

Planning and Land Use Committee Report For Meeting of July 3, 2014

Date:

June 19, 2014

From:

Mike Wilson Senior Planner - Urban Design

Subject:

Rezoning Application #00441 and Development Permit Application #000353 for 105 and 109 Wilson Street - Application to increase the permitted density and to permit construction of a 10-storey, multi-unit residential building with one level of underground parking

Executive Summary

The purpose of this report is to provide information, analysis and recommendations regarding a Rezoning Application and Development Permit Application for the property located at 105 and 109 Wilson Street. The proposal is to rezone the property from the SMD-13 Zone (Songhees Social/Residential District) to a new zone to permit an increase in density for the construction of a 10-storey, multi-unit residential building with one level of underground parking. A concurrent Development Permit Application has also been submitted.

The following points were considered in assessing these applications:

- The applicant proposes an increase in density from the current zoning entitlement of 2.37:1 floor space ratio (FSR) to 2.73:1 FSR.
- The Official Community Plan (OCP) provides policy direction within this designation to consider increases in density up to a FSR of approximately 2.5:1.
- The proposal is generally consistent with the Design Guidelines for the Songhees
 Area of Victoria West and provides a positive relationship with the public realm
 and utilizes a range of high-quality materials that successfully breaks up the
 building massing.
- The applicant has provided a parking study which supports the proposed reduction in vehicle parking based on the expected parking demand.
- The applicant has offered to enter into a Housing Agreement with the City to ensure that all of the units in the development are secured as rental housing and that 84 units will be designated as non-market rental housing.

In comparison with the existing zone, the applicant proposes changes related to density; height; site coverage; building setbacks and parking, necessitating the formulation of a new zone. Staff have evaluated each of the proposed changes and recommend that Council support the proposal.

The proposed construction of 108 residential dwelling units in this location is generally consistent with the *Official Community Plan*. Given the proposed increase in density, staff typically recommend the provision of a third-party economic analysis to determine the value of a public amenity contribution. Due to the non-market rental housing being proposed and the applicant's willingness to enter into a Housing Agreement, staff are not recommending that Council require a third-party land lift analysis in this instance.

Staff recommend that Council support this application.

Recommendations

- 1. a. That staff be instructed to prepare the necessary *Zoning Regulation Bylaw* amendment that would authorize the proposed development outlined in Rezoning Application #00441 for 105 and 109 Wilson 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 *Zoning Regulation Bylaw* amendment has received first and second reading, subject to the completion of the following:
 - plan revisions to be completed to the satisfaction of the Director of Sustainable Planning and Community Development to address outstanding technical requirements attributed to the proposed parking layout and to refine the landscape plan,
 - the provision of a sewer attenuation study, prior to Public Hearing to the satisfaction of the Director of Engineering and Public Works,
 - if it is determined by the Director of Engineering and Public Works that sewer attenuation measures are required, registration of a legal agreement against the title of the property, prior to Public Hearing, securing the owner's commitment to install sewer attenuation measures, to the satisfaction of the City Solicitor and the Director of Engineering and Public Works.
 - the registration of a legal agreement to secure a 0.86 m statutory right-ofway on the Wilson Street frontage to the satisfaction of the City Solicitor and the Director of Engineering and Public Works.
- 2. a. That staff be instructed to prepare the necessary *Housing Agreement Bylaw* that would secure the rental tenure of all of the proposed residential dwelling units within Phase 2 at 105 and 109 Wilson Street and designate a total of 78 units for non-market rental housing;
 - b. That Council consider giving first and second reading to the *Housing Agreement Bylaw* after the bylaws have been drafted;
 - c. That Council schedule a Public Hearing after the *Housing Agreement Bylaw* has received first and second reading.
- 3. Following the Hearing, and subject to adoption of the *Zoning Regulation Bylaw* amendments and *Housing Agreement Bylaw* for 105 and 109 Wilson Street, that Council authorize the issuance of the Development Permit generally in accordance with:
 - a. plans for Rezoning Application #00441, stamped June 6, 2014, development meeting all *Zoning Regulation Bylaw* requirements;
 - b. final plans to be generally in accordance with plans identified above to the satisfaction of the Director of Sustainable Planning and Community Development.

Respectfully submitted,

Mike Wilson

Senior Planner – Urban Design Development Services Division Deb Day, Director

Sustainable Planning and Community

Development Department

Report accepted and recommended by the City Manager:

Jason Johnson

Date:

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1.0 Purpose

The purpose of this report is to provide information, analysis and recommendations regarding a Rezoning Application and Development Permit Application for the property located at 105 and 109 Wilson Street.

2.0 Background

2.1 Description of Proposal

The proposal is to rezone the property from the SMD-13 Zone (Songhees Social/Residential District) to a new zone to permit an increase in density for the construction of a 10-storey, multi-unit residential building with one level of underground parking. An existing multi-unit residential building is located at the rear of the site with driveway access from Wilson Street. Foundations for the second phase of the project were poured and ultimately abandoned. The proposal is to demolish the existing foundations and start with new construction.

A Development Permit Application was also submitted for consideration of the proposed detailed design, finish and landscape. The following materials and features contribute to the exterior design and finish of the proposed development.

Exterior building materials include:

- Exterior Insulation Finishing System (EIFS)
- colored EIFS accent panels
- EIFS canopy with wooden soffits
- masonry brick planters
- concrete planters with natural finish.

Landscaping materials in common open space areas include:

- various tree and shrub species (noted on planting plan)
- concrete unit pavers.

2.2 Green Building Features

The applicant is proposing a number of green building features which are outlined in a letter from the applicant attached to this report. These features include:

- Low flow plumbing fixtures
- · High efficiency lighting
- High performance glazing

2.3 Existing Site Development and Development Potential

The site currently includes an existing multi-unit residential development which includes 4,479 m² of residential floor area. The zoning entitlement on the property has been partially utilized by the Phase 1 building. The remaining floor area entitlement is 4,849 m².

2.4 Data Table

The following data table compares the proposal with the existing SMD-13 Zone. 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 an approved variance from the existing zone.

Zoning Criteria	Phase 1 (Existing)	Phase 2 (Proposed)	Total (Phase 1 & 2)	SMD-13 Zone Standards
Site area (m²)	See total	See total	3935.90	n/a
Total floor area (m²) (maximum)	4479.10	6276.70*	10755.80	9327.90
Floor space ratio (maximum)	1.14:1	1.59:1*	2.73:1*	2.37
Height (m) (maximum)	18.75	27.25	27.25	28.00
Site coverage (%) (maximum)	24.00	24.60	48.60	50.00
Storeys (maximum)	4 (+2 Mezzanines.)	10*		8
Setbacks (m) Front (Wilson St.)	55.90	4.77* bldg. face 4.32 balcony 3.00* parkade		6.00 building face 4.00 balcony
Rear (South)	3.10**	30.60		5
Side (East)	6.00	6.00 bldg. face 4.32 balcony 3.00* parkade		6.00 building face 4.00 balcony
Side (West)	3.00**	15.23 bldg. face 13.55 balcony		6.00 building face 4.00 balcony
Parking (minimum) Vehicle Parking	43**	48*	91*	223
Visitor parking (10% of total provided)	4	5		9 (10% of total provided)
Bicycle Parking (minimum) Class 1	64	98	162	159
Class 1	1 Rack (6 units)	1 Rack (6 units)	162 2 Racks (12 units)	2 Racks (12 units)

2.5 Land Use Context

The property includes an existing multi-unit residential building to the west. To the east across Wilson Street is a City-owned park. To the north is a multi-residential development including an apartment building and townhouses located in the SMD-5 Zone, Songhees Multiple Dwelling District. To the south is a multi-unit residential co-operative housing complex in the R-H-1 Zone, Rowhouse Dwelling District.

2.6 Legal Description

Lot A, District Lot 119, Esquimalt, Plan 76124.

2.7 Relevant History

The proposal is the second phase of a two phase project. The first phase is run as a non-market rental housing project by a non-profit housing provider. A second building on-site was approved and foundations were poured; however, the foundations were later abandoned. The current proposal is to demolish these foundations and start with new construction.

2.8 Consistency with other City Policy

2.8.1 Official Community Plan, 2012

The Official Community Plan (OCP) designates the subject lands as "Core Songhees". This designation supports multi-unit residential development up to 22 storeys with a floor space ratio up to approximately 2.5:1 FSR. Place character features in this designation include landscaped front yard setbacks with primary doorways facing the street and off-street parking located in the rear yard or underground. The current proposal is generally consistent with this designations; since the increase in density being deemed consistent with the general direction contained in the OCP because it is a relatively minor intensification.

2.8.2 Victoria West Plan, 2008

Policies related to this site in the *Victoria West Plan* that redevelopment in this area envisions housing in an apartment or townhouse form. Housing policies within the Plan support the accommodation of a balanced mix of housing types, price and tenure that reflects the City's diversity. The current proposal is generally consistent with the *Victoria West Plan*.

2.8.3 Songhees Policy Plan, 2008

The Songhees Policy Plan envisions a multi-unit residential building on this site. The building height is envisioned at three to five storeys with a floor space ratio of 1.5:1. The current SMD-13 Zone for the property entitles the property owner to a higher density and building height than is envisioned in this Plan. Moreover, the OCP provides direction for increased density and building height on the Songhees peninsula.

2.9 Consistency with Design Guidelines

The subject property is designated within Development Permit Area 13, Core Songhees. The objectives of the designation are to achieve a high quality of architecture, landscape and urban design that is unique to the Songhees peninsula and its special places, reflecting its former

industrial uses and geographic features. The applicable design guidelines include the Advisory Design Guidelines for Buildings, Signs and Awnings (1981) and the Policy Plan and Design Guidelines for the Songhees Area of Victoria West (2008).

