300m of the site will support transit use among residents.

Carshare

The most prevalent local two-way carshare service is Modo, with approximately 70 vehicles in the Capital Region (as of January 2019)[4]. Members can access any vehicle within the fleet and pay usage based on the length of time and distance of their trip. Three vehicles are located with 5-minutes walk of the subject site - Tyee Road at Wilson Street (approx. 400m), Raynor Avenue at Arthur Currie Lane (400m), Raynor Avenue at Craigflower Road (475m). The development proposal includes a carshare program among residents, which is explored further in *Section 5.3*.

---

[3] BC Transit, Transit Future Plan Victoria Region: Executive Summary, 2011. Available online at: www.bctransit.com/victoria/transit-future

[4] Count based on Modo "Car Map", available online at: www.modo.coop/map

1.3 Proposed Redevelopment

1.3.1 Land Use

The redevelopment proposal includes a total of 34 units - 22 townhouse units and 12 bachelor units. See **Figure 3**. All townhouse units will be owned via strata title. Twelve (12) of the townhouse units will have a bachelor suite attached that is owned by the townhouse owner but to remain available as market rental units secured in perpetuity through a covenant.

FIGURE 3. PROPOSED SITE PLAN[5]

1.3.2 Parking

The proposal includes 24 parking spaces. The underground parking facility consists of 23 spaces for residents. One space will be provided adjacent the Alston Street access for a carshare vehicle.

1.3.3 Access

Site access is proposed via Alston Street approximately 30m north of Wilson Street. Refer to **Figure 3**.

---

[5] Site plan provided by Citizen Design Build by email, January 2019

2.0 On-Site Parking

2.1 Parking Requirement

The required off-street parking supply is determined through the City's Zoning Bylaw no.80-159, Schedule C: Off-Street Parking Requirements[6]. The site parking requirement is 42 spaces, as shown in **Table 1**.

TABLE 1. SUMMMARY OF OFF-STREET PARKING REQUIREMENT ("OTHER AREA")

Land Use	Quantity	Minimum Parking Supply	
		Supply Rate	Total
Townhouses, Condominium (greater than 70m^2)	10 units	1.45 spaces per unit	14.5
Townhouses, Apartment[7] (greater than 70m^2)	12 units	1.30 spaces per unit	15.6
Apartment (less than 45m^2)	12 units	0.75 spaces per unit	9.0
Visitor	34 units	0.1 spaces per unit	3.4
Total			**42**

It should be noted that properties on Alston Street immediately opposite the subject site are classified as "Village / Centre" for the purposes of calculating the off-street parking requirement (consistent with the Official Community Plan). The site requirement if considered using the "Village / Centre" minimum supply rates is 39 parking spaces, five fewer than under the "Other Area" classification.

It should also be noted that the 12 bachelor units are being considered independent units for the purpose of calculating the off-street parking requirement. They will, however, function very much like a secondary suite from a parking perspective as they will be owned and rented by the owners of the attached townhouse unit. The City's regulations do not require off-street parking for secondary suites, which if applied to the subject site would reduce the total requirement by nine parking spaces. The City has acknowledged that the proposed use is not well represented in the parking regulations and has requested an independent study (i.e., this study) to rationalize the site's parking need[8].

---

[6] Available online at: https://www.victoria.ca/assets/Departments/Planning~Development/Development~Services/Zoning/Bylaws/Schedule%20C.pdf

[7] Townhouses with bachelor suites subject to "Rental Apartment" rate, as communicated by City staff to the applicant

[8] Conversation between the applicant and City staff, communicated by email January 14 2019

2.2 Anticipated Parking Demand

Anticipated parking demand is estimated in the following sections based on vehicle ownership data from representative sites in the City of Victoria. All referenced vehicle ownership data was provided by the Insurance Corporation of British Columbia (ICBC) through the *Vehicle Ownership Request* program, as contained in *Working Paper no.3* that was prepared in 2016 / 2017 as part of the City's review of off-street parking regulations[9].

2.2.1 Townhouse Units

Anticipated parking demand for the townhouse units is based on vehicle ownership data for condominium sites in areas classified as a Large Urban Village or Town Centre in the OCP. The average vehicle ownership rate for the nine sites surveyed (representing 382 units) is 0.83 vehicles per unit. See **Table 2**.

TABLE 2. VEHICLE OWNERSHIP AT REPRESENTATIVE SITES, TOWNHOUSE[10]

Site	No. Units	Owned Vehicles	
		Total	Rate (vehicles / unit)
1545 Pandora Avenue[a]	56	55	0.98
1025 Hillside Avenue[a]	25	17	0.68
755 Hillside Avenue[a]	34	17	0.50
300 Waterfront Crescent[a]	29	33	1.14
320 Menzies Street[a]	24	16	0.67
240 Cook Street[a]	25	15	0.60
1050 Park Boulevard[b]	27	28	1.04
160 Wilson Street[c]	123	130	1.06
225 Menzies Street[d]	39	30	0.77
Average			**0.83**

Note: Vehicle ownership data current as of March 31 2016 (a), December 31 2014 (b), April 30 2014 (c), December 31 2013 (d)

[9] Review of Zoning Regulations Bylaw Off-Street Parking Requirements (Schedule C), Working Paper No.3: Parking Demand Assessment, prepared by Boulevard Transportation / Watt Consulting Group, September 2016.

[10] Based on data from Review of Zoning Regulations Bylaw Off-Street Parking Requirements (Schedule C), Working Paper No.3: Parking Demand Assessment, prepared by Boulevard Transportation / Watt Consulting Group, September 2016, Appendix A.

Parking demand varies based on unit size, where a unit with more bedrooms generally has a higher parking demand as compared to a unit with fewer bedrooms. Ratios were identified in the King County Metro study[11] and verified with six study sites in Victoria as part of the City's review of off-street parking regulations. The results conclude that a one-bedroom unit has a 20% higher parking demand than a bachelor unit, a two-bedroom unit has a 60% higher parking demand than a one-bedroom unit, and a three-bedroom unit has a 15% higher parking demand than a two-bedroom unit.

The results of this exercise suggest that for a townhouse in a Large Urban Village / Town Centre, a two-bedroom unit will experience a parking demand of approximately 0.95 vehicles per unit and a three-bedroom a parking demand of approximately 1.10 vehicles per unit. The proposal includes 15 two-bedroom and 7 three-bedroom townhouse units, resulting in a resident parking demand of 22 vehicles associated with the townhouse units.

2.2.2 Apartment Units

The same process as above was undertaken to assess parking demand associated with bachelor units. The average vehicle ownership rate for the five sites surveyed (representing 325 units) is 0.51 vehicles per unit. See **Table 3**.

TABLE 3. VEHICLE OWNERSHIP AT REPRESENTATIVE SITES, APARTMENT[12]

Site	No. Units	Owned Vehicles	
		Total	Rate (vehicles / unit)
425 Simcoe Street	175	105	0.60
1035 North Park Street	79	24	0.30
2559 Quadra Street	9	7	0.78
1928 Lee Avenue	43	27	0.63
2558 Quadra Street	19	5	0.26
Average			**0.51**

Factors were applied to adjust the average parking demand to reflect the reduced demand experienced by a bachelor unit. The results suggest that a bachelor unit in a Large Urban Village / Town Centre will experience parking demand of approximately 0.31 vehicles per unit - a total of four vehicles.

[11] King County Metro, Right Size Parking Model Code, 2013, Table 2, page 21.
Available online at: https://metro.kingcounty.gov/programs-projects/right-size-parking/pdf/140110-rsp-model-code.pdf

[12] Based on data from Review of Zoning Regulations Bylaw Off-Street Parking Requirements (Schedule C), Working Paper No.3: Parking Demand Assessment, prepared by Boulevard Transportation / Watt Consulting Group, September 2016, Appendix A.

2.2.3 Visitor Parking

Visitor parking demand rates have been demonstrated in the range of 0.05 to 0.07 vehicles per unit for multi- family residential[13]. More recent research completed as part of the City of Victoria review of off-street parking requirements found peak visitor parking rates to be 0.1 vehicles per unit at condominium sites and 0.05 vehicles per unit at apartment sites[14]. Applied to the subject site, this suggests visitor parking demand will be three vehicles. See **Table 4**.

TABLE 4. SUMMARY OF ANTICIPATED VISITOR PARKING DEMAND

Land Use	Quantity	Anticipated Visitor Parking Demand	
		Rate	Total
Townhouse	22 units	0.10 vehicles per unit	2.2
Apartment	12 units	0.05 vehicles per unit	1.2
Total			**3**

2.2.4 Summary

The anticipated parking demand is 29 vehicles, which exceeds the proposed parking supply by six spaces. See **Table 5**. Management approaches are identified in *Section 5* to reduce parking demand.

TABLE 5. SUMMMARY OF ANTICIPATED PARKING DEMAND

Land Use	Quantity	Anticipated Parking Demand	
		Rate	Total
Townhouses, 3-Bedroom (1,075-1,300 sqft)	7 units	1.10 vehicles per unit	7.70
Townhouses, 2-Bedroom (930-980 sqft)	15 units	0.95 vehicles per unit	14.25
Apartments, Bachelor (405-430 sqft)	12 units	0.31 vehicles per unit	3.70
Visitors	34 units	0.10 vehicles per Townhouse unit	2.20
		0.05 vehicles per Bachelor unit	1.20
Total			**29**

[13] Based on observations of visitor parking from the 2012 Metro Vancouver *Apartment Parking Study* (Table 31, pg50) available at: www.metrovancouver.org/services/regionalplanning/PlanningPublications/Apartment_Parking_Study_TechnicalReport.pdf

[14] Based on data from Review of Zoning Regulations Bylaw Off-Street Parking Requirements (Schedule C), Working Paper No.3: Parking Demand Assessment, prepared by Boulevard Transportation / Watt Consulting Group, September 2016, Appendix E.

3.0 Off-Site Parking Review

Off-site parking conditions were reviewed to determine the supply, management, and availability of on-street parking nearby the subject site.

3.1.1 Off-Site Parking Inventory

An on-street parking inventory was developed for an approximately one-black radius surrounding the subject site. See **Figure 4**. The inventory includes a total of 205 on-street parking spaces.

