

3. **Committee of the Whole – June 22, 2017**

8. **Rezoning Application No. 00554 and Development Permit Application No. 00491 for 345 Quebec Street (James Bay)**

Motion:

It was moved by Councillor Thornton-Joe, seconded by Councillor Alto:

Rezoning Application No. 00554

That Council instruct staff to prepare the necessary Zoning Regulation Bylaw Amendment that would authorize the proposed development outlined in Rezoning Application No. 00554 for 345 Quebec Street; that first and second reading of the Zoning Regulation Bylaw Amendment be considered by Council; and a Public Hearing date be set after the execution of a Housing Agreement, to the satisfaction of City staff, to secure 219 residential rental units for a minimum of 20 years and to ensure that future strata bylaws cannot prohibit strata owners from renting residential strata units, *and that the transient use be removed from the zone.*

Development Permit Application No. 00491

That Council after giving notice and allowing an opportunity for public comment at a meeting of Council, and after the Public Hearing for Rezoning Application No. 00554, if it is approved, consider the following motion:

"That Council authorize the issuance of Development Permit Application No. 000491 for 345 Quebec Street, subject to the applicant revising the ground floor units to address privacy and street relationship issues to the satisfaction of the Director of Sustainable Planning and Community Development and in accordance with:

1. Plans dated June 5, 2017 (as amended to address privacy and street relationship issues)
2. Development meeting all Zoning Regulation Bylaw requirements;
3. The Development Permit lapsing two years from the date of this resolution."

Carried Unanimously

5. LAND USE MATTERS

5.1 Rezoning Application No. 00554 for 345 Quebec Street (James Bay)

Committee received a report dated June 8, 2017 from the Director of Sustainable Planning and Community Development regarding the proposal to rezone the property located at 345 Quebec Street from its current T-1 Zone to a site specific zone to a site specific zone to add residential uses as its permitted use.

Committee discussed:

- How taking this hotel use out of the market affects the vacancy rate.
- Staff discussing with the applicant a longer time frame for the Housing Agreement.
- The site maintaining the transient zoning as well as the residential use zoning.

Councillor Coleman withdrew from the meeting at 11:17 a.m.

Committee discussed:

- The size of the units being below 33m²

Councillor Loveday withdrew from the meeting at 11:18 a.m.

Committee discussed:

- Whether a land lift analysis was completed

Councillor Loveday returned to the meeting at 11:19 a.m.

Committee discussed:

- Cost to the applicant to implement a 10 year Housing Agreement versus in perpetuity.

Motion: It was moved by Councillor Alto, seconded by Councillor Thornton-Joe, that Council instruct staff to prepare the necessary Zoning Regulation Bylaw Amendment that would authorize the proposed development outlined in Rezoning Application No. 00554 for 345 Quebec Street; that first and second reading of the Zoning Regulation Bylaw Amendment be considered by Council; and a Public Hearing date be set after the execution of a Housing Agreement, to the satisfaction of City staff, to secure 219 residential rental units for a minimum of 10 years and to ensure that future strata bylaws cannot prohibit strata owners from renting residential strata units.

Amendment: It was moved by Councillor Alto, seconded by Councillor Thornton-Joe, that the motion be amended as follows:

That Council instruct staff to prepare the necessary Zoning Regulation Bylaw Amendment that would authorize the proposed development outlined in Rezoning Application No. 00554 for 345 Quebec Street; that first and second reading of the Zoning Regulation Bylaw Amendment be considered by Council; and a Public Hearing date be set after the execution of a Housing Agreement, to the satisfaction of City staff, to secure 219 residential rental units for a

minimum of ~~40~~ **20** years and to ensure that future strata bylaws cannot prohibit strata owners from renting residential strata units.

