



Council Report

For the Meeting of February 27, 2020

To: Council **Date:** February 13, 2020

From: Karen Hoes, Director, Sustainable Planning and Community Development

Subject: **Update Report on Rezoning Application No. 00636 and Development Permit with Variances Application No. 00074 for 1301 Hillside Avenue**

RECOMMENDATION

Rezoning Application No. 00636:

That Council give first and second reading to Zoning Regulation Bylaw Amendment (Bylaw No. 20-018) and that Council give first, second, and third reading to Bylaw No. 20-019, to authorize a Housing Agreement to prohibit restrictions on renting the dwelling units.

Development Permit with Variances Application No. 00074:

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. 00636, if it is approved, consider the following motion:

That Council authorize the issuance of Development Permit with Variances Application No. 00074 for 1301 Hillside Avenue in accordance with:

1. Plans date stamped January 20, 2020.
2. Development meeting all *Zoning Regulation Bylaw* requirements, except for the following variances:
 - i. reduce the number of residential vehicle parking stalls from 48 to 19;
 - ii. reduce the number of visitor vehicle parking stalls from 5 to 4;
 - iii. increase the site coverage from 40% to 75.5%; and
 - iv. reduce the open site space from 50% to 20.9%.
3. The Development Permit lapsing two years from the date of this resolution.

EXECUTIVE SUMMARY

The purpose of this report is to present Council with an update regarding the Rezoning and Development Permit with Variances Applications for the property located at 1301 Hillside Avenue. The proposal is to rezone from the C-SS Zone, Special Service Station District, to a site-specific zone in order to construct a six-storey residential building with live-work units on the ground floor.

The necessary conditions that would authorize the approval of the Rezoning for the property

located at 1301 Hillside Avenue, in accordance with Council's motion of December 12, 2019, have been fulfilled. The Committee of the Whole (COTW) report dated November 28, 2019, together with the COTW meeting minutes, are attached to this report. Council's December 12, 2019 motions were:

Rezoning Application No. 00636

That Council instruct staff to prepare the necessary Zoning Regulation Bylaw Amendment that would authorize the proposed development outlined in Rezoning Application No. 00636 for 1301 Hillside Avenue, 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:

- a. Revised plans to the satisfaction of the Director of Sustainable Planning and Community Development to correct inaccuracies and omissions.
- b. Preparation and execution of the following legal agreements, with form and contents to the satisfaction of the City Solicitor and the Director of Engineering and Public Works:
 - i. A Statutory Right-of-Way of 3.24m off Cook Street
 - ii. A Statutory Right-of-Way of 3.57m off Hillside Avenue
 - iii. Legal agreements securing the purchase of a car share vehicle, on-site provision of a vehicle parking space for the car share vehicle, provision of car share memberships that run with the unit and \$100 in credits for each of the unit, and one year subscription for each unit to the BC Transit EcoPass Program.
- c. Preparation and execution of the following legal agreements, with form and contents to the satisfaction of the City Solicitor and the Director of Sustainable Planning and Community Development:
 - i. Such legal agreement(s) as may be required to secure seven studios, one one-bedroom and one two-bedroom through BC Housing's Affordable Home Ownership Program and prohibiting future stratas from restricting rentals.
 - ii. A legal agreement to secure the construction of the raingardens within the Cook Street and Hillside Avenue boulevards.
- d. Preparation and execution of the following legal agreements, with form and contents to the satisfaction of the City Solicitor and the Director of Parks, Recreation and Facilities:
 - i. Legal agreements that provides for replacement of removed Garry oaks at a ratio of 3 to 1 at 1190 Kings Road (Cridge Centre property), to implement measures such as irrigation to ensure newly planted Garry oaks grow to maturity, to enhance the existing Garry oak meadow on the Cridge Centre property and to install split rail fencing around the Garry oak meadow on the Cridge Centre property.
- e. An updated Arborist Report, to the satisfaction of the Director of Parks, Recreation and Facilities, confirming the tree locations and health of the trees on the eastern property line, and confirming that the construction and excavation work would damage two Garry oak trees to the point that the removal of the trees is necessary.

Development Permit with Variances Application No. 00074

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. 00636, if it is approved, consider the following motion:

"That Council authorize the issuance of Development Permit with Variances

Application No. 00074 for 1301 Hillside Avenue in accordance with:

1. Plans date stamped September 13, 2019.
2. Development meeting all *Zoning Regulation Bylaw* requirements, except for the following variances:
 - v. reduce the number of residential vehicle parking stalls from 48 to 19;
 - vi. reduce the number of visitor vehicle parking stalls from 5 to 4;
 - vii. increase the site coverage from 40% to 75.5%; and
 - viii. reduce the open site space from 50% to 20.9%.
3. The Development Permit lapsing two years from the date of this resolution.”

REVISED PLANS

As instructed by Council on December 12, 2019, the applicant has submitted revised plans (attached) that address minor inaccuracies and omissions. In addition, the applicant has increased the floor to ceiling height on each floor to improve liveability, which results in a higher building by 0.96m. As per the *CALUC Procedures for Processing Applications*, a Community Meeting is required for increases in height or density; however, in this instance the Oaklands Community Association Land Use Committee waived the requirement (correspondence attached). Staff believe the increase in height does not create a significant change to how the building is perceived or in shadow impacts, and therefore recommend that Council consider supporting the revision. The Bylaws that have been prepared include this increased height standard.

STATUTORY RIGHT-OF-WAY

The Statutory Right-of-Way for 3.24m off Cook Street and 3.57m off Hillside Avenue has been executed by the applicant, which fulfils the condition from the Council motion on December 12, 2019.

TRANSPORTATION DEMAND MANAGEMENT

The legal agreements have been executed and provided to staff which would secure car share memberships for each unit, one parking stall for a car share vehicle onsite, access for the public to the car share stall, the purchase of one car share vehicle and one year subscription for each unit to BC Transit's EcoPass Program. This fulfills the Transportation Demand Management condition from the Council motion on December 12, 2019.

HOUSING

As instructed by Council on December 12, 2019, a Housing Agreement to prohibit restrictions on renting the dwelling units has been prepared and will be registered on title following the adoption of Bylaw No. 19-2019 to authorize the Housing Agreement, if it is approved by Council. In addition, a covenant has been executed that requires the applicant and BC Housing to legally secure seven studios, one one-bedroom and one two-bedroom through BC Housing's Affordable Home Ownership Program.

LANDSCAPING AND OFFSITE WORKS

The proposed raingardens on the Cook Street and Hillside Avenue frontages and the proposed offsite improvements on the Cridge Center property have been secured through covenants. These works include the 3:1 Garry oak tree replacement, remediation of the Garry oak meadow and installation of split rail fencing and irrigation. This fulfills the landscaping conditions from the Council motion of December 12, 2019.

CONCLUSIONS

The necessary conditions that would authorize the approval of the Rezoning Application for the property located at 1301 Hillside Avenue have been fulfilled. The recommendation provided for Council's consideration would advance this application to a Public Hearing.

Respectfully submitted,



Michael Angrove
Senior Planner
Development Services Division



Karen Hoese, Director
Sustainable Planning and Community
Development Department

Report accepted and recommended by the City Manager:



Date: Feb 21, 2020

List of Attachments:

- Attachment A: Committee of the Whole Report dated November 28, 2019
- Attachment B: Minutes from Committee of the Whole Meeting dated December 12, 2019
- Attachment C: Plans dated/date stamped January 20, 2020
- Attachment D: Correspondence from CALUC waiving a Community Meeting.

D. LAND USE MATTERS**F.2 1301 Hillside Avenue: Rezoning Application No. 00636 and Development Permit with Variances Application No. 00074 (Oaklands)**

Committee received a report dated November 28, 2019 from the Acting Director of Sustainable Planning and Community Development regarding the proposed Rezoning Application No. 00636 and Development Permit with Variances Application No. 00074 for 1301 Hillside Avenue in order to construct a six-storey residential building with live-work units on the ground floor and recommending that it move forward to a public hearing.

Committee discussed the following:

- *TDM measures to offset parking shortfall*
- *Specifics relating to guest parking*
- *Consideration given to a loading zone*
- *Proposed statutory right of way*
- *Affordability for home-ownership*

Moved By Councillor Alto

Seconded By Councillor Potts

Rezoning Application No. 00636

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FOR (5): Mayor Helps, Councillor Alto, Councillor Potts, Councillor Thornton-Joe and Councillor Young

OPPOSED (1): Councillor Isitt

CARRIED (5 to 1)

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FOR (5): Mayor Helps, Councillor Alto, Councillor Potts, Councillor Thornton-Joe and Councillor Young

OPPOSED (1): Councillor Isitt

CARRIED (5 to 1)

DRAWING INDEX
ARCHITECTURAL

4. ALL CONSTRUCTION IS TO COMPLY WITH THE 2018 BRITISH STANDARD BS 8102:2019, AS WELL AS ALL OTHER LOCAL GOVERNING CODES, BY-LAWS, AND ORDINANCES
5. ALL WORK TO BE OF THE BEST PRACTICES OF THE LOCAL TRADES INVOLVED
6. WRITTEN DIMENSIONS TAKE PRECEDENCE. DO NOT SCALE DRAWINGS. DETAILS SHALL GOVERN OVER PLANS AND ELEVATIONS
7. ALL CONSTRUCTOR TO VERIFY ALL DIMENSIONS AND CONDITIONS ON SITE. DO NOT SCALE DRAWINGS
8. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH:
 - a. STRUCTURAL MECHANICAL ELECTRICAL PLUMBING CIVIL AND LANDSCAPE DRAWING CONVENTIONS MUST BE REPORTED TO ARCHITECT BEFORE PROCEEDING WITH WORK
9. ALL EXTERIOR DIMENSIONS ARE TO FACE OF EXTERIOR SHEATHING UNLESS NOTED OTHERWISE
10. ALL INTERIOR DIMENSIONS ARE TO CENTRELINE OF STUD. UNLESS NOTED OTHERWISE
11. ALL WALLS ARE TO EXTEND TO TOP OF STRUCTURE UNLESS NOTED OTHERWISE
12. ALL WINDOWS AND DOORS ON PLAN ARE DIMENSIONED TO THE CENTRE OF ROUGH OPENING (R.O.). UNLESS NOTED OTHERWISE
13. ALL WINDOWS ARE DIMENSIONED ON THE FLOOR PLANS ROUGH OPENING (R.O.). UNLESS NOTED OTHERWISE
14. ALL WALLS ARE MIN. OF 100MM FROM FACE OF ADJACENT WALLS UNLESS NOTED OTHERWISE

DRAWING INDEX
ARCHITECTURAL

SHEET NO.	SHEET TITLE	SCALE
A8.00	Cover Sheet	As Noted
A8.01	Site Context	AS NOTED
A8.03	Shadow Studies	AS NOTED
Ending Site Plan		AS NOTED
A8.11	Site Plan	As Noted
A8.12	Main Floor Plan	As Noted
A8.21	2nd Floor Plan	As Noted
A8.22	3rd Floor Plan	As Noted
A8.23	4th Floor Plan	As Noted
A8.24	5th Floor Plan	As Noted
A8.25	6th Floor Plan	As Noted
A8.26	Roof Plan	As Noted
A8.27	Roof Plan	As Noted
A8.31	Building Elevations	As Noted
A8.32	Building Elevations	As Noted
A8.33	Building Elevations	As Noted
A8.34	Building Elevations	As Noted
A8.41	Building Elevations	As Noted
A8.42	Building Elevations	As Noted
A8.51	Prescriptions	As Noted
A8.52	Prescriptions	As Noted
A8.81	Window Schedule	As Noted
A8.82	Door Schedule	As Noted

Received
City of Victoria
JAN 20 2020
Planning & Development Department
Development Services Division

JAN 20 2020

Planning & Development Department
Development Services Division

Planning & Development Department
Development Services Division



1301 HILLSIDE

1301 Hillside Ave.

Victoria, BC

PROJECT TEAM

DEVELOPER
WINN/Vison Properties
 301-1106 Cook St.,
 Victoria, BC
 V8V 3Z9
 T 250.883.5579

ARCHITECT
Stuart Howard Architects Inc.
 405, 375 West 5th Avenue,
 Vancouver, BC
 V5Y 1J6
 604-688-5585

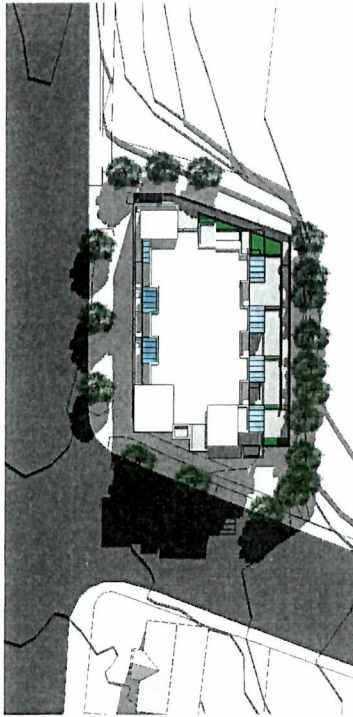
LANDSCAPE ARCHITECT
Murdoch de Greeff Inc.
200-524 Cudluthel Road
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250.412.2891

SURVEYOR
Powell & Associates
250-2950 Douglas Street
Victoria BC
V8T 4N4
250.382.8855

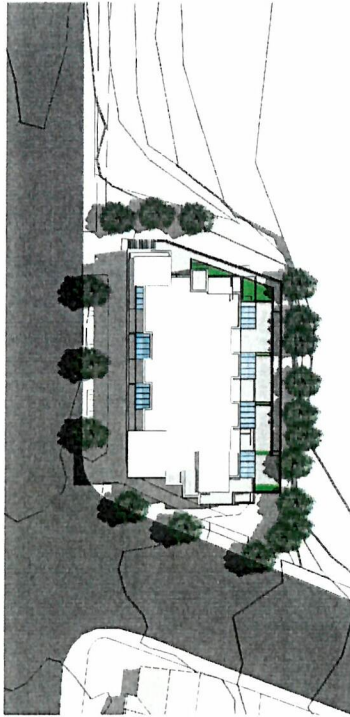
REZONING APPLICATION

40.00

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1 JUNE 21 - 9 AM
NTS



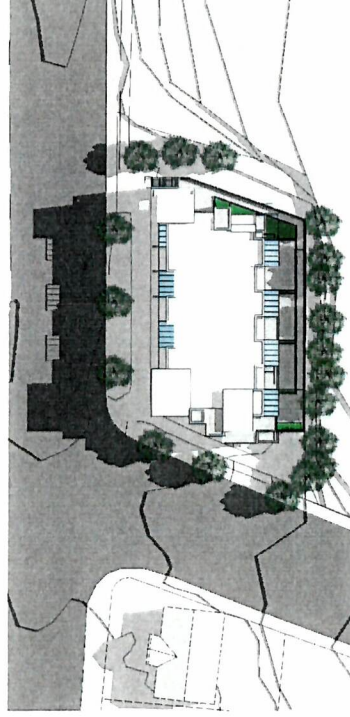
2 JUNE 21 - 12 PM
NTS



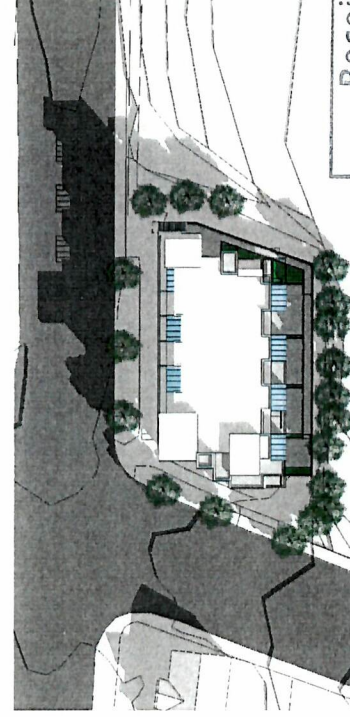
3 JUNE 21 - 3 PM
NTS



4 MAR/SEPT 21 - 9 AM
NTS



5 MAR/SEPT 21 - 12 PM
NTS



6 MAR/SEPT 21 - 3 PM
NTS

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Development Services Division

SH STANT HAWARD ARCHITECTS INC. 1301 Hillside Ave. Victoria BC V8M 1Y1
Tel: 250-383-1111 Fax: 250-383-1112
www.shstanthaward.com
NOT TO BE USED FOR CONSTRUCTION OR FOR CONSTRUCTION DOCUMENTS
WITHOUT THE WRITTEN PERMISSION OF SH STANT HAWARD ARCHITECTS INC.

3 20.01.06 No record for Planning
2 18.08.12 No record for Planning
1 18.07.05 No record for Planning

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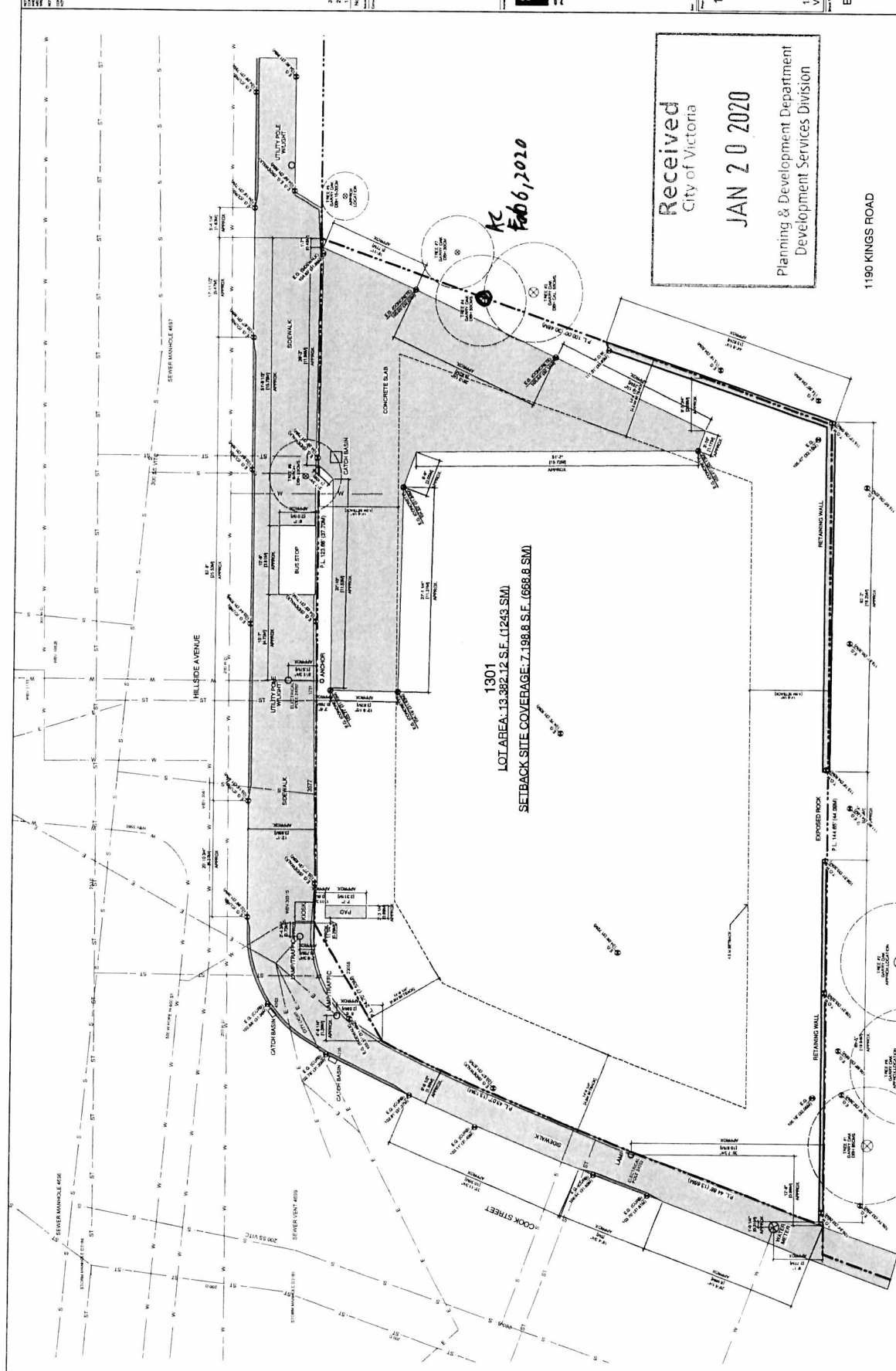
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1301 Hillside Ave.

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Victoria BC

Shadow Studies

Project No. 20020-01-06
Sheet No. A0.03
Date 11/17/20
Scale 1/4" = 1'-0"



STUART HOWARD ARCHITECTS INC.
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1301 HILLSIDE AVE.
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NO.	DATE	DESCRIPTION
1	12.27.19	Prepared for Planning
2	12.27.19	Revised for Planning
3	12.27.19	Revised for Planning

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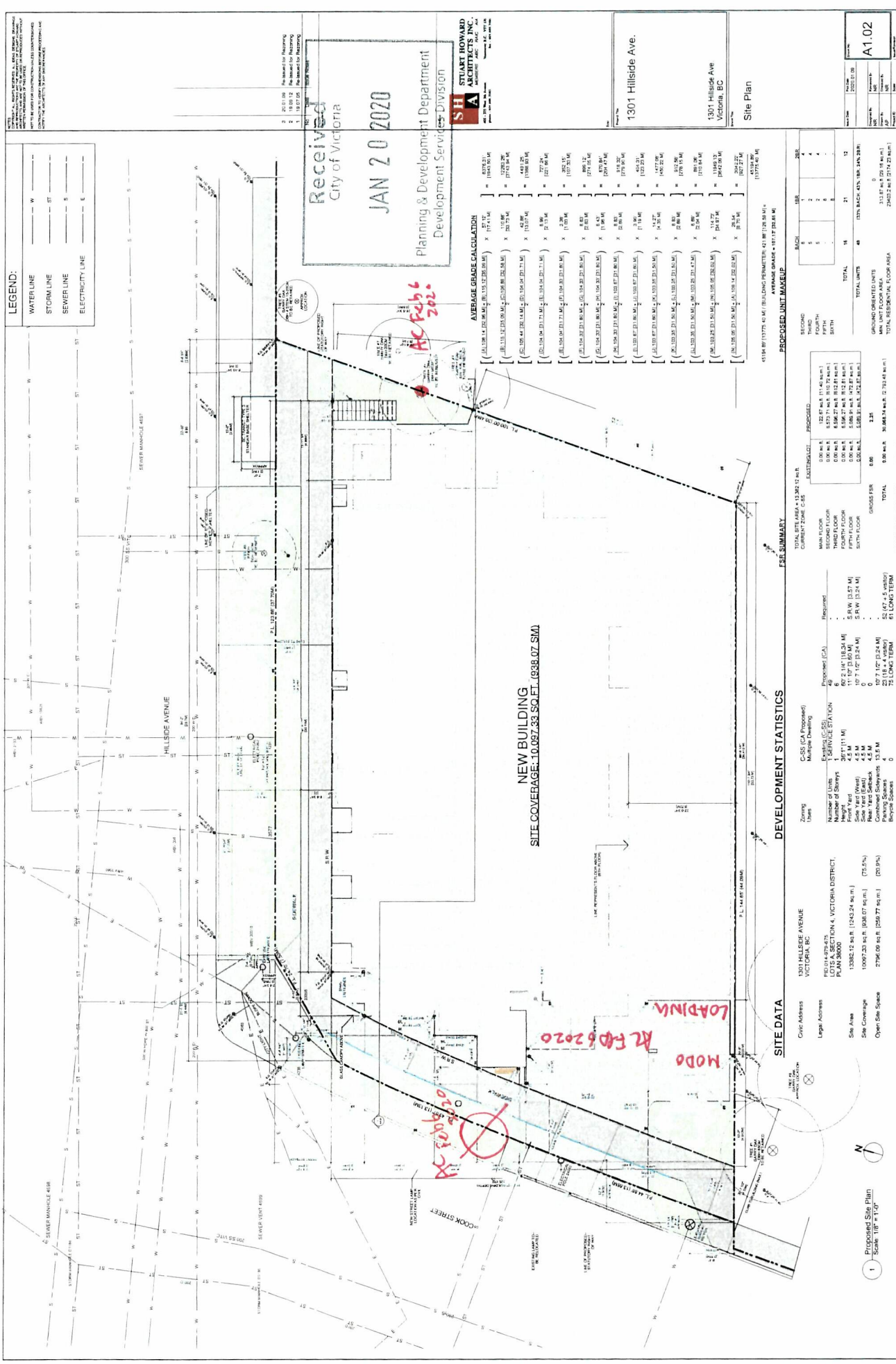
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LEGEND:

- WATER LINE
- STORM LINE
- SEWER LINE
- ELECTRICITY LINE



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SH STUART HOWARD
ARCHITECTS INC.
VICTORIA, BC

1301 Hillside Ave.

1301 Hillside Ave
Victoria, BC

Site Plan

AVERAGE GRADE CALCULATION

1. (11.18 x 1.18) = 13.21	2. (11.18 x 1.18) = 13.21	3. (11.18 x 1.18) = 13.21	4. (11.18 x 1.18) = 13.21	5. (11.18 x 1.18) = 13.21	6. (11.18 x 1.18) = 13.21	7. (11.18 x 1.18) = 13.21	8. (11.18 x 1.18) = 13.21	9. (11.18 x 1.18) = 13.21	10. (11.18 x 1.18) = 13.21	11. (11.18 x 1.18) = 13.21	12. (11.18 x 1.18) = 13.21	13. (11.18 x 1.18) = 13.21	14. (11.18 x 1.18) = 13.21	15. (11.18 x 1.18) = 13.21	16. (11.18 x 1.18) = 13.21	17. (11.18 x 1.18) = 13.21	18. (11.18 x 1.18) = 13.21	19. (11.18 x 1.18) = 13.21	20. (11.18 x 1.18) = 13.21	21. (11.18 x 1.18) = 13.21	22. (11.18 x 1.18) = 13.21	23. (11.18 x 1.18) = 13.21	24. (11.18 x 1.18) = 13.21	25. (11.18 x 1.18) = 13.21	26. (11.18 x 1.18) = 13.21	27. (11.18 x 1.18) = 13.21	28. (11.18 x 1.18) = 13.21	29. (11.18 x 1.18) = 13.21	30. (11.18 x 1.18) = 13.21	31. (11.18 x 1.18) = 13.21	32. (11.18 x 1.18) = 13.21	33. (11.18 x 1.18) = 13.21	34. (11.18 x 1.18) = 13.21	35. (11.18 x 1.18) = 13.21	36. (11.18 x 1.18) = 13.21	37. (11.18 x 1.18) = 13.21	38. (11.18 x 1.18) = 13.21	39. (11.18 x 1.18) = 13.21	40. (11.18 x 1.18) = 13.21	41. (11.18 x 1.18) = 13.21	42. (11.18 x 1.18) = 13.21	43. (11.18 x 1.18) = 13.21	44. (11.18 x 1.18) = 13.21	45. (11.18 x 1.18) = 13.21	46. (11.18 x 1.18) = 13.21	47. (11.18 x 1.18) = 13.21	48. (11.18 x 1.18) = 13.21	49. (11.18 x 1.18) = 13.21	50. (11.18 x 1.18) = 13.21	51. (11.18 x 1.18) = 13.21	52. (11.18 x 1.18) = 13.21	53. (11.18 x 1.18) = 13.21	54. (11.18 x 1.18) = 13.21	55. (11.18 x 1.18) = 13.21	56. (11.18 x 1.18) = 13.21	57. (11.18 x 1.18) = 13.21	58. (11.18 x 1.18) = 13.21	59. (11.18 x 1.18) = 13.21	60. (11.18 x 1.18) = 13.21	61. (11.18 x 1.18) = 13.21	62. (11.18 x 1.18) = 13.21	63. (11.18 x 1.18) = 13.21	64. (11.18 x 1.18) = 13.21	65. (11.18 x 1.18) = 13.21	66. (11.18 x 1.18) = 13.21	67. (11.18 x 1.18) = 13.21	68. (11.18 x 1.18) = 13.21	69. (11.18 x 1.18) = 13.21	70. (11.18 x 1.18) = 13.21	71. (11.18 x 1.18) = 13.21	72. (11.18 x 1.18) = 13.21	73. (11.18 x 1.18) = 13.21	74. (11.18 x 1.18) = 13.21	75. (11.18 x 1.18) = 13.21	76. (11.18 x 1.18) = 13.21	77. (11.18 x 1.18) = 13.21	78. (11.18 x 1.18) = 13.21	79. (11.18 x 1.18) = 13.21	80. (11.18 x 1.18) = 13.21	81. (11.18 x 1.18) = 13.21	82. (11.18 x 1.18) = 13.21	83. (11.18 x 1.18) = 13.21	84. (11.18 x 1.18) = 13.21	85. (11.18 x 1.18) = 13.21	86. (11.18 x 1.18) = 13.21	87. (11.18 x 1.18) = 13.21	88. (11.18 x 1.18) = 13.21	89. (11.18 x 1.18) = 13.21	90. (11.18 x 1.18) = 13.21	91. (11.18 x 1.18) = 13.21	92. (11.18 x 1.18) = 13.21	93. (11.18 x 1.18) = 13.21	94. (11.18 x 1.18) = 13.21	95. (11.18 x 1.18) = 13.21	96. (11.18 x 1.18) = 13.21	97. (11.18 x 1.18) = 13.21	98. (11.18 x 1.18) = 13.21	99. (11.18 x 1.18) = 13.21	100. (11.18 x 1.18) = 13.21
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PROPOSED UNIT MAKEUP

SECOND	THIRD	FOURTH	FIFTH	SIXTH	SEVENTH	EIGHTH	NINTH	TENTH	ELEVENTH	Twelfth	Thirteenth	Fourteenth	Fifteenth	Sixteenth	Seventeenth	Eighteenth	Nineteenth	Twentieth	Twenty-first	Twenty-second	Twenty-third	Twenty-fourth	Twenty-fifth	Twenty-sixth	Twenty-seventh	Twenty-eighth	Twenty-ninth	Thirtieth	Thirty-first	Thirty-second	Thirty-third	Thirty-fourth	Thirty-fifth	Thirty-sixth	Thirty-seventh	Thirty-eighth	Thirty-ninth	Fortieth	Forty-first	Forty-second	Forty-third	Forty-fourth	Forty-fifth	Forty-sixth	Forty-seventh	Forty-eighth	Forty-ninth	Fiftieth	Fifty-first	Fifty-second	Fifty-third	Fifty-fourth	Fifty-fifth	Fifty-sixth	Fifty-seventh	Fifty-eighth	Fifty-ninth	Sixtieth	Sixty-first	Sixty-second	Sixty-third	Sixty-fourth	Sixty-fifth	Sixty-sixth	Sixty-seventh	Sixty-eighth	Sixty-ninth	Seventieth	Seventy-first	Seventy-second	Seventy-third	Seventy-fourth	Seventy-fifth	Seventy-sixth	Seventy-seventh	Seventy-eighth	Seventy-ninth	Eightieth	Eighty-first	Eighty-second	Eighty-third	Eighty-fourth	Eighty-fifth	Eighty-sixth	Eighty-seventh	Eighty-eighth	Eighty-ninth	Ninetieth	Ninety-first	Ninety-second	Ninety-third	Ninety-fourth	Ninety-fifth	Ninety-sixth	Ninety-seventh	Ninety-eighth	Ninety-ninth	Hundredth
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NEW BUILDING
SITE COVERAGE: 10,057.33 SQ. FT. (938.07 SM)

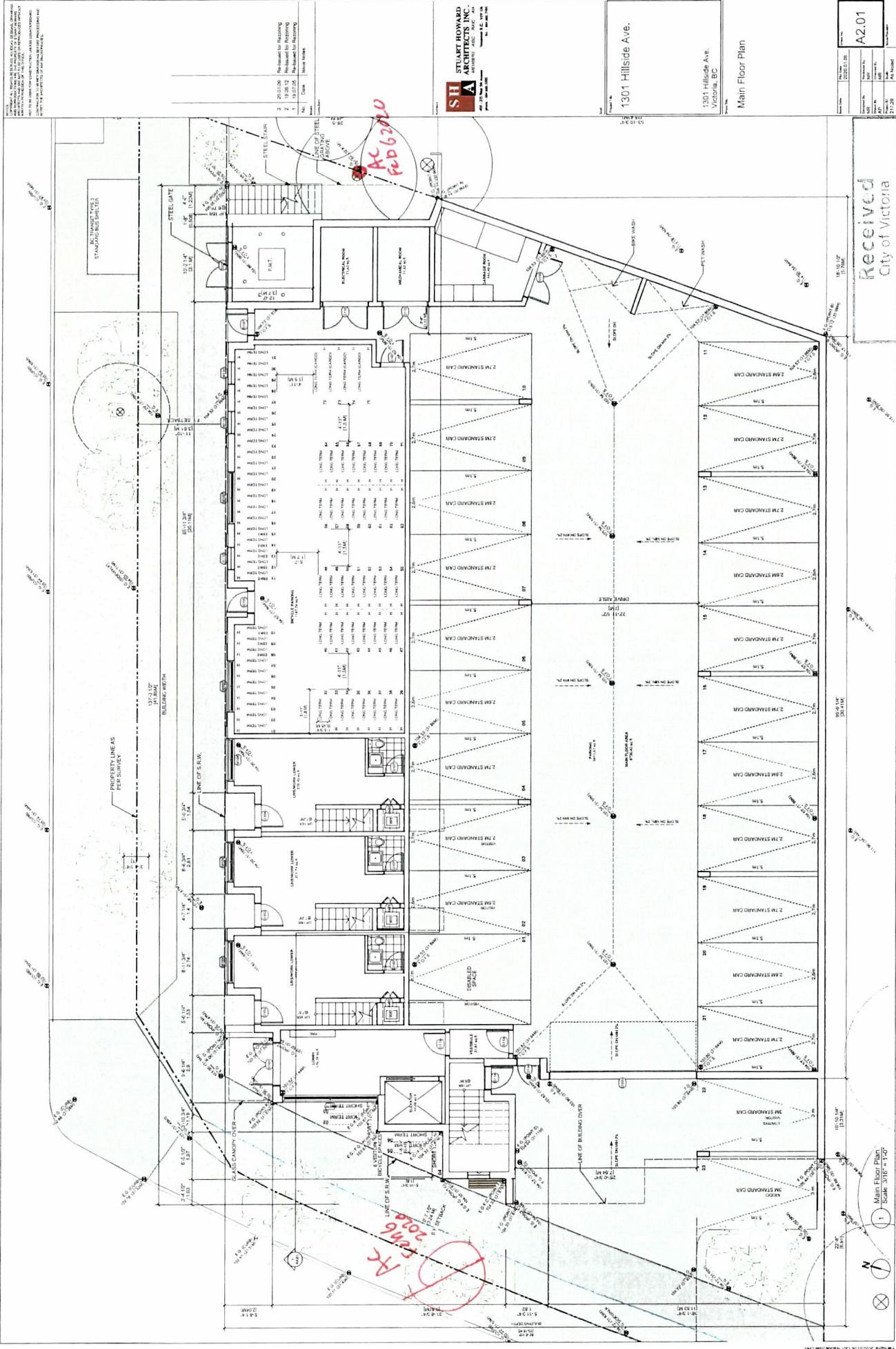
DEVELOPMENT STATISTICS

Category	Value
Number of Units	1
Number of Stories	1
Front Yard	11.1 M
Side Yard (West)	4.5 M
Side Yard (East)	4.5 M
Rear Yard Setback	4.5 M
Parking Spaces	0

SITE DATA

Civic Address	1301 Hillside Avenue
Legal Address	1301 Hillside Avenue
Site Area	13,382.12 sq. ft. (1,243.24 sq. m.)
Site Coverage	10,057.33 sq. ft. (938.07 sq. m.) (75.5%)
Open Site Space	2,796.09 sq. ft. (258.77 sq. m.) (20.5%)

Proposed Site Plan
Scale: 1/8" = 1'-0"



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1 Main Floor Plan
Scale: 3/16" = 1'-0"

Sheet No.	A2.01
Project No.	2019-01-08
Client	City of Victoria
Design	100%
Check	100%
Issue	100%
Date	12/12/20

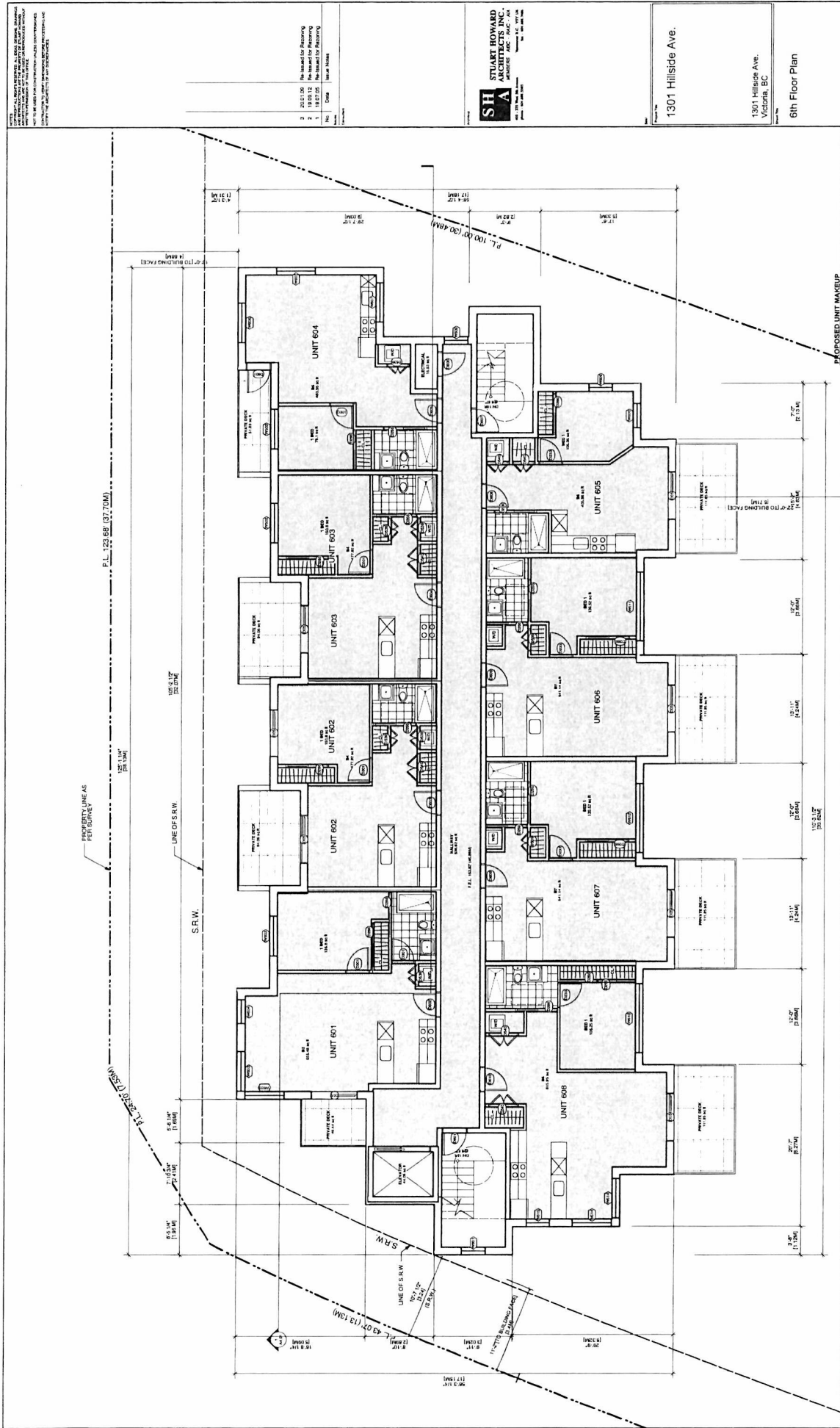
Main Floor Plan

1301 Hillside Ave.
Victoria, BC

1301 Hillside Ave.

STUART HOWARD
ARCHITECTS, INC.
VICTORIA
400-275-1666

No.	Date	Issue/Revisions
1	19/07/20	Revised for Planning
2	20/01/20	Revised for Planning
3	19/07/20	Revised for Planning



<p>1301 Hillside Ave.</p> <p>1301 Hillside Ave. Victoria BC</p> <p>6th Floor Plan</p>		<p>SH STUART HOWARD ARCHITECTS INC. REGISTERED ARCHITECT BRITISH COLUMBIA</p>	<p>3 202.01.06 Re-submitted for Planning</p> <p>2 19.09.12 Re-submitted for Planning</p> <p>1 19.07.20 Re-submitted for Planning</p> <p>1 19.07.20 Re-submitted for Planning</p>
<p>1301 Hillside Ave.</p> <p>1301 Hillside Ave. Victoria BC</p> <p>6th Floor Plan</p>		<p>SH STUART HOWARD ARCHITECTS INC. REGISTERED ARCHITECT BRITISH COLUMBIA</p>	<p>3 202.01.06 Re-submitted for Planning</p> <p>2 19.09.12 Re-submitted for Planning</p> <p>1 19.07.20 Re-submitted for Planning</p> <p>1 19.07.20 Re-submitted for Planning</p>
<p>1301 Hillside Ave.</p> <p>1301 Hillside Ave. Victoria BC</p> <p>6th Floor Plan</p>		<p>SH STUART HOWARD ARCHITECTS INC. REGISTERED ARCHITECT BRITISH COLUMBIA</p>	<p>3 202.01.06 Re-submitted for Planning</p> <p>2 19.09.12 Re-submitted for Planning</p> <p>1 19.07.20 Re-submitted for Planning</p> <p>1 19.07.20 Re-submitted for Planning</p>

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Development Services Division

SECOND	1	1	2
FOURTH	5	2	4
FIFTH	5	2	4
SIXTH	5	2	4
TOTAL	16	21	12

TOTAL UNITS 49 (25N EACH 475-150-340-285)
 GROUND ORIENTED UNITS 0
 MIN. UNIT FLOOR AREA 313 SF (28.16 m²)
 TOTAL RESIDENTIAL FLOOR AREA 24622 SF (2274.22 m²)

Project No.	2020.01.06
Scale	1/8" = 1'-0"
Sheet No.	A2.06
Sheet Title	6th Floor Plan

NOTES:
1. ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE NOTED.
2. THE ROOF PLAN IS A PRELIMINARY DESIGN AND IS SUBJECT TO CHANGE.
3. THE ROOF PLAN IS A PRELIMINARY DESIGN AND IS SUBJECT TO CHANGE.
4. THE ROOF PLAN IS A PRELIMINARY DESIGN AND IS SUBJECT TO CHANGE.

