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1039 & 1043 Meares Street: Rezoning Application No. REZ00827 and Development Permit with Variances Application No. DPV00212 (Fairfield)

Moved By Councillor Dell

Seconded By Councillor Coleman

Rezoning Application

1. That Council instruct the Director of Sustainable Planning and Community Development to prepare the necessary Zoning Regulation Bylaw amendment that would authorize the proposed development outlined in the staff report dated May 10, 2023 for 1039 & 1043 Meares Street, such bylaw to include density bonus provisions related to a \$118,000.00 with 70% going towards Downtown Core Area Public Realm Improvement Fund and 30% going towards Victoria Housing Reserve Fund.
2. That first and second reading of the zoning bylaw amendment be considered by Council and a public hearing date be set once the following conditions are met:
 - a. Plan revisions to ensure two off-street visitor parking stalls, meeting any required accessibility standards to the satisfaction of the Director of Engineering and Public Works.
 - b. Plan revisions, to the satisfaction of the Director of Engineering and Public Works, to ensure design and installation of an on-street dual head charger (one reserved for car share and one for the general public).
 - c. Confirmation that existing BC Hydro infrastructure would not negatively impact the ability to replant new trees within the City boulevard, to the satisfaction of the Director of Parks, Recreation and Facilities.
 - d. Plan revisions, to the satisfaction of the Director of Engineering and Public Works, to ensure that the civil and architecture plans are consistent with the landscape plan.
3. That subject to approval in principle at the Public Hearing, the applicant prepares and executes the following legal agreements, with contents satisfactory to the Director of Engineering and Public Works and form satisfactory to the City Solicitor prior to adoption of the bylaw:
 - a. Provision of transportation demand management measures including:
 - i. Eco passes with a 3-year term for each unit that is not assigned a parking stall.
 - ii. Enhanced at grade bicycle parking, including a 37% increase in the number of stalls over the bylaw minimum, a bicycle maintenance area, a 110v plug for each stall, and the provision of 8 cargo bike parking stalls as illustrated on the plans.

- iii. One car share vehicle.
 - iv. Car share memberships for each unit.
 - v. Design and installation of an on-street dual head charger (one reserved for car share vehicle and one for the general public).
 - vi. Provision of one EV charging station for each on-site parking stall.
4. That adoption of the zoning bylaw amendment will not take place until all of the required legal agreements that are registrable in the Land Title Office have been so registered to the satisfaction of the City Solicitor.
 5. That the above recommendations be adopted on the condition that they create no legal rights for the applicant or any other person, or obligation on the part of the City or its officials, and any expenditure of funds is at the risk of the person making the expenditure.

Development Permit with Variance Application

That Council, after giving notice and allowing an opportunity for public comment at a meeting of Council, and after the Public Hearing for Rezoning Application No. 00827, if it is approved, consider the following motion:

1. "That subject to the adoption of the necessary Zoning Regulation Bylaw amendment, Council authorize the issuance of Development Permit with Variances No. 00212 for 1039 & 1043 Meares Street, generally in accordance with plans submitted to the Planning department and date stamped by Planning on May 1, 2023, subject to:
 - a. Proposed development meeting all City zoning bylaw requirements, except for the following variances:
 - i. decrease the minimum floor area per unit from 33m² to 29.50m²;
 - ii. decrease the front setback from 13.50m to 1.95m;
 - iii. decrease the south side (rear) setback from 11.35m to 3.215m;
 - iv. decrease the east side setback from 11.35m to 1.805m;
 - v. decrease the west side setback from 11.35m to 0.81m (canopy) and to 5.09m (building face);
 - vi. increase the site coverage from 20% to 74.10%;
 - vii. decrease the open site space from 30% to 12.90%;
 - viii. decrease the number of total vehicle parking stalls from 47 to 22;
 - ix. decrease the number of visitor parking stalls from 5 to 2;
 - x. decrease the number of commercial parking stalls from 1 to 0
 - xi. decrease the landscape between parking and property line from 1m to 0.12m;

- xii. allow for double-stacked long-term bicycle racks.
- 2. That the Development Permit with Variances, if issued, lapses two years from the date of this resolution”.

FOR (8): Mayor Alto, Councillor Caradonna, Councillor Coleman, Councillor Dell, Councillor Hammond, Councillor Kim, Councillor Loughton, Councillor Thompson
ABSENT (1): Councillor Gardiner

CARRIED UNANIMOUSLY

Councillor Gardiner joined the meeting at 3:44 p.m..

E.1 1039 & 1043 Meares Street: Rezoning Application No. REZ00827 and Development Permit with Variances Application No. DPV00212 (Fairfield)

Committee received a report dated June 29, 2023 from the Director of Sustainable Planning and Community Development regarding the rezoning application and development permit with variances for 1039 and 1043 Meares Street. The proposal is to consolidate two lots and construct a six-storey residential building and a roof deck. The building would have a total of 49 strata dwelling units and one live-work unit, and is recommending that it proceed to a Public Hearing.

Moved By Councillor Kim
Seconded By Councillor Coleman

Rezoning Application

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- 2. That the Development Permit with Variances, if issued, lapses two years from the date of this resolution”.

CARRIED UNANIMOUSLY



Committee of the Whole Report For the Meeting of July 13, 2023

To: Committee of the Whole **Date:** June 29, 2023

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

Subject: Rezoning Application No. REZ00827 and Development Permit with Variances Application No. DPV00212 for 1039 & 1043 Meares Street

RECOMMENDATION

Rezoning Application

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 - xii. allow for double-stacked long-term bicycle racks.

2. That the Development Permit with Variances, if issued, lapses two years from the date of this resolution”.

LEGISLATIVE AUTHORITY

This report discusses a Rezoning Application and a concurrent Development Permit with Variances Application. Relevant rezoning considerations include the proposal to increase the maximum allowable density from 1.20 to 2.49 Floor Space Ratio (FSR) and to allow for a live-work unit in a multiple dwelling unit. The relevant Development Permit with Variance considerations relate to the application’s consistency with design guidelines and the impact of variances.

Enabling Legislation

In accordance with Section 479 of the *Local Government Act*, Council may regulate within a zone the use of land, buildings and other structures, the density of the use of the land, building and other structures, the siting, size and dimensions of buildings and other structures as well as the uses that are permitted on the land and the location of uses on the land and within buildings and other structures.

In accordance with Section 482 of the *Local Government Act*, a zoning bylaw may establish different density regulations for a zone, one generally applicable for the zone and the others to apply if certain conditions are met.

In accordance with Section 489 of the *Local Government Act*, Council may issue a Development Permit in accordance with the applicable guidelines specified in the *Community Plan*. A Development Permit may vary or supplement the Zoning Regulation Bylaw but may not vary the use or density of the land from that specified in the Bylaw.

Pursuant to Section 491 of the *Local Government Act*, where the purpose of the designation is the establishment of objectives for the form and character of intensive residential development, a Development Permit may include requirements respecting the character of the development including landscaping, and the siting, form, exterior design and finish of buildings and other structures.

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 for a Rezoning Application and Development Permit with Variance Application for the property located at 1039 & 1043 Meares Street. The proposal is to consolidate two lots and construct a six-storey residential building and a roof deck. The building would have a total of 49 strata dwelling units and one live-work unit.

The rezoning application is to rezone from the R3-1 Zone, Multiple Dwelling District, to a new site-specific zone in order to increase the maximum allowable density from 1.20 to 2.49 floor space ratio (FSR) and allow for a live-work unit on the ground floor as a permitted use. There is a concurrent Development Permit with Variances Application associated with this application.

The following points were considered in assessing the Rezoning Application:

- The subject property is designated Core Residential in the *Official Community Plan (OCP, 2012)*, which supports diverse housing types including low, mid and high-rise, multi-unit residential and mixed-use buildings. The proposed use and density are consistent with this policy and meet objectives regarding unit typologies, built form and character
- The proposal is generally consistent with the *Fairfield Neighbourhood Plan (2019)* with regard to the height and density envisioned in the Northwest Area Fort Street Corridor
- The application is subject to the *Inclusionary Housing and Community Amenity Contribution* policy. A third-party independent Economic Land Lift Analysis concluded that consistent with the Inclusionary Housing and Community Amenity Contribution Policy that a contribution of \$118,000.00 should be provided, which the applicant has agreed to. Consistent with the policy, the funds would be split with 70% (\$82,600) going towards Downtown Core Area Public Realm Improvement Fund and 30% (\$35,400) going towards Victoria Housing Reserve Fund.

The following points were considered in assessing the Development Permit with Variances Application:

- The proposal is consistent with the Design Guidelines for Development Permit Area 16: General Form and Character, with regard to providing human-scaled architecture that addresses the street, locating parking hidden from the public realm and utilizing high-quality, durable exterior materials
- The variances for setbacks, height, site coverage, open site space, parking and unit floor area are supportable as they offer a contextual response to the existing site conditions and adjacent buildings
- The proposed transportation demand management (TDM) measures will help offset the reduction in parking spaces and support sustainable and affordable mobility alternatives to private vehicle ownership.

BACKGROUND

Description of Proposal

This Rezoning Application is to rezone two lots from the R3-1 Zone, Multiple Dwelling District, to a new site-specific zone, in order to increase the maximum allowable density from 1.20 to 2.49 floor space ratio (FSR) and allow for a live-work unit on the ground floor as a permitted use.

The proposal is to construct a six-storey residential building with a roof deck. The building would have 49 dwelling units of which twenty-four are one-bedroom units, nine are studio units and

sixteen are two-bedroom units. A live-work unit with 33.6m² of commercial space and 44.8m² of residential space is proposed on the ground floor.

The following differences from the R3-1 Zone, are being proposed and would be accommodated in the new site-specific zone:

- increased density from 1.20 FSR to 2.49 FSR
- increased height from 18.50 to 22.6m
- allow live-work unit as permitted use on the ground floor.

The proposal includes the following design components:

- massing in a north-south orientation
- a rooftop amenity patio and community garden for residents
- alternating rhythm of balconies
- south-facing units on level two have walk-out patios with landscaped screening for privacy
- private balconies or decks for all residential units.

Exterior building materials include:

- high-quality finishes, including cementitious finishes, metal cladding, clear glass, and full height glazing on the ground floor facing the street
- custom patterned balconies that relate to the expressive cladding of Mosaic building across Meares Street
- architectural concrete for the building base.

Landscape materials include:

- three new boulevard trees along Meares Street
- fifteen new trees to be located on site with five along Meares Street, two on the second-floor patio at the west, three on the roof top and five on the south side
- shrubs in planters on the roof deck
- landscape concrete wall (1.1m high) with custom pattern on the north side facing Meares Street.

It is recommended that a site-specific zone, be drafted should Council choose to advance the application. However, in a number of instances, variances are recommended (instead of inclusion in the new zone), to ensure that if this proposal is not built, that Council review and consideration would be required again, should a different proposal be advanced in the future.

The proposed variances are to:

- decrease the minimum floor area per unit from 33m² to 29.50m²
- decrease the front setback from 13.50m to 1.95m
- decrease the south side (rear) setback from 11.35m to 3.215m
- decrease the east side setback from 11.35m to 1.805m
- decrease the west side setback from 11.35m to 0.81m (canopy) and to 5.09m (building face)
- increase the site coverage from 20% to 74.10%
- decrease the open site space from 30% to 12.90%

- decrease the number of total vehicle parking stalls from 47 to 22
- decrease the number of visitor parking stalls from 5 to 2
- decrease the number of commercial parking stalls from 1 to 0
- decrease the landscape between parking and property line from 1m to 0.12m
- to allow for double stacked long-term bicycle racks.

Land Use Context

The area is characterized by mixed-use and residential uses.

Immediately adjacent land uses include:

North - six storey mixed-use building (the Mosiac)

South - four-storey residential building (1040 Rockland Avenue)

East - six-storey residential building (1053 Meares Street – BC Supportive Housing)

West - four-storey residential building (1025 Meares Street)



Existing Site Development and Development Potential

The subject properties are currently used for surface parking.

Under the current R3-1 Zone, Multiple Dwelling District, each property could be developed as a single-family dwelling, two-family dwelling, college fraternity, public building, church, hospital, school, rest-home, or multiple dwelling.

Data Table

The following data table compares the proposal with the existing R3-1 Zone. An asterisk is used to identify where the proposal does not meet the requirements of the existing Zone. Relevant policy from the *Official Community Plan (OCP)* and the *Fairfield Neighbourhood Plan* are also included.

Zoning Criteria	Proposal	R3-1 Zone, Multiple Dwelling District	OCP & Fairfield Neighbourhood Plan
Site area (m ²) – minimum	1352	920	-
Use	Multiple Dwelling with Live/Work Unit*	Residential	-
Unit floor area (m ²) – minimum	29.50*	33.00	-
Average Grade	20.27	-	-
Density (Floor Space Ratio) – maximum	2.49*	1.20	1.5:1 to 3:1
Total floor area (m ²) – maximum	3363.45	-	-
Lot width (m) – minimum	36.68	-	-
Height (m) – maximum	22.59*	18.50	20
Storeys – maximum	7	-	6
Site coverage (%) – maximum	74.10*	20.00	-
Open site space (%) – minimum	12.90*	30.00	-
Landscape between parking and property line - maximum	0.12*	1.00	-
Setbacks (m) – minimum			
Front (street boundary)	1.95*	13.50	

Zoning Criteria	Proposal	R3-1 Zone, Multiple Dwelling District	OCP & Fairfield Neighbourhood Plan
Rear (south)	3.215*	11.35 (1/2 building height)	
Side (east)	1.805*	11.35 (1/2 building height)	-
Side (west)	0.81* - canopy 5.09* - main face of building	11.35 (1/2 building height)	
Eave projection (maximum)	0.30	0.75	
Parking – minimum	22*	47	
Visitor parking included in the overall parking – minimum	2*	5	-
Commercial parking included in the overall parking – minimum	0*	1	
Bicycle parking stalls – minimum			
Long Term	82	60	-
Short Term	8	6	
Long term bike racks	Double Stacked*	Single Stack	

Accessibility

Accessibility measures beyond those contained in the British Columbia Building Code, are not

proposed.

Mobility

The application proposes the following features which support multi-modal transportation:

- Transit Eco Passes with a three-year term for each unit that is not assigned a parking stall
- enhanced at grade bicycle parking including a 37% increase in the number of stalls over the bylaw minimum, a bicycle maintenance area, a 110v plug for each stall, and the provision of 8 cargo bike parking stalls
- a car share vehicle along with the design and installation of an on-street dual head charger (one reserved for car share, one for the general public)
- car share memberships for each unit
- \$100 in driving credits towards car share for each unit.

Sustainability

The following sustainability measures are proposed:

- meeting BC Energy Step Codes
- high efficiency LED lighting throughout common areas and units
- stormwater management plan implemented during construction
- over 90% Construction Waste Diversion Plan implemented during construction
- high efficiency common domestic hot water boiler system.

Public Realm

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

Community consultation

Consistent with the Community Association Land Use Committee (CALUC) Procedures for Processing Rezoning and Variance Applications, the applicant consulted the Fairfield Gonzales CALUC at a Community Meeting held on June 27, 2022.

The proposal was also posted on the Development Tracker along with an invitation to complete a comment form within the 30-day comment period. The mailed notification was sent to owners and occupiers of property within 100m of the subject property advising that a consultation process was taking place and that information could be obtained and feedback provided through the Development Tracker. A sign was also posted on site, to notify those passing by of this consultative phase.

A summary of the meeting as well as the comment forms are attached to this report. All six

responses indicate some level of concern with themes being related to height, construction noise, loss of green space, heat build-up and loss of parking in the neighbourhood.

Updated plans were referred to the CALUC on April 5, 2023. If further communication from the CALUC is received it will be advanced to Council at a subsequent date.

ANALYSIS

Rezoning Application

Official Community Plan (OCP)

The OCP Urban Place Designation for the subject property is Core Residential, which supports diverse housing types, including low, mid and high-rise, multi-unit residential, commercial and mixed-used buildings. The proposal is for a multi-unit residential building and introduces a ground-oriented live/work unit which increases the visible activity around the building and strengthens semi-commercial uses that characterize this block of Meares.

The OCP envisions a total floor space ratio (FSR) ranging from 1.5:1 up to approximately 3:1 with heights of six storeys for the areas south of Meares Street and east of Vancouver Street for new development. The proposal is for six storeys with a roof deck at a density of 2.49 FSR and is therefore consistent within the envisioned policy.

The OCP also notes that within each designation there will be a range of built forms and that decisions about the appropriate form and scale of a building will be based on an evaluation of the context in addition to consistency with OCP policies, other relevant City policies and local area plans.

In terms of place character, the OCP envisions off-street parking located underground or at the rear of buildings. The proposal has clustered parking at the rear, accessible through a common driveway from Meares Street and all bicycle stalls are provided towards the front of the building. This approach reduces the amount of hardscape dedicated to vehicle circulation and provides additional at-grade green spaces in the rear yards. This type of site planning is considered consistent with the OCP.

The proposal also advances other objectives of the OCP. The construction of forty-nine new housing units supports the broad objectives of Section 13: Housing and Homelessness, which encourages a diversity of housing types within neighbourhoods while increasing the overall supply. The extensive Transportation Demand Management measure of providing bicycle parking in excess of the zoning requirement, would encourage residents to utilize alternate modes of transportation which achieves some of the goals and objectives in Section 7: Transportation and Mobility.

Downtown Core Area Plan

The site is located within the Residential Mixed-Use District (RMD) within DCAP and therefore these overarching policies are applicable. The objectives for the RMD include encouraging multi-unit residential development appropriate to the context and function of each neighbourhood, along

with other land uses, public amenities and services that help to develop complete communities and ensuring that new residential development includes active street-level businesses, where appropriate, to increase pedestrian activity within the public realm. Overall, the proposal is generally consistent with the DCAP.

Fairfield Neighbourhood Plan

The Fairfield Neighbourhood Plan (2019) identifies the site as Core Residential, consistent with the OCP. As per the Fairfield Neighbourhod Plan, the subject site is within the Northwest Area and Fort Street Corridor which is valued for its proximity to downtown, jobs and amenities.

The plan envisions new development up to six-storeys and densities ranging from 1.5:1 to 3:1 FSR in this location. Specific form and character objectives for new multi-unit residential development in the Northwest Area and Fort Street corridor include:

- supporting the provision of publicly oriented active uses on the ground floor as a means to encourage pedestrian activity and vitality along the street
- encouraging ground floor facades to have smaller storefront modules with frequent entries and generous transparent glazing
- ensuring buildings are sited and oriented to provide sufficient building separation to maintain privacy
- providing a sensitive transition in scale to adjacent developments
- incorporating building elements and designs that complement the surrounding area
- encouraging design to demarcate and define the building base, body and top
- ensuring that new development integrates attractive landscaping and building features that create attractive walking environments
- ensuring that building entrances are clearly identifiable with direct connections from the street
- ensuring that building driveways and parking access are designed and located to minimize interruption of frontage and the pedestrian environment along public sidewalks
- incorporating units of varying sizes to appeal to a diversity of occupants.

The proposed building is considered generally consistent with these policies.

Housing

The proposal consists of forty-nine residential market strata units and one live-work unit. The application, if approved, would add fifty new residential units, which would increase the overall supply of housing in the area and contribute to the targets set out in the Victoria Housing Strategy.

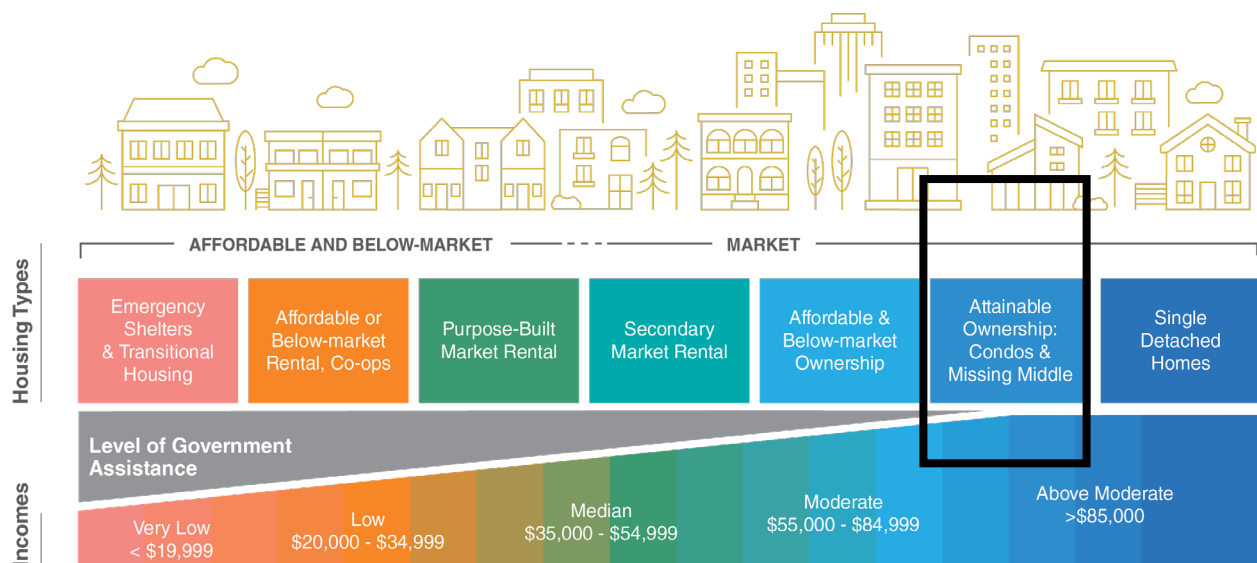


Figure 1. Housing Continuum

Affordability Targets

The proposed residential market strata units would be considered more attainable home ownership compared to a new single-family dwelling.

Housing Mix

At present there is no policy that provides targets regarding housing mix and unit type is not mandated by the City. However, the OCP identifies a mix of units as an objective and identifies the need for a diverse range of housing units including family housing. As submitted, this application proposes a live-work unit, twenty-four one-bedroom units, nine studio units and sixteen two-bedroom units ranging in size from 29.5m² to 78.7m².

Security of Tenure

The proposal is for fifty new market strata units. New Provincial legislation prohibits the ability of strata councils to prevent the rental of units.

Existing Tenants

There are no existing tenants on the subject properties.

Inclusionary Housing and Community Amenity Contribution Policy

The application is subject to the *Inclusionary Housing and Community Amenity Contribution Policy, 2023* (IHCACP). Under this policy, rezoning applications for sites designated as Core Residential, are eligible for either a fixed rate amenity contribution or an amount determined through an economic analysis of the proposal, to obtain additional density as per the range

indicated in the *Fairfield Neighborhood Plan*. An Economic Land Lift Analysis concluded that there was a land lift of \$157,400.00, 75% of which would be a Community Amenity Contribution of \$118,000.00 which the applicant has offered to provide. Consistent with the policy, the funds will be split with 70% (\$82,600) going towards Downtown Core Area Public Realm Improvement Fund and 30% (\$35,400) going towards Victoria Housing Reserve Fund.

Development Permit with Variance Application

Official Community Plan: Design Guidelines

The OCP identifies the site within Development Permit Area (DPA) 16: General Form and Character, therefore, the *Design Guidelines for Multi-Unit Residential, Commercial and Industrial Development* (2012), *Advisory Design Guidelines for Buildings, Signs and Awnings* (2006) and *Guidelines for Fences, Gates and Shutters* (2010) are applicable. The proposal is consistent with these guidelines in the following ways:

- the main entrance is legible
- materials used on the principal façade are continued around building corners visible from the public realm
- blank side walls feature ridged patterns to provide visual interest
- the building's alternating rhythm of balconies, variation in materials, texture and colour provide articulation and breaks down massing
- custom patterned balconies that relate to the expressive cladding of Mosaic building across Meares Street add interest to the streetscape
- the parkade entrance gate is recessed from the building face which ensures that this element is not the dominant feature of the building facade whilst also maintaining transparency allowing the passing public to view into the space.

Regulatory Considerations related to Variances

Variances are recommended for areas where the proposal is not consistent with the Fairfield Neighbourhood Plan and the Off-Street Parking Regulations (Schedule C) of the Zoning Regulation Bylaw. This ensures that if this proposal is not built, any future development would require Council's consideration.

Setbacks

- Front Setback (Meares Street) – proposed to be reduced from 13.50m to 1.95m measured to the balconies on the upper floors, at its narrowest width. Given that the buildings to the east and north also fronting Meares street have similar setbacks, the proposed setback is consistent with the street context. Also, due to the restricted lot size, there are limited opportunities to move the building back further on the lot
- Rear Setback (south) – proposed to be reduced from 11.35m to 3.2m measured to the roof deck above surface parking. Four existing trees are located on this side of the

property. Additionally, to fill in the visual gap between existing trees, four trees are proposed on level two and one tree is proposed on the ground floor which will help mitigate privacy impacts

- Side Setback (east) – proposed to be reduced from 11.35m to 1.80m to the building face. The neighbouring building on this side, has only one column of windows that would face the proposed building. The applicant has submitted window overlay drawings which do not depict overlap of windows or direct line of sight
- Side Setback (west) – proposed to be reduced from 11.35m to 0.81m (canopy on level 2) and 5.09m (building face). The applicant has submitted window overlay drawings which do not depict overlap of windows or direct line of sight. Additionally, two trees are to be planted on the canopy of level 2 which will mitigate overlook concerns levels two and three of the proposed building. However, it is worth noting that the existing neighbouring building on this side is a four-storey building.

Landscape

The landscape between the parking area and the property line is proposed to be reduced from 1m to 0.12m. Because the proposal includes a fence between the parking and the neighbouring property and because landscaping is maximized in other areas of the site, this variance is considered supportable.

Unit Floor Area

Four out of fifty units have a floor area of approximately 29.50 m². These figures are less than the minimum floor area of 33 m² required per attached dwelling unit. However, at 29.5 m² and given the unit configuration, these units would still be liveable therefore it is recommended that this variance is supportable.

Site Coverage and Open Site Space

Given the relatively small site size, variances are required to increase the maximum site coverage from 20% to 74.1% and decrease the open site space from 30% to 12.90%. The proposal incorporates extensive landscaping on the ground floor, landscaped patios on level 2 and a rooftop community garden which help mitigate some of the impacts.

Parking

The applicant is seeking a parking reduction from 47 down to 22 stalls. Staff are supportive of a reduction in vehicle parking stalls when offset by a comprehensive Transportation Demand Management (TDM) program. To help offset the parking shortfall, the applicant has offered a number of Transport Demand Management (TDM) measures including:

- Transit Eco Passes with a three-year term for each unit that is not assigned a parking stall
- enhanced at grade bicycle parking including a 37% increase in the number of stalls over the bylaw minimum, a bicycle maintenance area, a 110v plug for each stall, and the provision of 8 cargo bike parking stalls
- a car share vehicle along with the design and installation of an on-street dual head charger (one reserved for car share, one for the general public)
- a car membership for each unit

- \$100 in driving credits towards car share for each unit.

When car share vehicles are provided as a TDM measure, the City tries to secure an associated off-street stall for the vehicle. This is regardless of whether an on street car share space is possible and supported. This ensures equitable outcomes as curb space is not always available and future street maintenance or redesign may require temporary or permanent relocation of the vehicle. The off-street parking stall is typically assigned as a visitor stall until (and if) needed for the car share vehicle.

The applicant has indicated that, because of building security concerns and challenges with preventing unwanted visitors an on-site car share stall cannot be accommodated. Accommodating car share spaces on-street in response to private development is feasible, but also adds complexity and risk to the existing and future management of curb space. Regardless of this risk, the proposed carshare vehicle and charging station, in combination with the enhanced bike parking facilities and bicycle lane and pedestrian crossing improvements is considered a sufficient TDM program to offset the parking stall reduction.

In addition, the property is located in a walkable area with frequent transit and the All Ages and Abilities (AAA) bike lanes along Fort Street. The site is located within 250m of Vancouver Bike Greenway, Fort Street Bike Lanes and Vancouver Bike Connector to Pandora and Wharf Street Bike Infrastructure. Given the comprehensive TDM programs being proposed staff recommend that Council support this variance.

The applicant is also proposing to provide EV charging stations for all units. This goes above and beyond the Bylaw requirement of EV ready outlets.

The applicant is proposing a stacked bicycle parking system. Stacked bicycle parking systems can provide space saving opportunities but require a variance as they are not currently accommodated in the City's bicycle parking regulations. The applicant has provided a specification for the stacked bicycle parking to ensure sufficient height clearance and an accessible lift assist mechanism is provided.

Advisory Design Panel Review

The proposal was presented to the Advisory Design Panel (ADP) at a meeting on September 28, 2022. The minutes are attached to this report. The ADP motion recommended that the Rezoning and Development Permit with Variances Application be approved as presented.

Tree Preservation Bylaw and Urban Forest Master Plan

The goals of the *Urban Forest Master Plan* include protecting, enhancing, and expanding Victoria's urban forest and optimizing community benefits from the urban forest in all neighbourhoods. This application was received after July 1, 2021, so Tree Protection Bylaw No. 21-035 applies.

A total of 13 trees have been inventoried. Of these, three are located on the subject lot, two of which are bylaw protected. Four bylaw protected trees and three non-bylaw protected trees are

located off-site. There are three existing municipal trees on the Meares Street frontage. Two bylaw protected trees No.110 (35/35 cm diameter multiple-stemmed red maple) and No.112 (41 cm diameter red maple). Removal of the trees is required for construction of the building. Municipal tree M-101 (54 cm diameter Yoshino cherry), will require removal to accommodate the new driveway and Municipal Tree M-103 (44 cm diameter cherry) will require removal to accommodate a new Pad Mounted Transformer.

All off-site bylaw protected trees will be retained following the mitigation measures outlined in the arborist report.

The applicant is proposing to plant 13 new trees on the subject lot. This includes two trees to replace bylaw trees removed, and five additional replacement trees are required to meet the tree minimum in accordance with the Bylaw. Two municipal trees are proposed on the Meares street frontage.

Tree Impact Summary Table

Tree Status	Total # of Trees	To be REMOVED	To be PLANTED	NET CHANGE
On-site trees, bylaw protected	2	2	13	+11
On-site trees, not bylaw protected	1	1	0	-1
Municipal trees	3	2	2	0
Neighbouring trees, bylaw protected	4	0	0	0
Neighbouring trees, not bylaw protected	3	0	0	0
Total	13	5	15	+10

CONCLUSIONS

The proposal is generally consistent with the density, use, and housing policies envisioned in the Fairfield Neighbourhood Plan and advances a number of goals and objectives in the OCP, such as increasing the housing supply, diversifying the range of housing types and encouraging alternative modes of transportation. The proposal is also consistent with Development Permit Area (DPA) 16: General Form and Character.

Therefore, it is recommended that Council consider supporting this application.

ALTERNATE MOTIONS

Option 1 – Decline

That Council decline Rezoning Application No. REZ00827 and Development Permit with Variances Application No. DPV00212 for the property located at 1039 & 1043 Meares Street.

Respectfully submitted,

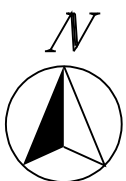
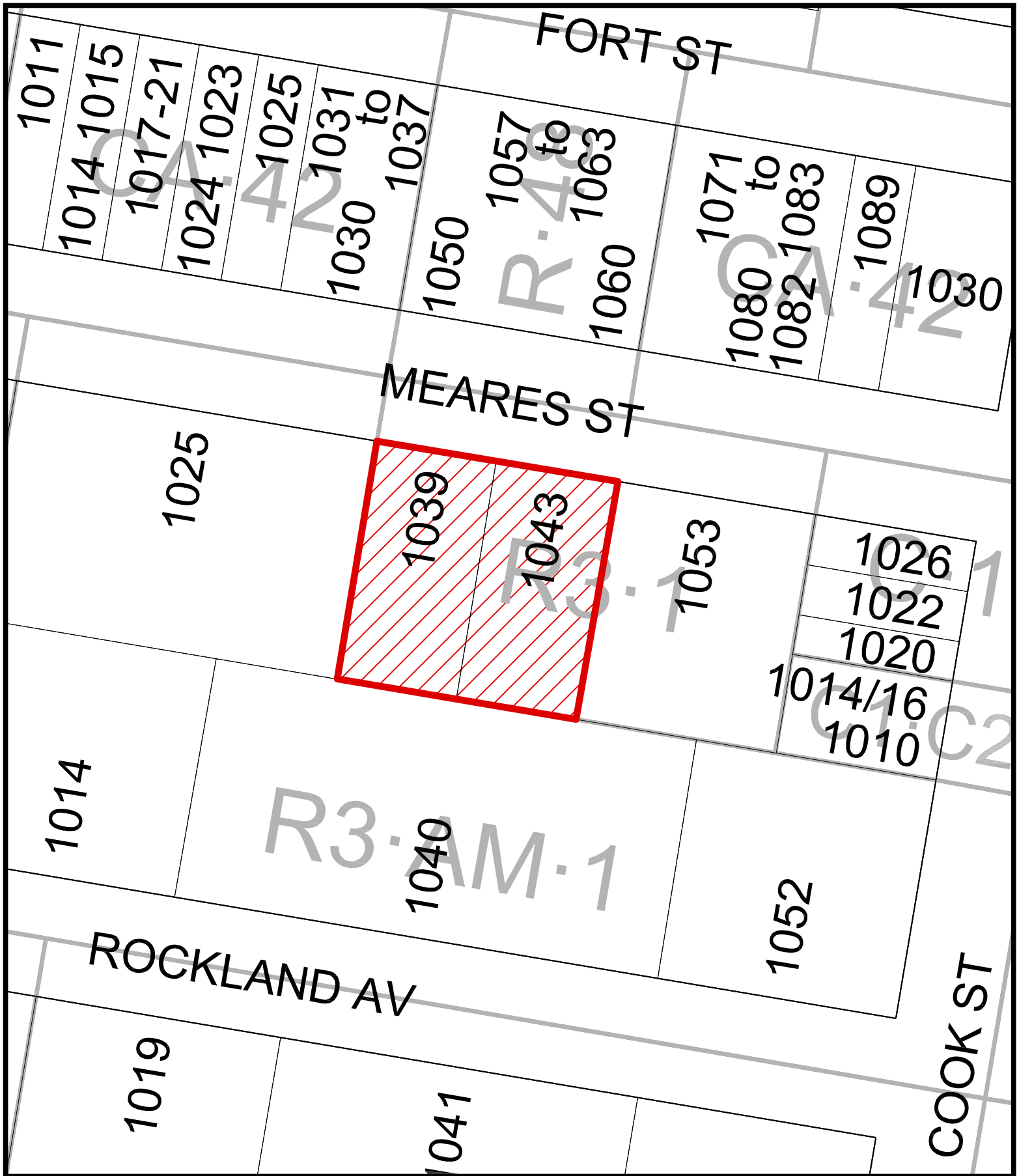
Manasvini Thiagarajan
Planner
Development Services Division

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: Plans date stamped May 1, 2023
- Attachment C: Letter from applicant to Mayor and Council dated March 16, 2023
- Attachment D: Transportation Demand Management Studies dated March 16, 2023
- Attachment E: Community Association Land Use Committee Comments dated July 25, 2022
- Attachment F: Advisory Design Panel Minutes dated September 28, 2022
- Attachment G: Tree Management Report dated March 16, 2023
- Attachment H: Sewage Impact Assessment dated March 16, 2023
- Attachment I: Land Lift Analysis dated December 30, 2022
- Attachment J: Double Stacker Studies dated March 16, 2023
- Attachment K: Correspondence from BC Housing
- Attachment L: Pre-Application Consultation Comments from Online Feedback Form



1039 & 1043 Meares Street
Rezoning No.00827





Revisions
Received Date:
May 1, 2023

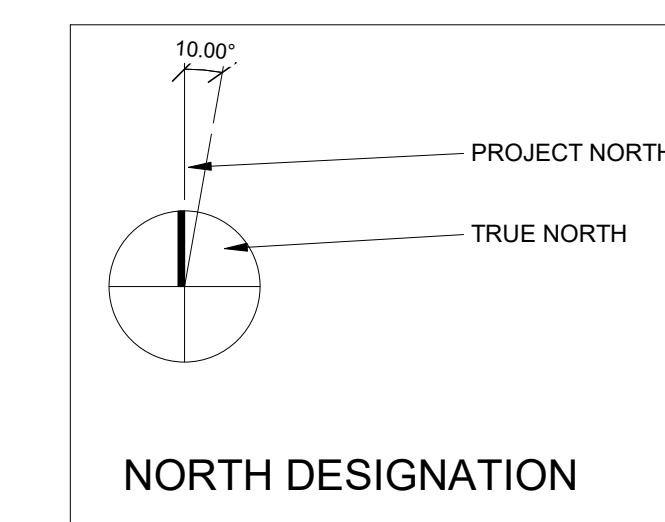


SHEET LIST

- A000 COVER
- A010 PERSPECTIVES
- A011 PERSPECTIVES
- A050 SPATIAL SEPARATION
- A051 CODE DATA
- A100 SITE PLAN & PROJECT DATA
- A101 SURVEY
- A120 GROUND FLOOR PLAN
- A121 FLOOR PLAN - LEVELS 2-5
- A123 FLOOR PLAN - LEVEL 6
- A124 ROOF PLAN
- A200 ELEVATIONS
- A201 ELEVATIONS
- A300 SITE SECTION 1
- A301 SITE SECTION 2
- A500 CONTEXT ELEVATION & SHADOW STUDY

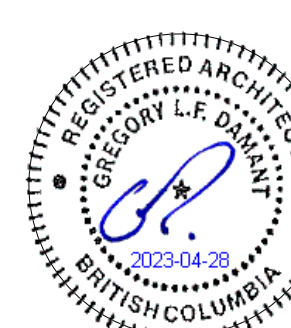
- L0.00 COVER
- L1.01 LANDSCAPE MATERIALS
- L1.02 LANDSCAPE MATERIALS L2 & ROOF
- L2.00 TREE REMOVAL, RETENTION & REPLACEMENT PLAN
- L3.01 PLANTING PLAN - BASE
- L3.02 PLANTING PLAN - L2 & ROOF BASE

- C1 PRELIMINARY SERVICING



Jawl Residential Ltd. & Bradbury Developments Ltd.
1039-1043 Meares Street
Rezoning / DP Resubmission 1 - April 25, 2023

Project #	2124	Date	April 25, 2023
Sheet #	A000	Revision	July 7, 2023
			2



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cascadiaarchitects.ca



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Susan MacDougall P.Eng., FEC, LEED AP
BD+C, CPHC
Principal | Building Performance Engineer
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CODE CONSULTANT



VIEW OF MEARES ST FRONTAGE



VIEW FROM MEARES ST EAST



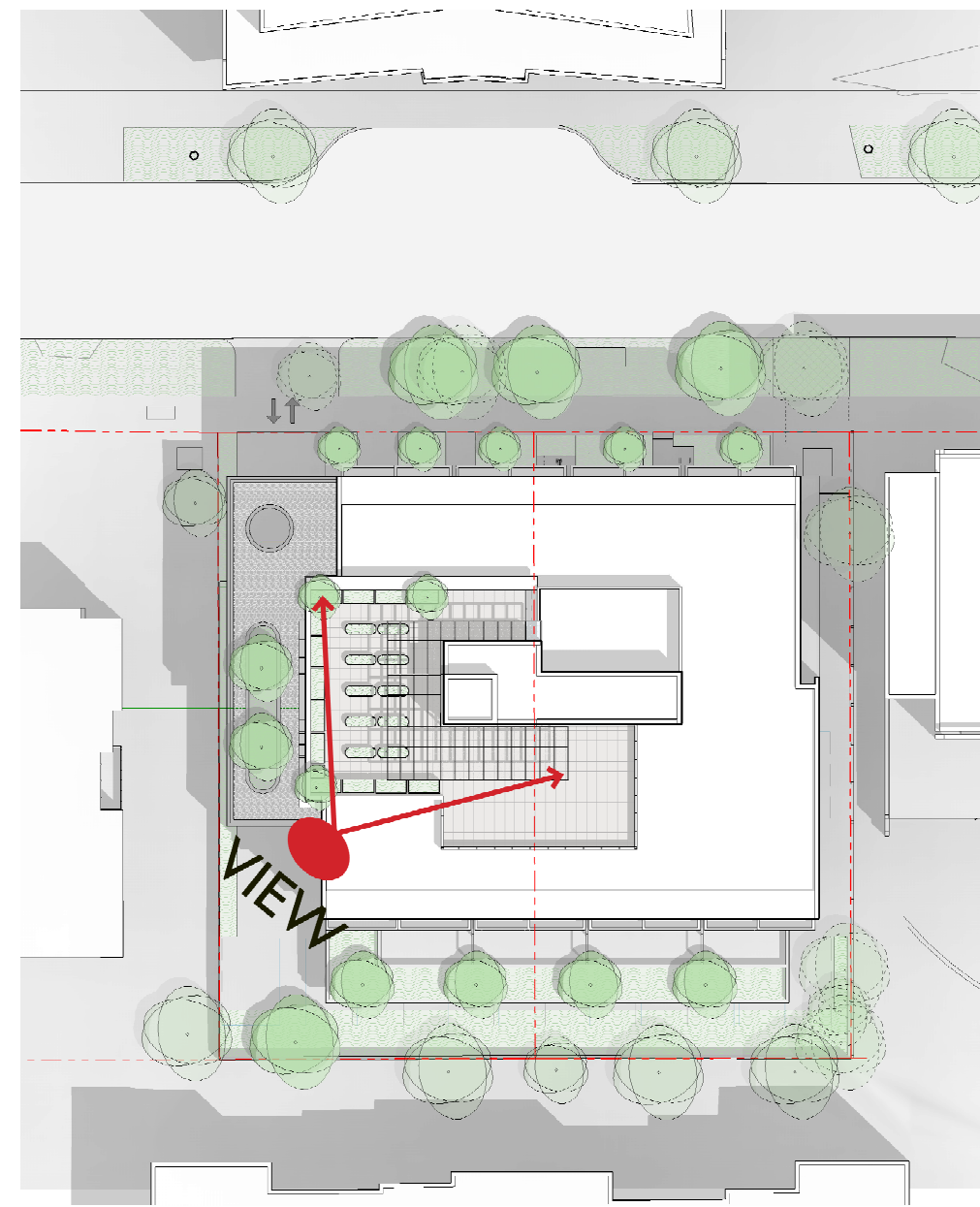
VIEW OF SOUTHWEST FACADE



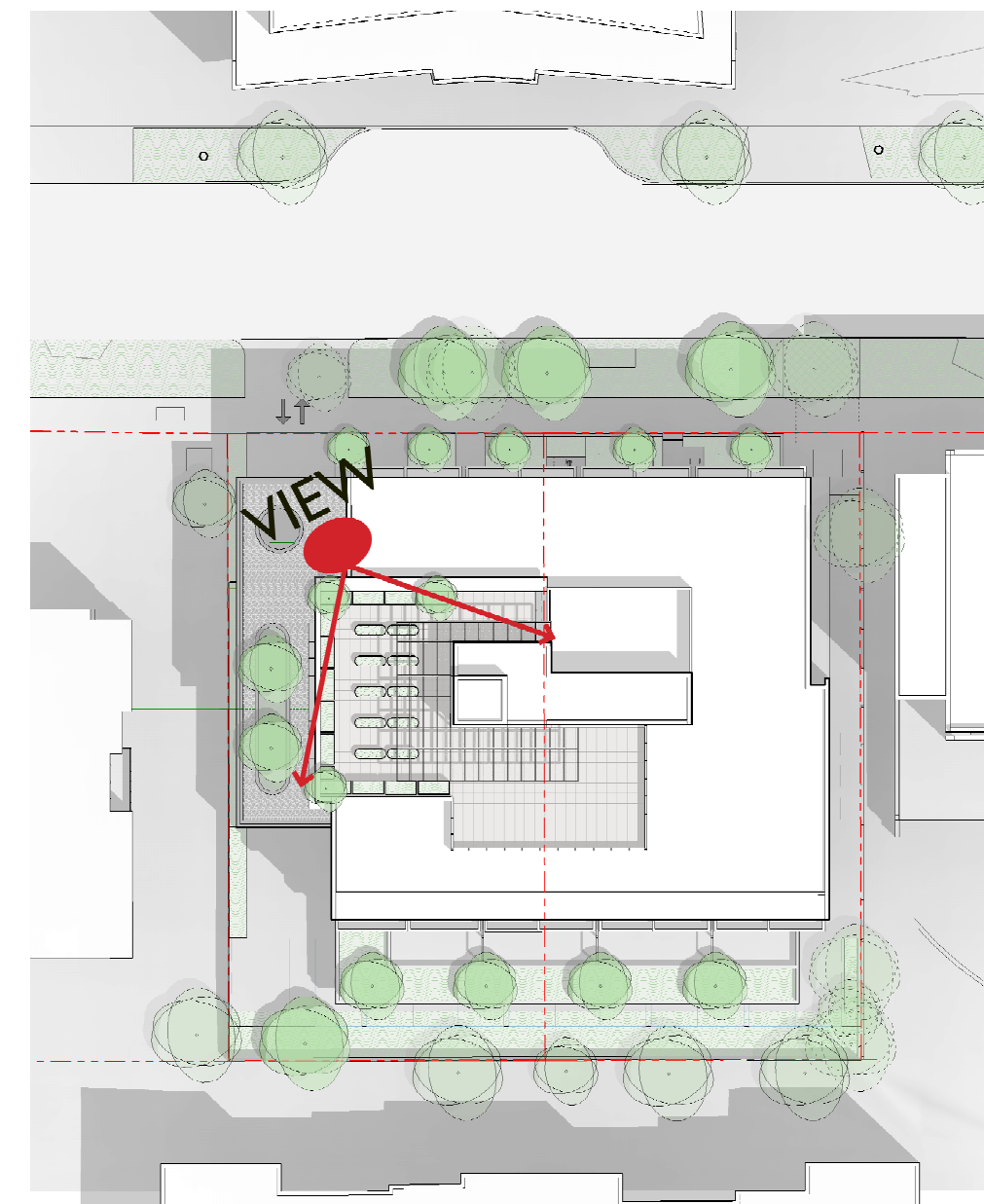
VIEW OF SOUTH FACADE

Project #	2124	Date	2023-04-25 3:37:13 PM
Sheet #	A010	Revision	3
		Revision	Mar 1, 2023





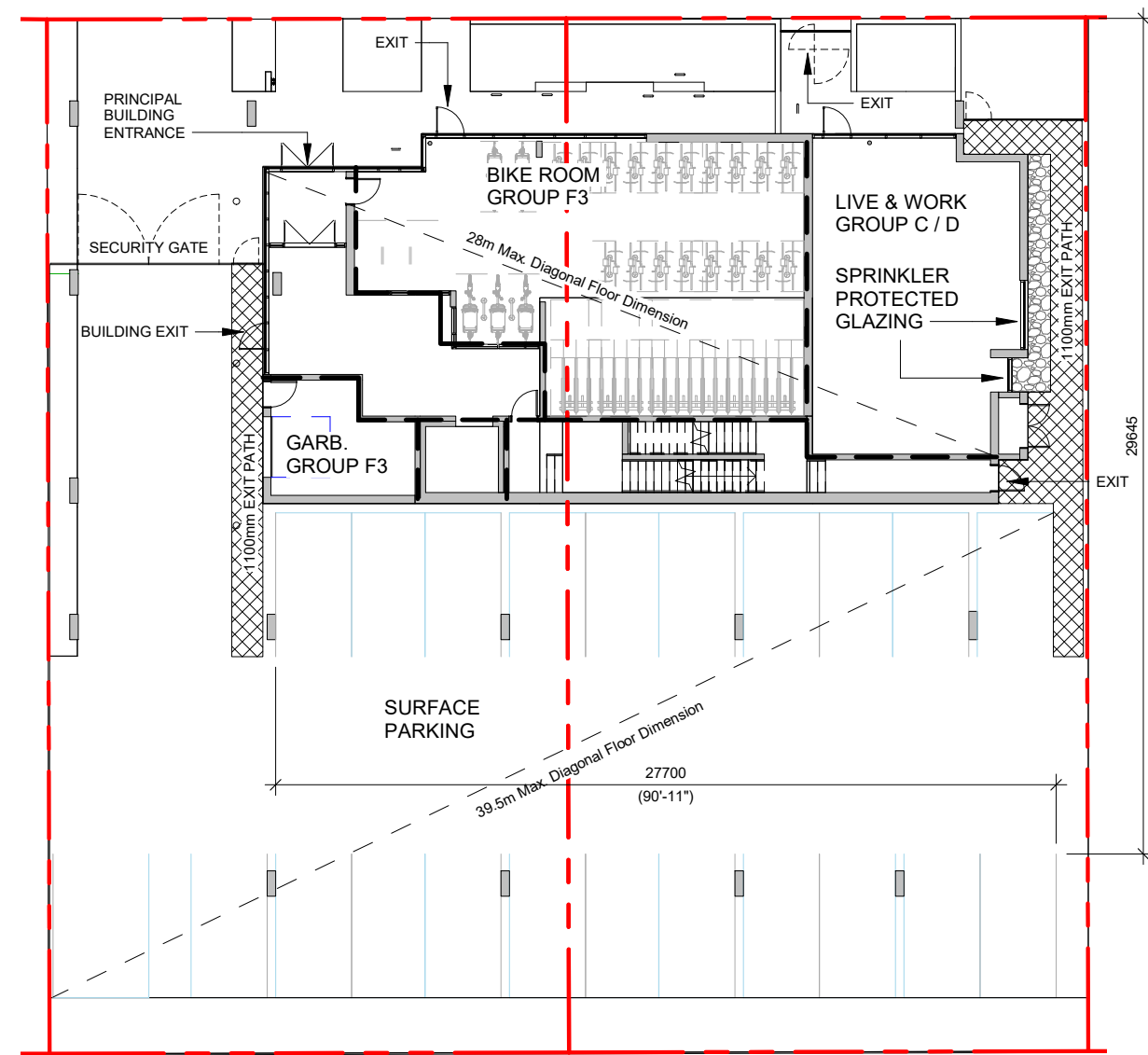
VIEW OF ROOFTOP AMENITY



VIEW OF ROOFTOP AMENITY

Project #	2124	Date	2023-04-25 3:37:17 PM
Sheet #	A011	Revision	July 7, 2023
			1





