



Planning and Land Use Committee Report

For the Meeting on July 3, 2014

Date: June 19, 2014 **From:** Jim Handy
Development Agreement Facilitator

Subject: **Development Permit with Variances #000360 for 787 Tyee Road**
Application to construct a 49-unit multi-family residential building (Bonds Landing Phase 3).

Executive Summary

The purpose of this report is to present Council with information, analysis and recommendations regarding a Development Permit Application for the property located at 787 Tyee Road, part of the Railyards development known as Bonds Landing. The application is to construct a 49-unit multi-family residential building as Phase 3 of the Bonds Landing development. The application proposes parking variances.

The following points were considered while reviewing this proposal:

- The proposal is generally consistent with the *Railyards Development Guidelines*, however, design refinements to the lower levels of the east elevation should be considered to help enhance the street relationship in light of the parkade structure protruding above the grade of Central Spur Road.
- A Parking Study has been submitted to support the proposed parking variance.

In accordance with the City's *Land Use Procedures Bylaw*, because the Development Permit Application has variances, it requires notification, sign posting and a Hearing.

Recommendations

That Council schedule a Hearing to consider Development Permit with Variances #000360 for 787 Tyee Road, in accordance with plans date stamped June 3, 2014, subject to:

1. Development meeting all *Zoning Regulation Bylaw* requirements, except for the following variances:
 - a. Section 12.5.6(e) - Relaxation from 1.3 parking spaces per residential unit (74 parking spaces) to 1.11 parking spaces per residential unit (63 parking spaces) for phases two and three;
 - b. Schedule C, Section 7.2(g) – Relaxation for visitor parking stalls from 10 visitor parking spaces to 6 visitor parking spaces.
2. The submission of revised plans refining the parkade level of the east elevation of the proposed building to ensure a positive street relationship with Central Spur Road.

3. Final plans to be in accordance with the plans identified above to the satisfaction of the Director of Sustainable Planning and Community Development.

Respectfully submitted,




Jim Handy
Development Agreement Facilitator
Development Services Division



Deb Day, Director
Sustainable Planning and Community
Development Department

Report accepted and recommended by the City Manager:


Jason Johnson

Date: June 24, 2014

JH:aw

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1.0 Purpose

The purpose of this report is to present Council with information, analysis and recommendations regarding a Development Permit Application for the property located at 787 Tyee Road, which is part of the Railyards development known as Bonds Landing.

2.0 Background

2.1 Description of Proposal

The proposed development would be four storeys in height and the exterior design of the project is consistent with the existing Bonds Landing development as well as the industrial character that exists in the Railyards development. Exterior finishing materials include corrugated steel siding, stucco and concrete fibre board panels.

The application proposes 49 residential units consisting of 12 studios, 33 one-bedroom units and 4 two-bedroom units.

The *Zoning Regulation Bylaw* requires that the development provide for 1.3 parking stalls per residential unit (74), 10 of which should be for visitors. The proposal indicates that 1.11 stalls per residential unit (63) would be provided, of which only 6 are designated for visitors. As such, the applicant is seeking a parking variance for 11 parking stalls overall and 4 visitor stalls which is also comprised of a variance for four stalls.

2.2 Green Building Features

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

- stormwater discharge through a bioswale
- permeable surfaces
- measures to reduce heat island effect
- green roof
- water conservation measures
- energy efficiency features
- resource-efficient and local materials.

2.3 Existing Site Development and Development Potential

The existing site is currently occupied by Phases 1 and 2 of Bonds Landing, comprising 96 multi-family residential units in two four-storey buildings with a shared underground parkade. The application site is located within Development Area G of the CD-5 Zone, Railyards Residential Commercial District, which permits apartments, live/work and park uses with a maximum floor space ratio (FSR) of 2.35:1.

2.4 Data Table

The following data table compares the proposal with the existing C-5 Zone, Railyards Residential Commercial District, in Development Area G. An asterisk is used to identify where the proposal is less stringent than the existing zone.

Zoning Criteria	Proposal (Phase 3)	Combined Phases 1, 2 and 3	Zone Standard
Site area (m ²) – minimum	3770.00	n/a	n/a
Total floor area (m ²) – maximum	3324.02	6749.04	8859.50
Density (Floor Space Ratio) – maximum	0.88:1	1.83:1	2.35:1
Height (m) – maximum	24.00	24.00	24.00
Site coverage (%) – maximum	48.01	n/a	n/a
Open site space (%) – minimum	50.17	n/a	n/a
Storeys – maximum	4	4	n/a
Setbacks (m) – minimum			
Front (West)	2.00	2.00	2.00
Rear (East)	3.50	3.50	3.50
Side (North)	n/a	4.00	4.00
Side (South)	3.50	3.50	3.50
Parking – minimum	56*	76* (Phase 2 and 3 only as a 13 stall parking variance for Phase 1 was previously approved and parking in Phase 1 is unaffected by this development)	87
Visitor parking – minimum (% of total requirement)	4*	6*	10
Bicycle storage – minimum	58	96	96
Bicycle rack – minimum	12	18	18

2.5 Land Use Context

The application proposes Phase 3 of the Bonds Landing multi-family dwelling development located within Lot G of the Railyards development. Phases 1 and 2 of Bonds Landing are located immediately to the north of the subject site, Tyee Road lies to the west, Gaudin Road to the south and Central Spur Road to the east.

2.6 Legal Description

Lot 1, District Lot 119, Esquimalt District, Plan VIP88377, Except Part in Strata Plan VIS7017 (Phase 1 & 2).

2.7 Relevant History

Phase 1 of Bonds Landing was approved by Council on July 16, 2009, and comprised of 26 multi-family residential units in a four-storey building. A 13-stall parking variance was approved as part of the Phase 1 development. Phase 2 was approved by Council on September 22, 2011 and comprised of a further 21 multi-family residential units in a further four-storey building.

2.8 Consistency with Design Guidelines

The *Railyards Development Guidelines* are applicable in this instance and the proposal complies with the Guidelines as follows:

- the proposed building design is consistent with the existing industrial architectural style that has been developed at the Railyards
- durable and low-maintenance wall cladding is proposed in the form of corrugated steel siding, metal roofing and concrete panels
- the proposed building exteriors include a strong colour palette consistent with Phases 1 and 2 of Bonds Landing
- the multi-family residential units are shown to have a range of floor areas from 42.1 m² suites to 88.3 m² two-bedroom apartments
- the application proposes a number of green building features
- the proposed building is articulated with balconies, recesses and roof form elements which add interest to the building and helps break up the length and massing of each building façade
- the main entrance to the building and courtyard access are both clearly identified through the use of entrance canopies.

The proposal includes elements of stucco as an exterior finishing material. The aforementioned Guidelines state that the use of stucco is not acceptable, however, this is not the primary wall cladding and its use is consistent with the exterior finishing of earlier Phases of Bonds Landing.

However, staff are concerned with the relationship between the proposed building and Central Spur Road. As a result of site grade and the existing parkade access design and location, the proposed parkade level of the building would be raised above Central Spur Road. The application indicates that this exposed parkade wall will be finished with concrete. Staff recommend that Council require revisions to the satisfaction of the Director of Sustainable Planning and Community Development, refining the exposed parkade wall, to ensure an attractive sidewalk on Central Spur Road, prior to the issuance of the Development Permit.

2.9 Community Consultation

In compliance with the Community Association Land Use Committee Procedures for Processing Variances, the application was referred to the Victoria West Community Association on June 10, 2014, for a 30-day comment period. No comments were received at the time of writing this report.

This Development Permit Application has variances, therefore, it requires notification, sign posting and a Hearing.

3.0 Issues

The key issues related to this application are:

- parking variances
- building design.

4.0 Analysis

4.1 Parking Variances

Parking for all Phases of the development are accommodated within a shared underground parkade accessed from Central Spur Road. The parking situation for this three-phased development can be summarized as follows:

- A 13-stall parking variance was approved as part of the Phase 1 development and parking associated with this Phase is unaffected by the proposed development.
- Parking was provided in accordance with the requirements of Schedule C of the *Zoning Regulation Bylaw* for Phase 2 of this development; however, some of this parking would be removed or reconfigured to accommodate the Phase 3.
- The combined parking requirement for Phases 2 and 3 would be a total of 87 stalls while the proposal is to provide of 76 parking stalls.
 - Thirteen of these stalls are attributable to “studio suites”, which are defined in the CD-5 Zone as being less than 46 m² and having no separate bedroom.
 - This leaves 63 stalls for the remaining “residential units”, defined as units that are not studio, townhouse or live/work units, which require 74 stalls.
- A parking variance must be connected to a specific regulation in the Bylaw. In this instance, since there are multiple categories of units requiring differing parking standards, the parking variance is being linked to the predominant housing form which is “residential units”. Therefore, a parking variance reducing this parking requirement for residential units by 11 stalls is being requested.
- In addition to the above, the proposal indicates that there will be six visitor parking stalls whereas the *Zoning Regulation Bylaw* requires that 10 of the parking stalls being provided be reserved for visitors. Therefore, a four-stall visitor parking variance is also requested.

The applicant has submitted a Parking Study prepared by Boulevard Transportation to support the proposed parking variances. The study, which is attached to this report, concludes that the proposed parking supply is appropriate for the site based on vehicle ownership rates at similar sites. It also concludes that visitor parking demand is expected to exceed the supply by one vehicle. It is recommended that this can be accommodated by on-street parking on Tyee Road or Central Spur Road without significantly impacting neighbourhood parking availability.

Staff have reviewed the Parking Study and concur with its conclusions that the proposed parking variance is acceptable and any additional parking demand that may occur on the adjacent streets will be minimal and will not have a negative impact on the neighbourhood. The previously approved parking space variance for Phase 1 (0.8 spaces/unit) has not resulted in on-street resident or visitor parking problems.

4.2 Proposed Building Design

The proposal is consistent with the existing development at Bonds Landing in terms of scale, architectural vernacular, finishing materials and colour palette. The proposed design is generally consistent with the *Railyards Development Guidelines* with the exception being that stucco is proposed as a finishing material. However, in this instance, the proposed use of stucco is considered acceptable as it is not a primary wall cladding and its use is consistent with the exterior finishing of earlier Phases of Bonds Landing.

The proposed development would be served by an underground parkade utilizing an existing access from Central Spur Road. The parkade design and site grades are such that part of the parkade is protruding above Central Spur Road. This results in a significant area of exposed concrete at street level on the east elevation of the proposed new building. This issue was addressed in an earlier phase of development by providing townhouses adjacent to the street with an underground parkade immediately to the rear of the units, however, replicating this solution in Phase 3 would result in the loss of several parking stalls. While the applicant has indicated that some landscaping would be provided to soften the impact of the exposed concrete elements, staff recommend that Council require design refinements to the east elevation of the building to ensure a positive street relationship with Central Spur Road. These refinements could include the use of alternative finishing materials, colour treatment and additional landscaping. The staff recommendation includes this requirement.

5.0 Resource Impacts

There are no resource impacts anticipated.

6.0 Conclusions

The proposed Development Permit Application is generally consistent with the *Railyards Development Guidelines* and the proposed building design is similar to Phases 1 and 2 of Bonds Landing; however, design refinements to the lower levels of the east elevation would be a positive improvement.

The proposed parking variances are acceptable and any additional visitor parking demand that may occur on the adjacent streets will be minimal with little impact on the neighbourhood. Staff, therefore, recommend that Council advance this application to a Hearing.

7.0 Recommendations

7.1 Staff Recommendations

That Council schedule a Hearing to consider Development Permit with Variances #000360 for 787 Tyee Road, in accordance with plans date stamped June 3, 2014, subject to:

1. Development meeting all *Zoning Regulation Bylaw* requirements, except for the following variances:
 - a. Section 12.5.6(e) - Relaxation from 1.3 parking spaces per residential unit (74 parking spaces) to 1.11 parking spaces per residential unit (63 parking spaces) for phases two and three;
 - b. Schedule C, Section 7.2(g) – Relaxation for visitor parking stalls from 10

- visitor parking spaces to 6 visitor parking spaces.
2. The submission of revised plans refining the parkade level of the east elevation of the proposed building to ensure a positive street relationship with Central Spur Road.
 3. Final plans to be in accordance with the plans identified above to the satisfaction of the Director of Sustainable Planning and Community Development.

7.2 Alternate Recommendation (Without Design Refinements)

That Council schedule a Hearing to consider Development Permit with Variances #000360 for 787 Tyee Road, in accordance with plans date stamped June 3, 2014, subject to:

1. Development meeting all *Zoning Regulation Bylaw* requirements, except for the following variances:
 - a. Section 12.5.6(e) - Relaxation from 1.3 parking spaces per residential unit (74 parking spaces) to 1.11 parking spaces per residential unit (63 parking spaces) for phases two and three;
 - b. Schedule C, Section 7.2(g) – Relaxation for visitor parking stalls from 10 visitor parking spaces to 6 visitor parking spaces.
2. Final plans to be in accordance with the plans identified above to the satisfaction of the Director of Sustainable Planning and Community Development.

7.3 Alternate Recommendation (Decline)

That Council decline the application.

