



Planning and Land Use Committee Report For the Meeting of April 30, 2015

To: Planning and Land Use Committee **Date:** April 16, 2015
From: Lucina Baryluk, Senior Process Planner
Subject: **Development Permit with Variances Application No. 000390 for 1555 Jubilee Avenue**

RECOMMENDATION

Staff recommend that Committee forward this report to Council and that after giving notice and allowing an opportunity for public comment, that Council consider the following motion:

“That Council authorize the issuance of Development Permit Application No. 000390 for 1555 Jubilee Avenue, in accordance with:

1. Plans date stamped April 1, 2015.
2. Development meeting all *Zoning Regulation Bylaw* requirements, except for the following variances:
 - i. reduce the minimum dwelling size from 33m² to 29.44m² for Unit 1, 20.26m² for Unit 2, 20.37m² for Unit 4 and 20.37m² for Unit 5;
 - ii. increase the maximum site coverage from 30% to 36.2%;
 - iii. decrease the minimum open space from 30% to 27.4%;
 - iv. decrease the off-street parking requirement from 34 to 16 parking stalls;
 - v. decrease the distance required from a parking stall to a living unit from 6m to 0m;
 - vi. allow the accessory building to be located in the side yard;
 - vii. reduce the side yard setback requirement (north) for the accessory building from 0.6m to 0m;
 - viii. reduce the distance required between the accessory building and the main building from 2.4m to 1.2m, subject to the following:
3. Prior to the issuance of a building permit for any construction that the applicant provide a landscape plan with sufficient details regarding the stamped concrete path, lighting plan, landscape area in front of the proposed units, planters, plant material, trellises, garbage enclosure and bike rack, and these items be secured by a landscape bond.
4. The final interior layout of the bike storage building be to satisfaction of the Director of Engineering and Public Works, and the construction of the bike storage facility be completed prior to the commencement of construction of the new units.”

LEGISLATIVE AUTHORITY

In accordance with section 920(2) of the *Local Government Act*, Council may issue a Development Permit in accordance with the applicable guidelines specified in the *Official 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.

A Development Permit may also impose conditions respecting the sequence and timing of construction.

EXECUTIVE SUMMARY

The purpose of this report is to present Council with information, analysis and recommendations for a Development Permit Application for the property located at 1555 Jubilee Avenue. The proposal is to create five residential units by filling-in existing under-building parking. The proposal requires eight variances: to reduce the minimum dwelling unit size, to reduce the overall parking requirement and siting of parking stalls, and siting, parcel coverage and open site space variances required for the bike storage building.

The following points were considered in assessing this Application:

- The applicable design guidelines are the Design Guidelines for Multi-Unit Residential, Commercial and Industrial. The main issue with the proposal is the lack of visibility of the unit entrances and connection with the public street. The applicant has mitigated this concern by proposing an internal walkway adjacent to the building (stamped concrete) and by introducing features to identify the entrances.
- The broad housing objectives of the *Jubilee Neighbourhood Plan* are satisfied.
- The variances triggered by the construction and location of the bike storage building are recommended to Council by staff. This is an appropriate location of the bike storage building, with a clear view to the street, and ease of accessibility.
- The parking variance for 18 stalls is supportable based on the Parking Demand Study findings, subject to the provision of a bicycle rack and a bicycle storage building.
- While the proposed unit size averages 25m², which is below the zone minimum standard of 33m², the units are self-contained and appear functional.

BACKGROUND

Description of Proposal

The proposal is to create five residential units by filling-in the existing under-building parking. Specific details include:

- The existing building has sixteen surface parking stalls and seven stalls under the building (at-grade). With the loss of the seven stalls, the total parking variance is 18 stalls. It is noted that excavation will be required for the units to meet the height requirements of the Building Code.
- A bicycle storage building will be located in the north side yard. This exterior material will be stucco, coloured to match the existing building. This storage building requires the following variances: an increase in the parcel coverage from 30 to 36.2%, a reduction in the open site space from 30% to 27.4%, a relaxation to allow the location of

an accessory building in the side yard and a setback reduction from north property line from 0.6m to nil and to reduce the distance from the accessory building to the main building from 2.4m to 1.2m.

- The five units range in size from 20.26m² to 36.21m². Four of the five units require a variance to reduce the minimum unit size from 33m².
- To identify the units, a stamped concrete path will be created along the frontage of the units, along with planter boxes and a trellis feature over three of the unit entryways.

Sustainability Features

The applicant's plans indicate power saving lighting will be installed in each new unit and water restrictors will be installed in all tubs, showers and toilets.

Active Transportation Impacts

The proposed bike storage locker will accommodate 24 bikes.

Existing Site Development and Development Potential

The site is presently occupied by a 21-unit apartment building, built in 1969. Under the current R3-2 Zone, Multiple Dwelling Unit District, the property is developed close to its maximum density (see Data Table), therefore there is minimum additional development potential on this site, without a rezoning or a further reduction to the parking standards.

Data Table

The following data table compares the proposal with the current R3-2 Zone, Multiple Dwelling District. An asterisk is used to identify where the proposal is less stringent than the existing zone. A double asterisk is used to identify where the proposal has non-conforming siting.

Zoning Criteria for Principal Building	Proposal	Zone Standard R3-2
Site area (m ²) - minimum	1505	920
Density (Floor Space Ratio) - maximum	1.14:1	1.2:1
Total floor area (m ²) - maximum	1716.39	1806
Dwelling unit floor area (m ²) - minimum	20.26 to 29.44 range* (for 4 of the 5 units)	33
Height (m) - maximum	10.77	18.50
Storeys - maximum	4	n/a
Site coverage % - maximum	36.2*	30.00
Open site space % - minimum	27.4*	30.00
Setbacks (m) - minimum		
Front	9.24**	10.50
Rear	11.46	5.39
Side (north)	5.33**	5.39
Side (south)	5.32	5.39

Zoning Criteria for Principal Building	Proposal	Zone Standard R3-2
Parking - minimum	16*	34 (1.3 stalls per unit)
Location of parking stalls – horizontal distance between a dwelling unit and a parking stall	0*	6
Bicycle storage stalls – Class 1 (minimum)	24	Required for new units only
Bicycle parking stalls – Class 2 (minimum)	6	6

Zoning Criteria for Accessory Building	Proposal	Zone Standard R3-2
Location	Side yard*	Rear yard
Side setback	0*	6
Separation space between accessory building and principal building	1.2*	2.4
Height	2.3	3.5

Community Consultation

Consistent with the *Community Association Land Use Committee (CALUC) Procedures for Processing Rezoning and Variances Applications*, on December 12, 2014 the Application was referred for a 30-day comment period to the South Jubilee Neighbourhood Association. At the time of writing this report, a letter from the CALUC had not been received.

This Application proposes variances, therefore, in accordance with the City's *Land Use Procedures Bylaw*, it requires notice, sign posting and a meeting of Council to consider the variances.

ANALYSIS

Development Permit Area and Design Guidelines

The *Official Community Plan (OCP)* identifies this property within DPA 16, General Form and Character, referencing the Design Guidelines for Multi-Unit Residential, Commercial and Industrial Development (2012) as the most relevant design guidelines.

These Guidelines encourage residential use at the street level with strong entry features and building designs that encourage interaction with the street or public sidewalk. The creation of the units at the rear of the building accessed via the parking lot falls short of this objective, with potential liveability and safety concerns for the occupants. In response to these concerns, the applicant is proposing to delineate the access to the new units by a stamped concrete path and creating entry features with planters and trellises over three units. These design elements will also serve to identify the entrances to the units.

No further specific details have been provided by the applicant on how Crime Prevention through Environment Design (CPTED) practices have been used to address potential safety issues of accessing the new units or the bike storage facility. Should Council choose to advance this Application, the staff recommendation includes a requirement for the applicant to provide further details related to the design of this area, including the provision of a lighting plan.

Jubilee Neighbourhood Plan

The Housing Goals of the Plan are as follows:

- Maintain and encourage a mix of housing types and tenures for people with different needs including a variety of incomes and family structures.
- Maintain the physical integrity, scale and character of the neighbourhood.

This project meets the intent of these Housing Goals.

Regulatory Considerations

Reduction in Off-Street Parking

The calculation for the parking variance is technically challenging for the site due to the age of the building. The building pre-dates the Schedule "C" requirements so the number of existing stalls (23) is considered the base line for the analysis, which is four less than the Bylaw requirements. From the existing 23 stalls, seven stalls will be eliminated under the building and replaced by new units. These five proposed residential units would require an additional seven parking stalls. Therefore, using the current bylaw standards there is a shortfall of 18 stalls, or a parking ratio of 0.62 stalls per unit, and the bylaw requirement is 1.3 stalls per unit.

The applicant has provided a parking study (attached) which analyzes the parking demand for apartment buildings in the immediate proximity. The average is 0.59 stalls per unit. The proposed ratio meets this average. The inclusion of a bicycle rack and a bicycle storage facility for bicycles will help alleviate the parking shortfall.

Variances Required for the Bike Storage Building

The variances triggered by the construction and location of the bike storage building are supportable. This is an appropriate location of the bike storage building, with a clear view to the street, and ease of accessibility.

Reduction in the Unit Size

The zone standard requires a minimum unit size of 33m². Four of the five proposed units do not meet this minimum unit size. While smaller units have become more common in downtown developments, this size of unit has been less common in other neighbourhoods.

The intent of this minimum unit size is to ensure a certain level of liveability for the occupant(s). The proposed units all have three-piece bathrooms and kitchen facilities, with limited food preparation area in some units. There are no additional storage facilities available in the building.

CONCLUSIONS

While the broader policy objectives of increasing the stock of rental housing is achieved, the addition of small units at the rear of a building facing a parking lot does not meet the intent of the design objectives. The applicant is proposing hard and soft landscaping features to emulate a secondary street frontage. Each unit is fully self-contained and would appear functional for the intended use.

A Parking Demand Study has been provided by the applicant to justify the parking ratio, and the dwelling unit to parking stall ratio is comparable to other developments in the area. The bike storage facility and bike rack are highly encouraged additions to the property. Despite the challenges associated with the requested variances and some challenging aspects of the proposed design, staff recommend this application for Council's consideration.

ALTERNATE MOTION

That Council decline Development Permit with Variances Application No. 000390 for the property located at 1555 Jubilee Avenue.

Respectfully submitted,

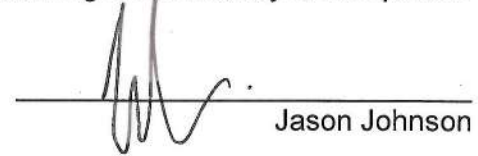


Lucina Baryluk
Senior Process Planner
Development Services Division



Alison Meyer, Assistant Director
Development Services Division
Sustainable Planning & Community Development

Report accepted and recommended by the City Manager:


Jason Johnson

Date: April 25, 2015

LB:af

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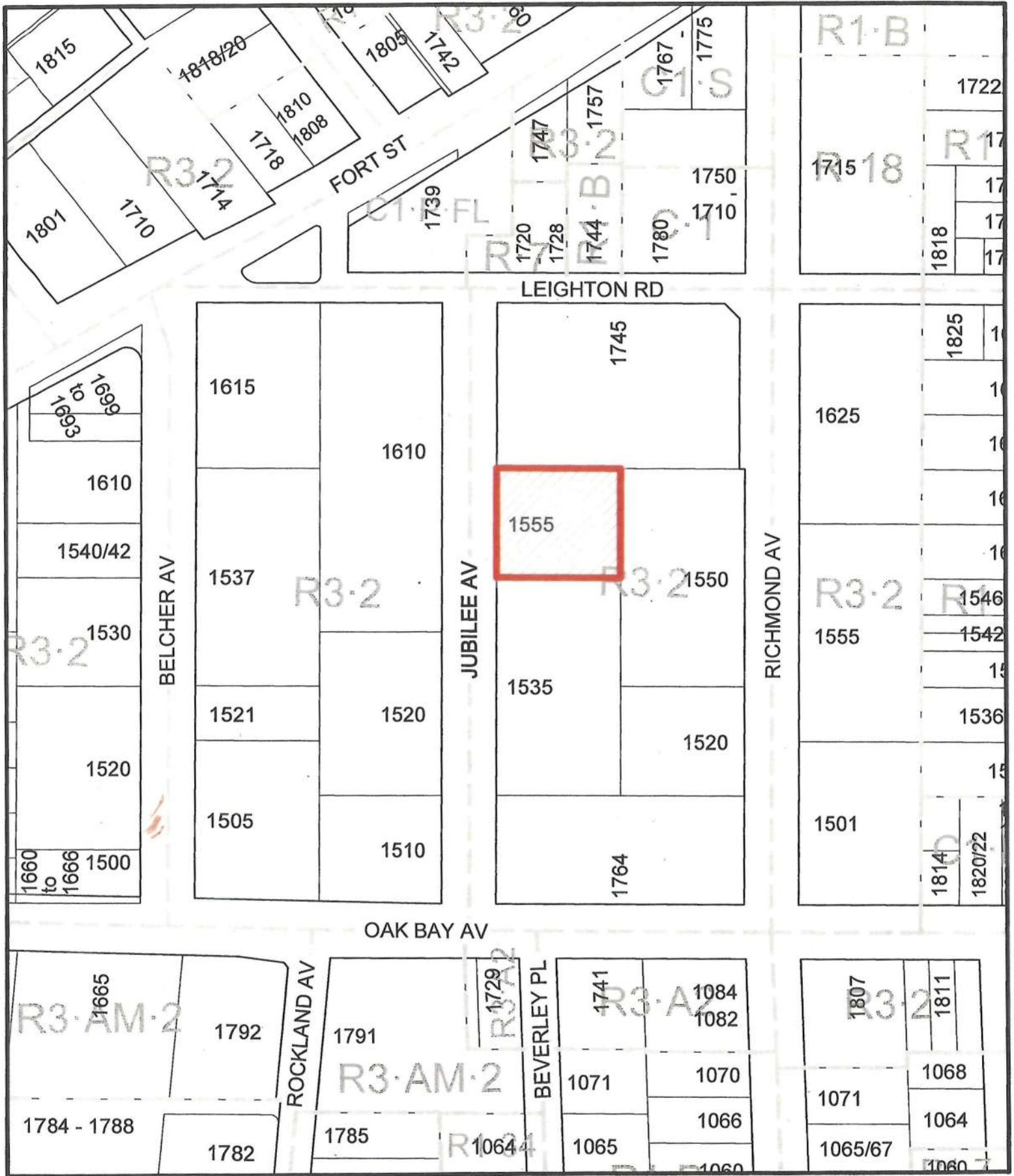
List of Attachments

- Aerial Map
- Zoning Map
- Submission drawings dated April 1, 2015
- Letter from the applicant dated October 15, 2014
- Adept Transportation Study.



