

**ATTACHMENT D****31 August 2021**

# 1025 Kings Road Rezoning and Development Permit Application

City of Victoria  
1 Centennial Square  
Victoria, British Columbia  
V8W 1P6

Dear Mayor Helps, Council, and Staff:

Please accept this letter as part of our Rezoning and Development Permit Application for 1025 Kings Road, a proposed fifty-six unit, purpose-built, rental apartment. We are requesting to amend the property from the current R3-2 zoning to a new site-specific zoning.

## History and Site Context

This is the land of the Lekwungen People, known today as the Esquimalt and Songhees Nations. As you travel through the city, you will find seven carvings that mark places of cultural significance. To seek out these markers is to learn about the land, its original culture, and the spirit of its people.

Within this traditional territory, in what is now called the Hillside | Quadra neighbourhood, sits the subject site at the junction of Kings Road and Fifth Street. Like other parts of the city, the Hillside | Quadra neighbourhood has passed from logging and agricultural land use stages to suburbanization to its current form, a mixed-use vibrant urban neighbourhood on the edge of downtown Victoria. Made up of mostly low density, single-family housing from the 1920's to the

1950's, the 1960's and 1970's saw the first series of apartment buildings built under the Federal multi-unit residential building (MURB) program that incentivized many of the rental apartments built in the neighborhood and represents the majority of homes in the area today.

## Policy Context

The subject property is located within the Quadra Large Urban Village. In the Official Community Plan, Urban Villages are envisioned to absorb 40% of all population growth yet they only make up 3.5% of the City's land base. It is for this reason that we need to be careful about redevelopment to ensure these scarce lands are utilized appropriately. The housing forms characterizing these areas are low-rise and mid-rise multi-unit buildings up to six storeys including townhouses and apartments, freestanding commercial and mixed-use buildings.

At 2.93 FSR, our proposal does exceed the 2.5 FSR allowance outlined in the Official Community Plan. However, also outlined within the Official Community Plan are conditions that if met, allow 'bonus density' to be awarded to developments that advance certain plan objectives. Relevant plan objectives include purpose-built rental housing in perpetuity. To support this seventeen percent (17%) increase in density, we propose the following:

- Ten percent (10%) of the total number of units to be affordable as defined by the City of Victoria for a period of no less than ten (10) years, along with rental in perpetuity to be outlined in a Housing Agreement and secured by way of a registered covenant.
- One hundred percent (100%) of the units to be affordable as defined by BC Housing's Housing Hub program and secured by way of covenant with BC Housing.
- One hundred thousand dollar (\$100,000.00) amenity contribution towards the design and development of a new public park to be located at 2550 - 2560 Fifth Street.

This proposed development is supported by not only the current Official Community Plan but also by the Housing Strategy Phase 1 and 2, Go Victoria Mobility Plan, Climate Leadership Plan, upcoming Missing Middle Housing Study, and dozens of action items in the 2019-2022 Strategic Plan.

## Neighbourhood Grain

This area of the Quadra Village neighbourhood includes a heterogeneous mix of commercial and residential uses, with a mix of single-family character homes and multi-family buildings along Fifth Street and a wide range of retail, commercial businesses, and services along Quadra Street. The subject site is also less than 500 metres from the north edge of Victoria's downtown core area.

The building grain peaks on Quadra Street and tapers as you move East off this main road which is a typical land use pattern for the City. The footprint of the existing building is symptomatic of its era with larger setbacks from the street which results in a fragmented urban design program. Modern design narratives seek to bring more intimacy to the street with tighter urban setbacks with the balance of the design program being driven by rental utility and energy efficiency.

This location is well supported by walking, cycling, transit, parks, schools, retail and service offerings which makes it a great place for incremental density.

## Site Layout and Building Form

This proposal seeks to provide a more urban, street-oriented building that is compatible with the evolving neighbourhood. Positioned at the corner of Kings Road and Fifth Street, the bulk of the six storey massing has been deliberately pushed north onto Kings Road, stepping down to five stories as it meets the recently completed rental apartment building directly to the south at 2570 Fifth Street. Corner balconies in various depths help to further 'erode' the massing and visually increase the building setbacks.

Kings Road functions as the 'front door' to the building, providing access to the underground parkade, secure bicycle storage at grade, and the pedestrian building entrance. Intimate setbacks enhance the urban streetscape along Kings Road, in addition to the vibrant landscape design.

The building is set back along Fifth Street to align and maintain the continuity of the street frontage with 2570 Fifth Street. The introduction of patio units complements the transition to the neighbouring residential houses to the east and help to maintain the quiet residential character of the street.

