



CALEDONIA
REZONING APPLICATION
September 2019

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01 PROJECT INTRODUCTION



1.1 - LETTER TO COUNCIL

September 17, 2019

Mayor and Council
City of Victoria
1 Centennial Square
Victoria BC, V8W 1P6
Dear Mayor Helps and Council:

Re: Proposed Caledonia Redevelopment

Dear Mayor Helps and Council,

The proposed development site consists of assembling nine under-utilized properties. The assembled parcel will span from Gladstone Avenue to Grant Street. The property at 1211 Gladstone Avenue currently holds three attached townhouse buildings with 18 units. The property at 1209 North Park Street currently holds a two storey 4 unit house. The remaining seven properties are vacant brownfield lots. All nine properties will be consolidated into a single parcel for the purpose of this affordable housing project. The consolidated lot offers an ideal opportunity to replace the existing 22 units on the site with 154 units.

The proposed development abuts single family homes, Haegert Park and the Compost Education Centre to the west, Spring Ridge Commons, single family homes and the Fernwood Community Centre to the north, the Victoria High School track to the east, and apartment buildings to the south.

The proposed site layout includes five separate buildings, consisting of three 3-3½ storey attached townhouses, one 5 storey apartment building, and one 4 storey apartment building. The townhouses are positioned at the north end of site, adjacent to single family lots. The apartment buildings are positioned towards the south end of site, adjacent to the Vic High track, Haegert Park and neighbouring apartments along Grant Street. Massing was carefully considered to maximize the use of the site without disrupting the character of the neighbourhood. The sole 5 storey building is located between North Park Street and Vining Street. This section of site does not border residential properties. The 4 storey apartment building is located at the south section of site. At the top floor, the building steps back on all sides to reduce the massing effect, as seen from street level.

The School District 61 (SD61), BC Housing and the City of Victoria have signed a letter of intent and letters of authorization to facilitate with rezoning application and subsequent land swap. The land swap and lot consolidation are subject to successfully rezoning the property. The final agreement will see the SD61 as the sole owner of the consolidated lot and the Capital Region Housing Corporation signing a new 60 year lease agreement.

The consolidated lot will require rezoning form the current R-K and R-2 zones to a site specific zone. The proposal increases the allowable density from an FSR of up to 0.6:1, allowing for up to 78 units, to 1.29 which would allow for the proposed 154 units.

The request for additional density on this site is warranted in view OF the significant need for affordable housing and in response to the City’s Strategic Objectives. The proposed development will fully respect the City’s policies and guidelines. Furthermore, the project will achieve the Energy Performance Benchmark as set out in B.C.’s Energy Step Code and in keeping with City of Victoria’s energy reduction targets. However, the proposal requires an Official Community Plan amendment to change the land use designations from Traditional Residential and Parks to Urban Residential.

On-site parking will be limited to approximately 109 underground stalls. This parking arrangement satisfies the City Schedule “C” bylaws for affordable housing projects. There will be two separate underground parkade entrances, accessed from Caledonia Avenue and Grant Street.

Considerable design changes have been integrated into the current design as a result of the feedback received from existing tenants and community members. Highlights include eliminating an apartment building and replacing it with an additional townhouses block, increasing the connectivity of the site, and changing the scale of buildings.

Executing on the need to address a very low vacancy rate across the City, this application meets several goals and initiatives set out by the City of Victoria, SD61, BC Housing, and CRHC. This proposal is compelling and supportable as it increases the supply of affordable housing, is compatible with existing land use in the immediate area, and is centrally located to a number of key amenities.

Sincerely,

Paul Kitson
Manager, Development, Capital Region Housing Corporation

1.2 - NEED & DEMAND

REGIONAL DEMOGRAPHICS

RESPONDING TO ONGOING HOUSING AFFORDABILITY CHALLENGES

Different Households Experience Housing Affordability Challenges in Different Ways

Housing affordability is linked to both a household’s ability to pay for their housing and to find housing in suitable condition and size at an affordable price. As shown in Figure 3 of the 2018 Regional Housing Affordability Strategy, of the 20,870 households in core housing need in 2011:

Families accounted for approximately 40% of households in core housing need:

Approximately 8,330 (40%) were family households including 3,935 lone parent family households. Of these families, approximately 5,020 (66%) were renters.

Single person households accounted for approximately 54% of households in core housing need:

Of these single person or nonfamily households (both single senior and non-senior) the majority (75%) were renters.

Older generations and households living on a fixed income can face significant housing challenges:

Approximately (45%) were senior or near senior households (55 and older), the majority of which were renters.

People with disabilities are more likely to be in core housing need:

Almost half (10,710) reported that they had a health and activity limitation with the majority of these households (almost 70%) being renters.

Indigenous Peoples:

Indigenous peoples face disproportionately higher levels of homelessness in the region, with nearly 33% claiming Indigenous ancestry (Point in Time Count, 2016). The Canadian Human Rights Commission also reports that 20.4% of Canada’s Indigenous peoples are in core housing need while only 12.4% of non-Indigenous populations face the same challenges. Indigenous peoples are also more likely to report discrimination in access to all forms of housing.

Newcomers to Canada frequently experience housing challenges:

Approximately 1 in 5 people experiencing core housing need were immigrants or recent immigrants who had moved to Canada within the previous 10 years.

Ongoing population and household growth pressures:

The capital region has grown by more than 38,000 individuals (17,000 households) over the past 10 years and grew at a faster rate than the provincial average over the past five years.

DIFFICULT RENTAL MARKET CONDITIONS:

The region has an overall vacancy rate of 1.2 per cent including a vacancy rate of zero for 3-bedroom units which creates upward pressure on rents, fewer housing choices for low to moderate income households and a worsening of the overall affordability profile.

Even with the strong rental housing starts across the capital region in recent years, the creation of new purpose-built rental housing stock is extremely vulnerable to external market forces including changes in interest rates and other factors.

While local governments can help to enable and encourage new rental housing supply they do not have the financial resources or regulatory authority needed to address affordability challenges on their own. As a result, there is the need for all levels of government to work together to address ongoing housing affordability challenges including the specific needs of households with low to moderate incomes.

The Regional Housing Affordability Strategy identified that the region would require over 34,000 units of rental housing in the next 20 years. Half of them will be for low to moderate income households.

Table 5: Rental Targets & Demand Estimates by Income Ranges – 2016-2038
Source: Calculated based on the 2015 Median Household Income for the capital region reported by Statistics Canada in the 2016 Census

Income Range	Threshold (% of AMI)	Annual Income	Affordable Monthly Rental Target	2016 Income Distribution	Unit Demand Estimate
VERY LOW	< 30%	Less than \$20,000	Less than \$500	11%	4,564
LOW	30% to 50%	\$20,000 to \$35,000	\$500 to \$875	13%	5,124
LOW TO MODERATE	50% to 80%	\$35,000 to \$55,000	\$875 to \$1,375	15%	7,419
MODERATE AND ABOVE	Above 80%	Over \$55,000	More than \$1,375	61%	17,060
TOTAL ESTIMATED RENTAL DEMAND				100%	34,167

The Caledonia redevelopment is an example of multiple levels of government, across ministries, partnering to address the need for affordable housing in our community.

¹Capital Regional District, *Regional Housing Affordability Strategy 2018* https://www.crd.bc.ca/docs/default-source/housing-pdf/2234-rhas_v20_pgs_sml.pdf?sfvrsn=61711cca_8
²Capital Regional District, *Regional Housing Affordability Strategy 2018* https://www.crd.bc.ca/docs/default-source/housing-pdf/2234-rhas_v20_pgs_sml.pdf?sfvrsn=61711cca_8

1.3 - STRATEGIC OBJECTIVES

CITY OF VICTORIA – STRATEGIC PLAN (2019 – 2022)

Affordable Housing

- Increase in rental apartment and housing vacancy rate
- Neighbourhoods are diverse, accessible and affordable across all ages, incomes and abilities
- Decrease in number of people spending more than 30 per cent of income on housing

Prosperity and Economic Inclusion

- People who work in Victoria can afford to live in Victoria
- Health, Well-Being and a Welcoming City
- Increase sense of belonging and participation in civic life among all demographic groups
- Increase in number of people who feel safe and part of the community

Climate Leadership and Environmental Stewardship

- Citizens and businesses are empowered and inspired to take meaningful action to reduce carbon pollution
- There are optimized local compost solutions in place for both food and garden waste
- Increase in tree canopy on public and private property

Sustainable Transportation

- Increase in residents using public transit, walking and cycling
- Decrease in transportation-related GHG emissions
- Decrease in annual household spending on transportation
- Increase in public and private EV charging stations

Strong, Liveable Neighbourhoods

- Increase in number of opportunities for engagement with neighbourhoods
- People feel listened to and consulted about what makes a neighbourhood distinctive
- People feel that their neighbourhood is safe and walkable
- Increase number of people walking compared to other modes of getting around within neighbourhoods
- All neighbourhoods are thriving, distinctive, appealing, viable and have amenities



PROJECT ADDRESSES SEVERAL OCP PLAN OBJECTIVES SUCH AS:

- Housing: Ensure that residents have access to appropriate, secure, affordable housing
- Climate Change and Energy: Ensure new buildings are energy efficient and produce few greenhouse gas emissions
- Ensures residents can enjoy convenient access to basic needs, community parks and amenities
- Community Capacity Building: Strengthen the natural, human, economic, social and cultural resources of Victoria to build, develop and shape a resilient community.
- Engaged Citizens: Actively engage citizens and community stakeholders and value and respect their contributions
- Strong Local Communities: Support and enhance Victoria’s vibrant character and unique sense of place
- Be responsive to Victoria’s geographic context and existing pattern of development to create memorable places.
- That the built environment is beautified and softened through natural features in the public realm.
- Social vibrancy is fostered and strengthened through human scale design of buildings, streetscapes and public spaces.
- Vitality and Livability
- Consistent with OCP Policy and RGS Strategic Direction for Compact Urban Settlements.

2019-2022 Strategic Objectives



1.3 - STRATEGIC OBJECTIVES, CONTINUED

OFFICIAL COMMUNITY PLAN

OCP Amendment:

- From traditional and public facilities to Urban Residential
- Proposal meets several OCP objectives

OCP 6.1.6

- Urban residential generally located within 400m of large urban village

OCP 6.23.2

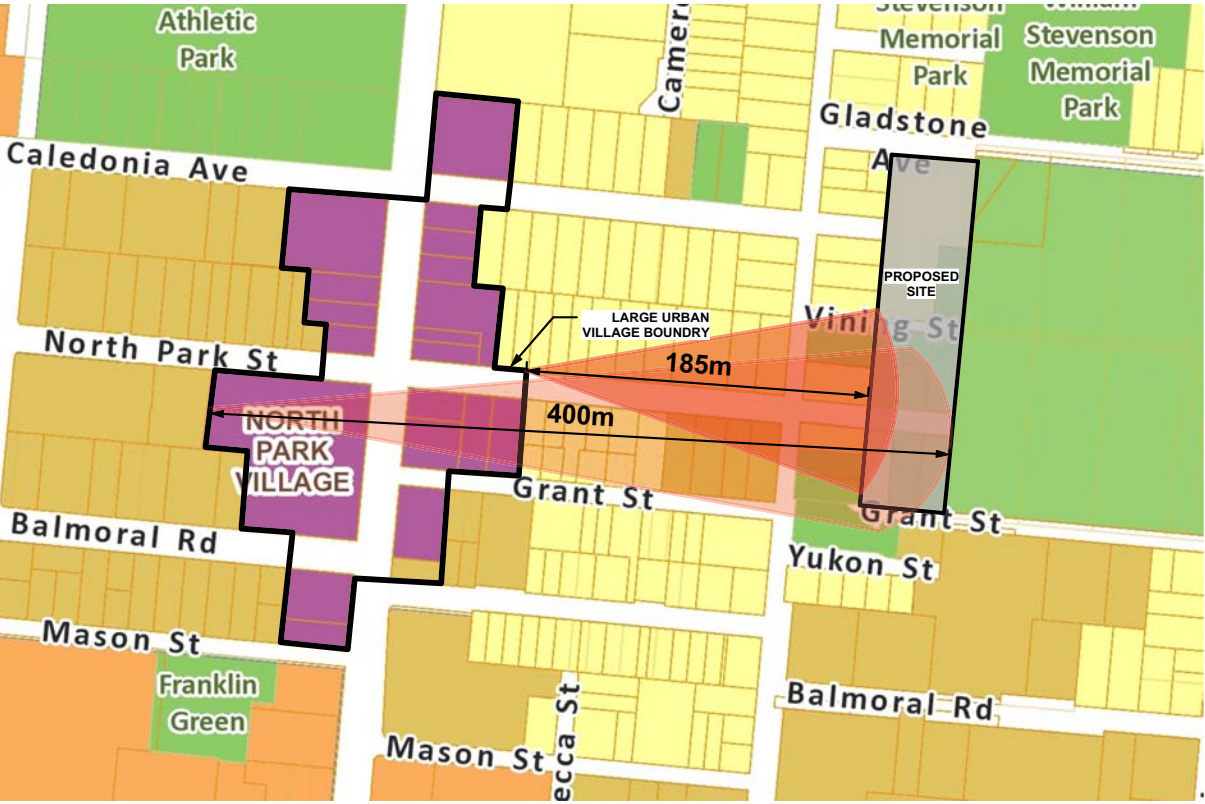
- Generally supports new developments within 200m of large urban villages

