



Planning and Land Use Committee Report

Date: December 23, 2013 **From:** Murray G. Miller, Senior Planner

Subject: **Development Permit with Variances Application #000293 for 1032 North Park Street**
Application to vary the required parking from fourteen stalls to five stalls to permit the construction of an eleven-unit residential building.

Executive Summary

The purpose of this report is to present Council with information, analysis and recommendations regarding a Development Permit Application with Variances for the property located at 1032 North Park Street. This application is to develop eleven compact apartment units consisting of eight two-bedroom units and three one-bedroom units. The following points were considered in analyzing this application:

- The subject property is within DPA 16, General Form and Character, which seeks to achieve more livable environments through considerations for human-scaled design, quality of open spaces, privacy impacts, safety and accessibility.
- The proposal is inconsistent with a specific aspect of the *Official Community Plan* (OCP), Place Character Features, where primary doorways face the street. The proposal does not adequately address this policy; therefore a recommendation includes provision to address this concern.
- While the proposal advances other objectives of the OCP in relation to the location of residential growth, the parking provision does not meet Schedule C of the *Zoning Regulation Bylaw*. The applicant is requesting a parking variance from 14 to 5 spaces. While the proposed development does not meet the required parking for the proposed use, staff support this application because significant Transportation Demand Management (TDM) measures will be implemented. However, it is relevant to note that one of the key TDM measures (issuance of bus passes to residents) cannot be secured by the City.

Staff support for this application, on balance, recognizes the need for further design revisions in relation to the orientation of the entrance door to Unit 1 and the identification of the main entrance to the building and accepts the reduced level of parking with the TDM measures provided.

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

Recommendation

That Council advance Development Permit Application with Variances #000293 for 1032 North Park Street for consideration at a Public Hearing, subject to the completion of the following prior to the Public Hearing:

- (a) Revisions to the design so as to meet the *Official Community Plan*, Place Character Features objective, ensuring that the orientation of the entrance door to Unit 1 faces North Park Street and that the entrance to the building be clearly identifiable to visitors;
- (b) Plans as revised in relation to the changes noted in condition 1 (a) above;
- (c) Development meeting all *Zoning Regulation Bylaw* requirements, except for the following variance from Schedule C:
 - Number of parking spaces relaxed from 14 to 5
- (d) The proposed Transportation Demand Management (TDM) measures are secured by the appropriate agreement between the Victoria Car Share Cooperative and the Developer to the satisfaction of the City Solicitor; and
- (e) 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,

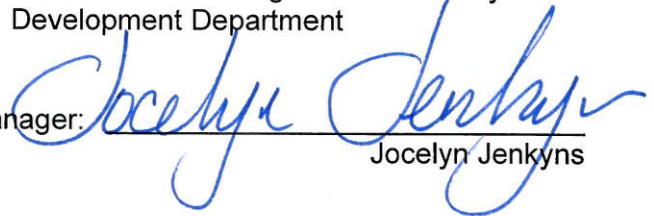


Murray G. Miller
Senior Planner, Urban Design
Development Services Division



Deb Day
Director
Sustainable Planning and Community
Development Department

Report accepted and recommended by the City Manager:



Jocelyn Jenkyns

MGM/ljm

1.0 Purpose

The purpose of this report is to present Council with information, analysis and recommendations regarding a Development Permit Application with Variances for the property located at 1032 North Park Street.

2.0 Background

2.1 Description of Proposal

This application is to develop eleven compact apartment units consisting of eight two-bedroom units and three one-bedroom units with the maximum total floor area of 687 m² permitted in the CR-NP zone.

The building would be four storeys with a modulated exterior flat roof. The exterior materials include fibre cement panels, sections of mahogany cedar siding, manufactured thinstone and exposed concrete retaining walls. Driveways are finished in a mix of hard and permeable landscaping.

Based on the *Zoning Bylaw Regulation*, 14 parking spaces are required for this development, one of which would be visitor parking. The applicant requests parking and visitor parking variances that would allow five (5) spaces in total to be provided on site.

2.2 Existing Site Development and Development Potential

2.3 Data Table

The following data table compares the proposal with the existing CR-NP Zone. An asterisk (*) is used to identify where the proposal does not meet the requirements of the existing zone.

Zoning Criteria	Proposal	CR-NP Zone Standard
Site area (m ²) – min.	458	n/a
Total floor area (m ²) – max.	687	687
Density (Floor Space Ratio) – max.	1.5:1	1.5:1
Lot width (m).	10.79	n/a
Height (m) – max.	12	12
Site coverage (%) – max.	65	n/a
Storeys – max.	4	4
Setbacks (m) – min.		
North	10.3	6
South (North Park)	0.2	0
East	0	0
West	0	0

Unit size – min.	34.2	33
Parking – min.	5*	14
Visitor parking – min.	1	1
Bicycle storage (class 1) – min.	16	11
Bicycle rack (class 2) – min.	6	6

2.4 Land Use Context

The subject property:

- fronts on to North Park Street and is flanked to the west by 1030 North Park Street, which is zoned CR-NP, North Park Commercial Residential District, and consists of a single family dwelling that was constructed in 1899 and converted to office use in 2006
- is flanked to the east by 1040 North Park Street, which is zoned CR-NP, North Park Commercial Residential District, and consists of a three-suite apartment with retail/commercial on the ground floor that was constructed in 1912
- is flanked to the north by 1039 Caledonia Street, which is zoned R-17, Caledonia Multiple Dwelling District, and consists of a twelve-unit strata building that was constructed in 1990
- is situated in the Urban Residential district of North Park, between the Core Residential district to the west and North Park Village to the east, a key transition area linking higher density Downtown and Harris Green with lower density general residential areas north of Princess Street and east of Cook Street.

2.5 Legal Description

PID 009-325-557, the easterly 35 feet of Lot 22, Suburban Lot 13, Victoria City, Plan 26

2.6 Relevant History

The Planning and Land Use Standing Committee considered a report dated February 19, 2010, from the Planning and Development Department with respect to Development Variance Permit # 00071 for 1032, 1040 and 1046 North Park Street. The application sought variances to the CR-NP Zone, North Park Commercial Residential District, for the development of 34 residential units.

On March 4, 2010, the Planning and Land Use Standing Committee recommended that Council authorize the issuance of a Development Variance Permit for the proposal subject to the development meeting all requirements of the *Zoning Regulation Bylaw* except for specified variances and related conditions. The applicant never advanced the application to a Public Hearing for final Council consideration. The file was closed on March 1, 2012, due to inactivity.

2.7 Consistency with City Policy

The following sections provide an analysis of the proposal's consistency with applicable City policy.

2.7.1 Official Community Plan (OCP), 2012

(i) Land Management and Development

Goals

6(A) Victoria has compact development patterns that use land efficiently.

The proposed development expresses a compact built form that reflects site constraints.

(ii) Urban Place Designations

The subject property is within an area that is designated Urban Residential, which consists of multi-unit residential uses in a wide range of detached and attached building forms having a density generally up to 1.2:1.

The OCP anticipates:

- Built form consisting of attached and detached buildings up to three storeys
- Place Character Features having variable yard setbacks with primary doorways facing the street
- Variable front yard landscaping, boulevard and street tree planting
- On-street parking and collective driveway access to rear yard or underground parking.

The proposed development responds to the built form objectives of the OCP where the lower floor level is partially set below grade. A collective driveway from North Park Street provides access to partially inset parking. In relation to Place Character Features, the proposed development emphasizes a single family dwelling appearance from the street; however, the primary doorway associated with this residential unit does not face the street. It is considered that the hierarchy of doorways as expressed through the design diminishes the strength of the connection between the primary doorway associated with Unit 1 and North Park Street. In addition, the identification of the main entrance to the building is unclear.

(iii) Placemaking - Urban Design and Heritage

8 (a) That urban design at every scale from sites to local areas is responsive to Victoria's geographic context and existing pattern of development, achieves excellence, and creates memorable places.

(iv) Neighbourhood Directions

North Park Strategic Directions include:

- *accommodate new population and housing growth within walking distance of the North Park Village that abuts North Park Street at Cook Street.*

The subject property that proposes the new accommodation is located across North Park Street and to the immediate northwest of the North Park Village and within a half block of that portion of the neighbourhood designated as Core Residential.

