



Planning and Land Use Standing Committee Report

Date: February 20, 2014 **From:** Mike Wilson, Senior Planner - Urban Design
Subject: **Rezoning Application #00426 and Development Permit Application #000334 for 1030 and 1038 McClure Street** - Application to increase the permitted density and to permit construction of a four-storey, multi-unit residential building with one level of underground parking

Executive Summary

The purpose of this report is to provide information, analysis, and recommendations regarding a Rezoning Application and Development Permit Application for the property located at 1030 and 1038 McClure Street. The proposal is to rezone the property from the R3-AM-1 Zone, Mid-Rise Multiple Dwelling District, to a new zone to permit an increase in density for the construction of a four-storey, multi-unit residential building with one level of underground parking. A concurrent Development Permit Application has also been submitted.

The following points were considered in assessing these applications:

- The applicant proposes an increase in density from the current zoning entitlement of 1.6:1 floor space ratio (FSR) to 1.85:1 FSR.
- The Official Community Plan (OCP) provides policy direction within this designation to consider increases in density beyond the base floor space ratio of 1.2:1 and up to a floor space ratio of 2:1 where a proposal is in a "strategic location" and includes features that "significantly advance" the OCP objectives.
- The staff recommendation is to quantify the land lift associated with the proposed increase in density through the provision of a third-party economic land lift analysis. Staff further recommend that a contribution be provided that is equivalent to 75% of the increase in land value attributed to the additional density and that it be divided equally between the Parks and Greenways Acquisition Reserve Fund and the Victoria Housing Reserve Fund.

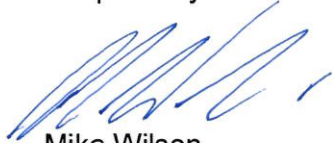
In comparison with the existing zone, the applicant proposes changes related to density, height, site coverage, building setbacks and parking, necessitating the formulation of a new zone. Staff have evaluated each of the proposed changes and support the proposal.

Recommendations

1. That Rezoning Application #00426 for 1030 and 1038 McClure Street proceed for consideration at a Public Hearing and that staff be directed to prepare the necessary *Zoning Regulation Bylaw* amendments, subject to:
 - a. the applicant entering into a legal agreement with the City to ensure that all strata-titled units are available to be rented out to non-owners to the satisfaction of the City Solicitor;

- b. provision of a third-party land lift analysis that justifies any increase in density that exceeds the floor space ratio of 1.6:1 FSR with a contribution of 75% of the value of any identified land lift to be contributed to and divided equally between the Parks and Greenways Acquisition Reserve Fund and the Victoria Housing Reserve Fund, to be secured to the satisfaction of the City Solicitor and the Director of Sustainable Planning and Community Development.
2. Review by the Advisory Design Panel of Development Permit Application #000377 prior to Council considering issuing the permit with special attention to the proposed decreased setbacks increased building scale and massing, and proposed building finishes in relation to the neighbourhood context.
3. Following consideration of Rezoning Application #00426, that Council authorize the issuance of a Development Permit for #000334 for 1030 and 1038 McClure, in accordance with:
 - a. plans stamped "Development Permit #000334, dated January 14, 2014";
 - b. development meeting all *Zoning Regulation Bylaw* requirements;
 - c. final plans to be in accordance with the plans identified above to the satisfaction of the Director of Sustainable Planning and Community Development.

Respectfully submitted,




Mike Wilson
Senior Planner – Urban Design
Development Services Division




Deb Day, Director
Sustainable Planning and Community
Development Department

Report accepted and recommended by the City Manager:


Jason Johnson

Date: Feb. 25, 2014

MW:aw

1.0 Purpose

The purpose of this report is to provide information, analysis, and recommendations regarding a Rezoning Application and Development Permit Application for the property located at 1030 and 1038 McClure Street.

2.0 Background

2.1 Description of Proposal

The proposal is to rezone the property from the R3-AM-1 Zone, Mid-Rise Multiple Dwelling District, to a new zone to permit an increase in density for the construction of a four-storey, multi-unit residential building with one level of underground parking.

A concurrent Development Permit Application was also submitted for consideration of the proposed form and character. The following materials and features contribute to the general form and character of the proposed development.

Exterior building materials include:

- architectural brick veneer
- horizontal cement panel board – gray blue colour
- horizontal cement panel board – light gray colour
- white vinyl thermal windows
- light gray fiberglass shingle.

Landscaping materials in common open space areas include:

- brick entry columns and low walls with metal railings
- various tree and shrub species (noted on planting plan)
- wood benches and metal trellis features in common areas.

2.2 Existing Site Development and Development Potential

The property is located within the R3-AM-1 Zone, Mid-Rise Multiple Dwelling District. This Zone permits multi-unit residential development at a floor space ratio of 1.6:1 and buildings up to 12 m in height. The property is currently a vacant lot.

2.3 Data Table

The following data table compares the proposal with the existing R3-AM-1 Zone. An asterisk (*) is used to identify where the proposal is less stringent than the existing zone.

Zoning Criteria	Proposal	Zone Standard
Site area (m ²) – minimum	1350	920
Total floor area (m ²) – maximum	2500*	2160
Density (Floor Space Ratio) – maximum	1.85*	1.6
Height (m) – maximum	14.4*	12
Site coverage (%) – maximum	49*	40
Open site space (%) – minimum	51	50
Storeys – maximum	4	4
Setbacks (m) – minimum		
South (front)	4*	10.5
North (rear)	6* – building 4.5* – balcony	12.2
East	3* – building 2* – balcony	12.2
West	3* – building 2* – balcony	12.2
Parking (stalls) – minimum	35*	43
Visitor parking (stalls) – minimum	4	4
Bicycle storage – minimum	36	36
Bicycle rack – minimum	6	6

2.4 Land Use Context

To the north is a four-storey, 29-unit apartment building; to the west is a parking lot for the building located at 1031 Burdett Avenue; to the east is a two-storey apartment building; and to the south is a four-storey apartment building. All surrounding properties are in the R3-AM-1 Zone.

2.5 Legal Description

Lots 1651 and 1652, Victoria City.

2.6 Consistency with City Policy

2.6.1 Official Community Plan, 2012

The *Official Community Plan* (OCP) designates the subject lands as “Urban Residential”. This designation supports multi-unit residential development in a low to mid-rise form with a floor space ratio generally up to 1.2:1 FSR. Place character features in this designation include

variable front yard setbacks with primary doorways facing the street and off-street parking located in the rear yard or underground. The current proposal is consistent with this designation.

The OCP also considers floor space ratios up to 2:1 in strategic locations for the advancement of plan objectives. Further analysis of the increase in density is provided in Section 4.1 of this report.

2.6.2 Suburban Neighbourhoods Plan: Excerpts Related to Fairfield

Policies related to the Fairfield Neighbourhood state that redevelopment should be sensitive to the height of its surroundings and that the detailed design of the building should be responsive to traditional features of the area's architecture and landscaping. The proposal is generally consistent with the planning policies relating to Fairfield.

2.6.3 Consistency with Design Guidelines

The subject property is designated within Development Permit Area 16, General Form and Character. The objectives of the designation are to integrate multi-unit residential buildings in a manner that is complimentary to the established place character of a neighbourhood, including its heritage character. Other objectives include enhancing character and streetscapes through the high quality of architecture, landscape and urban design.

Design guidelines that apply to Development Permit Area 16 are the *Design Guidelines for Multi-Unit Residential, Commercial and Industrial*; *Advisory Design Guidelines for Buildings, Signs and Awnings* and the *Guidelines for Fences, Gates and Shutters*. As noted below, the application is generally consistent with the guidelines; however, review by Advisory Design Panel (ADP) is recommended to review the proposed setback relaxations and building scale, massing and finishes in relation to the neighbourhood context.

2.6.3.1 Design Guidelines for Multi-Unit Residential, Commercial and Industrial

These Guidelines are intended to guide applicants in achieving new development that results in design excellence, livability and contribution to a sense of place and urbanism that is responsive to Victoria's context. The proposal has been evaluated with specific focus on and is generally considered consistent with the following criteria as expressed in the Guidelines:

- streetscape, relationship to the street and orientation
- human scale, massing, height and architectural features
- exterior finishes
- open space and landscaping
- parking.

2.6.3.2 Advisory Design Guidelines for Buildings, Signs and Awnings

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

2.6.3.3 Guidelines for Fences, Gates and Shutters

These Guidelines state that fences, gates and shutters must compliment the character of the street and not result in a fortress-like appearance, integrate with building design, architectural finishes and materials for a cohesive effect and not be the dominant feature of the building façade. Staff have utilized these Guidelines in the evaluation of all fences and gates on site and are supportive of these aspects of the proposal.

2.7 Community Consultation

In compliance with the *Community Association Land Use Committee (CALUC) Procedures for Processing Rezoning Applications*, the applicant met with the Fairfield and Gonzales CALUC. An email from the FGCA is attached to this report.