Amendment to the amendment:

It was moved by Councillor Isitt, councillor Loveday, that the motion be further amended as follows:

That Council instruct staff to prepare the necessary Zoning Regulation Bylaw Amendment that would authorize the proposed development outlined in Rezoning Application No. 00554 for 345 Quebec Street; that first and second reading of the Zoning Regulation Bylaw Amendment be considered by Council; and a Public Hearing date be set after the execution of a Housing Agreement, to the satisfaction of City staff, to secure 219 residential rental units for a minimum of ~~40~~ **20 60** years **or the life of the building** and to ensure that future strata bylaws cannot prohibit strata owners from renting residential strata units.

Committee discussed:

- Concerns with placing unreasonable requirements on the applicant.

On the amendment to the amendment:
DEFEATED 14/COTW

For: Councillor Isitt
Against: Mayor Helps, Councillors Alto, Loveday, Lucas, Madoff, Thornton-Joe, and Young

Committee discussed:

- The possibility of the building being used for short-term vacation rentals instead of rental.

On the amendment:
CARRIED UNANIMOUSLY 17/COTW

Amendment: It was moved by Councillor Madoff, seconded by Councillor Isitt, that the motion be amended as follows:

That Council instruct staff to prepare the necessary Zoning Regulation Bylaw Amendment that would authorize the proposed development outlined in Rezoning Application No. 00554 for 345 Quebec Street; that first and second reading of the Zoning Regulation Bylaw Amendment be considered by Council; and a Public Hearing date be set after the execution of a Housing Agreement, to the satisfaction of City staff, to secure 219 residential rental units for a minimum of 20 years and to ensure that future strata bylaws cannot prohibit strata owners from renting residential strata units, **and that the transient use be removed from the zone.**

On the amendment:
CARRIED UNANIMOUSLY 17/COTW

On the main motion as amended:

That Council instruct staff to prepare the necessary Zoning Regulation Bylaw Amendment that would authorize the proposed development outlined in

Rezoning Application No. 00554 for 345 Quebec Street; that first and second reading of the Zoning Regulation Bylaw Amendment be considered by Council; and a Public Hearing date be set after the execution of a Housing Agreement, to the satisfaction of City staff, to secure 219 residential rental units for a minimum of 20 years and to ensure that future strata bylaws cannot prohibit strata owners from renting residential strata units, and that the transient use be removed from the zone.

On the main motion as amended:
CARRIED UNANIMOUSLY 17/COTW



Committee of the Whole Report

For the Meeting of June 22, 2017

To: Committee of the Whole **Date:** June 8, 2017

From: Jonathan Tinney, Director, Sustainable Planning and Community Development

Subject: Rezoning Application No. 00554 for 345 Quebec Street

RECOMMENDATION

That Council instruct staff to prepare the necessary Zoning Regulation Bylaw Amendment that would authorize the proposed development outlined in Rezoning Application No. 00554 for 345 Quebec Street; that first and second reading of the Zoning Regulation Bylaw Amendment be considered by Council; and a Public Hearing date be set after the execution of a Housing Agreement, to the satisfaction of City staff, to secure 219 residential rental units for a minimum of 10 years and to ensure that future strata bylaws cannot prohibit strata owners from renting residential strata units.

LEGISLATIVE AUTHORITY

In accordance with Section 479 of the *Local Government Act*, Council may regulate within a zone the use of land, buildings and other structures, the density of the use of the land, building and other structures, the siting, size and dimensions of buildings and other structures, as well as, the uses that are permitted on the land, and the location of uses on the land and within buildings and other structures.

In accordance with Section 483 of the *Local Government Act*, Council may enter into a Housing Agreement which may include terms agreed to by the owner regarding the occupancy of the housing units and provided such agreement does not vary the use of the density of the land from that permitted under the zoning bylaw.

EXECUTIVE SUMMARY

The purpose of this report is to present Council with information, analysis and recommendations for a Rezoning Application for the property located at 345 Quebec Street. The proposal is to rezone the land from the T-1 Zone (Limited Transient Accommodation District) to a site specific zone to add residential uses as a permitted use at this location.