1 Level 1 Code Plan
SCALE = 1 : 250

GROUND FLOOR

Occupancy: Group C, F-3

Occupant Load

Live & Work
Area = 71m²
1 Bedroom x 2 people/bedroom
= 2 people

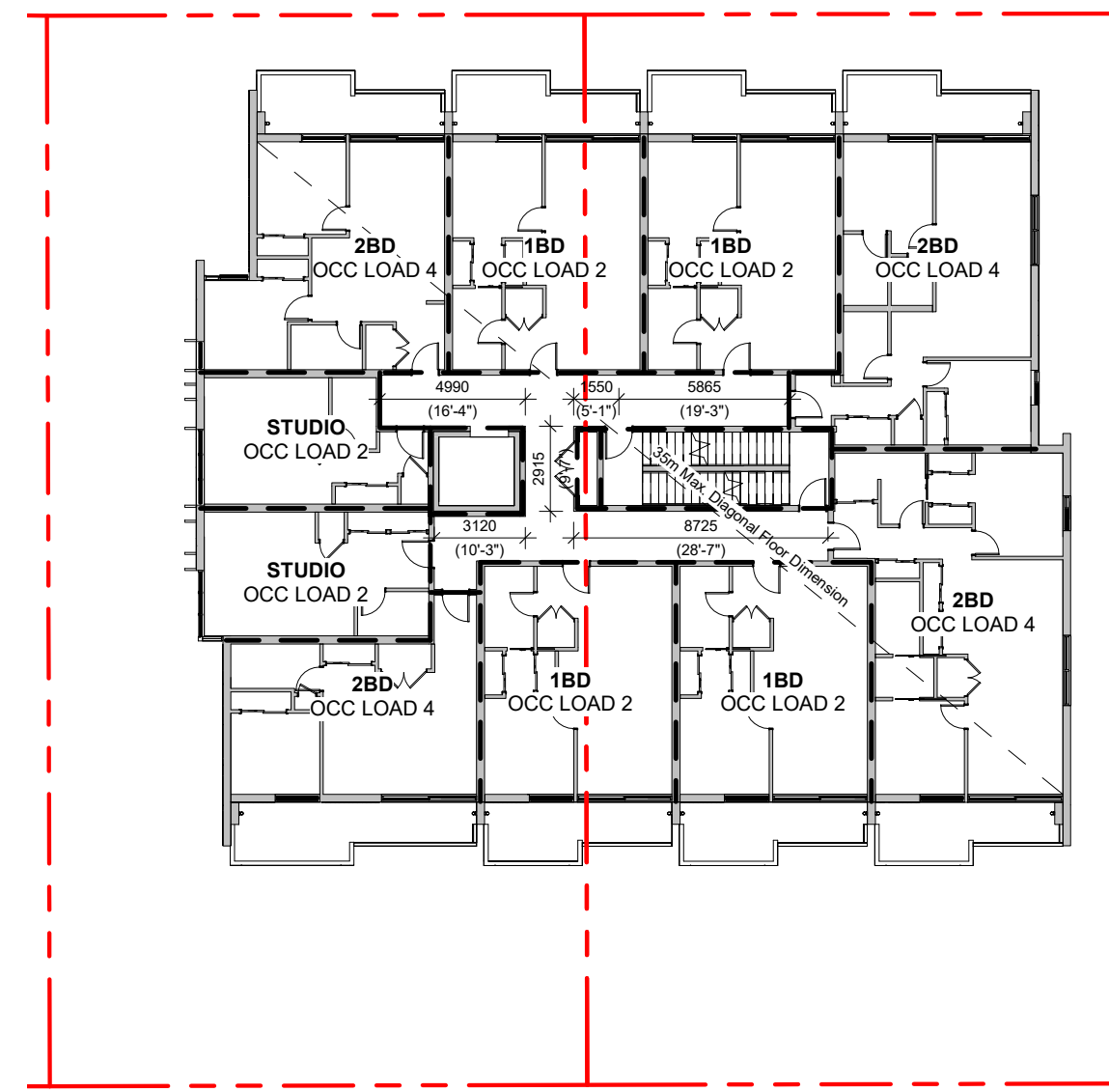
Storage
Area = 161m²
46m²/person for personal services shops
(BCBC 3.1.17.1)
Load=161m²/46 = 4 people

Total Occ. Load = 2+4 = 6 people

Min. Exit Width

Ramps, Corridors, Passageways
The greater of 6.1mm/person x 6 =
36.6mm or 1100mm

Stairs
The greater of 8mm/person x 6 =
48mm or 1100mm



2 Levels 2-5 Code Plan
SCALE = 1 : 250

PER FLOOR

Occupancy: Group C

Occupant Load

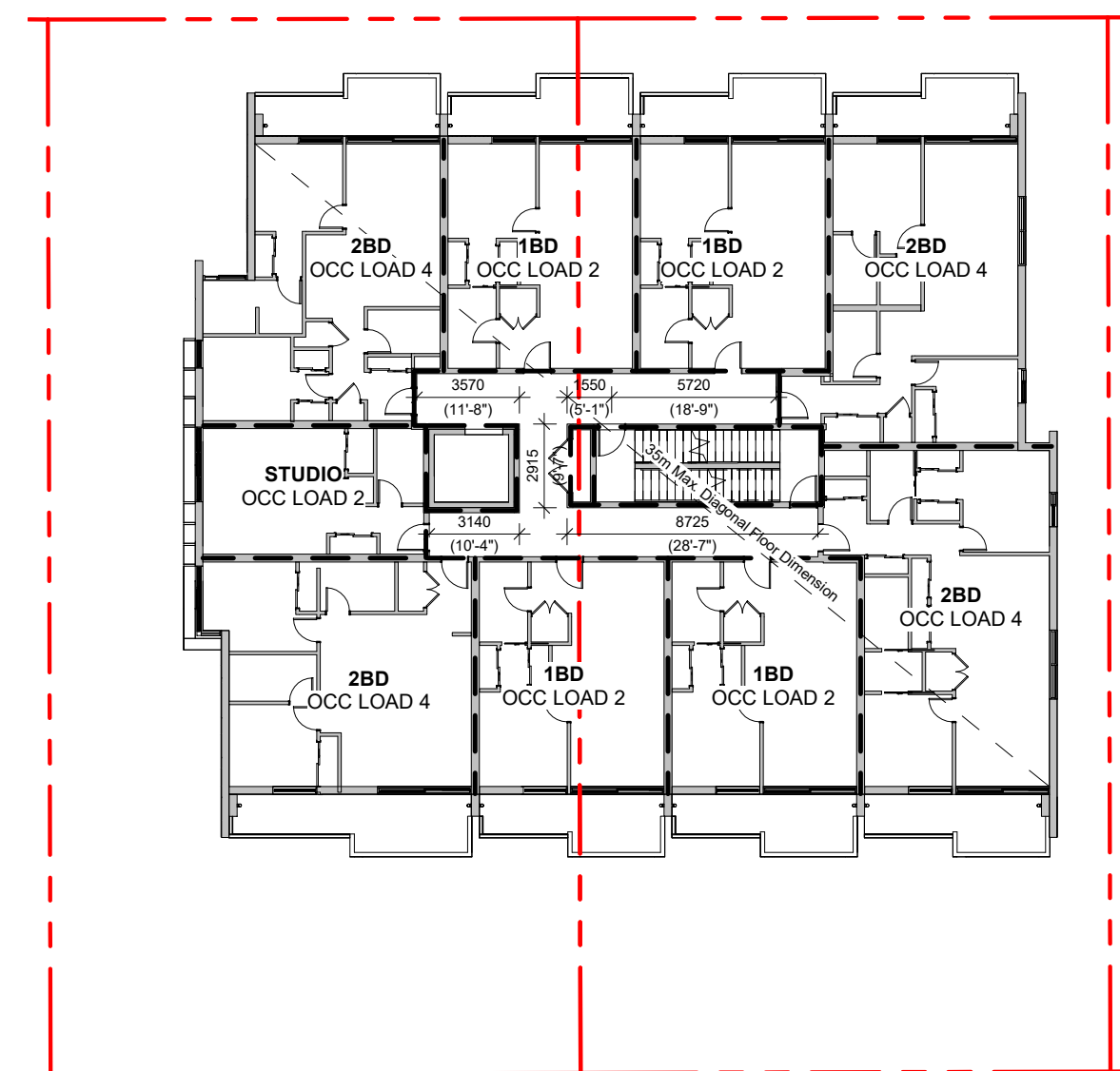
14 Bedrooms x 2 people/bedroom
= 28 people

Min. Exit Width

Ramps, Corridors, Passageways
The greater of 6.1mm/person x 28 = 170.8mm
or 1100mm

Stairs

The greater of 8mm/person x 28 = 224mm
or 1100mm



3 Level 6 Code Plan
SCALE = 1 : 250

LEVEL 6 FLOOR

Occupancy: Group C

Occupant Load

13 Bedrooms x 2 people/bedroom
= 26 people

Min. Exit Width

Ramps, Corridors, Passageways
The greater of 6.1mm/person x 26 = 158mm
or 1100mm

Stairs

The greater of 8mm/person x 26 = 208mm
or 1100mm

BUILDING CODE ANALYSIS			
PROJECT TYPE	NEW CONSTRUCTION <input checked="" type="checkbox"/> RENOVATION <input type="checkbox"/> ADDITION <input type="checkbox"/>		
GOVERNING BUILDING CODE	2018 BC BUILDING CODE PART 3	REFER TO NOTES *	
MAJOR OCCUPANCIES	A1 <input type="checkbox"/> A2 <input type="checkbox"/> A3 <input type="checkbox"/> A4 <input type="checkbox"/> B1 <input type="checkbox"/> B2 <input type="checkbox"/> C <input checked="" type="checkbox"/> D <input checked="" type="checkbox"/> E <input type="checkbox"/> F1 <input type="checkbox"/> F2 <input type="checkbox"/> F3 <input type="checkbox"/>	3.1.2.1.	
BUILDING AREA	887.8 m ² (Outside face of Exterior Walls)	1.4.1.2.	
GRADE	20.20 m	1.4.1.2.	
BUILDING HEIGHT (STOREYS, m)	6 STOREYS ABOVE GRADE <18 m, LEVEL 1 TO LEVEL 6 0 STOREYS BELOW GRADE	1.4.1.2. 3.2.2.50	

BUILDING FIRE SAFETY & CONSTRUCTION CLASSIFICATION		
CLASSIFICATION	GROUP C, 6 STOREYS, SPRINKLERED	3.2.2.50
NUMBER OF STREETS FACING	1	3.2.2.10
CONSTRUCTION TYPES PERMITTED	COMBUSTIBLE <input checked="" type="checkbox"/> NON - COMBUSTIBLE <input type="checkbox"/>	3.2.2.50
FIRE ALARM SYSTEM	YES <input type="checkbox"/> NO <input type="checkbox"/>	3.2.4.1
STANDPIPE SYSTEM	YES <input type="checkbox"/> NO <input type="checkbox"/>	3.2.5.8
HIGH BUILDING	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	3.2.6.1
INTERCONNECTED FLOOR SPACE	YES <input type="checkbox"/> NO <input type="checkbox"/>	3.2.8

EXITS FROM FLOOR AREAS		
NUMBER OF EXITS REQUIRED	2	3.4.2.1.
SEPERATION OF EXITS (MIN.)	ONE HALF MAXIMUM FLOOR AREA DIAGONAL, OR 9 m, WHICH EVER IS GREATER	3.4.2.3
MAX. TRAVEL DISTANCE ALLOWED	GROUP C 45 m	3.4.2.5.
MEZZANINE	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	3.2.8.

FIRE RESISTANCE RATINGS		
HORIZONTAL SEPARATIONS	1 hr FLOORS 1 hr MEZZANINE 1 hr ROOF	3.2.2.50
LOADBEARING STRUCTURE IMMEDIATELY BELOW A FLOOR OR ROOF ASSEMBLY SHALL HAVE A FIRE RESISTANCE RATING NOT LESS THAN THAT REQUIRED FOR THE SUPPORTED FLOOR OR ROOF.		
EXITS	1 hr	3.4.4.1

NO.	DESCRIPTION	DATE
2	Rezoning/DP Rev1	Mar 1, 2023
1	Rezoning/DP	July 7, 2022



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Project
1039-1043 Meares Street

Jawl Residential Ltd.
& Bradbury
Developments Ltd.

Sheet Name
CODE DATA

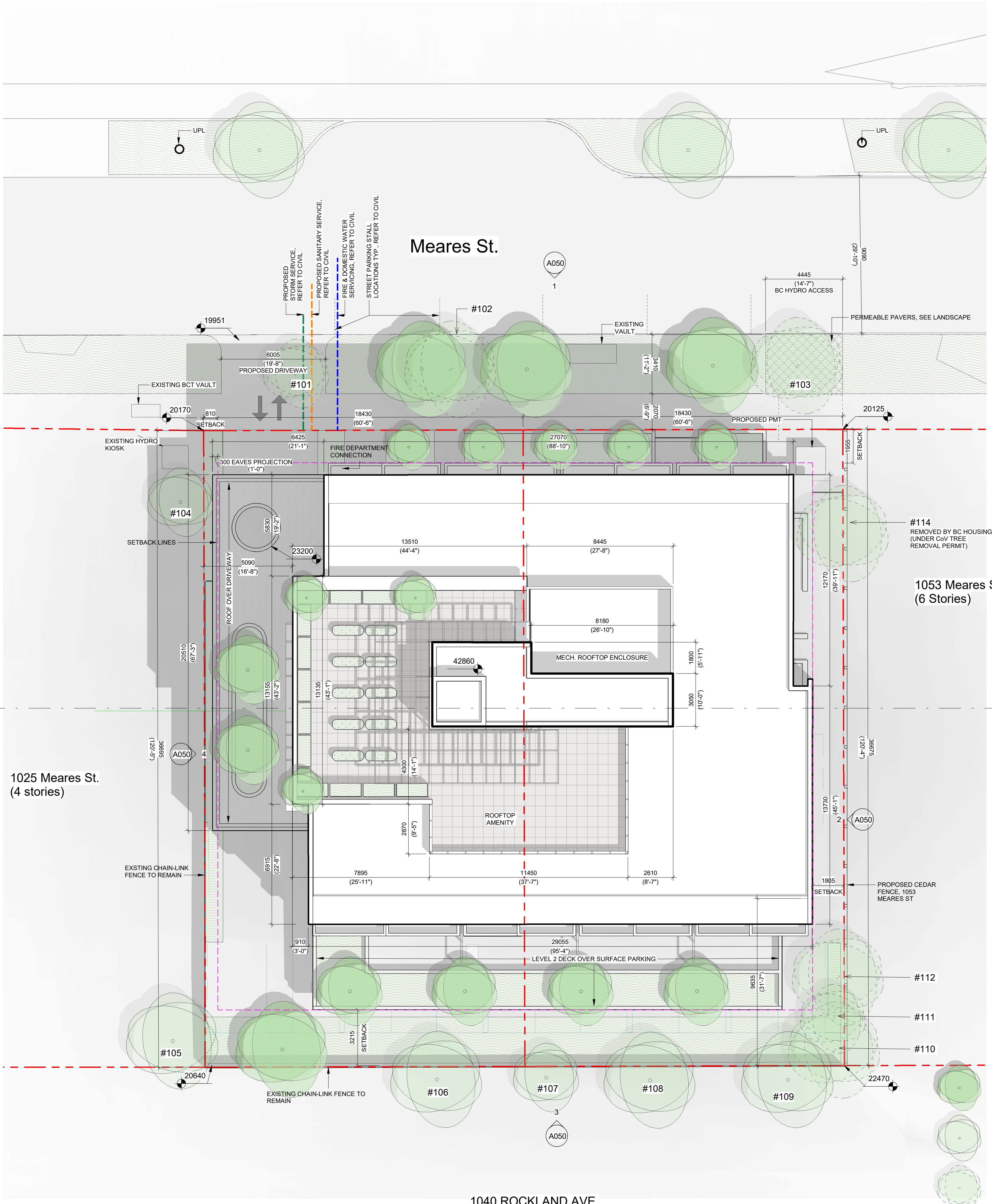
Date
April 25, 2023

Scale
As indicated

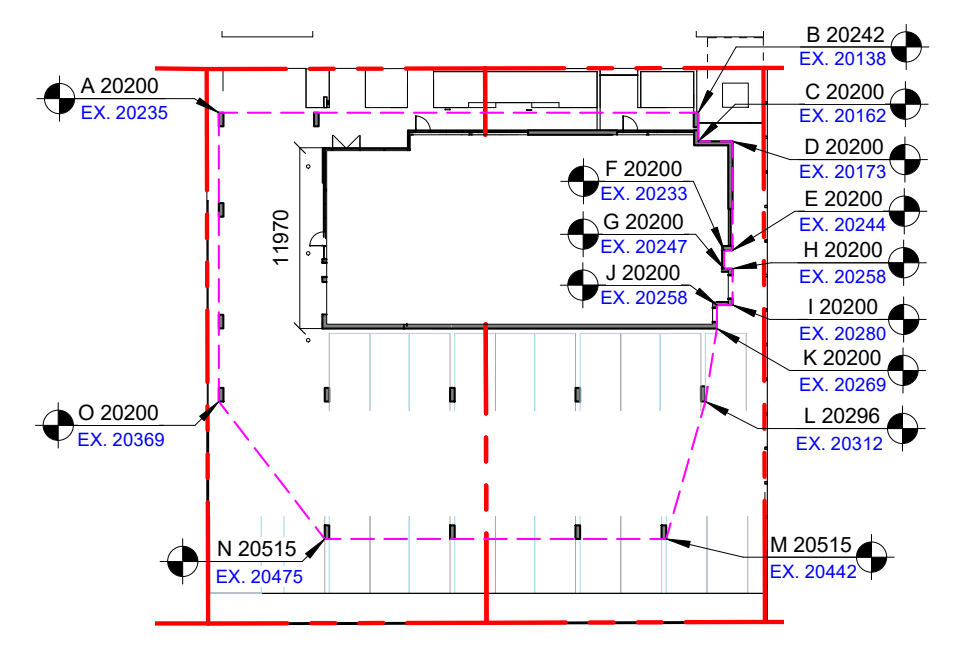
Project #
2124

Revision
Mar 1, 2023 **2**

Sheet #
A051

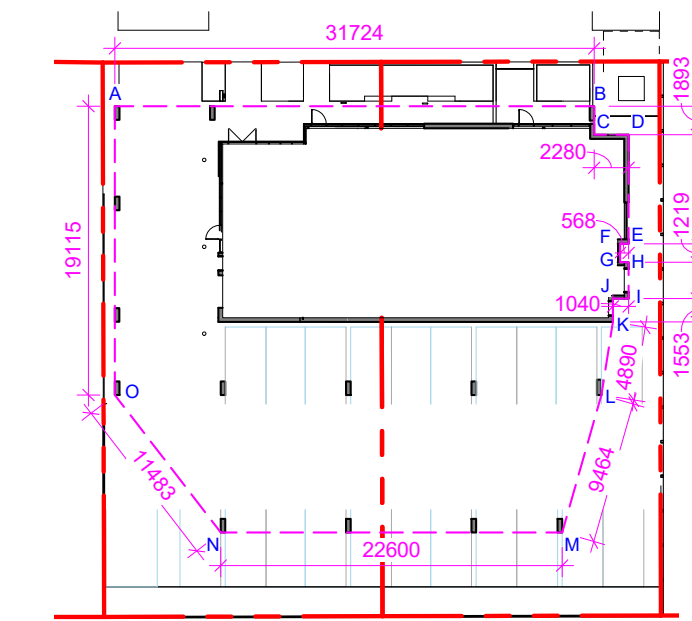


1 Site Plan
SCALE = 1 : 125

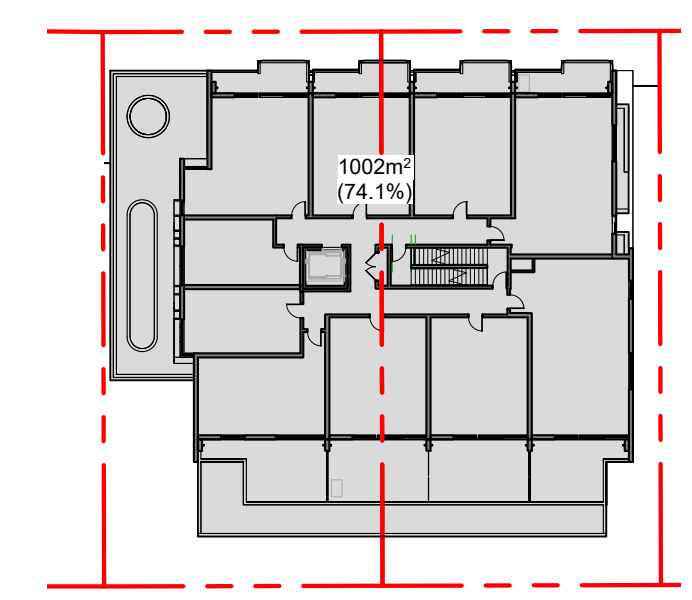


2 Average Grade Points Key Plan
SCALE = 1 : 500

POINT	EXISTING	PROPOSED	DISTANCE BETWEEN POINTS	AVE. OF POINTS
A	20.235	20.200	POINT A-B	31.724
B	20.138	20.242	POINT B-C	1.893
C	20.162	20.200	POINT C-D	2.280
D	20.173	20.200	POINT D-E	7.218
E	20.244	20.200	POINT E-F	0.568
F	20.233	20.200	POINT F-G	1.219
G	20.247	20.200	POINT G-H	0.568
H	20.258	20.200	POINT H-I	2.402
I	20.280	20.200	POINT I-J	1.040
J	20.258	20.200	POINT J-K	1.553
K	20.269	20.200	POINT K-L	4.890
L	20.312	20.296	POINT L-M	9.464
M	20.442	20.515	POINT M-N	22.600
N	20.475	20.515	POINT N-O	11.483
O	20.369	20.200	POINT O-A	19.115
TOTAL				2391.94
AVERAGE GRADE = 2391.94 / 118.02 = 20.27				



3 Distance Between Points Key Plan
SCALE = 1 : 500



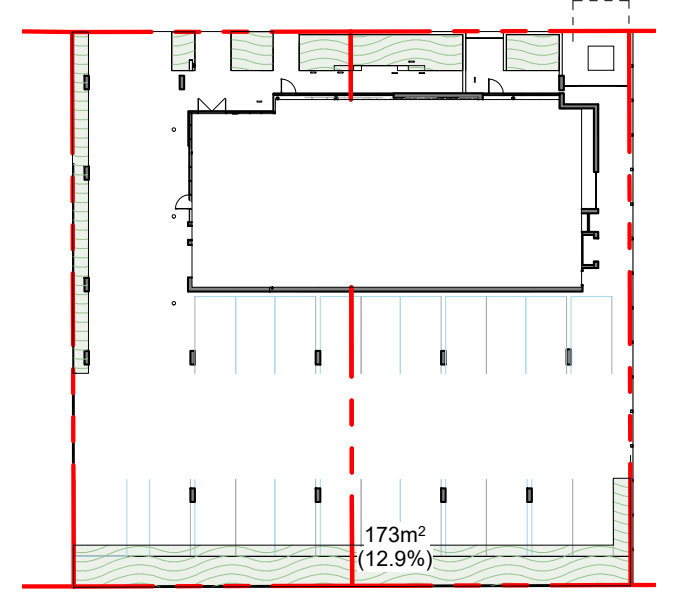
4 Site Coverage
SCALE = 1 : 500

MUNICIPALITY	CITY OF VICTORIA
MUNICIPAL ADDRESS	1039, 1043 MEARES STREET, VICTORIA BC
LEGAL DESCRIPTION	LOT 1571, 1570, VICTORIA CITY
PROJECT DESCRIPTION	- 6 STOREY BUILDING - ROOFTOP AMENITY - SURFACE PARKING

PROJECT INFORMATION	
ZONE (EXISTING)	R3-1
PROPOSED ZONE	UNKNOWN
SITE AREA (m ²)	1,352m ²
TOTAL FLOOR AREA (m ²)	3,363.45m ²
FLOOR SPACE RATIO	2.49 : 1
SITE COVERAGE (%)	74.1%
OPEN SITE SPACE (%)	12.9%
HEIGHT (m)	22.59m
NUMBER OF STOREYS	6
PARKING STALLS (#) ON SITE	46
BICYCLE PARKING (#) SHORT TERM	6
BICYCLE PARKING (#) LONG TERM	60

BUILDING SETBACKS (m)	
FRONT YARD	1.95m
REAR YARD (TO LEVEL 2 DECK)	3.21m
REAR YARD (TO BUILDING FACE LVL 2-6)	9.63m
SIDE YARD (W-TO COLUMN FACE)	0.81m
SIDE YARD (W-TO BUILDING FACE LVL 2-6)	5.1m
SIDE YARD (E)	1.85m

RESIDENTIAL USE DETAILS	
TOTAL NUMBER OF UNITS	50
UNIT TYPE	1 BD (24), STUDIO (9) 2 BD (16), LIVE/WORK (1)
GROUND-ORIENTATED UNITS	1
MINIMUM UNIT FLOOR AREA (m ²)	29.5m ²
TOTAL RESIDENTIAL FLOOR AREA (m ²)	2,839.75m ²



5 Open Site Space
SCALE = 1 : 500

NO.	DESCRIPTION	DATE
3	Rezoning/DP Rev1	Mar 1, 2023
2	Rezoning/DP	July 7, 2022
1	Development Tracker	June 3, 2022



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Project
1039-1043 Meares Street

Jawl Residential Ltd. & Bradbury Developments Ltd.

Sheet Name
SITE PLAN & PROJECT DATA

Date
April 25, 2023

Scale
As indicated

Project #
2124

Revision
Mar 1, 2023
3

Sheet #
A100

2023-04-25 3:38:06 PM

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BC LAND SURVEYORS SITE PLAN OF:

Civic: 1043 and 1039 Meares Street

Legal Lots 1570 and 1571,
Victoria City

Parcel Identifier: 009-396-721 (Lot 1570)
009-396-730 (Lot 1571)

in the City of Victoria

LEGEND

Elevations are geodetic and referenced to the CVD28BC datum.

+ - denotes - existing elevation
UPL - denotes - utility pole w/ light

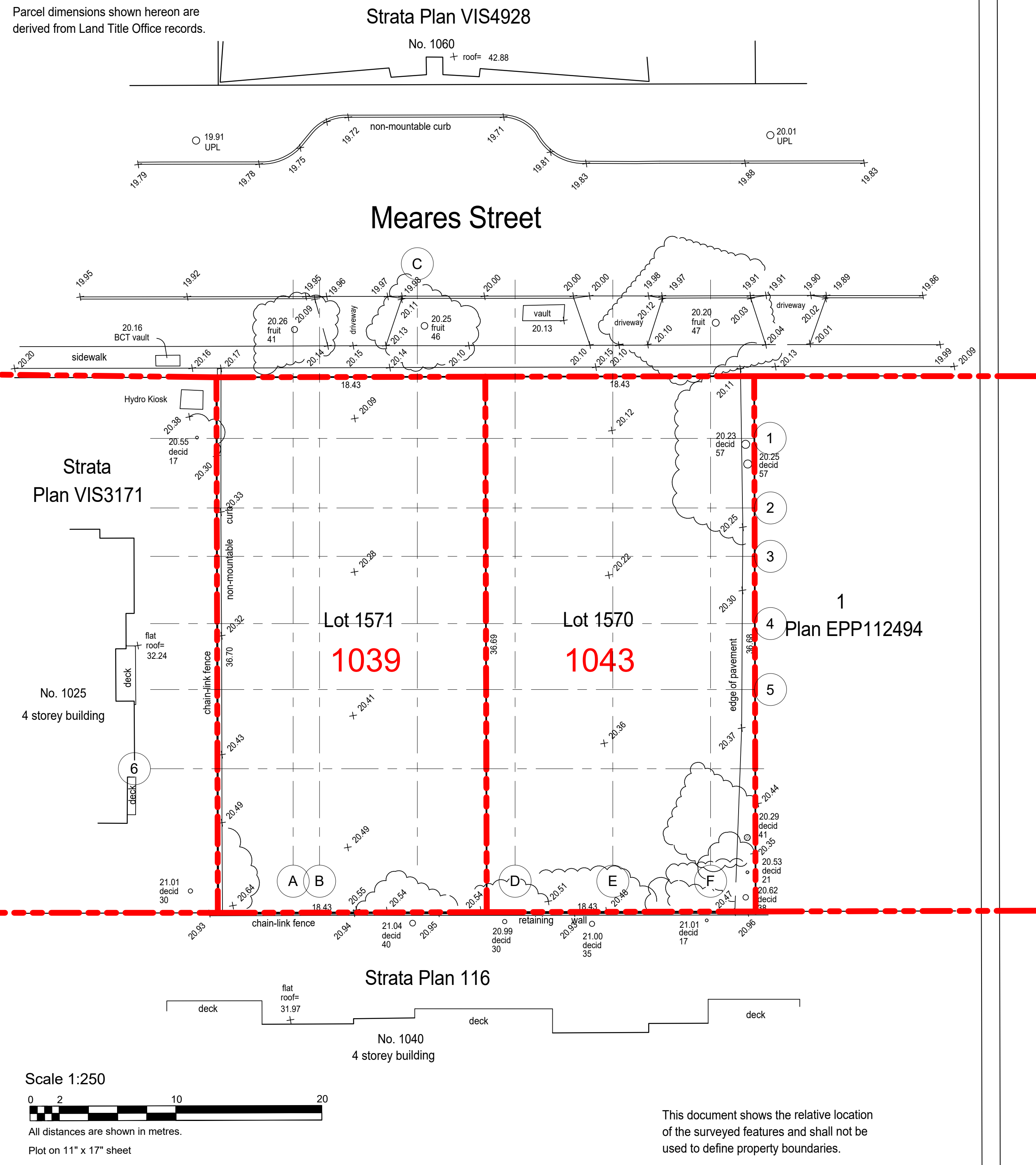
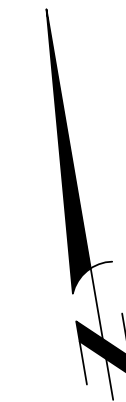
Tree diameters are in centimetres.

Total Area = 1352 m²

Setbacks are derived from field survey.

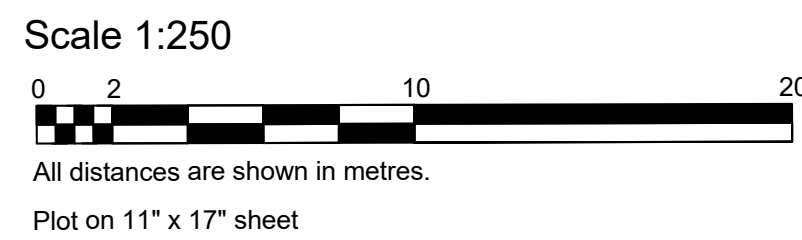
Parcel dimensions shown hereon are derived from Land Title Office records.

Date	February 07, 2022
File	13660-9
POWELL & ASSOCIATES	
BC Land Surveyors	
250-2950 Douglas Street	
Victoria, BC V8T 4N4	
phone (250) 382-8855	



1039 MEARES ST	
Parcels (Folio based)	
Folio: 03208006	
Legal Type: LAND	
Lot: 1571	
Actual Use (BCA): PARKING-LOT ONLY	
PAVED OR GRAV	
Zoning: R3-1	
Site Area: 672m ²	

1043 MEARES ST	
Parcels (Folio based)	
Folio: 03208007	
Legal Type: LAND	
Lot: 1570	
Actual Use (BCA): PARKING-LOT ONLY	
PAVED OR GRAV	
Zoning: R3-1	
Site Area: 672m ²	



This document shows the relative location of the surveyed features and shall not be used to define property boundaries.

2	Rezoning/DP	July 7, 2022
1	Development Tracker	June 3, 2022
NO.	DESCRIPTION	DATE



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Project	
1039-1043 Meares Street	
Jawl Residential Ltd. & Bradbury Developments Ltd.	

Sheet Name	
SURVEY	

Date	April 25, 2023
------	----------------

Scale	1 : 200	Project #	2124
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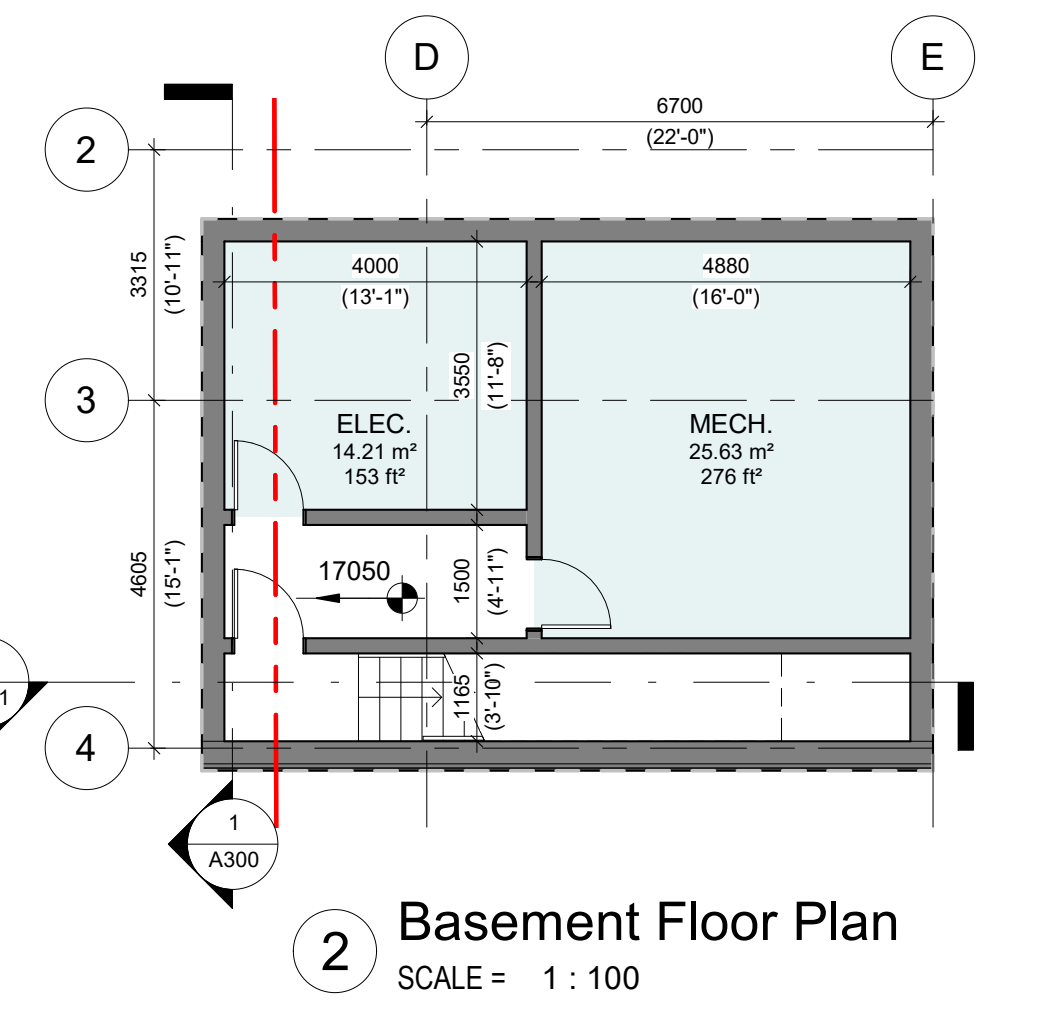
Revision	July 7, 2022	2
----------	--------------	---

Sheet #	A101
---------	-------------



Area Schedule (Gross Building)	
Level	Area
Ground Floor	191.90 m ²
Level 2	627.21 m ²
Level 3	627.21 m ²
Level 4	627.21 m ²
Level 5	627.21 m ²
Level 6	627.21 m ²
Roof	35.50 m ²
Grand total: 7	3363.43 m ²

Parking Calculation Breakdown	
Bike Parking Calculation	Parking Calculation
Residential Long Term	Core Area Residential
1 space per unit > 45m ²	0.65 space per unit > 45m ²
10 units x 1 = 10 spaces	10 units x 0.65 = 6.5 spaces
1.25 space per unit < 45m ²	0.80 space per unit < 45m ² , > 70m ²
40 units x 1.25 = 50 spaces	35 units x 0.80 = 28 spaces
Commercial Long Term	1.2 space per unit < 70m ²
1 space per 200m ² floor area	5 units x 1.2 = 6 spaces
33.61sqm/200sqm = 0.16	Visitor 0.1 space per unit
Short-term	50 units x 0.1 = 5 spaces
6 spaces	Commercial Personal Service
TOTAL = 66 spaces Required	1 space per 50sqm Floor Area
82 Spaces Provided	33.61 / 50 = 0.67
(74 Long-term, 8 Short-term)	TOTAL = 46 spaces Required
	22 Spaces Provided
	(2 Accessible Stalls
	1 Visitor stall)



NO.	DESCRIPTION	DATE
4	Rezoning/DP Rev.1.1	April 25, 2023
3	Rezoning/DP Rev.1	Mar 1, 2023
2	Rezoning/DP	July 7, 2022
1	Development Tracker	June 3, 2022



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Project
1039-1043 Meares Street

Jawl Residential Ltd. & Bradbury Developments Ltd.

Sheet Name
GROUND FLOOR PLAN

Date
April 25, 2023

Scale
As indicated

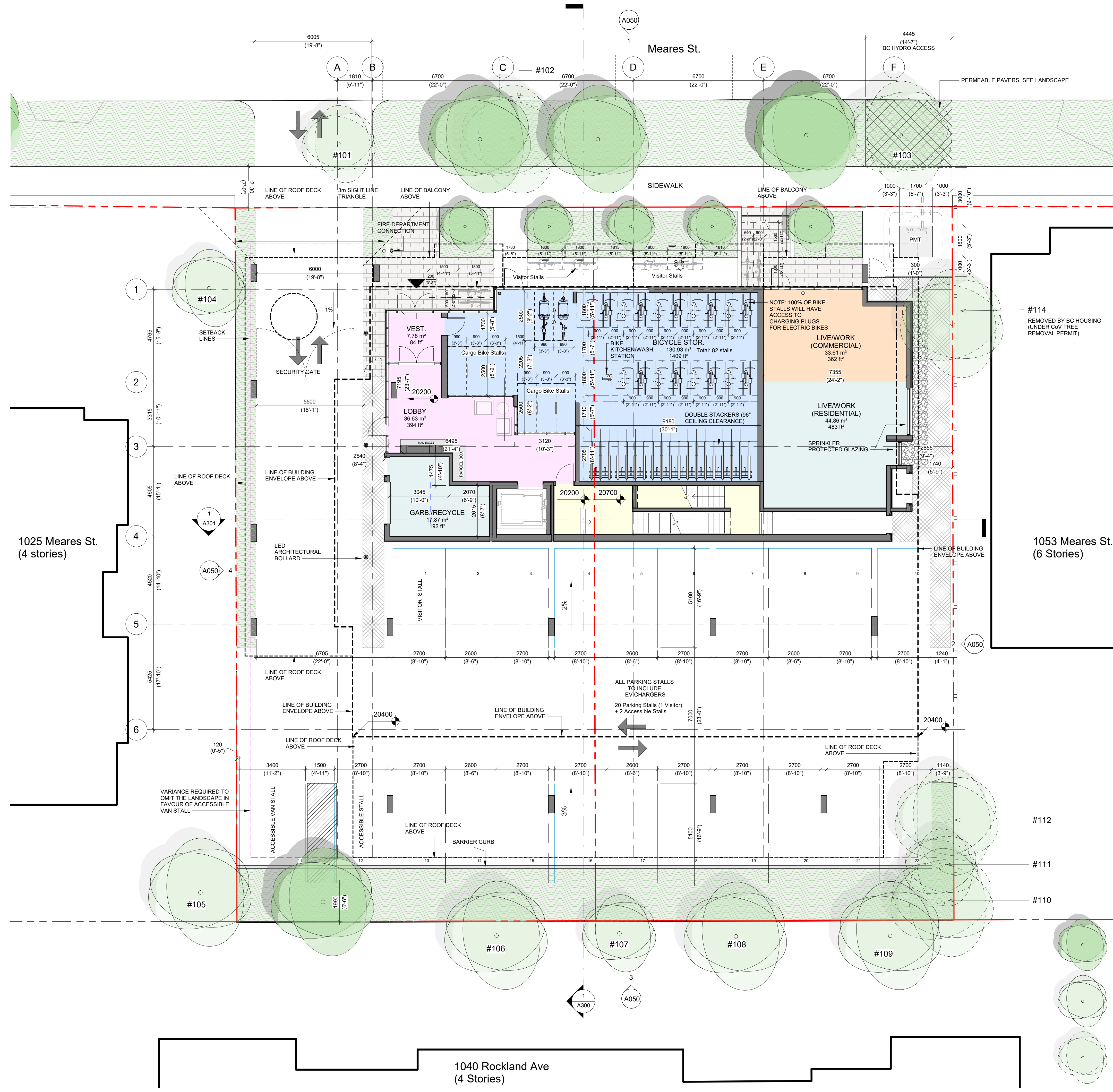
Project #
2124

Revision
April 25, 2023

Revision #
4

Sheet #
A120

2023-04-25 3:38:27 PM

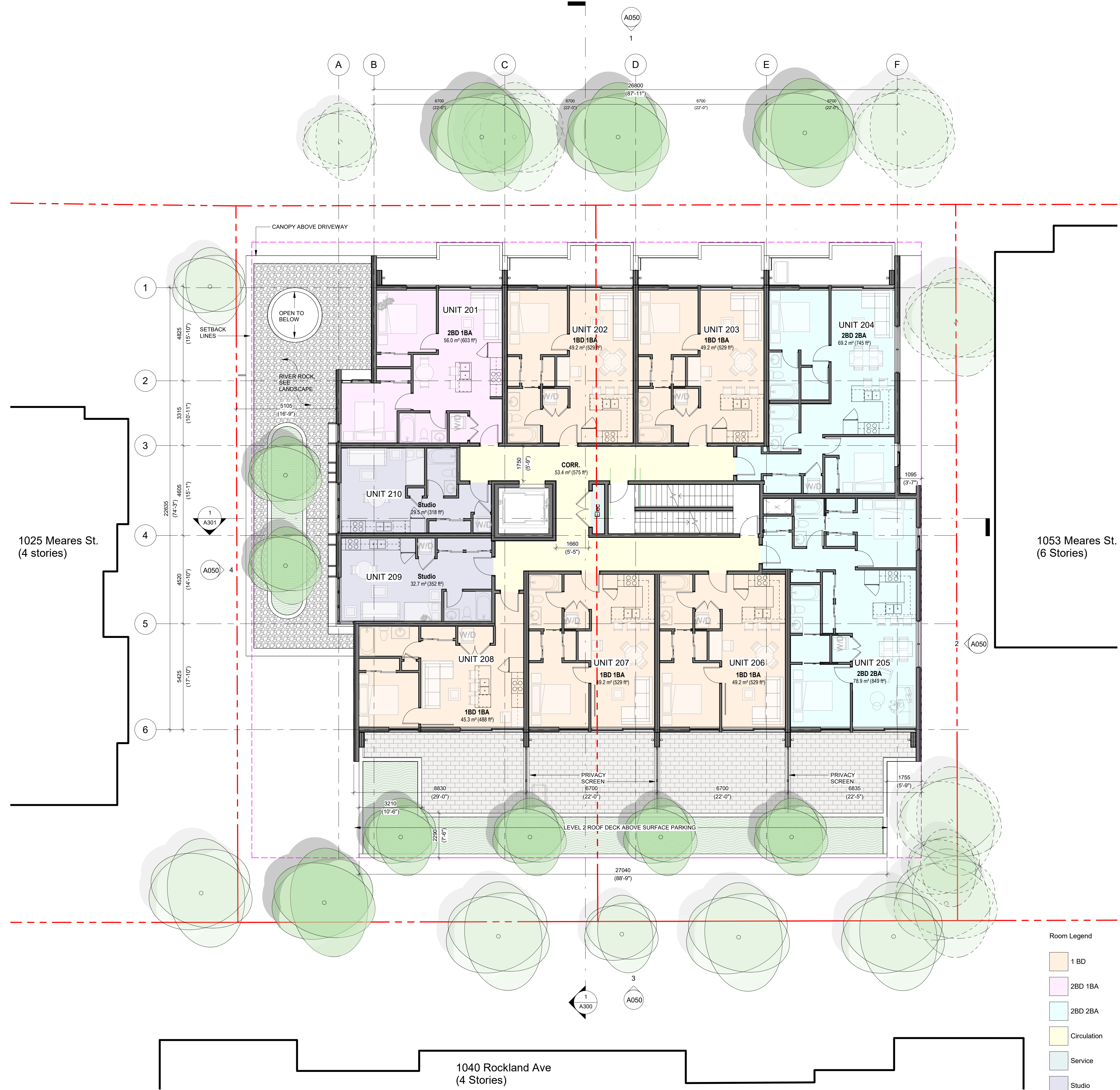


1 Ground Floor Plan
SCALE = 1 : 100

1040 Rockland Ave
(4 Stories)

- PROPOSED TREE
- EXISTING TREE
- EXISTING TREE TO BE REMOVED
REFER TO LANDSCAPE DRAWING

C:\Users\jawn\OneDrive\Documents\1039-1043 Meares Street - 230424.rvt



- Room Legend**
- 1 BD
 - 2BD 1BA
 - 2BD 2BA
 - Circulation
 - Service
 - Studio

Unit Mix		
Level	Name	Count
Ground Floor	LIVE/WORK (COMMERCIAL)	1
Ground Floor: 1		
Level 2	1BD 1BA	5
Level 2	2BD 1BA	1
Level 2	2BD 2BA	2
Level 2	Studio	2
Level 2: 10		
Level 3	1BD 1BA	5
Level 3	2BD 1BA	1
Level 3	2BD 2BA	2
Level 3	Studio	2
Level 3: 10		
Level 4	1BD 1BA	5
Level 4	2BD 1BA	1
Level 4	2BD 2BA	2
Level 4	Studio	2
Level 4: 10		
Level 5	1BD 1BA	5
Level 5	2BD 1BA	1
Level 5	2BD 2BA	2
Level 5	Studio	2
Level 5: 10		
Level 6	1BD 1BA	4
Level 6	2BD 2BA	4
Level 6	STUDIO	1
Level 6: 9		
Grand total: 50		

NO.	DESCRIPTION	DATE
3	Rezoning/DP Rev1	Mar 1, 2023
2	Rezoning/DP	July 7, 2022
1	Development Tracker	June 3, 2022



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Project
1039-1043 Meares Street

Jawl Residential Ltd.
& Bradbury
Developments Ltd.

Sheet Name
FLOOR PLAN - LEVELS 2-5

Date
April 25, 2023

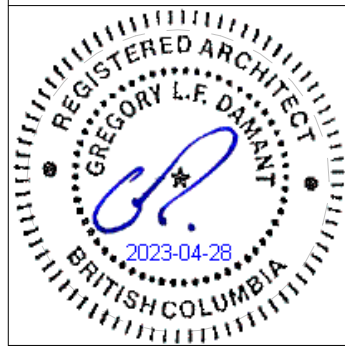
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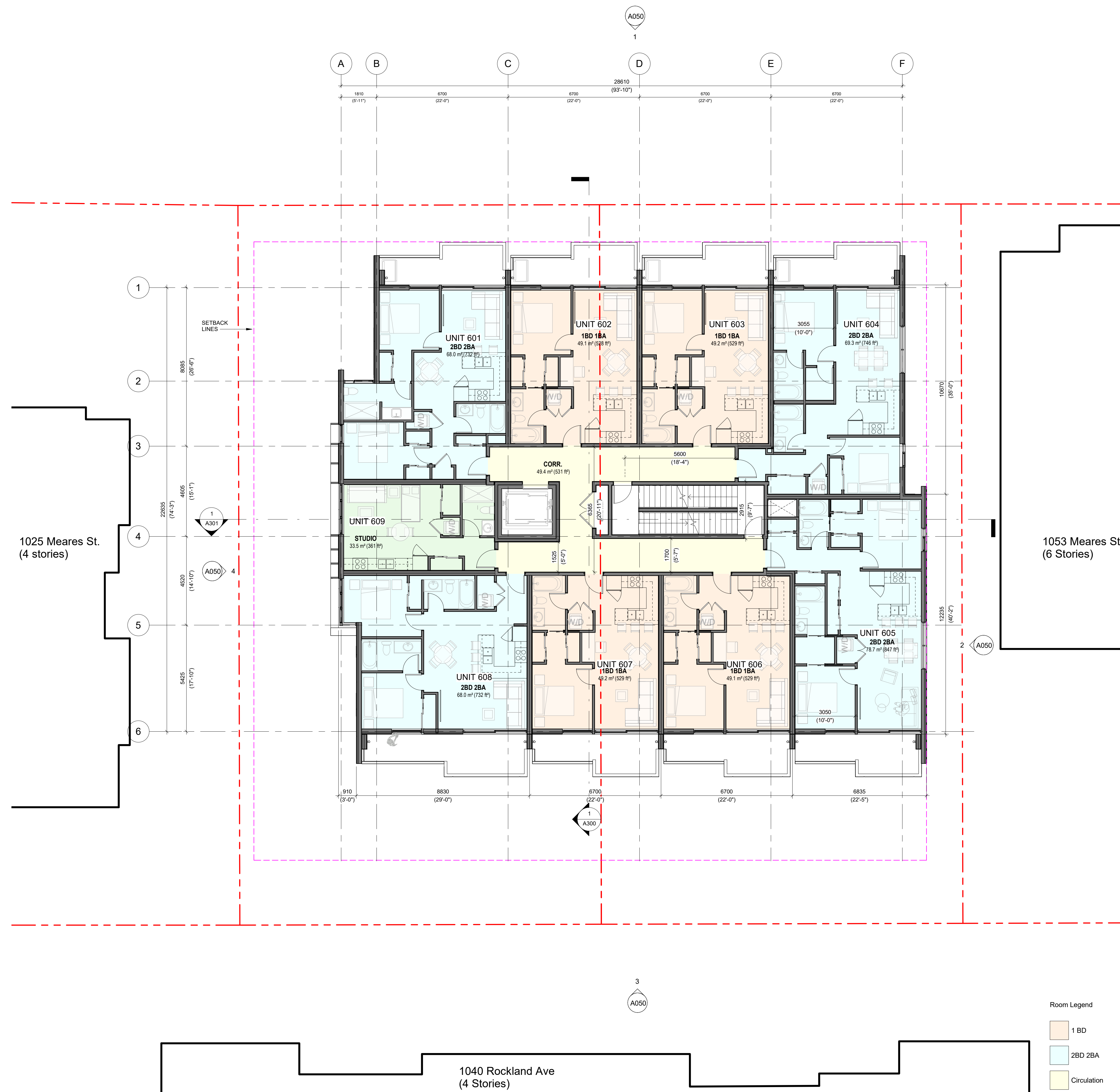
Project #
2124

Revision
Mar 1, 2023

3

Sheet #
A121





Room Legend

1 BD
2BD 2BA
Circulation
STUDIO

Unit Mix		
Level	Name	Count
Ground Floor	LIVEWORK (COMMERCIAL)	1
Ground Floor: 1		
Level 2	1BD 1BA	5
Level 2	2BD 1BA	1
Level 2	2BD 2BA	2
Level 2	Studio	2
Level 2: 10		
Level 3	1BD 1BA	5
Level 3	2BD 1BA	1
Level 3	2BD 2BA	2
Level 3	Studio	2
Level 3: 10		
Level 4	1BD 1BA	5
Level 4	2BD 1BA	1
Level 4	2BD 2BA	2
Level 4	Studio	2
Level 4: 10		
Level 5	1BD 1BA	5
Level 5	2BD 1BA	1
Level 5	2BD 2BA	2
Level 5	Studio	2
Level 5: 10		
Level 6	1BD 1BA	4
Level 6	2BD 2BA	4
Level 6	STUDIO	1
Level 6: 9		
Grand total:	50	

3	Rezoning/DP Rev1	Mar 1, 2023
2	Rezoning/DP	July 7, 2022
1	Development Tracker	June 3, 2022
NO.	DESCRIPTION	DATE



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Project
1039-1043 Meares Street
 Jawl Residential Ltd. & Bradbury Developments Ltd.