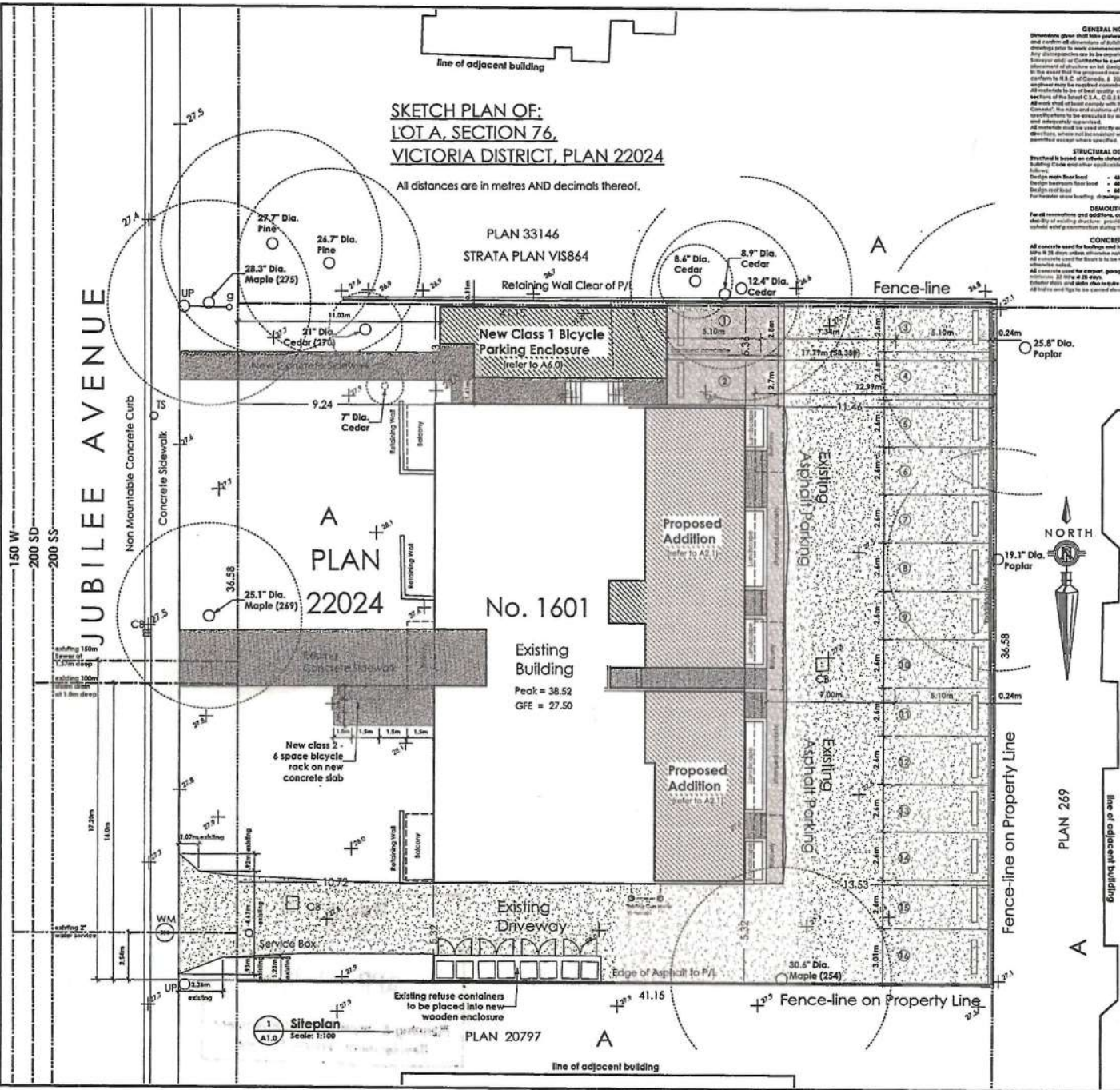
1555 Jubilee Ave
Development Permit #000390





1555 Jubilee Ave
 Development Permit #000390





**SKETCH PLAN OF:
LOT A, SECTION 76,
VICTORIA DISTRICT, PLAN 22024**

All distances are in metres AND decimets thereof.

GENERAL NOTES
Dimensions given shall have precedence over scale. Contractor to check and confirm all dimensions of Building Design and Consultant drawings prior to work commencement.
Surveyor shall: a) Contractor to verify all aspects of site and dimensions of all structures. b) Building Design and Consultant to be satisfied that the proposed base or existing structure does not conform to B.C. of Geomatics 1:2008 B.C. Building Code as a structural engineer may be required to determine by owner.
All work shall conform with the applicable sections of the latest C.S.A., C.S.B. and B.C. standards.
Work shall be executed for the satisfaction of the Building Design and Consultant. The name and address of the Building Design and Consultant shall be specified on all drawings and documents prepared.
All materials shall be specified according to manufacturer's product literature, where not in accordance with this specification, we shall specify appropriate specifications.

STRUCTURAL DESIGN
Structures to be based on criteria stated in Part 3 and Part 4 of the 2006 B.C. Building Code and other applicable sections. Design loads to be as follows:
Design floor load = 48 psf - 1.92 kPa
Design roof load = 48 psf - 1.92 kPa
Design wind load = 18 psf - 0.87 kPa
For heavier snow loading, 20 psf must be used.

DEMOLITION
All existing walls and structures to be removed by the contractor. All work shall be done in accordance with the B.C. Building Code and other applicable sections. All work shall be done in accordance with the B.C. Building Code and other applicable sections. All work shall be done in accordance with the B.C. Building Code and other applicable sections.

CONCRETE
All concrete used for footings and foundations to be in not less than 18 days to 28 days unless otherwise noted.
All concrete used for floors to be in not less than 28 days to 28 days unless otherwise noted.

ROUGH CARPENTRY
All construction and trades to comply with the "Approved" current local and amendments of C.S.A. of Canada and B.C. All structural framing members are to be made of grade No. 2 Softwood Lumber (S-P-F) in accordance with B.C.A. Standard grade grades for Construction and other applicable sections. All framing members shall be treated with preservative. All framing members shall be treated with preservative. All framing members shall be treated with preservative.

MECHANICAL
Flooring contractor to allow for (min) 2" exterior base slab of concrete for all exterior walls.
Roof over all exterior openings, doors, windows, etc. shall directly over the exterior wall.
Compliance: Heating, Cooling and Mechanical Code. All mechanical systems shall comply with C.S.A. B.C. Code. All mechanical systems shall comply with C.S.A. B.C. Code. All mechanical systems shall comply with C.S.A. B.C. Code.

COPYRIGHT
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27.70m (I) + 27.70m (II)	= 55.40 / 2 = 27.70 X 2.48 = 68.70
27.35m (III) + 27.35m (IV)	= 54.70 / 2 = 27.35 X 1.42 = 38.64
27.70m (V) + 27.70m (VI)	= 55.40 / 2 = 27.70 X 5.06 = 140.72
27.35m (VII) + 27.35m (VIII)	= 54.70 / 2 = 27.35 X 1.32 = 36.10
27.70m (IX) + 27.70m (X)	= 55.40 / 2 = 27.70 X 4.20 = 116.34
27.35m (XI) + 27.35m (XII)	= 54.70 / 2 = 27.35 X 1.32 = 36.10
27.70m (XIII) + 27.70m (XIV)	= 55.40 / 2 = 27.70 X 4.47 = 124.37
27.35m (XV) + 27.35m (XVI)	= 54.70 / 2 = 27.35 X 3.05 = 83.42
27.70m (XVII) + 27.70m (XVIII)	= 55.40 / 2 = 27.70 X 2.54 = 70.34
27.70m (XIX) + 27.70m (XX)	= 55.40 / 2 = 27.70 X 4.27 = 118.28
28.00m (XXI) + 28.00m (XXII)	= 56.00 / 2 = 28.00 X 12.45 = 354.20
27.45m (XXIII) + 27.45m (XXIV)	= 54.90 / 2 = 27.45 X 3.43 = 94.15
28.00m (XXV) + 28.00m (XXVI)	= 56.00 / 2 = 28.00 X 4.75 = 133.00
27.45m (XXVII) + 27.45m (XXVIII)	= 54.90 / 2 = 27.45 X 3.35 = 91.96
28.00m (XXIX) + 28.00m (XXX)	= 56.00 / 2 = 28.00 X 0.74 = 21.28
27.45m (XXXI) + 27.45m (XXXII)	= 54.90 / 2 = 27.45 X 3.11 = 85.37
28.00m (XXXIII) + 28.00m (XXXIV)	= 56.00 / 2 = 28.00 X 7.02 = 196.54
27.45m (XXXV) + 27.45m (XXXVI)	= 54.90 / 2 = 27.45 X 3.48 = 95.53
28.0m (XXXVII) + 27.7m (I)	= 55.7 / 2 = 27.85 X 14.92 = 471.22
Avg. Grade: 2374.50 / 85.44 = 27.75m	

PROJECT INFORMATION TABLE

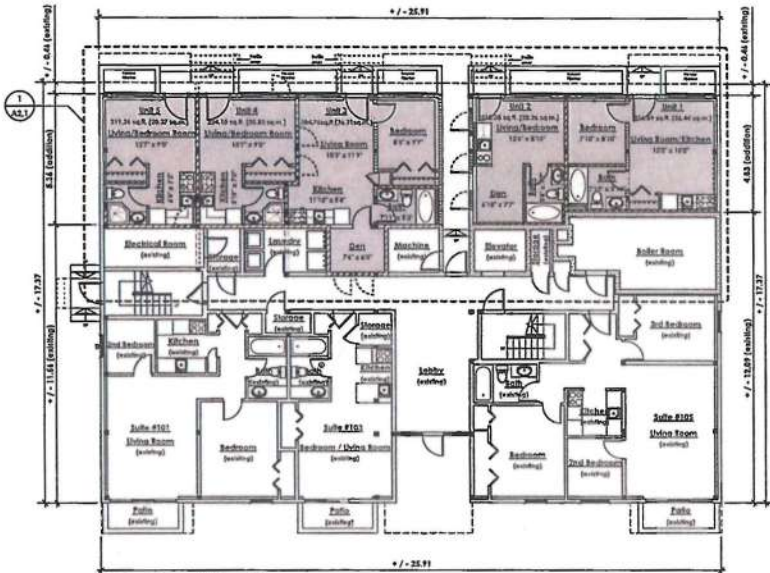
ZONE	B-2
SITE AREA	1665.00 sq.m.
TOTAL FLOOR AREA	1714.37 sq.m.
FLOOR SPACE RATIO	1.14 TO 1.0
SOIL COVERAGE *	35.11 %
OPEN SITE SPACE *	10.77 %
HEIGHT OF BUILDING	10.77 m.
NUMBER OF STOREYS	3
PARKING STALLS ON SITE **	16
BICYCLE PARKING NUMBER	32
HORIZONTAL DISTANCE BETWEEN A DWELLING UNIT AND PARKING SPACES *	0 m.
BUILDING SETBACKS	
- FRONT YARD (WEST)	9.24 m.
- REAR YARD (EAST)	11.44 m.
- SIDE YARD (SOUTH)	5.32 m.
- SIDE YARD (NORTH)	5.33 m.
RESIDENTIAL USE DETAILS	
TOTAL NUMBER OF UNITS	24
2 BEDROOM SUITE	7
1 BEDROOM SUITE	15
LACHELOR SUITE	4
GROUND-ORIENTED UNITS	8
MINIMUM UNIT FLOOR AREA*	20.24 sq.m.
TOTAL RESIDENTIAL FLOOR AREA	1714.37 sq.m.
BICYCLE PARKING ENCLOSURE	
LOCATION *	SIDEYARD
FLOOR AREA	40.37 sq.m.
HEIGHT	3.00 m.
REAR SETBACK	17.77 m.
SIDE SETBACK *	0.11 m.
SEPARATION SPACE BETWEEN AN ACCESSORY BUILDING & PRINCIPAL BUILDING *	1.41 m.
REAR YARD SITE COVERAGE	n/a

ISSUED/REVISED

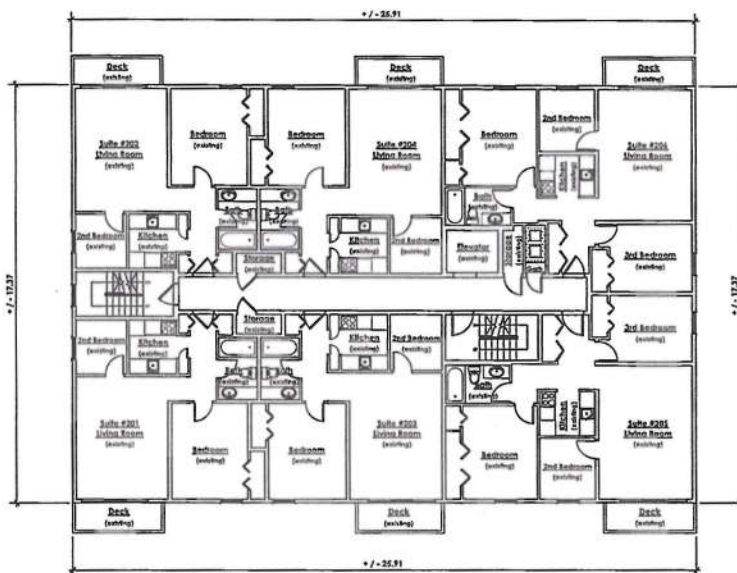
No.	DATE	ISSUED/REVISED
01	07/04/14	95% Complete
02	09/14/14	100% Complete
03	10/01/14	City Comments
04	01/30/15	Revised room names of existing building
05	02/12/15	Revised Bicycle Enclosure & Elevations
06	02/23/15	Revised Bicycle Enclosure

