



Advisory Design Panel Report

For the Meeting of August 25, 2021

To: Advisory Design Panel **Date:** August 11, 2021
From: Charlotte Wain, Senior Planner - Urban Design
Subject: **Development Permit with Variances Application No. 000595 for 2848 and 2852 Shelbourne Street**

EXECUTIVE SUMMARY

The Advisory Design Panel (ADP) is requested to review a Development Permit with Variances Application for 2848 and 2852 Shelbourne Street and provide advice to Council.

The proposal is for a seven-unit townhouse development within one building on two lots which are proposed to be consolidated. A concurrent Rezoning Application accompanies the Development Permit with Variances Application.

The properties are situated in Development Permit Area 7A: Corridors and the following policy documents were considered in assessing this Application:

- *Official Community Plan (OCP, 2012)*
- *Oaklands Neighbourhood Plan (1993)*
- *Design Guidelines for: Multi-Unit Residential, Commercial and Industrial (2012), revised 2019*
- *Revitalization Guidelines for Corridors, Villages and Town Centres (2017)*
- *Advisory Design Guidelines for Buildings, Signs and Awnings (2006).*

Staff are looking for commentary from the Advisory Design Panel with regard to:

- site planning and street relationship
- building massing
- setbacks
- open space
- any other aspects of the proposal on which the ADP chooses to comment.

The Options section of this report provides guidance on possible recommendations that the Panel may make, or use as a basis to modify, in providing advice on this application.

BACKGROUND

Applicant:	Mr. Eddie Williams Architect AIBC Stellar Architectural Consulting
Architect:	Mr. Eddie Williams Architect AIBC Stellar Architectural Consulting
Development Permit Area:	Development Permit Area 7A, Corridors
Heritage Status:	N/A

Description of Proposal

The proposal is to construct seven townhouse units within one building on two consolidated lots currently occupied by two single family dwellings. The unit sizes range from approximately 640 sq. ft. to 750 sq. ft., with two to three bedrooms. Staff have recommended that Council make a 7.0m Statutory Right-of-Way off Shelbourne Street a condition of the Rezoning Application. A number of variances are requested for number of units in an attached dwelling, setbacks and visitor parking.

Building and site design elements include:

- low-rise (3 storey) building form consisting of traditional architectural features
- internal garages (one per unit) at grade accessed off the vehicle drive aisle
- private amenity space in the form of rear decks on level two as well as private patios on the ground level to the rear of the building.

Building materials include:

- cement board
- wood shingles
- vinyl windows
- asphalt shingles.

Landscaping elements include:

- herringbone pavers (permeability to be confirmed) for the drive aisle
- planted beds in front of the residential entrances accessed off the drive aisle
- removal of three bylaw protected trees
- 15 new trees to be planted
- soft landscaping mainly around the perimeter of the site and between the rear patios.

The applicant has agreed to provide a Statutory Right-of-Way along Shelbourne Street for future road, sidewalk and boulevard improvements, which limits the style of fencing permitted in the front yard.

The following data table compares the proposal with the existing R1-B Zone, Single Family Dwelling District, as well as with the standard RT Zone, Traditional Residential Attached Dwelling District, which would be the proposed new zone. A number of areas require further clarification and will be corrected as the application advances. An asterisk is used to identify where the proposal is less stringent than the RT Zone.

Zoning Criteria	Proposal	Existing R1-B Zone, Single Family Dwelling District	Zone Standard RT Zone, Traditional Residential District
Site area (m ²) – minimum	1225.34	460	920
Floor area per unit (m ²) – minimum	151.38	N/A	100
Density (Floor Space Ratio) – maximum	>0.99	N/A	1.0:1
Lot width (m) – minimum	24.38	15	20.0
Height (m) – maximum	<10.26	7.6	10.5
Storeys – maximum	3.0	2.0	3.0
Site coverage % – maximum	43.36	40	50
Open site space % – minimum	33.52	N/A	30
Number of dwellings units in an attached dwelling	7*	N/A	4
Setbacks (m) – minimum			
Front (east)	8.29*	7.5	10.7
Rear (west)	2.0*	7.5 or 25% lot depth	4.0
Side (north)	7.01	1.5 or 10% lot width	4.0
Side (south)	2.90*	3.0 for one side yard	4.0
Parking – minimum			
Residential (Schedule C)	7	1	7
Visitor (Schedule C)	0*	N/A	1
Bicycle Parking Stalls – minimum			
Short Term (Schedule C)	6	N/A	6
Long Term (Schedule C)	Private garages	N/A	N/A

Sustainability Features

As noted in the applicant's letter dated June 9, 2021, the proposed units will be solar ready, incorporate low-carbon heating sources (heat pumps) and each garage will include wiring for electric vehicle charging stations. The applicant has not yet confirmed commitment to securing these aspects of the design through a legal agreement.

Consistency with Policies and Design Guidelines

Official Community Plan

The *Official Community Plan, 2012* (OCP) Urban Place Designation for the subject properties is Traditional Residential, which supports attached dwellings on arterial and secondary arterial roads up to approximately three storeys. The General Development Guidance section of the OCP encourages logical assembly of land (Section 6.8). The logical assembly of land with regard to this area would see the three properties to the north (Pearl Street) included in the proposed development. However, the applicant has indicated that these neighbours were approached and did not express a willingness to be incorporated into the proposed development.

This property falls within Development Permit Area (DPA) 7A, Corridors. The relevant objectives of this DPA include:

- *To enhance the function of Shelbourne Street as a frequent transit corridor through transit-oriented streetscaping, with the design of adjacent development to support and advance this objective.*
- *To ensure corridors are compatible with adjacent and nearby lower density residential neighbourhoods through human-scaled urban design and a sensitive transition in building form and place character.*

The proposed development is inconsistent with the objectives of the DPA, which seeks to integrate higher density residential buildings in a manner that is complementary to an established neighbourhood. The proposed building does not provide a sensitive transition in scale to the traditional residential character to the rear (west) and side (south) through no stepping down in height or setbacks that meet the minimum zoning requirements for the standard RT Zone Traditional Residential Attached Dwelling District.

Design Guidelines

The *Design Guidelines for: Multi-Unit Residential, Commercial and Industrial (2012)* apply to multi-unit buildings containing three or more dwelling units and seek to achieve development that results in design excellence, livability, contribution to sense of place and urbanism that is responsive to Victoria's context. A key part of the Guidelines relates to site planning and orientation. New development is encouraged to have a strong relationship to the street, with buildings oriented towards public streets and walkways. Proposals should provide an effective street edge while respecting the established, desired streetscape rhythm. Where possible, buildings should frame public streets and open spaces to create a sense of enclosure, street vitality, and safety. Privacy is also a key consideration of the Guidelines which encourage buildings to be located to address privacy impacts of adjacent residential uses and private open spaces. In terms of building scale, the Guidelines encourage larger and longer buildings to be visually broken into human-scaled proportions, with perceived building mass mitigated through architectural elements such as visually interesting rooflines or stepping back of upper floors.

Where possible, parking should be located underground or to the rear of buildings to minimize the impact on streetscape appearance while open space should be usable, attractive and well-integrated with the design of the building. The Guidelines provide further direction on the design detailing of proposed new buildings stating that exterior materials should be high quality, durable and capable of weathering gracefully.

The *Revitalization Guidelines for Corridors, Villages and Town Centres (2017)* apply to designated Corridors, Villages and Town Centres and are intended to supplement the *Design Guidelines For: Multi-Unit Residential, Commercial and Industrial (2012)*. Again, site planning and orientation are addressed through the Guidelines, which encourage buildings to create “eyes on the street” and public spaces by orienting doorways, windows and balconies to overlook sidewalks, walkways, parks and other open spaces. Multi-unit buildings should be designed to provide a sensitive transition in scale to adjacent, smaller developments through considerations for massing and other design features. To improve privacy between adjacent buildings, the Guidelines encourage the consideration of design solutions such as window size, window height, window placement and orientation, exterior landscaping, privacy screens or the use of frosted glazing on balconies. Pedestrian walkways that connect the primary entrance of multi-unit residential buildings with the adjacent public sidewalk should be a minimum of 2m wide. The proposal is inconsistent with these Guidelines for a number of reasons and this is discussed further in the following section.

With respect to the *Advisory Design Guidelines for Buildings, Signs and Awnings (2006)*, the scale of the proposed building does not represent a sensitive response to the scale of the surrounding context, particularly the properties to the rear along Scott Street, which are limited to two stories under the Urban Place Designation of the OCP.

Oaklands Neighbourhood Plan

The Oaklands Neighbourhood Plan includes this site within an area of potential change with consideration of rezoning applications for townhouses with up to 18 units per acre with a 2.5 storey height limit. The site area required per townhouse unit is 225 m², which is the standard in the RK-3 Zone, Shelbourne Townhouse District (the zone used for a number of existing townhouse developments along the Shelbourne corridor). With the proposed seven units, the site area per unit is only 175m², therefore the proposal is inconsistent with the Neighbourhood Plan.

