

**E.1.a.a45 Boyd Street: Development Variance Permit No. 00250  
(James Bay)**

**Moved By** Councillor Loveday

**Seconded By** Councillor Alto

That Council, after giving notice and allowing an opportunity for public comment at a meeting of Council, consider the following motion:

"That Council authorize the issuance of Development Variance Permit No. 00250 for 45 Boyd Street in accordance with:

1. Plans date stamped May 21, 2021.
  2. Development meeting all Zoning Regulation Bylaw requirements, except for the following variances:
    - i. off-street parking reduced from 87 stalls to 58 stalls;
    - ii. visitor parking reduced from 7 stalls to 3 stalls.
  3. Installation of one short term bicycle rack (7 spaces) near the main building entrance on Boyd Street prior to the issuance of any building permits.
  4. The two accessory buildings identified as long-term bicycle parking be retained for that purpose.
  5. The visitor parking stalls to be clearly identified with pavement markings.
  6. One accessible parking stall to be clearly identified with pavement markings and signage.
  7. The garbage and recycling area to be clearly identified with pavement markings.
  8. Final plans to be in accordance with the plans identified above to the satisfaction of the Director of Sustainable Planning and Community Development.
- The Development Variance Permit lapsing two years from the date of this resolution."

**CARRIED UNANIMOUSLY**

**E.2     45 Boyd Street: Development Variance Permit No. 00250 (James Bay)**

Committee received a report dated October 21, 2021 from the Director of Sustainable Planning and Community Development regarding the Development Variance Permit Application for 45 Boyd Street proposing a vehicle parking variance resulting from the addition of eight units in the existing rental building (Albion Court), and recommending that it move forward to an Opportunity for Public Comment.

**Moved By** Councillor Alto

**Seconded By** Councillor Potts

That Council, after giving notice and allowing an opportunity for public comment at a meeting of Council, consider the following motion:

"That Council authorize the issuance of Development Variance Permit No. 00250 for 45 Boyd Street in accordance with:

1. Plans date stamped May 21, 2021.
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  - i. off-street parking reduced from 87 stalls to 58 stalls;
  - ii. visitor parking reduced from 7 stalls to 3 stalls.
3. Installation of one short term bicycle rack (7 spaces) near the main building entrance on Boyd Street prior to the issuance of any building permits.
4. The two accessory buildings identified as long-term bicycle parking be retained for that purpose.
5. The visitor parking stalls to be clearly identified with pavement markings.
6. One accessible parking stall to be clearly identified with pavement markings and signage.
7. The garbage and recycling area to be clearly identified with pavement markings.
8. Final plans to be in accordance with the plans identified above to the satisfaction of the Director of Sustainable Planning and Community Development.
9. The Development Variance Permit lapsing two years from the date of this resolution."

**CARRIED UNANIMOUSLY**



## Committee of the Whole Report

### For the Meeting of November 4, 2021

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**To:** Committee of the Whole **Date:** October 21, 2021

**From:** Karen Hoese, Director, Sustainable Planning and Community Development

**Subject:** Development Variance Permit No. 00250 for 45 Boyd Street

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### RECOMMENDATION

That Council, after giving notice and allowing an opportunity for public comment at a meeting of Council, consider the following motion:

"That Council authorize the issuance of Development Variance Permit No. 00250 for 45 Boyd Street in accordance with:

1. Plans date stamped May 21, 2021.
2. Development meeting all *Zoning Regulation Bylaw* requirements, except for the following variances:
  - i. off-street parking reduced from 87 stalls to 58 stalls;
  - ii. visitor parking reduced from 7 stalls to 3 stalls.
3. Installation of one short term bicycle rack (7 spaces) near the main building entrance on Boyd Street prior to the issuance of any building permits.
4. The two accessory buildings identified as long-term bicycle parking be retained for that purpose.
5. The visitor parking stalls to be clearly identified with pavement markings.
6. One accessible parking stall to be clearly identified with pavement markings and signage.
7. The garbage and recycling area to be clearly identified with pavement markings.
8. Final plans to be in accordance with the plans identified above to the satisfaction of the Director of Sustainable Planning and Community Development.
9. The Development Variance Permit lapsing two years from the date of this resolution."

### LEGISLATIVE AUTHORITY

In accordance with Section 498 of the *Local Government Act*, Council may issue a Development Variance Permit that varies a *Zoning Regulation Bylaw* provided the permit does not vary the use or density of land from that specified in the *Zoning Regulation Bylaw*.

## EXECUTIVE SUMMARY

The purpose of this report is to present Council with information, analysis and recommendations regarding a Development Variance Permit Application for the property located at 45 Boyd Street in the James Bay Neighbourhood. The application proposes a vehicle parking variance resulting from the addition of eight units in the existing rental building (Albion Court). These eight units already exist and were constructed without permits at some time in the past. The variance request for vehicular parking is to reduce the total parking requirement from 87 stalls to 58 stalls (29 stall variance) and to reduce the required visitor parking from seven stalls to three stalls.

The following points were considered in analysing this application:

- The *Official Community Plan, 2012* (OCP), James Bay Strategic Directions, supports adaption and renewal of the existing housing stock. This application will enable the applicants to obtain the necessary permits for the reconfiguration of eight residential units within the existing rental building.
- The OCP identifies a Hierarchy of Transportation and Mobility Priorities (Figure 10) whereby pedestrians, cyclists and transit are given priority over privately-owned vehicles. Given this hierarchy, the request for a vehicle parking variance is supportable and transitioning to other modes of transportation is a valid approach in addressing this issue. This location of the building within James Bay provides access to walking and cycling routes along with transit options.
- In support of the variances, the applicant submitted a Parking Study prepared by Watt Consulting. The Study concludes that the amount of vehicle parking stalls available on-site is sufficient for the building. The Study also recommends additional cycling facilities to encourage and support the use of bicycles; however, for new bicycle facilities, the applicant only wishes to proceed with a bicycle rack for short term use. The existing long-term bicycle storage will remain.
- As this is an existing building there is no area available to provide for additional off-street parking. However, this is an opportunity to bring the existing surface parking lot into closer compliance with Schedule C standards, such as clearly identifying Visitor Parking.

## BACKGROUND

### Description of Proposal

The four-storey building (Albion Court) was constructed in 1972 with 63 rental units. At some point after the initial construction, an additional eight units were added, without permit, bringing the total to 71 units. According to the applicant's submission this was done approximately 30 years ago. However, as a result of a bylaw complaint in 2020, the City's Building Inspector posted a Stop Work order for all work done without a permit. The property has changed hands over the years, and it is difficult to determine with any certainty when the unpermitted work was undertaken. The City has received assurances from the current owner that the appropriate permits will be obtained to ensure code compliance. The Building Permit to enable this work can be issued once the issue of the parking deficiency has been determined.

There is a large surface parking lot located at the rear of the building, which is accessed from Lewis Street. The parking lot borders the rear yards of a number of properties.

The variance request is to reduce the total parking requirement from 87 stalls to 58 stalls (29 stall variance), and further to reduce the amount of visitor parking from seven to three stalls.

No additional alterations are proposed to the existing building, landscaping or site other than the installation of a new bicycle rack at the entrance to the building.



## Affordable Housing

Eight additional rental units have been created, which increased the overall supply of housing in the area.

## Sustainability

The applicant has not identified any sustainability features associated with this proposal.

## Active Transportation

The application proposes the installation of a seven-space bicycle rack at the Boyd Street entrance to the building for visitors (short term). No other active transportation initiatives are proposed.

## Public Realm

No public realm improvements beyond City standard requirements are proposed in association with this application.

## Accessibility

The *British Columbia Building Code* regulates accessibility as it pertains to buildings. The pathways surrounding the proposed building are designed to be accessible. It is noted that there are currently no accessible parking stalls on site, and part of the recommendation is to identify one space for this purpose.

## Data Table

The following data table provides details of the requirements of Schedule C for on-site vehicular parking, visitor parking and bicycle parking. It is noted that bicycle parking is not identified as a variance because under the *Zoning Bylaw*, bicycle parking is not required to be provided in an existing building; the data below is provided for comparative purposes only.

<b>Vehicular parking requirements Residential unit type</b>	<b>Number of units</b>	<b>Bylaw standard</b>	<b>Bylaw requirements</b>
Bachelor Unit	8	0.85 spaces/unit	7
1 bedroom	40	1 space/unit	40
2 bedroom	23	1.45 space/unit	33
<b>Total parking stall requirement</b>			87
<b>Total number of parking stalls provided on-site</b>			58
<b>Variance (shortfall)</b>			<b>29*</b>

Visitor Parking requirements	Number of units	Bylaw standard	Bylaw requirement
Visitor Parking required	71	0.1/unit	7
Visitor Parking provided			3
Variance (shortfall)			4*

Bicycle Parking	Number of units	Bylaw standard	Bylaw requirement
Bicycle Parking – short term (minimum)	71 units	0.1 space per unit	7 stalls
Bicycle Parking – long term (minimum)	71 units	1 space for dwellings less than 45m <sup>2</sup> 1.25 spaces for dwellings larger than 45m <sup>2</sup>	87 stalls required (shortfall 23)

### Relevant History

The Albion Court was constructed as in 1972 with 63 rental units. At the time of construction, the bylaw requirement for off-street vehicular parking was satisfied and there were no requirements for bicycle parking facilities.

### Community Consultation

Consistent with the *Community Association Land Use Committee (CALUC) Procedures for Processing Rezoning and Variance Applications*, on November 1, 2020 and December 17, 2020 and May 31, 2021 the application was referred for a 30-day comment period to the James Bay Neighbourhood Association. At the time of writing this report, a letter from the CALUC had not been received.