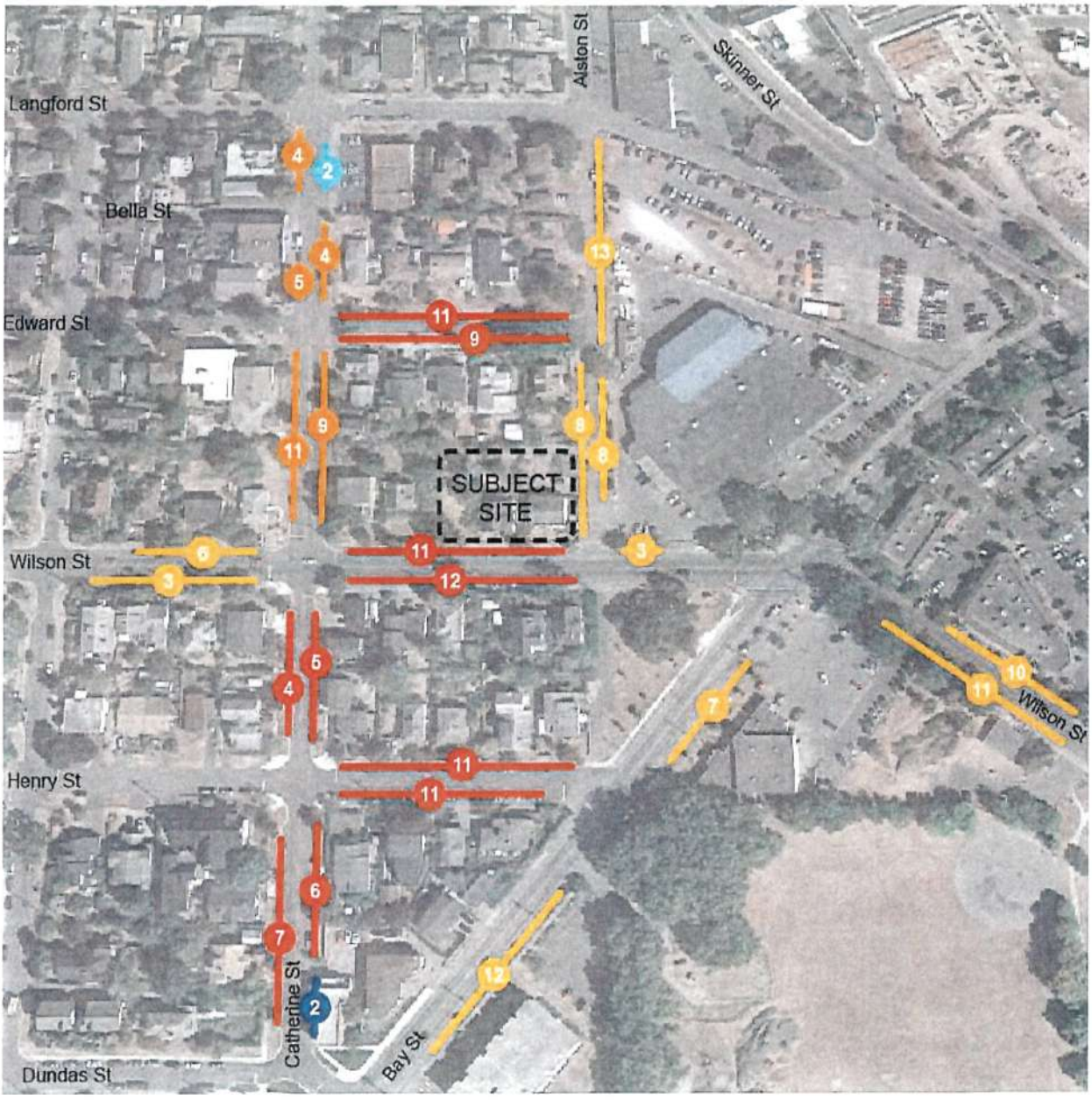
Approximately 60% of the on-street parking supply is restricted as resident parking only, while the other 40% is unrestricted and available to all vehicles.

There are no public off-street parking spaces in the studied area.

It should be noted that the City intends to alter the restrictions on on-street parking along the Wilson Street frontage from resident parking only to 2-hour maximum concurrent with the site development[15].

[15] Communicated to the applicant by City staff

FIGURE 4. ON-STREET PARKING INVENTORY



3.1.2 Off-Site Parking Utilization

On-street parking utilization was assessed for the approximately one-black radius surrounding the subject site. Observations were completed on the following dates / times:

1. Monday, December 17 2018 @ 9:00pm
2. Tuesday, December 18 2018 @ 1:30pm
3. Thursday, December 20 2018 @ 11:30am

The review concluded that on-street parking in the area was approximately half occupied during each of the observation periods. Overall occupancy rates varied little between the three observation periods.

The areas experiencing highest occupancy are Catherine Street (Langford St to Edward St), Bay Street (south of Henry St), and Wilson Street (south of Bay St). Alston Street experiences high occupancy during the daytime, but significantly lower during the evening observation.

The areas most immediately adjacent the subject site where any site parking spillover would be concentrated are Wilson Street (Catherine St to Bay St) and Alston Street (Edward St to Wilson St). These areas were observed at no more than 57% occupied during the daytime observations and 31% occupied (29 vacant spaces) during the evening observation. This suggests that there is ample available on-street parking in case of spillover. Further, residential parking demand is typically highest during evenings and weekends when utilization of parking on Alston Street (unrestricted) and Wilson Street immediately adjacent the site (Catherine St to Alston St, north side) were low.

The full results are summarized in **Table 6**.

It should be noted that on-street parking on the Wilson Street site frontage will be converted to 2hr parking on weekdays[16]. This section of parking was observed at no more than 36% occupied and the change in the on-street parking restriction is not anticipated to significantly alter current conditions or result in existing vehicles unable to find available parking.

[16] The change in the on-street parking restriction was communicated by the City to the applicant

TABLE 6. SUMMARY OF ON-STREET PARKING UTILIZATION

Street Segment			Restriction	Parking Supply	Observed Vehicles					
					Mon, Dec 17 8:30pm		Tues, Dec 18 1:30pm		Thurs, Dec 20 11:30am	
Catherine St	Langford St to Edward St	E	3hr	2	2	100%	2	100%	0	0%
			RPO (limited)	4	3	75%	2	50%	3	75%
	Langford St to Bella St	W	RPO (limited)	4	1	25%	3	75%	2	50%
	Bella St to Edward St			5	3	60%	3	60%	2	40%
	Edward St to Wilson St	W	RPO (limited)	11	5	45%	3	27%	1	9%
		E		9	4	44%	2	22%	3	33%
	Wilson St to Henry St	W	RPO	4	2	50%	1	25%	3	75%
		E	RPO	5	5	100%	2	40%	2	40%
	Henry St to Dundas St	W	RPO	7	4	57%	4	57%	5	71%
		E	RPO	6	3	50%	1	17%	2	33%
			2hr	2	1	50%	2	100%	1	50%
Alston St	Langford St to Edward St	W	-	-	-	-	-	-	-	-
		E	n/a	13	2	15%	9	69%	9	69%
	Edward St to Wilson St	W	n/a	8	2	25%	6	75%	6	75%
		E	n/a	8	0	0%	7	88%	8	100%
Edward St	Catherine St to Alston St	N	RPO	11	3	27%	1	9%	1	9%
		S	RPO	9	8	89%	1	11%	1	11%
	Mary St to Catherine St	N	n/a	6	4	67%	3	50%	3	50%
		S	n/a	3	2	67%	1	33%	0	0%
Wilson St	Catherine St to Alston St	N	RPO	11	3	27%	4	36%	4	36%
		S	RPO	12	8	67%	3	25%	4	33%
	Alston St to Bay St	N	n/a	3	0	0%	2	67%	2	67%
		S	-	-	-	-	-	-	-	-
	Bay St to mid-block	N	n/a	10	10	100%	10	100%	10	100%
		S	n/a	11	11	100%	10	91%	9	82%
Henry St	Catherine St to Bay St	N	RPO	11	5	45%	6	55%	5	45%
		S	RPO	11	5	45%	3	27%	5	45%
Bay St	Wilson St to Henry St	S	n/a	7	1	14%	7	100%	3	43%
	Henry St to Catherine St	S	n/a	12	8	67%	9	75%	9	75%
Total				**205**	**105**	**51%**	**107**	**52%**	103	**50%**

Restriction Codes:

RPO – "Residential Parking Only"
RPO (limited) - "Residential Parking Only, 8AM – 5PM, Mon – Fri"
2hr – 2hr, 8am – 6pm, Mon – Sat
3hr – 3hr, 8AM – 6PM, Mon - Fri

4.0 Traffic + Road Network

Background and post-development intersection performance has been assessed for the Wilson Street / Alston Road intersection. The results are presented below.

The scope of this study does not include detailed consideration of other nearby intersections, although peak period queues on the Wilson Street / Bay Street intersection eastbound leg impact conditions at Wilson Street / Alston Street and are considered.

4.1 Background Conditions

4.1.1 Road Network

Wilson Street is a two-lane undivided road and classified as a Secondary Collector[17]. On-street parking is available along much of Wilson Street in the vicinity of the site (refer to Section 3.0 for a detailed account of on-street parking).

Alston Street is a two-lane undivided road and classified as a Local Road[18]. It has not been constructed to the City's full Local Road standard, which typically includes curb-and-gutter and a 9.0m road width. See **Figure 5**. On-street parking occurs along most of Alston Street on both sides (Wilson St to Edward St).

FIGURE 5. ALSTON STREET (LOOKING SOUTH TOWARD WILSON STREET)

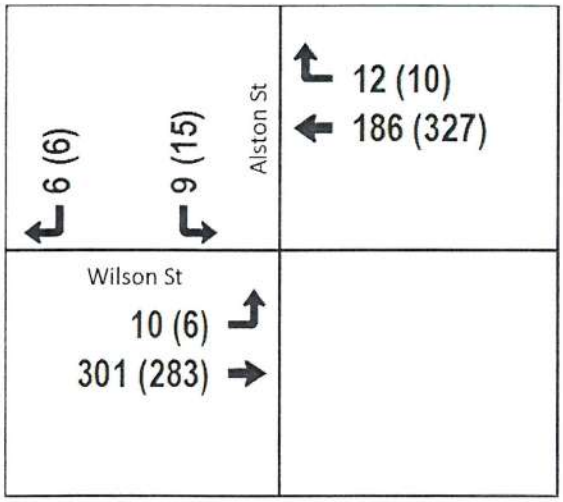
[17] Road Classification Map, https://www.victoria.ca/EN/main/residents/transportation/transportation-reference-documents.html

[18] Ibid.

4.1.2 Traffic Volumes + Site Observations

Intersection turning movement counts were collected on Wednesday, December 19, 2018 between 3:00 and 6:00pm and Thursday December 20, 2018 between 7:00 to 9:00am. **Figure 6** illustrates the background traffic volumes during morning (8:00-9:00am) and afternoon (3:00-4:00pm) peak hours (a background traffic growth rate was not applied as it is assumed traffic growth is static).

FIGURE 6. BACKGROUND AM (PM) PEAK HOUR TRAFFIC VOLUMES



Traffic counts were undertaken for the hardware store access to/from Alston Street (immediately opposite the subject site). See **Table 7**. The results indicate that between 10% and 30% of exit vehicles make a right-turn and circulate via Alston Street. This information is used later in this section to estimate the directional split of trips associated with the subject site.

TABLE 7. HARDWARE STORE ALSTON STREET ACCESS TRAFFIC SUMMARY (EXITS ONLY)

Time Interval	Total	Left Out		Right Out		
		Total	%	Total	%	
AM						
7:00 - 8:00	6	4	67%	2	33%	
8:00 - 9:00	**16**	**14**	**88%**	**2**	**13%**	AM Peak Hour
PM						
15:00 - 16:00	**17**	**15**	**88%**	**2**	**12%**	PM Peak Hour
16:00 - 17:00	21	19	90%	2	10%	
17:00 - 18:00	17	12	71%	5	29%	

Queues on the Wilson Street / Bay Street intersection eastbound approach were observed to determine their impact on the Wilson Street / Alston Street intersection. The results indicate that eastbound queues extend to the Wilson Street / Alston Street intersection up to 20 times in both the morning and afternoon peak hours (i.e., approximately once every three minutes, assumed to be the majority of the Wilson St / Bay St signal cycles). See **Table 8**. Delay on the Alston Street southbound left-turn movement increases as a result of the inability to navigate a gap on Wilson Street, although the number of affected vehicles on Alston Street is limited (no more than two vehicles observed queued on Alston Street).

TABLE 8. WILSON STREET / BAY STREET EASTBOUND QUEUEING FREQUENCY

Time Interval	Incidences of Wilson Street EB Queued to Alston Street		
	Total	Frequency (minutes per incident)	
AM			
7:00 - 8:00	7	8:30	
8:00 - 9:00	**20**	**3:00**	AM Peak Hour
PM			
15:00 - 16:00	**18**	**3:20**	PM Peak Hour
16:00 - 17:00	20	3:00	
17:00 - 18:00	7	8:30	

4.1.3 Intersection Performance

Synchro v10.1 was used to evaluate the traffic operational performance under the existing condition. Key traffic measures including Level of Service (LOS), delay, volume-to-capacity (v/c), and queue length are summarized in **Table 9**. Synchro reports are provided in **Appendix A**.

