



Planning and Land Use Committee Report

For the meeting on July 17, 2014

Date: July 4, 2014 **From:** Brian Sikstrom, Senior Planner

Subject: **Update on Rezoning Application # 00431 and concurrent Development Permit Application #000336 for 1950 Blanshard Street** - Application to rezone from the M-1 Zone, Limited Light Industrial District, to a new zone to permit a seven-storey, 65-unit apartment building with ground and second floor commercial space

Executive Summary

The purpose of this report is to present Council with updated information, analysis and recommendations regarding a Rezoning Application and concurrent Development Permit Application for the property at 1950 Blanshard Street.

At its meeting on May 1, 2014, the Planning and Land Use Committee (PLUC) reviewed the application and discussed the proposed location, land use, dwelling unit mix, building design and green features as well as proposed transportation demand management measures. The staff recommendation that the Advisory Design Panel (ADP) review the Development Permit Application with particular attention to the site planning and design of the south elevation of the residential tower was endorsed with the addition of the consideration of design guidelines for Gateways in the *Downtown Core Area Plan, 2011*. The staff recommendation was also amended by the Committee to require that two visitor parking spaces be secured and that the provision of bus passes be for a period of five years rather than one year. In addition, the staff recommendation was amended to require the application to return to the PLUC rather than being forwarded to a Public Hearing.

Following the meeting, the applicant responded to PLUC and staff comments with building design revisions, which were reviewed by the ADP on May 28, 2014. The ADP passed a motion (minutes attached to this report) recommending that the Development Permit Application be approved and that the applicant continue to work with staff to address the remaining design issues. In response to the ADP's comments, the applicant has made further revisions to the building design which significantly improve its consistency with the design policies and guidelines contained within the *Official Community Plan, 2012* and the *Downtown Core Area Plan, 2011*. The major revisions include:

- adding individual patios and a common patio area on the third floor
- shifting the western portion of the residential tower to the north to improve the livability of the building for residents and lessen its impact on the adjacent property to the south
- revising the design of the upper floors of the building to reflect the eastward inflection of Blanshard Street and its prominent location at the entrance to Downtown.

The applicant also noted that the proposal's sustainable aspects include its location on a previously developed site with a density and location on the edge of Downtown that encourages walking, the use of transit and car sharing. In addition, the building is intended to be energy and water efficient.

Staff recommend that the PLUC support the revised building design which has addressed the major issues raised by staff, the PLUC and Advisory Design Panel.

Updated information on other aspects of the proposal is summarized as follows:

- The draft Housing Agreement is currently being prepared by the applicant and will require review by staff should the Rezoning Application and Development Permit Application be forwarded to a Public Hearing.
- The applicant has agreed that two car share and two visitor parking stalls will be legally secured.
- The applicant has been working with the Victoria Car Share Co-op and has provided a draft agreement between them. The cost to the applicant of the car share requirements in the draft agreement is in the order of \$90,000.00. The applicant is currently exploring ways of legally securing the car share agreement.
- The applicant is continuing to propose free bus passes for new tenants for the first year of building operation but, due to its costs, is not willing to extend the timing of this subsidy to five years. Instead, the applicant is proposing to contribute \$20,000.00 to a transportation fund for the residents of the building. This fund would provide financial assistance for residents who use the Car Share Co-op or possibly rent or purchase bicycles. Staff are supportive of the transportation fund concept. Additional information will be required to establish the parameters of the fund's operation and how the applicant's commitments would be secured.

The May 1, 2014, Planning and Land Use Committee minutes and the staff report are attached for background information as well as letters from the applicant and the architect summarizing their responses to the PLUC's and staff's comments and recommendations.

Based on the revisions made to the proposal and additional information provided by the applicant, the updated staff recommendations are provided below.

Recommendations

1.
 - a. That Council instruct staff to prepare the necessary *Zoning Regulation Bylaw* amendment that would authorize the proposed development outlined in Rezoning Application #00431 for 1950 Blanshard Street.
 - b. That Council consider giving first and second reading to the *Zoning Regulation Bylaw* amendment after the bylaws have been drafted.
 - c. That Council schedule a Public Hearing after the bylaw has received first and second reading subject to:
 - i) registering a Housing Agreement on title, secured by bylaw, to ensure the rental tenure of the apartments in perpetuity to the satisfaction of the City Solicitor,
 - ii) registering a covenant to secure two parking stalls for car share use and two parking stalls for residential visitors,
 - iii) securing car share memberships for each unit in perpetuity and bus passes for all residents free-of-charge for the first year of building operations,