Development Permit Area 16 - General Form and Character

Design Guidelines for Multi-Unit Residential, Commercial and Industrial Development (2012)

(2.4) Residential use at street level should have strong entry features and building designs that encourage interaction with the street.

It is considered that the strongest entry feature is associated with the vehicular access to the parking area and that the weakest entry feature is associated with the main entrance of the residential unit that would preferably express the strongest connection to the street. The identification of the main entrance to the building is also unclear.

(i) Human Scale, Massing, Height and Architectural Features

(3.1.3) Building facades should be designed so that entrances for pedestrians are legible and prominent, and that vehicular entrances and doors are subordinate features.

The proposed development is designed so that the only direct residential entrance along the North Park Street façade is not clearly legible and prominent as compared to the various other doorways because of its location and orientation. In addition, the design of the vehicular entrance and pedestrian exit door results in a greater visual prominence of these doors in comparison to the main entrance of the street-accessible residential unit. This does not reflect the hierarchy recommended in the Design Guidelines, but rather would effectively reverse it.

(3.3.2) Roof forms should complement the character of buildings in the immediate context.

(ii) Exterior Finishes

(4.1) Exterior building materials should be high quality, durable and capable of weathering gracefully.

The utilization of cement fibre panels as the predominant exterior finish is understood to respond to the need for durable finishes that are capable of weathering gracefully.

(4.3) Exposed party walls and blank side elevations, where necessary, should incorporate features such as texture, reveals, colours, plantings or other treatments to provide visual interest.

The extent to which blank side elevations may be visible will depend on the viewing point and other visual encumbrances. For example, the proposed east and west elevations contain the largest areas of blank walls; however, the extent to which these walls may be visible will depend on the massing and location of any new development that may occur to the immediate east or west of the proposed development. At the time of writing this report, the extent of blank wall that may be exposed to the east-west traffic on North Park Street would be in relation to the existing structures to the east and west of the proposed development. As depicted on drawing

number A3, it is considered that the extent of blank wall exposed to the east and west ranges of North Park Street will be mitigated by the scale, design and location of the existing structures.

(iii) Universal Accessible Design and Safety

(7.2) The following factors should be taken into account to design environments that people feel safe to use:

- *Entrapment spots (avoid small areas shielded on three sides)*

It is considered that the design of the exit route from the residential units may create an entrapment spot between the exterior stairs located at the east side of the proposed development and the exit door since it would be shielded on three sides by solid enclosures. Since the exit door would likely be locked, it is considered that it would act as though it were an enclosure from the outside. This condition could be resolved as part of the design solution aimed at improving the orientation of the front entrance to Unit 1.

2.8 Community Consultation

The applicant met with the immediate neighbours to the subject property as well as with the North Park Neighbourhood Association on February 6, 2013. In accordance with the Community Association Land Use Procedures for Processing Variance Applications, this application was referred to the North Park CALUC for a 30-day review period. A letter prepared by the North Park Neighbourhood Association is attached for reference.

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

2.9 Issues

The key issues associated with this application are:

- orientation of the entrance door to Unit 1 to the street and identification of the entrance to the building
- parking.

3.0 Analysis

3.1 Orientation of the entrance door to Unit 1 to the street and identification of the entrance to the building

The proposed design depicts three doorways that are highly visible from North Park Street:

1. the vehicular overhead door
2. the pedestrian door to access bicycle parking and the elevator
3. the pedestrian east exit door.

There is no clear entrance to the residential units that is visible from the street, which will likely present difficulties for visitors attempting to access the building. In order to respond adequately to the Design Guidelines for Multi-Unit Residential, Commercial and Industrial Development, there is a need to strengthen the readability/identity of the primary residential entrance. It is important that the orientation and visibility of the entrance to Unit 1 be strengthened to improve the relationship between the primary residential entrance and the street.

The applicant has suggested that the proposed exit door adjacent to Unit 1 produces the same exterior appearance as if it were a main entrance door; however for users and visitors of the building, the appearance of doors on a drawing is different from how one actually identifies, uses and is guided by the clarity of entrances to the building versus an emergency exit from the building. Staff consider that the primary entrance to the building itself is unclear and that the entrance door to Unit 1 does not provide a strong or clear relationship to the street. This is because the entrance to Unit 1 does not face the street and is further concealed by the location of the exit door and associated corridor.

It is relevant to note that the way in which the proposed development would be experienced from the public right-of-way along North Park Street would be different than that which is architecturally expressed in the two-dimensional drawings. Having regard to this difference, it is considered that the entrance to Unit 1 is of a lower hierarchy in relation to all of the other doorways that are highly visible from North Park Street.

3.2 Parking

The impact of the requested variance in relation to parking has been reviewed by the Engineering and Public Works Department. While the parking variance requested is significant (14 stalls required, 5 proposed), the applicant has provided a parking study that was undertaken by Boulevard Transportation Group in October of 2012. The study suggests that a potential shortfall of three parking spaces may result after the implementation of significant TDM measures. It is relevant to note that one of the key TDM measures proposed (issuance of bus passes to residents) cannot be secured by the City. It is considered that any on-site shortfall in parking for residents and their guests will likely have an impact on-street parking availability for residents and businesses of the neighborhood. The City's Engineering and Public Works Department has reviewed the Transportation Demand Management report provided by the applicant and is supportive of the requested variance.

4.0 Options

1. That Council advance the application for consideration at a Public Hearing subject to design revisions (recommended).
2. That Council advance the application for consideration at a Public Hearing without requiring revisions to the design.
3. That Council declines the application.

5.0 Conclusions

The subject property is within Development Permit Area 16: General Form and Character, in which the OCP requires the consideration of Design Guidelines for Multiple-Unit Residential, Commercial and Industrial Development. In this regard, the OCP anticipates, in Place Character Features, that "primary doorways face the street". The proposed design would not satisfy this guideline. However, staff are supportive of the overall proposed development provided that the applicant addresses the function and hierarchy of the primary residential entrance to the building in general and the orientation of the entrance door to Unit 1, to the satisfaction of the Director of Sustainable Planning and Community Development Department.

This Development Permit Application with Variances seeks to vary the number of parking stalls required from 14 to 5. The proposed variance to the number of vehicular parking stalls required by Schedule C would enable the applicant to maximize the number of residential units while contributing to the City's objectives of accommodating at least 20,000 new residents, 40% of

whom are to be in or within close walking distance of Town Centres and Large Urban Villages. The City's Engineering and Public Works Department has reviewed the Transportation Demand Management report provided by the applicant and is supportive of the requested variance.