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

## ANALYSIS

### Official Community Plan

The *Official Community Plan*, 2012 (OCP), James Bay Strategic Directions, supports enabling adaption and renewal of the existing housing stock. This application will enable the applicants to obtain the necessary permits to formalize the eight units already constructed within the existing rental building.

The OCP identifies a Hierarchy of Transportation and Mobility Priorities (Figure 10) whereby pedestrians, cyclists and transit are given priority over privately-owned vehicles. Given this

hierarchy, the request for a vehicle parking variance and transitioning to other modes of transportation is a valid approach in addressing this issue.

The locational factors of this site support walking, biking and transit use. In addition, the commercial core of James Bay is within walking distance as are recreational opportunities along Dallas Road. The applicant elaborates on these locational factors in the Watt Consulting Group Report (attached).

### **James Bay Neighbourhood Plan, 1993**

The *James Bay Neighbourhood Plan* encourages cycling and walking as alternatives to the use of private automobiles.

### **Tree Preservation Bylaw and Urban Forest Master Plan**

There are no *Tree Preservation Bylaw* impacts with this application and there are no impacts to public trees with this application.

### **Regulatory Considerations**

#### Schedule C requirements – Vehicle Parking

The *Zoning Regulation Bylaw*, Schedule C, requires that 87 off-street parking stalls (based on residential unit mix) be provided for the residential use, whereas only 58 stalls are provided. Of the required number of stalls, seven should be reserved for visitor parking stalls and at the time of writing this report, no stalls are clearly identified as such. The applicant has indicated that three stalls closest to the building will be clearly marked for visitor parking and one stall will be reserved for a loading zone.

In support of the proposed variance, the applicant has submitted a Parking Study prepared by Watt Consulting Group (attached). The purpose of the study was to determine a suitable off-street parking supply for the existing number of units. The study included an analysis of the following:

- locational factors, which identify the site within close proximity to the commercial core of James Bay
- opportunity for transit use as a number of bus lines are within walking range of the site
- the cycling infrastructure of James Bay and Dallas Road are located in the area
- parking supply and demand based on observational data, ownership data for the subject building and other existing rental apartment buildings within the City.

Based on the aforementioned factors, the rental nature of the residential units and an analysis of parking at other apartment buildings, the study suggests that 0.63 stalls per unit ratio would be sufficient, or 45 parking stalls for occupants of the building. According to the consultant's report, there is also demand for seven spaces for visitor parking making the overall parking demand for the development total 52 stalls while 58 stalls are provided. In other words, there are six extra parking stalls available on site, noting that one space will be allocated for loading and another space reserved for accessible parking.

The Parking Study was referred to Engineering and Public Works Department for review with staff concluding that the applicant has provided adequate technical justification for the requested parking variance.

## Schedule C requirements – Bicycle Parking

As this is an existing building and no new building construction is anticipated, the project is exempt from providing additional bicycle parking facilities. In summary, the Schedule C exemption is as follows: “no additional bicycle parking (short or long term) is required when only alterations or changes to a building is proposed and the building existed on the date of adoption of the Bylaw.” Nonetheless, as there is currently no bicycle rack available on the subject property for visitor or short-term use, the applicant has agreed to place a seven-stall bicycle rack near the front entrance.

When the building was originally constructed, long-term bicycle parking was not a requirement. However, according to the applicant, 64 long-term bicycle spaces are available in the two storage sheds. These sheds were constructed with permits in 1996 and 2005. Staff cannot confirm that these long-term bicycle parking stalls meet the dimensions and placing requirements (wall or floor mounted) specified in Schedule C as the applicant has not provided this requested information.

While this application is exempt from providing additional bicycle parking facilities, it is noted that if current Bylaw standards were applied, an additional 23 long-term bicycle stalls would be required. To better support lowering the long-term vehicle parking demand and creating less reliance on vehicle ownership, the parking study included a suggestion to increase the long-term bicycle parking by installing a bicycle locker or shelter on the existing parking lot as a Transportation Demand Management (TDM) Measure. However, the applicant has indicated that they do not wish to construct additional bicycle facilities on-site and have committed to retaining the existing bicycle parking. Therefore, it is recommended that a condition of the Development Variance Permit be that the two existing accessory buildings be retained and that they continue to be made available for bicycle parking.

## **CONCLUSIONS**

Undertaking building renovations without obtaining the appropriate approvals creates a challenging situation for the City; however, it is understood that the renovations in question were undertaken by a previous owner of Albion Court and the current owners wish to rectify the situation. In the process of obtaining appropriate approvals, the applicant and the City have explored ways to improve the existing situation for vehicular and bicycle parking. Ideally, to support the vehicle parking variance, further enhancements to the bicycle parking could be considered, and at this time the applicant is willing to provide a seven-stall short term bicycle rack and maintain the bicycle parking contained in the existing accessory buildings. Additionally, the applicant has committed to enhancing the signage to clearly identify visitor parking, an accessible stall and to relocate the recycling and garbage area.

Given the geographic location of the application site, there is policy support for a reduction in the number of required vehicle parking stalls which is bolstered by the parking demand studies conducted by the parking study. Staff therefore recommend advancing the application for consideration at an opportunity for public comment.

## **ALTERNATE MOTION**

That Council decline Development Variance Permit Application No. 00250 for the property located at 45 Boyd Street.

Respectfully submitted,

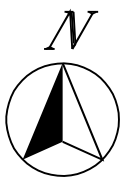
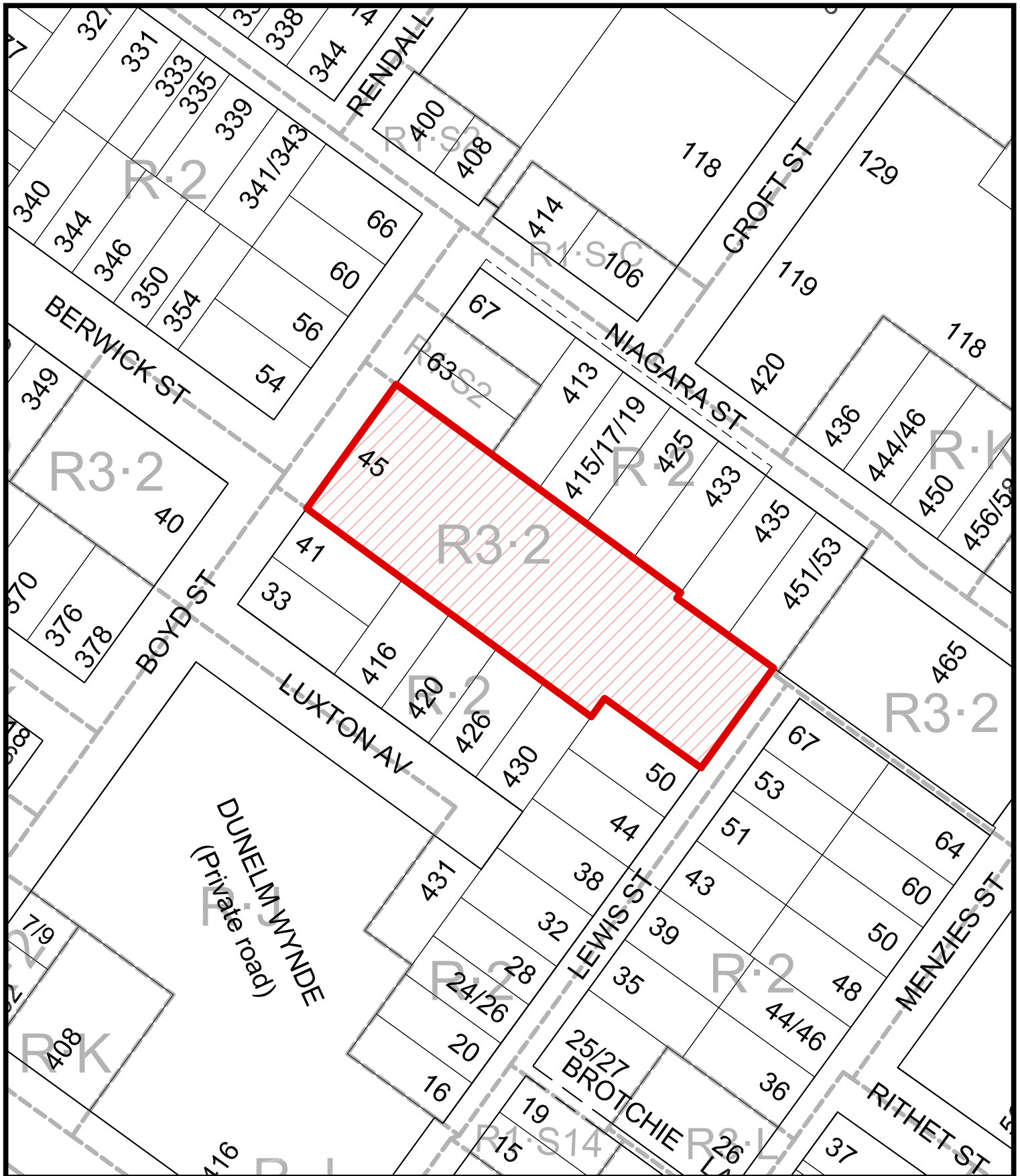
Lucina Baryluk  
Senior Planner  
Development Services

Karen Hoese, Director  
Sustainable Planning and Community  
Development Department

**Report accepted and recommended by the City Manager.**

### **List of Attachments**

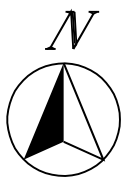
- Attachment A: Subject Map
- Attachment B: Aerial Map
- Attachment C: Plans date stamped May 21, 2021
- Attachment D: Letter from applicant to Mayor and Council dated May 21, 2021
- Attachment E: Parking Study prepared by Watt Consulting Group dated November 30, 2020.



