



## Planning and Land Use Committee Report

For the Meeting on July 3, 2014

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**Date:** June 19, 2014      **From:** Charlotte Wain, Senior Planner – Urban Design  
**Subject:** **Development Permit with Variances #000343 for 860 Queens Avenue**  
Application for a six-unit multi-family building constructed to Passive House standards

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### Executive Summary

The purpose of this report is to present Council with information, analysis and recommendations regarding Development Permit Application #000343 with Variances for the property located at 860 Queens Avenue. The application is to construct a three-storey, six-unit apartment building, which is proposed to be built to Passive House standards for energy efficiency.

The proposal will replace an existing fire-damaged six-unit single family house conversion currently located on the property.

The following factors were considered in reviewing this application:

- While the subject property is designated as Traditional Residential in the *Official Community Plan (2012)*, the existing zone allows multiple dwellings.
- The proposed density of 0.89:1 Floor Space Ratio is consistent with the current R3-1 Zone, Multiple Dwelling District, which allows for multiple dwellings up to six storeys in height.
- The proposal is considered generally consistent with DPA 16 (General Form and Character).
- Requested variances related to site area, site coverage, open space and setback conditions are important considerations because the subject property is located adjacent to R-2 Zone dwellings to the west and south along Queens Avenue. These variances are generally supportable given that the impact on adjacent properties is minimal.
- A variance to the parking standards is also requested, reducing the requirement from seven stalls to four stalls. This reduction is seen as supportable because the subject property is located within close proximity to Quadra Street which is designated an arterial and transit corridor, and the Transportation Demand Management (TDM) measures proposed by the applicant will help offset the impact of the reduced number of parking stalls.
- The applicant is proposing the project would be built to Passive House standards for energy efficiency, which achieves significantly greater energy conservation over conventional construction methods.
- The applicant is willing to enter into an agreement with the City to ensure the development is built to the Passive House standards as proposed.

For the above reasons, staff recommend that the Committee support this application.

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

**Recommendations**

1. That Council schedule a Hearing to consider Development Permit with Variances #00343 for 860 Queens Avenue subject to:
  - (a) Confirmation of participation in Victoria Car Share by way of security deposited with the Victoria Car Share Cooperative.
  - (b) A legal agreement being registered on title regarding the building being constructed to Passive House standards, to the satisfaction of the City Solicitor and Director of Sustainable Planning and Community Development.
  - (c) Refinements to the south elevation to address the upper-floor window treatment above the entrance, to the satisfaction of Director of Sustainable Planning and Community Development.
  
2. Following the Hearing, that Council consider passing the following resolution to authorize the Development Permit with Variances #00343, subject to:
  - (a) plans stamped June 6, 2014 for Development Permit with Variances #00343;
  - (b) development meeting all *Zoning Regulation Bylaw* requirements, except for the following:
    - (i) Section 3.3.4(1) - Relaxation for the maximum site coverage from 30% to 43%,
    - (ii) Section 3.3.9 - Relaxation for the minimum lot area for a multiple dwelling from 920 m<sup>2</sup> to 474 m<sup>2</sup>,
    - (iii) Section 3.3.10 - Relaxation for the minimum setback from a street boundary (Queens Avenue) from 9.0 m to 2.47 m,
    - (iv) Section 3.3.11 - Relaxation for the minimum setback for entrance steps from 4.5 m to 1.35 m,
    - (v) Section 3.3.12 - Relaxation for the interior side yard setback from 4.61 m to 3.03 m (east),
    - (vi) Section 3.3.15 - Relaxation for the horizontal distance between a dwelling unit and a parking space from 6.0 m to 0.0 m (nil),
    - (vii) Section 3.3.19 - Relaxation for the minimum setback from the centre line of a street boundary (Lane) from 7.5 m to 2.76 m,
    - (viii) Schedule C, Section 16.A.11(a) - Relaxation for the number of parking spaces from 1.2 spaces per dwelling unit (7) to 0.67 spaces per dwelling unit (4);
  - (c) 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,

*e.R. Wain*


Charlotte Wain  
Senior Planner – Urban Design  
Development Services

*DM*

*D. C. Day*

Deb Day, Director  
Sustainable Planning and Community  
Development Department

Report accepted and recommended by the City Manager:

  
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Jason Johnson  
Date: June 25, 2014

CW:aw

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## **1.0 Purpose**

The purpose of this report is to provide Council with information, analysis and recommendations regarding a Development Permit with eight Variances for 860 Queens Avenue.

## **2.0 Background**

### **2.1 Description of Proposal and Green Building Features**

The proposal is for a three-storey, six-unit apartment building at 860 Queens Avenue constructed to Passive House standards for energy efficiency. Passive House (also referred to as Passivehaus) is a standard and scientific design tool that achieves exceptionally comfortable living conditions combined with low energy demand minimal carbon emissions. Much of this is realized through building orientation, insulation and draught-free construction and can result in a 90% reduction on heating and cooling requirements compared to standard buildings. The building has a Floor Space Ratio of 0.89:1. The apartments are comprised of two two-bedroom, ground-oriented units accessed off the east and west elevations, with four additional two-bedroom units on the upper floors accessed off the front of the building on Queens Avenue. Surface parking for four vehicles is located at the rear of the building.

This proposal complies with the R3-1 Zone, Multiple Dwelling District, for land use and density, and includes eight variances for the following:

- minimum site area for a multiple dwelling
- maximum site coverage
- minimum setback in front yard
- minimum setback from front entrance steps
- minimum setback from street centreline to lane
- minimum setback for side yards
- minimum horizontal distance between a dwelling unit and a parking space
- minimum vehicle parking stalls.

The proposed architecture and landscape design for the apartment building include:

- form and massing: three-storey apartment with large windows and balcony projections on the south elevation to maximize solar gain
- siding: mix of wood siding on the ground-level entry and fibre-cement siding panels as primary materials with board and batten details at the building base on all elevations
- entrances: separate entrances are provided for each of the units on the ground floor, four raised entrances at the front of the building facing Queens Avenue and two sunken entrances on the flanking corners on the east and west facades. A covered canopy and raised porch are provided on the south elevation.
- balconies: slatted-wood panels provide solar shading on the south elevation
- windows and doors: vinyl windows
- pathways and patios: individual units at grade with patios surfaced in concrete with rear parking surfaced in a combination of materials including concrete, permeable pavers and planted beds.
- trees and plantings: both the maple tree within the property and on the boulevard are intended to be retained as part of the proposed development. Semi-private open space is provided with garden plots on the east and south sides of the building.

The proposed green building features for the apartment building include:

- Passive House standards for energy efficiency through passive solar heat gain, high quality thermal insulation, airtightness and low carbon dioxide emissions (CO<sub>2</sub>)
- high quality glazing and solar shading during summer months
- low energy lighting
- low flow plumbing fixtures and energy-efficient appliances
- heat recovery ventilation
- rainwater management
- recycling of building materials (all materials with the exception of the asphalt shingles will be re-used or recycled)
- waste reduction and landfill diversion
- solar electric ready or “future-proofing” of the building
- native and drought-tolerant landscaping
- urban agriculture
- membership to car share co-operatives.

While it is not guaranteed the building will achieve Passive House certification, the applicant is willing to enter into an agreement with the City to ensure the intent of providing energy-efficient features is maintained. The exact details of this agreement have not yet been finalized, but it may include evidence that the applicant has entered into the Passive House Certification Program. Staff recommend Council consider the inclusion of a legal agreement as a condition of the approval. Language is included in the recommendation to this effect.

## 2.2 Existing Site Development and Development Potential

The site has an area of 475 m<sup>2</sup> and is occupied by a fire-damaged, six-unit single family house conversion. The current R3-1 Zone (Multiple Dwelling District) permits multiple dwellings and densities of up to 0.9:1 Floor Space Ratio for three-storey buildings.

## 2.3 Data Table

The following data table compares the proposal with the existing R3-1 Zone, Multiple Dwelling District. An asterisk is used to identify where the proposal is less stringent than the zone standard.

Zoning Criteria	Proposal	Zone Standard
Site area (m <sup>2</sup> ) – minimum	474.80*	920.00
Total floor area (m <sup>2</sup> ) – maximum	424.00	527.56
Density (Floor Space Ratio) – maximum	0.89:1	0.9:1
Height (m) – maximum	9.28	18.50
Site coverage (%) – maximum	43*	30
Open site space (%) – minimum	30	30
Storeys – maximum	3	N/A

Zoning Criteria	Proposal	Zone Standard
Setbacks (m) – minimum		
Front (Queens)	2.47*	9.00
Entrance Steps	1.35*	4.50
Rear (north)	6.20	4.64
Side (east)	3.03*	4.64
from street centreline to lane	2.76*	7.50 from centreline
Horizontal distance between a dwelling unit and parking spaces (m) – minimum	Nil*	6.00
Parking – minimum	4*	7
Bicycle storage – minimum	11	6
Bicycle rack – minimum	6 (one rack)	6 (one rack)

## 2.4 Land Use Context

The site is situated on the north side of Queens Avenue in a predominantly residential area within the North Park District. The property is on the corner of a laneway between Wark Street and Quadra Street that provides a pedestrian-only connection from Queens Avenue to Bay Street.

The immediate land use context includes:

- to the east is a single family house conversion, containing offices and a coffee shop, zoned C1-QA, Queens Avenue Limited Commercial District
- to the south on Queens Avenue is a restaurant, zoned C1-CR Commercial Residential District
- to the north at the rear of the property along Quadra Street is a four-storey multi-family building, zoned R3-1, Multiple Dwelling District
- to the west is a vertical duplex, zoned R-2, Two Family Dwelling District.

## 2.5 Legal Description

The west ½ of Lot 9, Block 6, Section 3, Victoria District, Plan 804.

## 2.6 Consistency with City Policy

### 2.6.1 Official Community Plan, 2012

The proposed development is consistent with the relevant land use policies of the *Official Community Plan* (OCP). In accordance with the OCP, the new apartment building is subject to DPA16 General Form and Character. The objectives of DPA 16 are:

4. (a) *To support commercial, industrial and multi-unit residential developments that provide a sensitive transition to adjacent and nearby areas with built form that is often three storeys, or lower.*
- (b) *To integrate commercial, industrial and multi-unit residential*

*developments in a manner that is complementary to established place character in a neighbourhood or other areas, including its heritage character.*

- (c) *To enhance the place character of established areas and their streetscapes through high quality of architecture, landscape and urban design that responds to each distinctive setting through sensitive and innovative interventions.*
- (d) *To achieve more livable environments through considerations for human-scaled design, quality of open spaces, privacy impacts, safety and accessibility.*

The proposed development at 860 Queens Avenue generally complies with DPA 16 objectives for residential infill with a high quality of design that is complimentary to the place character of Queens Avenue.

### **2.6.2 North Park Local Plan, 1996**

The *North Park Local Plan* contains broad goals to maintain the variety of housing forms and conserve existing housing where redevelopment is not envisioned. The Plan specifically notes that the subject property is predicted for minor change because the current form of existing development is a close fit with what is envisioned in the future. The Plan envisions the subject property for primarily residential use in the form of townhouses up to 2.5 storeys in height.

Where residential use is envisioned in new development, the Plan encourages height that is appropriate to its neighbours, and townhouses are a supported building typology in multi-unit projects. The Plan also encourages the provision of recreational meeting space for residents in apartment projects. The proposed development is consistent with the neighbourhood policy.