2.9.1 Design Guidelines for Buildings, Signs and Awnings (1981)

These Guidelines state that an acceptable application will include consideration of an attractive streetscape and that the architecture and landscaping of the immediate area be identified and acknowledged. In evaluating a design, particular emphasis will be placed on these general aspects: design approach, relevancy of expression, context, pedestrian access, massing, scale, roofline, street relationship and landscape plan. The application is generally consistent with the guidelines.

2.9.2 Design Guidelines for the Songhees Area of Victoria West (2008)

The intent of these Guidelines is to ensure new development is integrated into the existing neighbourhood in a sensitive manner. The Guidelines provide direction to animate the street frontage with lush landscaping and entrances to residential units that are easily identifiable and celebrated. The application is generally consistent with the Guidelines, however, staff have provided further analysis on minor design-related issues in Section 4 of this report.

2.10 Community Consultation

In compliance with the Community Association Land Use Committee (CALUC) Procedures for Processing Rezoning Applications, the applicant met with the Victoria West CALUC. At the time of writing this report, staff have not received any correspondence from the CALUC.

3.0 Issues

The following issues are associated with this application:

- increase in density
- increase in number of storeys
- reduction in parking
- reduction in front yard setback and street relationship
- landscaping
- non-market rental housing.

4.0 Analysis

4.1 Increase in Density

The existing zoning entitlement permits a maximum floor space ratio (FSR) of 2.37:1. This application proposes to increase the FSR to 2.73:1. The relevant City policy is the *Official Community Plan* which designates the site within the Core Songhees land use designation. This designation envisions buildings up to approximately 2.5:1 FSR. The proposal is generally consistent with the OCP and does not necessitate an OCP Amendment because the proposed increase in density above the amount identified in the OCP is relatively minor.

However, staff would typically recommend the provision of a third-party economic analysis to determine the value of a public amenity contribution through a land lift analysis. A recent land

lift analysis for a market rental building at 1075 Pandora Avenue yielded no increase in land value as a result of the increase in density. Due to the non-market rental housing being proposed and the applicant's willingness to enter into a Housing Agreement, staff are not recommending that Council require a third-party land lift analysis in this instance and overall recommend that Council support the proposed increase in density.

4.2 Increase in Number of Storeys

The applicant proposes an increase in the maximum number of storeys from eight to ten. However, it should be noted that the tenth storey is relatively small in size and only acts as an elevator over-run and mechanical room access. From the public realm, the building will be perceived as a nine-storey structure. The OCP envisions buildings up to 22-storeys in the Songhees area. The applicant has successfully broken up the building massing through the use of various materials, textures and colours. Staff recommend that Council support the increase in the number of storeys.

4.3 Reduction in Parking

The first phase of the development, received a variance to reduce the parking requirement attributed to this phase from 1.4 stalls per dwelling unit to 0.8 stalls per dwelling unit. This translated to the provision of 43 parking stalls for the 51 units on site. With the second phase, the applicant proposes a further reduction in parking from 151 stalls to 48 stalls. The proposed parking is summarized in the table below.

Parking	Units	Required	Proposed	Stalls per Unit
Phase 1	51	43*	43	0.8
Phase 2	108	151	48	0.44
Total	159	194	91	0.57

^{*} Reduction in parking approved by previous variance

By comparison, there is no parking requirement attributed to affordable housing at Dockside Green (CD-9 Zone, Dockside District). The applicant has also submitted a parking study prepared by a transportation consultant which concluded that the expected parking demand for the new units is 0.44 stall per unit, which is consistent with the number of stalls being proposed. Staff, therefore, recommend that Council support the proposed reduction in parking.

4.5 Reduction in Front Yard Setback and Street Relationship

The SMD-13 Zone requires a front yard setback of 6 m to the building face while the proposal is for a 4.77 m front yard setback. In order to mitigate the impact of the reduced front yard setback, the proposed three doorways facing the street would provide a more direct access and be more interesting for pedestrians passing by. Two individual unit entries and entry steps are proposed with direct access to the public sidewalk. An exit doorway from an internal stairwell is also proposed for the front facade. The exit door includes a canopy and a street address sign but will not function as a primary entry to the development.

Through the design review process, staff encouraged the applicant to move the main building lobby to this frontage, rather than at the rear of the building. However, for building management reasons, the housing operator preferred to site the main entrance in a location that is more central to the project as a whole. As a result, the applicant has focused on accentuating the

entrance features described in the previous paragraph to help establish a pedestrian-friendly street frontage.

Given the context of multi-unit residential buildings in the area, staff recommend that the Committee support this design approach.

4.6 Landscaping

Staff are generally satisfied with the soft landscaping proposed on the site, however, hardscape finishes have not been identified. Staff have requested that the applicant identify appropriate materials for the hardscaping and the applicant has expressed a willingness to refine this aspect of the proposal prior to a Public Hearing.

4.7 Non-Market Rental Housing

The current proposal includes 84 units of non-market rental housing and 24 units of near ("at" or slightly below) market rental. The unit mix includes 42 bachelor units, 28 one-bedroom units and 14 three-bedroom units which results in a total of 108 units. With respect to rental rates, the applicant has agreed to enter into a Housing Agreement with the City to secure all of the 108 units as rental tenure. Additionally, a total of 84 units will be non-market rental units.

5.0 Resource Impacts

There are no resource impacts anticipated with this development.

6.0 Conclusions

The proposed construction of 108 residential dwelling units in this location is generally consistent with the *Official Community Plan*. Given the proposed increase in density, staff typically recommend the provision of a third-party economic analysis to determine the value of a public amenity contribution. Due to the non-market rental housing being proposed and the applicant's willingness to enter into a Housing Agreement, staff are not recommending that Council require a third-party land lift analysis.

The proposed building massing has been broken up through the use of a varied materials palette. At the street level, the applicant has provided two at-grade unit entries fronting the street. This presents a positive contribution to the public realm and satisfies the applicable design guidelines. Staff recommend that Council support this application.

7.0 Recommendations

7.1 Staff Recommendations

- 1. a. That staff be instructed to prepare the necessary *Zoning Regulation Bylaw* amendment that would authorize the proposed development outlined in Rezoning Application #00441 for 105 and 109 Wilson 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 *Zoning Regulation Bylaw* amendment has received first and second reading, subject to the completion of the following:

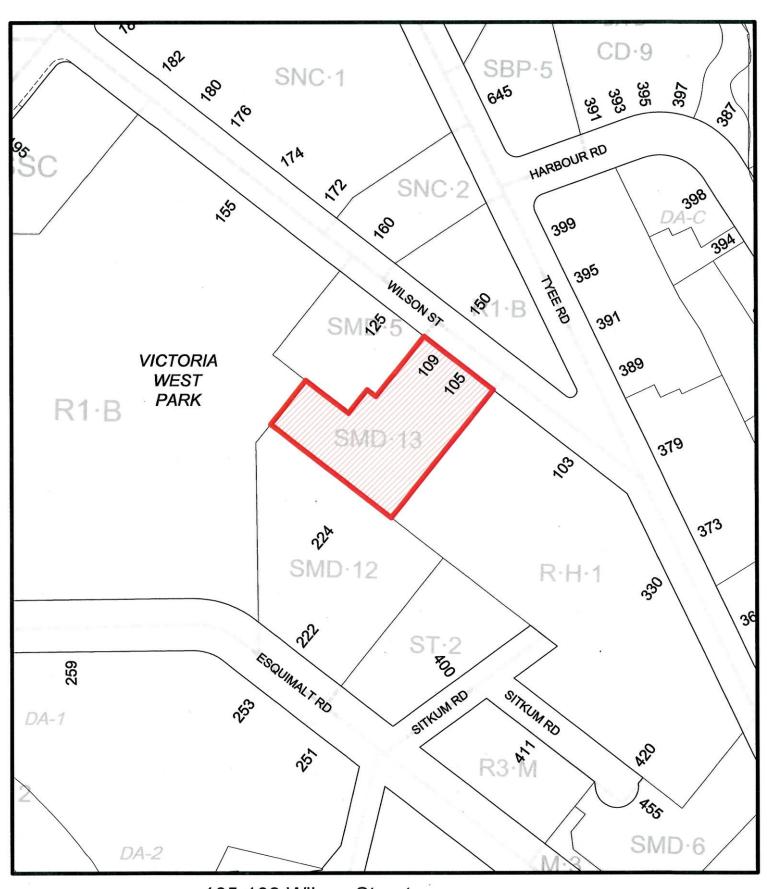
- plan revisions to be completed to the satisfaction of the Director of Sustainable Planning and Community Development to address outstanding technical requirements attributed to the proposed parking layout and to refine the landscape plan,
- the provision of a sewer attenuation study, prior to Public Hearing to the satisfaction of the Director of Engineering and Public Works,
- if it is determined by the Director of Engineering and Public Works
 that sewer attenuation measures are required, registration of a
 legal agreement against the title of the property, prior to Public
 Hearing, securing the owner's commitment to install sewer
 attenuation measures, to the satisfaction of the City Solicitor and
 the Director of Engineering and Public Works,
- the registration of a legal agreement to secure a 0.86 m statutory right-of-way on the Wilson Street frontage to the satisfaction of the City Solicitor and the Director of Engineering and Public Works.
- 2. a. That the staff be instructed to prepare the necessary *Housing Agreement Bylaw* that would secure the rental tenure of all of the proposed residential dwelling units within Phase 2 at 105 and 109 Wilson Street and designate a total of 78 units for non-market rental housing;
 - b. That Council consider giving first and second reading to the *Housing Agreement Bylaw* after the bylaws have been drafted;
 - c. That Council schedule a Public Hearing after the *Housing Agreement Bylaw* has received first and second reading.
- 3. Following the Hearing, and subject to adoption of the *Zoning Regulation Bylaw* amendments and *Housing Agreement Bylaw* for 105 and 109 Wilson Street, that Council authorize the issuance of the Development Permit generally in accordance with:
 - a. plans for Rezoning Application #00441, stamped June 6, 2014, development meeting all *Zoning Regulation Bylaw* requirements;
 - final plans to be generally in accordance with plans identified above to the satisfaction of the Director of Sustainable Planning and Community Development.