45 Boyd Street  
Development Variance Permit No.00250







45 Boyd Street  
Development Variance Permit No.00250





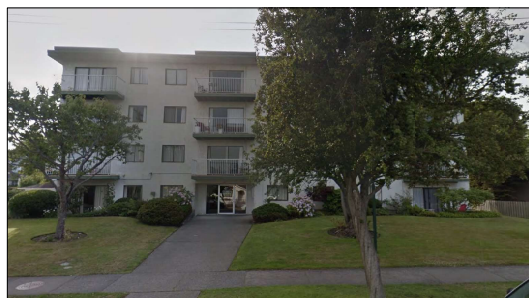
# ATTACHMENT C



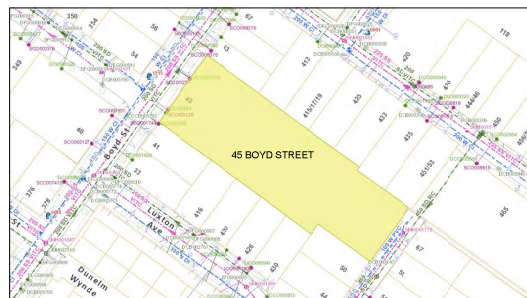
EXISTING BUILDING LOCATION



EXISTING AERIAL VIEW



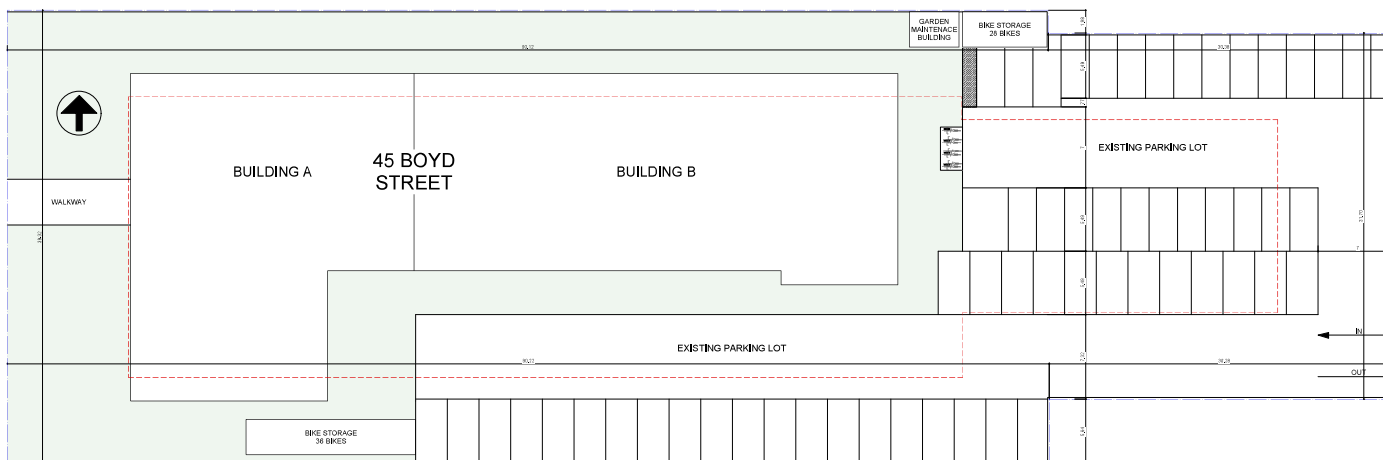
EXISTING BUILDING FROM BOYD STREET



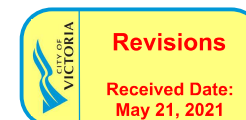
EXISTING UNDERGROUND SERVICES

DRAWING LEGEND	
EXISTING PROPERTY LINE	-----
EXISTING SETBACKS	-----

ZONING DATA TABLE		
	ZONE STANDARD	PROPOSAL - IF DIFFERENT FROM ZONE STANDARD
ZONING	R3-2 ZONE	-
SITE AREA (m2)	SHALL NOT BE LESS THAN 920 SQUARE METERS	-
TOTAL FLOOR AREA (m2)	NO DWELLING UNIT SHALL HAVE A FLOOR AREA OF LESS THAN 33 sqm	-
FLOOR SPACE RATIO	1.2 TO 1	-
SITE COVERAGE %	SHALL NOT EXCEED 30%	-
OPEN SITE SPACE %	AT LEAST 30%	-
HEIGHT (m)	SHALL NOT EXCEED 18.5 m	-
NUMBER OF STOREYS	NOT MENTIONED IN ZONE STANDARD	-
PARKING STALLS (NUMBER) ON SITE	SHALL BE PROVIDED IN ACCORDANCE WITH SCHEDULE 'C' - 87 PARKING STALLS REQUIRED	EXISTING 58 PARKING STALLS ON SITE - VARIANCE OF 29 PARKING STALLS REQUESTED
BIKE PARKING NUMBER (STORAGE AND RACK)	SHALL BE PROVIDED IN ACCORDANCE WITH SCHEDULE 'C' - 87 BIKE STALLS REQUIRED	EXISTING 64 LONG TERM BIKE PARKING PROVIDED STALLS ON SITE 7 BIKE RACK SHORT TERM PROPOSED
BUILDING SETBACK (m)		
FRONT YARD (BOYD ROAD)	10.5 m	-
REAR YARD (LEWIS STREET)	10.5 m	-
SIDE YARDS	7.5 m	EXISTING 5.49 m SETBACKS



1  
A1  
SITE PLAN  
1:200



EXISTING BUILDING FROM LEWIS STREET

PROJECT  
BOYD PARKING  
VARIANCE  
DVP00250

PROJECT ADDRESS

45 BOYD STREET  
VICTORIA, BC

CLIENT

DEVON  
PROPERTIES



ISSUED FOR: DATE

REVISION NO. DATE

SAC PROJECT NO.

BOY-45-20

DRAWN BY:

SL

DATE

MAY 21, 2021

SCALE

AS NOTED

DRAWING TITLE

SITE PLAN & ZONING  
INFORMATION

DRAWING NUMBER

A1





2  
A2 EXISTING BIKE STORAGE WITH 36 BIKE SPACES



4  
A2 EXISTING BIKE STORAGE WITH 28 BIKE SPACES



3  
A2 VIEW OF EXISTING PARKING LOT



5  
A2 VIEW OF EXISTING PARKING LOT

PREVIOUS VEHICLE PARKING REQUIREMENTS (BEFORE CREATION OF BACHELOR SUITES)				
UNIT TYPE	UNITS	SCHEDULE C CALCULATION	TOTAL SPACES REQUIRED	COMMENTS
1 BEDROOM (45-70 m <sup>2</sup> )	40	1.0 SPACES PER UNIT (45-70 SQM)	40	
2 BEDROOM (70-95 m <sup>2</sup> )	31	1.45 SPACES PER UNIT (70-95 SQM)	45	
VISITOR	71	0.1 SPACES PER UNIT	7	
TOTAL:			92	

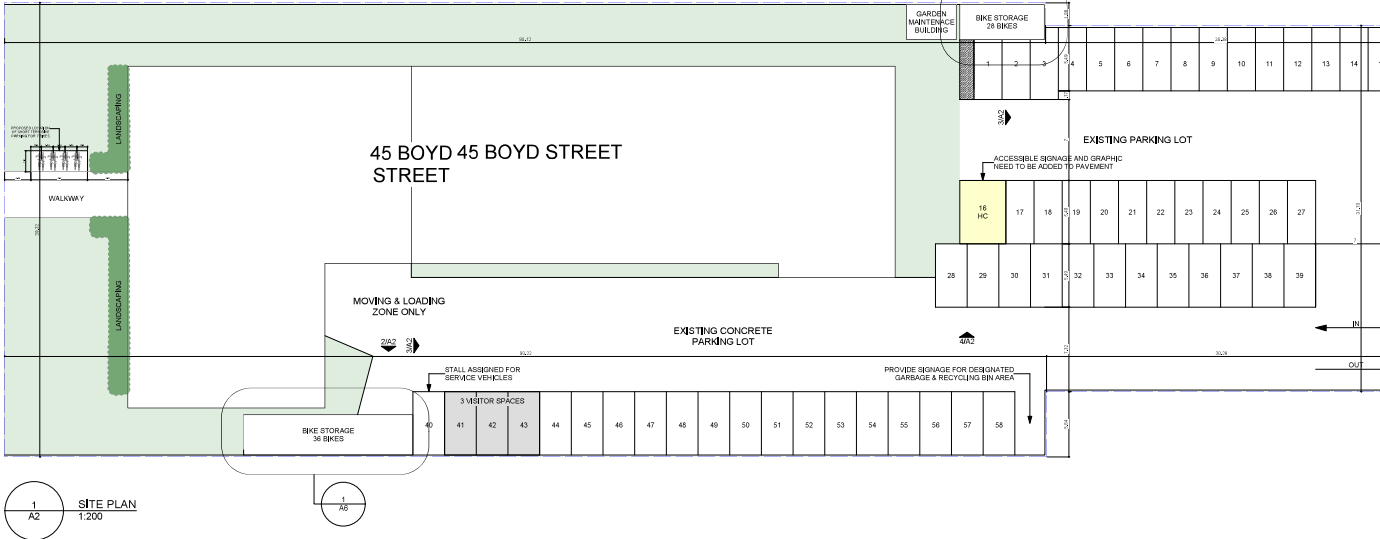
CURRENT VEHICLE PARKING REQUIREMENTS (AFTER CREATION OF BACHELOR SUITES)				
UNIT TYPE	UNITS	SCHEDULE C CALCULATION	TOTAL SPACES REQUIRED	COMMENTS
BACHELOR (36 SQM)	8	0.85 SPACES PER UNIT (45 SQM)	7	56 PARKING SPACES PROVIDED ON SITE  54 RESIDENT PARKING SPACES 3 VISITOR PARKING SPACES 1 SERVICE VEHICLE PARKING SPACE  <b>A VARIANCE OF 29 PARKING SPACES IS REQUESTED</b>
1 BEDROOM (59 SQM)	40	1.0 SPACES PER UNIT (45-70 SQM)	40	
2 BEDROOM (79-95 SQM)	23	1.45 SPACES PER UNIT (70-95 SQM)	33	
VISITOR	71	0.1 SPACES PER UNIT	7	
TOTAL:			87	