Transportation Considerations

A 1989 City Council endorsed the Shelbourne Corridor Study, prepared for the City of Victoria by the Delcan Corporation, which recommended securing a widened right-of-way of 7.0 m along the west side of Shelbourne Street as part of a staged improvement strategy. The purpose of the Study was to develop a transportation strategy: providing a balance between future traffic needs, Right-of-Way impacts of various road widening alternatives and land use impacts along the Shelbourne Street corridor. The RK-3 Zone, Shelbourne Townhouse District, is the zone created in response to this corridor study. The zone has a 10.7m setback requirement from Shelbourne Street to ensure a larger front yard setback in the event that Right-of-Way improvements are made along Shelbourne Street. The more recent RT Zone, Traditional Residential Attached Dwelling District, which permits a greater density (1:1 FSR) includes the same 10.7m front yard setback requirement. The proposal does not meet this 10.7m setback from Shelbourne Street and has located the building 8.29m from the street. In the event that the

Right-of-Way improvements are achieved along the frontage then it would result in a 1.29m front yard.

ISSUES AND ANALYSIS

The following section identifies and provides a brief analysis of the areas where the Panel is requested to provide commentary. The Panel's commentary on any other aspects of the proposal is also welcome.

Site Planning and Street Relationship

Throughout the application review, staff have encouraged the applicant to reconsider the "galley-style" building orientation (residential units sited perpendicular to the street) which results in an in-ward looking development with limited street presence since only one unit has direct access from the street. An alternative solution would be to provide two separate buildings, oriented east-west, which would have a stronger relationship to the street as encouraged in the Guidelines. This configuration would also eliminate the proposed variance for the number of units in an attached building (limited to four). Based on consultation with neighbours, the applicant has proceeded with the current layout and has attempted to meet the intent of the Guidelines by siting one residential entrance off Shelbourne Street and by providing architectural detailing (shingled gables, and fenestration). ADP is invited to comment on any opportunities to improve the street relationship and is reminded that the commentary should be focussed on the merits of the design, not the community consultation.

The amount of space dedicated to vehicular circulation is inconsistent with the design guidelines. Due to the positioning of the building on the lot, the access to each garage creates a large amount of hardscaping. The applicant has attempted to soften the appearance of the drive aisle through planting, but ultimately the proposed design creates a canyon like effect with little visual interest when viewed from the public street.

Building Massing

The proposal does not include a stepping down in building massing and therefore does not meet the intent of the Guidelines which require a sensitive transition in scale to the adjacent properties. Although the elevations do contain a variety of architectural elements such as projecting dormers and changes in materials, the roofline is largely unvaried which does little to help break up the perceived building massing.

Setbacks

Variances are required for the front, rear and side setbacks with the current proposal, with rear (west) setback being half of the required setback and the side setback deficient by almost 2m. These significant setback variances indicate the proposal is too substantial for the site. Although the drive aisle creates some buffer for the existing single-family dwellings to the north (Pearl Street) all seven units are oriented north-south and situated only 2.9m from the south property line. Additionally, the location of decks on the second floor and a heavy fenestration pattern on this elevation will have negative impacts on the privacy of the neighbour to the south (2844 Shelbourne Street).

Open Space

The numerous setback variances being requested results in limited private amenity space for residents, with small patios and decks provided to the rear of the building on the south. Achieving the minimum setbacks of the standard zone would ensure the proposal had adequate and usable open space and increase the opportunities for a more meaningful landscape buffer to mitigate privacy impacts to neighbours. The pedestrian walkway adjacent to the drive aisle is approximately 1m and the walkway for the unit facing Shelbourne Street is approximately 0.9m which does not meet the minimum standards in the Guidelines, which require pathways to be a minimum of 2m wide.

The ADP is invited to comment on the street relationship, building massing, setbacks and open space of the proposal in addition to any other suggestions for building and landscaping design improvements.

OPTIONS

The following are three potential options that the Panel may consider using or modifying in formulating a recommendation to Council:

Option One

That the Advisory Design Panel recommend to Council that Development Permit with Variances Application No. 000595 for 2848 and 2852 Shelbourne Street be approved as presented.

Option Two

That the Advisory Design Panel recommend to Council that Development Permit with Variances Application No. 000595 for 2848 and 2852 Shelbourne Street be approved with the following changes:

- as listed by the ADP.

Option Three (Recommended)

That the Advisory Design Panel recommend to Council that Development Permit with Variances Application No. 000595 for 2848 and 2852 Shelbourne Street does not sufficiently meet the applicable design guidelines and policies and should be declined (and that the key areas that should be revised include:)

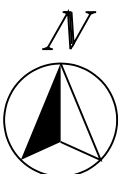
- as listed by the ADP, if there is further advice on how the application could be improved.

ATTACHMENTS

- Subject Map
- Aerial Map
- Plans date stamped June 15, 2021
- Applicant's letter dated June 9, 2021.

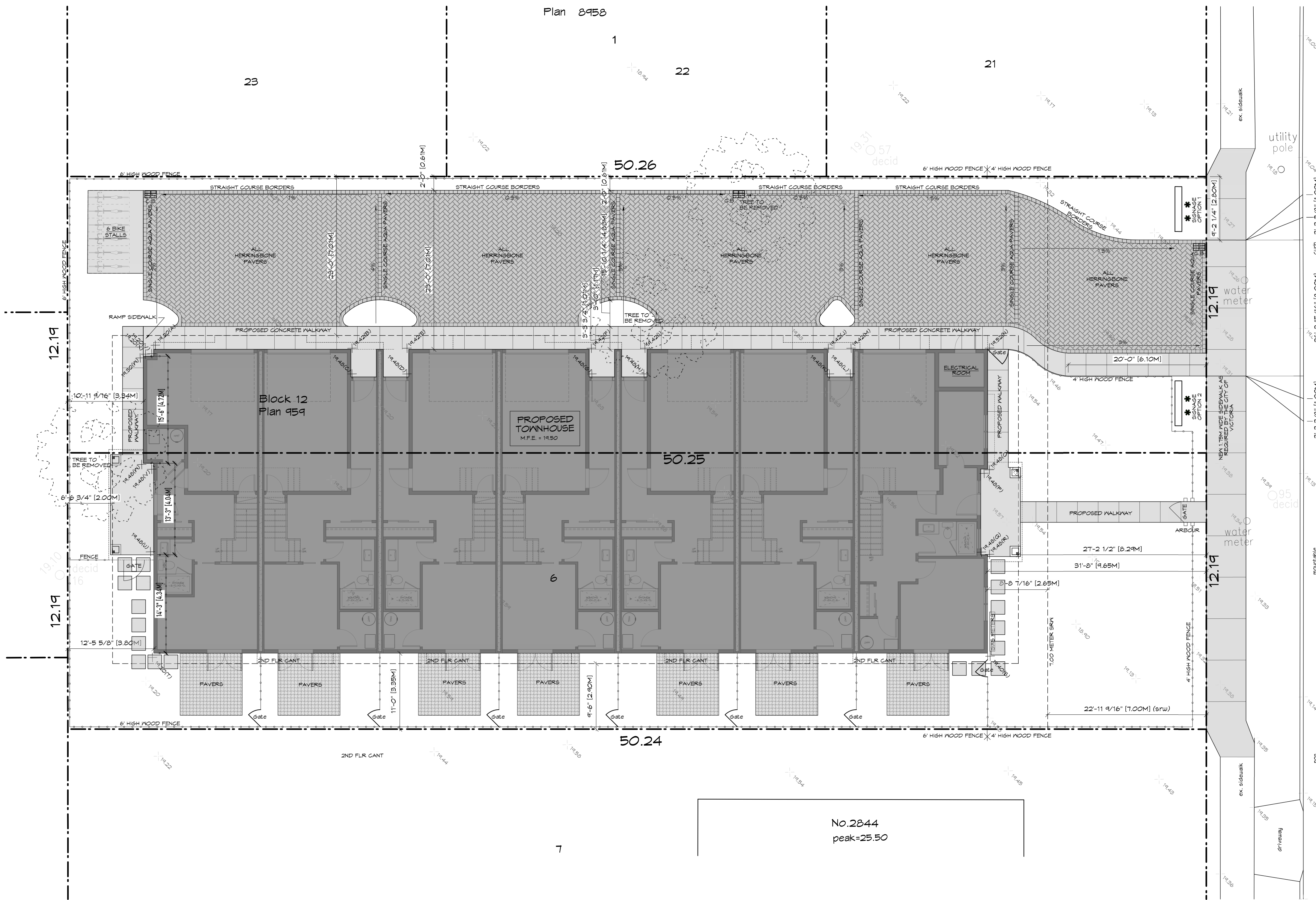
cc: Mr. Eddie Williams Architect AIBC, Stellar Architectural Consulting