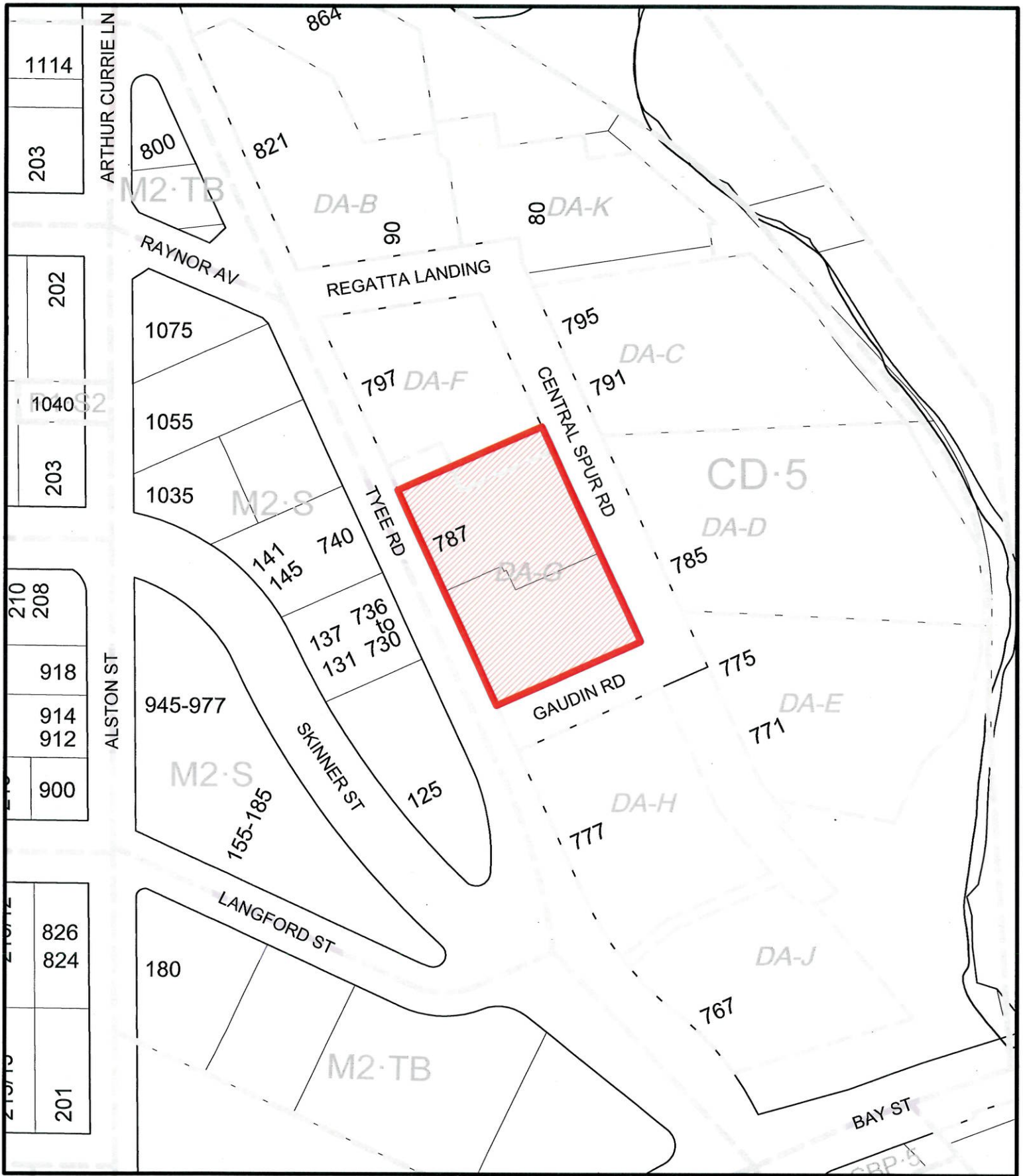
8.0 List of Attachments

- Zoning map
- Aerial map
- Letter from applicant dated March 31, 2014
- Letter identifying Green Building Design Features dated March 31, 2014
- Plans dated June 3, 2014
- Parking Study dated June 3, 2014.



787 Tye Road
Development Permit #000360





787 Tyee Road

Development Permit #000360



March 24, 2014

Mayor and Members of Council

City of Victoria,
c/o Planning & Development Department
#1 Centennial Square
Victoria, B.C.
V8W 1P6



de Hoog & Kierulf architects

dHka

**Re: Development Permit Application.
Railyards Development, Phase III Bonds Landing
787 Tyee Road**

Your Worship and Members of Council:

On behalf of our client, Lefevre and Company Railyards Development Inc., we are pleased to submit this application for development permit for the above captioned address.

1. Background

The proposed development is the final project in a phased development of Lot G of the Railyards site. Originally, the development of Lot G was to be constructed in four phases. Phase one application was approved by Council and constructed. The project was reduced to three phases at the application for Phase two, which was approved by Council, and has been constructed. This proposal is for phase three which will complete the 95 unit site.

2. Description of Proposed Development

The proposal is to construct a 48 unit multi-family residential project on Lot G of the Railyards site. Lot G is located on the west side of the Railyards site between Tyee Road and Central Spur road. The second of three phases was completed in October of 2013.

Phase three of Lot G will complete the development on Lot G. It will front onto Tyee Road, Central Spur Road and the new Gaudin Road. The proposed building is 4 stories in height, and will contain 48 residential units. The units consist of primarily one-bedroom units, with 4 two-bedroom units, and 6 studio units.

The floor area of the units ranges in size from 43m² to 90m². The proposed parking for phase three includes 56 stalls located under the building in two levels of parking. Secured bicycle parking for residents will be provided, plus an additional bicycle rack for visitors.

The project includes a landscaped common area above the parking structure. This area provides a common outdoor space for residents and serves as a view corridor between Tyee Road and the Railyards site. Phase two established the common garden, connection to Central Spur Road and the storm water feature on Central Spur Road. Phase three will complete the expansion of the Tyee road connection and the balance of the common area.

The project will build Gaudin Road, the second access road from Tyee Road into the Railyards project and connects to Central Spur Road. Gaudin Road will form the southern property edge along Lot G.

The proposed building design continues with the existing industrial design scheme at Railyards. The ground-floor units along Tyee road will have direct ground-floor access and patios intended to create a positive street relationship. Each unit in the building will have a private balcony or

patio. The project continues the colour and material theme of the Railyards, incorporating silver and red corrugated steel siding, yellow stucco, and exposed concrete retaining walls that were used in Phase two.

3. Legal Description

Lot 1, District Lot 119, Esquimalt District, Plan VIP88377, except part in Strata Plan VIS7017 (Phase 1 & 2).

4. Conformance to Design Guidelines

The Railyards, are in Development Permit Area 23, and the design guidelines are part of the Master Development Agreement for the Railyards. The following are some examples of how the project proposes to meet the intent of the Guidelines.

Section 2.1 Planning Principles

Item 6: Establish a contemporary industrial architectural Vernacular.

The proposed development carries on the existing industrial vernacular that has been used at the Railyards and will use similar form and materials as used in Phase two of Lot G.

Section 2.2.2 Building Massing

- *The intermediate residential density will take the form of 3 to 4 story apartments. These structures will be located at or near street property lines such that they clearly define the streetscapes of the development.*

There is a 4 story building to the North of Lot G which fronts Tyee Road and Regatta Landing. Phase one & two Building on Lot G are also four-storey buildings. The proposed building conforms with the Zoning Regulation Bylaw in terms of building height.

- *Parking under apartment buildings will be fully buried into grade, or will be enclosed by other built space or landscape gardens.*

The proposed development will include a two level parking structure which will be located under the building. The parking structure will be below grade along Tyee Road. There will be a 2.8 meter grade change between Tyee Road and Central Spur along Guadin Road.

The parking garage along Central Spur Road will be enclosed by landscaped gardens with low retaining walls similar to those of Railyards Lot B, 821 Tyee Road. A street level Plaza with decorative stone paving and flowering evergreens on metal trellis will be located on Central Spur Road adjacent to the parking entrance. This is opposite the Phase two Plaza and storm water feature.

Section 2.2.3 Architectural Character

- *Buildings in the Railyards will exhibit an architectural expression that is reflective of the once industrial nature of this site.*
- *Expressive roof forms are encouraged.*

The proposed development will express the former industrial nature of the Railyards site by incorporating industrial-looking materials and a lively colour scheme which is prominent in many industrial areas. The project will include flat and sloped roof forms with large overhangs similar to those of Phase two.

- *Multiple units often result in long buildings. Articulation should be applied utilizing bay windows, recesses, balconies, or staggered plans to add variety to facades.*

The proposed building design includes balconies, awnings above balconies and building recesses to add interest to the building and to help break up the length and massing of the building façade.

- *Large glass areas are encouraged in dwelling units arranged to take advantage of water and city views.*

The building exterior for a typical one bedroom suite will be over 50% glazing as in Phase two units.

- *Colour is encouraged in the exterior treatment of buildings. Strong colours for accents and middle tone colours for larger plains are encouraged, while any use of pastel colours are strongly discouraged.*

The proposed building exterior will use the colour and material theme of the Railyards, incorporating silver and red corrugated steel siding, yellow stucco, and the exposed concrete retaining walls that were used in Phase two.

Section 2.2.7 Green Building Design

The Railyards Development Guidelines include green building design features. The proposed project will incorporate green features into this development project similar to those in Phase two. Refer to attached letter dated March 25, 2014.

Section 2.4.6 Parking

- *Parking for multi-unit apartment projects will be located underground, accessed by ramps located perpendicular to the street.*

The proposed Phase three building will add 56 stalls of parking to the existing Phase one and two underground parking with addition of a 2100 m² two level parking structure. The underground parking is accessed by a ramp from Central Spur Road. This ramp was completed in Phase two.

Section 3.2 Apartment Parcels

- *The design strategy for apartments is to recognize, to the greatest extent possible, the individuality of units. To this end, articulation will occur in wall surfaces and roof forms to break up the bulk of the predominately, four storey frame buildings.*

The building façade of the proposed development is articulated to break up the building face and to provide individuality to the units. Balconies and awnings which project outward from the building will help to break up the façade and giving the units more individuality. There are 11 main floor units with access to ground level patios, four units having direct access to the landscaped common area, and three units fronting onto Tyee Road have direct access doors.

- *Main entries to apartment buildings are to be clearly identified through the use of an entrance canopy, or other device, and related to their fronting street.*

The main entrance to the phase one building will serve as the main entrance to the entire development when it is completed. The main pedestrian entrance is off Tyee Road, providing a connection with the fronting street. The main entrance is accentuated with an entrance canopy supported by pillars, glass doors and windows, as well as landscaping features. The main entrance will also form the Tyee Road connection to the resident common landscaped area which connects through to Central Spur Road.

5. Proposed Variance

The proposed Phase three development on Lot G will provide 56 additional parking stalls in a two level parking structure under the building. This would be a total of 97 underground parking stalls for the 95 units, and will include 4 visitor parking stalls accessible on level P1.

Phase one of the project built 21 underground stalls for 28 units. The development proposal at that time requested a parking ratio of 0.745 to 1. The original project mix was 98 units, with a total parking requirement of 127.3 stalls. Phase one was granted a variance, and the project would eventually build out 73 stalls for the 97 units, with no visitor parking.

At Phase two, the project was re-designed, reducing the number of building phases from four to three, reducing the unit count from 98 to 95. During the Phase two submission the currently proposed Phase three scheme was presented to city planning staff, to clarify the overall project parking design for the completed project. This proposal was for a final total of 97 parking stalls.

Phase two, also built a temporary surface parking area of 8 stalls, located within the footprint of the Phase three project. In review with City of Victoria, it was determined it was easier at that time, to not adjust the entire site parking, and make Phase two compliant. The intention that these parking stalls would be moved at construction of Phase three, and be removed from the parking count once Phase three was complete.

5.1 Variance Request:

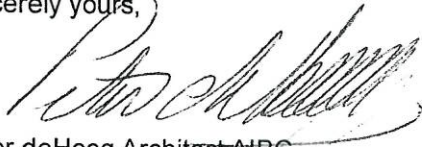
Parking - Remove 8 surface parking spaces from existing phase two.

5.1 Variance Request:

Parking - Phase three parking requirement reduced by six parking stalls from 61 to 55.

We look forward to the completion of the Bonds Landing Project on Lot G of the Railyards, and trust that the forgoing information is satisfactory.

Sincerely yours,



Peter deHoog Architect AIBC
de Hoog & Kierulf architects

cc Chris LeFevre, LeFevre & Company
File

March 25, 2014

Mr. Jim Handy
City of Victoria,
Planning & Development Department
#1 Centennial Square
Victoria, B.C.
V8W 1P6



de Hoog & Kierulf architects

dH/Ka

Dear Jim;

**Re: Development Permit Application.
Railyards Development, Phase 3 Lot G.**

Please note the following Green Building Design features from the Design Guidelines are included in the Proposal.

- A. Site Strategies**
 - Storm water management through retention in cisterns for irrigation of parkade area green roof. Storm water management "discharge through a bio-swale".
 - Permeable Surfaces – 75% of pavers on site will be self draining through a pea gravel base.
 - Light coloured roof membrane to reduce "heat island effect".
 - Greening strategy for site landscaping and roof (refer to Landscape plans) and large green roof area using "Live Roof" modular system.
- B. Water Conservation**
 - Extensive use of low water volume appliances and plumbing fixtures.
 - Irrigation of green roof with re-circulated storm water from storage cisterns.
- C. Energy Efficiency**
 - High efficiency glazing
 - Maximise daylight/passive solar gain in winter.
 - High efficiency appliances, including energy star rated combination washer/dryers.
 - Solar preheat of domestic hot water using the existing phase 1 roof mounted solar heating panels system, dependant on review of system capacity.
- D. Resource Efficient Materials**
 - Use of engineered wood products and local framing lumber using LEED principles.
 - Fly-ash to concrete to exceed 20% so as to lessen "new" cement ratio.
 - Construction waste and materials recycling.

Please contact the undersigned if any additional response or clarifications are required.

Yours truly,

A handwritten signature in black ink, appearing to read "Peter deHoog". The signature is fluid and cursive, with a long horizontal stroke at the end.