3.0 Issues

The following issues are associated with this application:

- proposed increase in density
- proposed reduction in parking
- proposed increase in building height
- proposed increase in site coverage
- proposed reduction of required setbacks
- ensuring rental of strata-titled units.

4.0 Analysis

4.1 Proposed Increase in Density

The existing zone for this site permits residential buildings with a floor space ratio (FSR) up to 1.6:1. The OCP provides policy direction within this designation to consider increases in density beyond the base FSR of 1.2:1 and up to a FSR of 2:1 where a proposal is in a “strategic location” and includes features that “significantly advance” the OCP objectives. The site is located within 200 m of the urban core, therefore, it meets the OCP policy of being considered a strategic location.

The applicant proposes a FSR of 1.85:1. The contribution of a public amenity may justify extra density above 1.6:1 FSR. Should Council wish to approve these applications, the applicant should justify the proposed land lift from the existing zoned density of 1.6:1 FSR to permit the increased density of 1.85:1 FSR. The staff recommendation is to quantify the land lift associated with the proposed increase in density. This would be determined through the provision of an independent third-party economic analysis of the project. Consistent with the normal process, the third-party consultant would work under the direction of staff but be paid for by the applicant. Staff recommend that a public amenity contribution be provided that is equivalent to 75% of the increase in land value attributed to the additional density. Any resulting contribution would be divided equally between the Parks and Greenways Acquisition Reserve Fund and the Victoria Housing Reserve Fund. The applicant has indicated that they are willing to undertake this work and that it will be completed prior to the application advancing for consideration at a Public Hearing should Council decide to advance the application further through the review process.

4.2 Proposed Reduction in Parking

The applicant proposes a reduction in the number of required parking stalls from 43 stalls to 35 stalls (including four visitor parking stalls). The applicant has provided a report from a transportation consultant that reviewed car ownership rates in the neighbourhood. The report concluded that a minimum parking ratio for this site should be 0.75 stalls per unit. The applicant has provided a ratio of 0.97 stalls per unit, which includes the required visitor parking. As a result, staff support the reduction in parking.

It should also be noted that the applicant has provided 36 bicycle-storage spaces and a six-stall bicycle rack in compliance with Schedule "C" of the *Zoning Regulation Bylaw*.

4.3 Proposed Increase in Building Height

The proposal includes a 2.4 m increase in height over the 12 m standard set out in the R3-AM-1 Zone. The proposed four-storey building is taller than neighbouring buildings, including the four-storey residential apartment buildings fronting Burdett Avenue and the four-storey building across McClure Street. The height of the proposal is driven in large part by the taller floor-to-ceiling height on all levels. The applicant has stated that the taller floor-to-ceiling heights were employed in order to improve the marketability of the residential units. The applicant has worked to mitigate the additional height of the building through specific design features. The proposal includes individual unit entries facing the street that project out beyond the face of the building. The proposal also includes a variety of finishing materials which also helps break down the scale of the building and provide visual interest. By employing these design strategies, the applicant has effectively reduced the visual impact of the building from the street and created an improved street relationship for pedestrians. Staff support the proposed increase in building height.

4.4 Proposed Increase in Site Coverage

The applicant proposes an increase in site coverage from 40% to 49%. The applicant has provided a landscape plan that demonstrates that each of the ground-floor units maintains a private patio space. The applicant has also provided a varied landscape plan to mitigate the proposed increase in site coverage. Any increase in site coverage typically involves further relaxations for setbacks. An analysis of the proposed reduction in front, side and rear yard setbacks are discussed in the following section.

4.5 Proposed Reduction of Required Setbacks

The proposal includes four separate setback relaxation requests. The applicant proposes to reduce the front yard setback from 10.5 m to 4 m. The majority of the building face is approximately 6 m from the property line, however, the townhouse entries project an additional 2 m into the setback area. Given that the applicant has proposed unit entries facing the street that enhance the character of the street and pedestrian experience, staff are supportive of this requested relaxation.

The applicant also requests both east and west side yard setbacks from 12.2 m to 3 m. Staff requested that the applicant provide a privacy-impact analysis on the relationship between the windows on the proposed development and any affected neighbours (attached). At the northwest corner of the site, windows are off-set from the neighbouring apartment building with the majority of views from the proposed building overlooking neighbouring parking areas. The

two-storey apartment building to the east has windows that face west toward the proposed development. The applicant states that these windows will be screened with landscaping, a good-neighbour fence on the ground floor and the use of frosted-glass panels within the upper-storey balcony guardrails; these measures will help address potential privacy issues.

The rear yard setback is proposed to be reduced from 12.2 m to 6 m. Privacy issues relating to this setback are limited as the building is adjacent to the surface parking area at 1065 Burdett Avenue. The separation distance between the proposed building and the existing building at 1065 Burdett Avenue will be approximately 14.4 m. Staff are supportive of this requested relaxation.

4.5 Ensuring Rental of Strata-Titled Units

Staff recommend that the applicant enter into a legal agreement with the City to prohibit the subsequent strata corporation from restricting the rental of units to non-owners through its bylaws. This will ensure that all strata-titled units are available to be rented to non-owners as market-rental units in perpetuity. The applicant has indicated to staff that they are amenable to entering into such an agreement and the staff recommendation includes language to this effect.

5.0 Resource Impacts

There are no resource impacts anticipated.

6.0 Options

Option One (Staff Recommendation)

1. That Rezoning Application #00426 for 1030 and 1038 McClure Street proceed for consideration at a Public Hearing and that staff be directed to prepare the necessary *Zoning Regulation Bylaw* amendments, subject to:
 - a. the applicant entering into a legal agreement with the City to ensure that all strata-titled units are available to be rented out to non-owners to the satisfaction of the City Solicitor;
 - b. provision of a third-party land lift analysis that justifies any increase in density that exceeds the floor space ratio of 1.6:1 FSR with a contribution of 75% of the value of any identified land lift to be contributed to and divided equally between the Parks and Greenways Acquisition Reserve Fund and the Victoria Housing Reserve Fund, to be secured to the satisfaction of the City Solicitor and the Director of Sustainable Planning and Community Development.
2. Review by the Advisory Design Panel of Development Permit Application #000377 prior to Council considering issuing the permit with special attention to the proposed decreased setbacks, increased building scale and massing, and proposed building finishes in relation to the neighbourhood context.
3. Following consideration of Rezoning Application #00426, that Council authorize the issuance of a Development Permit for #000334 for 1030 and 1038 McClure, in accordance with:
 - a. plans stamped "Development Permit #000334, dated January 14, 2014";
 - b. development meeting all *Zoning Regulation Bylaw* requirements;
 - c. final plans to be in accordance with the plans identified above to the satisfaction of the Director of Sustainable Planning and Community

Development.

Option Two

That Rezoning Application #00426 and Development Permit Application #000334 for 1030-1038 McClure Street be declined.

7.0 Conclusions

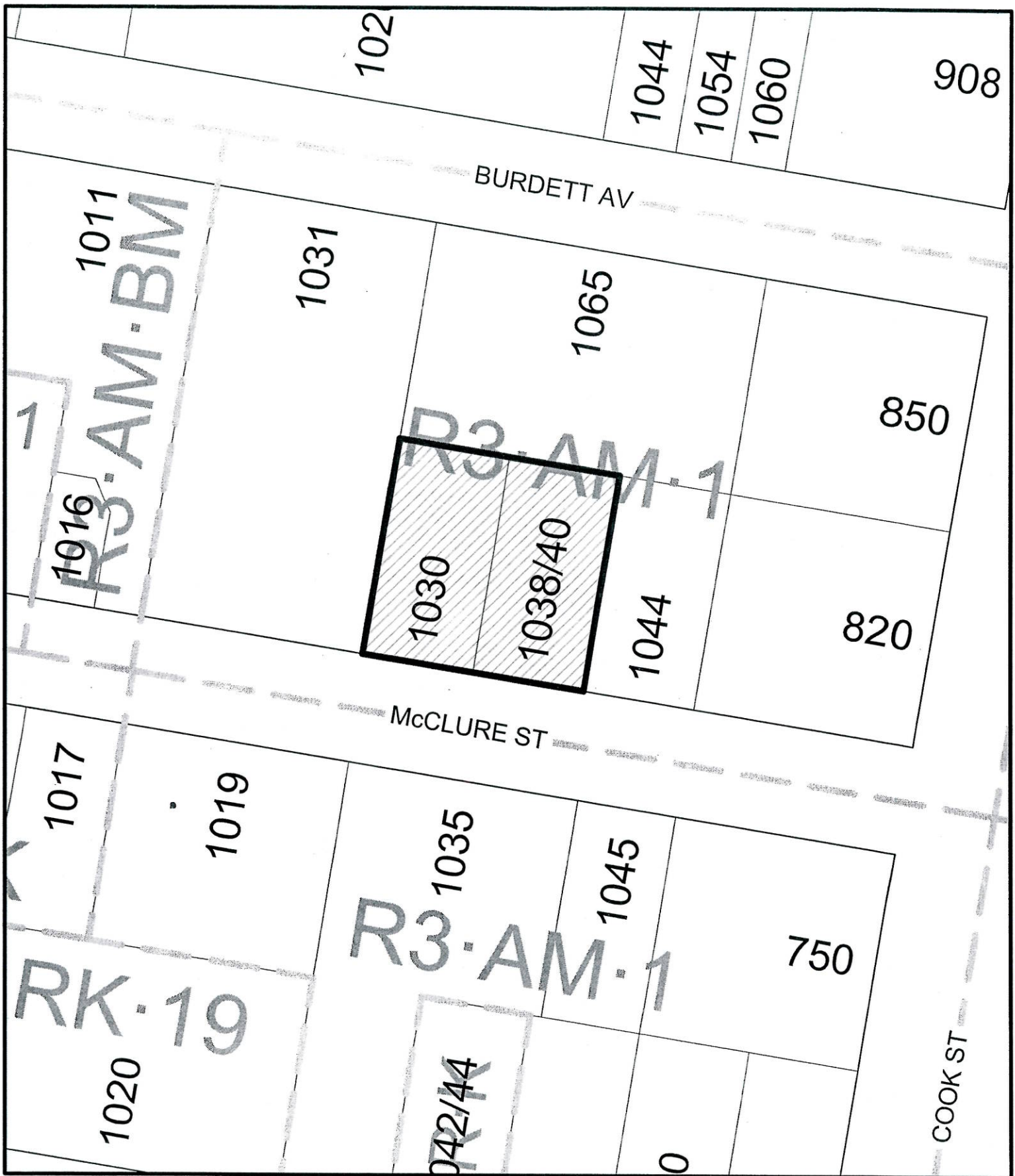
The proposal is consistent with the *Official Community Plan*, the *Suburban Neighbourhoods Plan: Excerpts Related to Fairfield* and the *Guidelines for Multi-Unit Residential, Commercial and Industrial*. Staff recommend that the City enter into a legal agreement with the applicant in order to ensure that all strata-titled units are available for rent by non-owners. Staff further recommend that the proposal be reviewed by the Advisory Design Panel and that the applicant provide a public amenity contribution to justify the increase in density. Staff support this application.