CONSULTANTS

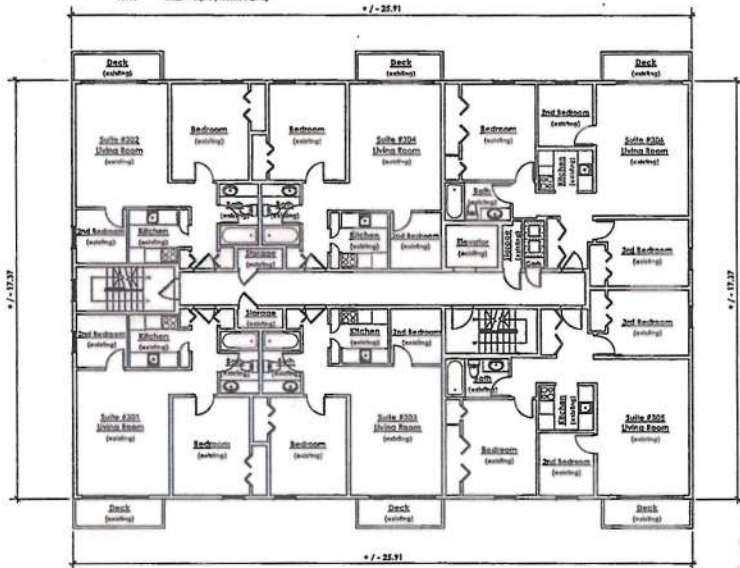
ARCHITECTURAL DRAFTING	GENERAL CONTRACTOR
Vicole Design Ltd. 16441 Alder Avenue Victoria B.C. V8A 4M4 Tel: 250-562-2724 Fax: 250-562-2344 Email: info@vicole.ca	
CIVIL ENGINEER	STRUCTURAL
GEOTECHNICAL	MECHANICAL ENGINEER
ELECTRICAL	
LIST OF DRAWINGS	
A1.0	SITEPLAN
A2.0	FLOOR PLANS
A3.0	GROUND FLOOR ADDITION
A3.0	ELEVATIONS EAST / NORTH
A3.1	ELEVATIONS WEST / SOUTH
A3.2	COLOURED ELEVATIONS
A4.0	CONTEXT PLAN
A5.0	CROSS SECTION
A6.0	BICYCLE ENCLOSURE LAYOUT
General Contractor and/or Owner to verify and thoroughly review all aspects of plan and required construction plan prior to commencement and verify all work. Any discrepancies are to be reported to Building Design and Consultant. Building Design and Consultant has no liability for any errors or omissions in this plan or design. Building Design and Consultant is not responsible for any consequences of any kind with respect to the use of this plan or design.	
Make B.C.A. to verify and amend all of all drawings as per Building Design and Consultant's approval. Building Design and Consultant is not responsible for any consequences of any kind with respect to the use of this plan or design.	
VICTORIA DESIGN GROUP	
7438	7438
Sept 16, 2014	Sept 16, 2014
as shown	as shown
MRB	MRB
JTE	JTE
Proposed Addition: For Kasalah Investment corp. 1555 Jubilee Avenue Oak Bay Junction Apartments Victoria, B.C.	
Date: 14/15	Time: 10:33:23 AM
ISSUE DATE	ISSUE NO.
Oct 1, 2014	A1.0



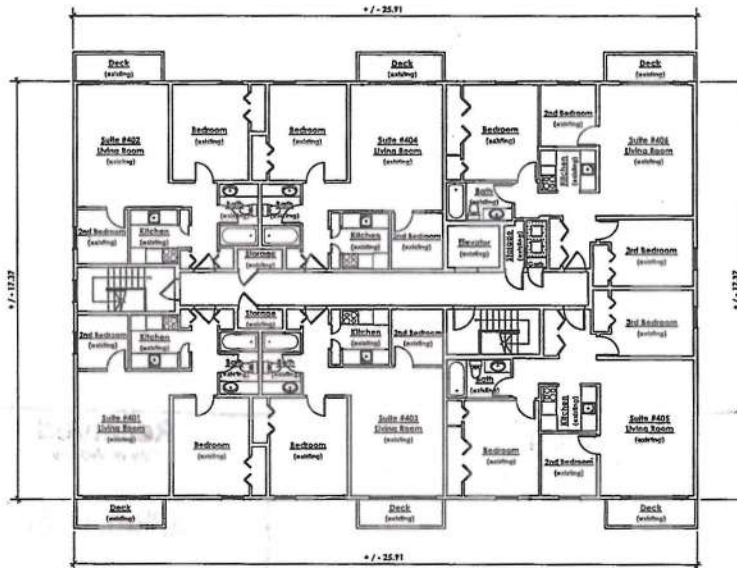
1 Ground Floor Plan
 Scale: 1/8" = 1'-0"
 Building: 2994.00 sq.ft. (278.23 sq.m.)
 Addition: 2269.14 sq.ft. (212.10 sq.m.)
 Total: 5263.14 sq.ft. (485.33 sq.m.)



2 Second Floor Plan
 Scale: 1/8" = 1'-0"
 Building: 4704.00 sq.ft. (437.02 sq.m.)



3 Third Floor Plan
 Scale: 1/8" = 1'-0"
 Building: 4704.00 sq.ft. (437.02 sq.m.)



4 Fourth Floor Plan
 Scale: 1/8" = 1'-0"
 Building: 4704.00 sq.ft. (437.02 sq.m.)

CONSULTANTS
ARCHITECTURAL DRAFTING
 Victrola Design Ltd.
 18491 Alton Avenue
 Victoria B.C. V8N 5A4
 Tel: 250-582-7294
 Fax: 250-582-7264
 Email: info@victroladesign.com

GENERAL CONTRACTOR
CIVIL ENGINEER **STRUCTURAL**

GEOTECHNICAL ENGINEER **MECHANICAL ENGINEER**

ELECTRICAL

- LIST OF DRAWINGS**
- | | |
|------|--------------------------|
| A1.0 | SITEPLAN |
| A2.0 | FLOOR PLANS |
| A2.1 | GROUND FLOOR ADDITION |
| A3.0 | ELEVATIONS EAST / NORTH |
| A3.1 | ELEVATIONS WEST / SOUTH |
| A3.2 | COLOURED ELEVATIONS |
| A4.0 | CONTEXT PLAN |
| A5.0 | CROSS SECTION |
| A6.0 | BICYCLE ENCLOSURE LAYOUT |

ISSUED/REVISED

No.	DATE	ISSUED/REVISED
01	07/04/14	15% Complete
02	07/16/14	100% Complete
03	10/01/14	City Comments
04	01/30/15	Revised room names of existing building
05	02/12/15	Revised Bicycle Enclosure & Elevations
06	02/23/15	Revised Bicycle Enclosure

General Contractor and/or Owner to verify and thoroughly review all aspects of plans and received considerations prior to construction and setting out of all work. Any discrepancies are to be reported to Building Designer immediately. Building Designer and Owner for changes made to plans on site are subject to report discrepancies. Refer to General Notes indicated on plans.

Make a C.L.S. to verify placement and sizes of all structures on lot. General Contractor to work in conjunction with A.C.L.S. to ensure proper placement of structures on site prior to starting work. Building Designer not responsible for any encroachments of any kind which may result in filing or placement of structures on lot.

VICTORIA DESIGN 7438
 1555 JUBILEE AVENUE
 VICTORIA, B.C. V8N 5A4
 TEL: 250-582-7294
 FAX: 250-582-7264
 EMAIL: info@victroladesign.com

DATE: Sept 16, 2014
 SCALE: as shown
 DRAWN BY: MRB
 CHECKED BY: JTE

Proposed Addition:
 For Kasaiyah Investment corp.
 1555 Jubilee Avenue
 Oak Bay Junction Apartments
 Victoria, B.C.

DATE: Oct 1, 2014
 TIME: 10:33:25 AM
 SHEET NO.: A2.0

CONSULTANTS
ARCHITECTURAL DRAFTING

Victoria Design Ltd.
 153-891 Alton Avenue
 Victoria B.C. V8N 3A4
 Tel: 250-362-7316
 Fax: 250-362-7344
 Email: info@victoriadesign.ca

GENERAL CONTRACTOR

CIVIL ENGINEER STRUCTURAL

GEOTECHNICAL MECHANICAL ENGINEER

ELECTRICAL

LIST OF DRAWINGS

A1.0	SITEPLAN
A2.0	FLOOR PLANS
A2.1	GROUND FLOOR ADDITION
A3.0	ELEVATIONS EAST / NORTH
A3.1	ELEVATIONS WEST / SOUTH
A3.2	COLOURED ELEVATIONS
A4.0	CONTEXT PLAN
A5.0	CROSS SECTION
A6.0	BICYCLE ENCLOSURE LAYOUT

ISSUED/REVISED

No.	DATE	ISSUED/REVISED
01	09/04/14	95% Complete
02	09/14/14	100% Complete
03	10/01/14	City Comments
04	01/20/15	Revised room names of existing building
05	02/12/15	Revised Bicycle Enclosure & Elevations
06	02/23/15	Revised Bicycle Enclosure

General Contractor and/or Owner to verify and thoroughly review all aspects of plan and required consultants prior to commencement and setting out of all work. Any discrepancies are to be reported to Building Designer immediately. Building Designer not liable for changes made by others on site or failure to report discrepancies. Refer to General notes included on plan.

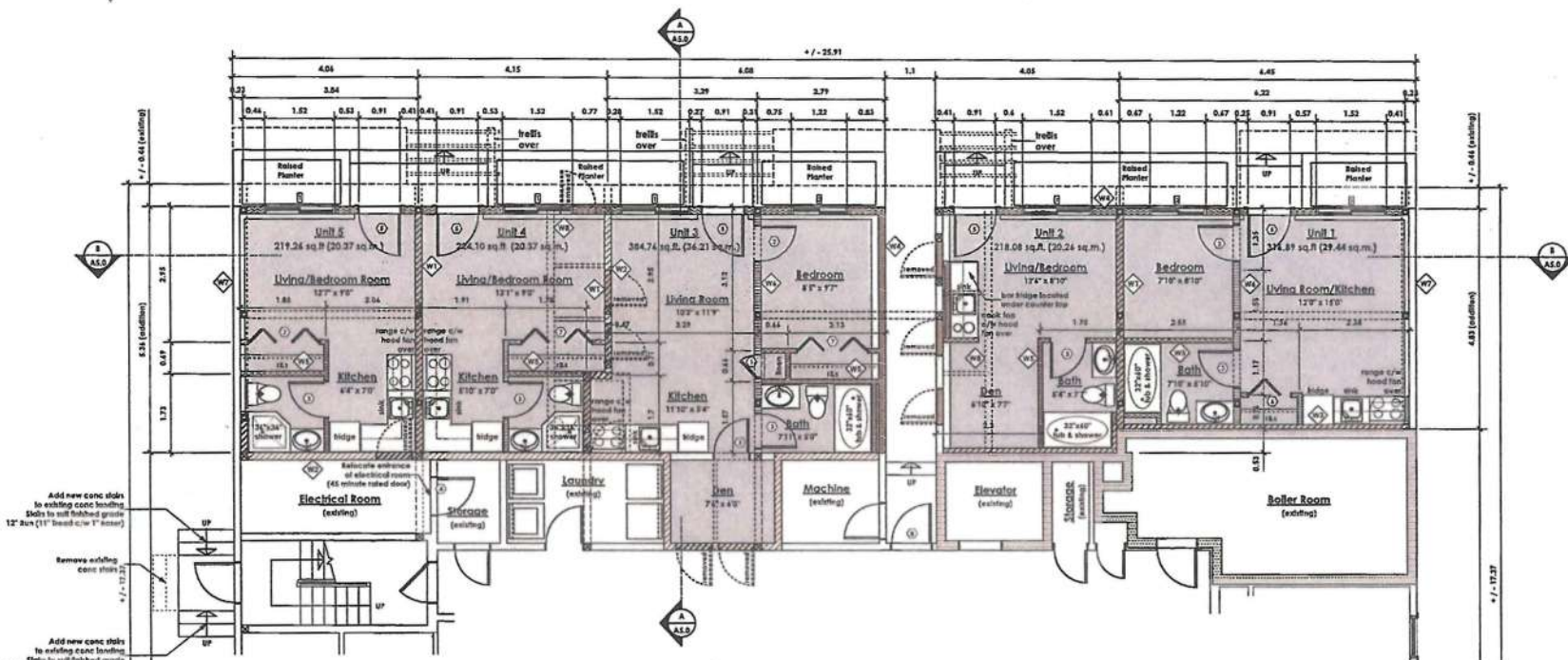
Make & CALL to verify placement and setting of all markers on site. General Contractor to verify in accordance with B.C.S. to ensure proper placement of structures on site prior to starting work. Building Designer not responsible for any encroachments of site lines with regard to setting or placement of structures on lot.

VICTORIA DESIGN
 7438
 Sept 16, 2014
 SCALE
 as shown
 DRAWN BY: MRB
 CHECKED BY: JTE
 PROJECT NO: 1555-JUBILEE-APT
 FILE: 1555-JUBILEE-APT-014

Proposed Addition:
 For Kasalah Investment Corp.
 1555 Jubilee Avenue
 Oak Bay Junction Apartments
 Victoria, B.C.