Peter deHoog architect AIBC
de Hoog & Kierulf architects

cc Chris LeFevre, LeFevre & Company
File



the RailYards

Phase 3 • Bonds Landing

DEVELOPMENT PERMIT RESUBMISSION
23 May 2014

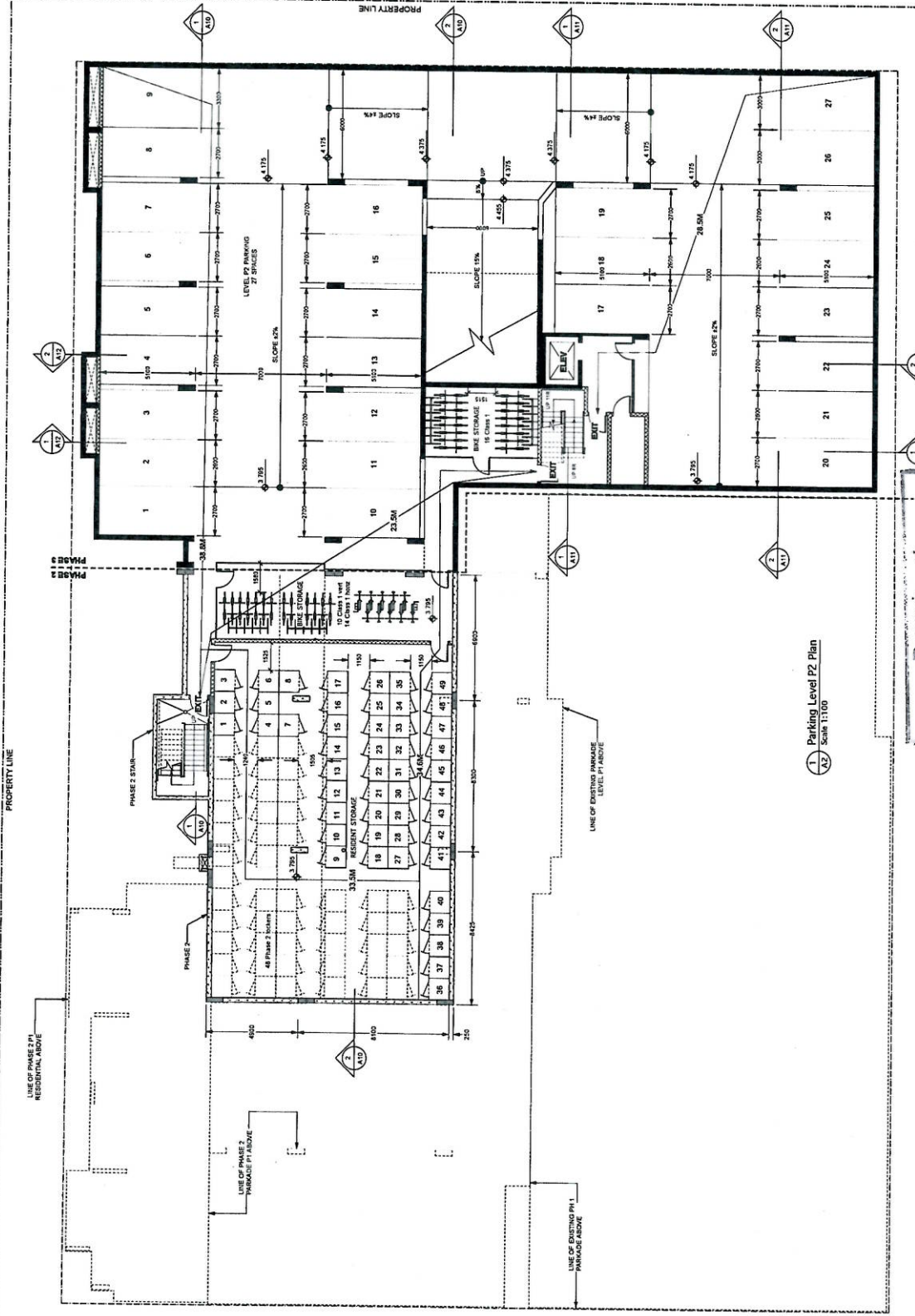
LIST OF DRAWINGS:

ARCHITECTURAL		LANDSCAPE	
A0	PROJECT SHEET	L1	LANDSCAPE SITE PLAN
A1	PROJECT BEGINNINGS / LOCATION & CONTEXT PLANS	L2	LANDSCAPE MATERIAL AND LANDSCAPE PLAN
A2	LEVEL 1 PLAN	L3	LANDSCAPE PLANTING PLAN
A3	LEVEL 2 PLAN	L4	LANDSCAPE OFF SITE PLAN
A4	LEVEL 3 PLAN	L5	LANDSCAPE SECTIONS
A5	SECOND & THIRD FLOOR PLANS (L2/L3)	CONV	CONCRETE
A6	FOURTH FLOOR & ROOF PLAN (L4)	C1	SITE SERVICES PLAN
A7	SECTION SUMMARY		
A8	ELEVATIONS		
A9	BUILDING SECTIONS		
A10	SECTION SECTIONS		
A11	BUILDING SECTIONS		
A12	BUILDING SECTIONS		
A13	MATERIALS & COLOURS		
A14	VOGNETTES		
A15	VOGNETTES		

PROJECT DIRECTORY:

PROPOSED OWNER La Pierre & Company Property Agents Ltd.		LANDSCAPE ARCHITECT Dorinda Kordal Ltd. 102-103 West 5th Ave Vancouver BC V6P 1T6 Tel: 604 684 6511 Fax: 604 684 6577	
ARCHITECT J.E. Anderson & Associates 877 First Street Victoria BC V8P 2K3 Tel: 250 658 3357 Fax: 250 658 3357		CIVIL CONSULTANT/ENGINEER J.E. Anderson & Associates 877 First Street Victoria BC V8P 2K3 Tel: 250 658 3357 Fax: 250 658 3357	

Received
City of Victoria
JUN 03 2014
Planning & Development Department
Development Services Unit



Project No. 1125
 Bay Area
 de Hoog & Kierulff architects

LEVEL P2 PLAN A2

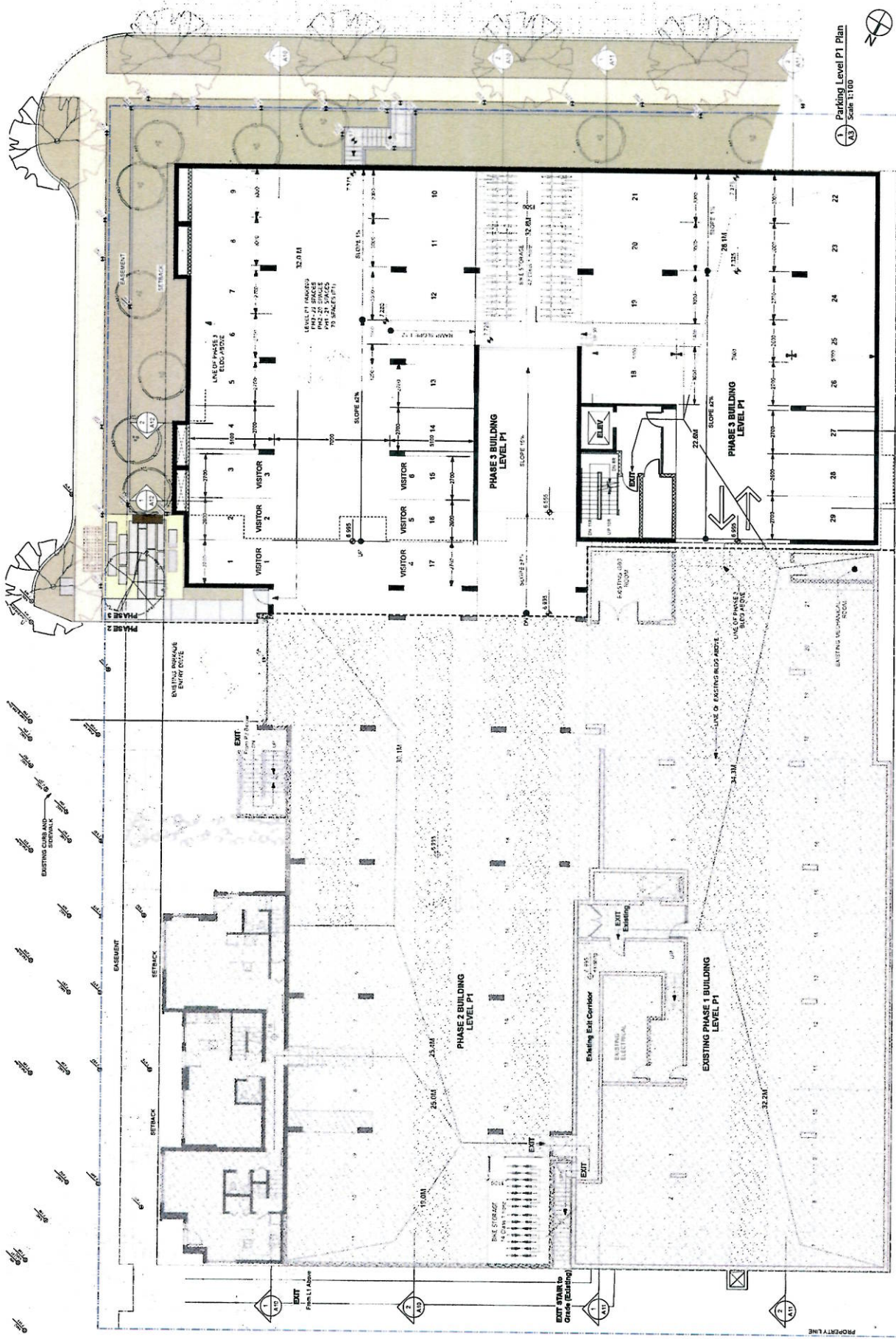
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Phase 3 - Bonds Landing

Letourre & Company the RailYards

JUN 03 2014

Planning & Development Department
 Development Services Division



Parking Level P1 Plan

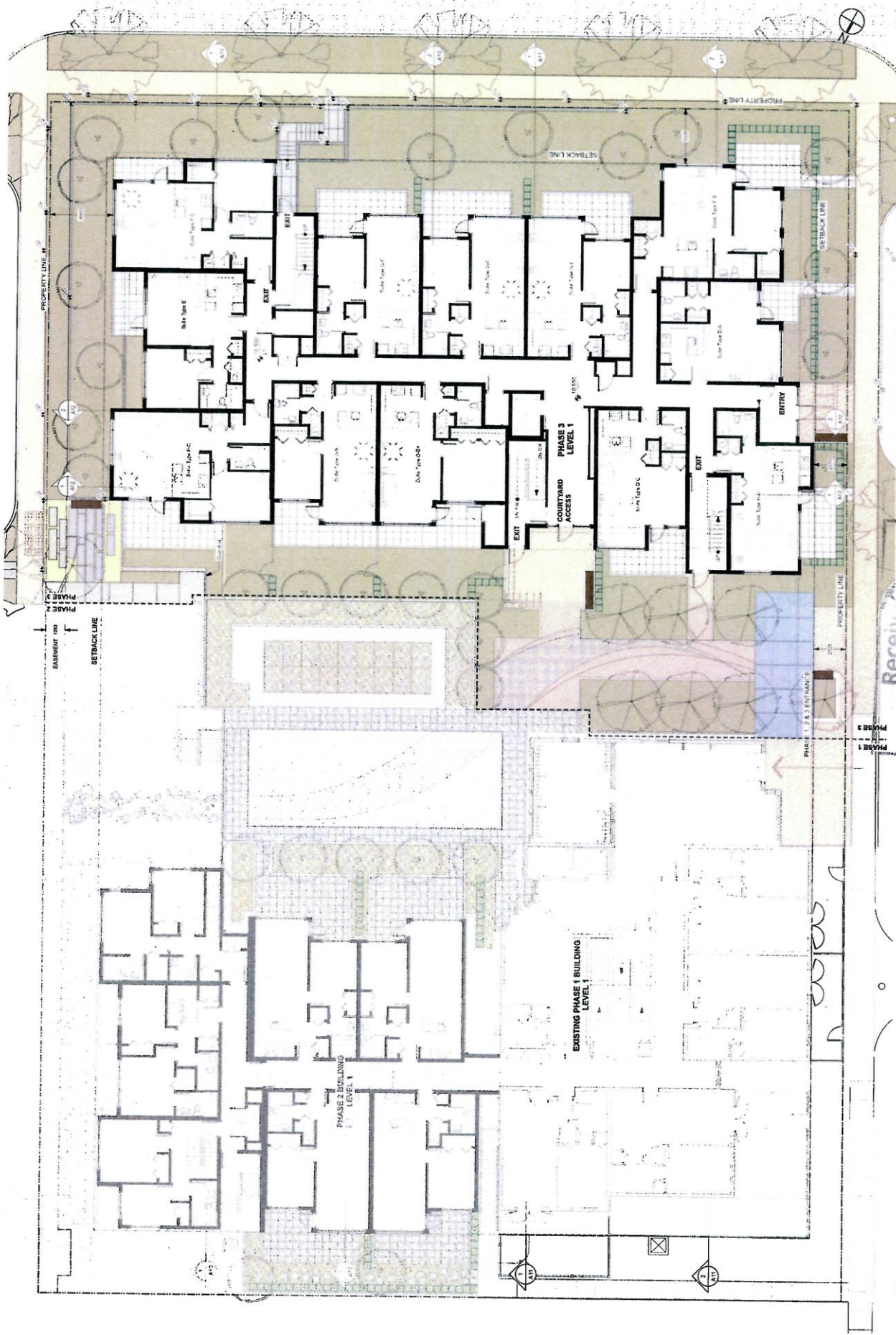
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Project No. 1125
 May 13, 2014
 de Hoog & Menoff architects
 11111 15th Avenue, Suite 100, Denver, CO 80202

LEVEL P1 PLAN A3
 Phase 3 • Bonds Landing

JUN 03 2014
 Planning & Development Department
 Development Services Unit

Leteyre & Company Inc.