8.0 Recommendations

1. That Rezoning Application #00426 for 1030 and 1038 McClure Street proceed for consideration at a Public Hearing, and that staff be directed to prepare the necessary *Zoning Regulation Bylaw* amendments, subject to:
 - a. the applicant entering into a legal agreement with the City to ensure that all strata-titled units are available to be rented out to non-owners to the satisfaction of the City Solicitor;
 - b. provision of a third-party land lift analysis that justifies any increase in density that exceeds the floor space ratio of 1.6:1 FSR with a contribution of 75% of the value of any identified land lift to be contributed to and divided equally between the Parks and Greenways Acquisition Reserve Fund and the Victoria Housing Reserve Fund, to be secured to the satisfaction of the City Solicitor and the Director of Sustainable Planning and Community Development.
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9.0 List of Attachments

- Zoning map
- Aerial map
- Plans date-stamped January 14, 2014
- Letter from Mr. Ben Fisher, Mountain West Properties, dated January 14, 2014
- Parking Study.

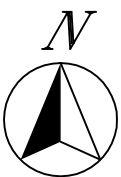


1030 and 1038 McClure Street
Development Permit #000334





1030-1038 McClure Street
 Rezoning #00426
 Bylaw #



January 14, 2014

Attention: Mayor and Council

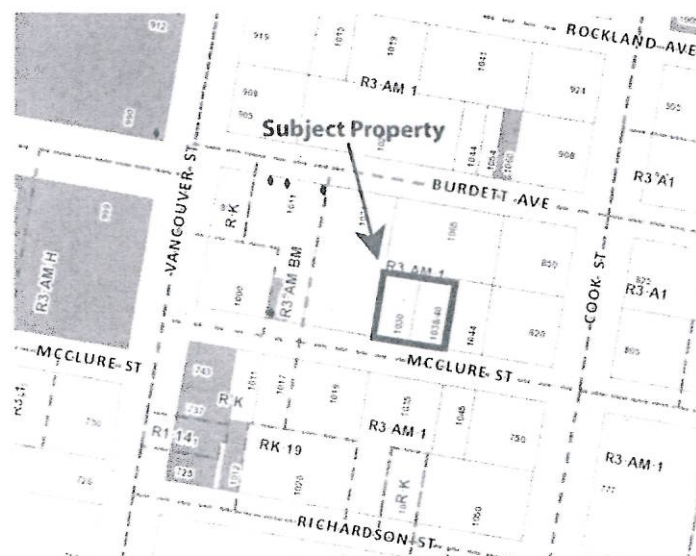
The following letter is intended to provide an overview and planning rationale for the above noted property.

The 1,350 m² site is bound by a multi-family residential lot to the north, east, and west and McClure Street to the south. The site drops in elevation from north to south by approximately 0.18m. The purpose of this proposal is to rezone the subject property from R3-AM-1 to a New Zone. A Zoning Bylaw Amendment is requested to permit one 4-storey building providing 36 condominiums and one level of underground parking.

The proposal consists of 17% one bedroom units, 33% one bedroom plus den and 20% two bedroom units. Suites vary in size from approximately 490 square feet to over 1,000 square feet in size. The development will be stratified and include provisions within the strata bylaws that allow for rental units. In addition, a significant number of units within this proposal have adaptable housing features.

The property is currently zoned R3-AM-1 (Mid-rise Multiple Dwelling). When underground parking is provided, this zoning designation permits a 4-storey condominium building at a 1.6 FSR.

- **R3-AM-1** (Mid-rise Multiple Dwelling)
– along north property line.
- **R3-AM-1** (Mid-rise Multiple Dwelling)
– along the east property line.
- **R3-AM-1** (Mid-rise Multiple Dwelling)
– across McClure Street to the south.
- **R3-AM-1** (Mid-rise Multiple Dwelling)
– along the west property line.





Government Policies

City of Victoria Official Community Plan (July 2012)

In the *Official Community Plan (OCP)* dated July 2012, the subject property falls within the *Urban Residential* urban place designation. Site planning and building design reflects many of the Urban Place Guidelines in the *OCP*. The table below summarizes how the current proposal meets many of the Urban Place Guidelines for Urban Residential.

City of Victoria OCP (July 2012) - Urban Places Guidelines		
Urban Residential Designation	OCP (July 2012)	Proposed
Built Form	Attached and detached buildings up to three storeys. Low-rise and mid-rise multi-unit buildings up to six storeys.	4-storey multi-unit condominium building.
Place and Character Features	Variable yard setbacks with primary doorways facing street. Variable front yard landscaping, boulevard and street tree planting. On-street parking and collective driveway access to rear yard or underground parking.	Street-oriented entrances off McClure Street. Similar front yard setbacks to neighbouring buildings. Extensive front yard landscaping with attractive brick fencing and pavers. Both owner and visitor parking provided underground.
Uses	Ground-oriented multi-unit residential. House conversions. Low to mid-rise multi-unit residential. Low to mid-rise mixed-use along arterial and secondary arterial roads. Home occupations. Visitor accommodation along Gorge Road and in pre-existing locations.	Providing a mix of ground-oriented suites and condominiums ranging in size. N/A Low-rise multi-residential. N/A N/A
Density	Increased density up to a total of approximately 2:1 FSR may be considered in strategic locations for the advancement of plan objectives where the proposal is within 200 metres from the Urban Core.	The subject property is located within 200 metres from the Urban Core. The proposed FSR is 1.85, falling within the maximum density target of 2:1.



Suburban Neighbourhoods Plan: Excerpts relating to Fairfield

The proposal is consistent with many of the policies in the *Suburban Neighbourhoods Plan*. A description of these consistencies is provided below:

- The redevelopment of the subject property reinforces attractive local character and scale of nearby buildings through the use of high-quality materials.
- The proposal does not exceed the recommended redevelopment height of 4 storeys.
- The project integrates traditional features such as brick custom windows and planters similar to the area's architecture and landscaping.

Project Benefits and Amenities

Economic Benefits

This project presents a number of economic benefits to both the City and the neighbourhood:

- An opportunity to provide a greater variety of market housing in a neighbourhood close to amenities and services.
- Increased local customer base for Downtown shops and restaurants.
- The proposal will add 36 residential units to the City's tax base.

Environmental Benefits

The proposal will generate a variety of environmental benefits:

- Sustainable site planning practices will mitigate the development's ecological footprint.
- More than 20 new trees and over 1,000 shrubs will be added to the site reducing the greenhouse effect by absorbing CO₂. This will assist in improving air quality by filtering dust and absorbing airborne contaminants.
- Numerous green building features have been incorporated into the proposal; please refer to the *Sustainability Statement* located in Appendix I for more detail.