Change in Zoning:

- From R-K, R-2 to site specific
- from FSR (0.6) to (1.29)

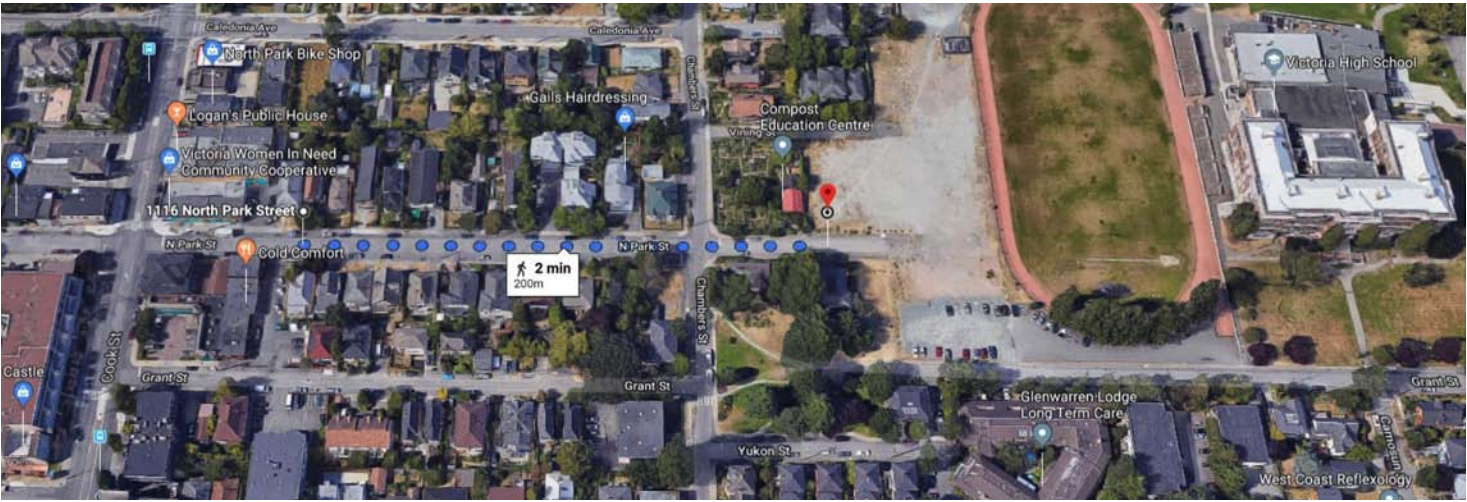
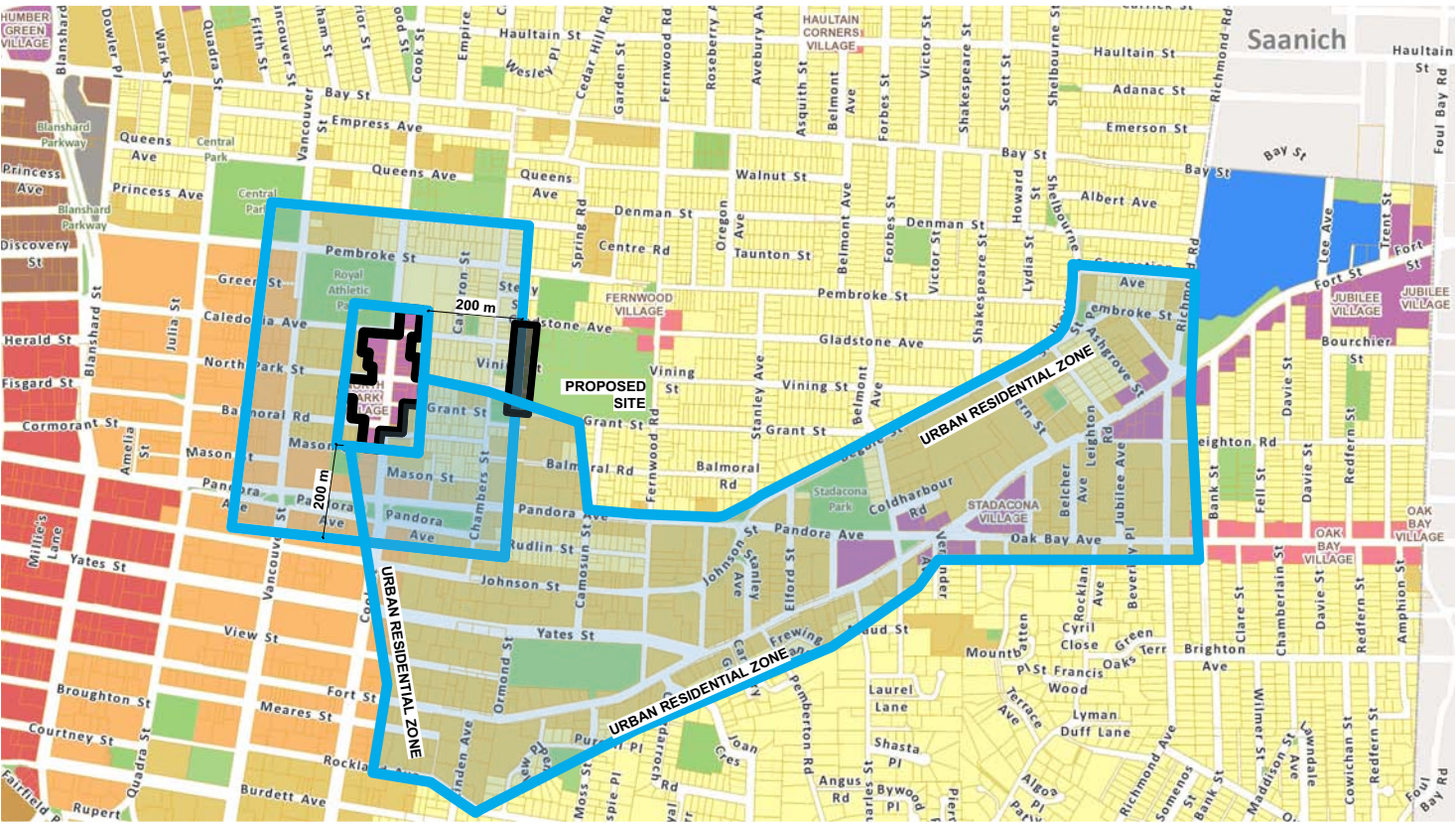
OCP Amendment:

- From traditional and public facilities to urban residential
- Proposal meets several OCP objectives



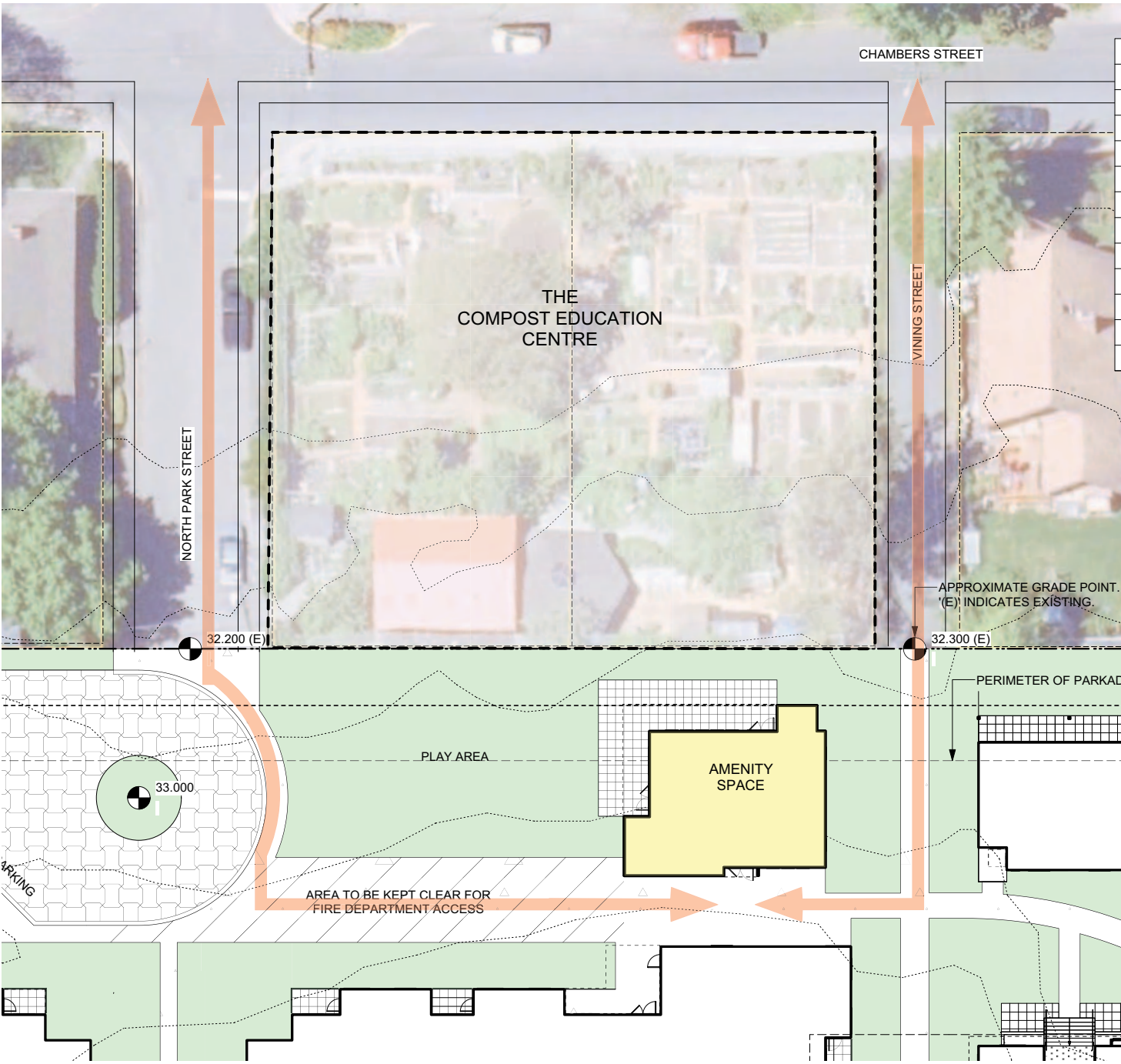
URBAN CONTEXT

- The proposed site falls into area of urban residential allowed by the City of Victoria guidelines.
- Urban residential from Fort Street corridors transitions into the south portion of the allowable North Park Village urban residential zone
- The site borders several R3-2 properties to the south and west.



1.4 - PARTNERSHIPS

PROXIMITY TO PARTNERS



COMMUNITY PARTNERS

Fernwood NRG is a social enterprising non-profit organization which has for over 30 years been committed to families, the community, and the environment. Some of the programs they offer include childcare, food security, recreation, family programs and affordable housing. Additionally, Fernwood NRG is known for hosting FernFest, managing the Good Food Box program and operating the Fernwood Community Center, amongst other community based initiatives.

During several public consultation sessions, Fernwood residents have proposed a shared amenity space as part of the Caledonia Redevelopment. The CRHC has since designed a centralized 1450 ft² amenity room with a 14 ft ceiling. This amenity space has been specifically sized to suit the needs of the Fernwood NRG and proposed tenants. The CRHC is in discussions with the NRG which see the NRG operating the space for community use in the daytime and tenant in the evening and on weekends. This will add much needed community space within the Fernwood Community.

The Compost Education Centre (CEC) is a non-profit organization which provides composting, ecological gardening and conservation education to residents of the Capital Regional District (CRD). The CEC completes food system education by teaching children, youths and adults about growing good soil, in order to support healthful ecosystems. The Compost Education Centre is situated directly adjacent to the project lands and is open to the public as a retail and resource space, learning lab and demonstration site.

The CRHC is in discussion with the CEC which would see CEC overseeing the programmatic components of the Caledonia redevelopment urban agriculture space and tenant allotment gardens. This agreement will also see CEC ensure the physical and aesthetic maintenance of the plants throughout the development.

Partner for Accessible Suites: The CRHC is in discussion with the Independent Living Housing Society (ILHS) to supply up to fifteen accessible units to be operated by the Society. The project has also been designed to take into consideration the goals of various non-profits to support adults with diverse abilities in order to live independently in a variety of accessible settings. Some of these accessible suites have multiple bedrooms to allow live-in or family caretakers.