NO.	DATE	REVISION	BY
1	11/07/15	PRELIMINARY DESIGN	SH
2	02/01/16	REVISION FOR MARKING	SH
3	02/01/16	REVISION FOR MARKING	SH

SH
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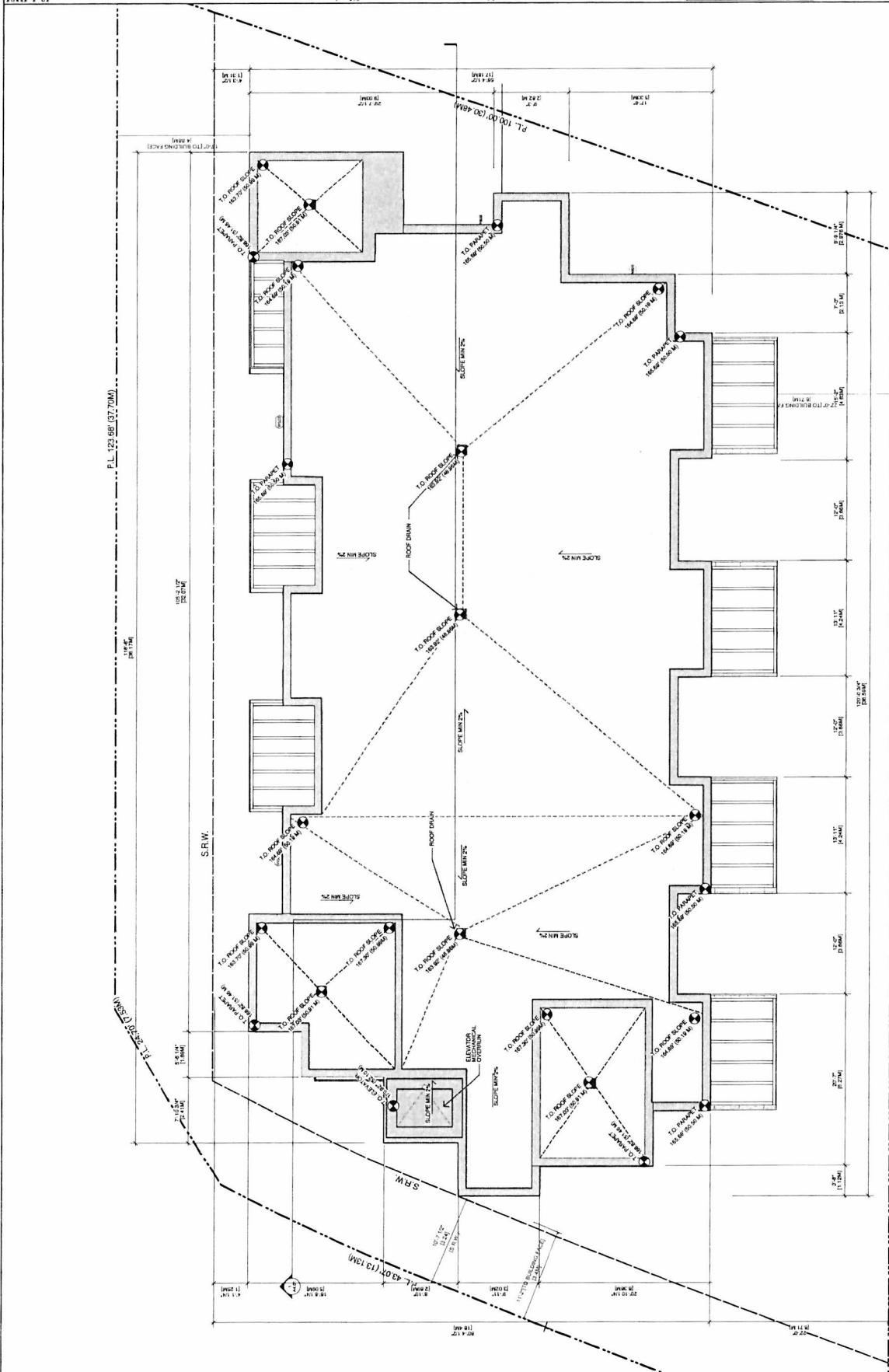
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1 Roof Plan
Scale 3/16" = 1'-0"

EXTERIOR FINISH SCHEDULE

- A BRICK CLADDING ON PROPRIETARY RAINSCREEN SYSTEM
- B BRICK CLADDING ON PROPRIETARY RAINSCREEN SYSTEM
- C METAL CLADDING: GREY FINISH ON PROPRIETARY RAINSCREEN SYSTEM
- D METAL CLADDING: WOOD FINISH ON PROPRIETARY RAINSCREEN SYSTEM
- E METAL CLADDING: WHITE FINISH ON PROPRIETARY RAINSCREEN SYSTEM
- F CURTAIN WALL GLAZING
- G GLASS GUARDS
- H PLASTER, STUCCO CLADDING
- I WOOD FASCIA
- J BRICK COURSE
- K METAL ON GARAGE DOOR
- L SLIDING GLASS DOOR
- M 2" RIVING GLASS DOOR

1301 Hillside Ave. (A3.02)
 1301 Hillside Ave. (A3.02)



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1 South Elevation
 Scale: 3/16" = 1'-0"

A3.02

Project No.	2020-17-08
Sheet No.	1/15
Drawn By	1/15
Check By	1/15
Date	1/15/20

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1301 Hillside Ave.
 1301 Hillside Ave.
 Victoria, BC

Building Elevations

No.	Date	Issue
1	15.07.20	For Issued for Permitting
2	15.09.20	For Issued for Permitting
3	20.01.20	For Issued for Permitting

EXTERIOR FINISH SCHEDULE

- A BRICK CLADDING ON PROPRIETARY MANSCHEN SYSTEM
- B PERMEABLE CLADDING GREY FINISH ON PROPRIETARY MANSCHEN SYSTEM
- C METAL CLADDING WOOD FINISH ON PROPRIETARY MANSCHEN SYSTEM
- D VINYL FRAME GLAZING
- E METAL CLADDING WHITE FINISH ON PROPRIETARY MANSCHEN SYSTEM
- F CURTAIN WALL GLAZING
- G GLASS GLAZING
- H PLASTER STUCCO CLADDING
- I WOOD FASCIA
- J BRICK CORNICE
- K METAL ON GARAGE DOOR
- L SLIDING GLASS DOOR
- M 3 BAYING GLASS DOOR

REF. 4.10' BUILDING WIDTH
(2x 10M)



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JAN 20 2020

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1 West Elevation
Scale: 3/16" = 1'-0"

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Fax: 250.686.1112

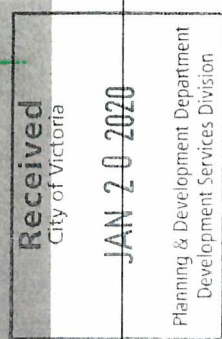
1301 Hillside Ave.

1301 Hillside Ave.
Victoria, BC

Building Elevations

Project No.	2020-11-05
Client	A3.04
Design No.	
Drawn By	2018
Check By	2018
Scale	3/16" = 1'-0"

3	20.01.06	No. Issues for Reviewing
2	18.09.12	No. Issues for Reviewing
1	17.07.05	No. Issues for Reviewing
0	00.00.00	No. Issues for Reviewing



Planning & Development Department
Development Services Division

1 SECTION VIEW (FROM SOUTH)
Scale: 3/16" = 1'-0"

1301 Hillside Ave.
Victoria, BC

SH A

**STUART HOWARD
ARCHITECTS INC.**
MEMBERS AEC - PAC - AIA

401 - 371 West 9th Avenue
Vancouver, B.C. V6Y 1M6
Telephone: 681-1000
Telex: 253000 SHAR

No	Date	Re-issued for Reasoning
		Issue Notes

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3 SW Corner - Aerial
NTS



1 NW Corner - Aerial
NTS



4 NE - Aerial
NTS



2 NW Corner - Street Level
NTS

SH STUART HOWARD
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ARCHITECTS
440-2275 11th Street
Vancouver, BC V6C 2B6
Phone: 604-275-1111
Fax: 604-275-1112

Project Name
1301 Hillside Ave.
1301 Hillside Ave.
Victoria, BC
Perspectives

Sheet No.	1301 Hillside Ave.
Project No.	1301 Hillside Ave.
Client No.	1301 Hillside Ave.
Scale	1/4" = 1'-0"
Date	2017-05-25
By	1301 Hillside Ave.
Check	1301 Hillside Ave.
Approved	1301 Hillside Ave.
Stamp	1301 Hillside Ave.

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JAN 20 2020

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Development Services Division

Print Date 2/20/21 10:58	Printed By R	Reviewed By NR	Drawn By D	Checked By NR	Scale 1" = 2'-0"
					As Noted

1301 Hillside Ave.

1301 Hillside Ave.
Victoria, BC

Perspectives

SH **A**

**STUART HOWARD
ARCHITECTS INC.**
MEMBERS AEC - P.A.C. AIA
November 3 C. VTY 1M
Box 1, 800 448 7048

1	20 01 09	Re-issued for Re-zoning
2	19 09 12	Re-issued for Re-zoning
3	19 07 05	Re-issued for Re-zoning

2.1

WINDOW SCHEDULE		WINDOW SPEC.		Size		Window Data	
QUANTITY	WINDOW NO.	WINDOW ID.		O.A. WIDTH	O.A. Height	Model No.	Accessories Notes
1	W1	W101		1200	1500		
1	W2	W102		1200	1500		
1	W3	W103		1200	1500		
1	W4	W104		1200	1500		
1	W5	W105		1200	1500		
1	W6	W106		1200	1500		
1	W7	W107		1200	1500		
1	W8	W108		1200	1500		
1	W9	W109		1200	1500		
1	W10	W110		1200	1500		
1	W11	W111		1200	1500		
1	W12	W112		1200	1500		
1	W13	W113		1200	1500		
1	W14	W114		1200	1500		
1	W15	W115		1200	1500		
1	W16	W116		1200	1500		
1	W17	W117		1200	1500		
1	W18	W118		1200	1500		
1	W19	W119		1200	1500		
1	W20	W120		1200	1500		
1	W21	W121		1200	1500		
1	W22	W122		1200	1500		
1	W23	W123		1200	1500		
1	W24	W124		1200	1500		
1	W25	W125		1200	1500		
1	W26	W126		1200	1500		
1	W27	W127		1200	1500		
1	W28	W128		1200	1500		
1	W29	W129		1200	1500		
1	W30	W130		1200	1500		
1	W31	W131		1200	1500		
1	W32	W132		1200	1500		
1	W33	W133		1200	1500		
1	W34	W134		1200	1500		
1	W35	W135		1200	1500		
1	W36	W136		1200	1500		
1	W37	W137		1200	1500		
1	W38	W138		1200	1500		
1	W39	W139		1200	1500		
1	W40	W140		1200	1500		
1	W41	W141		1200	1500		
1	W42	W142		1200	1500		
1	W43	W143		1200	1500		
1	W44	W144		1200	1500		
1	W45	W145		1200	1500		
1	W46	W146		1200	1500		
1	W47	W147		1200	1500		
1	W48	W148		1200	1500		
1	W49	W149		1200	1500		
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1	W54	W154		1200	1500		
1	W55	W155		1200	1500		
1	W56	W156		1200	1500		
1	W57	W157		1200	1500		
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1	W59	W159		1200	1500		
1	W60	W160		1200	1500		
1	W61	W161		1200	1500		
1	W62	W162		1200	1500		
1	W63	W163		1200	1500		
1	W64	W164		1200	1500		
1	W65	W165		1200	1500		
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1	W67	W167		1200	1500		
1	W68	W168		1200	1500		
1	W69	W169		1200	1500		
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1	W71	W171		1200	1500		
1	W72	W172		1200	1500		
1	W73	W173		1200	1500		
1	W74	W174		1200	1500		
1	W75	W175		1200	1500		
1	W76	W176		1200	1500		
1	W77	W177		1200	1500		
1	W78	W178		1200	1500		
1	W79	W179		1200	1500		
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1	W81	W181		1200	1500		
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1	W83	W183		1200	1500		
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1	W85	W185		1200	1500		
1	W86	W186		1200	1500		
1	W87	W187		1200	1500		
1	W88	W188		1200	1500		
1	W89	W189		1200	1500		
1	W90	W190		1200	1500		
1	W91	W191		1200	1500		
1	W92	W192		1200	1500		
1	W93	W193		1200	1500		
1	W94	W194		1200	1500		
1	W95	W195		1200	1500		
1	W96	W196		1200	1500		
1	W97	W197		1200	1500		
1	W98	W198		1200	1500		
1	W99	W199		1200	1500		
1	W100	W200		1200	1500		

[illegible]

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No.	Date	Issue Notes
3	20-01-09	Re-issued for Refinancing
2	18-09-12	Re-issued for Refinancing
1	19-07-05	Re-issued for Refinancing



1301 Hillside Ave.

1301 Hillside Ave.
Victoria, BC

Window Schedule

Serial Number	Print Date	<div style="border: 1px solid black; padding: 10px; text-align: center;"> A8.01 </div>		Serial Date
20000100	20000100	Discharge By	Admission By	
		NR	NR	
		Discharge By	Check-out By	
		AS	NR	
Request ID	Serial			

NOTES: 1. The information on this schedule is for informational purposes only and does not constitute a contract. The actual work to be performed shall be as shown on the drawings and as directed by the architect. 2. The schedule is subject to change without notice. 3. The schedule is subject to the availability of materials and labor. 4. The schedule is subject to the approval of the architect.

Item	Material	Quantity	Unit	Notes
1	1/2" x 4" x 8" Plywood	100	SF	
2	1/2" x 4" x 8" Plywood	100	SF	
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Received
City of Victoria
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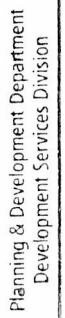
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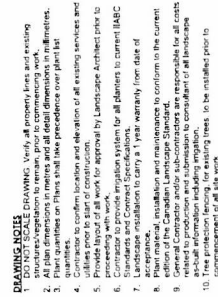
SH
STUART HOWARD
ARCHITECTS INC.
1301 Hillside Ave.
Victoria BC
V8N 2P5
Tel: 250-363-2888
Fax: 250-363-2889

1301 Hillside Ave.
Victoria BC

1301 Hillside Ave.
Victoria BC

Door Schedule

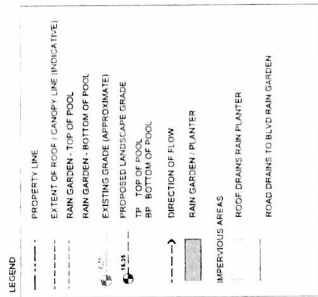




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[illegible]

- ## DRAWING NOTES



RAIN WATER MANAGEMENT NOTES

JAN 20 2020

Planning & Development Department
Development Services Division

NOT FOR CONSTRUCTION

rev no	description	date
1	DP	2018-01-26
2	DP Rev 01	2019-01-31
3	DP Rev 02	2019-04-15
4	DP Rev 03	2019-06-03
5	DP Rev 04	2019-07-08
6	DP Rev 05	2019-09-13
7	4th Public Hearing	2020-01-16



Material Properties

ect

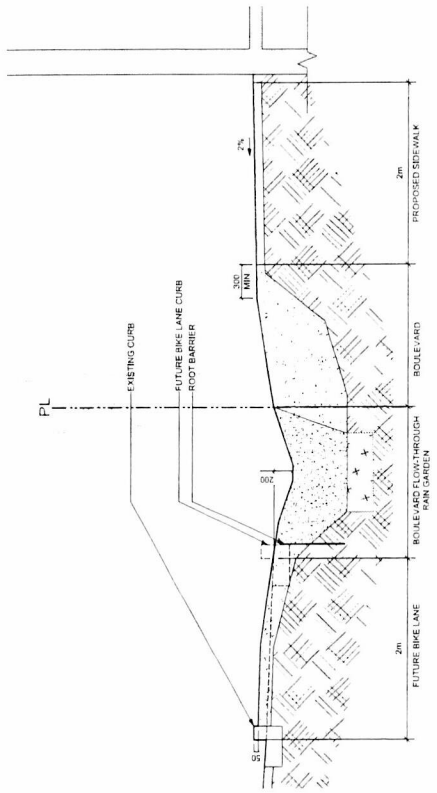
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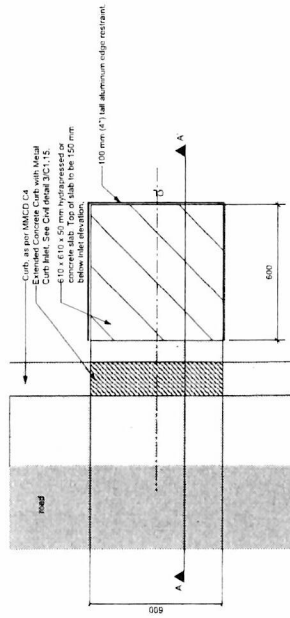
Stormwater Plan

est no.	11731
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en by	RI
ated by	SM/PaG

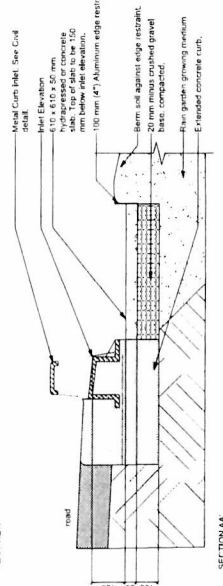
L1.03



1 Typical Boulevard Cross-Section at Hillside
Scale 1:25

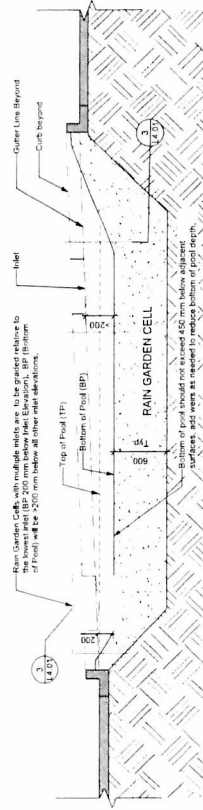


PLAN VIEW

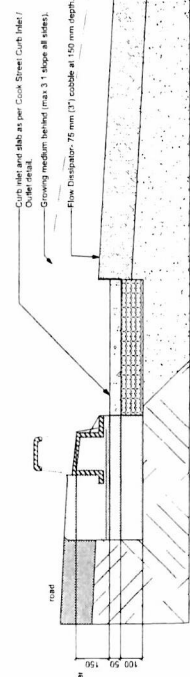


SECTION AA'

3 COOK STREET CURB INLET / OUTLET
Scale 1:10



2 BOULEVARD RAIN GARDEN TYPICAL DETAIL
Scale 1:25



SECTION AA'

4 HILLSIDE AVENUE CURB INLET / OUTLET
Scale 1:10

NOT FOR CONSTRUCTION

7	As per AMCD C4	2020-01-15
6	As per AMCD C4	2020-01-15
5	As per AMCD C4	2020-01-15
4	As per AMCD C4	2020-01-15
3	As per AMCD C4	2020-01-15
2	As per AMCD C4	2020-01-15
1	As per AMCD C4	2020-01-15
Rev	Rev	Rev

Murdoch
de Greeff
Landscape Planning & Design



Client: NVision Properties

Project: 1301 Hillside Ave
VICTORIA BC

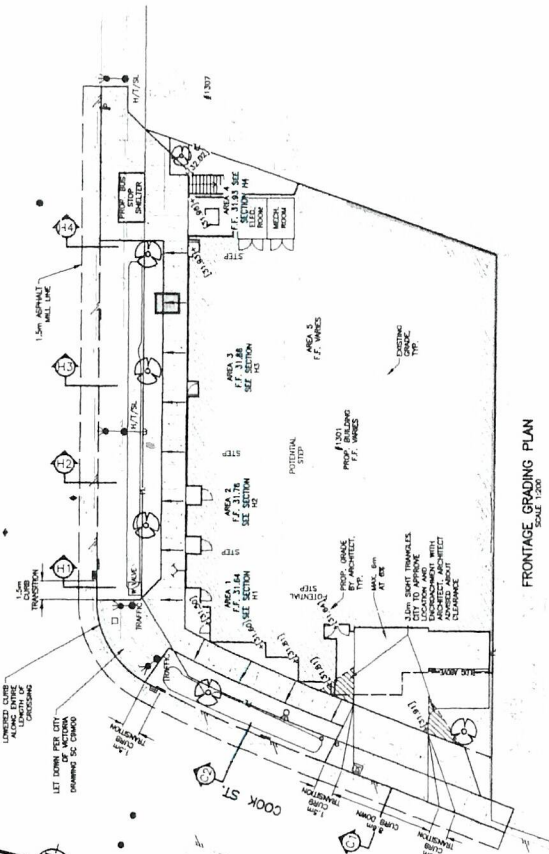
Sheet Title: Ground Floor Landscape Materials

Project No.	11231
Drawn By	1100
Checked By	1100
Approved By	1100
Scale	1:10

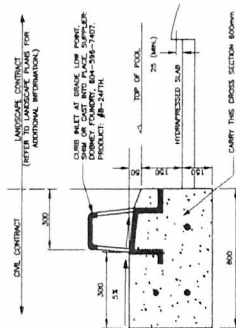
Sheet No. L1.01

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HILLSIDE AVE. (ARTERIAL)



FRONTAGE GRADING PLAN
SCALE 1:500



SECTION C1 - DRIVEWAY PROFILE
NOT TO SCALE

SECTION AT CURB OPENING
SCALE 1:10

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SECTION C2 - COOK STREET FRONTAGE
SCALE 1:25

REVISIONS	DATE	BY	APPROVED
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2	JAN 15/2020	DP	DP

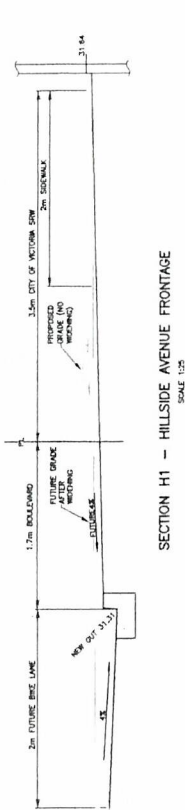
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REVISIONS	DATE	BY	APPROVED
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2	JAN 15/2020	DP	DP

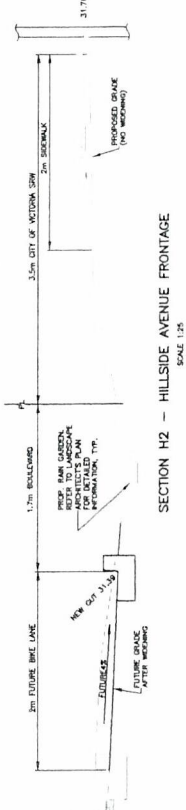
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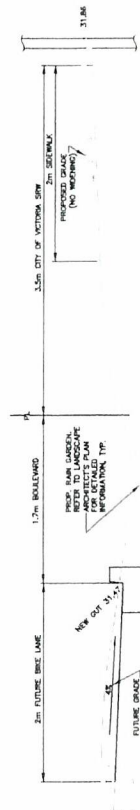
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2	JAN 15/2020	DP	DP



SECTION H1 - HILLSIDE AVENUE FRONTAGE
SCALE 1:25

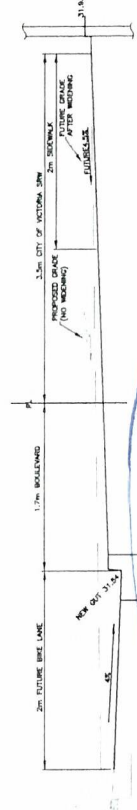


SECTION H2 - HILLSIDE AVENUE FRONTAGE
SCALE 1:25

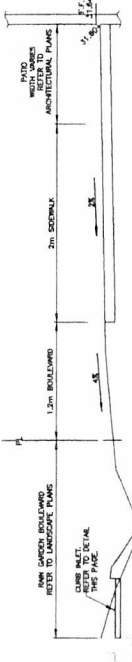


SECTION H3 - HILLSIDE AVENUE FRONTAGE
SCALE 1:25

REDUCED



SECTION H4 - HILLSIDE AVENUE FRONTAGE
SCALE 1:25



SECTION C2 - COOK STREET FRONTAGE
SCALE 1:25

ATTENTION: TO THE CONTRACTOR, THE CONTRACTOR IS TO BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF THE DRIVEWAY AND BIKE LANE. THE CONTRACTOR IS TO BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF THE DRIVEWAY AND BIKE LANE. THE CONTRACTOR IS TO BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF THE DRIVEWAY AND BIKE LANE.

BC
CALL
1-800-774-8888
CELL-411-1000

RECEIVED
CITY OF VICTORIA
JAN 17 2020

G. R. CARROTHERS
ENGINEER

1301 Hillside Ave. Development
Offsite Grading Plan & Sections
Client: Abstract Developments Ltd.

CALID
1301 Hillside Ave. Development
Offsite Grading Plan & Sections
Client: Abstract Developments Ltd.

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1301 Hillside Ave. Development
Offsite Grading Plan & Sections
Client: Abstract Developments Ltd.

From: David Angus [REDACTED]

Sent: January 9, 2020 4:32 PM

To: Adam Cooper [REDACTED]

Subject: Re: 1301 Hillside

Hi Adam,

I have discussed your request with our board and as Chair of the Oaklands CALUC I am willing to waive the requirement to host a third community meeting on the proposal.

Kind regards,

David



Committee of the Whole Report
For the Meeting of December 12, 2019

To: Committee of the Whole **Date:** November 28, 2019

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

Subject: Rezoning Application No. 00636 for 1301 Hillside Avenue

RECOMMENDATION

That Council instruct staff to prepare the necessary Zoning Regulation Bylaw Amendment that would authorize the proposed development outlined in Rezoning Application No. 00636 for 1301 Hillside Avenue, 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:

- a. Revised plans to the satisfaction of the Director of Sustainable Planning and Community Development to correct inaccuracies and omissions.
- b. Preparation and execution of the following legal agreements, with form and contents to the satisfaction of the City Solicitor and the Director of Engineering and Public Works:
 - i. A Statutory Right-of-Way of 3.24m off Cook Street
 - ii. A Statutory Right-of-Way of 3.57m off Hillside Avenue
 - iii. Legal agreements securing the purchase of a car share vehicle, on-site provision of a vehicle parking space for the car share vehicle, provision of car share memberships that run with the unit and \$100 in credits for each of the unit, and one year subscription for each unit to the BC Transit EcoPass Program.
- c. Preparation and execution of the following legal agreements, with form and contents to the satisfaction of the City Solicitor and the Director of Sustainable Planning and Community Development:
 - i. Such legal agreement(s) as may be required to secure seven studios, one one-bedroom and one two-bedroom through BC Housing's Affordable Home Ownership Program and prohibiting future stratas from restricting rentals.
 - ii. A legal agreement to secure the construction of the raingardens within the Cook Street and Hillside Avenue boulevards.
- d. Preparation and execution of the following legal agreements, with form and contents to the satisfaction of the City Solicitor and the Director of Parks, Recreation and Facilities:
 - i. Legal agreements that provides for replacement of removed Garry oaks at a ratio of 3 to 1 at 1190 Kings Road (Cridge Centre property), to implement measures such as irrigation to ensure newly planted Garry oaks grow to maturity, to enhance the existing Garry oak meadow on the Cridge Centre property and to install split rail fencing around the Garry oak meadow on the Cridge Centre property.

- e. An updated Arborist Report, to the satisfaction of the Director of Parks, Recreation and Facilities, confirming the tree locations and health of the trees on the eastern property line, and confirming that the construction and excavation work would damage two Garry oak trees to the point that the removal of the trees is necessary.

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 1301 Hillside Avenue. The proposal is to rezone from the C-SS Zone, Special Service Station District, to a site-specific zone in order to construct a six-storey residential building with live-work units on the ground floor.

The following points were considered in assessing this application:

- the proposal is consistent with the policies found in the *Official Community Plan* (OCP, 2012) as it helps establish a sense of place at a busy intersection, and is generally consistent with the Urban Residential place designation
- nine units (seven studios, one one-bedroom and one two-bedroom) will be secured under BC Housing's Affordable Home Ownership Program
- the proposal is inconsistent with the Areas of Greatest Stability designation within the *Oaklands Neighbourhood Plan*. However, multi-family residential is envisioned for the lands immediately east of the subject property and the housing policy notes that apartments should be permitted along Hillside Avenue west of Cedar Hill Road.

BACKGROUND

Description of Proposal

This Rezoning Application is to rezone from the C-SS Zone, Special Service Station District to a site-specific zone in order to construct a six-storey residential building with live-work units and parking on the ground floor.

The following would be accommodated in the new zone:

- live-work as a permitted use within ground floor units
- maximum floor space ratio of 2.25:1
- maximum total floor area of 2800m²
- 3.6m setback from Hillside Avenue
- 0.0m rear yard setback
- 0.0m east side yard setback
- 3.24m west side yard setback

- site coverage of 40%
- open site space of 50%

Affordable Housing Impacts

The applicant proposes the creation of 49 new strata residential units, which will increase overall housing supply in the area. The applicant is proposing a mix of studios, one and two bedrooms. A Housing Agreement is being proposed, which would ensure that future Strata Bylaws could not prohibit the rental of units and to secure nine below market units through BC Housing's Affordable Home Ownership program (AHOP). This is used to ensure that at the Building Permit stage the affordability and unit mix is consistent with the Rezoning plans.

Under BC Housing's AHOP, the applicant is proposing to offer seven bachelor, one one-bedroom and one two-bedroom units at 10% below market rates. A qualified buyer must have a household income that does not exceed the 75th income percentile as determined by BC Housing. According to the applicant, the target incomes under this program would be within the following ranges:

- studios: \$35,000- \$54,999
- one-bedroom and two-bedroom: \$55,000- \$84,999
- two and three-bedroom: > \$85,000

As part of the program, the City of Victoria would retain the value of the below market discount such that should the below market units be resold at market rates, the City would be provided with a Community Amenity Contribution to the Victoria Housing Reserve Fund to support future affordable housing development.

Tenant Assistance Policy

The proposal is to construct on a vacant property, and therefore the Tenant Assistance Policy does not apply.

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 the following features which support active transportation:

- 75 long-term bicycle stalls, including four stalls for cargo bicycles as well as power outlets to 10% of the stalls for e-bikes
- six short-term bicycle stalls
- a bicycle washing station
- provision of EcoPass transit passes to all units for one year
- purchase of a MODO vehicle, \$100 in one-time credits and lifetime memberships that run with each unit.

Public Realm Improvements

Rain gardens to manage storm water are proposed within the Cook Street and Hillside Avenue Boulevards. Given the raingardens would exceed the standard frontage requirements, construction of the raingardens would be secured by legal agreement. The appropriate language has been added to the staff recommendation.

Accessibility Impact Statement

The British Columbia Building Code regulates accessibility as it pertains to buildings. The following are features identified by the applicant to address accessibility:

- barrier-free access will be provided from the street and from the private parking area to each dwelling unit and common amenity space
- corridors and doors will exceed the minimum width for accessibility
- window sill heights will not exceed 750mm above the floor and the locking mechanism will not exceed 1170mm above the floor.

Land Use Context

The area is characterized primarily by residential uses. Multi-unit residential buildings are located to the north and west, and the Cridge Centre property is immediately adjacent the property on the east and south. Single family dwellings are located slightly further away from the property to the northwest.

Existing Site Development and Development Potential

The site is presently vacant, having undergone remediation from the previous service station use. Under the current C-SS Zone, Special Service Station District, the property could only be developed as a service station.

Data Table

The following data table compares the proposal with the existing C-SS Zone. An asterisk is used to identify where variances will be required. Two asterisks are used to identify required variances from the site specific zone, in order to avoid enshrining these regulations as rights into the zone.

Zoning Criteria	Proposal	Existing C-SS Zone
Site area (m ²) – minimum	1243.24	N/A
Density (Floor Space Ratio) – maximum	2.25:1	N/A
Total floor area (m ²) – maximum	2793.48	N/A
Lot width (m) – minimum	25.11	N/A
Height (m) – maximum	17.43	11.0
Storeys – maximum	6	N/A
Site coverage % – maximum	75.50 **	N/A
Open site space % – minimum	20.90 **	N/A

Zoning Criteria	Proposal	Existing C-SS Zone
Setbacks (m) – minimum		
Street Boundary (Hillside Avenue)	3.60	4.50
Rear (south)	0.0	4.50
Side (east)	0.0	4.50
Side (west)	3.24	4.50
Vehicle parking (residential) – minimum	19 *	48 (as per Schedule C for multi-family dwellings)
Vehicle parking (visitor) – minimum	4 *	4 (as per Schedule C for multi-family dwellings)
Bicycle parking stalls (long term) – minimum	75	64 (as per Schedule C for multi-family dwellings)
Bicycle parking stalls (short term) – minimum	6	6 (as per Schedule C for multi-family dwellings)

Relevant History

A demolition permit was issued in 2008 for the previous gas station use, and since that time the parcel has been vacant as it underwent environmental remediation. As such, the Certificate of Compliance issued by the Ministry of Environment prohibits subsurface structures as well as at-grade residential uses.

Although it is not the City's responsibility to enforce the Ministry's legislation regarding contaminated sites, it is noted that the applicant has designed the building with surface-oriented concrete slab foundations and footings without basements, a condition of the site's Certificate of Compliance. Ongoing compliance with the *Environmental Management Act* is a matter between the Ministry, the developer and future purchasers.

Community Consultation

Consistent with the *Community Association Land Use Committee (CALUC) Procedures for Processing Rezoning and Variance Applications*, the applicant has consulted the Oaklands CALUC at two Community Meetings held on January 30, 2018 and on March 25, 2019. The minutes from the two meetings are attached to this report.

ANALYSIS

Official Community Plan

The property is designated as Urban Residential within the OCP, which envisions a wide range of building forms with mixed-use buildings up to approximately 2:1 Floor Space Ratio (FSR) and six storeys considered on arterial and secondary arterial roads. The application at 2.25:1 FSR is generally within the envisioned density range. The proposal includes nine units to be secured

through BC Housing's Affordable Home Ownership Program, which addresses policies found in Section 13: Housing and Homelessness within the OCP. The proposed building animates and improves the intersection of two arterial roads and would contribute to overall placemaking in the area (Section 8 of the OCP). Finally, prior to this application the property was environmentally remediated after the closure of the former gas station, which addresses objectives within Section 10 of the OCP.

Local Area Plans

The *Oaklands Neighbourhood Plan* identifies the property within the Areas of Greatest Stability designation, which does not envision new multi-unit residential developments. It is possible the gas station use was not envisioned to change over the long-term. However, the properties immediately to the east are designated Areas of Potential Change and the housing policies in the plan note that apartments are permitted along Hillside Avenue west of Cedar Hill Road, which would encompass the subject property.

Tree Preservation Bylaw and Urban Forest Master Plan

Earlier this year, Council increased funding to expedite the implementation of the Urban Forest Master Plan (UFMP). The goals of the UFMP include maximizing community benefits from the urban forest in all neighbourhoods, including a focus on protecting large, healthy trees on public and private property.

The Tree Resource Inventory for this project identified a total of eight trees: one City-owned street tree and seven bylaw-protected trees on the neighboring property at 1190 Kings Road (Cridge Centre property). The trees on the Cridge Centre property are also further protected under a restrictive covenant in favor of the City of Victoria.

The proposal, as currently shown, would require the removal of two Garry oak trees to construct the proposed building. Both of these trees are part of an existing Garry oak meadow and rocky outcrops. Garry oaks ecosystems are native to Victoria and important because they increase biodiversity, maintain ecological integrity and only a very low percentage remain intact. As such, the covenant protection was established to help preserve this meadow in 2001.

A 50cm diameter Garry oak located on the property line has shared ownership with the neighboring property and is identified for removal. This tree is in fair to poor health and in fair structure. The second Garry oak identified for removal is 60cm DBH in fair health and structure that is located on the neighboring property. The root systems of both trees will conflict with the required excavation and will require severe pruning to accommodate the new building. Both of these trees can be retained with a change in building design; however, the applicant has advised that such a change would result in the loss of the proposed affordable housing units.

To help offset the tree removal impacts, the applicant is proposing to replace the impacted trees at a three to one ratio on the Cridge Centre Property and install irrigation to help ensure the newly planted trees grow to maturity. In addition, the applicant is proposing to install split rail fencing around the Garry Oak meadow to provide further protection to the new plantings. Mitigation measures have been provided by the developer to retain the remaining five Garry oaks inventoried.

Finally, a Statutory Right-of-Way will be secured on the Cook Street and Hillside Avenue frontages. On the Hillside Avenue boulevard, a City-owned tree is identified to be removed to allow for the construction of a new streetscape that includes a rain garden, a bike lane

dedication and three new boulevard trees. A rain garden and a new boulevard tree are proposed on the Cook Street frontage.

In summary, three trees are proposed for removal, seven trees are proposed to be planted on the subject lot and six replacement trees are proposed to be planted on the Cridge Centre property.

Regulatory Considerations

The new zone would permit the use of live-work on the ground floor with the following commercial uses: business offices, professional businesses, retail, and restaurants. These commercial uses would aid in activating the relationship of the building with the street, in addition to complying with the requirements of the Certificate of Compliance that restricts residential on the ground floor.

Density Bonus Policy

This proposal was submitted under the *Density Bonus Policy*, 2016. GP Rollo & Associates has completed an economic analysis and determined that there is no land lift, because the applicant is incorporating nine units (seven studios, one one-bedroom and one two-bedroom) offered at 10% below market pricing as part of the BC Housing Affordable Home Ownership Program as well as overall construction costs.

Resource Impacts

There are resource impacts associated with this proposal. The rain gardens proposed within the boulevards on Cook Street and Hillside Avenue will have higher maintenance costs than typical City standard boulevards. Staff recommend for Council's consideration that the proposed raingardens are supported since this would provide for a higher quality public realm and more sustainable storm water management.

Once the project is complete the maintenance of the rain gardens will rest with the Department of Parks, Recreation and Facilities. It is estimated that the annual maintenance of these off-site public realm features will add approximately \$5022 in annual maintenance costs. The breakdown is as follows:

- plantings (raingarden and shrub areas): \$4272
- irrigation infrastructure: \$750 (water meter fees and spring/winter maintenance).

The need for additional FTE as a result of increased inventory would be reviewed through annual operating budget planning as these types of projects are completed and/or brought on-line to the City's maintenance program to ensure capacity to maintain the additional inventory.

CONCLUSIONS

The proposal to construct a six-storey, mixed-use building consisting of ground floor live-work units and parking, is consistent with various OCP policies and provides nine affordable home ownership units that would help to address affordability in the neighbourhood. While two protected trees would be removed or damaged as part of this application, the applicant is proposing measures above and beyond the minimum requirements in order to offset the impact. Additionally, the proposal would improve the public realm at the intersection of two arterial roads and a gateway to two neighbourhoods. Therefore, staff recommend Council consider supporting this application.

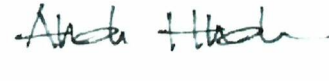
ALTERNATE MOTION

That Council decline Rezoning Application No. 00636 for the property located at 1301 Hillside Avenue.

Respectfully submitted,



Michael Angrove
Senior Planner
Development Services Division



Andrea Hudson, Acting Director
Sustainable Planning and Community
Development Department

Report accepted and recommended by the City Manager:



Date:

Dec 4, 2019

List of Attachments

- Attachment A: Subject Map
- Attachment B: Aerial Map
- Attachment C: Plans date stamped September 13, 2019
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- Attachment J: Correspondence (Letters received from residents).



Committee of the Whole Report

For the Meeting of December 12, 2019

To: Committee of the Whole **Date:** November 28, 2019

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

Subject: **Development Permit with Variances Application No. 00074 for 1301 Hillside Avenue**

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. 00636, if it is approved, consider the following motion:

"That Council authorize the issuance of Development Permit with Variances Application No. 00074 for 1301 Hillside Avenue in accordance with:

1. Plans date stamped September 13, 2019.
2. Development meeting all *Zoning Regulation Bylaw* requirements, except for the following variances:
 - i. reduce the number of residential vehicle parking stalls from 48 to 19;
 - ii. reduce the number of visitor vehicle parking stalls from 5 to 4;
 - iii. increase the site coverage from 40% to 75.5%; and
 - iv. reduce the open site space from 50% to 20.9%.
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 revitalization of an area in which a commercial use is permitted, 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 1301 Hillside

Avenue. The proposal is for a six-storey residential building with live-work units on the ground floor. The variances are related to reducing the required residential and visitor vehicle parking stalls, increasing the site coverage and reducing the open site space.