2848 & 2852 Shelbourne St
Rezoning No.00768





Site Plan
Scale: 1:100



Revisions

Received Date:
June 15, 2021

SITE DATA - TOWNHOUSE @ 2848 SHELBOURNE STREET		
LEGAL DESCRIPTION - LOT 12, BLOCK 1, SECTION 11, ESQUIMALT DISTRICT, PLAN 5725		
CURRENT ZONING - R1-B		
PROPOSED ZONING - Site Specific		
PROPOSED	PROPOSED	COMMENTS
LOT AREA	1225.34 M ² (13189.40 FT ²)	
LOT WIDTH	24.38 M (79.99')	
LOT DEPTH (AVG.)	50.25 M (164.86')	
SETBACKS		
FRONT	8.43 M (27.66')	
REAR	2.12 M (6.96 FT)	
SIDE (NORTH)	7.01 M (23.00')	
SIDE (SOUTH)	2.90 M (9.51')	
SIDE COMBINED	9.91 M (32.51')	
AVERAGE GRADE	19.38 M (63.42')	
BUILDING HEIGHT	10.26 M (33.66')	
FLOOR AREA (COMBINED BLDGS)		
THIRD FLOOR	470.01 M ² (5059.78 FT ²)	
SECOND FLOOR	451.46 M ² (4859.53 FT ²)	
MAIN FLOOR FLOOR	296.36 M ² (3189.95 FT ²)	
GARAGE	172.73 M ² (1859.24 FT ²)	
GARAGE ALLOWANCE	-172.73 M ² (-1859.24 FT ²)	
TOTAL FLOOR AREAS		
ALL FLOORS	1217.88 M ² (13,109.26 FT ²)	
FLOOR AREA RATIO	0.99 to 1.0	
SITE COVERAGE	43.36%	531.40 M2 / 5720.04 SQFT
OPEN SITE SPACE	33.52%	
PARKING	7 (7 COVERED)	


Building A					
UNIT	AREA- SQ.FT.				Area-M2
	MAIN	SECOND	THIRD	TOTAL	
A (INC. ELEC.RM)	531.88	737.09	751.13	2020.10	187.67 (garages not include
B	455.78	707.40	737.25	1900.43	176.56
C	455.78	696.74	726.68	1879.20	174.58
D	379.17	606.76	643.54	1629.47	151.38
TOTAL				7429.20	690.19
TOTAL METRIC					690.19
BUILDING FLOOR AREAS					
FLOOR	AREA SQFT	AREA METRIC			
MAIN	3189.95	296.36			
SECOND	4859.53	451.46			
THIRD	5059.78	470.07			
TOTAL	13109.26	1217.89			
BUILDING AREA					
UNIT	QUANTITY	TOTAL AREA	TOTAL AREA METRIC		
A	1	2020.1		(garages not included)	
B	3	5701.29			
C	2	3758.4			
D	1	1629.47			
TOTAL	7	13109.26			
TOTAL METRIC		1217.89			

2048 Shelbourne - Average Grade Calculation							
SEGMENT	Start	Finish	Average	Distance	Factor	Total Factors	Average grade (total factors / perimeter)
AB	19.20	19.42	19.31	8.62	166.45	2013.82	19.382
BC	19.42	19.48	19.45	1.22	23.73		
CD	19.48	19.48	19.48	2.57	50.06		
DE	19.48	19.42	19.45	1.22	23.73		
EF	19.42	19.42	19.42	7.69	149.34		
FG	19.42	19.48	19.45	1.22	23.73		
GH	19.48	19.48	19.48	2.57	50.06		
HI	19.48	19.42	19.45	1.22	23.73		
IJ	19.42	19.42	19.42	7.96	154.58		
JK	19.42	19.48	19.45	1.22	23.73		
KL	19.48	19.48	19.48	1.12	21.82		
LM	19.48	19.42	19.45	1.22	23.73		
MN	19.42	19.52	19.47	5.95	115.85		
NO	19.52	19.48	19.50	5.28	102.96		
OP	19.48	19.48	19.48	0.30	5.84		
PQ	19.48	19.48	19.48	3.78	73.63		
QR	19.48	19.48	19.48	0.30	5.84		
RS	19.48	19.40	19.44	4.34	84.37		
ST	19.40	19.20	19.30	36.80	710.24		
TU	19.20	19.48	19.34	4.34	83.94		
UV	19.48	19.48	19.48	4.04	78.70		
VW	19.48	19.30	19.39	0.46	8.92		
WX	19.20	19.20	19.20	0.00	0.00		
XA	19.20	19.20	19.20	0.46	8.93		
TOTAL				103.9	2013.82		19.38