1.4 - PARTNERSHIPS, CONTINUED

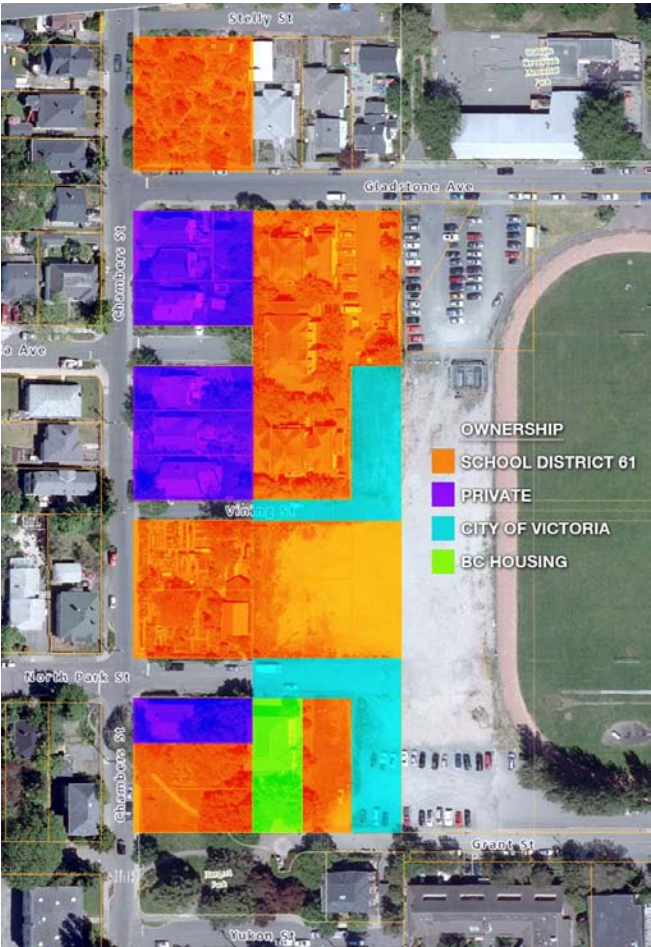
LAND ASSEMBLY – CITY OF VICTORIA, SD61, BC HOUSING, CRHC

In 1992, the School District 61 (SD61) entered into a 60-year lease agreement with CRHC for the 18 unit Caledonia townhouse complex located at 1211 Gladstone Ave. CRHC has 32 years remaining on the 60 year lease agreement, as well as 10 years remaining on the current operating agreement. The property is in critical need of immediate repair, which has prompted this redevelopment proposal.

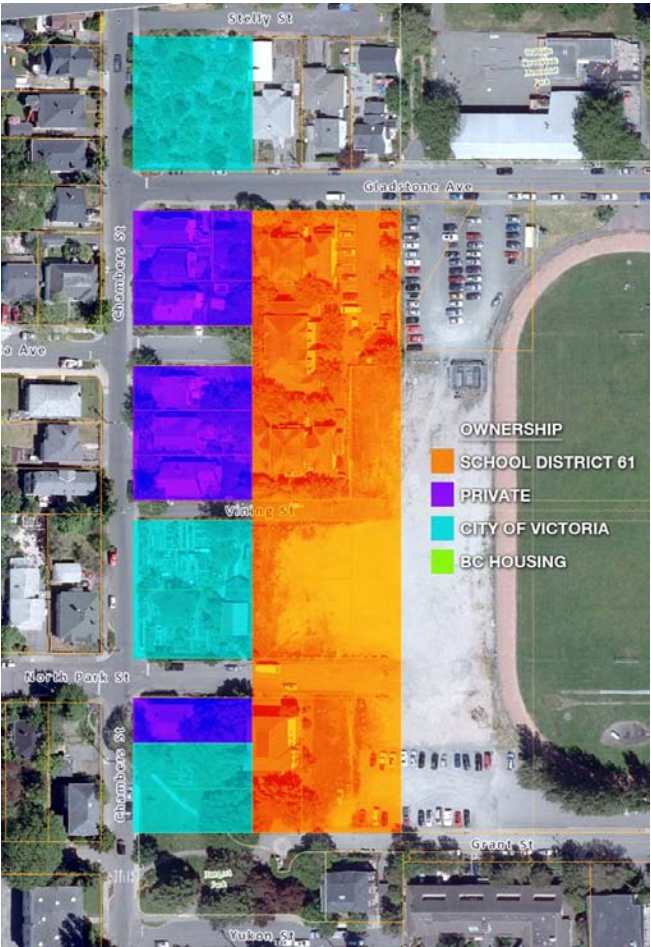
The CRHC is currently working with SD61, the City of Victoria and BC Housing to consolidate all the lots between Gladstone Avenue and Grant Street, spanning the width of the 1211 Gladstone avenue property to increase the units from 18 to 154 units. The current land owners are SD61, the City of Victoria and BC Housing. The proposed land agreement between the City of Victoria and School District 61 would see the City transfer four vacant city lots within the housing project area in exchange for nearby School District 61 properties that currently support community gardens, the Compost Education Centre as well as the School District 61 property adjoining Haegert Park. Additionally, the land agreement would see BC Housing transferring one lot to SD61.

SD61 will be the primary owner of all the lots, while CRHC will lease the consolidated property under a 60 year lease agreement. Currently, there is a Letter of Intent (LoI) between the SD61 and the City of Victoria outlining the intent to enter into a land transfer. The project is subject to the parties completing the necessary agreements for land dispositions, SD61’s regulatory approvals related to transferring land, which includes public consultation, as well as CRHC successfully completing the necessary rezoning process.

OWNERSHIP OF LAND PARCELS
BEFORE



OWNERSHIP OF LAND PARCELS
AFTER



1.5 - PROJECT OVERVIEW

PROJECT INFORMATION TABLE	
Zone (existing)	-
Proposed zone or site specific zone If unsure, state “new zone”	NEW ZONE
Site area (m²)	8681.1m²
Total floor area (m²)	3325 m²
Commercial floor area (m²)	N/A
Floor space ratio	1.29 : 1
Site coverage (%)	41%
Open site space (%)	49%
Height of building (m)	APT.1: 12.8m, APT.2: 14.96m, TH.1: 12.2m, TH. 2: 11.7m, TH.3: 10.2m
Number of storeys	APT.1: 4 STOREYS, APT.2: 5 STOREYS, TH.1, 2 & 3: 3 STOREYS
Parking stalls (number) on site	109
Bicycle parking number (Class 1 and Class 2)	220
Building Setbacks (m)	
Front yard	-
Rear yard	-
Side yard (indicate which side)	-
Side yard (indicate which side)	-
Combined side yards	-
Residential Use Details	
Total number of units	93
Unit type, e.g., 1 bedroom	STUDIO , 1 BEDROOM, 2 BEDROOM & 3 BEDROOM
Ground-orientated units	
Minimum unit floor area (m²)	34 m² (STUDIO)
Total residential floor area (m²)	9810.4 m²

CATEGORY	GREEN ITEMS
Rating System	<ul style="list-style-type: none">All new buildings will meet Step 3 of the BC Energy Step Code
Site Selection & Design	<ul style="list-style-type: none">The proposal is to rebuild and densify an existing affordable housing project within an already densely populated centralized urban location with strong pre-existing infrastructure and amenity.Rather than building on a greenfield site this project is situated on the site of the former Fairey Tech building, now demolished and left unimproved.
Innovation & Design	<ul style="list-style-type: none">Hard surfaces have been designed to fulfill multiple functions, so that hardscape can be minimized and so that pedestrian and cyclist-friendly spaces take priority over vehicular zones.The prime example of this innovation is the woonerf plaza area, which allows moving trucks, fire trucks and handi darts to access the site while providing a pedestrian-friendly feel.
Transportation	<ul style="list-style-type: none">The densification of this centralized site in Fernwood means that a higher number of residents will be within close walking distance to well-established neighbourhood services and amenities, including the North Park Neighbourhood and Downtown Core. Personal vehicle usage will be low relative to walking and transit usage.The underground parkade will have dedicated areas for bicycle and scooter parking.Additional electrical circuit capacity and conduit rough-in will provide scalability for electrical vehicle charging stations to keep pace with rising demand.
Energy Efficiency	<ul style="list-style-type: none">Step 3 of the BC Energy Step CodeEnergy modeling will be conducted at multiple stages during the pre-construction stage to validate compliance.Air tightness testing will be conducted prior to occupancy to verify that building performance meets modeled criteria.All ventilation is mechanical rather than passive, with heat recovery exchangers at every exhaust vent. This ensures all makeup air is pre-conditioned and reheating energy loads are minimized.The Heat Recovery Ventilators (HRV) system is decentralized into individual suites, reducing rooftop air handling equipment and providing an overall reduction in noise pollution.
Renewable Energy	<ul style="list-style-type: none">Multifamily buildings designed to step 3, with all units either stacked or back-to-back or both minimizes heat loss and energy use and provides the most long-term sustainable form of housing.
Water	<ul style="list-style-type: none">All interior plumbing fixtures will be low water, low flow fixtures, including dual flush toilets (4.8LpF).Water efficient (Energy Star) Clothes Washers will be specified (89 litres per load or less).Hot water piping will be insulated and will run on a recirculating loops.High efficiency irrigation system will be customized for the site using Smart Timer Technology to tailor the irrigation flow to the present climatic conditions.
Site Permeability	<ul style="list-style-type: none">Stormwater runoff for this project will be managed on site as much as possible. Rain gardens have been included where there is space outside of the parkade footprint, and outside of the root zone of retained trees.Roof runoff from the buildings will be directed to these rain gardens where feasible, where it will be slowed, treated and infiltrated.Rain gardens will overflow to the Municipal storm water system during large rain events.
Landscaping & Urban Forest	<ul style="list-style-type: none">All trees with compromised health are being more than replaced with healthy new site-appropriate species.New plants will be drought-tolerant, non-invasive indigenous species selected for quality of appearance and ease of maintenance.
Urban Agriculture	<ul style="list-style-type: none">Urban agriculture boxes are distributed throughout the property to both green the site and provide food security and recreation opportunities for residents.

02 COMMUNITY FEEDBACK



2.1 - CALUC MEETING & OPEN HOUSE

COMMENTS RECEIVED THROUGH PUBLIC CONSULTATION

- Development too dense
- Five storey not appropriate for Fernwood
- Not just low income housing
- Too much / too little parking
- Where are all the kids going to go to school
- The development will increase the traffic on Chambers Street
- Include more urban gardening
- Include centralized play area and amenity room
- Design the south end of site with the same scale as the north end of site
- Fernwood needs more daycares
- Add more studios
- Add more greenspace
- Provide more 3 and 4 bedroom family units
- Incorporate the character, aesthetics and personality of Fernwood within the design



Caledonia Design Changes between April 2nd & June 5th:

1. Changed site layout to reduce the number of apartment buildings from 3 to 2
2. Re-positioned townhouses to face Gladstone, creating better frontage and reducing shadows on neighbouring properties to the west.
3. Included continuous internal pathways north-south and east-west.
4. Added a centralized amenity building, and playground.
5. Added a separate elevator for direct access to parkade from the townhouse buildings.
6. Eliminated the site entrance at North Park to create the new access point off Grant St.
7. Eliminated all long-term surface parking on the site.
8. Added accessible townhouse units and increased the number of accessible units on the site.
9. Increased the setback on the 5th storey of the apartment buildings to reduce the overall massing.
10. Hired a traffic consultant to study the issues on Chambers St, parking requirements and trips generated by the proposed development.

Caledonia Design Changes between June 5th & June 26th:

1. Changed landscape plans to include garden planter boxes, increased urban agriculture and unit paving woonerf plaza.
2. Adjusted the exterior building designs to have colour schemes more aligned with the surrounding areas.
3. Included more brick cladding on apartment buildings to match neighbourhood character.
4. Added variety of material finishing to the townhouses including hardie plank siding, board and batten and metal panel siding with black vinyl windows.

Caledonia Design Changes After June 26th:

1. Adjusted the unit mix to include more studios, in order to reduce the 5 storey apartment, bordering Grant St to a 4 storey apartment building. The four storey apartment building was also stepped back to create the illusion of a 3 storey building.
2. Added additional design elements and site furnishings that are representative of the artistic nature of Fernwood.
3. Relocated the Grant St parkade ramp from the courtyard to within the footprint of the building. This arrangement provides more usable space at grade and reduced vehicle/pedestrian interactions in the courtyard area. Relocating the parkade ramp also allowed for more tree retention adjacent to Haegert Park.
4. Provided additional floor space for the amenity building to meet requirements of potential user groups.
5. Included urban agriculture areas within the landscape design.
6. Added private outdoor space for all units.

2.2 - TENANT RELOCATION PLAN

Vulnerable tenants, those occupying rent-geared-to-income (RGI) units such as seniors, persons with disabilities, or those living on very low incomes are among the most affected by redevelopment or renovation. These tenants often require more assistance in the relocation process as there are fewer choices available to them. These individuals also tend to be longer-term residents, and the process of moving may be challenging for them. CRHC is committed to working with current tenants in developing individual relocation plans in order to reduce the impacts of displacement and preventing homelessness.