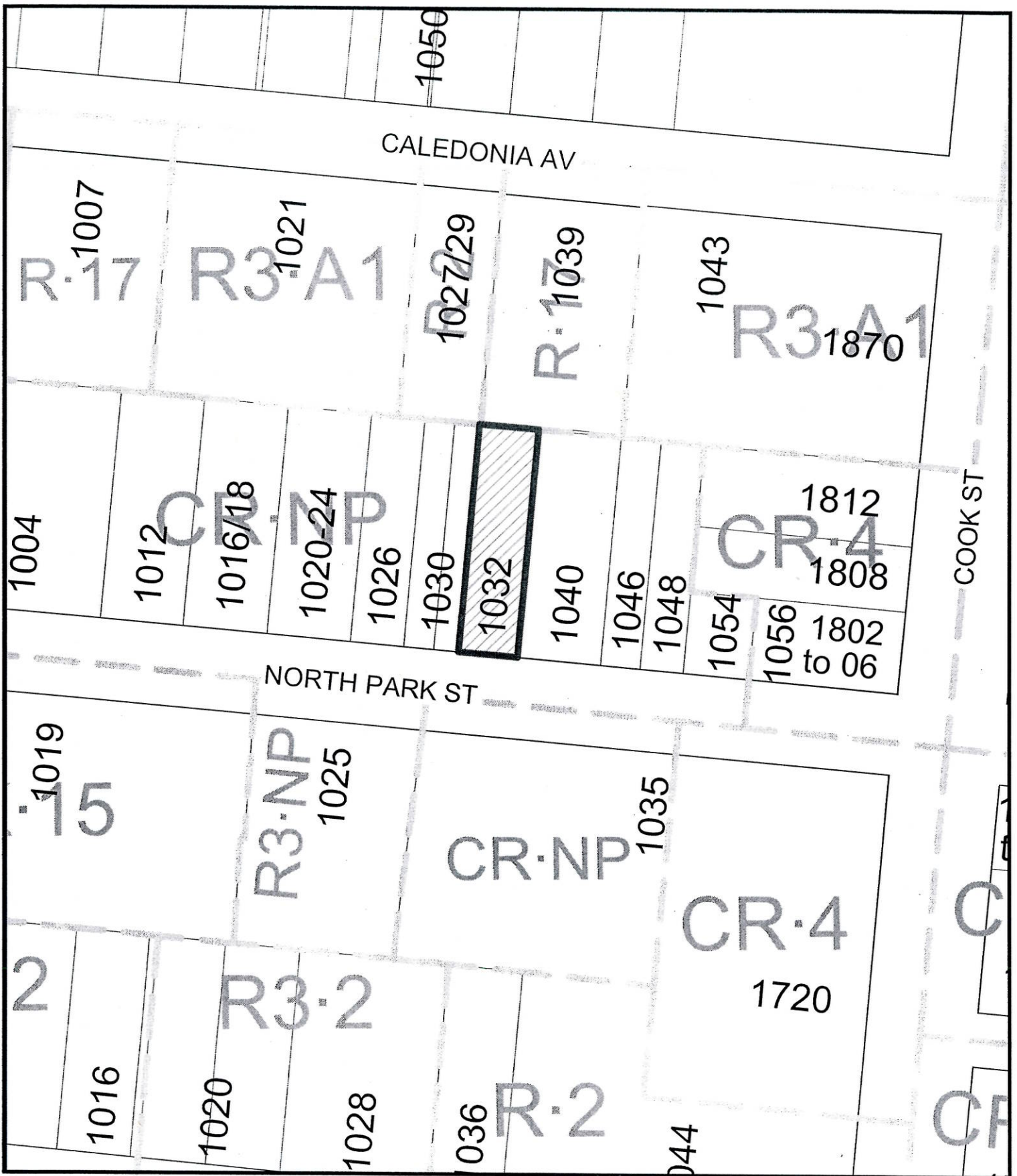
6.0 Recommendation

That Council advance Development Permit Application with Variances #000293 for 1032 North Park Street for consideration at a Public Hearing, subject to the completion of the following prior to the Public Hearing:

- (a) Revisions to the design so as to meet the *Official Community Plan*, Place Character Features objective, ensuring that the orientation of the entrance door to Unit 1 faces North Park Street and that the entrance to the building be clearly identifiable to visitors;
- (b) Plans as revised in relation to the changes noted in condition 1 (a) above;
- (c) Development meeting all Zoning Regulation Bylaw requirements, except for the following variance from Schedule C:
 - Number of parking spaces relaxed from 14 to 5
- (d) The proposed Transportation Demand Management (TDM) measures are secured by the appropriate agreement between the Victoria Car Share Cooperative and the Developer to the satisfaction of the City Solicitor; and
- (e) Final plans to be in accordance with the plans identified above to the satisfaction of the Director of Sustainable Planning and Community Development.

7.0 List of Attachments

- Zoning map
- Aerial map
- Letter from the North Park Neighbourhood Association dated February 15, 2013
- Letter from applicant dated March 13, 2013
- Revised plans dated November 14, 2013.



1032 North Park Street
Development Permit #000293







North Park Neighbourhood Association
P.O. Box 661, #185-911 Yates Street
Victoria, B.C., V8V 4Y9

Date: February 15, 2013.

To the attention to:
Mr. Raj Sahota, c/o Method Built Homes.
4566 Cordova Bay Rd.
Victoria, B.C.

LETTER OF SUPPORT FOR 1032 NORTH PARK DEVELOPMENT PERMIT

CORRESPONDANCE.

The Developer Raj Sahota of Method Built homes has corresponded with the North Park Neighborhood Association's (NPNA) Land Use chair on three accounts to inform the association of his development plans 1032 North Park St. It was requested by NPNA members that Raj present his development at our public meeting on February 6th, 2013 where he informed all on his plans in the presence of City councilors Marianne Alto and Shellie Gudgeon.

NPNA RESPONSE.

Mr. Sahota's development plans were received well by those present with minimal concerns regarding the buildings massing and parking variance concerns. The variance on parking requesting 0.5 parking spaces per resident is planned to be off set by Transportation Demand Management (TDM) strategies which include bus passes, bicycle storage, and car share coop memberships. The NPNA is a strong advocate for TDM's and felt this request was in the right direction in reducing impacts of the private automobile on the community. The NPNA is in support of this development as it strongly reflects the guiding principles for development in the OCP.

NPNA SUGGESTIONS.

For future developments in the North Park neighborhood consultations with representatives from the land use committee in the early stages of design and concept would be an effective way for the community to have their aspirations and goals reflected in new neighborhood developments.

Sincerely,

Timothy John Hewett, MSc. P.MCIP
President of NPNA, and chair of the Land Use Committee

A handwritten signature in black ink, appearing to read "Tim Hewett", is written over a horizontal line.

13 March 2013

City of Victoria

Planning and Development Department
Development Services Division
1 Centennial Square
Victoria, BC V8W 1P6

Dear Mr. Mayor and City Council:

Re: 1032 North Park Street - Development Variance Permit Application - Letter of Support

The Proposed Development

Method Built Homes is a locally owned and family-operated business that has been operating in the Capital Regional District for nearly 30 years (the "Developer"). The Developer is proposing a new, compact, and affordable rental apartment development at 1032 North Park Street (the "Proposed Development"). The Proposed Development consists of twelve compact apartment units consisting of eight two-bedroom units, three one-bedroom units and one studio. Drawings of the Proposed Development are appended hereto at Appendix A.

The Proposed Development is governed by Bylaw #04-58, Part 4.62, the CR-NP North Park Commercial Residential District zone (appended hereto at Appendix B and referred to herein as the "CR-NP Zone").

Additionally, the Proposed Development borders the Residential Mixed-Use District.

The RMD is the largest of all the Downtown Core Area districts and includes the majority of the residential land base for the area, with some under-utilized or vacant parcels still available. Because of the RMD's close proximity and direct connections with the Central Business District, it is today a mixed-use urban community, with a concentration of compact mid to high-density residential, mixed-use and commercial development. The District also contains several institutional, cultural and recreational facilities, including the Provincial law Courts, the royal Theatre, the YMCA and several historic churches.

(Downtown Core Area Plan, September 2011; p.33)

The Proposed Development falls within the prescribed uses contained in section 2(a) of the CR-NP Zone. Additionally, the Proposed Development meets the remaining prescriptive requirements of the CR-NP Zone, namely the prescribed height, floor area,

floor space ratio, siting, set-back and loading area requirements of sections 3-9 of the CR-NP Zone. However, the Proposed Development does not meet the off-street parking requirement of the CR-NP Zone and Schedule C thereto.

As a result the Developer seeks support from the City of Victoria for the Proposed Development and this letter outlines some of the reasons why the Proposed Development ought to receive support from the City of Victoria by way of a Development Variance Permit.

Characteristics of the Proposed Development

The Proposed Development is located in an urban area on North Park Street and is consistent with the Official Community Plan (discussed further below) and local-area land use. As an infill proposal, the Proposed Development would continue to reform the character of the North Park neighbourhood from single-family homes to medium density developments that are scale sensitive.

The Proposed Development is located at walking distance from downtown Victoria, community recreation centres, commercial enterprises, local schools, and public transportation routes, making the Proposed Development ideal for rental units. The

existing neighbourhood is a mix of early century single-family homes and more recent multi-family condominium buildings, town house complexes and commercial buildings.

The Proposed Development features an attractive street presence with a pedestrian friendly frontage, effective spatial articulation of mass, and the use of mixed cladding materials. The exterior cladding materials include fiber cementitious panels in charcoal grey, a contrasting vertical section featuring mahogany cedar siding, manufactured thinstone, cinder block walls and exposed concrete retaining walls. Despite its limited lot frontage and overall lot area, there are six below-grade parking stalls that are concealed from public view. Additionally, the Proposed Development steps back on increasing floors to create a transition between public space (the street) and private space (dwelling units).

The Proposed Development consists of a contemporary design that is three stories above grade and has a ground floor buried approximately three feet below grade. As a result, the Proposed Development is comparable in height to its neighbours and its density follows existing municipal bylaws.