PROJECT:
**Baidwan
Townhouse**

PROJECT ADDRESS:
2848 Shelbourne Street
VICTORIA, BC

CLIENT:
Baidwan



110-4252 Commerce Circle
Victoria, BC V8P 4M2



2021-06-15

ISSUED FOR:
DEVELOPMENT PERMIT

DATE:
October 26, 2020

REVISION NO.:
1

DATE:
05/28/2021

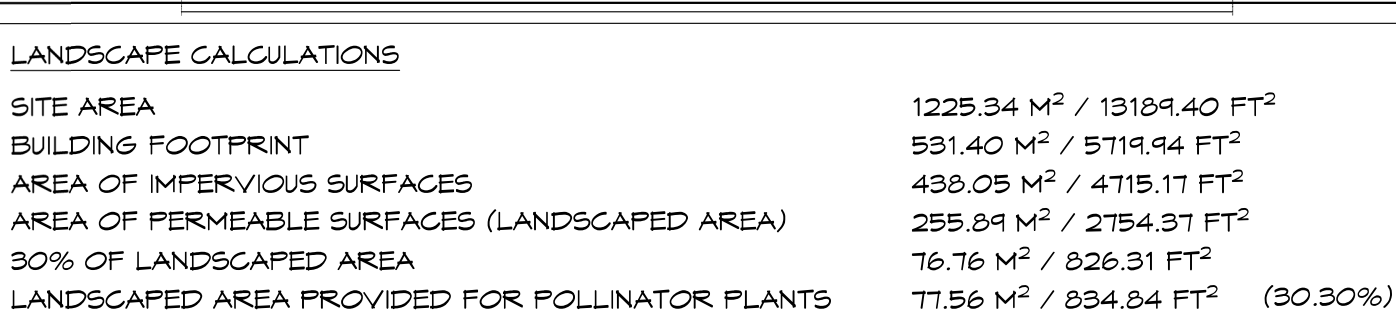
SAC PROJECT NO.:
SHE-2848-20

DRAWN BY:
Louis Horvat/AVR

SCALE:
AS NOTED

DRAWING TITLE:
**SITE PLAN AND SITE
DATA**

DRAWING NUMBER:
A-1.1

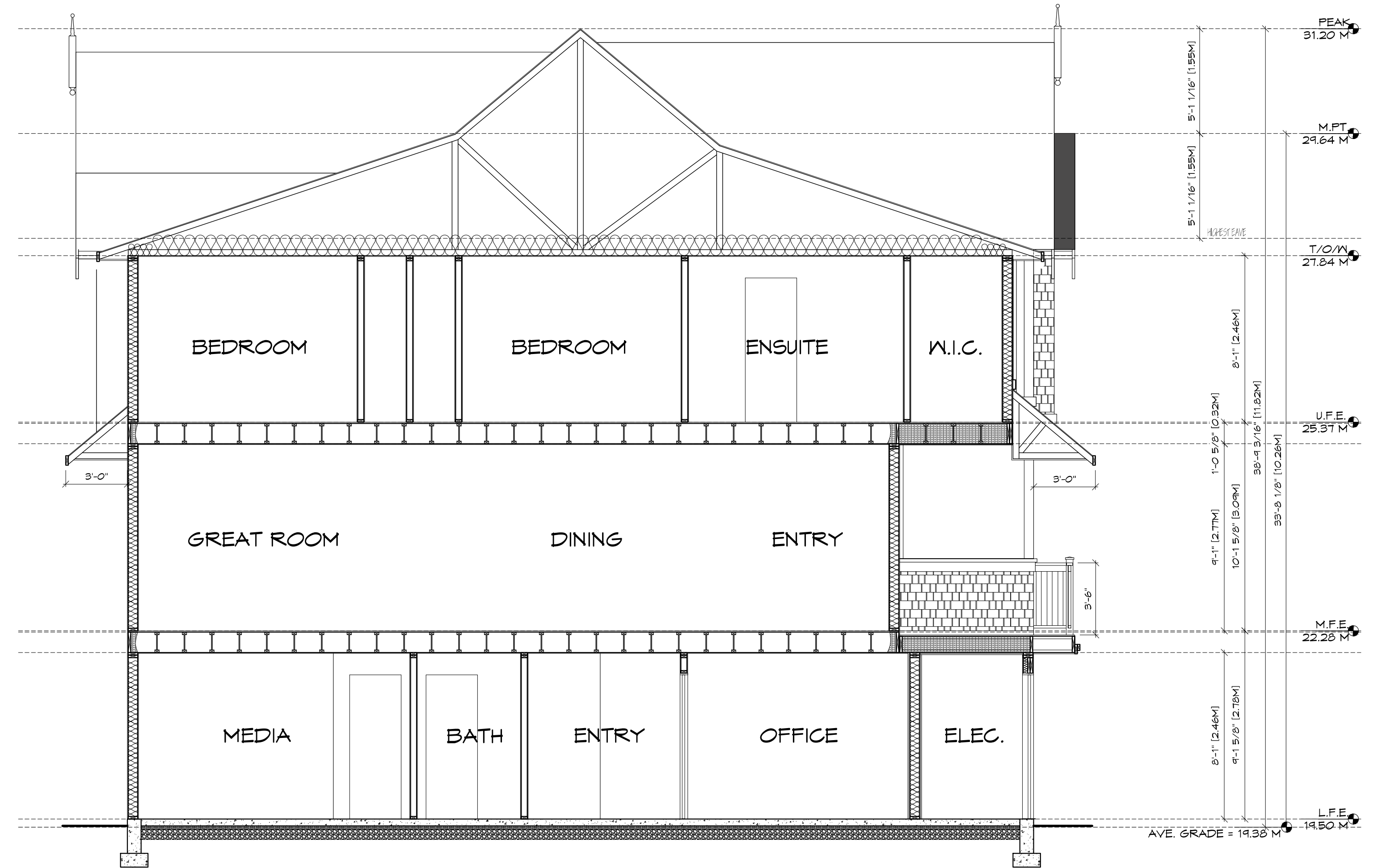
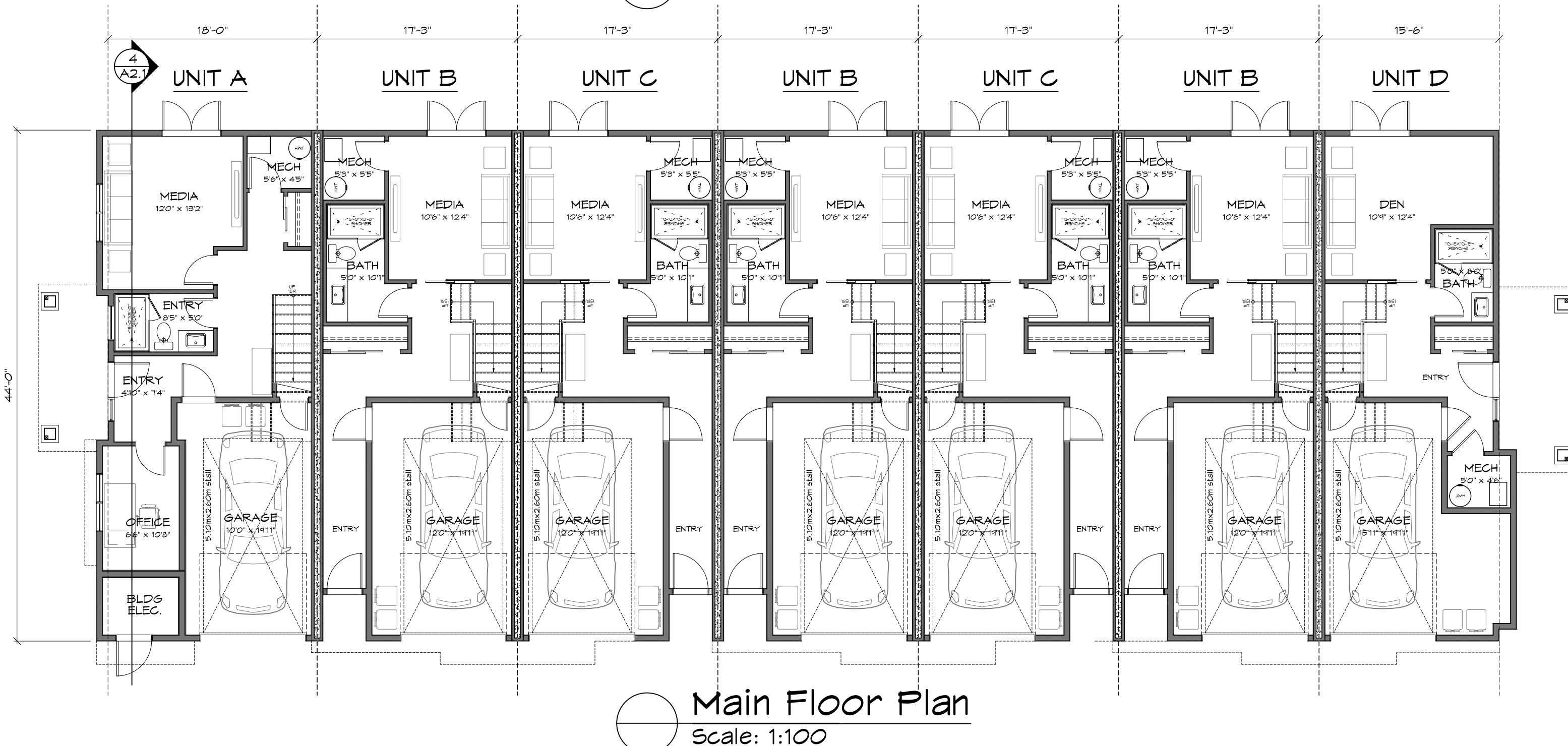
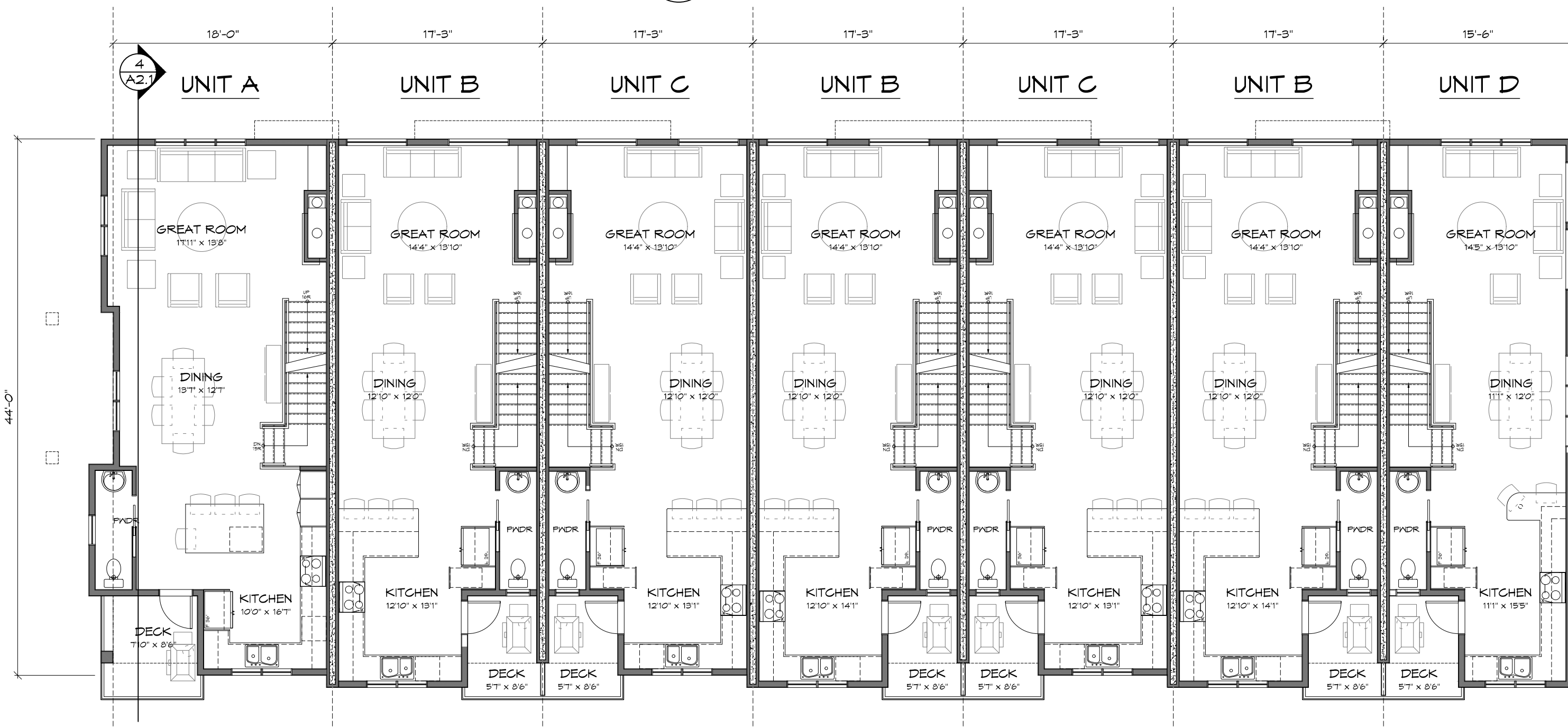
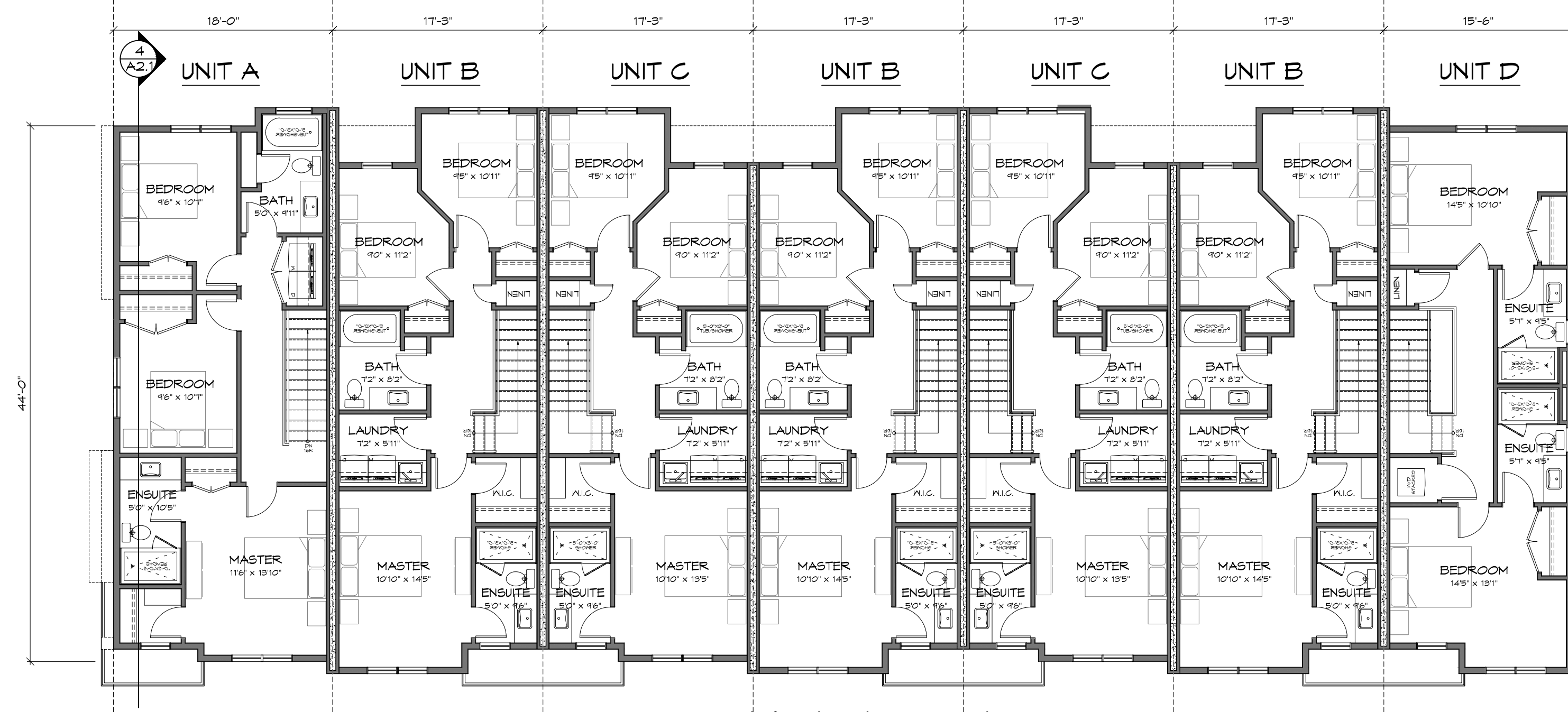