TABLE 9. BACKGROUND AM (PM) SYNCHRO RESULTS, WILSON STREET + ALSTON STREET

Road	Approach	Control Type	Movement	LOS	V/C	Delay (sec/veh)	95th Queue (m)
Wilson St	EB	Free	L	A (A)	0.01 (0.01)	0.1 (0.1)	0.2 (0.1)
		Free	T	A (A)	0.01 (0.01)	0.3 (0.2)	0.2 (0.1)
	WB	Free	T	A (A)	0.12 (0.22)	0 (0)	0 (0)
		Free	R	A (A)	0.12 (0.22)	0 (0)	0 (0)
Alston St	SB	Stop	L	B (B)	0.03 (0.05)	11.3 (13.4)	0.7 (1.3)
		Stop	R	B (B)	0.03 (0.05)	11.3 (13.4)	0.7 (1.3)
Overall Intersection				**A (A)**	-	**0.5 (0.5)**	-

The model results indicate that under the background scenario, the intersection and individual movements operate at LOS "A/B" in both morning and afternoon peak hours. Wilson Street generally operates at free flow condition with minimal delay and the delay on Alston Street is less than 15 seconds. The 95th percentile queue length on all approaches are minimal.

It is acknowledged that the model is developed without considering the eastbound queue from the Wilson Street / Bay Street intersection and that the actual traffic performance at the study intersection may be worse that the model results suggest.

4.2 Post-Development Conditions

4.2.1 Site Access

Site access will be provided from Alston Street. This is the more minor street, consistent with the requirement of the City's *Highway Access Bylaw*.

4.2.2 Trip Generation + Assignment

Trip generation refers to the number of new trips that will be generated by the proposed land use. Trip generation rates and directional split (% in/out) are based on the Multifamily Housing (Low-Rise) use in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10th Edition*. The proposed development is anticipated to generate 16 trips (4 in, 12 out) in the AM peak hour and 19 trips (12 in, 7 out) in the PM peak hour. See **Table 10**.

TABLE 10. SUMMARY OF POST-DEVELOPMENT TRIP GENERATION (WEEKDAY)

	Trip Rate	Quantity	Total Trips	In%	Out%	Trips In	Trips Out
AM	0.46 vehicles per hour	34 units	16	23%	77%	4	12
PM	0.56 vehicles per hour		19	63%	37%	12	7

4.2.3 Trip Distribution + Assignment

The assumed trip distribution has based on observations of the hardware store exit AM and PM peak hour directional split – 88% via Alston Street / Wilson Street intersection (south), 12% via Alston Street to the north. See **Table 11**.

TABLE 11. TRIP DISTRIBUTION

	Distribution %	AM	PM
North via Alston St	12%	2	2
South via Wilson St / Alston St intersection	88%	14	17
Total		**16**	**19**

The current directional traffic volumes on Wilson Street were used in assigning Alston Street southbound trips. It was assumed that development traffic on Alston Street southbound movements will be 60% eastbound and 40% westbound in the AM peak hour, and 45% eastbound and 55% westbound in the PM peak hour. New trips were assigned to the network as shown in **Figure 7**. Total post-development traffic volumes (background + development) are shown in **Figure 8**.

FIGURE 7. DEVELOPMENT AM (PM) PEAK HOUR TRAFFIC VOLUMES

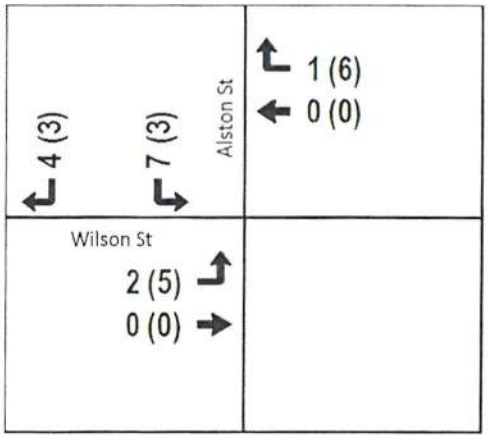
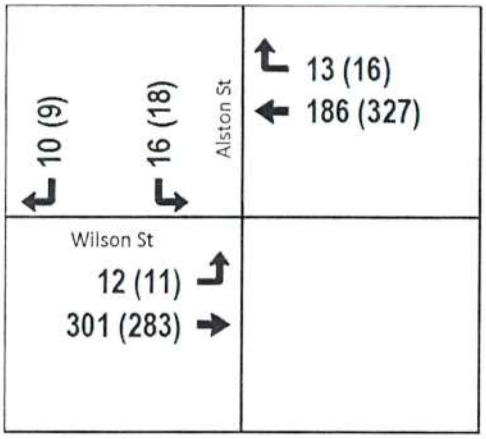


FIGURE 8. TOTAL AM (PM) PEAK HOUR TRAFFIC VOLUMES



4.2.4 Intersection Performance

Table 12 provides a summary of post-development Alston Street intersection performance. The analysis indicates that the intersection is expected to operate at a similar level of service compared to today's condition, with minimal delay on Wilson Street and moderate delay on Alston Street. The 95th percentile queue lengths in all approaches are expected to remain as minimal. Again, these results do not account for conditions at the Wilson Street / Bay Street intersection and the impact of queuing on the Wilson Street / Alston Street intersection.

TABLE 12. POST-DEVELOPMENT AM (PM) SYNCHRO RESULTS, WILSON ST / ALSTON ST

Road	Approach	Control Type	Movement	LOS	V/C	Delay (sec/veh)	95th Queue (m)
Wilson St	EB	Free	L	A (A)	0.01 (0.01)	0.1 (0.1)	0.2 (0.2)
		Free	T	A (A)	0.01 (0.01)	0.4 (0.4)	0.2 (0.2)
	WB	Free	T	A (A)	0.12 (0.23)	0 (0)	0 (0)
		Free	R	A (A)	0.12 (0.23)	0 (0)	0 (0)
Alston St	SB	Stop	L	B (B)	0.05 (0.07)	11.5 (13.5)	1.2 (1.7)
		Stop	R	B (B)	0.05 (0.07)	11.5 (13.5)	1.2 (1.7)
Overall Intersection				**A (A)**	-	**0.7 (0.7)**	-

It is understood that previous studies have indicated that the Skinner Street / Alston Street and Skinner Street / Langford Street intersections may require mitigation in future[19]. An estimated two additional trips are anticipated via Alston Street north of the site hours in the direction of these intersections in each of the AM and PM peak hours. The insignificant increase in traffic resulting from the proposed development will not tangibly impact conditions at these intersections and no additional analysis was completed.

4.2.5 Improvement Options

The traffic analysis concludes that intersection Wilson Street / Alston Street intersection improvements are not required to support the additional traffic generated from the proposed development. However, it is recognized that the eastbound queue from the Wilson Street / Bay Street intersection extends beyond the Wilson Street / Alston Street intersection in peak periods and increases delays on the Alston Street southbound left-turn movement. Two improvement options were identified to address this issue:

1. Restrict the southbound left turn movement
2. "Do Not Block Intersection" Markings + Signs

Option 1. **Restrict the Southbound Left Turn Movement**

The Alston Street southbound left-turn movement could be restricted during peak periods (i.e., when the Wilson Street queue interferes with the Alston Street intersection) to minimize queuing on Alston Street and prevent queued left-turn vehicles from impeding right-turn movements. This option is not recommended as it would increase the travel distance among vehicles forced to proceed north from the site via Alston Street and would introduce more traffic onto nearby local streets.

[19] Identified in discussion with City staff

Option 2. **"Do Not Block Intersection" Markings + Signs**

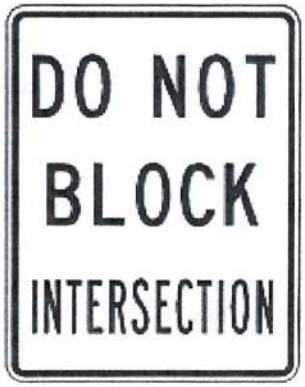
Another improvement option is the application of "Do Not Block Intersection" markings and signs to discourage Wilson Street eastbound queued vehicles from stopping in the Alston Street intersection. This would create gaps in the eastbound queue for Alston Street southbound left-turn vehicles to complete the turn movement.

The most common application of the "Do Not Block Intersection" treatment is adjacent an emergency services building where queued vehicles on an adjacent roadway may interfere with emergency vehicles. There are examples of a "Do Not Block Intersection" treatment where a major intersection creates queues into a nearby intersection. This application most commonly includes the "Do Not Block Intersection" sign (MoTI, R-106) in combination with a stop bar identifying the area within which vehicles should not stop. The standardized "Do Not Block Intersection" sign is shown in **Figure 9**. Alternatively, some locations include an "X" or crosshatch marking in place of the stop bar.

Examples of "Do Not Block Intersection" applications are shown in **Figure 10**.

This is a viable solution to aid Alston Street southbound vehicles experiencing delay and the potential to facilitate vehicles circulating via local streets to avoid delay on Alston Street. The limited sampling of traffic counts on nearby local streets does not indicate an issue with traffic volumes on local streets and the delay incurred on the Alston Street southbound movements is experienced by only a small number of vehicles. Further, the reduction in delay for southbound Alston Street vehicles would be minimal (they would still be part of the Wilson Street eastbound queue) and would come at the expense of Wilson Street eastbound vehicles. It is therefore recommended that no mitigation is undertaken, but that conditions are monitored over time and future consideration given to the "Do Not Block Intersection" treatment if issues of neighbourhood short-cutting are demonstrated.

FIGURE 9. "DO NOT BLOCK INTERSECTION" SIGN[20]



[20] Ministry of Transportation + Infrastructure, Manual of Standard Traffic Signs + Pavement Markings, 2000

FIGURE 10. EXAMPLE "DO NOT BLOCK INTERSECTION" APPLICATIONS[21]

Cook Street northbound at Meares Street, City of Victoria

Willingdon Avenue northbound at Beresford Street, City of Burnaby

[21] Images from Google Earth

5.0 Parking + Traffic Management

5.1 Neighbourhood Parking Management

Utilization rates for the unrestricted parking supplies on Alston Street and Bay Street (south of Wilson St) were high (75% occupancy or greater) during weekday daytime periods and significantly lower during the evening observation. Area residents and City staff have suggested the daytime parking demand is attributed to Dockside Green and Westside Village office / employment uses. The utilization of neighbourhood on-street parking is likely seen as an inconvenience to area residents and adds a small number of non-local trips to local streets, but is not impacting the ability for area residents to access available parking (RPO spaces are approximately two-thirds vacant). Further, a change in the restriction to these areas (i.e., to RPO) would displace daytime employee vehicles and possibly lead to them seeking parking elsewhere in the neighbourhood.

Alston Street between Wilson Street and Edward Street contains approximately 16 on-street parking spaces. This parking supply was observed well utilized during daytime observations (80-90% occupied) but only 12% occupied (2 of 16 spaces occupied) during the evening observation. Visitor parking demand is highest during evenings and weekends when this parking supply is assumed to experience low utilization. It is anticipated that the majority of the site's visitors will seek parking in these parking spaces given their availability rather than navigate into the site's underground parking facility.

The parking observations indicate that RPO spaces are utilized at approximately 35% overall during the weekday daytime and increases to approximately 50% overall in the evening (when residents return home), and that there are no areas experiencing particularly high utilization during the daytime. These findings suggest general adherence to the RPO restriction.

It is understood that the City intends to alter the time restriction on Wilson Street along the site frontage from the current Residential Parking Only (RPO) restriction to a 2 hour maximum (assumed to be Monday to Friday, 8:00am to 6:00pm or similar). This will discourage current area residents and future site residents from parking in this area during weekday daytime periods. Both weekday daytime observations found the 11 spaces on this block 36% occupied (4 vehicles), so the impact of these vehicles being displaced will not be significant. Further consideration may be given to as to why the 2-hour limit is being installed as it is likely to preclude adjacent residents and longer-stay visitors from parking in this area and may be under-utilized during the daytime.

5.2 Neighbourhood Traffic Management

Area residents have indicated that neighbourhood traffic management may be needed to reduce traffic volumes and deter neighbourhood short-cutting. The two streets with greatest potential to be impacted are Alston Street and Edward Street. Both are identified as Local Streets intended to accommodate no more than 1,000 vehicles per day[22]. The estimated two-way daily volumes on these streets are as follows:

- **Alston Street** (Edward St – Wilson St) – 250 vehicles per day[23]
- **Edward Street** (Catherine St – Alston St) - 150 vehicles per day[24]

These figures indicate that the traffic volumes on Alston Street and Edward Street are well within acceptable levels and neighbourhood traffic management is not warranted.

