



#1 Centennial Square
Victoria, BC
V8W 1P6

November 10, 2022

Re: 1514 – 1520 Foul Bay Road, Rezoning Application 00762 and Development Permit 000590

Dear Mayor Alto and City of Victoria Council Members,

We are pleased to present a revised submission on behalf of our client Wayne Foster of Norm Foster Properties, who is applying for Rezoning and Development Permit for the properties at 1514 and 1520 Foul Bay Road.

Overview and Zoning

The properties are currently zoned R1-B (Single Family Dwelling District) zone. The subject lots when combined together are 1,070.57 m² (11,523.55 sq ft). This site-specific development application is proposed in order to construct eight ground-oriented townhouses in two buildings of four units each. This fourth design is a refined and reworked plan designed to meet the objectives for City of Victoria's "Missing Middle Housing Initiative", with a traditional form and design that integrates well with the residential fabric of the surrounding neighbourhood. 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."

The project will feature:

- ✓ extensive solar arrays on both buildings
- ✓ zero fossil fuels on site
- ✓ riparian garden to mitigate storm water run off
- ✓ Step Code 4 construction
- ✓ a hot water heat recovery process
- ✓ permeable pavers on all surfaces, including driveways, walkways, and patios
- ✓ Twenty-one new trees at a 4:1 replacement ratio
- ✓ Forty percent less hardscape than our previous submission's site plan

The subject property lies in the South Jubilee Neighbourhood, bordering on the Gonzales Neighbourhood and Oak Bay Municipality and is directly adjacent to properties identified as “Oak Bay Avenue Village”, an area outlined in the Jubilee Neighbourhood Plan as intended for a Mixed-Use concept. We understand from Planning that Rezoning to a Comprehensive Development zone would be the appropriate approach for the redevelopment of these properties. The location is designated Traditional Residential which supports townhouses. Traditional Residential zoning accommodates up to 1:1 Floor Area Ratio; our proposed density is at 0.95:1 FAR.

We suggest that townhouses in this location will provide an appropriate progression from the Commercial/Small Urban Village Oak Bay Avenue area to nearby detached housing and will add housing type diversity. In addition, Townhouses are the least represented form of housing in this neighborhood; they would be the first in South Jubilee.

1514 and 1520 Foul Bay Road sit near the Oak Bay Ave and Foul Bay Rd intersection, just north of the commercial building housing Oak Bay Bikes and other businesses and have a high “walk score” of 88. The two parcels of land have homes on them constructed in 1909 and 1910 with little to no upgrades since they were built and were deemed non-restorable by professional house movers. The property to the north (1524 Foul Bay Rd) is a multi-unit home. This project would replace the existing two homes on 1514 and 1520 Foul Bay Rd with eight three-bedroom units.



Designed with Neighbour Engagement and planning Involvement



This proposal is designed with three storeys at the street front and less tall two-storey units at the rear, in respect of the overlook and privacy for the neighbouring houses located along Amphion Street. Detailed consideration has been given to window locations to prevent or minimize overlook to adjacent properties (see window overlay study), with staggered windows facing the north property and no overlook to the west (rear); the south facing windows (in the south building) are over commercial parking.

Having spoken to the Planning Department throughout our design process, we have incorporated much of their feedback, including applying a great deal of the Design Guidelines for Attached Residential Development. The Design Guidelines suggest street-facing row housing is preferable in general, however in the context of this site it would present challenges, while the proposed layout has many benefits which outweigh the street-facing model in this circumstance. Our client has undergone a full year of complete redesign by an architect to try to accommodate the street-facing townhouse model, but has determined

that the paving requirements and underground parking excavation process that would need to be part of that proposal are less than optimal and would drive up the cost of the resulting five homes (as opposed to eight with the “galley” style layout) into a very unaffordable range for many new home buyers. A cost analysis by our client determined an approximate \$500,000 increase in price per unit, in order to accommodate underground parking layout and requirements.



The developer has met with all adjacent neighbors, a number of people in the South Jubilee community, as well as close proximity neighbors in Oak Bay. Extensive consultation with neighbours over the course of more than two years allowed for the incorporation of useful feedback. The resultant design has met with overwhelming support for the project and a high level of appreciation for this specific design. Many neighbours voiced their opinion that they strongly support the “galley” style site layout as currently proposed, whereas they would not support

street-facing row homes (the homes on Amphion Street do not want a whole row of townhomes overlooking their backyards). This layout also preserves two trees just over the property line of the north neighbour; whereas a street-facing configuration would compromise those trees. We read, considered and responded to correspondence from neighbours with concerns about trees, parking and other matters.