TREE SCHEDULE AND CALCULATIONS	
NUMBER OF TREES TO BE REMOVED	3
NUMBER OF REQUIRED REPLACEMENT TREES	6
NUMBER OF NEW TREES PROPOSED FOR THE SITE	15
NUMBER OF NEW TREES PROPOSED OUTSIDE THE SRM	15

NOTES:

ALL NEW TREES TO BE EITHER A HEIGHT OF 1.50 METERS PLANTED OR HAVE A CALIPER OF 4 CM.

[illegible]



NOTES:

ENERGIZED ELECTRIC VEHICLE OUTLETS ARE TO BE PROVIDED TO EACH GARAGE IN ACCORDANCE WITH BYLAW REQUIREMENTS

PROJECT:

**Baidwan
Townhouse**

PROJECT ADDRESS:

2848 Shelbourne Street
VICTORIA, BC

CLIENT:

Baidwan



10-4252 Commerce Circle
Victoria, BC V8P 4M2



ISSUED FOR:

DEVELOPMENT PERMIT

DATE:

October 26, 2020

REVISION NO.:

1

DATE:

05/28/2021

SAC PROJECT NO.:

SHE-2848-20

DRAWN BY:

Louis Horvat/AVR

SCALE:

AS NOTED

DRAWING TITLE:

FLOOR PLANS

DRAWING NUMBER:

A-2.1



Front Elevation
Scale: 1:100

**TYPICAL: MAXIMUM GLAZING
CALCULATION - SOUTH
ELEVATION-EXISTING BLDG**

DISTANCE TO PROPERTY LINE
EXPOSED BUILDING FACE AREA
GLAZING AREA
PERCENTAGE

290 M (9.50')
45.30M² (487.68 SF)
6.52 M² (70.24 SF)
14.39% (ALLOWED 13.10%)

SEE TYP. CALC

MAXIMUM GLAZING
CALCULATION - SOUTH
ELEVATION-EXISTING BLDG

SEE TYP. CALC

MAXIMUM GLAZING
CALCULATION - SOUTH
ELEVATION-EXISTING BLDG

SEE TYP. CALC

MAXIMUM GLAZING
CALCULATION - SOUTH
ELEVATION-EXISTING BLDG

SEE TYP. CALC

MAXIMUM GLAZING
CALCULATION - SOUTH
ELEVATION-EXISTING BLDG

SEE TYP. CALC

MAXIMUM GLAZING
CALCULATION - SOUTH
ELEVATION-EXISTING BLDG

SEE TYP. CALC

MAXIMUM GLAZING
CALCULATION - SOUTH
ELEVATION-EXISTING BLDG



Rear Elevation
Scale: 1:100

FINISH SCHEDULE

1 ASPHALT SHINGLES

SUPPLIER: MALARKEY
COLOUR: MIDNIGHT BLACK

2 TRIM/FASCIA - PAINTED

SUPPLIER: SHERWIN-WILLIAMS
COLOUR: SNOWBOUND (SW1004)

3 CEMENT BOARD PANEL - PAINTED

SUPPLIER: SHERWIN-WILLIAMS
COLOUR: SNOWBOUND (SW1004)

4 WOOD SHINGLES - STAINED

SUPPLIER: CLOVERDALE PAINT
COLOUR: DUTCH BLUE (ST023)

5 WINDOWS - VINYL

COLOUR: BLACK

6 GARAGE DOOR - VINYL

COLOUR: WHITE

7 RAILINGS/KNEE BRACKETS

SUPPLIER: SHERWIN-WILLIAMS
COLOUR: HIGH REFLECTIVE WHITE (SW 1157)