The following points were considered in assessing this application:

- the proposal is consistent with the *Official Community Plan (OCP)* in terms of providing residential housing in the area and supplying a range of housing types and tenures

- the proposal exceeds the density limits expressed in the OCP; however, the building is already constructed and no additional floor area is proposed
- the applicant has offered to provide a Housing Agreement to secure the 219 residential units as rental for a minimum of 10 years
- the proposal seeks to reduce the required number of parking spaces from 307 to 179. This reduction in parking is supportable based on the traffic Impact assessment provided and the Housing Agreement to secure the units a rental for 10 years
- the proposal is generally consistent with the *James Bay Neighbourhood Plan* with respect to providing a range of housing opportunities; however, it is not consistent with regard to maintaining the "tourist focus" which is envisioned for this area. However, the OCP provides more current direction for land use and density.

BACKGROUND

Description of Proposal

The proposal is for the conversion of an existing 13-storey hotel into residential apartments. Specific details are identified in association with the concurrent Development Permit Application for this property. The only change from the current zone that is being proposed would be the addition of multi-family residential use.

Affordable Housing Impacts

The applicant proposes the creation of 219 new residential units which would increase the overall supply of housing in the area. A Housing Agreement is proposed which would ensure that future strata bylaws could not prohibit the rental of units and to secure all units as rental for 10 years.

Sustainability Features

The applicant has identified a number of sustainability features which will be reviewed in association with the concurrent Development Permit Application for this property.

Active Transportation Impacts

The application proposes the following features which support active transportation:

- 219 secure class 1 bike stalls
- interior bicycle repair station for residents.

Public Realm Improvements

No public realm improvements are proposed in association with this Rezoning Application.

Land Use Context

The area is characterized by a predominance of Hotels at the edge of the Inner Harbour District and a transition from this area to the multi-family residential areas of James Bay. Neighbouring buildings range from two to ten-storeys with similar building footprints and range in age from the historic Huntingdon Manor to the Oswego Hotel, constructed in 2007.

Immediately adjacent land uses include:

- North - Huntingdon Manor (3-4 storey Hotel)
- South - Oswego Hotel (10-storey) and non-profit multi-family housing (2 to 3-storey)
- East - Multi-family residential housing (4-storey)
- West - Pendray Capital Region Housing Corporation multi-family townhouses.

Existing Site Development and Development Potential

The site is presently occupied by a 13-storey hotel with both underground and surface parking.

Under the current T-1 Zone (Limited Transient Accommodation District), the property could be developed to accommodate a six to seven-storey building, not exceeding 21.5m in height, at a 1.2 to 1.0 floor space ratio and with a maximum site coverage of 20%. Land uses would be limited to transient accommodation or single-family dwellings.

Data Table

The following data table compares the proposal with the existing T-1 Zone. Transient Accommodation. An asterisk is used to identify where the proposal is less stringent than the existing zone. Two asterisks are used to identify where the building is legally non-conforming with regard to the existing zone.

Zoning Criteria	Proposal	Zone Standard T-1, Limited Transient Accommodation
Multi-family residential use	219 units*	Use not permitted
Site area (m ²) - minimum	3993.80	1850
Density (Floor Space Ratio) - maximum	4.12**	1.2
Total floor area (m ²) - maximum	16,450.87**	4792.56
Height (m) - maximum	36.60**	21.50
Storeys - maximum	13	N/A
Site coverage % - maximum	69.2**	20
Open site space % - minimum	14.9**	30
Setbacks (m) - minimum:		
Front	0.02**	7.5
Rear	0.1**	7.5
Side (SE)	0.01**	7.5
Side (NW)	0.3**	7.5
Parking - minimum	179*	307
Bicycle parking stalls (minimum)	219 Class 1, 18 Class 2	18 Class 2

Community Consultation

Consistent with the *Community Association Land Use Committee (CALUC) Procedures for Processing Rezoning and Variances Applications*, the applicant has consulted the James Bay CALUC at a Community Meeting held on September 14th, 2016. A letter dated September 19th, 2016 is attached to this report.