- iv) securing a transportation fund of at least \$20,000.00 established by the applicant to provide financial assistance for residents who use alternative modes of transportation to the satisfaction of staff,
 - v) providing sewer attenuation information and the means to attenuate the sewage to the satisfaction of the Director of Engineering and Public Works and the registration of a covenant to secure the commitment to attenuate sewage, if this is required,
 - vi) complying with the Ministry of Environment's *Environmental Management Act* as it pertains to potentially contaminated sites.
2. Following the Hearing, and subject to the adoption of the Bylaw amendment for 1950 Blanshard Street, that Council considers passing the following resolution to authorize the issuance of a Development Permit Application #000336 in accordance with:
- a. plans date stamped June 27, 2014;
 - b. development meeting all *Zoning Regulation Bylaw* requirements;
 - c. final plans to be generally consistent with the plans identified above, to the satisfaction of the Director of Sustainable Planning and Community Development.

Respectfully submitted,




Brian Sikstrom
Senior Planner
Development Services Division



Deb Day, Director
Sustainable Planning and Community
Development Department

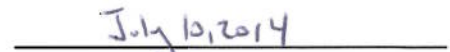


Report accepted and recommended by the City Manager:



Jason Johnson

Date:



BMS:aw

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1.0 Purpose

The purpose of this report is to present Council with updated information, analysis and recommendations regarding a Rezoning Application and concurrent Development Permit Application for the property at 1950 Blanshard Street.

2.0 Background

2.1 Description of Proposal

The proposal is to construct a seven-storey, 65-unit apartment building with 1782 m² of ground and second-floor office and retail space at the corner of Blanshard Street and Discovery Street. The proposed building has a Floor Space Ratio (FSR) of 4.03:1. The apartments would be comprised of three bachelor and 62 one-bedroom units. Most units would have a floor area of 41 m². The units would be comprised of 43 units for low-income residents and 22 units for moderate-income residents with rental rates to be no more than 30% of household income. Through an associated Housing Agreement, the apartment building would be required to be rental in tenure in perpetuity. The building will be owned and managed by the Greater Victoria Rental Development Society. Through a separate application and review process, the Society is requesting funding from the Victoria Housing Fund, which has available funds. A separate staff report will be prepared with consideration of any funding to follow Council's decision on the Rezoning Application.

The proposed building includes underground parking for 27 vehicles accessed from Discovery Street. Twenty spaces would be provided for residents, including two visitor parking stalls. In addition, seven parking stalls would be provided for commercial uses. To mitigate parking and transportation demands, Car Share Co-op memberships would be provided for all units as well as bus passes for residents in the first year of the building's operation and a transportation fund is being proposed, which would provide financial assistance (and incentive) for residents who use alternative modes of transportation, e.g. the Car Share Co-op, rental or purchase of bicycles.

The building design consists of a two-storey podium with a five-storey residential tower. The western portion of the residential tower has been setback 3 m from the south property line to meet the building separation guidelines in the *Downtown Core Area Plan, 2011*. The top two storeys are articulated to acknowledge the curve of Blanshard Street with oriel windows projecting from the north façade adding visual interest. Building materials include: exposed concrete, fibre-cement panel, metal panel system and aluminum framed windows. Building massing, windows and colour treatments provide interest and variety to the building elevations.

2.2 Planning and Land Use Committee Motion

At its meeting on May 1, 2014, the Planning and Land Use Committee of Council passed a motion requiring the application return to the Committee with further information

- Action:** *It was moved by Councillor Coleman, and seconded by Councillor Thornton-Joe:*
1. *That Rezoning Application # 00431 for 1950 Blanshard Street return to the Planning and Land Use Committee, once the following conditions are met:*
 - a. *Advisory Design Panel review of the Development Permit Application with particular attention to the site planning and design*

- of the south elevation of the residential tower and as well as to consider design guidelines as in 6.145 for Gateways.
- b. Registration of a Housing Agreement on title, secured by Bylaw, to ensure the rental tenure of the apartments in perpetuity to the satisfaction of the City Solicitor.
 - c. Registration of a covenant to secure two parking stalls for car share use, and two visitor stalls.
 - d. Securing car share memberships for each unit in perpetuity and bus passes for all residents free-of-charge for a minimum of five years to the satisfaction of the City Solicitor.
 - e. Provision of sewer attenuation information and the means to attenuate the sewage to the satisfaction of the Director of Engineering and Public Works and the registration of a covenant to secure the commitment to attenuate sewage, if this is required.
 - f. Compliance with the Ministry of Environment's Waste Management Act as it pertains to potentially contaminated sites.
2. Following consideration of Rezoning Application # 00431, that Council authorize the issuance of a Development Permit in accordance with:
- a. Plans stamped "Development Permit Application # 000336 dated, January 23, 2014" and submission of acceptable revised plans.
 - b. Development meeting all Zoning Regulation Bylaw requirements.
 - c. Final plans to be in accordance with the plans identified above, to the satisfaction of the Director of Planning and Development.