Design Guideline Compatibility

1.6 – Multi-residential:

The Proposed Development provides a transition from both the: (a) neighbouring properties, and (b) front property line, by stepping back the 4th floor.

The North Park neighbourhood is comprised of a mix of building types, density and uses. Single-family, multi-family and commercial buildings built throughout the 20th century are predominant. Single-family homes on small lots are being removed to accommodate multi-residential developments. Pursuant to the OCP the neighbourhood is set to evolve over the coming decades and given the current trends, we are proposing a building in a style that is contemporary and attractive to current and future generations.

The Proposed Development's East wall faces a commercial building; therefore we have proposed the blank wall to be facing the non-residential area. The West wall is articulated and provides a central, open area that will reduce the impact onto the property to the West. Fencing is proposed to be located along the property lines giving privacy to this and adjacent properties.

2.0 Street-Scape:

The Proposed Development is a 4-storey building that for the viewing public appears as a 2.5-storey building. This is because the ground floor is sunk into the ground and the upper floor is setback significantly from the front property line.

The front façade has an interesting articulation of masses and the choice of materials contributes to the enhancement of the geometrical design. The mix of warm finishes such as the cedar cladding combined with the fiber cement panels make a contrast between man made and natural materials. The lower floor utilizes a cedar panel section to link it to the upper floors and enhance the overall street presence. Rock cladding surrounding the garage and entry door contributes to the perception of warmth. Additionally, the proposed primary colour of the Proposed Development is related to the colour of the building to the East.

The ground floor design with its recessed garage door and entry effectively mediates the transition from public to private space and further suggests a building of single-family character. The ground floor unit has its entry at the front of the Proposed Development, further suggesting to the public that this is a single-family building.

The parking for the building is completely concealed from public view and the driveways are treated with a mix of hard and soft landscape.

Parking Study

The Developer engaged the services of Boulevard Transportation Group to prepare and submit a parking study of the Proposed Development (the "Parking Study"). The Parking Study is appended hereto at Appendix C.

The Parking Study "considers the Proposed Development and provides a review of the parking requirement, expected parking demand, on-street parking conditions, alternative parking options, and surrounding services and transportation options" (Parking Study, p.1).

The City of Victoria's Zoning Bylaw, No. 80-159, Schedule C identifies a parking supply requirement of 15.6 parking spaces ~ 16 parking spaces. The Parking Study reviews expected parking demand by analyzing:

- (a) Capital Regional Housing Corporation Sites,
- (b) Market Rental Apartment Sites, and
- (c) Insurance Corporation of British Columbia Vehicle Ownership Data ("ICBC Data").

Additionally, the Parking Study reviews precedents in Greater Victoria for reduced parking supply rates.

As a result of the three-pronged analysis outlined above, the Parking Study concludes that objectively, the parking demand at the Proposed Development will be “between five and seven vehicles”. Additionally, based on the ICBC Data, vehicle ownership at the Proposed Development will be six vehicles with potential demand for two visitor spaces. The Parking Study emphasizes that the analysis referenced above was of developments “with ‘typical’ sized rental units and some... located outside of the downtown core, likely experiencing *higher* parking demand [and ownership] than the subject site” (Parking Study, p.5, emphasis added). The Proposed Development, however, should experience reduced parking demand as it contains *compact* (as referenced in the OCP below) rental units and is located adjacent to the downtown core in the City of Victoria.

Furthermore, the Parking Study reveals that “recent small-unit rental developments in the Capital Region support the reduced parking supply rates” in the Proposed Development (Parking Study, p.5).

The Parking Study reviews off-street public parking lot facilities located close to the Proposed Development that can accommodate potential spillover parking from the

Proposed Development. Moreover, on-street parking conditions are reviewed and it is determined that the Proposed Development “will experience peak demand on weekday evenings and weekends, when adjacent on-street parking will experience low occupancy” because the Proposed Development is located in an “area being largely driven by commercial and industrial land uses that experience parking demand during the daytime” (Parking Demand, p.6).

The Official Community Plan

The City of Victoria Official Community Plan encourages the development of rental housing (Official Community Plan, City of Victoria Planning and Development Department – Community Planning Division, Final adopted OCP bylaw, as amended to August 30, 2012, available at www.victoria.ca) (the “OCP”). The OCP directs considerable attention to the issue of “[h]ousing and homelessness” and commits to ensure “[a]ll residents have access to appropriate, secure, affordable housing” (OCP, pp. 16, 21).

The OCP envisions a “wide range of housing types, tenures and prices” so as to “give residents choices” (OCP, p.21). Additionally, given that “[p]opulation growth is expected to absorb Victoria’s capacity for new ground-oriented housing under existing zoning and

exceed that for apartments. High to medium densities in Victoria's Urban Core, Town Centres and Urban Villages are needed to satisfy widespread demand for housing that is more affordable" (OCP, p.21).

The OCP defines affordable housing as "[h]ousing that falls within the financial means of a household living in either market or non-market dwellings. Total costs for rent or mortgage plus taxes (including a 10% down payment), insurance and utilities should equal 30 percent or less of a household's gross annual income. Housing affordability is influenced by household income, and cost and supply of housing" (OCP, p.251).

The Proposed Development seeks to provide a new, compact and centrally located affordable housing option within the City of Victoria.

The OCP outlines a regional growth strategy to "improve housing affordability" via "three regional goals", one of which is to "increase the supply of more affordable housing" (OCP, p.28).

*As a built-out city with little remaining undeveloped land, and with commitments to accommodate a share of the region's population growth, the outward expansion of Victoria's housing stock is limited, **making it necessary to create more compact built environments.** These compact*

built environments will be focused in the Urban Core, Town Centres and Urban Villages and in close proximity to transit. Victoria is forecast to need an additional 13,500 apartment units and an additional 2,700 ground-oriented housing units over the next 30 years.

(OCP, p.94, emphasis added)

Additionally, the OCP recognizes that “[d]esignating additional housing capacity primarily for apartment units and attached ground-oriented housing is necessary to ensure that developable capacity is sufficient to meet forecast demand and maintain a healthy housing market” (OCP, p.94).

The Proposed Development contains compact apartment units that improve housing affordability. As a result, the Proposed Development increases the supply of more affordable housing and helps to maintain a healthy housing market.

The OCP outlines that “[t]he high cost of rental housing and home ownership makes housing affordability a challenge for many people” and that “[v]ery little purpose-built rental housing is being constructed, vacancy rates are low and much of the rental housing stock was built before 1981 and will need to be updated or replaced within the term of this plan... Victoria must diversify its housing stock to accommodate a growing

and aging population and an expanded workforce” (OCP, p.95). The Proposed Development, as a new, purpose-built apartment building located close to the downtown core, seeks to moderate the high cost of rental housing by offering compact apartment units.

The OCP seeks to address a pressing social need in the City of Victoria. “The high cost of housing, combined with unstable or inadequate income and life circumstances has resulted in some people and households becoming homeless or at-risk-of homelessness.” (OCP, p.95)

*Many of the roles and responsibilities for housing and homelessness lie outside the powers and capacity of municipal governments. As a result, many of the plan’s policies commit the City of Victoria to work in partnership with senior levels of government, the health authority, **the private sector** and community organizations to respond to the city’s breadth of housing issues. The plan takes a comprehensive approach to increasing the supply, affordability and range of housing options, with a focus on land use management policies and practices that enable greater housing affordability across the housing spectrum. The plan supports diversifying the range of housing types available in neighbourhoods and across the city to*

accommodate a greater range of age groups and household needs... Finally, the plan encourages upgrades and regeneration of the housing stock to meet future housing needs."

(OCP, p.95, emphasis added)

The Proposed Development assists the City of Victoria in this broad policy objective by bringing new, compact and affordable apartment units to the market in a central location and to those for whom vehicle ownership and use is neither necessary nor affordable.

The OCP recognizes, as a broad policy objective, "[t]hat the existing supply of rental housing [needs to be] expanded through regeneration" and seeks to "[d]evelop strategies to support the ongoing upgrade and regeneration of the city's rental housing stock" (OCP, pp.97-98). Additionally, the OCP seeks to "[s]upport innovation and reinvestment in community assets that attract investment and support economic activity, and that address barriers to economic performance, including, but not limited to: Victoria's waterfront and its natural and heritage setting, arts, culture and recreation facilities, parks, infrastructure, **housing that is affordable**, schools, adult education opportunities and community and social services" (OCP, p.100, emphasis added).