All tenants within Caledonia are Rent-Geared-to-Income Tenants. All efforts will be made to accommodate tenants in rent-geared-to-income (RGI) housing within the CRHC or with another social housing provider unless the tenant indicates that they would prefer to live with a private housing provider. Efforts will be made to support the tenant in their application for the RAP or SAFER rent supplement program. Additional support will be provided for special circumstances. Tenants will also have first option to move back into an RGI unit within the new building.

CURRENT TENANT COMMUNICATION

Monthly updates will be provided in writing, at the property, and through an online subscription informing the tenants of activities associated with the redevelopment.

TARGET POPULATION FOR REDEVELOPMENT

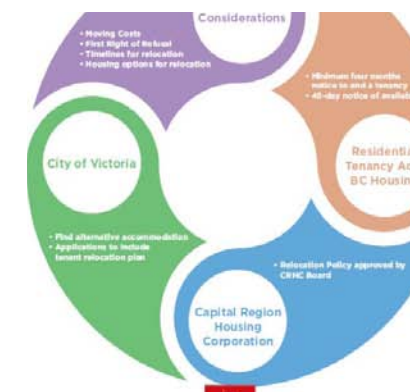
The target populations for this project are families, seniors and individuals living independently without onsite supports. These populations align with the housing that is currently onsite.

RESIDENT SELECTION FOR REDEVELOPMENT

Current tenants will be prioritized with the right of first refusal to move back into Caledonia. New residents for RGI units and deep subsidy units will be selected from the housing registry. Residents for the affordable market will be selected through a chronological waitlist held by the CRHC. These conditions are outlined in the CRHC Tenant Relocation Policy.

SUMMARY

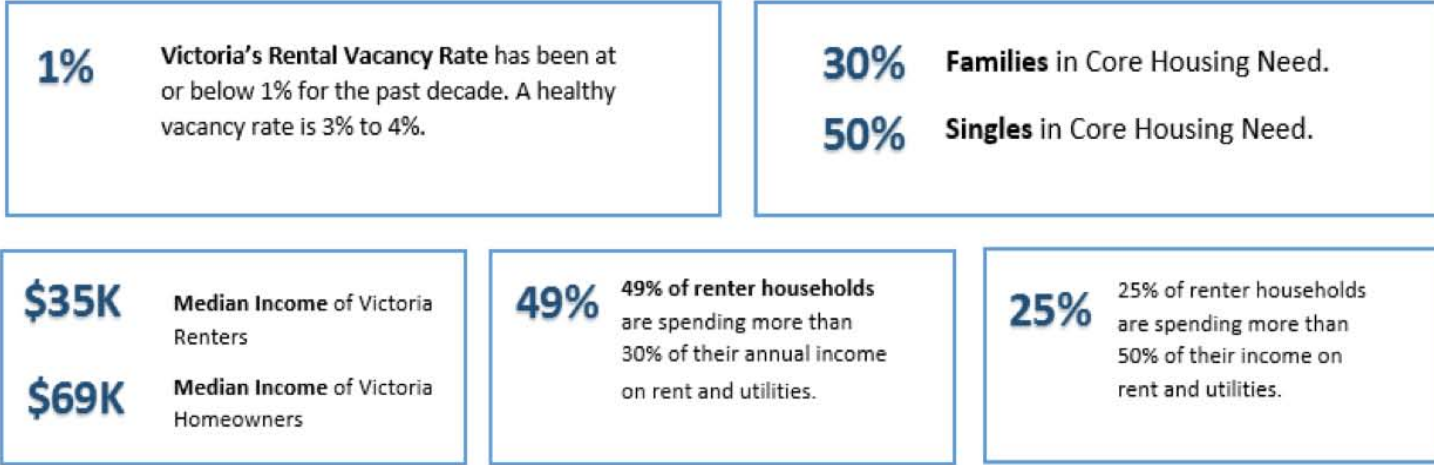
- Financial compensation based on length of tenancy
- Minimum four (4) months' notice to end tenancy
- Assistance with moving costs
- First right of refusal
- Additional relocation supports for tenants with special circumstances



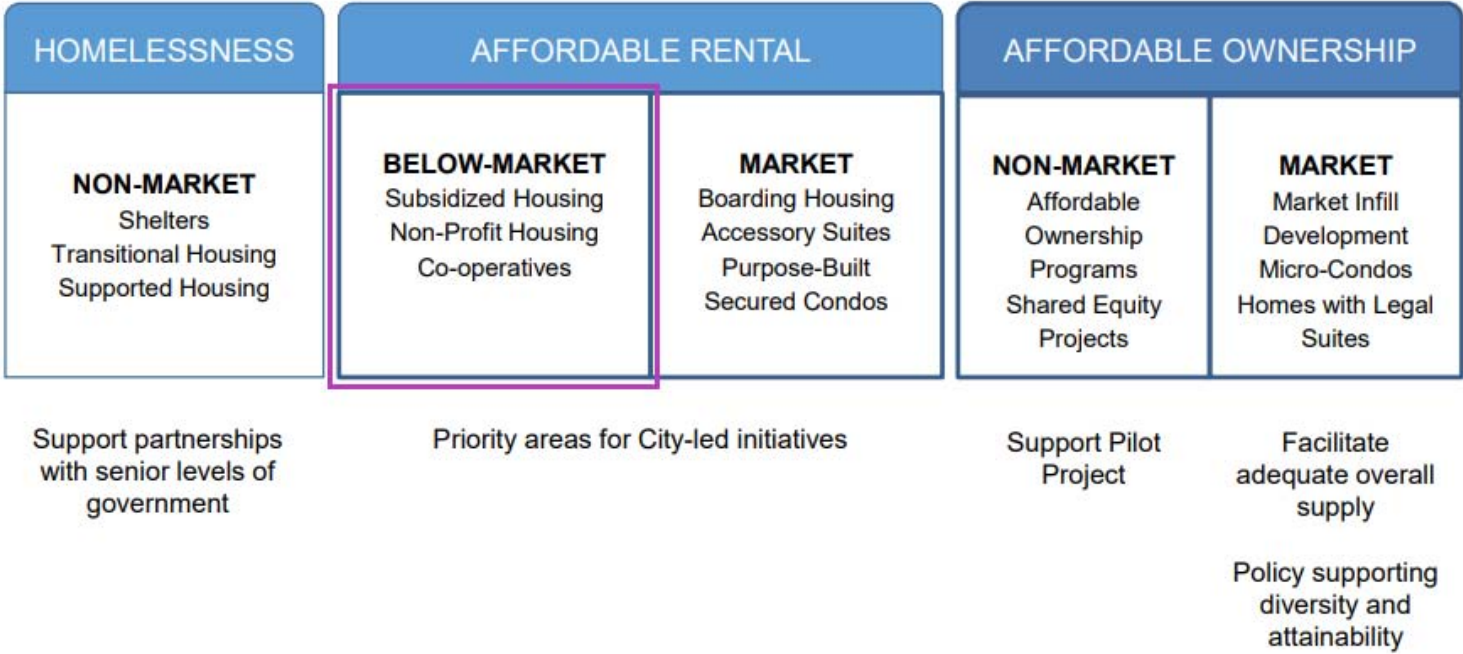
2.3 - AFFORDABILITY

AFFORDABLE HOUSING CRISIS IN VICTORIA

Victoria is experiencing a housing crisis which has put students, seniors, families at increased risk of homelessness.



Affordable Housing Spectrum



The Caledonia Redevelopment has received approval under the Building BC: Community Housing Fund program which facilitates the development of mixed income, affordable rental housing projects for independent individuals, families and seniors.

Under this funding model, projects must reflect the following mix of rents and incomes:

- 30% Affordable housing (moderate income)
- 50% Rent geared to income (housing income limit)
- 20% Deep subsidy (refers to provincial income assistance rates)

Unit Type	Number of units
Deep Subsidy	30
RGI	75
Affordable	49

154

CALEDONIA UNIT COMPOSITION

Unit Type	Number of units	Avg. Rent	BCH Income Threshold	CoV Income Threshold
Studio - Very low	2	\$375	\$21,000 - \$25,920	<\$19,999
Studio - Low (HILs)	4	\$500 - \$641	\$21,000 - \$25,920	\$20,000 - \$34,999
Studio - Moderate / Median	5	\$875 - \$1,266	\$54,000	\$35,000 - \$54,999
One Bedroom - Very low	8	\$375 - \$425	\$21,000 - \$25,920	<\$19,999
One Bedroom - Low	21	\$650 - \$739	\$21,000 - \$25,920	\$20,000 - \$34,999
One Bedroom Moderate / Median	13	\$1,050 - \$1,345	\$54,000	\$35,000 - \$54,999
Two Bedrooms - Very low	16	\$570 - \$575	\$24,000 - \$33,600	<\$19,999
Two Bedrooms - Low	38	\$850 - \$960	\$24,000 - \$33,600	\$20,000 - \$34,999
Two Bedrooms - Moderate / Median	24	\$1,300 - \$1,669	\$71,200	\$35,000 - \$54,999
Three Bedrooms - Very low	3	\$660 - \$700	\$24,000 - \$48,320	<\$19,999
Three Bedrooms - Low	8	\$1000 - \$1,380	\$24,000 - \$48,320	\$20,000 - \$34,999
Three Bedrooms - Moderate / Median	4	\$1,750 - \$2,284	\$84,000	\$35,000 - \$54,999
Four Bedrooms - Very low	1	\$700	\$28,000 - \$64,000	\$ -
Four Bedrooms - Low	4	\$1,569	\$28,000 - \$64,000	\$ -
Four Bedrooms - Moderate / Median	3	\$2,480	\$99,200	\$ -

03 URBAN CONTEXT



3.1 - BUILDING HEIGHT - CONTEXT

- LEGEND**
- 3 Storey Building
 - 4 Storey Building



3.2 - FAIREY TECH BUILDINGS (DEMOLISHED 2011)



Fairey Tech Buildings (demolished)

HISTORY OF THE FAIREY TECH BUILDINGS

- Purpose-built in 1943 for trades education as part of the Second World War training effort.
- Constructed by trainee soldiers and Vic High students.
- Named for Col. F.T. Fairey the former Deputy Minister of Education, the then-current provincial Director of Industrial and Technical Education and also the Regional Director of the Canadian Vocational Training Program.
- The building became a centre for trades education for both highschool and continuing education students. An addition was made in 1949 to provide more classrooms for the industrial arts.
- During the 1950's the automotive shop was expanded and electronics shops and classrooms were added.
- The building also housed art, dance and industrial design classes.
- In 2011, the building was demolished and replaced with a brand new 57,000 sq. f.t. facility at the north side of the site.



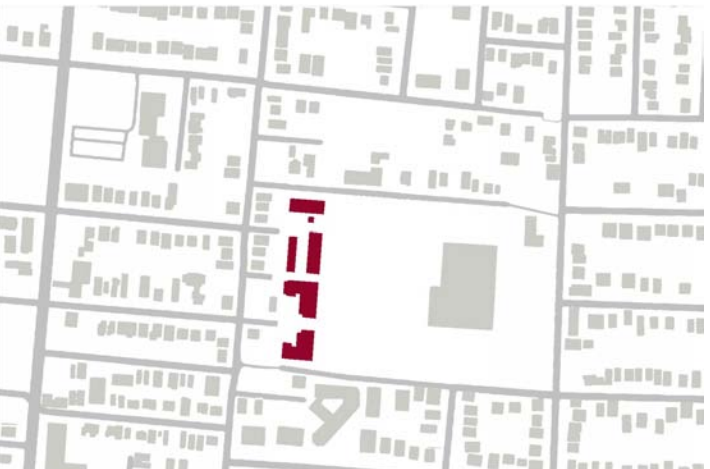
Aerial View (prior to demolition)

FIGURE/GROUND STUDIES



Previous Development

- Approx. 41% Site Coverage
- 32% was paved or gravel



Proposed Development

- vs.
- 41% Site Coverage
 - 12% paved (parking underground)

Therefore, with similar amounts of site coverage, the difference is approximately a 20% increase in outdoor useable space