On the main motion as amended:
CARRIED 14/PLUC097

2.3 Updated Data Table

The following data table compares the proposal with the CA-4 Zone, Central Area Commercial Office District. An asterisk is used to identify where the proposal is less stringent than the comparative existing zone.

Zoning Criteria	Proposal	CA-4 Zone Standard
Site area (m ²) – minimum	1343.0	N/A
Total floor area (m ²) – maximum	5413.0*	4029.0
Residential	3458.0	
Office	1030.0	
Retail	925.0	
Density (Floor Space Ratio) – maximum	4.03:1*	3.0:1
Height (m) – maximum	25.99	43.0
Storeys – maximum	7	N/A
Site coverage (%) – maximum	88.6	N/A
Open site space (%) – minimum	8.8	N/A

Zoning Criteria	Proposal	CA-4 Zone Standard
Setbacks (m) – minimum		
North (Discovery St.)	Nil (podium) 3.05 (north side of tower)	4.5
West	Nil (parkade) 11.25 (west side of tower)	N/A
East (Blanshard St.)	Nil (podium) 3.05 (east side of tower)	N/A
South	Nil (podium, elevator and stairway in tower) 3.0 (residential portion of tower)	N/A
Parking – minimum	27*	46 (0.7 per dwelling unit)
Residential	20* (including 2 car share) (0.3 per dwelling unit)	
Commercial	7*	
Visitor parking – minimum	2*	5
Bicycle storage – minimum	82	70
Bicycle rack – minimum	14	11

3.0 Advisory Design Panel Review – May 28, 2014

In the April 17, 2014, staff report to the Planning and Land Use Committee as well as the May 28, 2014, staff report to the Advisory Design Panel, staff noted that a high quality of building design, material and landscaping is particularly important as the site is visually prominent with its location on the northern edge of Downtown and the eastward inflection of Blanshard Street to its north. Staff identified the following aspects of the building design that should be modified in order to achieve a better fit with the design guidelines and policies in the *Official Community Plan, 2012* and the *Downtown Core Area Plan, 2011* (DCAP):

- The DCAP building separation guidelines recommend a setback above the podium level of 3 m. The south elevation of the proposed building is on the property line. This zero setback could affect future development of the neighbouring property to the south and it raises *BC Building Code* issues related to window openings on a zero lot line. Setting back residential portions of this elevation above the second floor should be considered. In addition, the office windows on the second floor should be reconsidered.
- While the large massing of the south elevation is visually broken up with panel cladding and the use of colour, further measures to reduce the apparent mass should be considered.
- The architectural expression of the base (podium), middle and top of the building should be enhanced.
- The ground-level pedestrian or vehicle driver experience of the building needs to be illustrated or rendered.

At Council's Planning and Land Use Committee (PLUC) meeting on May 1, 2014, the Committee endorsed staff's recommendation that the Advisory Design Panel (ADP) give particular attention to the site planning and south elevation of the residential tower. In addition, the PLUC requested that the guidelines with respect to Gateways in the *Downtown Core Area Plan* (DCAP) be considered in its review.

The applicant has responded to staff and the PLUC comments with changes in the design including:

- recessing the vertical line of glazing (for hallways) on the south elevation to break up the massing further, however, no change in the residential tower setback was proposed
- further refining of the building's architectural expression with respect to its top as well as with regard to the inflection of Blanshard Street
- providing further renderings of the pedestrian and vehicle driver experience of the building.

The applicant also noted that the project is not near the potential locations for Gateways identified in the *Downtown Core Area Plan, 2011*.

On May 28, 2014, the revised plans were presented to the ADP. The ADP passed a motion (minutes attached to this report) recommending that the Development Permit Application be approved and that the applicant continue to work with staff to address the following issues:

- reconsideration of the provision of outdoor amenity space for residents via a rooftop patio and individual patios for units on the second floor
- reconsideration of the size and scale of operable windows for residential units
- ensure the submission of a landscape plan, prepared by a registered landscape architect, is included in the plans presented to Council
- review opportunities to differentiate the stair towers and/or podium from the overall mass
- reconsideration of the zero lot line configuration of the south building face to provide an increased setback for a portion of that façade.

In response to the ADP's comments, the applicant has made further revisions to the building design (revised plans attached) including:

- providing outdoor patios for individual units on the third floor as well as a 28.2 m² patio for use by all residents of the building
- increasing the size of operable windows
- making some modifications to the landscape plan
- emphasizing the podium and differentiating the stair towers through the use of colour panels and accent panels
- reconfiguring the residential floor levels and shifting the west half of the residential tower to the north to provide a 3 m setback to meet the building separation guidelines in the *Downtown Core Area Plan, 2011*.