The Proposed Development is a rare because it is a new, compact, and affordable apartment rental development located adjacent to the downtown core. The Proposed Development heeds the call of the OCP to address the issue of affordable housing in a meaningful way. The economics of the Proposed Development are marginally sustainable; however, with the support of the City of Victoria, the Proposed Development is a vital step towards addressing a serious need.

Compact Units and TDM

The Proposed Development features 12 units, of which eight are two-bedroom units, three are one-bedroom units and one is a studio. The size of the units within the Proposed Development are small relative to those found in comparable apartment buildings in the City of Victoria. As envisioned by the OCP, the compact nature of the units renders them more affordable.

As outlined in the Parking Study, the Proposed Development seeks to integrate as many transportation demand management ("TDM") measures as feasible (Parking Study, pp. 6-8). The Proposed Development itself is seeking to address a societal need within the City of Victoria and the Developer recognizes that TDM measures *complement* the social

need for affordable housing. TDM measures for the Proposed Development will include the following:

1. Promoting walking options to residents;
2. Promoting cycling by installing Type I and Type II bicycle facilities;
3. Providing each unit with a monthly BC Transit bus pass; and
4. Promoting car sharing by supplying each unit with a perpetual Victoria Carshare membership.

Incentives

The OCP envisions providing selective “property tax incentives and bonus density for [a] new development that contributes to the: (a) conservation or provision of an amenity or *affordable* and special needs housing, or (b) entrance into a housing agreement” (OCP, p.104). As currently modeled, the Proposed Development is a marginally economically viable. A tax incentive for several years going forward would assist the Developer in ensuring the economic viability of the Proposed Development.

Neighbours and North Park Neighbourhood Association

The Developer reviewed the Proposed Development in detail with both the: (a) immediate neighbours, and (b) North Park Neighbourhood Association ("NPNA"). In both cases, the Proposed Development was viewed favourably as an improved addition to this neighbourhood. The NPNA has provided the Developer with a letter of support for this project, which is appended hereto at Appendix D.

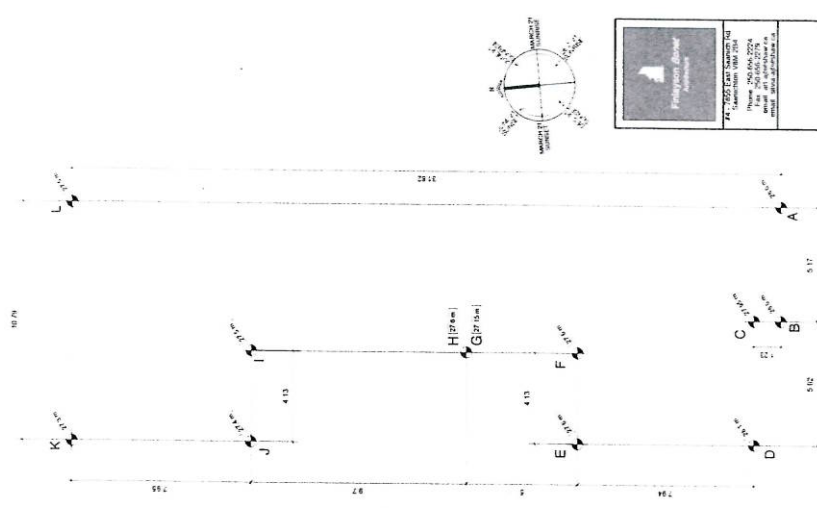
I trust you will find the foregoing acceptable and I look forward to working with you and the staff at the City of Victoria to ensure that the Proposed Development is a positive step forward for the local community. Should you have any questions or concerns, please do not hesitate to contact the undersigned at your convenience.

Kind regards,

METHOD BUILT HOMES

RSSahota

Rajinder S. Sahota
RS/jb
Enc.



PROJECT DATA:

CURRENT ZONING: CRAMP - NORTH PARK COMMERCIAL RESIDENTIAL DISTRICT

LOT AREA: 468 M²

AREA OF 1st FLOOR: 102.01 M² (COMMON AREA AND LOWER FLOOR OF UNIT 1 BELOW 1M FROM AVRAIGE GRADE TO GROUND)

AREA OF 2nd FLOOR: 254.3 M²

AREA OF 3rd FLOOR: 260.3 M²

AREA OF 4th FLOOR: 156.9 M²

FSR 458.41 S+: 687 M²

PROPOSED FSR+: 1.47 1,071.5 M² - 458 M²

LOT COVERAGE: 258.47 M² - 65%

HEIGHT: 4 STOREYS 13M

AVERAGE GRADE: 27.662 M

TOTAL NUMBER OF UNITS: 11 7-2 BEDROOMS 1 TOWNHOUSE

UNIT AREAS:

UNIT 1: 79.3 M² (40.7 M² + 38.6 M²)

UNIT 2: 54.8 M²

UNIT 3: 49.2 M²

UNIT 4: 48.6 M²

UNIT 5: 54.8 M²

UNIT 6: 49.2 M²

UNIT 7: 48.0 M²

UNIT 8: 54.4 M²

UNIT 9: 38.9 M²

UNIT 10: 34.7 M²

UNIT 11: 34.2 M²

PROPOSED PARKING: 5 PARKING STALLS

BIKE STORAGE: 17 SECURED BIKE STALLS

SETBACKS: 6 VISITOR BIKE PARKING

OPEN SITE SPACE: FRONT 0.27 M² NEAR 10.24 M² SIDE 0 M² TOTAL 10.24 M²

LOT AREA: 458.00 M²

BUILDING & PARKING: 458.00 M²

OPEN SITE SPACE: 10.24 M²

LOT AREA: 468.24 M²

GRADE CALCULATION

GRADE POINT	AVERAGE OF POINTS	DISTANCE BETWEEN GRADE POINTS	TOTALS
POINTS A & B	(108.0 + 28.0) / 2	X 5.17	1.14 780
POINTS B & C	(108.0 + 27.50) / 2	X 1.23	1.01 450
POINTS C & D	(107.50 + 28.1) / 2	X 5.62	1.07 580
POINTS D & E	(108.1 + 27.6) / 2	X 3.84	1.21 120
POINTS E & F	(107.6 + 27.6) / 2	X 4.13	1.10 360
POINTS F & G	(107.6 + 27.50) / 2	X 5.05	1.36 870
POINTS G & H	(107.6 + 27.50) / 2	X 9.70	2.30 220
POINTS H & I	(107.5 + 27.6) / 2	X 4.13	1.13 360
POINTS I & J	(107.5 + 27.50) / 2	X 7.05	2.17 430
POINTS J & K	(107.3 + 27.50) / 2	X 16.79	2.85 480
POINTS K & L	(107.3 + 28.0) / 2	X 31.82	4.80 500
TOTAL			25.65 M²

PERMETER OF BUILDING 38.48

GRADE CALCULATION 259.742 / 38.48 = 7.7 M²

1 SITE PLAN
A1
Scale: 1:100

Project Information

Project Name: NORTH PARK COMMERCIAL RESIDENTIAL DISTRICT

Client: [REDACTED]

Architect: [REDACTED]

Engineer: [REDACTED]

Surveyor: [REDACTED]