Project No. 1125
May 2011
de Hoog & Kieckhefer architects

LEVEL 1 PLAN A4

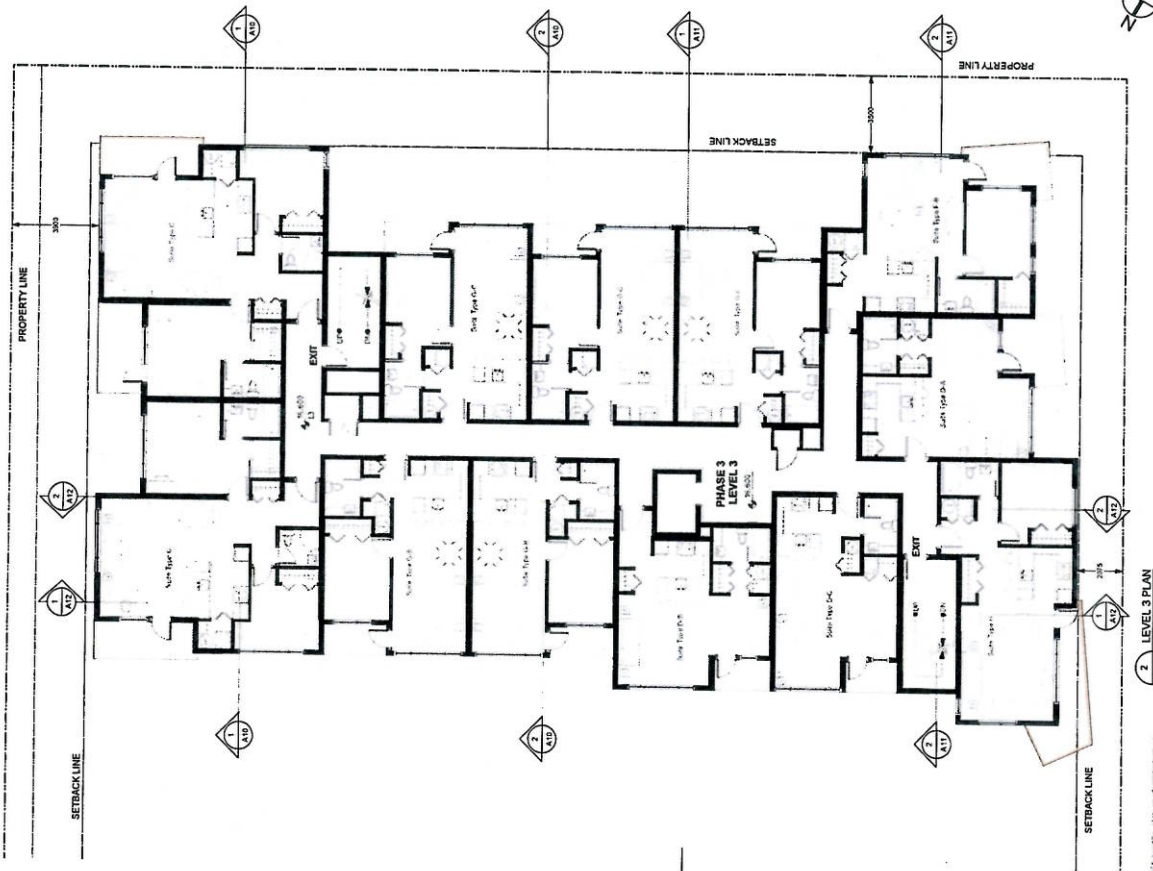
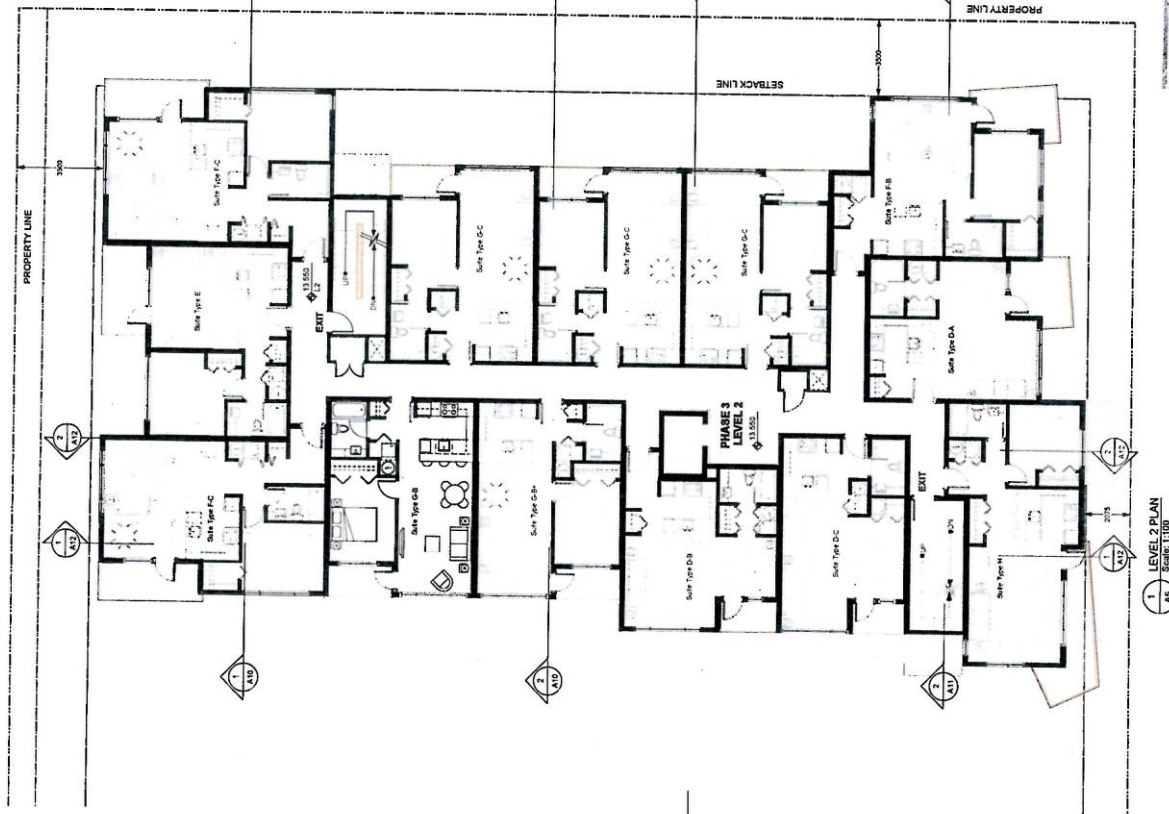
Phase 3 • Bonds Landing

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JUN 03 2014

Manning & Development Services
Development Services Division



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May 2014
de Hoog & Kleinf architects
PHASE 3 - BONDS LANDING

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City of Victoria

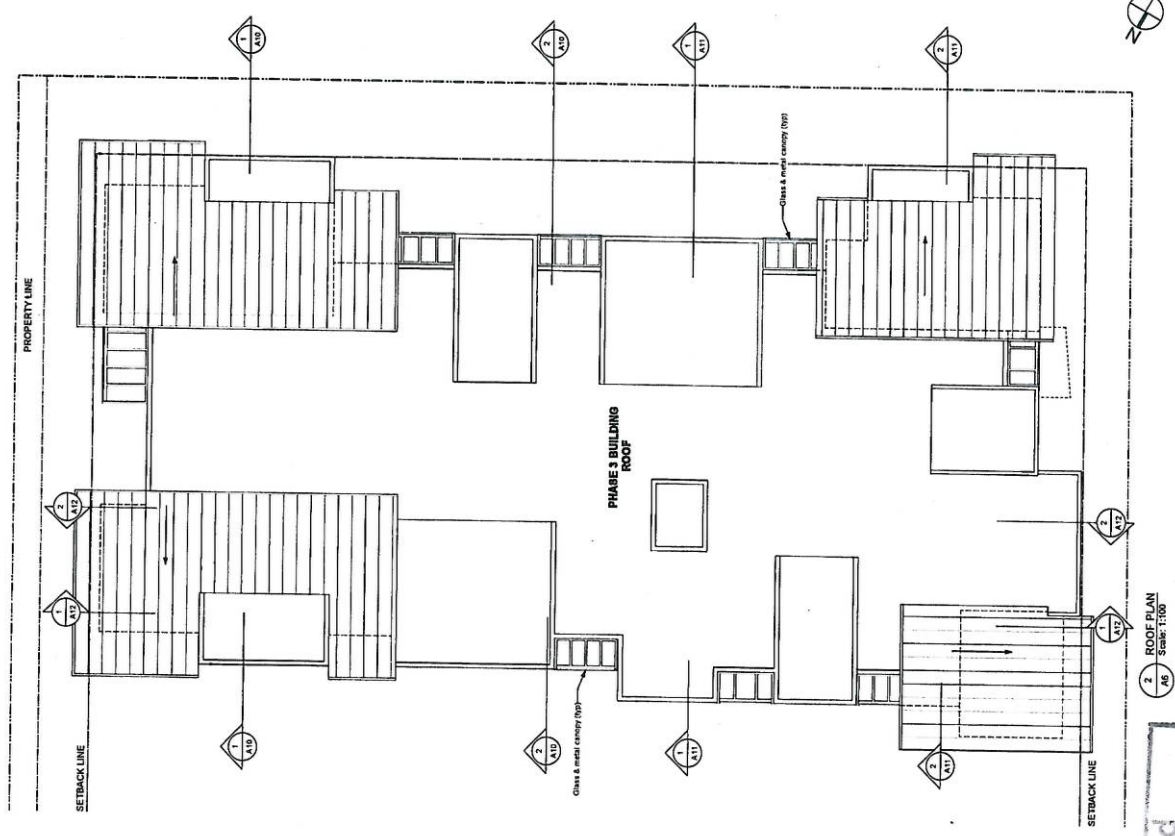
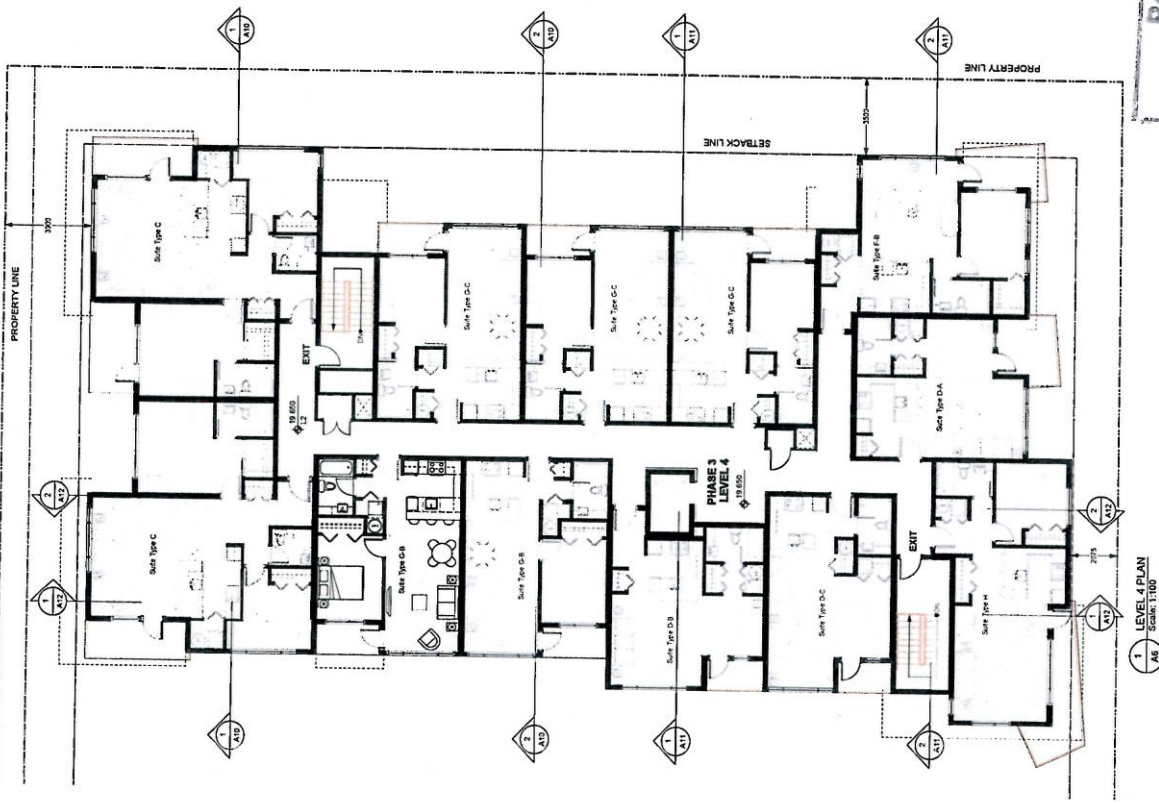
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Levevre & Company the RailYards