Sheet Name
FLOOR PLAN - LEVEL 6

Date
 April 25, 2023

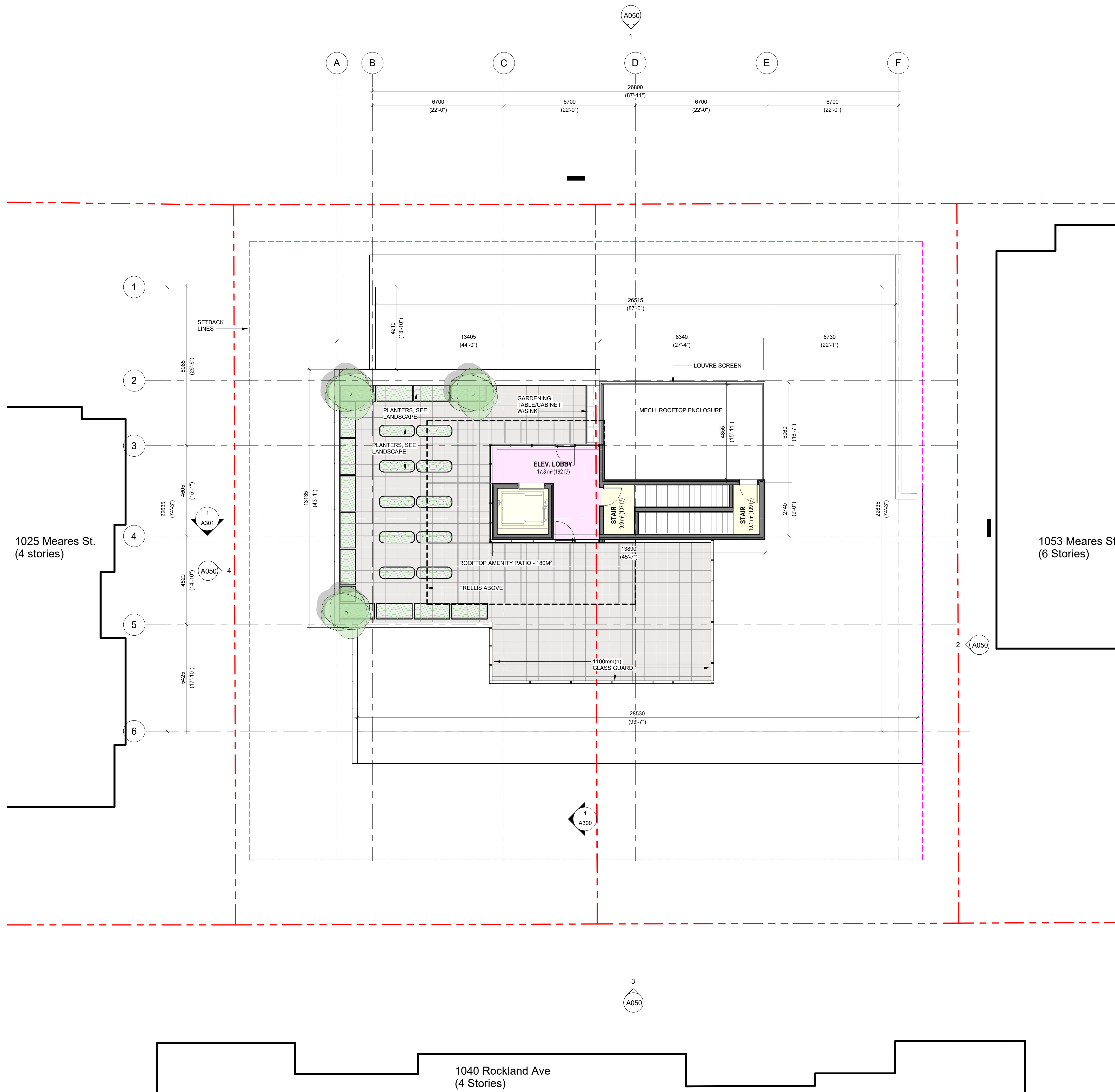
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Project #
 2124

Revision
 Mar 1, 2023 **3**

Sheet #
A123





2	Rezoning/DP	July 7, 2022
1	Development Tracker	June 3, 2022
NO.	DESCRIPTION	DATE



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Project
1039-1043 Meares Street

Jawl Residential Ltd.
& Bradbury
Developments Ltd.

Sheet Name
ROOF PLAN

Date
April 25, 2023

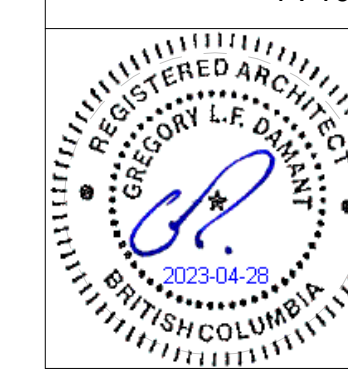
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Project #
2124

Revision
July 7, 2022

Sheet #
A124

2023-04-25 3:38:52 PM





1 Elevation - NORTH
SCALE = 1 : 100



FINISH MATERIALS

- 01. INTEGRATED GLASS
- 02. CUSTOM PATTERN GLASS
- 03. PATTERNED GLASS
- 04. STOREFRONT GLAZING
- 05. GLAZING
- 06. VERTICAL FENCING (CHARCOAL)
- 07. CEMENTITIOUS PANEL (WARM WHITE-GREY)
- 08. 1x4 CEMENTITIOUS PANEL (WARM WHITE-GREY)
- 09. WHITE ALUM. FINISH
- 10. ARCHITECTURAL CONC.
- 11. CONC. FINISH
- 12. ALUM. VERTICAL LOUVRE SUNSHADE (LIGHT GREY)
- 13. LANDSCAPE CONC. WALL (1100mm High) WITH CUSTOM PATTERN



2 Elevation- WEST - Window overlay
SCALE = 1 : 100

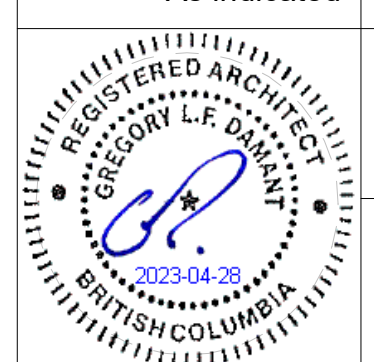
3	Rezoning/DP Rev1	Mar 1, 2023
2	Rezoning/DP	July 7, 2022
1	Development Tracker	June 3, 2022
NO.	DESCRIPTION	DATE



CASCADIA ARCHITECTS INC

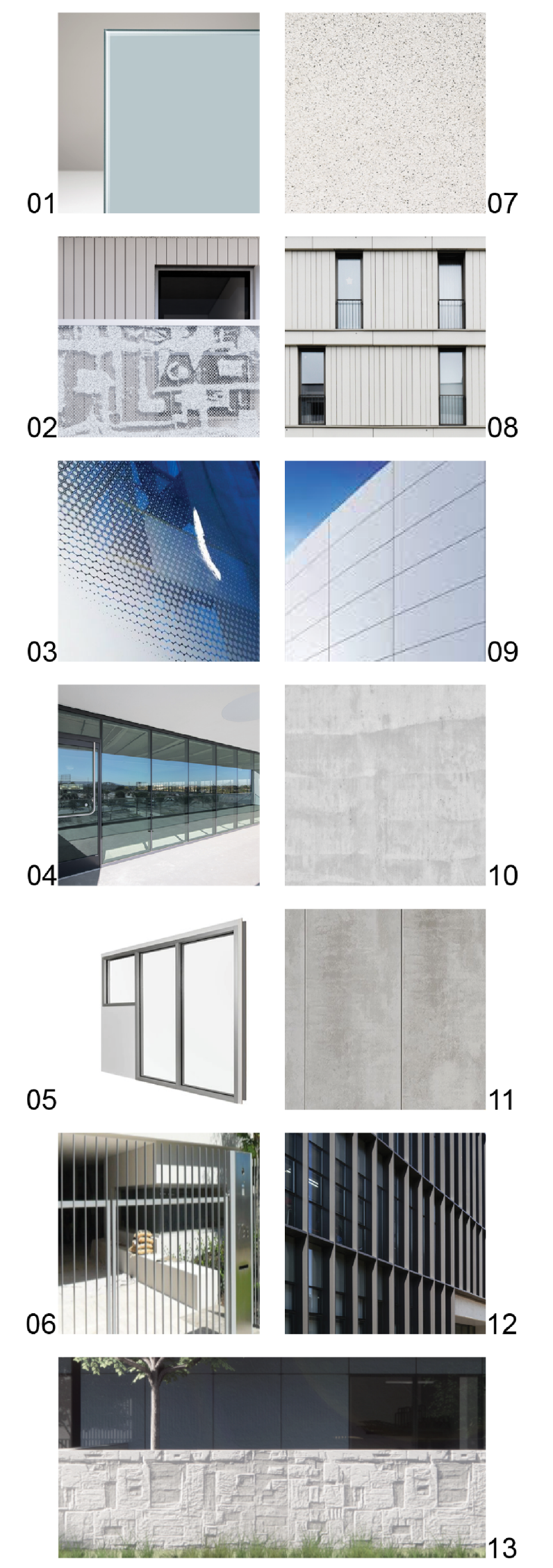
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Project		1039-1043 Meares Street	
Client		Jawl Residential Ltd. & Bradbury Developments Ltd.	
Sheet Name			
ELEVATIONS			
Date		April 25, 2023	
Scale	As indicated	Project #	2124
Revision		3	
Date		Mar 1, 2023	
Sheet #		A200	





1 Elevation - SOUTH
SCALE = 1 : 100



- FINISH MATERIALS**
- 01. INTEGRATED GLASS
 - 02. CUSTOM PATTERN GLASS
 - 03. PATTERNED GLASS
 - 04. STOREFRONT GLAZING
 - 05. GLAZING
 - 06. VERTICAL FENCING (CHARCOAL)
 - 07. CEMENTITIOUS PANEL (WARM WHITE-GREY)
 - 08. 1x4 CEMENTITIOUS PANEL (WARM WHITE-GREY)
 - 09. WHITE ALUM. FINISH
 - 10. ARCHITECTURAL CONC.
 - 11. CONC. FINISH
 - 12. ALUM. VERTICAL LOUVRE SUNSHADE (LIGHT GREY)
 - 13. LANDSCAPE CONC. WALL (1100mm High) WITH CUSTOM PATTERN

Revisions
 Received Date: June 27, 2023
 Deemed Date: May 1, 2023



2 Elevation - EAST - Window overlay
SCALE = 1 : 100

NO.	DESCRIPTION	DATE
4	Adjacent Window Opening Overlay	June 27, 2023
3	Rezoning/DP Rev1	Mar 1, 2023
2	Rezoning/DP	July 7, 2022
1	Development Tracker	June 3, 2022



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Project
1039-1043 Meares Street

Jawl Residential Ltd.
 & Bradbury Developments Ltd.

Sheet Name
ELEVATIONS

Date
 June 27, 2023

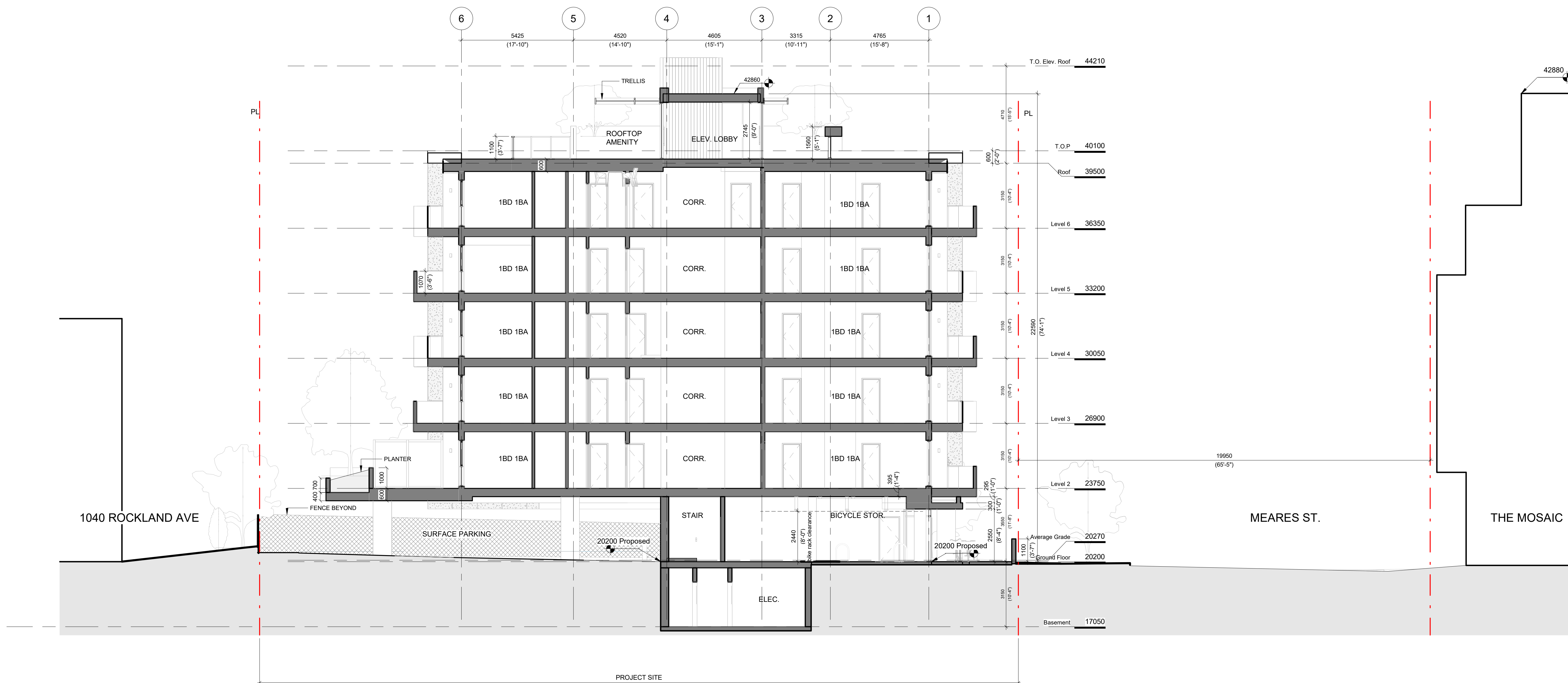
Scale
 As indicated

Project #
 2124

Revision
 June 27, 2023 **4**

Sheet #
A201

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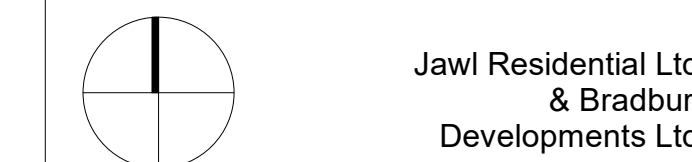
3	Rezoning/DP Rev1	Mar 1, 2023
2	Rezoning/DP	July 7, 2022
1	Development Tracker	June 3, 2022
NO.	DESCRIPTION	DATE



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Project
1039-1043 Meares Street



Jawl Residential Ltd.
& Bradbury
Developments Ltd.

Sheet Name
SITE SECTION 1

Date
April 25, 2023

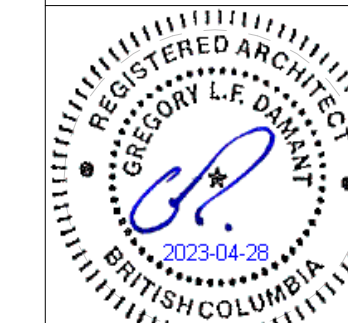
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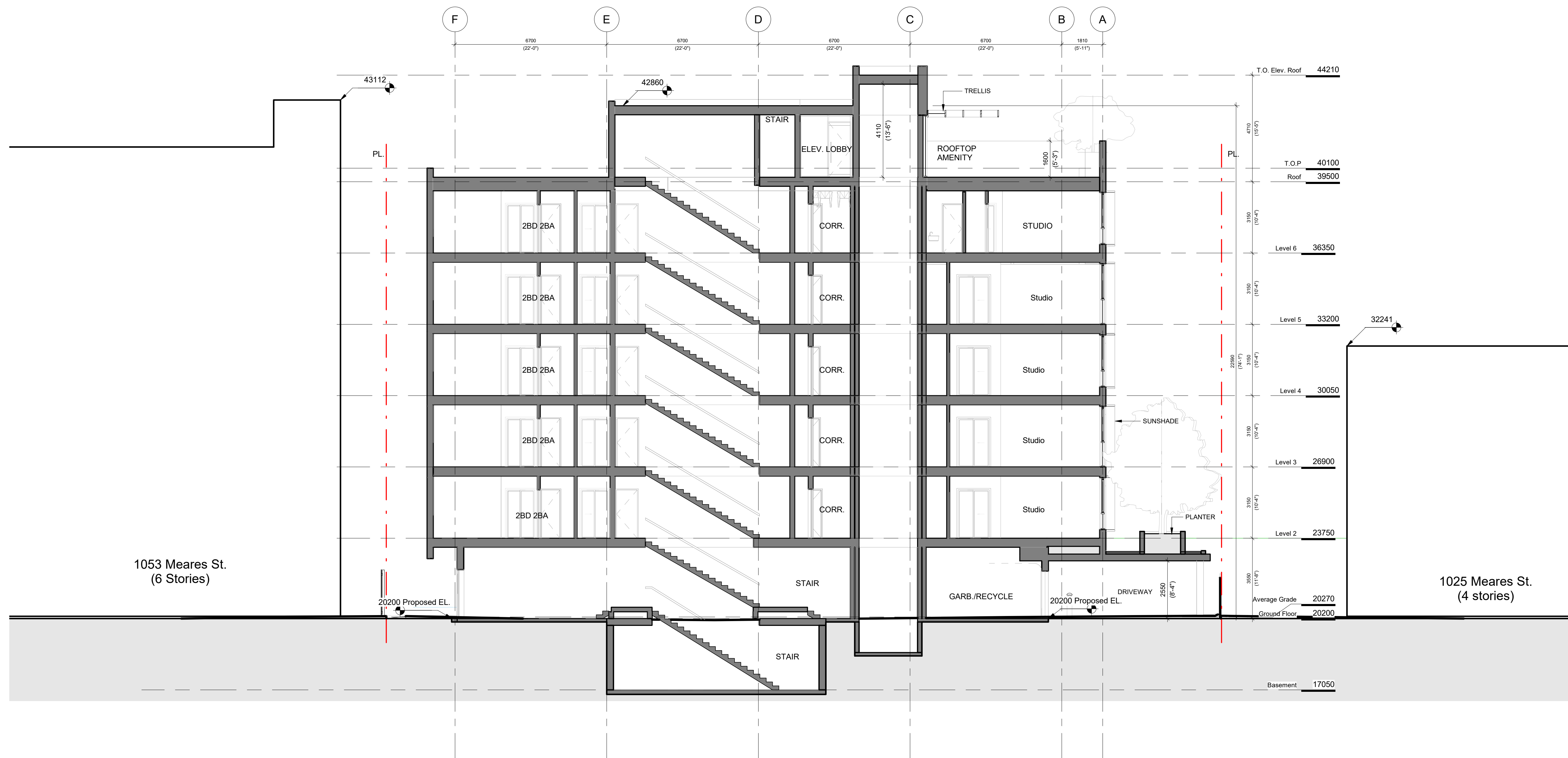
Project #
2124

Revision
Mar 1, 2023

3

Sheet #
A300





NO.	DESCRIPTION	DATE
3	Rezoning/DP Rev1	Mar 1, 2023
2	Rezoning/DP	July 7, 2022
1	Development Tracker	June 3, 2022



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Project
1039-1043 Meares Street

Jawl Residential Ltd.
& Bradbury
Developments Ltd.

Sheet Name
SITE SECTION 2

Date
April 25, 2023

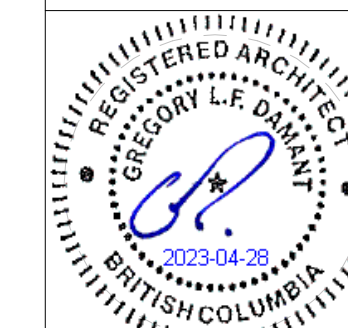
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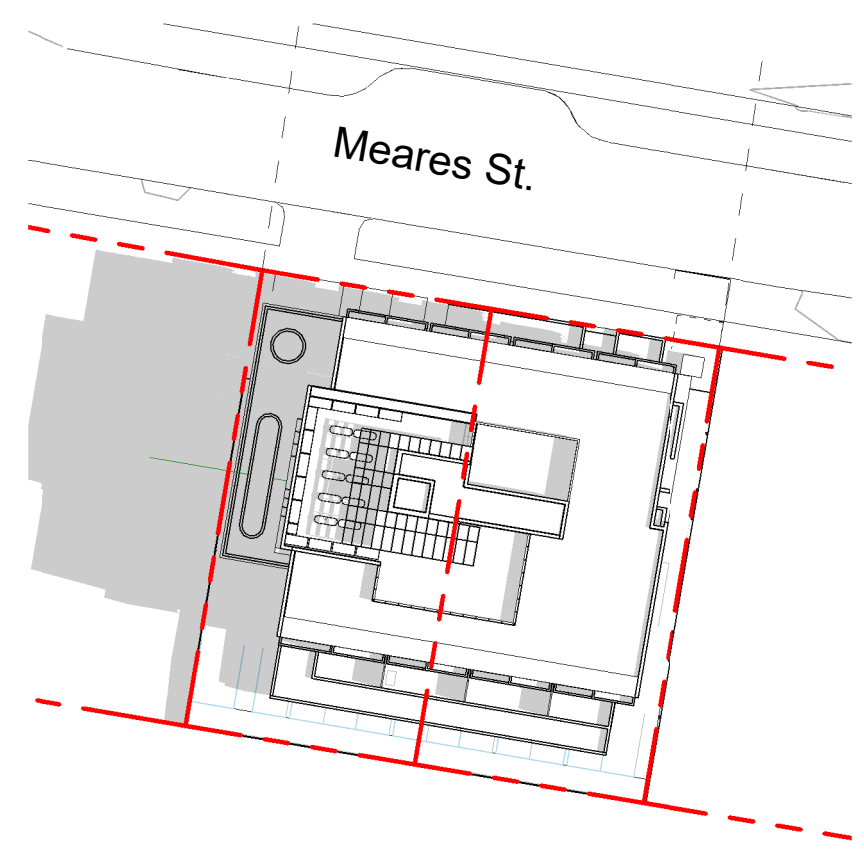
Project #
2124

Revision
Mar 1, 2023

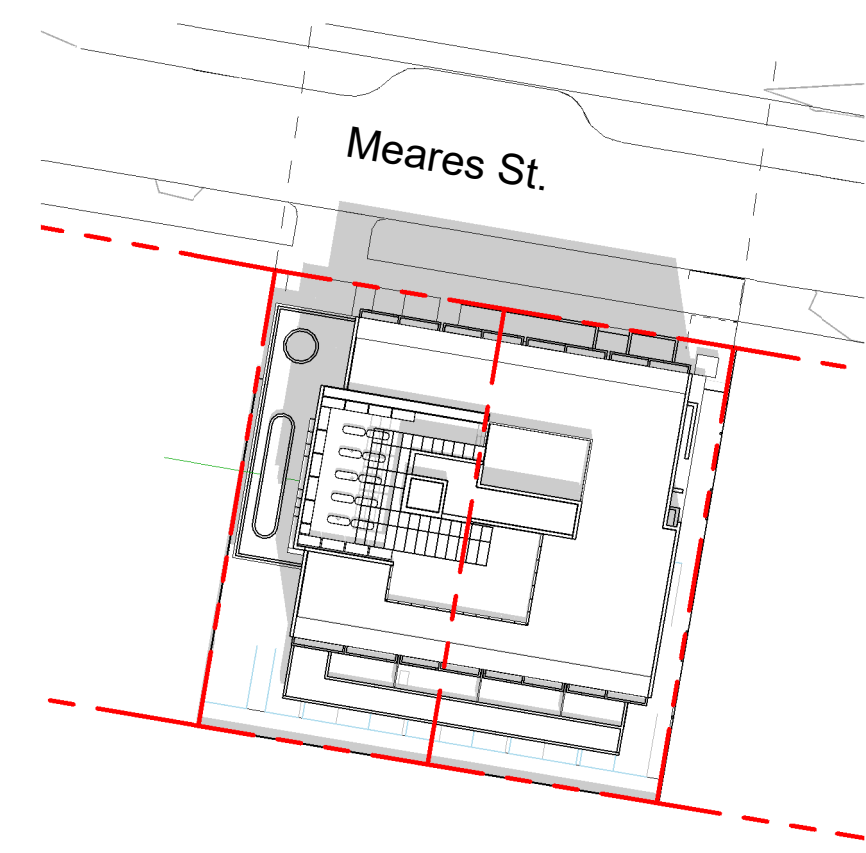
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Sheet #
A301

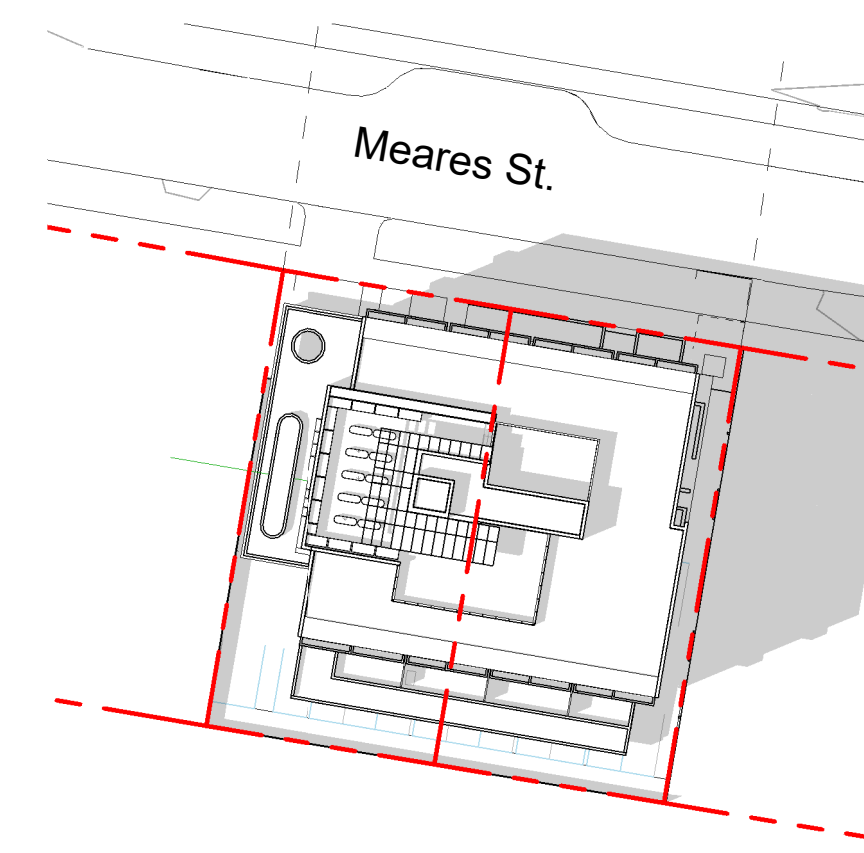




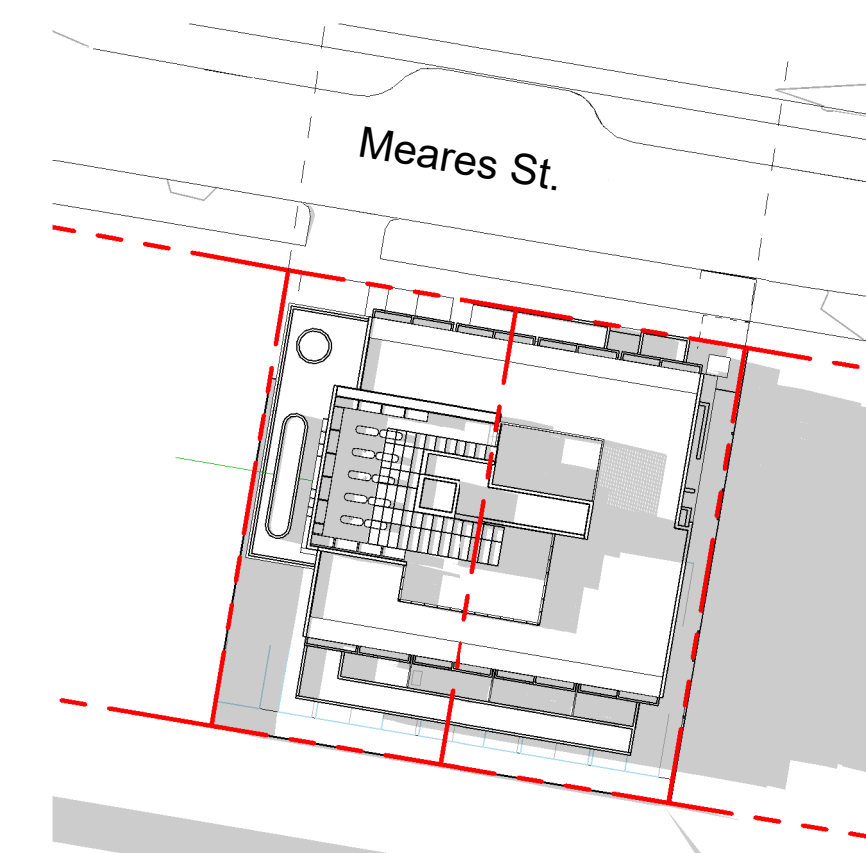
Summer Solstice - 9am



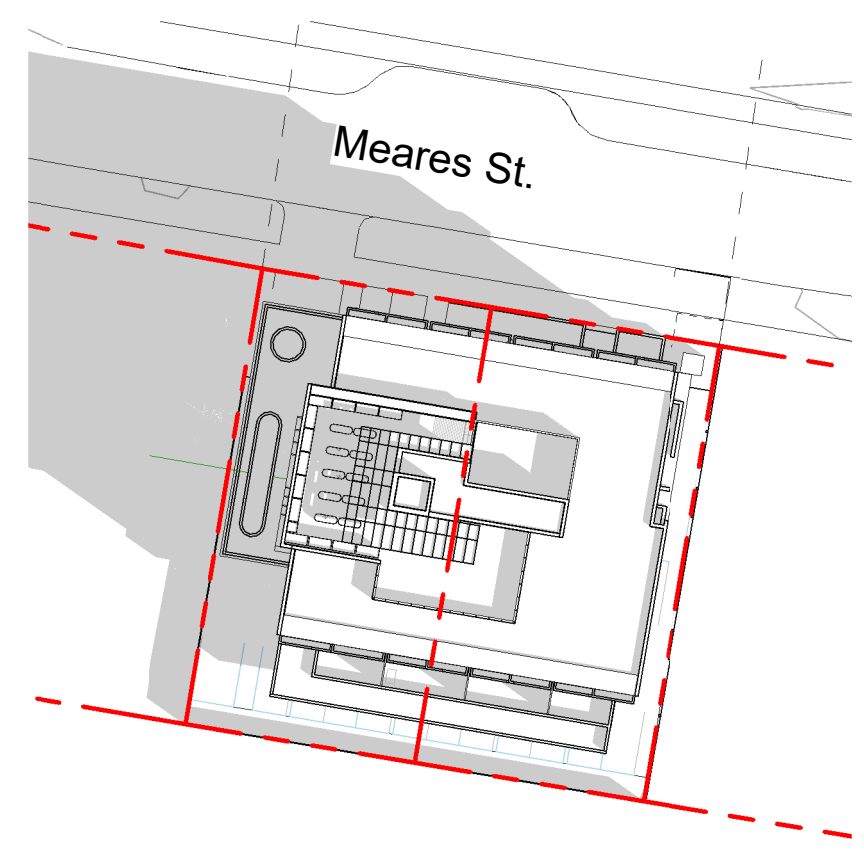
Summer Solstice - Noon



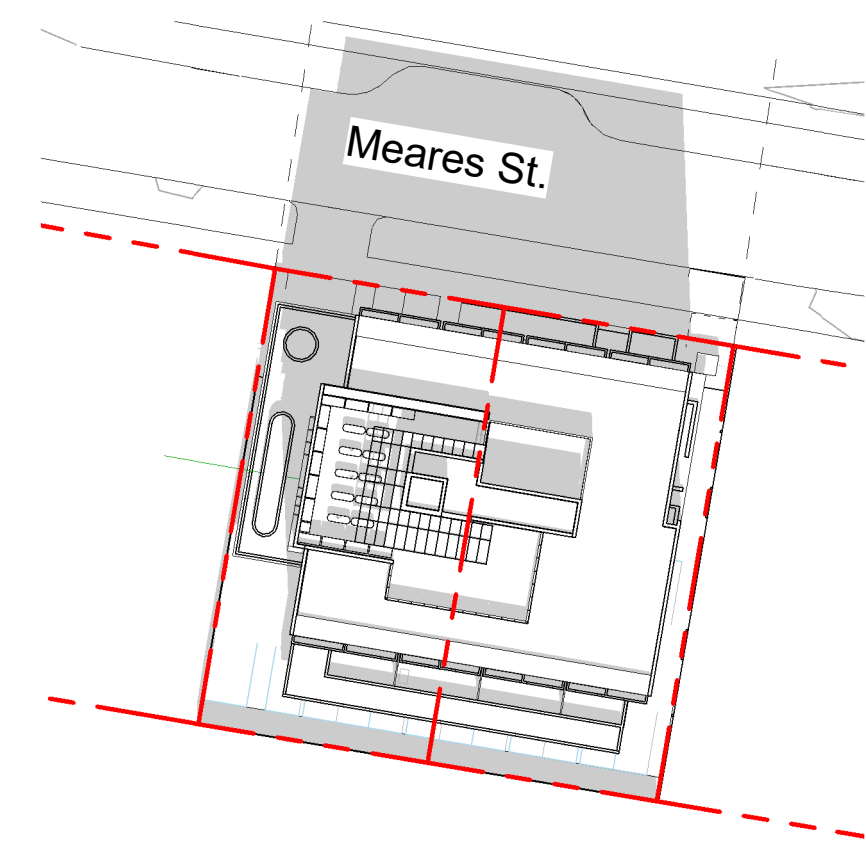
Summer Solstice - 3pm



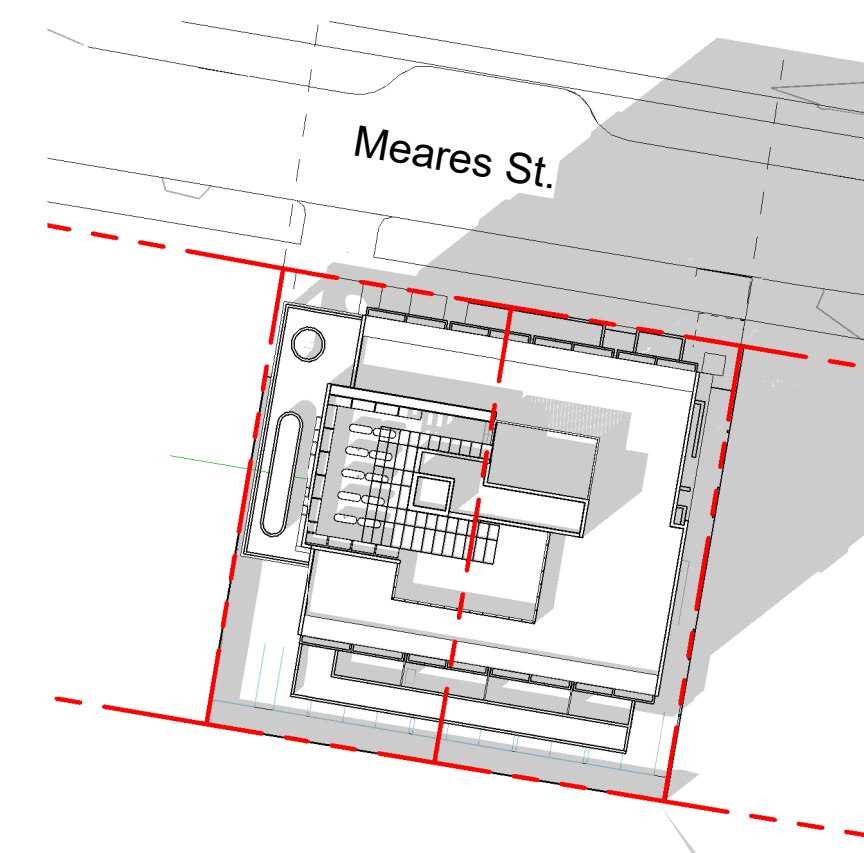
Summer Solstice - 6pm



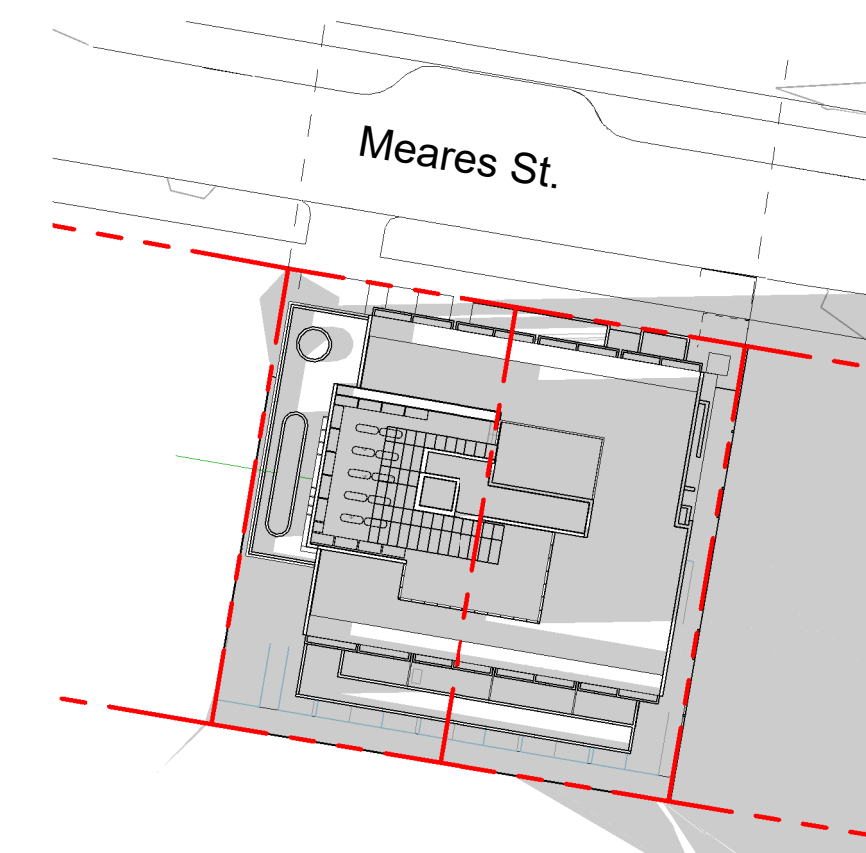
Equinox - 9am



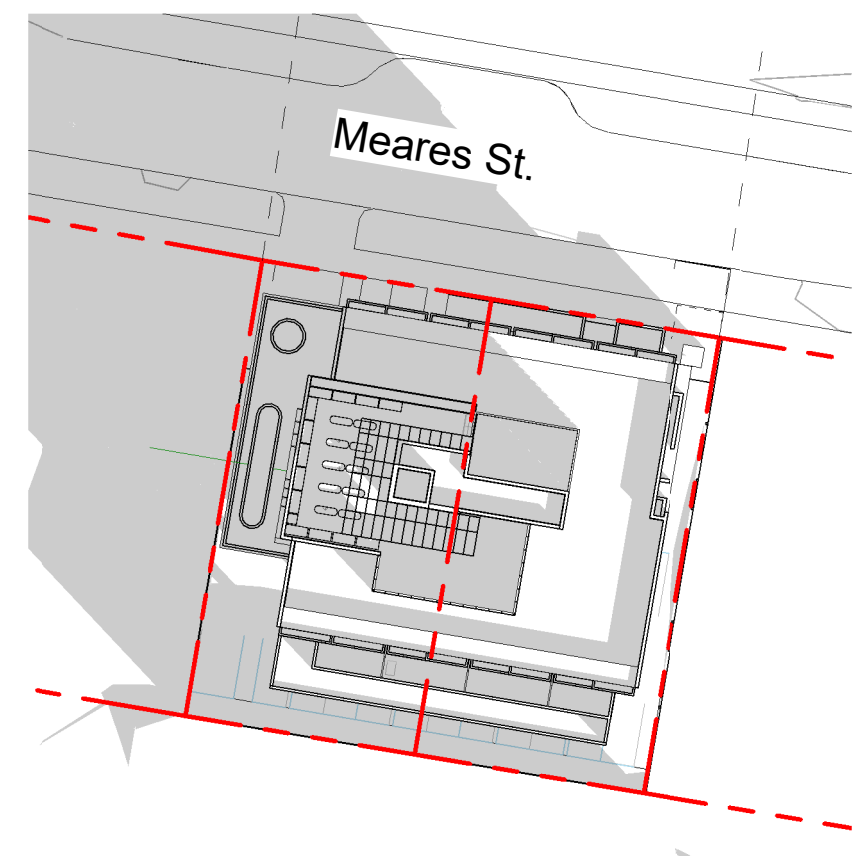
Equinox - Noon



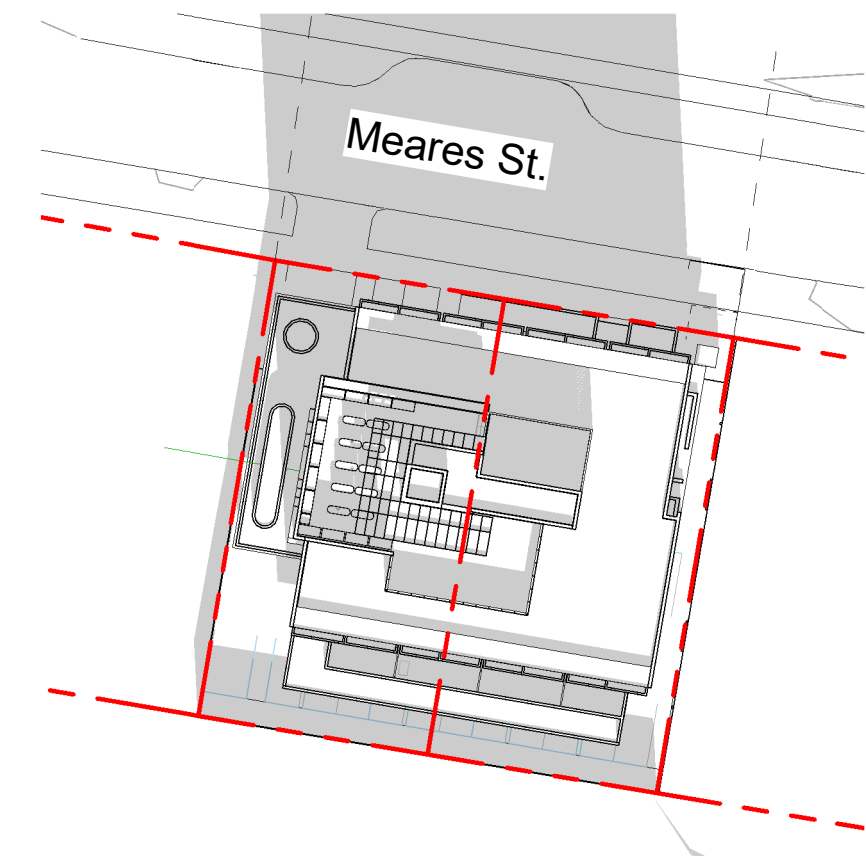
Equinox - 3pm



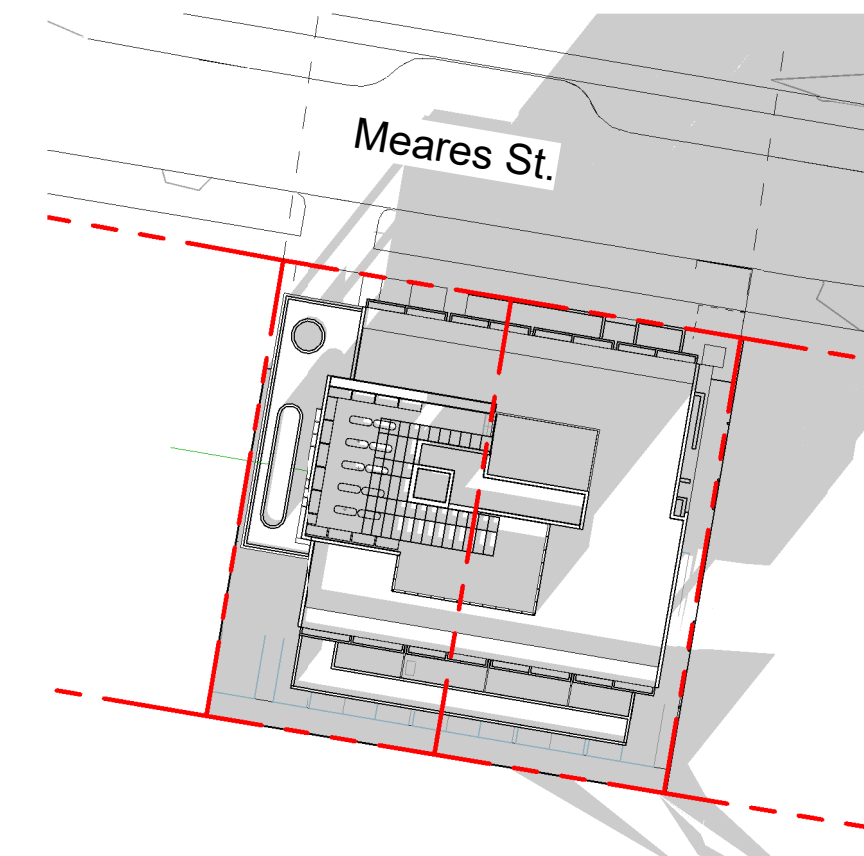
Equinox - 6pm



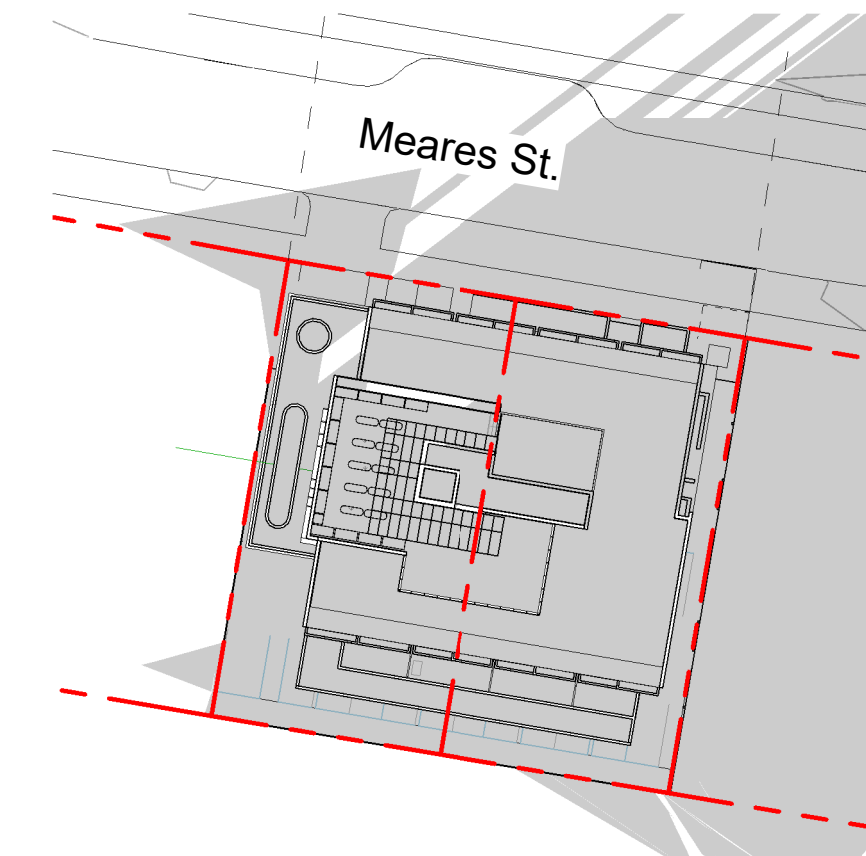
Winter Solstice - 9am



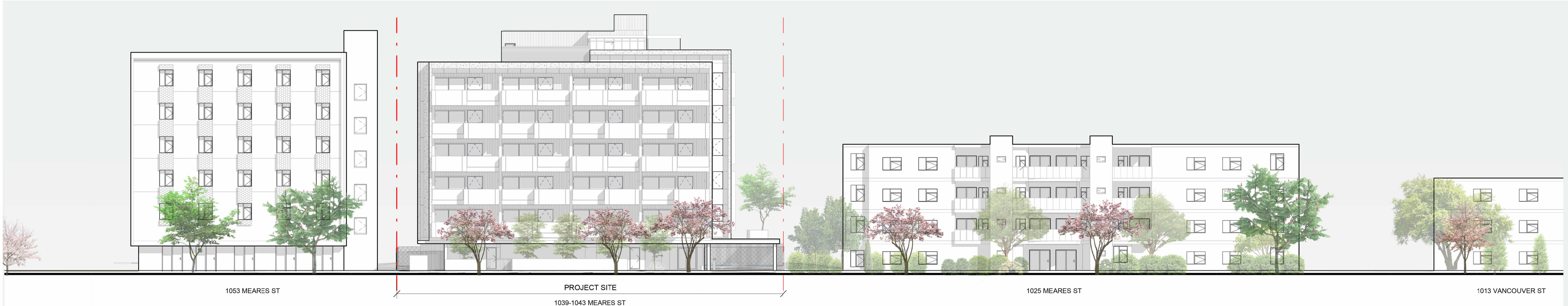
Winter Solstice - Noon



Winter Solstice - 3pm



Winter Solstice - 6pm



Meares Street Context
Scale = 1:200

NO.	DESCRIPTION	DATE
3	Rezoning/DP Rev1	Mar 1, 2023
2	Rezoning/DP	July 7, 2022
1	Development Tracker	June 3, 2022



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Project
1039-1043 Meares Street

Jawl Residential Ltd.
& Bradbury
Developments Ltd.