3.3 - FERNWOOD - WALKABILITY



WALKABILITY

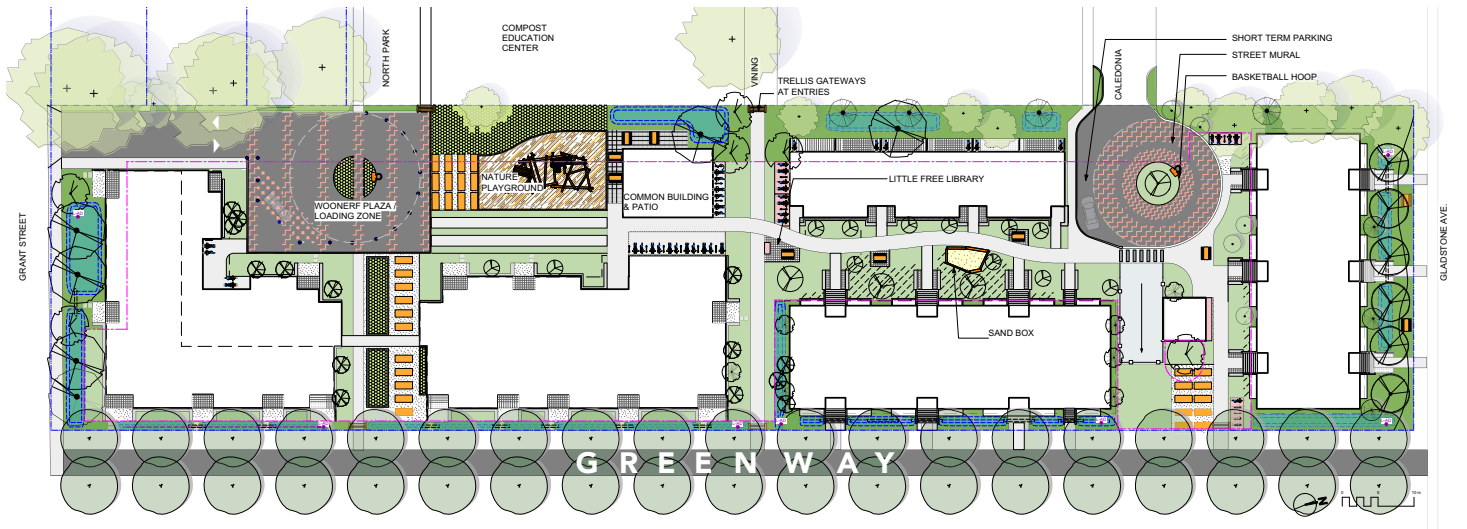
The site is located at the centre of Fernwood approximately mid-way between the North Park Village and Fernwood Village. Both Villages are less than a 5-minute walk and include restaurants and cafes, groceries, hardware and other retail uses, a theatre, and a variety of personal and professional services (i.e., medical, dental, fitness, etc).

Victoria High School is immediately adjacent the subject site, Central Middle School is a 10-minute walk (approx. 800m) and George Jay Elementary School is a 7-minute walk (approx. 400m). The Crystal Pool site is a 12-minute walk (approx. 600m). Downtown Victoria is a 15-minute walk (approx. 800 to 1,600m).

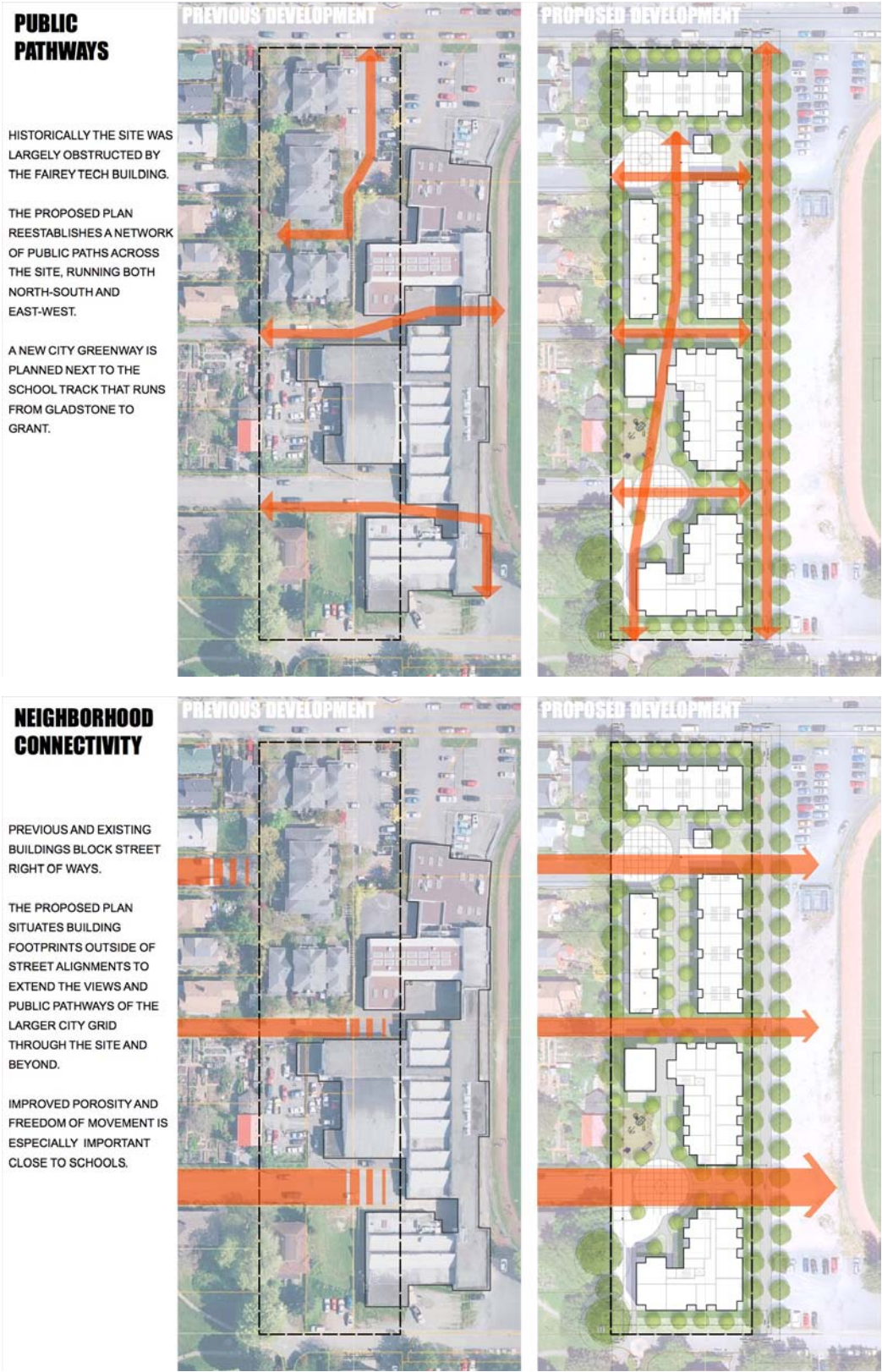
The site’s WalkScore is 93 (“Walker’s Paradise, daily errands do not require a car”), indicating an exceptionally high level of walkability. Reduced reliance on cars and transit means further affordability.

GREENWAY

Included in the proposed development is the creation of a public greenway on a new 9.0m easement along the west side of the Vic High site from Grant to Gladstone. This greenway will be built to City of Victoria standards with a paved multi-modal surface and a row of trees on each side. This new segment will complete one section identified in the "Greenways Plan".



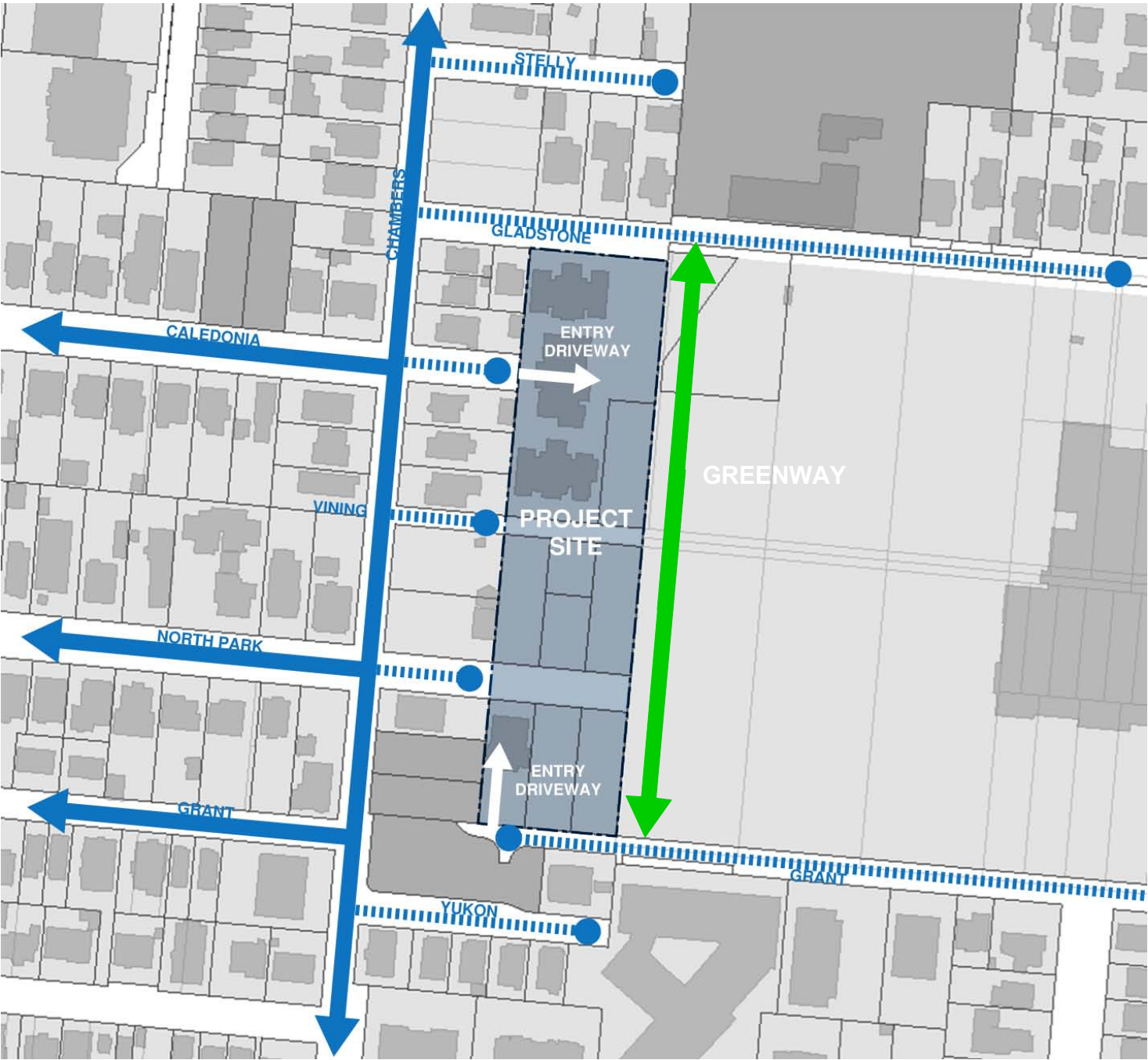
3.4 - CIRCULATION & ACCESS



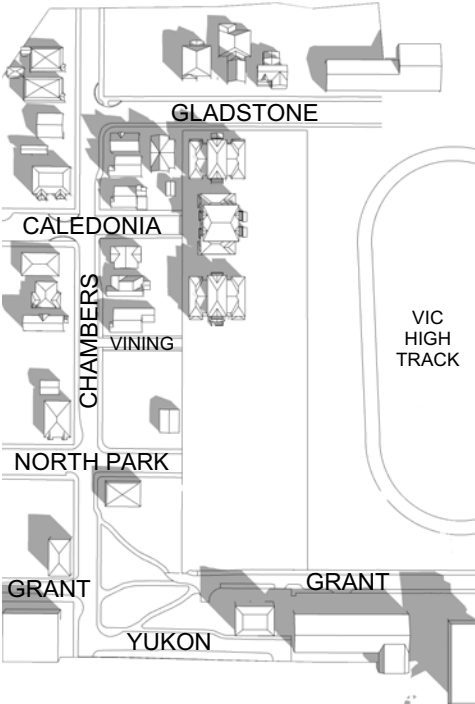
SITE CIRCULATION

Where the planning of this site could easily create an inward-looking circulation pattern with building sizes optimized for cost efficiency, this proposal meshes the plan with the existing neighbourhood grid, creating public pathways and view corridors clear across the site

Considering the traffic volumes on Chambers the main parkade access is off Caledonia, where site-generated traffic is expected to cross Chambers and continue west towards downtown. Another parking ramp is accessed off Grant Street, providing an alternative eastbound option.