The following points were considered in assessing this application:

- the proposal is generally consistent with the *Advisory Design Guidelines for Buildings, Signs and Awnings*
- the proposal is consistent with the guidelines for development on the Hillside Avenue corridor found within the *Oaklands Neighbourhood Plan*
- the proposal requires variances to reduce the number of residential vehicle stalls from 47 to 19 and to reduce the number of visitor vehicle parking stalls from 5 to 4. These variances are supportable due to the extensive Transportation Demand Management measures that the applicant is proposing
- the proposal will also require variances to increase the site coverage from 40% to 76.1% and decrease the open site space from 50% to 20.1%. It is recommended that these siting standards be facilitated through the variance process rather than entrenching the standards in a zone, so that if this proposal is not constructed, any new proposals would require new variances that would be assessed on their merit in the future.

BACKGROUND

Description of Proposal

The proposal is for a six-storey residential building with live-work units on the ground floor. Specific details include:

- a six-storey contemporary designed building
- three live-work units and the long-term bicycle stalls are proposed for the ground floor in an effort to activate the pedestrian realm on Hillside Avenue
- exterior access from Hillside Avenue to the rear units on the second level
- outdoor amenity space provided through private decks
- vehicle parking at the rear of the building on the ground level.

The proposed variances are related to:

- reduce the residential vehicle parking stalls from 43 to 18
- reduce the visitor vehicle parking stalls from 5 to 4
- increase the site coverage from 40% to 75.5%
- decrease the open site space from 50% to 20.9%.

Sustainability Features

As indicated in the applicant's letter dated July 17, 2019, the following sustainability features are associated with this application:

- targeting Built Green Certification
- passive design practices, including orienting the building to maximize solar gain
- energy efficient windows and low flow water fixtures
- rainwater gardens and permeable pavers to improve on-site drainage
- reuse of a contaminated lot (former gas station).

Active Transportation Impacts

The application proposes the following features which support active transportation:

- 75 long-term bicycle stalls, including four stalls for cargo bikes as well as power outlets to 10% of the stalls for e-bikes
- six short-term bicycle stalls
- a bicycle washing station
- provision of EcoPass transit passes to the units for one year
- purchase of a MODO vehicle and lifetime memberships that run with each unit.

Public Realm Improvements

No public realm improvements are proposed in association with this Development Permit Application.

Accessibility Impact Statement

The British Columbia Building Code regulates accessibility as it pertains to buildings. The following are features identified by the applicant to address accessibility:

- barrier-free access will be provided from the street and from the private parking area to each dwelling unit and common amenity space
- corridors and doors will exceed the minimum width for accessibility
- window sill heights will not exceed 750mm above the floor and the locking mechanism will not exceed 1170mm above the floor.

Existing Site Development and Development Potential

The site is presently vacant, having undergone remediation from the previous service station use. Under the current C-SS Zone, Special Service Station District, the property could only be developed as a service station.

Data Table

The following data table compares the proposal with the existing C-SS Zone. An asterisk is used to identify where variances will be required. Two asterisks are used to identify required variances from the site specific zone, in order to avoid enshrining these regulations as rights into the zone.

Zoning Criteria	Proposal	Existing C-SS Zone
Site area (m ²) – minimum	1243.24	N/A
Unit floor area (m ²) – minimum	29.16	N/A
Density (Floor Space Ratio) – maximum	2.25	N/A
Total floor area (m ²) – maximum	2793.48	N/A
Lot width (m) – minimum	25.11	N/A

Zoning Criteria	Proposal	Existing C-SS Zone
Height (m) – maximum	17.43	11.0
Storeys – maximum	6	N/A
Site coverage % – maximum	75.50 **	N/A
Open site space % – minimum	20.90 **	N/A
Setbacks (m) – minimum		
Street Boundary (Hillside Avenue)	3.60	4.50
Rear (south)	0.0	4.50
Side (east)	0.0	4.50
Side (west)	3.24	4.50
Vehicle parking (residential) – minimum	19 *	48 (as per Schedule C for multi-family dwellings)
Vehicle parking (visitor) – minimum	4 *	4 (as per Schedule C for multi-family dwellings)
Bicycle parking stalls (long term) – minimum	75	64 (as per Schedule C for multi-family dwellings)
Bicycle parking stalls (short term) – minimum	6	6 (as per Schedule C for multi-family dwellings)

Relevant History

A demolition permit was issued in 2008 for the previous gas station use, and since that time the parcel has been vacant as it underwent environmental remediation. As such, the Certificate of Compliance issued by the Ministry of Environment prohibits subsurface structures as well as at-grade residential uses.

Although it is not the City's responsibility to enforce the Ministry's legislation regarding contaminated sites, it is noted that the applicant has designed the building with surface-oriented concrete slab foundations and footings without basements, a condition of the site's Certificate of Compliance. Ongoing compliance with the *Environmental Management Act* is a matter between the Ministry, the developer and future purchasers.

Community Consultation

Consistent with the *Community Association Land Use Committee (CALUC) Procedures for Processing Rezoning and Variance Applications*, the applicant has consulted the Oaklands CALUC at two Community Meetings held on January 30, 2018 and on March 25, 2019. The minutes from the two meetings are attached to this report.

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

ANALYSIS

Development Permit Area and Design Guidelines

The *Official Community Plan* (OCP) identifies this property within Development Permit Area (DPA) 7A: Corridors. The objectives of this DPA are to ensure corridors are compatible with adjacent and nearby lower density residential neighbourhoods through human-scaled urban design and sensitive transitions in building form and character, and to enhance the function of Hillside Avenue as a frequent transit corridor with the design of adjacent developments supporting this objective. The proposal is consistent with the objectives of this DPA and the OCP policies, as it would improve the transit-oriented streetscape along Hillside Avenue and increase the residential density along the Hillside Avenue frequent transit corridor.

The *Advisory Design Guidelines for Buildings, Signs and Awnings* are applicable within this DPA. The Design Guidelines encourage a comprehensive design approach with attractive streetscapes and architectural and landscape features that acknowledge and identify the immediate area.

The proposal is generally consistent with the Design Guidelines. The proposal mitigates the height and density by stepping the building back at the fifth storey, and varying the facades and rooflines. The ground floor live-work units, the bicycle parking, and the main residential entrance all improve and encourage interaction with the street. The proposal acknowledges the topography of the Cridge Centre property by providing additional at-grade entrances for the second floor units at the rear that would improve natural surveillance on a secluded area. Amenity space for the units is provided through balconies.

Local Area Plans

The *Oaklands Neighbourhood Plan* notes that major redevelopment should be in keeping with the established scale and character of the existing neighbourhood and should generally be located along existing major roads. The Plan also has guidelines for development on the Hillside corridor, which include:

- scale and massing of buildings should relate to adjacent buildings and provide sensitive transitions
- roof lines and exterior finishes should be varied to avoid monotonous appearances
- location, height and form of buildings should take into account the topography.

The proposal is located on two major roads and the contemporary design is in keeping with the varying design types of the area. While the height and massing is an increase in comparison to some of the existing context, it does take into account the natural topography as the second floor units on the rear are level with the Cridge Centre property. The step-back of the upper storeys and the varying rooflines and materials aid in avoiding a monotonous appearance.

Tree Preservation Bylaw and Urban Forest Master Plan

Earlier this year, Council increased funding to expedite the implementation of the Urban Forest Master Plan (UFMP). The goals of the UFMP include maximizing community benefits from the urban forest in all neighbourhoods, including a focus on protecting large, healthy trees on public and private property.

The Tree Resource Inventory for this project identified a total of eight trees: one City-owned street tree and seven bylaw-protected trees on the neighboring property at 1190 Kings Road (Cridge Centre property). The trees on the Cridge Centre property are also further protected under a restrictive covenant in favor of the City of Victoria.

The proposal, as currently shown, would require the removal of two Garry oak trees to construct the proposed building. Both of these trees are part of an existing Garry oak meadow and rocky outcrops. Garry oak ecosystems are native to Victoria and important because they increase biodiversity, maintain ecological integrity and only a very low percentage remain intact. As such, the covenant protection was established to help preserve this meadow in 2001.

A 50cm diameter Garry oak located on the property line has shared ownership with the neighboring property and is identified for removal. This tree is in fair to poor health and in fair structure. The second Garry oak identified for removal is 60cm DBH in fair health and structure that is located on the neighboring property. The root systems of both trees will conflict with the required excavation and will require severe pruning to accommodate the new building. Both of these trees can be retained with a change in building design; however, the applicant has advised that such a change would result in the loss of the proposed affordable housing units.

To help offset the tree removal impacts, the applicant is proposing to replace the impacted trees at a three to one ratio on the Cridge Centre Property and install irrigation to help ensure the newly planted trees grow to maturity. In addition, the applicant is proposing to install split rail fencing around the Garry Oak meadow to provide further protection to the new plantings. Mitigation measures have been provided by the developer to retain the remaining five Garry oaks inventoried.

Finally, a Statutory Right-of-Way will be secured on the Cook Street and Hillside Avenue frontages. On the Hillside Avenue boulevard, a City-owned tree is identified to be removed to allow for the construction of a new streetscape that includes a rain garden, a bike lane dedication and three new boulevard trees. A rain garden and a new boulevard tree are proposed on the Cook Street frontage.

In summary, three trees are proposed for removal, seven trees are proposed to be planted on the subject lot and six replacement trees are proposed to be planted on the Cridge Centre property.

Regulatory Considerations

The proposal requires variances to reduce the residential vehicle parking from 48 to 19 stalls and to reduce the visitor vehicle parking stalls from five to four. To offset the variance, the applicant is proposing a number of Transportation Demand Management measures. A new car share vehicle for the area will be purchased and one of the stalls on-site will be dedicated for the car share vehicle. The vehicle, stall and access to the stall by the public would be secured through legal agreements. Each unit would also receive a membership and \$100 in credits to the car share company. The memberships would run with the unit. The proposal provides an excess number of long term bicycle stalls, and provides space for four cargo bicycles and power outlets to charge e-bikes for 10% of the stalls. Finally, the applicant intends to provide each unit with one year worth of transit passes through BC Transit's EcoPASS program.

In addition, staff will draft the site-specific zone with a maximum site coverage of 40% and a minimum open site space of 50%. The proposal will require variances to increase the site coverage from 40% to 76.1% and to decrease the open site space from 50% to 20.1%. While

staff believe this proposal has been designed to fit the site and provide amenity space to the residents, staff do not recommend enshrining the site coverage and open site space within the zone. This is to ensure that, should this proposal not be constructed, any new proposals would either have to meet the site coverage and open site space, or request variances from Council while demonstrating the impact on the public realm is minimal and the future residents would not be negatively affected.

Advisory Design Panel

The Advisory Design Panel (ADP) reviewed this application on April 24, 2019. A copy of the minutes from this meeting are attached. The ADP was asked to comment on the overall design with particular attention to the density and massing of the building, as well as the lack of soft landscaping and open space.

The ADP recommended approval subject to:

- simplification and refinement of the northwest building corner in terms of massing and materiality
- further consideration to the parking functionality, with particular attention to service and delivery vehicles and short-term loading.

Staff believe the applicant has addressed the above comments. The northwest corner of the building has been refined yet retains its prominence as the primary entrance to the residential units. A drop off zone was considered and proposed by the applicant; however, it was not functional as it would have caused vehicles to stop on the public sidewalk and potentially cause dangerous backup manoeuvres on an arterial road. Staff therefore required the drop off zone be removed from the plans.

CONCLUSIONS

The proposed development is generally consistent with the relevant Design Guidelines, and represents an appropriate fit at the intersection of two arterial roads. The applicant has generally addressed the items recommended by the Advisory Design Panel to further enhance the development. Therefore, staff recommend that Council consider supporting this application.

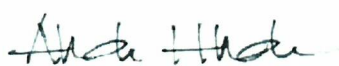
ALTERNATE MOTION

That Council decline Development Permit with Variances Application No. 00074 for the property located at 1301 Hillside Avenue.

Respectfully submitted,



Michael Angrove
Planner
Development Services Division



Andrea Hudson, Acting Director
Sustainable Planning and Community
Development Department

Report accepted and recommended by the City Manager:

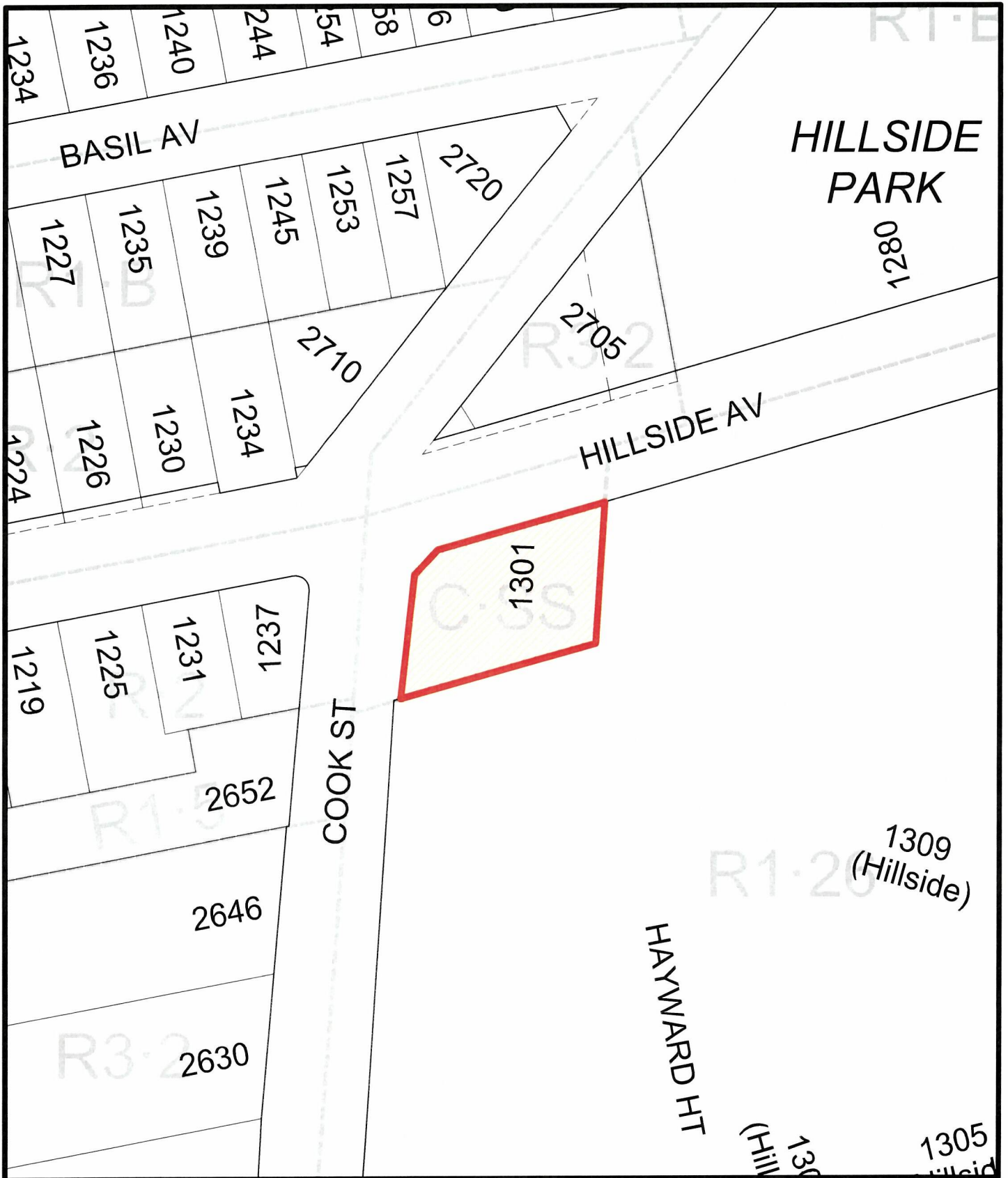


Date:

Dec 4, 2019

List of Attachments

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1301 Hillside Avenue
Rezoning No.00636





DRAWING INDEX
ARCHITECTURAL

1. ALL CONSTRUCTION IS COMPLETED BY THE 15TH OF FEBRUARY 1970.
2. ALL CONSTRUCTION WORKING ON THE 15TH OF FEBRUARY 1970 SHALL BE STOPPED IMMEDIATELY AND ALL WORK SHALL BE STOPPED IMMEDIATELY.
3. ALL WORKING ON THE 15TH OF FEBRUARY 1970 SHALL BE STOPPED IMMEDIATELY.
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10. ALL WORKING ON THE 15TH OF FEBRUARY 1970 SHALL BE STOPPED IMMEDIATELY.

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DEVELOPER

WVision Properties
801-1106 Cook St.
Victoria, BC
V8V 3Z9
250 883 5479

Student Howard

Stuart Howard Architects Inc.
105 375 West 5th Avenue
Vancouver, BC
V5Y 1J6
604-688-5845

Murdoch de Gruy Inc.

Victoria, BC
V8Z 1G1
504-2-2891

Power & Assoc

50-2950 Douglas Street
Victoria BC
BT 4N4
50 382 8815



REZONING APPLICATION

1301 HILLSIDE
1301 Hillside Ave.
Victoria, BC

SH A

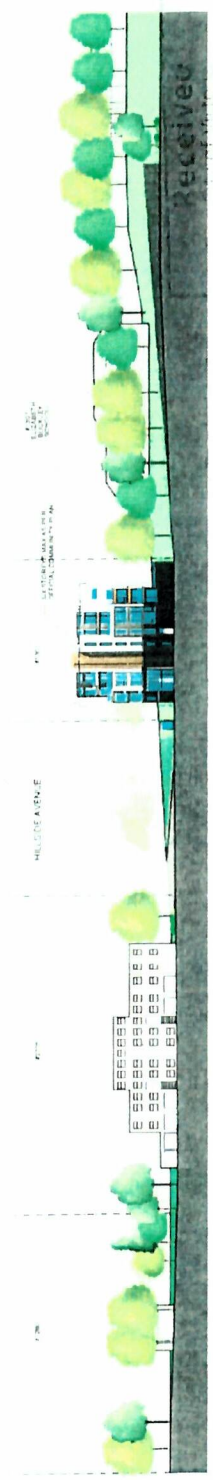
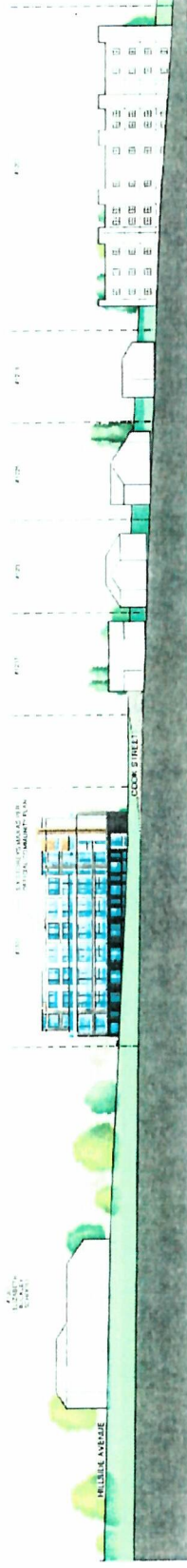
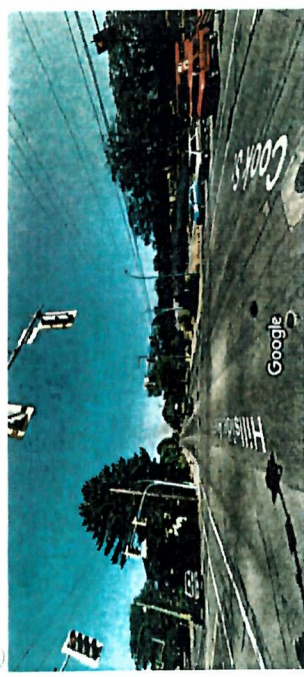
STUART HOWARD
ARCHITECTS INC.
400 WEST 10TH ST. 4TH FL. NEW YORK, N.Y. 10014
Tel. (212) 691-1000

1301 Hillside Ave.

1301 Hulsage Ave
Cincinnati, OH 45202

Cover Sheet

[illegible]



LEGEND:

WATER LINE _____

SEWER LINE _____

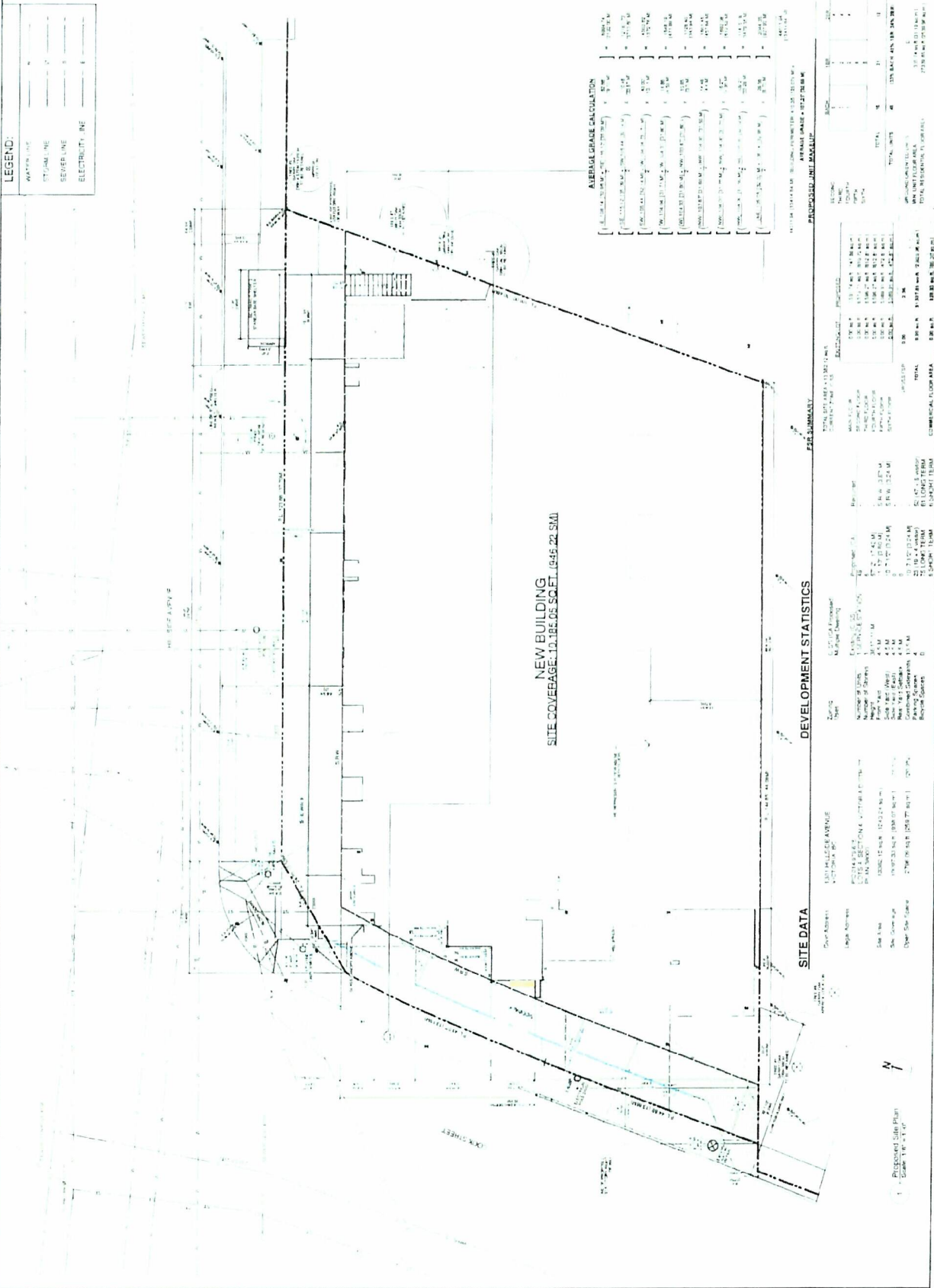
ELECTRICITY LINE _____

SH ST. ANNE RIVER AND
ADJUTANT GENERAL'S
QUARTERS

1301 Hillside Ave.
Vancouver, BC

Site Plan

A1 02



AVERAGE GRADE CALCULATION

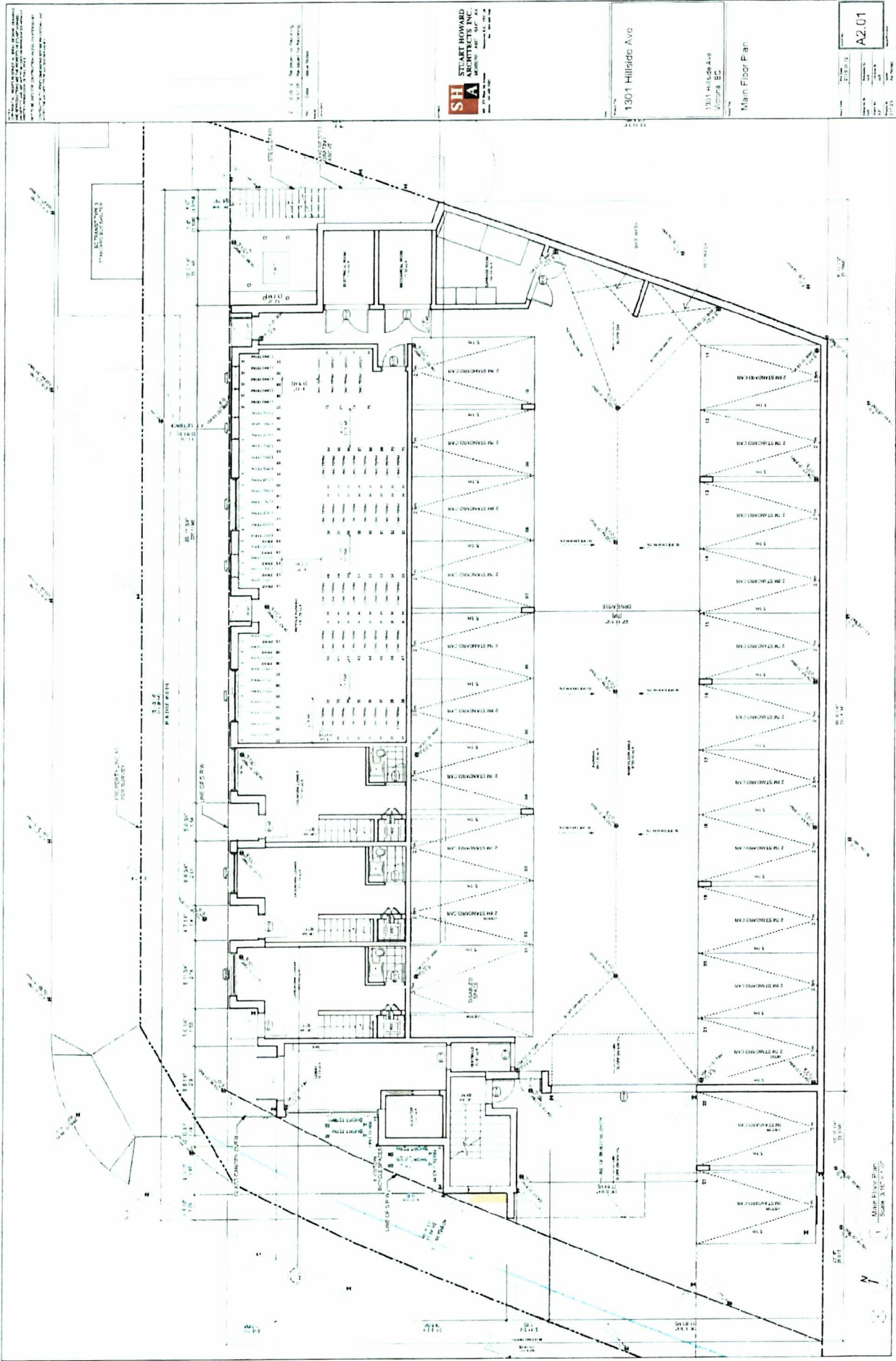
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100. 10.00 x 10.00 = 100.00	10.00

DEVELOPMENT STATISTICS

Category	Area (sq. ft.)	Area (sq. m.)
Lot Area	12,186.05	346.22
Building Footprint	1,200.00	34.82
Parking Area	1,000.00	29.27
Driveway Area	500.00	14.64
Other Area	586.05	17.13
Total	13,472.10	397.86

SITE DATA

Property	Value
Lot Area	12,186.05 sq. ft. (346.22 SM)
Building Footprint	1,200.00 sq. ft. (34.82 SM)
Parking Area	1,000.00 sq. ft. (29.27 SM)
Driveway Area	500.00 sq. ft. (14.64 SM)
Other Area	586.05 sq. ft. (17.13 SM)
Total Area	13,472.10 sq. ft. (397.86 SM)



1. ALL DIMENSIONS ARE TO FACE UNLESS NOTED OTHERWISE.
2. ALL WALLS ARE 1/2" THICK UNLESS NOTED OTHERWISE.
3. ALL DOORS ARE 3'0" WIDE UNLESS NOTED OTHERWISE.
4. ALL WINDOWS ARE 6'0" WIDE UNLESS NOTED OTHERWISE.
5. ALL FLOORS ARE 4" THICK CONCRETE UNLESS NOTED OTHERWISE.
6. ALL CEILINGS ARE 8'0" HIGH UNLESS NOTED OTHERWISE.
7. ALL STAIRS ARE 44" WIDE UNLESS NOTED OTHERWISE.
8. ALL ELEVATIONS ARE TO FACE UNLESS NOTED OTHERWISE.
9. ALL FINISHES ARE TO BE DETERMINED BY THE ARCHITECT.
10. ALL MATERIALS ARE TO BE DETERMINED BY THE ARCHITECT.

SH STUART HOWARD
ARCHITECTS INC.
1301 Hillside Ave.
Vancouver, B.C.
V6L 1A1
Tel: 604-681-1111
Fax: 604-681-1112
www.stuart-howard.com

1301 Hillside Ave

1301 Hillside Ave
Vancouver, B.C.

2nd Floor Plan

A2.02

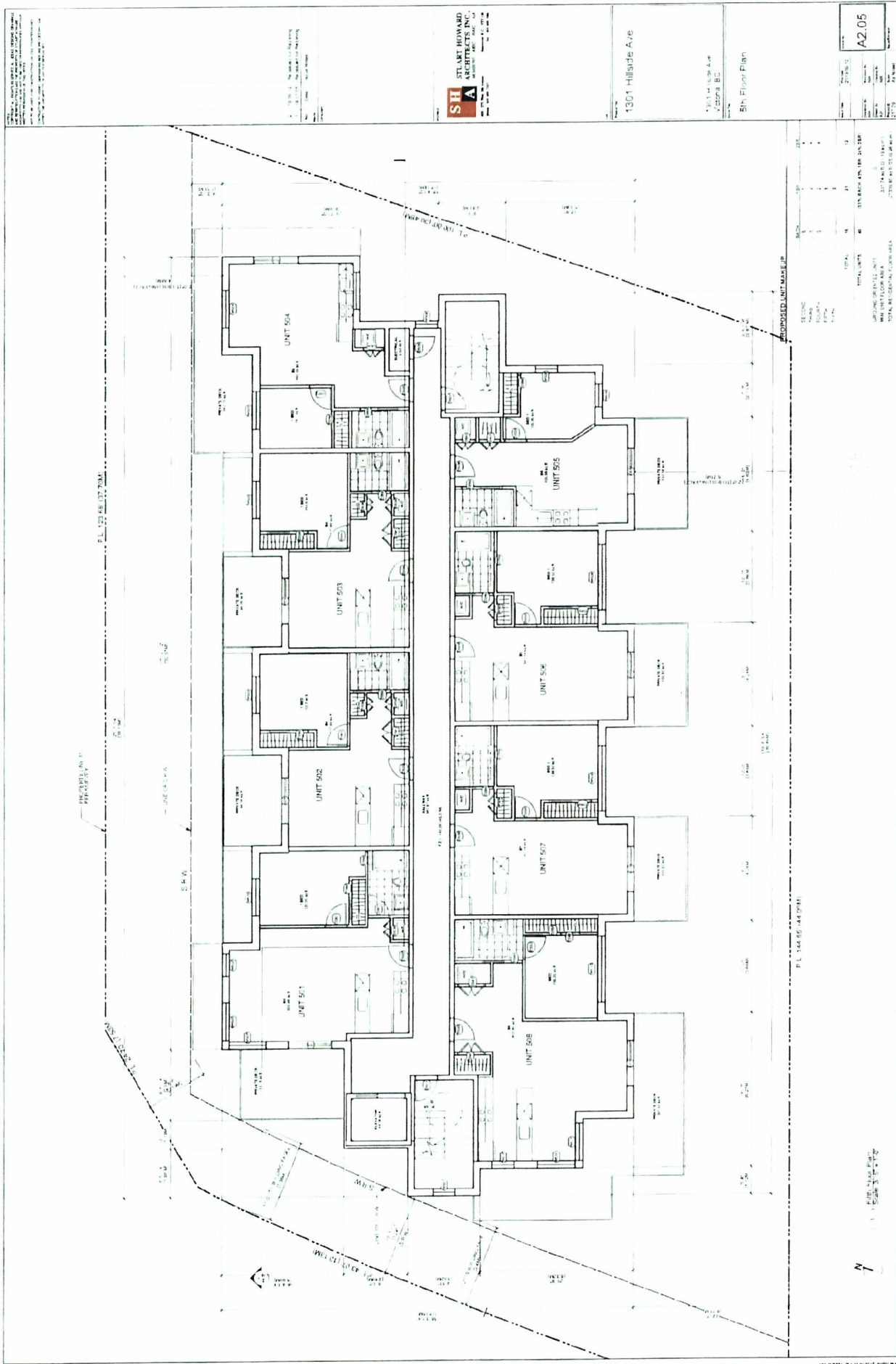
Project No.	20110101
Client	STANLEY HOUSING SOCIETY
Location	1301 Hillside Ave, Vancouver, B.C.
Scale	1/8" = 1'-0"
Date	2011.01.01
Drawn By	SH
Checked By	SH
Approved By	SH



UNIT	201	202	203	204	205	206	207	208	TOTAL
Area (sq. ft.)	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	8,800
Count	1	1	1	1	1	1	1	1	8

STANLEY HOUSING SOCIETY
1301 Hillside Ave
Vancouver, B.C.
V6L 1A1
Tel: 604-681-1111
Fax: 604-681-1112
www.stanleyhousing.com

1 - Second Floor Plan
Scale 1/8" = 1'-0"



SH STUART HOWARD
ARCHITECTS, INC.
1000 15th St. NW
Washington, DC 20004
Phone: 202-462-1000
Fax: 202-462-1001
www.sharchitects.com

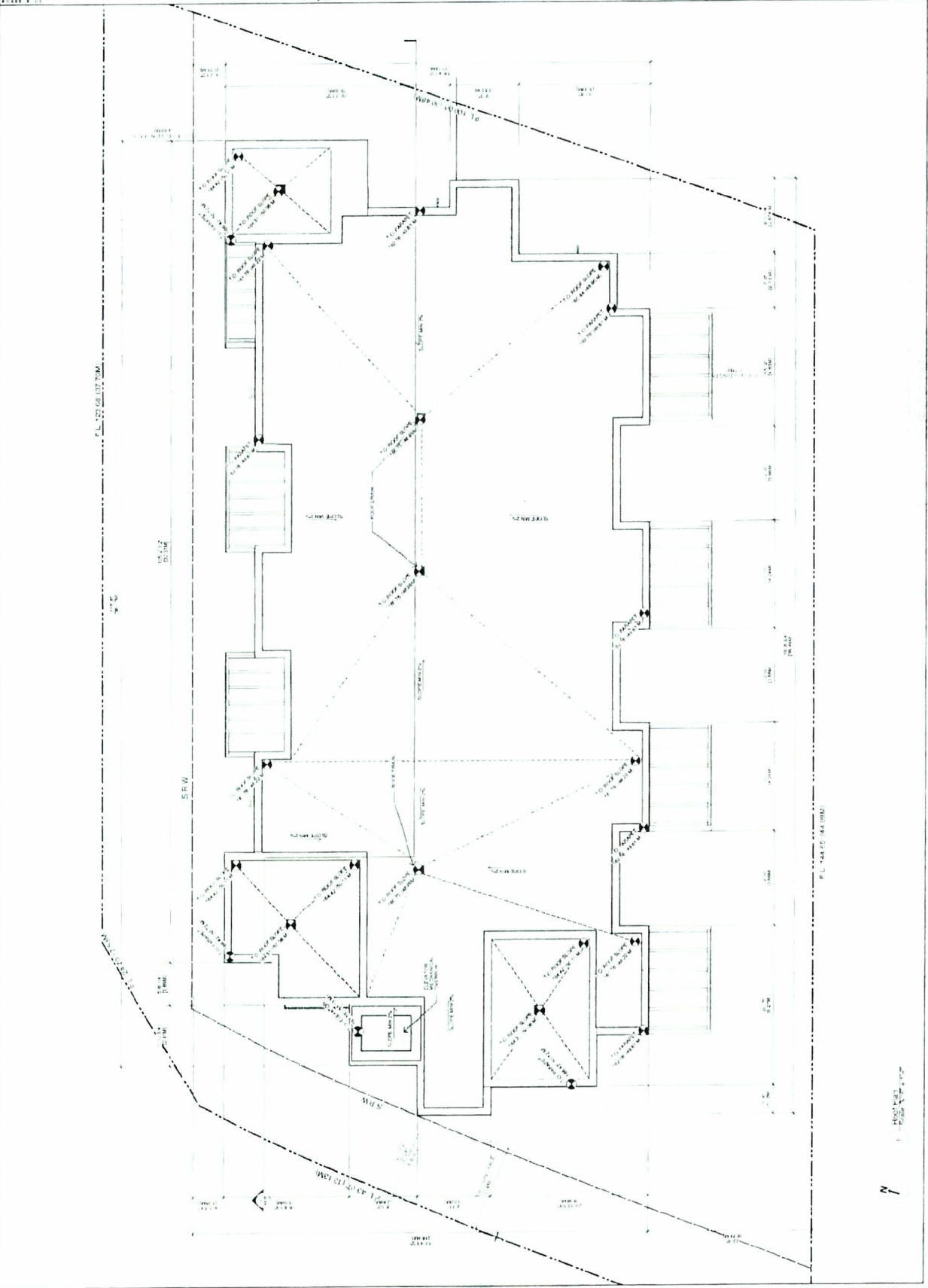
1301 Hillside Ave

5th Floor Plan

A2.05	
DATE	01/11/11
BY	SH
CHECKED	SH
APPROVED	SH

PROPOSED UNIT MASSING			
REVISION	DATE	BY	REASON
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99	01/11/11	SH	ISSUED FOR PERMIT
100	01/11/11	SH	ISSUED FOR PERMIT

1301 Hillside Ave
5th Floor Plan
A2.05



$$A \quad \text{B} \quad \text{C} \quad \text{D} \quad \text{E} \quad \text{F} \quad \text{G} \quad \text{H} \quad \text{I} \quad \text{J} \quad \text{K} \quad \text{L} \quad \text{M} \quad \text{N} \quad \text{O} \quad \text{P} \quad \text{Q} \quad \text{R} \quad \text{S} \quad \text{T} \quad \text{U} \quad \text{V} \quad \text{W} \quad \text{X} \quad \text{Y} \quad \text{Z}$$

- | | | | |
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| 1 | BRIDGE | BRIDGE | BRIDGE |
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| 3 | BRIDGE | BRIDGE | BRIDGE |
| 4 | BRIDGE | BRIDGE | BRIDGE |
| 5 | BRIDGE | BRIDGE | BRIDGE |
| 6 | BRIDGE | BRIDGE | BRIDGE |
| 7 | BRIDGE | BRIDGE | BRIDGE |
| 8 | BRIDGE | BRIDGE | BRIDGE |
| 9 | BRIDGE | BRIDGE | BRIDGE |
| 10 | BRIDGE | BRIDGE | BRIDGE |

North Elevation
Scale: 3/16" = 1'-0"

Receive from
City of Victoria

2000

A3.01

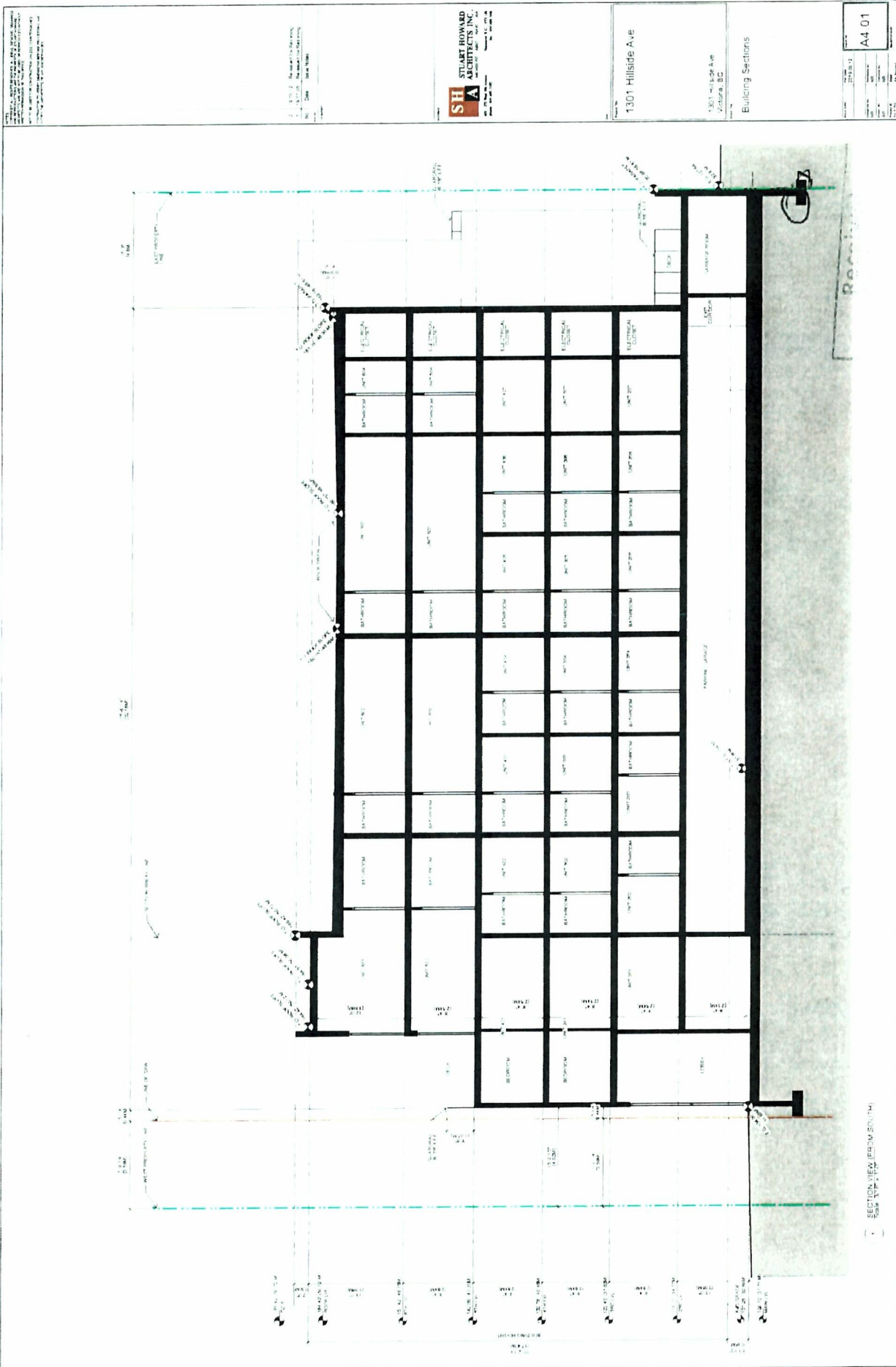
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1301 Hillside Ave

3314 Highway Ave
Victoria BC

Building Elevations

SH A
STUART HOWARD
ARCHITECTS INC.
MEMBER OF AEC / AIA / C. A. A.