## Design Inspiration

The design of the building takes its cues from the colourful, dynamic, and vital neighbourhood that is Hillside-Quadra. As downtown slowly fades into Fernwood to the east and Burnside-Gorge to the west, Hillside-Quadra functions as the northern extension of the urban intensity of the core. This vibrancy is translated into eclectic architecture from all eras of Victoria's growth, a diverse population, and many beloved local businesses, both old and new. Following this spirit of regeneration and opportunity, 1025 Kings Road is a nod to the modernist apartment buildings of the 1960s, 1970s, and 1980s which are typical of the area, while also exhibiting a contemporary architectural expression and raising the standards of design within the neighbourhood.

Charcoal toned brick, black window frames, and playful pops of colour mark both the building entries and exterior balcony spaces, while the main palette of the building is unobtrusive with the use of white cementitious panels. A feature wall at the ground floor bicycle room entrance will introduce light and colour into the public realm via a custom light installation or mural visible through a wall of storefront glazing. The building is grounded by a vibrant planting materiality which extends into the public realm and creates a sense of place.

The corner of Kings Road and Fifth Street acts as a gateway to the Quadra Village. Playful pops of colour on each balcony, along with the vibrant planting materiality, and a spacious hardscaped building entrance animate this space, while working together to create a sense of place and arrival.

A common outdoor amenity space can be found nestled in the middle of the sixth floor and includes a covered pergola, with common BBQ units for year-round use by building residents, in addition to tables with seating, decorative landscape, and a large feature tree. The programming of the common outdoor amenity space is purposeful in its intention to create a space for connection and foster a sense of community between residents.

The proposed development is designed using Crime Prevention through Environmental Design (CTPED) principles to engage and promote safety and security for tenants and visitors. To minimize opportunities for concealment, the building footprint is uncomplicated, with minimal alcoves and recesses. Landscaping is similarly articulated with a combination of low ground cover and high crown plant species that provide clear sight lines into front, rear, and side yards eliminating blind spots. Appropriate levels of shielded lighting provide safe, well-lit pathways and garden areas around the building, specifically at entry and exit doors.

This building as proposed expresses - through form and materials - the vibrant context of the neighbourhood. We envision this building as an elevation of the 'rental building' stereotype, and an interesting addition to a dynamic neighbourhood.

## Building Layout

### Parkade

The parkade is accessed from the north west corner of the property along Kings Road and houses various building services, such as: vehicular parking, a bicycle repair station, secure bicycle storage, secure resident storage, and utility rooms. An elevator and stair connect this level to the entrance lobby and residential floors above.

### Level 1

The ground floor layout is largely determined by entrances to the bicycle and car parking along the north side of the building, with the main building entrance located at the corner of Kings Road and Fifth Street. Along Kings Road, tenants will have access to ground floor storage for 50 bicycles, including 8 cargo bikes, allowing for direct passage to the elevator and staircase and from there to individual units. The garbage and recycling room, located directly adjacent to the parkade entrance at grade along Kings Road, provides ease of access for service providers and tenants.

Ground floor patio units compliment the residential character of Fifth Street, while providing 'eyes on the street' and animating the public realm. The internal layout is dictated by efficient access to the stair, elevator, and the secure bicycle storage rooms located at grade. Units on

the south and east of the building feature oversized patios that look out onto the vibrant landscaped grounds.

#### Levels 2 - 5

Levels two through five are a repeating floor plate, featuring a series of studio, one (1) bedroom, and two (2) bedroom units.

#### Level 6

The building program transitions at the top floor to include two (2) three-bedroom units. Each unit includes a generously sized private balcony or patio space.

The building steps back on the sixth floor, providing space for a common outdoor amenity area. Storage for users of the common outdoor amenity area, as well as a common washroom, can be found adjacent to the common building corridor.

## Landscape Design

The landscape design creates a pedestrian friendly and engaging planted interface that complements the playful colour palette and expression of the contemporary architecture. The plant material selection has a strong native focus, as well as attractive flowering perennials to encourage pollination - and all plants are drought tolerant. The plant palette is sensitive to the local ecosystem and to the population that is engaging with it. The landscape design strives to envision an outdoor space that is engaging to its users, complimentary of the architecture, and provides an abundance of outdoor amenity space to encourage and foster community interaction. Benches set within the landscape on the corner of Kings Road and Fifth Street invite future building tenants and the public to stop, relax, and enjoy their surroundings. New boulevard trees will complement the new sidewalk along Kings Road and Fifth Street and enhance the pedestrian experience.