### **2.7 Consistency with Design Guidelines**

The proposal is subject to review under DPA 16 General Form and Character. Building form, character, finishes and landscaping details are controlled and regulated in relation to the *Design Guidelines for Multi-Unit Residential, Commercial and Industrial Development (2012)*. Of particular relevance to this application are the following issues:

- context and transition between areas
- streetscape
- scale and massing
- safety (Crime Prevention Through Environmental Design)
- exterior finishes
- landscaping.

It is considered that the proposal is generally compliant with the applicable policies and design guidelines under DPA 16.

### **2.8 Community Consultation**

In compliance with the Community Association Land Use Committee Procedures for Processing Variances, the application was referred to the North Park Community Association on January 28, 2014, for a 30-day comment period. Comments were not received at the time of writing this

report. Should comments be received, they will be forwarded to Council prior to a Hearing (if this application proceeds).

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

### **3.0 Issues**

The key issues related to this Development Permit with Variances Application are:

- impact of siting variances
- neighbourhood context and transition between areas
- streetscape
- design, massing and finishing of proposed building
- crime prevention through environmental design (CPTED)
- landscaping
- parking variance
- proposed passive design.

### **4.0 Analysis**

#### **4.1 Impact of Siting Variances**

The proposal includes eight variances related to parking, site area, site coverage, open space and setbacks. The building scale and massing of the proposal are in keeping with the immediate context and are significantly under the maximum height restriction of the R3-1 Zone. The building footprint is also similar to the existing building that will be replaced, but has been rotated 90°, resulting in an increased setback at the rear and a reduced setback from the property to the east. A reduced setback to the east is considered acceptable due to the adjacent commercial use, mitigating any privacy issues, while the lane provides a buffer for the duplex to the west. The variance requested for the front setback is considered supportable as it provides an appropriate response to the adjacent properties, which also have similar setbacks from Queens Avenue. Although the increase in site coverage results in limited amenity space for residents, this has been mitigated through upper-floor balconies and the provision of shared raised garden beds at ground-floor level.

#### **4.2 Neighbourhood Context and Transition**

The form and massing of the proposed apartment is comparable to the scale and height of the adjacent buildings. To the west is a two-storey duplex and to the east is a single-family dwelling converted to commercial use.

In DPA 16, new infill should be sensitive to its context. Policy 1.2 states that “where new development is directly abutting lands in a different OCP Urban Place Designation, or it directly abuts a different Development Permit Area, the design should provide a transition between areas in ways that respond to established form and character, and that anticipate any future development”. While the subject site is zoned for multiple dwellings, it is designated as Traditional Residential, which is also the case for all parcels adjacent to the west and south along Queens Avenue. To the rear of the property is land designated as Urban Residential that contains a four-storey apartment building. The proposed building also provides an adequate visual transition to the Queens Avenue single family houses through a modest ground-oriented

apartment design. Given the heights that could be realized in the current zone, the proposed development is considered a sensitive fit within the immediate neighbourhood.

### **4.3 Streetscape**

The proposed apartment building would add variety to the streetscape along Queens Avenue and the adjoining lane through massing and architectural elements. The south elevation would be long when compared to the surrounding streetscape, which has predominantly single family residences (or conversions) fronting the street; this is seen as advantageous as it helps maximize the solar gain through windows for the Passive House features and provides a positive street relationship to Queens Avenue. Four separate entrances for the upper units face Queens Avenue helping to add vibrancy to the streetscape, while ground-floor units are accessed off the east and west elevations, providing animation to the flanking sides of the building. The interface between the private and public realm is defined through the entrance steps and softened through private patios and planted beds.

### **4.4 Human-Scaled Massing, Height and Architectural Features**

Policy 2.1.3 of the Design Guidelines states that “new development that is located on a corner site should be designed to contribute to both streetscapes”. In DPA 16, where infill is often introduced in a low-scale, low-density context such as Traditional Residential areas, key considerations include human-scaled massing, height and architectural features. Elements of the proposed design contribute to human-scale, such as the balcony projections that break up the south façade and identify the individual units. The proposed massing on the west elevation has a three-storey street wall, which is approximately the height of the adjacent house to the west, and is visually broken up with the secure bicycle parking at ground level. The perceived mass of the southern elevation is reduced through the use of visually interesting architectural elements and rooflines such as the entrance canopy, balconies, sloped roofs and dormers that complement the form and character of the buildings in the immediate context, without replicating their architectural styles. However, there may be opportunities to further refine the fenestration detail of the louvers above the main entrances, both from an aesthetic perspective and to satisfy the Passive House requirements for solar gain.

### **4.5 Crime Prevention Through Environmental Design (CPTED)**

Applicable design guidelines encourage safety through design features, including “eyes on the street” and avoiding large areas of blank walls. The proposed development includes ground-floor entrances along Queens Avenue as well as the west and east elevations, providing activity on these two flanking sides. Windows are included on all facades of the building and of particular importance is the west elevation along the lane, which has the potential to be an “entrapment spot” although the windows of the adjacent property mitigate any opportunities for crime. Motion sensor lighting adjacent to the bicycle storage area enhances the safety and security in this area.

### **4.6 Exterior finishes**

The proposed mix of exterior finishes includes: fibre cement siding, board and batten as the primary materials with wood siding for the entrance feature on Queens Avenue. The materials have been selected to compliment adjacent properties. Windows are vinyl with wood trim and balcony doors and railings are metal with wood slats that act as sun canopies for the upper units.



## 4.7 Landscaping

The landscape design includes the retention of a maple tree in the southeast (front) corner of the lot, as well as retention of an existing maple and hawthorn tree on the boulevard frontage. Shrubs and groundcover will be planted within all setbacks near the property lines and around the edge of private patio areas. Shared planted beds intended for urban agriculture purposes are proposed in the east setback; permeable paving and planted beds mitigate surface runoff on the parking area. The proposed amenity space for each unit is considered supportable for an apartment building of this scale.

## 4.8 Parking Variance

A parking rate of 0.67 stalls per unit has been proposed, resulting in a three stall parking variance under the *Zoning Regulation Bylaw*. The applicant has provided an analysis for vehicle ownership in the neighbourhood. This rate does not include demand generated from visitors to the property. The applicant is proposing to mitigate the parking variance of three stalls through the provision of additional bicycle facilities, in excess of the minimum requirements of Schedule C of the *Zoning Regulation Bylaw*. To this end, 11 Class 1 secure bicycle facilities are provided along the west elevation adjacent to the lane, as well as under the entrance steps for the ground-floor units. Publicly accessible Class 2 stalls are provided along the front of the property. The applicant is also proposing membership in the Victoria Car Share Cooperative for all units of the development; wording is contained in the staff recommendations to ensure that, if Council chooses to support this proposal, the necessary agreements are put in place prior to holding a Hearing on the application.

The applicant has not justified the proposed parking variance with vehicle ownership data from comparable developments. However, based on the relatively small unit sizes (47 m<sup>2</sup> to 65 m<sup>2</sup>) and the proposed TDM measures listed above, a parking demand of five spaces (6 units x 0.75 spaces per unit) is anticipated. This anticipated parking demand exceeds the parking supply by one stall. As this anticipated one stall shortfall will have a relatively minor impact on neighbouring residents and businesses, the proposed parking variance is recommended for Council consideration.

## 5.0 Resource Impacts

There are no anticipated resource impacts associated with this proposal.

## 6.0 Conclusions

The proposal for a three-storey apartment building in the R3-1 Zone (Multiple Dwelling District) is recommended to Council as it provides a sensitive transition from larger-scale buildings along Quadra Street to single family residences and conversions along Queens Avenue. The proposed building would help create a positive street frontage within the existing context.

While the parking standard is reduced for the proposed development, it is supportable with the provision of more bicycle facilities and proposed participation in the Victoria Car Share Cooperative, provided that an agreement is in place prior to a Hearing being held.

Staff recommend that the Committee support this application.

## 7.0 Recommendations

### 7.1 Staff Recommendation

1. That Council schedules a Hearing to consider Development Permit with Variances #00343 for 860 Queens Avenue subject to:
  - (a) confirmation of participation in Victoria Car Share by way of security deposited with the Victoria Car Share Cooperative;
  - (b) a legal agreement being registered on title regarding the building being constructed to Passive House standards, to the satisfaction of the City Solicitor and Director of Sustainable Planning and Community Development;
  - (c) refinements to the south elevation to address the upper-floor window treatment above the entrance to the satisfaction of Director of Sustainable Planning and Community Development.
2. Following the Hearing, that Council consider passing the following resolution to authorize the Development Permit with Variances #00343 subject to:
  - (a) plans stamped June 6, 2014, for Development Permit with Variances #00343;
  - (b) development meeting all *Zoning Regulation Bylaw* requirements, except for the following:
    - (i) Section 3.3.4(1) - Relaxation for the maximum site coverage from 30% to 43%;
    - (ii) Section 3.3.9 - Relaxation for the minimum lot area for a multiple dwelling from 920 m<sup>2</sup> to 474 m<sup>2</sup>;
    - (iii) Section 3.3.10 - Relaxation for the minimum setback from a street boundary (Queens Avenue) from 9.0 m to 2.47 m.
    - (iv) Section 3.3.11 - Relaxation for the minimum setback for entrance steps from 4.5.m to 1.35 m,
    - (v) Section 3.3.12 - Relaxation for the interior side yard setback from 4.61 m to 3.03 m (east),
    - (vi) Section 3.3.15 - Relaxation for the horizontal distance between a dwelling unit and a parking space from 6.0 m to 0.0 m (nil),
    - (vii) Section 3.3.19 - Relaxation for the minimum setback from the centre line of a street boundary (Lane) from 7.5 m to 2.76 m,
    - (viii) Schedule C, Section 16.A.11(a) - Relaxation for the number of parking spaces from 1.2 spaces per unit (7) to 0.67 spaces per dwelling unit (4);
  - (c) 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 (Referral to Advisory Design Panel)

1. That Council schedules a Hearing to consider Development Permit with Variances #00343 for 860 Queens Avenue subject to:
  - (a) Development Permit Application #000343 being reviewed by the Advisory Design Panel, with specific attention to Development Permit Area 16 Guidelines, Design Guidelines for Multi-Unit Residential, Commercial and Industrial;

- (b) confirmation of participation in Victoria Car Share by way of security deposited with the Victoria Car Share Cooperative prior to Public Hearing;
  - (c) a legal agreement being registered on title regarding the building being constructed to Passive House standards, to the satisfaction of the City Solicitor and Director of Sustainable Planning and Community Development.
2. Following the Hearing, that Council consider passing the following resolution to authorize the Development Permit with Variances #00343, subject to:
- (a) plans stamped June 6, 2014 for Development Permit with Variances #00343;
  - (b) development meeting all *Zoning Regulation Bylaw* requirements, except for the following:
    - (i) Section 3.3.4(1) - Relaxation for the maximum site coverage from 30% to 43%,
    - (ii) Section 3.3.9 - Relaxation for the minimum lot area for a multiple dwelling from 920 m<sup>2</sup> to 474.80 m<sup>2</sup>,
    - (iii) Section 3.3.10 - Relaxation for the minimum setback from a street boundary (Queens Avenue) from 9.0 m to 2.47 m,
    - (iv) Section 3.3.11 - Relaxation for the minimum setback for entrance steps from 4.5 m to 1.35 m,
    - (v) Section 3.3.12 - Relaxation for the interior side yard setback from 4.61 m to 3.03 m (east),
    - (vi) Section 3.3.15 - Relaxation for the horizontal distance between a dwelling unit and a parking space from 6.0 m to 0.0 m (nil),
    - (vii) Section 3.3.19 - Relaxation for the minimum setback from the centre line of a street boundary (Lane) from 7.5 m to 2.76 m,
    - (viii) Schedule C, Section 16.A.11(a) - Relaxation for the number of parking spaces from 1.2 spaces per unit (7) to 0.67 spaces per dwelling unit (4);
  - (c) final plans to be in accordance with the plans identified above to the satisfaction of the Director of Sustainable Planning and Community Development.