SEP 11 1991

A4 01

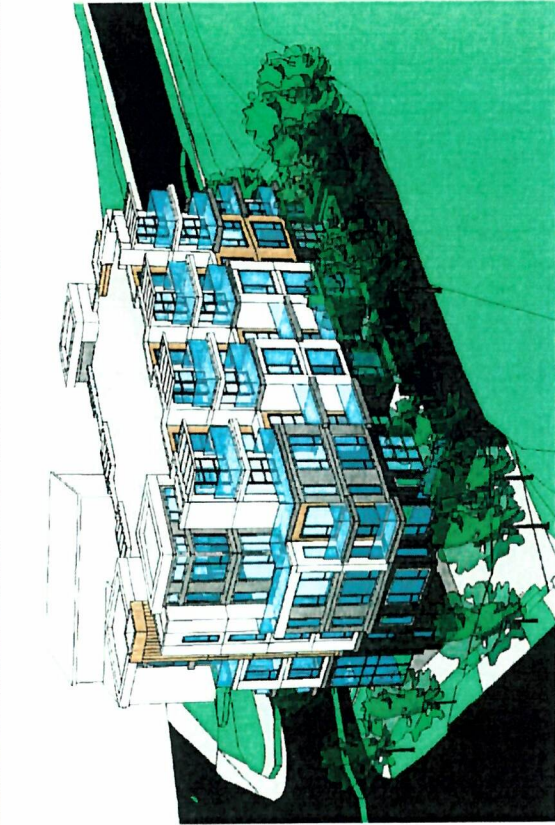
Building Sections

1301 Hillside Ave
Victoria, BC

1301 Hillside Ave

SH STUART HOWARD
ARCHITECTS
1301 Hillside Ave
Victoria, BC
V8N 2P1

2. ELEV. 2. All rooms are to be finished with carpet and walls.



19. *Journal of the American Medical Association*, 271:1033-1034 (1994).

1

1

10

10

•

Age	Gender	Height (cm)	Weight (kg)	Body Mass Index (kg/m ²)
18	Male	175	75	24.5
22	Female	165	60	22.0
25	Male	180	80	24.7
30	Female	170	70	24.2
35	Male	175	75	24.5
40	Female	165	60	22.0
45	Male	180	80	24.7
50	Female	170	70	24.2
55	Male	175	75	24.5
60	Female	165	60	22.0
65	Male	180	80	24.7
70	Female	170	70	24.2
75	Male	175	75	24.5
80	Female	165	60	22.0
85	Male	180	80	24.7
90	Female	170	70	24.2



STUART HOWARD
ARCHITECTS INC

[illegible]

1

1301 Hillside Ave.

9780191042891 14.95 pbk. 200pp. A. 2009

Perspectives

DATE: 10/10/2000	Page: 1000	2713.000 2
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Dimensions in inches	Dimensions in mm
1/2"	12.7
3/4"	19.0
1"	25.4
1 1/2"	38.1
2"	50.8
2 1/2"	63.5
3"	76.2
3 1/2"	88.9
4"	101.6
4 1/2"	114.3
5"	127.0
5 1/2"	140.0
6"	152.4
6 1/2"	165.1
7"	177.8
7 1/2"	190.5
8"	203.2
8 1/2"	215.9
9"	228.6
9 1/2"	241.3
10"	254.0
10 1/2"	266.7
11"	279.4
11 1/2"	292.1
12"	304.8
12 1/2"	317.5
13"	330.2
13 1/2"	342.9
14"	355.6
14 1/2"	368.3
15"	381.0
15 1/2"	393.7
16"	406.4
16 1/2"	419.1
17"	431.8
17 1/2"	444.5
18"	457.2
18 1/2"	469.9
19"	482.6
19 1/2"	495.3
20"	508.0
20 1/2"	520.7
21"	533.4
21 1/2"	546.1
22"	558.8
22 1/2"	571.5
23"	584.2
23 1/2"	596.9
24"	609.6
24 1/2"	622.3
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25 1/2"	647.7
26"	660.4
26 1/2"	673.1
27"	685.8
27 1/2"	698.5
28"	711.2
28 1/2"	723.9
29"	736.6
29 1/2"	749.3
30"	762.0
30 1/2"	774.7
31"	787.4
31 1/2"	800.1
32"	812.8
32 1/2"	825.5
33"	838.2
33 1/2"	850.9
34"	863.6
34 1/2"	876.3
35"	889.0
35 1/2"	901.7
36"	914.4
36 1/2"	927.1
37"	939.8
37 1/2"	952.5
38"	965.2
38 1/2"	977.9
39"	990.6
39 1/2"	1003.3
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41"	1041.4
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45"	1143.0
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47"	1193.8
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60"	1524.0
60 1/2"	1536.7
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61 1/2"	1562.1
62"	1574.8
62 1/2"	1587.5
63"	1600.2
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64"	1625.6
64 1/2"	1638.3
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65 1/2"	1663.7
66"	1676.4
66 1/2"	1689.1
67"	1701.8
67 1/2"	1714.5
68"	1727.2
68 1/2"	1740.9
69"	1753.6
69 1/2"	1766.3
70"	1779.0
70 1/2"	1791.7
71"	1804.4
71 1/2"	1817.

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SH **A**

STUART HOWARD
ARCHITECTS INC.
ARCHITECTS • INTERIORS • PLANNING • DESIGN

1000 17th Street, Suite 1000, San Francisco, CA 94103
Tel: 415.774.1000 Fax: 415.774.1001

1301 Hillside Ave

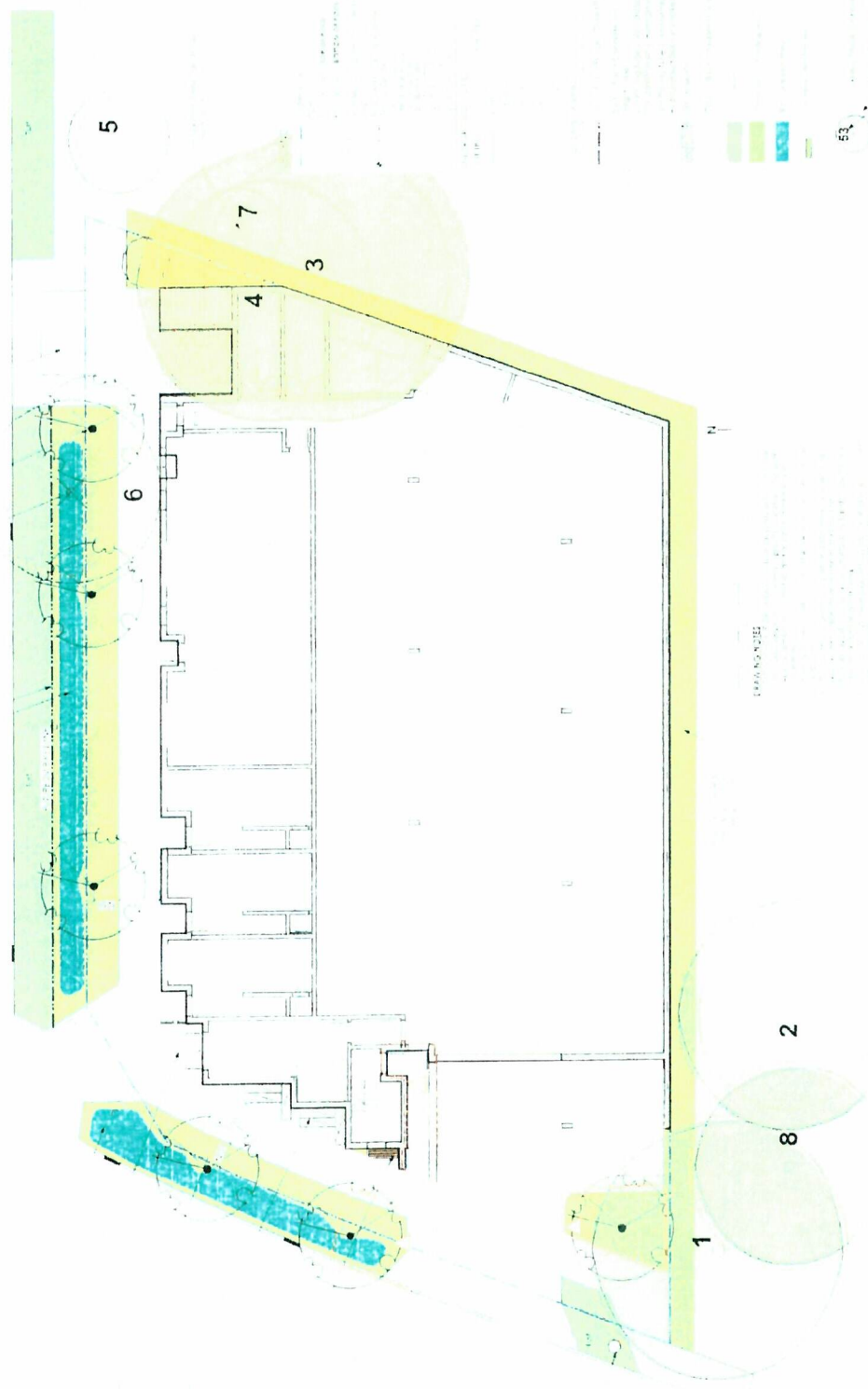
1301 Milde Ave
Victoria, BC

Door Schedule

A802

SEP 13 2009

Hillside Ave



ALL DIMENSIONS TO THE MEAN HORIZONTAL POSITION
AND ARE SPECIFIC TO THIS PLAN

4P 13 2019

NOTICE CONCERNING

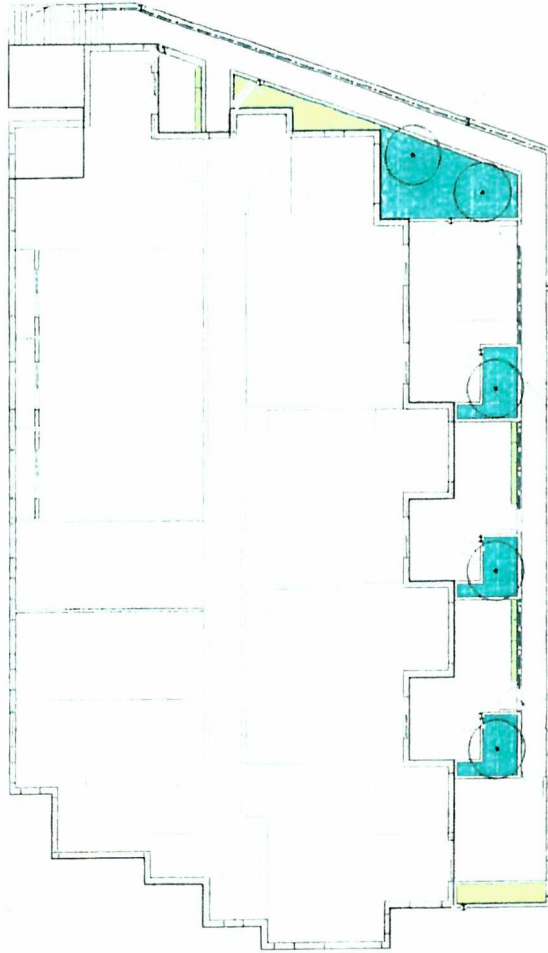


NOTICE CONCERNING

NOTICE CONCERNING

Second Floor
Landscape
Materials

L1.02

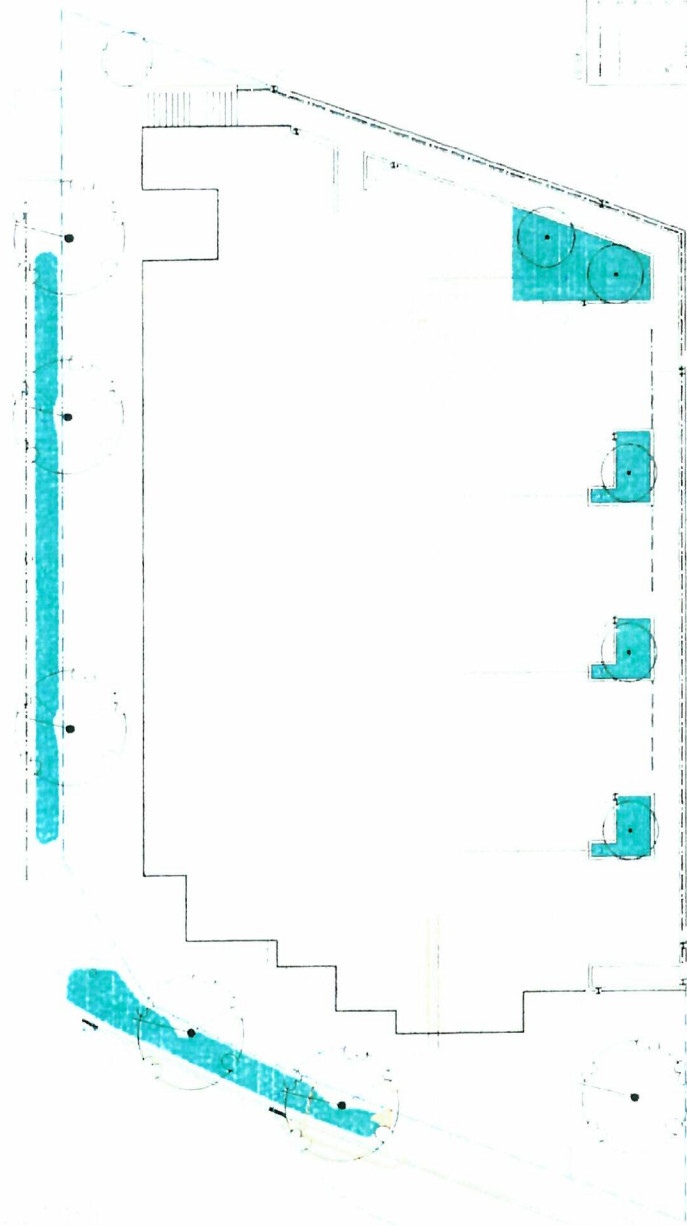


NOTICE CONCERNING THE SECOND FLOOR LANDSCAPE MATERIALS

7

11.03

NOTES:
1. ALL DIMENSIONS TO FACE UNLESS OTHERWISE NOTED.
2. FINISHES TO BE AS NOTED.
3. SEE SPECIFICATIONS FOR MATERIALS AND METHODS OF CONSTRUCTION.
4. SEE SITE PLAN FOR LOCATION OF THIS PLAN.



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SEP 13 2009

11.03

NVISION

PROPERTIES

July 8th, 2019

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

RE: 1301 Hillside Avenue,
Resubmission – Development Permit Rezoning and OCP Amendment Application

Dear Mayor and Council,

On behalf of NVision Properties, I am pleased to resubmit for your consideration our development proposal for the vacant land and former gas station at 1301 Hillside Avenue.

Over the past few months we have been working with City Staff and our Consulting Team on a number of improvements to this unique and innovative project. We have recently had a second CALUC Meeting, as well as been through the Advisory Design Panel process. As a result, 1301 Hillside is now a 49 unit market condo project with 14 units of affordable ownership housing (28.5%) – through a partnership with BC Housing. The site is a former gas station site on 2 arterials. The FSR is 2.38 and the difference from the site zone 2.0 to 2.38 is the affordable housing component.

Parking is provided at 0.48:1

The scope of improvements include:

- a) New parking access point off Cook St.
- b) Parkade entry is set back from the street to allow for more efficient pickup and drop off as well as 2 visitor parking spaces.
- c) The ground floor has three – 2 storey live/work units along Hillside Ave.
- d) Bicycle Parking has been moved from the mezzanine level to the Main Floor – with convenient street level access points along Hillside. As biking is an affordable and likely transportation option for this site and building, a 1.34 : 1 bike parking ratio is proposed.
- e) Electrical bike parking is also planned.
- f) A bike wash, and pet wash are proposed.
- g) We have changed the project from a purpose built rental to an affordable ownership housing project. Of the 49 total homes in the project – 14 will be targeted as Affordable Ownership Housing. We are in discussions with BC Housing to set up a program where units can be affordable by a) being priced at a value below market b) purchasers will have maximum income qualifications and c) minimum tenure requirements. Further details will follow.



COMMUNITY VALUES LIVE HERE

227-1175 Cook Street, Victoria, BC, Canada V8V 4A1
nvisionproperties.com

- h) While the lower floor plans remain the same shape, the building will step back on the upper two floors – to give the building a lower feel and more sensitive relationship to the street.
- i) Second floor units that face onto the Cridge lands, have been designed to open onto the same level as the Cridge Park – which will give these units more of a townhouse at grade feel. An exterior walkway leads from the street to these “ground oriented” units.
- j) A two storey brick base – will give the building a traditional/heritage feel to the lower levels. The brick material compliments the Cridge brick as a building material.
- k) As the site is situated along a number of major bus routes, a bus seating area has been incorporated along the Hillside street level
- l) The total FSR at 2.38 is under the DCAP large urban village of 2.50.
- m) The difference between the total FSR (2.38) and the zoned FSR (2.0) will be designated as affordable ownership housing.
- n) The building as designed has 49 units, 16 are studios including 3 live/work units, 21 are one bedrooms and 12 are two bedroom units.

In response to the City's concerns:

- a) Floor areas now shown have been taken from the inside dimensions of all units.
- b) We recalculated grade as per the City's comments and so Average Grade changed slightly in the data tables as well as affected building height. Also, we adjusted the building grades at Level 1 to better accommodate existing grades and sidewalk as per comments.
- c) The parking area access point has been redesigned so that stalls 22 and 23 have a minimum of 7.0m rear aisle clearance.
- d) Parking Calculations for both bicycle and vehicles are shown on Drawing A1.02 – as well as in the recently submitted Watt parking study.
- e) Visitor Parking stalls have been identified as 22 and 23.
- f) % value of driveway and parking slopes have been added to the drawings A2.01
- g) Property lines and SRW lines have been removed from elevations.
- h) Architectural and Landscape Plans should now be coordinated.
The Bike Wash and Pet Wash areas have been moved – to be closer to the garbage room
- i) All Data tables have been adjusted to match revisions
- j) A sewage attenuation report was previously submitted.
- k) In terms of transportation comments:
 - i. The size of stalls 22 and 23 have been adjusted to comply to requirements.
 - ii. The Cook St drop off zone has been eliminated – as suggested.
 - iii. Measures identified in the Parking Study to reduce the projects parking requirements are currently being worked on. We will advise when finalized.

With the attached development permit, rezoning and OCP amendment application, NVision Properties offers The City of Victoria a unique solution to a challenging and important development site in the Hillside Corridor. Contained in this package are the details for what I believe will become a landmark building at the corner of Hillside Avenue and Cook Street. As mentioned, unique to this 49 unit project will be the 14 affordable ownership housing units that have been developed into this building.

Our proposal speaks to Victoria's future as a less car dependent city and directly addresses the need for new affordable ownership housing in our rapidly growing city. For this project – 24 parking spaces are provided – a rate of 0.48: 1.0 Sub Surface parking at this site, cannot be achieved due to the previous use of the site as a gas station. Bike parking is intended to be convenient – with the Bike parking room with bike wash at grade – with direct access from Hillside. Scooter parking is also available in the parkade.

We have taken the opportunities and constraints inherent to the land at 1301 Hillside head on and designed a timeless building that speaks to the future of Victoria and the future of the Hillside Corridor as articulated in the Official Community Plan. The site has amazing opportunity in the form of; an Urban Residential designation; its location directly adjacent to two major arterials that provide transit access to the Downtown, Camosun and UVic; as well as its central and walkable location, which is book-ended by Hillside Mall to the east and Quadra Village to the West. Due to all these locational benefits – we believe that a building with a 2.38 density can be justified.

Additional parking is constrained as a result of its past use as a gas station, by way of a restriction on any subsurface uses (i.e. underground parking), a result of the environmental remediation process that it has gone through.

As such, an ordinary approach to this site would be inappropriate. Instead, our building program was carefully thought out and custom tailored to the site and built on the assumption of limited vehicle parking, given that we are prohibited from constructing underground parking. Our solution to this challenge was to propose an affordable housing project with the following components:

- a) smaller unit sizes
- b) a high volume of bike parking
- c) transit accessible
- d) 3 live/work units on the main floor of the building

The walkable location will attract residents who are interested in living a less vehicle-oriented lifestyle. With a strong understanding of the market and potential users of the site, matched with intelligent product design that delivers on the needs of these users, we feel confident that we've designed a winning project, whose limited parking supply will not negatively impact the surrounding neighborhood or our future residents.

PROPERTIES

Strategies and policies to support our proposal include; the inclusion of 3 live/work units, secure bicycle parking at a rate of 1.34 stalls per unit – directly accessible from the street, we feel the building will be compelling to young professionals, small families and students who may be looking to live car-free or with only one vehicle. An on-site transit stop, walkability to nearby parks, schools, the Cridge Center for the Family and the amenities found in Quadra Village, such as groceries and coffee shops rounds out the package.

From the policy perspective, the OCP calls for Hillside Avenue to become a major apartment Corridor and suggests higher densities are appropriate in locations that are within walking distance of the corridor. We believe that our proposed density of 2.38 is consistent with these objectives.

We feel the timing of this proposal is right and that it supports the vision Victoria Council has embarked on to reduce our collective reliance on single occupant vehicles and instead encourage more trips to be made by walking, cycling and transit. As one of the first major projects in the Hillside Corridor, we take comfort in knowing that our proposal is taking many of its cues directly from the vision Council has articulated for a better designed, healthier Hillside Corridor. Our proposal plays a vital role in supporting Council's vision for this area, transforming a forgotten corner and a former gas station into something much more valuable to the community.

We envision a landmark building that creates a new design language for the neighborhood, one that will improve the pedestrian experience at Cook and Hillside and spur positive change in the Quadra Village. Our future residents are exactly what is needed to rejuvenate this corner and bring new life to this forgotten site. They will use the new pedestrian and cycling infrastructure upgrades that Council is implementing today. Many will rely on transit as their primary mode of transportation for long distance trips and will walk or cycle for their daily trips to pick up groceries or visit the local coffee shop.

Our novel approach to this formerly contaminated site directly supports Council's goal of transitioning the Hillside Corridor into a transit-oriented multi-family area. Most importantly, although this application is in progress and not subject to Council's new housing policy – we are proposing an ownership project that provides 28% affordable housing units – that can be supported through increasing density.

We are very excited to submit this application for your consideration and sincerely hope you will find merit in our proposal. I hope Council can share in our vision of this site and recognize that such a unique property requires a unique solution. We believe passionately that this proposal represents the best possible outcome for the site and that it will be very successful in creating appropriate and accessible housing. We hope that you will feel as passionate as we do a look forward to presenting the details of this project to both City Council and the general public.

Sincerely;

Michael Bacon
Development Manager

July 17, 2019

Mayor and Council
City of Victoria
1 Centennial Square
Victoria BC
V8W TP6

RE: Rezoning Application 1301 Hillside Ave., Victoria, BC. - Sustainability Statement

Our 49-unit multifamily development on Hillside Ave incorporates numerous sustainable features, as outlined below.

1. Built Green

In addition to meeting the requirements of new step code 2, The development will be targeting Built Green Silver Certification.

2. Site Selection and Design

The existing vacant lot does not contain any existing buildings, plants, streams, rivers, lakes, ponds, wetlands, marine shorelines, wildlife or plant communities. Our development is consistent with the Official Community Plan (OCP), which identifies the site, located on Hillside Ave., as being suitable for a 6-storey multi unit complex.

Our proposal accommodates this with a market housing project, with various unit sizes, including large decks and considerable amounts of exterior amenity spaces. Our proposal is situated near many amenities, including Hillside Mall, Oaklands Elementary School, Cridge Centre for the family and on two major bus routes and bike lanes.

The lot is a former service station with associated soil contamination. Part of our proposal is the procurement of a Certificate of Compliance from the Ministry of the Environment certifying satisfactory environmental protection.

3. Passive Design Practices

Many Passive Design Features have been adopted in the project, such as the orientation of the building aligned along the East-West axis to improve solar gain in winter months, thereby reducing heating loads. Other features include using appropriate insulation and energy efficient windows to mitigate heat loss in the winter and heat gain in the summer. The internal layouts have been designed to reduce the need for artificial lighting especially in living areas.

4. Innovation and Design

We plan to use an integrated Design process to reduce on-site and off-site impacts, to reduce energy and water consumption and to increase construction waste diversion.

A number Rainwater Gardens are proposed on site and in the boulevard, which collect water run off from the buildings roof and patios. These rainwater gardens and planters are designed with under drains and a high capacity overflow drain, which connects to the onsite, storm drainage systems. The gardens are sized such that they are 5% of impervious site area (as per City of Victoria's Stormwater Guidelines). On site facilities such as the garbage room on the ground floor encourage on site facilities for recyclables, organic materials and general waste.

Where possible, materials with high recycled content, and, or locally sourced materials will be used. This includes the usage of recycled content Brick cladding, recycled floor underlay, energy star appliances and low VOC paints and stains.

We have also designed the building to be solar ready – this a shaft that will run from the roof into the mechanical room – for future solar hot water.

The construction of the proposed six-storey apartment building will generate employment for local contractors and sub-trades. With the 49 units that will be provided on this site (replacing the former service station) we expect to see a rise in the tax base. The increase in residents will also greatly benefit the local economy and nearby businesses, as the building is within walking distance to Hillside Town Centre and Quadra Village.

The proposed development will be tying into the existing municipal infrastructure and services. Reduced long-term maintenance for the building is another environmental factor that has been considered: the proposed cladding is durable and requires little maintenance; and the use of brick has been employed to ensure durable, long-lasting performance.

5. Transportation

Being situated on Hillside Ave. allows for excellent access to public transportation: the bus routes to downtown, UVIC, Swartz Bay and Mayfair Shopping Centre run along the Avenue. Oaklands has 2km of existing bicycle routes with future routes proposed. We have provided a secure, enclosed bicycle room, with 66 long term bicycle racks at the ground floor and six short term spaces at the entrance to the building for easy and convenient use. There is also a bike wash station as well as plug in locations for approx. 20 E bikes. Car share options in the area include Modo and Zipcar, which provide alternate modes of transport. It is also planned to rough in 4 EV charging stations for electric vehicles.

The building is also situated within walking distance to many basic needs in the Town Centre such as Hillside Mall and Quadra Village, restaurants, convenience stores and medical and dental offices.

6. Energy Efficiency

We plan to use the services of a professional engineer/envelope consultant who specializes in energy modeling to reduce the energy used in the building. The building is designed to meet Step Code 2 as well as built green silver. It is also planned to rough in 4 EV charging stations for electric vehicles.

7. Water

The proposal reduces typical water usage on site by incorporating low flow fixtures, faucet aerators, and a high efficiency irrigation system inclusive of an envisioned storm water retention tank. Dual flush toilets ultra-low flow will also be used.

8. Site Permeability

We plan to use Permeable Unit Pavers where possible on the site. The gaps/ pores in the concrete paving blocks allow stormwater to drain into a stone filled reservoir base below the surface, then into the soil.

9. Landscaping and Urban Forest

The lot contains one existing tree, which we propose to retain. The lot does not exist in an ecologically sensitive area requiring restoration nor does it exist in an area that lends itself to wildlife corridors. Green design considerations include the possible planting of new trees at the north and the west of the site to create canopies for shade and privacy. We propose to introduce plants and trees with a strong emphasis on native species where possible, to contribute and enhance the urban forest and to provide insect and small animal shelter. The site is located adjacent to a Garry Oak meadow located on the Cridge property, and care will be given to protect these trees while we are under construction.

10. Urban Agriculture

There are large decks proposed on the second, fifth and sixth floor in the project, which could act as possible vegetable garden plots for residents.

11. Community Consultation

As outlined in our letter to Mayor and Council, NVision Properties conducted a thorough engagement process with community members around the project site. The process included door-to-door introductions, delivery of information flyers and two separate public open house meetings with the nearby neighbours. Neighbourhood feedback received during the engagement process helped shape and improve the design and character of the final design of this submission.



12. Community Character and Liveability

Architectural design features adopted help to enhance the streetscape along both Hillside Ave. and Cook Street creating visual permeability and engagement between the pedestrian realm and the interior space. The traditional materials of brick and wood have been chosen to acknowledge the heritage buildings in the area,

13. Employment

The construction of the proposed six-storey apartment building will generate employment for local contractors and sub-trades.

14. Diversification and Enhancement

With the 49 units that will be provided on this site (replacing the former service station) we expect to see a rise in the tax base. The increase in residents will also greatly benefit the local economy and nearby businesses, as the building is within walking distance to Hillside Town Centre and Quadra Village shopping areas.

15. Efficient Infrastructure and Operational Cost Savings

The proposed development will be tying into the existing municipal infrastructure and services. Reduced long-term maintenance for the building is another environmental factor that has been considered: the exterior cladding is durable and requires little maintenance; and the use of brick has been employed to ensure durable, long-lasting performance.

Conclusion:

By providing a high quality, well designed multi-family market rental development in a area that has the infrastructure in place to support the increased density, we feel this development will be a positive and sustainable addition to the Oaklands Neighbourhood.

Michael Bacon B.E.S., M. Arch., MAIBC
Development Manager
NB Vision Properties



COMMUNITY VALUES LIVE HERE
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nbvisionproperties.com



ABSTRACT
developments

September 3, 2019

Mayor and Council
City of Victoria
1 Centennial Square
Victoria BC
V8W TP6

RE: Rezoning Application 1301 Hillside Ave., Victoria, BC. – Accessibility Statement

Our 49-unit multifamily development on Hillside Ave incorporates numerous mandatory and voluntary accessibility features, as per the City of Victoria the District of Saanich's guidelines. In summary we are compliant with Section 3.8 of the BCBC and in addition, the following details are used to further enhance the building for accessible living.

Building Access

Abstract Developments has ensured that barrier-free access shall be provided to each dwelling unit and to each type of common amenity space from the street. As well, barrier-free access from a private parking area will also be provided to the same building components.

Both the street entry, as well as, the private parking area will have elevator accessibility. Further, a 1500mm by 1500mm covering over the building entry area will also be achieved. On-site parking will include one accessible parking stall.

Doors and Doorways

The minimum clear opening for doors/doorways are as follows:

- i. All suite entry doors and doors in common areas are more than 850mm.
- ii. All interior doors within a dwelling unit are more than 800mm.

All patio/balcony doors will have an 800mm clear doorway opening.

Maneuvering Space at Doorways

Suite entry doors and door assemblies in common areas will not have less than the following:

- i. Pull door (swings toward the area), 1220mm long by the width of the door plus at least 300mm clear space on the latch side
- ii. Push door (swings away from the area), 1220mm long by the width of the door plus at least 300mm clear space on the latch side
- iii. Doors in a series in common areas have a separation of at least 1220mm plus the width of the door.



ABSTRACT
developments

Corridor Widths

Common corridors will be more than 1220mm wide (minimum width for accessible corridors)

Bathrooms

All en-suite bathrooms will have sliding pocket doors which increases accessibility.

Windows

Abstract will ensure that the window sill height does not exceed 750mm above the floor, as well as, the window opening/locking mechanism will not exceed 1170mm above the floor.

The above outlines a few of the features that will make living more accessible at 1301 Hillside.

Michael Bacon

Development Manager

T: 250.883.5579 F: 250.801.1317

E: mbacon@abstractdevelopments.com



ABSTRACT

301-1106 Coolmont, Victoria, BC Canada V8V 1J9

www.abstractdevelopments.com



Mission

Strengthening the Oaklands community by providing programs, services and resources for its residents, businesses and visitors.

Oaklands Community Association Land Use Committee January 30, 2017 Meeting Minutes

****Location:** Oaklands Community Centre - 2827 Belmont Avenue

****Time:** 7:30 p.m.

Contact: landuse@oaklandsca.com

Preliminary Development Proposal

1. 1501-1503 Haultain – currently zoned C-1 (Limited Commercial District)

Dave Maxwell of Fernwood Community Association Land Use Committee facilitated a discussion and the owner of this property answered questions about the development.

- Variances being requested are for reduced parking (4 instead of 12) and setbacks.
- The owner indicated they would explore car sharing options for tenants.
- Many people in attendance shared concerns about overflow parking affecting nearby businesses and neighbours.

Community Meeting

2. 1301 Hillside – currently zoned C-SS (service station)

This is a project by Abstract Developments to build a 6 storey, 46 unit rental building on the corner of Cook and Hillside. The developers previously presented to the land use committee and neighbours at the November 28, 2017 meeting ([find the minutes here](#)), and other open houses they have hosted on the project.

- Approximately fifteen people were in attendance for this community meeting.
- Because this lot was a gas station, the Ministry of Environment is issuing a certificate of compliance that states that there can be no excavation on site, or ground floor residential use. Because of this limitation, the ground floor will be used for parking.
- The design is an Edwardian style to complement the Cridge Centre.
- Several people in attendance shared concerns about tenants without an on-site parking place using nearby streets to park.

- Some people had concerns about the location of the bus stop on the south side of Hillside Ave., and the traffic pattern entering and exiting the building.
- Some people voiced their support for the development, and said that the density is appropriate for the busy Hillside Corridor. Others were concerned that this building will be taller than most of the other buildings currently on Hillside Ave.
- A representative from the Cridge Centre indicated their support for the project.



Mission

Strengthening the Oaklands community by providing programs, services and resources for its residents, businesses and visitors.

Oaklands Community Association Land Use Committee March 25, 2019 Community Meeting Minutes

Location: Oaklands Neighbourhood House - 2629 Victor Street

Contact: landuse@oaklandsca.com

Meeting overview:

On March 25, 2019, the Oaklands Community Association Land Use Committee (CALUC) hosted a community meeting for a proposed condominium development at 1301 Hillside Ave. The meeting was attended by 41 residents (Participants) and 4 representatives of Abstract Developments (Developer)

Project summary:

The Developer provided a summary of the proposed project and noted that it was a revised concept initially proposed in the Spring of 2018. The Developer outlined the major changes to the design of the revised building design as follows:

- A change to a market condo project with and affordable housing component (50 units of which 16 would be marketed as affordable housing¹)
- Change to more contemporary structure – roughly same footprint with setbacks on the upper levels – building height reduced by 12ft.
- From 0.7 to 1 parking unit per market condo with no parking for affordable units
- Access to parking moved to Cook St and bike parking same between proposals.

The Developer outlined their rationale for the change from rental building to market condos and changes to the design:

- Increase in construction costs made rental building cost prohibitive; as well In Victoria there are 2000 rental units and affordable housing units in development
- Market sales would subsidize the 16 affordable units (roughly 10% below) or slightly less than \$299k (estimated)
- In design changes the Developer stated that they considered OCP and community input following community meeting for the original building proposal.
- Stepped design to reduce appearance of the height of the façade and more engagement with the pedestrian area including live work units on the ground floor

¹ The Developer noted that they are working with [BC Housing](#) to define the thresholds for affordable housing for the development.

- The project would require the removal of one Garry Oak tree however 10 Garry Oak trees would be planted as well as 5 other species (yet to be selected)

Summary of discussions:

The meeting participants inquired about the relative costs of construction, the potential for additional building amenities such as roof top gardens, the potential impacts to local traffic from vehicles entering and exiting on Cook St and impacts to local parking from increased residential density and the variance on the parking as required under current City of Victoria building policy.

Costs of construction and overall building design:

Participants were interested in the costs of construction and how the design had changed in response to their previous concerns with the older design. One participant noted a previous commitment by the Developer to outline the rough costs to remediate the site to accommodate the required parking under City policy. The Developer noted the building would be about the same price to construct but would be roughly 12ft lower in height due to change from modular construction to onsite construction methods. Amenities such as bike parking gardening plots for ground floor units would remain roughly the same as the previous design. In response to suggestions for additional gardening and/or green space, the Developer noted the inherent limitations of the site due to it's historical use as a gas station. The CALUC noted a general recognition of the incorporation of some of the previous feedback and a general appreciation of the varied façade and the balconies in the new design. With respect to remediation of the site, the Developer noted that the cost of remediating the site would make the project economically infeasible, and in any event, the Province placed restrictions on the site use which they must abide by.

Impacts to local traffic:

The meeting participants noted concern about the use of local and residential streets (Cedar Hill Rd, Fernwood Rd, and Haultain Rd.) for motorists attempting to access the building. From their perspective this would increase local traffic on these streets and likely result in motorists making dangerous U-turns on Cook St. The Developer noted that a traffic study that compared traffic volumes between the proposed building and the previous use of the site as a gas station showed considerable increases in traffic for the gas station use of the site. The Developer also noted that there are only two options for placement of the parking garage (Hillside or Cook) and that the City had required the garage access to be moved to the Cook St side. The Developer also noted that the Hillside Corridor is being considered by the City for an all ages and abilities route and that the proposed building is consistent with the City's vision for Hillside Ave. A representative of the Oaklands Rise Group, which is promoting the incorporation of Woonerf street design in Oaklands suggested that the Developer review the Woonerf concept being proposed by the group and to consider ways in which the building supports or could be modified to support their initiative.

Parking:

Parking remains a significant concern for the meeting participants many of whom noted that, from their perspective, the site does not permit suitable parking ratios for the density being requested. The participants were also concerned about sufficient visitor parking and temporary parking for delivery and service vehicles. The Developer noted that the units without parking are designed to appeal to consumers who live a car free lifestyle and noted that the building design has limited spaces for visitor parking and a temporary parking area at the entrance to the garage for delivery and service vehicles. The Developer also contended that given the building's proximity to major transportation corridors, Hillside Mall, and the downtown, that they consider it a good candidate for the requested parking variance. To help gauge whether the impacts to parking are as predicted (i.e. negligible) the Developer committed to a post occupancy study to understand parking impacts from which additional mitigations (such as moto car share) would be explored. The Developer also noted the City's process for having "resident only" parking requirements on surrounding streets, A representative of the Cridge Centre also noted that they are exploring the possibility of selling limited and conditional parking spaces for the residents of the 1301 Hillside building.

whether core policy documents take their cues from Council policies. Joaquin Karakas explained that Ship Point was part of Council's latest strategic plan, and Centennial Square was a focused action plan from the Downtown Public Realm Plan adopted in 2017.

4. APPLICATIONS

4.1 Development Permit with Variance Application No. 00074 for 1301 Hillside Avenue

The City is considering a Rezoning and Development Permit with Variance Application to construct a six-storey mixed-use building with live-work units and long-term bicycle parking on the ground floor fronting Hillside Avenue and vehicle parking at-grade at the rear.

Applicant meeting attendees:

MICHAEL BACON	STUART HOWARD ARCHITECTS INC.
ADAM COOPER	ABSTRACT DEVELOPMENTS
SCOTT MURDOCH	NVISION PROPERTIES
	MURDOCH DE GREEF INC.

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 proposal's massing and density
- the provision of green and open space
- the building's street relationship.

Michael Bacon provided the Panel with a detailed presentation of the site and context of the proposal, and Scott Murdoch provided details of the proposed landscape plan.

The Panel asked the following questions of clarification:

- has there been any reaction from the community in terms of the proposed increase in density?
 - overall the reaction to this version of the project has been mixed, but the community seems happier with the current overall design
 - there has been a positive reaction to seeing the height reduced
 - there is some confusion in the community over the parking requirements and how affordable units affect these requirements
 - there is no reaction to the proposed FSR per se, rather, the proposal is understood in terms of the overall unit count and parking provisions
- in what Large Urban Village is the site located?
 - Jim Handy noted that the Official Community Plan (OCP) identifies the site within the Urban Place Designation, which contemplates densities up to 2:1 Floor Space Ratio (FSR). Affordable housing is not excluded from the FSR calculation, and so the application would require an OCP amendment to allow the proposed FSR. In terms of density, the application is a better fit within the Large Urban Village designation; therefore, the question is whether the Urban Place Designation is amended or whether the site would be assigned the Large Urban Village designation.