Sheet Name
CONTEXT ELEVATION & SHADOW STUDY

Date
April 25, 2023

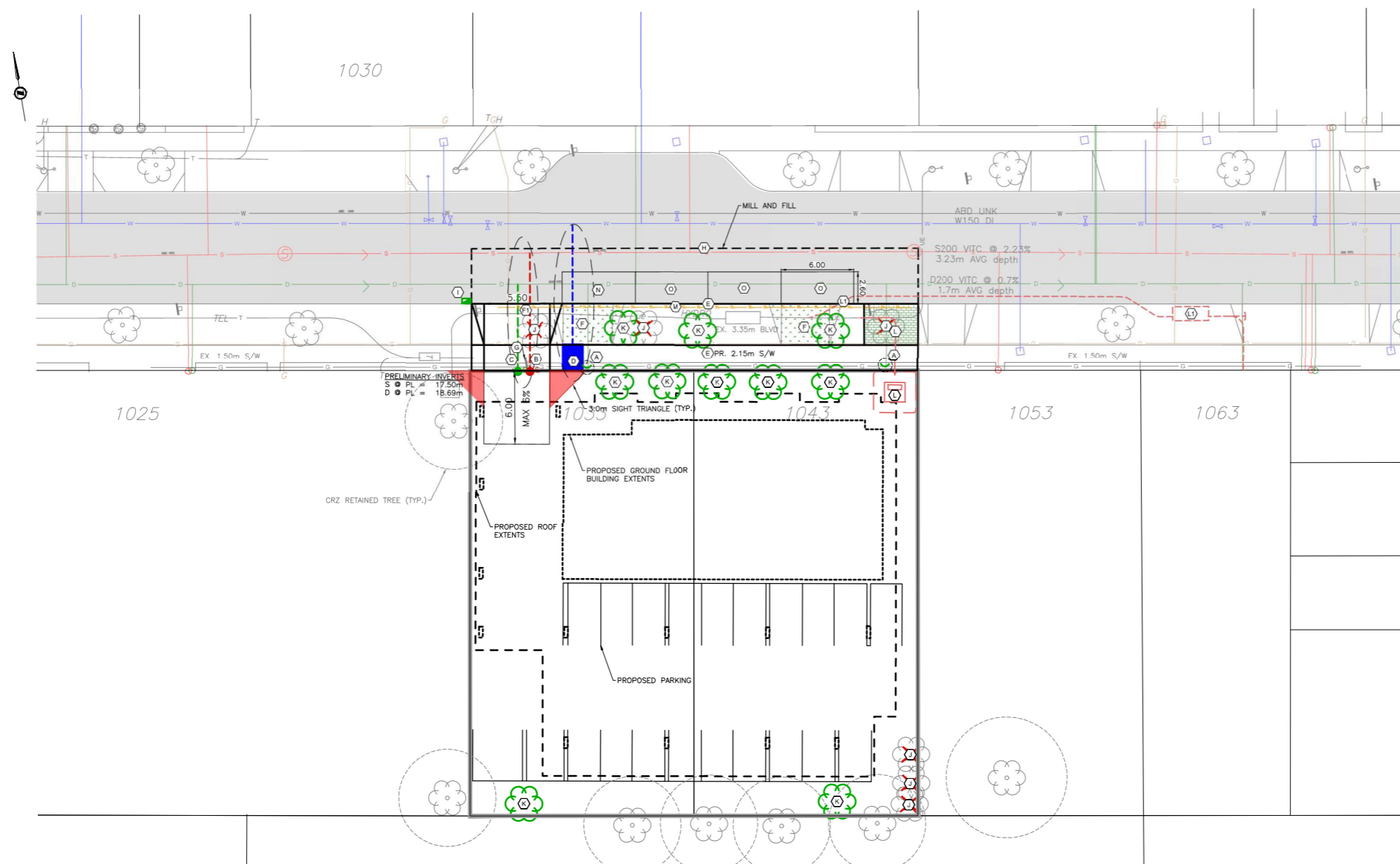
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Project #
2124

Revision
Mar 1, 2023

Sheet #
A500

2023-04-25 3:40:43 PM



- SHEET NOTES:**
- (A) EXISTING SERVICES TO BE CAPPED
 - (B) PROPOSED SANITARY SERVICE AND INSPECTION CHAMBER
 - (C) PROPOSED STORM SERVICE AND INSPECTION CHAMBER
 - (D) PROPOSED 150mm FIRE AND 100mm DOMESTIC WATER SERVICING COMPLETE WITH VAULT.
 - (E) EXISTING FRONTAGE ALONG MEARES ROAD TO BE UPGRADED TO 2.15m SIDEWALK. EXISTING CURB AND GUTTER TO BE RE/RE AS REQUIRED.
 - (F) EXISTING DRIVEWAYS TO BE REMOVED. CURB AND BOULEVARD TO BE REINSTATED WITH 150mm TOP SOIL AND SOD.
 - (G) PROPOSED 5.5m DRIVEWAY AS PER CITY OF VICTORIA SD C7A. DRIVEWAY GRADE TO NOT EXCEED 6.0% FOR FIRST 6m INTO SITE AS PER CITY OF VICTORIA HIGHWAYS ACCESS BYLAW.
 - (H) EXISTING PARKING KIOSK TO BE REMOVED.
 - (I) CONTRACTOR TO MILL AND FILL 50mm TO CENTRELINE OF ROAD.
 - (J) CONTRACTOR TO RELOCATE EXISTING CATCH BASIN OUTSIDE OF PROPOSED DRIVEWAY DROP.
 - (K) EXISTING TREE TO BE REMOVED. SEE LANDSCAPE PLANS FOR DETAILS.
 - (L) PROPOSED TREE LOCATION. SEE LANDSCAPE PLANS FOR DETAILS.
 - (M) PROPOSED HYDRO SERVICING COMPLETE WITH TURF STONE GRASS GRID FOR PMT ACCESS. FINAL LOCATION TO BE DETERMINED AS PER BC HYDRO DESIGN.
 - (N) PROPOSED HYDRO SERVICE FOR 1053/1063 MEARES DEVELOPMENT. NIC.
 - (O) PROPOSED STREET LIGHT CONDUITS.
 - (P) PROPOSED SHORT TERM 20-MINUTE METERED LOADING ZONE.
 - (Q) PROPOSED METERED PARKING PAY BY SPACE STALLS.

LEGEND			
⊕ LS	● LS	CLEANOUT	□
⊕ PP	● PP	CATCHBASIN	□
— UE	—	MANHOLE	○
—	—	SERVICE RISER	○
— W	—	MOUNTABLE CURB	MC
— S	—	NON-MOUNT. CURB	NMC
— D	—	EDGE ASPHALT	—
—	—	DITCH	—
—	—	METER	○
—	—	FLUSH VALVE	○
—	—	VALVE	○
—	—	REDUCER	○
—	—	HYDRANT	○
—	—	AIR VALVE	○

ISSUED FOR DEVELOPMENT PERMIT

V:\Projects\33921 - 1039 Meares Street Inc co Jawl Residential Ltd. - 1039 1043 Meares St\07 - Engineering\02 - Drawings & Sketches (Eng)\33921 - Production P&P.dwg Plot Date: February 24, 2023

**1039-1043 MEARES
JAWL RESIDENTIAL
PRELIMINARY SERVICING**

Scale
horiz. 1:200 Scale N/A
vert. 1:1

Sheet 1 of 1

Eng. Project No. 33921



JEA J E ANDERSON & ASSOCIATES

SURVEYORS - ENGINEERS
VICTORIA NANAIMO PARKSVILLE CAMPBELL RIVER
PHONE: 250-727-2214 info@jeanderson.com

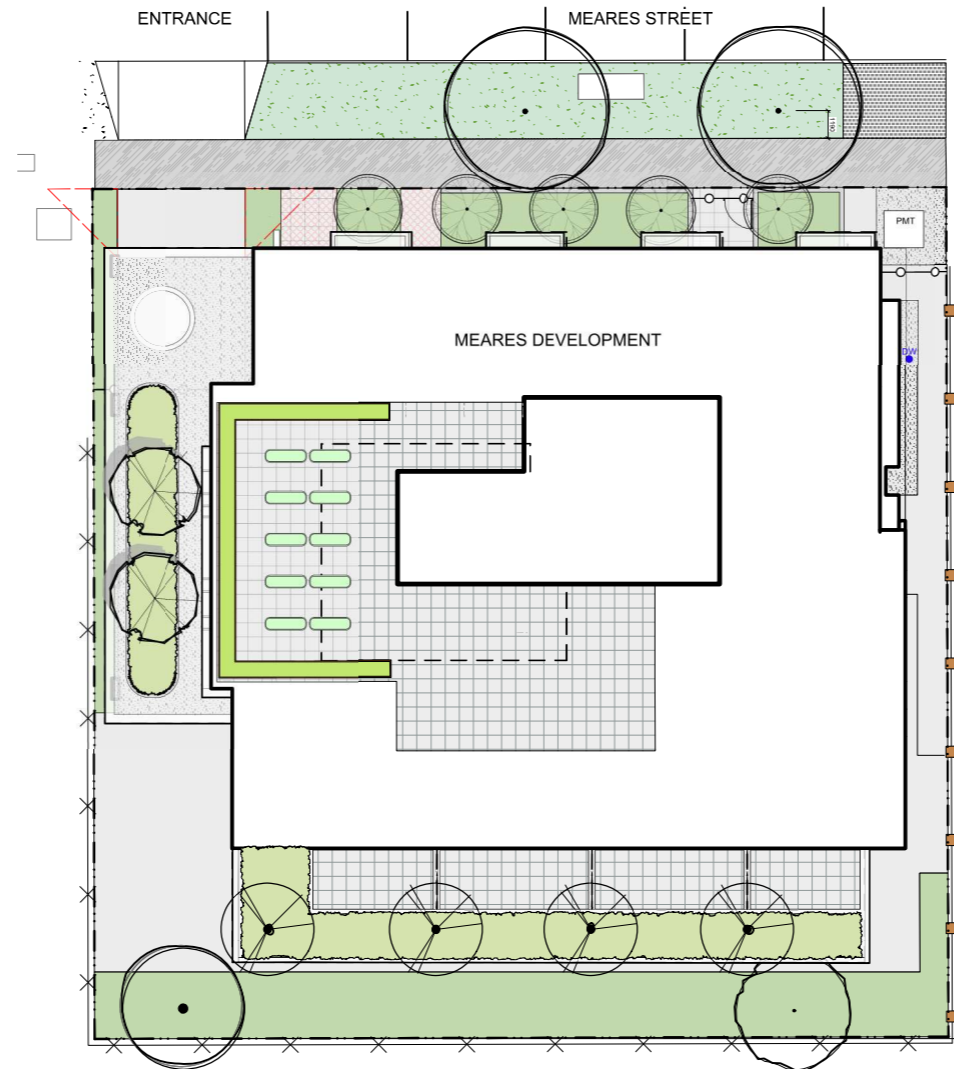


JAWL RESIDENTIAL MEARES DEVELOPMENT

Victoria, BC

Landscape Sheets	
Sheet No.	Sheet Title
L0.00	Cover
L1.01	Landscape Materials
L1.02	Landscape Materials L2 & Roof
L2.00	Tree Removal, Retention & Replacement Plan
L3.01	Planting Plan - Base
L3.02	Planting Plan - L2 & Roof

KEY PLAN



NOT FOR CONSTRUCTION

rev no	description	date
5	REZ / DP	2023-03-15
4	REZ / DP	2022-10-21
3	REZ / DP	2022-07-11
2	DP Tracker	2022-06-03
1	Schematic	2022-05-25

Murdoch de Greeff INC
Landscape Architects

200 - 524 Columbia Road
Victoria, BC V8Z 1G1

Phone: 250.412-2891
Fax: 250.412-2892

REGISTERED MEMBER
Scott Murdoch
341
LANDSCAPE ARCHITECTS
Scott Murdoch
2023-04-28

client
Jawl Residential
3374 Tennyson Ave.
Victoria, BC

project
1039-1043 Meares St
1039-1043
Meares St
Victoria, BC

sheet title
Cover

project no. 122.11

scale 1: 150 @ 24"x36"

drawn by MDI

checked by SM/JD

revision no. sheet no.

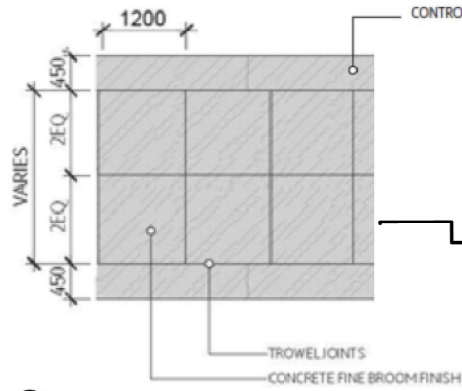
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L0.00

1 VICTORIA DT PR GUIDELINES; NEW TOWN, SIDEWALK DESIGN

TROWEL JOINT CONCRETE

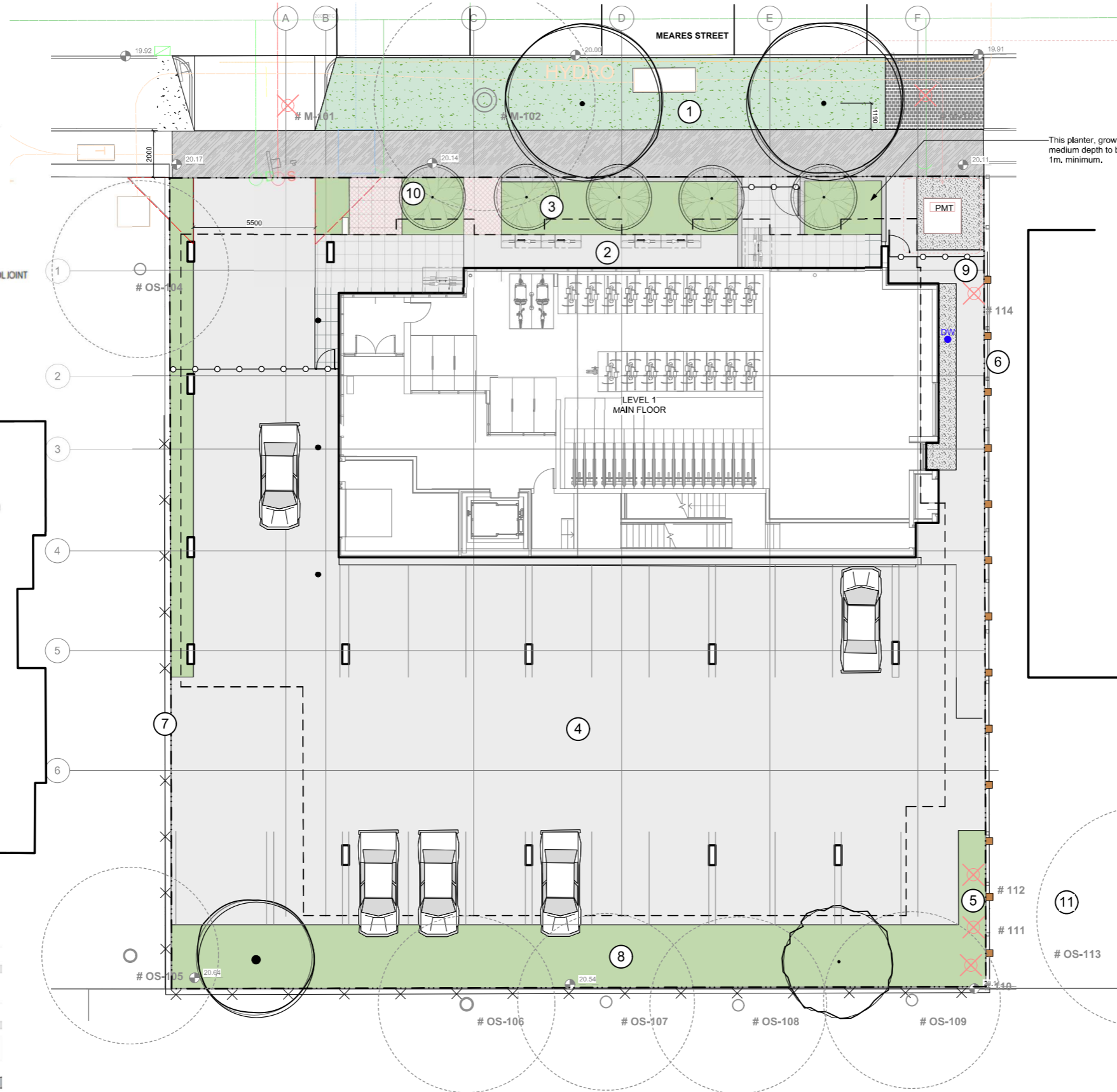
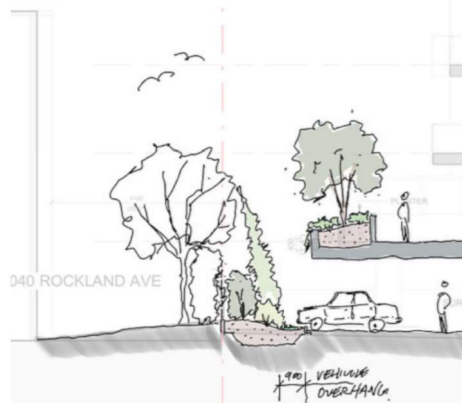
- Installation Method: Cast-in-place
- Application: Sidewalk fill and frame
- Colour: Natural
- Finish: Fine broom finish
- 1200mm score line pattern perpendicular to the curb with a centre line parallel to the curb
- 450mm concrete band along curb and building face
- Control joints shall be provided across 450mm bands every 3rd panel
- Narrow sidewalks - 2m or less: eliminate 450mm banding along building face from the pattern



3 ENTRANCE WITH PLANTERS



8 REAR SITE W. PLANTINGS



REFERENCE NOTES

1. Grass boulevard with existing lawn. Boulevard tree locations have been coordinated between City of Victoria and BC Hydro. Tree species to be determined.
2. Entrances are surfaced with durable concrete or concrete unit pavers.
3. Architectural trees help to frame entrances. 1.8 m standard to provide clear sight lines in sight triangle. Structural soil cells will be provided in this area to achieve soil volumes and/or where trees are located less than 1 m from hard surfaces. Structural soil cells are not required anywhere else on the project.
4. Secure covered surface parking c/w broom finish concrete. Refer to architecture for details.
5. Refer to Arborist Report and Tree Removal, Retention & Replacement Plan.
6. Wooden fence located outside of property line. Fence design to match existing.
7. Existing chain link fence to remain.
8. Existing retaining wall along rear property line to remain. Screening shrubs to be planted in front of wall. Low plants to be used within parking stall overhang areas.
9. Tree previously removed by BC Housing project.
10. Trees to have 1.8 m height standard. Shrubs to be less than 900 mm high to maintain open sightlines.
11. Neighbouring tree w CRZ on development property (drawing has been cropped).

LINE TYPE LEGEND

- Property line
- 3m Site Line Triangle
- Extent of Roof, above

EXISTING PLANT LEGEND

(Refer to Arborist Report and Tree Retention & Removal Plan for full details and management strategies).

- Existing Tree to be retained
Onsite qty = 0
Offsite qty = 7
Total = 7
- Existing Tree to be removed
Onsite qty = 4
Offsite qty = 3
Total = 7

MATERIALS LEGEND

- Cast in Place Concrete, broom finish, sawcut joints
- Refer to, **Victoria DT PR Guidelines, "New Town"** paving application
- Concrete Unit Paving, Abbotsford Concrete, Classic Standard (225 mm x 112.5 mm x 60 mm), Colour: charcoal. Pattern: running bond.
- Turf Stone by Belgard c/w structural soil below
- Aggregate Surfacing
- Soil Cells, 800mm depth growing medium min.
- Sod, 600 mm depth growing medium or as permitted by Project Arborist within Protected Root Zone.
- Planting Area, 800 mm growing medium depth, or as noted.
- Screening - Refer to Arch
- Existing Chain Link Fence
Offset from Property Line for Clarity
- Metal Picket Fence, 1100 mm high
Offset from Property Line for Clarity
- Cedar Fencing By Neighbour
Offset from Property Line for Clarity
- Concrete Entry Walls, 1100 mm high

SITE FURNISHINGS LEGEND

- Bollard (see arch.)
- Dogwash Station
- Standard Bike Rack, Capacity 1.
- Double Bike Rack, Capacity 2
- Raised Bed, Galvanized Stock Tank 2' x 2' x 6"
- Green Theory Modular Planters; 1070mm Height

PROPOSED TREES

- Proposed Trees
Onsite qty 13
Offsite qty 3

DRAWING NOTES

1. DO NOT SCALE DRAWING: Verify all property lines and existing structures/vegetation to remain, prior to commencing work.
2. All plan dimensions in metres and all detail dimensions in millimetres.
3. Plant quantities on Plans shall take precedence over plant list quantities.
4. Contractor shall be responsible for verifying all existing site conditions including location of all property lines, existing structures, utilities, and buried infrastructure. Verify all field conditions prior to commencing work.
5. Provide layout of all work for approval by Contract Administrator prior to proceeding with work. Requests for site review as required 48 hours in advance of performing any work, unless otherwise noted on this sheet.
6. Contractor to provide irrigation system for all planters to current IABC Standards and Contract Specifications. Boulevard irrigation system to meet City of Victoria Supplementary Specification for Street Trees and Irrigation Bylaw.
7. Landscape installation to carry a 1 year warranty from date of acceptance.
8. Plant material, installation and maintenance to conform with the current edition of the Canadian Landscape Standards, and the Contract Specifications.
9. General Contractor and/or sub-contractors are responsible for all costs related to production and submission to consultant of all landscape as-built information including irrigation.
10. Tree protection fencing, for existing trees, to be installed prior to commencement of all site work



NOT FOR CONSTRUCTION

rev no	description	date
5	REZ / DP	2023-03-15
4	REZ / DP	2022-10-21
3	REZ / DP	2022-07-11
2	DP Tracker	2022-06-03
1	Schematic	2022-05-25

Murdoch de Greeff INC
Landscape Architects

200 - 524 Colquhoun Road
Victoria, BC V8Z 1G1

Phone: 250.412.2891
Fax: 250.412.2892

REGISTERED MEMBER
Scott Murdoch
LANDSCAPE ARCHITECTS
341
2023-04-28

client
Jawi Residential
3374 Tennyson Ave.
Victoria, BC

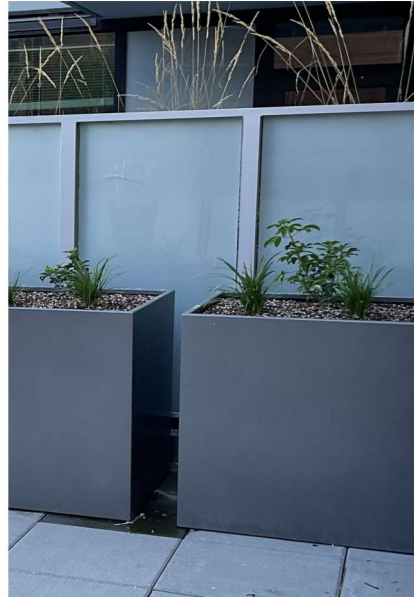
project
1039-1043 Meares St
1039-1043 Meares St
Victoria, BC

sheet title
Landscape Materials

project no.	122.11
scale	1: 100 @ 24"x36"
drawn by	MDI
checked by	SM/JD
revision no.	sheet no.

5

L1.01



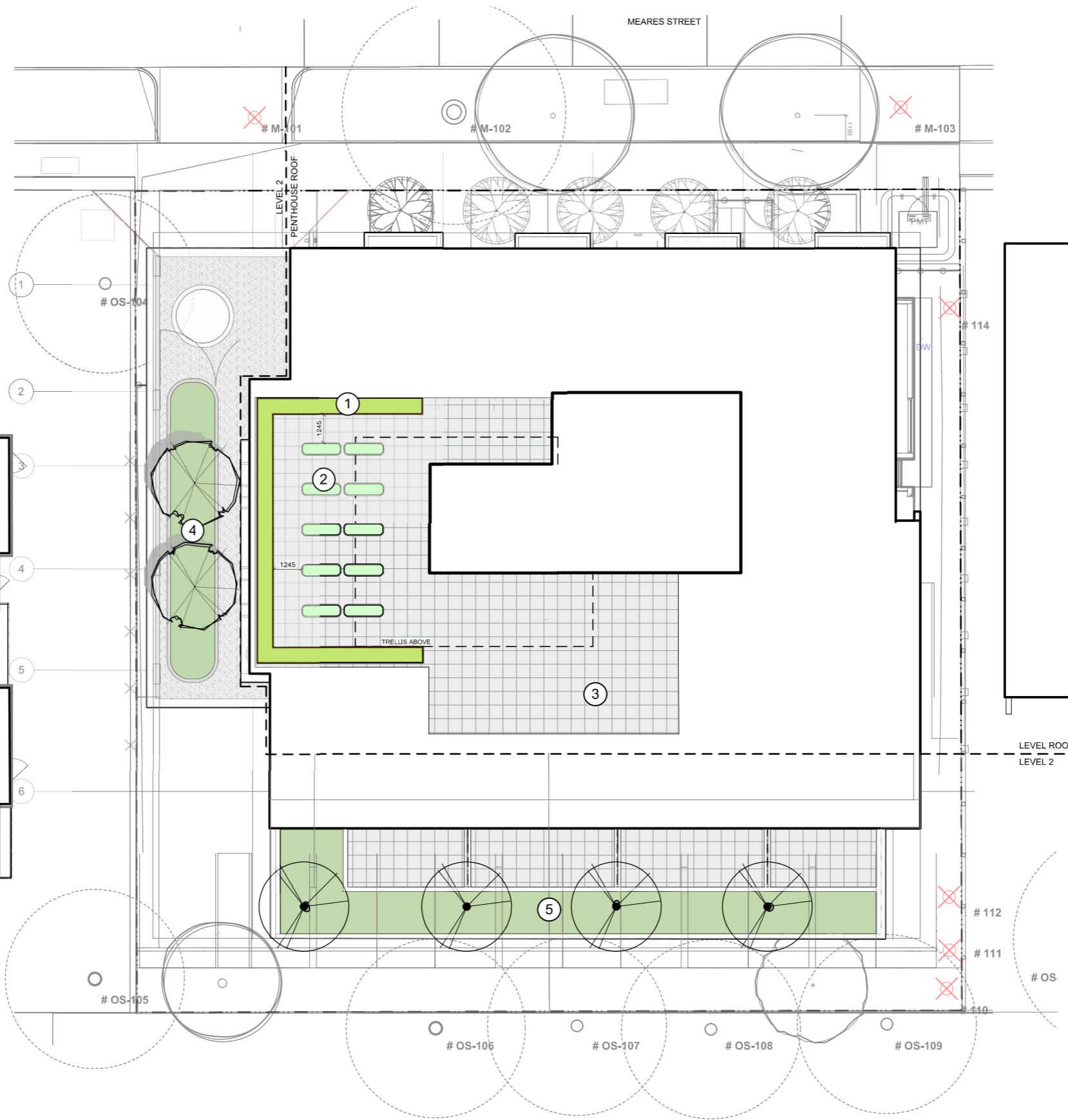
1 ROOFTOP PLANTER GUARD RAIL HEIGHT



2 EDIBLE GARDENING



4 PRECEDENT: SCREENING



LINE TYPE LEGEND

- - - - - Property line
- - - - - 3m Site Line Triangle
- - - - - Extent of Roof, above

EXISTING PLANT LEGEND

(Refer to Arborist Report and Tree Retention & Removal Plan for full details and management strategies).

- Existing Tree to be retained
Onsite qty = 0
Offsite qty = 7
Total = 7
- Existing Tree to be removed
Onsite qty = 4
Offsite qty = 3
Total = 7

MATERIALS LEGEND

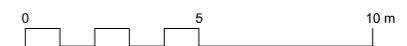
- Cast in Place Concrete, broom finish, sawcut joints
- Refer to **Victoria DT PR Guidelines**, "New Town" paving application
- Concrete Unit Paving, Abbotsford Concrete, Classic Standard (225 mm x 112.5 mm x 60 mm), Colour: charcoal. Pattern: running bond.
- Turf Stone by Belgard c/w structural soil below
- Aggregate Surfacing
- Soil Cells, 800mm depth growing medium min.
- Sod, 600 mm depth growing medium or as permitted by Project Arborist within Protected Root Zone.
- Planting Area, 800 mm growing medium depth, or as noted.
- Screening - Refer to Arch
- Existing Chain Link Fence
Offset from Property Line for Clarity
- Metal Picket Fence, 1100 mm high
- Cedar Fencing By Neighbour
Offset from Property Line for Clarity
- Concrete Entry Walls, 1100 mm high

SITE FURNISHINGS LEGEND

- Bollard (see arch.)
- Dogwash Station
- Standard Bike Rack, Capacity 1.
- Double Bike Rack, Capacity 2
- Raised Bed, Galvanized Stock Tank 2' x 2' x 6"
- Green Theory Modular Planters; 1070mm Height

PROPOSED TREES

- Proposed Trees
Onsite qty 13
Offsite qty 3



REFERENCE NOTES

1. Planters at guard rail height to frame common garden with a variety of edible plantings.
2. Common garden with raised garden boxes.
3. Amenity area with a variety of seating.
4. Trees in concrete planters with low maintenance, evergreen plantings for year-round interest.
5. Patio planting areas to provide screening and visual interest.

NOT FOR CONSTRUCTION

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2023-04-28
2023-04-28

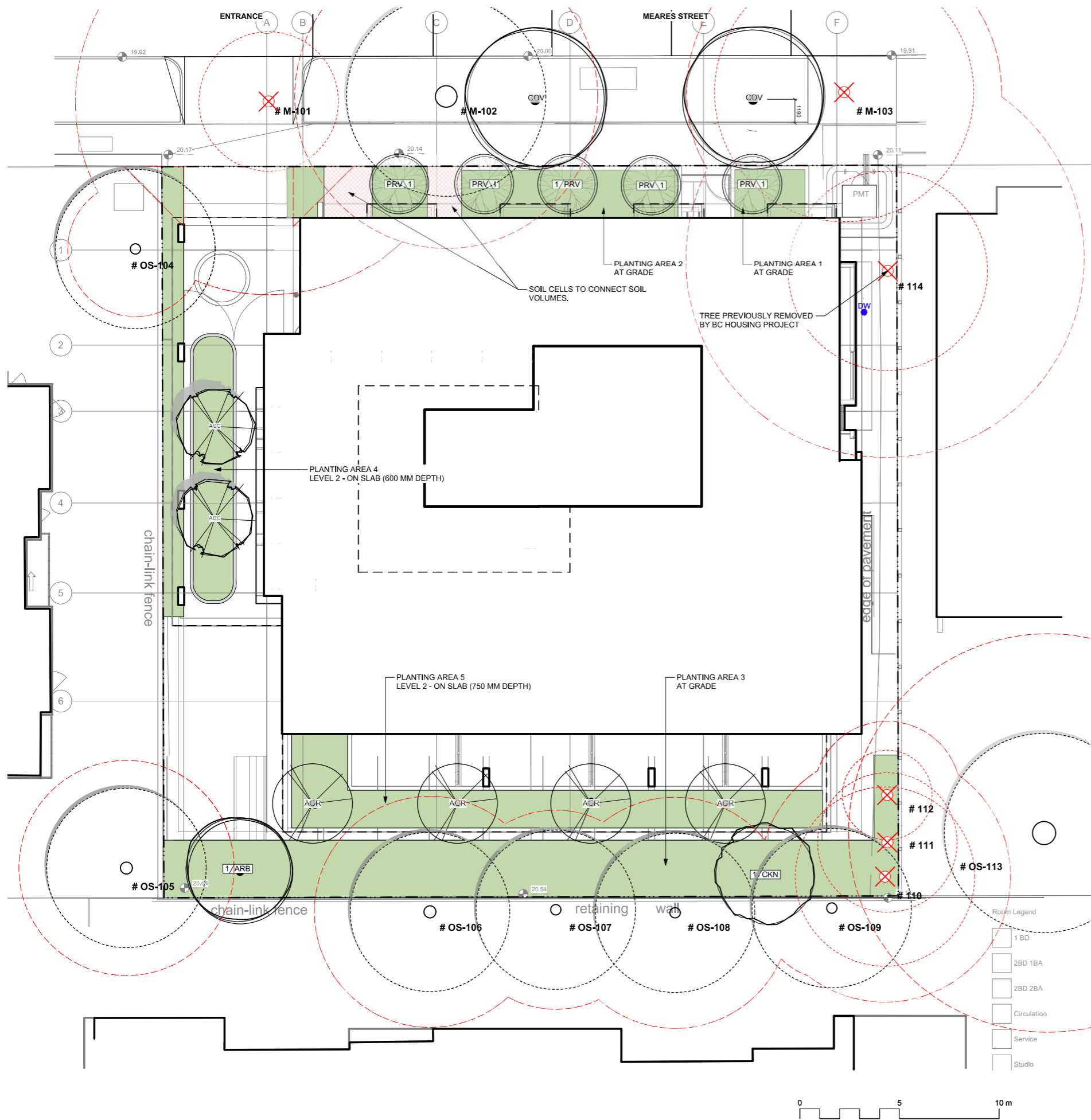
client
Jawi Residential
3374 Tennyson Ave.
Victoria, BC

project
1039-1043 Meares St
1039-1043 Meares St
Victoria, BC

sheet title
Landscape Materials L2 & Roof

project no.	122.11
scale	1: 100 @ 24"x36"
drawn by	MDI
checked by	SM/JD
revision no.	sheet no.

L1.02



EXISTING TREE INVENTORY*

RETAINED TREES				
TREE TAG #	DBH (cm)	CRZ	Species	Crown Spread (m)
OS-104	19	3.4	Acer negundo	2
OS-105	30	5.4	Acer rubrum	2
OS-106	32	5.8	Prunus species	4
OS-107	28	5	Prunus species	4
OS-108	32	5.8	Prunus species	4
OS-109	20	3.6	Prunus species	4
OS-113	58	10	Pseudotsuga menziesii	5
M-102	42	7.6	Prunus yedoensis	5

TOTAL TREES TO BE RETAINED: 8

REMOVED TREES				
TREE TAG #	DBH (cm)	CRZ	Species	Crown Spread (m)
M-101	54	9.7	Prunus yedoensis	3.5
M-103	44	7.9	Prunus species	6.5
110	35, 35	6.3	Acer rubrum	4.5
111	20	3.6	Acer rubrum	3.5
112	41	7.4	Acer rubrum	4.5

TOTAL TREES TO BE REMOVED: 5

* Based on Arborist's Report received from Arborist, 06/09/2022. Refer to Arborist report for details on tree conditions and Arborist recommendations.
 ** Tree 114 previously removed by BC Housing project.

REPLACEMENT TREE SOIL VOLUME TABLE

Planting Area ID	Area (m2)	Soil Volume Multiplier	A. Estimated Soil Volume (m3)	REPLACEMENT TREES PROPOSED			SOIL VOLUME REQUIRED (m3)			Total
				B. Small	C. Medium	D. Large	E. Small	F. Medium	G. Large	
ONSITE										
1	8.5	1	8.5	1			8			8
2	46.5	0.8	37.2	4			24			24
3	110.0	1	110.0	1	1		8	15		23
4	25.8	0.6	15.5	2			12			12
5	58.3	0.75	43.7	4			24			24

PLANT LIST

Sym	Qty	Botanical Name	Common Name	Schd. Size / Plant Spacing
TREES:				
ARB	1	Acer rubrum 'Bowhall'	Autumn Flame Tm Scarlet Maple	6.0cm cal, b&b
COV	2	Boulevard Tree	Boulevard Tree	5.0cm cal, b&b
CKN	1	Cornus x 'Venus'	White Flowering Dogwood	# 15 pot
PRV	5	Parrotia persica 'Ruby Vase'	Ruby Vase Persian Ironwood	1cm cal, b&b, 1.8m standard min.
LEVEL 2 TREES:				
AGR	4	Acer griseum	Paperbark Maple	2.4 m ht, 1.5 width
ACC	2	Acer circinatum	Vine Maple	2.4 m ht, 1.5 width

REPLACEMENT TREE SUMMARY
 Refer to Tree Protection Plan for Full Replacement Tree Table

REQUIRED (as per Tree Protection Bylaw)

Lot Area: 1352.3 sq m
 Minimum # of Trees for Lot Area: 7

PROPOSED DESIGN

Proposed 1:1 Replacement Trees	1
Proposed 2:1 Replacement Trees	12
Total Replacement Trees Proposed	13

Proposed Municipal Trees (Species to be determined with COV Parks): 2

N

NOT FOR CONSTRUCTION

5	REV / DP	2023-03-15
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1	Schematic	2022-05-25
rev no	description	date

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BRITISH COLUMBIA SOCIETY OF LANDSCAPE ARCHITECTS
REGISTERED MEMBER
Scott Murdoch
341
2023-04-28

client
Jawi Residential
3374 Tennyson Ave.
Victoria, BC

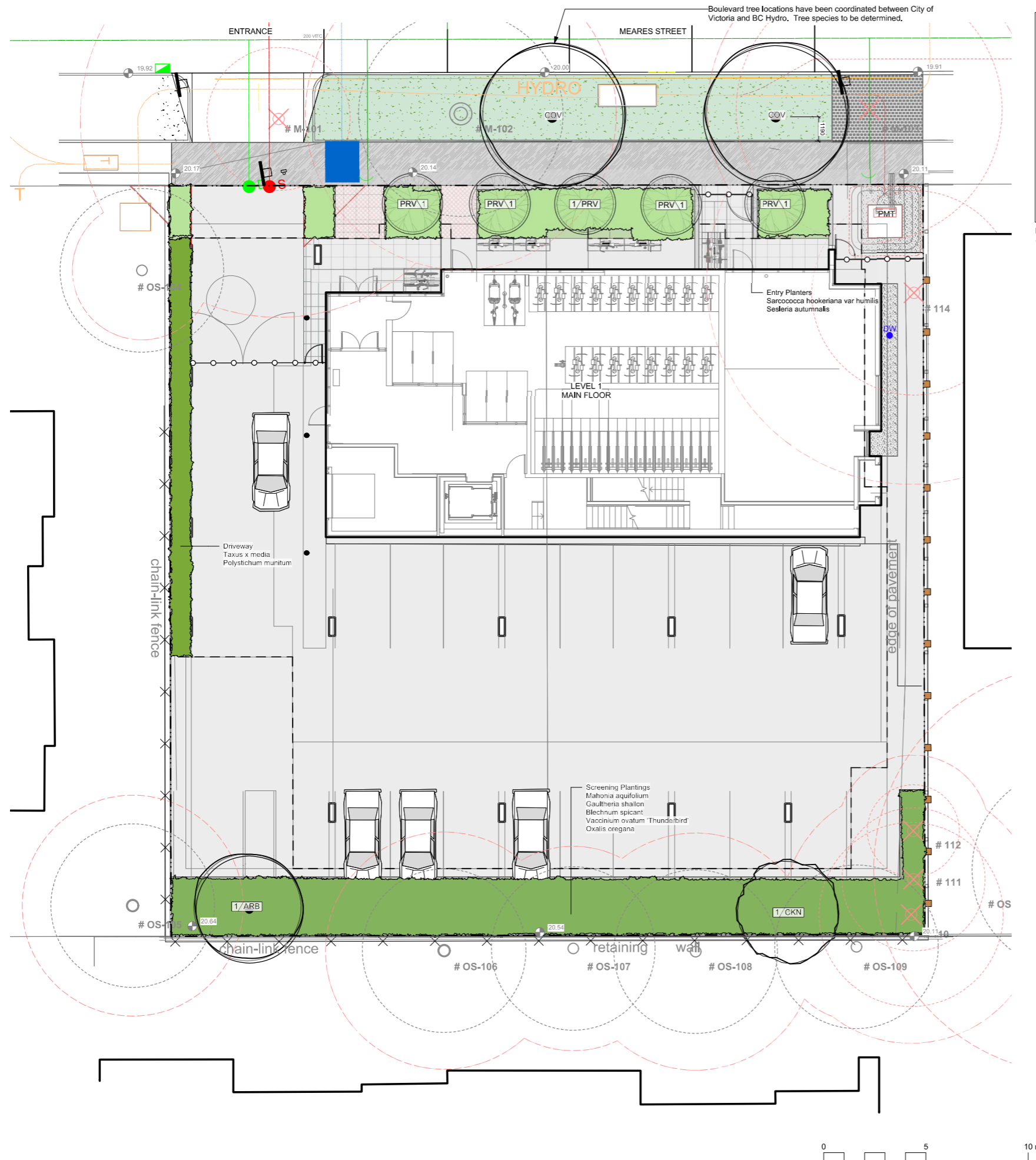
project
1039-1043 Meares St
1039-1043 Meares St
Victoria, BC

sheet title
Tree Removal, Retention & Replacement Plan

project no.	122.11
scale	1: 100 @ 24"x36"
drawn by	MDI
checked by	SM/JD
revision no.	sheet no.

5

L2.00



Boulevard tree locations have been coordinated between City of Victoria and BC Hydro. Tree species to be determined.

Sym	Qty	Botanical Name	Common Name	Sched. Size / Plant Spacing	Native / Pollinator
TREES:					
ARB	1	Acer rubrum 'Bowhall'	Autumn Flame Tm Scarlet Maple	6.0cm cal, b&b	
COV	2	Boulevard Tree	Boulevard Tree	5.0cm cal, b&b	
CKN	1	Cornus x 'Venu'	White Flowering Dogwood	# 15 pot	
PRV	5	Parrotia persica 'Ruby Vase'	Ruby Vase Persian Ironwood	4.0cm cal, b&b, 1.8m standard min.	
SHRUBS AND PERENNIALS					
Bs	41	Blechnum spicant	Deer Fern	#1 pot	N
Gsh-1	42	Gaultheria shallon	Salal	#1 pot	N
Ma	66	Mahonia aquifolium	Oregon Grape	#2 pot	N
Oo	42	Oxalis oregana	Redwood Sorrel	Sp3	N
Pm	11	Polystichum munitum	Sword Fern	#1 pot	N
Sh	45	Sarcococca hookeriana var humilis	Himalayan Sweet Box	#2 pot	P
Sea	45	Sesleria autumnalis	Autumn Moor grass	#1 pot	
Tax	37	Taxus x media	Hybrid Yew	#5 pot	
Vo	66	Vaccinium ovatum 'Thunderbird'	Evergreen Huckleberry	#3 pot	N

N - indicates Native species; P - indicates Pollinator Friendly species.
 * Species to be determined

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LANDSCAPE ARCHITECTS

Scott Murdoch
2023-04-28

client
Jawi Residential
 3374 Tennyson Ave.
 Victoria, BC

project
 1039-1043 Meares St
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 Victoria, BC

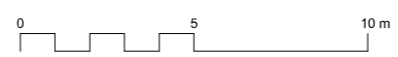
sheet title
Planting Plan - Base

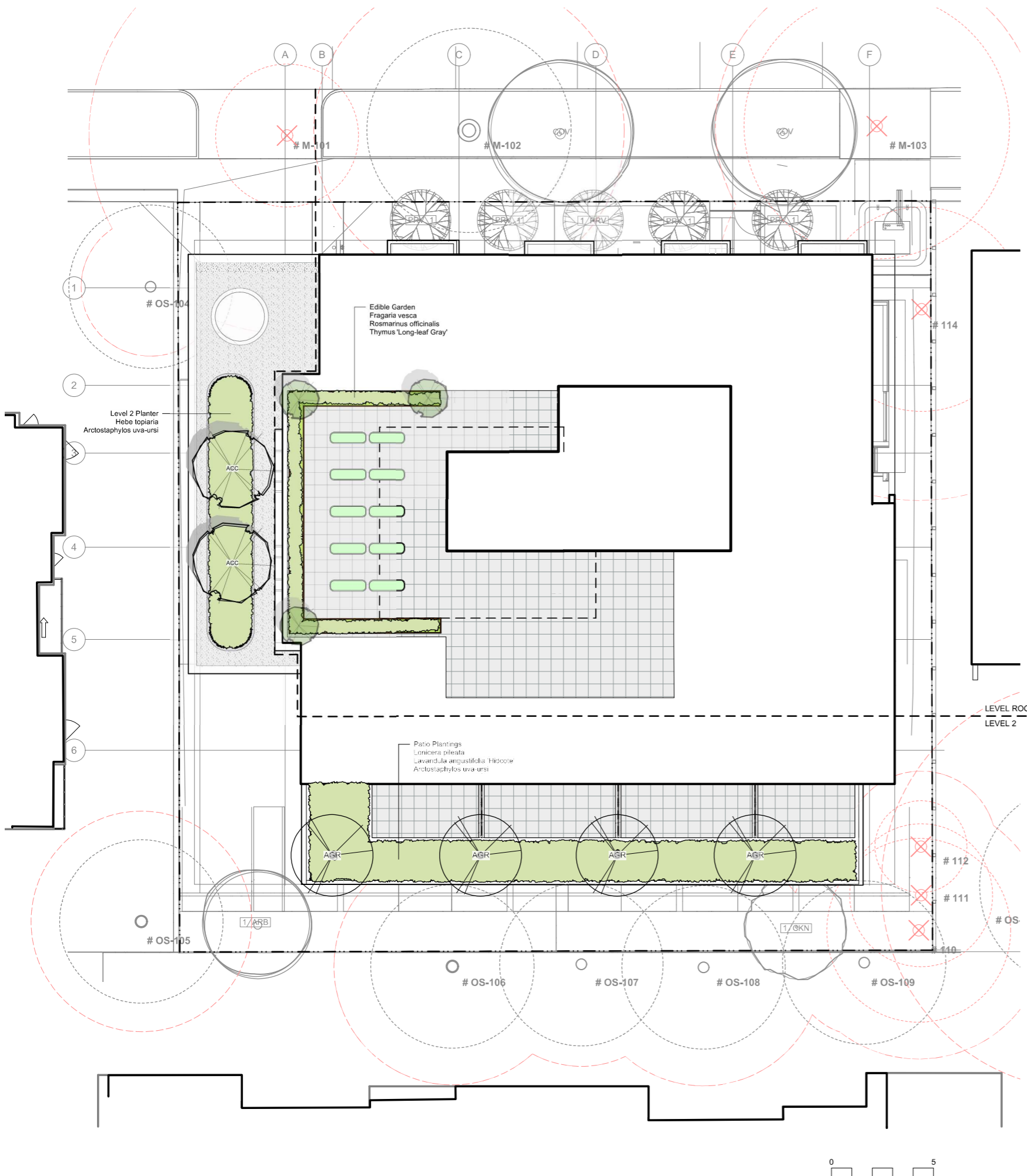
project no.	122.11
scale	1:100 @ 24"x36"
drawn by	MDI
checked by	SM/JD
revision no.	sheet no.
5	L3.01

GENERAL PLANTING NOTE
 1. Plant quantities and species may change between issuance of DP and Construction due to plant availability and design changes.