7.2 Alternate Recommendation (Decline)

That Council decline Rezoning Application #00441 and Development Permit Application #000353 for 105 and 109 Wilson Street.

8.0 List of Attachments

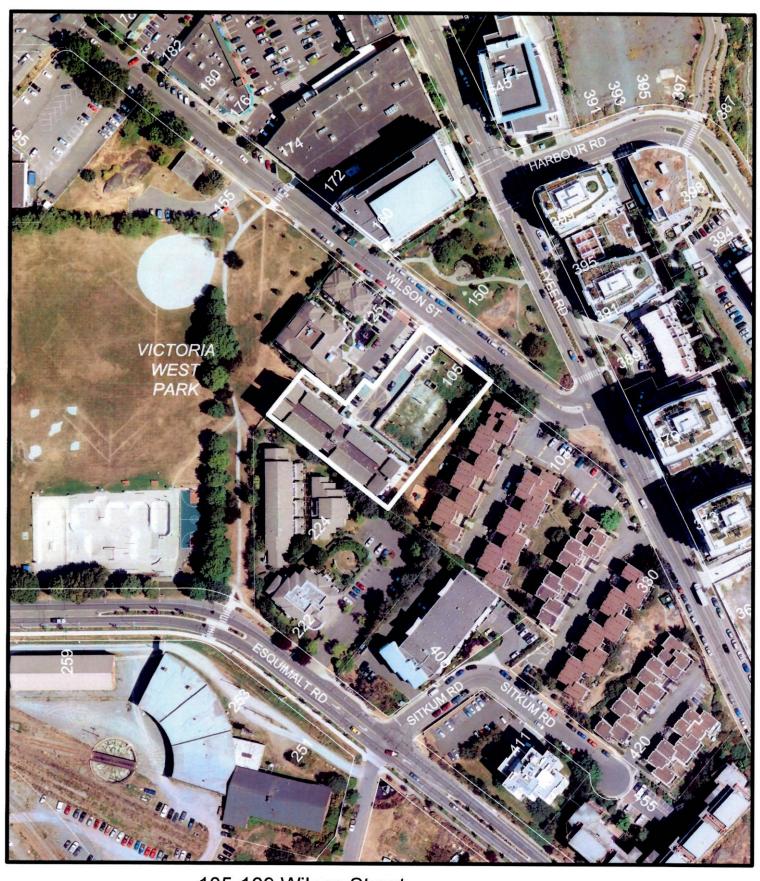
- Zoning Map
- Aerial Map
- Letter from Applicant dated June 4, 2014 and June 6, 2014
- Plans date stamped June 6, 2014
- Transportation Study by Boulevard Transportation Group dated June 19, 2014.





105-109 Wilson Street Rezoning #00441 Bylaw #







105-109 Wilson Street Rezoning #00441 Bylaw #







City of Victoria Centennial Square Victoria BC, V8W 1P6

Attention: Mayor and Council

Re:

Development Permit #000353 and Rezoning Application #00441

Wilson's Walk Affordable Rental Housing 105-109 Wilson Street, Victoria, BC

Dear Mayor Fortin and Members of Council;

Please accept this letter and supporting documentation as Pacifica Housing Advisory Association's (PHAA) formal request to the City of Victoria for consideration of our Rezoning and Development Permit applications for our affordable housing initiative to construct 84 units of affordable housing and 24 units of "near market" housing at 105 Wilson Street in Victoria. This housing initiative constitutes the second and final phase of the development on the subject property known as The Wing.

The following summary will provide you with some background information regarding our "Wilson's Walk" affordable housing proposal along with the findings that forms part of our preliminary due diligence and design work that we have recently completed.

PHAA entered into a 60 year land lease with the Provincial Rental Housing Corporation (PRHC) in 2009 relative to the subject property to operate and maintain a 51 unit affordable rental housing project that had been financed through BC Housing. The City of Victoria was a significant partner in that housing initiative through the provision of \$510,000 from the City's Housing Fund and by granting a 10 year permissive tax exemption.

The site is currently zoned SMD-13 Zone Songhees Social/Residential District, which includes SMD-5 Zone Multiple Dwelling District, and is located in the Vic West neighbourhood area proximal to the downtown area of the City of Victoria. Development of the site has always contemplated a second phase/building as permitted under the current zoning and density allowance for the site based on the existing site configuration. Currently the site exhibits a 51 unit 4-storey wood frame apartment building, which includes two mezzanine levels (at ground and 4th floors), consisting of 4479.1 m2 (48,213sf) founded on an underground parkade and an exposed and incomplete portion of the parkade structure for the second phase of development.

PHAA's vision for the development and operation of a second phase for the site required the assembly of a team of professionals to conduct and coordinate certain investigations to determine the feasibility of this affordable housing opportunity. PHAA has engaged Atcorr Development Consulting (Andy Orr)

Development Permit #000353 and Rezoning Application #00441 Wilson's Walk Project 105-109 Wilson Street, Victoria, BC

and teamed together with a Design Build contractor (TL Housing Solutions) and their architect, Low Hammond Rowe Architects (Paul Hammond), formerly Chow Low Hammond Architects, including Landscape Architect, Lombard North Group (James Partlow) to assist with facilitating, coordinating and design of an outstanding affordable rental housing project on behalf of Pacifica Housing Advisory Association.

PHAA's own experience with the Phase 1 project and other properties in their portfolio, along with the provision of a Need and Demand analysis, has verified that bachelor units are the most sought after and affordable type suite and they typically do not remain vacant long. Unfortunately, Phase 1 does not have a large percentage of bachelor units. Accordingly, the proposed "Wilson's Walk" project contemplates the provision of 84 units of affordable rental and 24 units of near ('at' or slightly below) market rental. The affordable unit mix is comprised of 42 bachelor units, 28 one-bedroom units and 14 three-bedroom units. The market rental component of the project would consist of 12 bachelor units, 8 one-bedroom units and 4 three-bedroom units. This results in a total of 108 units in Phase 2. It is proposed and confirmed through Pacifica Housings's underwriting analysis submission to BC Housing for construction financing that the rents for the 84 affordable units will be at or below the 2013 HIL rates for Victoria based on a 5% take out interest rate. We strongly believe that the commercial interest rate at project completion will be significantly less than 5% and therefore anticipate that we will provide rents that are well below the current 2013 HIL's rates. Consequently, we intend to rent a bachelor unit below the \$712 HIL's at \$600 to \$650 per month, a one-bedroom unit below the \$850 HIL's at \$800 to \$825 per month and a three-bedroom unit below the \$1,425 HIL's at \$1,325 to \$1,375 per month. We will finalize our rent schedule approximately 90 days before project completion.

Design Principles:

The new 9 storey Phase II 'Wilson's Walk' project will enhance the neighbourhood through sensitive building design that responds to the contextual scale and architectural character of the new developments in the surrounding Songhees area. Wilson's Walk will also complement the existing 51 unit Phase 1 building ("The Wing") by creating a common entry plaza for both buildings that share oversight, drop-off and entrance proximity, which improves site visibility and safety. The neighbourhood consists of a variety of multi-unit residential condominium buildings ranging in height from 5 to 10 stories, as well as other forms of rental housing that is enhanced by their proximity to parks, bicycle paths and green space. Our immediate neighbours, Tyee Housing Coop and Edith Gunning Court (Capital Mental Health Association) are 4 and 3 storeys respectively and both organizations are supportive of this new development. The site is located directly opposite Triangle Park and our Phase II building forms a tripartite relationship with the 10 storey 'Parc Residence' to the north and the 5 & 8 storey 'Synergy' condominiums to the east, all overlooking Triangle park.

The design of the building façade addresses the street and pedestrian sidewalk with a formal 'entrance portico' that divides the building into two parts, each with a distinctive organization and colour palette, which serves to address the massing of the building by creating different identities as seen from both the east and west approach. With the narrow end of the building facing Wilson street, the change in colour of these two 'halves' create a playful juxtaposition and a well-balanced composition offering a variety of colour, texture, rhythm and proportion; all valuable attributes for a well-integrated building

Development Permit #000353 and Rezoning Application #00441 Wilson's Walk Project 105-109 Wilson Street, Victoria, BC

within the Songhees area. Brighter colour mix is reserved for the west half of the façade, linking the entrance with Wilson Street.

The streetscape is enhanced with boulevard trees, stepped entrances providing direct street access to two (2) first floor level suites along Wilson Street, and a multi-height cascading landscaping terrace that varies in proportion, depth and materiality along the width of the building as it integrates with the sloping Wilson Street sidewalk, opening up towards an entrance portico serving the main building that is punctuated with a canopy and coloured accent panel. This entrance portico is visually connected around the west corner, extending to the 'main' entrance of the building located adjacent to the Phase I building entrance. This connection is made through colour consistency at the ground floor level and matching canopy colour and signage at both locations.