## 8.0 List of Attachments

- Zoning map
- Aerial map
- Letter from applicant dated June 6, 2014
- Plans dated June 6, 2014
- Supporting transportation analysis
- Letter of support from CALUC date stamped June 9, 2014
- Letters of support from neighbours (four letters) date stamped June 9, 2014.



860 Queens Avenue  
 Development Permit #000343





860 Queens Avenue  
Development Permit #000343



Friday June 6, 14

To: Mayor Dean Fortin and Victoria City Council  
Victoria City Hall 1 Centennial Square  
Victoria BC V8W 1P6

Re: **Development Permit Application for 860 Queens Avenue**



Dear Mayor Fortin and Victoria City Council,

The information below summarizes our revised proposal to develop a new six-unit residential strata building at 860 Queens Avenue. It targets the international Passive House standard of energy efficiency and requires variances to the existing R3-1 Zone, Multiple Dwelling District regulations, which we believe are reasonable in the context.

We submitted our application in December of 2013 and have been through two rounds of staff review and comment. The feedback we have received has helped refine and improve our proposal. We have actively consulted with our neighbours and the North Park Neighbourhood Association from the beginning of our process, and are pleased that we have received their support in writing.

It is very important for us to get started before the significant fall rains. To that end, we look forward to presenting our proposal at a Public Hearing as soon as it can be scheduled and working as expeditiously as possible through the building permit process.

### **Project Purpose**

We believe buildings can transform our energy consumption, making our country more environmentally sustainable and our communities more resilient. Collaboration in design and construction enables the built environment to be comfortable and attractive while also being affordable and sustainable. Thoughtful design and careful construction can ensure the buildings of tomorrow are vastly better than those of the past. These are the tenants that drove Bernhardt Contracting Ltd. to finance and build the first building on Vancouver Island targeting the international Passive House standard and to undertake the design & construction of the first market multi-family building in British Columbia. We wish to demonstrate such buildings are not only more comfortable & sustainable, but more economical - and achievable right here, right now.

The Passive House approach to building is a fabric first approach, emphasizing thoughtful design, super insulation, high quality components and high efficiency heat recovery ventilation. By designing and building a higher quality building envelope, and installing efficient ventilation, some mechanical equipment can be eliminated and the building can be heated primarily by passive solar and internal heat gains. The result is a high quality, durable building with reduced mechanical requirements and low operating costs. The International Passive House Standard is the world leader in building energy efficiency. Such buildings are known for unsurpassed thermal comfort and indoor air quality with minimal operating costs.

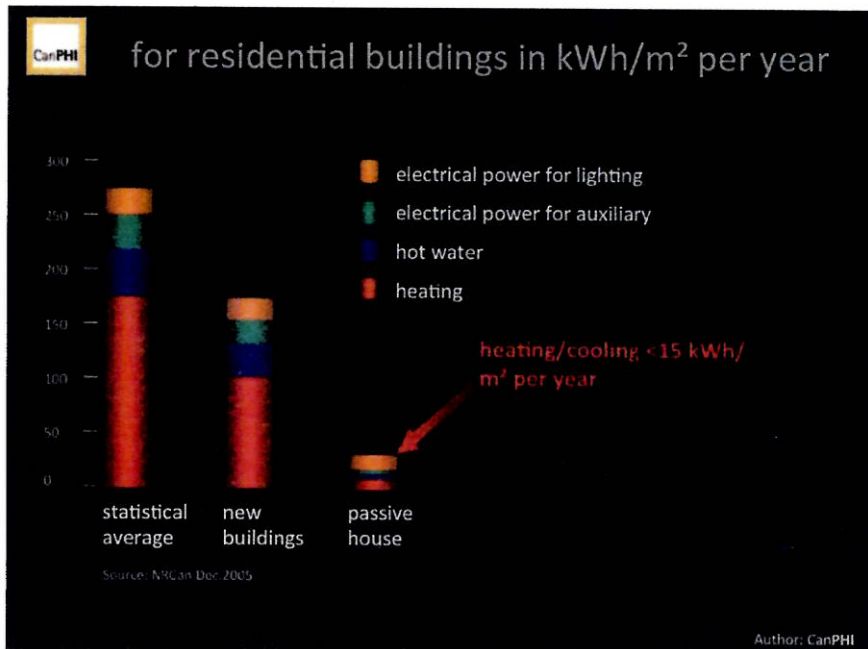


**NORTH PARK**  
PASSIVE HOUSE

860 Queens Ave Victoria BC  
(250) 893 - 2514

Friday June 6, 14

Passive House is becoming the standard for building construction in Europe and is rapidly being adopted around the world. The Passive House standard is suitable to all building types – single-family, multi-family, commercial, and institutional – and increases in efficiency with the construction of larger buildings. It achieves energy efficiency by capturing solar heat through windows and retaining that heat in the building through architectural detailing and a highly insulated and airtight building envelope. In addition to energy conservation Passive House construction provides a continual supply of fresh air with a high efficiency heat recovery ventilation (HRV) system, resulting in low CO<sub>2</sub> levels and particulate pollution, a high standard of thermal comfort, a very durable long-lasting envelope and a quiet interior environment.



“What if we got serious about energy conservation, and instead of aiming at 30% savings for one house on the block, aim at 90% savings, whilst making it affordable for all?”

Dr. Wolfgang Fiest,  
originator of the Passive house Standard

Figure 1 Comparative energy consumption of buildings

This project is the second demonstration project undertaken by Bernhardt Contracting Ltd. to illustrate the feasibility and market appeal of high performance buildings in the local market. The first project was not accessible to the public (but was none the less seen by approximately 1,000 industry and public sector representatives) and was not offered for sale. This project will be open for public viewing with units being offered for sale to establish a market value for high performance housing. Government staff, the construction sector & the public will be given the opportunity to observe and experience this standard of construction through the hosting of project tours, speaking engagements and media coverage.



**NORTH PARK**  
PASSIVE HOUSE

860 Queens Ave Victoria BC  
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A number of building owners, developers and public agencies have shown interest in the project, with funds being committed by BC Housing and Vancity to support a research project on the business case for Passive House construction in the Canadian market using this project as the primary example. Construction costs, operating costs and market returns are to be compared to comparable conventionally designed buildings. An analysis will be conducted on the applicability to larger buildings using data from cooperating owners or recently constructed larger multi-family developments.

## Building Description

Our proposal is to build a six-unit Passive House strata building to replace the existing six-unit house conversion destroyed by fire. In addition to targeting the world's most stringent energy efficiency standard, the owners wish to install a photo-voltaic array generating as much energy as the building consumes and, to the extent feasible, use sustainable construction materials such as FSC certified wood products.

The property is currently zoned R3-1, Multiple Dwelling District, which allows multiple dwellings up to six storeys in height. Our proposal is a three-story building with six units averaging 75.25 m<sup>2</sup> (810 ft<sup>2</sup>) in size. Each unit is well lit with natural light, has a separate entrance, private outdoor space and individual laundry facilities.

## Project Rationale

Our goal in developing this project is to create a building that sensitively integrates with the neighbourhood while providing an environmentally responsible building. We studied the character of the neighbourhood and have taken time to walk the streets and meet our neighbours.

The area of North Park in which our project site is located contains a diversity of uses, lot sizes and buildings. In the immediate vicinity of 860 Queens Avenue, 76% of the structures are multiple dwelling buildings, 14% are single-family dwellings, 5% are commercial and 5% are institutional. Most of the multiple dwelling buildings that dominate this neighbourhood are small apartment buildings between six and 19 units or older buildings that have been rebuilt or converted into multi-unit condos or multi-unit rentals.

In addition to the current context of the neighbourhood, we considered the population and development projections in the North Park Neighbourhood Plan and the Official Community Plan. Both indicate steady growth and modest densification of North Park. The North Park Neighbourhood plan identifies appropriate changes to this particular property as *'new buildings similar in size and functions to those they replace'*. Prior to the fire in 2012 the property was operating as a six-unit rental, providing our proposal with both historical context and consistency with the Neighbourhood Plan policy direction.

## Project Design

The following section describes briefly how the proposal complies with the Design and Development Permit Guidelines and responds to the neighbourhood character. For a more comprehensive review of the design guidelines please refer to Appendices 1 through 5.



**NORTH PARK**  
PASSIVE HOUSE

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*Layout*

The layout is supported by the DPA16 Design Guidelines for Multi-Unit Residential, the design guidelines in the Local Area Plan, the Passive Solar Guidelines, and Crime Prevention through Environmental Design Guidelines. We have taken the existing footprint of the building, rotated it 90 degrees to maximize solar access to the building and oriented the units within the building to have their living space face the street and the sun. Arranging the lot in this manner allows the proposal to comply with the DPA16 and North Park Local Plan design guidelines for placing parking in the rear yard and the Highway Access Bylaw requirement to access parking off the laneway frontage.

*Scale*

The scale of the proposed building is moderate for the neighbourhood. It is similar or smaller in size to many of the buildings on Wark St., similar or slightly larger than many of the buildings on Queens, and smaller than the buildings on Quadra with whom we share the alley. The footprint of the building is nearly identical in size to the footprint of the existing building and the lot coverage is slightly less than the neighbouring buildings. All the design guidelines encourage keeping the scale and massing of the building contextual to the neighbourhood; every effort has been made to do so.

*Architectural Design*

The architectural design combines neighbourhood context, program requirements and Passive House principles and for the most part the different influences tend to be complimentary rather than contrary. The second floor entrance is raised a short flight of steps up from the street, leading to four front doors which is a comfortable entry sequence and quite traditional for residential buildings in any neighbourhood. The ground floor units are accessed directly via private lowered patios on the east and west side of the building thereby providing additional eyes on the side yards. Prominent street-facing balconies provide outdoor living space for residents as well as carefully calculated overhangs to avoid overheating for windows below. In order to avoid thermal bridging at the building exterior (requirement of building a Passive House) the balconies are not cantilevered and are instead supported by columns that have informed the essential look of the building.

Deep set windows and doors are a result of Passive House required detailing and simply through their inherent quality will appear more like the windows of early 1900's houses with detailing and shadow lines rather than more recent houses that incorporate nail on windows, flush with cladding materials. Contemporary detailing such as vertical slats on the sides of the balconies and horizontal slats on the sliding barn doors will distinguish the building as a 21<sup>st</sup> Century building. Accent colour on the front doors and clear finish cedar siding at walls and soffits nearby will focus the eye and attention to these entrances, signalling that *'neighbours live here'*.

*Landscaping*

Our landscape plan includes drought tolerant and native plantings, permeable paving, and urban agriculture as suggested by the Local Area Plan, Official Community Plan, and Sustainability Framework.



