

06 August 2015

59 Cook Street

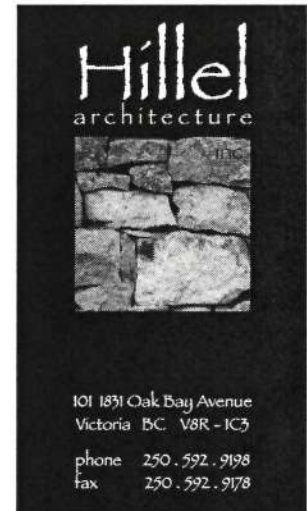
Submitted on behalf of Conrad Nyren

(Dennis Eric Nyren)

3 - 59 Cook Street

Victoria BC V8V 3W7

RE: 59 Cook Street Redevelopment
Victoria BC
Proposal For Small Lot Subdivision



Attention Mayor and council, City of Victoria

Please find enclosed with this cover letter, a submission for the division of the R1-B lands of 59 Cook Street. The proposal is for the creation of one new lot R1S2 zoning Bylaw and is therefore a rezoning. The Parcel Remainder would remain under its existing R1-B zoning, however both the existing building and its new conditions of placement on the parcel remainder requires a Development Variance Permit to ensure Council approval of those conditions, and correctly registering these items on title, should they prove acceptable.

Hillel Architecture developed a conceptual solution for discussion with immediate neighbours, which demonstrated the current 59 Cook Street multi-family residence on a portion of the existing lot, being left undisturbed, and a smaller portion of the rear lot area being subdivided, creating a small lot conforming to the R1S2 zoning. The drawings proposed a single family home compliant with the zoning in the location of the current 2 car garage building. This concept was introduced to the City Planning department similarly for initial commentary.

The enclosed submission has incorporated the commentary from 2 CALUC presentations, multiple meetings with direct neighbours, and update meetings with the planning department. The first CALUC meeting to the Neighbourhood Association membership was rewarding for owners and architect alike. A mostly complimentary evening, and concluding with a very limited list of concerns. The second CALUC meeting was rewarding by the lack of attendance, perhaps indicative of a lack of concern. This submission package also contains letters from directly affected neighbours, each stating that they are in support, some with complimentary additional comments. Throughout the process they state they have been involved and informed.

Design Outcome: The Site

The residence proposed complies with the small lot two storey zoning bylaw without requested variances. The proposal subdivides an original ± 1237 m² [$\pm 13,315$ ft²] property in to one 318.06 m² lot for the new residence conforming to R1S2, and one 918.86 m² Lot with its original R1-B zoning remaining with the existing home. The

severance of this lot from the rear yard area of the original home reduces the rear yard setback to less than that prescribed by that original zone and therefore a variance is stated in this proposal that requests the consideration of reducing the permitted rear yard setback from 7.5 m to 4.6m on the parcel remainder. It should be noted at this time that the parcel remainder is still a substantial lot and remains at almost twice the minimum lot sizes permitted, with its front yard on the opposing side being 11.92m to the building face, and over 9.5m to its substantial colonnade.

As the original stately main building maintains its generous front yard on Cook Street and side yard setback on Woodstock Avenue, its prominence on this street corner is therefore not lessened by this proposal. In addition, the new home was designed to occupy the same location as the existing hipped roof two car garage, and is no closer to the neighbouring properties than this structure currently is, as a benefit to the neighbourhood and as a sign that we wished to minimize the impact of this new work. In the enclosed drawing package the streetscape illustrates what appears a completely normal streetscape, with side yard setbacks no closer and no denser than any other view corridor would show from the neighbourhood.

This proposal, shares the existing driveway entry, preventing any affect on existing mature street trees, existing stone walls, or boulevard greenspace. This landscaping maturity that is present - remains. Both neighbours and the owners alike prefer the mature trees, the contributing character of the existing stone fence wall, and the matured hedging that also remains both sides of this shared driveway entry.

The History

The existing building was originally designed as a single family home, and formally converted in 1946 to a multi family dwelling / multi unit dwelling containing five suites, under a federal housing initiative.