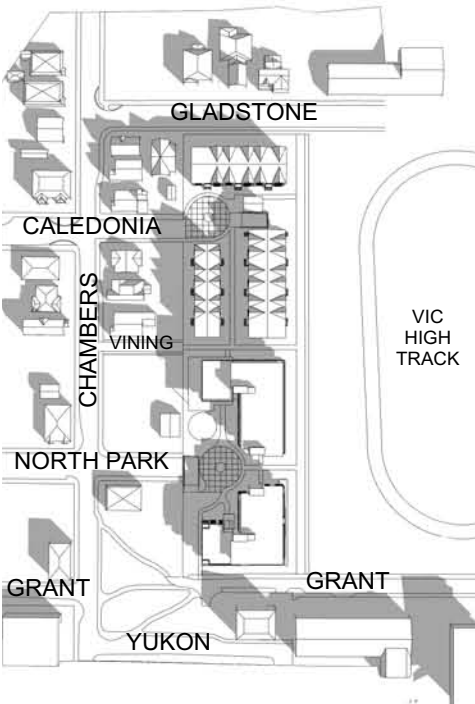


3.5 - SHADOW STUDIES
EXISTING



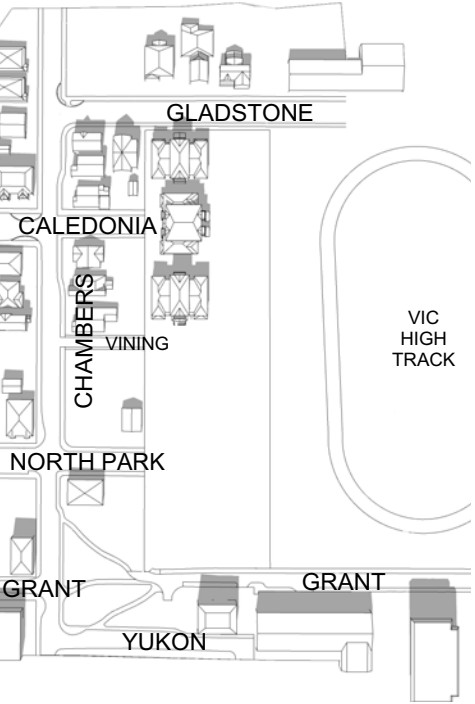
9:00am - September 21st

PROPOSED



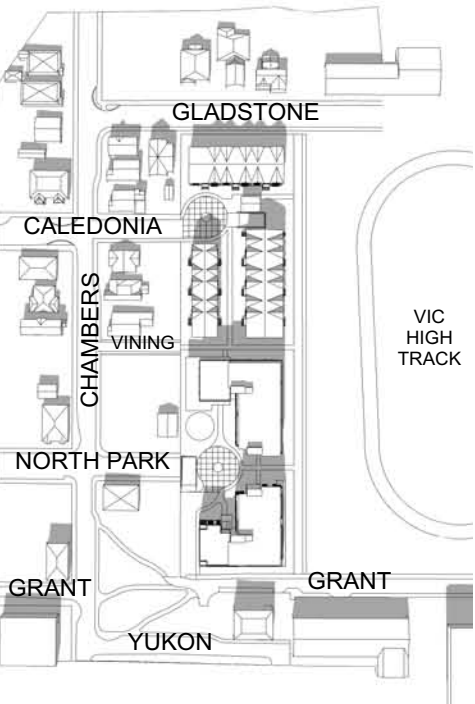
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EXISTING



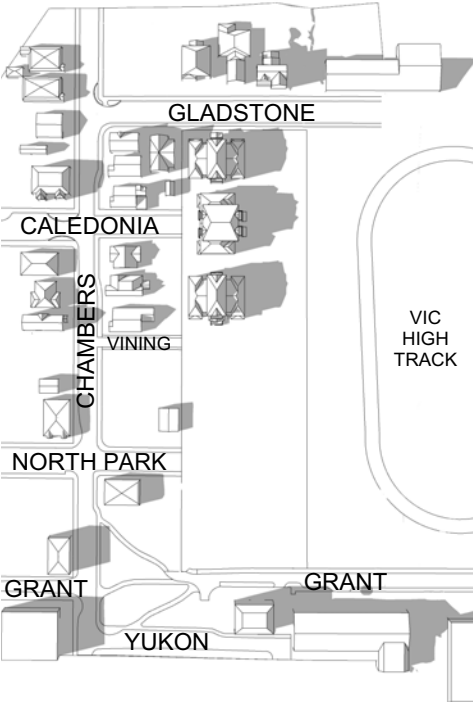
12:00pm - September 21st

PROPOSED



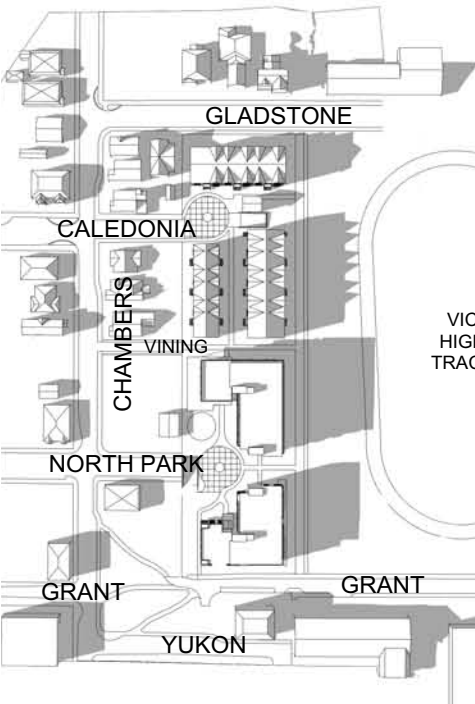
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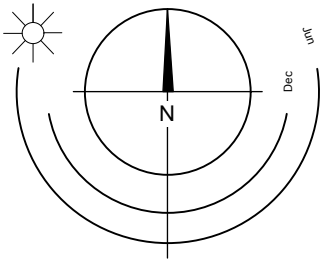


4:00pm - September 21st

PROPOSED



4:00pm - September 21st



3.6 - NEIGHBOURHOOD CHARACTER





04 POLICY CONTEXT

4.1 - FUTURE POPULATION GROWTH

URBAN CONTEXT

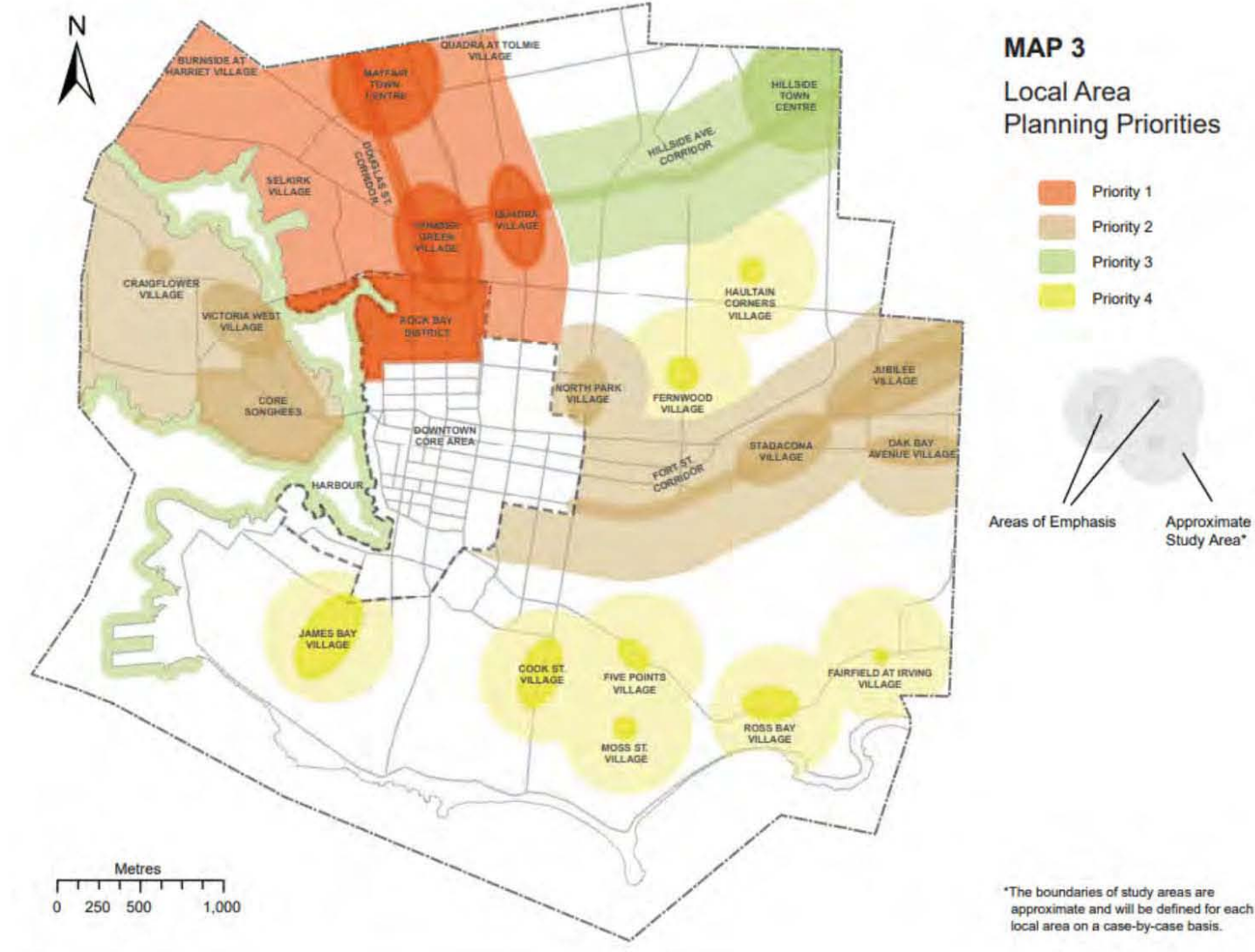
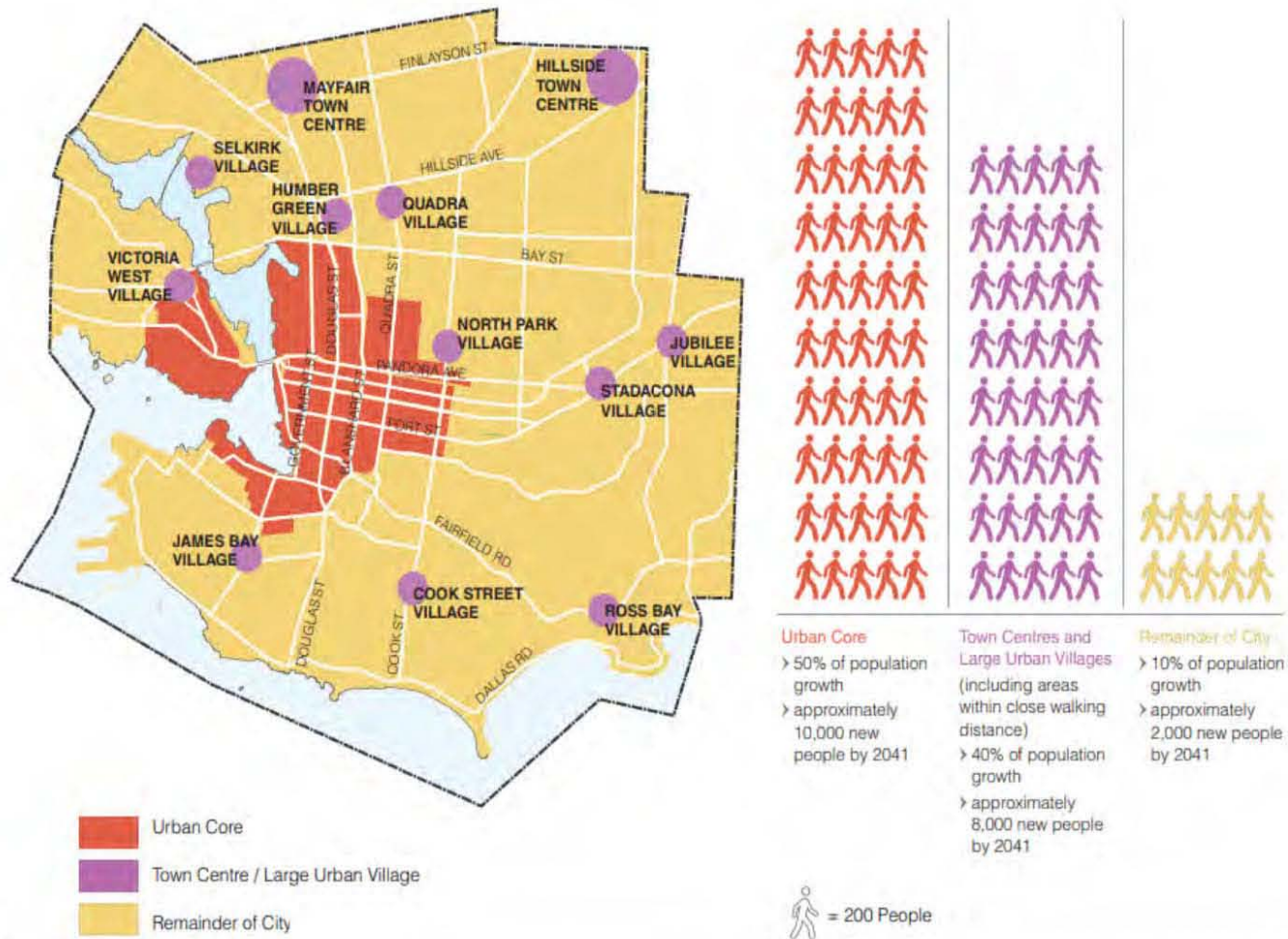


Figure 3: Thirty Year Growth Management Concept



ESTIMATED POPULATION GROWTH

Over the next 30 years, Victoria is expected to grow by an additional 20,000 residents through building on the advantages of its harbour location, compact urban form, and human-scaled neighbourhoods, undergoing a deeper transition, to become a leader in urban sustainability while remaining one of Canada’s most livable cities. The foundation for this transition is a growth management concept, illustrated in Figure 3, based on a strong Urban Core and network of walkable Town Centres and Urban Villages.