These figures do not identify the proportion of vehicles on Alston Street and Edward Street that are short-cut trips through the neighbourhood. A visual survey or license plate tracking exercise would be required to distinguish local from non-local traffic. If short-cutting is demonstrated, consideration may be given to traffic calming and/or the "Do Not Block Intersection" treatment described in *Section 4.2.5*.

5.3 Transportation Demand Management

Transportation demand management ("TDM") refers to the use of policies, programs, services and products to influence whether, why, when, where and how people travel[25]. Most commonly TDM is employed to encourage walking, cycling, public transit and other sustainable travel modes to reduce parking demand and traffic congestion. The opportunities to reduce the site's parking demand through TDM are considered in the following sections.

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[22] Refer to the City's Road Classification Map, available online at: www.victoria.ca/EN/main/residents/transportation/transportation-reference-documents.html

[23] Alston Street daily traffic volume calculated as 10x the PM peak hour volumes referenced in **Figure 5**, with assumptions for the proportion of Alston Street northbound vehicles accessing the hardware store site.

[24] Based on 2018 traffic count, as viewed on the City of Victoria's online mapping system ("VicMap") on Jan 21 2019. Available online at: www.victoria.ca/EN/main/online-services/maps.html

[25] Transport Canada, Transportation Demand Management for Canadian Communities: A Guide to Understanding, Planning and Delivering TDM Programs, March 2011. Available online: http://publications.gc.ca/collections/collection_2011/tc/T22-206-2011-eng.pdf

5.3.1 Carshare

The most prevalent local two-way carshare service is Modo, with approximately 70 vehicles in Greater Victoria (as of January 2019)[26]. Members may access any vehicle within the fleet and pay based on the length of time and distance of their trip. Three vehicles are located within 5-minutes walk of the subject site - Tyee Road at Wilson Street (400m), Raynor Avenue at Arthur Currie Lane (400m), Raynor Avenue at Craigflower Road (475m).

The applicant has received a letter of support from Modo indicating their interest in operating a carshare vehicle at the site. Modo has recommended that the agreement include the provision of one (1) on-site parking space designated for a carshare vehicle and a one-time contribution of $10,500 to be used in part for the purchase on one (1) vehicle. Modo will in-turn station a carshare vehicle on-site, provide 22carshare memberships (one per strata unit) to be allocated to residents by the strata, and a $100 promotional credit for each resident to promote use of the service.

There is a considerable body of research on the impact of carsharing on vehicle avoidance (i.e., not purchasing a vehicle) and vehicle shedding (i.e., eliminating previously owned vehicles). A 2014 Metro Vancouver study[27] found that Modo carshare members experienced a 27% reduction in vehicles owned per household after joining the carshare, which would reduce resident parking demand to approximately 19 vehicles if applied to the subject site. The study also identifies vehicle ownership among carshare members by housing type - presented in **Table 13** - which applied to the subject site suggest resident parking demand will be approximately 23 vehicles.

TABLE 13. VEHICLE HOLDINGS BY HOUSING TYPE[28]

Housing Type	Vehicle Holdings			
	0	1	2	3
Apartment	63%	32%	4%	1%
Townhouse	33%	53%	12%	2%

The Metro Vancouver study also highlights the City of Vancouver and City of New Westminster, who both reduce the minimum parking requirement for multi-family residential uses by five parking spaces where a carshare vehicle and dedicated parking space are provided (four space net reduction), as well as reductions of up to ten (10) spaces in the City of Toronto determined through negotiation.

Translating these research findings into the impact on site parking demand, this study supports a 10-15% reduction in resident parking demand (i.e., 3-4 vehicles) due to the presence of a carshare vehicle and provision of twenty (20) Modo memberships to be distributed among residents.

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[26] Count based on Modo "Car Map", available online at: www.modo.coop/map

[27] Metro Vancouver, The Metro Vancouver Car Share Study: Technical Report, November 2014. Available online: www.metrovancouver.org/services/regional-planning/PlanningPublications/MetroVancouverCarShareStudyTechnicalReport.pdf

[28] Metro Vancouver, The Metro Vancouver Car Share Study: Technical Report, November 2014, Table 29, page 30.

5.3.2 Bike Share

The applicant is working with a local two-way bikeshare company - TapBike[29] - to establish a bike sharing service as part of the development proposal. The details of the program are yet to be confirmed, but would likely include approximately five (5) bikes permanent stationed on-site and available to residents. A similar program is in-place at the 755 Caledonia Avenue site ("Hudson Walk One"), as well as a number of hotels in Victoria. The intent of the program is to expand the travel options available to residents without access to a vehicle and support reduced parking demand.

5.3.3 Bicycle Parking

The required bicycle parking supply is 40 long-term (i.e., secured, weather protected) and 6 short-term spaces (i.e., racks accessible to visitors), per the City's off-street parking requirements[30]. The development proposal includes a total of 56 long-term bicycle parking spaces, which is expected to meet or exceed the on-site demand for bicycle parking and supports reduced vehicle ownership among residents. An additional 28 short-term bicycle parking spaces are proposed located near the primary building entrance (10) and adjacent the underground parking access (18).

5.3.4 Bus Stops

The many transit routes and bus stops within walking distance of the subject site are introduced in *Section 1.2*. Consideration may be given to contributing to bus stop improvements in the vicinity of the site to support transit use among residents. The following locations lack transit shelters and certain amenities, and may be suitable locations for upgrades:

- Wilson Street west of Bay Street (north side), ID #100176
- Bay Street south of Wilson Street (east side), ID #103724

5.3.5 Summary

The development proposal includes the provision of one carshare vehicle and twenty (20) carshare memberships to be distributed by the strata among the 34 households, as well as an on-site bikeshare service, ample bike parking, and potential contributions to nearby bus stop improvements. A reduction of 15% in resident parking demand is supported for the successful implementation of the above-mentioned initiatives, reducing resident parking demand by approximately four (4) vehicles.

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[29] Information on TapBike available online at: https://tapbike.com

[30] City of Victoria, Zoning Bylaw no.80-159, Schedule C: Off-Street Parking Requirements, Table 2, pg8. Available online at: https://www.victoria.ca/assets/Departments/Planning~Development/Development~Services/Zoning/Bylaws/Schedule%20C.pdf

6.0 Summary

The proposed redevelopment of the 210-230 Wilson Street properties on the northwest corner of the Wilson Street / Alston Street intersection includes a total of 34 multi-family residential units (24 townhouse, 12 apartment) and 24 off-street parking spaces (23 underground, 1 surface).

The site's expected parking demand was calculated using vehicle ownership data from representative sites in the City of Victoria. Data from sites that are designated as Large Urban Village or Town Centre in the Official Community Plan were selected as they best represent the context of the subject site. The expected parking demand for the site was calculated to be 29 vehicles – 26 resident, 3 visitor.

A site carshare initiative is identified as an opportunity to reduce parking demand among residents, supported by a significant bike parking supply, an on-site bike share program, and potential upgrades to nearby bus stops. The successful implementation of these measures is expected to reduce parking demand among residents by approximately four (4) vehicles.

A review of neighbourhood on-street parking utilization concluded that a number of vehicles (assumed to be related to nearby employment uses) occupy unrestricted parking during the daytime, but that generally Residential Parking Only parking spaces experience moderate utilization and area residents can generally access available parking at all times.

Pre- and post-development traffic conditions were assessed for the Alston Street / Wilson Street intersection. The results indicate that the intersection will continue to operate at a good level of service with the additional traffic generated by the proposed redevelopment and mitigation is not required.

Neighbourhood residents have indicated that eastbound queues at the Wilson Street / Bay Street intersection extend beyond Alston Street during certain periods, negatively impacting Alston Street southbound traffic. This issue was confirmed through field observations. Although not needed as a result of the proposed development, the City may consider a "Do Not Block Intersection" treatment in the Alston Street / Wilson Street intersection to prevent eastbound vehicles from queuing within the intersection and to reduce delay on the Alston Street southbound movements.

6.1 Recommendations

1. The proposed parking supply is expected to meet resident parking demand provided that:
    a. A carshare program and supporting TDM initiatives are pursued; and
    b. All parking spaces in the underground facility (23) are assigned as resident parking and visitors are accommodated on-street.
2. No road network improvements are required as a result of the site redevelopment.

APPENDIX A.

Synchro Traffic Model Reports

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	10	301	186	12	9	6
Future Volume (Veh/h)	10	301	186	12	9	6
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	11	320	198	13	10	6
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	211				546	204
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	211				546	204
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				98	99
cM capacity (veh/h)	1360				494	836

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	331	211	16
Volume Left	11	0	10
Volume Right	0	13	6
cSH	1360	1700	584
Volume to Capacity	0.01	0.12	0.03
Queue Length 95th (m)	0.2	0.0	0.7
Control Delay (s)	0.3	0.0	11.3
Lane LOS	A		B
Approach Delay (s)	0.3	0.0	11.3
Approach LOS			B

Intersection Summary			
Average Delay		0.5	
Intersection Capacity Utilization		33.9%	ICU Level of Service A
Analysis Period (min)		15	

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	6	283	327	10	15	6
Future Volume (Veh/h)	6	283	327	10	15	6
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	7	318	367	11	17	7
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	378				704	372
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	378				704	372
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				96	99
cM capacity (veh/h)	1180				401	673

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	325	378	24
Volume Left	7	0	17
Volume Right	0	11	7
cSH	1180	1700	454
Volume to Capacity	0.01	0.22	0.05
Queue Length 95th (m)	0.1	0.0	1.3
Control Delay (s)	0.2	0.0	13.4
Lane LOS	A		B
Approach Delay (s)	0.2	0.0	13.4
Approach LOS			B

Intersection Summary			
Average Delay		0.5	
Intersection Capacity Utilization		29.7%	ICU Level of Service A
Analysis Period (min)		15	

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	12	301	186	13	16	10
Future Volume (Veh/h)	12	301	186	13	16	10
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	13	320	198	14	17	11
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	212				551	205
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	212				551	205
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				97	99
cM capacity (veh/h)	1358				491	836

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	333	212	28
Volume Left	13	0	17
Volume Right	0	14	11
cSH	1358	1700	586
Volume to Capacity	0.01	0.12	0.05
Queue Length 95th (m)	0.2	0.0	1.2
Control Delay (s)	0.4	0.0	11.5
Lane LOS	A		B
Approach Delay (s)	0.4	0.0	11.5
Approach LOS			B

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	35.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	11	283	327	16	18	9
Future Volume (Veh/h)	11	283	327	16	18	9
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	12	318	367	18	20	10
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	385				718	376
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	385				718	376
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				95	99
cM capacity (veh/h)	1173				392	670

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	330	385	30
Volume Left	12	0	20
Volume Right	0	18	10
cSH	1173	1700	455
Volume to Capacity	0.01	0.23	0.07
Queue Length 95th (m)	0.2	0.0	1.7
Control Delay (s)	0.4	0.0	13.5
Lane LOS	A		B
Approach Delay (s)	0.4	0.0	13.5
Approach LOS			B

Intersection Summary			
Average Delay		0.7	
Intersection Capacity Utilization		33.8%	ICU Level of Service A
Analysis Period (min)		15	

URBAN systems

July 5, 2019

City of Victoria
1 Centennial Square
Victoria BC V8W 1P6

Attention: Jim Handy, Senior Planner

RE: Wilson Street / Alston Street Development Transportation Study, Update Letter

The following is an update to the Wilson Street / Alston Street Development Transportation Study dated February 05 2019. The development proposal has changed since the initial study was produced so that all units will be townhouse or condominium units subject to strata ownership (the previous proposal included a portion as rental apartment units). The purpose of this update letter is to understand the change in the parking requirement and anticipated parking demand resulting from the new development proposal.