8 STONE

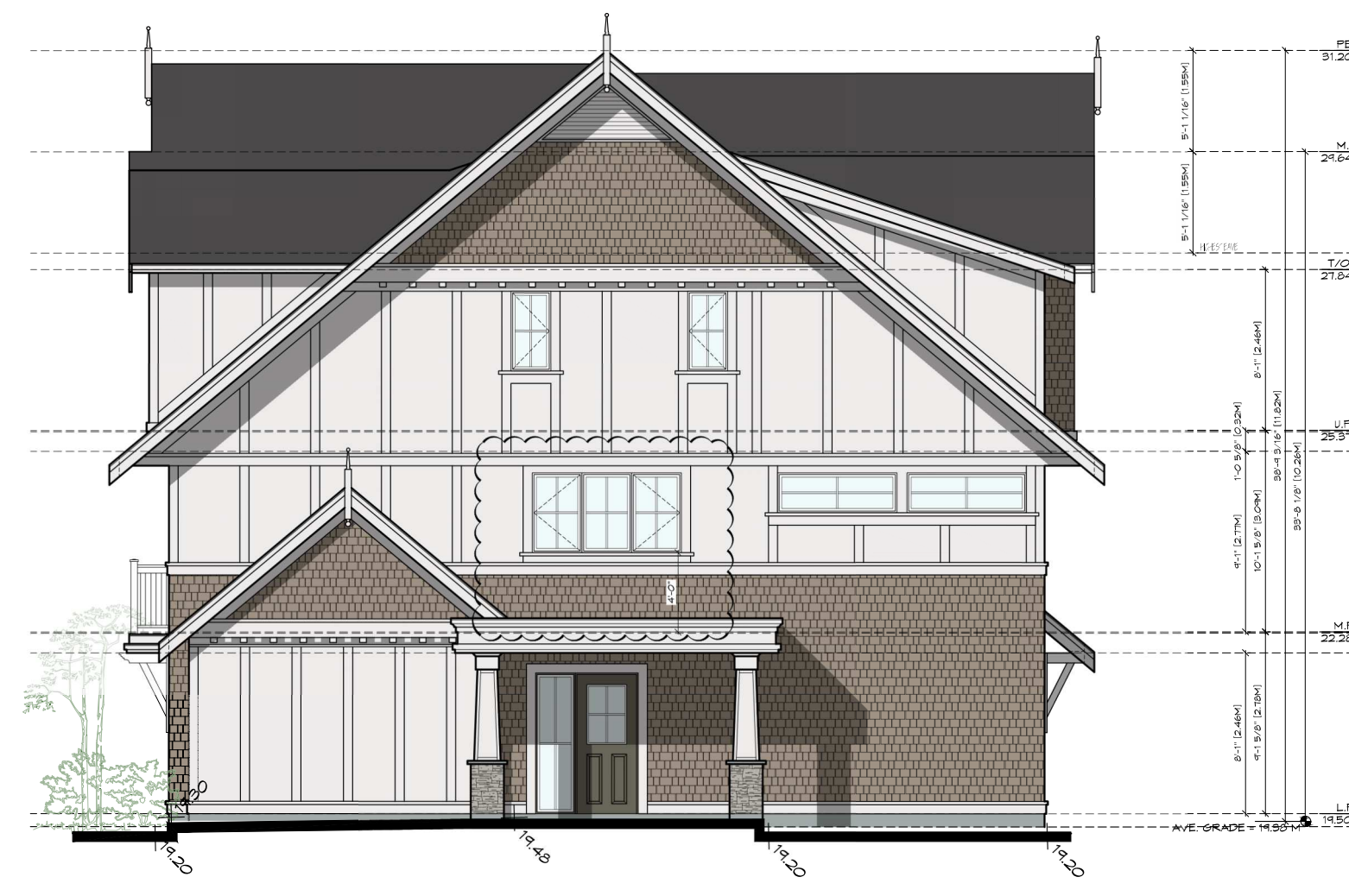
SUPPLIER: K2 STONE
COLOUR: CROWN ISLE GRANITE VENEER

9 ENTRY DOOR PAINT

SUPPLIER: SHERWIN-WILLIAMS
COLOUR: CAST IRON (SW 6202)

NOTES:

- ALL SOFFITS AND UNDERSIDES OF DECKS & ENTRIES @ 1st STOREY TO BE T&G CEDAR AND PAINTED OR STAINED. ALL OTHER SOFFITS TO BE MATCHING COLOUR IN PERFORATED VINYL.
- ALL RAILINGS TO HAVE GLASS OR FLEXIGLASS BACK PLATE TO CONFORM TO BCBC REQUIREMENTS



Side Elevation
Scale: 1:100

SEE TYP. CALC
MAXIMUM GLAZING CALCULATION -
SOUTH ELEVATION-EXISTING BLDG

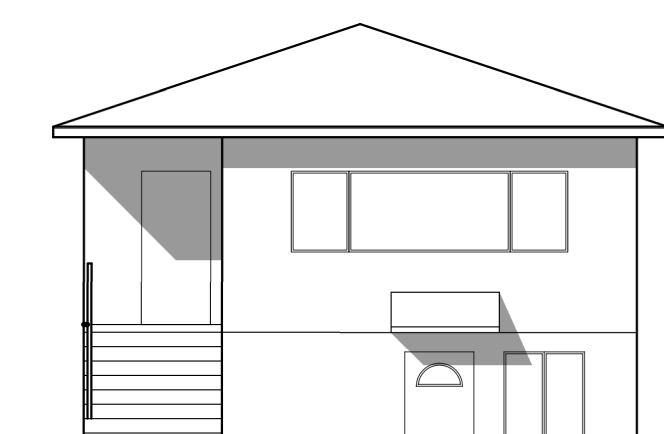
DISTANCE TO PROPERTY LINE
EXPOSED BUILDING FACE AREA
GLAZING AREA
PERCENTAGE

290 M (9.50')
45.30M² (487.68 SF)
6.52 M² (70.24 SF)
14.39% (ALLOWED 13.10%)



Side Elevation (Shelbourne)
Scale: 1:100

CIVIC # 2844



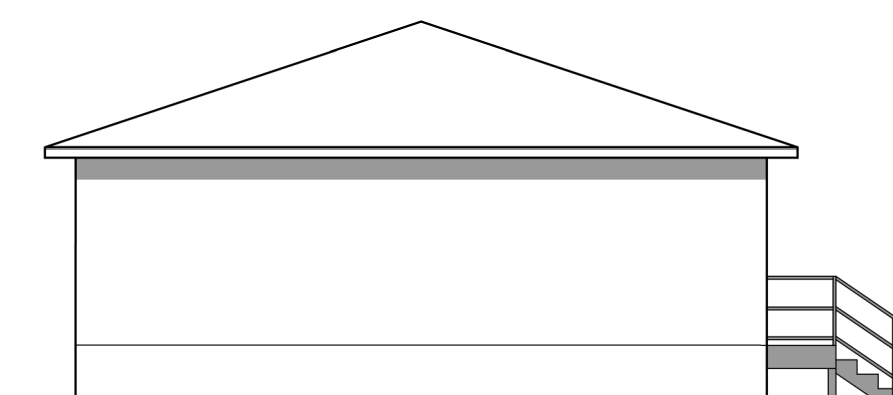
CIVIC # 2848



Shelbourne Street

Streetscape
Scale: 1:100

CIVIC # 1659 PEARL ST



PROJECT:

**Baidwan
Townhouse**

PROJECT ADDRESS:

2848 Shelbourne Street
VICTORIA, BC

CLIENT:

Baidwan

steller
ARCHITECTURAL
CONSULTING

410-4252 Commerce Circle
Victoria, BC V8P 4M2

REGISTERED ARCHITECT
EDWARD J. WILLIAMS
BRITISH COLUMBIA
2021-06-15

ISSUED FOR:

DEVELOPMENT PERMIT

DATE:

October 26, 2020

REVISION NO.:

DATE:

1

05/28/2021

SAC PROJECT NO.:

SHE-2848-20

DRAWN BY:

Louis Horvat/AVR

SCALE:

AS NOTED

DRAWING TITLE:

EXTERIOR ELEVATION

DRAWING NUMBER:

A-3.1



210-4252 Commerce Circle
Victoria, B.C. V8Z 4M2
250.294.8076
www.stellerconsulting.com

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

June 9, 2021

Re: 2848 & 2852 Shelbourne Street, Rezoning and Development Permit Application

Dear Mayor Helps and City of Victoria Council Members,

On behalf of our client JB Developments, Steller Architectural Consulting Ltd. is applying for a site-specific Rezoning and Development Permit application for the properties at 2848 and 2852 Shelbourne Street in the Oaklands Neighbourhood area, with a proposal geared toward supplying Missing Middle Housing.

The subject lot is 13,189.4 square feet (1225.34 square metres). We are proposing 0.99 to 1.0 Floor Area Ratio and setbacks similar to other townhouse projects that have been approved on other properties along Shelbourne. This allows us to have seven family-oriented townhomes on this site.

Prior to purchasing the properties in early November 2020, the client started the community consultation process with the owners of the neighbouring properties and also with the City of Victoria Planning Department, in June 2020. After receiving the feedback from the neighbours the building design development process began. It was made clear by the neighbours that the only site configuration that they would support is the configuration that we are submitting. The layout recommended in the Design Guidelines for Attached Residential Development (DGARD) has more units facing the street, which we agree, at first glance, would be more desirable. But there are negative consequences to that layout when it is explored further:

- 1.) It puts more townhouse units facing the single-family yards and homes at the rear of the property (our proposed layout has the “side” of one unit facing them, maintaining a higher degree of privacy)
- 2.) The street-facing layout would actually add more paving to this site, not less as it suggests in the DGARD
- 3.) Street-facing units are forced to have their outdoor green space facing Shelbourne Street, not a safe nor pleasant location for kids to play, nor a very quiet nor private for the enjoyment of the occupants in general.

After careful reading of the DGARD we found not one diagram illustrated in the guidelines that reflects a lot similar to the lot we are designing on for this project. The diagrams are not showing a density even close to what is necessary to bring a unit to market at a price that families can afford. To explain: in order to have more units facing the street, and provide sufficient, safe and private outdoor space for each townhome, we would need to provide underground parking. Seven units is not enough to be able to absorb the exorbitant cost of underground parking without driving the purchase cost of the homes up astronomically. With on-grade parking in garages, instead of green space between the street-facing units and the west or rear facing units, we would have only a wide, paved drive aisle to allow minimum access requirements and turning radii to parking garages inside the buildings.