The revisions to the building design significantly improve its consistency with the design policies and guidelines contained within the *Official Community Plan, 2012* and the *Downtown Core Area Plan, 2011*. In particular, the addition of individual patios, a common patio on the third floor and the shifting of the western portion of the residential tower to the north improve the livability of the building for residents. The revised architectural expression of the upper floors of the building reflects the eastward inflection of Blanshard Street and contributes to the visual interest of the building in this prominent location at the entrance to Downtown. The proposal's sustainable aspects include its location on a previously developed site with a density and location on the edge of Downtown that encourages walking, the use of transit and car sharing. In addition, the applicant is intending that the building be energy and water-efficient.

With the key revisions and others made by the applicant, the major issues raised by staff, PLUC and the ADP have been addressed and staff are now able to recommend that the PLUC support the building design.

4.0 Updated Information

4.1 Housing Agreement

A draft Housing Agreement is currently being prepared by the applicant. It will require review by staff should Council forward the Rezoning Application and Development Permit Application to a Public Hearing.

If the Rezoning Application and Development Permit Application are approved, the Housing Agreement will be registered and a Housing Agreement Bylaw adopted to secure 43 units for low-income tenants and 22 units for moderate-income tenants are provided in perpetuity. The definitions of low and moderate incomes and rental rates will be detailed in the Housing Agreement. The rates for low-income units would not exceed 30% of the Housing Income Limits for various types of units as established by BC Housing. Similarly, the rates for moderate-income units would not exceed 30% of incomes below the median income in Victoria. The building will be owned and managed by the Greater Victoria Rental Society.

Through a separate application and review process, the Society will be requesting funding from the Victoria Housing Trust Fund, which has available funds. A staff report will be prepared on this application with consideration of any funding to follow Council's decision on the Rezoning Application. A Housing Trust Fund Application has also been made by the applicant to the Capital Regional District.

4.2 Car Share and Visitor Parking Stalls

In response to the PLUC's motion, the applicant has agreed to secure two visitor parking spaces as well as two Car Share Co-op parking spaces. A legal agreement will be prepared by the applicant, reviewed by staff and registered on title should the Rezoning Application be forwarded to a Public Hearing.

4.3 Car Share Memberships

The applicant has been working with the Victoria Car Share Co-op and has provided a draft agreement which will require review by staff should the Rezoning Application and Development Permit Application be forwarded to a Public Hearing. The draft agreement includes the following requirements:

- the purchase by the applicant of one car share membership per residential unit and seven car share memberships per commercial unit
- memberships are to be available to tenants of the building
- provision of a minimum of two car share vehicles for car share members in the building
- monetary contribution to marketing of \$5000.00
- monetary contribution to the purchase of two car share vehicles.

The cost of the car share requirements to the applicant is in the order of \$90,000.00. The applicant is currently exploring ways of legally securing the Car Share Co-op Agreement in perpetuity.

4.4 Bus Passes

In response to the PLUC's motion that the applicant provide free bus passes to residents for five years rather than one year, the applicant is continuing to propose free bus passes for new tenants for the first year of the building's operation. However, in addition, the applicant is proposing to contribute to a transportation fund to be managed by the applicant with regular reporting to the City. The fund would provide financial assistance for residents' who use the Car Share Co-op or possibly rent or purchase bicycles. The proposed contribution to this transportation fund is \$20,000.00. The major advantage of the transportation fund over free bus passes is that the funding supports and encourages the actual use of alternatives to the private automobile. The money used to fund free bus passes is spent whether or not the resident uses the bus. The applicant also notes that the cost of providing free bus passes for five years would be prohibitively expensive for an affordable rental building.

Staff are supportive of the transportation fund concept. Additional information will be required to establish the parameters of the fund's operation and how the applicant's commitments would be secured.

5.0 Conclusions

The revisions made by the applicant to the building design significantly improve its consistency with the design policies and guidelines contained within the *Official Community Plan, 2012* and the *Downtown Core Area Plan, 2011*. The key revisions and others have addressed the major issues raised by staff, PLUC and the ADP and staff are now able to recommend that the Committee support the building design.

The draft Housing Agreement is currently being prepared by the applicant and will require review by staff should the Rezoning Application and Development Permit Application be forwarded to a Public Hearing.

The applicant has agreed that two car share and two visitor parking stalls also need to be legally secured.

The applicant has been working with the Victoria Car Share Co-op and has provided a draft agreement between them. The cost to the applicant of the car share requirements in the draft agreement is in the order of \$90,000.00. The applicant is currently exploring ways of securing the car share agreement.