Phase 3 - Bonds Landing

Planning & Development Department
Development Services Division

LEVELS L2 & L3 PLAN A5



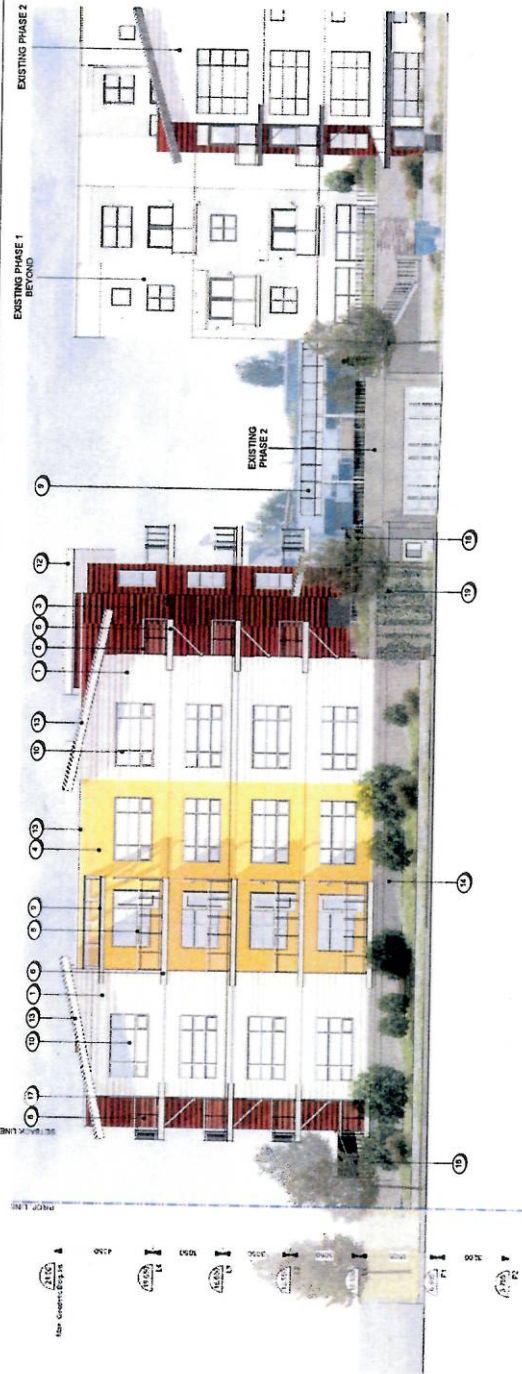
Levyre & Company

Phase 3 - Bonds Landing JUN 03 2014 LEVELS L4 & ROOF PLAN A6

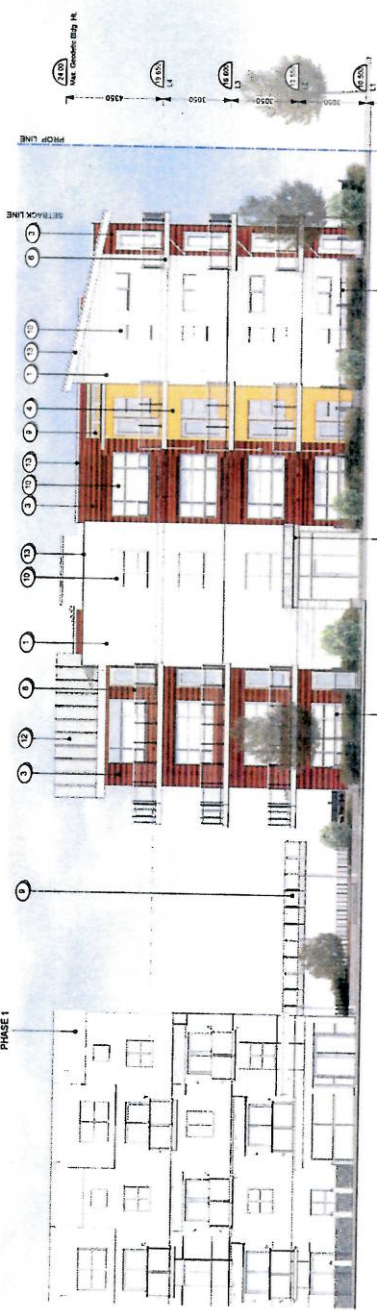
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Development Services Division

Project No. 1125
May 23, 2014
de Hoog & Klundt architects
1000 West Beaver Creek Road, Suite 100, Richmond Hill, ON L4B 1N2



1 EAST ELEVATION



2 WEST ELEVATION

- MATERIALS SCHEDULE**
- 1 METALIC COATED STEEL, SONG
 - 2 GREY COATED STEEL, SONG
 - 3 RED COATED STEEL, SONG
 - 4 YELLOW STUCCO
 - 5 GREY CONCRETE FINE BRICK PANELS
 - 6 LIGHT GREY FRAMED STEEL
 - 7 DARK GREY FRAMED STEEL
 - 8 GLASS AND STEEL WALLS
 - 9 GLASS AND STEEL CANOPY
 - 10 METAL CLIN WINDOWS
 - 11 METAL SLOTT
 - 12 PRE FINISHED STAINLESS STEEL METAL ROOF
 - 13 PRE FINISHED METAL SAGA
 - 14 COLORED CONCRETE
 - 15 PAINTED CONCRETE
 - 16 METAL AND GLASS CURTAIN WALL
 - 17 DARK GREY CONCRETE FINE BRICK PANELS
 - 18 METAL GUARD RAIL
 - 19 DECORATIVE TRELLIS WITH FLUORESCENT LIGHTING
 - 20 METAL AND WOOD FENCE
 - 21 WOOD BRICK AND STONE PAVING

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Elevations A8

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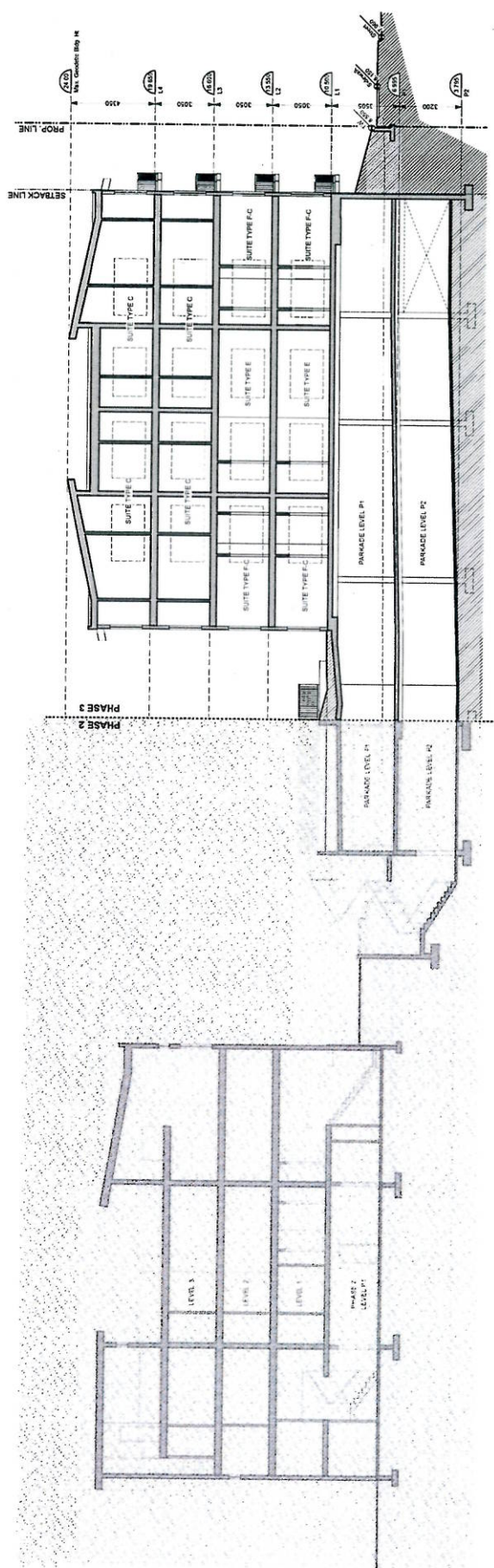
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 - 4 YELLOW SIDING
 - 5 DRY CONCRETE FINE BOARD PANELS
 - 6 LIGHT GRAY PRISSED STEEL
 - 7 DARK GRAY PRISSED STEEL
 - 8 GLASS AND STEEL WALLS
 - 9 GLASS AND STEEL CLOSET
 - 10 METAL CLAD WIT DOORS
 - 11 METAL WIT
 - 12 PRE PRISSED STANDING SEAM METAL ROOF
 - 13 PRE PRISSED METAL FASCIA
 - 14 BRICKED CONCRETE
 - 15 PAINTED CONCRETE
 - 16 METAL AND GLASS CURTAIN WALL
 - 17 DARK GRAY CONCRETE FINE BOARD PANELS
 - 18 METAL GUARD RAIL
 - 19 DECORATIVE TRUSS WITH FLUORESCENCE EXPOSURE
 - 20 METAL AND WOOD TRUSS
 - 21 WOOD TRUSS AND STONE PAVING

Project No. 1125
May 25, 2014
de Hoog & Kiehl architects
1000 10th Ave. S.W. #200
Seattle, WA 98104

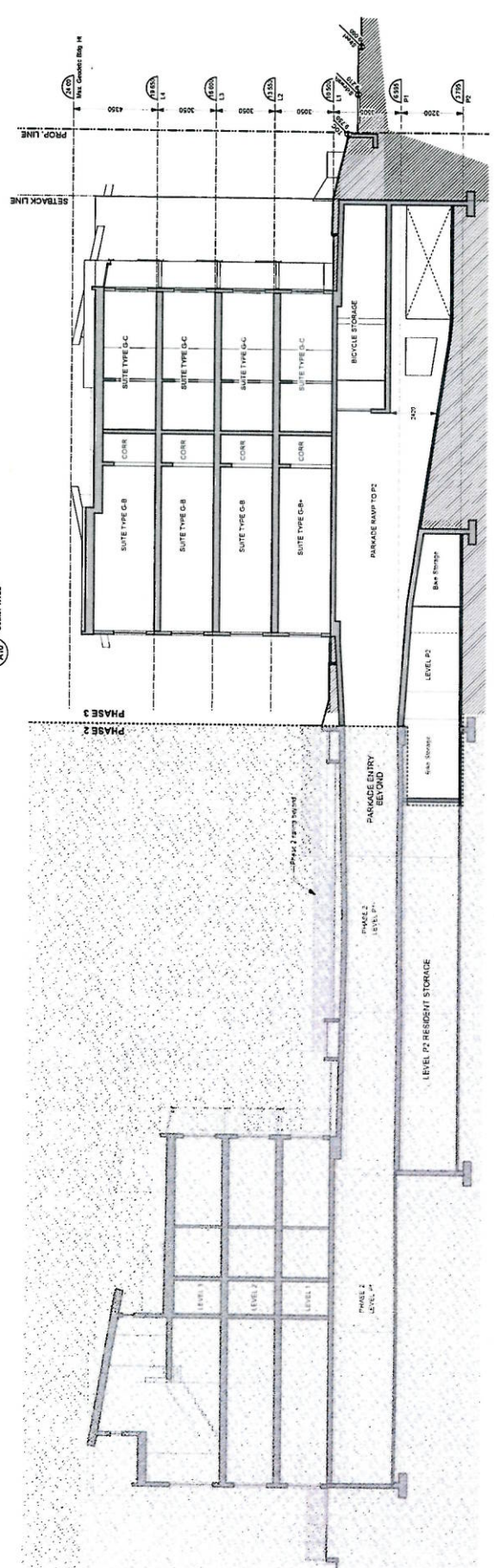
Elevations A9

Record
City of Seattle
JUN 03 2014
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Development Services Division

LeFevre & Company the RailYards
Phase 3 • Bonds Landing



SECTION D
A10
Scale: 1/8" = 1'-0"



SECTION A
A10
Scale: 1/8" = 1'-0"

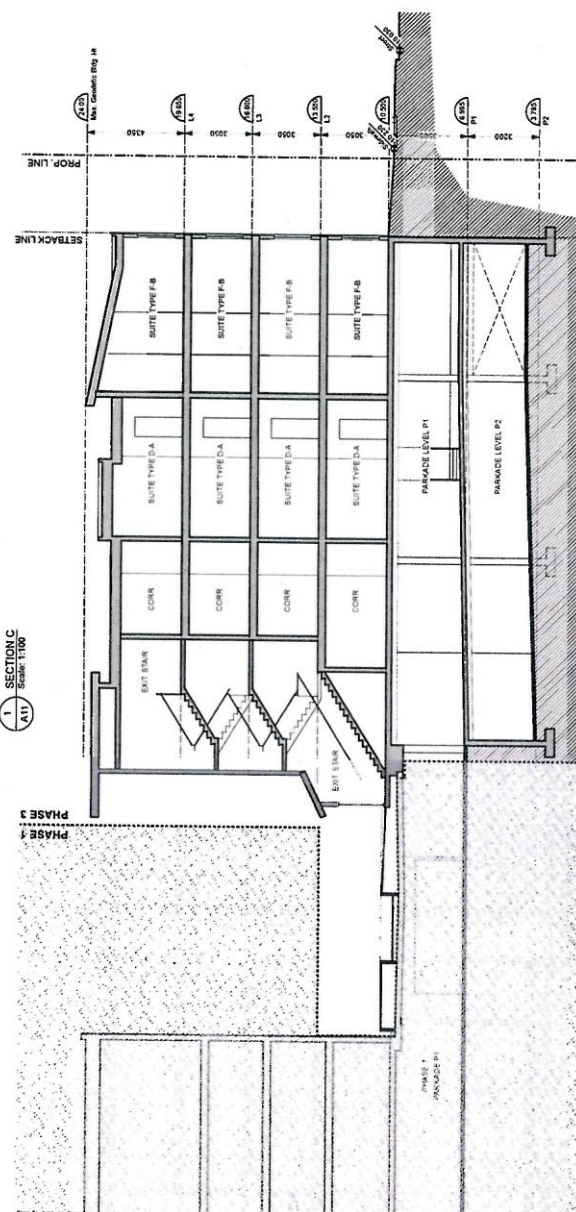
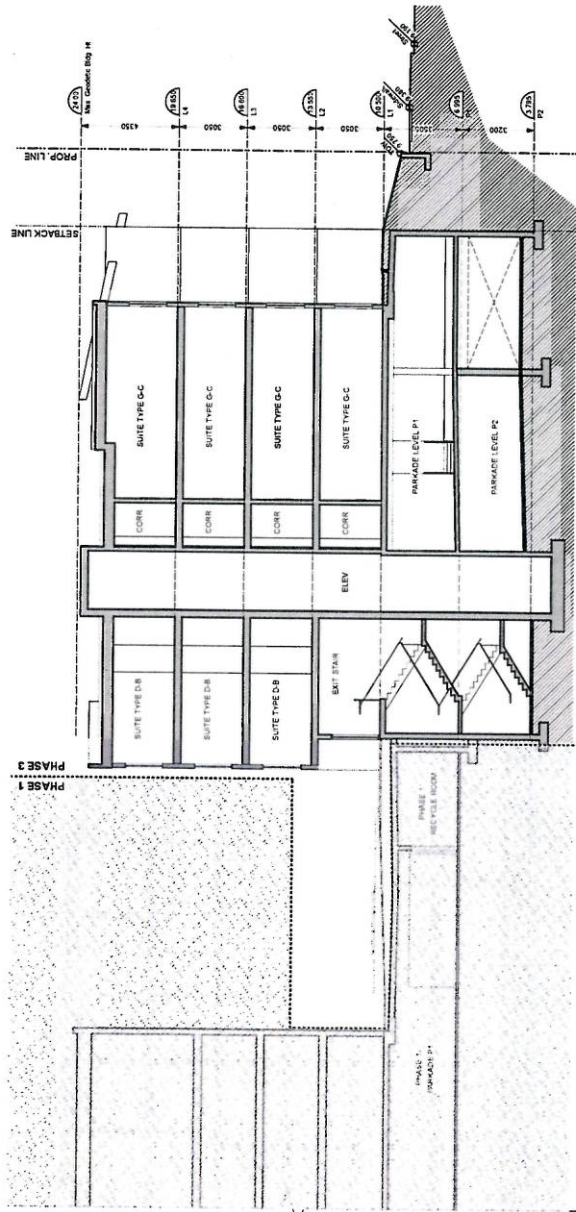
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Sections A10