## Neighbourhood Consultation

Neighbours, the North Park Neighbourhood Association, design and construction team members, the area planner, and the engineering department have been included in the design process for 860 Queens Ave. Meetings have been held with the North Park Neighbourhood Association and neighbours starting last December to receive formal feedback on the design and function of the building. The initial project design and subsequent changes have been guided by all the feedback received.

## Green Building Features

The primary sustainable construction objective of this project is to minimize CO<sub>2</sub> emissions.

In addition, this project will address other sustainability objectives including:

- Rain water management,
- Recycling of building materials,
- Waste reduction and landfill diversion,
- Solar electric ready, and, if budget permits, a photovoltaic array installed
- The use of sustainable building materials such as FSC certified wood products when available
- Minimizing the use of unsustainable construction materials such as foams and high VOC materials
- Native landscaping,
- Urban agriculture

Please refer to Appendix 7 for a comprehensive review of green building checklist.

## Proposed Variances

There are eight variance requests accompanying this Development Application. Most arise from the R3-1 Zone being designed for a "tower in the park" zoning strategy not fully sensitive to the existing urban fabric of this development. 860 Queens Avenue is a small site and the following variances are requested to help the building fit the context of the immediate neighbourhood:

### A. Allowable site coverage from 30% to 43%

**Rationale:** The proposed site coverage is consistent with the site coverage of adjacent properties. Site coverage of the property to the east is over 41%, and site coverage of the property to the west is over 54%.

### B. Minimum site area from 920m<sup>2</sup> the lot area 474.8m<sup>2</sup>

**Rationale:** The current zoning for the lot is R3-1, which this application seeks to maintain. In the North Park Local Plan, the lot is classified as R3-1 and identified for minor changes, which are defined as '*new buildings similar in size and function to those they replace,*' indicating that the proposal to replacing a six-unit conversion with a new six-unit building similar in size is consistent with the policy direction for this property and the R3-1 zoning that was assigned to this lot. This variance request is necessary because we are proposing to remove the existing structure destroyed by fire.



C. Front setback from 9 m to 2.47m

**Rationale:** The proposed front set back maintains the character, rhythm, and context of Queen Avenue. The main face of the proposed building sits 3.98m from the front lot line similar to the adjacent buildings on Queens (4.44 m and 3.4 m respectively). Balconies within the R3-1 Zone are typically exempt from the setback consideration in the R3-1 Zone, but for Passive House construction the balconies must be supported by posts to eliminate thermal bridges and resulting energy losses. These post-supported balconies make the variance request 2.47 m.

D. Front setback for entrance steps from 4.5m to 1.35m

**Rationale:** The proposed front stair set back maintains the character, rhythm and context of the street. The front stair set back of the building to the east is 0.56m, and the front stair set back of the building to the west is 0.99m. Similar front stair set backs are observed on the other buildings on the north side of Queens Ave.

E. Interior lot line setback from 4.61m to 3.03m

**Rational:** Our starting point for building size was the footprint of the existing building. The existing building had an interior lot line setback of 2.22m. In order to align the footprint of the building to maximise solar gains and meet the Passive House Standard and confirm with the City's Passive Design Guidelines, the building needs to be turned 90 degrees changing the interior lot line setback from the north lot line to the east lot line.. The requested interior lot line setback also conforms to with the rhythm of the neighbourhood by maintaining side yard setbacks similar to those of the neighbouring properties.

F. Number of parking spaces from 1.2 spaces per unit to 0.67 per unit

**Rationale:** As the trend of declining personal use of automobiles continues, our goal is to provide parking for the actual parking demand over time. We assessed the actual parking demand with four studies. A detailed survey of the immediate neighbourhood found the average number of parking spaces per unit to be 0.65. ICBC car ownership rates indicate a vehicle to unit ratio of 0.85 for the general area. ICBC car ownership rates for similar developments in Victoria in similar proximity to amenities to be 0.64. We studied parking space usage in multi-unit properties in Victoria where we have done property maintenance over the past 5 years and found an average parking usage ratio of 0.56. This property is uniquely located in close proximity to major recreational facilities as well as multiple amenities, down town, and public transit. The site has a Walk Score of 90 ("Walkers Paradise"), a Bike Score of 90 (Biker's Paradise) and a Transit Score of 73 ("Excellent Transit"). In addition, TDM measures of enhanced bicycle storage (12 instead of the required 6) and a Victoria Car-Share Co-op membership for each unit are being provided. We also expect people who will be attracted to this building for its super energy efficiency are more likely to select personal transportation alternatives to the automobile. These are all factors that will reduce vehicle ownership demand and why we are confident that our proposal includes sufficient parking to meet the current and future demands of this property. We note that not dissimilar parking variances have been granted to other projects in the City based on similar considerations. Please see Appendix 6 for more information on parking and vehicle usage rates.



Friday June 6, 14

G. Horizontal distance from the set back of the site to the centerline of the lane from 7.5m to 2.76m

**Rational:** The amount of this set back requirement effectively prevents any development on a lot of this size, making a variance required regardless of the proposed development and there is no way to address the set back requirement through the design of our proposal.

H. Reduce the distance between a dwelling unit and parking space from 6m to 0m.

**Rationale:** One parking space is proposed with a 0m setback to the building for one-half of a car length. Throughout Victoria this is a very common parking arrangement and it allows for an efficient configuration of the lot and the pursuit of other objectives such as green space, garden space, and tree planting.

## Project Benefits and Amenities

### *Economic Benefits*

- Locally owned and financed building
- \$1,300,000 investment in building and local construction industry
- High quality units and living space
- Vacant property back into use

### *Environmental Benefits*

- Designed and built to the international Passive House Standard
- Native and drought tolerant landscaping
- Onsite rainwater management
- Extra bicycle parking
- Infill development of a previously used site
- Building recycling and landfill diversion

### *Social Benefits*

- Potentially the first market strata Passive House development in Canada
- Derelict property brought back into use
- Improved streetscape
- Education through public and private tours, research, speaking engagements and media relations.
- Trades training for high performance construction skills and techniques.
- Promotion of Victoria as a centre for sustainable construction



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PASSIVE HOUSE

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---

Friday June 6, 14

## Conclusion

We believe this project is a positive addition to the North Park Neighbourhood and the City of Victoria, and will become an important part of Victoria's building heritage. We look forward to making more positive contributions in our community and hope the project will inspire others to pursue similar goals.

Sincerely,



Rob Bernhardt, President  
On behalf of the owners of 09788045 BC Ltd.



**NORTH PARK**  
PASSIVE HOUSE

860 Queens Ave Victoria BC  
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# HCM

**NORTH PARK  
PASSIVE HOUSE  
MULTI-UNIT BUILDING  
NEW CONSTRUCTION**

**ISSUED FOR  
DEVELOPMENT PERMIT  
DECEMBER 20th, 2013**

**REVISION 2  
APRIL 08th, 2014  
REVISION 3 NOT BUBBLED  
JUNE 06th, 2014**

**PROJECT ADDRESS  
860 QUEENS AVENUE  
VICTORIA BC, V8T 1N5**

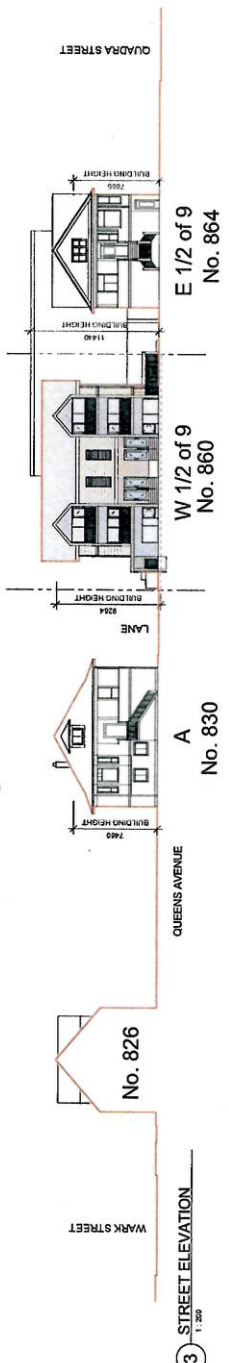
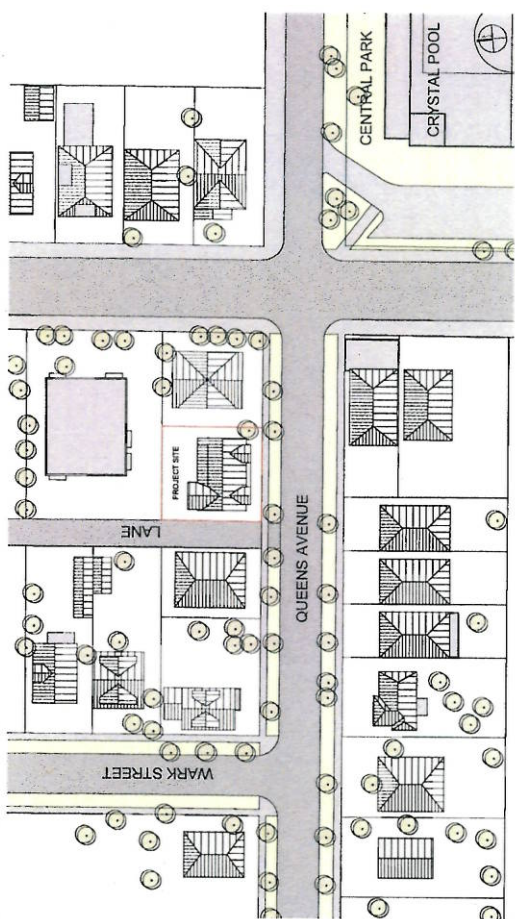
**LEGAL DESCRIPTION  
WEST 1/2 OF LOT  
BLOCK 6, SECTION 3  
VICTORIA DISTRICT, PLAN 804**

**ARCHITECT  
HUGHES CONDON MARLER ARCHITECTS  
SUITE 300 - 588 JOHNSON STREET  
VICTORIA BC, V6J 1H2  
PHONE: 250.362.6650  
A.FAWKES@HCOMA.CA**

**APPLICANT  
ANDREW CHAPMAN  
1716 DENMAN STREET  
VICTORIA BC, V8K 1Y4  
PHONE: 250.889.5025  
chapmanbuilding@gmail.com**

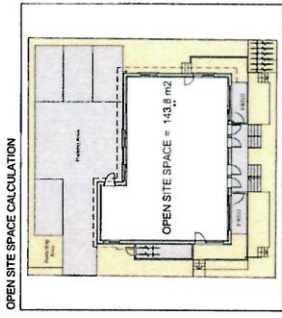
**NORTH PARK  
PASSIVE HOUSE  
860 QUEENS AVENUE - VICTORIA BC  
DATE: 2013.12.20  
SCALE: AS SHOWN**

**A100  
DATE: 2013.12.20  
SCALE: AS SHOWN**



**Received**  
City of Victoria  
**JUN 06 2014**  
PROJECT NO. - 150000 - 150000  
**Planning & Development Department  
Development Services Division**