- BOULEVARD PLANTING NOTES**
- Boulevard trees have been placed to avoid existing and proposed infrastructure. Trees planted within 1m of an existing underground municipal service will have a root barrier installed between the root ball and the existing infrastructure.
 - Boulevard trees will be placed a minimum of 1.5m from an above ground municipal service such as fire hydrant, streetlight or driveway.
 - Final selection of boulevard trees to be determined through consultation with municipal parks staff. The proposed boulevard trees must comply with the City of Victoria Supplementary Specifications for Street Trees and Irrigation Schedule C, Bylaw 12-042, Subdivision Bylaw.
 - Irrigation to be installed as per Municipal Specifications, for all boulevard planting areas (unless otherwise indicated).
 - Design/build drawings for boulevard irrigation to be submitted to Contract Administrator in PDF and .dwg formats, at least two weeks prior to commencement of irrigation installation and will be reviewed by municipal staff.
 - Refer to Civil drawings for location of boulevard irrigation point of connection. Separate water meter and timer/controller, to be provided at point of connection. Timer/controller for boulevard areas must be readily accessible to municipal staff.
 - Soil volume for boulevard trees to be as follows: 8 cu. m. for small trees, 12 cu. m. for medium trees, and 16 cu. m. for large trees.
 - The following tree inspections by City of Victoria Parks staff are required by Schedule C: (1) Excavation for tree pits, soil cells and root barrier; (2) Trees prior to planting; (3) Completed tree planting, installed tree grates and guards.

- MUNICIPAL IRRIGATION NOTES**
- Irrigation systems on City property to conform to City of Victoria Supplementary Specifications for Street Trees and Irrigation Schedule C, Bylaw 12-042, Subdivision Bylaw.
 - Irrigation drawings must be submitted to the City of Victoria Parks Division for review and approval 30 days prior to installation work.
 - The following irrigation and sleeving inspections by City of Victoria Parks staff are required by Schedule C: (1) Irrigation sleeving prior to backfilling; (2) Open trench main line and pressure Test; (3) Open trench lateral line; and (4) Irrigation system, controller, coverage test, backflow preventer assembly test report required, backflow assembly to have an inspection tag completed and attached.
 - Boulevard tree irrigation system will be maintained and operated by municipality, after it is inspected and approved by municipal staff.





PLANT LIST					
Sym	Qty	Botanical Name	Common Name	Schd. Size / Plant Spacing	Native / Pollinator
LEVEL 2					
ACC	2	Acer circinatum	Vine Maple	2.4 m ht, 1.5 width	N
AGR	4	Acer griseum	Paperbark Maple	4.0m cal, b&b, multi-stem	
Arc-1	13	Arctostaphylos uva-ursi	Kinnikinnick	#1 pot	N
Hto	50	Hebe topiaria	Topiari'st's hebe	#1 pot	
La	65	Lavandula angustifolia 'Hidcote'	Hidcote English Lavender	#1 pot	P
Lp	29	Lonicera pileata	Privet Honeysuckle	#2 pot	
ROOF					
APW	3	Acer palmatum 'Mikawa Yatsubusa'	Japanese Maple 'Mikawa Yatsubusa'	#5 pot	
Fve	13	Fragaria vesca	Woodland Strawberry	Sp3	P
Rof	8	Rosmarinus officinalis	Rosemary	#2 pot	P
TI	8	Thymus 'Long-leaf Gray'	Long-leaf Gray Thyme	Sp3	P

N - indicates Native species; P - indicates Pollinator Friendly species.



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BRITISH COLUMBIA SOCIETY OF
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LANDSCAPE ARCHITECTS
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client
Jawi Residential
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project
1039-1043 Meares St
1039-1043
Meares St
Victoria, BC

sheet title
Planting Plan - L2 & Roof

project no.	122.11
scale	1:100 @ 24"x36"
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checked by	SM/JD
revision no.	sheet no.

5 **L3.02**

ON-SLAB TREE PLANTING NOTES

- For on-slab landscape and rain planter installations, a root barrier will be installed to protect exposed water proof membranes. A dimple board (drain mat) will be installed over the root barrier in most applications.
- Parkade walls and foundation walls will be protected with a dimple board (drain mat) to convey water to the perimeter drain and protect wall from roots.
- A root barrier will be installed between the tree roots and perimeter drain, to minimize tree root interference with the drain, where the follow conditions exist in on-grade planting areas: a) where trees less than 8m tall are located closer than 2m from a parkade or foundation wall; b) where trees more than 8m tall are located closer than 3m from a parkade or foundation wall; and c) where perimeter drains are less than 2m deep.

March 16, 2023

City of Victoria
No.1 Centennial Square
Victoria BC
V8W 1P6

Attn.: Mayor & Council

Re: 1039/1043 Meares Street Rezoning and Development Permit Application

Cascadia Architects is pleased to submit, on behalf of Jawl Residential Ltd. and Bradbury Developments Ltd., a Rezoning and Development Permit Application for the properties located at 1039 and 1043 Meares Street. The application proposes the construction of a 6-storey 50-unit residential building that carefully responds to the relevant 2012 Official Community Plan directions, 2019 Fairfield Neighbourhood Plan and City of Victoria Design Guidelines for Multi-Unit Residential.

The group's vision for this application is to deliver a building for the future that addresses energy performance, increased electrification and leads by designing a building with common spaces more equitably allocated between the car and alternative modes of transportation. This site is a unique opportunity to provide a net gain in homes that advance the city's goals of sustainable, car-lite development. In preparing this application, the design team has received preliminary input from neighbours, the Fairfield Gonzales CALUC, City staff, and specialist consultants, including a certified arborist, transportation planner, landscape architect, and civil, structural and geotechnical engineers. The public consultation and review process to-date included the following meetings:

- Various individual meetings and correspondence with neighbours and the CALUC – January 2022 - Present
- Pre-CALUC Neighbour Group Meeting – March 28, 2022
- Multiple Planning Meetings – with City of Victoria staff from Planning, Engineering, Parks, and Transportation
- CALUC Community Meeting – June 27, 2022
- Advisory Design Panel Presentation – September 21, 2022
- Check In/Update Call with CALUC Members – March 8th, 2023.



CASCADIA ARCHITECTS INC
101-804 Broughton Street
Victoria BC, V8W 1E4
Canada

T 250 590 3223

Meaningful changes to the design have been implemented based on the consultation meetings, including:

- **Location of water and sewer connections.**
- **Increased (37%) bicycle parking.**
- **View impact mitigation to the neighbouring building.**

www.cascadiaarchitects.ca
office@cascadiaarchitects.ca

A Corporate Partnership

Principals

GREGORY DAMANT
Architect AIBC, LEED AP

PETER JOHANNKNECHT
Architect AIBC, LEED AP,
Interior Architect AKNW Germany

- **Increase in number of trees on site along Meares Street through careful consultation with BC Hydro and City Parks Department.**
- **Accessible Parking to meet upcoming changes to Schedule C Parking Bylaw.**
- **100% of parking to receive EV chargers – installed at occupancy at no cost to residents.**
- **Permeable pavers on boulevard for BC Hydro PMT access.**
- **Adaptable floorplan option available for designated unit(s).**
- **Preservation of trees and landscape buffer on neighboring properties.**
- **Trees installed overtop parkade to provide privacy for neighbours.**
- **Enhanced setbacks to buildings at south and west.**
- **Rooftop Garden fully accessibly by all residents.**

Existing Zoning, Site Characteristics, and the Fairfield Neighbourhood Plan:

The existing parcels are home to a surface paved pay parking lot and total 1352m² in total area. They are zoned as R3-1 Multiple Dwelling District lots which permits density up to 1.2 FSR and height up to 6 storeys. The lots are currently used for surface parking. Located in a designated Core Residential area of the Fairfield Neighbourhood Plan, the proposal neighbours an existing 4-storey buildings to the west, and a 6-storey BC Housing Supportive Housing building is under construction to the east. Directly across Meares Street is an over height 6-storey mixed use building, and to the south is another 4-storey residential building. The Core Residential Area allows 6-storeys and, 20m in building height. This area is easily accessible via transit and the AAA bicycle network, and is valued for its proximity to downtown, amenities, and local parks.

Description of the Proposal:

The proposed development is a 50-unit building with a mix of studio, 1-bedroom, 2-bedroom and 2-bedroom plus den units. By providing a variety of unit sizes, with larger balconies and decks, this project will help to support a diverse population in a walkable neighbourhood with easy access to goods and services. The building is sited close to the north and east property lines where the adjacent BC Housing Supportive Housing project has a blank wall. This serves to minimize overlook and noise impacts and maximize light and views for the buildings to the south and west. The material expression is elegant, composed of panelized warm grey durable cladding with custom patterned balcony glass that relates to the expressive cladding of Mosaic building across Meares St. The rest of the exterior palette extends the refined architectural expression, using high-quality finishes, including cementitious finishes, metal cladding, clear glass, and full height glazing on the ground floor facing the street.

The primary design initiatives which reference the **2012 Official Community Plan, and 2019 Fairfield Neighbourhood Plan** can be summarized as follows:

- The proposal reflects the intent of the Official Community Plan as well as the Fairfield Neighbourhood Plan with a height of 6-storeys, surface parking, and a density (FSR) of 2.49:1, below the maximum threshold of 3:1.
- The massing and material finish have been crafted to suit the neighborhood's multi-unit buildings and mixed-use buildings.
- This building aligns with northwest Fairfield's predominance of multi-family housing with units of varying sizes to appeal to a diversity of occupants.

- The proposal introduces a semi-commercial ground-oriented live and work unit which increases the visible activity and community connection around the building and strengthens semi-commercial uses that characterize this block of Meares.
- Through thoughtful massing, the building's alternating rhythm of balconies provide articulation and breaks up the massing. Large windows and balconies provide eyes to the street. Resident amenities include a roof top garden space, and the south-facing level two units have full walk-out patios that provide additional livability for those units, and landscaped screening for privacy to and from the building to the south.
- To take advantage of Fairfield's active transportation network, this proposal provides more bicycle parking than required. A ground level bike room facing Meares Street with secure access to bicycle storage will serve occupants and visitors.
- Fourteen new trees on the ground level (5), level two (6) and roof deck (3) deep planters, will add to the city's urban forest canopy.
- This proposal strives to enhance the transition between downtown and single-family and multi-residential buildings to south. The strong architectural design is compatible in character and quality with the Fairfield context.

Transportation and Infrastructure:

The project is exceptionally well situated and served by City of Victoria infrastructure. Schools, parks, and recreation facilities, as well as shopping destinations are all within walking or rolling distance of the site. The future residents will have a range of transportation options available to them. Infrastructure for vehicles, walking, and particularly cycling is immediately accessible from the property, with the newly constructed Fort Street and Vancouver Street AAA cycling corridors less than a block away. The location is a biker and walker's paradise with a bike score of 99 and a walk score of 93.

The project will include 22 surface parking stalls accessed from the driveway at the northwest corner of the lot. Due to the redevelopment, two existing driveways will be consolidated into one new driveway. The parking lot includes a total of two accessible parking stalls, one being larger to accommodate van parking, in voluntary compliance with changes to the City of Victoria parking bylaw that took effect after the initial submission, on September 19, 2022.

A well-appointed space located in a prominent location on the main level of the building provides those using bicycles for recreation and commuting, a quality area for storing and maintaining their bikes. A total of 82 long-term bicycle stalls (37% above Schedule C), including 8 cargo bike stalls, will support individual and family cyclists. 8 short-term bicycle stalls are also provided in front of the building and along the frontage. There is also a ground floor bike kitchen and bike (and dog) wash station, as added features for residents.

To encourage a car light lifestyle, the project will additionally offer a multi-faceted Transportation Demand Management Strategy including the following items:

- **Improved Access to Long Term Bike Parking**
 - The Bike Parking Room is situated adjacent to the buildings Accessible Lobby, facing Meares Street. This room will also be equipped with electronic access controls, CCTV Security Cameras, wider doors

with automatic door controls to make coming and going from a multi-unit residential building that much more convenient, when coming and going by bike.

- **Bike Maintenance Facility**
 - The bike room will be equipped with a bike maintenance stand and washing station.
- **Additional Long Term Bike Parking**
 - A 37% increase in resident long-term bike parking is being provided for the project.
- **Electric and Cargo Bike Parking**
 - 10% of the long-term bike parking being provided is for cargo/non-standard bike sizes
 - All bikes within the bike parking room will have access to a 110V plug for future proofing for e-bike charging.
- **Car Share Package**
 - To incentivize residents to choose alternative modes of transportation the following will be provided to all residents:
 - \$500 MODO Car Coop Memberships
 - \$100 in driving credits towards EVO Car Share,
- **Unbundled Parking**
 - By providing unbundled parking the applicant is creating the situation where purchasers will have to opt in to purchase a parking stall while being incentivized to not purchase a parking stall.
 - Those individuals who do not purchase a parking stall will be provided a 3 Year Eco Pass to BC Transit.
- **Welcome Package**
 - To encourage a car light lifestyle for all residents the following will be provided upon move in:
 - Information about transportation opportunities in the region including bike and bus maps and car share information.
 - \$500 gift card to local bike shop for the purchase of a new bike
 - 10 BC Transit Tickets

The applicant has also agreed to offer an additional option (outlined as Option B in the updated TDM Report) that would be conditional on City Staff agreeing to designate a parking space out front of the project. This dedicated space would be for a new MODO EV Vehicle. This vehicle purchase would be paid for by the applicant. In addition, the applicant would furnish the dedicated parking stall with an EV Charger. As noted in the updated TDM, this would further increase the reduction in parking demand for the project.

A Traffic Demand Management study conducted by WATT Consulting Group and updated in March of 2023, calculates that the proposed measures will reduce parking demand for the project by 24 stalls, thereby fully meeting the expected requirements of the site according to the Schedule C Parking Bylaw.

In terms of Infrastructure, the project will be supplying and installing with BC Hydro a PMT on private property. This is being done after careful coordination with BC Hydro and City Parks and with the installation of permeable boulevard crossing, to minimize impacts to public infrastructure.

Project Benefits and Amenities:

This project will bring 50 Net new housing units to the city, through a carefully designed building on the existing 60 stall parking lot. The simple and elegant design is well-suited to the neighborhood and will contribute further vibrancy

to the community. The frontage improvements include an enhanced green space and tree canopy which will be complemented by roof deck tree planters. The vehicle access and surface parking have been designed to minimize impacts to existing large trees on the southwest side of the site. While it is estimated that five trees may be removed, a total of 14 new trees will be planted, to provide a net benefit of at least 9 additional trees to the urban forest. In addition, opportunities for interaction and gathering amongst residents are accommodated through a rooftop amenity space. This area will include spaces for social interaction, vegetable gardening and food preparation.

In response to the City of Victoria Inclusionary Housing Policy, the applicant has agreed to comply with the policy. As a result, the City conducted an Economic Land Lift Analysis that concluded an economic Land Lift of \$157,400.00 which translates into a Community Amenity Contribution of \$118,000.00. The applicant does not dispute this contribution and commits to paying this money in connection with the rezoning and development permit per the policy.

Safety and Security:

This development will introduce a new population of residents in the neighbourhood and contribute additional 'eyes on the street'. The overall design has considered passive surveillance of the property, and views to all common areas and access points. The ground floor unit will have an individual front door and patio, re-enforcing the street presence with its landscaped area as an active space. Site lighting illuminates the areas around the entire building to promote safety and visibility of landscaped areas. It is important to note that this lighting will be shielded and kept at a lower mounting height in order to avoid glare and light pollution to neighbouring properties. Lastly, access to the property will be secured and available only to the residents and permitted guests.

Sustainable Features:

The following is a list of green building initiatives that will be deployed within the project:

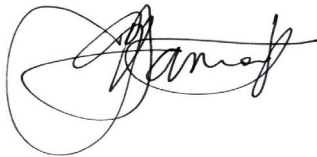
- Zero Homes or Residents displaced in development of this project.
- Net Positive Housing Creation (50 homes).
- Meeting Step 3 of the BC Energy Step Code.
- Site is located within 250m of Vancouver Bike Greenway, Fort Street Bike Lanes and Vancouver Bike Connector to Pandora and Wharf Street Bike Infrastructure.
- High efficiency LED lighting throughout common areas and homes.
- Secure bike storage at ground level includes an automatic door with electronic access control.
- Electrical outlets for electric bicycle charging locations within bicycle storage.
- CCTV cameras for secure bike parking.
- A bicycle wash station and repair stand in convenient location inside the bike storage room.
- Robust Welcome Package to incentivize car light lifestyles emphasizing active transportation opportunities.
- All 22 parking stalls to have EV car chargers installed at building completion at no additional cost to the homeowners.
- Heat Recovery Ventilation provided to all suites bringing fresh air ducted to each home.
- Fuel source for all appliances and space heating will be electric including high efficiency induction cook tops.
- High efficiency common domestic hot water boiler system.
- Stormwater Management Plan implemented during construction.
- Over 90% Construction Waste Diversion Plan implemented during construction.
- Community Rooftop Patio for ALL Residents with Urban Agriculture Spaces.

In preparing this application package the team has carefully considered community input, the relevant Official Community Plan objectives and the Fairfield Neighbourhood Plan. It is our belief that the design for this project is responsive to the neighbourhood context and proposes timeless architecture that will contribute positively to the community experience.

If you have any questions or require further clarification of any part of this application, please do not hesitate to contact our office.

Sincerely,

CASCADIA ARCHITECTS INC.

A handwritten signature in black ink, appearing to read 'G. Damant', with a large, stylized flourish on the left side.

Gregory Damant, Architect AIBC, RAIC, LEED AP
Principal

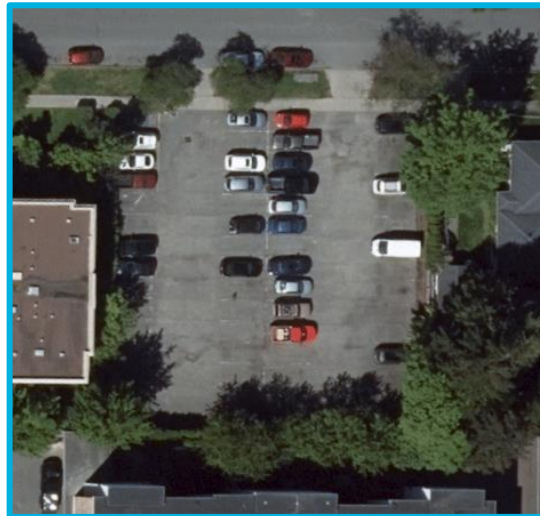
A handwritten signature in black ink, appearing to read 'P. Johannknecht', with a large, stylized flourish on the left side.

Peter Johannknecht, Architect AIBC, RAIC, LEED AP
cert. Passive House Designer, Principal



1039-1043 Meares Street Parking Study

Jawl Residential Ltd.



WATT CONSULTING GROUP

MARCH 10, 2023

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1039-1043 MEARES STREET

TDM Study

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Reviewer

Date: March 10, 2023

File No.: 3268.B01



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1.0 INTRODUCTION

Watt Consulting Group Ltd. was retained by Jawl Residential Ltd. to conduct a Transportation Demand Management (TDM) study for the proposed multi-family residential (condominium) building at 1039 – 1043 Meares Street. The purpose of this study is to [a] review and document the City of Victoria’s minimum parking supply requirements (Schedule C), as well as related Official Community Plan policies that support increased density and sustainable transportation, and [b] comment on TDM strategies and their impact on parking demand that may be suitable for the site to justify a parking variance. The parking supply requirements as outlined in Schedule C will be considered as the unadjusted expected parking demand for the site (base case).

1.1 SUBJECT SITE

The proposed development is located at 1039 – 1043 Meares Street in the City of Victoria (See **Figure 1**).

FIGURE 1. SUBJECT SITE





1.2 SITE CHARACTERISTICS AND POLICY CONTEXT

The following provides a discussion of the services and transportation options in proximity to the subject site. In addition, the City of Victoria Official Community Plan (OCP) and other community policies pertaining to sustainable transportation and parking management are summarized.



COMMUNITY POLICIES

The City of Victoria’s OCP¹ provides policies and objectives to guide decisions on planning and land management. Most recently updated in March 2022, the OCP contains several 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 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.

As identified in Section 7.12 of the OCP, the City should consider reductions in parking requirements 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.”

“7.12.2 Activities and circumstances of land uses, structures or building include the provision of a comprehensive suite of permanent on-site alternative travel supports and active transportation infrastructure, including such things as short-term and long-term bicycle parking facilities

¹ Official Community Plan, City of Victoria (2012). Retrieved from https://www.victoria.ca/assets/Departments/Planning-Development/Community-Planning/OCP/Up-to-date-OCP-and-Design-Guidelines/OCP_WholeBook.pdf



including shower and locker facilities, ridesharing, car-share co-ops, payroll transit passes and other automobile trip reduction measures.”

Lastly, the City of Victoria adopted its Sustainable Mobility Strategy in 2020.² The Strategy intends to address significant advancements occurring in the mobility space, such as the introduction of new mobility modes, shared mobility services, ride hailing and e-mobility devices. The Strategy’s mission is as follows:

“Stewarding and transforming the right-of-way to meet the demands of our growing city; increasing access to mobility choices, opportunities, and services; and promoting equity, accessibility, and environmental health through our transportation investments.”

The Strategy also contains several targets and indicators, many of which are relevant for parking and for this parking study. By 2026, the City would like to reduce average vehicle ownership per household by 30% from 2017 levels. Further, by 2030, the City would like to see [a] a doubling of transit ridership to, from, and within the City [b] 55% of all trips made to, from, within Victoria are by walking, rolling, or cycling, and [c] all Victoria neighbourhoods are “complete” by design, where residents can meet their daily needs within a 15-minute walk. Achieving these targets will require new developments to be approved in already walkable and compact areas with access to transportation options and where residents will not be reliant on their vehicles for most trips. The subject site is already conducive to a “car-light” lifestyle, as discussed in the following sections.

² City of Victoria. (2020). GO Victoria: Sustainable Mobility Strategy. Available online at: https://www.victoria.ca/assets/Community/Cycling/GoVictoria_2020DEC.pdf



SERVICES

The subject site is in the urban core and as such has access to many services and amenities. The site has access to two grocery stores within 550 m (about a 7-minute walk) and 650 m (about a 9-minute walk). In addition, the proximity to Fort Street offers several restaurants and services along that corridor. The site is located approximately 1 km (about a 12-minute walk) from Beacon Hill Park, offering many recreational opportunities within walking distance.



TRANSIT

The subject site has excellent access to transit. It is within 140 m (about a 1-2 minute walk) from a pair of bus stops along Cook Street (Cook at Meares & Cook at Rockland), 185 m (about a 2-3 minute walk) of a bus stop along Fort Street (Fort at Cook) that travels westbound and the pair stop is located 430 m along Yates Street (Yates at Cook) which travels eastbound. A total of seven routes are available to future residents of the site. A summary of the routes is shown below and their weekday service frequency.

Local Transit

- Route 3 James Bay / Royal Jubilee (half-hour service frequency)
- Route 11 Tillicum Centre / UVic (half-hour service frequency)
- Route 22 Vic General / Hillside Centre (half-hour service frequency)
- Route 24 Cedar Hill / Admirals Walk (hourly service frequency)
- Route 25 Maplewood / Admirals Walk (hourly service frequency)

Frequent Transit

- Route 14 Vic General / UVic (15-min service frequency)
- Route 15 Esquimalt / UVic (15-min service frequency)



In addition, within 850 m (about a 11-minute walk) of the subject site, future residents could get to the bus stops at Douglas Street / Fort Steet and access a multitude of routes that will make it even easier to access all the major destinations across Greater Victoria (including schools and post-secondary institutions, shopping centres, hospitals, parks, and recreation centres) using reliable transit service.

Given the site's proximity to Route 50, the BC Transit's Victoria Regional RapidBus Implementation Strategy³ should be highlighted, which will deliver connected, frequent, fast, and reliable transit service between areas of highest travel demands in the region. In the next three years, the Westshore-Downtown Victoria Line will be introduced (Phase 1), building on the priority bus lanes that have already been completed on Douglas Street. The Westshore Line will connect Langford Exchange with the Legislature Exchange and will provide a single transfer connection to UVic and the Saanich Peninsula at the Uptown Exchange.

The City of Victoria OCP contains policies that support public transit, including the provision of rapid transit and frequent transit service. These policies include prioritizing public transit over general purpose traffic in rapid and frequent transit corridors (7.14.4), undertaking a study of options to provide potential cross-town priority frequent transit service connecting major destinations (7.14.5), and working with BC Transit to integrate new local transit service into neighbourhoods (7.14.6).

³ Victoria Regional RapidBus Implementation Strategy, BC Transit. Available online at: <https://bctransit.com/victoria-regional-rapid-transit>



WALKING

With a Walk Score of 93,⁴ the subject site is very walkable (i.e., daily errands do not require a personal vehicle). This is due to the high density of shopping, services, and other amenities in the area. The adjacent streets to the site all have sidewalks on both sides of the street with accessible curb letdowns at pedestrian crossings.

Furthermore, the Fairfield Neighbourhood Plan identifies Cook Street as a Future All Ages and Abilities route, and Rockland Avenue as another designated pedestrian and/or cycling route.⁵ It is expected that the planned active transportation infrastructure surrounding the subject site will make it easier for people to walk, roll, and bike.



CYCLING

The proposed development is located in an area where daily errands can be accomplished on a bike. The site has immediate access to the Vancouver Street all ages and abilities (AAA) bike facility, which was constructed in May 2021. It includes a shared-use neighbourhood bikeway and uni-directional protected bike lanes providing connections to Beacon Hill Park, and north to the Oaklands neighbourhood. Additionally, the site is within short distance of the Fort Street AAA bike facility that connects to downtown Victoria and the wider AAA bike network. Other AAA projects planned for the near future (2022-2023) include the sections of Pandora Avenue and Fort Street east of Cook Street. Implementation of AAA cycling infrastructure is also in progress along the Fernwood Connector between Pandora Avenue and Kings Road / Haultain Street.⁶ It is

⁴ More information about the site's Walk Score is available at: <https://www.walkscore.com/score/1039-meares-st-victoria-bc-canada>

⁵ City of Victoria. (2019). Fairfield Neighbourhood Plan. Available at: https://www.victoria.ca/assets/Departments/Planning~Development/Community~Planning/Local~Area~Planning/Fairfield~Gonzales/Fairfield_NP_Final-web.pdf

⁶ More information about designated AAA networks is available at: <https://www.victoria.ca/EN/main/residents/streets-transportation/walk-roll-transit/cycling/victoria-s-aaa-cycling-network.html>



anticipated that the City’s investments in active transportation over the medium term will have a significant impact in increasing the modal split for cycling—especially in the downtown core—and make it easier for future residents of the subject site to bike for most trip purposes.



CARSHARING

Carsharing programs are an effective way for people to save on the cost of owning a vehicle while having access to a convenient means of transportation. The Modo Car Cooperative (“Modo”) is the most popular carsharing service in Greater Victoria with a fleet of approximately 110 vehicles. There are 14 Modo vehicles within 500 m (6- to 8-minute walking distance) of the subject site at the following locations:

- Burdett Avenue & Vancouver Street [300 m]
- Rockland Avenue & Linden Street [450 m]
- View Street & Ormond Street [500 m]
- Johnson Street & Chambers Street (x2) [500 m]
- View Street & Cook Street [200 m]
- View Street & Quadra Street [500 m]
- Broughton Street & Quadra Street (x2) [400 m]
- Collinson Street & Quadra Street (x2) [450 m]
- Cook Street & Meares Street (x3)⁷ [80 m]

Additionally, in the summer of 2021, Evo Car Share introduced a fleet of 80 vehicles to Victoria.⁸ This car share service allows members to pick up a car, use it for as long as needed, and drop it off at any permitted location within the 20-square kilometre Home Zone of where the subject site is located (see **Figure 2**). End-of-trip parking includes City parkades, surface

⁷ Three carshare vehicles will be provided at the approved development at 1015 Cook Street. Available online at: <https://www.thecharlesworth.ca/>

⁸ Times Colonist (July 30, 2021). New car share service drives into Victoria this weekend. Retrieved from <https://www.timescolonist.com/business/new-car-share-service-drives-into-victoria-this-weekend-1.24347519>



lots, reserved Evo spaces, and resident-only parking. There is also satellite parking at the University of Victoria and Camosun College's Lansdowne campus.⁹

FIGURE 2. EVO VICTORIA HOME ZONE



⁹ More information about the Evo Car Share service is available online at: <https://evo.ca/victoria>



2.0 PROPOSED DEVELOPMENT

2.1 LAND USE

The proposed development includes a 50-unit multi-family condo building (including one of the residential units designated to operate as home-based business) and is described in detail in this section. The unit breakdown is summarized in **Table 1**. For the purposes of parking requirement calculations, the live-work unit is being separated between its residential and commercial use.

TABLE 1. UNIT BREAKDOWN

Unit Size	Total
<45m ²	11*
>45m ² & <70m ²	35
>70m ²	5
Total	51*

* For the purposes of parking requirement calculations, the live-work unit is being separated between its residential and commercial use, hence resulting in 51 units instead of 50 units.

2.2 PROPOSED PARKING SUPPLY

2.2.1 VEHICLE PARKING

The proposed off-street parking supply is 22 vehicle spaces, which includes visitor parking—a rate of 0.44 spaces per unit.

2.2.2 BICYCLE PARKING

A total of 82 long-term secure bicycle parking spaces and 8 short-term bicycle parking spaces will be provided.



3.0 PARKING REQUIREMENT

3.1 VEHICLE PARKING

The City of Victoria’s Zoning Bylaw No. 80-159 (Schedule C) identifies the 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** – <45m² (< 485 sq.ft.), 45m² to 70m² (485 - 750 sq.ft.), and >70m² (>750 sq.ft.)

The proposed development falls in the ‘Core Area’ category under ‘Condominium’ per Figure 1 of Schedule C, see **Table 2**.

TABLE 2. PARKING REQUIREMENT PER SCHEDULE C

Land Use	Unit Size	Schedule C Rate
Multiple Dwelling ‘Condominium in Core Area	<45m ²	0.65 spaces per unit
	45-70m ²	0.80 spaces per unit
	>70m ²	1.20 space per unit
Visitor Parking		0.1 spaces per unit

Based on the Schedule C requirements, the site is currently required to provide a total of 46 off-street parking spaces comprising 41 residential spaces and 5 visitor spaces. Therefore, with 22 proposed off-street parking spaces, the site is short 24 parking spaces as per Schedule C. Therefore, TDM measures are required to reduce parking demand to meet the proposed parking supply (see **Section 4.0**).



3.2 BICYCLE PARKING

Schedule C also prescribes the minimum long-term and short-term bicycle parking requirement based on each land use. The applicable land uses are shown in **Table 3**. This results in a requirement of 60 long-term bicycle parking spaces. The applicant is exceeding this requirement by 22 spaces. The subject site is also required to provide a minimum of six (6) short-term bicycle parking spaces, which the applicant is exceeding by 2 spaces.

TABLE 3. BICYCLE PARKING REQUIREMENTS

Land Use		Schedule C Rate	
		Long-term Spaces	Short-term Spaces
Multiple Dwelling	< 45m ²	1 space per dwelling unit	The greater of 6 spaces per building or 0.1 spaces per dwelling unit
	> 45m ²	1.25 spaces per dwelling unit	

3.3 ELECTRIC VEHICLE PARKING

Electric Vehicle (EV) parking requirements are defined per Schedule C. Based on the bylaw; the subject site is required to provide one EV charging outlet per resident parking space.



4.0 TRANSPORTATION DEMAND MANAGEMENT

Transportation demand management (TDM) is the application of strategies and policies to influence individual travel choice, most commonly to reduce single-occupant vehicle travel. TDM measures typically aim to encourage sustainable travel, enhance travel options and decrease parking demand. The following sections present a menu of TDM measures that the applicant has committed to pursue for the proposed development. For all of the TDM measures, an approximate reduction in parking demand for the residential land uses has been included.

4.1 IMPROVED ACCESS TO LONG-TERM BIKE PARKING

4.1.1 OVERVIEW

Quality bicycle parking can help to legitimize cycling, “signaling to cyclists that they are invited and welcome”. Allocating an entrance that is accessible to cyclists and separated from vehicular traffic increases the safety and convenience of cycling as an everyday mode of travel.¹⁰ Strategies aimed at making cycling convenient, safe, and pleasant are considered “very beneficial” in shifting motor vehicle travel to alternative modes.¹¹ Further, for cycling to be an attractive alternative, it is important to ensure users have safe, convenient, and secure places to park. Best practice dictates that secure bicycle parking be located at grade and have a dedicated entrance for cyclists.

The proposed development intends to provide the secure bike room at-grade, next to the main entrance of the building, controlled by electronic access with automated doors, with CCTV cameras, ample visibility to the street and lobby, and heating.

¹⁰ HUB Cycling. Not Just Bike Racks: Informing Design for End of Trip Cycling Amenities in Vancouver Real Estate. Available online at: https://bikehub.ca/sites/default/files/hub_cycling_amenities_report.pdf

¹¹ Victoria Transport Policy Institute (2019). Bicycling Improvements. Strategies to Make Cycling Convenient, Safe and Pleasant. Available online at: <https://www.vtpi.org/tdm/tdm93.htm>



4.1.2 RECOMMENDATION

A **6% reduction** in resident parking demand is supported since 100% of the long-term bicycle parking spaces are provided at-grade.¹²

4.2 BICYCLE MAINTENANCE FACILITY

4.2.1 OVERVIEW

Residential developments can provide dedicated on-site bicycle maintenance facilities, such as bicycle repair tools, pumps, wash stations, etc., to support ongoing bicycle use among building users.¹³ This is particularly beneficial for residents living in smaller dwelling units where space is at a premium and/or access to a bicycle repair service may be inaccessible or present a financial barrier. The following amenities should be included at minimum:

- **Repair Tools:** Bicycle repair tools including: two identical tire levers; two screwdrivers (one flat head and one phillips); double sized wrenches at following sizes 8, 9, 10, 11, 15, 32 mm; allen wrenches at the following sizes 2.5, 3, 5, 6, 8 mm; a tire pump that works with Schrader and Presta valves.
- **Bike Repair Stand**
- **Bike Wash Station:** A station with a hose, drain, and supplies which can assist a resident in cleaning their bicycle.
- **Lighting and surveillance:** The facility should be well-lit (inside and out), with consideration for surveillance systems to address possible personal security issues.
- **Information:** Cycling network maps, information on bicycle shops, and an advertising space for scheduled events.

¹² This estimate was derived in tandem with the City of Vancouver's Transportation Demand Management for Developments in Vancouver, which is available online at: <https://vancouver.ca/files/cov/transportation-demand-management-for-developments-in-vancouver.pdf>

¹³ Victoria Transport Policy Institute. (2015). *Parking Management: Strategies for More Efficient Use of Parking Resources*. Retrieved from: www.vtpi.org/tdm/tdm28.htm#_Toc128220491



The addition of these elements to the proposed development could result in a parking demand reduction as they would promote cycling for residents by providing accessible and functional facilities.

4.2.2 RECOMMENDATION

A **4% reduction** in resident parking demand is supported with the provision of a bicycle maintenance facility.

4.3 ADDITIONAL LONG-TERM BIKE PARKING

4.3.1 OVERVIEW

The provision of additional bicycle parking spaces can support residents to satisfy potential bicycle demand in the present and future. Insufficient bicycle parking is considered a key barrier to promoting cycling, with additional bicycle parking associated with an increase of cycling by 10 to 40%.¹⁴

4.3.2 RECOMMENDATION

A **2% reduction** in resident parking demand would be supported for every additional 10% of long-term bicycle parking spaces provided beyond what is required in Schedule C.¹⁵ A 7% reduction is supported given that the applicant is providing an additional 22 long-term bicycle parking spaces (37% over the requirement), for a total of 82 long-term bicycle parking spaces.

¹⁴ Hein, E. & Buehler, R. (2019). Bicycle parking: a systematic review of scientific literature on parking behaviour, parking preferences, and their influence on cycling and travel behaviour. *Transport Reviews*, 39(5).

¹⁵ This estimate was derived from the City of Vancouver's Transportation Demand Management for Developments in Vancouver, which is available online at: <https://vancouver.ca/files/cov/transportation-demand-management-for-developments-in-vancouver.pdf>



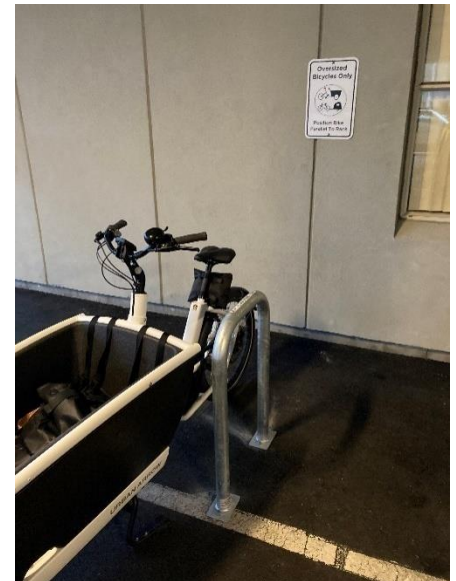
4.4 NON-STANDARD BICYCLE PARKING

4.4.1 OVERVIEW

Non-standard bicycles are longer, wider, and heavier than a typical bicycle, which makes them more challenging to park than a regular bike. Non-standard bikes include tricycles, electric cargo bikes, or a bike with a trailer, for example. Because of their size, they require different parking configurations. As electric bicycles and other non-standard bikes become more commonplace, it will be important that new developments provide the right parking to allow users to park their bicycles securely and conveniently.

There is the opportunity to design the long-term bicycle parking to accommodate non-standard bicycles. This could further reduce vehicle parking demand at the site. According to research completed in Greater Victoria, one of the top barriers facing prospective e-bike users is the fear that their bicycle might be stolen.¹⁶ Further this research showed that users would feel more comfortable if they could park their bicycle in a locked or supervised area.

The Capital Region Local Government Electric Vehicle + Electric Bike Infrastructure Planning Guide¹⁷ includes e-bike parking design guidelines to help address the concerns of current and prospective e-bike owners as well as to increase overall e-bike ownership in the Capital Region. The e-bike parking design guidelines include three key recommendations: (1) that all e-bike parking spaces be in a secure location (2) that 50% of the long-term bike parking spaces have access to an 110V wall outlet and (3) 10% of the spaces be designed for non-standard bicycles.



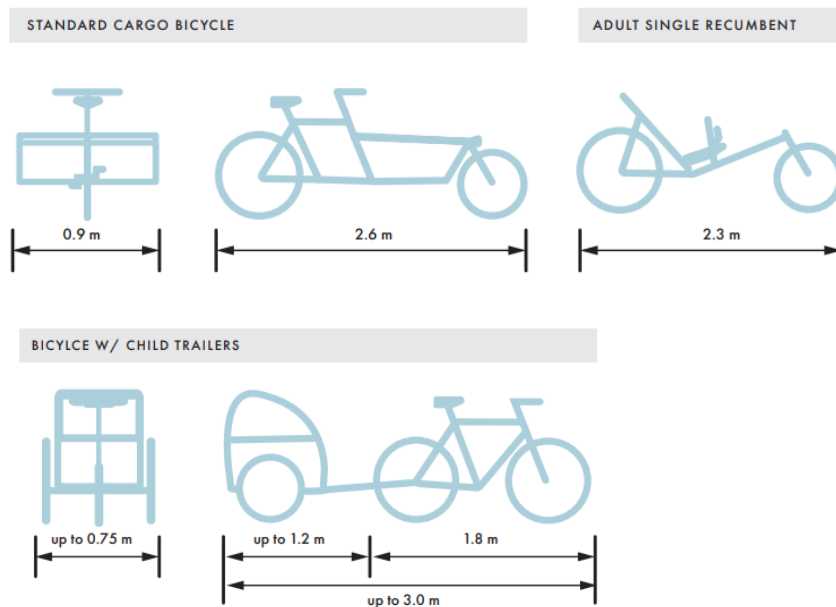
Example of a non-standard bike parking space at Royal Jubilee Hospital.

¹⁶ WATT Consulting Group. (2018). Capital Region Local Government Electric Vehicle + Electric Bike Infrastructure Backgrounder. Available online at: https://www.crd.bc.ca/docs/default-source/climate-action-pdf/reports/electric-vehicle-and-e-bike-infrastructure-backgrounder-sept-2018.pdf?sfvrsn=a067c5ca_2

¹⁷ WATT Consulting Group. (2018). Capital Region Local Government Electric Vehicle + Electric Bike Infrastructure Planning Guide. Available online at: https://www.crd.bc.ca/docs/default-source/climate-action-pdf/reports/infrastructure-planning-guide-capital-region-ev-ebike-infrastructure-project-nov-2018.pdf?sfvrsn=d767c5ca_2



Non-standard bikes, like cargo bikes, are typically electric-assist (e-bikes) that are longer than regular bicycles because they are capable of carrying cargo and/or multiple passengers with the assistance of the battery. These types of bikes can be a popular option for young families. They can be as long as 3.0 m and as wide as 0.9 m. A figure has been included below to illustrate the dimensions of different non-standard bicycles.



Typical dimensions for non-standard bicycles. Source: BC Active Transportation Design Guide



4.4.2 RECOMMENDATION

The applicant has committed to provide 100% of the long-term bicycle parking (82 spaces) with access to a 110V wall outlet, and 10% of the long-term spaces (8 spaces) as non-standard bicycle parking spaces. Based on this commitment, a **6% reduction** is supported.

Non-standard bike parking spaces should have a minimum distance of 3.0m in length and 0.9m in width. All non-standard bike parking spaces should be provided as ground anchored racks as they are heavy, long, and challenging to park in a vertical bike rack.

4.5 CARSHARING

4.5.1 OVERVIEW

As indicated in **Section 1.2**, there are 14 Modo vehicles within 500 m of the subject site and an even greater number of vehicles in the Fernwood, North Park, and Downtown neighborhoods.¹⁸ This provides the area with adequate carsharing coverage and availability. Part of the reason why carsharing is expanding locally and being supported by municipalities is because of its ability to reduce household vehicle ownership and parking demand. Additionally, once the Harris Green Village development is complete, additional Modo vehicles will be available to future residents of the area.

A 2018 study from Metro Vancouver analyzed 3,405 survey respondents from carsharing users in the region and found that the users of Car2go and Modo reported reduced vehicle ownership after joining a carsharing service. The impact was larger for Modo users; households joining Modo reduced their ownership from an average of 0.68 to 0.36 vehicles. Further, Modo members were close to five times more likely to reduce car ownership compared to Car2go users. Additional research has found the following:

¹⁸ The location of Modo vehicles is shown on the Modo car map, which is available online at: <https://modo.coop/car-map>



- A 2016 study in San Francisco reported that the potential for carsharing to reduce vehicle ownership is strongly tied to the built environment, housing density, transit accessibility, and the availability of parking.¹⁹
- A 2013 study from the City of Toronto looked at the relationship between the presence of carsharing in a residential building and its impact on vehicle ownership. The study surveyed residents of buildings with and without carshare vehicles. The study found that the presence of dedicated carshare vehicles has a statistically significant impact on reduced vehicle ownership and parking demand. Specifically, 29% of carshare users gave up a vehicle after becoming a member and 55% of carshare users decided against purchasing a car because of carsharing participation.²⁰

While a study has not yet been completed in Greater Victoria to understand the impacts of carsharing on vehicle ownership or the specific placement of the vehicle, the results would likely be similar especially for households living in more urban areas such as Victoria where there is greater access to multiple transportation options.

4.5.2 RECOMMENDATION

Option A: Based on the research above, and the number of Modo vehicles in proximity to the site, it is recommended that the applicant provide a Modo membership for each unit (\$500 non-refundable membership per unit). This would allow residents to access Modo vehicles without paying the up-front membership cost and only pay for usage. In addition, to further incentivize the use of carsharing and diversify the available alternative transportation options to future residents, it is recommended the applicant provides an incentive worth \$100 of Evo Car Share driving credits for each unit.

¹⁹ Clewlow, R.R. (2016). Carsharing and sustainable travel behaviour: Results from the San Francisco Bay Area Transport Policy, 51, 158-164.

²⁰ Engel-Yan, D., & D. Passmore. (2013). Carsharing and Car Ownership at the Building Scale. Journal of the American Planning Association, 79(1), 82-91.



With the applicant’s commitment to purchase Modo memberships for each unit and provide an incentive worth \$100 of Evo Car Share driving credits for each unit, a parking demand **reduction of 18%** is supported.

Option B: Building on Option A, if the applicant provides the following, then a parking demand **reduction of 20%** (additional 2% from Option A) is supported:

1. The applicant to work with the City to provide a vehicle parking space on-street in front of the subject site, and equipped with a Level 2 electric vehicle charging station.
2. The applicant to purchase a Modo vehicle, which would grant the applicant 60 partner user rights²¹. These memberships should be distributed to all units in the building and would cover all 50 units.
3. The applicant to offer an incentive worth \$100 of Evo Car Share driving credits for each unit.

4.6 UNBUNDLED PARKING

The applicant is proposing to unbundle the proposed off-street parking supply for the residential uses from the purchase price of each unit. Parking spaces will be sold separately from the condo units, so that residents have the option of purchasing a parking space at an additional cost. Therefore, the property buyer could save money by not purchasing a parking space. Research has identified unbundled parking as an effective TDM strategy and some research has indicated vehicle ownership reduction of 6 to 8% when unbundled parking is implemented.²² In addition, potential reductions of

²¹ Partner user rights are equivalent to a unit receiving a Modo Plus membership, which gives them access to lower hourly rates and no monthly administrative fee. However, partner user rights do not grant member voting privileges.

²² Schure, J., Napolitan, F., & Hutchinson, R., (2012). “Cumulative Impacts of Carsharing and Unbundled Parking on Vehicle Ownership and Mode Choice.” *Transportation Research Record*, 2319(1).

Mobility Lab (2018). *Arlington County Residential Building Study*. <https://mobilitylab.org/research-document/arlington-county-residential-building-study-aggregate-analysis-update/>



vehicle kilometres travelled (VKT) ranging from 10 to 30% attributed to unbundled parking were observed.²³

In addition, the applicant is proposing to offer to the units that opt not to purchase a vehicle parking space a “car-free” lifestyle package, which would include a BC Transit EcoPASS for 3 years (valued at \$3,000 per unit)

4.6.1 RECOMMENDATION

A **15% reduction** in resident parking demand would be supported with the provision of unbundled parking for all vehicle parking spaces and the provision of a “car-free” lifestyle package for the units that opt not to purchase a vehicle parking space.

4.7 WELCOME PACKAGE

4.7.1 OVERVIEW

Travel behaviour research has shown that people that move to a new place or start a new job have a behaviour change opportunity as they need to determine travel options and are more willing to try new modes of transportation. Providing information about alternatives to driving alone before that decision has been finalized can increase the rate at which residents carpool, bike, walk, or take transit to work and other types of trips. It is an opportunity to create a new behaviour rather than change an existing habit.

The purpose of a TDM-focused welcome package to all new building occupants is about educating them about transportation options available at their new residence. This package is meant to include information and incentives related to alternative transportation modes to owning a vehicle such as transit, cycling and carsharing.

²³ Mobility Lab. (2018). *Arlington County Residential Building Study*; Victoria Transport Policy Institute. (2018). *Parking Management: Strategies for More Efficient Use of Parking Resources*; Shoup, D. (2005). *The High Cost of Free Parking*, p. 570.



Incentives and promotions have been valuable in encouraging use of alternative modes of transportation. However, if residents are not aware of the available TDM options, they will likely not consider using them. Information about available TDM programs for the site should be included as part of marketing the development and as part of a welcome package for new tenants. Marketing the TDM programs is particularly valuable for influencing travel behaviour. Information about carsharing should be part of marketing efforts. Carsharing could provide future residents / employees with viable transportation options that may allow them to not own a vehicle at the site. Therefore, marketing this information can be an important incentive for prospective tenants.

Once residents move into the site, on-going contests, promotions and incentives should be used to maintain awareness of the available TDM programs. The use of an annual week-long contest similar to a commuter challenge or bike to work week for residents would encourage use of alternative transportation modes that residents may not normally consider or try. Prizes for participation and high TDM utilization could include gift certificates for local grocery stores, complimentary gym passes for the Crystal Pool and/or the YMCA, BC Transit vouchers or bicycle equipment such as helmets and bike lights.

4.7.2 RECOMMENDATION

A **4% reduction** in resident parking demand is supported for the provision of a TDM-focused welcome package that includes at minimum the following:

- BC Transit map
- BC Transit tickets (minimum 10 tickets per unit)
- CRD Bike Map
- Minimum of \$500 per unit, provided in the form of a gift card as an incentive for the purchase of a bike (monetary incentive will be available only for use at designated bike stores in the area)
- Information on other TDM programs offered at the site



4.8 INFRASTRUCTURE IMPROVEMENTS

4.8.1 OVERVIEW

Contributions towards off-site pedestrian and cycling infrastructure that completes gaps in the active transportation can support walking and cycling. If the applicant can commit to providing financial contributions towards a pedestrian or cycling infrastructure project in the vicinity of the subject site, this will improve connection in the network for active modes and increase the accessibility and appeal of walking or cycling for future residents of the site. Improved infrastructure can further encourage modal shift for residents of this development.

The City of San Francisco's Transportation Demand Management Technical Justification Report estimated a 2% reduction in vehicle miles travelled as a result of pedestrian improvements in the adjacent road network.²⁴ In addition, a detailed transportation demand management study prepared for the City of Hamilton identifies off-site cycling infrastructure connections as the most effective walking & cycling TDM measure.²⁵

4.8.2 RECOMMENDATIONS

A reduction in resident parking demand would be supported if the applicant commits to providing contributions towards off-site active transportation infrastructure. The reduction would depend on the type of infrastructure improvement provided. It is recommended that the applicant work with the City of Victoria to identify a specific project they could contribute to.

²⁴ City of San Francisco. (2016). Transportation Demand Management Technical Justification. Retrieved from: https://default.sfplanning.org/plans-and-programs/emerging_issues/tsp/TDM_Technical_Justification.pdf

²⁵ IBI Group. (2016). Pier 7/8 Transportation Demand Management Detailed Report. Retrieved from: <https://www.hamilton.ca/sites/default/files/media/browser/2016-06-08/west-harbour-pier6-7-8-transportation-demand-management-report.pdf>



4.9 TDM SUMMARY

Table 4 is a summary of the recommended TDM measures and their potential impact on parking demand. A resident parking demand reduction of 60-62% (depending on which option in Section 4.5 is implemented) is supported if all the proposed TDM measures are provided. This represents a reduction in the estimated resident parking demand by 24 to 25 spaces. In both options for carsharing, vehicle parking demand will be aligned with the proposed supply of 22 spaces (in option B of Section 4.5, parking demand will be one less space than the proposed supply).