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CITY OF PHOENIX
JUN 03 2014
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Project No. 1125
May 25, 2014
de Hoog & Klandt architects

Sections A11

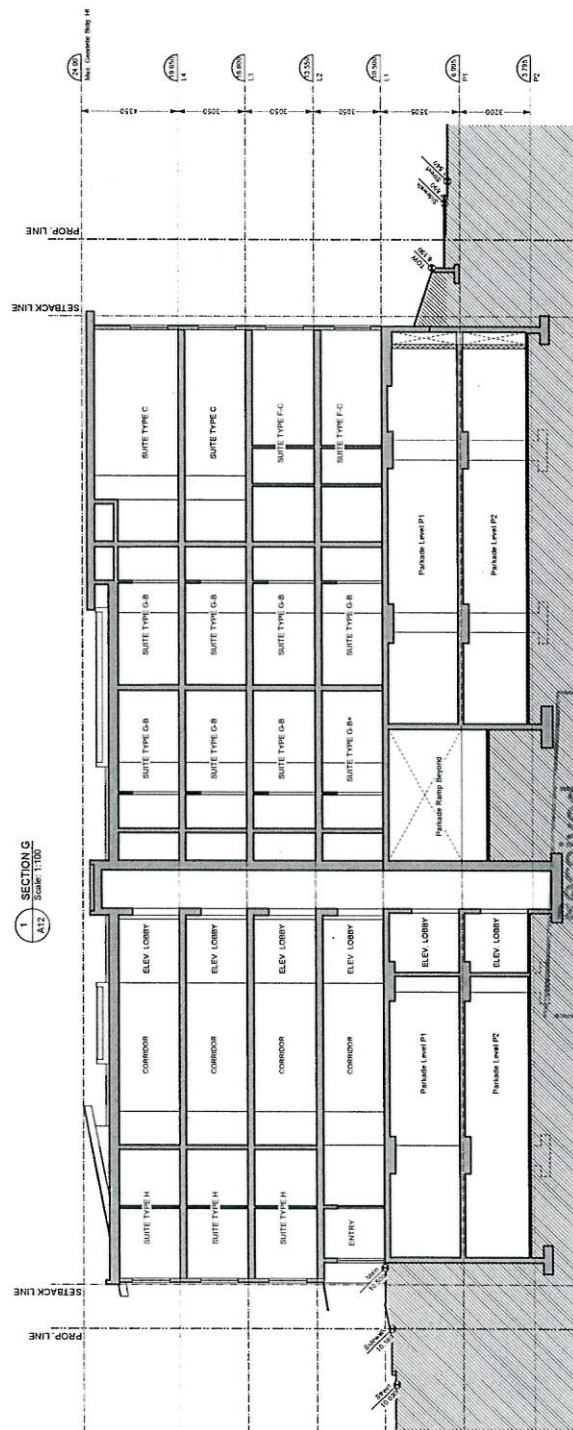
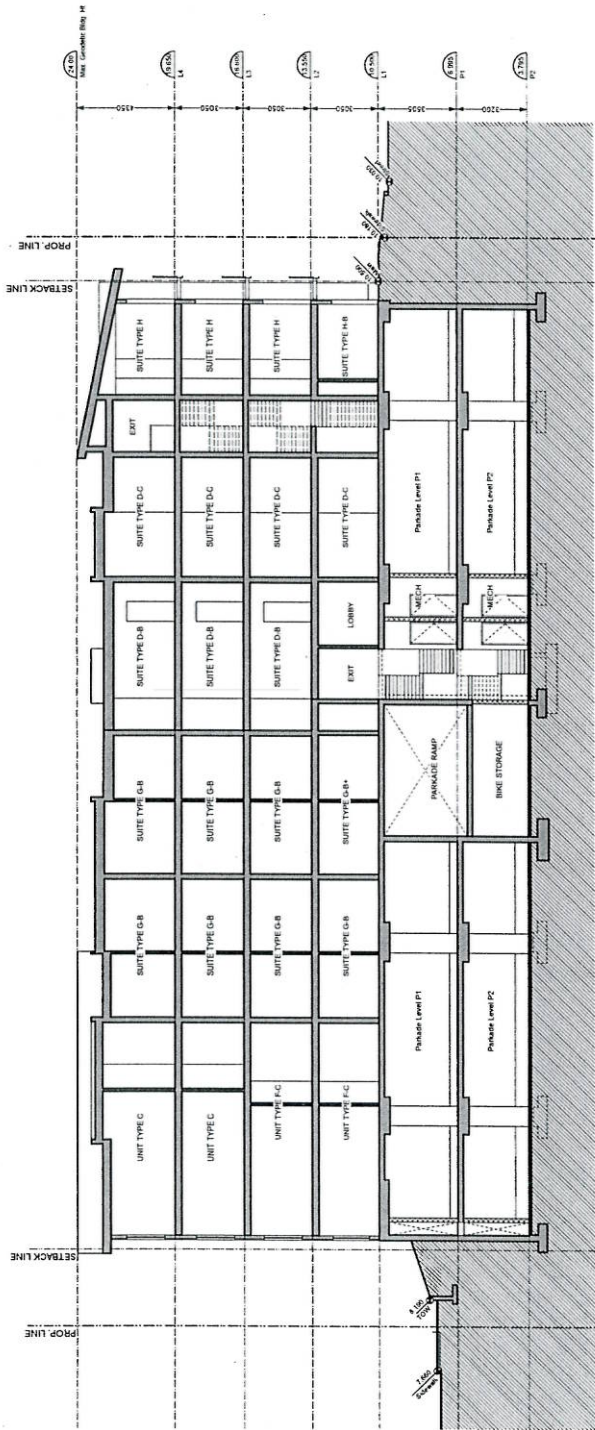
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Levevre Company the RailYards

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Project No. 1125
May 24, 2011
de Hoog & Kluin architects

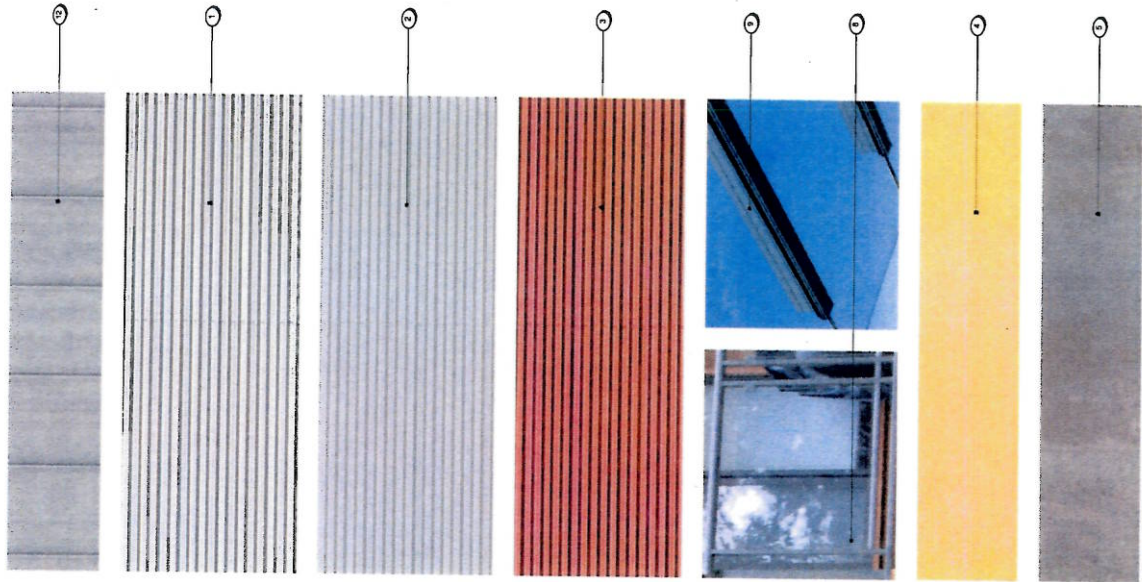
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Phase 3 • Bonds Lancing 03 2014

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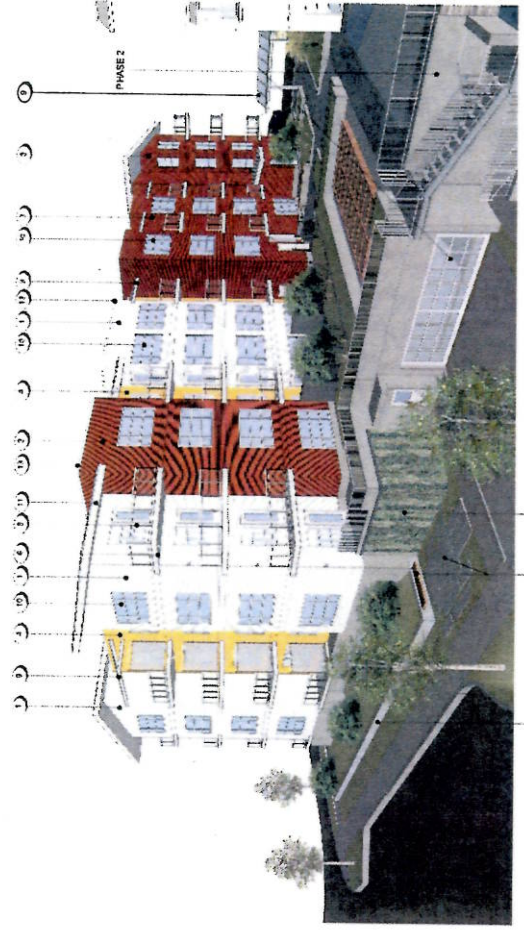
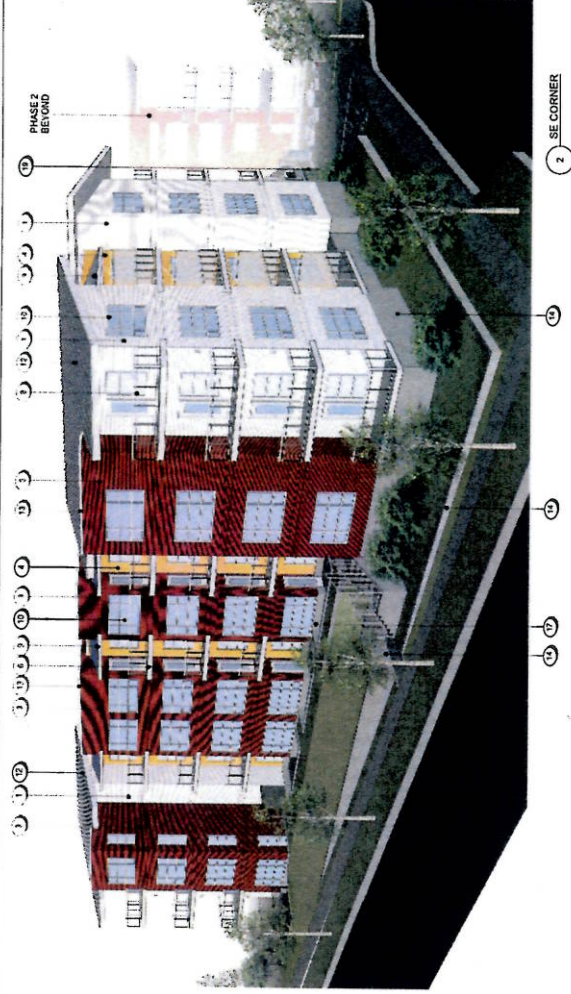
Planning & Development Department
Development Services Division

received
City of San Francisco
A12 / Scale: 1:100



MATERIALS SCHEDULE

- 1 METALIC CORRUGATED STEEL SIDING
- 2 RED CORRUGATED STEEL SIDING
- 3 GREY CORRUGATED STEEL SIDING
- 4 YELLOW SIDING
- 5 GREY CONCRETE FINE RIBBED PANELS
- 6 LIGHT GREY FRAMED STEEL
- 7 DARK GREY FRAMED STEEL
- 8 GLASS AND STEEL WALLS
- 9 GLASS AND STEEL CANOPY
- 10 METAL GLAZED WINDOWS
- 11 METAL SHUTTER
- 12 PRE-PAINED STAINLESS STEEL METAL ROOF
- 13 PRE-PAINED METAL PANEL
- 14 PAINTED CONCRETE
- 15 METAL AND GLASS CURTAIN WALL
- 16 DARK GREY CONCRETE FINE RIBBED PANELS
- 17 METAL GLAZED WALL
- 18 EXTERIOR WALLS WITH FLOURESCENCE EXPOSURE
- 19 METAL AND WOOD FENCE
- 20 WOOD BENCH AND TISSUE PAPERS