The building consists of a concrete structure, metal stud infill walls, high performance EIFS cladding system that wraps the building studs & structure with high R-value insulation, thermally broken glazing system for a consistently energy efficient building envelope. Each unit is equipped with a private balcony or ground level patio as an extension of the primary living space. These 'outdoor rooms' are integrated into the building facade to create variety in colour, shadow and rhythm once again, in an effort to provide 'unit individuality' while remaining in balance with the whole. This is achieved through a weaving of dual-coloured glass panels, coloured accent panels in the guards & privacy screens and various coloured accent panels in the cladding. This interplay of colour, transparency and shadow allows for an ever-changing experience of the façade as one passes by the Wilson's Walk building, providing 3-dimensional articulation of the façade that serves to alleviate the building mass and repetitive nature of 'affordable' housing. The larger three-bedroom suites are located on the north end of the building, with the living areas overlooking the street and park beyond, allowing for bedroom windows along each side to receive sunlight. The two ground floor suites have direct access from the living room to the street, as well as internal entry doors from the cooridor. With the development of the Phase I Wing building all necessary servicing infrastructure was installed in the public boulevard in anticipation of a Phase II development, while some minor modifications will be necessary on-site to connect to this new Phase. Sustainable Design initiatives for this project are outlined under separate cover and we note that our consultant team has been involved during the preliminary planning of this project to ensure all interested parties have contributed through an integrated design process that will continue throughout the project development. Sustainable Design initiatives will be followed, as described under separate cover, in lieu of obtaining actual LEED Silver certification.

The Vic West Community Association has also indicated their support for the project. This was demonstrated through a presentation to the Vic West Community Association Land Use Committee in the Fall of 2013 and more recently at a public meeting with the Vic West Community Association Land Use Committee meeting on February 18, 2014. Along with the general support of the project, certain items were identified at our meeting, including the amount of parking being proposed with the requested variance and the density of the proposed development. During our presentation we confirmed 85 parking spaces were being proposed while the site specific parking demand study prepared by Boulevard Transportation Group for this development *[see attachments]* indicates that less parking is supportable when considering the nature of this development. However, since our community presentation we have endeavoured to increase the proposed parking to 89 stalls, including

Development Permit #000353 and Rezoning Application #00441 Wilson's Walk Project 105-109 Wilson Street, Victoria, BC

five (5) visitor stalls and two (2) 'small car' stalls. The concern raised about the overall density of the proposed development (108 units) relates to our requested variance for one additional storey, from 8 to 9 stories. While it was explained that the overall building height is less than allowable, it was noted that the building could be higher than proposed even with an 8 storey limit. However, this development relies on the 'ninth' storey to achieve the 108 units and the economic viability of providing 'affordable' rents for 84 of the units.

The new Phase II development requires some variances to the existing zoning bylaw in order to resolve the existing site constraints inherited from Phase I and to ensure that the development meets the stringent criteria for 'affordable' rents, while also creating a development that fits well within the neighbourhood context.

The four variances requested with this application are as follows:

- Number of Stories Requesting a variance of <u>one (1) storey</u> to allow for an additional 12 units to achieve the economic viability threshold of 108 units. We note that although one additional storey is sought, the overall 'building height' is below allowable.
- FSR Maximum allowable FSR for the entire site is 2.37:1 which equates to 9328.1 m2. The Phase I Wing building represents 1.14:1 FSR and the Proposed Phase II building requires 1.59:1 (6276.7 m2), for a total site FSR of 2.73:1 (10,755.8 m2). Therefore, our requested variance is 1427.7 m2.
- Set Back at Parking Garage The proposed building setback and balcony setbacks comply with required zoning. However, the parking garage, which will be constructed to align with the existing underground parking level, becomes exposed above grade as the natural grade of the site slopes toward the street. Therefore, the parking garage on the North East corner (Wilson Street) projects above grade by 1.6 m within a 3 m setback from the North and East property line. Therefore, we are requesting a variance to the setback of 3 m on the North and East side, as it pertains to the parking garage. We are concealing the exposed portion with cascading landscaping walls and planters. Also, at the two ground floor suites facing Wilson Street, each unit has a projecting bay window, to underside of balcony above, that projects into the 6.0 m building set-back by 1.3 m, thus requiring a variance of 1.3m for a building face setback of 4.7m at the ground floor only.
- Number of Parking Stalls Due to the existing site constraints of building onto the existing underground parking garage; location of existing ramp & driveway; difficulties, both physically and financially, of building a second lower level of parking; and confirmations from our independent parking demand study, we are asking for a variance on the number of parking stalls provided. Although the parking demand study indicates that 85 parking stalls is more than enough to accommodate the anticipated demand for parking on this site, including Phase I & II, we were able to accommodate a total of 89 parking stalls on the site, which includes five (5) visitor stalls and two (2) small car parking stalls. In addition, one loading bay is provided for moving / deliveries. Current zoning requires 1.4 parking spaces per unit, which equals 159 units x 1.4 = 222.6 = 223 stalls. Therefore, we are requesting a parking variance of (223-89)=134 stalls and the inclusion of 2 small car parking stalls.

Development Permit #000353 and Rezoning Application #00441

Wilson's Walk Project 105-109 Wilson Street, Victoria, BC

In summary, Pacifica Housing Advisory Association (PHAA) has a long standing reputation in Victoria for developing and maintaining safe, sustainable and affordable housing that is well managed, integrated and accepted into diverse residential neighbourhoods such as the Songhees area. We respectfully ask for your consideration in approving our application as presented, to allow PHAA to develop this affordable rental housing project that will improve the existing site conditions of the Wing building; complement the surrounding neighbourhood through sustainable and contextual design; and provide much needed 'affordable' housing rental units that are proximal to neighbourhood parks, amenities and the downtown core, all within walking distance.

Yours Truly,

LOW HAMMOND ROWE ARCHITECTS INC

Paul Hammond Architect AIBC, MRAIC,

Principal

/ enclosures

Cc. Karyn French, Executive Director, Pacifica Housing Advisory Association

Craig Lochhead, Vice President, Town Line Housing Solutions

Andy Orr, Atcorr Development Consulting



LOW HAMMOND ROWE ARCHITECTS



04 June 2014

City of Victoria Centennial Square Victoria BC, V8W 1P6

Attention:

Mr Mike Wilson, Senior Planner, Urban Design

Development Services Division

Re:

Development Sustainability Initiatives

Wilson's Walk Affordable Rental Housing 105-109 Wilson Street, Victoria, BC

The following sustainability initiatives are proposed for this project:

Site

Urban Redevelopment:

o Redevelopment of a previously built-up site - Phase II

Building Orientation:

o Optimize orientation for natural daylighting to all residential units. North units all have east or west side exposures as well

Storm water management:

Reduce Site runoff

Transportation:

- Universal access that encourages all modes of transportation
- Location is ideal for community infrastructure, proximity to local paths, parks, bus routes, bike trails
- Provide secure bike lockup
- Bus stop located in front of building

Water

Reduce use of potable water:

- o Low flow fixtures
- o Faucet aerators

Energy

Reduce Carbon footprint and consumption of fossil fuels, through electric powered heating/cooling and hot water, or high efficient fossil fuel system:

Reduced openings in building to reduce solar heat gains

LOW HAMMOND ROWE ARCHITECTS INC | 300-1590 CEDAR HILL CROSS ROAD VICTORIA BC V8P 2P5 | ARCHITECTS@LHRA.CA | LHRA.CA JACKSON LOW ARCHITECT AIBC | PAUL HAMMOND ARCHITECT AIBC | CHRISTOPHER ROWE ARCHITECT AIBC

Development Sustainability Initiatives

Wilson's Walk Project 105-109 Wilson Street, Victoria, BC

04 June 2014

Lighting:

- High efficient lighting and occupancy sensors can contribute to a significant reduction in energy consumption
- Light pollution reduction

Envelope Insulation:

- Meet Part 10 of BCBC to wall and roof insulation (overall performing U-values for reduced energy requirements to heat and cool spaces
- Reduce thermal bridging of structural elements through the building envelope by wrapping building with exterior insulation system (EIFS)

High Performance Glazing:

- Reduce heat loss and gains, reduce energy requirements to condition space, increase day lighting and views
- Increased performance of thermally broken spacers, double glazed, argon filled, 'low e' coating on glazing to reduce solar gains

Materials

On-Site Recycling Collection and Storage Area:

 Provide an area, storage bins and loading access for glass, plastic, paper, cardboard, metal for recycling

Construction Waste Management:

- divert 75% of new construction and demolition of the existing building waste from the landfill
- Contractor to source local recycling facilities (glass, plastic), return waste to manufacturers (steel, carpet, gypsum board, insulation), salvaging materials for reuse (wood, formwork, asphalt)

Recycled Content:

- Steel and Concrete have high recycled content
- Other materials can be sought/specified such as carpets, sheet flooring and drywall

Local Materials:

- Reduce transportation emissions by choosing locally harvested and/or manufactured materials and products where practical and/or possible
- Concrete
- o Wood
- o Millwork

Durability:

- Design Construction details to protect exterior materials, to prevent premature failure of the building and its components
- o Detailing to allow for replacement of materials with shorter life span, eq. Flashings
- o Choose durable, quality materials for a long building performance life

Development Sustainability Initiatives Wilson's Walk Project 105-109 Wilson Street, Victoria, BC

Indoor Environmental Quality

Low Volatile Organic Compounds in Materials, Paints, Adhesives and Sealants, Particle board, carpets:

- o To reduce occupants exposure to harmful carcinogenic off gassing found in manufactured materials
- Low VOC flooring such as ceramic tile, hardwoods, marmoleum, linoleum, select carpets,
 Greenguard certified synthetic flooring

Increased Ventilation:

- o Improve the indoor air quality for the health of the occupants, and reduce humidity
- Operable windows can increase the amount of natural air supplied, and may reduce the heating and cooling requirements
- Provision of personal exterior patios or balconies for each suite promote natural ventilation and comfort.