Social Benefits

This proposal offers various public and private social benefits:

- An improved streetscape along McClure Street including ground-oriented suites, patios and front yards providing street-level activity and pedestrian interest.
- The proposal includes an architecturally stimulating exterior that is broken up through the use of different materials and colours.
- The building utilizes high-quality building materials including brick, cementitious horizontal siding, painted wood trim surrounding windows, wood columns and window flower boxes.
- Outdoor patios and balconies are provided for all residents with lush landscaping surrounding the building.
- The project will make a positive contribution to the community and help establish a high standard for future redevelopment in the Fairfield neighbourhood.



Need and Demand

After conducting extensive market research, the Developer is confident that there is a strong demand for quality condominium product in the Fairfield neighbourhood priced affordably. Much of the recent condominium product supplied to the Victoria market has been positioned in the Downtown and Victoria West neighbourhoods. Many potential purchasers are looking for new, quality housing located within walking distance of Downtown in established residential neighbourhoods such as Fairfield. The subject property is located in the northwestern area of the Fairfield neighbourhood offering potential residents the ability to walk to Downtown amenities as well as other desirable settings including Beacon Hill Park, the Dallas Road waterfront and Cook Street Village.

In order to produce modern building form that interacts and animates the street, we are proposing to rezone the property to a new zone allowing for reduced front yard and side yard setbacks. This allows for individual condominium entrances that will front McClure Street. The proposed development scheme supplies both street-orientated housing and condominiums supported within the Urban Residential land use designation in the *OCP*. Rezoning to the proposed scheme achieves project feasibility meeting the Developer's economic expectations.

Neighbourhood

In its current state, the subject property is an empty lot. The property remains vacant and can be considered underutilized. The subject property is surrounded by 4-storey condominium buildings north, west and south. A 2-storey condominium building is situated to the east. The proposed development integrates well into the neighbourhood context and falls within the Urban Residential *OCP* density targets.

Impacts

Mountain West Properties initiated a Community Meeting with the Fairfield Gonzales Community Association and the local community at their local offices. During the Community Meeting held October 21, 2013, Mountain West Properties, Charles Kierulf of de Hoog and Kierulf Architects and Bev Windjack of LADR Landscape Architects presented a preliminary proposal to the Chair Paul Brown and other community members. Approximately 9 people were in attendance.

Throughout consultations with the community, many local residents' felt satisfied with the proposal. The building's architecture and use of high quality materials appealed to the neighbourhood. After the presentation to the community, the consultants and the developer answered questions related to common development concerns in the City of Victoria with respect to rock blasting, parking, form and density.



Design and Development Permit Guidelines

Please refer to the Zoning Table below for reference to technical data discussed in the Site Coverage, Floor Space Ratio (FSR), Building Height and Building Setbacks sections.

Site Coverage

Proposed site coverage is not considered significant as the property is generously landscaped. All suites contain outdoor patios and balconies offering residents the opportunity to enjoy fresh air in the comfort of their own home. In addition, all parking including visitor stalls are located underground, the existing boulevards are large and street trees are mature providing a sense of openness.

Zoning Table		
	Proposed (New Zone)	R3-AM-1
Site Area	1,350m ²	>920m ²
FSR	1.85:1	1.60:1
Site Coverage	49%	<40%
Height/Storeys	14.4m/ 4 Storeys	12m/4 Storeys
Setbacks		
Front	4.00m	10.5m
Rear	6.00m	6.00m
West	3.075m	6.00m
East	3.075m	6.00m
Open Site Space	51%	50%
Parking	1.0 stalls/unit	1.2 stalls/unit

FSR

The current proposal's FSR is 1.85 or 0.25 higher than permitted under the existing R3-AM-1 zone. The project's FSR has been reduced from 1.90 to 1.85 to provide greater open site space. Therefore, the proposal now requests 335m² of additional density. The Developer designed its proposal to respect surrounding heights by maintaining a 4-storey building height, similar to neighbouring buildings. Additional density required for project feasibility is achieved by reducing current R3-AM-1 setbacks. The additional density will not negatively impact adjacent properties. Generous treed boulevards and surrounding compatible land uses consisting of multi-family housing can accommodate additional density. If the current R3-AM-1 setbacks were utilized, a 5-storey building would be proposed in order to attain the Developer's density targets. Constructing a 5-storey woodframe building significantly increases construction and labour costs because the use of structural wood and specialized labour is required. The subject property is located within 200m from the Urban Core boundaries which allows for increased density of up to 2.0:1 to be considered for the advancement of the OCP objectives.

Building Height

Given the existing adjacent building heights and surrounding land uses, the proposal carefully considers and respects neighbouring buildings. Exterior materials have been broken up and staggered to reduce the mass of the building from the street. Variation in brick and cementitious horizontal siding heights make the building feel less dominant from the street. This technique has been used to ensure an aesthetically pleasing building character for pedestrians.

The proposed building is slightly taller than the adjacent structures located immediately to the north, west and east of the subject property. This is due to a ceiling height of approximately 2.7m within the proposed residences and



the complementary hip roof. With increased demand for higher quality buildings over the years, 2.7m ceiling height has become standard for many modern multi-family buildings to ensure sales success. In addition, the first storey of the adjacent buildings to the north and west of the subject property are sited below grade which has contributed to the reduced overall height of these buildings. It should be noted that the Urban Residential land use designation in the *OCP* allows heights of up to 6 storeys.

Building Setbacks

The front yard setback on McClure Street is comparable to the adjacent building to the east (1044 McClure Street). The architect has mitigated the front yard setback by recessing the building's façade to reduce the structure's mass. The front yard setback can be justified by its efforts to achieve *OCP* objectives through the provision of ground-oriented entrances facing the street and front yard landscaping including planters and decorative pavers. West and east side yard setbacks are 3.075m. The proposed building's west side yard setback is adjacent to a surface parking lot (1031 McClure Street) and does not impact adjacent neighbour's privacy. Windows and balconies along building's east side yard are offset to mitigate the impact on neighbours to the east (1044 McClure Street). Extensive screening and perimeter fencing is proposed to create a buffer between neighbouring properties. The rear yard setback is 6.0m and complies with the property's present zoning.

Development Permit Area 16 Design Guidelines

The subject property falls within Development Permit Area 16 (DPA 16), General Form and Character. A primary objective of DPA 16 is to integrate multi-unit residential buildings in a manner that is complementary to established place character of a neighbourhood. Other objectives include enhancing character and streetscapes through high-quality architecture, urban design and landscaping. The proposal advances DPA 16 design guidelines in the following ways:

- The proposed 4-storey building respects the view corridors and skyline landmarks.
- Consideration has been given to setbacks with respect to the new building and immediate neighbours.
- The proposed building is sited to utilize southern exposures.
- The building's balconies have been off-set to improve visual privacy between neighbouring structures.
- The architect has uses a variety of techniques to improve the scale through attractive balcony projections, Juliet balconies, custom window designs, brick articulation and flower boxes.
- Ground floor suites offer individual street-oriented entrances that are clearly identified through distinct pathways and articulated entries.
- Crime Prevention Through Environmental Design (CPTED) has been incorporated into the proposal.





Landscaping

LADR Landscape Architecture has been retained to complete all landscape work for this project. Bev Windjack's Design Brief is provided below:

The landscape design for this project establishes a gracious main entrance with bike parking, seating and decorative paving, and reinforces the architectural theme of creating townhouse style units along the McClure frontage. Private garden gates and entry courtyards are provided for each of the at-grade McClure facing units; the streetscape is further defined by a decorative metal fence with planting on both sides, a grass boulevard with new street trees, and a metal pergola over the entrance to underground parking.

Planting throughout the site creates a garden atmosphere and, along with new 1.8m ht. fencing, creates a buffer against adjacent properties (primarily parking lots). Tree canopies extend that buffer to the upper floors.

The extensive landscaping changes the current non-treed large grass area to an environment with more than 20 trees and over 1,000 shrubs. The proposed plantings contribute to habitat, biodiversity, streetscape enhancement, and despite extensive underground parking, stormwater management.

Please see **Appendix II** for official document.

Safety and Security

The development proposal utilizes the principles of Crime Prevention Through Environmental Design (CPTED). Street-oriented condominiums facing McClure Street allow residents to have 'eyes on the street' when in their homes. Safe access and egress on the site and throughout the building has been carefully considered. The underground parkade entrance will be gated to prevent unwelcome visitors from entering.

Transportation

Underground parking has been proposed for both residents and visitors comprising 36 stalls which include 4 visitor stalls. The parking proposal delivers 1.0 parking stalls per unit. A reduction in parking can be rationalized by the development's close proximity to Downtown, less than 200 metres into the Downtown Core. The development targets first-time buyers and downsizers, many of which will not require parking. To ensure adequate parking is available among purchasers, Mountain West Properties offers a reduction in sales price to forgo a parking stall. This program has motivated purchasers to commute to work using their bicycles or walking.

There are 36 Class I secured bicycle spaces located underground along with 6 Class II visitor bicycle spaces situated at the entrance of the building. The delivery of these bicycles stalls meets the bicycle requirements in *Schedule C* of the City's *Zoning Regulation Bylaw*. Vancouver Street is approximately 100m away from the subject property and is an *Existing Bikeway* in the City's *OCP* conveniently linking potential residents to an attractive city-wide cycling system.