OCP Section 6.18: Prioritize local area planning for Town Centres, Large Urban Villages and Small Urban Villages as illustrated on Map 3, giving consideration to residential and commercial land forecasts to determine the pace of phasing, and the scope of local area plans proposed.

OCP Section 6.22: Generally support new development in areas designated Urban Residential that seeks densities toward the upper end of the range identified in Figure 8 where the proposal significantly advances the objectives in this plan and is:

- within 200 metres of the Urban Core; or
- within 200 metres of Town Centres or Large Urban Villages; or
- along arterial or secondary arterial roads

4.2 - TRANSPORTATION STUDY

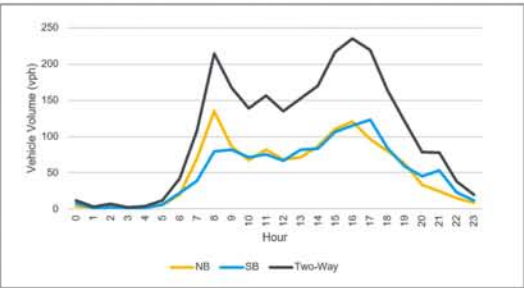
Traffic Volumes on Chambers Street

- Chambers Street is a Local Street
- Local Streets are intended to accommodate up to 1,000 vehicles / day
- Traffic volumes on Chambers Street exceed the upper limit

Historic Traffic Volumes, Chambers Street

	Two-Way Traffic Volume (approx.)
1996	2,000
2011	1,900
2019	2,500

Chambers Street 24-hr Traffic Profile
weekday, 2019



Neighbourhood Short-Cutting

Short-cutting describes vehicle trips that:

1. Do not begin or end in the neighbourhood
2. Use local streets to travel through the neighbourhood

Short-Cutting Study Locations



Summary of Short-Cutting on Chambers St

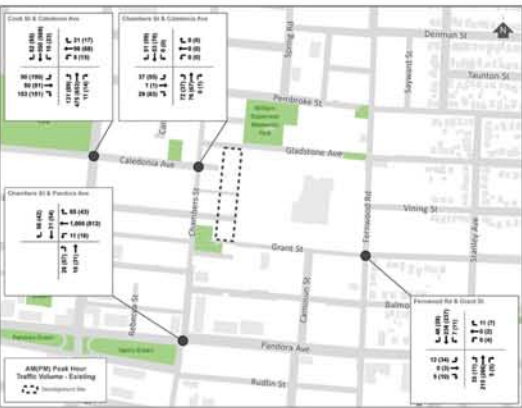
	Traffic Volume on Chambers Street		Short Cutting Traffic		
	Northbound	Two-Way	Volume (vph/hr)	% of Northbound	% of Two-way
AM	135	215	46	34%	21%
PM	121	236	30	25%	13%
All Day	1,254	2,494	416	33%	17%

Traffic Review

The following was undertaken in studying the traffic impacts of the proposed development:

1. Count current traffic patterns
2. Assess performance at key intersections
3. Estimate new traffic generated using technical manual and local observations
4. Assign new traffic to the network based on current trip making patterns
5. Re-assess performance at key intersections

AM (PM) Peak Hour Traffic Volumes, 2019



The following intersections were reviewed:

1. Chambers St / Caledonia Ave
2. Cook St / Caledonia Ave
3. Pandora Ave / Caledonia Ave
4. Fernwood Rd / Grant St

The analysis of post-development traffic conditions concluded that all intersections will operate at an acceptable level of service

Proposed Site Access Scenario



Site Parking Demand

Resident parking demand based on study of:

1. CRHC sites in Victoria
2. Other affordable housing sites in Victoria

Summary of Expected Parking Demand

	Expected Parking Demand	
	Rate	Total
Residents	0.64 / unit	60
Visitors	0.1 / unit	10
Total		70

On-Street Parking Inventory



4.2 - POLICY

OFFICIAL COMMUNITY PLAN

Section 6: Land Management and Development

6.1.6 Urban Residential areas are generally located within 400 metres of the Urban Core, a Large Urban Village, Town Centre, or frequent transit route, or within 800 metres of a rapid transit station.

6.23 Generally support new development in areas designated Urban Residential that seeks densities toward the upper end of the range identified in Figure 8 where the proposal significantly advances the objectives in this plan and is: 6.23.1 within 200 metres of the Urban Core;

Section 7: Walking, Cycling and other personal mobility

7.15.3 Shared Greenways are located on primary and secondary arterial and primary collector roads, and are designed for pedestrians, bicycles, and other non-motorized rolling traffic, and motor vehicles consistent with the related Walkable Urban Thoroughfares Guidelines described in Figure 11

Section 8: Placemaking – Urban Design and Heritage

8.58.1 Maintaining or increasing the planting of regularly spaced trees aligned with the development and implementation of an Urban Forest Master Plan;

Section 9: Parks and Recreation

9.12 Seek to maintain partnerships, policies and fee structures for parks and recreational facilities that encourage the participation of people of all ages, incomes, abilities, backgrounds and lifestyles.

9.13 Work closely with community centres, senior centres, community organizations, the public library and residents to seek innovative opportunities to sustain and enhance community-based recreation services and programs.

Section 10: Environment

10.22 Encourage the broad development of the knowledge and skills necessary for more sustainable behaviors and practices by working with a wide variety of partners to:
10.22.1 Promote household practices and skills such as water conservation, food production, native landscaping, recycling and composting;

Section 12: Climate Change and Energy

12.17 Continue to support and enable the private development of green buildings, subject to development control and building regulation, with features that may include but are not limited to:
12.17.2 Sustainable landscaping;
12.17.5 Energy efficiency technology;
12.17.8 Efficient plumbing fixtures and systems.

Section 13: Housing and Homelessness

13.1 Seek to accommodate population growth in the strategic locations, as identified in Map 2, including an additional 10,000 residents in the Urban Core; 8,000 residents in and within close walking distance of Town Centres and Large Urban Villages, and 2,000 in Small Urban Villages and the remainder of residential areas in the city.

13.9 Support a range of housing types, forms and tenures across the city and within neighbourhoods to meet the needs of residents at different life stages, and to facilitate aging in place.

13.10 Encourage a mix of residents, including households with children, by increasing opportunities for innovative forms of ground-oriented multi-unit residential housing.

13.11 Encourage partnerships that address the need for affordable nonmarket and market housing suitable for households with children.

13.16 Provide a range of housing choice for persons with mobility challenges by developing voluntary guidelines for enhanced adaptable housing to provide a higher standard of adaptability and accessibility for all housing types.
13.20 Continue to work in partnership with all levels of government, public agencies, crown corporations, organizations and the private sector to identify and leverage properties for the provision of non-market housing, including innovative approaches to blend non-market housing with other housing types and uses

13.23 Support the retention of existing rental units in buildings of four units or more by considering higher density redevelopment proposals on these sites only if, as a voluntary amenity:
13.23.1 The same number of rental self-contained dwelling units is maintained on-site, and the general rent level identified, through a housing agreement; or,

Section 15: Community Well-Being

15.5 Encourage senior governments, and community and business partners to improve the physical accessibility of public and private property, including places of employment, housing, transportation facilities, and visitor-oriented sites.

4.2 - POLICY, CONTINUED

Section 16: Arts and Culture

16.9 Seek opportunities to partner and collaborate with the Songhees and Esquimalt First Nations on initiatives that acknowledge and celebrate the traditional territory and cultural values of First Peoples.

Section 17: Food Systems

17.11 Encourage the provision of gardens and other food production spaces for the use of residents in new multi-unit housing.

Section 21: Fernwood Neighbourhood Direction

- 21.8 Strategic directions include:
- 21.8.1 Accommodate new population and housing growth within walking distance of North Park Village and improve pedestrian and cycling connections to the Downtown Core Area.
 - 21.8.2 Consider a new Development Permit Area for the North Park Village
 - 21.8.5 Explore opportunities to use neighbourhood school sites as community facilities for services serving the broader city population
 - 21.8.7 Retain neighbourhood heritage character, buildings and streetscapes of significance.
 - 21.8.8 Enhance east-west bike connection through the neighbourhood.

Design Guidelines For: Multi-Unit Residential, Commercial and Industrial

- General guidelines
- 1.1 New development should be compatible with and improve the character of established areas through design that is unifying, sensitive and innovative:
 - 1.1.1 The architectural approach should provide unity and coherence in relation to existing place character and patterns of development through the use of appropriate forms, massing, building articulation, features, and materials.
 - 2.1 New development should contribute to cohesion, visual identity and the quality of streetscapes, particularly when adjacent and nearby buildings are similar in scale, proportion, rhythm, and pattern:
 - 2.1.2 New development is encouraged to add interest to the streetscape through variations in building height, rooflines and massing.

- 2.2 New development should avoid long unvaried stretches of frontages in ways that include, but are not limited to:
 - 2.2.1 Massing that gives the impression of small blocks.
- 2.3.5 Visual and physical connections between the public street and buildings should be developed (e.g. patios and spill-out activity, views to and from interior spaces, awnings and canopies).
- 2.4 Residential use at street level should have strong entry features and building designs that encourage interaction with the street.
- 3.2 Building facades along streets should include architectural features that provide pedestrian interest. This location and design of service (“back-of-house”) functions should therefore be carefully considered, including, but are not limited to:
 - 1.1.1 Parking, vehicular entrances and garage doors.
 - 1.1.2 Fire exits.
 - 1.1.3 Refuse and recycling receptacles.
- 3.3 Perceived building mass should be mitigated through the use of architectural elements, visually interesting rooflines, stepping back of upper floors, detailing that creates rhythm and visual interest, or other design solutions.
- 3.5 For areas where mid-rise and high-rise buildings are permitted, upper levels should be stepped back to enable sunlight penetration to the street and public open space, mitigate the perception of building mass and minimize the impacts of wind.
- 3.6 Porches, steps, alcoves or other design features are encouraged to make transitions from the public realm of the street and sidewalk, to the private realm of residences.
- 3.7 The use of building elements such as raised terraces, forecourts or landscaping should be considered to enhance residential entrances.
- 3.8 Mid-rise and high-rise residential buildings are encouraged to be stepped in order to provide opportunities for balconies and rooftop terraces that take advantage of sunlight and views.
- 5.1 Open space should be usable, attractive and well-integrated with the design of the building.
- 5.2 Public and semi-public spaces should be distinguished from private spaces through design elements, including, but not limited to:
 - 5.2.1 Building and site design.
 - 5.2.2 Changes in paving or grading.
 - 5.2.3 Architectural features.
 - 5.2.4 Changes in landscape, raised planters or other landscaping features.

4.2 - POLICY, CONTINUED

- 5.3 Consideration should be given to landscaped open space, accessible from the adjacent right-of-way, to soften the impact of larger and longer buildings. Possible locations include the corners of lots, at building entrances and walkway entrances.
- 5.5 Landscape design should preserve existing native vegetation where possible, or use plant species suited to the local climate and site specific conditions.
- 5.8 Consideration should be given to the inclusion of private open space in residential developments in the form of courtyards, recessed balconies, terraced balconies or rooftop gardens.
- 7.1 A high standard of accessibility in site, building and landscape design is encouraged to address the needs of all users, including people who have disabilities.
- 7.3 New development should be designed to maximize opportunities for casual surveillance and “eyes on the street” through placement of windows, balconies and street-level uses.
- 7.4 Crime Prevention through Environmental Design practices should be incorporated as they relate to architecture, site and landscape design.
- 8.1 Where possible, parking should be located underground or to the rear of buildings to minimize the impact on streetscape appearance and pedestrian amenity path and continuity, and maximize ground level space for landscaping.
- 8.4 The use of alternative modes of transportation should be promoted in site design (e.g. prominent bicycle racks for convenience and security; transit-supportive design features; building entrances orientated to pedestrian areas).
- 9.1 Site access and internal circulation should be designed to emphasize public safety at the intersections of public and private domains, internal security and efficient flows.
- 9.4 The use of gathering places for pedestrians is encouraged. Buildings should be connected and integrated with pedestrian-oriented open spaces, such as courtyards, gardens, patios and other landscaped areas.