Flush-out Building prior to Occupancy:

 After construction and prior to occupancy, move a high volume of air through the building to remove airborne contaminants from construction (dust, formaldehyde, VOC's, carbon monoxide)

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DRAWING LIST

LOCATION MAP AND CONTEXT PHOTOS
LOCATION PLAN AND SUPVEY
SITE FLAN AND SUPVEY
SITE FLAN AND PROJECT DATA
PARTIAL SITE FLAN AND PARKADE FLOOR PLANS
FLOOR PLANS
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LOCATION MAP 1: 5000



View of The Wing Phase 1



CONTEXT PLAN 1:2500



4. View of 103 Wilson Street and 373 Tyee Road









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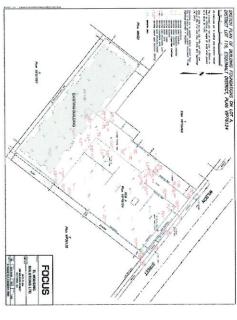
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LOCATION PLAN 1:500

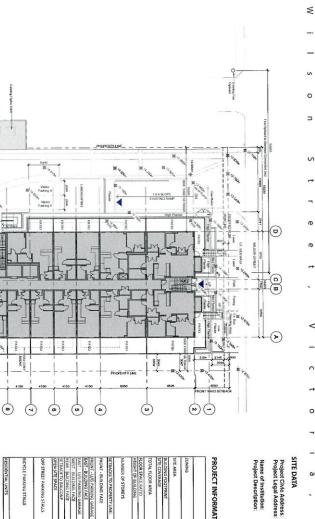
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SURVEY WITH PROPOSED BUILDING FOOTPRINT

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SITE PLAN 1:200



PACIFICAHOUSING

TL HOUSING

105 Wilson Street, Victoria, BC LOT A, District Lot 119, Esquimalt District, Plan VIP 76124

TIL Housing Placifical Housing Wilson Sheat Renial Housing of suriss of affordable, below market rental and 24 units of read (rat or slightly bench) market nental on the upper floors. Units are a mix of bachelor, one bachdoom and three bedroom sales over hire boors.

PROJECT INFORMATION TABLE

	EXISTING ZONING REQUIREMENTS	PHASE	PHASEII	PROPOSED TOTALS	NOTES
ZONING	SMD-13	SMD-13	SMD-13 SMD	SMD-13, SMD-5	
SITE AREA	3935.9 m2 (42365 sf)	3935.9 m2 (42365 sf)	3935,9 m2 (42365 sf)	3935.9 m2 (42365 sf)	
BUILDING FOOTPRINT		944.6m2	968.4m2	1913m2	
SITE COVERAGE	50%	24%	24.6%	48.6%	
TOTAL FLOOR AREA	9328.1 m2 MAX. (100407 sf)	4479.1 m2	6276.7m2 (67.562 sf)	10755.8 m2 (115775 sf)	VARIANCE REQUIRED - 1427.7 m2 OF BUILDING AREA
ELOOP CRACE BATIO	2 3 7 1 MAX	1141	159-1	2.73:1	
TOOK OF SELECTION	30 - MAY	10 75 0	35 40	35.400	PHACE II AVERAGE GRADE ELEVATION # 13 Mm
NUMBER OF STOREYS	8 STOREYS MAX.	4 STOREYS	9 STOREYS	9 STOREYS	VARIANCE REQUIRED - 1 STOREY
MONBER OF STORE IS	o di One i di moo.	ievels)	9 310111.13	4 010101	A DESCRIPTION OF THE PROPERTY
SETBACKS TO PROPERTY LINE:					
FRONT - BUILDING FACE	6.0m	55.9m	6.0m*		4.7m LEVEL 1 BAY WINDOW SETBACK VARIANCE REQUIRED FOR LEVEL 1 BAY WINDOW - 1.3m
FRONT - U/G PARKING GARAGE	6.0m		3.0m		VARIANCE REQUIRED - 3.0m
EAST - BUILDING FACE		6.0m	6.0m		
EAST - U/G PARKING GARAGE	6.0m		3.0m		VARIANCE REQUIRED - 3.0m
WEST - BUILDING FACE	6.0m	3.0m	15.2m		
REAR - BUILDING FACE	5.0m	3,1m	30.6m		
SETBACK TO BALCONY	4.0m		4.3m		
OPEN SITE SPACE	N/A	N/A	N/A	N/A	
OFF STREET PARKING STALLS	1.4 SPACES PER UNIT 1.4 X 159 = 223	38	S1 (46*+5 Visitor)	89	 INCLUDES 2 SMALL CAR STALLS, 5 VISITOR STALLS AT GRADE VARIANCE REQUIRED - 134 STALLS, WITH ALLOWANCE TO INCLUDE 2 SMALL CAR STALLS.
BICYCLE PARKING STALLS	CLASS 1 - 1.0 SPACE PER UNIT = 159	15	111	162	
	CLASS 2 = 1		1	2	
RESIDENTIAL UNITS		51	109	159	

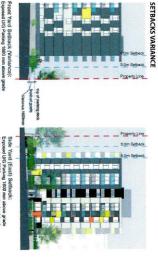
		REA:						
	LEVEL 2	LEVEL 1	MIN. FLOOR AREA	ICIAL	THREE BEDROOM	ONE BEDROOM	STUDIO	
2000	716.1m2	731.5m2	_	80T	18	36	54	
	L		36 m2		88-93 m2 (950-1001 sf)	51-56 m2 (550-603 sf)	36 m2 (388 sf)	

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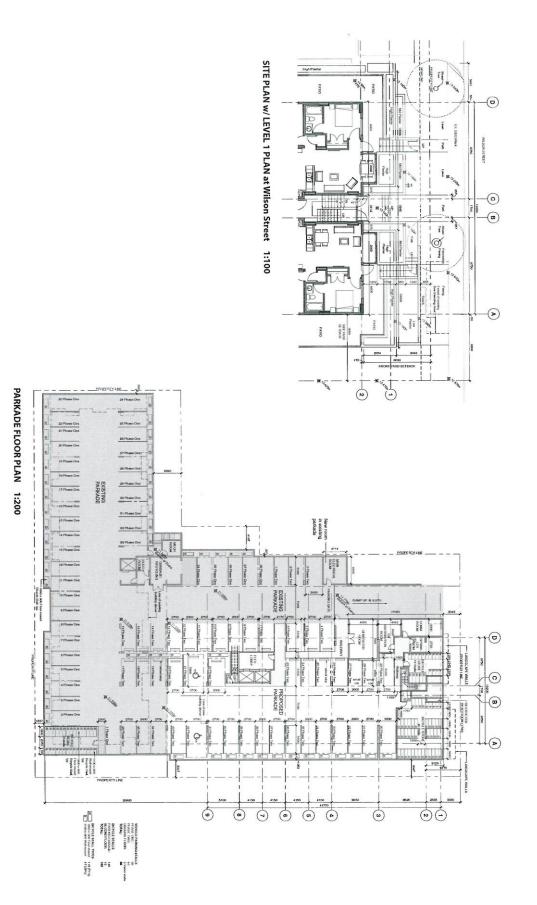
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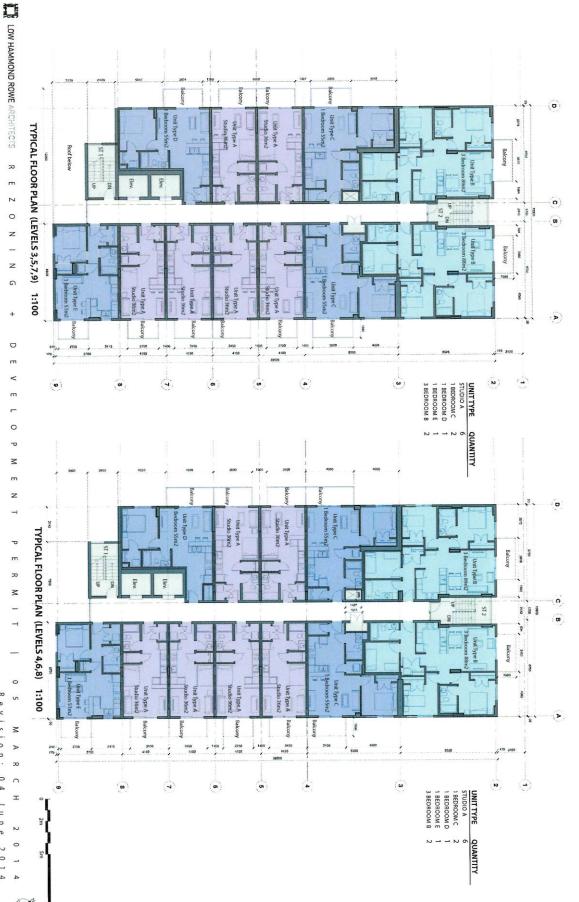
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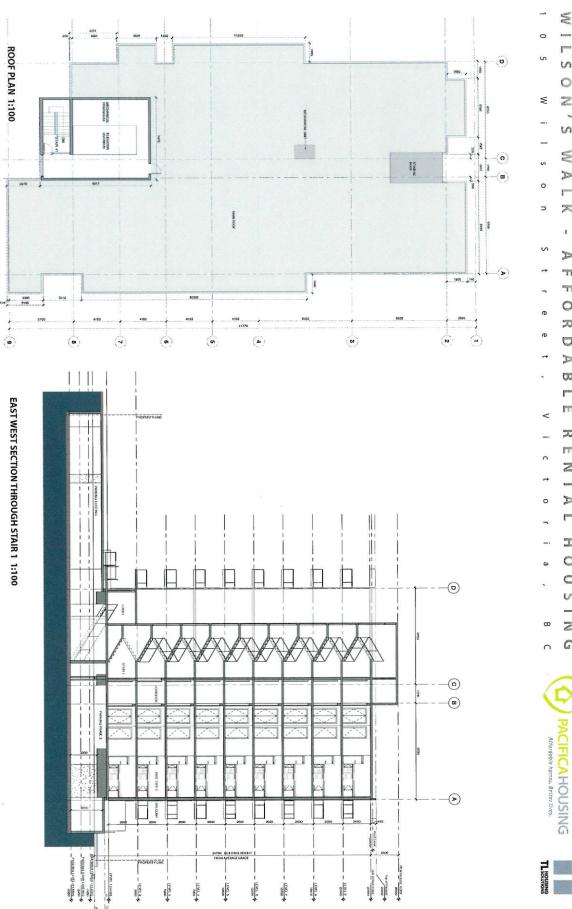