Scale: 1:100

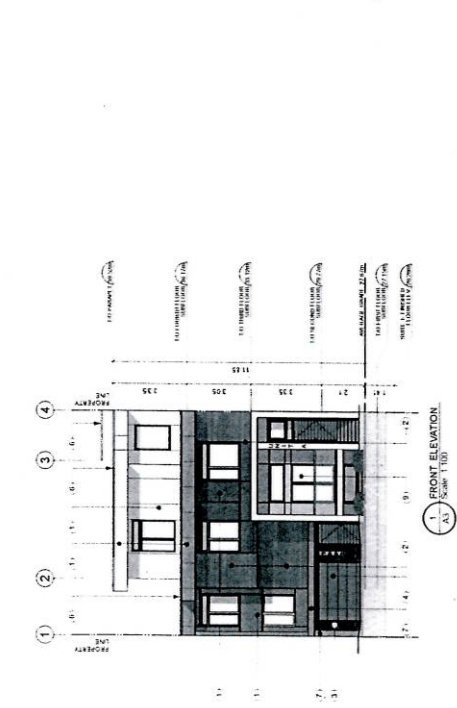
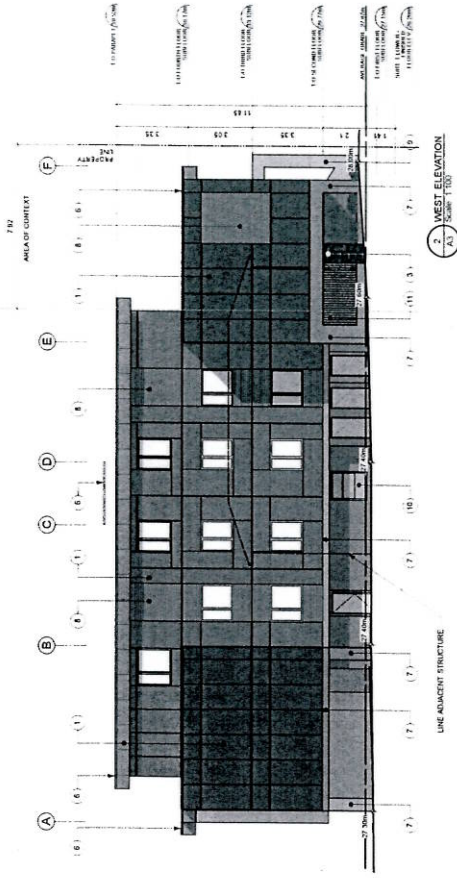
Date: AUGUST 1, 2013

North Arrow

Site Plan & Project Data

Sheet No: A1

Project No: 12854



MATERIAL FINISHES	
1.1	FINISH: POLISHED LAMINATE SMOOTH FINISH BY BENJAMIN MOORE
1.2	FINISH: POLISHED LAMINATE SMOOTH FINISH BY BENJAMIN MOORE
1.3	FINISH: POLISHED LAMINATE SMOOTH FINISH BY BENJAMIN MOORE
1.4	FINISH: POLISHED LAMINATE SMOOTH FINISH BY BENJAMIN MOORE
1.5	FINISH: POLISHED LAMINATE SMOOTH FINISH BY BENJAMIN MOORE
1.6	FINISH: POLISHED LAMINATE SMOOTH FINISH BY BENJAMIN MOORE
1.7	FINISH: POLISHED LAMINATE SMOOTH FINISH BY BENJAMIN MOORE
1.8	FINISH: POLISHED LAMINATE SMOOTH FINISH BY BENJAMIN MOORE
1.9	FINISH: POLISHED LAMINATE SMOOTH FINISH BY BENJAMIN MOORE
1.10	FINISH: POLISHED LAMINATE SMOOTH FINISH BY BENJAMIN MOORE
1.11	FINISH: POLISHED LAMINATE SMOOTH FINISH BY BENJAMIN MOORE

Project Name: NORTH PARK DEVELOPMENT
Address: 1000 NORTH PARK STREET
City: VANCOUVER, BC
Country: CANADA

Project No. 12854

Scale: 1/100

Date: AUGUST 1, 2019

2. ELEVATIONS: Materials as noted

1. FINISHES: Materials as noted

3. DETAILS: Materials as noted

4. FOUNDATIONS: Materials as noted

5. ROOFS: Materials as noted

6. INTERIORS: Materials as noted

7. EXTERIORS: Materials as noted

8. LANDSCAPE: Materials as noted

9. UTILITIES: Materials as noted

10. STRUCTURE: Materials as noted

11. MECHANICAL: Materials as noted

12. ELECTRICAL: Materials as noted

13. PLUMBING: Materials as noted

14. HVAC: Materials as noted

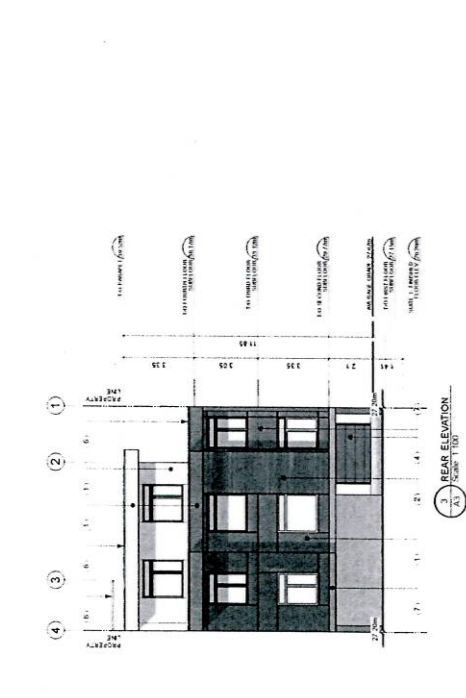
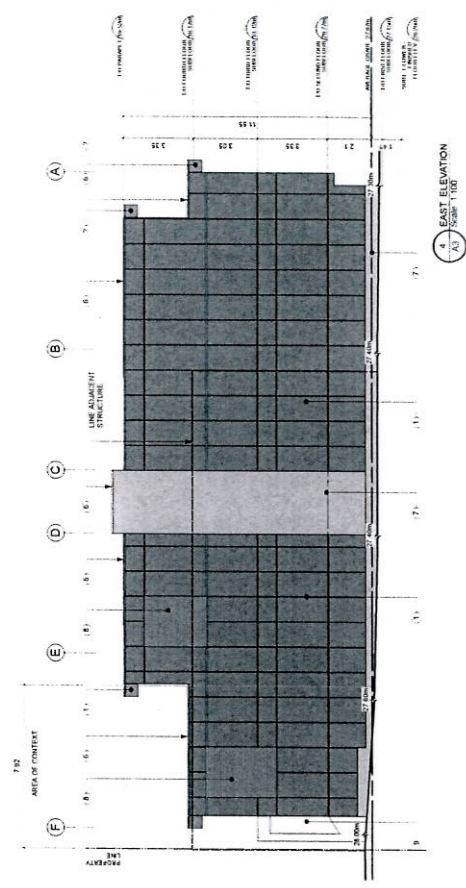
15. FIRE: Materials as noted