Date: 1/4/15
 Time: 10:33:25 AM

DATE PLOTTED: Oct 1, 2014
 PLOT NO: A2.1



1 Ground Floor Plan
 Scale: 1/4" = 1'-0"
 Designer: 2994.00 sq ft (278.23 sq m)
 Architect: 1318.16 sq ft (122.50 sq m)
 Total: 4312.16 sq ft (400.73 sq m)

NOTE: Power Saving Lighting is to be installed in each new units
NOTE: Water restrictors are to be installed in all Tubs, Showers and Toilets in each new units

EXTERIOR WINDOW SCHEDULE

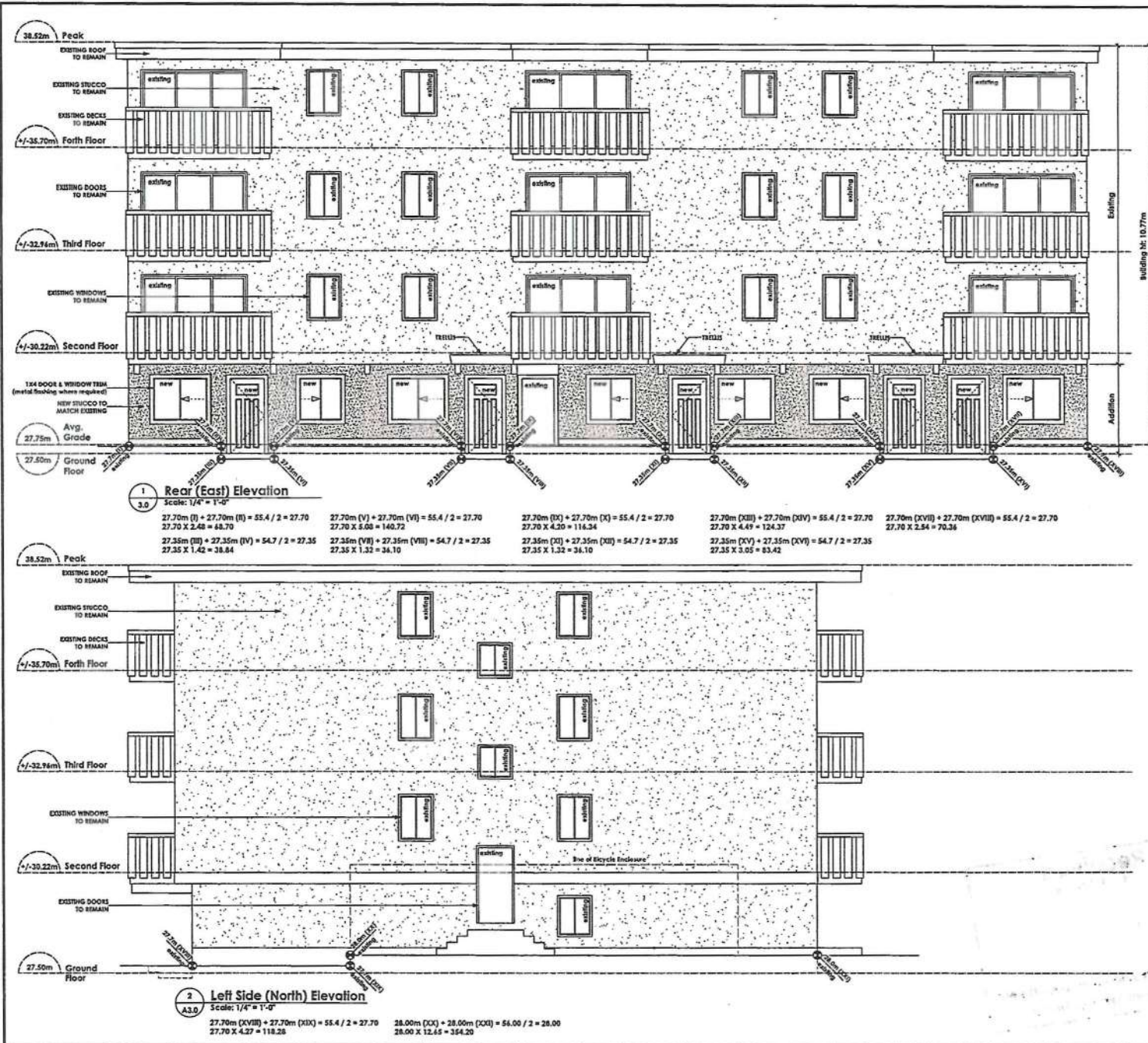
No.	Size	FRAME	QUANTITY OF WINDOWS
1	36" x 48"	WHR	2
2	36" x 36"	WHR	2
3	36" x 36"	WHR	2

DOOR SCHEDULE

No.	SIZE	ACTION	HARDWARE	DOOR	FRAME	FRZ PROTECTION	QUANTITY OF DOORS		
			P/S L/R P/P D/C P.H.	MATERIAL GLAZ. FINISH	MATERIAL FINISH	RATING			
1	36" x 48" x 1 3/4"	WHR		WHR	HD	F	WOOD	F	1
2	36" x 48" x 1 3/4"	WHR		WHR	HD	F	WOOD	F	2
3	36" x 48" x 1 3/4"	WHR		WHR	HD	F	WOOD	F	1
4	36" x 48" x 1 3/4"	WHR		WHR	HD	F	WOOD	F	1
5	36" x 48" x 1 3/4"	WHR		WHR	HD	F	WOOD	F	1
6	36" x 48" x 1 3/4"	WHR		WHR	HD	F	WOOD	F	1
7	36" x 48" x 1 3/4"	WHR		WHR	HD	F	WOOD	F	1
8	36" x 48" x 1 3/4"	WHR		WHR	HD	F	WOOD	F	1

ABBREVIATION LEGEND
 P/S = PRIVACY SET
 L/R = LOCK & KEY
 P/P = PUSH PULL
 D/C = DOOR CLOSER
 P.H. = PANIC HARDWARE
 ALUMN = ALUMINUM
 HWD = HOLLOW WOOD DOOR
 HW = HOLLOW WOOD DOOR
 SCHD = SOLID CORE WOOD DOOR
 P.S.F. = PRESSED STEEL FRAME
 MAT. = MATERIAL
 FIN. = FINISH
 GLAZ. = GLAZING
 NO. = NUMBER
 P = PAINTED
 S.P.G.L. = SHATTER PROOF GLASS
 J.M.D. = JOB MEASURE DOOR
 B.C.S. = BRITISH COLUMBIA BUILDING CODE
 C.S.A. = CANADIAN STANDARDS ASSOCIATION
 A.N.S.I. = AMERICAN NATIONAL STANDARDS INSTITUTE
 N/A = NOT APPLICABLE

WALL LEGEND
 1 HR F.R.L. NEW INTERIOR PARTITION
 1 HR F.R.L. ON EXISTING PARTITION
 NEW FURRING WALL
 45 MINUTE F.R.B. NEW EXTERIOR WALL
 NEW 2 1/2" INTERIOR PARTITION
 NEW 2 1/2" INTERIOR PARTITION
 EXISTING FRAMED WALL TO REMAIN
 EXISTING FRAMED WALL TO BE REMOVED



Average Finished Grade Calculation

	Sub Totals	Lengths
I to II	48.70	2.48
III to IV	38.84	1.42
V to VI	140.72	5.08
VII to VIII	36.10	1.32
IX to X	114.34	4.20
XI to XII	36.10	1.32
XIII to XIV	124.37	4.49
XV to XVI	83.42	3.05
XVII to XVIII	70.34	2.54
XVIII to XIX	118.28	4.27
XX to XXI	354.20	12.45
XXII to XXIII	94.15	3.43
XXIV to XXV	133.00	4.75
XXVI to XXVII	91.94	3.35
XXVIII to XXIX	21.28	0.74
XXX to XXXI	85.37	3.11
XXXII to XXXIII	194.54	7.02
XXXIV to XXXV	95.53	3.48
XXXVI to I	471.22	16.92
TOTAL	2374.50	85.44

Finished Avg. Grade: 2374.5 / 85.44 = 27.75 m

CONSULTANTS

ARCHITECTURAL DRAFTING
 Victoria Design Ltd.
 155-011 43rd Avenue
 Victoria, B.C. V8L 4M4
 Tel: 250-582-7974
 Fax: 250-582-7984
 Email: info@victoriadesign.ca

GENERAL CONTRACTOR

CIVIL ENGINEER **STRUCTURAL**

GEOTECHNICAL **MECHANICAL ENGINEER**

ELECTRICAL

LIST OF DRAWINGS

No.	DATE	ISSUED/REVISED
A1.0		SITE PLAN
A2.0		FLOOR PLANS
A2.1		GROUND FLOOR ADDITION
A3.0		ELEVATIONS EAST / NORTH
A3.1		ELEVATIONS WEST / SOUTH
A3.2		COLOURED ELEVATIONS
A4.0		CONTEXT PLAN
A5.0		CROSS SECTION
A6.0		BICYCLE ENCLOSURE LAYOUT

ISSUED/REVISED

No.	DATE	ISSUED/REVISED
01	09/04/14	95% Complete
02	09/16/14	100% Complete
03	10/01/14	City Comments
04	01/30/15	Revised room names of existing building
05	02/12/15	Revised Bicycle Enclosure & Elevations
06	02/23/15	Revised Bicycle Enclosure

General Contractor and/or Owner to verify and/or re-verify all aspects of plan and required approvals prior to construction and during and at all work. Any discrepancies are to be reported to Building Designer immediately. Building Designer not liable for changes made to plan on the building in report discrepancies. Refer to General notes indicated on plan.

Note: C.E.L.S. to verify placement and depth of all structures on lot. General Contractor to work in conjunction with C.E.L.S. to ensure proper placement of structures and plans to existing building. Building Designer not responsible for any encroachments of any kind with regard to plan or placement of structures on lot.

VICTORIA DESIGN 7438
 155-011 43rd Avenue DATE: Sept 16, 2014
 VICTORIA, B.C. SCALE: as shown
 DRAWN BY: MRB
 CHECKED BY: JTE
 PROJECT NO: 155-011-43RD AVENUE APARTMENTS
 WWW.VICTORIADDESIGN.COM

Proposed Addition:
 For Kasalich Investment corp.
 1555 Jubilee Avenue
 Oak Bay Junction Apartments
 Victoria, B.C.

Date: 1/4/15
 Time: 10:33:25 AM

APPROVED DATE: Oct 1, 2014 SITE NO: A3.0



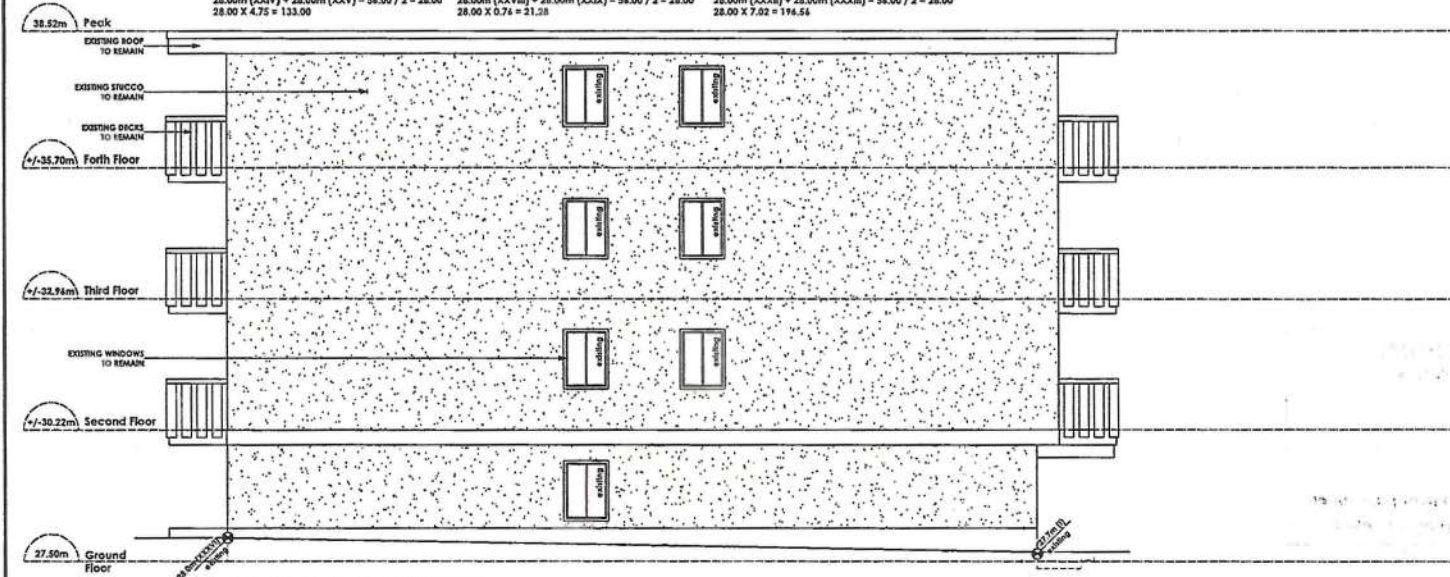
1 Front (West) Elevation
Scale: 1/4" = 1'-0"

27.45m (XXX) + 27.45m (XXXII) = 54.90 / 2 = 27.45
27.45 X 3.43 = 94.15
28.00m (XXIV) + 28.00m (XXV) = 56.00 / 2 = 28.00
28.00 X 4.75 = 133.00

27.45m (XXVI) + 27.45m (XXVII) = 54.90 / 2 = 27.45
27.45 X 3.35 = 91.94
28.00m (XXVIII) + 28.00m (XXIX) = 56.00 / 2 = 28.00
28.00 X 0.74 = 21.32

27.45m (XXX) + 27.45m (XXXI) = 54.90 / 2 = 27.45
27.45 X 3.11 = 85.37
28.00m (XXXII) + 28.00m (XXXIII) = 56.00 / 2 = 28.00
28.00 X 7.02 = 196.54

27.45m (XXXIV) + 27.45m (XXXV) = 54.90 / 2 = 27.45
27.45 X 3.48 = 95.53



2 Right Side (South) Elevation
Scale: 1/4" = 1'-0"

28.0m (XXXVI) + 27.7m (I) = 55.7 / 2 = 27.85
27.85 X 14.92 = 471.22

CONSULTANTS

ARCHITECTURAL DRAFTING	GENERAL CONTRACTOR
Victoria Design Ltd. 16481 Alton Avenue Richmond, B.C. V6V 2A4 604-270-8427/794 604-270-3217/344 TheVictoriaDesignGroup.com	

CIVIL ENGINEER	STRUCTURAL
-----------------------	-------------------

GEOTECHNICAL	MECHANICAL ENGINEER
---------------------	----------------------------

ELECTRICAL	
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LIST OF DRAWINGS

A1.0	SITEPLAN
A2.0	FLOOR PLANS
A2.1	GROUND FLOOR ADDITION
A3.0	ELEVATIONS EAST / NORTH
A3.1	ELEVATIONS WEST / SOUTH
A3.2	COLOURED ELEVATIONS
A4.0	CONTEXT PLAN
A5.0	CROSS SECTION
A6.0	BICYCLE ENCLOSURE LAYOUT

ISSUED/REVISED

No.	DATE	ISSUED/REVISED
01	09/04/14	95% Complete
02	09/14/14	100% Complete
03	10/01/14	City Comments
04	01/30/15	Revised room names of existing building
05	02/12/15	Revised Bicycle Enclosure & Elevations
04	02/23/15	Revised Bicycle Enclosure

General Contractor and/or Owner to verify and thoroughly review all aspects of plan and require a completed punchlist to be completed and signed and all work. Any discrepancies are to be reported to Building Designer immediately. Building Designer and Builder for changes made to plan on site or failure to report discrepancies. Refer to General Notes included on plan.