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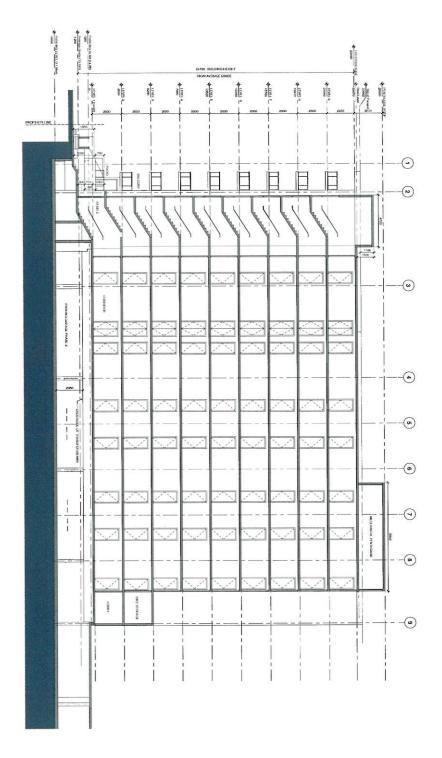
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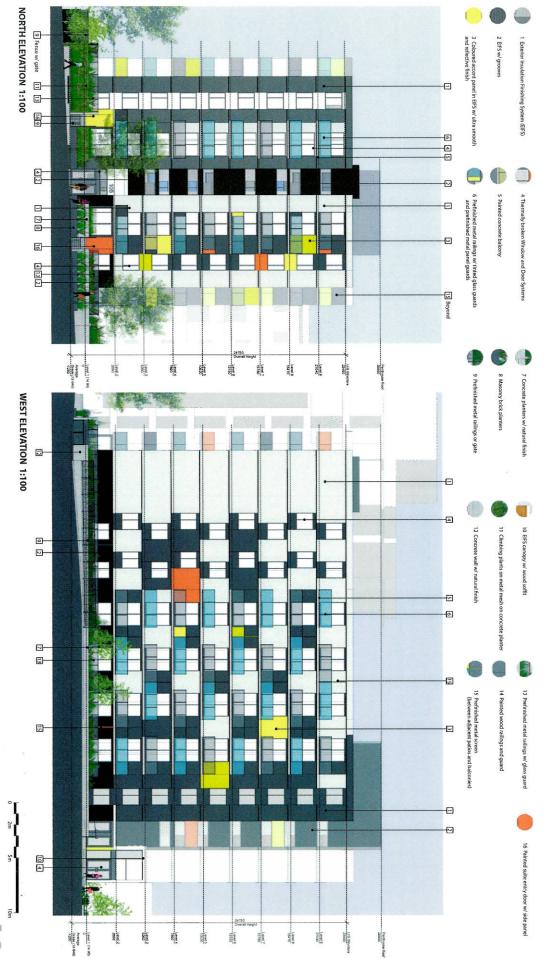
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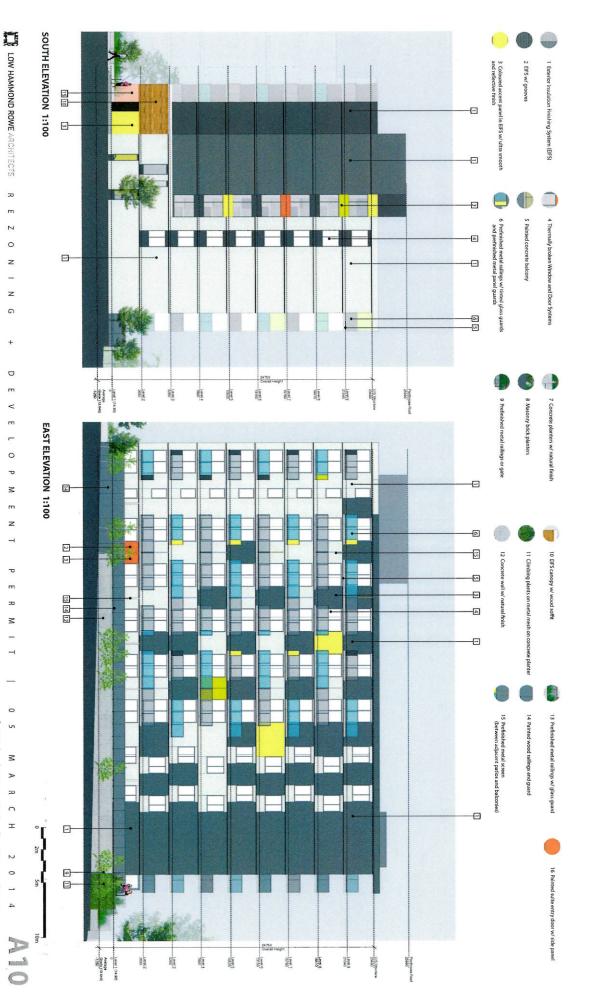
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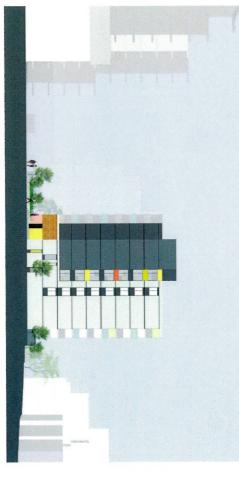
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CONTEXT ELEVATIONS



SOUTH ELEVATION



NORTH ELEVATION



Phase I Existing US Squedure 41: 19730 Phase II Proposed US Structure 23490

EAST ELEVATION

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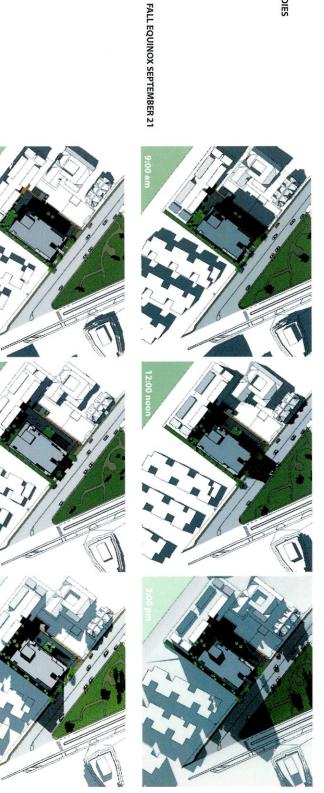
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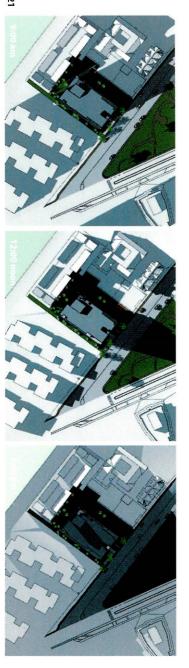




SHADOW STUDIES



SUMMER SOLSTICE JUNE 21



WINTER SOLSTICE DECEMBER 21

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VIEW of NORTH and WEST ELEVATIONS from Wilson Street





VIEW of WEST ELEVATION and Main Entry

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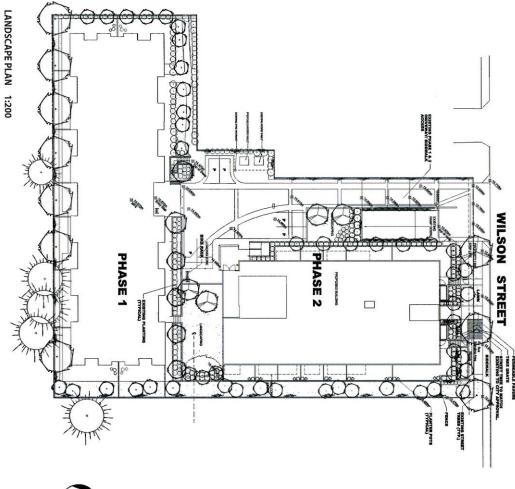
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VIEW of SOUTH and EAST ELEVATIONS





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NOTES

THIS DRAWING IS CONCEPTUAL ONLY AND NOT INTENDED FOR CONSTRUCTION FUNDOSES.
THIS DRAWING IS FOR SOFT LANDSCAPE ONLY.