Parking Requirement

The updated required off-street parking supply is 40 spaces, as shown in **Table 1**. This is two fewer spaces than was identified in the February 2019 study.

TABLE 1. SUMMMARY OF OFF-STREET PARKING REQUIREMENT ("OTHER AREA")

Land Use		Quantity	Minimum Parking Supply	
			Supply Rate	Total
Attached Dwelling Units		10 units	1.0 space per unit	10
Condominium	70m² +	12 units	1.45 spaces per unit	17
	< 45m²	12 units	0.85 spaces per unit	10
Visitor		34 units	0.1 spaces per unit	3
Total				**40**

URBAN systems

Anticipated Parking Demand

The anticipated parking demand calculations in the February 2019 study for two- and three-bedroom units (22 units) were based on vehicle ownership data from condominium sites. That information is still relevant to the updated development proposal and results in a resident parking demand of 22 vehicles among townhouse units. See **Table 2.**

The anticipated parking demand calculations in the February 2019 study for bachelor suites (12 units) were based on vehicle ownership data specific to rental apartment uses. Research undertaken in support of the City's off-street parking regulations in 2018 found that parking demand is approximately 40% greater in condominium units as compared to apartment units[1]. As a result, the proposed change in bachelor suites from rental apartment to condominium is expected to increase resident parking demand among bachelor units from four to five vehicles. The results are summarized in **Table 2.**

TABLE 2. SUMMMARY OF ANTICIPATED PARKING DEMAND

Land Use	Quantity	Anticipated Parking Demand	
		Rate	Total
Townhouses, 3-Bedroom	7 units	1.10 vehicles per unit	7.70
Townhouses, 2-Bedroom	15 units	0.95 vehicles per unit	14.25
Condominiums, Bachelor	12 units	0.43 vehicles per unit	5.16[2]
Visitors	34 units	0.10 vehicles per Townhouse unit	2.20
		0.05 vehicles per Bachelor unit	0.60
Total			**30**

[1] Based on data from Review of Zoning Regulations Bylaw Off-Street Parking Requirements (Schedule C), Working Paper No.3: Parking Demand Assessment, prepared by Boulevard Transportation / Watt Consulting Group, September 2016, Appendix A.

[2] Calculated in the February 2019 study to be 0.31 vehicles per unit and 3.70 total vehicles

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Summary

The updated development proposal results in an increase in anticipated resident parking demand by approximately one vehicle. The proposed parking supply is 26 spaces (23 residents, 3 visitors). The updated anticipated parking demand is 30 vehicles (27 residents, 3 visitors). The recommended carshare provision and supporting TDM programs are expected to reduce resident parking demand by approximately four vehicles, and result in overall parking demand consistent with the proposed parking supply. Therefore, the recommendations of the February 2019 study are still supported.

- - - - - - -

Please contact the undersigned at dcasey@urbansystems.ca or 250 220 7060 with questions related to this letter.

Sincerely,

URBAN SYSTEMS LTD.

Dan Casey, RPP MCIP
Sr Transportation Planner

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CITY OF VICTORIA

Sustainable Planning and Community Development
1 Centenial Square
Victoria, BC V8W 1P6

Tenant Assistance Plan

This form must be submitted with your rezoning or development application. For contact, please send questions to your development services planner.

SUMMARY: Instructions to a complete and successful tenant assistance plan are as follows:

STEP 1	**BACKGROUND:** Understand your rights and responsibilities as a landlord. Please review the documents in the background section pertaining to relocating tenants and the City's rental replacement policies.
STEP 2	**TENANT ASSISTANCE PLAN:** Complete form including: a. Current site information b. Draft tenant assistance plan c. Tenant communication plan d. Appendix A: Current occupant information and rent rolls (Confidential) e. Appendix B: Correspondence with tenants (Confidential)
STEP 3	**SUBMIT:** Save and return the completed form to staff for comment by email.
STEP 4	**FINALIZE**: Complete and submit a Final Tenant Assistance Plan with consideration of staff comments on draft plan previously submitted.

BACKGROUND: Rights and Responsibilities of Landlords and Tenants

The rights and responsibilities of landlords and tenants are regulated by the Province and is set out in the Residential Tenancy Act. Please refer to the Tenant Assistance Policy and information regarding rental housing policies available on the City of Victoria's website for more information regarding the City of Victoria's rental housing policies.

TENANT ASSISTANCE PLAN

A. CURRENT SITE INFORMATION

Site Address:	220 Wilson Street
Owner Name:	1123461 BC LTD
Company Name:	1123461 BC LTD
Tenant Relocation Coordinator (Name, Position, Organization):	Jamie Hubick

CURRENT TOTAL RENTAL UNITS

Unit Type	Number of Units
Bachelor	3
1 BR	2
2 BR	
3BR	
3BR+	
Total	5

CITY OF VICTORIA

Sustainable Planning and Community Development
1 Centenial Square
Victoria, BC V8W 1P6

Tenant Assistance Plan

This form must be submitted with your rezoning or development application. For contact, please send questions to your development services planner.

B. TENANT ASSISTANCE PLAN

	Applicant	City Staff		Applicant (Final)
Tenant Assistance Plan Components	**Draft Tenant Assistance Plan** *(to be completed by the applicant with rezoning application)*	**Did the applicant meet policy?**	**City Staff Comments** *(to be completed by staff during application review)*	**Final Tenant Assistance Plan** *(to be completed by the applicant following staff review, addressing staff comments)*
	Date: February 27, 2019		**Date:** May 2, 2019	**Date:** June 12, 2019
Compensation by tenancy length: • Up to 5 years: 3 months' rent • 5 to 9 years: 4 months' rent • 10-19 years: 5 months' rent • 20+ years: 6 months' rent	Unit 1 - 3 months comp Unit 2 - 3 months comp Unit 3 - 4 months comp Unit 4 - 3 months comp Unit 5 - 3 month comp	Yes ☑ No ☐	Please confirm: Unit 1 - tenancy in the 7th year adheres to 4 months' rent Unit 3 - tenancy in the 20+ year adheres to 6 months' rent Unit 5 - tenancy in the 5th year adheres to 4 months' rent	Unit 1 - 4 months rental compensation Unit 2 - Moved out because they had become unhappy with noise in the building un related to our application. Had prior knowledge of TAP program from October 2, 2018 email. Unit 3 - Tennant has not had hydro since 2007 and is not living in the unit Unit 5 - 4 Months Rent
Notification: • A minimum of 4 months notice to end tenancy	4 months notice to be given or mutual agreement to end tenancy	Yes ☑ No ☐	Meets policy requirement	4 months notice to be given or mutual agreement to end tenancy

Moving Expenses:
• An insured moving company may be hired by the applicant, with all arrangements and costs covered
• Fixed rates apply for:
  ◦ $500 - Bachelor and 1 BR
  ◦ $750 - 2+ BR
	$500 for each unit except Unit 3 as it is being used as storage	Yes ☑
		No ☐
			Please confirm tenant in Unit 3 will be provided moving expenses with the fixed rate of $500.	All units will be provided moving expenses

	Applicant		City Staff		Applicant (Final)	
Tenant Assistance Plan Components	**Draft Tenant Assistance Plan** *(to be completed by the applicant with rezoning application)*		**Did the applicant meet policy?**	**City Staff Comments** *(to be completed by staff during application review)*	**Final Tenant Assistance Plan** *(to be completed by the applicant following staff review, addressing staff comments)*	
	Date:	February 27, 2019		**Date:** May 2, 2019	**Date:**	June 12 2019
Relocation Assistance: • Tenant Relocation Coordinator provided • Three options provided comparable in size, location and rent amount (min. of one option in same neighbourhood)	Provided if required		Yes ☑ No ☐	Please confirm communication in attachment whether tenants has requested a tenant relocation coordinator and relocation assistance.	Proline Management will be the re-location co-ordinator.	
Right of First Refusal: • Offer to return to the building, with rent rates discounted by 10% of starting rates	This will not be provided		Yes ☑ No ☐	Applicant clarified that the units are demolished and therefore the Right of First Refusal is not applicable under the Residential Tenancy Act.	Correct	
Vulnerable Tenants: Please identify additional assistance offered to vulnerable tenants. This may include: • Long-term tenants who may be paying significantly below market-rent, and for whom entering the current market may present financial challenges • Tenants with specific housing needs due to a disability • Seniors, who may be long-term tenants and living on a fixed income • Families with young children, who may have difficulty finding appropriate units	Letter sent to tenants and waiting on responses		Yes ☑ No ☐	Please attach letter and response from tenant.	Letters Attached, responses will be forwarded	
Other Comments:				Staff called Residential Tenancy Branch and Tenant Resource and Advisory Centre about Unit 3's and eligibility for compensation. In good faith, staff recommends to adhere to policy plan components.	Unit #3 is covered in rat feces and there is evidence of black Mould. We will have signifigant costs in remedying the situation and are working with the tennant to resolve. May 15, notice to clean suite was provided. Waiting on response.	

C. TENANT COMMUNICATION PLAN

A Tenant Communication Plan outlines how and when applicants intend to engage and notify tenants of input opportunities throughout the development application process. Please indicate:

	Applicant	City Staff	Applicant (Final)
Tenant Communication Plan Components	**Draft Tenant Communication Plan** *(to be completed by the applicant with rezoning application)*	**City Staff Comments** *(to be completed by staff during application review)*	**Final Tenant Communication Plan** *(to be completed by the applicant following staff review, addressing staff comments)*
How and when did you inform tenants of the rezoning or development application?	October 2, 2018 email to new tenants provided that we will follow municipal guidelines. See attached	Email received to City from Applicant. Meets policy requirement.	We will communicate via email monthly going forward on progress of the development application
How will you be communicating to tenants **throughout** the rezoning or development application (including decisions made by Council)?	Through Proline Property Management via email at monthly intervals	Clarified with Applicant that the communication may be more or less frequent than monthly intervals as latest rezoning information comes in. Meets policy requirement.	Communication will be more or less frquent than monthly as the process at a staff and council level is unclear.
What kind of resources will you be communicating to your tenants and how will you facilitate tenants in accessing these resources? (Please see the City's website for a list of resources)	Reference to the city website links	Meets policy requirement	Reference to the city website links
Have tenants had the opportunity to include their needs in the Tenant Assistance Plan (including the opportunity to self-identify vulnerabilities)?	We are waiting on their responses	Still to be confirmed.	Will forward responses from May 14 letters and email. See attached in appendix 7
Are tenants satisfied with the considerations and compensation in this TAP? Why or why not?	We are working on mutual tenancy termination agreements	Still to be confirmed.	Waiting on response
Other communications notes:		A suggestion as mentioned on the phone to have any applicant and tenant communication be in written form as you proceed with the communications plan.	All future communication will be confirmed in writing

FINAL TAP Review - [For office use only]

Application received by Kai Okazaki (City Staff) on June 27, 2019 (Date)

Did the applicant meet the final TAP policy? Yes ☑ No ☐

Staff comments on final plan:

The applicant has worked with staff on supporting tenants throughout this development application and has met the requirements in the Tenant Assistance Plan. The applicant has provided documentations from some of the responding tenants, indicating that they are supported through this development application.

Note:
- Unit 2: Applicant and Property Manager has indicated and provided communication that tenant has moved out prior to tenant assistance plan confirmation and notice due to noise complaint. Staff followed up with the Applicant to ask whether the tenant will still be compensated (as part of tenant eligibility) and the Applicant has declined. The applicant has responded that the tenant will not be included in TAP and will be listed as a vacant unit.
- While the applicant will not include unit 2, applicant is providing tenant assistance, compensation, and relocation support to all of the other tenants.