Notes: B.C.L.B. to verify placement and siting of all structures on lot. General Contractor to work in conjunction with B.C.L.B. to ensure proper placement of structures on site prior to starting work. Building Designer not responsible for any encroachments of any kind with regard to siting or placement of structures on lot.

PROJECT NO. 7438
DATE: Sept 16, 2014
SCALE: as shown
DRAWN BY: MRB
CHECKED BY: JTE

VICTORIA DESIGN GROUP
1177 - 101 STREET AVENUE
VICTORIA, B.C.
V8P 2A4
TEL: 604-270-8427
FAX: 604-264-0794
WWW.VICTORIADESIGNGROUP.COM

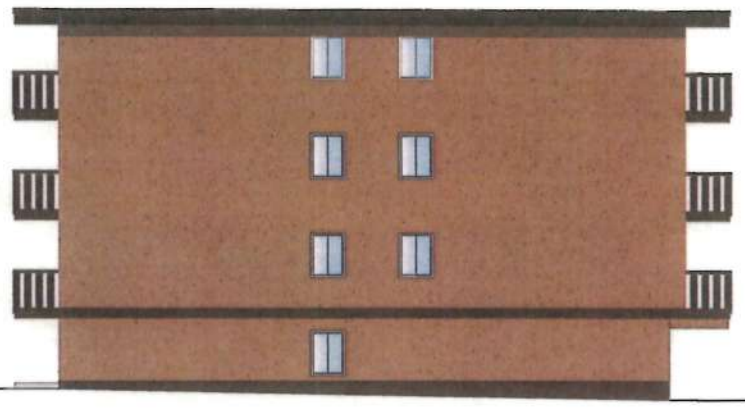
Proposed Addition:
For Kasalab Investment corp.
1555 Jubilee Avenue
Oak Bay Junction Apartments
Victoria, B.C.

DATE: 1/4/15
TIME: 10:33:25 AM

ISSUED DATE: Oct 1, 2014	REV. NO: A3.1
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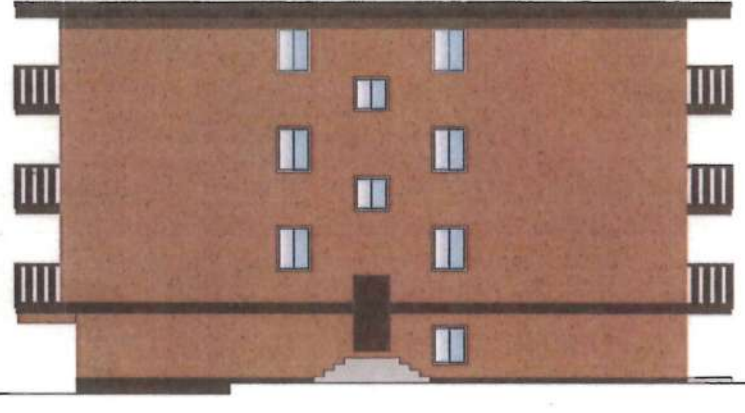
1 Front (West) Elevation
3.2 Scale: 3/16" = 1'-0"



2 Right Side (South) Elevation
3.2 Scale: 3/16" = 1'-0"



3 Rear (East) Elevation
3.2 Scale: 3/16" = 1'-0"



4 Left Side (North) Elevation
3.2 Scale: 3/16" = 1'-0"

AREA	COLOUR	COLOUR/FINISH INFO
STUCCO		Existing Finish and paint colour to remain unchanged. New walls to match finish and paint colour of existing stucco.
FASCIA & ROOF TRIM / DECKS		Existing paint colour to remain unchanged.
WINDOW TRIM		Existing paint colour to remain unchanged. New window trim to match paint colour of existing trim.

CONSULTANTS		
ARCHITECTURAL DRAFTING Victoria Design Ltd. 15497 47th Avenue Newark, B.C. V9L 9W4 Tel: 250-382-7754 Fax: 250-382-7754 Email: info@victoriadesign.ca	GENERAL CONTRACTOR	
CIVIL ENGINEER	STRUCTURAL	
GEOTECHNICAL	MECHANICAL ENGINEER	
ELECTRICAL		
LIST OF DRAWINGS		
A1.0	SITE PLAN	
A2.0	FLOOR PLANS	
A2.1	GROUND FLOOR ADDITION	
A3.0	ELEVATIONS EAST / NORTH	
A3.1	ELEVATIONS WEST / SOUTH	
A3.2	COLOURED ELEVATIONS	
A4.0	CONTEXT PLAN	
A5.0	CROSS SECTION	
A6.0	BICYCLE ENCLOSURE LAYOUT	
ISSUED/REVISED		
No.	DATE	ISSUED/REVISED
01	09/04/14	95% Complete
02	09/16/14	100% Complete
03	10/01/14	City Comments
04	01/20/15	Revised room names of existing building
05	02/12/15	Revised Bicycle Enclosure & Elevations
06	02/23/15	Revised Bicycle Enclosure
<p>General Contractor and/or Owner to verify and thoroughly review all aspects of plan and required construction prior to commencement and setting out of all work. Any discrepancies are to be reported to Building Designer immediately. Building Designer not liable for changes made to plan on site or before to report discrepancies. Refer to General notes included on plan.</p> <p>Note: B.C.L.C. to verify placement and depth of all steel bars as per General Contractor's work in conjunction with B.C.L.C. to ensure proper placement of rebar in the concrete. Building Designer not responsible for any discrepancies of any kind with regard to lifting or placement of structures on lot.</p>		
		7438 Sept 16, 2014 as shown MRB JTE
Proposed Addition: For Kasalah Investment corp. 1555 Jubilee Avenue Oak Bay Junction Apartments Victoria, B.C.		Date: 1/4/15 Time: 10:33:26 AM REVISION DATE: Oct 1, 2014 REV. NO.: A3.2



1 Context Plan
4.0

CONSULTANTS
ARCHITECTURAL DRAFTING **GENERAL CONTRACTOR**

Victoria Design Ltd.
104-101 Silver Avenue
Victoria B.C. V8A 6H4
Tel: 250-363-7214
Fax: 250-363-7284
Email: info@victoriadesign.ca

CIVIL ENGINEER **STRUCTURAL**

GEOTECHNICAL **MECHANICAL ENGINEER**

ELECTRICAL

- LIST OF DRAWINGS**
- | | |
|------|--------------------------|
| A1.0 | SITEPLAN |
| A2.0 | FLOOR PLANS |
| A2.1 | GROUND FLOOR ADDITION |
| A3.0 | ELEVATIONS EAST / NORTH |
| A3.1 | ELEVATIONS WEST / SOUTH |
| A3.2 | COLOURED ELEVATIONS |
| A4.0 | CONTEXT PLAN |
| A5.0 | CROSS SECTION |
| A6.0 | BICYCLE ENCLOSURE LAYOUT |

ISSUED/REVISED

No.	DATE	ISSUED/REVISED
01	07/04/14	1555 Complete
02	07/14/14	1507C Complete
03	10/01/14	City Comments
04	01/30/15	Revised room names of existing building
05	02/12/15	Revised Bicycle Enclosure & Elevations
06	02/23/15	Revised Bicycle Enclosure

General Contractor and/or Owner to verify and thoroughly review all aspects of plan and required comments pertaining to environmental and zoning and all work. Any alternate plans are to be required by Building Designer immediately. Building Designer and Owner for changes made by other or to be required to report discrepancies. Refer to General notes included on plan.

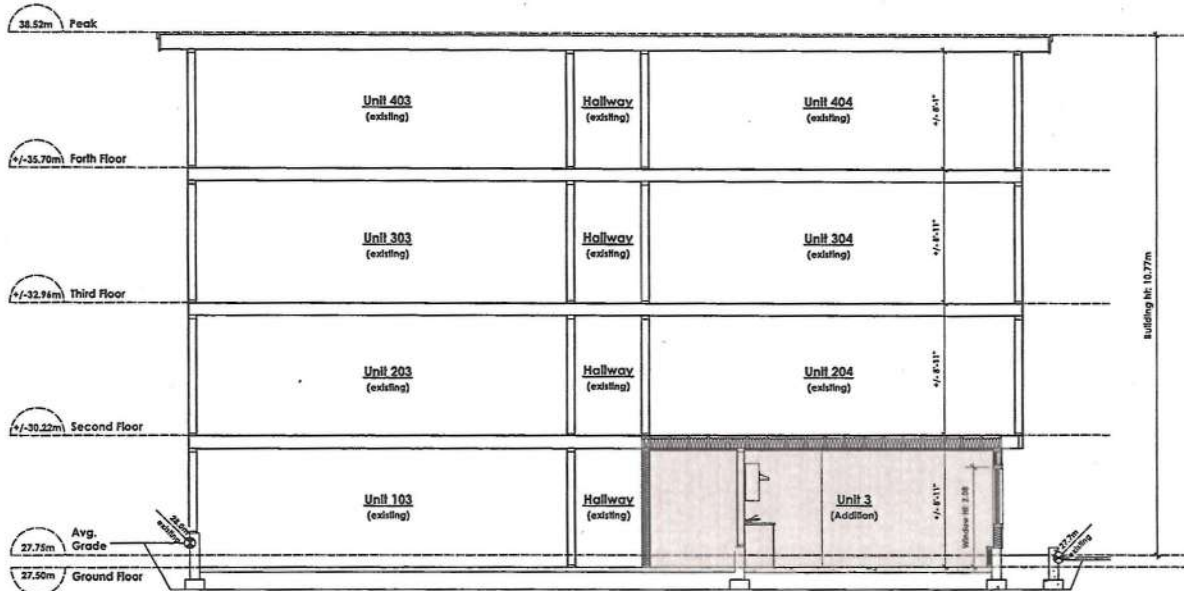
Note: C.E.S. to verify placement and sizing of all structures on lot. General Contractor to work in compliance with B.C.S.S. to ensure proper placement of structures on site prior to starting work. Building Designer not responsible for any environmental or any kind with regard to siting or placement of structures on lot.

VICTORIA DESIGN 7438
1555 Jubilee Avenue Sept 16, 2014
Victoria, B.C. as shown
MRB
JTE

Proposed Addition:
For Kasalah Investment corp.
1555 Jubilee Avenue
Oak Bay Junction Apartments
Victoria, B.C.

Date: 1/4/15
Time: 10:33:26 AM

ISSUING DATE DATE NO.
Oct 1, 2014 A4.0



1 Cross Section A-A
AS.0 Scale: 1/4" = 1'-0"



2 Cross Section B-B
AS.0 Scale: 1/4" = 1'-0"

CONSULTANTS	
ARCHITECTURAL DRAFTING	GENERAL CONTRACTOR
Victoria Design Ltd. 165-811 Abbey Avenue Victoria B.C. V8L 5M4 Tel: 250.382.7974 Fax: 250.382.7244 Email: info@victoriadesign.ca	
CIVIL ENGINEER	STRUCTURAL
GEOTECHNICAL	MECHANICAL ENGINEER
ELECTRICAL	

LIST OF DRAWINGS	
A1.0	SITEPLAN
A2.0	FLOOR PLANS
A2.1	GROUND FLOOR ADDITION
A3.0	ELEVATIONS EAST / NORTH
A3.1	ELEVATIONS WEST / SOUTH
A3.2	COLOURED ELEVATIONS
A4.0	CONTEXT PLAN
A5.0	CROSS SECTION
A6.0	BICYCLE ENCLOSURE LAYOUT

ISSUED/REVISED		
No.	DATE	ISSUED/REVISED
01	09/04/14	10% Complete
02	09/14/14	100% Complete
03	10/01/14	City Comments
04	01/30/15	Revised room names of existing building
05	02/12/15	Revised Bicycle Enclosure & Elevations
06	02/23/15	Revised Bicycle Enclosure

General Contractor and/or Owner to verify and thoroughly review all aspects of plans and receive construction documents in accordance and setting out of all work. Any discrepancies are to be reported to Building Designer immediately. Building Designer not liable for changes made to plan or site or failure to report discrepancies. Refer to General notes included on plan.