CURRENT BICYCLE PARKING REQUIREMENTS				
UNIT TYPE	UNITS	SCHEDULE C CALCULATION	TOTAL SPACES REQUIRED	COMMENTS
BACHELOR (36 m <sup>2</sup> )	8	1 SPACE PER UNIT (45 SQM)	8	64 LONG TERM BIKE SPACES PROVIDED ON SITE  <b>NO VARIANCE REQUIRED</b>
1 & 2 BEDROOM (59 m <sup>2</sup> & 79-95 m <sup>2</sup> )	63	1.25 SPACES PER UNIT (45-70 SQM)	79	
TOTAL:			87 (+ 7 SHORT TERM)	



BOYD STREET

LEWIS STREET



1  
A2 SITE PLAN  
1:200

1  
A2

PROJECT  
**BOYD PARKING  
VARIANCE  
DVP00250**

PROJECT ADDRESS  
  
45 BOYD STREET  
VICTORIA, BC

CLIENT  
  
**DEVON  
PROPERTIES**



ISSUED FOR: DATE:

REVISION NO. DATE:

SAC PROJECT NO.  
**BOY-45-20**

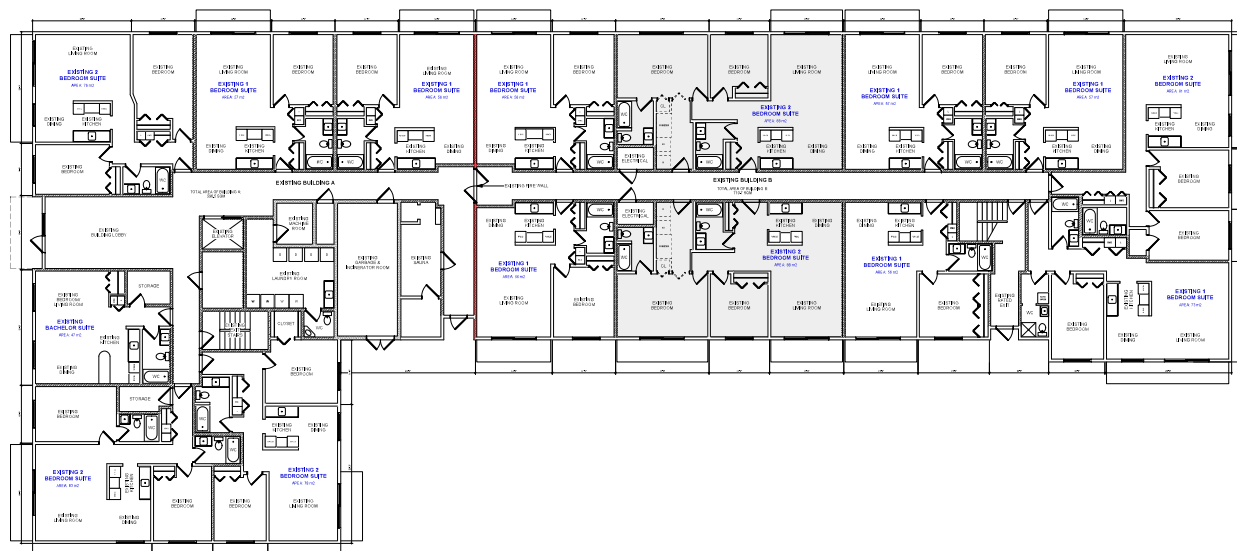
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**MAY 21, 2021**

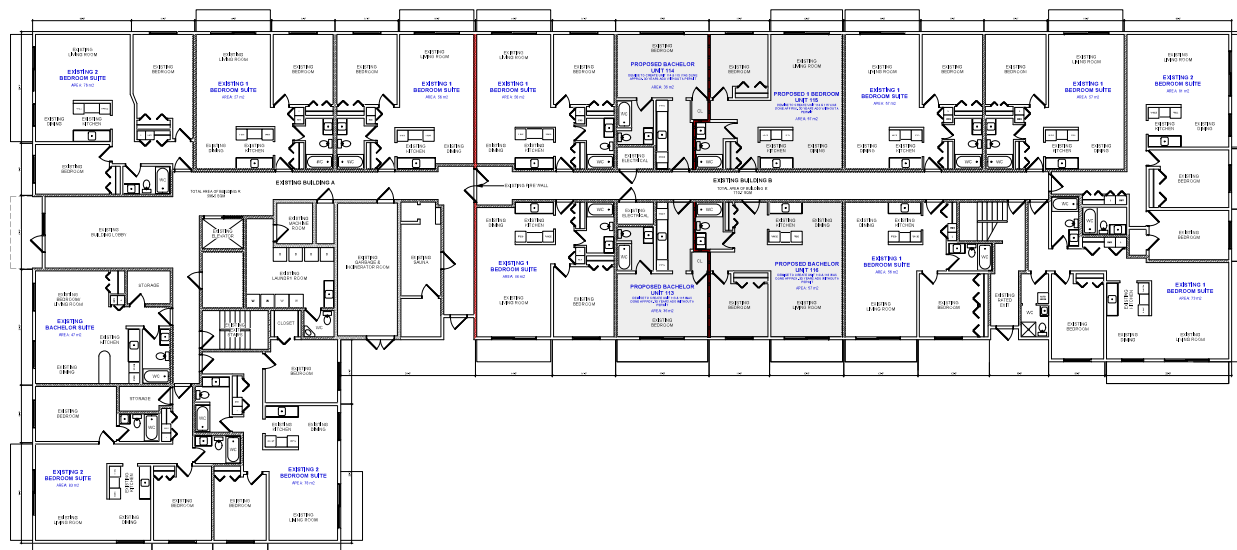
SCALE:  
**AS NOTED**

DRAWING TITLE  
**PARKING PLAN**

DRAWING NUMBER  
**A2**



1  
A3  
EXISTING 1ST FLOOR PLAN  
3/32" = 1'-0"



2  
A3  
PROPOSED 1ST FLOOR PLAN  
3/32" = 1'-0"

PARTITION LEGEND	
EXISTING BUILDING PARTITIONS & WALLS	
EXISTING PARTITIONS - TO BE REMOVED	
EXISTING 1 HOUR FRR PARTITIONS	
EXISTING FIRE WALL	
<b>"NOTE"</b> EXISTING PLUMBING, ELECTRICAL AND ELECTRICAL BASEBOARD HEATING TO BE CHECKED BY LICENSED TRADES. OBTAIN ELECTRICAL AND PLUMBING PERMITS. EXISTING DEMISING PARTITIONS TO BE TESTED AND BE CONFIRMED TO BE ONE HOUR FIRE SEPARATION.	

PARTITION LEGEND	
EXISTING BUILDING PARTITIONS & WALLS	
EXISTING 1 HOUR FRR PARTITIONS	
EXISTING FIRE WALL	
NEW 1 HOUR FRR PARTITIONS 2x6 WOOD STUDS @ 16" O.C. WITH S&P TYPE X GIBS ON EACH SIDE. PAINTED SMOKE SEAL & FIRE STOP	
<b>"NOTE"</b> EXISTING PLUMBING, ELECTRICAL AND ELECTRICAL BASEBOARD HEATING TO BE CHECKED BY LICENSED TRADES. OBTAIN ELECTRICAL AND PLUMBING PERMITS. EXISTING DEMISING PARTITIONS TO BE TESTED AND BE CONFIRMED TO BE ONE HOUR FIRE SEPARATION.	