**OPEN SITE SPACE CALCULATION**

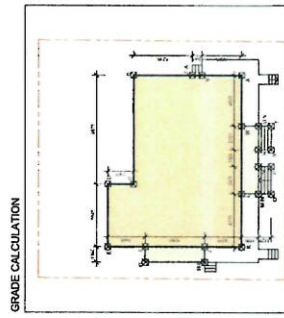
**VARIANCES**

**VARIANCES TO ZONING (BY APPLICANT)**  
(SEE PLAN FOR LOCATION)

- A. SITE COVERAGE: 47% (maximum 30% required)
- B. FRONT SETBACK: 2.14 m (minimum 3.0 m required)
- C. FRONT SETBACK: 2.14 m (minimum 3.0 m required)
- D. FRONT SETBACK: 2.14 m (minimum 3.0 m required)
- E. SURFACE PARKING: Parking spaces adjacent to building (2m required)
- F. SURFACE PARKING: Parking spaces adjacent to building (2m required)

**VARIANCES TO SECTORS C OFF-STREET PARKING**

- H. 4 parking spaces provided, 0.67 space per dwelling unit (1.7 required)



**GRADE CALCULATION**

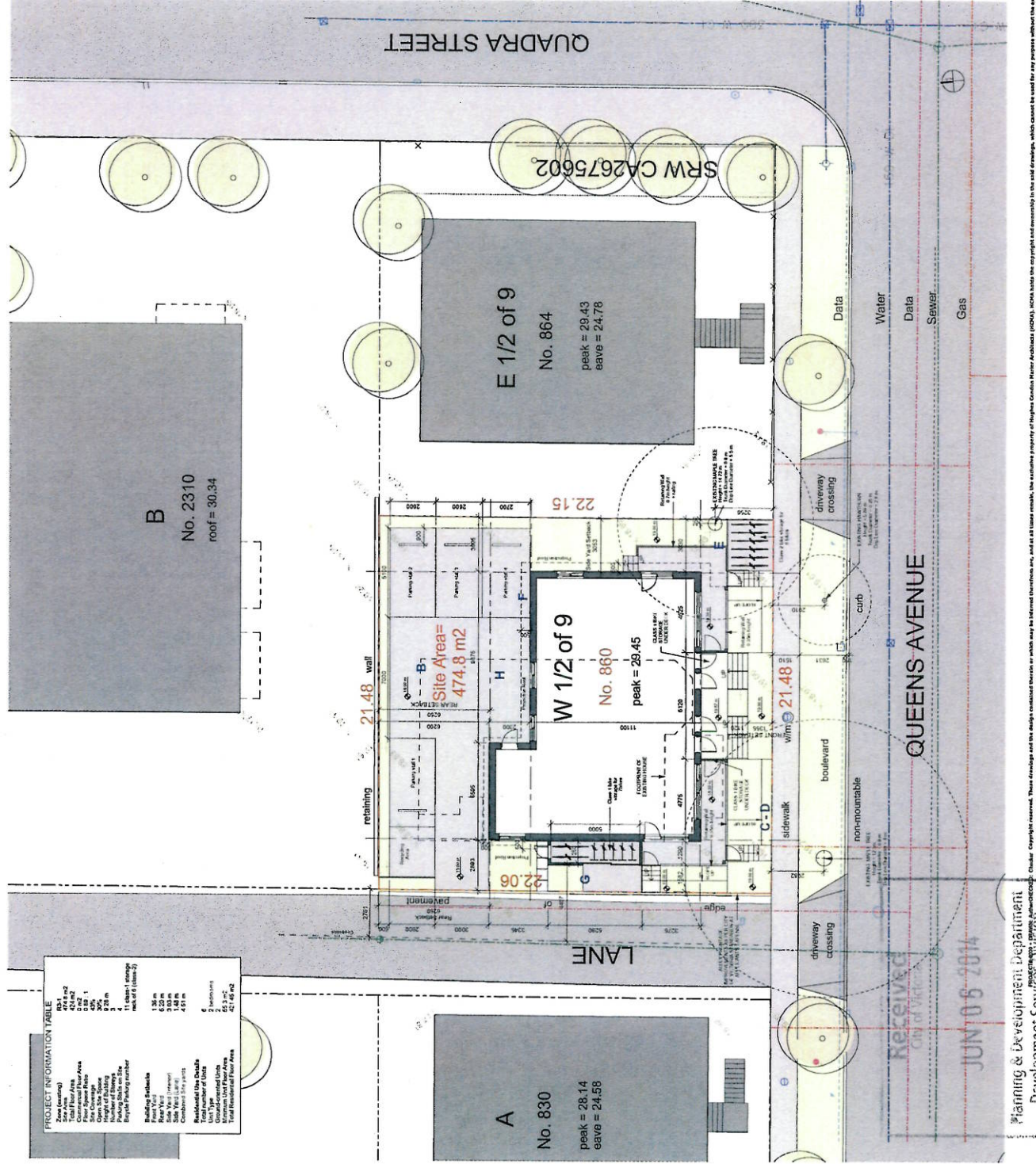
**GRADE POINTS**

A	15.50	B	15.50	G	15.50
B	15.50	C	15.50	H	15.50
C	15.50	D	15.50	I	15.50
D	15.50	E	15.50	J	15.50
E	15.50	F	15.50	K	15.50
F	15.50	G	15.50	L	15.50
G	15.50	H	15.50	M	15.50
H	15.50	I	15.50	N	15.50
I	15.50	J	15.50	O	15.50
J	15.50	K	15.50	P	15.50
K	15.50	L	15.50	Q	15.50
L	15.50	M	15.50	R	15.50
M	15.50	N	15.50	S	15.50
N	15.50	O	15.50	T	15.50
O	15.50	P	15.50	U	15.50
P	15.50	Q	15.50	V	15.50
Q	15.50	R	15.50	W	15.50
R	15.50	S	15.50	X	15.50
S	15.50	T	15.50	Y	15.50
T	15.50	U	15.50	Z	15.50

**CALCULATION**

Grade Points	Average of Points	Distance (meters)	Total
AB	15.00	2.24	33.00
BC	15.00	2.24	33.00
CD	15.00	2.24	33.00
DE	15.00	2.24	33.00
EF	15.00	2.24	33.00
FG	15.00	2.24	33.00
GH	15.00	2.24	33.00
HI	15.00	2.24	33.00
IJ	15.00	2.24	33.00
JK	15.00	2.24	33.00
KL	15.00	2.24	33.00
LM	15.00	2.24	33.00
NO	15.00	2.24	33.00
OP	15.00	2.24	33.00
PQ	15.00	2.24	33.00
QR	15.00	2.24	33.00
RS	15.00	2.24	33.00
ST	15.00	2.24	33.00
TU	15.00	2.24	33.00
UV	15.00	2.24	33.00
VW	15.00	2.24	33.00
WX	15.00	2.24	33.00
XY	15.00	2.24	33.00
YZ	15.00	2.24	33.00
<b>TOTAL</b>			<b>1322.88</b>

**GRADE CALCULATION**  
Perimeter of the lot 47.9 m  
65.07 m  
1322.88 m



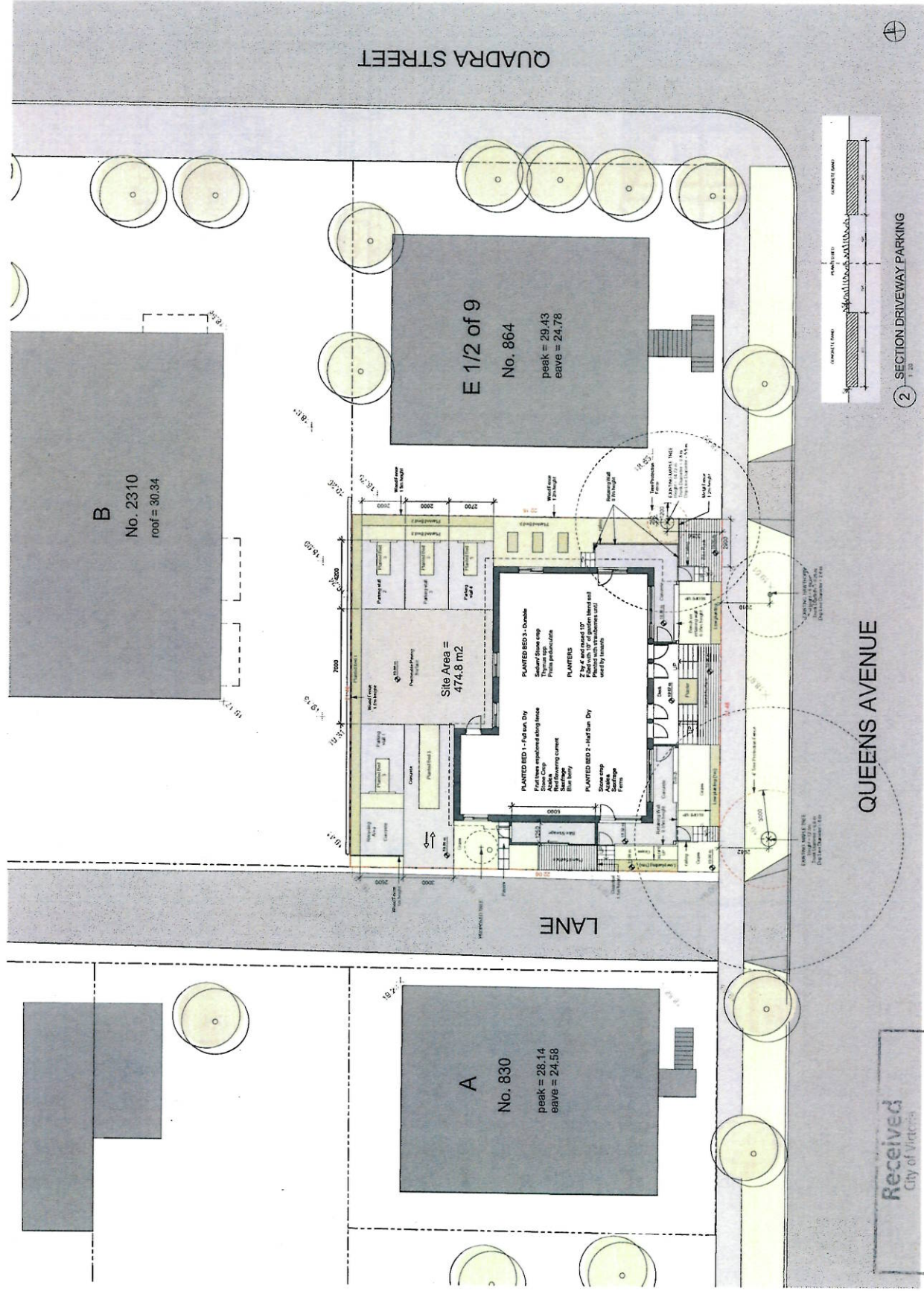
**PROJECT INFORMATION TABLE**

Zone (Council)	B3
Site Area (m <sup>2</sup> )	474.8
Site Floor Area (m <sup>2</sup> )	30.34
Commercial Floor Area (m <sup>2</sup> )	0
Site Coverage (%)	0
Height of Building (m)	0
Height of Structure (m)	0
Parking Spots on Site	0
Single Parking number	0
Building Setbacks	0
Front Yard	0
Side Yard (meters)	0
Combined Side yards	0
Backyard Use Details	0
Number of Units	0
Unit Type	0
Ground-covered Units	0
Total Residential Floor Area	0

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Development Services Division