Talbot Mackenzie & Associates
Consulting Arborists

208-240 Wilson St, Victoria

Construction Impact Assessment &

Tree Preservation Plan

Prepared For: Citizen Design Build Inc.
2785 Murray Drive
Saanich, BC
V9A 2S5

Prepared By: Talbot, Mackenzie & Associates
Noah Borges – Consulting Arborist
ISA Certified: #PN-8409A
TRAQ – Qualified

Date of Issuance: March 14, 2019

Box 48153 RPO - Uptown Victoria, BC V8Z 7H6
Ph: (250) 479-8733
Fax: (250) 479-7050
Email: tmtreehelp@gmail.com

Talbot Mackenzie & Associates

Consulting Arborists

Jobsite Property: 208-240 Wilson Street, Victoria

Date of Site Visit: November 22, 2018

Site Conditions: Four residential lots (one empty). No ongoing construction activity.

Summary: Fourteen trees will require removal, including all trees on the subject property (#968-977) and four municipal trees on the Wilson St boulevard (NT1-NT4). Two non-by-law protected trees on neighbouring properties (Cherry NT5 and Cypress NT6) can be retained. We do not anticipate the health of these trees will be significantly impacted, though excavation should be limited to 2m outside the underground parkade footprint near Cherry NT5. The existing retaining wall east of Cypress NT6 will likely restrict root growth in the direction of excavation. Cypress NT6 will require clearance pruning from the proposed building, though we do not anticipate its health will be significantly impacted. We recommend the project arborist supervise all excavation within their CRZs.

Scope of Assignment:

- Inventory the existing bylaw protected trees and any trees on municipal or neighbouring properties that could potentially be impacted by construction or that are within three metres of the property line
- Review the proposal to demolish the existing buildings and construct 22 new townhouses, an underground parkade, and new municipal sidewalks on Wilson St and Alston St
- Comment on how construction activity may impact existing trees
- Prepare a tree retention and construction damage mitigation plan for those trees deemed suitable to retain given the proposed impacts

Methodology: We visually examined the trees on the property and prepared an inventory in the attached Tree Resource Spreadsheet. Each by-law protected tree was identified using a numeric metal tag attached to its lower trunk. Municipal trees and neighbours' trees were not tagged. Information such as tree species, DBH (1.4m), crown spread, critical root zone (CRZ), health, structure, and relative tolerance to construction impacts were included in the inventory. The by-law protected trees with their identification numbers were labelled on the attached Site Plan. The conclusions reached were based on the information provided within the attached plans from Citizen Design Build Inc. (dated March 8, 2019).

Limitations: No exploratory excavations have been requested and thus the conclusions reached are based solely on critical root zone calculations and our best judgement using our experience and expertise. The location, size and density of roots are often difficult to predict without exploratory excavations and therefore the impacts to the trees may be more or less severe than we anticipate.

Summary of Tree Resource: Sixteen trees were in the inventory, including three by-law protected trees on the subject property. There are four municipal trees on the Wilson St frontage and two trees on neighbouring properties within 3m of the property boundary.

Trees to be Removed: Fourteen trees will require removal due to construction related impacts:

- **Trees #968-977** are located on the subject property within or immediately adjacent to the footprints of the proposed buildings or underground parkade.

- **Trees NT1-NT4** are located on the Wilson St boulevard and will require removal for construction of the new municipal sidewalk.

Potential Impacts on Trees to be Retained and Mitigation Measures

- **Trees to be Retained:** Only two non-by-law protected trees, located on adjacent properties to the north and west will be retained. The neighbours should be informed of the proposed impacts to their trees.

  - **Cherry NT5** (11 stems, ~5-20cm DBH) is growing north of property boundary on a slope surrounded by stones from a partially collapsed stone retaining wall. The attached plans show the underground parkade will be constructed 3.5m from the north property line. If excavation can be limited to 2m outside the parkade footprint (or approximately 1.5m from the base of the tree), we do not anticipate any health impacts to the tree. We recommend the project arborist supervise any excavation within the CRZ of this tree (2.5m) and prune any roots encountered back to sound tissue. This tree's crown overhangs the subject property 3m. We do not anticipate crown pruning will be required as the closest patio is approximately 5m away.

  - **Monterey Cypress NT6** (~40cm DBH) is growing near the fence line on the neighbouring property to the west. There is a retaining wall along the west property boundary that likely restricts root growth in the direction of the proposed building, which is approximately 3m away. Assuming excavation will occur 1m outside the building footprint, we do not anticipate the health of this tree will be significantly impacted. It has been topped and therefore, it will not pose a risk structurally, even if roots are encountered. We recommend the project arborist supervise any excavation within the CRZ of this tree (5m) in case roots are encountered growing underneath the retaining wall.

    This tree's crown overhangs the subject property by 3m and pruning will be required. If 1m of clearance is desired from the building, we do not anticipate the tree's health will be significantly impacted. We recommend all pruning be performed by an ISA Certified Arborist to ANSI A300 pruning standards.

- **Underground Services:** No trees to be retained will be impacted by the installation of underground services.

- **Arborist Supervision**: All excavation occurring within the critical root zones of protected trees should be completed under supervision by the project arborist. Any severed roots must be pruned back to sound tissue to reduce wound surface area and encourage rapid compartmentalization of the wound. In particular, the following activities should be completed under the direction of the project arborist:

    - Excavation within the CRZs of neighbours' trees NT5 and NT6

- **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. The barrier fencing 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. 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.

- **Minimizing Soil Compaction:** In areas where construction traffic must encroach into the critical root zones of trees to be retained, efforts must be made to reduce soil compaction where possible by displacing the weight of machinery and foot traffic. This can be achieved by one of the following methods:

    - Installing a layer of hog fuel or coarse wood chips at least 20 cm in depth and maintaining it in good condition until construction is complete.
    - Placing medium weight geotextile cloth over the area to be used and installing a layer of crushed rock to a depth of 15 cm over top.
    - Placing two layers of 19mm plywood.
    - Placing steel plates.

- **Mulching**: Mulching can be an important proactive step in maintaining the health of trees and mitigating construction related impacts and overall stress. Mulch should be made from a natural material such as wood chips or bark pieces and be 5-8cm deep. No mulch should be touching the trunk of the tree. See "methods to avoid soil compaction" if the area is to have heavy traffic.

- **Blasting:** Care must be taken to ensure that the area of blasting does not extend beyond the necessary footprints and into the critical root zones of surrounding trees. The use of small low-concussion charges and multiple small charges designed to pre-shear the rock face will reduce fracturing, ground vibration, and overall impact on the surrounding environment. Only explosives of low phytotoxicity and techniques that minimize tree damage should be used. Provisions must be made to ensure that blasted rock and debris are stored away from the critical root zones of trees.

- **Scaffolding:** This assessment has not included impacts from potential scaffolding including canopy clearance pruning requirements. If scaffolding is necessary and this will require clearance pruning of retained trees, the project arborist should be consulted. Depending on the extent of pruning required, the project arborist may recommend that alternatives to full scaffolding be considered such as hydraulic lifts, ladders or platforms. Methods to avoid soil compaction may also be recommended (see "Minimizing Soil Compaction" section).

- **Landscaping and Irrigation Systems:** The planting of new trees and shrubs should not damage the roots of retained trees. The installation of any in-ground irrigation system must take into account the critical root zones of the trees to be retained. Prior to installation, we recommend the irrigation technician consult with the project arborist about the most suitable locations for the irrigation lines and how best to mitigate the impacts on the trees to be retained. This may require the project arborist supervise the excavations associated with installing the irrigation system. Excessive frequent irrigation and irrigation which wets the trunks of trees can have a detrimental impact on tree health and can lead to root and trunk decay.

- **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 any excavation within the critical root zones of trees to be retained
    - Reviewing and advising of any pruning requirements for machine 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 site clearing, tree removal, demolition, or other construction activity occurs and to confirm the locations of the tree protection barrier fencing.

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

Thank you,

Noah Borges

Noah Borges
ISA Certified #PN-8409A
TRAQ – Qualified

Talbot Mackenzie & Associates
ISA Certified Consulting Arborists

Encl. 2-page tree resource spreadsheet, 1-page site plan with trees, 4-page building plans, 1-page site servicing plan, 1-page barrier fencing specifications, 2-page tree resource spreadsheet methodology and definitions

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 or 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 Spreadsheet

Tree ID	Common Name	Latin Name	DBH (cm) ~ approximate	Crown Spread (m)	CRZ (m)	Relative Tolerance	Health	Structure	Remarks and Recommendations	By-Law Protected	Retention Status
968	Western Red Cedar	*Thuja plicata*	78, 78	12	18.5	Poor	Fair/poor	Poor	Codominant union with included bark, separation in union, large tear-out wound on east stem, declining tops	Y	X
969	Western Red Cedar	*Thuja plicata*	60	10	9.0	Poor	Fair/poor	Fair/poor	Declining tops	Y	X
970	Atlas Cedar	*Cedrus atlantica*	59	10	7.0	Moderate	Good	Fair	Multiple tops	N	X
971	Red Maple	*Acer rubrum*	37	5	4.5	Moderate	Fair	Fair	Ivy, codominant union at 2m	N	X
972	Red Maple	*Acer rubrum*	Multistem	6	6.0	Moderate	Fair	Fair/poor	Included bark between some stems (2x25cm, 7x17cm DBH stems)	Y	X
973	Norway Spruce	*Picea abies*	33	5	4.0	Moderate	Good	Good		N	X
974	Pear	*Pyrus spp.*	37	5	4.5	Moderate	Good	Fair		N	X
975	Apple	*Malus spp.*	15	3	2.0	Moderate	Good	Fair		N	X
976	Crabapple	*Malus spp.*	40	6	5.0	Moderate	Good	Fair		N	X
977	Cherry	*Prunus spp.*	17, 17	5	3.5	Moderate	Good	Fair		N	X
NT1	Mountain Ash	*Sorbus aucuparia*	19	5	3.0	Poor	Good	Good	Municipal tree (ID 29992)	N (municipal)	X
NT2	European White Birch	*Betula pendula*	27	8	3.0	Moderate	Fair	Fair	Municipal tree (ID 29991), pruned from utility lines	N (municipal)	X
NT3	Mountain Ash	*Sorbus aucuparia*	24	5	3.5	Poor	Fair	Fair/poor	Municipal tree (ID 29990), topped for utility line clearance	N (municipal)	X
NT4	European White Birch	*Betula pendula*	32	5	4.0	Moderate	Good	Fair	Municipal tree (29989), leaning away from road	N (municipal)	X

Prepared by:
Talbot Mackenzie & Associates
ISA Certified and Consulting Arborists
Phone: (250) 479-8733
Fax: (250) 479-7050
email: tmtreehelp@gmail.com

Tree Resource Spreadsheet

Tree ID	Common Name	Latin Name	DBH (cm) ~ approximate	Crown Spread (m)	CRZ (m)	Relative Tolerance	Health	Structure	Remarks and Recommendations	By-Law Protected	Retention Status
NT5	Cherry	*Prunus spp.*	Multistem	8	2.5	Moderate	Good	Fair	Neighbour's tree, 3m from fence line, 11 stems 5-20cm DBH, overhangs 3m	N (neighbour's)	Retain
NT6	Monterey Cypress	*Cupressus macrocarpa*	~40	7	5.0	Moderate	Good	Fair	Neighbour's tree, next to fence, topped, overhangs 3m, separated by retaining wall	N (neighbour's)	Retain

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SITE PLAN OF LOT 1 PLAN 23713, AND LOT 74, AND LOT 75 PLAN 549, BLOCK L, SECTION 31, ESQUIMALT DISTRICT.

Civic Address: 220, 230 and 240 Wilson Street, Victoria, B.C.

PID: 002-025-183 Lot 75
PID: 008-923-311 Lot 74
PID: 003-141-497 Lot 1

Zoning: R-2

0 1.25 2.5 5 7.5 10 12.5

The intended plot size of this plan is 864mm in width by 553mm in height (D size) when plotted at a scale of 1 : 125

NOTES:

All Distances and Elevations shown are in Metres.

Geodetic Elevations (CVD28) are derived from Control Monument 75-58.

Lot dimensions are derived from Field Survey.

Elevations are at natural grade unless noted otherwise.

If this plan is used in digital form, J.E. Anderson & Associates will only assume responsibility for information content shown on original unaltered drawing.

This plan lies within the City of Victoria.