PROJECT  
BOYD PARKING  
VARIANCE  
DVP00250

PROJECT ADDRESS  
45 BOYD STREET  
VICTORIA, BC

CLIENT  
DEVON  
PROPERTIES

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ARCHITECTURAL  
CONSULTANTS  
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ISSUED FOR: DATE:

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SAC PROJECT NO.  
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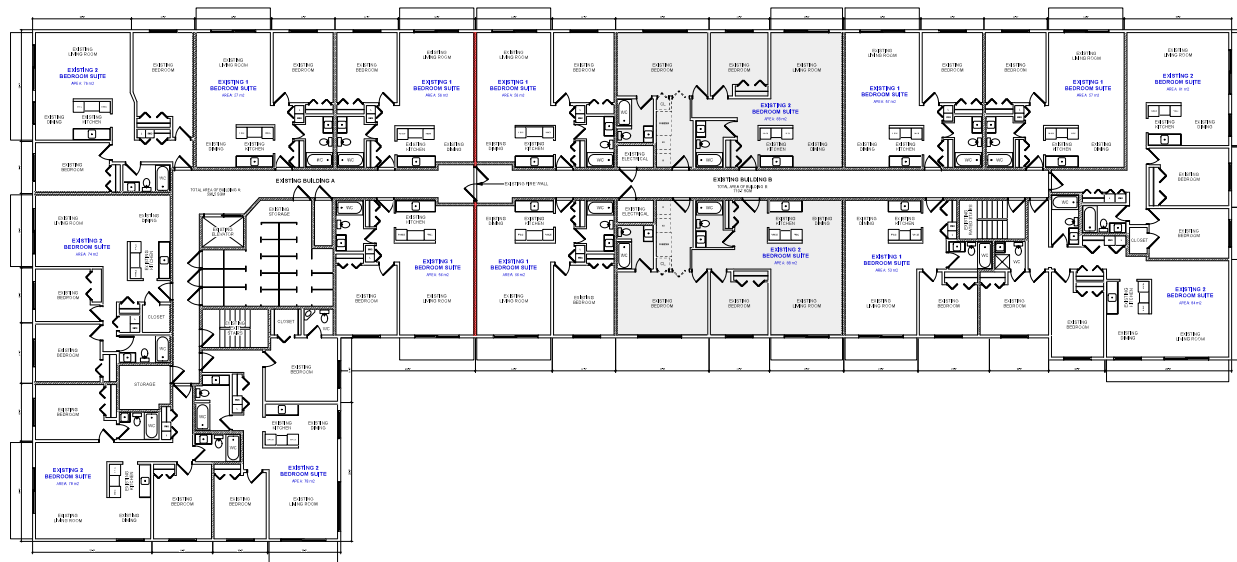
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MAY 21, 2021

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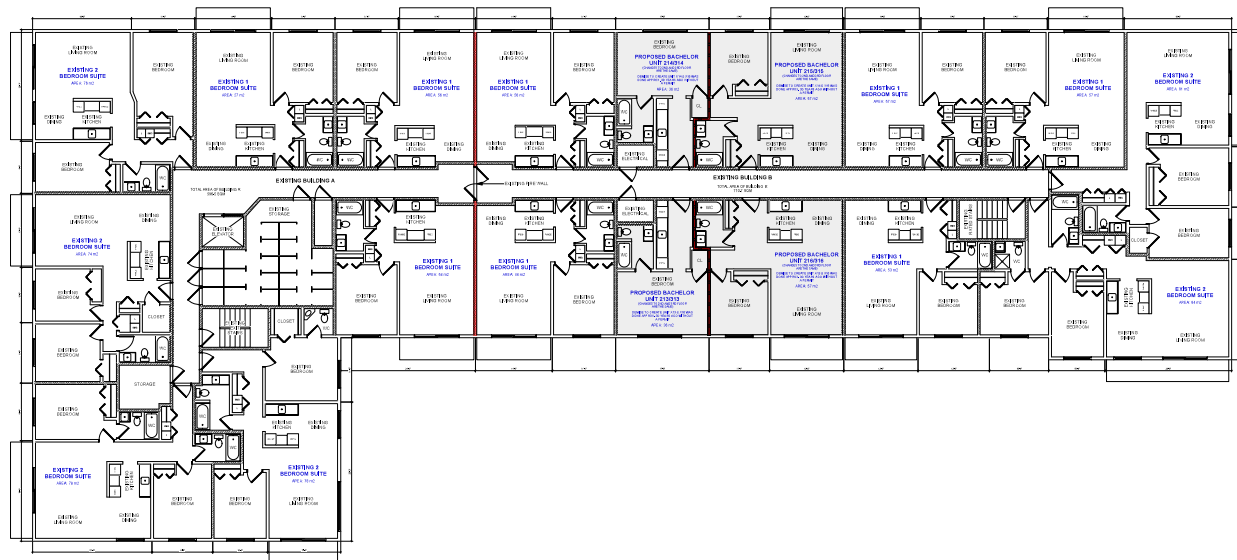
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EXISTING &  
PROPOSED 1ST  
FLOOR PLAN

DRAWING NUMBER

A3



1  
A4  
EXISTING 2ND-3RD FLOOR PLAN  
3/32" = 1'-0"



2  
A4  
PROPOSED 2ND-3RD FLOOR PLAN  
3/32" = 1'-0"

PARTITION LEGEND	
EXISTING BUILDING PARTITIONS & WALLS	
EXISTING PARTITIONS - TO BE REMOVED	
EXISTING 1 HOUR FRP PARTITIONS	
EXISTING FIRE WALL	
<b>"NOTE"</b> EXISTING PLUMBING, ELECTRICAL AND ELECTRICAL BASEBOARD HEATING TO BE CHECKED BY LICENSED TRADES. OBTAIN ELECTRICAL AND PLUMBING PERMITS. EXISTING DEMISING PARTITIONS TO BE TESTED AND BE CONFIRMED TO BE ONE HOUR FIRE SEPARATION.	

PARTITION LEGEND	
EXISTING BUILDING PARTITIONS & WALLS	
EXISTING 1 HOUR FRP PARTITIONS	
EXISTING FIRE WALL	
NEW 1 HOUR FRP PARTITIONS 2x6 WOOD STUDS @ 16" O.C. WITH S&P TYPE X GIBS ON EACH SIDE. PAINTED SMOKE SEAL & FIRE STOP	
<b>"NOTE"</b> EXISTING PLUMBING, ELECTRICAL AND ELECTRICAL BASEBOARD HEATING TO BE CHECKED BY LICENSED TRADES. OBTAIN ELECTRICAL AND PLUMBING PERMITS. EXISTING DEMISING PARTITIONS TO BE TESTED AND BE CONFIRMED TO BE ONE HOUR FIRE SEPARATION.	

PROJECT  
BOYD PARKING  
VARIANCE  
DVP00250

PROJECT ADDRESS  
45 BOYD STREET  
VICTORIA, BC

CLIENT  
DEVON  
PROPERTIES

steller  
ARCHITECTURAL  
CONSULTANTS  
2744/22 Commercial  
Victoria BC V8P 4P2  
(250) 383-7221

ISSUED FOR: DATE:

REVISION NO. DATE:

SAC PROJECT NO.  
BOY-45-20

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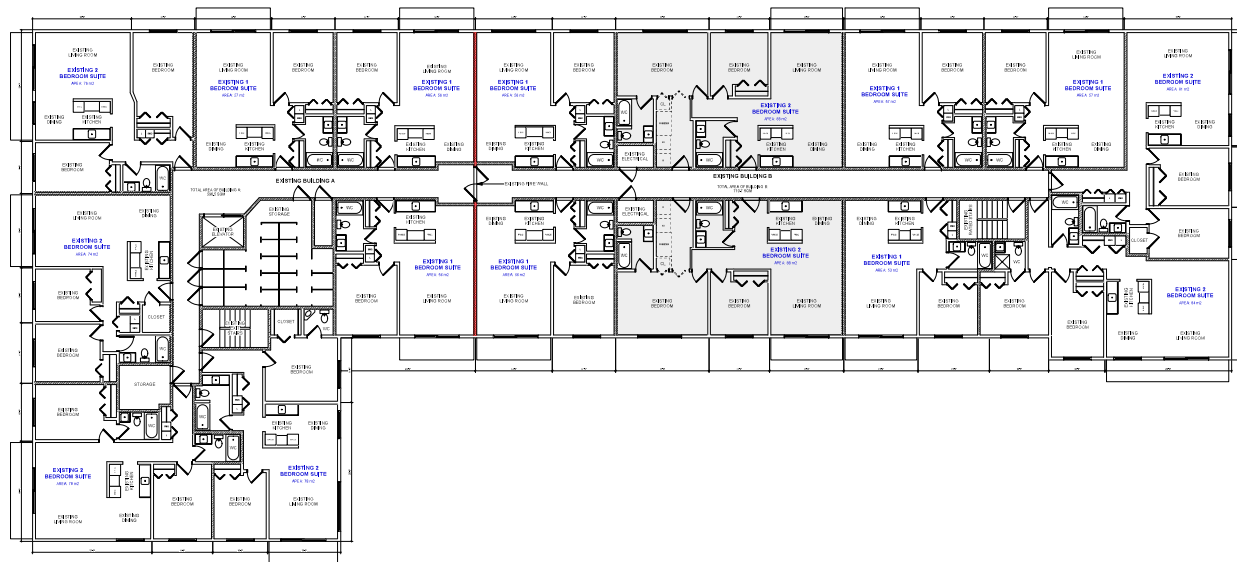
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MAY 21, 2021

SCALE:  
AS NOTED

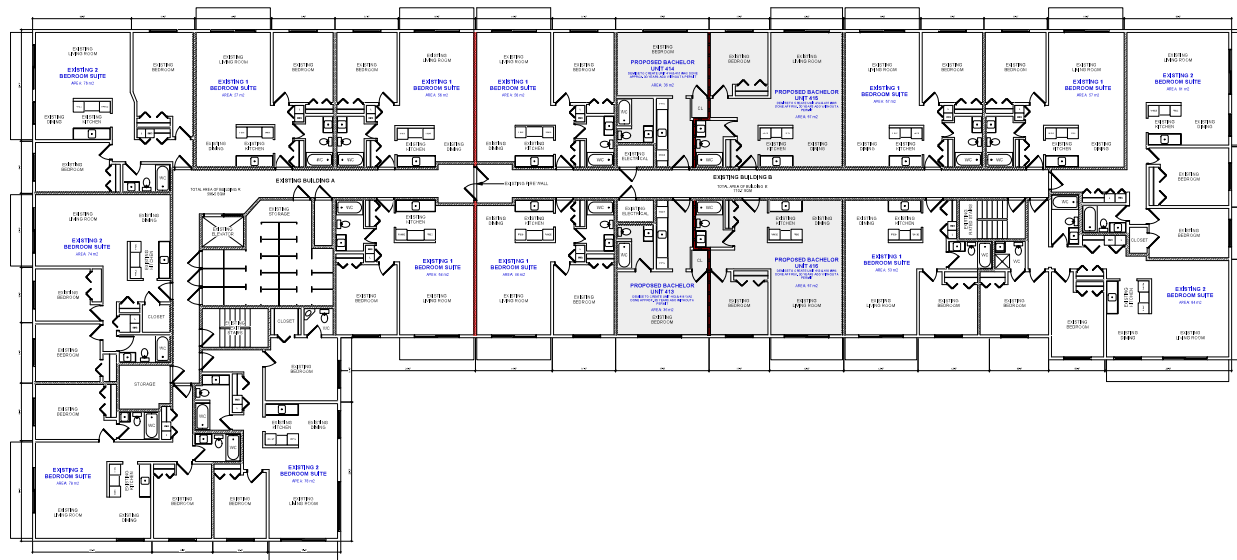
DRAWING TITLE  
EXISTING &  
PROPOSED 2ND-3RD  
FLOOR PLANS