Notes: B.C.L.S. to verify placement and depth of all structures on lot. General Contractor to work in conjunction with B.C.L.S. to ensure proper placement of structures on site prior to starting work. Building Designer not responsible for any arrangements of any kind with regard to utility or placement of structures on site.

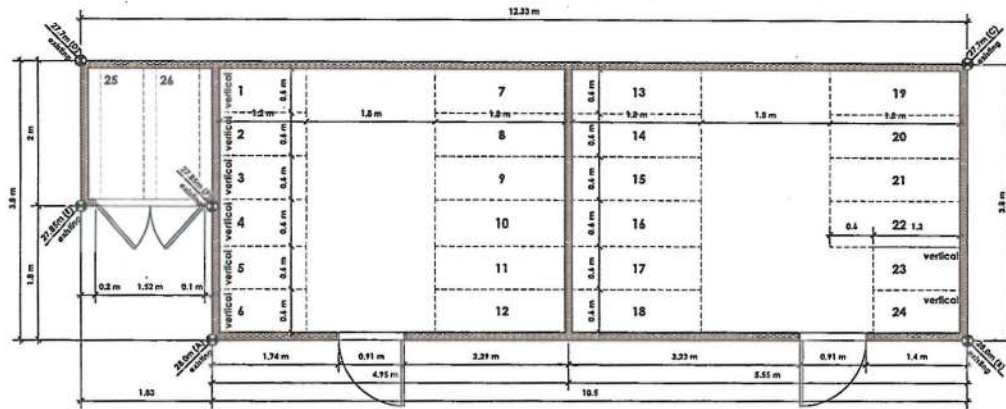
VICTORIA DESIGN GROUP 7438
 165-811 ABBEY AVENUE
 VICTORIA, B.C. V8L 5M4
 TEL: 250.382.7974
 FAX: 250.382.7244
 WWW.VICTORIADESIGNGROUP.CA

DATE: Sept 16, 2014
 AS SHOWN
 DRAWN BY: MRB
 CHECKED BY: JTE

Proposed Addition:
 For Kasaliah Investment corp.
 1555 Jubilee Avenue
 Oak Bay Junction Apartments
 Victoria, B.C.

Date: 1/4/15
 Time: 10:33:26 AM

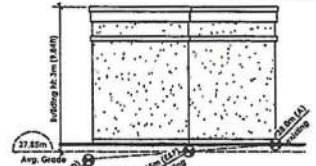
DATE	REV. NO.
Oct 1, 2014	A5.0



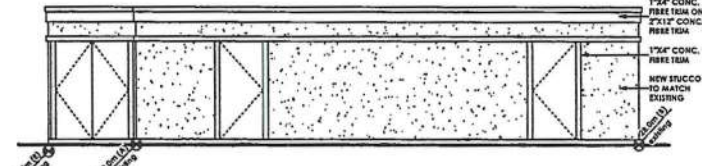
Average Grade Calculation

28.00m (A) + 28.00m (B) = 56.00 / 2 = 28.00 X 10.6 = 294.00
 28.00m (B) + 27.70m (C) = 55.70 / 2 = 27.85 X 3.80 = 105.83
 27.70m (C) + 27.70m (D) = 55.40 / 2 = 27.70 X 12.33 = 341.55
 27.70m (D) + 27.85m (E) = 55.55 / 2 = 27.78 X 2.00 = 55.55
 27.85m (E) + 27.85m (F) = 55.70 / 2 = 27.85 X 1.83 = 50.97
 27.85m (F) + 28.00m (A) = 55.85 / 2 = 27.93 X 1.80 = 50.27
Total Sub Totals: 878.18 / Total Lengths: 32.26
Avg. Grade: 878.18 / 32.26 = 27.85m

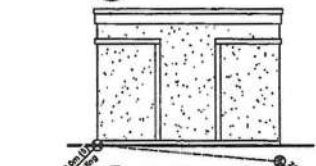
1 Bicycle Enclosure Layout
 Scale: 3/8" = 1'-0"
 434.64 sq.ft. (40.27 sq.m.)



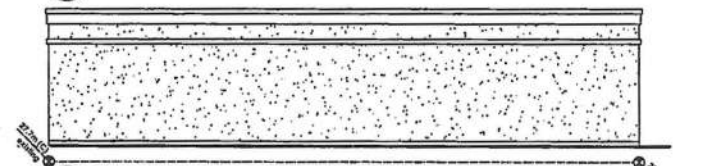
2 West Elevation
 Scale: 1/4" = 1'-0"



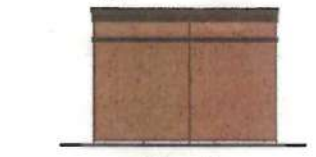
3 South Elevation
 Scale: 1/4" = 1'-0"



4 East Elevation
 Scale: 1/4" = 1'-0"



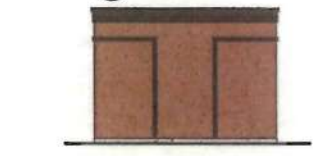
5 North Elevation
 Scale: 1/4" = 1'-0"



6 Coloured West Elevation
 Scale: 1/4" = 1'-0"



7 Coloured South Elevation
 Scale: 1/4" = 1'-0"



8 Coloured East Elevation
 Scale: 1/4" = 1'-0"



9 Coloured North Elevation
 Scale: 1/4" = 1'-0"

AREA	COLOUR	COLOUR/FINISH INFO
STUCCO		Wall to match finish and paint colour of stucco on existing building
WALL & ROOF TRIM		Wall and roof trim to match finish and paint colour of existing building

CONSULTANTS	
ARCHITECTURAL DRAFTING	GENERAL CONTRACTOR
Victoria Design Ltd. 103-411 Alton Avenue Victoria, B.C. V8A 4A4 Tel: 250-385-7271 Fax: 250-385-7264 Email: info@victoriadesign.com	
CIVIL ENGINEER	STRUCTURAL
GEOTECHNICAL	MECHANICAL ENGINEER
ELECTRICAL	

LIST OF DRAWINGS

A1.0	SITE PLAN
A2.0	FLOOR PLANS
A2.1	GROUND FLOOR ADDITION
A3.0	ELEVATIONS EAST / NORTH
A3.1	ELEVATIONS WEST / SOUTH
A3.2	COLOURED ELEVATIONS
A4.0	CONTEXT PLAN
A5.0	CROSS SECTION
A6.0	BICYCLE ENCLOSURE LAYOUT

ISSUED/REVISED

No.	DATE	ISSUED/REVISED
01	07/04/14	95% Complete
02	07/16/14	100% Complete
03	10/01/14	City Comments
04	01/30/15	Revised room names of existing building
05	02/12/15	Revised Bicycle Enclosure & Elevations
06	02/23/15	Revised Bicycle Enclosure

General Contractor and/or Owner to verify and thoroughly review all aspects of plan and required a consultant's professional stamp and seal and all work. Any discrepancies are to be reported to Building Designer immediately. Building Designer and Owner for changes made to plan on site or before to report discrepancies. Refer to General notes included on plan.

Make it C.L.S. to verify placement and effect of all structures on lot. General Contractor to verify and thoroughly review all aspects of plan and required a consultant's professional stamp and seal and all work. Any discrepancies are to be reported to Building Designer immediately. Building Designer and Owner for changes made to plan on site or before to report discrepancies. Refer to General notes included on plan.

VICTORIA DESIGN GROUP

7438
 Sept 16, 2014
 as shown
 MRB
 JTE

Proposed Addition:
 For Kasalah Investment corp.
 1555 Jubilee Avenue
 Oak Bay Junction Apartments
 Victoria, B.C.

Date: 1/4/15
 Time: 10:33:26 AM

ISSUED DATE: Oct 1, 2014
 SHEET NO: A6.0



Mayor & Council
CITY OF VICTORIA
1 Centennial Square
Victoria, BC

October 15, 2014

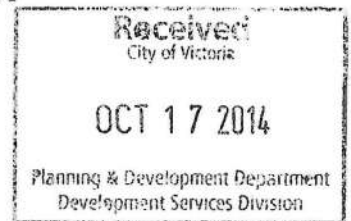
**SUBJECT: 1555 Jubilee Avenue
DP Application & Request for Variances: Addition of 5 suites**

To Whom it May Concern,

Please accept this development permit application and request for bylaw variances on behalf of 0814640 BC Ltd., registered owner of 1555 Jubilee Avenue, Victoria.

Requested Variances:

<u>Zoning Criteria</u>	<u>Proposed</u>	<u>Zone Standard R3-2</u>
Setbacks		
Dwelling Unit Floor Area	19.4m2	33.0m2/Section 3.3.2
Site Coverage %	36.2 Max	30/Section 3.3.4(1)
Open Site Space – Lot %	27.4 Min	30/Section 3.3.6(1)
Parking Minimum	16	34/Schedule C, Sect 16A 11B
Bicycle Parking		
Horizontal Distance Between a Dwelling Unit and Parking Space	0	6/Section 3.3.15
Accessory Building		
Location	Side Yard	Rear Yard/Schedule F Sect 1
Side Setback	0	.60/Schedule F Sect 4b
Separation Space Between an Accessory Building & Principle Building	1.2 min	2.40/Schedule F Sect 4d



Rationale

This residential apartment building is currently comprised of 21 units. We are proposing to increase that number to 26.





Over the past 30 years we have managed many residential buildings in Victoria. Our experience has taught us that an important rental need is not being met within the university and college demographic of Greater Victoria. Key points:

- An increasing number of post-secondary young adults seek rental accommodations at the beginning of each school year. Due to the contingent risk of tenants vacating within 8 months, landlords are unable to address this population. Students are faced with a difficult housing challenge, making Victoria a less desirable destination for their studies.
- Our sensitivity to the specific needs of these young people inspired the designation of a student-only building as of March 1, 2013.
- Through word-of-mouth and personal referrals, the building became very popular. So much so, we have been operating at maximum capacity with a perpetual waiting list.
- Given the success of 1555 Jubilee, we are considering the same demographic for the 43-unit building next door at 1535 Jubilee.

We seek a Development Permit for the addition of five (5) new suites, to be situated beneath the building's seven (7) covered parking stalls. Our rationale and observations:

- Following the renovation and transition to student-only rental on September 1, 2014, 70% of tenancy did not own a vehicle. Only four (4) of the 23 vehicle parking stalls were occupied.
- The covered parking area at the rear of the building did not offer sufficient bicycle storage/parking for the large percentage of tenants using bicycles as a primary mode of transportation.
- The back entrance became a safety concern for female tenants. Due to the absence of parked vehicles, young women felt alone and frightened when parking their bicycles after dark or before sunrise.
- To mitigate safety concerns and perceived threat among female tenants, we offered the rental of vacant parking stalls to the nearby medical community at a more economical rate than hospital parking. Eighteen (18) of the 23 spaces were filled immediately.
- Long-term visioning, and the crux of this DP application, involves the addition of rental suites and bicycle parking as well as the removal of seven (7) covered parking stalls. The provision of a large, secure bicycle enclosure will address student-specific needs. It is important to note that the existing 4" round metal support columns in the covered parking area are not to current code. In fact, insurers in various parts of the world will not cover parking supported by this type of column. The addition of continuous support beams and new walls along each column will eliminate this potentially dangerous structure.

Over the last decade the City of Victoria has taken assertive action to construct more bike lanes to meet the growing number of cyclists. Fort and Jubilee is a main arterial bicycle corridor and bus route. Our building at 1555 Jubilee is positioned at the centre of this corridor and offers our tenants direct access to public transit along the route to both Camosun College and University of Victoria.





Kaisaiah Investment Corporation



We strive to keep pace with Mayor and Counsel's proactive green transportation initiatives. The construction of 26 permanent tenant bicycle stalls and six (6) visitor stalls serves to illustrate to the community that we, as landlords, are concerned for both the environment and this important tenant demographic. Students have long felt the crunch of overcrowding. With UVIC busting at the seams and using stop-gap measures to accommodate the masses, our student community will benefit greatly from the safe landing pad provided at nearby 1555 Jubilee.

In conclusion, a student-only building with ample secure bicycle storage so close to the university allows us to funnel potential renters through the properties within our portfolio. Students need not be turned away or prejudiced against due to their unique schedules. Our business model has allowed us to attract a large student pool; both those enrolled in regular academic sessions and summer school.

Our Development Permit Application is attached for your consideration. We have also provided an in depth parking study, as completed by Les Archer, Transportation Engineer. We look forward to your feedback and invite you to contact the writer or any of the consultants for any additional information you may require.

Sincerely,

Alexandre Asfar
President & Director
0814640 BC Ltd.
Kasaiah Investment Corp.



Kaisaiah Investment Corporation - 206 3045 Douglas St., Victoria BC, V8T-4N1





Adept Transportation Solutions

PLANNING AND ENGINEERING

1555 JUBILEE AVENUE, Victoria, BC

**STUDENT- ONLY RENTAL APARTMENT
COMPLEX**

**Parking Demand Study In Support of
Parking Variance Application**

FINAL REPORT

Prepared for:
Kaisaiah Investment Corporation

Date:
May 12, 2014

Prepared by:
Adept Transportation Solutions

A handwritten signature in cursive script, reading "Les M. Archer".

Les M. Archer
Senior Transportation Planner

A handwritten signature in cursive script, reading "W. Wayne Gibson".

W. Wayne Gibson, CTech, Principal
Senior Transportation Technician



BACKGROUND

Kaisaiah Investment Corporation has been operating its' rental apartment complex at 1555 (formerly 1601) Jubilee Avenue, in the City of Victoria, as fully furnished suites for 'students only' since May 2013. The subject 21 unit apartment building currently operates at full occupancy, with a consistently long wait list under this new format. It is comprised of 1 bachelor unit (occupied by the live-in building manager), 6 one-bedroom + den units, 7 two-bedroom units, and 7 three-bedroom units. The building application proposes to add 5 new suites, comprised of 3 bachelor and 2 one-bedroom units, within the existing building footprint. A copy of the proposed Site Plan is attached at the end of this report. A parking variance is required.