JUN 03 2014

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2 PERSPECTIVE LOOKING SOUTH EAST



3 BIRDS EYE VIEW TO THE WEST



1 TYEE RD ENTRANCE LOOKING EAST

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1 CENTRAL SPUR & GAUDIN RD. VIEW TO NORTH WEST



2 CENTRAL SPUR RD. VIEW TO SOUTH WEST

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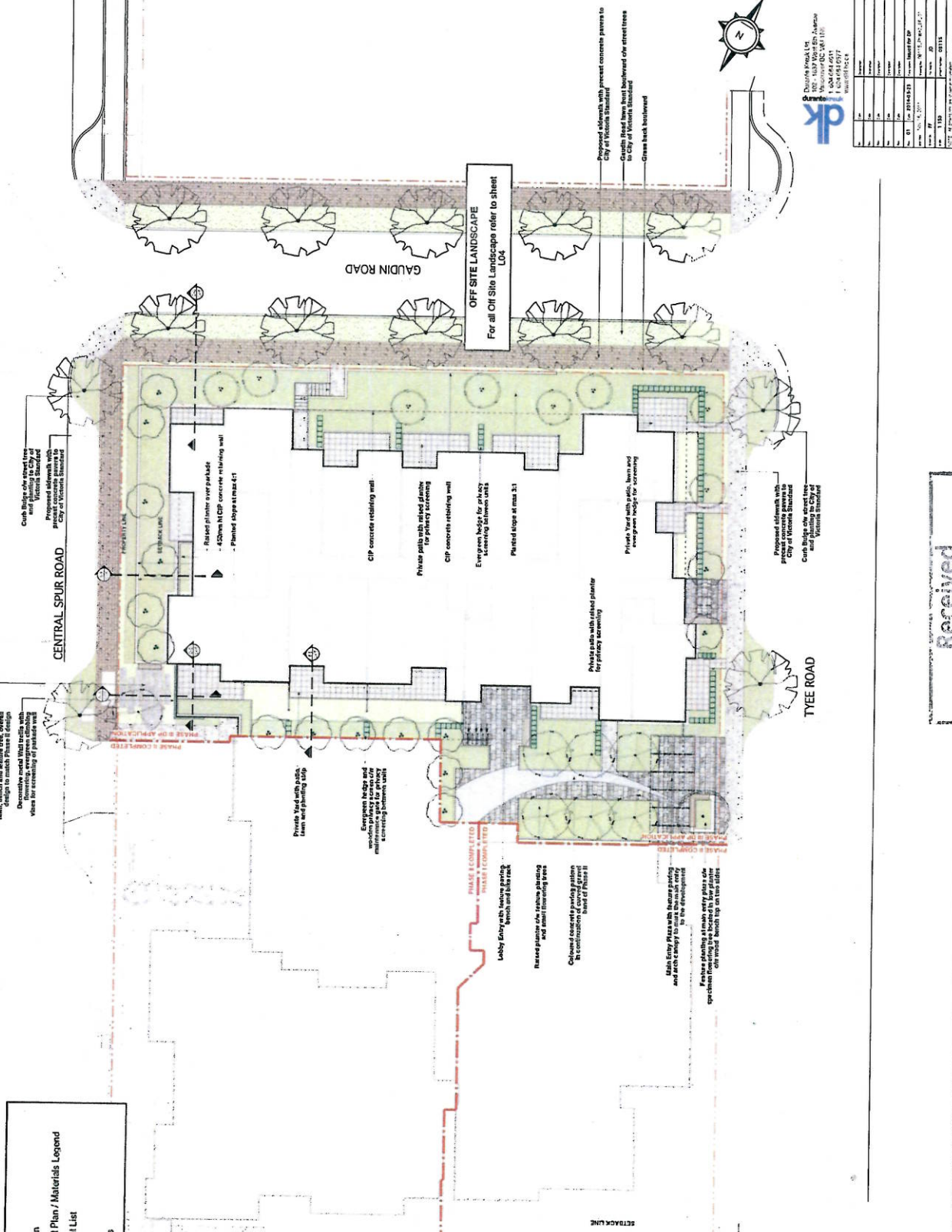
JUN 03 2014

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Vignettes A15

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May 24, 2014
de Hoog & Brouil architects

- DRAWING LIST**
- L01 Landscape Site Plan
 - L02 Material and Layout Plan / Materials Legend
 - L03 Planting Plan / Plant List
 - L04 Off Site Plan
 - L05 Landscape Sections



Project No. 1105
 June 16, 2014
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 Tel: 250-383-1100
 Fax: 250-383-1101
 Email: info@dehoogandklendz.com
 Website: www.dehoogandklendz.com

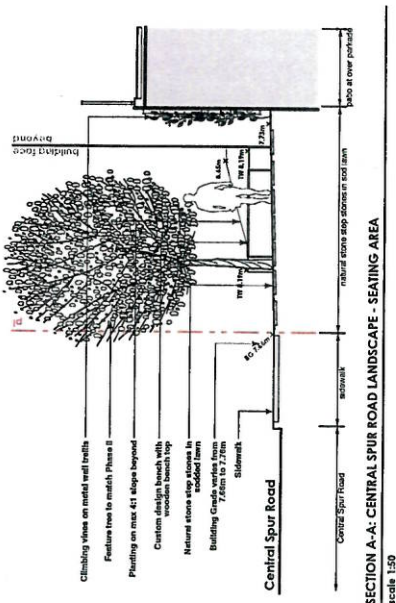
Landscape Site Plan L01
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Received
 City of Victoria
 JUN 03 2014
 Planning & Development Department
 Development Services Division

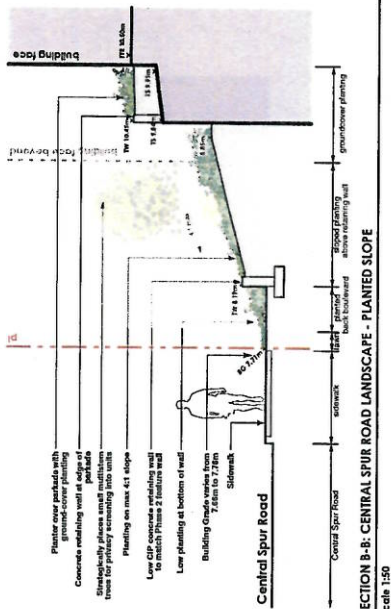
Phase 3 - Bonds Landing

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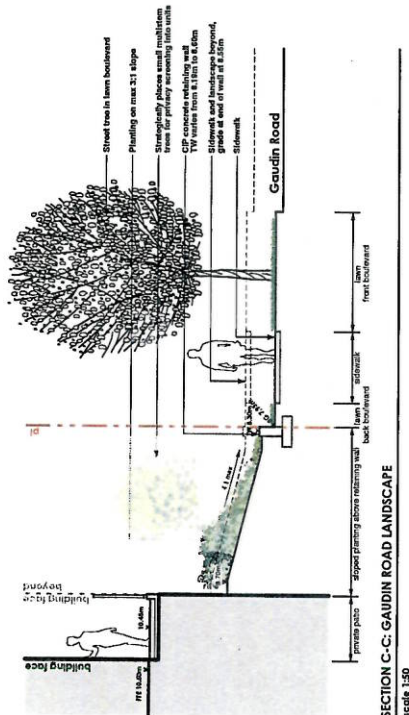




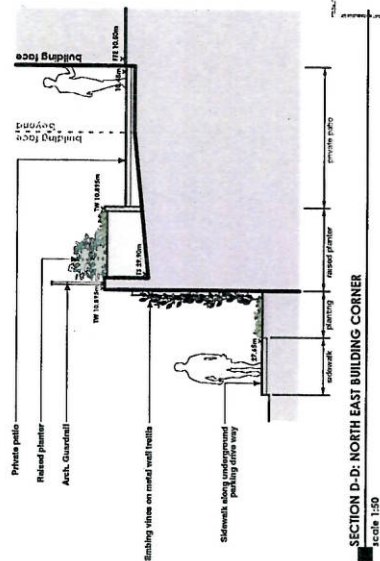
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Scale 1:50



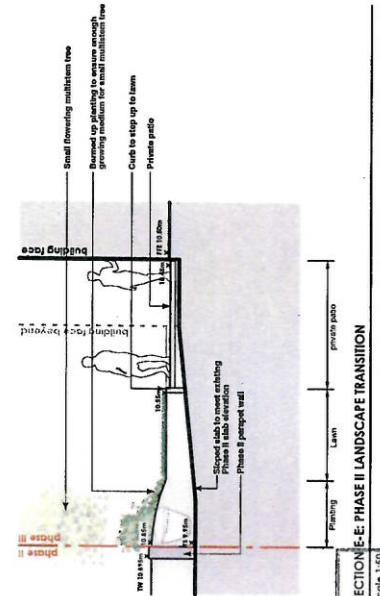
SECTION B-B: CENTRAL SPUR ROAD LANDSCAPE - PLANTED SLOPE
Scale 1:50



SECTION C-C: GAUDIN ROAD LANDSCAPE
Scale 1:50



SECTION D-D: NORTH EAST BUILDING CORNER
Scale 1:50



SECTION E-E: PHASE II LANDSCAPE TRANSITION
Scale 1:50

Project No. 1105
Date: 11/2014

Rev	Description	Date
01	Issue for RFP	2014.05.23
02	Issue for RFP	2014.05.23
03	Issue for RFP	2014.05.23
04	Issue for RFP	2014.05.23
05	Issue for RFP	2014.05.23
06	Issue for RFP	2014.05.23
07	Issue for RFP	2014.05.23
08	Issue for RFP	2014.05.23
09	Issue for RFP	2014.05.23
10	Issue for RFP	2014.05.23
11	Issue for RFP	2014.05.23
12	Issue for RFP	2014.05.23
13	Issue for RFP	2014.05.23
14	Issue for RFP	2014.05.23
15	Issue for RFP	2014.05.23
16	Issue for RFP	2014.05.23
17	Issue for RFP	2014.05.23
18	Issue for RFP	2014.05.23
19	Issue for RFP	2014.05.23
20	Issue for RFP	2014.05.23

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Development Services Division

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787 TYEE ROAD PARKING STUDY
City of Victoria, BC

May 29 2014
File no.1705



787 TYEE ROAD PARKING STUDY
CITY OF VICTORIA, BC

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787 TYEE ROAD PARKING STUDY
CITY OF VICTORIA, BC

1.0 INTRODUCTION

Boulevard Transportation was retained by LeFevre & Company to undertake a parking study for the proposed multi-family building at 787 Tyee Road in the Railyards development. The purpose of this study is to identify the site parking requirement, determine expected parking demand based on survey of similar sites, and outline transportation demand management (TDM) options.

The 787 Tyee Road development consists of three phases. The first phase was completed in 2010 and received a parking variance. The second phase was completed in 2013 and met its parking requirement with an underground facility and adjacent surface parking. The third phase is proposed to eliminate the second phase surface parking area and provide a new underground facility. This study considers parking adequacy for the second and third phases.

2.0 BACKGROUND

2.1 Location

The development site is located at 787 Tyee Road, part of the Railyards development in the City of Victoria. See *Map 1*.

Map 1. Subject Site



The site is an approximately 25 minute walk to downtown Victoria. Transit serves the area with five routes 6, 10, 14, 24 and 25; closest bus stops for each route are located on Tyee Road, Bay Street, Wilson Street, and Esquimalt Road. Both the Galloping Goose Regional Trail and E&N Rail Trail are nearby the site and provide walking and cycling corridors to the rest of the region. The closest Harbour Ferry stop is less than a one minute walk and provides service throughout the Inner Harbour.

2.2 Current Land Use

The site is zoned CD-5, Railyards Residential Commercial District. The first phase of development was completed in 2010, second phase in 2013, and Phase 3 is currently being proposed.

2.3 Proposed Development

The existing phase 2 building consists of 21 units and the proposed phase 3 building consists of 49 units. The majority of units are one-bedroom. See *Table 1*.

Table 1. Proposed Development, by unit type

	Number of Units		
	Phase 2	Phase 3	Total
Studio	1	12	13
1-bedroom	13	33	46
2-bedroom+	7	4	11
Total	21	49	70

2.3.1 Proposed Parking Supply

The proposal identifies that the phase 2 building will retain 20 parking spaces and the phase 3 building will include 56 parking spaces. The total between the two phases will be 76 parking spaces (1.08 spaces per unit), with 6 spaces assigned for visitors and 70 spaces for residents (1 per unit).

The proposal also includes one Class I bicycle parking space per unit (70 total) and Class II bicycle racks at the building entrances.

3.0 PARKING REQUIREMENT

The Railyards Residential Commercial District (CD-5) zone requires parking at 1.0 spaces per studio unit and 1.3 spaces per larger multi-family unit. Accordingly, the required parking supply is 87 spaces, 11 more than proposed. See *Table 2*.

The Zoning Bylaw also requires one bicycle parking space per unit and a six-space rack at each building entrance. The proposal meets the bicycle parking requirement.