DRAWING NUMBER

A4



1  
AS  
EXISTING 4TH FLOOR PLAN  
3/32" = 1'-0"



2  
AS  
PROPOSED 4TH FLOOR PLAN  
3/32" = 1'-0"

PARTITION LEGEND	
EXISTING BUILDING PARTITIONS & WALLS	
EXISTING PARTITIONS - TO BE REMOVED	
EXISTING 1 HOUR FRR PARTITIONS	
EXISTING FIRE WALL	
<b>"NOTE"</b> EXISTING PLUMBING, ELECTRICAL AND ELECTRICAL BASEBOARD HEATING TO BE CHECKED BY LICENSED TRADES. OBTAIN ELECTRICAL AND PLUMBING PERMITS. EXISTING DEMISING PARTITIONS TO BE TESTED AND BE CONFIRMED TO BE ONE HOUR FIRE SEPARATION.	

PARTITION LEGEND	
EXISTING BUILDING PARTITIONS & WALLS	
EXISTING 1 HOUR FRR PARTITIONS	
EXISTING FIRE WALL	
NEW 1 HOUR FRR PARTITIONS 2x6 WOOD STUDS @ 16" O.C. WITH S&P TYPE X GIBS ON EACH SIDE. PAINTED SMOKE SEAL & FIRE STOP	
<b>"NOTE"</b> EXISTING PLUMBING, ELECTRICAL AND ELECTRICAL BASEBOARD HEATING TO BE CHECKED BY LICENSED TRADES. OBTAIN ELECTRICAL AND PLUMBING PERMITS. EXISTING DEMISING PARTITIONS TO BE TESTED AND BE CONFIRMED TO BE ONE HOUR FIRE SEPARATION.	

PROJECT  
BOYD PARKING  
VARIANCE  
DVP00250

PROJECT ADDRESS  
45 BOYD STREET  
VICTORIA, BC

CLIENT  
DEVON  
PROPERTIES

steller  
ARCHITECTURAL  
CONSULTANTS  
2144/22 Commercial  
Terrace, 2nd Floor  
VICTORIA, BC

ISSUED FOR: DATE:

REVISION NO. DATE:

SAC PROJECT NO.  
BOY-45-20

DRAWN BY:  
SL

DATE:  
MAY 21, 2021

SCALE:  
AS NOTED

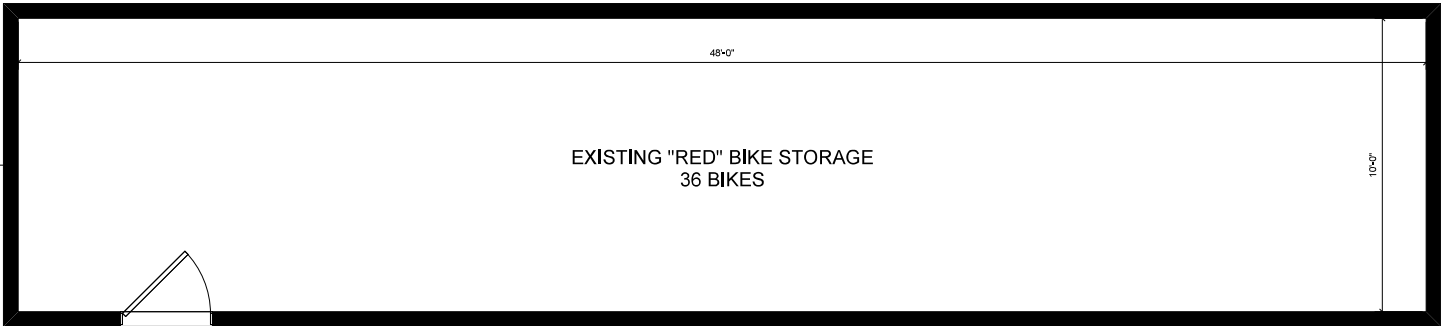
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EXISTING &  
PROPOSED 4TH  
FLOOR PLANS

DRAWING NUMBER

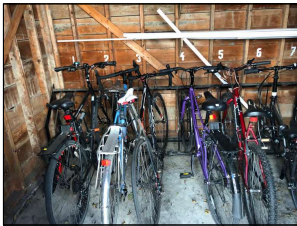
A5



EXISTING "RED" BIKE STORAGE



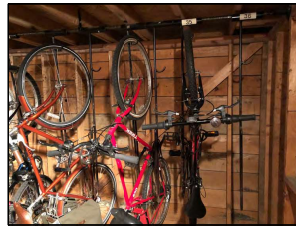
1  
A6  
EXISTING BIKE STORAGE PLAN  
1/2" = 1'-0"



EXISTING BIKE RACKS IN "RED" STORAGE



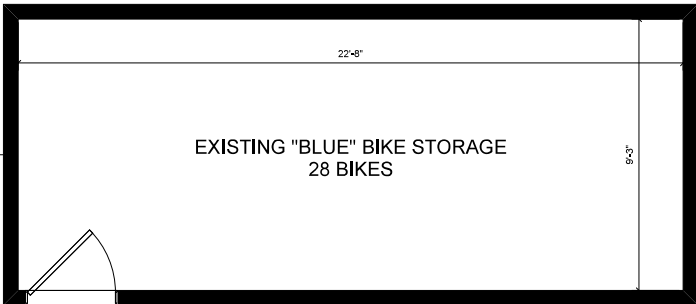
EXISTING BIKE RACKS IN "RED" STORAGE



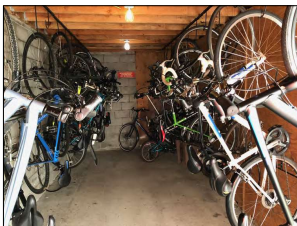
EXISTING BIKE RACKS IN "RED" STORAGE



EXISTING "BLUE" BIKE STORAGE



2  
A6  
EXISTING BIKE STORAGE PLAN  
1/2" = 1'-0"



EXISTING BIKE RACKS IN "BLUE" STORAGE

PROJECT  
BOYD PARKING  
VARIANCE  
DVP00250

PROJECT ADDRESS  
45 BOYD STREET  
VICTORIA, BC

CLIENT  
DEVON  
PROPERTIES

steller  
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2144022 Commercial Drive  
Victoria, BC V8P 4P9  
(250) 383-7777

ISSUED FOR: DATE:

REVISION NO. DATE:

SAC PROJECT NO.  
BOY-45-20

DRAWN BY:  
SL

DATE:  
MAY 21, 2021

SCALE:  
AS NOTED

DRAWING TITLE:  
BIKE STORAGE  
PLANS

DRAWING NUMBER

A6





210-4252 Commerce Circle  
Victoria, B.C. V8Z 4M2  
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www.stellerconsulting.com

---

May 21, 2021

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

**Re: Development Variance Permit Application at 45 Boyd Street, Victoria, BC**

---

To Mayor Lisa Helps & Council,

Approximately 30 years ago alterations were made to the existing 71-unit rental building called "Albion Court", located at 45 Boyd Street in Victoria, BC. Six 2-bedroom units were demised to create a 1-bedroom unit and a bachelor suite. These alterations were done on all 4 floors without a building permit. Devon Properties (property manager) and Starlight (building owner) have engaged us, Steller Architectural Consulting, to get these alterations permitted.

These changes have triggered a parking study to be done. The attached parking study shows that there are currently 58 vehicle parking stalls and 64 long term bike parking stalls on site. According to the current off-street parking bylaw (Schedule C), 87 vehicle parking stalls, 87 long term bike parking stalls and 7 short term bike parking spots are required.

With this Development Variance Permit (DVP) application, we are requesting a parking variance of 29 vehicle parking stalls, no variance is required for the long-term bike parking deficiency. We are also proposing to add a bike rack that will fit 7 bikes to satisfy the short-term bike parking requirement.

Sincerely,

Eddie **WILLIAMS** ARCHITECT • AIBC, MRAIC

EJW/[sl]  
Attached (1) Parking Study (16 pages)



# 45 BOYD STREET

## Parking Study

A handwritten signature in black ink, appearing to read 'Filippas Gekas'.

---

**Author:** Filippas Gekas, MCRP

A handwritten signature in black ink, appearing to read 'Tim Shah'.