ANALYSIS

The proposal is consistent with the *Official Community Plan (OCP)* in terms of supporting residential land-uses in this area. The Urban Place Designation for the subject property is Urban Residential, which anticipates building heights up to six-storeys. The status of the existing, legal non-confirming attributes of the building will remain as no changes to them are proposed. These include significant height and density inconsistencies between what is existing on-site, the present T-1 Zone, Limited Transient District, and the OCP policy.

The proposal helps to advance the OCP goal of providing a range of housing types and tenures. Consideration was also given to the OCP economic objectives with the proposed removal of both a tourism facility and employment generator. To this end, the OCP clearly identifies the focus for this area as residential. Further, the repurposing of an existing building helps to advance the OCP objectives around sustainability.

Regulatory Considerations

The proposal does not meet the requirements of Schedule C in the Zoning Bylaw, related to parking, however, this reduction in parking is supportable based on the Traffic Impact Assessment and the Housing Agreement to secure rental units. If Council approve this application to go to a public hearing, the bylaw will be drafted to include a lower parking standard for rental accommodation.


CONCLUSIONS

The proposed conversion of the existing hotel to residential units is consistent with the OCP objective to provide a mix of housing options in the City. The re-purposing of an existing building for this purpose is also in line with aspects of the OCP sustainability objectives. The proposed rezoning to permit residential land-uses is supportable based on advancing the aforementioned OCP objectives. Staff recommend that Council consider supporting this application.

ALTERNATE MOTION

That Council decline Application No. 00554 for the property located at 345 Quebec Street.

Respectfully submitted,



Miko Betanzo, Senior Planner - Urban Design
Development Services



Jonathan Tinney, Director
Sustainable Planning and Community
Development

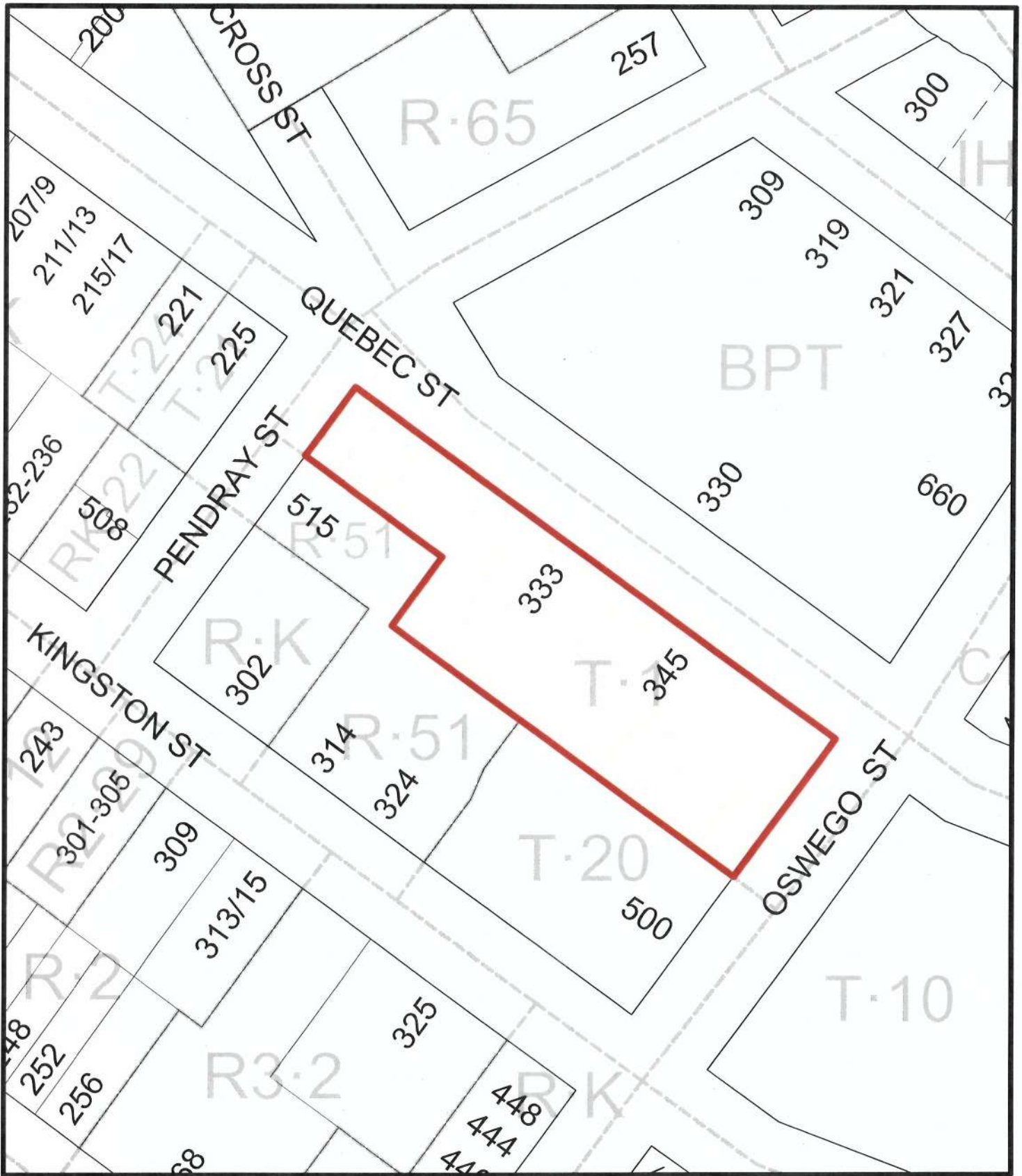
Report accepted and recommended by the City Manager:



Date: June 16, 2017

List of Attachments

- Subject Map
- Aerial Map
- Plans, dated June 5, 2017
- Letter from applicant to Mayor and Council, dated February 9, 2017
- Community Association Land Use Committee Comments, dated September 19, 2016
- Parking Demand Study, dated August 17, 2016
- Sewage Flow Calculation report, dated April 3, 2017
- Housing Agreement email from Applicant, dated March 6, 2017.



345 Quebec Street
Rezoning #00554 & Development Permit #000491





345 Quebec Street
Rezoning #00554 & Development Permit #000491





STREET VIEW FROM QUEBEC ST. AND OSWEGO ST.



STREET VIEW FROM QUEBEC ST. AND PENDRAY ST.



COURTYARD VIEW TO SOUTHEAST



COURTYARD VIEW TO SOUTHWEST



COURTYARD VIEW AT POOL

OMICRON ARCHITECTURE ENGINEERING CONSTRUCTION LTD.
 1000 West 10th Avenue, Suite 200
 Victoria, BC V8W 2E1
 Tel: 250.363.1234
 Fax: 250.363.1235
 Email: info@omicron.ca
 Website: www.omicron.ca

Received
 City of Victoria
 COVER PAGE

Planning & Development Department
 Community Planning Division

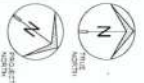
JUN 05 2017

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HARBOUR TOWERS LIMITED PARTNERSHIP
HARBOUR TOWERS
 RENO, VICTORIA
 345 QUEBEC ST, VICTORIA, BC V8V 1W4

Owner: TSEB
 Project Name: 10 16 040

DRAWING LIST - ARCHITECTURAL



PROJECT NAME / ADDRESS

APPLICABLE CODES:
HARRIS COUNTY
NORTH HAVEN, CT 06460

GOVERNING BODIES:
CITY OF NORTH HAVEN

LEGAL DESCRIPTION:
LOT 17 IN LOT 180 AND LOT 181 IN BLOCK 400, SECTION 36, TOWNSHIP 07 NORTH, RANGE 01 WEST, 10TH PRINCIPAL MERIDIAN, HARRIS COUNTY, TEXAS