It is our supposition that this DGARD site layout preference is perhaps based on larger multi-family projects on the mainland. Very high end, expensive and with more units per project. In this case a larger land assembly was not possible as all the adjacent neighbours were not interested in selling their parcels, when asked by the developer. Additionally, the developer is not opposed in principle to a different site layout if it were possible but with this configuration he is also following the explicit opinions expressed by neighbours.

All other aspects of the DGARD we have achieved, for example: ground-oriented units; high quality finishing and building materials; a friendly, human-scale street-front elevation with eight windows on the Shelbourne side building face; articulated building design with accentuated, covered individual unit entries; pedestrian and detailed landscaping including permeable paving and pollinator-friendly native plantings, clear address signage and CPTED principles utilized in the site design. Our project puts the personal outdoor space of the homes in a sunny southern exposure, with private patios away from the noise and dangers of such a busy road, so that residents can enjoy their outdoor areas. These yards face the side of a property that more than likely will have townhomes on it in the future.

Missing Middle Housing is defined in the City of Victoria's Phase Two Housing Strategy as "ground-oriented housing such as townhouses, houseplexes, duplexes, row houses, lock-off suites, and other housing forms that fit well within neighbourhoods to help increase housing choice, affordability and the achievement of citywide livability and sustainability goals". This project will offer seven modestly-sized, ground-oriented townhomes, creating new housing supply while complementing the Oaklands Neighbourhood Local Area Plan with a well-proportioned design which fits

within the varied (and evolving) street rhythm of the Shelbourne Corridor. The strata bylaws of the properties will allow rental of the units.

The plans have been designed with a focus to provide a housing option for families, working professionals and those who wish to live and work in the Oaklands neighbourhood. The one (1) two-bedroom and six (6) three-bedroom homes, each have been designed with an open concept ground floor and have two bathrooms on the second floor, and a flex or work-from-home office space and an additional bathroom on the first level. The townhomes have a peaked-roof style which increases compatibility with nearby traditional homes, and the overall forms are broken up with gables and boxed-out bay windows, covered balconies, flat and shed roof covered entries, plus a variety of architectural details such as wide trim, windows with aprons, shingled exteriors, painted panels and trim, knee brackets, dentils, finials, tapered columns and stone clad column bases. High quality materials will age gracefully. Each unit will have a private deck off the kitchen on the second floor plus access to private outdoor patio and garden space on the ground level. The homes are “buffered” from busy Shelbourne Street, and the property will feature extensive landscape enhancements including privacy plantings between units, and a permeable driveway that will delineate pedestrian, bicycle and vehicle areas to provide a safe and comfortable courtyard with a clear pedestrian pathway from the street. The common yard at the front will also be attractively landscaped including another pedestrian route into the property and the entries to the residences are softened with additional garden elements. Year-round vegetative visual interest and privacy, as well as winter light optimization, have been a factor in the professionally recommended trees and plantings.

The subject property is located on the west side of the Shelbourne corridor, near the Victoria-Saanich border in the Oaklands Neighbourhood Association area. The property is also located near to traffic corridor Hillside Avenue, regional and frequent BC Transit routes, and is close to easily accessible cycling and pedestrian infrastructure. The neighbourhood provides a series of significant park amenities and playfields. The location is serviced by major commercial and service nodes located in close proximity to the “town-centre” of Hillside Shopping Centre to the North, as well as the small urban village area of Haultain Corners. There are a number of school and work opportunities nearby.

The townhomes will be developed to Built Green and BC Energy Step Code 3 construction standards. The units will be pre-plumbed to be solar-ready and will utilize a low-carbon heating source such as air source heat pumps for heating and cooling. Each garage will be wired for an electric vehicle charging station, and storage for 6-8 bicycles will be

provided on site. The proposed new townhomes will employ landscaping measures to ensure that stormwater is effectively managed on-site, employing techniques such as permeable surfaces, indigenous and drought-resistant planting, etc. The entire perimeter of the project will have a landscape border; outdoor lighting will follow Dark Sky principles.

Neighbours have said that they would like a solid wood fence built around the property, and express support for the overall proposal. They also like the traditional design and have stated that they prefer the proposed orientation of the single building on the lot as opposed to the other option of two buildings, one with street-facing units and the other with a rear-yard orientation compromising the privacy of the rear neighbours. Some correspondence has been received via City Victoria's Development Tracker webpage, and we have reached out to those neighbours who had questions and concerns. As a result of such contact, we have generated a shadow study which addressed the concerns of one neighbouring family to the north who were concerned about potential impact on their vegetable garden, and they are were satisfied that the impacts to them will be minimal. We have addressed other comments and revised our proposal per received feedback from community members and the City of Victoria Departmental review.

After responding to community feedback, City Victoria Departmental comments, and carefully considering the relevant OCP objectives and the DP Area Design Guidelines, we believe that this application presents a neighbourhood-appropriate design and settlement pattern for the Oaklands community. Compact, family-focused layouts will ensure that this application provides much needed Missing Middle housing while elevated BC Energy Step Code standards, Built Green design, thoughtful landscaping and stormwater management will minimize the modest development's environmental footprint.

Thank you for your time in consideration of the enclosed materials and we invite you to contact us if you have any questions or require additional information.



210-4252 Commerce Circle
Victoria, B.C. V8Z 4M2
250.294.8076
www.stellerconsulting.com

Sincerely,

Eddie **WILLIAMS** ARCHITECT • AIBC, MRAIC

Attached:

Appendices A-C: Memo regarding neighbour canvassing; letters from neighbours

Appendix D: Neighbour Support Signatures

Appendix E: Neighbourhood canvassing map

Regarding Application Review for 2848 & 2852 Shelbourne Street

Application REZ00768 & DP000595

As the agent acting for the buyer of these properties, I approached the neighboring properties on Shelbourne and Pearl Streets back in May of 2020 and told them the properties had been sold to a developer who was planning to do a town house development and asked if they were interested in selling their properties to this developer as part of a larger land assembly. None of the owners expressed any interest in selling.

In July of 2020, I sent letters out to all the immediate neighbors inviting them to meet with the developer on site to discuss what was being proposed and invite their input.

Three neighbours attended the meeting and were shown the two design concepts for the project. One plan showed the townhouses sited perpendicular to the street one parallel to the street.

All neighbors said they preferred the plan showing the orientation perpendicular to the street as they felt this plan was more in keeping with the character of the neighborhood and would have the least impact on their properties.

Subsequent to this meeting, I door knocked homes in both direction and both sides Shelbourne street and homes on Pearl and Scott Street that may be impacted by the development. I showed them copies of both designs and again everyone I got to speak with preferred the "Galley -style" design.

One neighbors on Pearl Street asked about the shading of their back yard and so the developer had a shade study prepared and this was shown to the neighbours who accepted that the impact would be minimal and not a problem.

Another neighbor asked about privacy and what was being planted in the way of trees that would offer privacy to their property. We met these people on site along with several other neighbours and discussed both location and types of trees that would best achieve this . All were satisfied that this could be satisfied.

Another neighbour on Scott St questions the size of two windows that would be facing their property and were concerned at their loss of privacy. The developer agreed to alter these windows by positioning them higher so that they would not be looking down onto their yard and this neighbour was satisfied.

At the same time we discussed set back and showed the neighbours where the building line would be and all were satisfied with what was proposed.

In short, I can say that the neighbours have been consulted through out the full planning process and all have been supportive of the design proposed by the developer.


Ray Murray

May 1st 2021

250 686 3789 ; ray@raymurray.ca



Ray Murray <ray@sheppardmurray.com>

Proposed Development 2852 & 2848 Shelbourne Street

1 message

Len Bell <lenbbell@shaw.ca>

Fri, Jul 24, 2020 at 10:27 AM

To: mayorandcouncil@victoria.ca

Cc: ray@raymurray.ca, info@jbdevelopments.ca

Mayor and Council,

On July 19, 2020 we met with realtor Ray Murray and developer Jesse Baidwan in regards to a proposed 7 unit townhouse development planned for the two housed lots at 2848 and 2852 Shelbourne Street. Our family home is situated at 1651 Pearl Street and our south facing backyard runs along the proposed development property. We received an information package from the realtor explaining the intent of the developer which included two site plans for the 7 units. We walked to the properties and discussed the two plans and how they would impact our home visually and also the closeness of the buildings to our property. Of the two proposed draft preliminary site plans, we are in favour of the one showing the units running down the middle of the lots in one line with a driveway easement down the right hand side that would give us a 8.31m clearance from our property. The developer explained that it would be similar to the ones he built in 2010 at 2918 Shelbourne. The other plan would have a three story building looking down into our backyard with only a 1.5m clearance from our property line shading our property and eliminating any privacy.