Development Permit Guidelines:

- The following are applicable excerpts from the Development Permit Area 16 (DPA 16):
3. The special conditions that justify this designation include:
The special conditions that justify this designation include:
(c) Commercial, industrial and multi-unit residential buildings often share an interface with Traditional Residential areas with low-rise built form and established character that require consideration for sensitive transition
4. The objectives that justify this designation include:
(d) To achieve more livable environments through considerations for human-scaled design, quality of open spaces, privacy impacts, safety and accessibility.

05 DESIGN RATIONALE



5.1 - EXISTING/PROPOSED - COMPARISON

EXISTING VS. PROPOSED

The proposed site coverage is roughly equal to the previous built out condition, prior to demolition of the Fairey Tech building.

The apartment buildings are located on the South half of the site, proximate to other three and four storey multifamily buildings. The five storey apartment is centered in the site, where it has the least impact on views and shadowing of neighbours. The four-storey apartment is at the South end of the site. The top floor of both apartments is stepped back on all sides to greatly diminish the impact and presence relative to the lower floors.

The north half of the site is new townhouses, replacing the existing townhouse development and undeveloped lands. The new townhouses 3.5 storey townhouses are only 0.5 storeys taller than the current CRHC development. The dotted red line in the graphic shows the current townhouse profile overlaid on the proposed buildings.



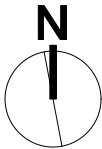
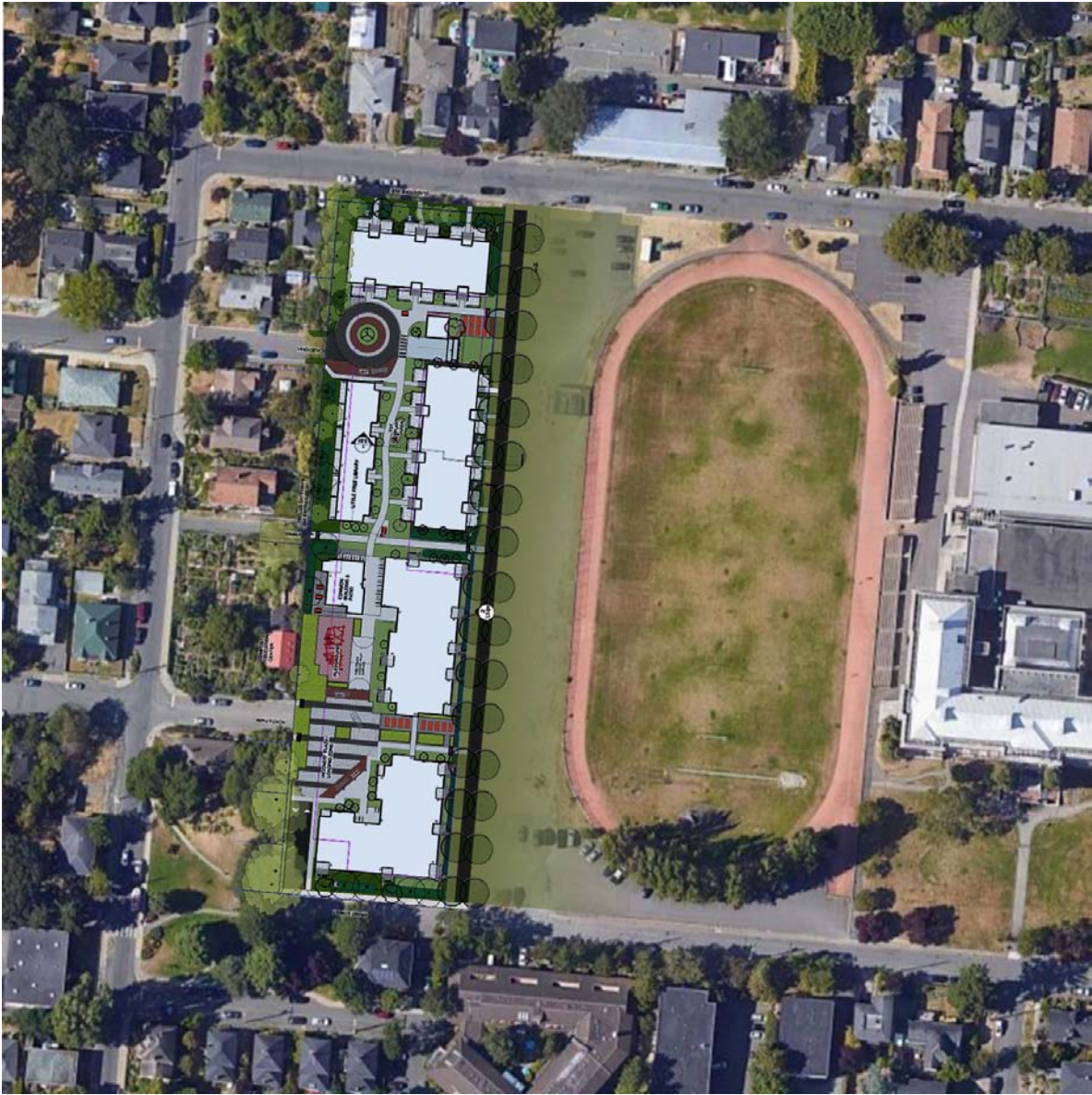
5.2 - INSPIRATION



5.3 - INSPIRATION - CASE STUDY

The scale and context of our proposal is very similar to the western portion of Arbutus Walk in Vancouver, where new multi-family infill blends harmoniously with surrounding lower density development and adjacent recreational and institutional uses (Aerial imagery shown at the same scale)

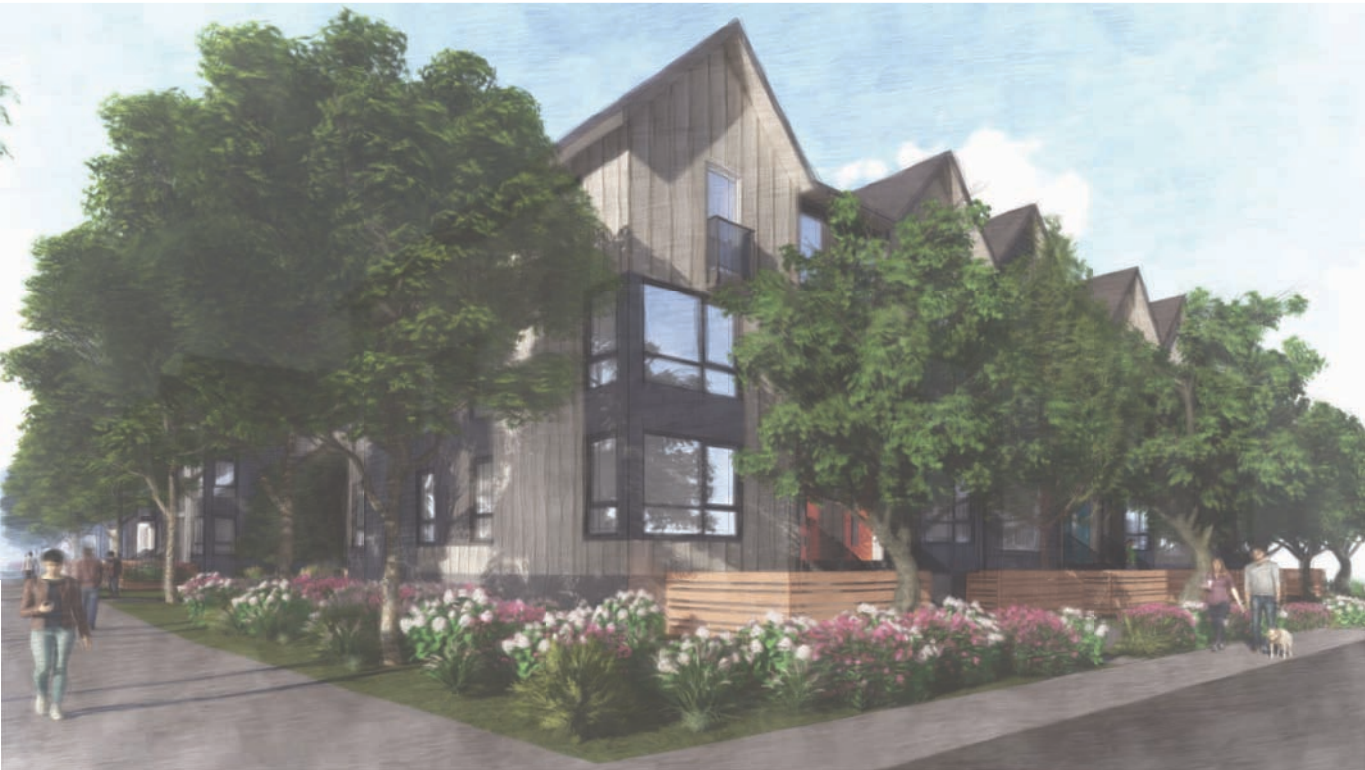
PROPOSED SITE AT CALEDONIA



SIMILAR CONDITION IN VANCOUVER - ARBUTUS WALK



5.4 - PUBLIC REALM



TOWNHOUSES - AT GLADSTONE AVENUE



APARTMENT - AT GRANT STREET



INTERIOR COURTYARD - LOOKING NORTH



PLAYGROUND & AMENITY AREA - LOOKING NORTH

5.5 - SKYLINE



NORTH PARK STREET - LOOKING EAST



FROM VICTORIA HIGH - LOOKING WEST



AERIAL VIEW - LOOKING SOUTH



AERIAL VIEW - LOOKING SOUTHWEST



06 LANDSCAPE

6.1 - LANDSCAPE - DESIGN RATIONALE

Spaces for Residents

The proposed development provides many opportunities to enhance the outdoor environment, both for neighbourhood residents and for future residents of Caledonia housing. For those living in the proposed townhouses or apartments, the landscape design offers private patios as well as semi-public spaces around which neighbours can gather and get to know one another. Ground level patios will be designed with low picket fences and screening plantings, to encourage a sense of neighbourliness while providing some privacy. Gathering spaces include a tot play area, little free library, play spaces and gardening plots, connected through a system of pedestrian walkways that create safe routes through the site for people of all ages.

Neighbourhood Connections

An important focus of the landscape design for this project has been on connecting the site to the rest of the Fernwood community. A north-south pedestrian ‘Allee’ is included adjacent to the Vic High grounds, and east-west connections are included to link the school grounds to North Park, Vining, Caledonia Streets, and the neighbourhoods beyond. The proposed development also includes a common building, which will offer programming available to the general public. The landscape design has responded to the common building by including a hub of amenities adjacent to it. A patio, play surface, playground, and large shared-use (woonerf) plaza will allow community programming to extend beyond the bounds of the building itself and make use of valuable outdoor space.

Fernwood Character

Another way that the proposed project connects to its neighbourhood is through the inclusion of elements that reflect the unique character of Fernwood. Outdoor spaces will be designed using informal, simple and durable materials and will include opportunities for placemaking and urban gardening. The Compost Education Center (CEC) borders the site, and the CEC has expressed interest in partnering with CRD Housing to manage urban agriculture areas within the development. These spaces will help provide the ability for people to garden and engage creatively with their surroundings.

Landscape Sustainability

The proposed plantings for the site focus on plants that contribute to the environment and people’s well-being, and include species that are edible, provide habitat, or are beneficial to pollinators. Native plant species have been prioritized in many of these plantings. While some plantings are designed to be maintained by contracted staff, the allotment plots and urban gardening areas will encourage residents and garden volunteers to engage with nature in their daily lives. Hard surfaces have been designed to fulfill multiple functions, so that hardscape can be minimized and so that pedestrian and cyclist-friendly spaces take priority over vehicular zones. The prime example of this is the woonerf plaza area, which allows moving trucks, fire trucks and handi darts to access the site while providing a pedestrian-friendly feel. This plaza has gone through numerous design iterations that explored minimizing hardscape, leaving as much room for planting outside of the parkade boundary as possible, providing space for social functions adjacent to the common building, all achieved while also maintaining required vehicular and fire truck access.

Stormwater runoff for this project will be managed on site as much as possible. Rain gardens have been included where there is space outside of the parkade footprint, and outside of the root zone of retained trees. Roof runoff from the buildings will be directed to these rain gardens where feasible, where it will be slowed, treated and infiltrated. These rain gardens will overflow to the Municipal storm water system during large rain events.

One other sustainability feature of this project is the underground parkade. While the parkade makes it possible to avoid surface parking on the site, it does pose some particular challenges to the construction of the landscape. Because installing trees and plants over the parking structure is more difficult than over grade, the siting and landscape design for this project has sought to maximize the on-grade areas for the highest-value plantings. Large trees, buffer plantings and rain gardens have been positioned in such areas, while hard surfaces have been positioned over the parkade footprint where possible. Landscape retaining walls have been strategically combined with patio enclosures so that growing medium can be mounded over the parkade structure, creating planting depth for herbs, shrubs and small trees.

REFER TO FULL LANDSCAPE PLAN SET IN APPENDIX