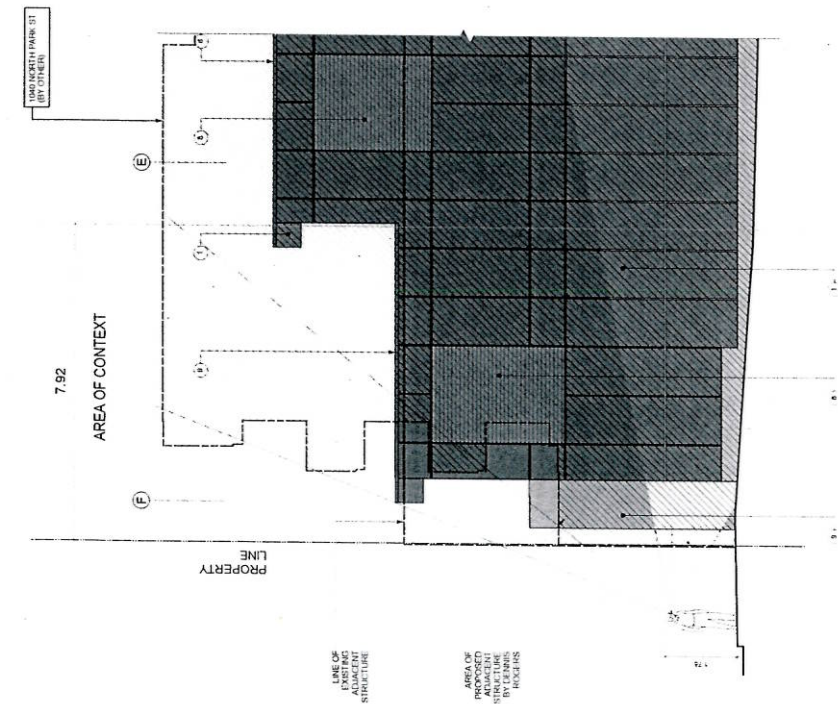
16. SAFETY: Materials as noted

17. ACCESSIBILITY: Materials as noted

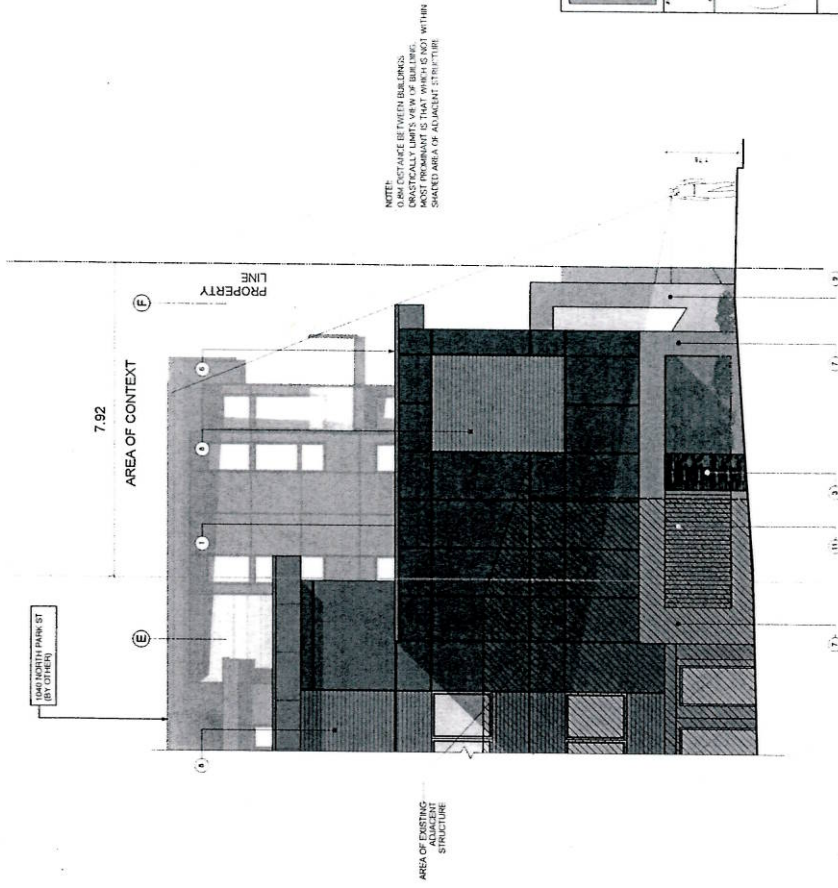
18. SUSTAINABILITY: Materials as noted

19. OTHER: Materials as noted





1 EAST ELEVATION
SCALE: 1/8" = 1'-0"



2 WEST ELEVATION
SCALE: 1/8" = 1'-0"

NOTE:
0.84 DISTANCE BETWEEN BUILDINGS
DRASTICALLY LIMITS VIEW OF BUILDINGS
FROM ADJACENT BUILDINGS AND ADJACENT
SHARED AREA OF ADJACENT STRUCTURE

Project: NORTH PARK NORTH
Date: JULY 11, 2013
Scale: 1/8" = 1'-0"


Drawn: [Name]
Checked: [Name]
Title: [Title]

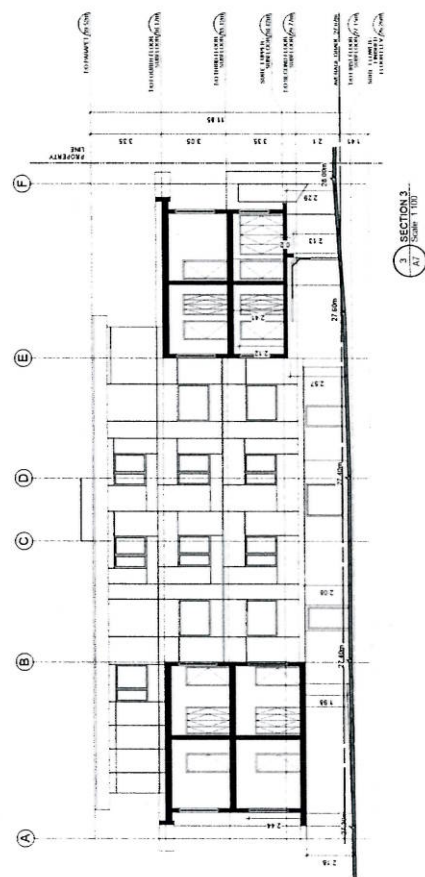
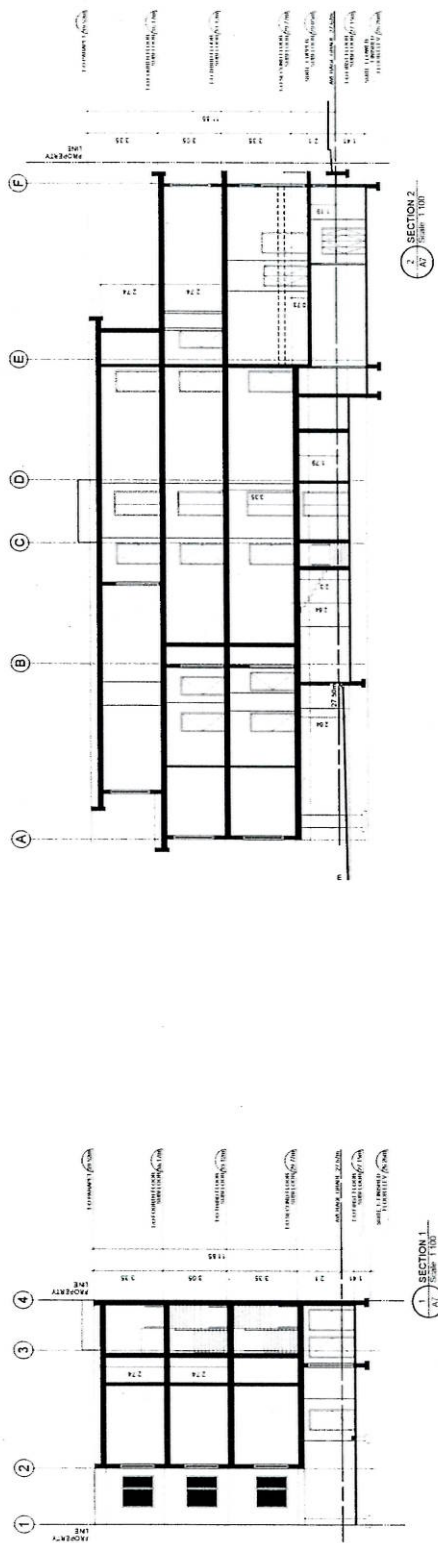
Project: NORTH PARK NORTH
Date: JULY 11, 2013
Scale: 1/8" = 1'-0"

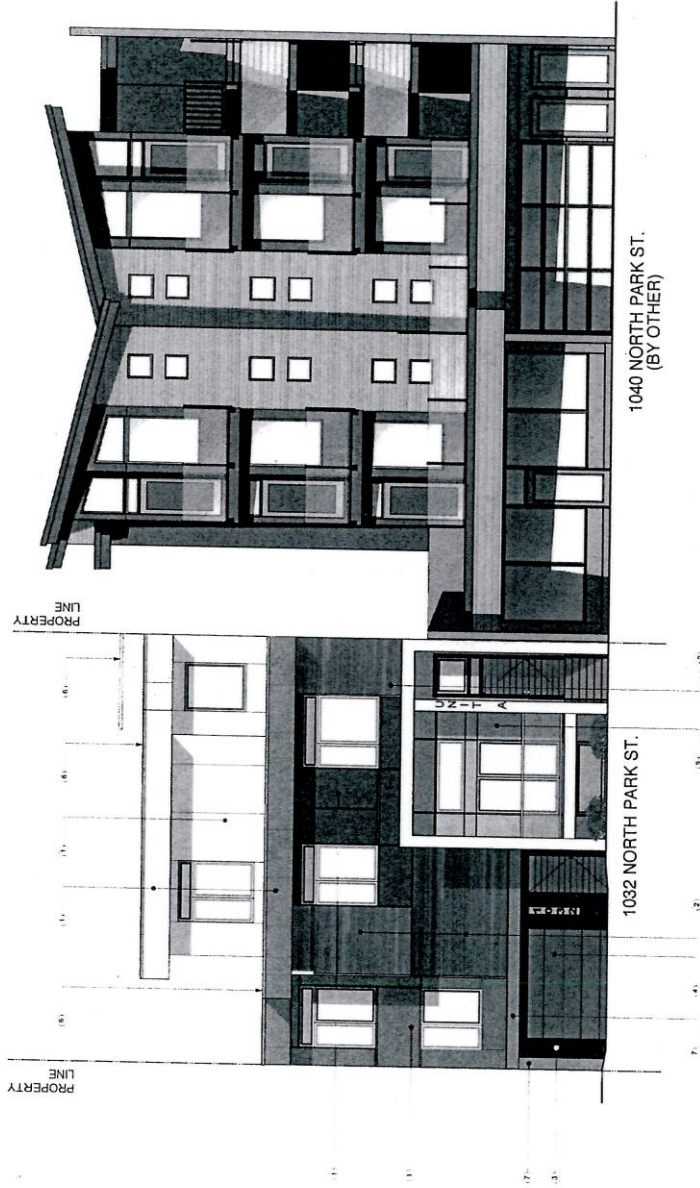
Drawn: [Name]
Checked: [Name]
Title: [Title]