Beacon Hill Park and Cook Street Village is a short walk from the subject property via Vancouver Street, a designated *Greenway* and popular route for pedestrians and bicyclists. Harris Green shops and virtually all Downtown amenities can be accessed through walking. Finally, the subject property is located in close proximity to numerous public transit routes that provide an alternative means of travel.

Heritage

There are no heritage buildings located onsite.



Green Building Features

Please refer to the *Sustainability Statement* in Appendix I for a description of Green Building Features.

Infrastructure

The City of Victoria's Engineering Department has confirmed that public infrastructure is available to service the subject property. Water and sanitary services would extend from McClure Street onto the property. McClure Street is a local road which means a typical road allowance of 18m is required. McClure Street is currently 18m; therefore, road widening is not required. Likewise, McClure Street is not considered a *Greenway* eliminating the need to widen sidewalks and install bicycle lanes. The engineering department is not aware of any unusual issues or problems in the area that would trigger upgrades such as traffic signals or turning lanes.

Streetscape alterations include the removal and replacement of two street trees situated on McClure Street. The landscape plan proposes four Paperbark Maple trees to be sited close to the southern property line along McClure Street enhancing the streetscape.

Should you have any questions pertaining to the rezoning application or require clarification on some aspect of the proposal, please feel free to contact Ben Fisher, Director of Planning and Development via telephone at (250)381-9611 or by email at ben@mountainwestproperties.ca.

Best Regards,

Ben Fisher, Dipl. Eng. Tech, BURPI
Director, Planning and Development
MOUNTAIN WEST PROPERTIES GROUP
E: ben@mountainwestproperties.ca

Cc: Charles Kierulf, de Hoog and Kierulf Architects
Bev Windjack, LADR Landscape Architects



Appendix I

Sustainability Statement

The following Sustainability Statement is intended to provide an overview of sustainable features to be provided as a function of the proposed Zoning Bylaw Amendment and resulting development. The subsequent statements can be divided into two sections which include Sustainable Site Planning and Sustainable Building Techniques.

Sustainable Site Planning

Sustainable approaches applied to the site planning process are briefly described below. These approaches have been separated into categories including: Environmental Protection and Enhancement, Community Character and Design, Integrated Storm Water Management, Outdoor Water Conservation and Transportation.

1) Environmental Protection and Enhancement

- a. **Invasive species** – All invasive species will be removed from the subject property.
- b. **Drought-tolerant native and adaptive species** – Drought tolerant and adaptive plants have been selected for the site which consume less water and are appropriate to the local climate.

2) Community Character and Design

- a. **Form and character** – The proposed buildings and site improvements provide quality design creating an attractive and vibrant new space.
- b. **Complete community** – The proposed development will improve the mix of compatible land uses within the Fairfield neighbourhood delivering a variety of housing choices including ground-oriented suites and condominiums in close proximity to Downtown services.
- c. **Proximity** – The subject property is ideally situated close to the Downtown core, multiple neighbourhood amenities and transit services.
- d. **Housing type** – The proposed density increase and dwelling unit configuration will provide housing choice for a broader group of people than the current dormant dwellings located on the site.
- e. **Fire Protection** – Building design and site planning have incorporated 'Fire Smart' criteria.
- f. **Crime Prevention Through Environmental Design (CPTED)** – Safe access, egress and surveillance of the site have been carefully considered. The orientation of units provide an opportunity for territoriality and passive surveillance by residents.

3) Integrated Storm Water Management

- a. **Protection** – Erosion and sediment control measures will be provided during construction.
- b. **Maintain existing watercourse hydrology** – The resulting development will meet pre-development flows in order to retain ground water recharge and maintain existing watercourse hydrology.
- c. **Mitigate West Nile Virus** – Surface stormwater facilities will be designed to drain in 24 hours over summer months to prevent mosquito breeding.



4) Outdoor Water Conservation

- a. **High-efficiency Irrigation** – Water efficiency will be achieved through the provision of a high-efficiency irrigation system equipped with automatic timers that are set in accordance to the CRD Water Conservation Bylaw and a rain sensor to prevent overwatering during rain events.
- b. **Reduced turf areas** – There is minimal sod area on the site resulting in a reduction in irrigation requirements.
- c. **Drought-tolerant native and adaptive species plants** – Over half of the selected plant pallet features water-efficient, drought-tolerant native and adaptive plant species that reduce irrigation requirements. These plants require less or no supplemental irrigation once established and adapt to local environmental and soil conditions.

5) Transportation

- a. **Electrical vehicles outlets** – Select underground residential parking stalls will be serviced with wiring conduit for the potential future installation of electric outlets capable of recharging automobiles.
- b. **Connections** – Direct access to Greenways and a pedestrian-friendly core area resulting in a truly pedestrian-oriented living experience.
- c. **Location** – The subject property is ideally located close to retail, commercial, and institutional land uses.
- d. **Circulation** – Pedestrian, cyclists and other forms of transportation are provided with paths to offer a comfortable experience and reduce motor vehicle conflict.
- e. **Cycling specific considerations** – Site considerations include individual secured tenant bike lockers in the underground parking, supplemented by a secure visitor rack at the building's entrance.

Sustainable Building Techniques

Often referred to as 'green' building techniques, the following techniques employed in this development are currently accepted alternative on-site development practices and material selections. Green developments effectively reduce the negative impacts on the environment through emphasis on the sustainable use of building materials. The consulting team has specified building materials that use less, and require less energy to manufacture than traditional materials. The use of green building materials will effectively reduce the environmental footprint of structures and improve the long-term health of building occupants and the greater region. These techniques have been further divided into subareas including: Energy Conservation, Indoor Water Quality/Plumbing Systems, Sustainable Building Materials and Socio-economic Sustainability.

1) Energy Conservation

- a. **Smart Home Systems** – All units will be pre-wired to support 'Smart Home Systems' at the purchaser's discretion. These systems will enable residents the ability to control heating and lighting systems as well as monitor energy consumption to assist in reducing annual energy consumption and greenhouse gas (GHG).
- b. **Mitigation of heat sink** – The reduction of heat sink of the site and roof through the use of reflective and high emissivity surfaces and underground parking.
- c. **Efficient heating and cooling systems** – The use of electrical heating minimizes GHG emissions and reduces the carbon footprint of the development.
- d. **Heat loss through windows** – High performance "Low E" glazing will be specified.



2) Sustainable Building Materials

- a. **Recycled content** – Available recycled building materials permitted under the BC Building Code where appropriate will be used.
- b. **Construction materials** – Local materials will be selected where feasible to reduce GHG emissions and reduce fossil fuel consumption during material transport.
- c. **Onsite materials** – Materials from excavation and blasting works will be incorporated into the site materials and features wherever feasible.
- d. **Durability** – Construction materials and design standards will be specified to ensure longevity.
- e. **Waste and recycling collection area** – An area will be allocated for the diversion of different types of waste including: glass, plastic, paper, cardboard, metal and organics.
- f. **Reduced construction waste** – Prefabricated wood structure components will be used throughout much of the project, reducing transportation costs, GHG emissions, the amount of construction waste generated allowing for a rapid, sustainable construction process.
- g. **Low volatile organic compounds (VOC)** – Low VOCs will be specified in materials, paints, adhesives and sealants, particleboard and carpets.

3) Indoor Water Conservation / Efficient Plumbing Systems

- a. **Domestic Cold Water (DCW) and Domestic Hot Water (DHW)** – Distribution systems will consist of copper risers PEX (cross-linked polyethylene) piping within individual units. PEX piping is installed with individual feeds to fixtures, reducing the line size, making water delivery faster, and consequently reducing water waste.
- b. **Efficient plumbing fixtures** – Low water consuming fixtures will be used including: dual flush closets (toilets), low-flow shower heads and low-flow faucets for sinks.

4) Socio-economic Sustainability

- a. **Saleable product** – the developer has undertaken extensive market analysis for the proposed land use and resulting real estate product considering current market conditions.
- b. **Employment** – Provides permanent and temporary employment opportunities for local workers, contractors, suppliers and consultants.
- c. **Local product** – The project will increase demand for materials and goods produced locally.
- d. **Infrastructure** – The development has been designed to utilize existing infrastructure and community services (roads, water, sewer, storm, police and fire without any requirements for expansion).
- e. **Increase municipal tax base** – Development of this proposal would result in a net increase to the City of Victoria's property tax base.

Careful consideration has been given to the City of Victoria's Green Building Checklist when creating this Sustainability Statement. This development proposal has been designed to meet the City's sustainability expectations and achieve objectives outlined in the Official Community Plan. We are looking forward to working with Staff and Council to create an example of appropriate housing density that enhances the character and livability of the City of Victoria's Fairfield neighbourhood.



Appendix II



LADR LANDSCAPE ARCHITECTS



November 12, 2013

1038 McClure Landscape Design Scenario

The landscape design for 1038 McClure establishes a gracious main entrance with bike parking, seating and decorative paving, and reinforces the architectural theme of creating townhouse style units along the McClure frontage. Private garden gates and entry courtyards are provided for each of the at-grade McClure facing units; the streetscape is further defined by a decorative metal fence with planting on both sides, a grass boulevard with new street trees, and a metal pergola over the entrance to underground parking.