TABLE 4. SUMMARY OF TDM MEASURES + PARKING DEMAND REDUCTION

TDM Option	Parking Reduction	
	Approx. Reduction (Percentage)	Approx. Reduction (Number of resident spaces)
4.1 Improved Access to Long-term Bike Parking	6%	2
4.2 Bicycle Maintenance Facility	4%	2
4.3 Additional Long-term Bike Parking	7%	3
4.4 Electric and Cargo Bike Parking	6%	2
4.5 Carsharing [Option A]	18%	7
4.6 Unbundled Parking	15%	6
4.7 Welcome Package	4%	2
4.8 Infrastructure Improvements	N/A	N/A
Total	60%	24

TDM Option	Parking Reduction	
	Approx. Reduction (Percentage)	Approx. Reduction (Number of resident spaces)
4.1 Improved Access to Long-term Bike Parking	6%	2
4.2 Bicycle Maintenance Facility	4%	2
4.3 Additional Long-term Bike Parking	7%	3
4.4 Electric and Cargo Bike Parking	6%	2
4.5 Carsharing [Option B]	20%	8
4.6 Unbundled Parking	15%	6
4.7 Welcome Package	4%	2
4.8 Infrastructure Improvements	N/A	N/A
Total	62%	25



5.0 CONCLUSIONS

The proposed development at 1039 – 1043 Meares Street includes a 50-unit multi-family condo building (including one of the residential units designated to operate a home-based business). A total of 22 vehicle spaces are proposed (21 resident and 1 visitor), as well as 82 long-term secure bicycle spaces and 8 short-term bicycle spaces.

The expected parking demand per Schedule C is 46 vehicle spaces, comprising 41 resident and 5 visitor spaces. This exceeds the proposed supply by 24 spaces.

Since the expected parking demand exceeds parking supply, several TDM measures have been recommended for the applicant's consideration to reduce demand and align with the proposed supply. The total expected parking demand, if all TDM measures are adopted, is 22 parking spaces (or 21 spaces if Option B is pursued for [Section 4.5 Carsharing](#)), which meets the proposed parking supply. [Table 4](#) summarized the parking reductions that are achieved from the TDM measures.

6.0 RECOMMENDATIONS

The proposed parking supply of 22 spaces at 1039 – 1043 Meares Street is supported, provided the following conditions are being met:

1. Commit to all the TDM measures to reduce parking demand by at least 24 resident spaces.



WATT VICTORIA

#302, 740 Hillside Avenue
Victoria, BC V8T 1Z4
(250) 388-9877

WATT VANCOUVER

550 – 888 Dunsmuir Street
Vancouver, BC V6C 3K4
(778) 309-1253

WATT OKANAGAN

#8 - 2483 Main Street
West Kelowna, BC V4T 2E8
(778) 313-1014

WATT EDMONTON

500 Empire Building,
10080 Jasper Avenue
Edmonton, AB T5J 1V9
(780) 800-2957

WATT LLOYDMINSTER

201B 5004 18th Street
Lloydminster, AB T9V 1V4
(780) 870-4338

WATT CALGARY

#310, 3016 – 5th Avenue NE
Calgary, AB T2A 6K4
(403) 273-9001

**CALUC Meeting Report:
June 27, 2022**

Address: 1039 / 1043 Meares Street

Developer: Jawl Residential Ltd. &
Fort Properties Ltd.

Presenter: Elizabeth Jawl & Peter
Johannknecht

Architect: Cascadia Architects Inc.

Attendance: 12 (6 in-person & 6 online)



	Current	Proposed
Zone	R3-1	Site specific
Variations	N/A	N/A
OCP Amendment required?	No	No
Number of Units	0	50
	Current	Proposed
Site Coverage	20% (for 6 storeys)	73.5%
Number of parking stalls	47	22
Set Back East	<u>13.5 m</u>	1.85 m
Set Back West		0.5 m
Set Back South		3.21 m (Level 2 Deck) 9.63 m (Building Face Level 2-6)

Set Back North		1.95 m
	Actual Building	Proposed Building
FSR (Floor Space Ratio)	N/A	2.5:1
Height	N/A	6 storeys

The Community Land Use Committee (CALUC) facilitates dialogue between land use applicants and the community to identify concerns regarding land use applications which may influence the proposal and result in changes more appropriate to the neighbourhood. The CALUC encourages a respectful meeting environment allowing everyone the opportunity to speak and be heard. The meeting is about the proposal not about the applicant or others involved in the project. There is no decision by the CALUC to support or oppose an application made at, or after, community meetings. Community members are encouraged to share their views with City Council via email (mayorandcouncil@victoria.ca). If an application is submitted to the City, information can be obtained through the Development Tracker feature of the City's website. (<https://www.victoria.ca/EN/main/residents/planning-development/development-tracker.html>)

This site is currently a parking lot. Applicant is seeking to rezone and develop a six-storey 50-unit residential building.

Themes

Recent housing conversations have highlighted the need for three-bedroom units alongside smaller dwellings. Is this something that was considered in the development?

- Right now, the proposal features studio, one-, and two-bedroom units. As part of the pre-sale process, re-configuring units to allow for larger dwellings could be a possibility if that meets the buyer's needs.

How many parking stalls will be provided? Was there the opportunity to provide parking underground? How will the development address parking demand exceeding parking provision?

- A total of 22 parking stalls for the 50 proposed units, including 2 accessible stalls.
- Due to geotechnical concerns, providing underground parking would be challenging and would not allow for more parking, in practice.
- The proposal aligns with City of Victoria policies to encourage modal shift and reduce reliance on single-occupancy vehicles.

What are the conditions of the Modo membership?

- Memberships would come with every home and will be tied to the unit for a period of 3 years. This could be improved in collaboration with Modo.

How does the proposal address environmental sustainability design, including through the building's heating and cooling systems and organic waste collection?

- The building will be Energy Step Code 3; however, it is early in the process to be able to clearly identify what types of heating and cooling systems will be in the structure.
- Power will hopefully be largely from renewable sources dependent on the ability of BC Hydro to meet demand in the grid.
- Electric vehicle chargers will be provided for each parking stall at no extra cost to the purchaser.
- The building itself is proposed to be a timber frame structure over a concrete podium.
- There will be a dedicated waste collection on the ground floor that is accessible from the lobby and will have organic waste bins.

**MINUTES OF THE
ADVISORY DESIGN PANEL MEETING
HELD WEDNESDAY SEPTEMBER 28, 2022**

1. THE CHAIR CALLED THE MEETING TO ORDER AT 12:00 PM

Present: Devon Skinner (Chair)
Ben Smith
David Berry
Tamara Bonnemaïson
Sean Partlow
Matty Jardine
Will King
Colin Harper
Peter Johannknecht
Pamela Madoff

Staff Present: Miko Betanzo – Senior Planner, Urban Design
Rob Bateman – Senior Planner
Patrick Carroll – Senior Planner
Manasvini – Planner
Katie Lauriston – Administrative Assistant

2. AGENDA APPROVAL

Motion:

It was moved by Ben Smith, seconded by Peter Johannknecht, that the agenda for the September 28, 2022 meeting be adopted.

Carried Unanimously

3. MINUTES

Motion:

It was moved by Pamela Madoff, seconded by Ben Smith, that the minutes from the meeting held June 22, 2022 be approved as presented.

Carried Unanimously

Tamara Bonnemaïson recused herself at 12:10pm from the Development Permit with Variances Application No. 00191 for 205 Quebec Street, 507 Montreal Street and 210-224 Kingston Street.

4. APPLICATIONS

3.1 Development Permit with Variances Application No. 00191 for 205 Quebec Street, 507 Montreal Street and 210-224 Kingston Street

The proposal is for a new mixed-use development consisting of a three-storey podium with a 17-storey tower above located at the corner of Quebec Street and Montreal Street and three-storey townhouses fronting Kingston Street.

Applicant meeting attendees:

Erica Sangster – DAU Studio
Scott Murdoch – Murdoch de Greeff Landscape Architects
Greg Gillespie – Mike Geric Construction
Niall Paltiel – Mike Geric Construction

Rob Bateman provided the Panel with a brief introduction of the application and the areas that Council is seeking advice on, including the following:

- the height and massing of the project in relation to the adjacent and nearby existing and anticipated built form
- the tower and podium setbacks along the east property line
- the townhouse setbacks along the north and south property lines
- any other aspects of the proposal on which the ADP chooses to comment.

Erica Sangster provided the Panel with a detailed presentation of the site and context of the proposal, and Scott Murdoch provided the Panel with details of the proposed landscape plan.

The Panel asked the following questions of clarification:

- Will the pedestrian spaces be permanently open to pedestrians? If so, how will the daycare space remain secure?
 - Several layers of entry are proposed, with natural, logical transition points or restricted hours – particularly with the daycare
 - The intent is for a public realm experience, without free-flowing access. Security will be paramount with the daycare.
- What is the rationale for the 17-storey height, and why not 14, or even 20 storeys?
 - Different massing options were tested to examine shadow and view impacts to the surrounding sites
 - Testing indicated that 17 stories achieved the best balance: proportionally there was enough podium to support a larger tower, while also reducing the tower's footprint
 - A wider tower was considered, however it cast shadows to the east, particularly in the evenings
 - Overall, the 17-storey height was reached by making sure the tower is attractive, doesn't negatively affect the neighbouring sites, and fits in with its surroundings.
- Is the proposed density required to make the project viable? Could it be brought down to 14 or 12 storeys, for instance?
 - Currently there are only 102 homes within the tower, not including the town homes. Reducing the density would flatten out the site and reduces the public realm experience, in particular for that courtyard and daycare space
 - The proposed density is situated to best interface with neighbouring properties, and the view from the harbour and massing worked in terms of transition to surrounding areas

- Studying the proposal found that this footprint and location was what had the most impact on shadows and views, more so than the height or density.
- The letter to Council states that the application “delivers upon and exceeds on public realm objectives and climate leadership” – can you speak to this?
 - The applicants have worked collaboratively with the City on the public realm and raingardens to meet the City’s public realm guidelines, including material specifications and the addition of signalized pedestrian crosswalks
 - The building frontage is designed to fit with the green character of James Bay, but with a more urban approach
 - While it can’t lay claim to ambitious sustainability energy performance at this time, it will be a high performing energy building and not a blocky tower
 - The landscaped green roofs and raingardens surpass City requirements
 - While there is a lot of parking on the site, there are also many transportation demand management (TDM) measures with parking shared between the daycare and visitors
 - An All Ages and Abilities (AAA) cycling network surrounds property
 - A resilient landscape plan is proposed, which includes plating above bylaw requirements
- Was it considered to have some of the density in the podium instead of the tower?
 - Yes, but it was found that keeping the podium lower and aligning with surrounding buildings worked better. Shadow studies also showed that a podium closer to east property line starts to cast summer shadows across the block
 - It is important to ensure that the podium has enough horizontality to have a bigger footprint, in order to look balanced
- The OCP calls for adjacent buildings of three to six stories – was this taken into consideration?
 - Yes, this was considered
 - The ground floor feels right along the street fronts, and creates a nice step down from the three-story podium to the two-story townhouses
 - Across Kingston Street will be two stories going forward, so we were looking at gradient between urban residential and traditional residential areas
 - Considered potential redevelopment of adjacent sites. The three-storey podium with tower does not preclude a well-designed six-story building next door.
- Regarding the east podium setbacks, is there room to move the tower next door to give more space to the transition?
 - There’s not much setback on Montreal Street to make sure it’s a meaningful step. The height is currently visible at the corner, but once you move along Montreal Street heading to the daycare, we want the 3-storeys to be very strong so it’s important for the tower to be pulled back
 - Limited condition where we’re at 6m transition to the corner, steps back steadily from that to the north.

Panel members discussed:

- Acknowledgment that a three-storey podium reduces shadows, as compared to towers
- Creative approach to minimizing shadowing on the south side adjacent townhomes

- Appreciation for the massing from the street level. Two storeys on the corner doesn't seem out of place
- Great fit for James Bay. The round windows and corner windows add to a stunning pedestrian experience. Artful dance trying to make the project work.
- Appreciate proposal – currently reads as very pedestrian, human scale because it's so close to the property line
- Do not share the same concern with staff about the setbacks on east to lower podium. The height is out of context. Need to consider uniqueness of James Bay including buildings up to 12 storeys – higher than what the policies are allowing
- Is there enough merit to amend the OCP? Economics are not enough. Beautiful design. Creative approach. But, is 17 storeys appropriate in this location?
- Lovely interaction between public and private realm
- Height needs to be carefully considered - there is opportunity to have the same unit yield within the podium itself while reducing the height to avoid the need to amend the OCP
- With the height of the tower, it doesn't look evenly weighted to the ground enough
- Compelling presentation and great design
- Shadow studies – need to consider other times of day and the effects on buildings on Montreal Street
- Looking at the overall picture of the city – there aren't many buildings in the area that are 15+ stories. This is the tallest of all the other buildings in the area. It is a well-designed building, but are we changing our city to accommodate it?
- We need to look beyond the design approach. The “jewellery” makes it very enticing. Different elements have been manipulated to make it very appealing
- The ADP plays a role in the development of the city – not development of sites in isolation
- Most important – why do we have planning policies? To have some prediction on what we are creating. The city has designated particular areas for height and density and others for different characters
- Concerns for height and massing being inconstant with the broad objectives of the OCP – if we go against this, we go against all the planning that surrounds each of the sites as well
- If the same care and attention was brought to responding to the policies, it would be beneficial to the city and neighbourhood and development team
- Great pieces that make the application feel like James Bay, great materiality, designs
- Opportunity to transfer some of the height down to the podium to make something more contextually appropriate. Could be justified with the pre-existing larger 10-12 storey buildings surrounding
- Covered walkways, daycare is sorely needed, walkability and café amenity space-best in class design
- The height is the primary issue. The height is allowing for the slenderness of the tower. But haven't heard and seen enough to support need for 17 storeys in this location for this type of use
- Meets design guidelines and policies except for the OCP. Setbacks to the east are respectful to those properties. This will be a change but that's part of the nature of developing a parking lot
- Looking at urban height diagram provided, there are taller buildings scattered across the city that aren't surrounded by other taller buildings. Is it okay to have a tall building surrounded by smaller buildings?

- How does the design work on its own? Works great on its own, 2-3 story podium is the best way to go. Having a hard time judging if the podium could be made larger and tower shorter. If the building were lowered by 3 or 4 storeys, it wouldn't make much of a difference
- Rationale for the density? Economic and financial question – could lower the tower a couple storeys and maybe could be better – not sure how it affects pro forma – but simultaneously I like the proportions of the tower as-is.

Motion:

It was moved by David Barry, that the Advisory Design Panel recommend to Council that the Development Permit with Variances Application No. 00191 for 205 Quebec Street, 507 Montreal Street and 210-224 Kingston Street be approved as presented.

Failed due to no seconder.

- Clearly a well-designed building
- This project has looked at all the others for rationale for height, next building will use this one as rationale
- Don't believe the OCP was incorrect here – it was correct, and this building is not the only one that could be there.

Motion:

It was moved by Ben Smith, seconded by Matty Jardine that the Advisory Design Panel recommend to Council that the Development Permit with Variances Application No. 00191 for 205 Quebec Street, 507 Montreal Street and 210-224 Kingston Street be approved with the following changes.

- With a consideration to reduce the height of the tower.

For: Devon Skinner, Ben Smith, David Berry, Sean Partlow, Matty Jardine, Will King, Colin Harper, Peter Johannknecht

Opposed: Pamela Madoff

Carried 9:1

Tamara Bonnemaïson returned to the meeting at 1:27pm

5.2 Development Permit Application No. 000615 for 1555 Hillside Avenue

The proposal is for a one-storey retail commercial building that requires a Development Permit Application.

Applicant meeting attendees:

Fariba Gharaei – Urban Design Group Architects
Niki Sharoodi – Urban Design Group Architects
Pat Campbell – PMG Landscape Architects
Justin Pollard – Owner

Patrick Carroll provided the Panel with a brief introduction of the application and the areas that Council is seeking advice on, including the following:

- consistency of the proposal with the OCP vision to realize the Hillside Mall Town Centre as a more complete town centre
- adequacy of on-site landscaping
- any other aspects of the proposal on which the ADP chooses to comment.

Fariba Gharaei provided the Panel with a detailed presentation of the site and context of the proposal, and Pat Campbell provided a brief description of the landscape plan.

The Panel asked the following questions of clarification:

- Is there an application to rezone the property?
 - No, a development permit application with no variances
- Will it go to Council?
 - Yes, it will need to go to council due to the DPA area that it is in.

Panel members discussed:

- Asked to comment on objectives of neighbourhood plan – but the proposal is under-utilizing what the plan is for – can we comment on that? If there are no variances and it's not maximizing to the OCP
- As a DP application, the options are limited. We don't have the ability to request that they build up
- Potential to site or building improvements
- Street improvements or landscaping in general – this was the rationale to move to the committee for comment
- This is an example of why the zoning should be closer to the OCP than what it is
- No power to compel the applicants
- Due to the lack of better options, the ADP approves as presented
- Lack of alignment with zoning and OCP
- Panel's ability to comment on meeting intent of DPA.

Motion:

The ADP feels that the OCP and zoning should better align to prevent similar low-density proposals from coming forward.

It was moved by Devon Skinner, seconded by Ben Smith, that the Advisory Design Panel recommend to Council that Development Permit Application No. 000615 for 1555 Hillside Avenue be approved as presented.

Withdrawn

- Need to create a liveable environment – does this create any kind of town centre for the environment? Does not serve neighbourhood well although it serves the owner of the lot well
- Not our job to ensure the design meets the needs of the owner – we need to ensure it meets needs of neighbourhood
- Needs more human-scaled design,
- We are being asked to comment on form and character
- Opportunity to integrate ecologically sensitive
- Landscape based stormwater management in the design
- Need to recognize that this is a commercial street & commercial use
- Purpose-built building with corporate branding
- Concern for future use of building
- Need to consider material that is more integrated to the context; less driven by the brand of the tenant
- Buildings to the east demonstrate car-centric commercial space, while still allowing people to be outside as they venture to the stores
- Parking at the back – need for more than a traffic lane to better address people to create a sense of space, even just to connect to the parking at the front
- Opportunity to emphasize that this is for people – a more human-centric design.

Motion:

It was moved by Devon Skinner, seconded by Peter Johannknecht that the Advisory Design Panel recommend to Council that Development Permit Application No. 000615 for 1555 Hillside Avenue be approved with the following changes:

- Consideration for a stormwater management system
- Improvement of pedestrian experience from the parking area to the entrance on the hillside frontage
- Further consideration to the colour palette

Carried Unanimously

Peter Johannknecht and Tamara Bonnemaïson recused themselves at 3:05 pm for the following application.

5.2 Development Permit with Variances Application No. 00212 for 1039 & 1043 Meares Street

The proposal is to construct a six-storey residential building with a total of approximately 50 strata units including a live-work unit on the ground floor.

Applicant meeting attendees:

Greg Damant – Cascadia Architects
 Scott Murdoch – Murdoch de Greeff Inc
 Dave Jawl – Jawl Residential

Manasvini provided the Panel with a brief introduction of the Application and the areas that Council is seeking advice on, including the following:

- street relationship
- building massing and transition to neighbouring properties
- any other aspects of the proposal on which the ADP chooses to comment.

Greg Damant & David Jawl provided the Panel with a detailed presentation of the site and context of the proposal, and Scott Murdoch provided a detailed description of the landscape plans.

The Panel asked the following questions of clarification:

- what is the degree of transparency / opacity from the parking area and lobby area to the public realm?
 - There is a floor to ceiling picketed gate that wraps in as a fence on the west side of the project. There's a visual scrim that fills that opening and creates a boundary
 - The landscaping should completely hide
- Pickets – how dominant will the vehicles be to the street compared to the rest of the façade of the building?
 - The overall proportion of the entry gate to the front of the building is minimal. Of about 31m frontage, only about 5m is the driveway entrance. Predominantly the building takes up the frontage
- Live-work portion of the project – is there going to be artist space, retail? How much public involvement is expected?
 - It's a unit that can simultaneously be used to live and work. It could be an artist, someone with a small consulting practice, massage therapist, accountant, designer... it would give someone opportunity for a work space that is more affordable as they wouldn't need both a residential and commercial space
- Not a commercial scale – does the live-work space intended to be commercial looking
 - Didn't want to have an over-height ground floor or classic commercial frontage; we wanted a more modern, mid-century composition
 - It is a residential unit, so no compromise to doing that
- There aren't windows on the side of the live-work space – what is the privacy from the sidewalk?
 - There is a concrete garden wall and gate as a mediating factor, as well as landscape buffer, to help maintain a sense of privacy and separation from the street
 - We would want operable windows on the ground floor, facing east.

Panel members discussed:

- Appreciation for the building
- Lack of setbacks on upper storeys of building
- The use of the façade and use of balconies successfully create a strong composition
- Very fitting with the neighbourhood context

- The rooftop terrace creates a sense of a step back
- Transition to other buildings – location of building on site makes sense and the rooftop terraces make a sensitive transition to the other buildings
- Great job addressing massing and setbacks
- Unique detail for the glazing – nearly public art without it being required
- The building is well in keeping with city plans and expectations
- Integration of art into the building – where it’s integrated and not just added on. This is something we’ve asked for a very long time. Hopefully this shows how art can be integrated in an architectural way rather than just.

Motion:

It was moved by Will King, seconded by Matty Jardine, that the Advisory Design Panel recommend to Council that Development Permit with Variances Application No. 00212 for 1039 & 1043 Meares Street be approved as presented.

Carried Unanimously

ADJOURNMENT

Motion to adjourn: Devon Skinner (Chair) Seconded by Matty Jardine

The Advisory Design Panel meeting of September 28, 2022 was adjourned at 2:53 pm.

Devon Skinner, Chair



1039 & 1043 Meares Street

Tree Management Plan Report

PREPARED FOR:

Jawl Residential
c/o Kristina Knappett
3375 Tennyson Avenue
Victoria, BC V8Z 3P7
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PREPARED BY:

Peter McAra
Regional Inventory Arborist
ISA Certified Arborist #PN-7521A
ISA Tree Risk Assessment Qualified

PROVIDED BY:

Michael Evers
Arborist Representative
ISA Certified Arborist # PN-1149AT
ISA Tree Risk Assessment Qualified
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Summary

Kristina Knappett of Jawl Residential is in charge of designing a development on the properties of 1039 & 1043 Meares Street located in Victoria, BC. As part of the design review process, the City of Victoria requests a tree preservation plan. Ms. Knappett asked Bartlett Tree Experts to perform a tree inventory and prepare a Tree Management Plan Report for the property as part of their submission to the City of Victoria.

Of the 14 trees included in our inventory, 10 trees are protected and cannot be removed without approval from the City of Victoria. Of those 10 protected trees, 3 are municipally owned or shared trees and 7 are of a diameter at breast height (DBH) greater than 30 cm.

The plans include limited excavation in the building footings and grading within the existing parking lot for construction of the six story structure. A new single driveway access will be constructed. Other additional changes include creating the underground utilities to connect to municipal infrastructure as well as possible above ground power lines. Impacts to each tree are listed in the Tree Inventory Table (Appendix IV). Based on my evaluation of the plans:

- 2 Municipal trees will need to be removed.
- 3 trees on the site should be removed.
- 1 tree (#114) was already removed due to excavation and root loss from an adjacent property project at 1053 Meares Street.
- 7 off site trees shall be preserved.

To help protect the preserved trees from excessive construction impacts, I recommend following the Tree Preservation Guidelines found within this report.

Introduction

In March 2022, Ms. Kristina Knappett of Jawl Residential retained Bartlett Tree Experts to perform a tree inventory and prepare a Tree Management Plan Report for the properties at 1039 & 1043 Meares Street in Victoria, BC. The intended purpose of this report is to provide recommendations for tree management during construction. I have interpreted the site plans provided to help inform the client of these recommendations, while also considering the bylaws protecting trees in the City of Victoria.

Assignment

This report communicates impacts to trees from construction to the City and to the client. The City of Victoria requires a Tree Management Plan as part of their design review process. The report is intended to provide the design team with the tree related details they will need to prepare a Tree Preservation Plan to meet that requirement, including:

- observations of the health and structural condition of the trees,
- evaluation of the impacts to trees based on development plans, and
- guidelines for tree preservation throughout the development process

Limits of the Assignment

The tree assessment was performed from the ground for visual conditions. This tree inventory was not a tree risk assessment. As such, no trees were assessed for risk in accordance with industry standards, nor are there any tree risk ratings or risk mitigation recommendations provided within this report.

Care has been taken to obtain all information from reliable sources. All data has been verified insofar as possible; however, the consultant can neither guarantee nor be responsible for the accuracy of information provided by others.

Illustrations, diagrams, graphs, and photographs in this report, being intended as visual aids, are not necessarily to scale and should not be construed as engineering or architectural reports or surveys.

Information contained in this report covers only those items that were examined and reflects the condition of those items at the time of inspection. There is no warranty or guarantee, expressed or implied, that problems or deficiencies of the plans of the property in question may not arise in the future.

City Bylaw Regulations

The City of Victoria (Protection Bylaw #21-035) protects trees that meet the following criteria:

- 1) Any tree of the following species over 50 cm in height:
 - a) Garry oak (*Quercus garryana*)
 - b) Arbutus (*Arbutus menziesii*)
 - c) Pacific yew (*Taxus brevifolia*)
 - d) Pacific dogwood (*Cornus nuttallii*)
- 2) Any tree with a diameter at breast height (DBH) greater than 30 cm (multi-stemmed trees DBH are equal to the sum of the three largest stems)
- 3) A hedge that contains any single stem with a diameter at breast height (DBH)
- 4) A replacement tree
- 5) A tree that is protected by a restrictive covenant in favour of the City
- 6) A tree that is on a slope where the slope grade is greater than 33 percent over 10 metres
- 7) A tree that is within 15 metres of the natural boundary of a watercourse

Based on these guidelines, 10 trees are protected and cannot be removed without approval from the City of Victoria. The protected status of each tree is listed in the Tree Inventory Table (Appendix IV).

Methods

Trees were assessed on March 1, 2022. The assessment included all trees 10 cm and greater in diameter and Street Trees of any size on, or with canopies overhanging, the site.

1. Assigning a sequentially number for each potentially impacted tree (trees were not tagged);
2. Identifying the species of tree;
3. Measuring the trunk diameter at a point 1.4 m above grade;
4. Evaluating the health and structural condition, and assigning an overall condition of Good, Fair, Poor, or Dead based on the following criteria:

Good A healthy tree that may have a slight decline in vigor, small amount of twig dieback, minor structural defects that could be corrected;

Fair Tree with moderate vigor, moderate twig and small branch dieback, thinning of crown, poor leaf color, moderate structural defects that might be mitigated with regular care;

Poor Tree in decline, epicormic growth, extensive dieback of medium to large branches, significant structural defects that cannot be abated;

Dead

Observations

Of the 14 trees inventoried for the site, 3 were in good condition, 6 were fair, and 5 were poor on the date of the site visit (Table 1).

TABLE 1: TREE CONDITION AND ABUNDANCE

Common Name	Scientific Name	Dead	Poor	Fair	Good	Total
Field maple	<i>Acer negundo</i>	-	-	-	1	1
Red maple	<i>Acer rubrum</i>	-	3	2	-	5
Douglas fir	<i>Pseudotsuga menziesii</i>	-	-	-	1	1
Cherry species	<i>Prunus sp.</i>	-	2	2	1	5
Yoshino cherry	<i>Prunus yedoensis</i>	-	-	2	-	2
Total		-	5	6	3	14

Tree Impacts



Photo 1: The front of the property as viewed looking in a southeastern direction. (03/01/2022)

The two municipal owned Yoshino cherry (*Prunus yedoensis*) #M101 and M-102 boulevard trees are located next to the northwest corner of the site. One tree #M-101 will require removal for the installation of a new driveway access. Tree #M-102 is to be retained, and it will require tree protection fencing around the available protected root zone. However, due to the presence of the sidewalk and road, the fencing will not be able to fully protect the entire PRZ. Instead, only the area covered with grass will be protected by fencing. Arborist supervision will be required if construction activity takes place within the PRZ. These trees are intolerant of mechanical injury as they are poor wound compartmentalizers as such any excavation

if required, should be done with as minimal an impact as possible. Any roots larger than 1 cm in diameter will require careful excavation preferably by hydro-vacuum truck or hand digging. If any pruning is required the roots encountered will be photographed and documented for forwarding to the City in the form of a monitor report. Root pruning may only be done by the supervising arborist on site. No roots larger than 3 cm in diameter may be pruned without written permission from the City of Victoria.

There is a Cherry species (*Prunus sp.*) #M-103 located adjacent to the current eastern parking lot entrance way. This tree is in poor condition and has large deadwood throughout its crown. The canopy on the west side of the tree overhangs the driveway significantly. Based off the provided

Landscape Plan L1.01 this tree is to be removed for PMT access. A permit from the City of Victoria will be required before this tree may be removed.

The other *Prunus species* #OS106-109 trees on the neighbouring property to the south will be retained. Arborist supervision will be required if construction activity takes place close to these trees. They are at a higher elevation than the parking lot, so the roots may or may not be encountered.

The small diameter Boxelder maple (*Acer negundo*) #OS-104 is located adjacent to the northwest side of the property. It is in good condition and can tolerate root pruning if required. They do not compartmentalize pruning wounds well which can lead to potential structural defects long term. The tree will require protection measures be in place and any excavation work for the new driveway access may require monitoring to ensure minimal impacts from construction.

Red maple (*Acer rubrum*) #OS-105 is on the neighbouring property adjacent to the southwest corner of the property. This tree is in poor health as it has a significant wound on its lower trunk base. Arborist supervision will be required if digging within the PRZ as described in the table. These trees are tolerant of root pruning when required as long as significant root loss is not incurred. Any roots larger than 2 cm in diameter will require careful excavation around. If root pruning is required the roots encountered will be photographed and documented for forwarding to the City in the form of a monitor report. Root pruning may only be done by the supervising arborist on site. The three Red maple trees (#110-112) are to be removed due to vicinity to the building structure and expected root loss from the project. However, if these trees are to be retained, the excavation within their PRZ's must be limited to a hydro-vacuum truck to ensure minimal root loss. These trees have a moderate tolerance to construction and minor root pruning when required. Maple tree #114 was already removed due to the root loss from excavation on the adjacent property of 1053 Meares Street.

The Douglas fir (*Pseudotsuga menziesii*) #OS-113 is located on the neighbouring property adjacent to the southeast corner. It may incur impacts from potential excavation and these trees respond well to minimal root pruning when required. Most of the tree's PRZ will be protected by the Tree Protection Fencing. Much like the other trees, any roots encountered can only be pruned by an ISA certified arborist and must be documented.

Responsibilities of Project Arborist

The duties of the project arborist include:

- Reviewing site plans and establishing tree protection zones.
- Make recommendations in relation to the retention, pruning, removal and protection of bylaw protected trees on site.
- Determining the location of tree protection fencing and plywood and ensuring that they are properly installed prior to construction commencing.
- Supervising all work performed within tree protection zones or within the protected root zones of trees.

Note: it is the responsibility of the contractor to ensure that the project arborist is on site for all work performed within the protected root zones.

To protect the retained trees from construction impacts, I recommend following the Tree Preservation Guidelines provided in this report.

City of Victoria Tree Impact Summary

	A	B	C	D
Tree Status	Total # of Protected Trees	# of Trees to be Removed	# of New or Replacement Trees to be Planted	# of Existing Non-protected Trees Counted as Replacements
Onsite trees	3	3	13	0
Offsite trees	4	0	0	0
Municipal trees	3	2	2	N/A
Total	10	5	15	0

City of Victoria Replacement Tree Summary

Onsite Minimum replacement tree requirement	Count	Multiplier	Total
A. Protected trees removed	3	X 1	3
B. Replacement trees proposed per schedule "E" Part 1	1	X 1	1
C. Replacement trees proposed per schedule "E" Part 2	12	X 0.5	6
D. Replacement trees proposed per schedule "E" Part 3	0	X 1	0
E. Total Replacement trees proposed (B+C+D) <i>Round down to the nearest whole number</i>	N/A	N/A	7
F. Onsite replacement tree deficit (A-E) <i>Record 0 if negative</i>	N/A	N/A	0
G. Onsite tree minimum lot requirement	N/A	N/A	7
H. Protected trees retained (other than specimen trees)	0	X 1	0
I. Specimen trees retained	0	X 3	0
J. Trees per lot deficit (G – (B+C+H+I)) <i>Record 0 if negative number</i>	N/A	N/A	0
K. Offsite Protected trees removed	0	X1	0
L. Replacement trees proposed per	0	X1	0
M. Replacement tree proposed from Schedule "E" Part 2	0	X 0.5	0
N. Total replacement trees proposed (L+M) <i>Round down to nearest whole number</i>	N/A	N/A	0
O. Offsite replacement tree deficit (K-N) <i>Record 0 if negative</i>	N/A	N/A	0
P. Onsite trees proposed for cash-in-lieu <i>Enter F. or J., whichever is the greatest number</i>	N/A	N/A	0
Q. Offsite trees proposed for cash-in-lieu <i>Enter 0</i>	N/A	N/A	0
R. Cash-in-lieu proposed ((P+Q) x \$2000)	N/A	N/A	0

This is based off of the lot area of 1352.3m².

Tree Preservation Guidelines

Tree preservation is intended to not only foster tree survival during development, but also to promote maintenance of tree health and beauty into the future. Retained trees that are injured or damaged during construction or are insufficiently maintained afterward become a liability rather than an asset. How individual trees respond to disturbances will depend on the extent of excavation and grading, the care with which demolition is undertaken, and the construction methods employed. Coordinating any construction activity inside the Tree Protection Zone (TPZ) can minimize these impacts.

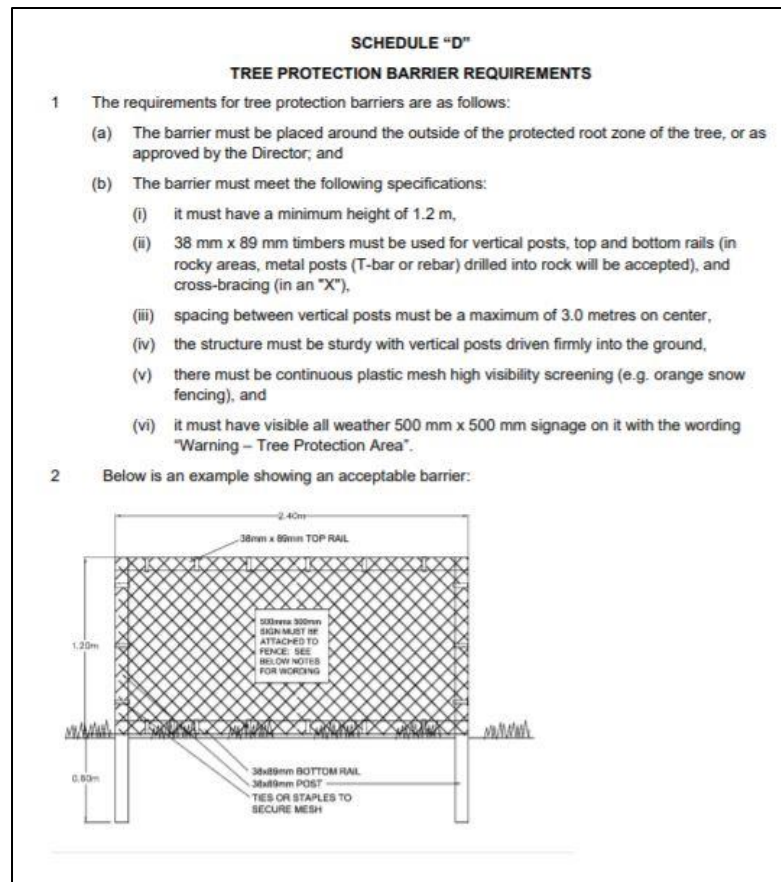
The following recommendations will reduce impacts to trees from development and maintain and improve their health and vitality through the clearing, grading and construction phases.

Design Recommendations

1. Any changes to the plans involving the trees should be reviewed by the consulting arborist with regard to tree impacts. These include, but are not limited to, site plans, improvement plans, utility and drainage plans, grading plans, landscape and irrigation plans, and demolition plans.
2. **Tree Preservation Guidelines** prepared by the Project Arborist, which include specifications for tree protection during demolition and construction, should be included on all plans.
3. Minimize excavation at the edges of the Tree Protection Fencing and have an ISA certified arborist (w/TRAQ) on hand to monitor the process.
4. Ensure adequate, but not excessive, water is supplied to trees to be retained. In most cases, occasional irrigation will be required. Avoid directing runoff toward the trunks of the trees.

Tree Protection Zone

1. **A TREE PROTECTION ZONE** shall be identified for each tree to be preserved on the Tree Protection Plan prepared by the project arborist. Tree Protection Zones should be in the maximized on site within the area available. Any excavation within the retained trees PRZ (Appendix IV – Tree Inventory Table) will require the Project Arborist to be present. Any roots during the process will be documented and a summary monitor report written and forwarded to the City of Victoria. Location of Tree Protection Fencing is illustrated on Appendix III – Landscape Plan / Tree Management Plan Map below.
 - a. Tree protection fences shall be installed to encompass the **TREE PROTECTION ZONE**. As detailed in this image below:



- b. Fences must be installed prior to beginning demolition and must remain until construction is complete.
- c. No grading, excavation, construction or storage or dumping of materials shall occur within the **TREE PROTECTION ZONE**. Any excavation, grading or digging within a retained tree's Protected Root Zone (TPZ) must be monitored at the time of work by the Project Arborist.
- d. No underground services including utilities, sub-drains, water or sewer shall be placed in the **TREE PROTECTION ZONE**.

Pre-demolition and Pre-construction Treatments and Recommendations

1. The demolition and construction superintendents shall meet with the Project Arborist before beginning work to review all work procedures, access routes, storage areas, and tree protection measures.
2. Fence all trees to be retained to completely enclose the Tree Protection Zone prior to demolition, grubbing or grading. Fences are to remain until all grading and construction is completed. Location of Tree Protection Fencing is illustrated on Appendix III – Landscape Plan / Tree Management Plan Map below. The Tree PRZ radius from the trunks of the trees are listed in Tree Inventory Table (Appendix IV).

3. Prune trees to be preserved to remove dead branches 5 cm and larger in diameter, raise canopies if needed for construction activities.
 - a. All pruning shall be done by an ISA Certified Arborist® or ISA Certified Tree Worker® in accordance with the Best Management Practices for Pruning (International Society of Arboriculture, 2019) and adhere to the most recent editions of the American National Standard Z133.1 Safety Requirements 2017 for Tree Care Operations and ANSI A300 (Part 1)- Pruning 2017.
 - b. While in the tree the arborist shall perform an aerial inspection to identify any defects, weak branch and trunk attachments and decay not visible from the ground. Any additional work needed to mitigate defects shall be reported to the property owner.
4. Trees to be removed shall be felled so as to fall away from **TREE PROTECTION ZONE** and avoid pulling and breaking of roots of trees to remain. If roots are entwined, the Project Arborist may require first severing the major woody root mass before extracting the trees, or grinding the stump below ground.

Recommendations for Tree Protection during Construction

1. Any approved grading, construction, demolition or other work within the **TREE PROTECTION ZONE** should be monitored by the Project Arborist. This includes the underground services upgrades which will be required if within any retained trees PRZ.
2. All contractors shall conduct operations in a manner that will prevent damage to trees to be preserved.
3. Tree protection devices are to remain until all site work has been completed within the work area. Fences or other protection devices may not be relocated or removed without permission of the Project Arborist. Location of Tree Protection Fencing is illustrated on Appendix III – Landscape Plan Map / Tree Management Plan below.
4. Construction trailers, traffic and storage areas must remain outside **TREE PROTECTION ZONE** at all times.
5. Any root pruning required for construction purposes shall receive the prior approval of and be supervised by the Project Arborist. Roots should be cut with a saw to provide a flat and smooth cut. Removal of roots larger than 5 cm in diameter shall be avoided.
6. If roots are 2 cm and greater in diameter are encountered during site work and must be cut to complete the construction, the Project Arborist must be consulted to evaluate effects on the health and stability of the tree and recommend treatment and written permission must be granted from the trees owner.
7. Prior to grading or trenching, trees may require root pruning outside the **TREE PROTECTION ZONE**. Any root pruning required for construction purposes shall receive the prior approval of, and be supervised by, the Project Arborist.

8. If injury should occur to any tree during construction, it should be evaluated as soon as possible by the Project Arborist so that appropriate treatments can be applied.
9. No excess soil, chemicals, debris, equipment or other materials shall be dumped or stored within the **TREE PROTECTION ZONE**.
10. Any tree pruning needed for clearance during construction must be performed by a Certified Arborist and not by construction personnel.

Maintenance of Impacted Trees

Preserved trees will experience a physical environment different from that of the pre-development conditions. As a result, tree health and structural stability should be monitored. Occasional pruning, fertilization, mulch, pest management, replanting and irrigation may be required. In addition, provisions for monitoring both tree health and structural stability following construction must be made a priority. Inspect trees annually and following major storms to identify conditions requiring treatment to manage risk associated with tree failure.

Our procedures included assessing trees for observable defects in structure. This is not to say that trees without significant defects will not fail. Failure of apparently defect-free trees does occur, especially during storm events. Wind forces, for example, can exceed the strength of defect-free wood causing branches and trunks to break. Wind forces coupled with rain can saturate soils, reducing their ability to hold roots, and blow over defect-free trees. Although we cannot predict all failures, identifying those trees with observable defects is a critical component of enhancing public safety.

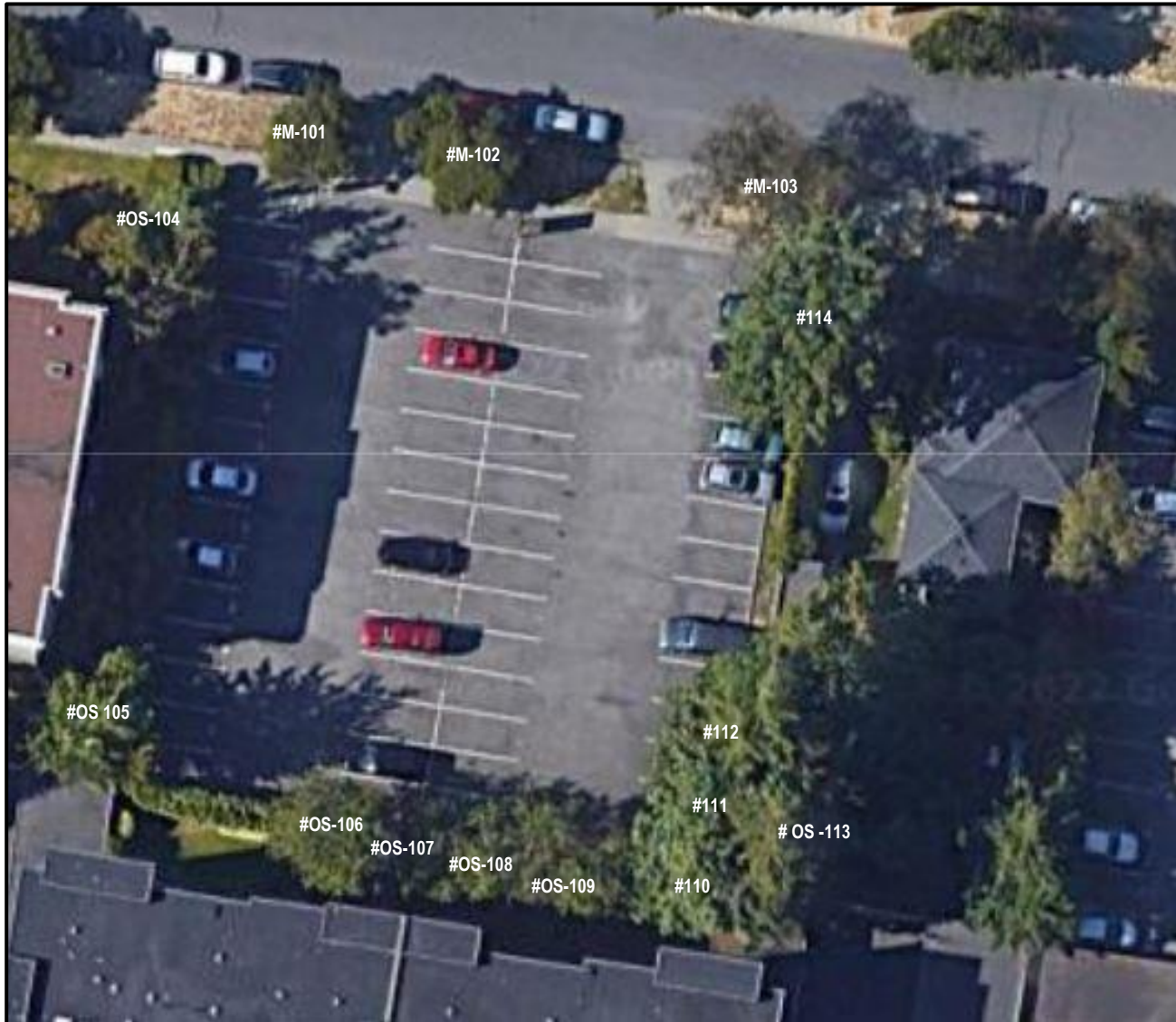
Furthermore, trees change over time. Our inspections represent the condition of the tree at the time of inspection. As trees age, the likelihood of failure of branches or entire trees increases. Annual tree inspections are recommended to identify changes to tree health and structure. In addition, trees should be inspected after storms of unusual severity to evaluate damage and structural changes. Initiating these inspections is the responsibility of the client and/or tree owner.

If you have any questions about my observations or recommendations, please contact me.

Peter McAra

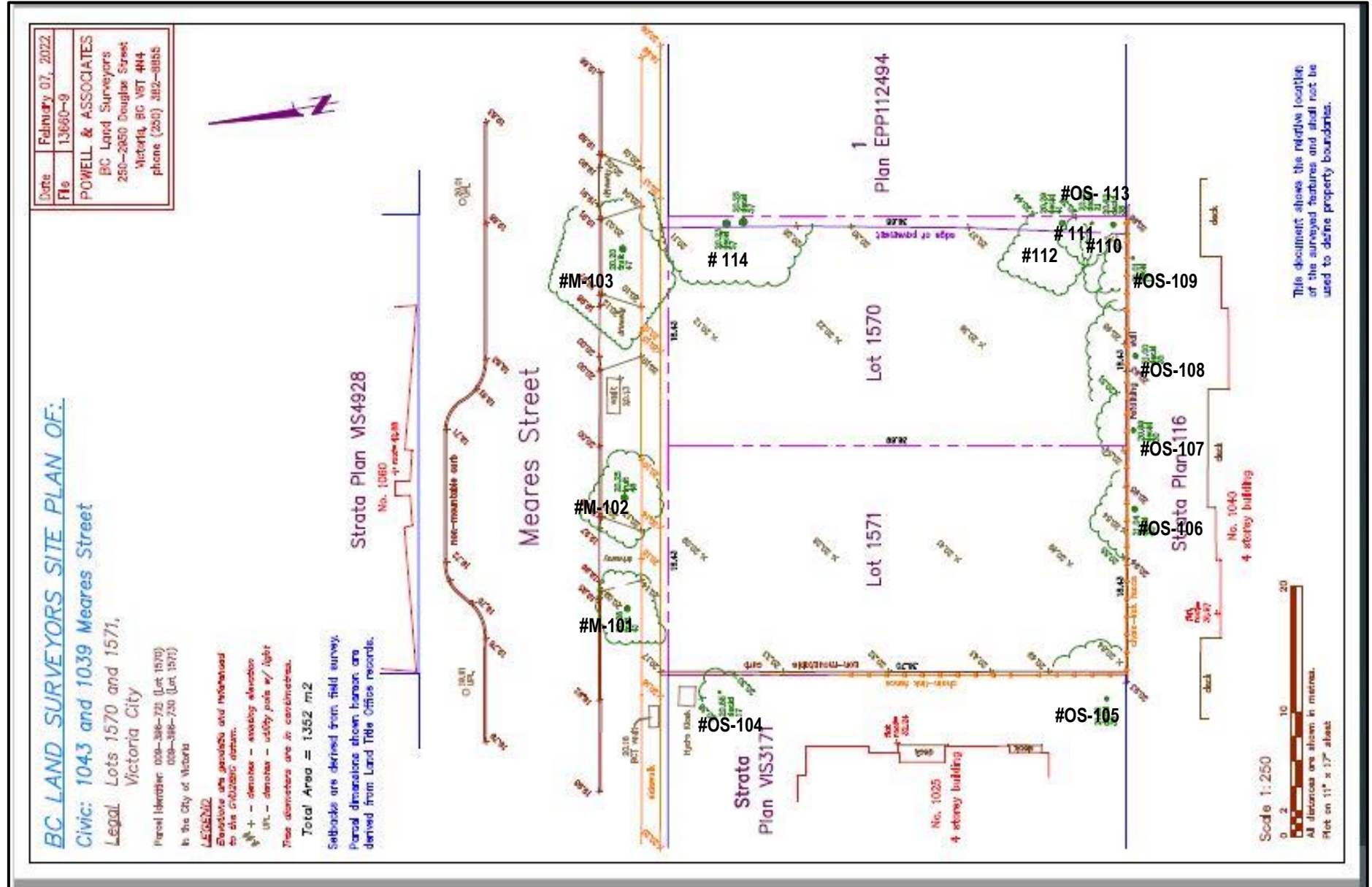
Peter McAra
pmcara@bartlett.com

Appendix I – Site Map

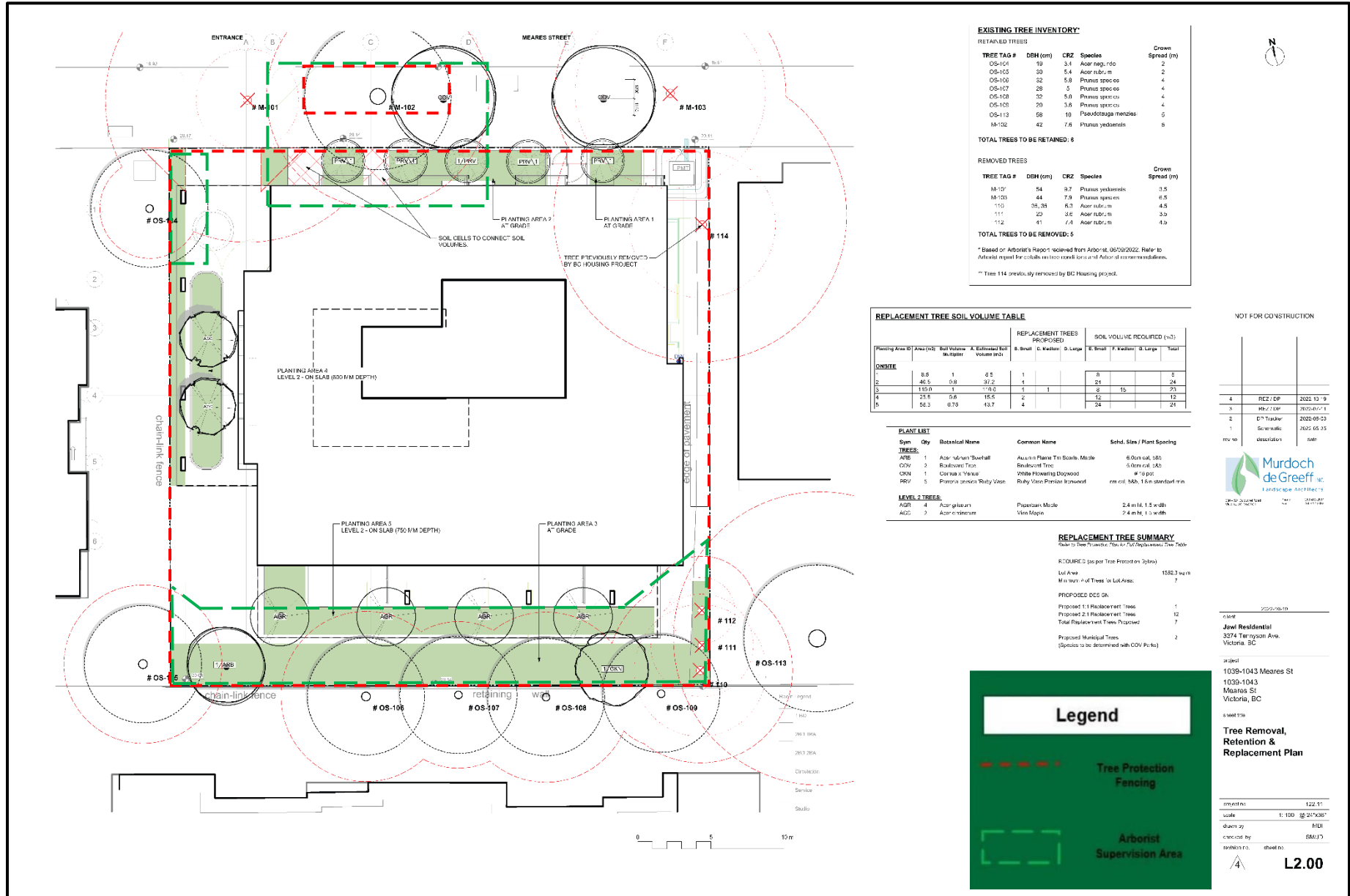


Site layout provided by a satellite image.