MATERIAL FINISHES	
(1) FINE CEMENT CLAYING SMOOTH FINISH BY BENJAMIN MOORE	(5) COARSE FINE CEMENT CLAYING SMOOTH FINISH BY BENJAMIN MOORE
(2) CLEAR FINISHED WESTERN WOOD BY BENJAMIN MOORE	(6) FLOORING IN G.A. COLOUR CHARTRAIL GREY SMOOTH FINE
(3) MANUFACTURED STONE VENEER CLAYING COLOURED COLOUR BLACK SLATE BY BENJAMIN MOORE	(7) EXPOSED CONCRETE
(4) GARGLE AND FRONT METAL FINISHES BY BENJAMIN MOORE	(8) FINE CEMENT CLAYING SMOOTH FINISH BY BENJAMIN MOORE
	(9) FINE CEMENT ROUNDS
	(10) COLOUR WHITE GLASS
	(11) ALUMINUM JAPANESE 4" x 4" C BLACK OIL CHARTRAIL GREY

ELEVATIONS	
Project: NORTH PARK NORTH Date: JULY 11, 2013 Scale: 1/8" = 1'-0"	Sheet: A4 12854

		PROJECT: NORTH PARK DEVELOPMENT DATE: JULY 11, 2013 SCALE: 1/8" = 1'-0"	
DESIGNER: FITZPATRICK GROUP PROJECT NO.: 12854		SECTION: A7	
CLIENT: [REDACTED] LOCATION: [REDACTED]		SECTION 1 SECTION 2 SECTION 3	

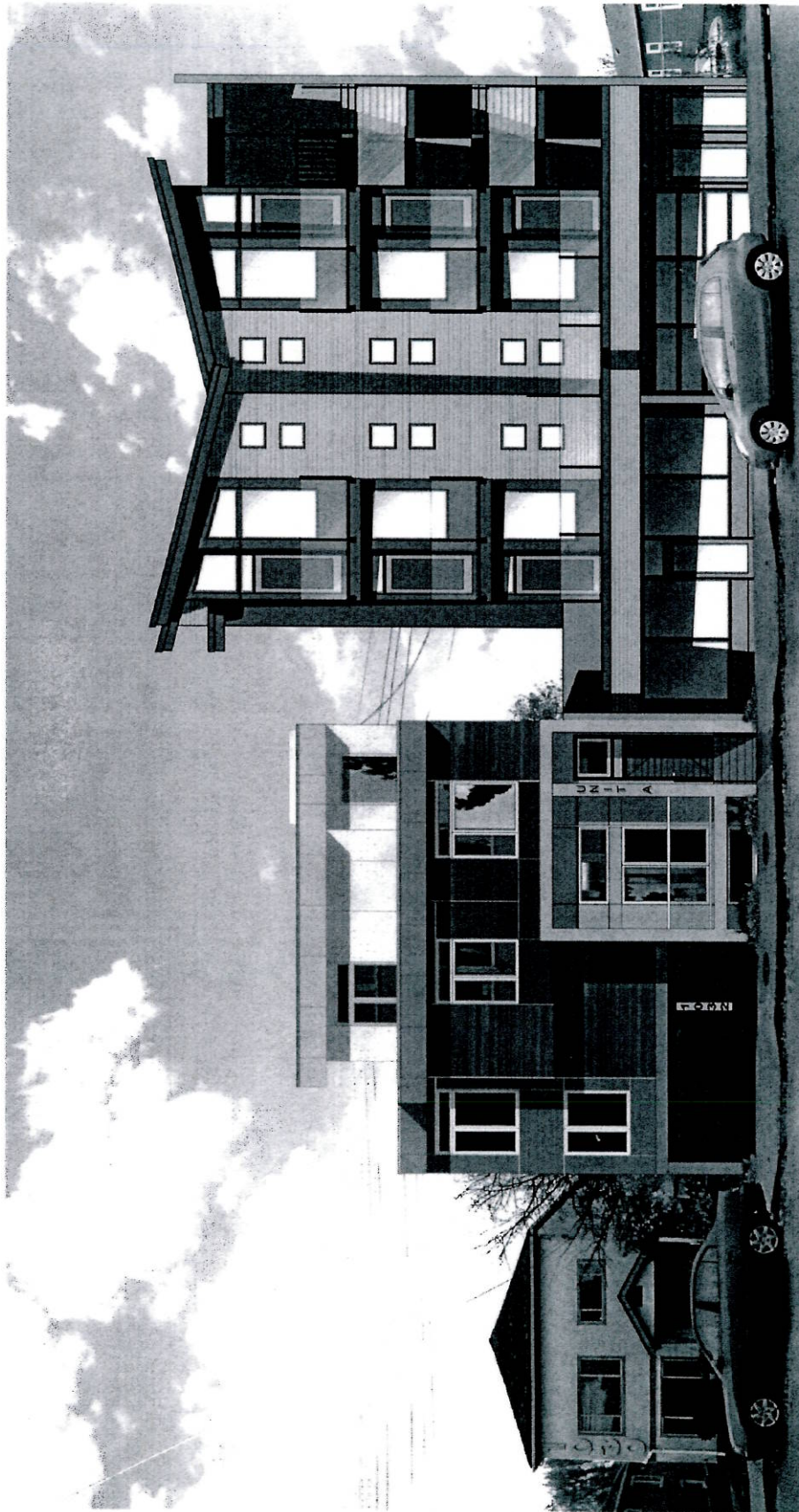




1 FRONT ELEVATION
Scale: 1/8" = 1'-0"

MATERIAL FINISHES	
(1) FINE CEMENT PLASTER SMOOTH FINISH BY BETHANN MOORE	(5) COMBINATION OF CONCRETE SMOOTH FACE PLAINING 3/4" GA. COLOUR CHARCOAL GREY
(2) CLEAN FINISHED WESTERN CEDAR 2x10, SPACERS 2x10 BY BETHANN MOORE	(6) FINEST CONCRETE
(3) MANUFACTURED STONE VENETIAN CLADDING COLOURED TO MATCH SURROUNDING STONE COLOUR BLACK SLATE	(7) FINE CEMENT PLASTER - SMOOTH FINISH COLOUR COLOUR BUSTY HAIL, C.C. 300
(4) GARAGE AND FRONT METAL DOORS BY BETHANN MOORE	(8) FINE CEMENT BOARD
	(9) CERAMIC WHITE GLASS
	(10) ALUMINUM 3/4" X 3/4" X 1/4" C.C. 300 BLACK OR CHARCOAL GREY

Frederick Shaw Architects	
1000 West 10th Avenue Phone: 250-466-2224 Fax: 250-466-2225 Email: info@frederickshaw.com Website: www.frederickshaw.com	
Project Name NORTH PARK REDEVELOPMENT PHASE 1	Date JULY 11, 2013
Project Location 1032 NORTH PARK ST.	Project Number 100
Project Type RENOVATION	Project Status PRELIMINARY
Project Description FRONT ELEVATION COMPARISON	Project Number A8
Project Number 12854	Project Name 1032 NORTH PARK ST.



STILL IN CAMP
© 2013

		4710 EAST 42ND AVENUE, SUITE 100 DENVER, CO 80221 PHONE: 303.733.1111 FAX: 303.733.1112 WWW.FRAGARIAANDBOWER.COM	
PROJECT: NORTH PARK DEVELOPMENT LOCATION: 4710 EAST 42ND AVENUE, DENVER, CO 80221 DATE: JULY 11, 2013		DRAWING: A10 SCALE: 1/8" = 1'-0" SHEET: 12854	
STREETScape			