This plan lies within the Capital Regional District.

LEGEND

- Denotes Standard Iron Post Found
- Denotes Traverse Station Set
- Denotes Water Meter Manhole
- Denotes Utility Pole
- Denotes Utility Pole Anchor
- Denotes Wood Fence
- Denotes Chain Link Fence
- Denotes Coniferous Tree
- Denotes Deciduous Tree

Tree Description: DAB (Species) 0.70 (Trunk Diameter)

JAMIE HUBICK

SURVEYOR :	CMS
SAL	DATE : SEPT. 17/18
38	LAYOUT: Site Plan

J.E. ANDERSON & ASSOCIATES

208-240 Wilson St
Tree Resource Spreadsheet

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NT2	European White Birch	*Betula pendula*	27	8	3.0	Moderate	Fair	Fair	Municipal tree (ID 29991), pruned from utility lines	N (municipal)

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NT6	Monterey Cypress	*Cupressus macrocarpa*	~40	7	5.0	Moderate	Good	Fair	Neighbour's tree, next to fence, topped	N (neighbour's)

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4. APPLICATIONS

4.1 Development Permit with Variances Application No. 00111 for 208-242 Wilson Street

The City is considering a Rezoning and Development Permit with Variances Application to consolidate four lots and construct 22 townhouses with 12 rental units.

Applicant meeting attendees:

EDDIE WILLIAMS	STELLER ARCHITECTURAL CONSULTING
JAMIE HUBICK	APPLICANT
RYAN MACLEOD	APPLICANT
KARI MACINTYRE	APPLICANT

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

- the Alston Street frontage
- the pedestrian path to rear units and accessibility
- the finishing materials.

Jamie Hubick provided the Panel with a detailed presentation of the site and context of the proposal.

The Panel asked the following questions of clarification:

- are there 34 units in total?
  - yes
- the financing of the project was mentioned in the letter to Mayor and Council; has it been ensured that the project is viable?
  - yes
- are any changes foreseen to the on-street parking?
  - the on-street parking will be changed from residential to 2hr limited time parking
- does the project require a hydro kiosk or transformer on-site?
  - the hydro design is not yet determined, but if it were required it would be well-screened and located at the northeast corner of the property
- the rear building has a higher-profile, peaked roof; are any neighbours concerned about potential shadowing?
  - no, as the existing buildings are the same height as the peaks of the new rooves
- will the railings be ornate as rendered, or simply powder coated aluminum?
  - the intent is for the railings to be reflective of the era and style, so they will be custom made
  - sheet A22 shows a detailed design with a smooth railing
  - the bachelor suites off Wilson Street will have more historical style railings, with pickets
- how will storm water be managed?
  - the mechanical engineering component is not yet completed as it is not required at this stage

- there is space in the southeast corner of Alston and Wilson Streets where the storm and sewer connections are, and where there is opportunity for rain gardens

- what is the difference in elevation from the front to the rear of the property?
  - about 12% change in grade, and 16ft. to the northwest corner
  - flat rooves are proposed at the northwest corner, which is the highest point of the property
- where is waste management handled?
  - in the underground parking
- with both residents and renters have access to the waste disposal?
  - yes
- where are the access points to the underground parking?
  - there are two points of access, one from Alston Street and the other between the two blocks of units along Wilson Street
- how steep is the entrance to the parkade?
  - the driveway slope will be 8% maximum for the first 6m of the driveway, then 15% thereafter
  - the exact location of the change to 15% grade will be resolved so that all three adjacent parking stalls are within an 8% slope
  - the sidewalk and Statutory Right-of-Way have been accommodated on the eastern side of the property
- what is the Planning department's concern about the appearance of the corner townhouse?
  - Jim Handy noted that the project fronts both Wilson and Alston Streets and the applicable design guidelines indicate that both streets should be addressed
  - staff welcome the Panel's feedback on how the appearance of key building elements could be improved to enhance the appearance of the development when viewed from Alston Street
  - Jamie Hubick noted that compliance with Step 4 of the building code creates a more linear building form, so articulation and interest has been introduced through the window size and design, arched entryways, and high quality finishes
- who is the architect for the project?
  - Eddie Williams of Steller Architectural Consulting is the architect and has full control and supervision of the project
- was further thought given to making the end units facing Alston Street present more as frontages, rather than side elevations?
  - multiple scenarios have been considered, but with the requirement for parking off Alston Street the current design is considered the best use
- what about the side of the building facing Catherine Street?
  - there is a lot with another existing home separating the proposal from Catherine Street
- between the two blocks of units along Wilson Street, there are living room windows facing the interior walkway; are these full height windows?
  - the windows are generally high for added privacy, and on the west side the windows look into the living room to add interest along Wilson Street
  - there are no windows that directly oppose each other
- are the basement units rentals or for sale?
  - they will be covenanted to be rentals in perpetuity

- they are strata units, owned by the 12 units along Wilson Street as mortgage helpers
- the bedrooms in the rental suites are very small and only have access along one side of the bed; how does this configuration function?
  - there is a high transom window as you enter the unit, and the bedroom functions as a sleeping alcove without a door
  - built-in units beside the bed and for a wardrobe are included
- was a sliding door considered for these bedrooms?
  - this was not the intent, but a barn door could be considered for the spaces
- are the three above-ground parking spaces gated?
  - there is no gate, to allow public access to the carshare vehicle

- how will the proposal's sustainability features be evaluated?
  - the applicants are working to achieve Step 4 compliance.

The Panel discussed:

- desire to see the Alston Street corner further tweaked to provide more liveliness and respond to the prominence of the corner
- opportunity to mark how Alston Street will evolve
- desire for the east elevation to have the appearance of a street-facing elevation rather than a side elevation
- opportunity to bring brightness and liveliness to the corner through the use of a mural on the upper portion of the building facing Alston Street
- desire for exploration of a different colour palette
- no concerns for the proposed stucco
- need to ensure that the handrails are detailed as proposed, to bring a level of intricacy to the frontages
- the project's strength in conception and planning, including the establishment of an interior street
- need to provide landscaping to soften the parkade entrance
- caution for the steep driveway slope
- opportunity to have the parking stalls more closely associated with particular units
- accessibility concerns with the extensive use of stairs on the site
- opportunity to consider planters and ramps rather than stairs in the interior of the site
- need to incorporate the elevation gain within the design, without the use of stairs, to ensure the user-friendliness of the site (e.g. ability to push strollers and bicycles through the site).

Motion:

It was moved by Roger Tinney, seconded by Karen Sander, that the Advisory Design Panel recommend to Council that Development Permit with Variances Application No. 00111 for 208-242 Wilson Street be approved subject to:

- further review of the Alston Street elevations
- further consideration of the handrail details on the Wilson Street accesses
- further review, where possible, of accessibility throughout the site as a whole.

Carried Unanimously

The Panel recessed at 1:00pm and reconvened at 1:10pm.

May 16, 2019

Re: Advisory Design Panel Response

The ADP approved the proposal, with comments in three areas:

1. Further review of the Alston Street elevations
2. Further consideration of the handrail details on the Wilson Street accesses
3. Further review, where possible, of accessibility throughout the site as a whole.

1. Alston Street Frontage

The design panel was asked by city staff to provide input on the Alston St frontage with regards to articulation. The ADP input was for the applicant to review this angle again. A few suggestions were made on the spot-like adding a door to this face. A door for the sake of articulation that doesn't add to the interior flow/use of space, doesn't in our opinion make thoughtful design. The main issue with adding corners or bay windows (ie articulation) is that it severely inhibits our ability to meet step 4 of the energy. Simple geometry is how we are able to achieve this step which we prioritize, and believe we are meeting the spirit of the design guidelines through other measures.

Ways we have committed to adding to the desirability of this frontage are:

1. By aiming to meet step 4 of the new energy code, we have kept the overall geometry of the buildings simple as to not create thermal breaks. The buildings themselves will be articulated with our textured cladding choices, colors, trim details, sills and full round dimension downspouts. We chose a thoughtful color palette that is found throughout the surrounding area that will provide a pleasing backdrop complimentary to abundant landscape.
2. We are passionate and proud of our landscapes. We want this front corner to have amazing visual interest and will have plant material ranging between 1-15' on the Alston/Wilson corner on the property side to provide a pleasing aesthetic. This was not denoted with visuals besides color differentials in our presentation and was therefore perhaps missed.
3. Additional windows were added to this frontage after initial staff comments.
4. The blank wall above the underground parking garage will have a full length platform holding a planting ledge of large format pots and sizable greenery. The space will be further filled with a period style sign denoting the name of the project "Wilson Walk". This had been previously discussed with city, but was not denoted on plans at time of ADP.

Consideration after the ADP meeting was given to Alston detailing - in addition to signage and added landscape articulation, as well as front stair railings on Wilson frontage to be made of steel for a more pleasing look and sturdy feel.

2. **Wilson Street Handrail Consideration**

   We have adjusted the main stair railings to be made out of steel and added some soft edges to the design.

3. **Pedestrian Pathways & Accessibility to units**

Of particular note in regard to accessibility, there are many parameters for a project of this size & complexity of grades. We have prioritized building to the highest and best overall use outlined in OCP, for the land with its' existing challenges, and stakeholders.

We have endeavored to include dedicated outdoor space for all units and to create at great cost, underground parking. Because parking was mandated by the city to be entered off the Alston Street side of the development, keeping heights within range of height restrictions, meant it would be accommodated under the rear volumes. Therefore, suites would be located under the front set of buildings.

The grade on this property runs 18% front to back as well as side to side. To say accommodating needed additional suites to inventory, as well as keeping parking underground, while asking for near no give in terms of setbacks, has been difficult to say the least. Our prioritizing of density / out of sight parking / most amount of private & landscaped space, led us to the place that stairs throughout this property were unavoidable.

We aim to be thoughtful in design and have come to realize that every project cannot hit all the marks. Consideration was given to accessibility through ramping locations on both west /east side access. Doing so could add very limited accessibility to interior corridor, only to be met with the challenge we have faced on such a sloped site-gaining access to all units from that point. The same challenge is met when considering the steep rise required to get from Wilson St. up to the interior courtyard.

Bike ramps are included on relevant stairwells.

Making a difference...together

Housing Planning and Programs
625 Fisgard Street, PO Box 1000
Victoria, BC V8W 1R7

T: 250.360.3081
F: 250.361.4970
www.crd.bc.ca

July 10, 2019

Jamie Hubick
967 Abbey Road
Victoria, BC
V8Y 1L1

Delivered via email: jamiehubick@gmail.com

Dear Jamie Hubick,

Re: 208-242 Wilson Street

I am confirming that Capital Regional District (CRD) staff are preparing a report recommending the CRD Board approve a bylaw supporting the CRD entering into a Housing Agreement with Jamie Hubick (Developer) on a proposed new housing development at 208-242 Wilson Street. It is expected that the recommendation report will be presented at the September 4, 2019 meeting of the CRD Hospitals and Housing Committee. If the recommendation is approved at the Committee, then the report will be presented to the CRD Board on September 11, 2019 for final approval.

Should it be approved by the CRD Board, the bylaw will enable the CRD to act on a Housing Agreement between the CRD and the Developer which supports the CRD administering resale of three two-bedroom, price-restricted, below-market units as part of the project. The Agreement mirrors a similar agreement the CRD has with developers to administer three similar price-restricted, below-market housing units in projects being developed on Fairfield Road, Pembroke Street and Parry Street.

This letter should not be taken as providing any commitment on behalf of the CRD as the ultimate authority for this decision lies with the Hospitals and Housing Committee and CRD Board.