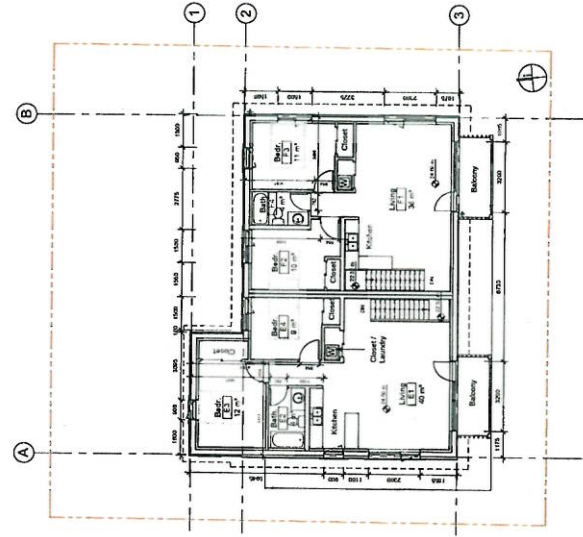
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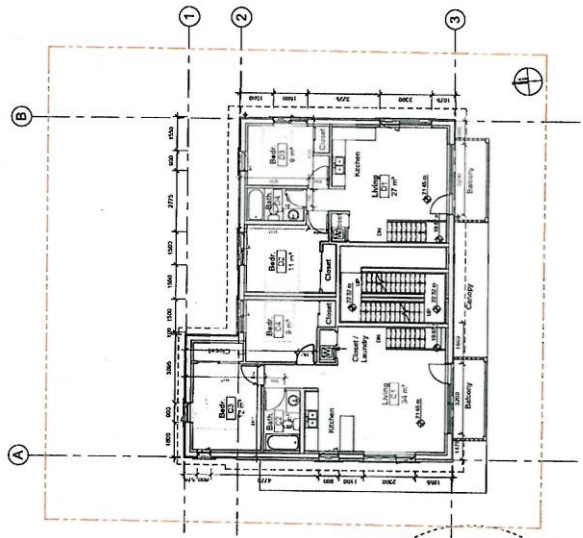


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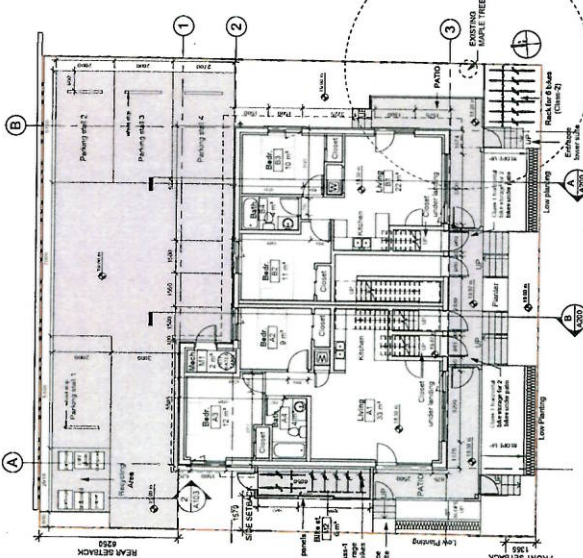
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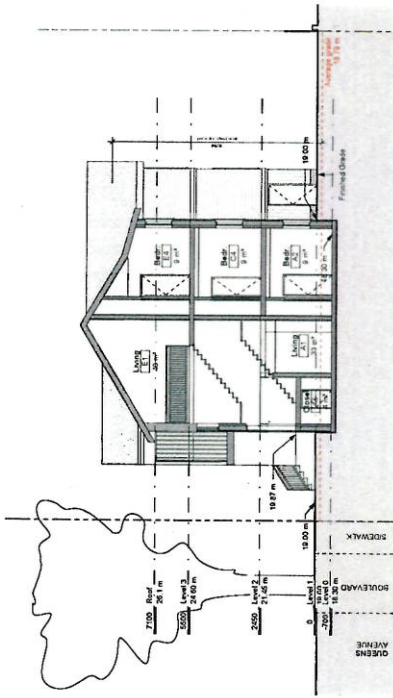
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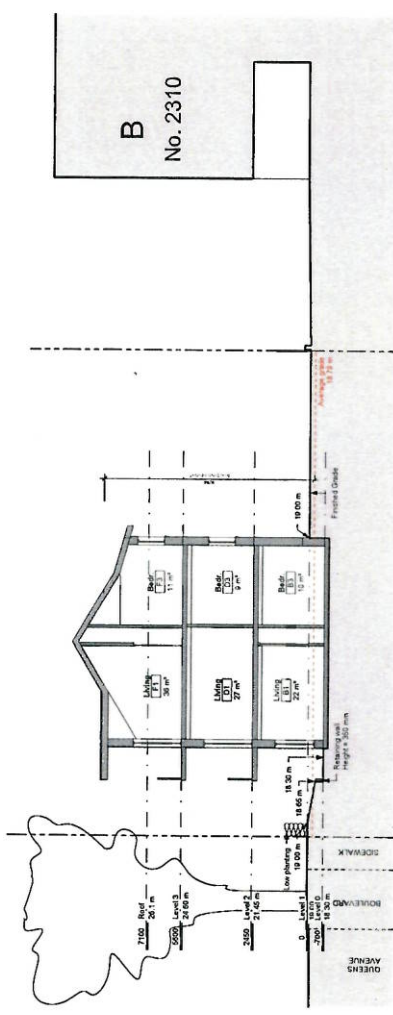
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3 Level 3  
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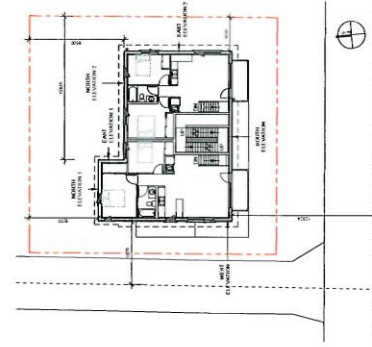
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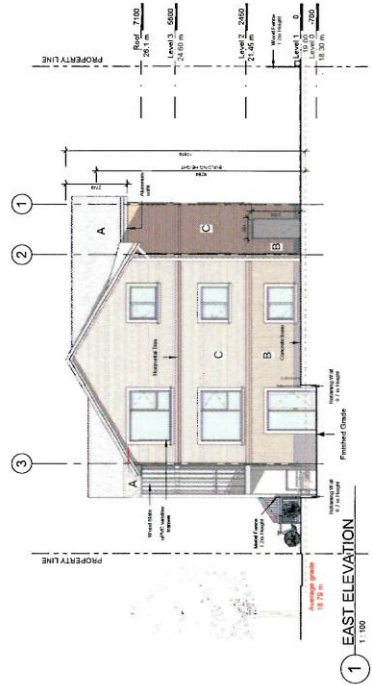
B Section B  
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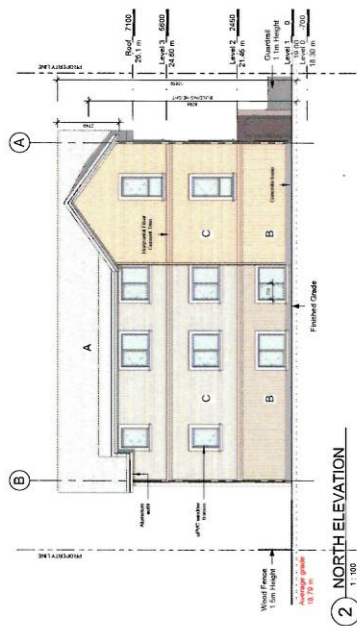
3 SOUTH ELEVATION 1:100



1 EAST ELEVATION 1:100



4 WEST ELEVATION 1:100



2 NORTH ELEVATION 1:100

3.0 MATERIAL SCHEDULE

NO.	DESCRIPTION	UNIT	QTY	REMARKS
1	WOOD SHINGLES	SQ. FT.	1200	ROOFING
2	CEMENT FIBER SLATING	SQ. FT.	1200	ROOFING
3	WOOD SHINGLES	SQ. FT.	1200	ROOFING
4	CEMENT FIBER SLATING	SQ. FT.	1200	ROOFING
5	WOOD SHINGLES	SQ. FT.	1200	ROOFING
6	CEMENT FIBER SLATING	SQ. FT.	1200	ROOFING
7	WOOD SHINGLES	SQ. FT.	1200	ROOFING
8	CEMENT FIBER SLATING	SQ. FT.	1200	ROOFING
9	WOOD SHINGLES	SQ. FT.	1200	ROOFING
10	CEMENT FIBER SLATING	SQ. FT.	1200	ROOFING

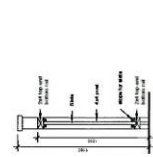
9 LIMITING DISTANCE CALCULATION 1:200

**PASSIVE HOUSE**  
NORTH PARK  
1000 NORTH PARK DRIVE  
ANNAPOLIS, MD 21403  
TEL: 410.291.1234  
WWW.PASSIVEHOUSE.COM

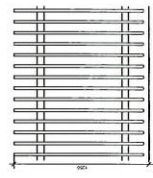
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DRAWN BY: J. HARRIS  
CHECKED BY: J. HARRIS  
PROJECT: 1000 NORTH PARK DRIVE  
ANNAPOLIS, MD 21403  
TEL: 410.291.1234  
WWW.PASSIVEHOUSE.COM



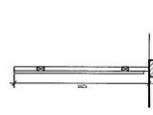
5 SECTION WOOD FENCE 1:20



6 ELEVATION WOOD FENCE 1:20



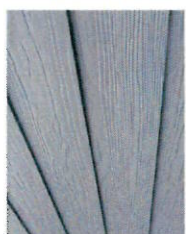
7 SECTION METAL FENCE 1:20



8 ELEVATION METAL FENCE 1:20



A. Wood Shingles



C. Fiber Cement Slating



B. Board and batten



MATERIALS BOARD



A. Wood Shingles



B. Board and batten

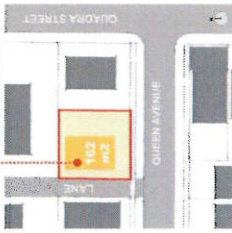
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# HCMVA

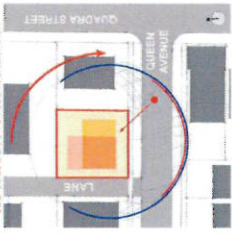


PROPOSED SURFACE OF HIGH-FLOOR BUILDING

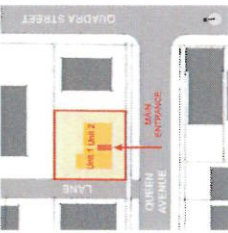
**SAME FOOTPRINT AREA**



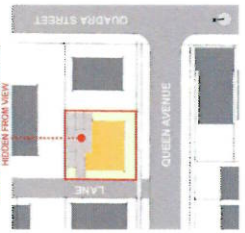
**ROTATION FOR SOUTH ORIENTATION**



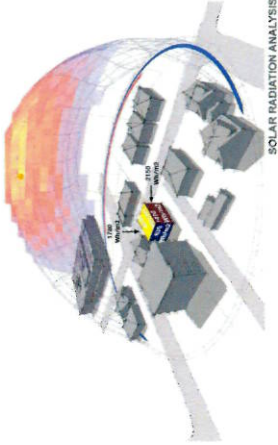
**ENTRANCE ACROSSING THE STREET**



**PARKING ON THE NORTH SIDE HIDDEN FROM VIEW**



ROOF SHAPES - SCALE



PROJECT NAME  
NORTH PARK  
PASSIVE HOUSE  
810 QUEEN AVENUE - VICTORIA BC  
DATE: 01/2014  
SCALE: 1:100  
DRAWN BY: [Name]  
CHECKED BY: [Name]

DATE: 01/2014  
SCALE: 1:100  
DRAWN BY: [Name]  
CHECKED BY: [Name]



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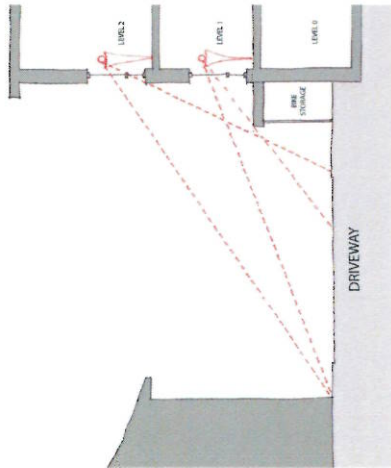
JUN 06 2014

Planning & Development Department  
Development Services Division

## PASSIVE HOUSE WINDOWS

Deep set passive house windows with edge detailing will illustrate an inherent quality of construction. A common trait of turn of the (last) century housing.