- where do the applicants see the proposal fitting within the corridor and context?
 - the 'corridor context' speaks to the OCP which identifies Hillside Avenue as a major transit corridor as well as a high-density mixed-use corridor
 - the density along this corridor is increasing; although the proposed density does not conform to the OCP designation, its scale does conform as up to six stories are contemplated
- is the Cridge Centre secured with a covenant?
 - there are design guidelines within the OCP that apply specifically to the Cridge Centre and the adjacent Gary oak meadow
- Is the Cridge Centre property private or public?
 - as long as there is child care operating on the site, the open space must be maintained
- would residents be able to use the Gary oak meadow?
 - residents would not use this area, but the south facing units would benefit from views to the meadow
- could residents have a picnic in the meadow?
 - the area is semi-public, semi-private; there is a pathway traversing the site but no direct route from the proposal to the meadow
- how affordable are the 16 'affordable' units?
 - the program will be similar to that at the Vivid, which targets first time homebuyers at 10% below market rate
- what variances are requested?
 - the parking variance is the most prominent; the site is challenging as digging underground is not an option and the City envisions major housing at this location
 - the location aligns with a major transit corridor
 - there are also variances to the side yard
- how many parking stalls are required?
 - there will be approximately 50 units; 16 of which will be sold without parking as an opportunity to enter into the housing market, targeting people with a low-car lifestyle
 - the current parking calculation does not factor in the affordable units, as these are not yet secured as affordable
- are there variances to the setbacks?
 - yes; however, the current gas station zoning does not make sense for the project
- is a retaining wall proposed on the south elevation?
 - no; a set of stairs from the southwest corner of the property connects to the private terraces of the south units
- are the private terraces secured?
 - yes, each of the terraces is gated
- what is the height of the retaining wall in relation to the patios?
 - the top of the wall is level with the building's second level
 - the proposal will have the effect of a 5 storey building from the perspective of the Cridge
- how many different materials are proposed?
 - stack-on brick is proposed with a concrete cap on top
 - white cladding and grey cementitious panels, are also proposed, with a similar, linear appearance
 - natural wood is preferred for the wooden portion, but its combustibility needs to be evaluated and longboard may be used instead

- is stucco proposed?
 - no
- is the site's only vehicle access from the northbound lane of Cook Street?
 - yes, no southbound access is possible due to the median divider and three lanes of northbound traffic
- is the garbage room accessed from the parkade?
 - yes
- is there a provision for carshare?
 - not at this time
- is the retaining wall on the east elevation exposed?
 - some of the wall will be exposed, as the grade drops quickly at this location
 - the wall will be clad in brick
- what do the stairs at the east side access?
 - it is another access to the building as well as an exit stair
- was a parking lay-by considered for delivery vehicles or visitors?
 - there are visitor spaces, and enough room in the apron for a vehicle to lay by temporarily
- would the affordable units be evenly distributed throughout the building?
 - yes, and a mix of unit types will be included
- is the intent for the units to be affordable or attainable?
 - they are better described as attainable, as affordable implies a deeper level of affordability
 - they are deemed affordable by the standards within BC Housing's affordable housing program
- what is envisioned for the other three corners of this intersection?
 - Jim Handy noted that a similar density is envisioned for the corner, with three storeys of residential and up to 2:1 FSR.
- should the Panel be concerned about the possibility of setting a precedent along the street for significant variances to parking and side yards?
 - Miko Betanzo noted that the proposal is evaluated against the most applicable standard. However, the ADP may consider how the variances might affect the context and how it relates to the adjacent properties, with consideration to future development.

The Panel discussed:

- the proposal as being in keeping with what is envisioned by the OCP
- appreciation for the challenges to build and access the site, as well as the inability to excavate due to soil contamination from the gas station
- support for the provision of affordable units
- support for higher density on the site; opportunity to further increase density at the building's corner
- whether the height is appropriate for Hillside
- the height as appropriate given the direction in the OCP
- lack of short-term vehicle parking on-site and in nearby areas
- the limited space for on-site vehicle movement for service vehicles and garbage collection
- opportunity for more movement on the north elevation
- the need for unity between the three distinct horizontal components on the northwest corner of the building at Cook Street and Hillside Avenue
- appreciation for the variety of building materials

- the design as busy, with too many languages utilized
- the strength of the south façade
- the corner ground level unit's appearance as more commercial than residential
- opportunity for further transition on the south side towards the Cridge lands
- the setback variances as reasonable for the context and surrounding Cridge lands
- opportunity to further define the live-work components along the north façade as separate from the residential spaces
- appreciation for the stairs at the back
- appreciation for the proposal's ability to take advantage of views to the adjacent Gary oak meadow
- concern for the Gary oak tree roots given the trees' proximity to traffic.

Motion (defeated):

It was moved by Roger Tinney, seconded by Jason Niles, that the Advisory Design Panel recommend to Council Development Permit with Variances Application No. 00074 for 1301 Hillside Avenue be approved subject to:

- further review of the north elevation, with particular attention to the northwest corner of the building
- further consideration to the parking functionality in terms of service, short-term and delivery vehicles.

Defeated (3:3)

For: Jason Niles, Jessi-Anne Reeves, Roger Tinney

Opposed: Sorin Birliga, Marilyn Palmer, Stefan Schulson

The Panel discussed:

- the need to state the building's presence consistently on the corners
- the design as too busy in terms of massing and materiality
- the need to revise the building's architectural expression and massing
- opportunity to resolve the functionality and ensure that the FSR is supportable.

Motion:

It was moved by Stefan Schulson, seconded by Jason Niles, that the Advisory Design Panel recommend to Council Development Permit with Variances Application No. 00074 for 1301 Hillside Avenue be approved subject to:

- simplification and refinement of the northwest building corner in terms of massing and materiality
- further consideration to the parking functionality, with particular attention to service and delivery vehicles and short-term loading.

Carried (5:1)

For: Jason Niles, Marilyn Palmer, Jessi-Anne Reeves, Stefan Schulson, Roger Tinney

Opposed: Sorin Birliga



November 26, 2019

Mike Angrove
City of Victoria
1 Centennial Square
Victoria, BC V8W 1P6

Re: 1301 Hillside Avenue Development Land Lift Analysis

G. P. Rollo & Associates (GPRA) has been retained by the City of Victoria to complete a Land Lift and Amenity Contribution Analysis for the proposed rezoning of 1301 Hillside Avenue Victoria (the Site) from the current zone to the proposed new Zone by Abstract Developments (the Developer).

The purpose of the analysis is to estimate the land lift and amenity contribution on the site from an increase in density on the Site from that which would allow for development of a mixed commercial and residential building with a maximum of 1.2 FSR (identified as the 'base density' using the OCP as a guideline – as this application was originally submitted in March 2018 the City will be treating the land lift under the old policy) on the 1,243 square metre Site to a proposed overall density of 2.25 FSR mixed live/work and residential project with 3 live/work units and 41 strata apartment units.

It is our understanding the Developer will be seeking a stall parking variance. It is also our understanding that the Developer is proposing to make 9 of the units part of BC Housing's new Affordable Home Ownership Program at 10% below market value, wherein they may receive financing from BC Housing and in return designate units for the program, which would then entitle purchasers of units to a second mortgage through BC Housing with no interest and no payment required until the unit is sold in order to reduce the cost to the purchasers.

The analysis consisted of preparation of residual land value analyses which determines the maximum value that a developer could afford to pay for the Site assuming it already had the new zoning and the maximum value a developer could pay for the site at the base density under current market conditions. GPRA has been asked to assess the value of the Site with the following potential uses:

1. Residential Strata
2. Live/Work Strata

GPRA used standard developer proformas for each case to model the economics of typical development as proposed/allowed under each zoning. The 'Lift' is then calculated as the difference in residual land values between the base and rezoned densities.

METHODOLOGY & ASSUMPTIONS

The Site is roughly 1,243 square metres in area and can be developed under the base density of 1.2 FSR with a mix of live/work at grade with residential apartments above. The proposed new development at roughly 2.25 FSR would amount to approximately 2,797 square metres of GBA, (composed of 3 live/work units, 33 market strata apartments and 9 Affordable Housing units to be sold at 10% below market value and would qualify for BC Housing's Affordable Home Ownership Program.

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

For a residual land valuation, however, an assumption on developer's return needs to be included in order to leave the land value as the variable to solve for. For these analyses GPRA has determined the residual value based on the developer achieving an acceptable profit of 15% on total project costs (calculated as a representative portion of overall project costs for the proposed development) for the strata component of the project. The residual values are the maximum supported land value a developer could pay for the site (under the density and conditions tested) while achieving an acceptable return for their project.

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

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

GPRA determined strata revenues used in the analyses from a review of recent sales and offerings for sale of recently developed apartments of wood frame construction within roughly 10 km of the Site, with a focus on projects that were deemed comparable to that which has been proposed for the Site.

Project costs were derived from sources deemed reliable, including information readily available from quantity surveyors on average hard construction costs in the City. Development or soft costs have been drawn from industry standards, and from the City's sources. All other assumptions have been derived from a review of the market and from other sources deemed reliable by GPRA. The developer has informed us that there is a requirement for piling on the entirety of the site at the density of 2.25 that would not be necessary at the base density which carries an incremental cost of \$650,000 which has been included as a cost in the analysis.

CONCLUSIONS & RECOMMENDATIONS

GPRA estimates that there would be no lift from the proposed zoning for the additional 1.05 FSR of density with 9 units being offered at 10% below market pricing. This is due to the reduced revenue from the 9 units at a 10% discount and higher costs for piling on the site.

I trust that our work will be of use in the City's determination of the Amenity Contribution they will seek as part of rezoning 1301 Hillside Avenue in Victoria.

I am available to discuss this further at your convenience.



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1301 Hillside Avenue Development

Parking Study

Prepared for: **Abstract Developments**

Prepared by: **Watt Consulting Group**

Our File: **2280.B01**

Date: **June 12, 2019**

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1.0 INTRODUCTION

Watt Consulting Group ("WATT") was retained by Abstract Developments to conduct a parking study for the proposed market condominium development at 1301 Hillside Avenue in the City of Victoria. The purpose of this study is to determine whether the proposed parking supply will accommodate demand in consideration of transportation demand management (TDM) options.

1.1 SUBJECT SITE

The proposed development site is located at 1301 Hillside Avenue in the City of Victoria. The site is currently zoned C-SS | Special Service Station District. See **Figure 1**.

FIGURE 1. SUBJECT SITE



1.2 SITE CHARACTERISTICS & POLICY CONSIDERATIONS

The following provides details regarding transportation options and services that are located in proximity to the site.



Community Policies

The City of Victoria's Official Community Plan (OCP) provides policies and objectives to guide decisions on planning and land management. Updated in 2012, the OCP contains a number of 30-year goals in 17 distinct topic areas that give expression to Victoria's sustainability commitment and work toward the achievement of long-term sustainability goals¹. Section 7 of the OCP (Transportation and Mobility) contains a number of objectives and policies that prioritize sustainable forms of transportation including walking, cycling, and transit.

Policy 7.12 directs the City to review and update the Zoning Bylaw to consider reductions in parking requirements. While the City has delivered on this policy promise by updating its Schedule C Off-Street Parking Regulations, the OCP also recommends reductions in parking requirements that are not included in Schedule C such as transit accessibility, walkability, and other factors that support non-auto mode choice or lower parking demand.² The subject site is not directly in a Large Urban Village, but it is within a 5-minute walk of Quadra Village, where the City is planning to concentrate more residential and commercial growth.



Services

The site is located 550m (5-minute walk) from Quadra Village and 1km from Hillside Centre. Both locations provide the majority of services that residents may need including grocery stores, cafes, restaurants, retail stores, postal services and medical services. The site is located 3km from downtown Victoria which hosts a wide variety of services.



Transit

The site is located in front of a bus stop on Hillside Avenue which is served by Route 4 (UVic / Downtown) and Route 9 (Royal Oak / UVic). Route 4 currently operates 10 minutes or better at peak times and is designated as a Frequent Transit route with a service frequency of 15 minutes or better from 7:00am to 7:00pm, and Route 9 operates every 15 minutes during peak times. There are also bus stops on Cook Street that serve Routes 24 (Cedar Hill / Admirals Walk)

¹ City of Victoria. (2012). Official Community Plan. Available online at: http://www.victoria.ca/assets/Departments/Planning-Development/Community-Planning/OCP/OCP_Book.pdf
² Ibid, pg. 60.

and 25 (Maplewood / Admirals Walk) which are local routes with a service frequency of 20 to 120 minutes.

The Victoria Transit Future Plan³ identifies Hillside Avenue as a Frequent Transit corridor that will continue to see investments in service frequency and quality, with improved transit travel times achieved by transit priority measures and enhanced bus stop infrastructure.



Walking

There are sidewalks on all major roads surrounding the site and crosswalks, pedestrian signals and mid-block crosswalks at major intersections. The site has a Walkscore of 79⁴ which suggests the site is very walkable and most errands can be accomplished on foot.



Cycling

There are currently no separate cycling facilities on Hillside Avenue or Cook Street in proximity to the site. Hillside Avenue is a recommended future route from the City of Victoria's 2014 Bicycle Plan Network⁵; however, recent bicycle network planning within the City has not retained this designation for Hillside Avenue. The closest All Ages and Abilities cycling routes to the subject site are planned for the Haultain Street / Kings Road corridor and the Hillside / Quadra north-south connection (currently proposed to be located along Fifth Street and Graham Street), located 275m southwest and 375m west of the site, respectively. Proximity to these cycling routes will allow future residents of the site to easily access downtown Victoria and other destinations.



Carsharing

The Modo CarShare Cooperative ("Modo") provides carsharing services in the Victoria Region and facilitates a two-way carsharing program that allows users to book a vehicle at any time to utilize for errands, shopping, trips, etc. Five Modo vehicles are located within a 15-minute walk of the site at the following locations:

- Hillside Avenue / Cedar Hill Road (550m);
- Quadra Street / Topaz Avenue (950m);
- Queens Avenue / Quadra Street (1.2km);
- Haultain Street / Cedar Hill Road (900m); and
- Gladstone Avenue / Chambers Street (1.3km).

³ Victoria Region Transit Future Plan, May 2011, pg. 6-7. Available online at: <https://bctransit.com/servlet/documents/1403641054473>

⁴ Walkscore. Available online at: <https://www.walkscore.com/score/1301-hillside-ave-victoria-bc-canada>

⁵ City of Victoria map of existing cycling facilities, available online at <http://www.victoria.ca/assets/Community/Cycling/2014ExistingBicycleNetworkFacilities.pdf>

2.0 PROPOSED DEVELOPMENT

2.1 LAND USE

The proposed development is to rezone 1301 Hillside Avenue to a site-specific zone that would allow for a market condominium building with 49 units, fourteen of which may be designated as affordable housing. See **Table 1**. The unit composition includes bachelor, one-bedroom and two-bedroom units ranging from 310 sq.ft. to 907 sq.ft. (29-84m²). Three of the bachelor units are described as live / work units and include 282 sq.ft. of designated work space (in addition to residential space).

TABLE 1. SUMMARY OF PROPOSED DEVELOPMENT

Unit Type	Size	Quantity
Bachelor	310 sq.ft. to 382 sq.ft.* (29m ² to 35m ²)	16 units (4 condo, 12 affordable)
One-Bedroom (plus den)	467 sq.ft. to 634 sq.ft. (43m ² to 59m ²)	20 units (18 condo, 2 affordable)
Two-Bedroom	644 sq.ft. to 907 sq.ft. (60m ² to 84m ²)	13 units (13 condo)
Total Units		49 units

*Bachelor floor size does not include work space component of live / work units.

2.2 PROPOSED PARKING SUPPLY

The proposed parking supply is for 24 spaces – a parking supply rate of 0.49 spaces per unit. Due to the context of the site and the previous land use (gas station), underground parking is restricted, and all parking will be surface parking. This is stated in a Certificate of Compliance from the BC Government that identifies permitted uses and the remediation process for previous gas station lands.

The proposed bicycle parking supply is for 63 indoor Class 1 (i.e., long-term, secure, weather-protected) bicycle spaces and 6 outdoor Class 2 (short-term) bicycle spaces.

3.0 BYLAW PARKING REQUIREMENT

The City of Victoria's Zoning Bylaw No. 80-159 Schedule C identifies the bylaw parking requirements for the site⁶. Schedule C specifies parking requirements based on several different factors for multi-family uses including:

- **Class of Use (i.e. Housing Tenure)** - Condominium (dwelling unit in a building owned by a Strata Corporation); Apartment (dwelling unit secured as a rental in perpetuity through a legal agreement); and Affordable (affordable dwelling units secure in perpetuity through a legal agreement).
- **Location** - Core Area, Village/Centre and Other Area; and
- **Unit Size** - <45m² (< 485 sq.ft.), 45m² to 70m² (485 - 750 sq.ft.), and >70m² (>750 sq.ft.)

Based on Schedule C, the subject site contains both Condominium and Affordable units and is located in an area designated as "Other Areas". As shown in **Table 2**, the resulting bylaw parking requirement is 43 spaces, 19 more spaces than the proposed supply.

TABLE 2. SUMMARY OF SCHEDULE C PARKING REQUIREMENTS

Class of Use	Size	Quantity	Parking Req't Rate	Parking Req't
Condominium	< 45m ²	4 units	0.85 per unit	3
	45m ² to 70m ²	28 units	1.00 spaces per unit	28
	>70m ²	3 units	1.45 spaces per unit	4
Affordable	< 45m ²	12 units	0.2 per unit	2
	45m ² to 70m ²	2 units	0.5 spaces per unit	1
Visitor Spaces		49 units	0.1 spaces per unit	5
Total Required Parking				43 spaces

Schedule C also includes requirements for providing long term bicycle parking at a rate of 1 space per unit less than 45m² in size and 1.25 spaces per unit that is 45 m² or greater in size. Applying these rates to the proposed development results in a bicycle parking requirement of 57 long term bicycle parking spaces, which the applicant is exceeding by six spaces. Six short-term bike parking spaces are also required, which the applicant is meeting.

⁶City of Victoria Zoning Bylaw No. 80-159 Schedule C:
<https://www.victoria.ca/assets/Departments/Planning-Development/Development-Services/Zoning/Bylaws/Schedule%20C.pdf>

4.0 EXPECTED PARKING DEMAND

The expected parking demand rates for the condo and affordable housing uses were determined separately in order to estimate the combined demand of the proposed development.

4.1 CONDOMINIUM PARKING DEMAND

4.1.1 OBSERVATIONS

In order to estimate the expected parking demand of the condominium units, field observations were conducted of representative sites within the City of Victoria and the District of Saanich. Representative sites were selected based on similar geographical locations and contexts (i.e., Walk Score) such as proximity and access to services and amenities. Sites with countable parking spaces (above ground and / or ungated parking lots) were also a criterion to enable the project team to conduct the observations and record parked vehicles. Ten representative sites were selected comprising a total of 439 units, which was deemed to represent a sufficient sample size for this study.

Observations of each representative site were conducted on April 3rd and April 4th, 2019, between 10:00PM and 11:00PM; the observation with the greater number of vehicles observed was taken as representative. The observation results are summarized in **Table 3**.

4.1.1 ADJUSTMENT FACTORS

Observations are a useful method of assessing parking demand rates; however, there are limitations. One such limitation is the fact that an observation may not “catch” all residents while they are home with their parked car on-site. On a typical weeknight, it can be expected that some residents return home very late at night or in the next morning or have driven out of town for business or vacation.

A large scale apartment parking study commissioned by Metro Vancouver reported that observations of parking occupancy (percent of stalls occupied by a car or truck) increased later in the night.⁷ The study also suggested that occupancy surveys that start between 9PM – 10:30PM should have a 10% adjustment factor while a survey conducted between 10:30PM and 11:00PM should have a 5% adjustment factor. As the observations in this study occurred between 10:00PM and 11:00PM, a conservative 10% adjustment factor was applied to the observed parking demand to determine peak parking demand. The adjusted peak parking demand is 0.91 spaces per unit and is shown in **Table 3**.

⁷ Metro Vancouver. (2012). The Metro Vancouver Apartment Parking Study, Technical Report. Available online at: http://www.metrovancouver.org/services/regional-planning/Planning/Publications/Apartment_Parking_Study_TechnicalReport.pdf

TABLE 3. PARKING DEMAND OBSERVATIONS AT REPRESENTATIVE SITES

Representative Site	Walk Score	Number of Units	Observed Vehicles		Observed Demand	Peak Demand (Adjusted)
			3-Apr-19 10:00pm	4-Apr-19 10:00pm		
1525 Hillside Ave	85	49	31	29	0.63	0.70
606 Speed Ave	80	19	15	13	0.79	0.87
3255 Glasgow Ave	68	74	60	62	0.84	0.92
3277 Glasgow Ave	71	47	46	46	0.98	1.08
1025 Inverness Rd	73	92	52	51	0.57	0.62
904 Hillside Ave	90	27	18	17	0.67	0.73
3263 Alder St	80	16	16	18	1.13	1.24
900 Tolmie Ave	75	71	59	61	0.86	0.95
3259 Alder St	74	21	17	20	0.95	1.05
3258 Alder St	78	23	17	20	0.87	0.96
Average					0.83	0.91

4.1.2 PARKING DEMAND BY UNIT TYPE

Parking demand rates vary based on the size of unit; the higher the number of bedrooms, the higher the parking demand. For each representative site, the total parking demand was broken out based on the number of bedrooms. Parking demand by unit type was calculated using:

1. Observed parking demand at each site;
2. The breakdown of unit type (i.e., number of bedrooms) at each site; and
3. The assumed "ratio differences" between each unit type, which are based on the Metro Vancouver 2018 Regional Parking Study⁸ which reports that one-bedroom strata apartment units have a 19% higher parking demand than bachelor units; two-bedroom units have a 30% higher parking demand than one-bedroom units; and three-bedroom units have a 23% higher parking demand than two-bedroom units.

Table 4 summarizes the parking demand per unit type of the representative condo sites.

⁸ Metro Vancouver. (2018). 2018 Regional Parking Study Technical Report, Table 21, pg. 18. Available online at <http://www.metrovancouver.org/services/regional-planning/PlanningPublications/RegionalParkingStudy-TechnicalReport.pdf>

TABLE 4: PARKING DEMAND BY UNIT TYPE OF REPRESENTATIVE SITES

Representative Site	Peak Parking Demand	Parking Demand by Unit Type		
		Bachelor Unit	One-Bedroom Unit	Two-Bedroom Unit
1525 Hillside Ave	0.70	--	0.60	0.78
606 Speed Ave	0.87	0.67	0.79	1.03
3255 Glasgow Ave	0.92	--	0.78	1.02
3277 Glasgow Ave	1.08	--	0.97	1.26
1025 Inverness Rd	0.62	0.47	0.55	0.72
904 Hillside Ave	0.73	--	0.69	0.89
3263 Alder St	1.24	--	1.01	1.31
900 Tolmie Ave	0.95	--	0.78	1.02
3259 Alder St	1.05	--	0.81	1.06
3258 Alder St	0.96	--	--	0.96
Average	0.91	0.57*	0.78	1.00

**Due to the small sample size for bachelor units (only two of the representative sites included bachelor units), the observed bachelor unit parking demand may not be representative. Instead, the bachelor unit parking demand was determined using the one-bedroom rate and applying the demand ratio from the Metro Vancouver study to obtain a bachelor unit parking demand of 0.66 vehicles per unit.*

Applying the resulting parking demand rates by unit type to the proposed condominium units results in a demand of 30 vehicles, broken out by unit type as follows:

- Bachelor (4) = 0.66 vehicles per unit, 3 vehicles.
- One-bedroom units (18) = 0.78 vehicles per unit, 14 vehicles.
- Two-bedroom units (13) = 1.00 vehicles per unit, 13 vehicles

4.2 AFFORDABLE HOUSING PARKING DEMAND

Residents of affordable housing typically have a lower rate of vehicle ownership compared to those living condominium units. As part of the recent review of the City of Victoria's Schedule C Off-Street Parking Regulations, vehicle ownership information obtained for condominium strata sites, apartment rental sites, and affordable housing sites found that affordable housing have (on average) a 30% lower parking demand than typical multi-family residential rates.⁹

The review also reported differences in parking demand among affordable housing sites. Specifically, it reported that non-subsidized sites had moderately higher vehicle ownership than subsidized units and sites targeting families had vehicle ownership rates that were nearly double those targeting seniors, for example.

⁹ City of Victoria. (2016). Review of Zoning Regulations Bylaw Off-Street Parking Requirements, Working Paper no.3: Parking Demand Assessment

To estimate the expected parking demand for the proposed affordable housing units, ICBC vehicle ownership data were reviewed. **Table 5** presents 2016 ICBC data for a number of subsidized affordable housing sites in the City of Victoria representing 262 units. The average rate is 0.40 vehicles per unit among the six sites.

TABLE 5. VEHICLE OWNERSHIP AT REPRESENTATIVE SUBSIDIZED SITES

Site*	Units	Vehicles	Vehicle Ownership (vehicles / unit)
918 Collison Street	101	23	0.23
2105 Dowler Place	66	17	0.26
3015 Jutland Road	30	18	0.60
950 Humboldt Street	44	15	0.34
1025 North Park Street	10	5	0.50
510 Dalton Street	11	5	0.45
Average			0.40

*Vehicle ownership information obtained from Insurance Corporation of British Columbia (ICBC). These data do not include visitor vehicles. Information for all sites is current as of March 31, 2016.

Even though the vehicle ownership data from the six subsidized sites provide insight on affordable housing parking demand, they do not represent the affordable housing units at the subject site, which are proposed to be non-subsidized and 10% below market.¹⁰ Recognizing this distinction, parking demand data were obtained from the Greater Victoria Housing Society for three non-subsidized sites in the City of Victoria. Notwithstanding the small sample size, the average vehicle ownership rate among the non-subsidized sites is 0.54 vehicles per unit, shown in **Table 6**.

TABLE 6. VEHICLE OWNERSHIP AT REPRESENTATIVE NON-SUBSIDIZED SITES

Site	Units	Vehicles (rented parking spaces)	Vehicle Ownership (vehicles / unit)
35 Gorge Road East	68	55	0.81
411 Sitkum Road	75	22	0.29
2558 Quadra Street	19	10	0.53
Average			0.54

¹⁰ Confirmed with the applicant via email on March 27, 2019.

4.2.1 PARKING DEMAND BY UNIT TYPE

Similar to condominium units, research has demonstrated that parking demand in affordable housing buildings varies by unit size. 12 of the 14 affordable housing units are 310 sq.ft. to 382 sq.ft, which meet the Urban Land Institute's definition for a "Micro Unit" – *a small studio apartment, typically less than 350 square feet with a full functioning kitchen and bathroom.*¹¹

Examples of recently constructed multi-family buildings—comprising a significant share of bachelor / studios and small one-bedrooms—with little to no parking include the Janion¹² building in Victoria and the N3¹³ in Calgary's East Village. Interviews with contacts for each building confirmed that the impacts of providing no parking have been minimal as residents already had a lifestyle that was conducive to not owning a vehicle, while other residents have adjusted to using more sustainable forms of transportation.¹⁴ Data from the City of Seattle are also showing a trend of new small efficiency dwelling unit (SEDU) buildings being constructed with little or no parking—a trend that will likely continue as vehicle ownership declines.¹⁵ These findings generally confirm that smaller units do not require as much parking, if any parking at all.

The review of the City of Victoria's off-street parking regulations (Schedule C) also reported that smaller affordable housing units do not require as much parking. As part of that project, a focus group meeting was hosted with five affordable housing organizations working in the Capital Region to better understand what they thought was the right amount of parking for affordable housing units. A "blanket rate" for affordable housing sites was determined to not be appropriate given the full spectrum (and diversity) of affordable housing needs.¹⁶

Focus group participants also explained how the minimum supply rates for new affordable housing should differentiate by unit size recognizing that the parking demand needs of those living in smaller units may be completely different from those living in larger units.¹⁷

As two of the three non-subsidized affordable housing sites contain primarily one-bedroom units, applying the ratios from the Metro Vancouver study to the sites is not appropriate due to

¹¹ The Macro View on Micro Units, Urban Land Institute Multifamily Housing Council, 2015, pg. 4.

Available online at: http://uli.org/wp-content/uploads/ULI-Documents/MicroUnit_full_rev_2015.pdf

¹² More information about the Janion is available online at: <http://www.janion2013.com/neighbourhood.html>

¹³ More information about the N3 condo building is available online at:

<http://www.n3condo.ca/>

<http://www.evexperience.com/n-3/>

¹⁴ Phone conversation held with Senior Vice-President of Strategy & Business Development at the Calgary Land and Municipal Corporation on September 15, 2017.

¹⁵ According to the City of Seattle, a SEDU is a micro-housing unit that is a minimum of 150 square feet with a full kitchen or kitchenette. More information is available online at: <http://www.seattle.gov/dpd/codes/rules/codes/efficiencydwellings/default.htm>

¹⁶ City of Victoria. (2016). Review of Zoning Regulations Bylaw Off-Street Parking Requirements, Working Paper no.4: Focus Groups + Stakeholder Outreach.

¹⁷ City of Victoria. (2016). Review of Zoning Regulations Bylaw Off-Street Parking Requirements, Working Paper no.5: Preliminary Recommendations. Available online: http://www.victoria.ca/assets/Departments/Planning-Development/Community-Planning/Documents/Victoria%20Schedule%20C_Working%20Paper%20no%205_Oct%26-16_FINAL.pdf

the small sample sizes of bachelor and two-bedroom units. Therefore the overall average demand rate of the representative sites (0.54 vehicles per unit) was used to determine the affordable housing parking demand, resulting in a demand of 8 vehicles.

4.3 VISITOR PARKING DEMAND

Visitor parking demand rates have been demonstrated in the range of 0.05 to 0.07 vehicles per unit for multi-family sites in Victoria and Metro Vancouver¹⁸. Specifically, the 2012 Metro Vancouver Apartment Parking Study reported that observed parking demand rates were well below 0.1 vehicles per unit and that visitor parking was generally over supplied. Research completed as part of the City of Victoria's Schedule C update reported that average visitor parking demand among 16 multi-family residential sites in proximity to downtown Victoria was 0.07 vehicles per unit¹⁹. Given the location of the subject site, a rate of 0.05 vehicles per unit is supported, which results in a peak visitor parking demand of 2 vehicles.

4.4 SUMMARY OF EXPECTED PARKING DEMAND

The summary of expected parking demand is shown in **Table 7**. Total parking demand is 40 vehicles.

TABLE 7. SUMMARY OF EXPECTED PARKING DEMAND

Class of Use	Unit Type	Quantity	Parking Demand Rate	Quantity (Spaces)
	Bachelor	4 units	0.66 per unit	3
Condominium	One-Bedroom	18 units	0.78 spaces per unit	14
	Two-Bedroom	13 units	1.00 spaces per unit	13
Affordable	All Unit Types	14 units	0.54 per unit	8
Visitor		49 units	0.05 per unit	2
Total Demand				40 spaces

¹⁸ Based on observations of visitor parking conducted in 2015 for two studies of multi-family residential sites (one adjacent to downtown Victoria, the other in Langford) and findings from the 2012 Metro Vancouver Apartment Parking Study (Table 31, pg50) available at: www.metrovancouver.org/services/regionalplanning/PlanningPublications/Apartment_Parking_Study_TechnicalReport.pdf

¹⁹ City of Victoria. (2016). Review of Zoning Regulations Bylaw Off-Street Parking Requirements, Working Paper no.3: Parking Demand Assessment.

5.0 ON-STREET PARKING

On-street parking conditions were observed surrounding the site bounded by Vista Heights to the north, Higgins Street to the east, Kings Road to the south and Blackwood Street to the west. On-street parking observations were conducted on Wednesday, April 3, 2019 and Thursday, April 4, 2019 at 11:00PM (an additional count of Higgins Street was conducted on Wednesday, April 10, 2019 at 11:00PM as Higgins Street was not included in the April 3 on-street parking count). The observation results are summarized in **Table 8**.

Peak occupancy was observed on Thursday, April 4, 2019 with 98 parked vehicles observed out of 227 total spaces, an occupancy rate of 43%. This total includes the restricted parking spaces located on Kings Road and on Higgins Street; for unrestricted parking only, 72 parked vehicles were observed out of 192 unrestricted spaces, an occupancy rate of 38%. A total of 120 unoccupied unrestricted parking spaces were observed during the on-street parking count, indicating that there is sufficient availability of on-street parking in case of spillover.

The highest occupancies were noted on the roads closest to the site, with Kings Road and Basil Avenue having a peak occupancy of 82% and 70% respectively. Parking on Kings Road is restricted to Residential Parking Only and is not expected to be affected by spillover.

TABLE 8. SUMMARY OF ON-STREET PARKING CONDITIONS

Street	Section	Side	Restrictions	Parking Supply (spaces)	Vehicles Observed	
					Wed. 4/3/2019 @ 11:00pm	Thurs. 4/4/2019 @ 10:00pm
Vista Heights	Blackwood St – The Rise	N	Unrestricted	33	6	7
		S	Unrestricted	31	13	10
Basil Ave	Blackwood St – The Rise	N	Unrestricted	24	13	16
		S	Unrestricted	32	25	23
Blackwood St	Vista Heights – Hillside Ave	W	Unrestricted	26	7	6
	Vista Heights – Basil Ave	E	Unrestricted	14	1	0
	Basil Ave – Hillside Ave	E	Unrestricted	6	3	4
Kings Rd	Cook St – Blackwood St	N	Residential Parking Only	7	6	5
		S	Residential Parking Only	10	8	9
The Rise		W	Unrestricted	7	1	1

Street	Section	Side	Restrictions	Parking Supply (spaces)	Vehicles Observed	
					Wed. 4/3/2019 @ 11:00pm	Thurs. 4/4/2019 @ 10:00pm
Higgins St	Vista Heights – Cook St	E	Unrestricted	6	0	1
	Hillside Ave – Basil Ave	W	2-hr Parking 9AM – 8PM Mon – Sat	18	5*	12
	Basil Ave – Cook St	W	Unrestricted	13	3*	4
	Hillside Ave – Cook St	E	No Parking	0	0*	0
Total				227	91	98
Occupancy					40%	43%
<i>Total (unrestricted only)</i>				192	72	72
<i>Occupancy (unrestricted only)</i>					38%	38%

*counted on 4/10/2019 at 11:00PM as Higgins St was not included in 4/3/2019 count.

6.0 TRANSPORTATION DEMAND MANAGEMENT

Given that the expected parking demand for the site is 16 parking spaces greater than the proposed supply, the applicant should consider committing to transportation demand management strategies. Transportation demand management (TDM) is the application of strategies and policies to influence individual travel choice, most commonly to reduce single-occupant vehicle travel. TDM measures can be pursued to encourage sustainable travel, enhance travel options and decrease parking demand. TDM is also supported in the City's OCP, Downtown Core Area Plan, and Mayor's Task Force on Housing Affordability to help manage parking demand in new developments.

The applicant can consider the following TDM strategies at the site.

6.1 CARSHARING

The Modo Car Cooperative ("Modo") is the most popular carsharing service in Greater Victoria. In 2015, there were 23 cars and 800 members; as of November 2018, there are 79 Modo vehicles and 2,565 members across the Greater Victoria region, suggesting that Modo is growing in popularity.²⁰ As reported in Section 1.2, there are five Modo vehicles are located within a 15-minute walk of the site. As such, the applicant should consider providing carshare memberships for each unit (\$500 refundable membership X 49 units = \$24,500), and the

²⁰ Email correspondence with Modo's Business Development Manager on November 14, 2018.

resident would be responsible for usage fees. The carshare program would “fill the gap” and provide residents an opportunity to have access to a vehicle on an as-needed basis.

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

- One of the most comprehensive North American studies to date surveyed 6,281 households in carsharing organizations across the continent. The study found a statistically significant decrease in average vehicle ownership from 0.47 to 0.24 vehicles per household among households that joined carshare services, an approximately 50% reduction in vehicle ownership.²¹
- A study of carshare programs in the City of Toronto found that vehicle ownership rates at condominium sites without carshare vehicles was 1.07 vehicles per unit, whereas buildings with one or more carshare vehicles had significantly lower rates at 0.53 vehicles per unit, which represents a 50% reduction in vehicle ownership rates.²²
- A 2013 study from the City of Toronto looked at the relationship between the presence of carsharing in a residential building and its impact on vehicle ownership. This was one of the first studies to examine this relationship at the building level as previous research explored impacts at the neighbourhood or city level. The study surveyed residents of buildings with and without dedicated carshare vehicles. According to the author's regression model, the presence of dedicated carshare vehicles had a statistically significant impact on reduced vehicle ownership and parking demand.²³
- Two studies from Metro Vancouver explored the impact of carsharing on vehicle ownership. Over 3,400 carshare households participated in the study. The key findings are as follows:
 - On average, up to 3 private personal vehicles were shed per carshare vehicle.
 - A regression analysis found that those living in rental housing and in a smaller household size are statistically more likely to give up vehicle ownership compared to the reference case.²⁴
 - The number of carshare vehicles within walking distance has a small but statistically significant relationship with apartment household vehicle holdings.²⁵

Some municipalities use their development regulations and off-street parking requirements to provide a parking reduction in exchange for a carsharing program. The City of Vancouver, as an

²¹ Martin & Shaheen. (2011). The Impact of Carsharing on Household Vehicle Ownership. Access Magazine, Spring 2011. Available online at: http://slpark.org/wp-content/uploads/carshare/access38_carsharing_ownership.pdf

²² City of Toronto. (2009). Parking Standards Review: Examination of Potential Options and Impacts of Car Share Programs on Parking Standards. Available online at: https://www1.toronto.ca/city_of_toronto/city_planning/zoning_environment/files/pdf/car_share_2009-04-02.pdf

²³ Engel-Yan, D., & D. Passmore. (2013). Carsharing and Car Ownership at the Building Scale. *Journal of the American Planning Association*, 79(1), 82-91.

²⁴ Ibid, pg. 54.

²⁵ Metro Vancouver. (2014). The Metro Vancouver Car Share Study: Technical Report. Available online at: <http://www.metrovancouver.org/files/transportation/Planning/Publications/MetroVancouverCarShareStudyTechnicalReport.pdf>

example, allows for a reduction of five spaces for each carshare vehicle purchased and parked on-site²⁶, where a model regulation for King County (Seattle) suggests a reduction of four spaces.²⁷

Similar regulations are in place in New Westminster, Coquitlam, and Richmond allowing for a 5-15% reduction where carshare vehicles are accessible. Correspondence with the Victoria Carshare Cooperative (now Modo)²⁸ supported a 5-10% reduction in parking demand where memberships are provided and where a vehicle is easily accessible. A similar reduction of 5-10% is recommended in *Parking Management Best Practices*.²⁹

Overall, the research cited above confirms that proximate access to a carsharing vehicle and the provision of memberships is associated with reduced vehicle ownership and parking demand and is therefore appropriate as a TDM measure for the site. With the provision of the carshare memberships (\$500 per unit), a 10% reduction in resident parking demand is supported and recommended. This would lower resident parking demand by 4 vehicles.

If the applicant also provides a vehicle (for Modo) on site or in the vicinity, an additional 5% reduction would be supported, resulting in a 15% reduction in resident parking demand, which would lower demand by 6 vehicles. However, the provision of a carshare vehicle on site would remove a parking space from residents or visitors. As such, the applicant should consider providing the vehicle on a nearby residential street, if they choose to purchase a vehicle for the site.

6.2 TRANSIT PASSES

As discussed above, the site has good transit access and as the Transit Future Plan becomes implemented, transit service is anticipated to improve significantly, which will make transit more appealing to future residents.

Consideration may be given to providing a subsidized transit pass program for residents. BC Transit currently offers the EcoPASS Program for New Developments, which is a program that provides Capital Regional District developers with a potential transit-oriented solution for parking variance requests. Under the EcoPASS Program, the occupants of a new residential, commercial or mixed-use development receive annual bus passes for a pre-determined number of years that are valid for use throughout the Victoria Regional Transit System. Each annual pass has a cost to the developer of \$1,000. The size and value of the TDM program is established by the municipal government, with a minimum required program value of \$5,000.

²⁶ Refer to City of Vancouver Bylaw no.6059, Section 3.2.2, available at <http://vancouver.ca/your-government/parking-bylaw.aspx>

²⁷ King County Metro, Right Size Parking Model Code, December 2013, pg21, available at <http://metro.kingcounty.gov/programs-projects/right-size-parking/pdf/140110-rsp-model-code.pdf>

²⁸ Correspondence from Victoria Carshare Cooperative (now Modo), received August 2009.

²⁹ Litman, T. (2007). *Parking Management Best Practices*, American Planning Association.

The applicant could consider approaching the City and BC Transit in the future to learn more about this program and whether it may be feasible during long-term operations of the building. If the applicant is able to secure and administer a transit pass program, a 10% reduction in resident parking demand would be supported, which would lower demand by 4 vehicles.

6.3 ELECTRIC BIKE PARKING

Electric Bikes (E-Bikes) are an emerging transportation phenomenon that are gaining popularity worldwide. With supportive cycling infrastructure in place, E-Bikes have the potential to substitute for, or completely replace, almost all trips taken by a gasoline powered car, which could address congestion issues and mitigate parking challenges within urban areas.