The applicant is continuing to propose free bus passes for new tenants for the first year of building operation but, due to its costs, is not willing to extend the timing of this subsidy to five years. Instead, the applicant is proposing to contribute \$20,000.00 to a transportation fund for the residents of the building. This fund would provide financial assistance for residents who use the Car Share Co-op or possibly rent or purchase bicycles. Staff are supportive of the transportation fund concept. Additional information will be required to establish the parameters of the fund's operation and how the applicant's commitments would be secured.

6.0 Staff Recommendations

1.
 - a. That Council instruct staff to prepare the necessary *Zoning Regulation Bylaw* amendment that would authorize the proposed development outlined in Rezoning Application #00431 for 1950 Blanshard Street.
 - b. That Council consider giving first and second reading to the *Zoning Regulation Bylaw* amendment after the bylaws have been drafted.
 - c. That Council schedules a Public Hearing after the bylaw has received first and second reading subject to:
 - i) registering a Housing Agreement on title, secured by bylaw, to ensure the rental tenure of the apartments in perpetuity to the satisfaction of the City Solicitor,
 - ii) registering a covenant to secure two parking stalls for car share use and two parking stalls for residential visitors,
 - iii) securing car share memberships for each unit in perpetuity and bus passes for all residents free-of-charge for the first year of building operations,
 - iv) securing a transportation fund of at least \$20,000.00 established by the applicant to provide financial assistance for residents who use alternative modes of transportation to the satisfaction of the City Solicitor,
 - v) providing sewer attenuation information and the means to attenuate the sewage to the satisfaction of the Director of Engineering and Public Works and the registration of a covenant to secure the commitment to attenuate sewage, if this is required,
 - vi) complying with the Ministry of Environment's *Environmental Management Act* as it pertains to potentially contaminated sites.
2. Following the Hearing, and subject to the adoption of the Bylaw amendment for 1950 Blanshard Street, that Council considers passing the following resolution to authorize the issuance of a Development Permit Application #000336 in accordance with:
 - a. plans date stamped June 27, 2014;
 - b. development meeting all *Zoning Regulation Bylaw* requirements;

- c. final plans to be generally consistent with the plans identified above, to the satisfaction of the Director of Sustainable Planning and Community Development.

6.1 Alternate Recommendation

That Council decline Rezoning Application #00431 and Development Permit Application #000336 for 1950 Blanshard Street.

7.0 List of Attachments

- Zoning map
- Aerial photo
- Letter from the applicant dated June 20, 2014
- Letters from the architect dated June 27, 2014 and May 12, 2014
- Revised plans dated June 27, 2014
- May 28, 2014, Advisory Design Panel draft minutes
- May 1, 2014, Planning and Land Use Committee minutes
- April 17, 2014, staff report with attachments.





1950 Blanshard Street
Rezoning #00431
Bylaw #



June 20, 2014

Mayor and Council
City of Victoria
c/o Brian Sikstrom
Senior Planner MCIP, RPP
Sustainable Planning and Community Development
1 Centennial Square
Victoria, BC
V8W 1P6



Mayor Fortin and City Councilors

Re: 1950 Blanshard "The Azzurro", rezoning and Dp application

Introduction

GVRDS is pleased to be submitting our application for DP and rezoning on 1950 Blanshard. "The Azzurro" is the third purpose built rental building for GVRDS in the last five years, built to supply affordable housing units to the low to middle income worker. As with the last two projects, Loreen Place and Dahli Place, the Azzurro will be an affordable rental housing project, and will have a housing agreement from the City of Victoria, registered in perpetuity, guaranteeing that the apartment building will stay affordable for the lifetime of the building.

The building will also have registered against title, restrictive covenant 292 from BC Housing, insuring it's intent in perpetuity. The CRD will have a registered non-interest bearing mortgage against the property, if we were to sell, their grant becomes payable back to them. BC Housing will have a similar mortgage registered against the project for their grant.

Housing agreement

We are working with the city, as with our last two projects, to produce a comprehensive housing agreement that will reflect the commitment of our society to do the following in perpetuity:

- The grant application to the Victoria Housing Fund submitted by GVRDS proposes a mixed development of 43 units affordable to low income working tenants and the remaining 22 units affordable to moderate income working tenants. As the years pass, the intent is to try to increase the unit numbers for the low-income working tenant. This increase is dependent on take out interest rates and final construction costs.

Victoria Car Share Partnership

- Our intent is to have a long and healthy relationship with the Victoria Car Share Society, by providing the tenants access to affordable transportation, while at the same time promoting city living. We will be working with the city solicitor to include the proposed contract between the two societies (GVRDS and Victoria Car Share), within the housing agreement.