Large glazing area required for passive house provides "eyes on the street."



**EYES ON THE STREET**  
Windows from the existing house, the proposed house, motion lights, and a clear view from Queens Street provides for a safe side yard.

## 1 SAFE STREETS DIAGRAM

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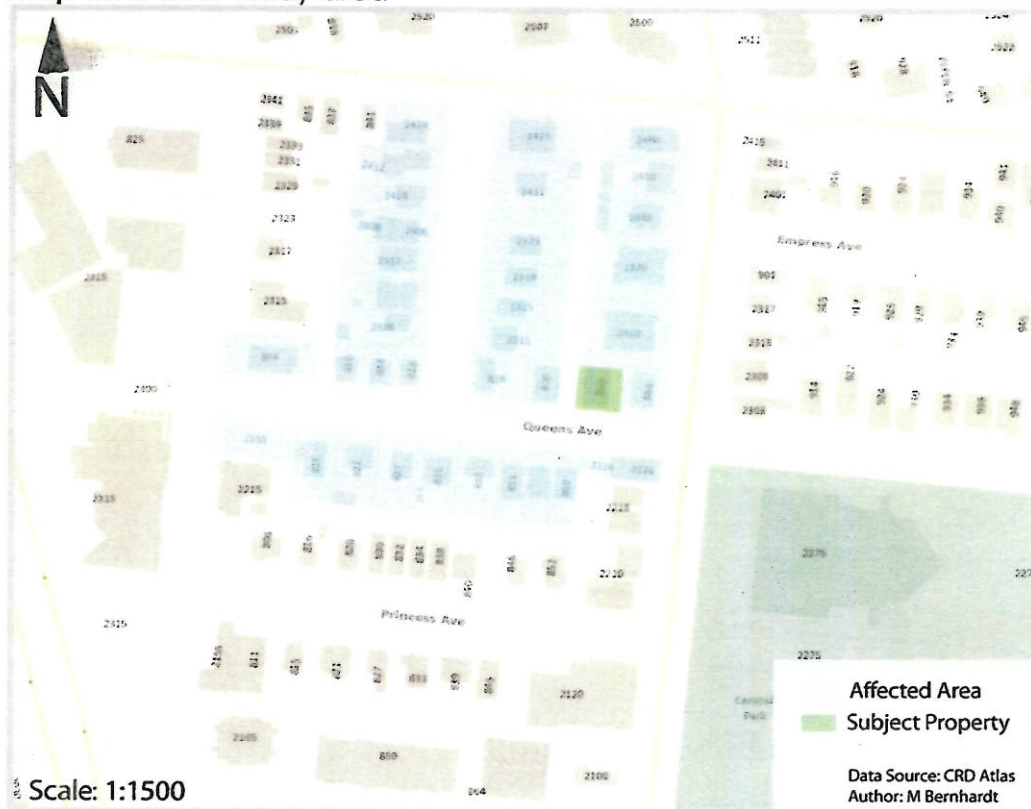
# Appendix 6: 860 Queens Ave

*Parking Review: Revised 2014-06-06*

Our goal for parking for this development is to provide the appropriate number of parking stalls for current vehicle use in this neighborhood. Four parking studies were completed to determine the appropriate number of parking stalls. The findings are below. In addition to parking studies, general research on vehicle usage trends was completed a brief summary of those findings is included at the end of this appendix.

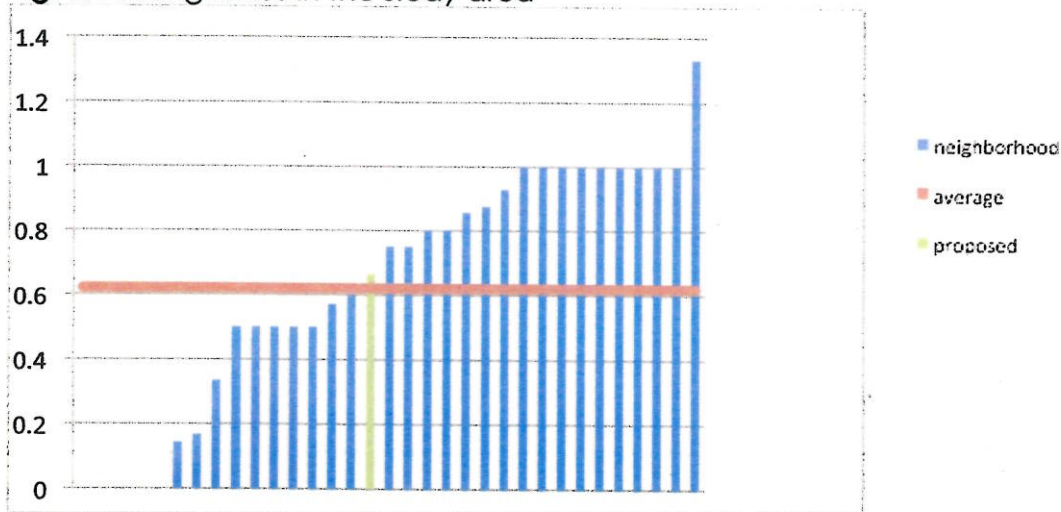
In general our findings indicate that personal vehicle ownership and usage is declining and is expected to continue on that trend. Promoting this trend is consistent with the City of Victoria's OCP and Sustainability framework. Public transit ridership and bicycle usage has been steadily increasing and is expected to continue on that trend especially for residential properties with similar proximity to amenities as 860 Queens Avenue.

**Map 1: Defined study area**



## Parking study of immediate neighborhood

**Fig. 1:** Parking ratios in the study area



**Note:**

- Non-conforming parking spaces were included in the parking calculation
- When the number of units in a building was not verified or unclear the observable number of units rather than the suspected number of units were used

## ICBC Study from FOI Request 2013

<b>City of Victoria</b>	
Insured Vehicles	51,300
Drivers Licenses	58,400
Population(2011 census)	80,017
vehicles per person	0.64
vehicle per license	0.88
<b>Neighborhood of 860 Queens Ave as defined by postal codes provided by ICBC</b>	
Dwelling units	203
Insurance policies	170
Policies per dwelling unit	0.84

### ICBC Study from FOI Request 2014

Address	Suites	1 bedroom or studio	2 bedroom	3 Bedroom	parking spaces
1720 Richmond Rd	36	24	12	0	38
1138 Yates St	42	26	16	1	44
2559 Quadra St	9	0	9	0	10
215 Niagra St	3	0	3	0	2
1138 View St	48	41	7	0	45
644 Linden Av	11	6	4	0	6
1258 Glad Stone Av	4	0	4	0	4
2425 Wark St	13	13	0	0	12
2310 Quadra St	19	9	10	0	19
<b>TOTAL</b>	<b>185</b>	<b>119</b>	<b>65</b>	<b>1</b>	<b>180</b>
ICBC Combined vehicle ownership	118				
Vehicles per unit	<b>0.64</b>				

### ICBC Statistics: Analysis for Vancouver Island

Year	2008	2009	2010	2011	2012
Policies in force	520,000	526,000	535,000	537,000	536,000
Passenger	374,000	377,000	382,000	383,000	384,000
Commercial	134,000	136,000	140,000	141,000	140,000
Motor home	9,500	9,600	9,600	9,500	9,400
Motorcycle	22,000	23,000	23,000	24,000	24,000
Hybrid	2,500	3,140	3,560	3,820	4,480
Electric	9	11	12	38	77
<b>Active Driver Licenses</b>	<b>551,000</b>	<b>558,000</b>	<b>565,000</b>	<b>566,000</b>	<b>566,000</b>
Policies per license	0.94	0.94	0.95	0.95	0.95
Personal Vehicles per license	<b>0.68</b>	<b>0.68</b>	<b>0.68</b>	<b>0.68</b>	<b>0.69</b>
<b>Vancouver Island Population</b>	<b>741,481</b>	<b>749,788</b>	<b>757,296</b>	<b>762,042</b>	<b>764,396</b>
Insurance policies per person	0.70	0.70	0.71	0.70	0.70
Personal Vehicles per Person	<b>0.51</b>	<b>0.51</b>	<b>0.51</b>	<b>0.51</b>	<b>0.51</b>



## General Parking Research and Reading Summary

### Peak Car

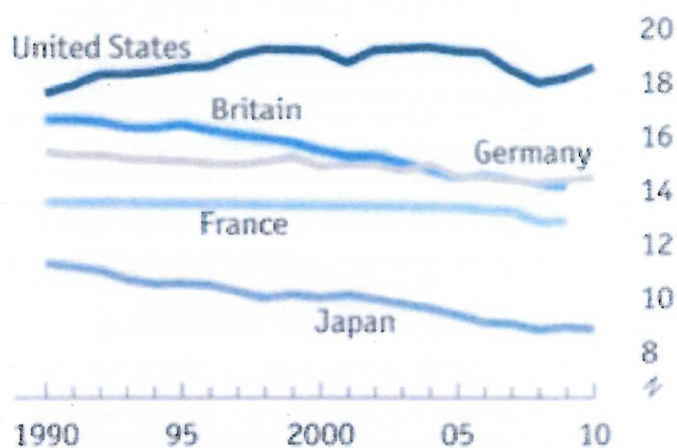
<http://www.economist.com/node/21563280>

Summary:

Current research is showing that across the developed world, car ownership and kilometres driven are decreasing for the first time ever. Whatever stat you choose – distance per driver, total trips, total distance driven – the evidence shows that driving has been on the decrease since about 2004.

### No particular place to go

Average kilometres travelled per car\*, '000



Sources: Department of Infrastructure and Transport, Australia; US Department of Transport; *The Economist*

\*includes light-commercial vehicles

Young people are getting driving licenses later in life than ever before. Fewer of them are even getting licenses. Young Americans and Canadians are using public transit more than ever – according to the Frontier Institute, in the USA there was a 100% increase in public transit use between 2001-2009.

Car ownership and driving are decreasing particularly quickly in cities. Owning a car is expensive; public transit is more convenient, and cycling is increasingly popular way to get around. Car sharing schemes, such as zipcar, car2go, or modo fill in the gaps.

Urban planning has been strongly focused on planning for automobiles for the past 60 years. We have massive amounts of impermeable, paved surfaces – acres and acres of roads and parking

lots. A new paradigm is emerging – parking maximums, reclaiming auto-space for people (Viva Vancouver, NY Times Square).