Planting throughout the site creates a garden atmosphere and, along with new 1.8m ht. fencing, creates a buffer against adjacent properties (primarily parking lots). Tree canopies extend that buffer to the upper floors.

The extensive landscaping changes the current non-treed large grass area to an environment with more than 20 trees and over 1000 shrubs. The proposed plantings contribute to habitat, biodiversity, streetscape enhancement, and despite extensive underground parking, stormwater management.

prepared by:

A handwritten signature in cursive script, reading "Bev Windjack".

PP Bev Windjack, BCSLA, CSLA, ASLA, LEED® AP BD+C
LADR Landscape Architects



REZONING / D P APPLICATION

McCLURE TERRACES
1038 McCLURE STREET



PROJECT DESCRIPTION

CIVIC ADDRESS:
1038/1040 McClure Street, Victoria, BC

LEGAL DESCRIPTION:
lots 1651 and 1652, Victoria City

ARCHITECT
de Hoog & Kienit architects
977 Fort Street
Victoria, BC

LANDSCAPE ARCHITECT
LADR Landscape Architects
28-485 Dupplin Road
Victoria, BC

Bev Windjack
tel: 595-0105
fax: 416-0596

AVERAGE GRADE:	19.35 ± 18.94 / 2 = 19.15 X 27.8m	532.5
	18.94 - 18.90 / 2 = 18.92 X 25.8m	488.1
	18.90 - 19.42 / 2 = 19.16 X 29.6m	567.1
	19.42 - 19.35 / 2 = 19.39 X 25.9m	500.3

- Variance Required

** Average Suite Area - See suite plans for individual suite areas.

BUILDING CODE SUMMARY

REFERENCED DOCUMENT: BRITISH COLUMBIA BUILDING CODE 2012 - PART 3

OCCUPANCY CLASSIFICATIONS:

BUILDING AREA (Building Footprint): 661.5 m2

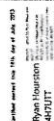
BUILDING HEIGHT: 4 STORIES

NUMBER OF STREETS FACING: 1

CONSTRUCTION REQUIREMENTS: GROUP C, Up to 6 Storeys, Sprinklered

Section 3.2.2.50
Combustible or non-combustible construction permitted.

Floor Assemblies to have 1 hr FRR



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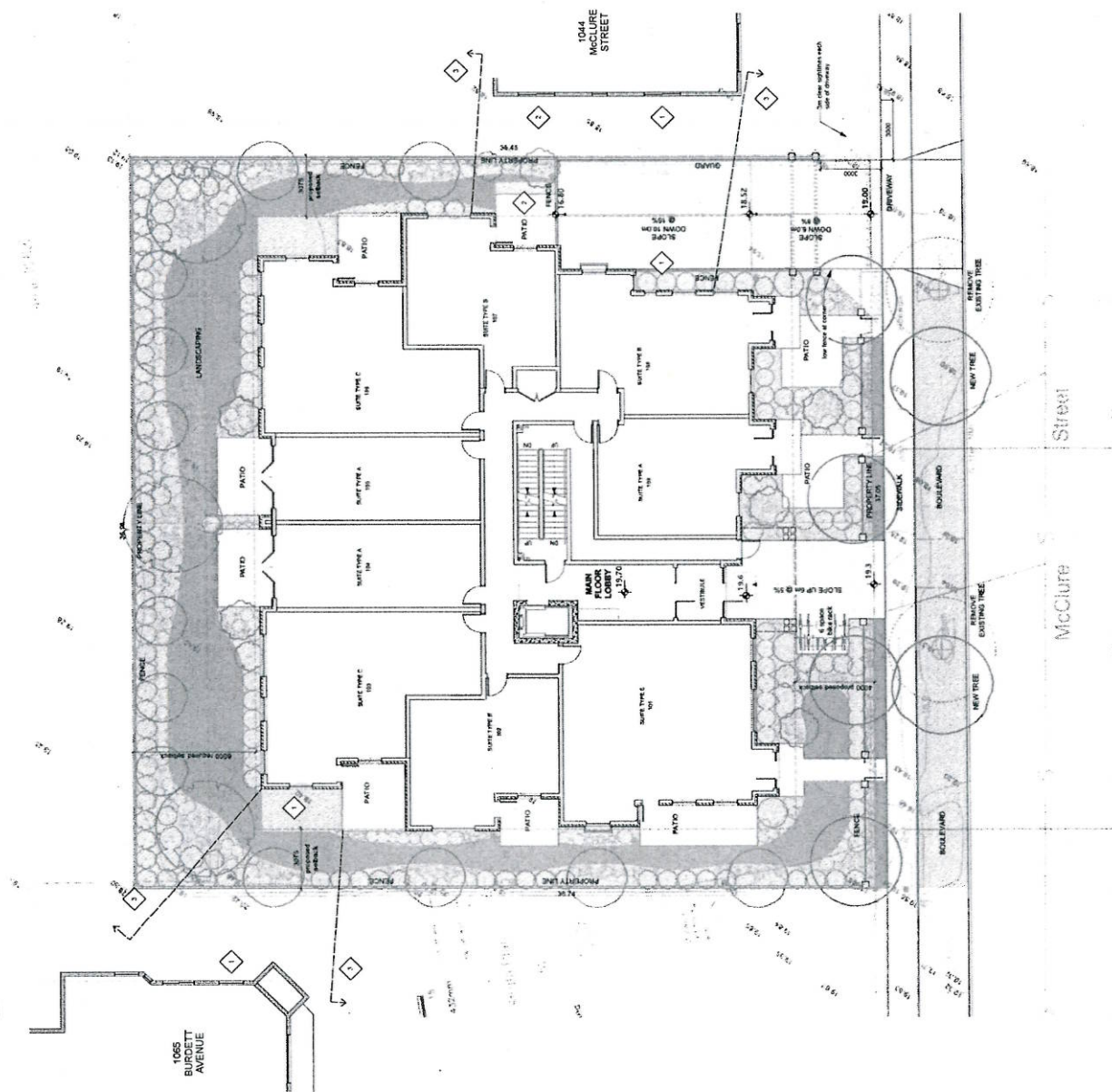
de Hoog & Klaruit architects

1001 10th Avenue
 Suite 1000
 Victoria BC V8W 2E1
 Tel: 250-383-4411
 Fax: 250-383-4412

McClure Terraces
 1001 10th Avenue
 Victoria BC

Site Plan

A101



1	PERFORATED PANEL, 1" (25.4MM)
2	CONCRETE/STAIN PANEL, BOUND HORIZONTAL, 1" (25.4MM)
3	GLASS PANEL, 1" (25.4MM)
4	GLASS PANEL, BOUND HORIZONTAL, 1" (25.4MM)
5	ARCHITECTURAL BRASS VENEER, 1/8" (3.18MM)
6	ARCHITECTURAL BRASS VENEER, 1/8" (3.18MM)
7	ALUM. OR VINYL TRIMMED VERTICAL EXTENSION, 1/8" (3.18MM)
8	GLASS PANEL, 1" (25.4MM)
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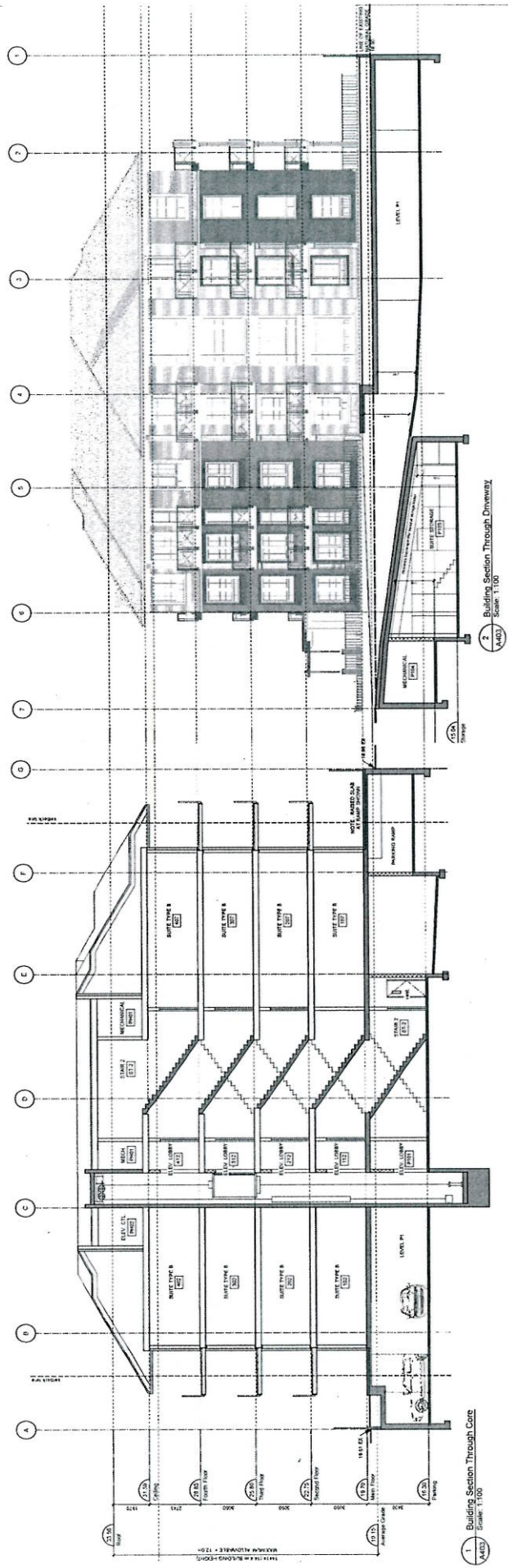
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Figure 1 is a line graph showing the percentage of total catch versus depth (m) for two periods: 10/95 and 10/96. The y-axis represents the percentage of total catch, ranging from 0 to 100 in increments of 20. The x-axis represents depth in meters, ranging from 0 to 1000 in increments of 200. The 10/95 series (solid line) shows a peak of approximately 80% at 200m, then drops to about 20% at 400m, and remains low. The 10/96 series (dashed line) shows a peak of approximately 60% at 200m, then drops to about 20% at 400m, and remains low.