Research has reported that one of the main barriers facing prospective E-Bike users is the lack of secure parking available, which is critical for helping minimize theft of the electric bike.³⁰ As part of a larger strategy to discourage vehicle ownership for future residents, the applicant could consider designing up to 10% of the long-term bicycle parking spaces to accommodate electric bikes. Electric bikes are typically longer than regular bicycles because they are capable of carrying cargo and/or multiple passengers with the assistance of the battery. Electric cargo bikes can be as long as 2.5m.

In addition to designing larger long-term bicycle parking spaces, the applicant could consider the provision of additional security features such as video surveillance and self-contained bicycle lockers as well as access to an 110V wall outlet for each E-Bike parking space. Specifically, the applicant should consider providing 50% of the long-term bicycle parking spaces with direct access to an 110V electrical outlet, which is what the City of Vancouver is now requiring in their off-street bicycle parking regulations.³¹

As electric bikes are an emerging phenomenon, there is limited research that has quantified the impact of these bikes on vehicle ownership / parking demand. A recent study presented results of a North American survey of electric bike owners. The study reported that E-Bikes have the capacity to replace various modes of transportation commonly used for utilitarian and recreational trips including motor vehicles, public transit, and regular bicycles. Specifically, the study reported that 62% of E-Bike trips replaced trips that otherwise would have been taken by car. Of these trips previously taken by car, 45.8% were commute trips to work or school, 44.7% were other utilitarian trips (entertainment, personal errands, visiting friends and family, or other), and 9.4% were recreation or exercise trips. The average length of these previous car trips was 15 kilometres.³²

³⁰ WATT Consulting Group. (2018). Capital Region Local Government Electric Vehicle + Electric Bike Infrastructure Background. Available online at: https://www.crd.bc.ca/docs/default-source/climate-action-pdf/reports/electric-vehicle-and-e-bike-infrastructure-background-sept-2018.pdf?sfvrsn=a067c5ca_2

³¹ City of Vancouver. (2016). Section 6: Off-street Bicycle Space Regulations. Available online at: <https://bylaws.vancouver.ca/parking/sec06.pdf>

³² MacArthur, J., Harpool, M., & D. Schepke. (2018). A North American Survey of Electric Bicycle Owners. National Institute for Transportation and Communities, NITC-RR-1041.

Given that E-Bikes have the potential to replace private motor vehicles, especially in the Victoria context, a 10% reduction in resident parking demand would be supported at the site if applicant commits to designing 10% of the long-term bicycle parking spaces to accommodate larger bicycles such as cargo bikes and 50% of the spaces are provided with access to an 110V wall outlet to facilitate charging for the user. If the applicant committed to designing a larger share of the long-term bicycle parking spaces to accommodate E-Bikes, a larger reduction in resident parking demand would be supported.

A 10% reduction would lower resident parking demand by 4 vehicles.

6.4 ELECTRIC BIKE REBATE

According to research completed in Greater Victoria, the cost of an electric bike is the largest barrier preventing residents of the region from purchasing an E-Bike. Other research has confirmed the high purchase price as a barrier; however, one study found that those who were given access to an E-Bike had much higher willingness to pay for one.³³

As an overall strategy to encourage more cycling at the subject site and promote a car-free lifestyle, the applicant should consider providing a \$500 gift card or cash to each unit that would go towards the purchase of an E-Bike. This would help make E-Bike ownership more attainable for residents. A similar incentive was used in the N3 condominium building in Calgary's East Village neighbourhood. The N3 is a 167 unit building with no resident parking.³⁴ As part of purchasing a condo unit, residents obtain several transportation incentives including a \$500 gift card from Bow Cycle, which is a bicycle store in downtown Calgary.

6.5 TDM SUMMARY

In summary, a reduction of up to 45% in resident parking demand would be supported if the applicant commits to [a] the provision of Modo memberships for each unit and a carshare vehicle on-site or in proximity to the site, [b] a transit pass subsidy, [c] designing 10% of the long-term bicycle parking spaces for electric bikes and 50% of the spaces with access to a 110V wall outlet, and [d] an electric bike rebate. A 45% reduction results in 18 fewer vehicles, which would lower resident parking demand from 38 vehicles to 20 vehicles (see **Table 9**). This would result in a total site parking demand of 22 spaces, which is 2 lower than the proposed supply.

³³ Popovich, N., Gordon, E., Shao, Z., Xing, Y., Wang, Y., & Handy, S. (2014). Experiences of electric bicycle users in the Sacramento, California area. *Travel Behaviour and Society*, 1(2), 37–44.

³⁴ More information about the N3 condo building is available online at:

<http://www.n3condo.ca/>

<http://www.evexperience.com/n-3/>

TABLE 9. SUMMARY OF TDM PROGRAMS + PARKING DEMAND REDUCTIONS

TDM Option	Parking Reduction	
	Quantity	Approx. Total Reduction (resident vehicles)
Carsharing (Vehicle + Memberships)	15%	- 6
Transit Passes	10%	- 4
Electric Bike Parking	10%	- 4
Electric Bike Rebate	10%	- 4
TOTAL	45%	- 18

7.0 CONCLUSIONS

The proposed development at 1301 Hillside Avenue is for a market condominium building with a total of 49 units with 14 units designated as affordable housing. The proposed parking supply is 24 spaces, which is 19 spaces less than the City of Victoria's Schedule C parking requirement of 43 spaces.

Expected parking demand for the market condominium units was generated based on observations of representative condominium sites while the demand for the affordable housing units was generated based on parking space rental data for representative non-subsidized affordable housing developments provided by the Greater Victoria Housing Society. The expected parking demand for the site is 40 spaces, including 8 spaces for use by the affordable housing residents as well as 2 visitor parking spaces. This is 16 spaces higher than the proposed parking supply of 24 spaces.

A review of available nearby streets and parking restrictions showed that there is sufficient availability of on-street parking in case of spillover. TDM strategies were also outlined for the applicant's consideration, which would result in a 45% reduction (18 vehicles) in resident parking demand if pursued.

7.1 RECOMMENDATIONS

1. The applicant should commit to the recommended TDM strategies to align the expected parking demand with the proposed parking supply.



Talbot Mackenzie & Associates

Consulting Arborists

1301 Hillside Ave, Victoria

Construction Impact Assessment & Tree Preservation Plan

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Talbot Mackenzie & Associates

Consulting Arborists

Jobsite Property: 1301 Hillside Ave, Victoria, BC
Date of Site Visit: May 29, 2019
Site Conditions: Empty lot. No ongoing construction activity.

Summary:

- The proposal is to construct a six storey building
- In an attempt to reduce tree impacts, the plans have been revised to shift the building farther away from the three bylaw protected Garry Oak trees near the north-east corner of the property (#3, 4, and 7)
- Despite the revised plans, significant health and stability impacts are still possible for the oak #3 (60cm DBH) located on the neighbouring property and oak #4 (~50cm DBH, potentially shared with the neighbour, fair/poor health)
- There is a good chance that the neighbour's oak #7 (30cm DBH, fair/poor health) can be retained, but significant impacts are still a possibility.
- Municipal Paper Birch #6 (33cm DBH) will likely require removal due to the installation of services
- Relatively minor clearance pruning will be required for Garry Oak #2; the tree currently appears to be in poor health.

Scope of Assignment:

- To 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 construct a six storey building
- 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.
- Trees were not tagged, but were assigned identification numbers
- 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 conclusions reached are based on the information provided within the attached plans from Steward Howard Architects Inc (dated 2019.09.12) and the Preliminary Site Servicing Plan (Calid Engineering, 2019.09.04)
- A Tree Protection Site Plan was created by adding comments and labels to the site plan provided

Limitations:

- No exploratory excavations have been conducted and thus the conclusions reached are based solely on critical root zone calculations, observations of site conditions, 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.
- The height and location of the canopies have not been surveyed. All pruning requirements and potential canopy loss percentages are estimations taken from the ground. The diameter of the cuts will depend on where the reduction or removal cuts are made. It is often difficult to estimate the amount of canopy loss without knowing the exact laterals that will be cut back to, which we recommend be determined at the framing stage.
- Where trees were not surveyed on the plans provided, we have added their approximate locations. The accuracy of our estimated locations has not been verified by a professional surveyor.
- The location of underground hydro and telecommunications services is not shown and the servicing plan is labelled as "Preliminary for Discussion Only."

Summary of Tree Resource: One bylaw protected tree exists on the subject property and may be shared with the neighbour (Garry Oak #4). A Paper Birch (#6) exists on the municipal frontage. The remaining 6 trees inventoried are Garry Oaks solely on the neighbour's property (The Cridge Centre for the Family).

Trees to be Removed

Paper Birch #6 (~33cm DBH) – This tree will require removal due to the proposed 15cm water service less than one metre west of its trunk. The location of the underground hydro has not been shown, but the hydro PMT is close to the tree indicating this will also likely be an additional impact.

Trees Potentially to be Removed

Garry Oak #3 (~55cm DBH) – The trunk of this neighbour's tree is located slightly less than 1m from the property line where there is an abrupt grade change. The revised plans have shifted the building farther from the property line north-west of this tree, thus increasing the chances of retaining this tree. However, the tree may still require removal due to the root loss anticipated approximately 1m directly west of the tree for the foundation excavation (located south-west of the tree at the property line). Significant canopy pruning is still expected for building clearance.

A short (<30cm tall) garden bed wall/curb runs parallel to the property line approximately 1-2m off the existing fence. It is possible that this has restricted some root growth, however the foundation and foundation excavation will extend to the property line into this raised bed directly west and south-west of the tree.

Despite these impacts, the applicant would like to make an attempt at retaining the tree. If retention is to be attempted, we recommend the excavation be supervised by the project arborist and the final determination of its retention viability be made at that time. The neighbour should be notified of the potential impacts to their trees.

Garry Oak #4 (~50cm DBH) – The existing survey shows this tree on the subject property; it is possible the base of the tree crosses the property line and therefore may be under shared ownership. During our site visits in September 2019, it was observed that the tree appears to be under health stress with a sparse canopy.

The revised plans have shifted the building so that the foundation is now approximately 1.5m from the trunk of the tree (instead of within the wall of the building). Despite this change, it is still possible the tree will require removal as a result of the root loss for the foundation excavation, which will be 1m west from the trunk or less (a minimum of 0.5m is typically required for working room). The short retaining wall/curb (<30cm tall) is located approximately 1m from the trunk of the tree at approximately the same location and could be restricting some root growth away from the excavation.

A significant portion of the canopy will also require removal for building clearance; the second level is almost to the trunk of the tree and is 2.5m above existing grade (34.45m elevation, existing 32.02m). The six-storey portion of the building is 3m west of the tree.

Despite the canopy reduction and potential impacts, the applicant has indicated they would like to make an attempt at retaining the tree. The project arborist should supervise the excavation and make the final determination as to its retention viability at that time.

Garry Oak #7 (30cm DBH)

This neighbour's tree is located 1.5-1.8m from the property boundary where similar to oak #3, there appears to be an abrupt grade change. The tree is leaning significantly east (away from the subject property) and therefore no clearance pruning will be required. However, the stairwell will likely require a foundation and the corner is located 1m from the property line. Excavation will therefore be 0.5m or less from the property line and therefore potentially 1.5-2.3m from the tree on the side opposite its lean.

The ground beside the tree on both sides of the fence is obscured by ivy and therefore the topography in this area is somewhat unknown. The existing short (<30cm tall) garden bed wall/curb that runs parallel to the property line may restrict some root growth, but excavation will likely intrude into this area. Soil volumes are likely limited due to the presence of rock, which increases the chances of roots being encountered. We believe the tree has a good chance at being retained, but health and stability impacts are still a possibility. Its current health is fair/poor with a sparse canopy and epicormic growth.

Restricting the extent of excavation and working room required to construct the stairwell foundation may aid in the retention of this tree. The project arborist should supervise the excavation and make the final determination of its retention at that time.

Impacts on Trees to be Retained

Garry Oaks #5 (group of neighbour's oaks, 15-20cm at DBH)

The canopy from this group of trees leans over the existing driveway entrance and sidewalk. At a minimum, clearance pruning will likely be required for pedestrian sidewalk access. During construction, if vehicles and machinery are using this existing driveway, the canopy of these trees could be damaged. Limbs of the following sizes may require removal: 7cm, 5cm, and two 3cm. The applicant has indicated they are willing to limit vehicle access from this driveway. However, installing protective fencing to block off the east portion of the driveway is limited to only one side to avoid blocking the sidewalk and pedestrian traffic. We recommend the municipality confirm their desired clearance pruning height for the sidewalk and that this pruning be completed prior to the start of construction, and this will inform the decision whether a barricade or other methods are necessary to protect the remaining canopy.

Garry Oak #1 (63cm, neighbour's)

This neighbour's tree is located 2.9m south from the curb/retaining wall along the property line. The revised plans have shifted the parking lot farther away from this tree so that it now ends 4m north-east of the tree.

The finished grade of the parking surface has not been finalized. We do not anticipate a significant amount of roots will be encountered close to the surface, but if roots are encountered prior to bearing soil being reached, the supervising project arborist may recommend the specifications

outlined in the "Paving Above Tree Roots" section be followed. We recommend the future grading plans allow enough space for the paving material and the base layers to be installed above existing grade in case surface roots are encountered. The same recommendations would apply for the sidewalk replacement.

If removal of the existing wall/curb is required, we recommend the project arborist supervise its removal. We recommend the wall/curb and the pavement north of it be left in place and removed towards the end of construction to protect potential roots below them. Removal of the existing water service should also be completed under arborist direction.

Minimal to no pruning for building clearance is anticipated for this tree as the building is located 6m east from the tree. During our most recent site visit, we observed that the tree is in a state of health stress with a sparse canopy and twig dieback throughout its crown.

Garry Oak #2 (~45cm, neighbour's)

During our most recent site visit, we observed that this tree is in poor health, with significant health stress evident. The canopy of the tree is sparse and there is twig dieback through the canopy of the tree.

Root loss is not anticipated from this neighbour's oak, located 5-6m from the property line where a retaining wall is present. The canopy of the tree leans towards the subject property and overhangs the property line by 4.3m. Two 3-4cm lower limbs may conflict with desired clearance for the second floor rear deck. The upper canopy above these limbs can likely be retained above the deck with minimal clearance issues. Three 2-3cm limbs from the upper canopy will require pruning if 1m of building clearance is desired for the second storey building, located 4.2m from the property line.

If scaffolding is required, this will require significantly more clearance pruning. The applicant has informed us that they are willing to avoid using scaffolding in this section of the building, as per our recommendations in the "scaffolding" section below.

We recommend pruning be completed during the framing stage of the project, so that it can be determined exactly what branches will require reduction or removal. The final cuts should be made by an ISA Certified Arborist.

Other Mitigation Measures

- **Arborist Supervision:** All excavation occurring within the critical root zones of protected trees should be completed under supervision by the project arborist. In particular, the following activities should be completed under the direction of the project arborist:
 - Garry Oak #1
 - Sidewalk replacement
 - Water service removal,
 - Removal of existing pavement and retaining wall (if required)
 - Excavation associated with the parking stalls and building foundation within its CRZ
 - Garry Oaks #3, 4 & 7: Excavation associated with the building foundation and removal of the existing fence pilings.
 - Installation of any underground services within the CRZ of retained trees
- **Pruning Roots:** Any severed roots must be pruned back to sound tissue to reduce wound surface area and encourage rapid compartmentalization of the wound. Backfilling the excavated area around the roots should be done as soon as possible to keep the roots moist and aid in root regeneration. Ideally, the area surrounding exposed roots should be watered; this is particularly important if excavation occurs or the roots are exposed during a period of drought. This can be accomplished in a number of ways, including wrapping the roots in burlap or installing a root curtain of wire mesh lined with burlap, and watering the area periodically throughout the construction process.
- **Barrier fencing:** The areas surrounding the trees to be retained should be isolated from the construction activity by erecting protective barrier fencing, as shown on the Tree Protection Site Plan. 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.
- **Removal of Existing Services:** Any existing services that must be removed or abandoned, must take the critical root zone of the trees to be retained into account. If any excavation or machine access is required within the critical root zones of trees to be retained, it must be completed under the supervision and direction of the project arborist. If temporarily removed for access, barrier fencing must be erected immediately after the supervised removal.
- **Paved Surfaces Above Tree Roots:**

If the new paved surfaces within the CRZ of retained trees require excavation down to bearing soil and roots are encountered in this area, this could impact the health of the retained trees. If roots are encountered and tree retention is desired, a raised and permeable paved surface may be recommended. The "paved surfaces above root systems" diagram and specifications is attached.

The objective is to avoid root loss and to instead raise the paved surface and its base layer above the roots. This may result in soils which are high in organic content being left intact below the paved area.

To allow water to drain into the root systems below, if roots are encountered, we may recommend that the surface be made of a permeable material (instead of conventional asphalt or concrete) such as permeable asphalt, paving stones, or other porous paving materials and designs such as those utilized by Grasspave, Gravelpave, Grasscrete and open-grid systems.

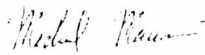
- **Mulching:** Mulching can be an important proactive step in maintaining the health of trees and mitigating construction related impacts and overall stress. Mulch should be made from a natural material such as wood chips or bark pieces and be 5-8cm deep. No mulch should be touching the trunk of the 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,



Michael Marcucci
ISA Certified # ON-1943A
TRAQ – Qualified

Talbot Mackenzie & Associates
ISA Certified Consulting Arborists

Encl. 1-page tree resource spreadsheet, 1-page site plan with trees, 17-page building plans,
1-page Paved Surfaces Above Root Systems specification, 2-page tree resource spreadsheet
methodology and definitions

Talbot Mackenzie & Associates

Disclosure Statement

The tree inventory attached to the Tree Preservation Plan can be characterized as a limited visual assessment from the ground and should not be interpreted as a "risk assessment" of the trees included.

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.

May 29, 2019

1301 Hillside Ave, Victoria

Page 1 of 1

*Comment added, site visit September 12, 2019

Tree Resource Spreadsheet

Tree ID	Common Name	Latin Name	DBH (cm) approximate	Crown Spread (dominant in metres)	CRZ (radius in metres)	Relative Tolerance	Health	Structure	Remarks and Recommendations	Bylaw Protected	Retention Status
1	Garry Oak	<i>Quercus garryana</i>	63.0	13.0	6.5	G	Poor	Fair	Neighbour's. 2.9m from curb/retaining wall along property line. Sparse canopy with twig dieback throughout and limb dieback. Epicormic growth.	Protected	Retain
2	Garry Oak	<i>Quercus garryana</i>	45	13.0	4.5	G	Poor	Fair	Neighbour's. 5-6m from PL. Sparse canopy with significant dieback throughout. Asymmetric canopy and leaning with limbs overhanging subject property by 4m.	Protected	Retain
3	Garry Oak	<i>Quercus garryana</i>	60.0	14.0	6.0	G	Fair	Fair	Neighbour's. Tag #52. Base obscured by fence and ivy. Some epicormic growth. Crossing limbs.	Protected	TBD - Potential Removal
4	Garry Oak	<i>Quercus garryana</i>	50	13.0	5.0	G	Fair	*Fair/poor	On subject property or potentially shared. Epicormic growth. *Sparse canopy, stunted growth. Twig dieback. Deadwood and branch stubs.	Protected	TBD - Potential Removal
5	Garry Oak	<i>Quercus garryana</i>	15-20	8.0	2.0	G	Fair	Fair	Neighbour's. Significant insect defoliation on some trees.	Protected	Retain*
6	Paper Birch	<i>Betula papyrifera</i>	33.0	10.0	4.0	M	Fair	Fair	Municipal tree (ID# 22391). V-pruned for hydro lines. Minor twig dieback.	No	Removal
7	Garry Oak	<i>Quercus garryana</i>	40.0	5.0	3.0	G	Fair/Poor	Fair/Poor	Neighbour's. Tag #54. Leaning east. Sparse canopy with epicormic growth.	Protected	TBD - Potential Removal
8	Garry Oak	<i>Quercus garryana</i>	50	10.0	5.0	G	Poor	Fair	Neighbour's. 6m from PL. Significant dieback throughout and epicormic growth.	Protected	Retain

Prepared by:

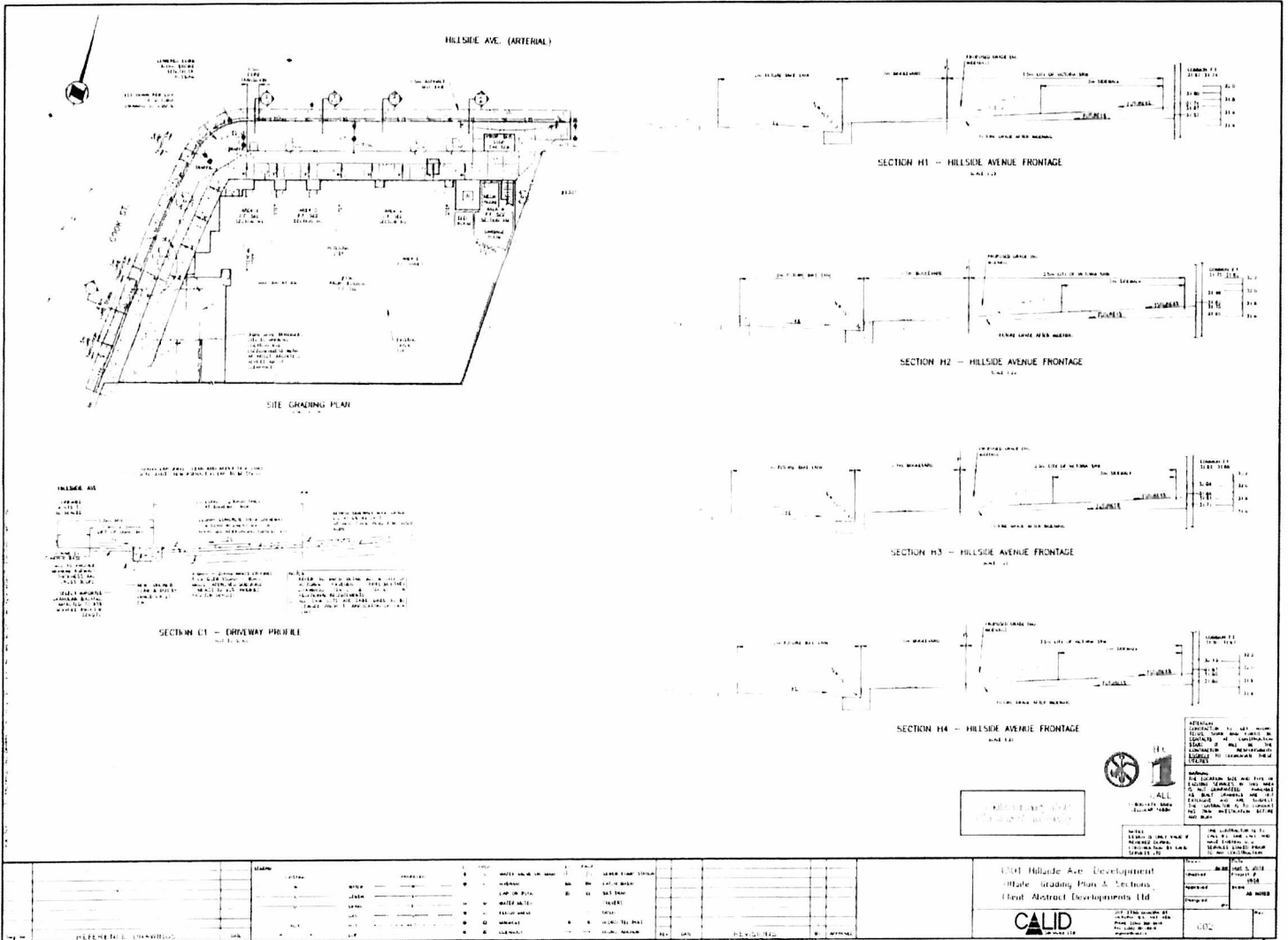
Talbot Mackenzie & Associates

ISA Certified and Consulting Arborists

Phone: (250) 479-8733

Fax: (250) 479-7050

email: tmtreehelp@gmail.com



[illegible]

NAME	AGE	NUMBER OF STUDENTS	SEX	DOB
00001	18	1	Male	1995-01-01
00002	19	2	Female	1994-03-15
00003	20	3	Male	1993-07-22
00004	21	4	Female	1992-11-08
00005	22	5	Male	1991-05-20
00006	23	6	Female	1990-09-03
00007	24	7	Male	1989-02-14
00008	25	8	Female	1988-06-27
00009	26	9	Male	1987-10-10
00010	27	10	Female	1986-04-23
00011	28	11	Male	1985-08-06
00012	29	12	Female	1984-12-19
00013	30	13	Male	1983-05-02
00014	31	14	Female	1982-09-15
00015	32	15	Male	1981-01-28
00016	33	16	Female	1980-06-11
00017	34	17	Male	1979-10-24
00018	35	18	Female	1978-04-07
00019	36	19	Male	1977-08-20
00020	37	20	Female	1976-12-03
00021	38	21	Male	1975-05-16
00022	39	22	Female	1974-09-29
00023	40	23	Male	1973-02-12
00024	41	24	Female	1972-06-25
00025	42	25	Male	1971-10-08
00026	43	26	Female	1970-04-21
00027	44	27	Male	1969-08-04
00028	45	28	Female	1968-12-17
00029	46	29	Male	1967-05-30
00030	47	30	Female	1966-09-13
00031	48	31	Male	1965-01-26
00032	49	32	Female	1964-06-09
00033	50	33	Male	1963-10-22
00034	51	34	Female	1962-04-05
00035	52	35	Male	1961-08-18
00036	53	36	Female	1960-12-31
00037	54	37	Male	1959-06-14
00038	55	38	Female	1958-10-27
00039	56	39	Male	1957-04-10
00040	57	40	Female	1956-08-23
00041	58	41	Male	1955-12-06
00042	59	42	Female	1954-05-19
00043	60	43	Male	1953-09-02
00044	61	44	Female	1952-01-15
00045	62	45	Male	1951-05-28
00046	63	46	Female	1950-10-11
00047	64	47	Male	1949-04-24
00048	65	48	Female	1948-08-07
00049	66	49	Male	1947-12-20
00050	67	50	Female	1946-06-03
00051	68	51	Male	1945-10-16
00052	69	52	Female	1944-04-29
00053	70	53	Male	1943-09-12
00054	71	54	Female	1942-01-25
00055	72	55	Male	1941-06-08
00056	73	56	Female	1940-10-21
00057	74	57	Male	1939-04-04
00058	75	58	Female	1938-08-17
00059	76	59	Male	1937-12-30
00060	77	60	Female	1936-06-13
00061	78	61	Male	1935-10-26
00062	79	62	Female	1934-04-09
00063	80	63	Male	1933-08-22
00064	81	64	Female	1932-01-05
00065	82	65	Male	1931-05-18
00066	83	66	Female	1930-09-01
00067	84	67	Male	1929-02-14
00068	85	68	Female	1928-06-27
00069	86	69	Male	1927-10-10
00070	87	70	Female	1926-04-23
00071	88	71	Male	1925-08-06

DEVELOPER
Revision Properties
 Full File Name:
 Version:
 Date:
 Author:

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1 March with the forecast for
2 1775 524 1 and 524 11.
3 1775 524 11
4 1775 524 11
5 1775 524 11
6 1775 524 11

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2501 2nd St. N.
 Minneapolis, MN 55412
 Tel: 612-424-4444
 Fax: 612-424-8855



REZONING APPLICATION

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11

2	10 100 1.2	Has increased by 100% in 10 years
1	10 10 1.00	Has been stable for 10 years
100	1000	is new station

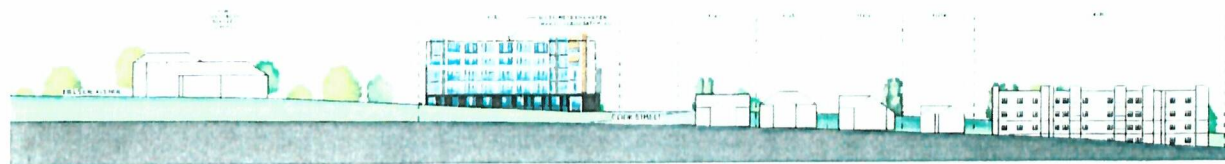


SNA
NEW AGE HOWARD
AGENCIES, INC.
New York • Chicago • Los Angeles • Miami

1301 Hillside Ave

1.331 Palisades Ave
Valhalla, NY

Cover Sheet

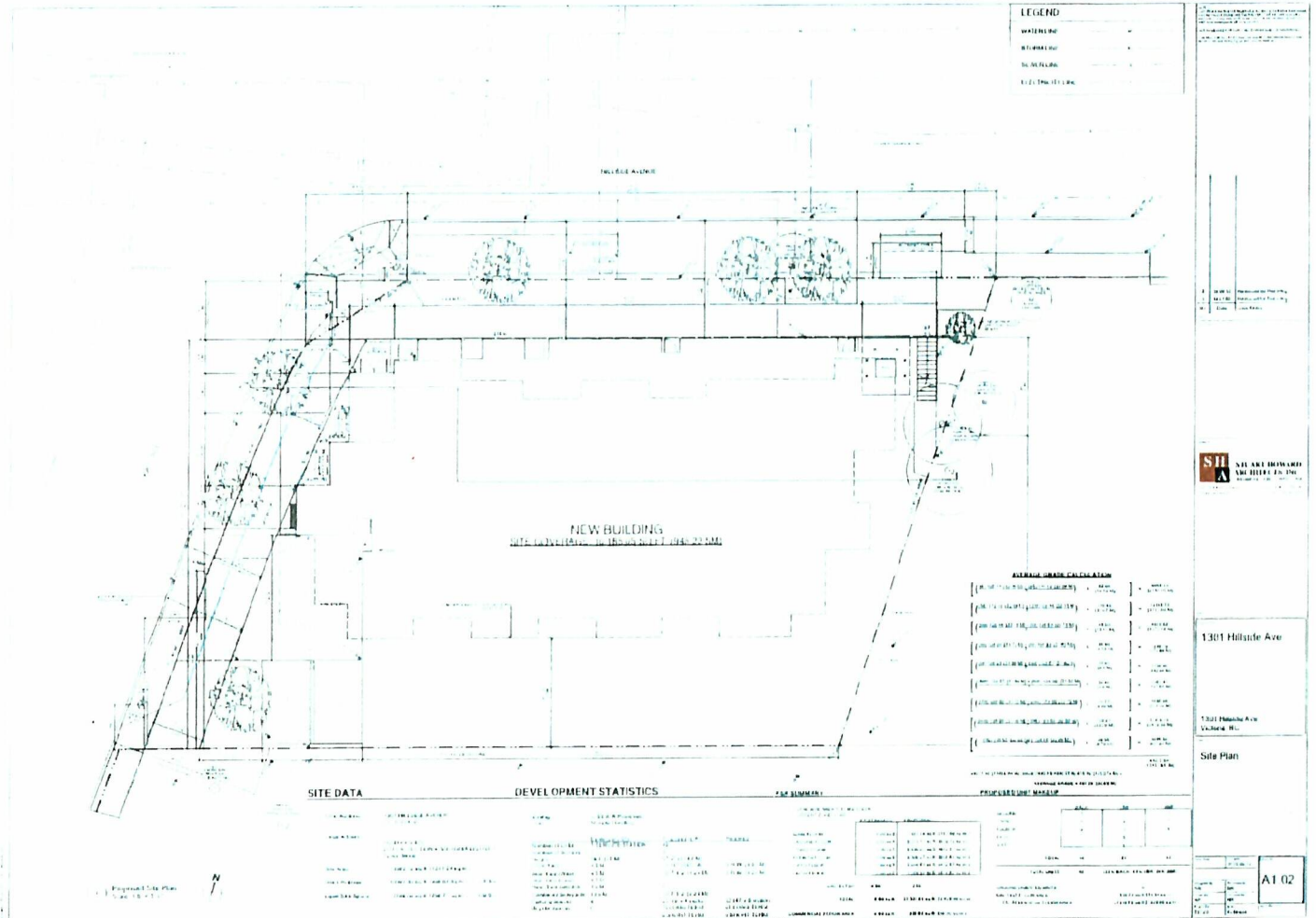


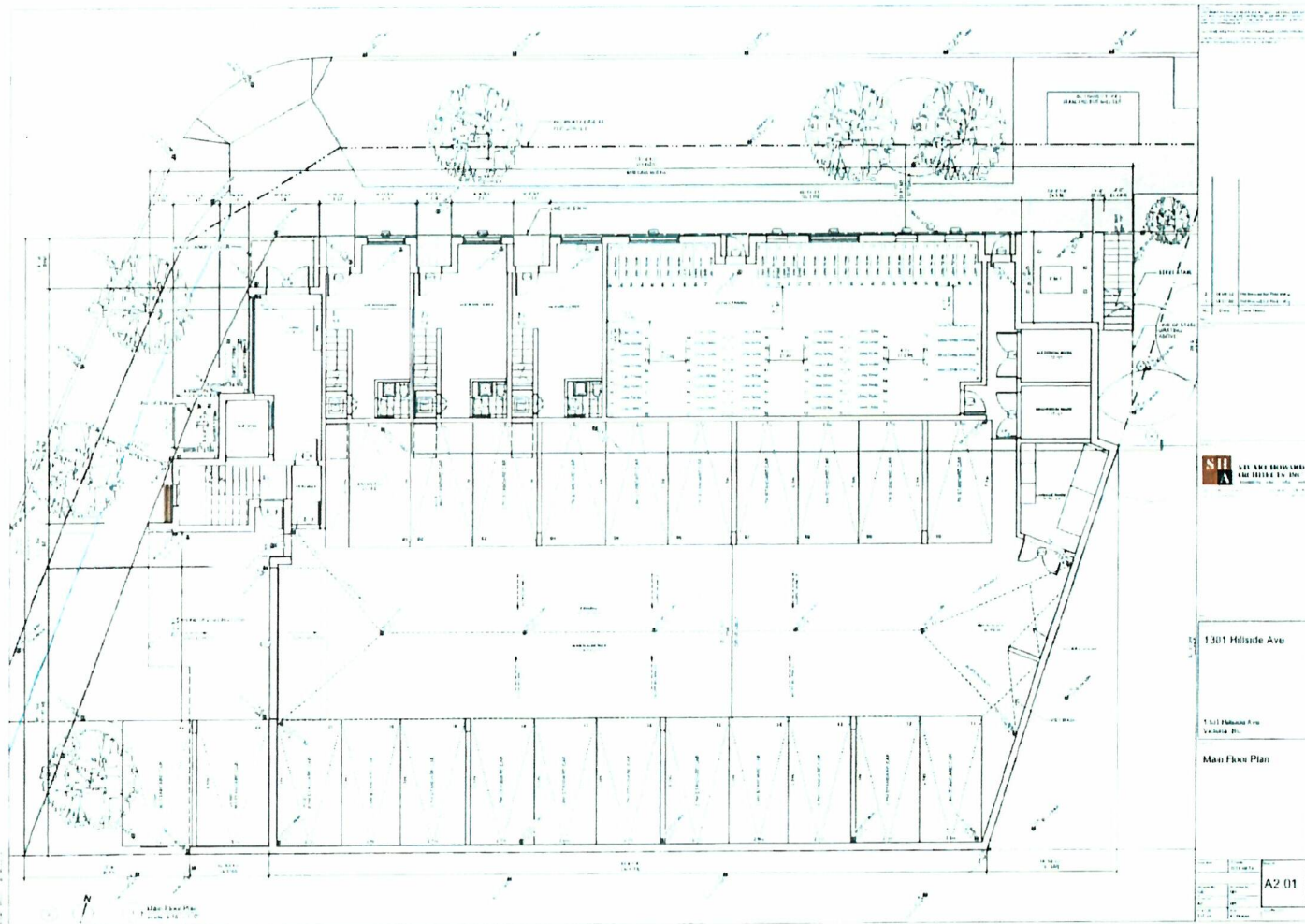
1301 Hillside Ave

Site Context

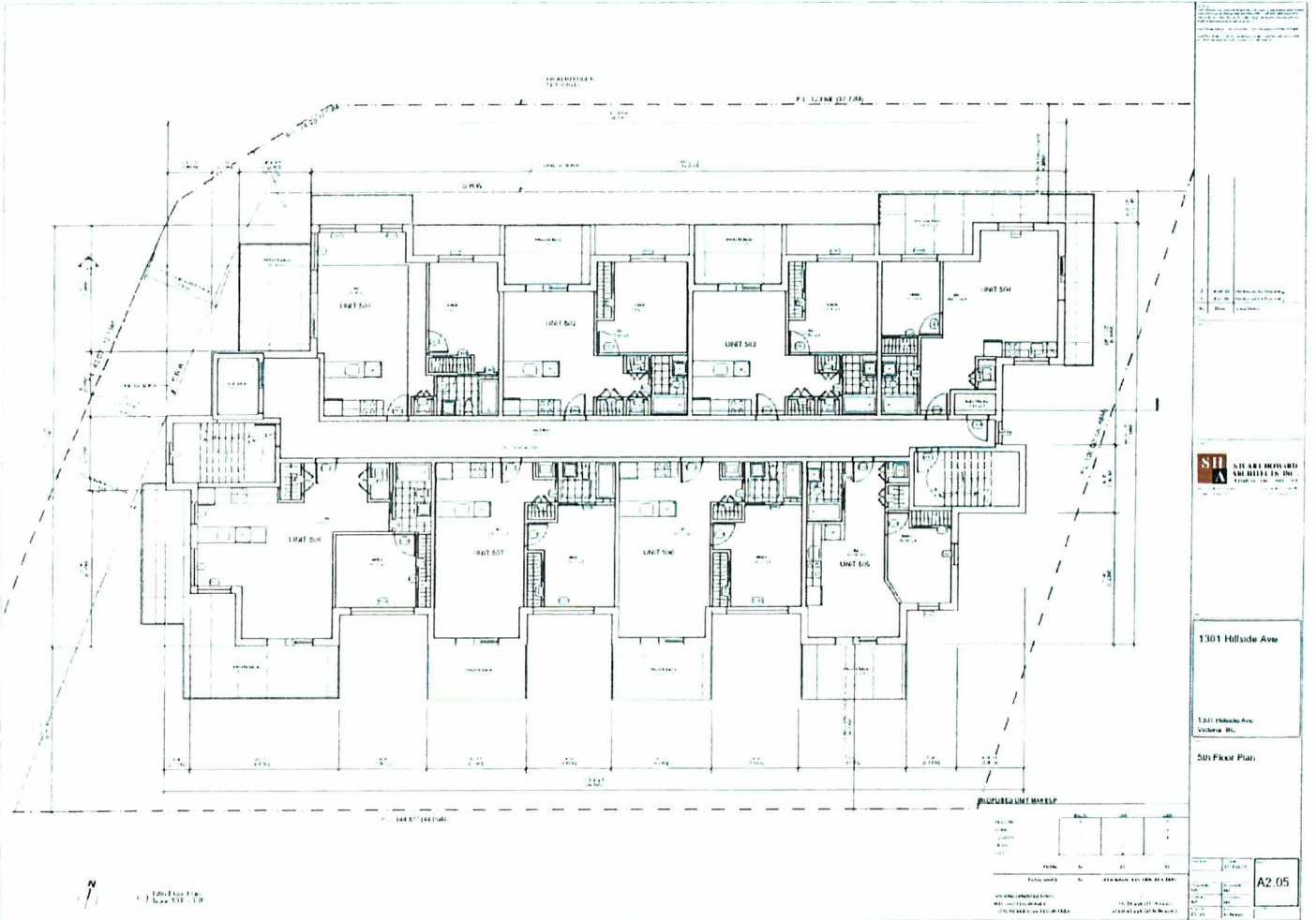
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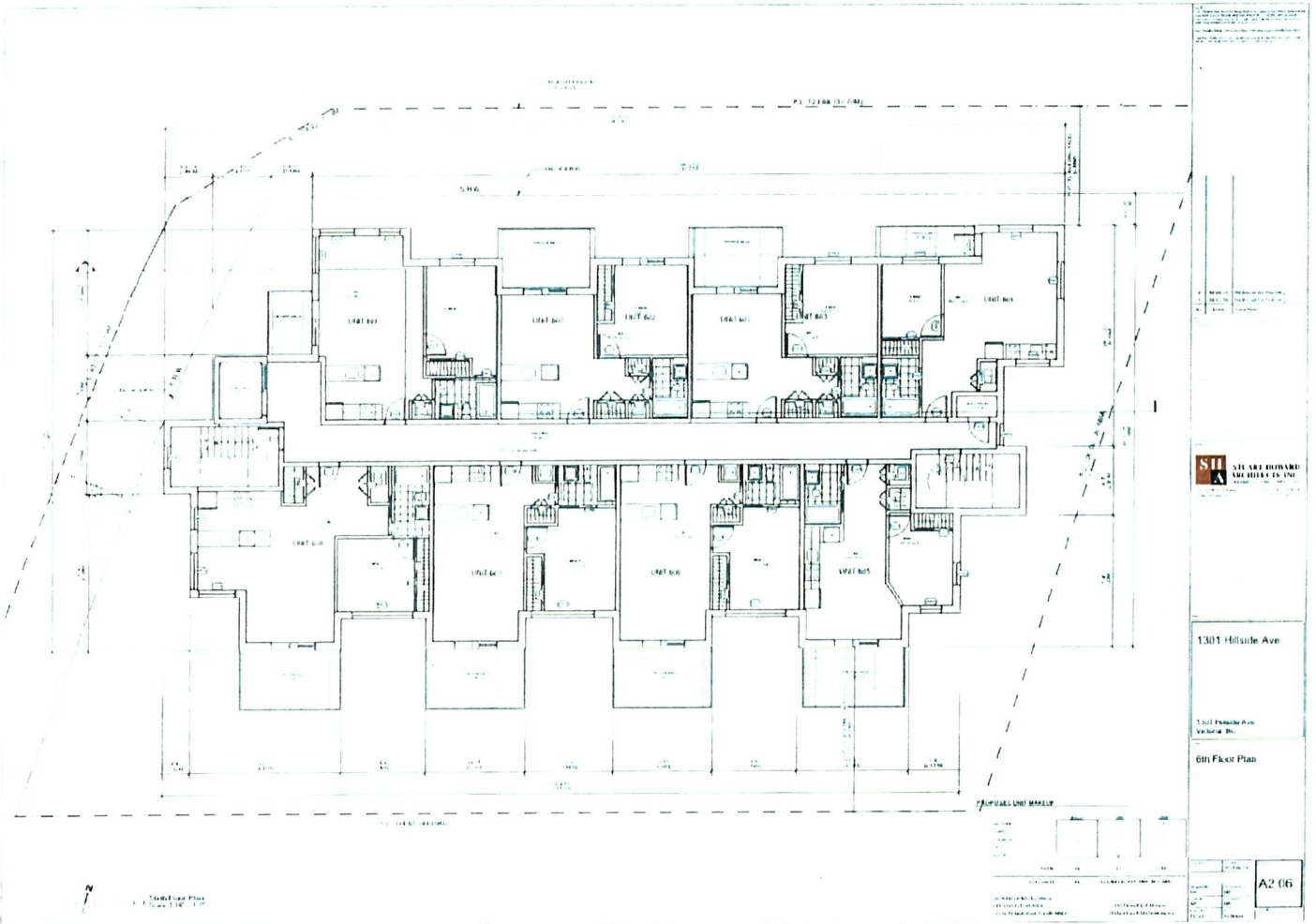