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VIEW of NORTH ELEVATION from Wilson St



AERIAL VIEW of NORTH ELEVATION and WILSON STREET

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VIEW of NORTH ELEVATION from Wilson St on East side





VIEW of NORTH ELEVATION from Wilson St on West side

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VIEW of NORTH and WEST ELEVATIONS from WILSON STREET



VIEW of SOUTH and EAST ELEVATIONS w/ Existing Phase 1 adjacent building

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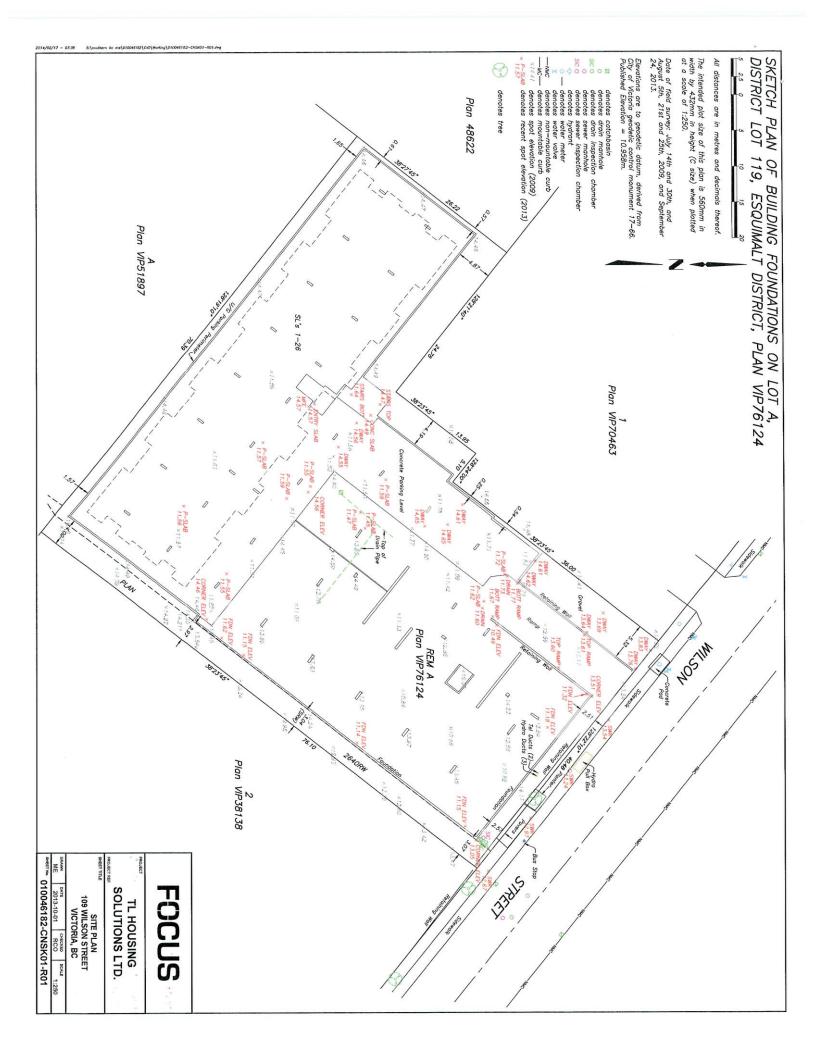
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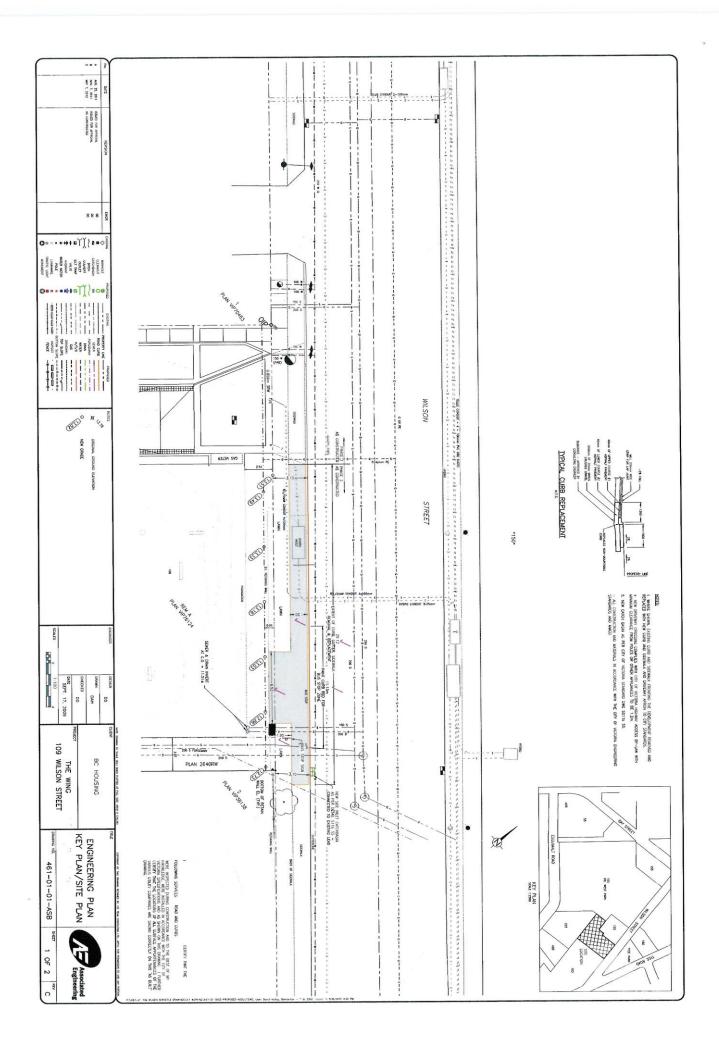
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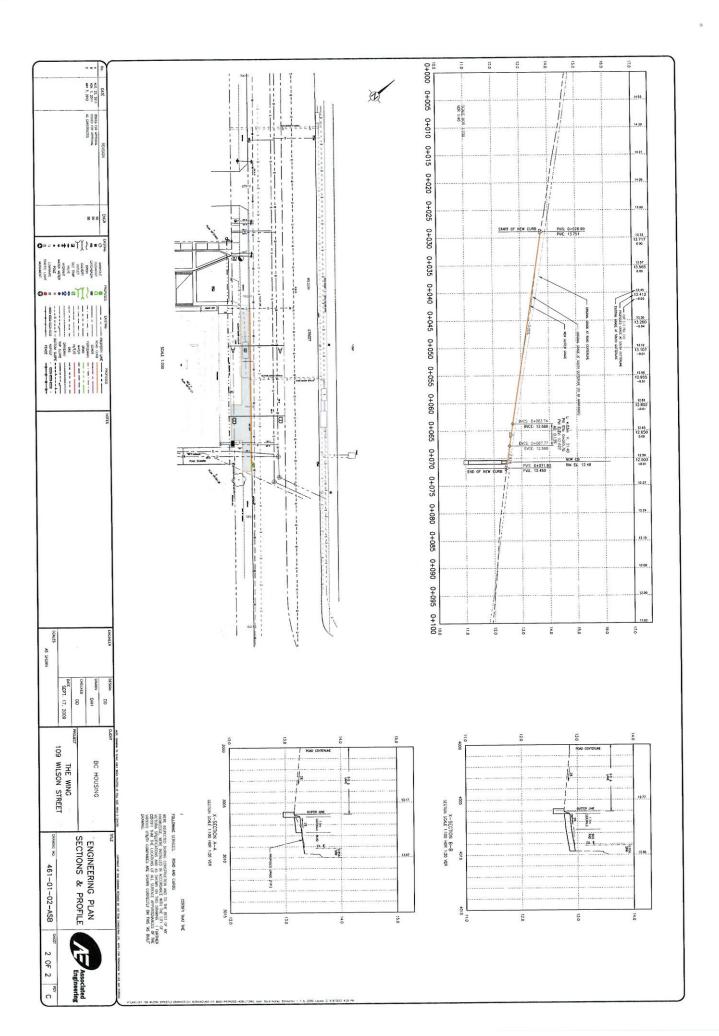
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#201, 791 Goldstream Ave
Victoria, BC V9B 2X5
T 250.388.9877
F 250.388.9879
E: nking@blvdgroup.ca
wattconsultinggroup.com
blvdgroup.ca

City of Victoria 1 Centennial Square Victoria, BC V8W 1P6 June 19, 2014 Our File: 1661 Rev No. 2

Attention: Steve Hutchinson

RE: 105 WILSON STREET PARKING CLARIFICATIONS

The following letter provides clarification on several parking items related to the 105 Wilson Street Parking Variance Letter dated June 11, 2014

Item #1 - Small Parking Stalls

The parking for 105 Wilson Street includes two small car parking stalls (4.6m depth). The City of Victoria's off street parking does not currently have a provision for small car parking stalls; however, numerous municipalities in Greater Victoria have a provision for small cars including Oak Bay, Esquimalt, Saanich, and Langford. Esquimalt, Saanich, and Langford define small car stalls as having a depth of 4.5m which is slightly less than the proposed depth for the stalls at 105 Wilson Street. These municipalities allows for 25 to 50% of the stalls at a site to be small car. Less than 5% of the parking stalls at 105 Wilson Street are proposed to be small car stalls; well below the 25-50% allowed in other municipalities.

It could be expected that these communities (Saanich, Langford, Esquimalt) have similar or higher numbers of large passenger vehicles (large cars and pick-up trucks) wanting to park on a site compared to Victoria. Therefore if sites, within these neighbouring municipalities, can handle 25+% small cars then this site can accommodate the proposed 5% (2 stalls) small car parking. The allocation of small car stalls is acceptable and could be counted towards the number of total stalls for the site.

The structural engineer has advised the team that the shear wall, at the end of the small car stalls, can be reduced by 0.5m to allow for these two small car stalls to be standard full sized parking stalls and therefore counted towards the parking total on site.

Item #2 - Visitor Parking

The developer will provide a total of nine visitor parking stalls (4 for phase 1 and 5 for phase 2) from the proposed parking supply for 105 Wilson Street. Seven of the visitor stalls are proposed to be on the surface and two in the parkade.