ZONING:

LOT A 04 LOT 9 828 - 830
PH: 092-856-217

ZONING:		PERMITTED	PROPOSED
R-1 SINGLE-FAMILY RESIDENTIAL		1.685 AC. MIN.	1.70 AC. MIN.
R-1.5 LIMITED DENSITY RESIDENTIAL		1.70 AC. MIN.	1.70 AC. MIN.
R-2 DENSITY		2.00 AC. MIN.	2.00 AC. MIN.
R-3 DENSITY		2.50 AC. MIN.	2.50 AC. MIN.
R-4 DENSITY		3.00 AC. MIN.	3.00 AC. MIN.
R-5 DENSITY		3.50 AC. MIN.	3.50 AC. MIN.
R-6 DENSITY		4.00 AC. MIN.	4.00 AC. MIN.
R-7 DENSITY		4.50 AC. MIN.	4.50 AC. MIN.
R-8 DENSITY		5.00 AC. MIN.	5.00 AC. MIN.
R-9 DENSITY		5.50 AC. MIN.	5.50 AC. MIN.
R-10 DENSITY		6.00 AC. MIN.	6.00 AC. MIN.
R-11 DENSITY		6.50 AC. MIN.	6.50 AC. MIN.
R-12 DENSITY		7.00 AC. MIN.	7.00 AC. MIN.
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R-27 DENSITY		14.50 AC. MIN.	14.50 AC. MIN.
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R-97 DENSITY		49.50 AC. MIN.	49.50 AC. MIN.
R-98 DENSITY		50.00 AC. MIN.	50.00 AC. MIN.
R-99 DENSITY		50.50 AC. MIN.	50.50 AC. MIN.
R-100 DENSITY		51.00 AC. MIN.	51.00 AC. MIN.

EXHIBITING FOR
1 FEBRUARY 1994
10:00 AM - 12:00 PM

[illegible]

Country	Year	Value
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USA	1991	1.00
USA	1992	1.00
USA	1993	1.00
USA	1994	1.00
USA	1995	1.00
USA	1996	1.00
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USA	2105	1.00
USA	2106	1.00
USA	2107	1.00
USA	2108	1.00
USA		

VEHICLE PARKING:

TOTAL PARKING SEC

CRIBBLED/PAKING ROOMS REG.		1 STAFFING STILLS (PCL IN CRIBBED ROOM)	
	EXPERIENCE	PROFICIENT	
1. E. E. P.	27	27	
2. E. E. P.	27	27	
3. E. E. P.	34	34	
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5. E. E. P.	26	26	
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CLASS 1: BNCVC1.8.100
CLASS 2: BNCVC1.8.100[illegible]

1096-2330/95/0505-0000\$05.00/0

[illegible][illegible]

DATE	DESCRIPTION	AMOUNT	BALANCE
12/1/00	OPENING BALANCE		100.00
12/2/00	PAYROLL	50.00	50.00
12/3/00	RENT	25.00	25.00
12/4/00	SALES	75.00	100.00
12/5/00	PAYROLL	50.00	50.00
12/6/00	RENT	25.00	25.00
12/7/00	SALES	75.00	100.00
12/8/00	PAYROLL	50.00	50.00
12/9/00	RENT	25.00	25.00
12/10/00	SALES	75.00	100.00
12/11/00	PAYROLL	50.00	50.00
12/12/00	RENT	25.00	25.00
12/13/00	SALES	75.00	100.00
12/14/00	PAYROLL	50.00	50.00
12/15/00	RENT	25.00	25.00
12/16/00	SALES	75.00	100.00
12/17/00	PAYROLL	50.00	50.00
12/18/00	RENT	25.00	25.00
12/19/00	SALES	75.00	100.00
12/20/00	PAYROLL	50.00	50.00
12/21/00	RENT	25.00	25.00
12/22/00	SALES	75.00	100.00
12/23/00	PAYROLL	50.00	50.00
12/24/00	RENT	25.00	25.00
12/25/00	SALES	75.00	100.00
12/26/00	PAYROLL	50.00	50.00
12/27/00	RENT	25.00	25.00
12/28/00	SALES	75.00	100.00
12/29/00	PAYROLL	50.00	50.00
12/30/00	RENT	25.00	25.00
12/31/00	SALES	75.00	100.00
1/1/01	OPENING BALANCE		100.00

See Chapter 10 for further "World" information.