We think that our proposed site layout is preferable in this case due to other factors such as providing safe private yard space away from the street for children and other residents and reducing the amount of hard surfacing on the property. To explain, a less dense, street-facing layout would either make this development unreasonably expensive if underground parking were to be incorporated, or greatly increase the amount of paving required on the site if underground parking were not provided. With a street-facing row house layout and parking provided behind them, after accommodating turning radii and required aisle widths there is little area left for yards. Underground parking is reasonable only in instances where there are many more units between which to distribute the costs. Our understanding is that in the intervening years since our first application, the Design Guidelines for townhomes have been reconsidered by the Planning Department and there is some acknowledgement of the fact that not every property is appropriate for street-facing site layouts for townhomes, as is the case for this proposal.

Plans/Design/Green Features

With three bedrooms, these homes would be suitable for a variety of household types including families and are intended to provide more attainable entry level housing. The main level room supports a work-at-home option. The building designs themselves incorporate varied rooflines, modulation of building facades and a variety of exterior finishes (shingles, panels and trim) plus numerous architectural details such as finials, metal railings, belly bands, panel accents and dentils, to add character and visual interest to the project. Parking and bicycle storage plus private garden space is provided for each unit, as well as

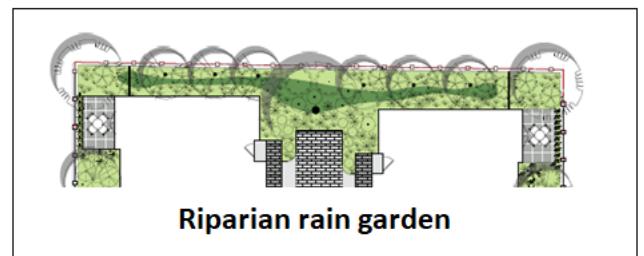
a secure visitor bike rack on site. A stone pillar and metal fence, entry gates and other landscaping features will enhance the site's appearance, including trees on all sides of the property. The two street-facing units have entrances facing Foul Bay and have been designed with neighbor-friendly balconies on the second floor.



As a commitment to green design, each of the two rows of townhomes will be built with an extensive array of solar panels that should reduce energy needs for each townhome by an estimated 35-40%.

With a changing climate in mind, this proposal strives for energy conservation and high building performance reaching higher than the required step code. There are no fossil fuels on site. There are heat recovery systems on the hot water pipes, and each of the garages are equipped with car and bike electric chargers as well as a centrally-designed secure bike visitor area. In addition to the above, the property is located close to BC Transit routes, accessible cycling and pedestrian infrastructure, with walkable shopping, recreation, education and employment locations nearby. This development will meet more of our future green needs today.

Specially designed permeable pavers offer water absorption and water evaporation. The proposal calls for the removal of five trees (which will be replaced with 10 new ones) and includes planting an extra eight new trees on the site. Additionally, the proposal grants a Statutory Right of Way (SRW) boulevard and includes an agreement to plant three new trees along the newly assigned SRW. Altogether this plan achieves greater than a 4:1 ratio of tree replacement. A thoughtful Landscape Design package for the proposal includes riparian gardens for rainwater management and exceeds the minimum requirement for 30% indigenous and drought resistant planting, with 80% proposed. Please refer to our consultants materials for details.



Current Houses and Tenants/ Tenant Assistance Plan

One house is occupied by the developer and the other has a tenant. The developer and tenant have jointly agreed to a Tenant Assistance Plan approved by the City. As neighbors, they have been in regular discussions over the years on the status of the proposed development application.

Summary

In summary, the green features and design ideas aim to offer a project that:

- was designed in collaboration with the neighbors and community;
- provides a gentle transition to neighboring homes;
- helps raise the bar on energy efficient design by meeting Step Code 4;
- includes an extensive array of installed solar panels;
- has a landscape design that addresses water capture and run off and feeds new gardens;
- eliminates fossil fuels use on site;
- has a visible visitor bike parking area, as well as room for bikes in each garage.

We hope that you will agree that this design offers an opportunity for sensitive redevelopment, allowing a moderate increase in density while keeping the development in scale with adjacent properties. The end units closest to Foul Bay Road have their entrances oriented towards the roadway so that they are street-oriented, and the project transitions to the commercial building to the south. Low-impact and high-quality building designs will provide much needed missing middle housing with efficient and flexible floor plans that will accommodate households at different phases of life.



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

Sincerely,

Rus Collins

Zebra Design & Interiors Group Inc.