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**Reviewer:** Tim Shah, RPP, MCIP

November 30, 2020

File No. 2802



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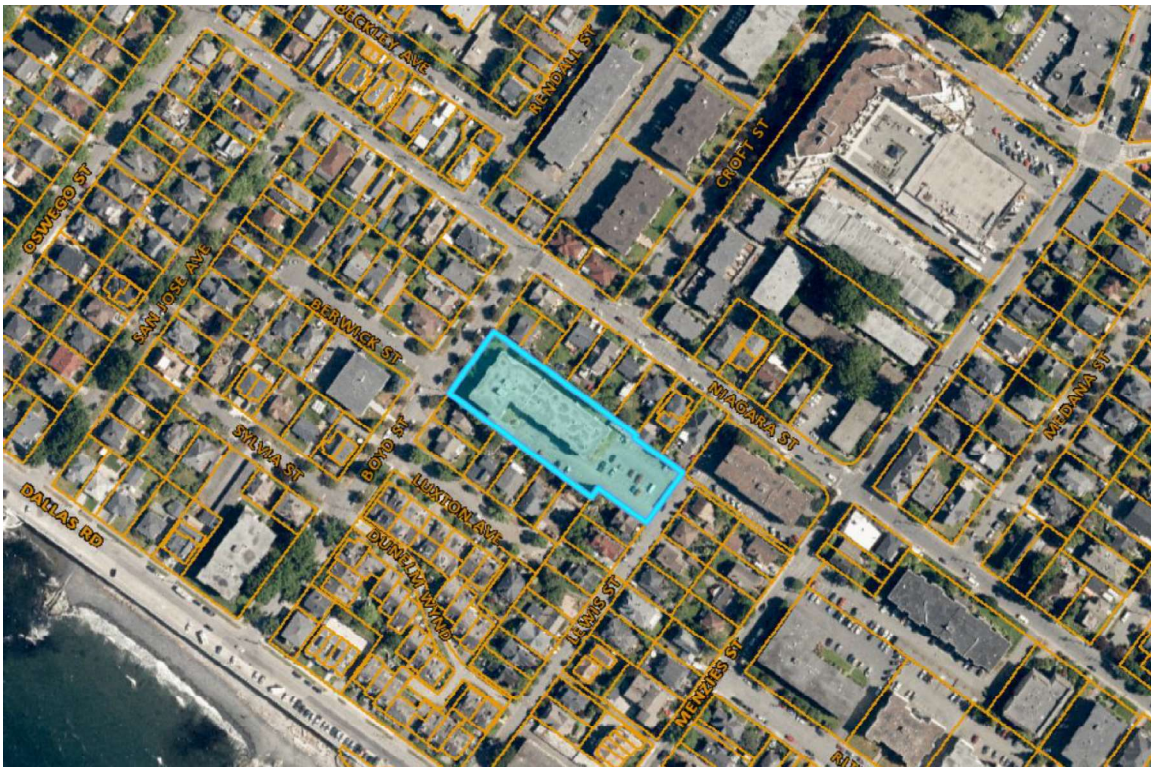


## 1.0 INTRODUCTION

Watt Consulting Group (WATT) was retained by Devon Properties to conduct a parking study to support the building permit application for 45 Boyd Street in the City of Victoria. The purpose of this study is to determine the parking demand for the site.

### 1.1 SUBJECT SITE

The proposed site is located at 45 Boyd Street in the City of Victoria (see **Figure 1**).



**FIGURE 1. SUBJECT SITE**



## 1.2 SITE CHARACTERISTICS & POLICY CONTEXT

The following provides information regarding services and transportation options in proximity to the site at 45 Boyd Street. In addition, the City of Victoria's planning policies pertaining to sustainable transportation and parking management are summarized.



### CITY PLANNING POLICY

The City of Victoria's Official Community Plan (OCP) provides policies and objectives to guide decisions on planning and land management. Most recently updated in December of 2019, 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 goals. Section 7 of the OCP (Transportation and Mobility) contains a number of goals and policy directions to reduce overall dependency on single occupancy vehicles and prioritize sustainable modes of travel including walking, cycling, and transit, among others.

The OCP also supports transportation demand management and parking management strategies as outlined in sections 7.11 and 7.12. Specifically, Section 7.12 indicates that reductions in the parking requirements should be considered where:

*7.12.1 Geographic location, residential and employment density, housing type, land use mix, transit accessibility, walkability, and other factors support non-auto mode choice or lower parking demand.*

As subsequent sections demonstrate, the subject site benefits from access to a number of transportation options and services that reduce the need to own a vehicle and therefore warrant lower parking demand.



### SERVICES

The site has direct access to a number of commercial and retail amenities. Within 450m (about a 5-minute walk) of the site, future residents could access the James Bay Square which offers a number of services such as a grocery store, medical, financial services, café, restaurants. The site also benefits from being 1.6km (about a 20-minute walk) from Downtown Victoria.



### TRANSIT

The subject site has good access to transit, with bus stops on both sides of Niagara Street (at the intersection of Niagara Street & Menzies Street). The stops are serviced by Route 2 James Bay / South Oak Bay / Willows (average frequency 15 minutes), Route 3 James Bay / Royal Jubilee (average frequency 30 minutes). In addition the northbound stop is also serviced by Route 10 Royal Jubilee via Vic West (average frequency 30 minutes). Route 3 and Route 10 are interlined routes. Within a 1km (about a 12-minute walk or 4 stops via Route 10) from the site (Government Street and Superior Street), residents can access 12 bus routes (Routes 50, 70, 30, 31, 32, 47, 48, 61, 61x, 71, 72, 75) that allow access to various communities, employment centres and residential areas within the Capital Regional District.



### WALKING

The subject site has a walk score<sup>1</sup> of 81, which means that the site is situated in a very walkable area. This indicates that most errands can be accomplished on foot. Sidewalks are provided on both sides of Boyd Street.

---

<sup>1</sup> More information about the site's Walk Score is available online at: <https://www.walkscore.com/score/45-boyd-st-victoria-bc-canada>



### CYCLING

The subject site is located in an area where cycling is convenient for most trips. The subject site is located on a local street with no cycling infrastructure, however through a network of shared streets residents can access a number of amenities. In addition, residents can access Dallas Road, which currently has painted bike lanes and in the near future is expected to have a two-way protected bike lane on the south side of the road.

## 2.0 PROPOSED DEVELOPMENT

### 2.1 LAND USE

The subject site is an existing 71-unit market rental building called “Albion Court”. The building has a mix of unit types including 8 bachelors, 40 one-bedrooms, and 23 two-bedroom units. Unit sizes range from 391 sq.ft. to 940 sq.ft. The applicant is not proposing to increase the units in the building and therefore no changes to the land uses are expected.

### 2.2 PROPOSED PARKING SUPPLY

#### 2.2.1 VEHICLE PARKING

The existing building has a total of 58 off-street parking spaces. The applicant is not proposing to increase the supply. Therefore, a total of 58 parking spaces are proposed for the subject site.

#### 2.2.2 BICYCLE PARKING

The existing building has two storage units that hold a total of 64 long-term bicycle parking spaces. There are no short-term bicycle parking spaces provided at the site.



## 3.0 PARKING REQUIREMENT

### 3.1 VEHICLE PARKING

The City of Victoria's Zoning Bylaw No. 80-159 (Schedule C) identifies the bylaw parking requirements for the site. 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); Affordable (affordable dwelling units secure in perpetuity through a legal agreement); All other multiple dwellings.
- **Location** – Core Area, Village/Centre and Other Area; and
- **Unit Size** – <45m<sup>2</sup> (< 485 sq.ft.), 45m<sup>2</sup> to 70m<sup>2</sup> (485 - 750 sq.ft.), and >70m<sup>2</sup> (>750 sq.ft.)

The subject building falls in the 'Other Area' category under 'All other multiple dwellings' per Figure 1 of Schedule C. The site is required to provide a total of 87 off-street parking spaces comprising 80 residential spaces and 7 visitor spaces as shown in **Table 1**. Therefore, with 58 off-street parking spaces, the site is short 29 parking spaces per Schedule C.

**TABLE 1. MULTI-FAMILY PARKING REQUIREMENT**

Unit Type	Units	Schedule C Rate	Total Spaces Required
Bachelor 391 sq.ft. (36m <sup>2</sup> )	8	0.85 spaces per unit (<45m <sup>2</sup> )	7
1 bedroom 630 sq.ft. (59m <sup>2</sup> )	40	1.00 spaces per unit (45-70m <sup>2</sup> )	40
2 bedroom 854-952 sq.ft. (79-88m <sup>2</sup> )	23	1.45 spaces per unit (>70m <sup>2</sup> )	33
Visitor Parking	71	0.1 spaces per unit	7
<b>TOTAL</b>			<b>87</b>



### 3.2 BICYCLE PARKING

Per Table 2 of Schedule C, the subject site is required to provide one long-term bicycle parking space per unit that is less than 45m<sup>2</sup> and 1.25 spaces per unit for units that are 45m<sup>2</sup> or more. This results in a requirement of 87 long-term bicycle parking spaces.

The subject site is also required to provide 0.1 short-term bicycle parking spaces per unit, which results in 7 spaces.

The applicant is currently not meeting this requirement. Based on the existing bicycle parking supply the bicycle parking is short 23 long-term bicycle parking spaces and 7 short-term bicycle parking spaces.



## 4.0 EXPECTED PARKING DEMAND

Expected parking demand for the site is estimated in the following sections to determine if the proposed supply will adequately accommodate demand. Expected parking demand is based on [a] parking observations of the subject site to understand existing demand and [b] vehicle ownership data from the Insurance Corporation of British Columbia for a number of representative multi-family apartment sites.

### 4.1 RESIDENTIAL

#### 4.1.1 PEAK PARKING DEMAND AT SUBJECT SITE

Observations of parked vehicles were completed at the subject site (45 Boyd Street) to understand peak parking demand. Observations were conducted at the following times:

- Sunday February 23<sup>rd</sup> at 9:00pm
- Tuesday February 25<sup>th</sup> at 9:30pm
- Wednesday February 26<sup>th</sup> at 9:30pm

The observation with the greater number of vehicles observed was taken as representative of peak demand. The highest number of parked vehicles was observed on Wednesday February 26<sup>th</sup> with 37 vehicles.