Port Mann bridge – traffic is much lower than projections. Concern is raised about paying for the new Massey Bridge. This pattern is common across NA – Golden Ears, etc.

Cities in the developing world are already planning for the post-car city, creating fast, efficient, public transit systems, and aiming to leapfrog the auto-centric urban design of western cities.

### **End of Motoring**

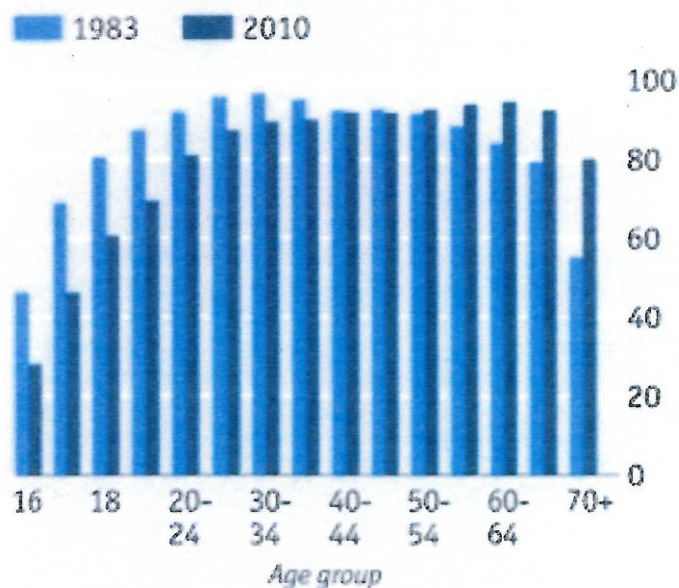
<http://www.theguardian.com/politics/2011/sep/25/end-of-motoring>

- young people are driving less and driving later

### **Old mobiles**

2

Licensed drivers as % of age group population in United States



Source: Michael Sivak, University of Michigan

### **Victoria Transport Policy Institute**

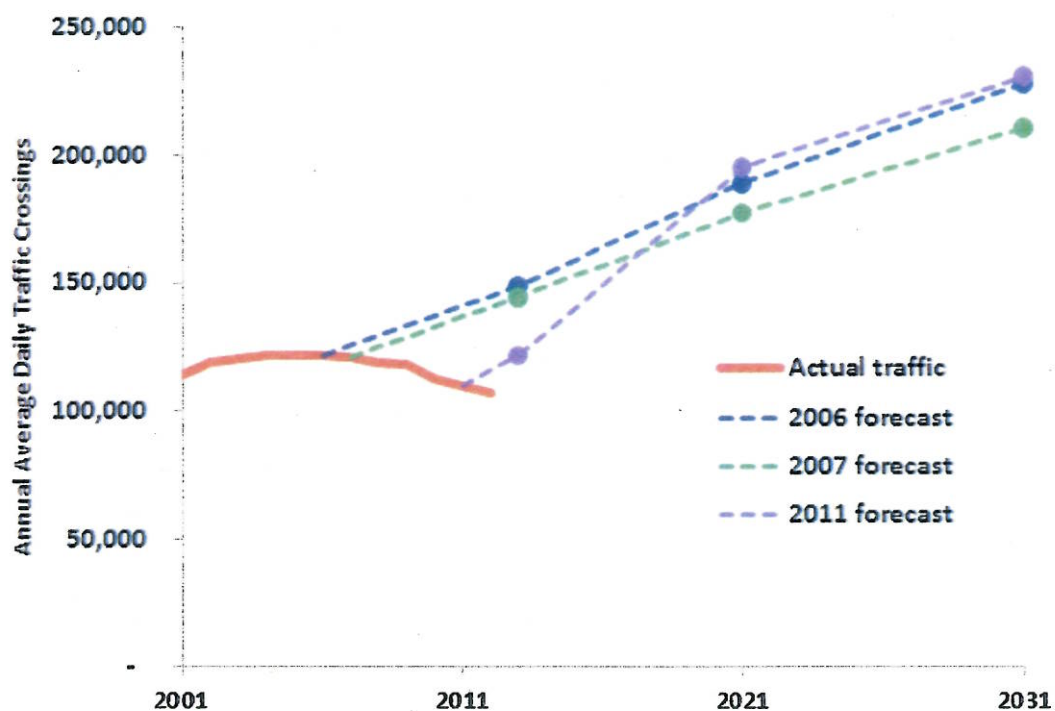
Todd Litman

"...[many] current policies are misguided...they might have made sense 40 or 50 years ago, but now it makes absolutely no sense to continue the policy distortions that encourage auto use."

American levels of driving are back down to 1998 levels. Data are similar in Europe, Australia, Japan, Canada.

<http://www.theglobeandmail.com/news/national/are-we-reaching-peak-car/article4182676/?page=all>

### Port Mann Bridge Average Daily Crossings - Historical & Forecast



		Personal auto		Sustainable				
Victoria CMA	Total	Driver	Passenger	Total	Transit	Walk	Bike	Other
% 2006	100	64.9	6.8	26.3	10.2	10.4	5.6	2.0
% 2001	100	67.5	6	25	9.7	10.4	4.8	1.6
% 1996	100	67.1	6.8	24.6	9.9	9.8	4.9	1.5
% change 96-06	17	13.2	16.2	<b>25.3</b>	<b>21.1</b>	<b>24.8</b>	<b>34.8</b>	<b>58.7</b>
% Canada 2006	100	72.3	7.7	18.7	11	6.4	1.3	1.2
Canada %change 96-06	20.8	19.1	26	<b>24</b>	<b>31.5</b>	<b>10.4</b>	<b>42.3</b>	<b>40.2</b>

North Park Neighbourhood Association  
Box 661, 185-911 Yates Street  
Victoria, BC V8Y 4Y9  
npna@npna.ca



Mayor & Council, City of Victoria  
1 Centennial Square  
Victoria, BC  
V8W 1P6

Mayor Fortin and City of Victoria Councilors,

Re: Development Permit Application #000343 for 860 Queens Ave.

The North Park Community Association has reviewed the development proposed for 860 Queens Avenue and is writing to express its support for the application.

The proposal, if constructed, will benefit the community and offers appropriate scale & design for the neighbourhood. The building itself is similar in size to the existing burned out structure, has the same number of units and provides 4 additional parking spaces.

The unique components of this proposal are the broader community benefits it provides. The proponents seek to demonstrate the affordability of high quality, sustainable construction, offering information and tours to the public and the construction sector. The international Passive House standard is well established elsewhere and offers an affordable path to sustainable buildings. Experience in other communities has been that the first such building leads to others. We understand BC Housing, Vancity and other organizations have committed funding toward an economic analysis of this and comparable projects to determine if a business case for this level of building performance exists. The North Park Neighbourhood Association supports the broader goals this project seeks to achieve.

Given the size of the lot and the R3-1 zoning, a number of variances are required. They are:

- A. The site coverage is 43% with a zoned 30% maximum;
- B. The lot area is 474.8 m<sup>2</sup> in a zone requiring a lot minimum of 920 m<sup>2</sup>;
- C. The proposed front setback is 2.47m, with the zoning requiring 9 m;
- D. The proposed front entrance step setback is 1.35 m, with a zoning requirement of 4.5 m;
- E. The proposed east side yard setback is 3.03 m, with a zoning requirement of 4.61 m;
- F. Four parking stalls, with zoning specifying six

G. The proposed west side yard setback is 2.75 m from the centre line of the lane with a zoned minimum of 7.5 m.

The North Park Neighbourhood Association believes the variances are acceptable and will result in a building site and scale aligned well with adjacent buildings. We believe four parking spaces are reasonable for the development.

The community of North Park is pleased to be the site of this project and encourages Council to grant the development permit application.

Yours truly,

A handwritten signature in black ink, appearing to read 'Tim Hewett', written in a cursive style.

Tim Hewett,

President of NPNA, Chair of the land use committee  
North Park Neighbourhood Association

Mayor and Council  
City of Victoria  
1 Centennial Square  
Victoria, B.C., V8W 1P6



May 14, 2014

REF: Development Permit Application - 860 Queens Avenue

I am the owner of 859 Queens Avenue and 855 Queens Avenue and resident of the former.

Our properties are directly across the street from 860 Queens Avenue.

As residents, we are writing to lend support to this application. We have been through the concept drawings and preliminary plans a number of times with both the owner and his representative and we are in complete agreement with what he is attempting to achieve and how the development supports and reinforces the character of the neighbourhood.

In addition, the structure envisaged supports the City's ecological objectives in terms of reducing reliance on fossil fuels and actually returning electricity to the grid. My view is that there should be more developments of this type particularly in this area where so many of the houses are more than 100 years old.

Should you have any questions in regards to this letter, please contact me at [petertf@shaw.ca](mailto:petertf@shaw.ca) or 778-922-3450.

Sincerely

A handwritten signature in black ink, appearing to be "P. Fairchild" followed by a long horizontal line that extends to the right, likely representing the name "Yurong Zhang".

Peter Fairchild  
And Yurong Zhang

Mike Winstone & Daphne Goode

2315/2319 Wark Street

Victoria, BC V8T 4G5



May 22, 2014

Mayor and Council, City of Victoria

1 Centennial Square

Victoria, BC V8W 1P6

Re: Development permit application for 860 Queens Avenue

We are neighbours of the property at 860 Queens Avenue.

Having reviewed the plans for the project and met with the contractor, we are writing to express support for the proposed construction of a six unit apartment building on that site. We are aware that the proposal requires the variances listed on the drawings *as at the date of this writing* for parking, setbacks and site coverage. Should there be further variances or modifications to the plan we firmly insist that they be subject to public review before implementation. We believe that the nature of this proposal in its present form benefits the community and fits well in the neighbourhood.

We have provided input to the proponents on several occasions regarding design criteria and factors relating to properties in this immediate area based on 20 plus years of residency, which we hope will be incorporated. It is our hope that the proposal succeeds in inspiring other sustainable and livable developments in Victoria.

Sincerely,

Mike Winstone & Daphne Goode



Mayor & Council, City of Victoria  
1 Centennial Square  
Victoria, BC  
V8W 1P6

Mayor Fortin and City of Victoria Councilors,

Re: Development Permit Application for 860 Queens Ave.

I am the owner of the duplex at 830 & 832 Queens Ave. on the west side of 860 Queens Ave.

I am writing to express my support for the proposed construction of a 6-unit apartment building on that site. I have reviewed the plans and am aware the proposal requires the variances listed on the drawings for parking, setbacks and site coverage, but believe the nature of this proposal benefits the community and fits well in the neighbourhood. The proposed building is similar in size to the existing burned out structure, has the same number of units and provides 4 additional parking spaces.

Yours truly, 

Blake Penney  
Victoria, BC





Mayor & Council, City of Victoria  
1 Centennial Square  
Victoria, BC  
V8W 1P6

Mayor Fortin and City of Victoria Councilors,

Re: Development Permit Application #000343 for 860 Queens Ave.

I am the owner of a restaurant & residence at 2224 Quadra St., both of which front on Queens Ave. to the north, across the road from 860. Queens.

I am writing to support the proposed construction of a 6-unit apartment building on that site. I have looked at the drawings, like the design and believe it will be an asset in the neighbourhood.

Yours truly,

Chan Cun  
2224 Quadra St.  
Victoria, BC

A handwritten signature in black ink, appearing to read "Chan Cun". The signature is fluid and cursive, written over a light grey circular stamp that is mostly obscured.