



June 13th, 2024

Mayor Alto & Council
City of Victoria
City Hall
1 Centennial Square
Victoria, BC V8W 1P6

Dear Mayor & Council,

RE: Development Variance Permit for 1100, 1120 Yate Street & 1115 Johnson Street – DVP00286

On behalf of Chard Development Ltd. and Cook Street Plaza LP, we are writing to formally request a minor variance to the orientation and amount of long-term bicycle parking stalls, which form part of the Nest and Haven developments, located at 1100 Yates Street & 1115 Johnson Street, as well as the end of trip facilities at the Victoria Professional Building.

The project is nearing completion, and we are excited to welcome 211 homeowners, including 104 first time homebuyers under BC Housing's 'HousingHub Affordable Home Ownership Program' (AHOP).

The project includes:

- **Haven** - A six-storey residential building composed entirely of 104 Inclusionary Housing Homes (Ownership) which are offered under BC Housing's HousingHub Affordable Home Ownership Program. A 'right to occupy' was issued on 22-Apr-24 and homeowners started taking possession in late May 24.
- **Nest** - A 12-storey mixed-use development incorporating 107 market condominiums. 103 of the homes are sold. Occupancy is targeted for August 2024.

Prior to this submission, we have diligently listened to City staff and worked with the Transportation Department to satisfy their minimum requirements regarding stall provision, layout and quantities.

We request variances for the following items (reference to the specific variances are included on the drawing package dated 3rd June 24):

- reduce the required percentage of bicycle parking spaces required to be ground anchored spaces from 50% to 16% for Parcel A and from 50% to 49% for Parcel B
- reduce the required minimum unobstructed height clearance that is not met by providing stacked bicycle parking spaces from 2.1m to 0.0m
- reduce the required distance from the walls/structures within the building to the bicycle parking spaces from 0.45m to 0.3m
- reduce the minimum bicycle parking space width from 1.5m to 1.13m
- reduce the required total number of residential long term bicycle parking spaces from 233 to 212.

The variances result in the following changes to the bike rack storage orientations and provided amounts:

- **Parcel A - Nest (107 Units)**
 Reduction in 40 stacked bike stalls
 Increase in the amount of floor mounted stalls from 6 to 17 (+11)
 Reduction in total provided bike stalls from 124 to 103 (excludes 5 bike share stalls & 5 commercial stalls)
- **Parcel B - Haven (104 Units)**
 Introduction of 26 stacked bike stalls
 Reduction in the amount of floor mounted stalls from 115 to 51
 Reduction in total provided bike stalls from 115 to 105 (excludes 5 bike share stalls)
- **Parcel C – Victoria Professional Building (End of Trip Facilities)**
 Increase in the number of short-term stalls above Schedule C requirement by +4
 Increase in the number of stalls above Schedule C requirement by +3

The minor development permit variance does not affect the unique electric bike share program, or the end of trip facilities connected with the Victoria Professional Building.

We have worked with Urban Racks, a company that has successfully delivered stacked bike systems to other local projects, including both 1025 and 800 Johnston Street. They have confirmed that all proposed areas align with the minimum heights and clearance requirements for the proposed bike rack systems, where being used. We understand that Council recently delegated staff the authority to deal with minor variances to bicycle parking design, but this authority is limited to a maximum of six stalls. Therefore, we present the above changes for consideration by Council.

We have provided a comparison of the current drawings dated June 13th, 2024 with City requirements.

Bicycle parking stalls - minimum	DA-1 (Parcel A)	DA-2 (Parcel B)	DA-3 (Parcel C)	Total	Zone Standard (CD-16)
Long-term (residential)	103	105	n/a	208	Parcel A: 118 Parcel B: 115 Parcel C: n/a
Short-term (residential)	11	10	n/a	21	Parcel A: 11 Parcel B: 10 Parcel C: n/a
Long-term (commercial)	5	n/a	27 (24 required)	32 (29 required)	Parcel A: 5 Parcel B: n/a Parcel C: 24
Short-term (commercial)	13 (9 required)	n/a	18	31 (29 required)	Parcel A: 9 Parcel B: n/a Parcel C: 18
Percentage of long-term ground anchored (%)	16%	49%	59%		Parcel A: 50% Parcel B: 50% Parcel C: 50%

History

As with any project of this scale and complexity, as the design and construction advances from the Development Permit stage, minor amendments need to be made in order to accommodate changes in ground conditions, structure, services, material selection etc.

Our first DDP (Delegated Development Permit) #00630 from 2021 proposed several changes. Among them was the change to bike rooms and rack types in order to accommodate our reduction in parkade area at the time. The parkade area was reduced slightly on P3 to facilitate a more efficient and safer construction methodology which is now complete. The soils on this site were poor and have a big impact on the shoring and structural design; the design and construction complexity increase with depth. Reduction of the parkade area required a more efficient parkade to

accommodate the parking requirements, services, and bike stalls. As a result, some bike rooms had to be relocated. This DDP was approved.

Our Building Permit drawings were subsequently approved, which also capture the parkade and bike room changes.

It was our assumption that the approved permit sets included approval of the bike room revisions considering there was no specific exclusion of the bike rooms and rack types. Therefore, we proceeded to construct the project based on the permit drawings and currently the parkade is now complete.

Only recently, it was brought to our attention that, although the revisions to the bike room were reflected on the DDP and BP drawings, the official approval of these permit drawings did not specifically include the bike room revisions. We apologize for this oversight. Each purchaser in both Haven and Nest will be allocated at least one bike stall and we have outlined in the disclosure statement (required under REDMA) that the bike stall may be a stacker. The purchasers are aware of this change.

Key Project Benefits:

The advantages of the variance include:

1. A large bike room (46 stalls) to Level 1 in Nest (Parcel A), improving accessibility and safety without these bikes needing to share the parkade ramp with vehicles.
2. The variance does not affect the unique electric bike share program (5 electric bikes for Nest (Parcel A) and 5 for Haven (Parcel B)), or the end of trip facilities connected with the Victoria Professional Building.

The adjustments will contribute positively to the project and align with the City of Victoria's vision for sustainable and accessible urban development.

We appreciate your time in review and consideration of this variance request and our team is available to provide any additional information or clarification you may require.

Sincerely,

CHARD DEVELOPMENT LTD.

Byron Chard
President & CEO

CC:

Kasha Janota-Bzowska, Planner, Development Services Division
Hugh Cochlin, Principal, Proscenium Architecture and Interiors Inc.