The apartment was previously run as a typical rental apartment, without any tenant restrictions as to age, occupation, etc. Under the new rental format, it soon became obvious that the vast majority (approximately 85%) of these student occupied units do not own a vehicle. Furthermore, it became apparent that there is a severe shortage of furnished student rental accommodations within the area(s) of Victoria in proximity to such post-secondary educational institutions as the University of Victoria (UVic), the (Lansdowne) Camosun College, the Canadian College of the Performing Arts, and the CDI College campuses. This is confirmed by the consistently long student waiting list for this apartment building since the early 2013 inception of its' new rental format. This demand for student housing will continue to grow well into the future. The student enrollment for UVic, one of the main institutions creating this demand, is continually increasing, with 75% of it's' students being from out of the Region. The UVic student population has increased from 19,000 in 2009 to over 20,000 in 2012, an increase of more than 5%; enrollment for 2013 was up by another 500-1,000.

The subject 21 unit apartment complex currently provides 23 off-street parking spaces in back of the building, 7 of which are located under a cantilevered section of the second floor, a parking rate of 1.10 spaces per unit. A maximum of 6 of these stalls (1 of which had been used by the live-in manager) have been required for tenant related parking, leaving the building's back parking lot virtually empty; thus creating a perceived unsafe atmosphere. As a result, the 17 unused stalls have been rented out for vehicle storage and to employees working in the area as a means of creating a safer atmosphere in addition to the property generating some extra income. Copies of these Parking Space Lease Agreements are available for review in our files.

In view of the obvious high demand for this type of student housing and its' associated low demand for parking, the owners are proposing to create an additional 5 small rental suites, plus a fully secure locked bicycle storage area, by utilizing the area currently occupied by the 7 undercover stalls. This would result in the complex being comprised of 26 rental suites and 16 off-street parking stalls, a parking ratio of 0.62 spaces per unit. Although the actual 'tenant parking demand' for this particular apartment building is 0.29 spaces per unit, or 6 stalls, resulting in a significant over-supply of 10 parking stalls on the site after the new units are built, these unused stalls would no longer be rented out to non-tenants; on-site parking will continue to be provided to tenants at no extra cost. The new back-facing ground floor units and accompanying enclosed bicycle storage area, along with improved low intensity overhead lighting, will help create a safer atmosphere in the rear parking lot.

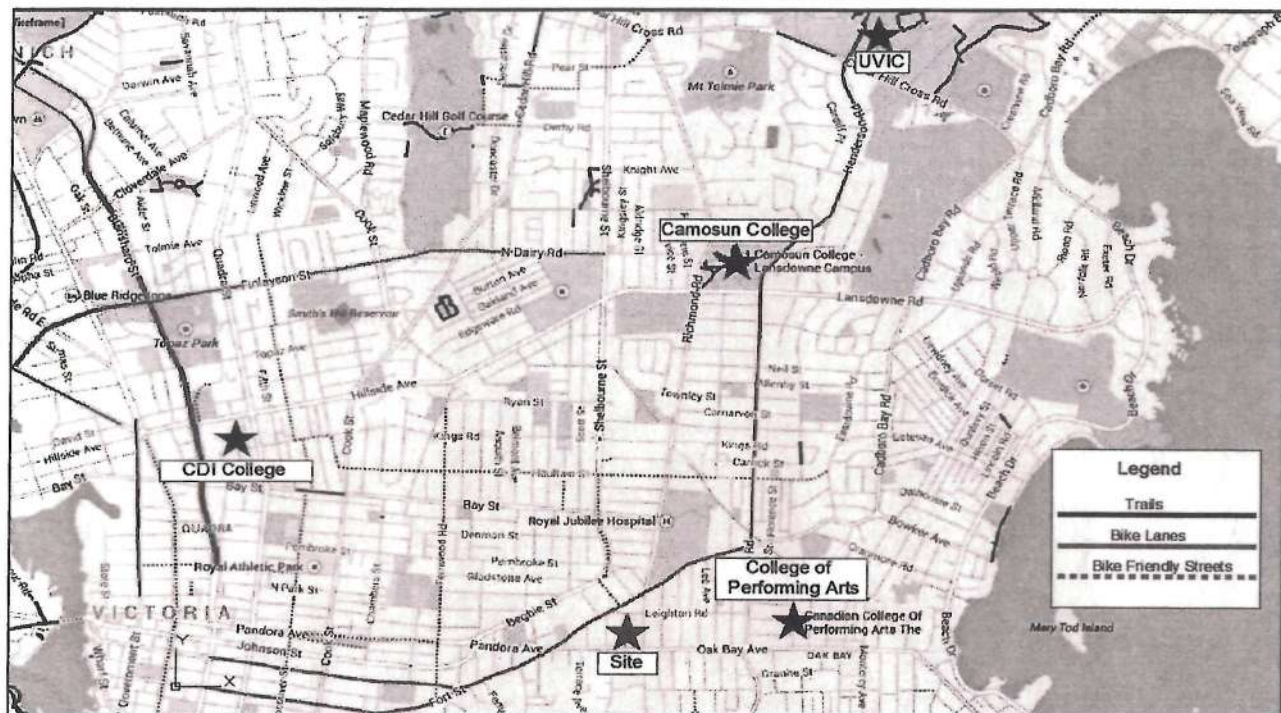
Since last May 2013, the subject apartment complex has been renting out its' fully furnished suites to post-secondary students only, many from outside of B.C. and Canada. As an example, following is a listing of the

majority of the current tenant educational institution destinations along with approximate distances from the subject apartment building; their locations are also shown in **Exhibit 1** on the following page.

- Lansdowne Campus of Camosun College, approximately 2.5 km away at the corners of Lansdowne, Richmond, and Foul Bay Roads; with more than a dozen of the current tenants attending as students;
- Canadian College of Performing Arts, approximately 1 km away at 1701 Elgin Road;
- University of Victoria, approximately 5 km away with more than a dozen tenants attending as students; and
- CDI College; approximately 3 km away in the Quadra Village at 950 Kings Road.

Given the aforementioned situation, the Applicant is proposing to expand the number of rental units for this apartment building from 21 to 26 suites, and significantly improve its' bicycle parking situation, by converting the 7 existing under-cover parking spaces into 5 small suites; thus reducing its' off-street parking supply from 23 down to 16 spaces.

Exhibit 1: 'Site and Pertinent Educational Facilities Location'



TRANSIT

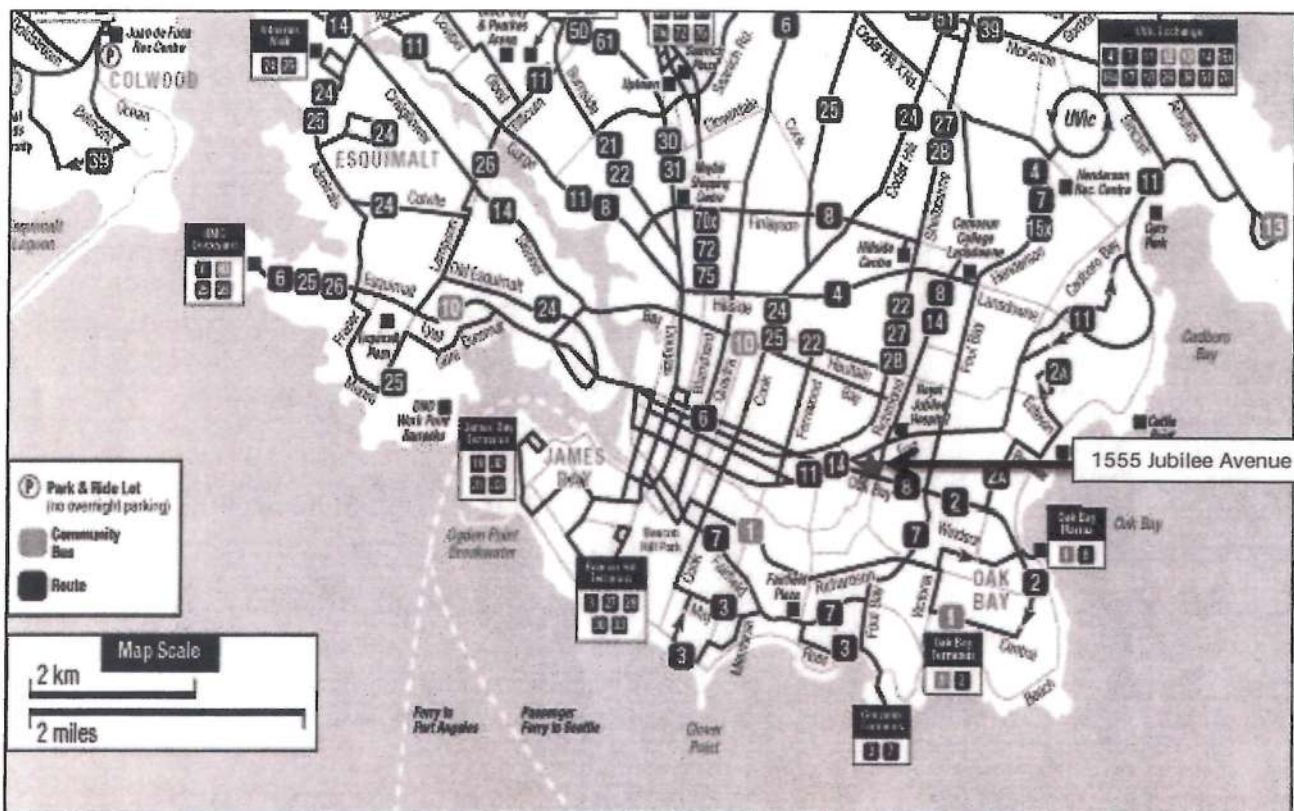
Convenient Transit service with excellent headways is provided along Fort Street and Oak Bay Avenue, ½ block away from the subject site to the north and south.

Route numbers 2 and 8 travel along Oak Bay Avenue with sheltered bus stops in close proximity to the site. Route #2 operates on 15 minute headways the majority of the day and connects the site and Oak Bay to the downtown core. Route #8 operates on approximate 30 minute headways and connects Oak Bay to Camosun College's Interurban Campus via regional shopping and employment facilities including Hillside Mall, Mayfair Mall and Tillicum Mall.

Route numbers 8, 11, 14, 15 and 33 all travel along Fort Street, with sheltered bus stops within a short walking distance from the site. These routes provide frequent service to major destinations including UVic, downtown Victoria, the Tillicum Mall, and Camosun College (Lansdowne).

A transit map is provided in **Exhibit 2** for reference regarding the proximity of the site to the transit network.

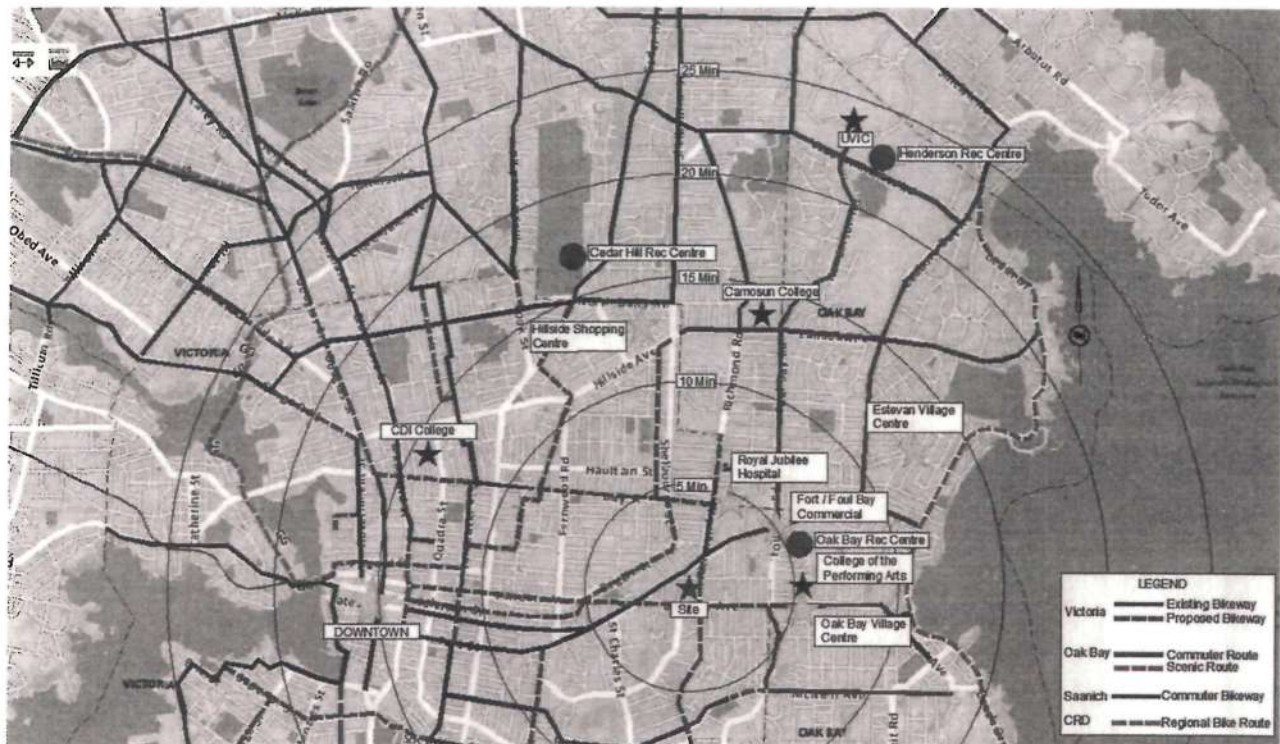
Exhibit 2: 'Site and Transit Route Location'



CYCLING

Victoria, the "Cycling Capital of Canada" has a mild climate most of the year, moderate topography, and most of the population in the region is located within 6 km of the downtown, which is an ideal range for attracting cyclists. Cycling is one of the most sustainable modes of transportation; displacement of auto trips by cycling helps to reduce traffic congestion and reduces noxious emissions. Cycling can be combined with other travel modes, such as transit. The following **Exhibit 3 - Victoria, Oak Bay & Saanich Cycling Network** illustrates the City of Victoria, District of Oak Bay and connecting District of Saanich bikeway networks. The subject apartment is located in proximity to existing major bikeway routes.