Some of the major features of this contract are:

- GVRDS and Victoria Car Share will have a signed contract outlining requirements. This contract will be in place upon the completion of the project. A draft contract was submitted to Brian Sikstrom with this letter.
- GVRDS will contribute \$2500.00 to the Victoria Car Share to help offset legal and administrative charges that are pertaining to the cost of the contract.
- GVRDS will provide \$5000.00 to Victoria Car share for marketing costs.
- GVRDS will be contributing funds to the Victoria Car Share program toward the purchase of two cars. (Est. \$50,000.00)
- GVRDS will be purchasing 65 memberships, one per unit and a further five car share memberships for the commercial. (\$29,500)
- GVRDS will provide two designated parking spots to the Victoria Car Share cars for tenant use in the underground parking.

Bus passes

- We will provide bus passes for new tenants for the **first year of operations only**. It was commented at PLUC to extend this to five years. If every tenant requested a monthly bus pass for this period of time it would **cost the building \$66,300.00 a year, or \$331,500.00 over five years**. This would overwhelm operating and the building would become unaffordable and unbuildable.

Transportation Pool Fund

Upon discussion with Pam from Victoria Car Share, Steve Hutchinson, and Brian Sikstrom, GVRDS has offered to provide a one-time contribution of \$20,000.00 to

establish a rental transportation pool fund. This pool will have a contribution of \$20,000.00 upon occupancy permit. The transportation fund will be accessible to tenants for reimbursement of Victoria Car Share usage, bike rentals and or bike purchase. Some of the features are listed below.

- Tenants who are in good standing, and have rented for a minimum of three months will be able to submit receipts to management for reimbursement.
- They can submit their Victoria Car Share receipts, bike rental or bike purchase, for reimbursement up to \$20.00 a month. Tenants will be notified on a monthly basis as to the remaining balance of the fund with an email. The email will also contain information promoting the usage of the fund, with appropriate links to the Victoria Car Share site.
- for example if each unit uses the car share or bike purchase/rental each month the first year would equate to \$15,600.00 withdrawn from the fund. The uptake is probably closer to 40% usage this would equate to \$6240.00 usage for the first year.
- The clause for reimbursement will make up part of their lease agreement.
- GVRDS will manage the fund. We will prepare a quarterly report to the city as to the success of the fund. The city solicitor and GVRDS's solicitor will need to work out how the fund will be secured and how this commitment will be secured.

We have approached a local bike shop to see if they would like to participate. The intent is to get the tenants to start to actively use the Victoria Car share cars and to promote bike use within the city.

What is our plan for the future

GVRDS plans to continue building affordable rental housing in the capital region, for as long as low interest rates and favorable construction costs prevail. As we increase inventory, revenue will be used to fund the next construction project. Hopefully, at some point, the society will be able to use it's own capital to continue building without having to apply for grant applications. **Even without city grant money, we will always welcome the restrictive covenants and housing agreements, as they further support the intent for years to come.**

If any further information on our Society's' costs are needed, I am more than welcome to open the books for viewing to ensure that grant money that is awarded this, and past projects, has gone to create equity in projects.

Is it worth it for the city to invest in these projects?

For instance 21 Gorge (Loreen Place) was granted \$370,000.00 from the city. It is appraised at 15 million dollars. It has a mortgage of \$9.6 million. It provides 1 one bedroom and 51 two bedroom units of non subsidized affordable housing. The city invested \$7115.38 per unit. Per unit average value \$288,461.53.

35 Gorge (Dahli Place) is appraised at 17 million, with a grant of \$680,000.00 from the city. It will have an estimated mortgage of \$9.8 million. Dahli provides 38 two bedrooms, 22 one bedroom and 8 studio of non subsidized affordable housing. The city invested \$10,000.00 per unit. The unit average value \$250,000.00.

1950 Blanshard (The Azzurro) has an appraised value of 12.5 million, with a grant of \$545,000. It will have an estimated mortgage of 7.3 million. The Azzurro will provide 3 studio and 62 one bedroom non subsidized affordable housing. The city investment will be \$8384.61 per unit. The unit average value is \$192,307.69.

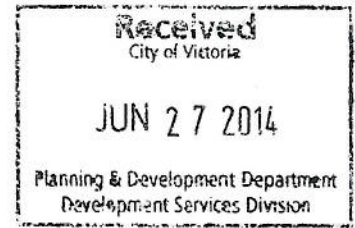
We thank you for the opportunity the grant money has allowed. Without the contributions from the City of Victoria, the CRD, CMHC and BC Housing and the development/construction team, building non-subsidized affordable housing is near impossible.