## Why Rental?

Housing is a human right, and with homeownership increasingly out of step with local incomes, Purpose Built Rental (PBR) housing is the strongest form of tenure and represents a possible, and sometimes beneficial, alternative to homeownership. Common benefits to rental housing are the lack of maintenance or repair costs, increased access to amenities, no property taxes, more flexibility where you live, predictable monthly payments, and no requirement for a downpayment.

The 1960s and 1970s introduced the first series of apartment buildings built under the Federal multi-unit residential building (MURB) program that incentivized many of the rental apartments built throughout the Capital Region. As this program was phased out, only 604 purpose built rental homes were built between 1980 and 2011, however, the city's population grew by 20,018 residents. Herein lies the problem; population growth outnumbered rental housing construction by more than 20 to 1 creating a significant shortage of supply. If we are going to make urban progress in affordability, climate change, and social equity, we need to increase rental housing across the city in areas well connected to walk, bike, and transit corridors.

Sixty-one percent (61%) of households in Victoria rent their home; of these, almost half (48%) are one-person households. The building programming is reflective of these statistics with four (4) studio units, twelve (12) one bedroom units, and fifteen (15) two bedroom units.

All rental units have been designed to increase livability through the form and function of the unit and support long term tenancies.

## Mobility Context

### Multi-Modal Network

From the subject property's doorstep there are diverse cycle routes, bus routes, and walking options. The City of Victoria's twenty-five year transportation master plan places even more focus and investment in alternative transportation options with additional transit service and bike lanes planned for the area, including an All Ages and Abilities (AAA) shared-use bikeway along Kings Road planned for construction in 2021.

### Street Network

Kings Road extends west and east, while Fifth Street extends north and south, both are a two-way streets and classified by the City of Victoria as a local road. The Fifth Street and Kings Road intersection to the north of the development site operates under stop control for Fifth Street. Fifth Street traffic is restricted to right-in and right-out only turn movements.

Quadra Street extending north and south is classified by the City of Victoria as an arterial road.

### Trip Generation

The Institute of Transportation Engineers trip generation rates suggest a total of twenty-five two-way vehicle trips for mid-rise apartments during the weekday PM peak hour. Bunt & Associates Transportation Planners and Engineers anticipates actual trip generation of the subject site to be approximately half of this amount due to location, parking supply, and size of units. A conservative estimate of twenty-five total vehicle trips per peak hour equates to approximately one vehicle traveling into or out of the proposed development site every two to three minutes during peak periods. This level of vehicle generation is anticipated to have a negligible impact on the adjacent road network.

## Active Transportation

### Walking and Cycling

The subject site is within a walking distance of most everyday amenities and services, and all daily errands can be accomplished either on foot or on a bike. Walk Score is an online tool that assesses the walkability and bikeability of a location based on distances to a wide variety of amenities and services. The site scores a 86 for walkability which it defines as 'very walkable'.

Kings Road has sidewalks along each road edge, while Fifth Street has a sidewalk along the development's west edge. The majority of the nearby streets have sidewalks on both sides. There are crosswalks at all of the major intersections in the vicinity of the site.



The location receives a Bike Score of 89 out of 100, placing it in Walk Score's 'very bikeable' category. This already high score is expected to improve with the cycling upgrades performed over the next few years.

The nearest designated bike route is located on Graham Street, one block east of Fifth Street and less than 100m from the subject site. The City of Victoria is rapidly upgrading its network of All Ages and Abilities (AAA) cycling infrastructure and the Graham Street cycling route is part of the Vancouver Street AAA route which extends north/south connecting south to the Pandora AAA cycling route in Victoria's core downtown area, and north to the Finlayson Street bike lanes and onward into Saanich. With its large volume of bicycle parking, the proposed development at 1025 Kings Road is well-positioned to support the anticipated cycling demand.

#### Car Share

Modo is currently the only car share provider in Victoria with a fleet of over eighty-five vehicles. Across British Columbia, Modo has over eight hundred vehicles with car drops at BC Ferry terminals and other transit hubs, allowing for a true car-lite lifestyle. A study completed for the City of Toronto found that on average 21% of car share members were able to shed a vehicle while 45% were able to postpone the purchase of a vehicle. A University of California study found that on average each Modo vehicle removed up to eleven private vehicles due to users selling their vehicles or foregoing the purchase of a vehicle. The site has several Modo vehicles within a ten minute walk which is commonly regarded as walkable. One Modo vehicle is located 400m to the south near Quadra Street and Queens Avenue, and another is approximately 500m away from the development site near Quadra Street and Topaz Avenue. A third vehicle has recently been delivered with the completion of the neighbouring development at 2570 Fifth Street.