787 TYEE ROAD PARKING STUDY
CITY OF VICTORIA, BC

Table 2. Parking Requirement

	Phase 2		Phase 3		Total Required
	Units	Required Parking	Units	Required Parking	
Studio	1	1	12	12	13
Non-Studio (1-bedroom+)	20	26	37	48	74
Total		27		60	87

4.0 EXPECTED PARKING DEMAND

4.1 Vehicle Ownership (Residents)

Vehicle ownership data was obtained from ICBC for ten similar strata condominium sites. See *Table 3*. Sites were chosen that are representative of the subject site based on ownership, location, and type/size of units. More information on study sites is available in *Appendix A*.

Vehicle ownership rates vary from 0.40 to 1.06 vehicles per unit. Average vehicle ownership for the ten sites is 0.80 vehicles per unit, which results in 56 vehicles when applied to the subject site (phase 2 and 3). Average vehicle ownership for three existing Railyards sites (787 Tyee Road¹, 797 Tyee Road, 90 Regatta Landing) is 0.75 vehicles per unit, resulting in 53 vehicles when applied to the subject site.

Table 3. Summary of Vehicle Ownership at Similar Sites

Site	Units	Insured Vehicles	Ownership Rate (vehicles/unit)
787 Tyee Road	47	26	0.55
797 Tyee Road	62	59	0.95
90 Regatta Landing	78	59	0.76
391 Tyee Road	41	34	0.83
160 Wilson Street	123	130	1.06
455 Sitkum Road	51	53	1.04
365 Waterfront Crescent	84	73	0.87
356 Gorge Road East	23	20	0.87
1030 Yates Street	45	18	0.40
932 Johnson Street	40	25	0.63
Average			0.80

¹ Accounts for Phase 1 and Phase 2, assuming fully occupation as of April 30 2014

4.1.1 Rates from Other Studies

Vehicle ownership information was obtained for multi-family strata sites located in the Fairfield/Cook Street Village area for a February 2014 report submitted to the City. Results suggest an average vehicle ownership rate of 0.76 vehicles per unit, which is consistent with rates identified for the subject site.

4.2 Visitor Parking

Vehicle ownership information does not account for visitor parking. A Metro Vancouver study² recommends a visitor parking supply rate of 0.1 spaces per unit for downtown locations (consistent with recommended visitor rates in previous studies). The result is seven spaces when applied to the subject site (phase 2 and 3), while the proposal only include six visitor spaces. Accordingly, one vehicle is expected to seek parking on-street during peak visitor demand periods.

4.3 Summary of Demand

Total phase 2 and 3 parking demand is expected to be 63 vehicles (56 resident, 7 visitor), which is 13 fewer vehicles than proposed parking spaces (17% less). The proposed six visitor parking spaces is expected to fall short of peak visitor parking demand by one space and result in visitors occasionally seeking parking on Tyee Road or Central Spur Road.

5.0 NEIGHBOURHOOD PARKING CONDITIONS

Observations were conducted mid-day weekday, evening weekday, and mid-day Saturday to determine on-street parking utilization on Tyee Road and Central Spur Road. See *Appendix B*. Observations demonstrate that the peak demand period for on-street parking is mid-day Saturday with an occupancy rate of 63% (24 spaces unoccupied). Tyee Road observations resulted in a minimum of 16 spaces unoccupied, suggesting that any spillover from the site could be accommodated on Tyee Road. Tyee Road is primarily unrestricted parking with a to 2 hour restriction (8am-6pm, Mon-Fri) in certain locations.

6.0 DEMAND MANAGEMENT

Transportation demand management (TDM) refers to strategies that influence individual travel choice most commonly to reduce single-occupant vehicle travel. TDM provides an opportunity to enhance resident travel options at the subject site and reduce parking demand, but is not required as parking supply is expected to meet demand.

² Metro Vancouver, *Metro Vancouver Apartment Parking Study*, 2012,
http://public.metrovancouver.org/planning/development/strategy/RGSDocs/Apartment_Parking_Study_TechnicalReport.pdf

6.1 Carshare

The Victoria Car Share Co-operative provides car share vehicles in Greater Victoria. Participants pay a one-time membership fee and registration fee, monthly fee, and a usage fee. A vehicle is stationed at Dockside Green, approximately 500 meters from the subject site (5 minute walk). The following options may be considered to encourage car share use among residents:

1. Provide residents with information on the Co-operative and the location of nearby vehicle(s)
2. Provide one membership for each unit
3. Provide a car share vehicle to be stationed on-site (research suggests that one car share vehicle eliminates up to five personal vehicles³)
4. Subsidize car share use among residents

6.2 BC Transit

The subject site is well served by transit (routes 6, 10, 14, 24 and 25). The following options may be considered to developer may consider the following options to encourage transit among residents:

1. Provide transit information to new residents – Riders Guide, locations to buy tickets/passes
2. Subsidize resident transit by providing vouchers or monthly passes to new residents, consider using BC Transit's Developer Pass Program (research suggests that a transit pass may decrease resident parking demand by 5-10%⁴)

6.3 Bicycle Parking

The proposed bicycle parking supply meets City's requirement. Bicycle parking will consist of one Class space per unit and Class II racks at building entrances.

6.4 Walking

The study site is located within 200m of a grocery store, coffee shop and small-scale retail. Downtown Victoria is a 25 minute walk and contains employment, shopping/services, restaurants, and entertainment. The study site is characterized by a walk score of 80 out of 100 on Walkscore.com⁵, defined as being very walkable and most errands can be accomplished on foot.

³ Litman, T., *Parking Management: Strategies, Evaluation and Planning*, Victoria Transport Policy Institute, 2013

⁴ Bort, J., *Reforming Parking Policies to Support Smart Growth, Parking Best Practices & Strategies for Supporting Transit Oriented Development*, 2007

⁵ Walkscore. 2014. Retrieved from, <http://www.walkscore.com/>

7.0 SUMMARY

The proposal includes 70 multi-family strata units and 76 parking spaces for phase 2 and phase 3 combined (70 resident spaces, 6 visitor spaces). The proposed parking supply is 11 spaces less than the City requirement.

Vehicle ownership rates were obtained for representative sites and suggest that resident parking demand will be no more than 56 vehicles. Findings from a previous study in the Fairfield/Cook Street Village area support these findings. Visitors will generate additional demand of up to seven vehicles, suggesting that total demand will be approximately 63 vehicles. The proposed parking supply is 76 spaces and can accommodate overall parking demand, although only six visitor parking spaces and is expected to result in one visitor vehicle seeking parking on-street during peak periods. Neighbourhood parking observations concluded that there is unoccupied parking on Tyee Road and any visitor parking spillover can be accommodated on-street without significantly impacting neighbourhood parking availability.

Although TDM is not required to meet parking demand, options are identified that would increase resident travel options, including varying levels of investment in supporting carsharing among residents and encouraging transit ridership by providing information and/or subsidizing use.

8.0 RECOMMENDATIONS

1. Parking supply of 76 spaces is considered appropriate for this site and it is recommended that a variance is granted
2. Visitor parking demand is expected to exceed supply by one vehicle, but it is recommended that spillover can be accommodated in on-street parking on Tyee Road or Central Spur Road without significantly impacting neighbourhood parking availability

Summary of Study Sites

787 Tyee Road Parking Study

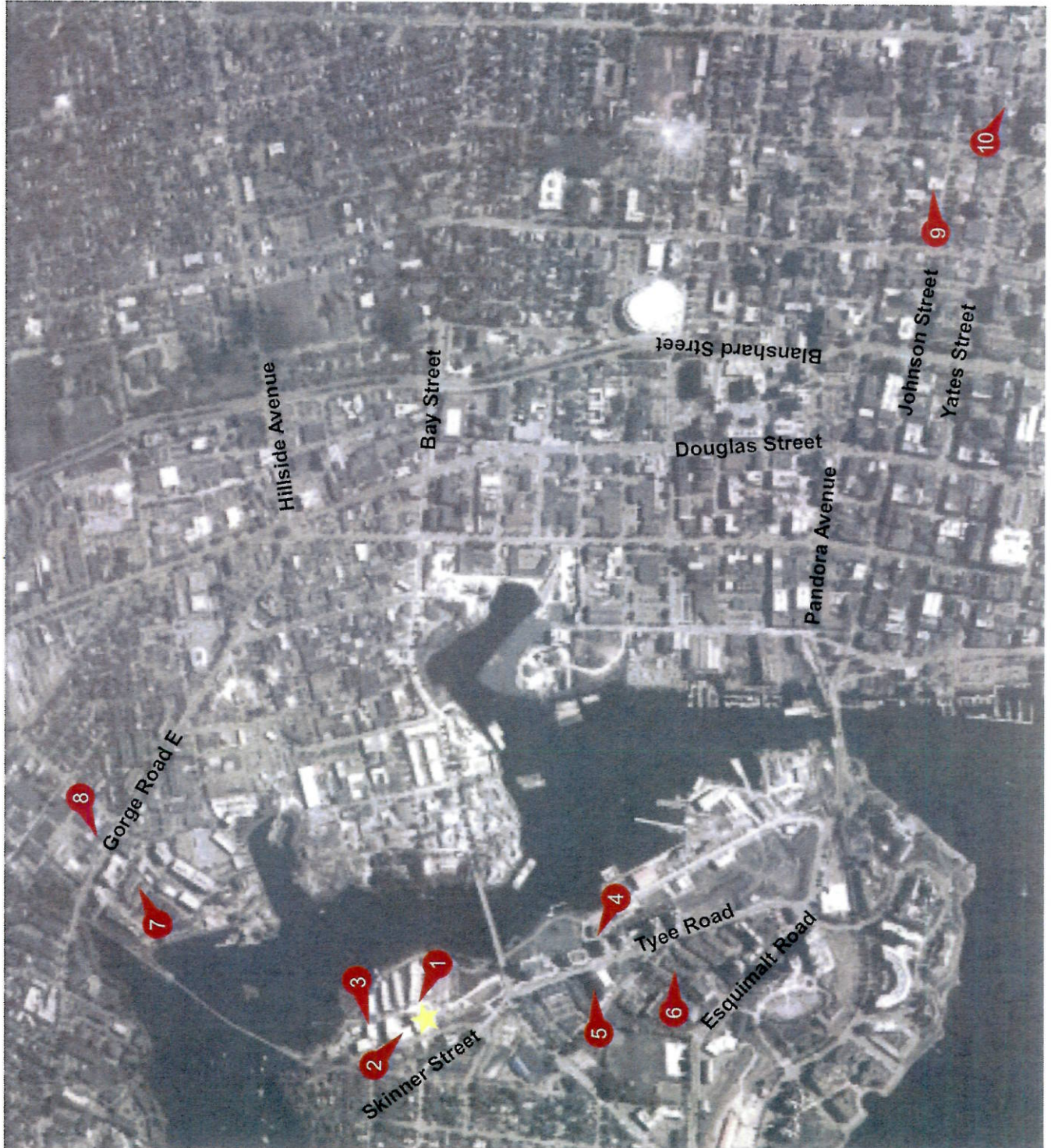
Location	Type	Context	Unit Types*				Total Units	Walkscore	Comments
			Studio	1 bedroom	2 bedroom	3 bedroom +			
356 Gorge Road East	Strata	Urban		✓	✓		23	80	Completed in 2008
932 Johnson Street	Strata	Downtown	✓	✓	✓		40	100	The Urban, completed in 2004, commercial on first floor-Café
90 Regatta Landing	Strata	Urban	✓	✓	✓		78	75	The Railyards, completed in 2004
455 Sitkum Road	Strata	Urban		✓	✓		51	83	Completed in 1999
391 Tyee Road	Strata	Urban	✓	✓	✓		41	77	Commercial on first floor, completed in 2008
787 Tyee Road	Strata	Urban	✓	✓	✓		47	80	The Railyards, Phase 1 was completed in 2010, Phase 2 was completed in 2013
797 Tyee Road	Strata	Urban	✓	✓	✓		62	75	The Railyards, completed in 2007
365 Waterfront Crescent	Strata	Urban		✓	✓		84	82	Selkirk Development, units are slightly larger, completed in 2009
160 Wilson Street	Strata	Urban		✓	✓		123	77	Parc Residences, completed in 2005
1030 Yates Street	Strata	Downtown		✓			45	95	Completed in 2004

*Note: exact unit configuration is unknown

LEGEND

- 1- 787 Tyee Road
- 2- 797 Tyee Road
- 3-90 Regatta Landing
- 4-391 Tyee Road
- 5-160 Wilson Street
- 6- 455 Sitkum Road
- 7-365 Waterfront Crescent
- 8-356 Gorge Road E
- 9-932 Johnson Street
- 10-1030 Yates Street

★ Proposed Site



787 TYEE ROAD PARKING STUDY
CITY OF VICTORIA, BC

Appendix B

Summary of Neighbourhood Parking Observations

Neighbourhood On-Street Parking Conditions

787 Tyee Road Parking Study

Location	Side	Parking Supply	Notes, Restrictions	Tuesday May 6, 3:45 pm		Saturday May 10, 1:15 pm		Tuesday May 13, 9:00 pm	
				Observed Vehicles	Occupancy Rate	Observed Vehicles	Occupancy Rate	Observed Vehicles	Occupancy Rate
Tyee Road, Regatta Landing-Skinner	E	25	No Restrictions, 2 hour 8-6 Monday-Friday	15	60%	15	60%	10	40%
	W	17	No Restrictions, Commercial Truck Loading	11	65%	8	47%	6	35%
Regatta Landing, Tyee-Central Spur			No Parking						
Central Spur Road	E	12	No Restrictions	7	58%	9	75%	6	50%
	W	10	No Restrictions	5	50%	8	80%	7	70%
Total		64		38	59%	40	63%	29	45%