Alanna Holroyd
Project Manager
Executive Director
Greater Victoria Rental Development Society



LOW
HAMMOND
ROWE
ARCHITECTS

27 June 2014 (r1)



City of Victoria
1 Centennial Square
Victoria BC V8W 1P6

Re **Mixed Use Commercial Residential Development**
1950 Blanshard Street

Dear Mayor and Council

Further to our meeting with the Cov's Design Panel held May 28, 2014 we have considered the discussion and the recommendations and provide the following summary of design development:

- *Reconsideration of the provision of outdoor amenity space for residents vis a roof top patio and individual patios for units on the third (second) floor.*
 - In consideration of the improved livability for the future residents of this facility, we have modified the design of the building to allow for individual patios for residents of the third floor and have also provided for a 28.2m2 (300 sf) common roof patio access off the third floor.
- *Reconsideration of the size and scale of operable windows for residential units.*
 - In consideration design panels comments, we have modified the design of the operable windows and increased the size by 175%, from 7.5 sf to 12.5 sf.
- *Ensure the submission of a landscape plan, prepared by a registered landscape architect, is included in the plans presented to Council.*
 - We apologize for the oversight. A landscape plan was prepared by Keith Grant, Landscape Architect (A fully registered Landscape Architect) but was not included in the drawing submission package to Design Panel by accident. The plan was submitted to council and was in the drawing package submitted for the Planning and Land Use Committee for review prior to Design Panel. We have made some modifications and the revised drawings are included in this resubmission.
- *Review opportunities to differentiate the stair towers and/or podium from the overall building mass.*
 - We have further refined the building design in considerations of the comments above. The podium has been further emphasized by the use of light grey panel colour for the field and we have removed the blue accent in favour of the dark grey accent to differentiate the podium from the upper tower massing. We further emphasized the corner siting of the building and brought more of the dark grey colour further down discover to help wrap the lower floor around the corner.

- With the emphasis on the horizontal podium and the siting of the building on a corner we continued the emphasis on the horizontal podium and blended the north stair massing with the building body. We have taken the south stair tower and strengthened the massing from the Blanshard Street elevation and have removed the blue accent panel and is now a solid white with the glazing alternating on alternate floors to maintain a playful rhythm.
- *Reconsideration of the zero lot line configuration of the south building face to provide an increase setback for a portion of that façade.*
 - In consideration of the strong support for this issue, we have taken considerable effort to replan all the floor plates to accommodate a 3m (10 ft) shift of the west half of the building, thus providing the 3m setback of the west half of the residential tower as discussed in both the CoV's Technical Review Committee and the Planning and Land Use Committee.
 - With regards to the glazing on the south side of Level 2 of the commercial component, further consideration has been provided in light of the City of Victoria's new Policy. We have decided to delete the windows on the south side of the commercial floor.

We trust the above meets with your requirements.

Sincerely

LOW HAMMOND ROWE ARCHITECTS INC



Jackson Low
Architect AIBC | MRAIC
Principal



LOW
HAMMOND
ROWE
ARCHITECTS

12 May 2014



City of Victoria
1 Centennial Square
Victoria BC V8W 1P6

**Re Mixed Use Commercial Residential Development
1950 Blanshard Street**

Dear Mayor and Council

On behalf of the Greater Victoria Rental Development Society (GVRDS), we provide the following responses and clarifications as a result of comments made at the May 01, 2014 Planning and Land Use Standing Committee Meeting (PLUSC).

- *Concerns from the neighbours that the units are too small and the lack of green building considerations and green space surrounding the development.*

LHRa: The GVRDS has already developed two Family Rental Buildings and has determined the need in this location to be "Workforce Housing" which was determined to target single or young couples working in the downtown area.

LHRa: With regards to the lack of green building considerations and green space surrounding the development. This development is considered to be an urban site and the site area footprint is not large enough to create viable green space. There is an existing grassy boulevard across the street and Central Park is only a couple of blocks away. We have submitted at part of the development permit process a list of sustainable practices. The development itself is deemed to be a sustainable project due to a number of aspects:

- Project is developed on a previously developed site
- The density of the project is considered a desirable sustainable practice
- All parking is located underground
- With the current Energy Act and Building Code Requirements, the new development will be required to energy efficient.

LEED has been the standard by which projects have been measured to determine the level of sustainability, we will commit to providing to council a calculation of points that this project could achieve realistically and what level that translates to for this project and what level would achieve if submitted to the CaGBC.

- *Advisory Design Panel review of the Development Permit Application with particular attention to the site planning and design of the south elevation of the residential tower and to consider design guidelines as in 6.145 for Gateways.*

LHRa: Issues relating to the design of the south façade as we understand it comes from a couple issues, livability and building code and the two are not related. The issue of livability we understand is that there is a requirement for windows into living areas to be setback from a property line by a minimum of 3m. Understanding that requirement and the fact that we are able to build up to the property line it was our intent to utilize windows to help animate the building face (temporarily) and when a development occurs on the adjacent site those windows will be lost. As for BC Building Code compliance, the windows can be protected with an alternate solution, i.e. deluge water curtain. It was suggested that shifting the west half of the residential block further north would provide the required setback but that would reduce the required setback from the street and would have a negative impact on Discovery Street. The South elevation is usually very simple and plain as it is always understood that that elevation will be potentially covered by another potential future development. The decision was to continue the design theme to that elevation and provided colour panels on the south elevation. A number of those coloured panels will also be illuminated in the evening to further provide animation to an otherwise neutral façade.