#### Transit

The subject site is well served by transit. The proposed development site is surrounded by five major transit corridors which includes seven routes all within 1000 metres - a five to ten minute walk. Buses along these routes are designed to accommodate wheelchairs, strollers, and mobility aids.

# Transportation Demand Management (TDM)

The best TDM strategy is the location efficiency provided by building denser housing forms in compact, walkable/cyclable neighbourhoods such as Hillside Quadra.

This proposed development offers a wide range of Transportation Demand Management offerings such as:

- Seventy (70) long-term bicycle stalls within secure bicycle storage rooms - conveniently located within the parkade and at first floor levels of the building, in addition to one (1) bicycle repair station. This equates to a total of seven (7) more bicycle parking stalls than required per Schedule 'C' - a more than a 10% increase.
- Sixty percent (60%) of the total of long-term bicycle stalls will be ground anchored for easy accessibility.
- Eight (8) cargo bicycle parking stalls (2.4 metres x 0.75 metres) are included with direct and convenient access from Kings Road. The door from Kings Road into the bicycle storage room will be at minimum, forty-one inches (41") wide to accommodate any style of cargo bicycle.
- Six (6) short-term bicycle stalls are conveniently located directly to the East of the building entry. Covered for weather protection.
- Twenty percent (20%) of the total number of Long-Term bicycle stalls will be equipped with 110V outlets.
- Each unit will be entitled to BC Transit pass subsidies at the Senior | Youth rate (Current 2021 rate: \$45 a month.) for the first six (6) months of their tenancy and for each new tenancy for a five-year term.

- Each rental unit will also receive a MODO membership for the lifetime of the building.
- Funds will be provided to MODO for the purchase of a Car Share vehicle. The vehicle will be located at MODO's direction and preference.
- One hundred percent (100%) of the total number of residential parking stalls will be equipped with an energized electrical outlet capable of providing Level 2 (208 to 240 volts) charging for an electric vehicle.
- Four (4) residential parking stalls will be equipped with a Level 2 charging station.
- Residential parking stalls will be unbundled from the units and available at a cost. Parking is intentionally provided at lower than bylaw rates, attracting tenants who do not own private vehicles.
- A new sidewalk and boulevard space will be constructed along the frontage of the subject site, buffering pedestrians from moving traffic and improving the overall pedestrian experience.
- A pedestrian friendly interface will be constructed and will include amenities such as publicly accessible benches.
- Each tenant will receive a Transportation Information brochure and will be required to participate in an educational Information Session upon move-in.

We propose to secure our Transportation Demand Management Plan by way of a registered covenant.

## Contributing to a Sustainable City

According to researchers, densification holds the key for cities' fight against climate change as reducing automobile trips is the most significant component of reducing greenhouse gas emissions. As outlined above, the central location of the subject site in relation to multiple local

amenities encourages a pedestrian and bicycle oriented lifestyle. The proposed development has been designed assuming walking, cycling and transit as primary transportation options for future residents.

The building will be designed and constructed to BC Step Code 3, in accordance with the City of Victoria's phased Step Code guidelines which were updated as of January 1st, 2020. Step Code 3 represents a 50% increase in efficiency. This includes designing the building systems in a way that will reach high levels of performance in Thermal Energy Demand Intensity (TEDI), Total Energy Use Intensity (TEUI), and airtightness.

This proposed development is intended to create the kind of sustainable middle density development, carefully positioned in relation to alternate modes of transit, that contributes to a vital, low carbon, sustainable future envisioned for the City of Victoria.

## Community Consultation

Aryze Developments is committed to being good neighbours and having honest, open dialogues within the communities we do our work. We are available to discuss project details with stakeholders through a variety of channels to build trust and shared vision for the project all while maintaining a respectful and open conversation. Our goal is to create an atmosphere where people feel comfortable to share their ideas, hopes, and aspirations for the community and for them to ultimately see these values reflected in the end project.

Aryze Developments held a Community Information Session via Zoom on the evening of September 17th, 2020, wherein we welcomed members of the neighbourhood and community to learn more about the proposed development and to provide comments and feedback.

Aryze Developments Inc. is committed to assisting all current building tenants in their relocation as per the City of Victoria's Tenant Relocation Policy and has developed a Tenant Relocation Plan outlining this process. As per the policy, all residents of the current building have been notified of the proposed development and coordination continues to be ongoing.

We thank you for your time and consideration.

Sincerely,

A handwritten signature in black ink, reading "Carly Abrahams". The signature is written in a cursive style with a long horizontal flourish extending to the left.

**Carly Abrahams**  
Development Manager