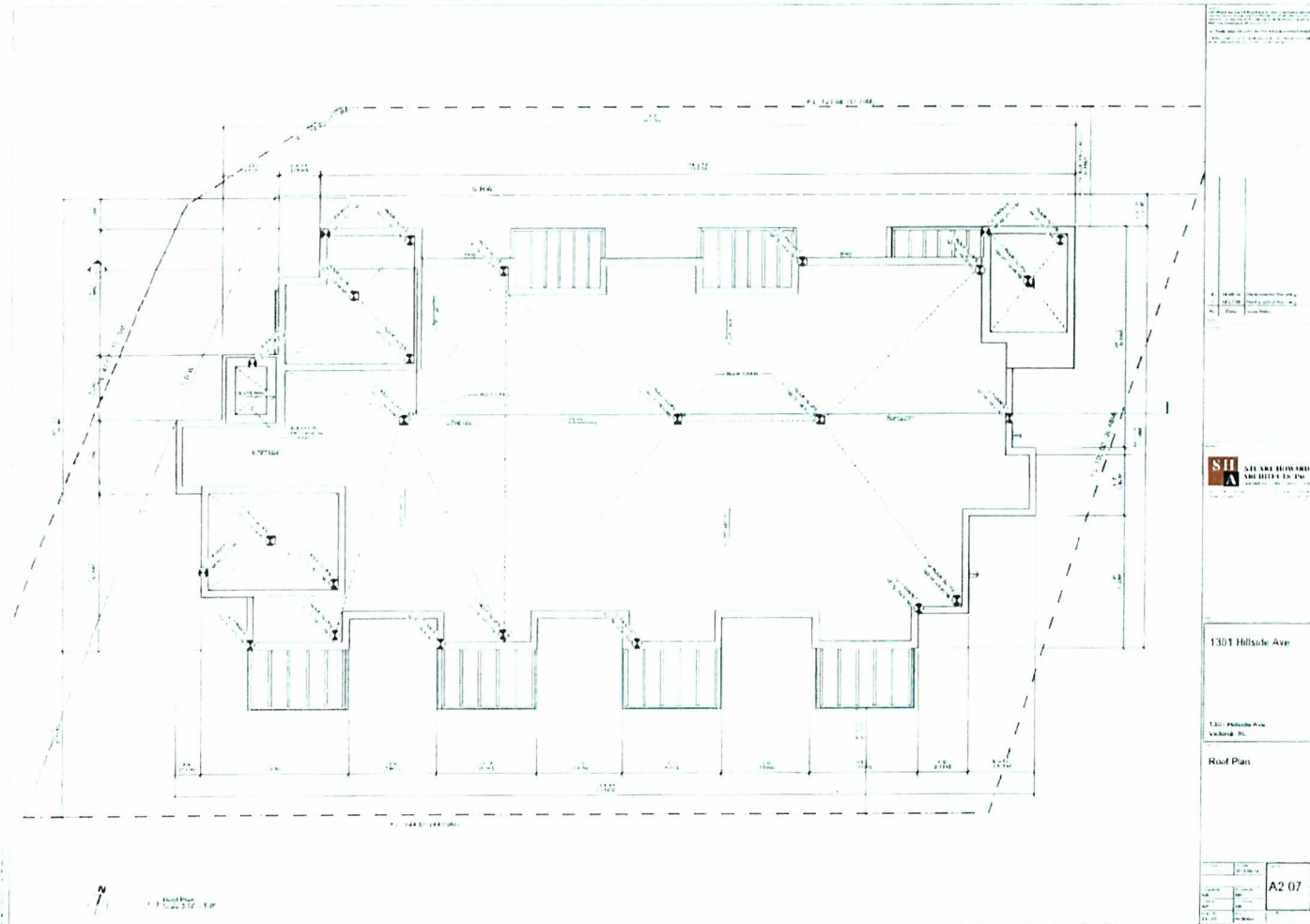












1301 Hilsche Ave

1301 Hilsche Ave
Hillsdale, NJ

Roof Plan

DATE: 07/10/10
BY: [Signature]
CHECKED: [Signature]
APPROVED: [Signature]

A2 07

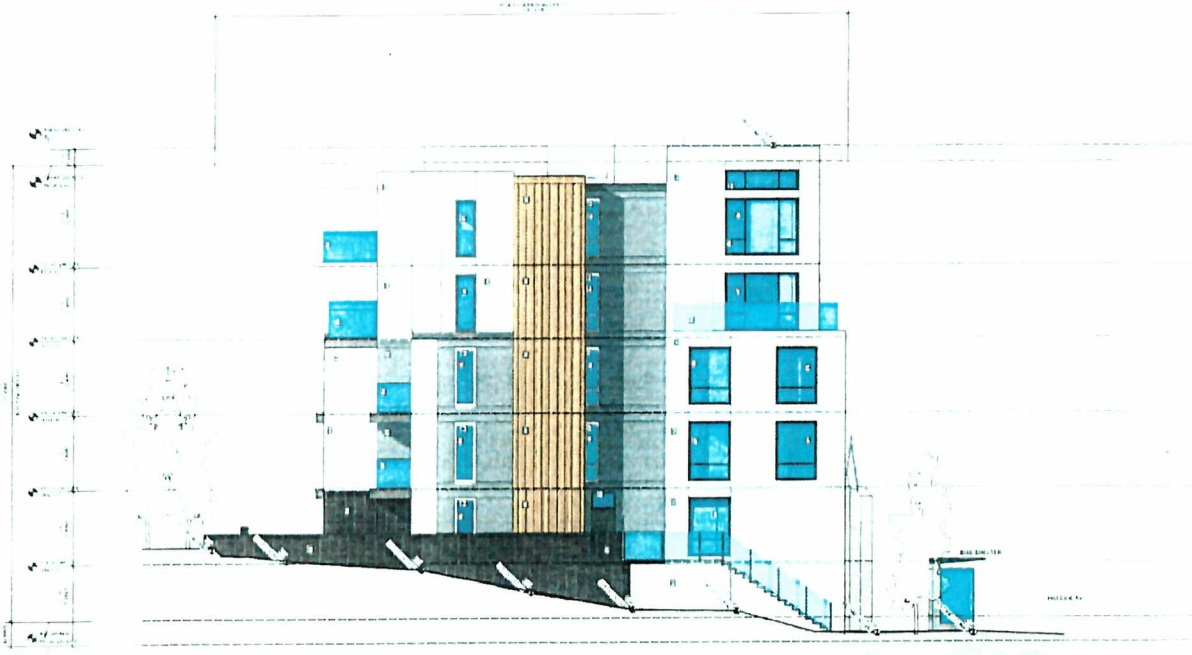
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TABLE 1

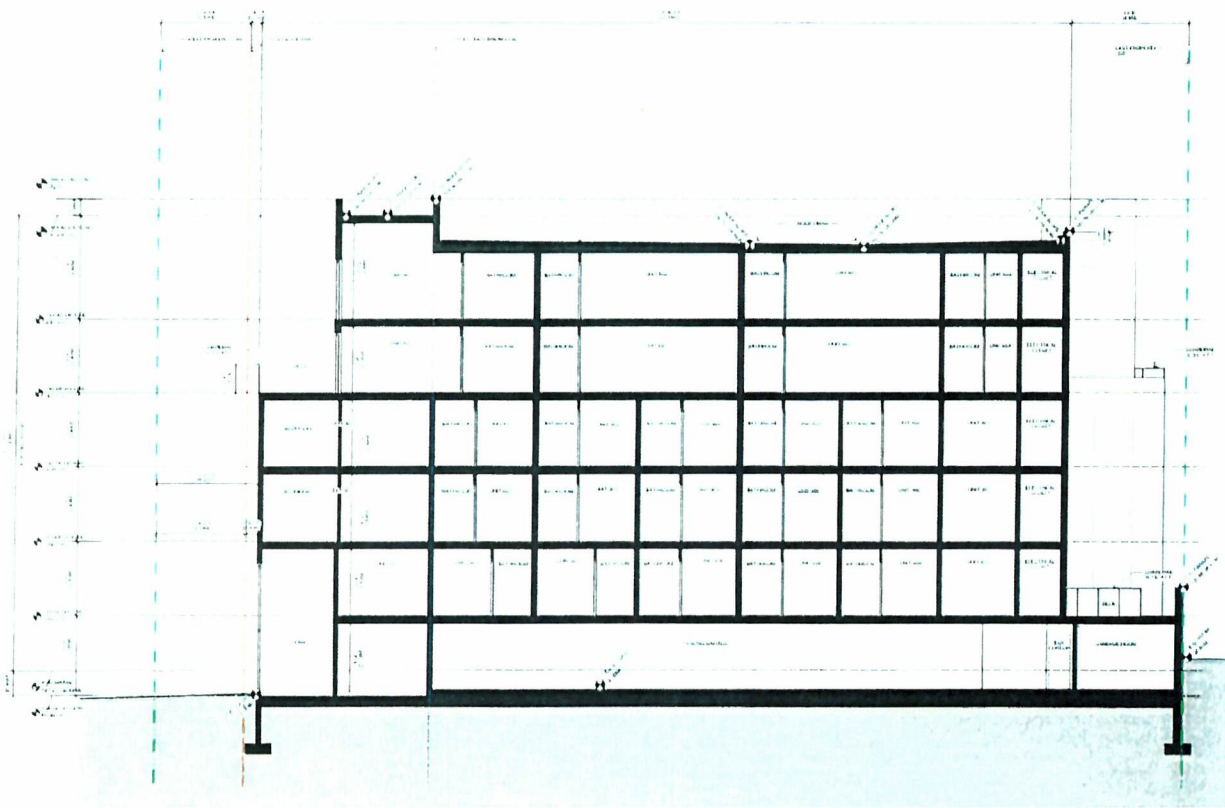
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1301 Hillside Ave

1.3.1) **Following are**
Values of

Building Elevations

A3.03



SH
A SUTHERLAND
ARCHITECTS, INC.
1001 HILLMAN AVE.
SUITE 200
DALLAS, TEXAS 75201
TEL: 214-750-1234
FAX: 214-750-1235
WWW.SUTHERLAND-ARCHITECTS.COM

1001 Hillman Ave.

1001 Hillman Ave.

Building Sections

A4.01



100 E. 1st St. - North
1/4" = 1'-0"



100 E. 1st St. - South
1/4" = 1'-0"



100 E. 1st St. - East
1/4" = 1'-0"



100 E. 1st St. - West
1/4" = 1'-0"

1	100 E. 1st St. - North
2	100 E. 1st St. - South
3	100 E. 1st St. - East
4	100 E. 1st St. - West

SH
A
STUART BROWARD
ARCHITECTS, INC.
100 E. 1st St., Suite 100
Portland, ME 04101
Tel: 207.625.1234
Fax: 207.625.1235
www.stuartbroward.com

1301 Hillside Ave.
Portland, ME
Perspective

A7 01



1. Project Name: [Blank]
 2. Project Address: [Blank]
 3. Project City: [Blank]
 4. Project State: [Blank]
 5. Project Zip: [Blank]
 6. Project Date: [Blank]
 7. Project Status: [Blank]
 8. Project Owner: [Blank]
 9. Project Architect: [Blank]
 10. Project Engineer: [Blank]
 11. Project Designer: [Blank]
 12. Project Contractor: [Blank]
 13. Project Consultant: [Blank]
 14. Project Manager: [Blank]
 15. Project Coordinator: [Blank]
 16. Project Assistant: [Blank]
 17. Project Secretary: [Blank]
 18. Project Receptionist: [Blank]
 19. Project Janitor: [Blank]
 20. Project Security: [Blank]



1301 Highway Ave
 1301 Highway Ave
 Virginia, VA
 Perspectives

[illegible]



Talbot Mackenzie & Associates

Consulting Arborists

Box 48153 RPO - Uptown Victoria, BC V8Z 7H6

Ph: (250) 479-8733

Fax: (250) 479-7050

Email: mttreehelp@gmail.com

Tree Resource Spreadsheet Methodology and Definitions

Revised July 24, 2019

Tag: Tree identification number on a metal tag attached to tree with nail or wire, generally at eye level. Trees on municipal or neighboring properties are generally not tagged ("NT #").

DBH: Diameter at breast height – diameter of trunk, measured in centimetres at 1.4m above ground level. For trees on a slope, it is taken at the average point between the high and low side of the slope.

~ Approximate due to inaccessibility or on neighbouring property

Crown Spread: Indicates the diameter of the crown spread measured in metres to the dripline of the longest limbs.

Relative Tolerance Rating: Relative tolerance of the tree species to construction related impacts such as root pruning, crown pruning, soil compaction, hydrology changes, grade changes, and other soil disturbance. This rating does not take into account individual tree characteristics, such as health and vigour. Three ratings are assigned based on our knowledge and experience with the tree species: Poor (P), Moderate (M) or Good (G).

Critical Root Zone: A calculated radial measurement in metres from the trunk of the tree. It is the optimal size of tree protection zone and is calculated by multiplying the DBH of the tree by 10, 12 or 15 depending on the tree's Relative Tolerance Rating. This methodology is based on the methodology used by Nelda Matheny and James R. Clark in their book "Trees and Development: A Technical Guide to Preservation of Trees During Land Development."

- 15 x DBH = Poor Tolerance of Construction
- 12 x DBH = Moderate
- 10 x DBH = Good

This method is solely a mathematical calculation that does not consider factors such as restricted root growth, limited soil volumes, age, crown spread, health, or structure (such as a lean). To calculate the critical root zone of trees with multiple stems below 1.4m, the diameter is considered the sum of 100% of the diameter of the largest stem and 60% of the diameter of the next two largest stems. This however can result in multi-stem trees having exaggerated CRZs. Where noted, sometimes the CRZ for trees with multiple stems will be calculated using the diameter of the trunk below the unions.

Health Condition:

- Poor - significant signs of visible stress and/or decline that threaten the long-term survival of the specimen
- Fair - signs of stress
- Good - no visible signs of significant stress and/or only minor aesthetic issues

Structural Condition:

- Poor - Structural defects that have been in place for a long period of time to the point that mitigation measures are limited
- Fair - Structural concerns that are possible to mitigate through pruning
- Good - No visible or only minor structural flaws that require no to very little pruning

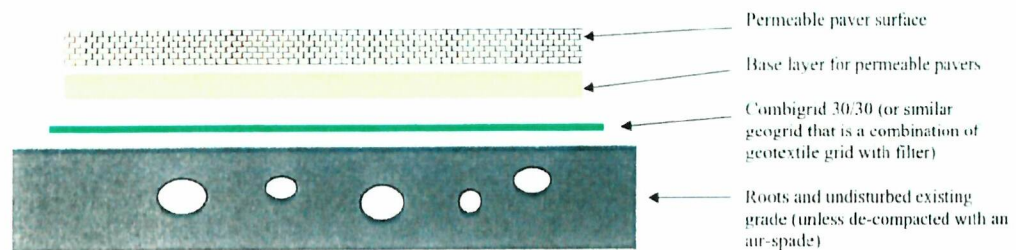
Retention Status:

- Removal (or "X")- Not possible to retain given proposed construction plans
- Retain - It is possible to retain this tree in the long-term given the proposed plans and information available. This is assuming our **recommended mitigation measures are followed**
- Retain * - See report for more information regarding potential impacts
- TBD (To Be Determined) - The impacts on the tree could be significant. However, in the absence of exploratory excavations and in an effort to retain as many trees as possible, we recommend that the final determination be made by the supervising project arborist at the time of excavation. The tree might be possible to retain depending on the location of roots and the resulting impacts, but concerned parties should be aware that the tree may require removal.
- NS - Not suitable to retain due to health or structural concerns

Talbot Mackenzie & Associates

Consulting Arborists

Diagram – Permeable paver surface crossing over Critical Root Zone



Specification #1 for Paved Surfaces Over Critical Root Zones (driveway, parking or walkway areas)

1. Minimal excavation to remove turf and loose soil for the required permeable surface, under the supervision of the project arborist. Root loss to be avoided.
2. A layer of Combigrd 30/30 geotextile is to be installed over the existing grade.
3. Construct base layer of well-draining material and permeable surface over geogrid layer to required grade.

Lacey Maxwell

From: Don Gourlay [REDACTED]
Sent: January 15, 2018 1:19 PM
To: [REDACTED] Victoria Mayor and Council;
 Marianne Alto (Councillor); Ben Isitt (Councillor)
Subject: 1301 Hillside Apartment Proposal - Comments

January 15, 2018

Don Gourlay and Charlotte Mills

Owners/Residents at
 1270 Basil Avenue
 Victoria B.C.
 Email: [REDACTED]

Oaklands Community Association Land Use Committee
 (CALUC) [REDACTED]

Hillside-Quadra Neighbourhood Action Group [REDACTED]

Mayor and Council [REDACTED]

Oaklands Councillor Marianne Alto [REDACTED]

Hillside-Quadra Councillor Ben Isitt. [REDACTED]

Re: 1301 Hillside Apartment Proposal

As owners and residents of the neighborhood we have the following concerns about the proposed apartment development at 1301 Hillside Avenue.

Structure

The proposed six story height of the building is beyond the existing apartment blocks on Hillside Avenue which stand at four stories. Since this intersection has two older apartment buildings that may be replaced in the future it will set a trend for rebuilding to six stories. Although the inner city needs this housing can our neighborhood handle the potential increase at 100 suits per building in one location?

Parking

The developer is offering far less than a one-to-one parking stall arrangement. Basil Avenue and surrounding streets already carry the overfull load from the existing apartments at Cook and Hillside that have been "grandfathered" for non-compliance with current parking requirements. We don't believe it will be possible, or fair, to have the building owner manage tenant ownership of vehicles as a method of addressing parking requirements. The developer has said that the site cannot be excavated for parking. Is that true? How does the city know that cost is a prohibitive issue?

Egress

Cook Street and Hillside Avenue is a busy intersection. With no side street access, it's hard to imagine how the traffic flow will not be a problem. Where in the planning process will street access be addressed?

Diversity of Tenants

Single people and families need housing. A mixed population is better for the community. How many one-bedroom and multi-bedroom units will be built?

Please include our concerns about this development to the consultation process that each of your organizations partake in.

Thank You,

Don Gourlay and Charlotte Mills

January 28, 2018

I am writing in concern of a developmental proposal by NVision Properties to build an apartment building at the corner of Hillside and Cook.

Our Basil Ave residents who live near this proposed building site met with Adam Cooper, Development Manager, along with two of his colleagues on January 23rd. They presented an architectural print of their proposed six story building that is to be built to the city property line on both Hillside and Cook streets.

Our main concerns is that they are proposing 46 apartment units with only 25 ground floor parking spaces, consisting of two visitor spots, leaving no space for maintenance vehicles. Garbage and recycling space or how it is to be picked up was not addressed.

Visitors and tenants who will be left without a parking spot will in all likelihood park on Basil Ave, which will cause us to demand resident only parking. The reality is that the majority of visitors will be driving a vehicle.

Furthermore, they propose only one entrance and exit where the bus stop is on Hillside. They have failed to provide any mention of where taxis or parcel delivery vehicles will park, which will likely cause them to park on either Cook or Hillside, blocking traffic.

In essence, their present proposal is far too large for this vacant lot, which is better suited to a house.

Regards,

Terry and Reba Emerson
1254 Basil Ave.

Lacey Maxwell

From: Chris Lockley [REDACTED]
Sent: January 29, 2018 1:20 PM
To: Marianne Alto (Councillor); [REDACTED] Victoria Mayor and Council;
[REDACTED]
Cc: jilldward; Terri
Subject: Community Meeting - Abstract Developments - Hillside and Cook

To Whom this May Concern,

I am going to attempt to get to the meeting on the 30th January, but if i am unable to do so due to a previous commitment, I wish to voice my concerns regarding the proposed 6 story, 46-unit rental property on the corner of Cook and Hillside in the form of this email.

First off, I am all for something being done with the empty lot on the corner of Hillside and Cook where previously, there was a Payless gas station. Now that I live in the area, I wish it were still a gas station but it appears the property is destined for other uses.

We should not allow a variance of parking stalls from 69 to 25 stalls. I deduce that the zoning by-law was developed to reduce a requirement for on street parking around multi unit dwellings. Any deviation from the by-law would simply endorse parking in and around the pre-existing neighbourhoods behind the Cridge Centre in the vicinity of Kings Street and Empire Street. As a resident of Empire Street, I am acutely aware of the careful balance between on street parking and the amount of approved Duplex homes in the area. Any variance would be a detriment to the households that enjoy the balance and the freedom of parking on the street in the vicinity of their homes. Parking will also negatively impact the amount of available parking around the ball field.

The requested variance is not even considering that each of the 46 units should have a designated parking spot. A reduction of more than 50 percent of the by-law seems very short sighted on the part of the Abstract Developments. This lack of long term considerations and implications makes me wonder if Abstract Developments has the right vision and mentality for a development of considerable size in what is, essentially, a residential neighbourhood.

Thank you for your time.

Respectfully,

Christopher Lockley, CD
2593 Empire Street
Victoria, BC
V8T 3M5
[REDACTED]

Basil Avenue Neighbourhood Residents' Meeting Re: Hillside/Cook Development Proposal

Tuesday, January 23, 2018 - 7:00 p.m. at 1230 Basil Avenue

Subject: NVision Properties' presentation and discussion regarding proposed apartment building development and construction by Abstract Development at 1301 Hillside Avenue (corner of Cook Street and Hillside Avenue).

Attending for NVision Property Management (management arm of Abstract Development): Adam Cooper – Development Manager and Principal Presenter, along with two colleagues.

Mr. Cooper outlined the proposal as expressed in documents previously distributed at other development meetings. Key points were:

1. proposed six-storey building – exact height to be determined and provided at submission stage
2. building to be all rental suites owned and operated by NVision Properties; building cannot be converted to condos for sale
3. parkade of 25 spaces at street level with five storeys of suites (46 in total) above
4. mix of bachelor, one-bedroom and two-bedroom; actual allocation is still under consideration by the developer
5. grove of oak trees to the south to have branches that are overhanging the rental property trimmed
6. traffic patterns, building access, bus stops, etc. to be determined through discussions with the City of Victoria and the developer
7. re-zoning request complies with provisions in the 2012 Official Community Plan (OCP); site currently zoned C-SS Special Service Station District

Summary of residents' points of concern and matters for further consideration at the January 30, 2018 Community Association Land Use Committee (CALUC) meeting.

1. Hillside corridor currently has four-storey building streetscape. Developer did not have the exact proposed building height for the six storeys in either feet or metres as it is still subject to review. Six storeys for this location was a concern.
2. Apartment density (46 units) questioned given the proposal of only 25 potential parking spaces. Developer confirmed that they are still reviewing the mix of units (bachelor, one-bedroom and two-bedroom). Residents put forward the question of whether fewer, larger units could maintain the develop-expected return on investment.
3. The issue of how many actual parking spaces would there be for residents was raised given the need for visitor parking and delivery services to the

building. Developer confirmed this matter was still under discussion as the number of spaces and their dimensions were fixed because of the inability to dig below grade according to provincial and city code and regulations.

4. It is understood that the Cook and Hillside intersection is the fifth busiest in the City of Victoria. Questions arose regarding any traffic pattern changes, the current bus stop potentially blocking access to the building as per presentation of design, the impact of planned bicycle lane on Cook St., stopping area for deliveries or taxis for residents, and current Hillside corridor use for emergency vehicles (fire, ambulance and police). Developer noted that these matters fall within city jurisdiction. All matters of legal compliance are part of the developer's proposal acceptance and approval by the City of Victoria.
5. Residents raised question about the health and future of the oak grove at the Cridge Centre, the implication of water table changes and building shadow (related to the issue of the building's height). The developer stated that an arborist was part of the project team, as well there is city professional involvement. Details related to these concerns should be forthcoming and will be addressed throughout the development process (Note: it is expected to be about 18 months until this development proposal is submitted for final approval).
6. Questions from residents were forthcoming concerning NVision's approach to trying to ensure their standards for qualified, long-term tenants could be achieved. Concerns were voiced regarding experiences with transient occupiers in the neighbourhood. Mr. Cooper explained the property management approach of NVision and their commitment to wanting to be a good influence in the neighbourhood. Residents again brought forward the issue of apartment density mix, with a view to fewer, larger units. Residents felt this approach could alleviate a number of concerns – fewer apartments could mean the parking issue would be somewhat addressed; larger units could provide the possibility of longer-term tenants with reduced transient turnover, and could also provide the possibility of lowering the six-storey building height.

All parties agreed that further discussion was needed as information and details become clearer, more exact and confirmed.

The meeting broke up just after 9:00 p.m.

Terry Malone
1244 Basil Avenue



Lacey Maxwell

From: Jennifer Chown [REDACTED]
Sent: January 30, 2018 1:22 PM
To: Land Use; Marianne Alto (Councillor) [REDACTED]; Ben Isitt (Councillor); Victoria Mayor and Council
Subject: Basil Ave residents and NVision properties meet re: proposed development 1301 Hillside
Attachments: January 23rd meeting notes.docx

To Whom It May Concern,

On January 23 2018 at 7:00 pm, 15 neighbourhood residents and three staff from NVision Properties met at 1230 Basil Avenue to discuss NVision's proposed development at 1301 Hillside.

Basil Avenue resident Terry Malone took minutes of this meeting. Here are Mr. Malone's minutes for your reference:

After the January 23 meeting, shared concerns by neighbourhood residents remain as follows:

-proposed height of the building is not consistent with other buildings in the area. The proposed building is significantly taller than all other buildings in the area. A building of this height may be more appropriate in a village centre. Cook and Hillside is not a village centre. Concerns were expressed that this tall building will shade Basil Avenue/Cook Street homes, or that future development on Hillside or Cook will also be at six stories if a six story building goes in at 1301 Hillside.

-density of the proposed building is out of scale with other buildings in this area. Number of potential tenants is too high for a lot of this small size, and is not consistent with other apartments and condominiums in this area. A building with this number of units may be more appropriate in the downtown core or on a larger lot.

-there is not enough vehicle parking available for the tenants and guests of this proposed building. We worry that residents and their guests will drive and park on our street. Our street is already at capacity for parking, as tenants from the two existing rental buildings at Cook and Hillside already park on Basil Avenue, as do users of Hillside Park. We do not trust that tenants and guests of this building will be exclusively car-free, as that is not the case with the existing Cook/Hillside rental buildings with limited parking.

-vehicle ingress and egress from this building seems inadequate. Vehicles leaving this building will only have the legal option to turn east on Hillside. Traffic at this intersection is already heavy, with a significant number of motor vehicle incidents. We worry that motorists will be tempted to make the unsafe and illegal turn west onto Hillside to quickly access opportunities to travel north or south or west from the building. We also worry that vehicles may leave the building via Hillside Eastbound, left Higgins, and then turn left onto Cook from Higgins. The uncontrolled intersection of Cook and Higgins/Vista Heights is already dangerous and we do not want increased vehicle traffic turning in any direction at this intersection. We recall that the previous gas station at 1301 Hillside had vehicle ingress and egress on both Hillside and Cook, and we wonder if this may be safer for the proposed development.

Here is the list of neighbours who were in attendance:

Elsie Anguish	Basil Ave
Darryl Clark	The Rise
Kristy and Jens Gregson	Cook Street
Terry Malone	Basil Ave
Don and Sue Tulloch	Basil Ave
Marc Waterman	Basil Avenue
Carol Williams	1230 Basil Avenue
Angela	Basil Ave
Terry Emerson	Basil Ave
Lynn Bussey	Blackwood Street
Patty	

Carol Williams Basil Ave
Jennifer Chown Basil Ave

The following neighbours wanted to attend but had to send their regrets:

Bruce and Sandra Murray Basil Ave
Shauna Yeomans Basil Ave
Dylan Rovere Basil Ave

The following staff were in attendance from NVision Properties:

Adam Cooper
Sam
Holly Carrie-Mattimoe.

Thank you for reading.

Sincerely,

Jennifer Chown
1245 Basil Avenue

Lacey Maxwell

From: LT Smith [REDACTED]
Sent: January 30, 2018 11:42 AM
To: [REDACTED]
Cc: Victoria Mayor and Council
Subject: Development proposal at 1301 Hillside Avenue

RE: proposal changes to the current land use of 1301 Hillside .

Of the 20 proposed changes that are listed (not including the variances(s) proposed changes)

the applicant is asking for changes to 11/20:

Official community plan

Height

Number of storeys

Floor area

Site coverage

Number of rental units

New zone being requested

Use of land or buildings

Number of units/residences

Existing trees

Views from surrounding property

Including the variances(s) the applicant is asking for changes to 13/21:

Number of parking spaces

Traffic volume

That is approx. 62 percent change to 1301 Hillside land use/description/zone.

As a property owner in the community, I am not fully opposed to the development of the site; should the land

ON the site and UNDER the current adjacent properties/ roadways prove to be environmentally safe

from leakage of the previous gas station.

As a property owner in the community I am opposed to the height, number of rental units and residences/
inadequate number of parking spaces/ increased traffic flow and site coverage.

Cook Street and Hillside Avenue is a very busy corner for traffic. Inadequate parking, greater site coverage,
number of rental units and residences resulting in a congested approach to the proposed site is not
satisfactory.

My appreciation to the volunteers from my Community Association Land Use Committee.

Regards,

Mrs. Susan Smith/owner

2664 Blackwood Street

Victoria



Lacey Maxwell

From: RMO [REDACTED]
Sent: January 31, 2018 2:22 PM
To: Victoria Mayor and Council
Cc: Marianne Alto (Councillor)
Subject: Re: Development Proposal at Hillside and Cook.

Categories: Planning

Dear Sir/Madam,

Our Home is in the Hillside-Quadra Area. As long term Residents we are concerned about our Neighbourhood and would like to keep informed what is happening around us and appreciated attending the information meeting last night at Oakland's Community Centre.

We believe the proposed Building at Hillside and Cook is way to high and should not exceed 4 storeys maximum, anything above this may set a bad precedent with a "Canyon" effect. We also believe the reasons given not allowing the Developer going deeper then grade level does not seem right. While there is Bedrock close to the surface this can easily be broken up by a large Dozer (Cat) no need for Blasting. The Rock on this site is not solid (confirmed by the Lady which spoke to that) as she said, it allowed the pollutants to go deeper. Removing this Rock (and disposing of it properly) and adding a Basement Parkade would also lessen the chance the pollutants would eventually find a way into the Marine environment.

Would you please be so kind and include us in the future in you email mailings.
Thank You

Karl & Ursula Prinz

Lacey Maxwell

From: Stefik, Ron [REDACTED]
Sent: February 9, 2018 5:15 PM
To: [REDACTED] Victoria Mayor and Council;
Marianne Alto (Councillor); Ben Isitt (Councillor)
Subject: Development Proposal for 1301 Hillside Ave, Corner of Hillside & Cook Streets

Development Proposal for 1301 Hillside Ave, Corner of Hillside & Cook Streets

I attended a community information session on January 30th, 2018 regarding the subject proposal by Nvision Properties (Abstract Development).

My concern is with the variance request, to lower the number of parking stalls required by zoning by-laws from 69 to 25 stalls.

I am a homeowner on Empire Street, in the block behind this property. This, and several blocks in the adjacent area, are all zoned R2 Duplex. This has resulted in a high density of development, and a corresponding high density of existing vehicle street parking. Most days I have difficulty entering or leaving my driveway with my car due to this street crowding.

Residents of the proposed new apartment building at 1301 Hillside will be parking vehicles within this particular neighbourhood, as convenient to not have to cross busy Hillside or Cook. This will add further street congestion and the associated safety hazards on these narrow residential streets.

The sentiments that most residents of this new proposal will shun private vehicle ownership in favour of public transit, shared vehicle ownership, or bicycle, while admirable, are not realistic. Reduced on-site building parking will result in placing the parking burden onto already very crowded neighbouring streets, affecting safety.

Ron Stefik, Eng.L.
2548 Empire Street
[REDACTED]

Lacey Maxwell

From: Cory Hewko [REDACTED]
Sent: February 11, 2018 4:37 PM
To: [REDACTED] Ben Isitt (Councillor); Marianne Alto (Councillor);
Cc: Victoria Mayor and Council
Subject: Proposed abstract development 1301 hillside ave

To Whom it may concern,

I am writing to express my concern over the new development proposal put forth by Abstract developments at the corner of hillside and cook st.

I support the proposal for Abstract developments to construct a rental unit building at 1301 hillside avenue, I believe a new development on this corner will be a welcome addition to the neighbourhood. I do not support their proposal to apply for a variance to lower the number of parking stalls required. I strongly feel it is necessary to provide at least one parking spot for each rental unit built on site. There are no alternate parking areas available on this corner other than in the surrounding residential neighbourhoods. I feel if adequate parking is not provided for each tenant of this development proposal the tenant and their guests will park in adjacent neighbourhoods causing the potential for the existing adjacent residents to experience parking issues. I live in this area, two multiple suite buildings are on my street, the landlord does not provide adequate parking for his tenants and I am consistently struggling to get a parking spot in front of my home, I often experience push back and negativity when I request the person not to park their car in front of my home and driveway. This proposed building is on the corner of two very busy streets and I strongly feel providing adequate parking is essential for the surrounding residences as well as the safety for the potential new tenants of this building.

Thank you,
Cory Hewko
2724 Graham street
Victoria bc

Sent from my iPad

Lacey Maxwell

From: Jennifer Chown [REDACTED]
Sent: March 10, 2018 3:01 PM
To: Victoria Mayor and Council; Marianne Alto (Councillor); Land Use; Ben Isitt (Councillor); [REDACTED]; Michael Angrove
Subject: stakeholder concerns re: proposed development 1301 Hillside

To Whom It May Concern,

I write to express my personal comments about the proposed development at 1301 Hillside, at the corner of Cook and Hillside, in Oaklands. At this location, Abstract Developments proposes to build a 6 storey, 46 unit rental building.

I am a homeowner within 200 meters of 1301 Hillside, at 1245 Basil Avenue, in the Hillside-Quadra neighbourhood.

I think that this is an excellent location for a rental apartment building. I like the Edwardian design and the brick facade. I like that the developer proposes suites of assorted sizes in the building.

However, I have the following concerns about the proposal:

1. A six story building is too tall for this location. A building of this height on this small lot is greatly out of scale with other buildings in the area. This building would be one of the tallest on Hillside and on Cook (north of the downtown core). A building of this height would be more appropriate downtown or in a village centre. An ample number of rental units could still be available in a shorter building. A shorter building would preserve the residential feel of the neighbourhood. A shorter building would prevent Hillside from eventually being flanked by six story buildings on both sides, creating an undesirable canyon-like environment.
2. There is no area offered in the current proposal as a loading zone for moving trucks, delivery vehicles, taxis, and other such vehicles. There is no safe space on Hillside or Cook for such vehicles, nor is there space allotted on the property at 1301 Hillside. The developer suggests that many of the tenants will be car-free; car-free tenants in particular will rely on such vehicles idling and parking at the building.
3. The developer suggests using modular units to construct the upper floors. The developer should instead contribute to the local economy by using local materials and local labour. In addition, locally made units with more local materials (as opposed to materials made and assembled offshore) can produce a higher quality of unit that will be easier to maintain and will have less environmental impact with greater local economic returns.

I thank you for recognizing me as a stakeholder in this proposal. I thank you for reading this letter. I ask you to please consider my concerns as you evaluate this proposal.

Sincerely,

Jennifer Chown
1245 Basil Avenue
Victoria BC V8T 2G1

Lacey Maxwell

From: [REDACTED]
Sent: March 17, 2018 7:13 PM
To: Victoria Mayor and Council
Subject: FW: Abstract Proposal at Hillside & Cook

From: [REDACTED]
Sent: March 17, 2018 7:11 PM
To: [REDACTED]
Subject: Abstract Proposal at Hillside & Cook

Overall the project is an attractive apartment building which will fit into the area very nicely. My one concern is the entrance/exit. Will cars access the one entrance/exit heading from Uvic and crossing the solid yellow line and will there be a line-up of vehicles attempting to access the entrance and exit in front of the bus stop heading east along Hillside?

Carol Williams
1230 Basil Ave.
[REDACTED]

March 16, 2018

Victoria Mayor and Council

Re: Proposed Rezoning and Development at 1301 Hillside Avenue

I am writing in response to the application for rezoning, development, and variance permits at 1301 Hillside. To be clear this is not a case of development fatigue or being against adding needed housing in our community. The property in question is a difficult piece of land that has limitations in regards to access/egress, parking as well as environmental constraints. I think the Developers proposal of 46 units with tenancy for 61 people and less than 40% parking spaces per number of tenants/visitors is too aggressive for the site. It is unreasonable and irresponsible to the neighborhood to assume that the prospective tenants will not be owners of cars, same for the visitors that will be coming to the building. These will be market level rental units which speaks of multiple occupants per unit as roommates and significant others will help make this affordable for many. Potentially the 61 tenants can increase to 86 assuming 30% of the units will have one additional tenant. Taking this into consideration the allotted 25 parking stalls are approximately 25% of the number of tenants/visitors. With nowhere to park on site the vehicles will be dispersed throughout the surrounding neighborhoods creating more congestion.

Site access is also a major concern as the proposal shows one driveway as the access and egress with right in and right out onto Hillside. The bus zone situated before the driveway will potentially cause back ups along Hillside east bound. With the right only exit out of the parking lot traffic will be using Higgins as a thoroughfare. Will controlled lights be installed at Cook and Higgins to accommodate this? With the recent installation of traffic lights at Kiwanis and Cook this does not seem likely.

Considering the limitations of the property this proposal is to large for the lot size. A building that can closer accommodate the number of parking stalls to the number of units is achievable. The future of Victoria may be using less cars but currently people rely on vehicles for everyday reasons, making it less attractive to do so does not change the culture only frustrates those whose lives depend on them.

I think a good use of this property is a public green space, taking a contaminated lot and turning it into something we can all enjoy. With the loss of the urban trees due to transportation demands and development issues this would be added value to our communities and worth consideration.

Respectfully,

Carla Coghlan,
1278 Basil Avenue

cc: Oaklands Community Association Land Use Committee
Hillside Quadra Neighborhood Action Group
Oaklands Councilor Marianne Alto

Lacey Maxwell

From: Jacqueline Wong [REDACTED]
Sent: April 6, 2018 1:31 PM
To: [REDACTED]; Victoria Mayor and Council;
Marianne Alto (Councillor); Ben Isitt (Councillor)
Subject: 1301 Hillside Ave Development

Hi there,

I am writing in regards to the proposed development at 1301 Hillside Ave.

We are homeowners living on nearby Basil Ave, and would like to express our concerns in regards to the limited 25 parking spots available in relation to the 46 units proposed.

While we do recognize the need for the additional housing, and are not opposed to the reasonable development of the site, the ratio of parking spots to proposed units is of concern, given the vicinity of Basil Ave to the site and the likelihood of parking overflow from residents and guests of the new building, which would impact our ability to park by our own home on a daily basis and increase street traffic. Therefore we believe the proposed development could have a more balanced parking to unit ratio (such as fewer levels, especially given there is an existing 4-story standard throughout the Hillside corridor) to minimize the parking/traffic disruption to our street and surrounding areas.

Sincerely,
Jacqueline Wong & Biagio DeCesare

Monica Dhawan

From: Don Gourlay <[REDACTED]>
Sent: Tuesday, April 09, 2019 11:06 AM
To: [REDACTED]; Victoria Mayor and Council; Ben Isitt (Councillor)
Subject: 1301 Hillside Development Proposal

Oaklands Community Association Land Use Committee (CALUC)
Hillside-Quadra Neighborhood Action Group
Mayor and Council
Councillor Ben Isitt, liaison for Oaklands

Don Gourlay, 1270 Basil Ave, Victoria BC, V8T 2G2

Hello,

I attended the Oaklands Community Association Land Use Committee (CALLUC) Meeting on Monday March 25, 2019 regarding the development proposal for 1301 Hillside Avenue.

The following are my comments and concerns;

Parking and Density,

The architectural presentation of the building has been greatly improved however my concerns about the planning for **number of units and parking** are the same as reported on the original proposal. The variances for number of units and parking both exasperate the main problems of parking and density. The developer's position that parking cannot be increased due to the restriction on excavation offers no evidence that this is actually the case. A reference was made to the fact that the city was indicating that excavation was not an option.