Updated parking layout drawings of the visitor parking and elimination of small car stalls will be provided to the City through the applicant.



Item #3 – Parking Demand for Affordable vs. Near Market

Our letter of June 11, 2014 utilized highest ownership rates for similar (affordable rental) sites as determined from ICBC to calculate the demand for the site. This calculated the ownership rates for 105 Wilson to be between 28 and 40. (See letter dated June 11, 2014 for details on the calculations). A further review of parking ownership between affordable and near market ownership is outlined in Table 1.

TABLE 1: BREAKDOWN OF VEHICLE OWNERSHIP BY UNIT SIZE AND RENTAL TYPE

Туре	# of Units	Ownership Rate	Number of Vehicles
Affordable Bachelor + 1 Bedroom	70	0.22 per unit*	15.4
Affordable 3 Bedroom	14	0.66 per unit*	9.2
Near Market Bachelor + 1 Bedroom + 3 Bedroom	24	0.68 per unit**, ***	16.3
Totals	108		40.9 (round to 41)

^{*} The rates for parking ownership rates for the affordable units are based on the average for sites with similar breakdown of unit types. See Table 4 of the June 11, 2014 for these ownership rates.

Based on these calculations the vehicle ownership for 105 Wilson Street will be 41 vehicles accounting for the affordable versus near market units. This parking demand may be slightly reduced (up to 4 vehicle stalls) based on field observations results versus permit demand and the fact that these units are near market and not market rental.

A review of the parking layout, on-site, identified two additional surface parking stalls. Therefore the parking for 105 Wilson Street is comprised of 9 visitor stalls (for both phases), and 44 full sized residential stalls for a total of 53 stalls.

^{**}Data from previous studies on rental (market) apartment buildings in Greater Victoria was gathered and utilized for the Near Market Rate. This data is based on permit data (from owner/operators) and not vehicle ownership. A breakdown by unit size was unavailable; however the data set includes buildings with bachelor, 1 bedroom, 2 bedroom, and 3 bedroom units.

^{***}The rate utilized for this calculation is based on the permits issued for the market apartments; however, field observations at the sites found that the parking demand was less than the number of permits issues. Based on the field data the market apartments would generate demand for 12.5 stalls.

The provision of 53 stalls (44 residential stalls and 9 visitor stalls) is considered acceptable for the 105 Wilson Street development.

If there are any questions regarding the above clarifications please feel free to contact me at 250-388-9877.

Sincerely,

Boulevard Transportation

... a division of Watt Consulting Group

per,

Nadine King, P.Eng., PTOE

Senior Engineer / Project Manager

tune 19, 2014 Encl. Parking Permit / Field Occupancy Counts for Market Apartments

GREAT! transportation solutions for communities



PARKING PERMIT DATA FOR MARKET APARTMENTS IN GREATER VICTORIA

Location	Units	Permits	Permit Demand (vehicles/unit)
948 Esquimalt Road	136	107	0.79
980 Wordsley Street	65	47	0.72
1126 Rockland Avenue	35	27	0.77
1030 Pendergast Street	57	42	0.74
1035 Pendergast Street	57	41	0.72
710 Vancouver Street	52	26	0.50
3255 Quadra Street	31	19	0.61
1500 Chambers Street	24	14	0.58
		Average	0.68

FIELD OCCUPANCY COUNTS FOR MARKET APARTMENTS IN GREATER VICTORIA

Location	Units	Observation 1	Observation 2	Average Demand (vehicles/unit)
980 Wordsley Street	65	50	56	0.82
1030 Pendergast Street	57	26	36	0.54
1035 Pendergast Street	57	21	23	0.39
710 Vancouver Street	52	n/a	22	0.42
3255 Quadra Street	31	12	14	0.42
1500 Chambers Street	24	14	12	0.54
			Average	0.52

These apartment buildings have 1, 2 and 3 bedroom units depending on the building.





June 11, 2014 File No. 1661

City of Victoria

1 Centennial Square

Victoria BC V8W 1P6

Attn: Steve Hutchison, Transportation Planner

RE: 105 WILSON STREET PARKING STUDY, UPDATE

Dear Sir:

The following is an update to the 105 Wilson Street Parking Study submitted by Boulevard Transportation on March 14 2014. This update clarifies information in the March 2014 report and provides new information to address comments in the City's March 26 2014 staff report.

1. HOUSING TYPE

Section 2.3 of the March 2014 report incorrectly states the proposal is for <u>market</u> rental apartment units when it should have stated the proposal is for <u>affordable</u> units. This distinction is significant in terms of the anticipated tenants and their vehicle ownership characteristics.

The proposal includes 108 units at two levels of affordability. 84 "affordable" units are proposed (78% of units) that will be rented to tenants below the Household Income Limits (HILs) set by BC Housing for low- to moderate-income earners¹. Rent levels will be at or below 2013 HILs rates (bach \$650, 1-bed \$836, 3-bed \$1425) and units will be registered with BC Housing to remain affordable rental in perpetuity. The remaining 24 units (22% of units) will be "near market" rental units available at 90% of average market rents² - \$800 for bachelor units to \$1600 for 3-bedroom units. See *Table 1*.

PAGE 1

¹ More on HILs available at - www.bchousing.org/Options/Subsidized_Housing/Apply/Eligibility/Income_requirements

² Average market rent is derived from Canada Housing Corporation's (CMHC) annual Rent Market Survey



2.2 Size

Unit sizes and number of bedrooms are generally larger in Phase 1 than Phase 2. Phase 1 is comprised of primarily one- and two-bedroom units, with only a small number of bachelor units. By contrast, half of Phase 2 is bachelor units and an additional one-third are one-bedroom units. See *Table 2*. A Metro Vancouver study⁶ of strata apartment sites found that vehicle ownership rates are 24% higher in one-bedroom units than bachelors, 55% higher in two-bedroom units, and 78% higher in three-bedroom units. It is expected that the smaller units in Phase 2 will appeal to smaller households and result in lower vehicle ownership rates than Phase 1.

Table 2. Phase 1 vs Phase 2 Comparison7

Unit Type	Phase 1	Phase 2
Bachelor	3 (6%)	54 (50%)
1-bedroom	21 (41%)	36 (33%)
2-bedroom	25 (49%)	0 (0%)
3-bedroom	2 (4%)	18 (17%)
Total	51	108

3. PARKING DEMAND DATA

Additional parking demand information has been obtained to supplement the information provided in the March 2014 report.

3.1 Pacifica Housing Parking Permits

Parking permit allocation data was obtained for four Pacifica Housing sites with a similar affordability level (low- to moderate-income tenants) and location as the subject site. See *Table 3*. All have on-site parking capacity and none charge an additional fee to park on-site.

PAGE 3

⁶ Metro Vancouver, Metro Vancouver Apartment Parking Study: Technical Report, September 2012, p47, available at: public.metrovancouver.org/planning/development/strategy/RGSDocs/Apartment_Parking_Study_TechnicalReport.pdf

⁷ Based on information provided from the development team by email, May 12 2014



Ownership information was obtained for additional affordable rental sites identified on BC Housing's Affordable Housing Registry⁹. See *Table 4*. Results demonstrate that sites comprised of bachelor and one-bedroom units have lower vehicle ownership rates than sites with two-, three-, and four-bedroom units. 829 Fisgard Street and 2558 Quadra Street are representative of the subject site due to their high proportion of one-bedroom units and these sites have vehicle ownership rates of 0.17 and 0.26 vehicles per unit, which suggests vehicle ownership will be no more than 28 vehicles when applied to the subject site.

Other sites consisting primarily of two-, three-, and four-bedroom units have higher vehicle ownership rates ranging from 0.41 to 0.91 vehicle per unit. If vehicle ownership for the subject site is based on a rate of 0.91 vehicles per unit for three-bedroom units and 0.26 vehicles per unit for bachelor and 1-bedroom units, the resulting ownership is approximately 40 vehicles.

Table 4. ICBC Vehicle Ownership Information

Site	Units	Owned Vehicles	Ownership Rate (per unit)
1134 Queens St ("Queens") affordable units - 5 bach, 14 1-bed, 9 2-bed	28	17	0.61
1253 Johnson St ("Briarwood") affordable units - 11 2-bed, 10 3-bed	21	12	0.62
1130 Fort St ("Langham Terrace") affordable units - 1 1-bed, 5 2-bed, 15 3-bed	21	10	0.48
829 Fisgard St ("The Pacifica") affordable units - 6 bach, 24 1-bed	30	5	0.17
2558 Quadra St ("Forest Heights") affordable units – 16 1-bed, 3 2-bed	19	5	0.26
1855 Quadra St ("Rotary House") affordable units – 25 2-bed	25	15	0.60
921 North Park St ("Balmoral Garden Court") affordable units – 34 2-bed, 11 3-bed	45	29	0.64
1150 Yates St ("James Yates Gardens") affordable units – 8 2-bed	8	7	0.88
1132 Johnson St ("Village on the Green") affordable units – 24 2-bed, 10 3-bed	34	31	0.91
450 Superior St ("Kew Gardens") affordable units – 29 2-bed, 3 3-bed	32	25	0.78
3230 Irma St ("Rudd Park") affordable units – 24 2-bed, 4 3-bed	28	5	0.18
2980 Jutland Rd ("LeBlond Place") affordable units – 12 2-bed, 1 3-bed, 4 4-bed	17	7	0.41

⁹ BC Housing Registry available at - www.bchousing.org/resources/Housing_Listings/zone8_family.pdf

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We trust this update is helpful in clarifying the March 2014 report and bringing forward new information in response to the City's comments. Please do not hesitate to contact us directly if you have questions.

Yours truly,

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