Vehicle ownership data was provided by the property manager and used to validate the observations to ensure the results are reflective of the actual parking demand. There are currently 39 assigned parking stalls to tenants. Therefore, the results are consistent and peak parking demand for the site is 39 vehicles (0.55 vehicles per unit).

#### 4.1.2 ICBC VEHICLE OWNERSHIP DATA

Vehicle ownership data was obtained from the Insurance Corporation of British Columbia (ICBC) through their Vehicle Ownership Information Request program. These





data were originally obtained by the consultant in 2016 as part of updating the City of Victoria’s off-street parking requirements (Schedule C).

These data were included to understand peak parking demand among representative market rental buildings. There are a number of representative sites with vehicle ownership data from James Bay and other locations that fall under the “Other Area” geographic area in Schedule C. These sites were selected because they have similar geographic and transportation characteristics to the subject site. The vehicle ownership data does not include visitor parking demand.

Ten representative sites were selected comprising a total of 553 units, which was deemed to represent a sufficient sample size for this study. Results suggest an average parking demand rate of 0.63 vehicles per unit, ranging from 0.48 to 0.74 vehicles per unit. See **Table 2**.

**TABLE 2. VEHICLE OWNERSHIP AT REPRESENTATIVE SITES**

Address	No. Units	Owned Vehicles	Vehicle Demand (vehicles/unit)
425 Simcoe Street	175	105	0.60
1049 Southgate Street	29	14	0.48
1025 Linden Avenue	56	39	0.70
535 Niagara Street	65	48	0.74
967 Collinson Street	42	30	0.71
1317 Hillside Avenue	22	14	0.64
1140 Hillside Avenue	28	18	0.64
1928 Lee Avenue	43	27	0.63
1343 Harrison Street	44	26	0.59
1475 Pandora Avenue	49	30	0.61
Average			0.63





## 4.2 VISITOR PARKING

Observations were conducted as part of a study by Metro Vancouver<sup>2</sup> that concluded typical visitor parking demand is less than 0.1 vehicles per unit. This is similar to observations that were conducted for parking studies in the City of Langford and the City of Victoria, and indicates that visitor parking demand is not strongly influenced by location. As part of the update to the City of Victoria off-street parking requirements (Schedule C), the consulting team recommended a rate of 0.1 spaces per unit for visitor parking based on extensive research and data collection. The rate of 0.1 spaces per unit was ultimately adopted as the supply rate for visitor parking in Schedule C.

## 4.3 SUMMARY OF EXPECTED PARKING DEMAND

Based on the analysis at **Sections 4.1.1 & 4.1.2**, the expected resident parking demand could range from 0.55 to 0.63 vehicles per unit. The rate of 0.63 vehicles per unit is considered conservative and an appropriate demand rate for the site. Therefore, the expected resident parking demand is 45 vehicle parking spaces.

For the subject site, a rate of 0.1 vehicles per unit is considered appropriate for visitor parking spaces, which results in a total of 7 vehicle parking spaces.

The total parking demand for the site is expected to be 52 parking spaces, which is 6 spaces less than the existing parking supply (58 parking spaces).

---

<sup>2</sup> Metro Vancouver. (2018). The 2018 Regional Parking Study. Technical Report. Available online at: <http://www.metrovancouver.org/services/regional-planning/PlanningPublications/RegionalParkingStudy-TechnicalReport.pdf>



## 5.0 ON-STREET PARKING ASSESSMENT

On-street parking observations were completed to determine parking availability nearby the subject site. The majority of the on-street parking segments observed do not have parking restrictions. Streets with parking restrictions included Passenger Zone (5 minutes maximum) along Boyd Street and Residential Parking Only (RPO) restrictions along Niagara Street and on Boyd Street near Dallas Road.

Observations were completed on Tuesday February 25<sup>th</sup> at 9:30pm and Wednesday February 26<sup>th</sup> at 9:30pm to determine peak residential parking conditions. Evenings represent peak parking conditions for both residents and visitors alike according to the Urban Land Institute's Shared Parking manual.<sup>3</sup> For the purposes of the parking analysis, **Table 3** only shows the street segments with unrestricted parking. All the segments with Residential Parking Only and Passenger Zone restrictions have been excluded from the analysis as they do not constitute as available parking for residents of 45 Boyd Street.

**TABLE 3. SUMMARY OF ON-STREET PARKING DEMAND**

Road Segment		Side	Parking Supply	Feb 25, 2020		Feb 26, 2020	
				Observed	Occupancy	Observed	Occupancy
Boyd St	Niagara St – Luxton Ave	E	10	9	90%	10	100%
		W	9	9	100%	8	89%
	Luxton Ave – Dallas Rd	E	9	9	100%	9	100%
		W	9	8	89%	7	78%
Berwick St	Boyd St – end of St	N	8	5	63%	7	88%
		S	9	8	89%	8	89%
Lewis St	End of St – 45 Boyd St Driveway	E	NO PARKING				
		W	3	3	100%	3	100%
	Total		57	51	89%	52	91%

<sup>3</sup> Smith, M. (2005). Shared Parking, 2nd Edition. The Urban Land Institute.



Total parking supply among observed streets is 57 spaces (all unrestricted on-street spaces). On-street parking utilization was observed to be consistent on both days with Wednesday February 26<sup>th</sup> being slightly higher with 52 occupied parking spaces, which represents a peak parking occupancy of 91%. This indicates that only 5 spaces are available during the peak time. Overall, it appears that there is limited on-street parking available in proximity to the subject site. However, no spillover is expected from the subject site as the expected parking demand is anticipated to be accommodated by the existing parking supply.



## 6.0 CONCLUSIONS

The applicant is proposing to bring the building up to existing building code and is therefore subject to the parking requirements under the City of Victoria's Schedule C. The existing building contains 71 market rental units and provides 58 parking spaces, whereas the City's minimum parking requirement is 87 spaces (shortfall of 29 spaces)

The site's parking demand was determined through observations and ownership data from the subject site, in addition to vehicle ownership data from ICBC for a number of representative multi-family apartment sites. The expected parking demand for the site is 52 parking spaces, which is 6 spaces less than the existing parking supply.

The existing bicycle parking is deficient based on the bylaw's minimum requirement. The applicant should consider providing an additional 23 long-term bicycle parking spaces and 7 short-term bicycle parking spaces to meet this requirement.



## 7.0 RECOMMENDATIONS

It is expected that the existing parking supply will accommodate the expected parking demand and as such a parking variance is supported for the subject site. The applicant should provide additional bicycle parking spaces to meet the minimum requirement in Schedule C. For the long-term parking spaces, it is recommended that the applicant convert two vacant parking stalls to increase the bicycle parking supply by providing bike shelters or bike lockers.

For the short-term parking, the applicant should provide an outdoor bicycle rack with at least 7 spaces and locate it a maximum distance of 15m from the building entrance per Schedule C.

The following photos are for illustrative purposes to demonstrate some options that the applicant can pursue to increase the long-term bicycle parking supply.



**FIGURE 2. EXAMPLES OF BIKE LOCKERS AT THE ROYAL BC MUSEUM (LEFT) AND THE MCTAVISH INTERCHANGE (RIGHT)**



FIGURE 3. EXAMPLES OF BIKE SHELTERS AT THE COMOX VALLEY REGIONAL DISTRICT (LEFT), UNKNOWN LOCATION (RIGHT)



1

# Development Variance Permit Application for 45 Boyd Street



1

2

## Subject Map



2



## Air photo

3



3

## Albion Court – Main entrance

4



4

## Surface parking

5



5

## Surface parking - detail

6



6

## Delivery spaces

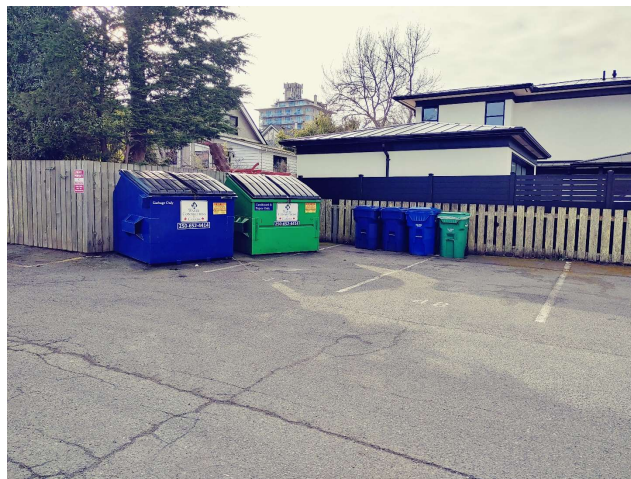
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7

## Garbage and recycling area

8



8



Bike rooms

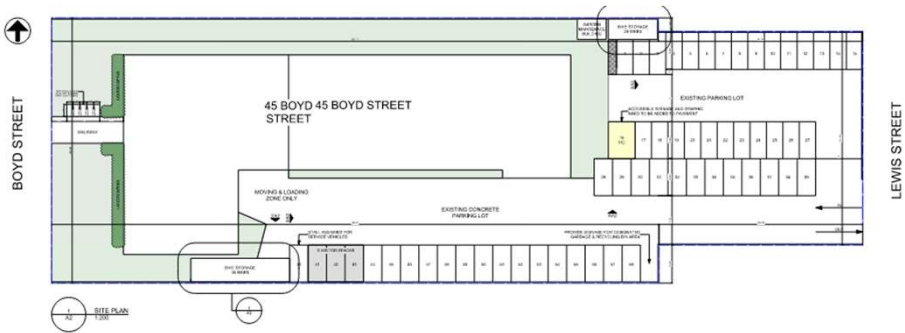
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9

Site Plan

10



10