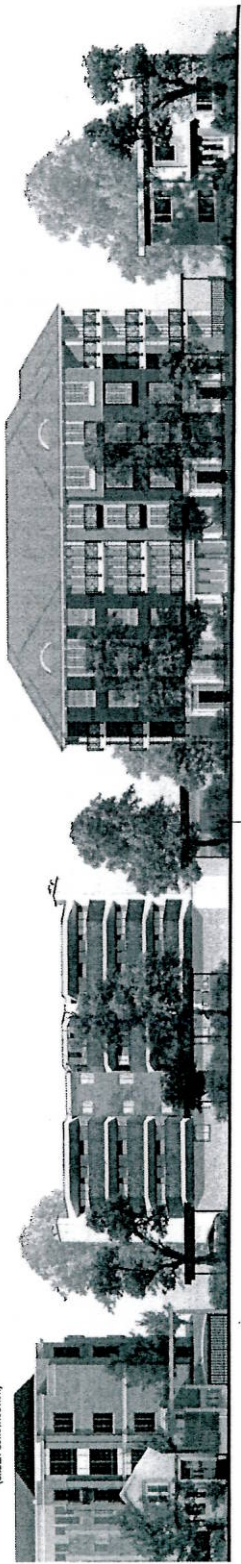
McClure Terraces
1000 McClure Street
Victoria BC

S+E Elevations

A401	1
------	---



5111 BURDETT AVE
(UNDER CONSTRUCTION)



3 Context (Street) Elevation
Scale: 1/100

NO.	DESCRIPTION	DATE	BY	CHECKED
1	PRELIMINARY	10/10/11	MM	MM
2	REVISED	10/10/11	MM	MM
3	REVISED	10/10/11	MM	MM
4	REVISED	10/10/11	MM	MM
5	REVISED	10/10/11	MM	MM
6	REVISED	10/10/11	MM	MM
7	REVISED	10/10/11	MM	MM
8	REVISED	10/10/11	MM	MM
9	REVISED	10/10/11	MM	MM
10	REVISED	10/10/11	MM	MM

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1111 11th Street, NW	
Seattle, WA 98107	
Phone: 206.462.1111	
Fax: 206.462.1112	
Email: info@dehoogandklaruit.com	
Website: www.dehoogandklaruit.com	
McClure Terraces	
1500 McClure Street	
Seattle, WA 98107	
Building Sections	
A403	
1	

[illegible]

Notes:

1038 MCCLURE STREET PARKING STUDY
City of Victoria, BC

January 2014

File no. 1665



Boulevard Transportation Group Ltd.
201-791 Goldstream Ave. Victoria BC V9B 2X5
250.388.9877 | www.bvgdgroup.ca

1038 MCCLURE STREET PARKING STUDY
CITY OF VICTORIA, BC

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1038 MCCLURE STREET PARKING STUDY

CITY OF VICTORIA, BC

1.0 INTRODUCTION

Boulevard Transportation Group was retained by Mountain West Properties to undertake a parking study for the proposed development at 1038 McClure Street in the City of Victoria. The purpose of this study is to identify the site parking requirement, identify parking requirements in neighbouring municipalities, determine expected parking demand associated with the proposed land uses, and outline Transportation Demand Management (TDM) options as needed.

2.0 BACKGROUND

2.1 Location

The development site is located at 1038 McClure Street. See *Map 1*. The area is an approximately five minute walk to Downtown Victoria and is located immediately north of the Cook Street Village area.

Map 1. Subject Site



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CITY OF VICTORIA, BC

2.2 Current Land Use

The site is zoned R3-AM-1, Mid-rise Multiple Dwelling and is currently undeveloped.

2.3 Proposed Development

A Multiple Dwelling zone is proposed for the site that allows for a four-storey building consisting of 36 units of multi-family residential. Residential units will be owned and will be 1-bedroom and 2-bedroom units that will range from 45.4 m² (490 sq. ft.) to 90.5 m² (975 sq. ft.).

2.3.1 Proposed Parking Supply

The proposal includes a total of 36 off-street parking spaces. Four spaces will be reserved for residential visitors, one of which will be handicapped. 32 spaces will be available to residents, a rate of 0.89 spaces per unit. The proposal also includes 36 bicycle parking spaces, as per City Zoning.

3.0 PARKING REQUIREMENT

3.1 City of Victoria Zoning

The City of Victoria's Zoning Bylaw requires that multi-family residential provide 1.2 spaces per dwelling unit for Multiple Dwellings Subject to Strata Title Ownership located in a R3-1 Zone. Accordingly, the parking requirement for the site is 43 spaces; 7 more than what is being proposed.

The City also requires one long-term bicycle parking space per multi-family residential unit and a six-space rack at each entrance. This results in a total of 36 bicycle parking spaces, which the proposal meets.

3.2 Parking Requirements in other Municipalities

Parking requirements were researched for other communities to compare the parking requirement for the study site if it were located in another community. See *Table 1*. The typical parking requirement in these communities is fairly similar to the City of Victoria's. Esquimalt, Langford, Nanaimo, and Parksville have a City Centre or downtown core designation in their zoning bylaw; three of these municipalities have a zoning requirement of 1.0 per dwelling unit; less than the zoning requirement for the subject site and consistent with the proposed supply.

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CITY OF VICTORIA, BC

Table 1. Off-Street Parking Requirements in other Municipalities

Municipality	Bylaw Classification	Required Supply Rate	Required Supply when applied to the site
Central Saanich	Residential Apartment	1.5 / dwelling unit + 0.25 / dwelling unit for visitors	63
Duncan	Dwelling units (where a building contains 3 or more dwelling units)	1.2 / dwelling unit	43
Esquimalt	Medium and High density apartment	1.3 / dwelling unit	47
Langford	Apartment in City Centre	1.0 / dwelling unit + 5 / 21+ units for visitors	41
Nanaimo	Multiple Dwelling Units located in Area 1	1.0 / dwelling unit with 2 or more bedrooms, 0.5 / dwelling unit with 1 or less bedrooms	22
Parksville	Residential, multifamily (Downtown Core only)	1.0 / dwelling unit	36
Saanich	Apartments	1.5 / dwelling unit + 0.3 / dwelling unit for visitors	65
Sidney	Dwelling, apartment	1.0 / dwelling unit	36

4.0 EXPECTED PARKING DEMAND

4.1 Observations

Observations were conducted at eight owned multi-family residential sites located in a similar context to the subject site. Each site was observed twice on a weekday evening and twice on a mid-day Saturday. Results are summarized in *Appendix A*.

Peak parking demand was observed during the mid-day Saturday observation, which yielded an average demand rate of 0.60 vehicles per dwelling unit. See *Table 2*. When applied to the subject site, the expected parking demand is 22 vehicles. As the nature of vehicles observed is unknown (if a vehicle is owned by a tenant or a visitor), the observed parking demand accounts for residents and visitors.

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CITY OF VICTORIA, BC

Table 2. Summary of Peak Parking Demand at Similar Residential Sites

Site	Units	Saturday January 18, 1:00-2:00 pm	
		Observed Vehicles	Demand Rate (vehicle / unit)
1031 Burdett Avenue	34	15	0.44
1436 Harrison Street	36	23	0.64
964 Heywood Avenue	130	62	0.48
1019 McClure Street	15	9	0.60
1040 Rockland Avenue	31	16	0.52
1041 Rockland Avenue	19	11	0.58
1056 Rockland Avenue	14	10	0.71
1115 Rockland Avenue	18	15	0.83
		Average Demand	0.60

Parking occupancy rates were also observed. Average peak period occupancy rates were approximately 60%, suggesting that parking supply exceeds demand by nearly two times.