Exhibit 3: Victoria, Oak Bay & Saanich Cycling Network



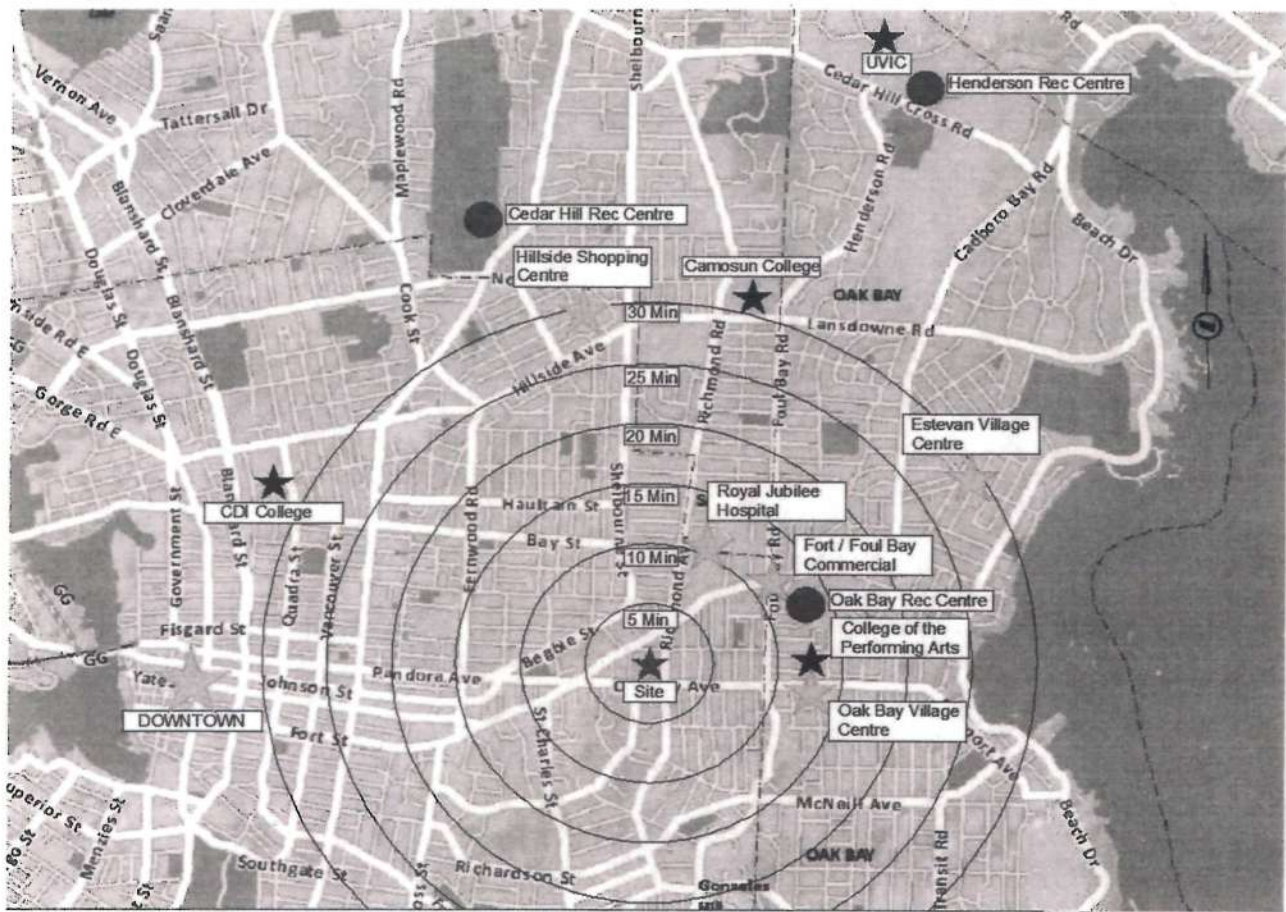
Bicycle travel time estimates from the subject apartment site are shown. These are estimates based on a 10 km/h bicycle travel speed and are for illustrative purposes only as there can be a large variation in cyclist travel speed based on ability and topography.

WALKING

As it has been noted above, the location of the subject site is within close proximity, or easy walking distance, to an array of amenities ranging from commercial to recreational to excellent transit services. In this mature neighborhood, infrastructure to accommodate pedestrians is already in place. There are existing concrete sidewalks along both sides of the roads in the vicinity of the site, along with controlled crossings at major intersections.

The following **Exhibit 4 - Walkability Map** shows the approximate walk distance and times for up to a 30 minute one-way walk trip. Major destinations are also identified. For this estimate, an average walk speed was assumed at 1.2 m/s.

Exhibit 4: Walkability Map



ANALYSIS

Tenant Parking Demand for Pertinent Standard Rental Apartments in the Subject Jubilee Avenue Area

As we have done in numerous other 'parking demand' studies, in order to better understand the existing parking trends of the subject site and similar nearby rental apartment complexes, we had ICBC undertake a vehicle ownership search for rental apartments relative to this study. The results are effective as of February 28, 2014. **Exhibit 5** on the following page shows the locations of the subject apartment and the other 6 unrestricted, or standard, apartment rental complexes analyzed as being pertinent to this study; these are listed on Table 1.

Exhibit 5: Study Apartment Complexes



As shown in the ICBC data, the subject 1555 Jubilee apartment complex has a resident-tenant vehicle ownership rate of 0.29 vehicles per suite, or 6 vehicles. This data is consistent with information provided by the client and live-in manager; the manager has recently sold his vehicle as he has discovered it was unnecessary.

The other 6 surveyed rental apartment complexes in close proximity of the subject Jubilee Avenue project have a mean average resident-vehicle ownership rate of 0.56 vehicles/suite; with a median average of 0.59. Furthermore, it was discovered that virtually all visitors to the Jubilee Avenue Apartments park on the street due to 'convenience' to the front entries and the availability of on-street parking space.

The parking section of the City of Victoria Zoning Regulation Bylaw for the subject site's R3-2 zone stipulates an off-street parking requirement of 1.3 spaces per multiple (rental) dwelling unit of which 10% of the parking supply



must be assigned for visitors. The current parking supply for the existing 1555 Jubilee Avenue rental apartment is slightly less than the bylaw requirement but has always operated with excess parking. Twenty-three (23), or a ratio of 1.10 spaces per unit, off-street parking spaces are currently provided for the existing 21 rental units. The other 6 surveyed rental apartments supply off-street at parking rates ranging from 0.62 to 1.0 space per unit (see Table 1); all of these apartments have a surplus of off-street parking.

The following **Table 1** summarizes the results of our requested ICBC search of actively insured vehicles by postal code, address and city, as of February 28, 2014, as well as the actual parking supply data, relative to this study:

Table 1: Existing Parking Demand for Subject 'Student Rental' Apartment and 'Standard Rental Apartments in Proximity to Subject Site (refer to Exhibit 5 for Apartment locations)

Postal Code	Address	No. of Rental Units/Suites	Registered Tenant Vehicles	Actual Parking Rate	Parking Supply / Rate (spaces per unit)
V8R 4N4	1555 Jubilee Ave.	21 (26 proposed)	6	0.29	23 / 1.10 (current) - 0.62 (proposed)
V8R 4N4	1535 Jubilee Ave.	43	27	0.63	43 stalls / 1.0 stall per unit
V8R 4N4	1510 Jubilee Ave.	24	17	0.71	23 / 0.96
V8R 4N4	1520 Jubilee Ave.	30	18	0.6	29 / 0.97
V8R 4N4	1764 Oak Bay Ave.	52	22	0.42	32 / 0.62
V8R 4N4	1520 Richmond Ave.	24	10	0.42	20 / 0.83
V8R 4N4	1550 Richmond Ave.	38	22	0.58	34 / 0.89

As shown in the above summary table of the ICBC data, the subject 1555 Jubilee Avenue apartment has a resident/tenant vehicle ownership rate of 0.29 vehicles per suite, or 6 vehicles.

The other 6 rental apartment complexes pertinent to his study have a mean average resident vehicle ownership rate of 0.56 vehicles/suite; with a median average of 0.59 vehicles/suite.

Since the inception of this 'fully furnished post-secondary student only rental concept', there has been a consistently long tenant waiting list. Few of these tenants have a vehicle and the majority of the existing 23 off-street parking spaces were left vacant; thus the 17 vacant spaces have been rented out on a monthly basis for vehicle storage or to people who work in the area.

On-Street Parking Supply

There is an abundance of partially 'time restricted' (i.e. 2 Hours, Monday-Friday 8am-6pm) on-street parallel parking along both sides of this block of Jubilee Avenue. There is space for approximately 37 vehicles to park along the 1500 block of Jubilee Avenue (18 along eastern & 19 along western curbs). In addition, this block provides 5 passenger zones (3 minute time restriction) in front of many of the apartments.



Visitor Parking

Although there is ample off-street parking available for 'visitors' for all of the rental apartment complexes in the vicinity of the subject site, the vast majority of visitors to the apartments located along the 1500 block of Jubilee Avenue park on the street. This is due to the combination of the consistent availability of on-street parking and the convenience of direct access to the apartments' front entrances.

Bicycle Parking

As per the City's bylaw requirement, the new construction of the subject apartment building will include secure lock-up storage for 26 bicycles (1 per unit) plus a conveniently located outdoor bicycle rack for 6 bicycles. This is shown on the attached Site Plan.

CONCLUSIONS

City of Victoria Council has granted many parking variances in the past when presented with valid parking studies that support a parking relaxation. The City recognizes reduced parking requirements are warranted based on project specifics such as 'site location' and 'use'. Given the specific use of the subject rental apartment for student housing, in conjunction with the site being well serviced by transit, walking and cycling infrastructure, local amenities, and the relative proximity to the student residents' post-secondary educational institution destinations, the requested parking variance for this complex is warranted. Furthermore, in addition to a surplus of off-street parking for the surveyed apartments, there is ample on-street parking available along both sides of the 1500 block of Jubilee Avenue for visitor parking. These factors have an impact on the parking demand of the studied apartments, resulting in justification for a reduction in the off-street parking bylaw requirement for the subject site.

The current City of Victoria 'off-street parking bylaw' for the subject site's R3-2 Zone does not fully recognize the important effect that location and specific use have in a reduced parking requirement for apartments.

In addition to the proximity of the subject student-only rental apartment being located relatively close to the tenants' educational institution destinations, the site is well serviced by transit, (pedestrian) sidewalks, and cycling facilities, as well as all necessary amenities (i.e. grocery and other shopping, restaurants / cafes, and medical, including a major Hospital, facilities); all contributing to a low vehicle ownership rate.

Our recent 'project specific' research findings have determined that a parking variance as per our recommendation is justified for this project; a reduction in the current 1.3 stalls / per unit rate down to 0.62 stalls / per unit is warranted. This would permit the subject rental apartment to continue operating without any restrictive covenants regarding 'tenant type' being necessary, if that was to be considered an option.

Since the inception of this 'fully furnished post-secondary student only rental concept', there has consistently been a long tenant waiting list. Few of these tenants have a vehicle and the majority of the existing 23 off-street parking spaces were left vacant; thus the 17 vacant spaces have been rented out on a monthly basis to non-tenants in the past.



It should be made clear that the expanded subject apartment is intended to continue to operate as 'fully furnished for student only' rentals; thereby ultimately only requiring in the range of 8 off-street parking spaces, a parking rate of about 0.30 spaces per unit. However, it is not intended to rent out the surplus stalls for non-tenant use once the new suites are constructed.

Justification for approval of our recommended parking variance is as follows:

- the fact that the relevant 'standard' rental apartments in the vicinity of the subject site have an average resident (tenant) vehicle ownership rate of 0.59 vehicles per unit;
- the fact that the majority of the visitors to the Jubilee Avenue apartments park on the street due to the 'availability' and 'convenience' factors;
- the specific use of the subject apartment building as full furnished rentals for students-only;
- close proximity to all required amenities and pertinent post-secondary educational facilities, and relative proximity to the downtown and Oak Bay Village core areas;
- well serviced by public transit and pedestrian / cycling infrastructure;
- the addition of a secure bicycle lock-up room plus an outdoor bicycle rack for short term use as shown on the attached Site Plan;
- compatibility with the City of Victoria and the CRD adopted strategies for encouraging travel modes other than the automobile; and
- the trend towards lower vehicle use, or "Active Transportation", which refers to any form of human-powered transportation such as walking, cycling, etc.

RECOMMENDATIONS

In view of our research, analysis and findings regarding the actual 'parking demand' for this project and our other surveyed apartments, we recommend that Council approve an off-street parking variance for this project from 1.3 spaces per unit down to 0.62 spaces per unit; a variance of 18 off-street parking spaces. That is, instead of the 34 (i.e. 26 units X 1.3) spaces that would be required under the current bylaw, that Council approve 16 (i.e. 26 X 0.62) off-street parking spaces for this permit application.

Furthermore, in view of the fact that the other surveyed apartments have an average resident vehicle ownership rate of 0.59 vehicles per unit with an abundance of on-street parking being available along the 1500 block of Jubilee Avenue for visitor use, in conjunction with the convenient location of the subject area and the proximity to all amenities and non-vehicle travel mode services, we suggest that it is not necessary to attach a 'student-only rental' restrictive covenant to this application.