Sincerely,

John Reilly
Manager, Housing Planning & Programs

JR/ml

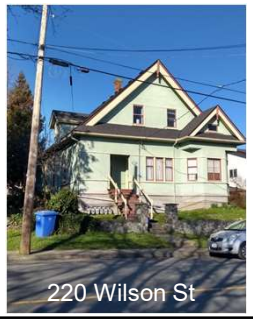
Rezoning Application & Development Permit with Variances Application for 208-242 Wilson Street

Aerial Map

Application Site


240-242 Wilson St


230 Wilson St


220 Wilson St


208-210 Wilson St

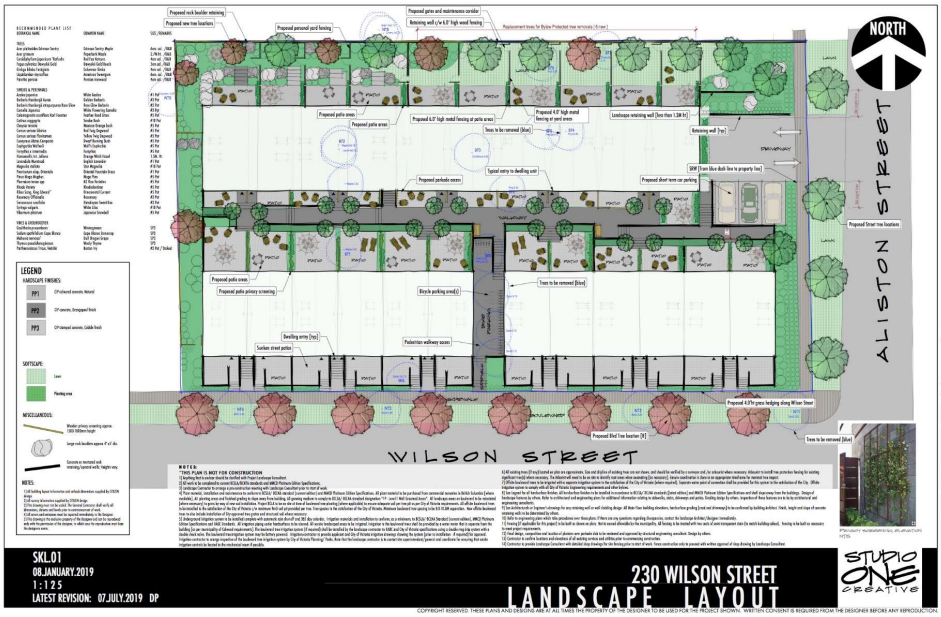
Context

Perspective along Wilson Street

Perspective from Alston Street

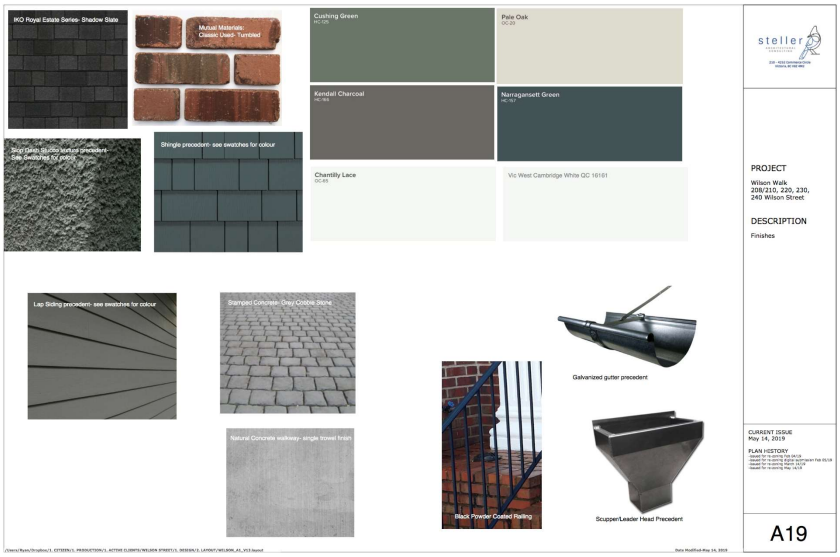
Perspectives along Wilson Street

Perspective from Alston Street



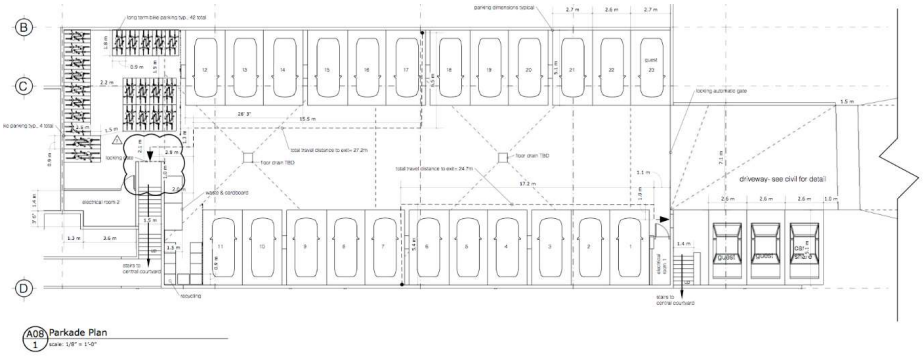
CITY OF VICTORIA

Color and Finish Details



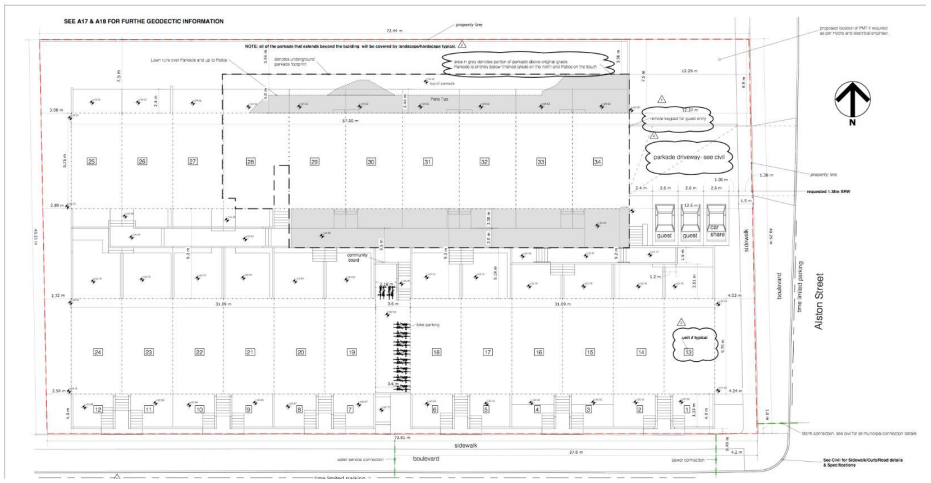
CITY OF VICTORIA

Parking Plan



CITY OF VICTORIA

Site Plan



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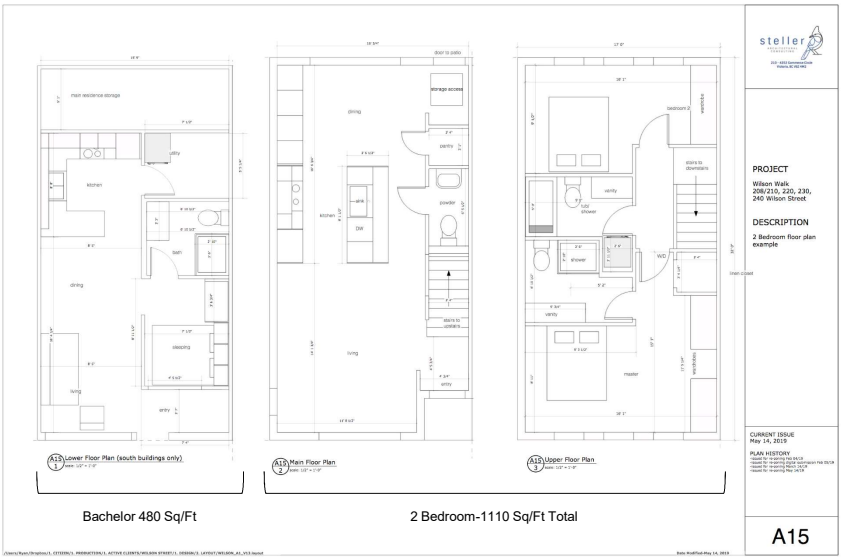
Bachelor and 2 Bedroom Floor Plans

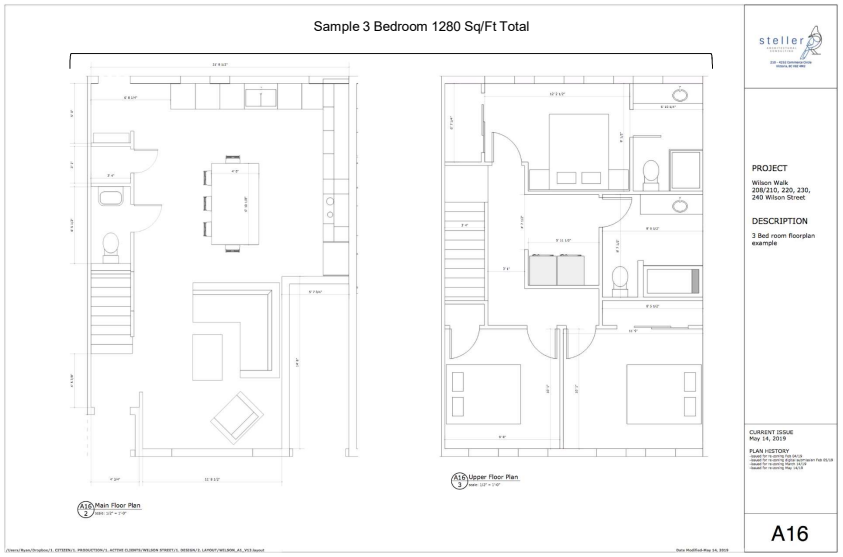


Bachelor 480 Sq/Ft

2 Bedroom-1110 Sq/Ft Total

CITY OF VICTORIA

3 Bedroom Floor Plan



CITY OF VICTORIA

Sun Study

CITY OF VICTORIA

Context Massing

Heather McIntyre

From: Jim Mayer [redacted]
Sent: July 15, 2019 5:13 PM
To: Jamie Hubick; Jim Handy
Cc: Victoria Mayor and Council
Subject: 208 Wilson Street Rezoning Application (REZ00686)

Dear Mr. Hubick, Mayor, Council, and Staff,

I am writing in support of the rezoning application for 208 Wilson Street in Vic West. I live at 389 Tyee Rd, about 400 meters from the proposed development. I shop at the Market Garden on Catherine Street and the Bay Street Castle, so I walk past that location several times a week. I have read the plans closely, and am familiar with the Vic West Neighborhood Plan.

I have multiple reasons for supporting this project:

1. Victoria is in a housing crisis, and this is a textbook example of "missing middle" housing. It will provide homes for many more people than the current buildings can support. We need the housing badly.
2. The development is beautifully situated so that many future residents will be able to avoid the high cost of owning a car. This greatly improves the affordability of all of the units there. The development is right next to a SaveOn, a post office, a pharmacy, a bank, a hardware store and Castle. It is close to a park. It is a short walk to the Market Garden on Catherine and to Craigflower Village. It is a short walk or bike ride from downtown, is close to the Galloping Goose (which connects to Uptown Mall), and is convenient to frequent public transit. My wife and I live nearby and do not own a car, which saves us thousands of dollars a year. This is one of the best locations in the city for living "car light".
3. To my eye, the proposed development is attractive, in keeping with the character of the neighborhood, and in keeping with the Vic West Neighborhood plan. I particularly like that, between this and another project that is already nearing completion, that we will finally have a sidewalk on Alston connecting Wilson to Edward.
4. I love the small businesses in Vic West dearly. Places like Fry's bakery, the Spiral Cafe, the Market Garden, etc. are part of what makes Vic West a wonderful place to live. I'm always concerned, though, that the older, single family, sections of Vic West don't have enough people to really keep those businesses going. The most successful urban villages in Victoria, such as Cook Street Village, all have a significant number of small apartment buildings, row houses, and other "missing middle" forms. I think that the increased density this project will provide will give a much needed boost to our neighborhood.

Thank you.

Sincerely,

Jim Mayer
[redacted]
G3-389 Tyee Rd
Victoria, BC V9A 0A9