A full description of the building design is included in our letter dated April 01, 2014 responding to comments made by the City of Victoria's Technical Review Committee which is attached.

LHRa: We have reviewed the requirements of 6.145 of the City of Victoria's Downtown Core Area Plan which speaks of "Gateways". Paragraph 6.145 specifically refers to 5 general locations, Superior and Douglas to the south, Hillside/Douglas/Government/Gorge to the north, either side of the Johnston Street Bridge to the west, Pandora and Cook to the east and Yates and Douglas in the Hub. Our development is not near these locations to be considered part of that design criteria. Paragraph 6.146 sites that "Gateways should be located along primary roadways on City-owned land", which this project does not incorporate.

- *Registration of a Housing Agreement on title, secured by Bylaw, to ensure the rental tenure of the apartments in perpetuity to the satisfaction of the City Solicitor.*

LHRa: GVRDS have agreed to this.

- *Registration of a covenant to secure two parking stalls for car share use, and two visitor stalls.*

LHRa: GVRDS have agreed to this.

- *Provision of sewer attenuation information and the means to attenuate the sewage to the satisfaction of the Director of Engineering and Public Works and the registration of a covenant to secure the commitment to attenuate sewage, if this is required.*

LHRa: A sewage attenuation plan and information has already been submitted to the City of Victoria as part of the requirements of the submission for Development Permit.

- *Securing car share memberships for each unit in perpetuity and bus passes for all residents free-of-charge for a minimum of five years to the satisfaction of the City Solicitor*

LHRa: In response to the PLUSC recommendation to increase bus passes from one year to five years GVRDS consulted with all those involved in our original TM suggestions. Five year bus passes would encumber a massive cost burden to the affordable housing business model to the amount of if not exceeding \$100,000.00 over the five years. Upon consultation with city staff members Brian Sikstrom and Steve Hutchinson along with the Executive Director of the Victoria Car Share program, we reviewed the recommendation from the PLUSC meeting and feel we have a more reasonable solution.

GVRDS has suggested that we will establish a transportation fund at the onset of occupancy. This fund all have \$20,000.00 that will be accessible to all tenants to redeem against the following:

- use toward the car share program
- use toward purchasing a bus pass
- use to buy a bicycle from a bike shop

Each rental unit will have a fixed dollar value that they can use from the transportation fund. The amount will be based on a months the tenant has occupied the building. Upon receipt of the bill from the tenant GVRDS will reimburse the tenant depending on months occupied. For example one month equals \$20.00 in transportation pool credit. They can use the car share program, hand in the receipt, and GVRDS will reimburse them thru the transportation fund.

A ten ticket bus pass costs \$22.50, upon receipt of purchase they can apply for reimbursement of \$20.00. Each tenant will have to have rented for a minimum of three months before applying, they will then be able to apply to the fund with a three month credit to use.

GVRDS will manage the fund and report to the city on an annual basis as to its use. The program will be included within the housing agreement.

- *Compliance with the Ministry of Environment's Waste Management Act as it pertains to potentially contaminated sites.*

LHRa: GVRDS have already completed a Phase 1 and Phase 2 Environmental Studies on the site and upon rezoning and completion of purchase of Property, will complete remediation of the site and upon receipt of Letter of Compliance from the Ministry of Environment, will be submitting a copy to the City of Victoria.

- *The neighbourhood community expressed concern that the CALUC was not engaged at an earlier date.*

LHRa: As point of clarification, GVRDS had requested meetings with the Gorge Burnside Community Associations Land Use Committee and was delayed for 4 months. This delay may be minor for them but has significant impact financially for a Non-Profit organization. GVRDS approached the Burnside Gorge Community Association in early October of 2013 and were denied full audience with CALUC until January 2014. GVRDS has worked with BG CALUC for 5 years on two previous successful projects and understand and respect the process.

We had also previously provided the attached letter as a response to the City of Victoria's Technical Review Committee's (TRC) comments which captures a number of issues discussed.

We trust the preceding provides and explanation of the design and decisions made. If you have further questions please contact our office.

Sincerely

LOW HAMMOND ROWE ARCHITECTS INC

A handwritten signature in black ink, appearing to read 'J. Low', with a stylized flourish at the end.

Jackson Low
Architect AIBC | MRAIC
Principal