Appendix II – Surveyor Map



Appendix III – Landscape Plan / Tree Management Plan Map



EXISTING TREE INVENTORY

RETAINED TREES

TREE TAG #	DBH (cm)	CRZ	Species	Crown Spread (m)
OS-104	19	3.4	Acer neg. rdb	2
OS-105	39	5.4	Acer rubr. m	2
OS-106	32	5.8	Prunus spec. s	4
OS-107	28	5	Prunus spec. s	4
OS-108	30	5.9	Prunus spec. s	4
OS-109	39	5.8	Prunus spec. s	4
OS-113	58	10	Pseudotsuga menzies	5
M-102	42	7.8	Prunus yedoensis	5

TOTAL TREES TO BE RETAINED: 8

REMOVED TREES

TREE TAG #	DBH (cm)	CRZ	Species	Crown Spread (m)
M-101	54	9.7	Prunus yedoensis	1.5
M-103	44	7.9	Prunus spec. s	6.5
110	38, 38	6.3	Acer rubr. m	4.5
111	20	3.6	Acer rubr. m	3.5
112	41	7.4	Acer rubr. m	4.5

TOTAL TREES TO BE REMOVED: 5

* Based on Arborist Report received from Arborist on 06/09/2022. Refer to Arborist report for details on tree health and/or additional recommendations.
 ** Tree 114 previously removed by BC Housing project.

REPLACEMENT TREE SOIL VOLUME TABLE

Planting Area ID	Area (m ²)	Soil Volume (M ³)	A. Estimated Soil Volume (m ³)	REPLACEMENT TREES PROPOSED			SOIL VOLUME REQUIRED (m ³)			
				B. Small	C. Medium	D. Large	E. Small	F. Medium	G. Large	Total
ONSITE										
1	8.5	1	4.5	1			8		8	
2	46.5	0.8	37.2	1			24		24	
3	110.0	1	78.0	1	1		8	15	23	
4	23.8	0.8	18.5	2					12	
5	58.3	0.75	43.7	4			24		24	

PLANT LIST

Sym	Qty	Botanical Name	Common Name	Spd. Size / Plant Spacing
TREES:				
ARB	1	Acer rubrum 'Spectabilis'	American Red Maple	6.0m cal. 5.0m
COV	3	Buddleia davidii	Buddleia	5.0m cal. 5.0m
CRN	1	Cornus x Yedoensis	White Flowering Dogwood	#10 sp.
RRF	5	Rubus idaeus 'Raspberry'	Rubus	see cal. 1.5m standard min.
LEVEL 2 TREES:				
AGB	4	Acer glabrum	Flowering Maple	2.4m H, 1.5m W
AGC	3	Acer x hybridum	Viviparous Maple	2.4m H, 1.5m W

REPLACEMENT TREE SUMMARY

Refer to Tree Protection Plan for Full Replacement Tree Table

REQUIREMENTS (per Tree Protection System)

Lot Area: 1582.3 sq m
 Minimum # of Trees on Lot Area: 7

PROPOSED DCSN

Proposed 11 Replacement Trees: 1
 Proposed 21 Replacement Trees: 12
 Total Replacement Trees Proposed: 7

Proposed Municipal Trees (Species to be determined with COV Pick): 2

Legend

- Tree Protection Fencing
- Arborist Supervision Area

NOT FOR CONSTRUCTION

Murdoch de Greeff
 Landscape Architects

Tree Removal, Retention & Replacement Plan

Project: 1039-1043 Meares St
 1039-1043 Meares St
 Victoria, BC

Drawn by: RUI
 Checked by: SM/LJ
 Date: 12/21/22

L2.00

Appendix IV – Tree Inventory Table

Tree ID	Common Name <i>Species</i>	Structural Condition	Health Condition	DBH (cm)	Status	Canopy Radius (m)	PRZ (m)	Retention Suitability	Relative Tolerance	Disposition	Comments
M-101	Yoshino cherry <i>Prunus yedoensis</i>	Good	Fair	54	Municipal	3.5	9.7	Suitable	Moderate	Remove	Boulevard tree – Tree to be removed for new driveway access.
M-102	Yoshino cherry <i>Prunus yedoensis</i>	Good	Fair	42	Municipal	5	7.6	Suitable	Moderate	Retain	Boulevard tree – Arborist supervision required if digging within 7.6 m of base of tree.
M-103	cherry species <i>Prunus species</i>	Fair	Poor	44	Municipal	6.5	7.9	Unsuitable	Moderate	Remove	Boulevard tree in poor health – tree to be removed for PMT access.
OS-104	Boxelder maple <i>Acer negundo</i>	Good	Good	19	Unprotected	2	3.4	Suitable	Moderate	Retain	Tree can tolerate root pruning if desired for retention.
OS-105	Red maple <i>Acer rubrum</i>	Poor	Poor	*30	Protected	4	5.4	Unsuitable	Moderate	Retain	Neighbouring property tree; roots may be encountered and require Arborist supervision during excavation.
OS-106	cherry species <i>Prunus species</i>	Fair	Fair	*32	Protected	4	5.8	Suitable	Moderate	Retain	Neighbouring property tree; roots may be encountered at require Arborist supervision during excavation.
OS-107	cherry species <i>Prunus species</i>	Fair	Fair	*28	Unprotected	4	5.0	Suitable	Moderate	Retain	Neighbouring property tree; roots may be encountered at require Arborist supervision during excavation.
OS-108	cherry species <i>Prunus species</i>	Fair	Good	*32	Protected	4	5.8	Suitable	Moderate	Retain	Neighbouring property tree; roots may be encountered at require Arborist supervision during excavation.

Tree ID	Common Name Species	Structural Condition	Health Condition	DBH (cm)	Status	Canopy Radius (m)	PRZ (m)	Retention Suitability	Relative Tolerance	Disposition	Comments
OS-109	cherry species <i>Prunus species</i>	Fair	Poor	*20	Unprotected	4	3.6	Suitable	Moderate	Retain	Neighbouring property tree; roots may be encountered at require Arborist supervision during excavation.
110	Red maple <i>Acer rubrum</i>	Fair	Fair	35, 35	Protected	4.5	12.6	Suitable	Moderate	Remove	Tree not in good enough health to tolerate root loss from nearby excavation. Tree could be retained in excavation is limited within its PRZ.
111	Red maple <i>Acer rubrum</i>	Fair	Poor	20	Unprotected	3.5	3.6	Unsuitable	Moderate	Remove	Tree not in good enough health to tolerate root loss from nearby excavation. Tree could be retained in excavation is limited within its PRZ.
112	Red maple <i>Acer rubrum</i>	Good	Fair	41	Protected	4.5	7.4	Suitable	Moderate	Remove	Tree not in good enough health to tolerate root loss from nearby excavation. Tree could be retained in excavation is limited within its PRZ.
OS-113	Douglas fir <i>Pseudotsuga menziesii</i>	Good	Good	*58	Protected	5	10	Suitable	Poor	Retain	Neighbouring property tree – roots may be encountered during excavation. Arborist supervision required if excavating within 10 m of base of tree.
114	Red maple <i>Acer rubrum</i>	N/A	N/A	57, 56	Protected	5	20	N/A	N/A	Removed	Tree has been removed for adjacent BC Housing project located at 1053 Meares Street.

*Estimated DBH for neighbours tree

Appendix V – Photographs



Tree #M-101, viewed with an east facing perspective (03/01/2022).



View of the site from a northern perspective across the street (03/01/2022).

The F.A. Bartlett Tree Expert Company
4370 Interurban Road, Victoria, BC V9E 2C4 • 250-479-3873 • www.bartlett.com



Tree #114 incurred root loss from neighboring BC Housing project and was removed (03/01/2022).



View of the trees bases in the southeast corner of the property (03/01/2022).

Appendix VI – Report Revisions List

Version 1.0 – Original report – submitted 03/25/2022

Version 1.1 – Added Surveyor Map – submitted 03/31/2022

Version 1.2 – Revised trees to be retained – submitted 05/30/2022

Version 1.3 – Updated tree #114 was removed – submitted 06/01/2022

Version 1.4 – Changed retention status of tree #M-102 – submitted 06/09/2022

Version 1.5 – Updated Site Plan – submitted 06/09/2022

Version 1.6 – Added City of Victoria Impact Summary, added City of Victoria Replacement Tree Summary, Added details to Tree Inventory Table, reverted retention status of tree #M-102, added Report Revision List, and changed report title to Tree Management Plan from Tree Protection Plan, removed outdated Site Plan – submitted 10/19/2022

September 07 2022

File No. 33318

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

Attention: Jack Hu
Engineering Department

**Re: 1039 – 1043 Meares
Sewage Impact Report**

This report will compare the sewage flow of the proposed development with the “highest use” development permitted under the existing zoning to recommend if sewage attenuation is required.

Background

JEA’s client is proposing to rezone the above-noted property to facilitate a new 50 unit multi-family development.

The following compares the estimated sewer flows expected from the highest use under the existing zoning and the proposed development:

Existing Zoning

The existing R3-1 zoning will permit a 52-unit Rest Home (Class A) on the proposed development site. As per the calculations attached in appendix A, the estimated peak wet-weather flow under the existing zoning is expected to be 1.63 L/s.

Proposed Development

As per the attached calculations in appendix B, the estimated peak wet-weather flow for the proposed development is expected to be 0.93 L/s.

Summary

The peak sewage flow from the proposed development will be less than the sewage flow from a development under the highest use for the current zoning. Therefore, sewage attenuation is not proposed for the proposed development.

Yours truly,

J.E. Anderson and Associates

Ross Tuck, P.Eng
Principal

APPENDIX A

Existing Sewage flows

1039 – 1043 Meares Street Sewage Impact Report Calculations

Existing Conditions

Given:

- Site Area = 1,352 m²
- Existing Zoning – R3-1 Multiple Dwelling

Assumptions:

- Use – Rest home Class A/B
 - Room size – 33 m² as per zoning
 - 1.25 patient per room
 - 1 staff per 2 patient
- Sewage flows
 - Patient – 475 L/person/day
 - Staff – 50 L/person/day
- FSR – 1.6 as per zoning
- Assume building is 80% efficient (20% hallways/stairs/etc.)

Calculations:

Gross Floor Area

$$= 1,352 \text{ m}^2 \times 1.6 \times 80\%$$

$$= \underline{\underline{1.730.56 \text{ m}^2}}$$

of units

$$= 1,730.56 \text{ m}^2 / 33 \text{ m}^2/\text{unit}$$

$$= 52.44 \text{ units}$$

of Patients / Staff

$$\text{Patients} = 52.44 \text{ units} \times 1.25 \frac{\text{patients}}{\text{unit}} = 65.55 \text{ patients}$$

$$\text{Staff} = 65.55 \text{ patients} \times \frac{1 \text{ staff}}{2 \text{ patients}} = 32.78 \text{ staff}$$

ADWF

$$\begin{aligned} &= (65.55 \text{ patients} \times 475 \text{ l/patients/day}) + (32.78 \times 50 \text{ l/staff/day}) \\ &= [(31,136.25) + (1,639)] \text{ l/day} \\ &= [32,775.25] \text{ l/day} \\ &= \mathbf{32,775 \text{ L/day}} \end{aligned}$$

Convert to Population Equivalent

$$\begin{aligned} &= (32,775 \text{ l/day}) \div (225 \text{ l/cap/day}) \\ &= \mathbf{145.7 \text{ cap}} \end{aligned}$$

Peaking Factor

$$\begin{aligned} &= 1 + \frac{14}{4 + \sqrt{\frac{\text{pop}}{1000}}} = 1 + \frac{14}{4 + \sqrt{\frac{145.7}{1000}}} = 1 + \frac{14}{4 + 0.3817} = 1 + \frac{14}{4.3817} = 1 + 3.195 \\ &= \mathbf{4.195} \end{aligned}$$

I/I

$$\begin{aligned} &= 25,000 \text{ l/ha/day} \times 1,352 \text{ m}^2 \times \frac{\text{ha}}{1000 \text{ m}^2} \\ &= \mathbf{3,380 \text{ l/day}} \end{aligned}$$

PWWF

$$\begin{aligned} &= [4.195 (32,775) + 3,380] \text{ l/day} \\ &= [137,491.13 + 3,380] \text{ l/day} \\ &= 140,871.13 \text{ l/day} \\ &= \mathbf{140,871 \text{ l/day} = 1.63 \text{ l/s}} \end{aligned}$$

APPENDIX B

Proposed Sewage flows

1039 – 1043 Meares Street Sewage Impact Report Calculations

Proposed Development

Given:

- Site Area = 1,352 m²
- Number of Units = 50
 - 1-2 Bedrooms = 50
 - 3 Bedrooms = 0

Assumptions:

- Capita per unit
 - 1-2 Bedrooms = 1.6
 - 3 Bedrooms = 2.6
- 225 L/cap/day

Calculations:

ADWF

$$\begin{aligned} &= [(50 \times 1.6) + (0 \times 2.6)] \text{cap} \times 225 \text{ l/cap/day} \\ &= [(80) + (0)] \text{cap} \times 225 \text{ l/cap/day} \\ &= [80] \text{cap} \times 225 \text{ l/cap/day} \\ &= \underline{\underline{18,000 \text{ L/day}}} \end{aligned}$$

Peaking Factor

$$\begin{aligned} &= 1 + \frac{14}{4 + \sqrt{\frac{\text{pop}}{1000}}} = 1 + \frac{14}{4 + \sqrt{\frac{80}{1000}}} = 1 + \frac{14}{4 + 0.2828} = 1 + \frac{14}{4.2828} = 1 + 3.269 \\ &= \underline{\underline{4.269}} \end{aligned}$$

l/l

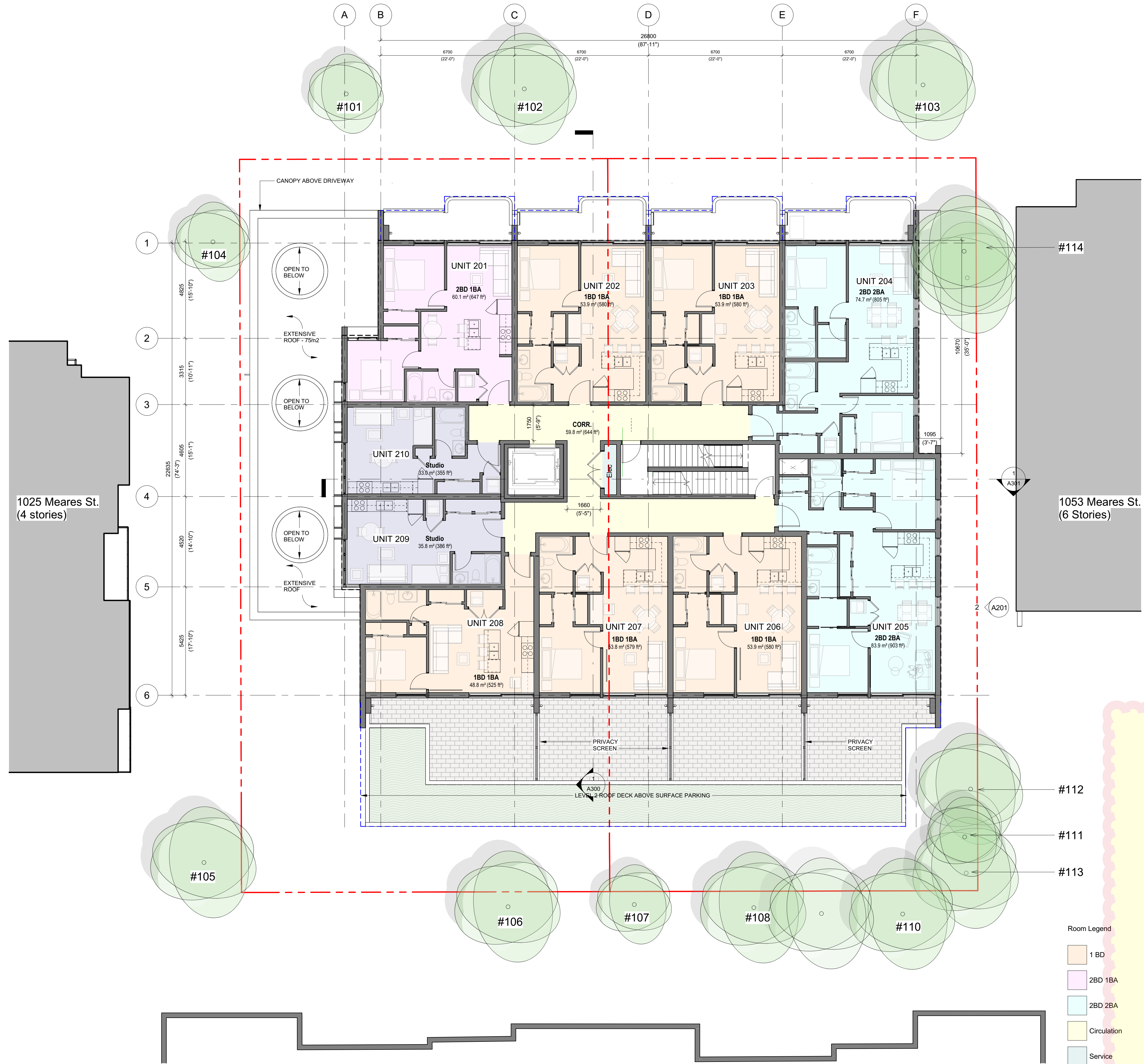
$$= 25,000 \text{ l/ha/day} \times 1,352 \text{ m}^2 \times \frac{\text{ha}}{1000 \text{ m}^2}$$
$$= \mathbf{3,380 \text{ l/day}}$$

PWWF

$$= [4.269 (18,000) + 3,380] \text{ l/day}$$
$$= [76,842.0 + 3,380] \text{ l/day}$$
$$= 80,222.0 \text{ l/day}$$
$$= \mathbf{\underline{80,222 \text{ l/day} = 0.928 \text{ l/s}}}$$

Appendix C

Architectural plans
Zoning Information
Nursing Home Information



NO.	DESCRIPTION	DATE
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Project
1039-1043 Meares Street
 Jawl Residential Ltd.

Sheet Name
FLOOR PLAN - LEVELS 2-5

Date
 April 27, 2022

Scale
 1 : 100

Project #
 2124

Revision
 A121

Sheet #
 A121

Unit Mix		
Level	Name	Count
Ground Floor	LIVE/WORK	1
Ground Floor: 1		
Level 2	1BD 1BA	5
Level 2	2BD 1BA	1
Level 2	2BD 2BA	2
Level 2	Studio	2
Level 2: 10		
Level 3	1BD 1BA	5
Level 3	2BD 1BA	1
Level 3	2BD 2BA	2
Level 3	Studio	2
Level 3: 10		
Level 4	1BD 1BA	5
Level 4	2BD 1BA	1
Level 4	2BD 2BA	2
Level 4	Studio	2
Level 4: 10		
Level 5	1BD 1BA	5
Level 5	2BD 1BA	1
Level 5	2BD 2BA	2
Level 5	Studio	2
Level 5: 10		
Level 6	1BD 1BA	4
Level 6	2BD 2BA	4
Level 6	Studio	1
Level 6: 9		
Grand total:		50

- Room Legend
- 1 BD
 - 2BD 1BA
 - 2BD 2BA
 - Circulation
 - Service
 - Studio

DRAFT

BC LAND SURVEYORS SITE PLAN OF:

Civic: 1043 and 1039 Meares Street

Legal Lots 1570 and 1571,
Victoria City

Parcel Identifier: 009-396-721 (Lot 1570)
009-396-730 (Lot 1571)
in the City of Victoria

LEGEND

Elevations are geodetic and referenced to the CVD28BC datum.

+ - denotes - existing elevation
UPL - denotes - utility pole w/ light

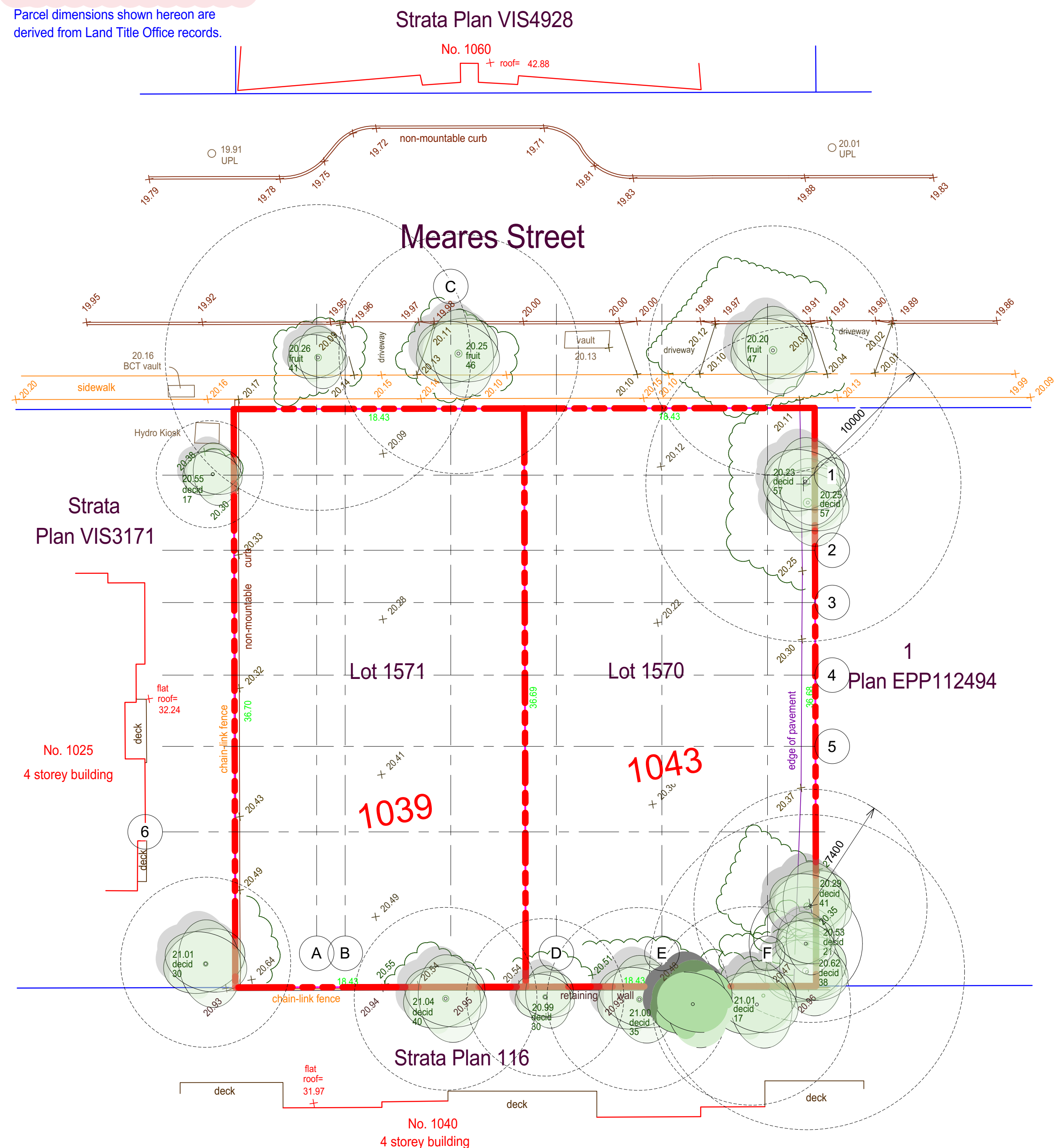
Tree diameters are in centimetres.

Total Area = 1352 m²

Setbacks are derived from field survey.

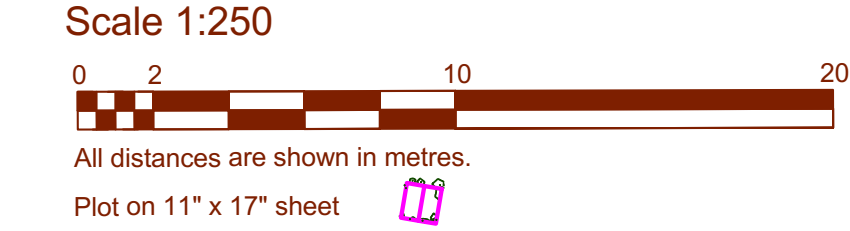
Parcel dimensions shown hereon are derived from Land Title Office records.

Date	February 07, 2022
File	13660-9
POWELL & ASSOCIATES BC Land Surveyors 250-2950 Douglas Street Victoria, BC V8T 4N4 phone (250) 382-8855	



1039 MEARES ST
 Parcels (Folio based)
 Folio: 03208006
 Legal Type: LAND
 Lot: 1571
 Actual Use (BCA): PARKING-LOT ONLY
 PAVED OR GRAV
 Zoning: R3-1
 Site Area: 672m²

1043 MEARES ST
 Parcels (Folio based)
 Folio: 03208007
 Legal Type: LAND
 Lot: 1570
 Actual Use (BCA): PARKING-LOT ONLY
 PAVED OR GRAV
 Zoning: R3-1
 Site Area: 672m²



This document shows the relative location of the surveyed features and shall not be used to define property boundaries.

NO.	DESCRIPTION	DATE
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Project
1039-1043 Meares Street
 Jawl Residential Ltd.

Sheet Name
SURVEY

Date
 April 27, 2022

Scale
 1 : 200

Project #
 2124

Revision

Sheet #
A101

DRAFT

PART 3.3 - R3-1 and R3-2 ZONE, MULTIPLE DWELLING DISTRICT

Permitted Uses	1	<p>The following uses are permitted:</p> <ul style="list-style-type: none"> (a) <u>single family dwellings</u> and customary <u>accessory uses</u> including <u>home occupations</u> and <u>accessory buildings</u> as permitted in the case of such dwellings by the provisions of the R1-B Zone, Single Family Dwelling District (Part 1.2) subject to the regulations applicable to that Zone; but excluding conversions. (b) <u>two family dwellings</u> and <u>accessory buildings</u> and <u>home occupations</u> as permitted in the case of such dwellings by the provisions of the R-2 Zone, Two Family Dwelling District (Part 2.1), ~ subject to the regulations applicable to that Zone; but excluding conversions. (c) college fraternity buildings; (d) subject to the regulations contained in the R-2 Zone, Two Family Dwelling District (Part 2.1), <u>churches</u>, <u>public buildings</u>, public schools, private schools, <u>hospitals</u>; (e) <u>rest homes - Class A and rest homes - Class B, which rest homes shall for the purposes of this Part be deemed to be multiple dwellings to the intent that the regulations contained in this Part and expressed to apply only to buildings, and land used or intended to be used as and for multiple dwellings or as and for multiple dwelling accessory uses shall apply to rest homes as aforesaid as if the same were, in fact, and by definition multiple dwellings; provided however that off-street parking shall be provided therefor as required by the provisions of Schedule "C" in the case of community care facilities generally.</u> (f) <u>Multiple dwellings</u> and <u>multiple dwelling accessory uses</u>. (g) Not more than 2 <u>garage sales</u> in any year.
Size and Height Restrictions	2	<p>No <u>dwelling unit</u> in a <u>multiple dwelling</u> shall have a floor <u>area</u> of less than 33m² reckoned exclusively of the width or thickness of the exterior walls of the <u>dwelling unit</u> and of the floor <u>area</u> or <u>areas</u> of any and all <u>balconies</u>.</p>

3 No building shall exceed 18.5 m in height, provided that where in a multiple dwelling the area of the lowest floor thereof does not have a site coverage in excess of 40% of the site coverage of the multiple dwelling, the multiple dwelling may have a maximum height of 22 m, and provided further that where the highest storey thereof is

- (a) neither used nor intended to be used except in common by all of the occupiers of the multiple dwelling as and for an observation lounge, general recreational or entertainment area or other similar purpose or for the housing of machinery or equipment having to do with the elevator, ventilation, plumbing or heating systems of the multiple dwelling or for all or any such purposes or otherwise with the common use and enjoyment of the multiple dwelling by all occupiers thereof, and
- (b) would not, but for this proviso, increase the height of the multiple dwelling by more than 6.1 m, and
- (c) has not a floor area in excess of 40% of the site coverage of the multiple dwelling, then such highest storey shall not be taken into account in calculating the height of the multiple dwelling.

Site Coverage

4 (1) Subject to the provisions of this section, the site coverage of a multiple dwelling shall not exceed the percentage determined by reference to the number of storeys comprised in such multiple dwellings as follows:

Storeys	Maximum Site Coverage
1	30%
2	30%
3	30%
4	30%
5	24%
6 or more	20%

- (2) Where all motor vehicle parking for any multiple dwelling as required by Schedule C is provided in an enclosed parking space, the maximum site coverage of a multiple dwelling shall be determined as follows:

Amended March 14, 2019
Bylaw 19-001

Storeys	Maximum Site Coverage
1	40%
2	40%
3	40%
4	40%
5	32%
6 or more	30%

Density

- 5 (1) Subject to the provisions of this section, the floor space ratio of any multiple dwelling shall not exceed the ratio to be determined by reference to the number of storeys comprised in such multiple dwelling as follows:

Storeys	Floor Space Ratio
1	0.3 to 1
2	0.6 to 1
3	0.9 to 1
4	1.2 to 1
5	1.2 to 1
6 or more	1.2 to 1

- (2) Where all motor vehicle parking for any multiple dwelling as required by Schedule C is provided in an enclosed parking space, the maximum floor space ratio of a multiple dwelling shall be determined as follows:

Amended March 14, 2019
Bylaw 19-001

Storeys	Floor Space Ratio
1	0.4 to 1
2	0.8 to 1
3	1.2 to 1
4	1.6 to 1
5	1.6 to 1
6 or more	1.6 to 1

- | | | |
|-------------------------|----|--|
| Open Site Space | 6 | <p>(1) Subject to the provisions of this section, at least 30% of the <u>area</u> of the <u>lot</u> upon which a <u>multiple dwelling</u> is erected or used shall be <u>open site space</u>.</p> <p>(2) Where all motor vehicle parking for any <u>multiple dwelling</u> as required by Schedule C is provided in an <u>enclosed parking space</u>, at least 60% of the <u>lot area</u> shall be <u>open site space</u>, including in such <u>open site space</u> the space, if any, reasonably required to provide driveways for direct vehicular access to the parking.</p> |
| | 7 | Where all motor vehicle parking for any <u>multiple dwelling</u> as required by Schedule C is provided in an <u>enclosed parking space</u> , any roof deck shall be deemed to be <u>open site space</u> . |
| Limitation on Buildings | 8 | Not more than one <u>building</u> of any kind used or intended to be used for the purpose of providing one or more <u>dwelling units</u> shall be erected, used or maintained on one <u>lot</u> . |
| Minimum Site Area | 9 | No <u>multiple dwelling</u> shall be erected, used or maintained on a <u>lot</u> having an <u>area</u> of less than 920m ² , nor shall any <u>multiple dwelling</u> or other building or structure be erected, used or maintained on more than one <u>lot</u> . |
| Setback | 10 | No <u>multiple dwelling</u> or part thereof that is not wholly below finished ground level, except roof projections, entrance canopies, <u>steps</u> and <u>balconies</u> shall be nearer to the <u>street boundary</u> of a <u>lot</u> upon which the <u>multiple dwelling</u> stands than a horizontal distance to be determined as follows by reference to the number of <u>storeys</u> comprised in the <u>multiple dwelling</u> situate on the <u>lot</u> , that is to say: |

Storeys	Distance
1	7.5m
2	7.5m
3	9.0m
4	10.5m
5	12.0
6 or more	13.5

provided that where a variation in the plane of a street wall is prescribed by Section 20, the average setback of such street wall shall comply with the provisions of this Section and a minimum setback shall in all cases be 7.5m.

Balcony Enclosures

Repealed.

- 11 No entrance canopy or steps forming part of a multiple dwelling and no part of such canopy or steps or of both shall be nearer ~ to any street than a horizontal distance of 4.5m.
- 12 No multiple dwelling or part thereof that is not wholly below finished ground level except roof projections, entrance canopies or steps shall be nearer to any internal boundary of the lot upon which the multiple dwelling stands than a horizontal distance equal to one-half the height of the multiple dwelling or a horizontal distance of 3 m, whichever shall be the greater.
- 13 No entrance canopy or steps forming part of the multiple dwelling and no part of them or of either of them shall be nearer to any internal boundary than a horizontal distance of 3 m.

Surface Parking

- 14 No part of the surface parking space or spaces on a lot upon which a multiple dwelling stands except that portion or those portions thereof used or intended to be used exclusively for the movement of motor vehicles shall be nearer to the street boundary of the lot than the horizontal distance determined \ pursuant to Section 10 as the least distance from the street boundary at which multiple dwellings may be erected, maintained or used.
- 15 No part of any surface parking space that is not used exclusively for the movement of motor vehicles shall be nearer to any part of any dwelling unit within a multiple dwelling on the same lot than a horizontal distance of 6 m, provided that where a parking screen wall is erected and maintained between the multiple dwelling and the surface parking space the aforementioned horizontal distance may be 2.4 m.
- 16 No building not being a multiple dwelling or integral part thereof and used or intended to be used for the provision of surface parking space shall exceed 3.5m in height.
- 17 No car shelter shall be nearer to any street or part of any street than a horizontal distance of 7.5 m.

Apartments Between Parallel Streets	18	Notwithstanding anything to the contrary contained in any other section of this schedule, no <u>building</u> containing a <u>multiple dwelling</u> and situate on a site between two more or less parallel <u>streets</u> , whether or not either or both of the <u>streets</u> are commonly known as a lane, shall be nearer than 7.5 m from either <u>street</u> , and no such <u>multiple dwelling</u> shall be used unless both sides, facing a <u>street</u> are, along their entire length, except to the extent reasonably necessary for vehicular ingress and egress, and for a width of not less than 7.5 m, provided with landscaping, including evergreen hedges, having a <u>height</u> or not less than 1 m, which shall be maintained in a healthy condition, as screens from the <u>street</u> .
Setback of Site From Street Centreline	19	No <u>multiple dwelling</u> shall be erected used or maintained on a <u>lot</u> of which any <u>boundary</u> is at any point thereon less than 7.5 m horizontally distant from the <u>centreline</u> of any <u>street</u> having a <u>boundary</u> in common with the <u>lot</u> .
Horizontal Distance of Street Wall On One Plane	20	No <u>multiple dwelling</u> or part thereof shall be erected, used or maintained if it has a <u>street wall</u> extending continuously on one plane for a horizontal distance in excess of 61m. Where such <u>street wall</u> consists of two or more planes extending for an aggregate horizontal distance in excess of 61m, any one such plane shall be set back at least 1.5m from any adjacent plane.
Balcony Projections Into Rear and Side Yard Spaces	21(1)	Any <u>balcony</u> facing a <u>street</u> , dedicated park or established cemetery and any <u>balcony</u> constructed prior to April 30, 1986 are exempt from <u>setback</u> requirements.
	(2)	A <u>balcony</u> shall not project into a driveway or parking space unless at least 2.5m of clearance is provided between the pavement surface and the <u>balcony</u> .
Balcony Enclosures	22	Any <u>balcony</u> may be partially or totally enclosed where the appearance and design of the enclosure is similar in colour, glazing and material for each elevation of a <u>building</u> .
	23	The provisions of Section 4, 5, 6, 10, 12 and 18 do not apply to the enclosure of any <u>balcony</u> constructed prior to April 30, 1986.

Note: For parking requirements, see Schedule "C".

Schedule A – DEFINITIONS

"Rear Lot Line"



"Rear Yard"



"Residential Floor Area"

"Residential Rental Tenure"

Residential Tenancy Act

"Restaurant"

"Rest home - Class A"

Schedule A – DEFINITIONS

"Rest home - Class B"

[Redacted text block]

"Rest home - Class C"

"Roof deck"

[Redacted text block]

"Roomer"

"Rooming House"

Care Facilities Licensing Act

Community

"Secondary Suite"

the British Columbia Building Code

"Self-contained Dwelling Unit"

[Redacted text block]

"Semi-attached Dwelling"

[Redacted text block]

"Senior Citizens' Residence"

[Redacted text block]

"Service Station"

[Redacted text block]

Hospital / Nursing Home Option.

Background

- The following is a summary of assumptions associated with a nursing home zoning.

Assumptions/Given

- a nursing home is a private hospital as defined in the "Hospital Act", [Part 2].
- a nursing home has a daily flow of 475 L/day as per the sewerage system standard practice manual version 3. assuming 1 patient per room
- assume nursing homes use 55 g per rooms (see attached)
- assume each patient room is 20 sqm (215 sq ft)
- assume 1 staff per 6 patients per 8 hrs
∴ 1 staff per 2 patients per day.

Table III- 11. Non-residential Average Daily Flow Rate guide

DESCRIPTION	UNIT (PER)	AVERAGE FLOW (L/DAY PER UNIT)	AVERAGE DAY BOD (GRAMS/DAY PER UNIT) AND NOTES
Industrial, commercial (domestic and food service waste only)			Risk of wax strippers and cleaning chemicals, risk of cold water and high ammonia
Office/factory without cafeteria	person	50 to 75	30
Office/factory without cafeteria and with showers	person	75 to 125	35
Office/factory with cafeteria	person	100	38
Open site (e.g. quarry) without canteen	person	60	25
Full time day staff (staff figures apply to all applications)	person	50 to 75	38
4 hour shift day staff (staff figures apply to all applications)	person	45	25
Dental or medical office	practitioner	1000	(risk of antibiotics and drugs)
Beauty salon (without staff)	Seat	1000	(risk of chemicals and hair)
Store, washroom flow only	square metre	5	
Shopping center, per toilet room	toilet room	1700	380
Shopping center, per parking space	parking space	10	
Accommodation			Risk of wax strippers and cleaning chemicals
Hotel or motel, bed and breakfast, per guest, except for luxury hotels	person	200	90
	bedroom unit	250 to 400	180
Housekeeping unit, no meals	bedroom unit	450	130
Guest bedrooms only, no meals	person	80	50
Non-residential conference guest or day camp, including meals	person	60	25
Resident staff	person	170	60
Cabin resort	person	225	90 (risk of high strength wastes from food service)
Residential or work camps, flush toilets, no meals	person	140	90
Residential or work camps, flush toilets and meals	person	225	90 (risk of high strength wastes from food service)
Residential camps, no flush toilets	person	60	
Dormitory bunkhouse	person	140	90
Nursing Home or retirement home	person	475	110 (risk of antibiotics and drugs)
Laundromat (e.g. in apartment building)	machine	1200 to 2400	260 to 530

Table III- 11. Non-residential Average Daily Flow Rate guide

DESCRIPTION	UNIT (PER)	AVERAGE FLOW (L/DAY PER UNIT)	AVERAGE DAY BOD (GRAMS/DAY PER UNIT) AND NOTES
Industrial, commercial (domestic and food service waste only)			Risk of wax strippers and cleaning chemicals, risk of cold water and high ammonia
Office/factory without cafeteria	person	50 to 75	30
Office/factory without cafeteria and with showers	person	75 to 125	35
Office/factory with cafeteria	person	100	38
Open site (e.g. quarry) without canteen	person	60	25
Full time day staff (staff figures apply to all applications)	person	50 to 75	38
4 hour shift day staff (staff figures apply to all applications)	person	45	25
Dental or medical office	practitioner	1000	(risk of antibiotics and drugs)
Beauty salon (without staff)	Seat	1000	(risk of chemicals and hair)
Store, washroom flow only	square metre	5	
Shopping center, per toilet room	toilet room	1700	380
Shopping center, per parking space	parking space	10	
Accommodation			Risk of wax strippers and cleaning chemicals
Hotel or motel, bed and breakfast, per guest, except for luxury hotels	person	200	90
	bedroom unit	250 to 400	180
Housekeeping unit, no meals	bedroom unit	450	130
Guest bedrooms only, no meals	person	80	50
Non-residential conference guest or day camp, including meals	person	60	25
Resident staff	person	170	60
Cabin resort	person	225	90 (risk of high strength wastes from food service)
Residential or work camps, flush toilets, no meals	person	140	90
Residential or work camps, flush toilets and meals	person	225	90 (risk of high strength wastes from food service)
Residential camps, no flush toilets	person	60	
Dormitory bunkhouse	person	140	90
Nursing Home or retirement home	person	475	110 (risk of antibiotics and drugs)
Laundromat (e.g. in apartment building)	machine	1200 to 2400	260 to 530

Mulholland Parker

Land Economists Ltd.

December 30, 2022

Manasvini Thiagarajan, Planner
Sustainable Planning & Community Development
Development Services Division
City of Victoria

Re: 1039 & 1043 Meares Street Land Lift Analysis

Mulholland Parker Land Economists Ltd. (MPLE) has been retained to prepare a land lift and amenity contribution analysis for the proposed rezoning of 1039 & 1043 Meares Street Victoria (the Site) from the current R3-1 Zone to the new zone proposed by Jawl Residential (the Developer).

The purpose of the analysis is to estimate the land lift and amenity contribution on the site from an increase in density from 1.2:1 FSR on the Site which would allow for development of a multi-family residential building (identified as the 'base density' under the current Density Bonus Policy) to a proposed density of 2.5:1 FSR with a mix of multi-family apartment dwellings and a live/work unit in a new six-storey residential building on the combined Site. The Developer has proposed reduced parking on the Site for 22 stalls that will be provided at grade and are proposing to provide a substantial bike room with capacity for 74 long term bike parking stalls. The Developer has indicated they will be making all units in the development market strata and intends to make a cash contribution for the CAC determined through this exercise.

The analysis consisted of preparation of residual land value analyses which determines the maximum value that a developer could afford to pay for the Site assuming it already had the new zoning and the maximum value a developer could pay for the site at the base density under current market conditions. GPRA has been asked to assess the value of the Site with the following potential uses:

- 1) Residential strata;
- 2) Live/work at grade uses;

GPRA used standard developer proformas for each case to model the economics of typical development as proposed/allowed under each zoning. The 'Lift' is then calculated as the difference in residual land values between the base and rezoned densities.

METHODOLOGY & ASSUMPTIONS

The Site is roughly 1,352 square metres in area and can be developed under the current zoning with strata buildings up to a maximum of 1.2 FSR. The proposed new development would allow for a 2.5 FSR strata building with 757 square metres of live/work at grade, and 49 residential strata apartment units above grade.

The analyses are created using a standard developer proforma wherein estimates of revenues and costs are inputs and the remaining variable is the desired output. In typical proformas this output is usually profit, following a revenues minus costs equals profit formula.

For a residual land valuation, however, an assumption on developer's return needs to be included in order to leave the land value as the variable to solve for. For these analyses GPRA has determined the residual value based on the developer achieving an acceptable profit of 15% on total project costs (calculated as a representative portion of overall project costs for the proposed development) for the strata component of the project. The residual values are the maximum supported land value a developer could pay for the site (under the density and conditions tested) while achieving an acceptable return for their project.

The residual land value determined from this analysis is then compared to the value of the site using the supported value at the base density to establish a 'lift' in value that arises from the change in density. This lift in value is the total potential monies that are available for public amenities or other public works not considered as part of the analysis. GPRA have made allowances for streetscape and public realm improvements that would typically be incurred through development in both sets of analysis. Any additional improvements that would be required only from the proposed rezoning and not from development under current zoning would impact the lift and would need to be identified, priced, and included in a revised analysis.

Typically there is some sharing of the lift value between the Municipality/District and the developer, but the percentage shared varies by community and by project. It is GPRA's understanding that in compliance with current policy, the City has determined that they will seek 75% of the lift for amenities.

GPRA determined strata revenues used in the analyses from a review of recent sales and offerings for sale of recently developed apartments of wood frame and concrete construction within roughly 5 km of the Site, with a focus on projects that were deemed comparable to that which has been proposed for the Site.

Project costs were derived from sources deemed reliable, including information readily available from quantity surveyors on average hard construction costs in the City. Development or soft costs have been drawn from industry standards, and from the City's sources. All other assumptions have been derived from a review of the market and from other sources deemed reliable by GPRA.

CONCLUSIONS & RECOMMENDATIONS

GPRA has estimated the base value for the site using proforma analysis for a 1.2 FAR development of a strata condo building. GPRA prepared a separate proforma for the Site entirely as full market strata for the rezoned scenario.

When comparing the supported land value for all market strata to the base value, the estimated land lift we arrive at is \$157,400, 75% of which would be a CAC of \$118,000. The relatively small amount of lift is largely based on current market conditions under which the analysis was completed. Construction costs are extremely high, even in wood frame, and interest rates are also higher than they have been in over a decade. Sales prices are also high, but the economics of development are such that given today's market conditions the project is economically marginal, both at the base density and at the proposed density.

I trust that our work will be of use in the City's determination of the Amenity Contribution they will seek as part of rezoning 21039 & 1043 Meares Street Victoria. I am available to discuss this further at your convenience.