Process,

Having the developer work with the community may be a standard approach, but most of the issues at the meeting concluded with the developer saying that the issues could not be concluded at the meeting due to being within the city's responsibility. Having a city representative at the meeting would have improved the process by furthering all stallholders understanding of direction in a more synchronized fashion. The process has raised more questions than would have been the case with all stallholders present. Asking the developer to "work with the community", alone, at this point is wasting time as they are referencing direction in broader planning documents and city preferences without the owners of those directives being present.

Access to Data for Decision Making,

If there are good reasons for decisions on traffic, parking and density such as studies, adopted recommendations and planning policies they should be made public otherwise the process will only lead to more confusion with the community raising issues they are not informed on.

Conclusion,

The proposal is asking for too many units with too few parking spaces. The justification for 6 floors seems to come from a broad planning document on major access routes such as Hillside Avenue that may not be appropriate for specific location. The option of either creating more parking or reducing the size of the development seems not to be considered in the proposal.

Don Gourlay – owner and resident
1270 Basil Ave
Victoria BC
V8T 2G2

Monica Dhawan

From: John Lutz <[REDACTED]>
Sent: Thursday, November 08, 2018 10:43 PM
To: Victoria Mayor and Council
Cc: Cheryl Coull ([REDACTED])
Subject: FW: Proposed Abstract Development at Cook and Hillside

Dear Mayor Helps and Councillors,

First, congratulations on your recent election and re-election.

Second I am writing to express several concerns about the proposed apartment building proposed by Abstract Development for 1301 Hillside Avenue. I attended a public information session about the development and my partner Cheryl Coull and I have several concerns based on that presentation.

First, the proposed height at six stories is too tall for the site which is already at the crest of a hill coming either from the south or west. It will overwhelm the corner.

Second, the proposed parking is insufficient for the density but more appropriate for a four storey building which is the maximum height desirable for that location. Parking will be pushed into neighbouring streets.

Third, the proposal will be detrimental to traffic flow on Hillside Avenue and will create some hazards for pedestrians and motorists. The proposed development has no pull-out for vehicles/taxis to pick up or drop off people so vehicles engaged in that activity will necessarily block traffic on Hillside just a few metres from the busy Cook-Hillside intersection. Vehicles wanting to turn into the parking lot which is accessible only from Hillside will have to pause and wait for pedestrian traffic and that will cause congestion backing up to the Cook-Hillside intersection. Vehicles exiting the parking lot through the single entrance/exit on Hillside will be compelled to turn west but those wanting to go south or west will attempt to cross four lanes of traffic to be able to turn left onto Higgins Street, and then left onto Cook from Higgins, in both cases creating new congestion and hazards. To ameliorate these issues the development needs to include a pull out for passenger pick up and drop off and an entrance/exit on both Cook and Hillside Avenues.

Thank you for your attention to these concerns.

John Lutz and Cheryl Coull

Monica Dhawan

From: Robby Davis <[REDACTED]>
Sent: Sunday, March 17, 2019 8:35 PM
To: Victoria Mayor and Council
Cc: [REDACTED]
Subject: 1301 Hillside Avenue Proposed Development

Hello,

I just received a proposal of zone change for 1301 Hillside Ave in the mail because i have property within 200m of the site. I am unable to attend the meeting for proposed development to change the zoning to 2:46 FSR through affordable housing. I am writing to voice my opinion in favour of this proposal.

Thank you,

Robby

April 6, 2019

Lisa Helps, Mayor
City Council Members
City Hall, #1 Centennial Square
Victoria, BC V8W 1P6

Development Proposal at 1301 Hillside Avenue

Please accept this letter opposing the development proposal at 1301 Hillside Avenue. I am encouraged to hear of and support the concerns expressed by neighbours from both Hillside/Quadra and Oaklands Communities at the March 25, 2019 Oaklands Community Association Land Use Committee.

Specific concerns expressed include the following.

- A single combined entrance and exit into the site off Cook Street is not acceptable to both communities, recognizing serious negative effects beyond the immediate location, that is, drivers of service and other vehicles must navigate through residential streets and connectors to reach access to this proposed building.
 - This will increase non-local cut-through traffic on Cedar Hill, Fernwood Road, the designated people-priority greenway of Kings Road, and Haultain Street;
 - This will increase non-local cut-through traffic with a similar negative effect for access to the Cook street location through Hillside-Quadra residential streets;
 - This will increase risk at the already dangerous pedestrian crossing at the Kings Road on Cook Street just below the single access point to the proposed building;
 - This will increase non-local parking on Kings Road, Empire Street and Capital Heights resulting from insufficient parking and loading zones as proposed, given the short walk through Cridge Centre grounds to the proposed building.
- Increased non-local traffic and parking are direct threats to the already designated People Priority Greenway of Kings Road and the Oaklands Rise Woonerf initiative which you, Mayor Helps and Councillors past and present, have unanimously approved three times.
- Bicycle parking is significant (65 stalls plus 6 visitor spaces) and very positive (despite lack of innovation to reduce physical size required—witness Dutch and other models). However, this does not mitigate the effect of poor vehicle access to this building given that service vehicles are overwhelmingly motorized (taxis, food delivery, relocation/moving, emergency) and that there is inadequate parking for these and especially for visitors or residents who have motor vehicles.
- As proposed, the development is contrary to the intent for “presence of nature in the City” as stipulated in the current Oaklands Neighbourhood Plan. And, it provides no space for place-making capacity for the community, something specifically sought in discussions now underway for the upcoming Oaklands Neighbourhood Plan.

- As proposed for approval, this building draws upon surrounding green space not in control of the developer and subject to unknown future development.
- The proposed building occupies the entire lot with minimal set back, differing from other apartment buildings along the Hillside Avenue corridor between Cook Street and Cedar Hill which offer a significant green buffer.
- The building points toward a design intention that is over-urbanized creating a built-environment unmitigated by onsite green space and places for people in community, other than owners. It leans toward a streetscape that is not characteristic of this mixed use, multi-generational neighbourhood.
- The transition from rental to owner-occupied relies upon 35 units priced at a higher cost to offset 15 below market units of 350q ft+. This will increase real estate comparables and, in turn, the valuation of surrounding housing stock: antithetical to "affordable housing".
- In short, as a gateway to the Oaklands Community the building is not suitable.

We recognize that the lot is challenging. However, if this building is to be forced upon two impacted communities, then a second point of access on both Hillside Avenue and Cook Street are critical as was historically the case in the former gas station. The existing bus stop should be retained instead of relocated as shown in the plan, providing ample space. In our estimation, two parking spaces would be eliminated to achieve building entrances/exits on both Hillside Avenue and Cook Street to partially mitigate the negative impact.

The newly formed Oaklands Neighbourhood Plan Steering Committee, at its first meeting, supported the views expressed by neighbours from both Hillside/Quadra and Oaklands.

Please understand that we welcome increased density but expect a much higher standard of planning and performance from both developers and the City's staff and leadership.

We look forward to your support on this matter.

Respectfully submitted,



Robert Tornack
Chair, Oaklands Neighbourhood Plan Steering Committee
Co-Lead, Oaklands Rise Woonerf

Harry Kope, Acting President, Oaklands Community Association Board of Directors
David Angus, Chair, Oaklands Community Association Land Use Committee
Chris Holt, Executive Director, Oaklands Community Association
Jocelyn Jenkyns, City Administrator
Michael Angrove, Planning Department

Monica Dhawan

From: Angela Goodliffe <[REDACTED]>
Sent: Tuesday, April 09, 2019 8:17 PM
To: [REDACTED]; Victoria Mayor and Council
Subject: Proposal for 1301 Hillside Ave

I am writing to express my concern over the proposed development at 1301 Hillside Ave.

As a homeowner that lives within a very close proximity to the proposed development I have a few major concerns that stem from the information I have received from the most recent changes that were discussed at the last CALUC meeting in Oaklands. The first concern is the massive variance on parking that this developer is requesting. From what we learned at the meeting the condo building is proposing 50 units with 24 parking spots. According to the developer, this would mean 19 parking spots after the visitor parking spots. With literally zero option for on-street parking in this location, this would inevitably mean that tenants and visitors would then be parking in already overwhelmed and over used streets such as the one I live on that for some reason do not qualify for residential parking. This is not ok, and I am very concerned with this proposed variance and would hope that the Mayor and Council will not approve this insanely massive variance.

My second concern is that this development has almost no pull in for delivery, moving vehicles, taxi cabs, car share, food delivery. With the limited parking spots that would be available for the tenants, you would assume that the developer would realize the need for an area for vehicles such as this to be able to pull in and out safely and easily. After asking the question directly to the developer at the CALUC meeting, I was not given an answer as to where these types of vehicles would go, making an already busy and congested intersection such as Hillside and Cook even more unsafe with vehicles attempting to stop on the road to drop off/pick up.

The third concern is the variance on the size of the building. I feel that this particular proposal is much too large of a building for this specific lot, particularly on what is probably one of the busier intersections in Victoria. I am not against a building of a similar nature for this spot, but I would hope that anything that is approved for this lot would make sense for the area for years to come. I believe the restrictive design on this building is a major concern and would hope that Mayor and Council agree and not approve the proposed variances.

Thank you for your time
Angela Goodliffe

Sent from Mail for Windows 10

Monica Dhawan

From: Johans [REDACTED] >
Sent: Wednesday, April 24, 2019 10:17 AM
To: [REDACTED]; Ben Isitt (Councillor); Victoria Mayor and Council
Cc: [REDACTED]
Subject: RE: 1301 Hillside Ave Proposal - NVision Properties / Abstract Developments
Importance: High

Good morning,

We are homeowners that live at 2720 which is at the corner of Basil Avenue and Cook St.

We have attended the information nights regarding 1301 Hillside Avenue. We have three concerns regarding this project.

1) Parking will be an issue. Since we live at the end of Basil Avenue and live directly across from the green apartment building (right beside Hillside Park), several of those tenants park in front of our house. I count 5 cars that park regularly just in front of our house each evening. Thus, if anyone along Basil Ave that have friends or family visiting, they need to park further down Basil Ave or onto the adjoining street, Blackwood.

If this building (1301 Hillside Avenue) is going to have 50 units and 24 parking stalls (with 5 of those for visitors), where are the other 20 plus people going to park? It is bad enough with the current parking situation on our small side Street Basil Avenue.

The Developers are hopeful (and they seem quite naive) that many tenants will not have cars. However, if many do, most side streets around us will be completely full with overflow specifically from this building due to the lack of parking the Developers are openly admitting in their design details of the proposal.

2) Safety and concerns of only having one entrance/exit off of Cook Street. The Cook/Hillside intersection is extremely busy and dangerous daily! The tenants that drive up Cook Street (north) would be able to turn in to their building; however, those driving either up Hillside, down Hillside or down Cook Street would need to drive around the block until they could drive up Cook Street and take a right into their building. This would cause frustration over time and more and more people would be taking illegal left turns to enter off of Cook Street. We see people running yellow lights at any time of the day at the Cook/Hillside intersection. Those that would take illegal left turns could no doubt cause an accident. Over time drivers become complacent and once they make their illegal left into the building, without any incident, it will happen more and more often. Thus, there could be more accidents (rear enders, cars getting t-boned).

As I mentioned, Cook/Hillside is a very busy intersection. In mid-October, a young adult (impaired) drove up Cook Street through the intersection, across two lanes, jumped the curb, and drove onto our property smashing part of our fence, mowing down two of our 20 ft. hedges before crashing into our bedroom basement window. It was approximately 1:30 am early on a Saturday while thankfully we were all asleep. It was a horrible accident and we are now left dealing with the aftermath. The

young person that was driving up Cook Street at approximately 90 km/h (is what experts estimated his speed was by the rubber tire marks left on the sidewalk). He raced right through the Cook/Hillside intersection and had there been anyone driving into the intersection from the other direction, he would have hit them head on. It is such a dangerous intersection as it is already. The developers need to look at this new proposed entrance/exit issue off of Hillside Avenue again.

3). Far too many units proposed in such a small area. We all agree that 50 units would be far too many for that small area, especially at the junction of two major roads such as Cook Street and Hillside Avenue.

This is a residential family oriented neighbourhood. The developers need to re-visit the proposed size of the building and downsize the number of units.

No one on our street can wrap our heads around the number of proposed parking spots they are proposing on site (24 parking stalls) in such a small area for a now proposed 50 unit condo building. We realize the developers want to recognize a healthy return on investment but this should not at the cost of public safety nor degrading a currently well established quiet family oriented community and bringing overcrowding to an already densely populated suburban community.

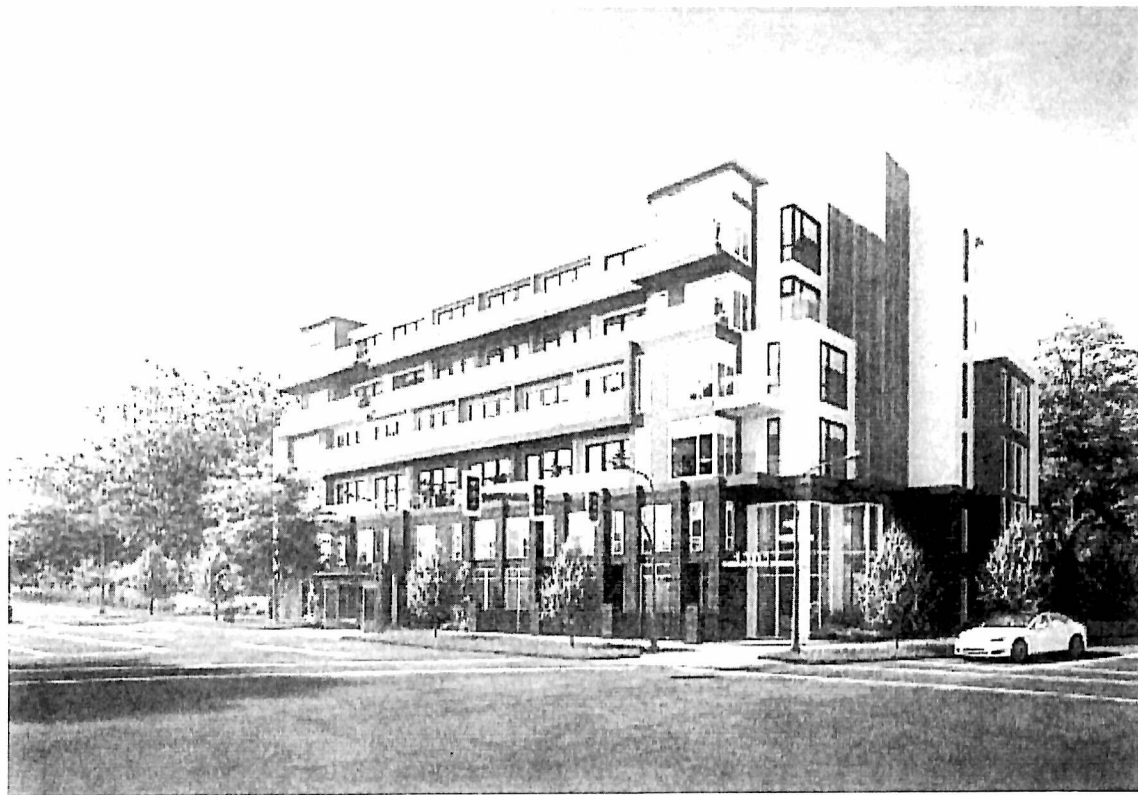
Thank you for your consideration of not approving the go-ahead of this 50 Unit condo structure.

Sincerely,

Kirstina and Robert Gregson (homeowners)

2720 Cook Street

Proposed development below (artist's rendering of proposed structure below) This will be our view from our front windows showing the future proposed condo 50 unit condominium development.



Monica Dhawan

From: Marc Waterman <[REDACTED]>
Sent: Wednesday, May 01, 2019 7:53 PM
To: [REDACTED] Ben Isitt (Councillor); Victoria Mayor and Council
Subject: Concerns regarding proposed development at 1301 Hillside Ave

My name is Marc Waterman, and I reside on Basil Avenue. I was in attendance at the March 25th Oaklands Community Association Land Use Committee update presentation by the developer regarding the proposed building at 1301 Hillside.

The developer presented a number of positive changes from the original concept previously presented, as follows:

- the lowering of the six-storey structure by 12 feet resulting from changes in the design and the use of materials,
- the conversion from a rental building to purchase for ownership, including some designated voluntary affordable units, and
- the provision of some work/living units.

Regardless of these positive changes, a number of key concerns remain. The Official Community Plan (OCP) states it will be permitting six-storey buildings along the Hillside corridor on development properties. However, the contaminated former gas station property at 1301 Hillside does not allow for any underground parking or other services.

The current schedule (as per the City's document) states 53 parking spaces are required, whereas the proposal shows only 24 spaces (19 residential and five visitor/delivery) for a 50-unit complex. Clearly, because of the inability to excavate below ground for parking, this indicates a property that does not meet normal development requirements under the zoning, even with the OCP planned changes.

Other homeowners besides myself have raised the issue of the height of the building. Reducing the number of storeys should reduce the number of residences, thereby addressing the parking issue to a large extent.

Many homeowners have also raised the issue of the traffic flow at the busy Hillside and Cook corner. Although interested residents recognize that this is a planning matter for the City of Victoria, nonetheless it would be helpful to have clarity on this issue.

Having attended the developer's presentations as well as neighbourhood meetings, and having spoken with several of my neighbours, I find that there is general agreement that some development of this site would be welcome. I believe we all hope it will be based in reality, not just the aspirations and wishful thinking reflected in some of the statements made by the development team; for example, that most purchasers will not have automobiles – even electric vehicles – but will use bicycles and public transit.

Thank you.

Respectfully,
Marc Waterman
1239 Basil Avenue

Sent from my iPad

Letter regarding development at 1301 Hillside Avenue

To: Oaklands Community Association Land Use Committee (CALUC)
Hillside-Quadra Neighbourhood Action Group
Mayor and Council, City of Victoria

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Thank you.

Respectfully,
Marc Waterman
1239 Basil Avenue

By adding my signature to this letter, I am indicating that I am in agreement with the sentiments expressed in this letter, but that I am currently opposed to the development at 1301 Hillside in its current form.

Name: Marc Waterman Address: 1239 Basil Ave
Marc Waterman

Re: Development by Abstract Development at 1301 Hillside Avenue

To: Oaklands Community Association Land Use Committee (CALUC)
Hillside-Quadra Neighbourhood Action Group
Mayor and Council, City of Victoria

My name is Shauna Yeomans, and I reside on Basil Avenue. I was in attendance at the March 25th Oaklands Community Association Land Use Committee update presentation by the developer regarding the proposed building at 1301 Hillside.

The developer presented a number of positive changes from the original concept previously presented, as follows:

- the lowering of the six-stories structure by 12 feet resulting from changes in the design and the use of materials,
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Regardless of these positive changes, a number of key concerns remain. The Official Community Plan (OCP) states it will be permitting six-stories buildings along the Hillside corridor on development properties. However, the contaminated former gas station property at 1301 Hillside does not allow for any underground parking or other services.

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Other homeowners besides myself have raised the issue of the height of the building. Reducing the number of stories should reduce the number of residences, thereby addressing the parking issue to a large extent. All other buildings in the area are four stories.

Many homeowners have also raised the issue of the traffic flow at the busy Hillside and Cook corner. Although interested residents recognize that this is a planning matter for the City of Victoria, nonetheless it would be helpful to have clarity on this issue.

Having attended the developer's presentations as well as neighbourhood meetings, and having spoken with several of my neighbours, I find that there is general agreement that some development of this site would be welcome. I believe we all

hope it will be based in reality, not just the aspirations and wishful thinking reflected in some of the statements made by the development team; for example, that most purchasers will be single and not have automobiles – even electric vehicles – but will use bicycles and public transit.

Thank you.

Respectfully,
Shauna Yeomans
1234 Basil Avenue

By adding my signature to this letter, I am indicating that I am in agreement with the sentiments expressed in this letter, but that I am currently opposed to the development at 1301 Hillside in its current form.

Name: _____ Address: _____

Letter regarding development at 1301 Hillside Avenue

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Hillside-Quadra Neighbourhood Action Group
Mayor and Council, City of Victoria

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Thank you.

Respectfully,
Marc Waterman
1239 Basil Avenue

By adding my signature to this letter, I am indicating that I am in agreement with the sentiments expressed in this letter, but that I am currently opposed to the development at 1301 Hillside in its current form.

Name: Susan Teitlock Address: 1266 Basil Ave
Victoria, BC
V8T 2G2

Lucas De Amaral

From: Barbara Clausen [REDACTED]
Sent: July 25, 2019 3:00 PM
To: Councillors; Lisa Helps (Mayor)
Subject: 1301 Hillside

Dear Mayor and Councillors

I am a resident of the Hillside/Quadra neighbourhood and am very concerned about the plans proposed for the development at 1301 Hillside.

Specifically I'm concerned about parking (24 spaces provided for 50 units) and the cut-through driving that will be necessary which will definitely be a problem if the current plans are approved.

I am also concerned that what was originally proposed as rental housing is now a condo development. How did that happen?

Regards,

Barb Clausen
2940 Graham Street
[REDACTED]
[REDACTED]

Heather McIntyre

From: John James O'Brien [REDACTED]
Sent: July 27, 2019 9:28 AM
To: Olivia Wheeler
Cc: Michael Angrove; Angus David; Kope Harry; Tornack Robert D.; Victoria Mayor and Council; [REDACTED]; Neilson Jenn
Subject: Re: 1301 Hillside Development

Dear Ms. Wheeler:

Thank you for the elevation of the 1301 Hillside Ave new proposal. My apologies for a delayed response.

I did, in fact, invite Michael Bacon's contact at an earlier Land Use Committee meeting but have had no follow-up from Abstract Developments.

FYI, I have copied the responsible City of Victoria planner with whom you are familiar, as well as the Oaklands CALUC Chair; President, Board of Directors; Executive Directors of the Oaklands and Hillside-Quadra communities, and Chair, Oaklands Neighbourhood Plan Steering Committee on which I serve as representative of small housing providers and the Oaklands Rise Woonerf pilot where I am Co-Lead of the ORW Planning Group (members of which are bcc'd) along with Mayor and Council.

We remain open to dialogue. However, there are a number of concerns that remain outstanding, none of which are addressed by the elevation you provided on July 5, 2019.

1) The location of the proposed project is, effectively, a gateway marker for entry into the Oaklands neighbourhood. We must consider whether the project fits with the image desired for Oaklands in the decades to come. Feedback from attendees at CALUC and dialogue with area residents in both Hillside-Quadra and Oaklands suggests that it does not.

2) This project does not fit the desired "missing middle" philosophy for sensitive density that is increasing reflected in community dialogue. Rather, it fits a model that if applied along the Hillside arterial in general, divides rather than unites, north and south Oaklands with a virtual canyon of monolithic structures. This is contrary to the informal feedback currently received via dialogue in the affected neighbourhoods and feedback received at the weekly Oaklands Sunset Markets. Data on community perspectives is being collected as part of the Oaklands Neighbourhood pre-planning process.

3) Access to the building is poor, and made more so by the determination that only Cook Street is viable for access. In response to community concern that the single access point will force vehicles approaching from the North, East and West to cut through neighbourhood residential streets in order to position for access from the Cook Street hill, the City advises that *"1301 Hillside, Staff do not anticipate significant impacts to traffic on Fernwood related to the proposed development at 1301 Hillside."*

We suppose this is an ill-considered, rather than facetious response to expressed community concern. This kind of dismissive response works against the trust residents have in City processes, a consideration raised to Council, management and staff on related matters. The City of Victoria must connect the dots on related matters that staff do not see as related.

All parties must understand that *efforts to de-incentivize cut-through traffic are seriously threatened by this proposal.*

Lack of sufficient drop-off/pick-up spaces for vehicles, and overall lack of adequate parking exacerbate limited access to the building itself. However optimistically we may look toward a "less car" future, the fact is that most people, including cyclists, have cars, often more than one per residence, and this fact demands off-street parking.

Such a provision can be built with future non-parking use in mind without harm to local neighbourhoods and I would be happy to explain that further if the City is not already encouraging such forward thinking.

Residents of Kings Road, Empire, and other streets in Hillside-Quadra as you are already well aware, foresee that proximity will result in additional traffic from non-local drivers circling to await an empty pick-up/drop-off access or parking on already stretched residential streets, exactly where some two years of ground work with the City to reduce cut-through traffic along the Kings Road woonerf continues.

4) As a matter of concern for affordable housing, we note that this building will foreseeably increase real estate comparables in the surrounding area by raising the cost of units that will compensate for 13, "below market" units starting at a concerning 355 square feet. Such tiny accommodation warrants proximity to public placemaking areas not seen in the locale or proposal to avoid a degradation of quality of life.

We are dismayed that Council has permitted a project initially proposed as "affordable" rentals to be reconceived for sale, and then justified through a rationale that "below market" is "affordable", only to have effect of raising the cost of housing throughout the area. This is diametrically opposed to the notion of encouraging affordable housing.

I strongly urge that Abstract Developments consider remediation of this land and return of the lot to either the Cridge Centre for the Family, or to the City of Victoria for public placemaking and a conceptually suitable entryway to Oaklands, or through some other venture to realize a benefit that is compatible with community perspectives. This, of course, requires ongoing dialogue as invited earlier and not yet realized.

Please do not hesitate to contact me and I will do my best to facilitate that dialogue among community members.

Sincerely,

John James O'Brien
Co-Lead, Oaklands Rise Woonerf
Member, Oaklands Neighbourhood Plan Steering Committee

[REDACTED]

On Jul 5, 2019, at 1:51 PM, Olivia Wheeler <[REDACTED]> wrote:

Dear Neighbour,

You are being contacted due to your previously expressed interest of our proposed development at 1301 Hillside. Attached you will find a detailed, project summary sheet to inform you of the updates regarding the development. If you have any questions about the project, please do not hesitate to contact myself or Michael Bacon, the Development Manager, whose contact information can be found in the attachment.

I hope you have a great weekend!

Sincerely,

OLIVIA WHEATER
Development Coordinator



<image001.png>

301-1106 Cook St., Victoria, BC Canada V8W 3Z9



<2019-06-14 - Project Summary Sheet FINAL- 1301 Hillside.pdf>

Heather McIntyre

From: Adam Cooper <[REDACTED]>
Sent: September 6, 2019 9:43 AM
To: John James O'Brien; Michael Bacon
Cc: Victoria Mayor and Council; Kope Harry; Olivia Wheeler; Michael Angrove; Sarah Webb; Steve Hutchison; [REDACTED]; Director Executive; Neilson Jenn
Subject: RE: 1301 Hillside

Hi John,
Thank you for your comments on the 1301 Hillside project.

As you are aware we are advancing our proposal towards Committee of the Whole for their consideration. We are very happy to take your feedback into consideration and your email below provides us with a substantial amount of food for thought. That said, we have and continue to communicate to public stakeholders via personal conversations, emails and at our open houses and CALUC meetings that we intend to get feedback from all key stakeholders before making modifications to the project.

The key stakeholders that we work with during the development of any project include:

- 1) the community; who have now had several opportunities to provide input on the project
- 2) City Planning Staff and Advisory Bodies; we are working with this group now on the concept for the site and the building design and we did receive endorsement for this project from the city's Advisory Design Panel are working with us now and who have being one key stakeholder
- 3) City Council; who have not yet had an opportunity to provide us with their feedback
- 4) and finally the developer Abstract, who seeks to have an economically viable project, while also meeting the needs of the other stakeholder groups.

As such, I would like to remind you that our intention is to get Council feedback via the Committee of the Whole process prior to making any changes to our current proposal. Please do keep in mind that we have already made significant design revisions to this project, some of which spoke directly to the community feedback that we received earlier in this process, including reducing the overall height of the project (by 13 feet), completely re-designing the exterior of the building, as well other changes to access and egress that were intended to create the best outcomes possible with this site in terms of access for emergency vehicles, deliveries, pick up and drop off, etc. Again, at this point we would like Council to see the latest version of this project prior to making addition changes to the building design and program.

With regard to the Oaklands Neighbourhood Planning process, it is unfortunate to hear that this has kicked off and we were not notified. I was previously working with the Chair of the CALUC (Ben Clark) who was very keen to have us involved and did advise that he would engage us when the time was right. Perhaps that time is now? If you are the correct person to introduce us to the process, I would be very happy to find a way for us to provide input.

As a friendly reminder, I would suggest that our future conversations could be more direct and that perhaps you could consider removing Council and staff members from the discussion unless there is a specific reason to engage them. I am happy to have my responses be in the public domain, but I am also aware that Council and Staff receive an overwhelming volume of emails daily and it would be my preference to not further compound that burden on their time and resources.

Kind regards,

ADAM COOPER, MCIP, RPP
Director of Development



From: John James O'Brien <[REDACTED]>
Sent: September 6, 2019 7:53 AM
To: Michael Bacon [REDACTED]
Cc: Victoria Mayor and Council <mayorandcouncil@victoria.ca>; Kope Harry <[REDACTED]>; Olivia Wheeler <[REDACTED]>; Michael Angrove <[REDACTED]>; Sarah Webb <[REDACTED]>; [REDACTED]; Adam Cooper <[REDACTED]>
Subject: Re: 1301 Hillside

Greetings, Michael, I must admit that I mixed up names. Thank you for the reminder.

We must agree to disagree on several points.

Please understand that the views I have expressed are not mine alone, but represent feedback received at a number of community engagement activities underway at the Oaklands Sunset Market and beyond. They will no doubt resonate from your knowledge of opposition to the project expressed by residents of Hillside-Quadra as well as the Oaklands neighbourhood at Land Use Committee meetings. Indeed, I have sought additional feedback on the draft of this note from over 10 individuals, some representing larger groups (hence my delayed response).

To clarify my use of the term "missing middle", please understand that this is not a description of an economic demographic, but a form of housing. You may be familiar with Mole Hill behind St. Paul's Hospital in Vancouver, or the Fernwood Neighbourhood Group's building on Yukon Street. Certainly you are aware of the increase in density provided through retrofitting and in-filling, contrary to more monolithic structures that lean toward a canyon-like streetscape. This is a real concern where Hillside is already much like certain Vancouver streets in which development has fostered a highway-like character. City of Victoria planners sought to achieve a similar degradation of neighbourhoods along Burnside-Gorge and, thankfully, citizen representation at Council brought about limits which, I understand, will mitigate that effect while accommodating an increased density.

Personally, I am not opposed to increased density. However, I see the importance of understanding the character and form of a neighbourhood in planning for the future, and, strongly disagree that the form and character of Hillside Avenue from Gorge to, say, Prior/Blackwood should be replicated en route to Cook and beyond as the gateway to Oaklands Neighbourhood.

We seek to mitigate the continuance of a highway-canyon effect with variable setbacks and heights, planned placemaking that incorporates plantings (water?) such that the experience is one of living in an outwardly engaged community, not an inwardly focused bunker.

While Abstract's Modo and cycle provisions are laudable, they reflect an aspirational view of transportation rather than the reality of one and two car households (with bikes) whereby the car sits at home anticipating trips up/off-island, etc. even as people increasingly walk and cycle.

I would argue that adequate parking, planned for future retrofit into usable commercial or combined work-live units, meets current needs while pointing to the fewer personal vehicles that will be our future. Failure to provide adequate access (moving a bus stop is not hard where there is will) and adequate vehicle storage will absolutely create cut-through traffic in two neighbourhoods that have clearly expressed this concern. I recently spent time with strata owners hearing of their experience now, and fears of a worsening situation based on *observable patterns of driver behaviour*.

The site at Cook and Hillside is extremely problematic. I understand the economics of the situation (better than your response at #4 below suggests). I am also aware that the City's response to concerns about cut-through traffic ignores the specific locations raised with an unsupportable denial of effect on Fernwood Ave. I appreciate your kind suggestion: Steve H. is well aware of the related woonerf concerns and knows how to reach concerned parties.

Not least, I am aware that the City prefers to reduce car usage by eliminating parking at domiciles ahead of reduced destination parking and, *critically*, increasing the convenience of public transit. This imagines that people will choose not to have a car rather than park it on a nearby street, despite the evident practice of shifting parked cars rather than electing to use less convenient public transit.

Again, I urge responsible developers to build parking *in situ* such that the infrastructure for tomorrow's retrofit into alternative uses can be incurred in today's dollars: community, commercial and residential work-live space. If not feasible, then:

Abstract might find a long lasting benefit in re-thinking this project as a landmark opportunity to demonstrate community support.

For example, declare it a project for public space (along the lines of the Crime Prevention Through Environmental Design (CPTED) model). Waterfalls over stone and the existing cement walls and an open area serving multiple transit routes incorporating placemaking amenities along the lines of the City's recent Humboldt Street example (chess boards, ping pong) are concepts that have received a positive, informal response.

As valued sponsors of the Cridge Centre for the Family, Abstract might consider such a move to be in line with its notable community support.

Kindly let me know what interaction you have had with the Oaklands Neighbourhood Plan (ONP) Steering Committee which is well into a process to update the 1993 ONP which, among other considerations, limits buildings to a four storey height. The ONP under development is certainly not anti-development, but, as I am reminded by the Oaklands Community Association, it will set expectations for scrutiny from a neighbourhood perspective.

As a Phase One representative of the Oaklands Rise Woonerf on the ONP Steering Committee, I would be pleased to facilitate your engagement, as I am not aware of any approach by Abstract to date. How can I help?

Sincerely,
John

John James O'Brien, [REDACTED]

IRM Strategies Consulting
[REDACTED]
[REDACTED]

Co-lead, Oaklands Rise Woonerf
Member, Oaklands Neighbourhood Plan Steering Committee
[REDACTED]
is.gd/1Hs7Jf

* This message is intended for addressees only and may contain views of the author that are not representative of affiliations shown. Communications are subject to relevant information, privacy and records management legislation. If the purpose of this email message is not within your purview, kindly delete it as a non-record. If mis-directed, please advise the author immediately.

On Aug 23, 2019, at 12:57 PM, Michael Bacon <[REDACTED]> wrote:

Hi John – Thank you for email dated July 27th, 2019, and my apologies for the delayed response.

As a reminder, we did have a phone conversation after our CALUC meeting for the 1301 Hillside project – where we did discuss the proposed Woonerf project. We have also spoken to staff and some members of Council about the project and advocated for its implementation, as you had requested.

In direct response to your letter, I see your frustration over a new development in your neighbourhood and I offer the following feedback which I hope you will consider ;

1. We agree that the location will be the gateway to the Oaklands neighbourhood and we believe we have designed a building that serves this purpose. It is a thoughtful design that will attract new residents wanting to enjoy the Oaklands area and its proximity to a number of Victoria destinations.
2. In regards to the “missing middle”, we have developed a building concept that speaks to this cohort. Our project is unique in that it will contain affordable housing units in a partnership program with BC Housing. In addition, our smaller units in this project will also be naturally attainable for young families and professionals (who are generally characterized as the missing middle) – due to their size.
3. In regards to site access – Cook St is the only way to enter this site. All frontage along Hillside will be devoted to the transit stop in front of the building. Cook St heading north will be fine – Cook St heading south – users will have to find a more direct route – of which many will be available to them. Hopefully the City will find a way to control traffic on streets that you deem to be not appropriate. I would encourage you to contact Steve Hutchinson at the City of Victoria in regards to this issue. Furthermore – although our parking in this building is somewhat limited – we will be making commitments to the Modo Car Share program as well as providing for and encouraging the use of bicycles and ebikes for the residents of the building.
4. In regards to your comments about the project increasing real estate comparables in the area, we may not agree on this point. A healthy, balanced community should include a variety of living options for its residents. It is our opinion that a new development in this location will have a greater impact on the visual aesthetic of the neighbourhood that it will on real estate values – which are more related to supply and demand and overall economic factors.

We see a major benefit to the Oaklands neighbourhood to redeveloping a former gas station site that is currently vacant (and likely having a negative impact on the community) into new housing that is immediately adjacent to parks and child care, with direct access to the shops and services found on the Hillside corridor, as well as the downtown core via Cook St. It is our firm belief that new residents in this project will inject a life and spirit into the area as they enjoy their new home, neighbourhood, and the amenities and services that it offers.

I thank you for your comments and appreciate your interest in our proposal

Kind regards,

Michael Bacon
Development Manager



<image001.png>

301-1106 Cook St., Victoria, BC Canada V8V 3Z9



Heather McIntyre

From: Joanne Thibault [REDACTED]
Sent: December 9, 2019 1:26 PM
To: Victoria Mayor and Council
Subject: 1301 Hillside Ave - 49 condominiums

Importance: High

Hello Mayor and Council;

I am very glad to see the development proposal for 1301 Hillside coming before you for your decision about the project going forward to public hearing. I hope you will concur with advancing the project forward as it is a solid contribution to housing in Victoria. Not only will the project enhance the look of a currently stark and rough corner, but it will offer housing to a diverse range of incomes. The live/work units are a great feature, as is the Modo car share stall and membership.

Before I decided to send this endorsement to you I looked carefully at how NVision has approached seeking approvals. The work they have put into arriving at an agreeable ideal was good to see. It is what has prompted me to express my support.

Thanks so much, Joanne

(also a strong advocate for FAIR wages for City Councillors - I know how much work you folks do, and I appreciate it entirely)

Joanne Thibault
1021 Collinson St, Unit 403
Victoria, BC V8V 3B9

[REDACTED]
[REDACTED]

Heather McIntyre

From: Ben Clark <[REDACTED]>
Sent: December 10, 2019 8:07 PM
To: Victoria Mayor and Council
Subject: Feedback: 1301 Hillside

Hello Mayor and Council,

I am writing to express my support for the proposed development at 1301 Hillside.

The main reason for my support is that the Hillside corridor seems like one of the best candidates in the City for increased density. The OCP signals increased residential capacity within walking distance of transit service and the services at Hillside/Quadra and Hillside Centre. Ideally I would like to see more height and density on this site, but I recognize that there are not many 6 storey buildings on Hillside yet. It looks like the developer has reduced the height to respond to community concerns.

I recognize that there are likely concerns from residents nearby about the potential increased pressure on parking, but I think the developer has done a good job of mitigating this through bus passes, car share and bike parking. I think it is really important that the City is proactively working with BC Transit and other mobility solutions to build better transit service - especially along corridors like Hillside. Thank you for your leadership in providing the youth bus passes!

Recognizing that this development went from a rental proposal to a condo development, I think it is really important that the affordability component is a firm commitment and not simply a suggestion. I think the City could be doing a much better job at providing a clear framework for developers to work with in this regard - providing certainty about community amenity contributions related to affordability, food assets like planter boxes and edible landscaping, forward-looking energy efficiency standards, and other benefits would be good for all parties.

-Ben Clark
Chair of Oaklands CALUC from 2012-2018

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

December 10th 2019

The Jefferson Bates Family
1261 Vista Heights
Victoria, BC V8T 2H7

Dear Council:

My family and I reside in the Quadra/Hillside area and are in favour of Abstract Developpment's proposal to build at 1301 Hillside.

Abstract's team has made an insurmountable amount of effort to consider this build from every angle. And, in doing so, has successfully found solutions for numerous potential issues while also taking into consideration how this could impact their neighbours.

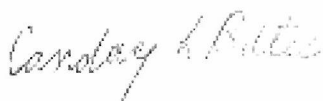
Some of these considerations include:

- An affordable housing option
- Offering green alternatives
 - Bus passes
 - Cargo bike parking
 - Car sharing
- Including The Cridge in the planning process (who also endorse this project)

Based on their efforts over the years, I think it goes without saying that this local development company has been working diligently to demonstrate its commitment to establishing a thriving community within the Quadra/Hillside neighbourhood.

We look forward to seeing this project come to life!

Sincerely,

A handwritten signature in cursive script, appearing to read "Candace L. Bates".

Candace L. Bates

December 5th, 2019

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

Dear Mayor and Council,

RE: 1301 Hillside Proposed Development

As a representative of the Cridge Centre for over 25 years providing care for toddlers and infants, as well as, a long-standing member of the community, I am writing to you in full support of the proposed development located at 1301 Hillside Avenue. I myself have been married for 38 years, with two daughters and two grandchildren and have witnessed how difficult it is to find housing options within Victoria and the CRD.

I currently reside two blocks from Abstract's new downtown building, Black and White. It has been exciting to watch it be built from the ground up, and I feel it is truly a spectacular addition to the downtown core. The proposed project at 1301 Hillside Avenue by Abstract's partner company NVision responds to the need for new housing in our city and helps to complement the Cridge Centre through the provision of new housing intended for a variety of incomes.

I am excited that NVision will be partnering with BC Housing to provide roughly 20% of the proposed units at 10% below market price. This provides opportunities for renters to get into home ownership and it aligns well with Council's current focus on providing more affordable housing options in our city. For this reason, I support the project moving forward, as some of the main goals and values of the Cridge Centre focus on inclusivity and opportunity for all.

Although parking and traffic have been a concern to us and our surrounding neighbours I feel the additional steps taken to provide transit passes and a car share vehicle will greatly reduce any parking concerns.

NVision and their team have put together an attractive and functional building that is comparable in height to buildings currently along Hillside and I feel the project fits well into the Oaklands neighbourhood. I am excited to see a new building on what has been a vacant site since 2008 and to watch the process of transformation from beginning to end, as I did for Black and White.

NVision has put the time and work in to develop a creative housing project that addresses local demand for housing. I feel the proposal is worth of consideration at public hearing and I encourage Council to move it forward.

Kind Regards,
Tunde Lesage, ECE, IT
The Cridge Centre for the Family
1307 Hillside Avenue
Victoria, BC V8Z 0A2