Design character and materials;

The new home on Woodstock is a transition piece from the larger stately proportions of the 59 Cook Street original home, to the smaller cottage like qualities of neighbours. The design takes many design cues from neighbouring building volumes both beside and across the road, the desires of the owners, the mix of the casual cottage, and the crisp contemporary of the streetscape.

Interestingly, the original home contained a side entry in the form of a porte cochere. Today this Porte Cochere maintains its front porch like appearance on Woodstock Avenue. The immediate neighbour to the opposing side, also contains an attractive inviting front porch. The new building continues this tradition with a new entry gate, pathway, and porch facing the street. Similar to its cottage like neighbour, this porch is a social space, an attractive welcoming space that is also accessed from its prime living spaces inside, benefiting from the sun and views over the landscaped front yard.

Height and Setbacks

The proposed new residence is compliant with these zoning requirements.

Parking

The existing home, with its five legal suites requires to be serviced by a minimum of .8 stalls per dwelling according to Schedule C Parking Regulations. Therefore this existing multi-family residence requires 4 stalls. The new residence on its independent lot requires 1 stall as a single family residence. It was decided early on that the design would be developed to share the existing entry to the lot, and preserve the existing stone fence. Sharing a driveway entry allowed the parking to be concealed from the street and place these cars behind both buildings. By reciprocal easement agreements, registered on both properties, these two buildings share access to their independent parking facilities.

In sharing a driveway, the increase in green space over the current condition will lessen the impact of this parking area than exists at this time. One can notice in the original aerial photo of this existing site, a large area of exposed concrete paving. In the new design the bulk of this paving area is moved further back out of view, and in its place a narrow driveway permits a greater area of landscaping serving to enclose and conceal from view, the rear parking area. The streetscape benefits, the neighbours benefit. A little more greenery gets added to our perception of the neighbourhood. It is this sharing of an existing driveway opening in a stone fence wall that has created some of the variances listed herein for Council consideration. The access drive is shared between two residences, and both its width and its placement partially on each property defines a need for variance considerations, and reciprocal easements registered on both property titles.

Bicycle Parking

The proposal contains a 6 bike rack for use by the multi-family residence for guests, as required by the Bylaw. The original 59 Cook Street contains class A bike parking facilities for its tenants in the lower floor area formerly known as the "Chinaman's Suite".

Summary of Development Proposal

59 Cook Street R1-B Lot is subdivided under this proposal, and remains R1-B.

Item 1. Rezoning: the new lot, requested to be zoned R1S2 is accessed from Woodstock Avenue through its current driveway access. This rezoning submission requires a variance on the drive aisle behind its parking stall, as portions of its drive access lane is over the adjoining Lot.

Item 2. Development Variance Permit. The Parcel Remainder containing the existing main house, containing 5 units would remain on a Lot with a rear yard that by lot depth should equal 7.55m, and under this proposal is requested to be 4.6m. Variance 1.

Item 3. In addition, access to parking stall 5 is a requested variance. The existing parking stall, a Porte Cochere proven by transportation staff as accessible by vehicles because of its generous width, will not be serviced by a 7m access aisle and is accessed through a 3.6m driveway. An auto turn study was performed by staff, and templates provided to this firm to ensure all cars had means of manouvering. Related to this variance is a issue of access to stall 2 and 3 where their access aisle passes over the neighbouring property line. These drive aisle conditions are Variance 2.

The placement of these parking stalls, away from the streetscape, and in an existing fenced rear yard area, is the subject of Variance 3. The parking stalls are accessed over a shared driveaisle therefore each is not appropriately screened from each other, resulting in a request for a relaxation from rear yard screening from 1.5m to 0m, and the omission of a fence from 1.8m to 0m.

59 Cook Street R1-B Lot is subdivided, and a new R1S2 Lot is created.

Item 1. Rezoning: the new lot, subdivided from an R1-B existing lot requested to be zoned R1S2, is accessed from Woodstock Avenue through its current driveway access. This rezoning submission requires a variance on the drive aisle width from 7.0m to 4.6m at stall 4, as portions of its drive access lane is over the adjoining Lot.

We trust the enclosed submission meets with submission requirements, and that through this process, eventually meets with acceptance of Council.

Yours sincerely,
HILLEL ARCHITECTURE INC.,
Karen Hillel MAIBC