4.2 Vehicle Ownership

Vehicle ownership data was obtained from ICBC for ten similar multi-family residential sites. See *Table 3*. Sites chosen are owned, are in a similar context to the subject site, and contain similar types and sizes of units. Vehicle ownership data accounts for residents only (excludes visitors).

Vehicle ownership rates vary from 1.02 / dwelling unit to 0.49 / dwelling unit. 4 sites have a demand rate that is higher than the proposed supply rate of 0.89 / dwelling unit and 6 sites have a lower demand rate. ICBC data suggests an average vehicle ownership rate of 0.76 vehicles per unit. When the average ownership rate is applied to the subject site the expected parking demand is 27 vehicles; 5 less than what is proposed for residents.

Table 3. Summary of Vehicle Ownership at Similar Sites, as of Dec 31

Site	Units	Insured Vehicles	Demand (vehicles / unit)
445 Cook Street	20	18	0.90
1024 Fairfield Road	35	25	0.71
1022 Fort Street	21	10	0.48
1039 Linden Avenue	26	18	0.69
1030 Meares Street	35	34	0.97
225 Menzies Street	39	30	0.77

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Site	Units	Insured Vehicles	Demand (vehicles / unit)
455 Sitkum Road	51	52	1.02
787 Tyee Road	21	19	0.90
1030 Yates Street	45	22	0.49
1155 Yates Street	28	18	0.64
		Average	0.76

4.3 Visitor Parking

ICBC ownership information is considered the most appropriate measure of resident parking demand; however it does not account for visitor parking. The *Metro Vancouver Apartment Parking Study* recommends a supply rate of 0.1 per dwelling unit, which is similar to what has been observed in previous parking studies. When this supply rate is applied to the subject site it equates to 4 spaces; consistent with what is being proposed. Additional visitors may be accommodated on-street.

5.0 NEIGHBOURHOOD PARKING CONDITIONS

Five observations were conducted to determine occupancy rates for on-street parking surrounding the site, including the area bound by Burdett Avenue to the north, Cook Street to the east, Richardson Street to the south and Vancouver Street to the west. Refer to *Appendix B*.

Results suggest that on-street parking occupancy is highest during weekend daytime, a result of primarily residential land uses in the area. The observation on Saturday January 11 at 12:30 pm found that on-street parking is occupied at 59%, with a total of 54 spaces unoccupied in the area identified.

On-street parking on McClure Street had no less than 17 vacant spaces during the 5 observations, suggesting there is available on-street parking directly adjacent the site in case of spillover.

McClure Street has parking restrictions which are 2 hours, 9:00 am- 6:00 pm, Monday-Saturday on both sides of the street to limit downtown employee vehicles. It permits residents to park their vehicle on-street overnight and on Sundays if they have an extra vehicle, however; Saturdays (when residential demand is at its peak) may be an issue for residents seeking on-street parking.

6.0 DEMAND MANAGEMENT

Transportation demand management (TDM) is the application of strategies and policies to influence individual travel choice, most commonly to reduce single-occupant vehicle travel. TDM is not required

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as supply is expected to meet peak demand, but it provides an opportunity to enhance resident travel options. The following TDM options should be considered:

- Enter into an agreement with BC Transit to provide subsidized transit passes to residents under the “Developer Pass” system. The site is located within walking distance of regional transit routes on Douglas and Blanshard Street.
- The Victoria Car-share Cooperative provides carshare vehicles to the Greater Victoria Area. Members pay a flat fee upon registering, and then pay a relative cost depending on use. There are 3 carshare vehicles within a 5 minute walk of the site. The developer may encourage this program to potential buyers and may consider paying the one-time membership fee for each resident wanting to participate.
- Unbundled parking occurs when residential units are sold without a parking space and buyers have the option to purchase a parking space at an additional cost, providing financial incentive to use alternative modes. Potential issues arise when on-street parking is not restricted and resident vehicles can be accommodated on-street. As restrictions are only in place during the daytime, residents can still park on-street overnight when parking demand is at its highest; which may result in an increase of on-street parking particularly on McClure Street.
- The proposed bicycle parking supply meets the required bicycle parking supply in the City of Victoria’s Zoning Bylaw. Bicycle parking will consist of 36 Class I spaces contained in locked storage areas in the underground parkade.

7.0 SUMMARY

The proposed development contains 36 owned multi-family residential units that range from 45.4 m² (490 sq. ft.) to 90.5 m² (975 sq. ft.). The proposed parking supply is 36 spaces, which is 7 spaces fewer than required parking in the City’s Zoning Bylaw.

Similar sites were observed and ICBC vehicle ownership information obtained to determine expected parking demand. Observations found that peak demand is experienced weekend daytime when demand is 0.60 vehicles per unit, which results in peak demand of 22 vehicles (residents and visitors) when applied to the subject site. ICBC vehicle ownership information suggests that average ownership rates

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are 0.76 vehicles per unit, resulting in peak demand of 27 vehicles (residents only) when applied to the subject site. The ICBC information suggests the proposed 32 resident spaces will meet demand.

The recommended visitor parking supply rate is 0.1 spaces per unit, based on the *Metro Vancouver Apartment Parking Study*; suggesting that the proposed 4 visitor spaces will meet demand.

Neighbourhood parking conditions were observed to determine occupancy rates on the streets directly adjacent to the site. Observations concluded that there is sufficient on-street parking in the case of spillover; however there are some restrictions put in place which may affect the availability of parking.

Transportation Demand Management options may be considered to decrease parking demand; although parking demand will be met with or without TDM. Options include subsidized resident transit passes, Carshare memberships, unbundled parking, and bicycle parking.

7.1 Recommendations

- I. Parking demand will be met by the proposed 36 parking spaces without spillover.
- II. TDM options may be pursued, but are not required to address parking shortfall.

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Appendix A

SUMMARY OF PARKING OBSERVATIONS
AT SIMILAR SITES

Parking Observations at Multi-Family Residential Sites

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Location	Units	Parking Supply	Saturday January 11, 12:00-2:00 pm			Saturday, January 18, 1:00-2:00 pm			Monday January 20, 8:00-9:00 pm		
			Observed Vehicles	Demand Rate (per unit)	Occupancy Rate	Observed Vehicles	Demand Rate (per unit)	Occupancy Rate	Observed Vehicles	Demand Rate (per unit)	Occupancy Rate
1031 Burdett Street	34	22	13	0.38	59%	15	0.44	68%	22	0.65	100%
1436 Harrison Street	36	40	18	0.50	45%	23	0.64	58%	21	0.58	53%
964 Heywood Avenue	130	112	37	0.28	33%	62	0.48	55%	82	0.63	73%
1019 McClure Street	15	15	10	0.67	67%	9	0.60	60%	7	0.47	47%
1040 Rockland Avenue	31	35	18	0.58	51%	16	0.52	46%	11	0.35	31%
1041 Rockland Avenue	19	22	7	0.37	32%	11	0.58	50%	7	0.37	32%
1056 Rockland Avenue	14	15	6	0.43	40%	10	0.71	67%	10	0.71	67%
1115 Rockland Avenue	18	21	15	0.83	71%	15	0.83	71%	16	0.89	76%
Average				0.51	50%		0.60	59%		0.58	60%

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Appendix B

SUMMARY OF NEIGHBOURHOOD
PARKING OBSERVATIONS

Neighbourhood On-Street Parking Conditions

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Location	Side	Parking Supply	Notes, Restrictions	Saturday January 11, 12:30 pm		Tuesday January 14, 2:30 pm		Saturday January 18, 1:00 pm		Tuesday 7
				Observed Vehicles	Occupancy Rate	Observed Vehicles	Occupancy Rate	Observed Vehicles	Occupancy Rate	Observed Vehicles
McClure Street, Cook-Vancouver	N	16	2hr, 9-6, Mon-Sat	8	50%	10	63%	11	69%	2
	S	23	2hr, 9-6, Mon-Sat	13	57%	7	30%	11	48%	5
Burdett Avenue, Cook-Vancouver	N	13	2hr, 8-6, Mon-Fri	9	69%	6	46%	6	46%	4
	S	18	2hr, 8-6, Mon-Fri	13	72%	15	83%	12	67%	3
Richardson Street, Cook-Vancouver	N	17	Residential Parking Zone	15	88%	16	94%	14	82%	13
	S	17	Residential Parking Zone	10	59%	12	71%	13	76%	9
Cook Street, Burdett-McClure	E							No Parking		
	W									
Cook Street, McClure-Richardson	E							No Parking		
	W									
Vancouver Street, Burdett-McClure	E	7	2hr, 9-6, Mon-Sat	4	57%	2	29%	4	57%	3
	W	8	No Parking, 9-6, Mon-Sat	0	0%	0	0%	0	0%	0
Vancouver Street, McClure-Richardson	E	8	2 hour, 9-6, Mon-Fri	3	38%	1	13%	2	25%	1
	W	5	No Parking 7-6, Mon-Fri	3	60%	0	0%	4	80%	0
Total		132		78	59%	69	52%	77	58%	40