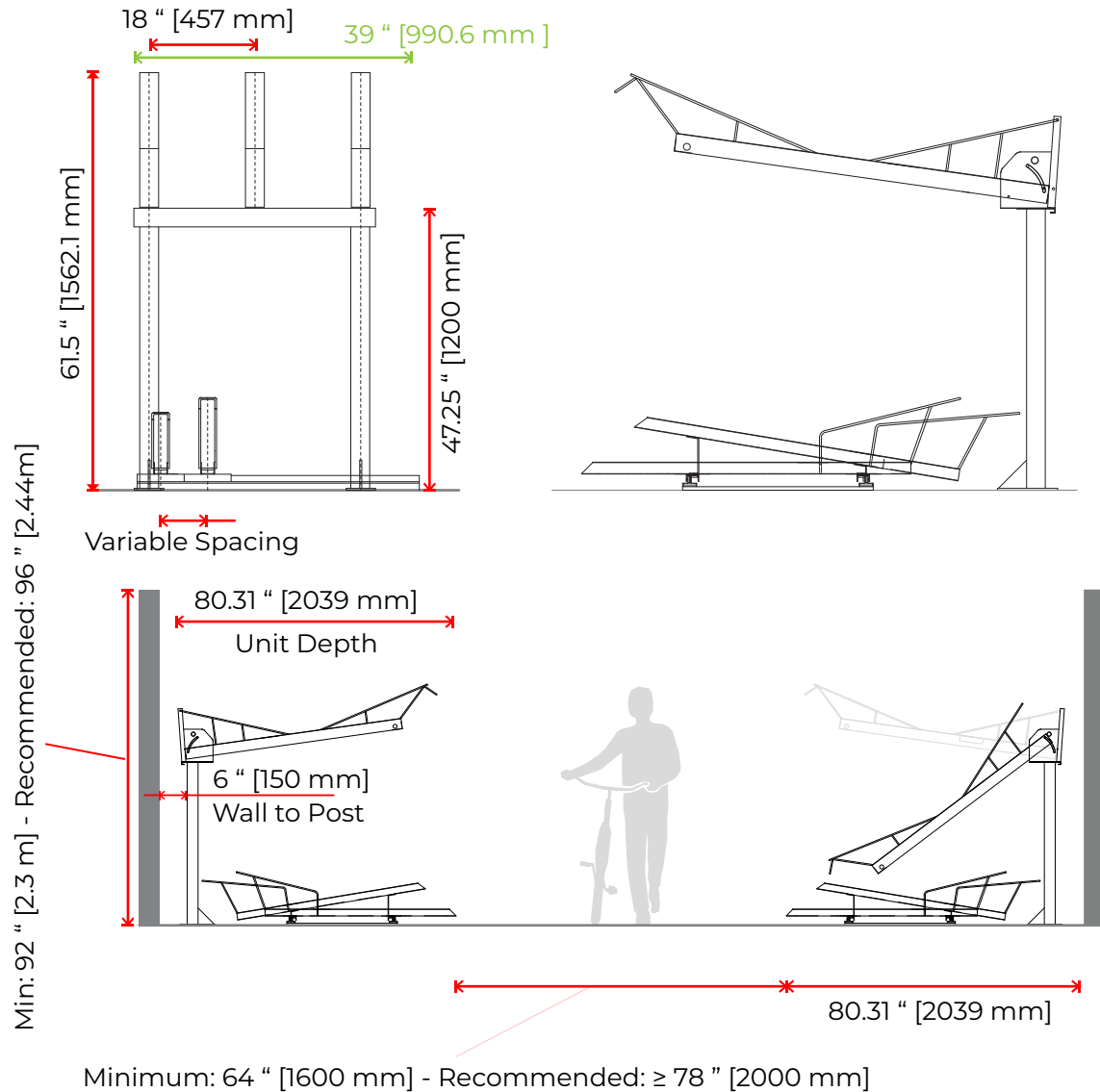
Yours truly,



Gerry Mulholland | President
Mulholland Parker Land Economists Ltd.
T 604 275 4848 | M 778 772 8872 | F 1 866 366 3507
E gerry@mulhollandparker.com | W www.mulhollandparker.com

Urban Double Stacker (Narrow Aisle)

URBAN RACKS
INNOVATIVE | BICYCLE PARKING



Capacity

Bicycle Per Set	2 (One up and one down)
Bicycle Spacing	18" or 24" [457 mm or 610 mm]
Rise Differential	6 or 8" [152 mm or 203 mm]

Weight

Per Two Bicycle Spaces	72 lbs [32.66 kg]
------------------------	-------------------

Materials

Assembly Material	Steel
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Available Finishes

Powder Coated (RAL 7016 - Anthracite Grey)



These drawings are not for construction purposes and are for information purposes only. All information contained herein was current at the time of development but must be reviewed and confirmed by Urban Racks to be considered accurate.

www.urbanracks.com | sales@urbanracks.com
+1-888-717-8881 | [@urbanracks](https://www.urbanracks.com)

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From: John McEown <[REDACTED]>
Sent: Monday, July 10, 2023 5:54 PM
To: David Jawl <[REDACTED]>
Cc: Sarah Smith <[REDACTED]> Jennifer Fox <[REDACTED]>
Subject: 1039 - 1043 Meares Street, Victoria

Hi David,

As per our discussion, I am sending through a note confirming that Jawl Residential has presented their plans to BC Housing as the neighbour of the Meares Street Supportive Housing Construction site. Jawl has illustrated an ongoing Supportive Housing site.

Thank you,



John Brendan McEown, B.A.Sc. (Dist.), M.Urb | Associate Vice President, Development Strategies | he/him/his
Executive Assistant: Claudia Chang, [REDACTED]
Development & Asset Strategies
[REDACTED] | www.bchousing.org
1701 - 4555 Kingsway, Burnaby, BC V5H 4V8 Canada

I would like to gratefully acknowledge that I work on the traditional and unceded territory of the x^wməθk^wəyəm (Musqueam), Skwxwú7mesh (Squamish), and səlilwətaʔ (Tsleil-Waututh) peoples

DISCLAIMER: This e-mail message is intended only for the named recipient above and may contain information that is privileged, confidential and/or exempt from disclosure under applicable law. If you have received this message in error, or are not the named recipient, please immediately notify the sender and delete this e-mail message. Thank you

Survey Responses

1039 and 1043 Meares Street

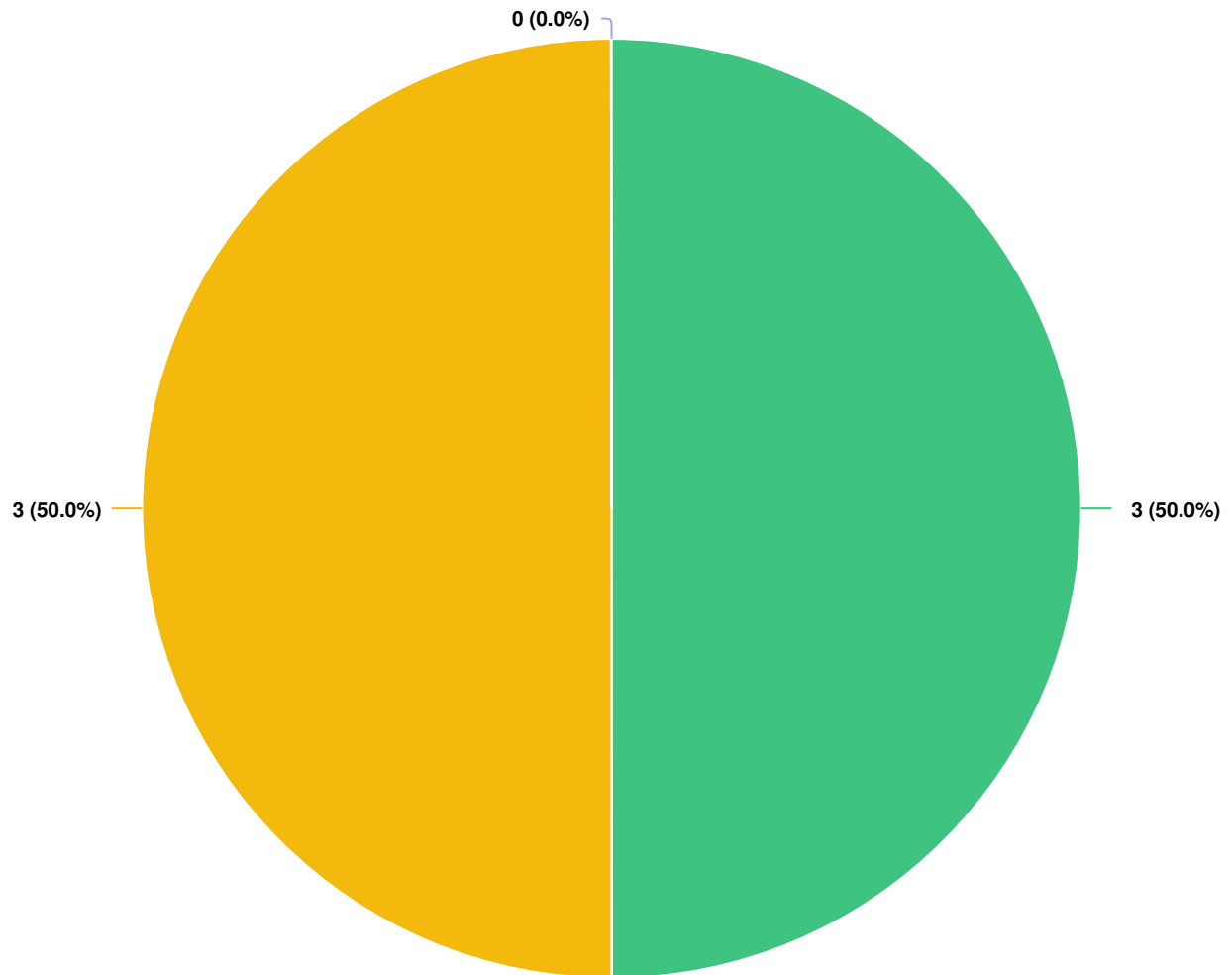
Have Your Say

Project: 1039 and 1043 Meares Street



VISITORS					
9					
CONTRIBUTORS			RESPONSES		
6			6		
0	0	6	0	0	6
Registered	Unverified	Anonymous	Registered	Unverified	Anonymous

Q1 What is your position on this proposal?



Question options

- Oppose
- Other (please specify)
- Support

Mandatory Question (6 response(s))

Note: Participants may submit multiple responses. See detailed feedback in the following pages.



Respondent No: 1

Login: Anonymous

Responded At: Jun 15, 2022 22:02:57 pm

Last Seen: Jun 15, 2022 22:02:57 pm

Q1. **What is your position on this proposal?** Oppose

Q2. **Comments (optional)**

Most buildings on the street don't have underground parking and so the Robbins parking lot is all day parking for numerous residents and employees of local businesses. The street parking is a maximum of 1 hour only so anybody who cycles to work or takes other forms of transportation but has a vehicle won't have anywhere to park anymore. If this proposed development is to go ahead the street should be changed to residential parking just like on the next block down of Meares.

Q3. **Your Full Name** Nathan Smith

Q4. **Your Street Address** 1061 Fort Street, Unit 302

Q5. **Your email address (optional)**



Respondent No: 2

Login: Anonymous

Responded At: Jun 19, 2022 09:50:22 am

Last Seen: Jun 19, 2022 09:50:22 am

Q1. **What is your position on this proposal?**

Other (please specify)

Needs 3 bedroom units!

Q2. **Comments (optional)**

Seriously.. no 3 bedrooms??? WTF!

Q3. **Your Full Name**

Tom Lange

Q4. **Your Street Address**

1930 Jerome road

Q5. **Your email address (optional)**



Respondent No: 3

Login: Anonymous

Responded At: Jun 27, 2022 13:46:59 pm

Last Seen: Jun 27, 2022 13:46:59 pm

Q1. What is your position on this proposal?

Other (please specify)

Hello. I realize there are very high demands for new housing in Victoria currently and for the foreseeable future. I have lived in the Mosaic condo since it was completed and the past 2 years have been awful living conditions with the increase noise and high heat due to construction projects using concrete and glass construction. This adds to the heat buildup in the downtown core. I recommend construction that is not status quo but that would lean towards re-used materials and materials that are not high heat trapping. Please pass this concern on to the developers. The BC Housing project made me quit my working from home job (due to the Covid19 pandemic) It was too noisy to concentrate.

Q2. Comments (optional)

I'm leaning towards opposing new construction projects that are so tightly packed. The parking situation will be getting worse as well, but the prices that Robin's lots are charging is ridiculous anyways (will not loose sleep over that) This may sound futile but I'd rather see another greenspace added for all of the condo dwellers and apartments that will also be taxing the AGING VICTORIA SEWAGE system that is in poor shape. More people, more problems.

Q3. Your Full Name

Nico Tritt

Q4. Your Street Address

1061 Fort Street.

Q5. Your email address (optional)



Respondent No: 4

Login: Anonymous

Responded At: Jul 08, 2022 10:03:50 am

Last Seen: Jul 08, 2022 10:03:50 am

Q1. What is your position on this proposal?

Other (please specify)

support with considerations

Q2. Comments (optional)

I would ask that City and Developers take into consideration any proposed timeframe. The residents of this block and nearby have had NO break in construction since 2016. The construction of the new housing development is ongoing and has been severely disruptive. Since the Mosaic is zoned as live - work, many of us do just that. It has been a nightmare, and I would like the advisory committee to consider a reprieve between projects - considering that 1030 Fort is also under application. It's just too much noise, dirt, dust and disruption and has forced more than a few people to sell.

Q3. Your Full Name

Lynn Feasey

Q4. Your Street Address

503-1061 Fort St

Q5. Your email address (optional)



Respondent No: 5

Login: Anonymous

Responded At: Jul 12, 2022 21:31:13 pm

Last Seen: Jul 12, 2022 21:31:13 pm

Q1. **What is your position on this proposal?** Oppose

Q2. **Comments (optional)**

We have lived in this quaint neighborhood for over 25 years and made it our home. I have seen the people, shops, and events that have been part of this community that is now being dismantled and killed. The small single home dwellings are disappearing along with the families that cannot afford them. Recently with the city building a 6 storey plus building for the homeless every living plant, healthy tree, bird and insect has been butchered (by my very eyes) alongside stripping away any view of greenery, mountains, sunset, that we in the south facing side of Mearse St. have embraced to give us some comfort and a sense of serenity. Not only has the city of Victoria and very developer destroyed our lifestyle of home and community but they have raised an issue of not observing the ecological footprint in every day living and the consequences that will follow. We have undergone months of construction disturbing our peace and now you want to under go another project to continue this unsettling pace of life with no integrity for that which already exists. Buildings keep on getting higher and larger with streets being congested with more vehicle traffic adding to the all ready fast and competitive force of power that is being driven without consideration of the people that already exist in this neighborhood in the sake for making more money. If you wanted to create affordable dwellings why not make tiny house villages with everyone having a plot garden or at least some flowers?? Or really help society by helping the street people and the old by providing the support systems needed, not creating more sky scrappers that only the rich can afford. This is turning into a noisy busy concrete maze destroying all sense of being human. You are stealing our hearts and creating rage.

Q3. **Your Full Name** Deschutter

Q4. **Your Street Address** 1061 Fort st

Q5. **Your email address (optional)**



Respondent No: 6

Login: Anonymous

Responded At: Jul 13, 2022 16:31:19 pm

Last Seen: Jul 13, 2022 16:31:19 pm

Q1. **What is your position on this proposal?** Oppose

Q2. **Comments (optional)**

In February there was a flyer posted in my building stating I could sign up to be included in consultations beginning prior to the design phase. I followed the flyer instructions to be included. The next I heard about this project, was in June 2022 advising of the June 27th meeting and that design refinements had continued, reflecting feedback from neighbours, etc. I don't know what happened in the interim and regret that I was not informed or able to participate. Unfortunately for me, I was off-grid on via rail on June 27th and there is not a recording of that meeting available. My comments are not fully informed as a result of all this. I believe the project height should not exceed the bylaw maximum, including the roof garden. The siting should be central to the parcel, rather than so close to Meares Street. Meares is a beautiful little street and there is a great opportunity here to create a forward looking, creative, marvellous setting for the street. A small community gathering space, not parking. Parking space does not need to exceed five places. Paving and concrete kept to a minimum. It was sad to see the tall tree being killed and cut down. I understand there was a permit, it was still unfortunate. Heating in the building must be heat pumps, please no more fossil fuel utilization. I think a more practical, exciting and forward thinking vision for this property, Meares Street, and the neighbourhood is achievable.

Q3. **Your Full Name** Dawn Moorhead

Q4. **Your Street Address** across the street in the Mosaic building looking south to the project site

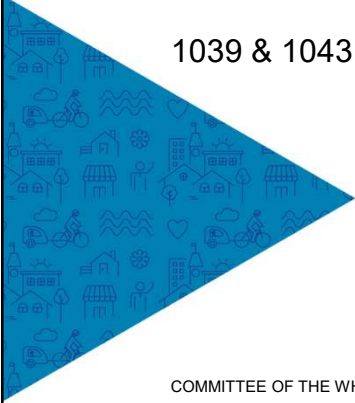

Q5. **Your email address (optional)**

2023 | CITY OF VICTORIA | Sustainable Planning & Community Development

Rezoning and Development Permit with Variances

1039 & 1043 Meares Street

COMMITTEE OF THE WHOLE | JULY 13, 2023



1

SITE



2





NEIGHBOURHOOD CONTEXT

Mosaic
1061 Fort St
6-Storey Strata Condo
Effective height of 7 residential Storeys

Meares Park Place
1025 Meares St
4-Storey Strata Condo

BC Housing Project
1053 MEARES St
6-Storey Supportive Housing

Chevington Manor
1040 Rockland Ave
4-Storey Strata Condo

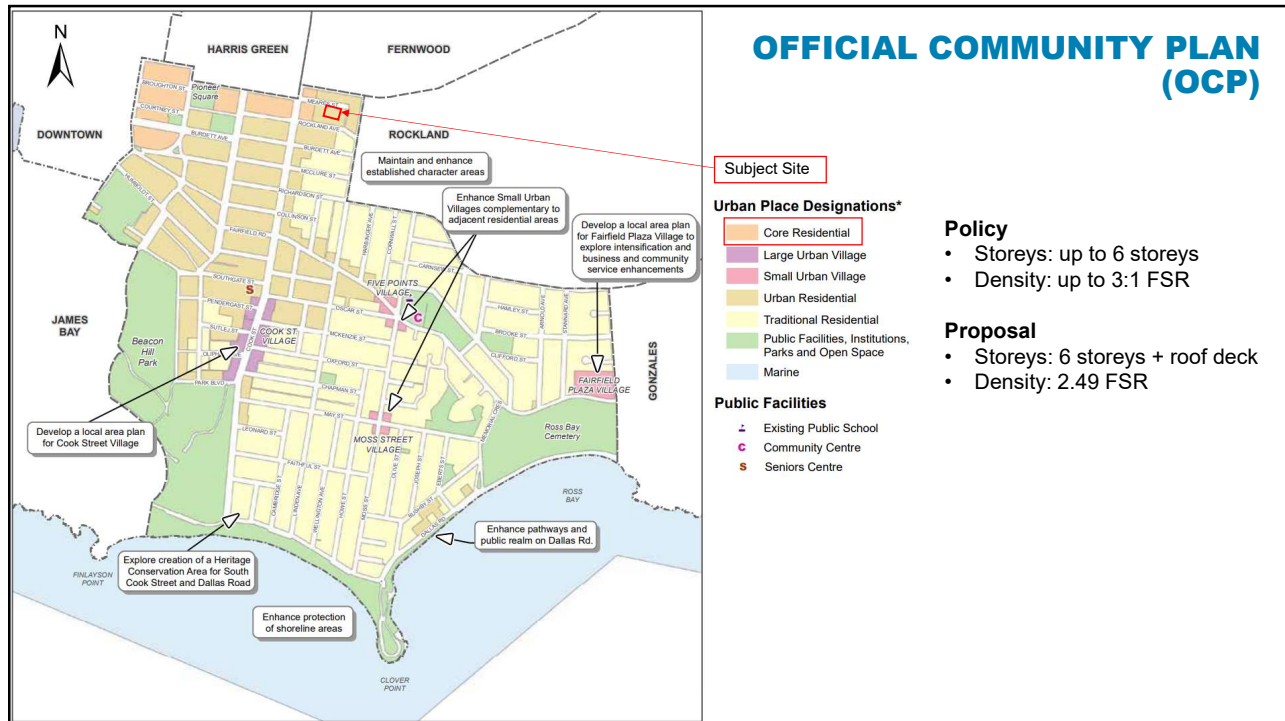
3

ZONING

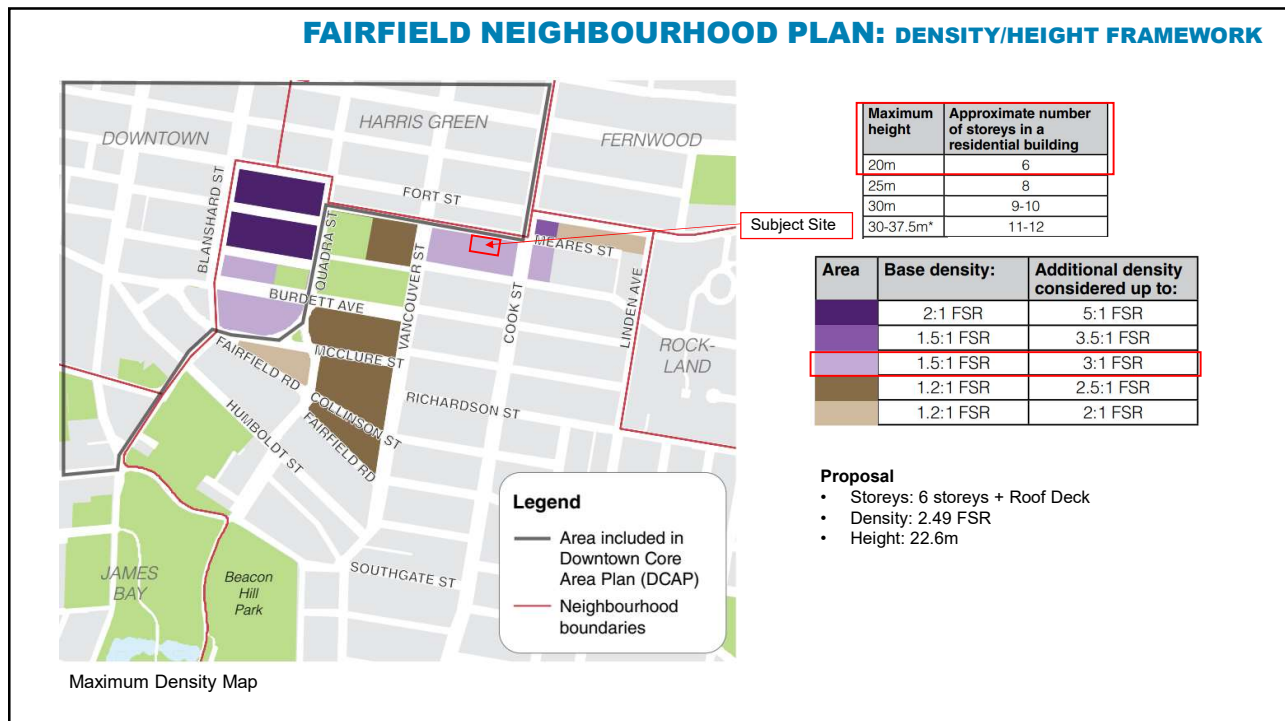
EXISTING ZONE:
R3-1 (Multiple Dwelling District)

- increase density from 1.20 to 2.49 FSR
- increase height from 18.50m to 22.6m
- allow live work unit

4



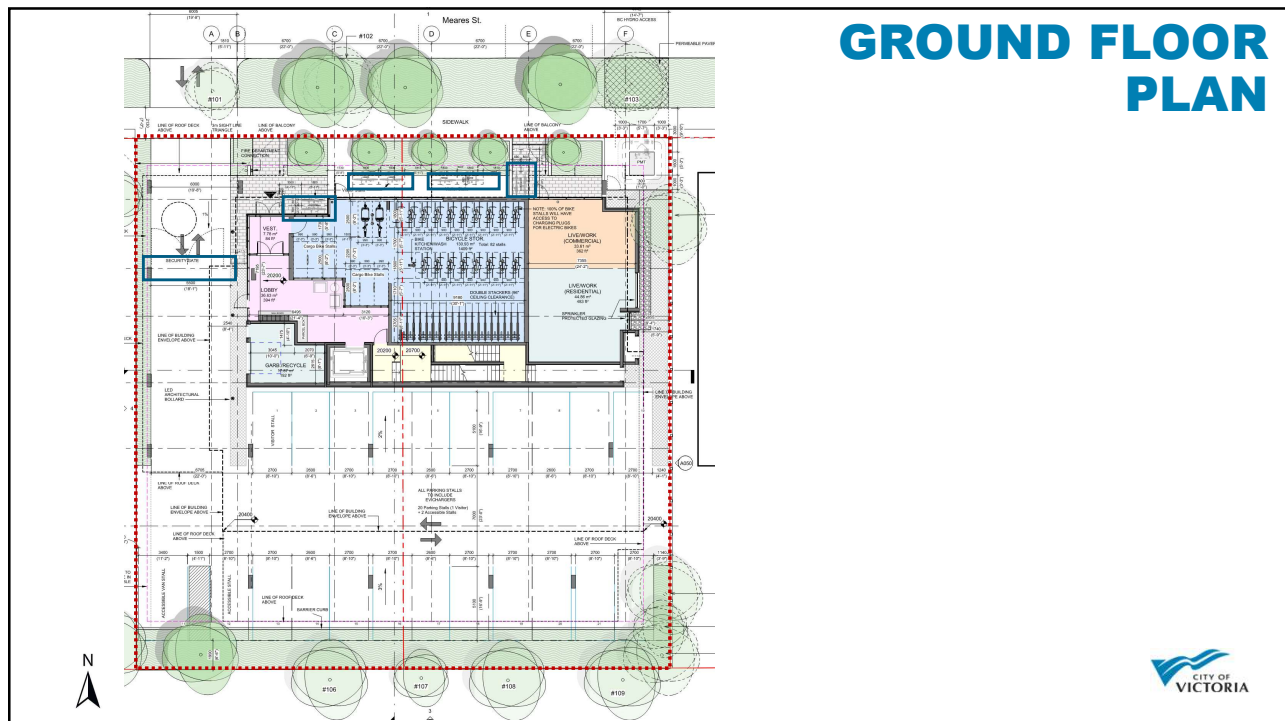
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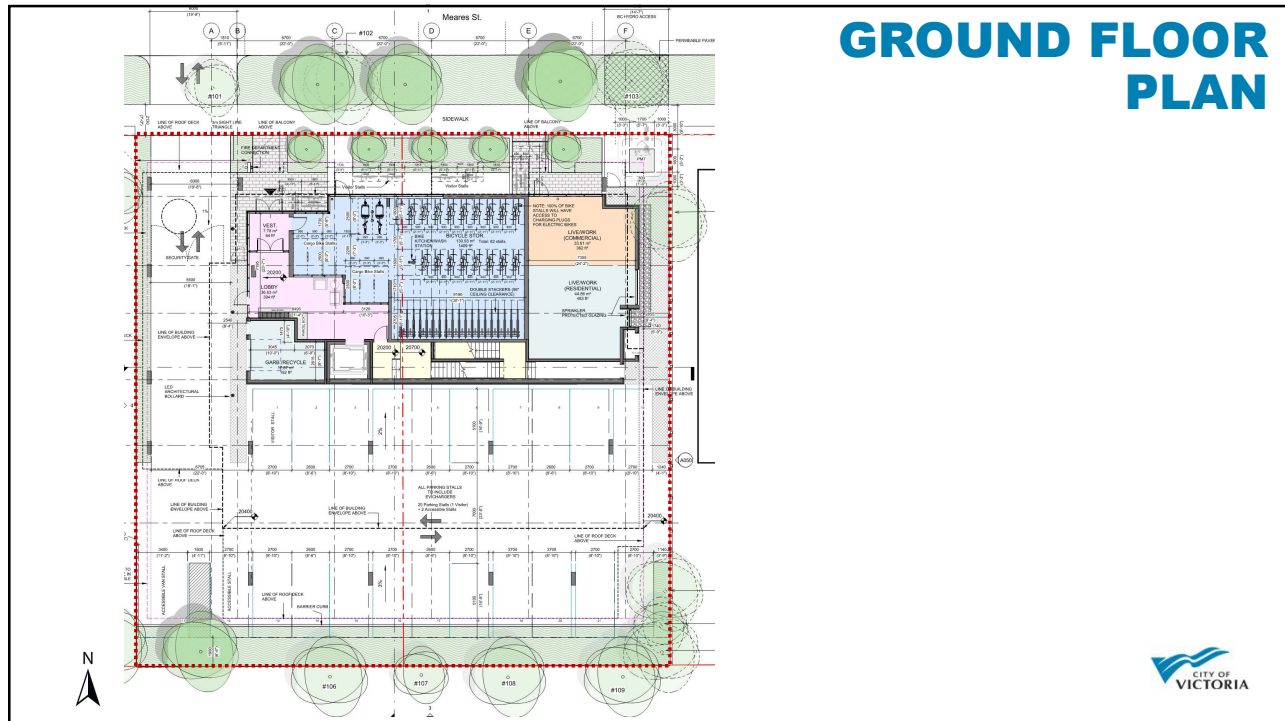
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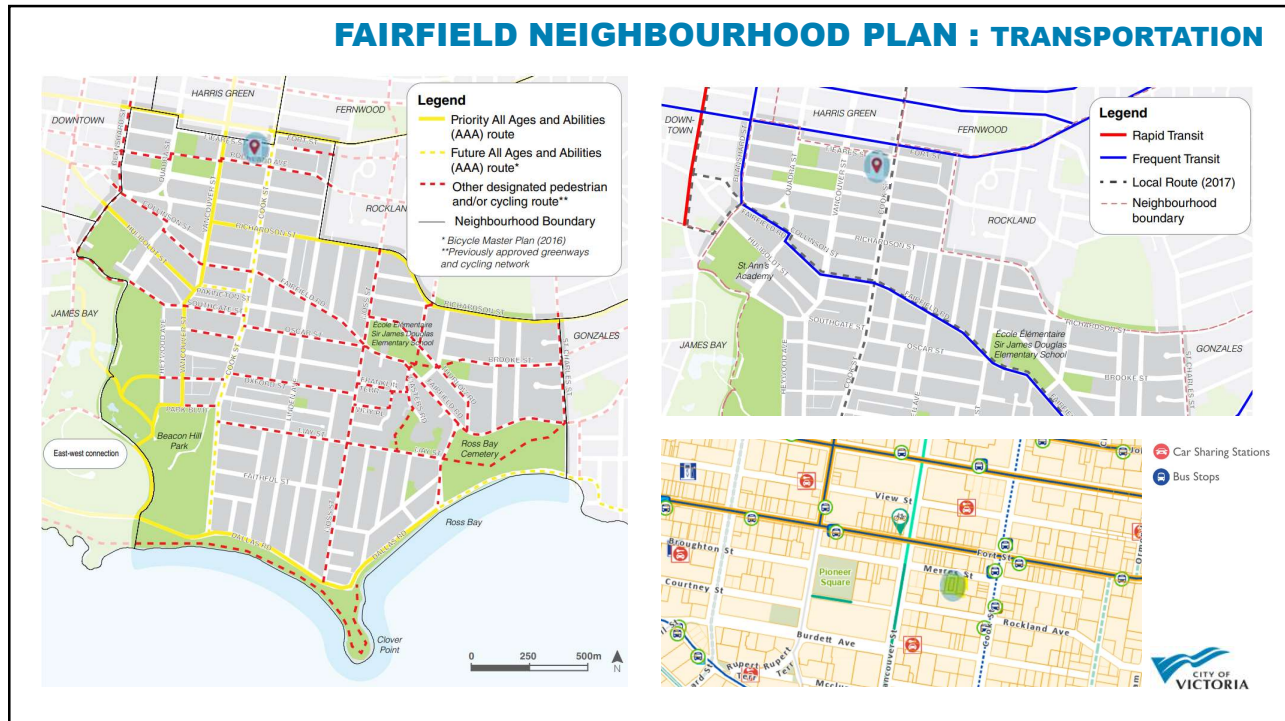
9

TRANSPORTATION DEMAND MANAGEMENT (TDM) MEASURES

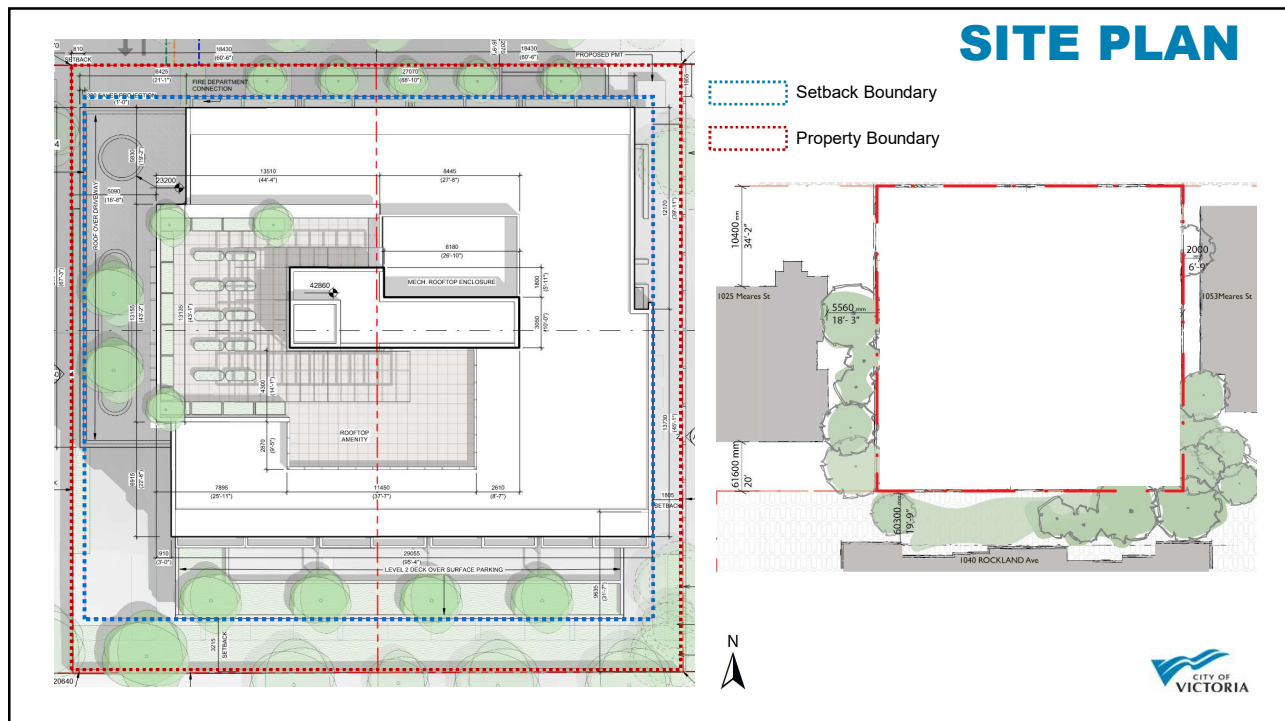
- Transit Eco Passes with a three-year term
- 37% increase in the number of stalls over the bylaw minimum, a bicycle maintenance area, a 110v plug for each stall, and the provision of 8 cargo bike stalls
- a car share vehicle along with the design and installation of an on-street dual head charger (one reserved for car share, one for the general public)
- a car membership for each unit



10



11



12

WINDOW OVERLAY

West Elevation

East Elevation

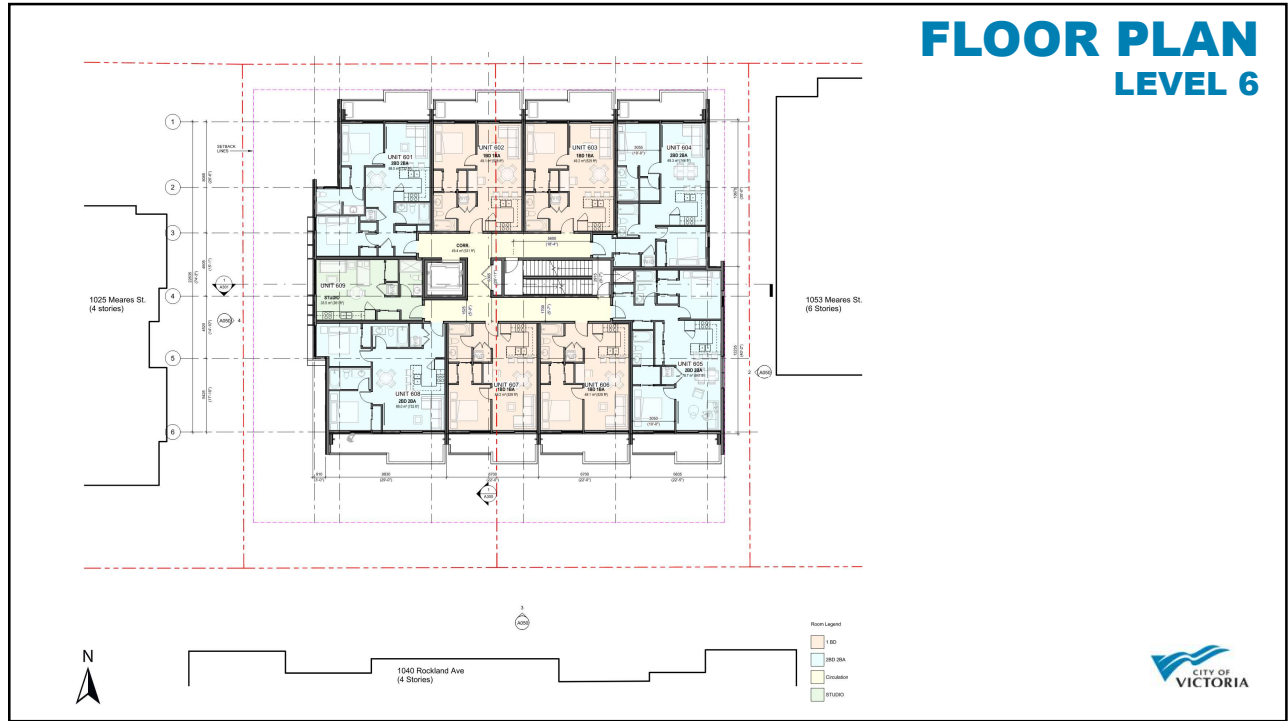
FINISH MATERIALS

01. INTEGRATED GLASS
02. CUSTOM PATTERN GLASS
03. PATTERNED GLASS
04. STOREFRONT GLAZING
05. GLAZING
06. VERTICAL FENCING (CHARCOAL)
07. CEMENTITIOUS PANEL (WARM WHITE-GREY)
08. 1x4 CEMENTITIOUS PANEL (WARM WHITE-GREY)
09. WHITE ALUM. FINISH
10. ARCHITECTURAL CONC.
11. CONC. FINISH
12. ALUM. VERTICAL LOUVRE SUNSHADE (LIGHT GREY)
13. LANDSCAPE CONC. WALL (1100mm High) WITH CUSTOM PATTERN

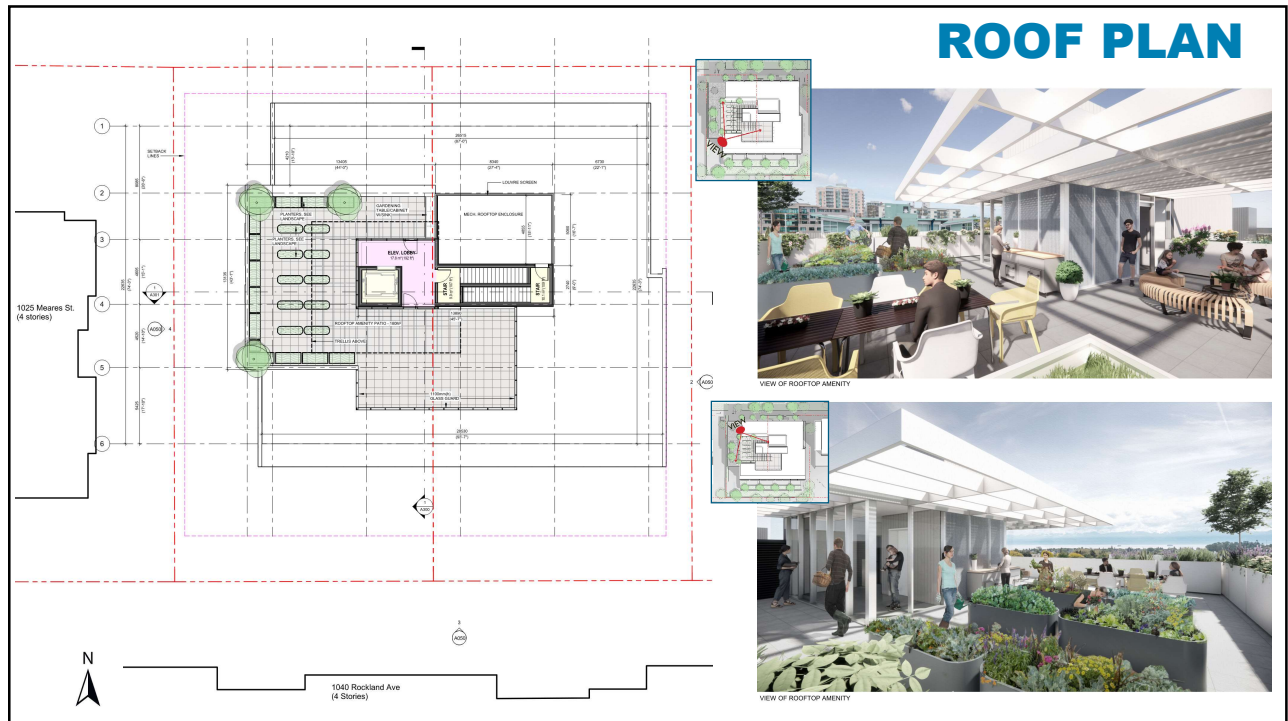
13

FLOOR PLANS LEVELS 2 TO 5

14



15



16

ELEVATIONS

North (Front) Elevation

South (Rear) Elevation

FINISH MATERIALS

01. INTEGRATED GLASS
02. CUSTOM PATTERN GLASS
03. PATTERNED GLASS
04. STOREFRONT GLAZING
05. GLAZING
06. VERTICAL FENCING (CHARCOAL)
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13. LANDSCAPE CONC. WALL (1100mm High) WITH CUSTOM PATTERN

17

Art Inspired Architecture

Bank of Canada Mural, 1968

Print

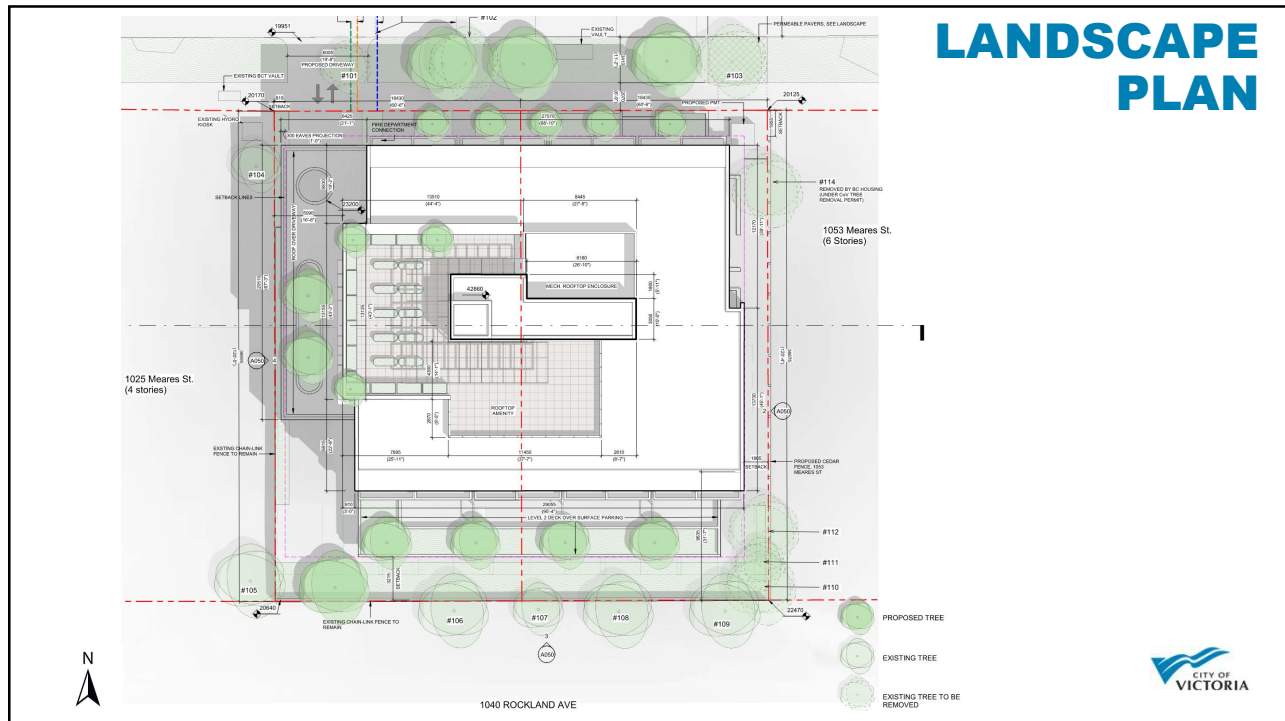
Eliza Mayhew, Sculptor

Birthplace:
Victoria, British Columbia, January 19, 1916.

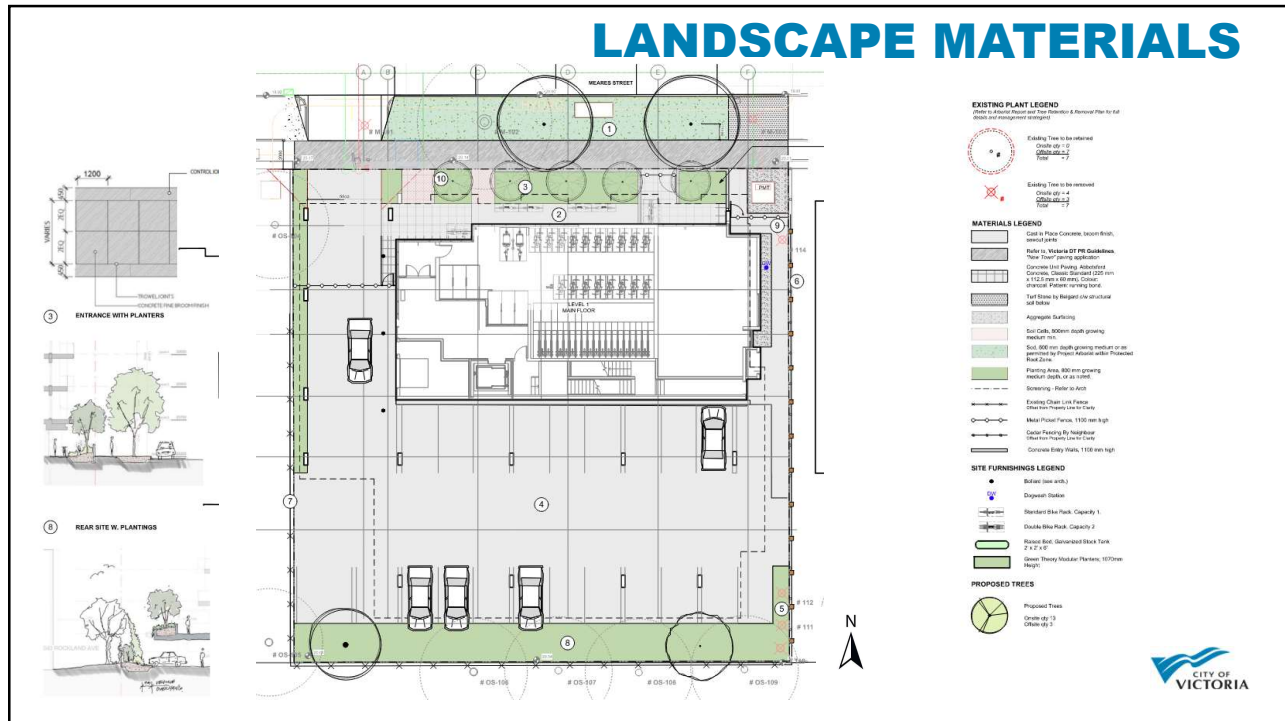
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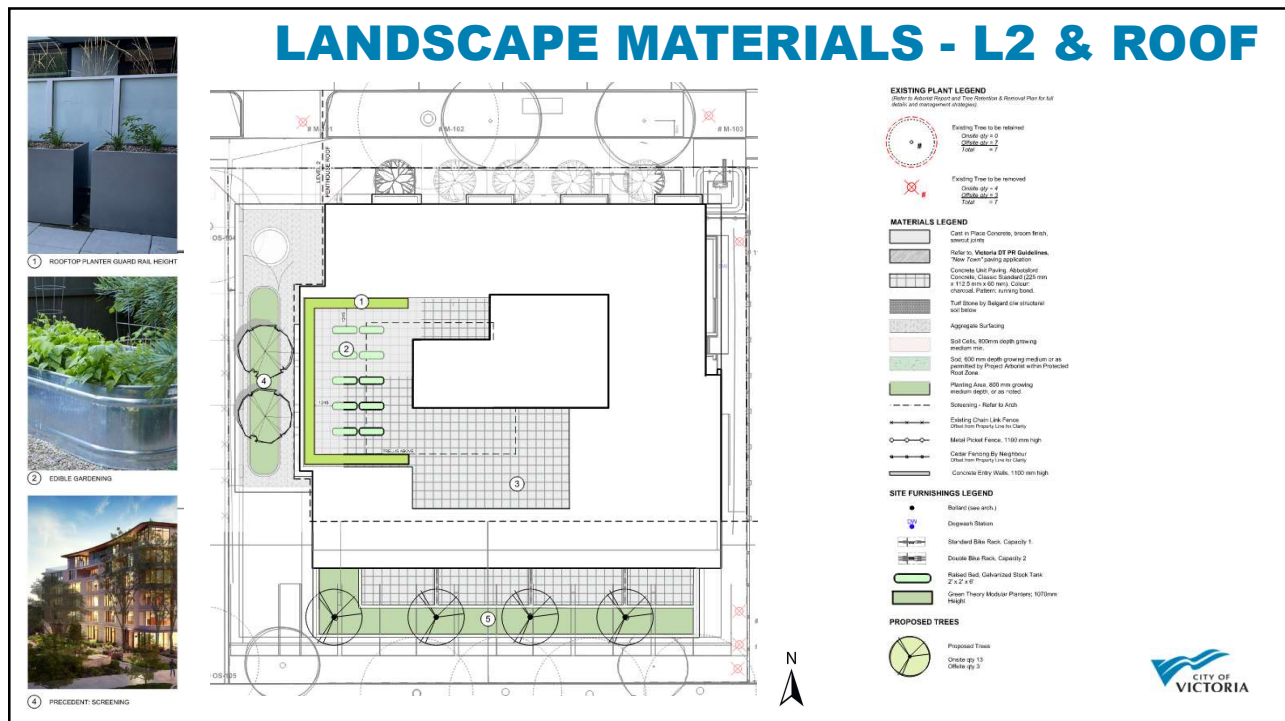
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21



22



23



24

ADVISORY DESIGN PANEL (ADP)



ADP review on September 28, 2022

Motion:

"It was moved by Will King, seconded by Matty Jardine, that the Advisory Design Panel recommend to Council that Development Permit with Variances Application No. 00212 for 1039 & 1043 Meares Street be approved as presented".



25

Inclusionary Housing and Community Amenity Policy



Community Amenity Contribution of \$118,000.00

- 70% (\$82,600) going towards Downtown Core Area Public Realm Improvement Fund
- 30% (\$35,400) going towards Victoria Housing Reserve Fund.



26

THANK YOU