A bit of history, our home has been in the family for over 60 years and my mother and son live there. Our family are avid gardeners and have been producing our own food by having a large vegetable garden in the back south corner of the property each year, every year, and we continue to plan on doing so as long as we own the home. A three story building only 1.5m away from the property line would shade the whole area which would eliminate us ever being able to grow a garden again and take away any privacy that we have and would impact the livelihood of our family. We are not against the development of housing, but are against development that negatively impacts the livelihoods and properties of the surrounding homes.

We wish to be informed of any future neighbourhood/city planning meetings regarding this proposed development and would like to know the results of a shadow study done on the project before any building plan is approved. You can contact us via this email address or by phone at 250-880-5515.

Regards,

Paola & Len Bell (representing Maria Pinese and family)



Ray Murray <ray@sheppardmurray.com>

proposed redevelopment of 2852 and 2842 shelbourne st

1 message

CF Golightly <cherithgolightly@gmail.com>

Tue, Jul 21, 2020 at 12:12 PM

To: ray@raymurray.ca

Thanks for taking the time with the developers to discuss the plans regarding this development with the neighbours on Sunday past.

I am writing to let you know that I am in support of the development proposed that would be similar in design to the one at 2918 Shelbourne. This 7 unit townhouse development with a single lot length driveway would be the more desirable development for the neighbouring properties, including mine at 2851 Scott St.

The property at 2918 Shelbourne fits with the neighbourhood, is not overbearing, nicely landscaped and well laid out for both its occupants and the neighbours.

Appreciate the consultation.

regards,




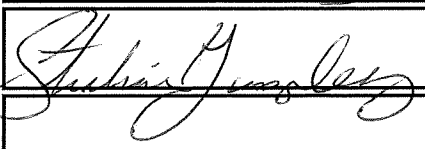
Cherith Golightly
Project Coordinator
Victoria and South Island Divisions of Family Practice
250-885-3123

December 2020

City of Victoria
Building and Development
1 Centennial Square
Victoria, B.C. V8W 1P6

Re: 2848 & 2852 Shelbourne Street

After reviewing the drawings of the proposed development, we the undersigned have no objection to the potential townhouses at the 2848 and 2852 Shelbourne St. properties.

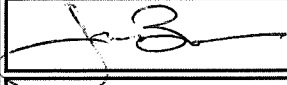
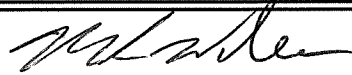


SIGNATURE/ PRINT NAME	ADDRESS	DATE
	1651 PEARL ST.	DEC. 5/2020
	2851 Scott St	Dec 5/20
	2843 Scott St.	Dec 5/20
" "	with mature plantings along fence line 15+ feet	
TEENANT	2837 is an Air BnB Scott St	DEC 5 th
2833 SCOTT ST	2833 no objection But don't want to sign	DEC 5 th
Joanna Cruz	2844 Shelbourne St.	DEC 5 th 2/20
Raymond FORBES	2837 Shelbourne	DEC 5 20/20
	2000 Oak Bay Ave Victoria, B.C. V8R 1E4	Dec 9/2020

December 2020

City of Victoria
Building and Development
1 Centennial Square
Victoria, B.C. V8W 1P6

Re: 2848 & 2852 Shelbourne Street

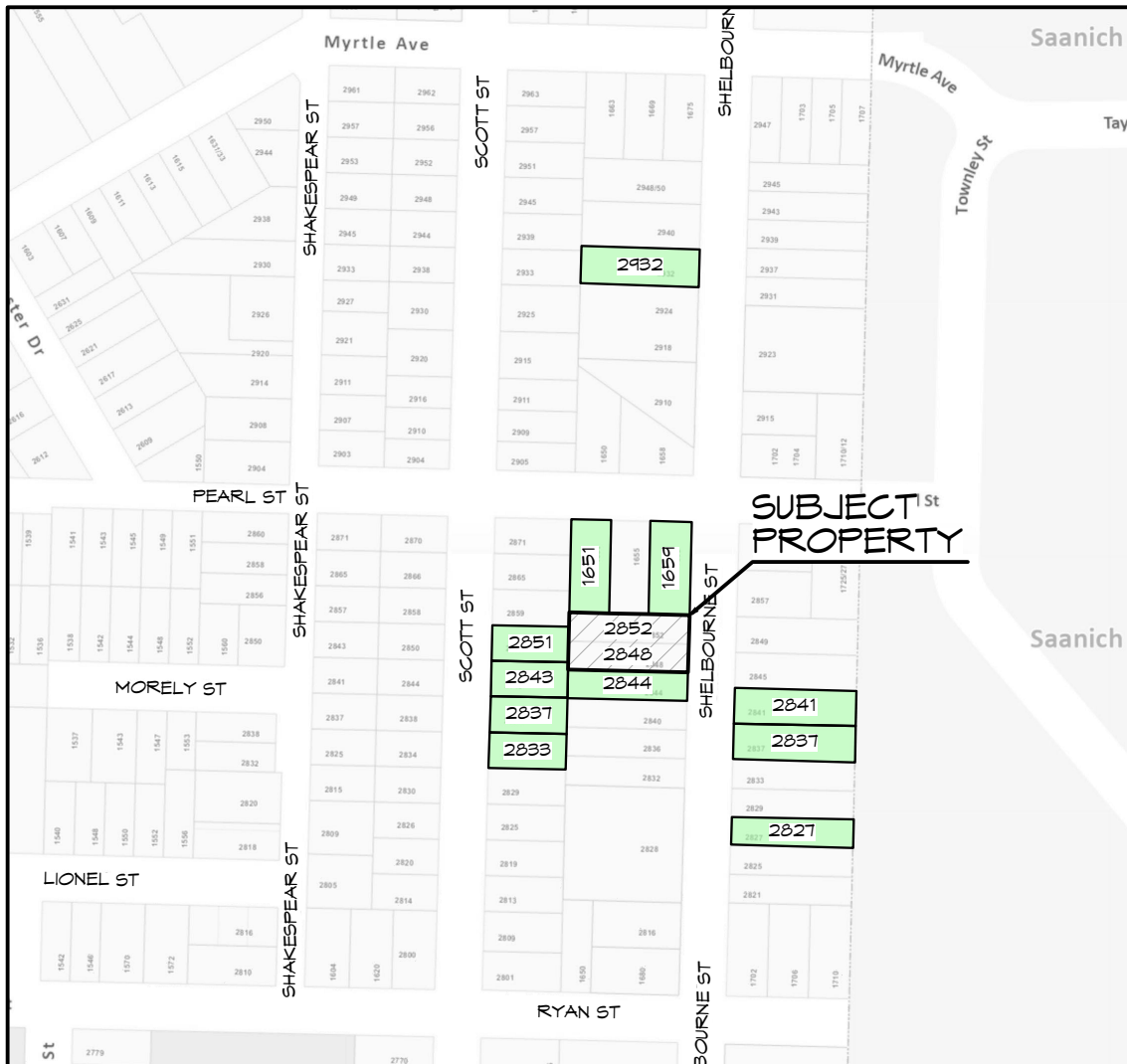
After reviewing the drawings of the proposed development, we the undersigned have no objection to the potential townhouses at the 2848 and 2852 Shelbourne St. properties.

SIGNATURE/ PRINT NAME	ADDRESS	DATE
 JAMES BROWN	2674 Capital Heights.	Nov. 9/2020
John Harrison	2827 SHELBOURNE ST	Nov 9/2020
Mark Waller	1090 Johnson St. Victoria	Dec 9/2020
		
Kash Burley	1171 Cherry Rd. Vic BC V8Z 7G3	Dec. 09/2020
		
Sean Connors	2251 Lydia St.	Dec. 10/20
		
Did not want to	1659 Pearl St	Dec 12 2020
sign but has	no objection	

City of Victoria
Building and Development
1 Centennial Square
Victoria, B.C. V8W 1P6

After reviewing the drawings of the proposed development, we the undersigned have no objection to the potential townhouses at the 2848 and 2852 Shelbourne St. properties.

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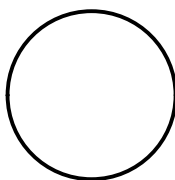


LEGEND



IN FAVOUR

NOTE: OTHER NEIGHBORS WERE ALSO
CANVASSED PER THE SIGNATURES COLLECTED
AT: 2000 OAK BAY AVE, 2674 CAPITAL
HEIGHTS, 1090 JOHNSON ST, 1171 CHERRY RD,
2251 LYDIA ST



Canvassing Map

Scale: NTS

2848/2852 SHELBOURNE ST - TH'S

Victoria

DEC. 23, 2020

ZEBRADESIGN



1161 NEWPORT AVE
Victoria B.C. V8S 5E6
Phone: (250) 360-2144
Fax: (250) 360-2115