Circuit		2000		2001		2002		2003		2004		2005		2006		2007		2008		2009		2010		2011		2012		2013		2014		2015		2016		2017		2018		2019		2020		2021		2022		2023		2024		2025		2026		2027		2028		2029		2030		2031		2032		2033		2034		2035		2036		2037		2038		2039		2040		2041		2042		2043		2044		2045		2046		2047		2048		2049		2050		2051		2052		2053		2054		2055		2056		2057		2058		2059		2060		2061		2062		2063		2064		2065		2066		2067		2068		2069		2070		2071		2072		2073		2074		2075		2076		2077		2078		2079		2080		2081		2082		2083		2084		2085		2086		2087		2088		2089		2090		2091		2092		2093		2094		2095		2096		2097		2098		2099		2100		2101		2102		2103		2104		2105		2106		2107		2108		2109		2110		2111		2112		2113		2114		2115		2116		2117		2118		2119		2120		2121		2122		2123		2124		2125		2126		2127		2128		2129		2130		2131		2132		2133		2134		2135		2136		2137		2138		2139		2140		2141		2142		2143		2144		2145		2146		2147		2148		2149		2150		2151		2152		2153		2154		2155		2156		2157		2158		2159		2160		2161		2162		2163		2164		2165		2166		2167		2168		2169		2170		2171		2172		2173		2174		2175		2176		2177		2178		2179		2180		2181		2182		2183		2184		2185		2186		2187		2188		2189		2190		2191		2192		2193		2194		2195		2196		2197		2198		2199		2200		2201		2202		2203		2204		2205		2206		2207		2208		2209		2210		2211		2212		2213		2214		2215		2216		2217		2218		2219		2220		2221		2222		2223		2224		2225		2226		2227		2228		2229		2230		2231		2232		2233		2234		2235		2236		2237		2238		2239		2240		2241		2242		2243		2244		2245		2246		2247		2248		2249		2250		2251		2252		2253		2254		2255		2256		2257		2258		2259		2260		2261		2262		2263		2264		2265		2266		2267		2268		2269		2270		2271		2272		2273		2274		2275		2276		2277		2278		2279		2280		2281		2282		2283		2284		2285		2286		2287		2288		2289		2290		2291		2292		2293		2294		2295		2296		2297		2298		2299		2300		2301		2302		2303		2304		2305		2306		2307		2308		2309		2310		2311		2312	
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ARCHITECTURE

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S2.0.5 SECOND FLOOR STRUCTURAL DEMOLITION PLAN

S2.0.6 THIRD FLOOR STRUCTURAL DEMOLITION PLAN

DRAWING LIST - STRUCTURAL

CONTACT INFORMATION

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RUTH ASSOCIATES

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SUITE 407 - 545 GUY STREET
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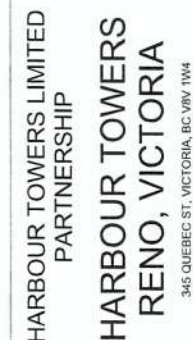
PAROSCALE CONSULTING
 10000 LUSITANA AVENUE
 SUITE 1000
 DALLAS, TEXAS 75243-4400
 TEL: 214/343-1111
 FAX: 214/343-1112
 WWW.PAROSCALE.COM

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 Aurora, CO 80012
 303.341.1100
 FAX 303.341.1101

PROJECT INFORMATION



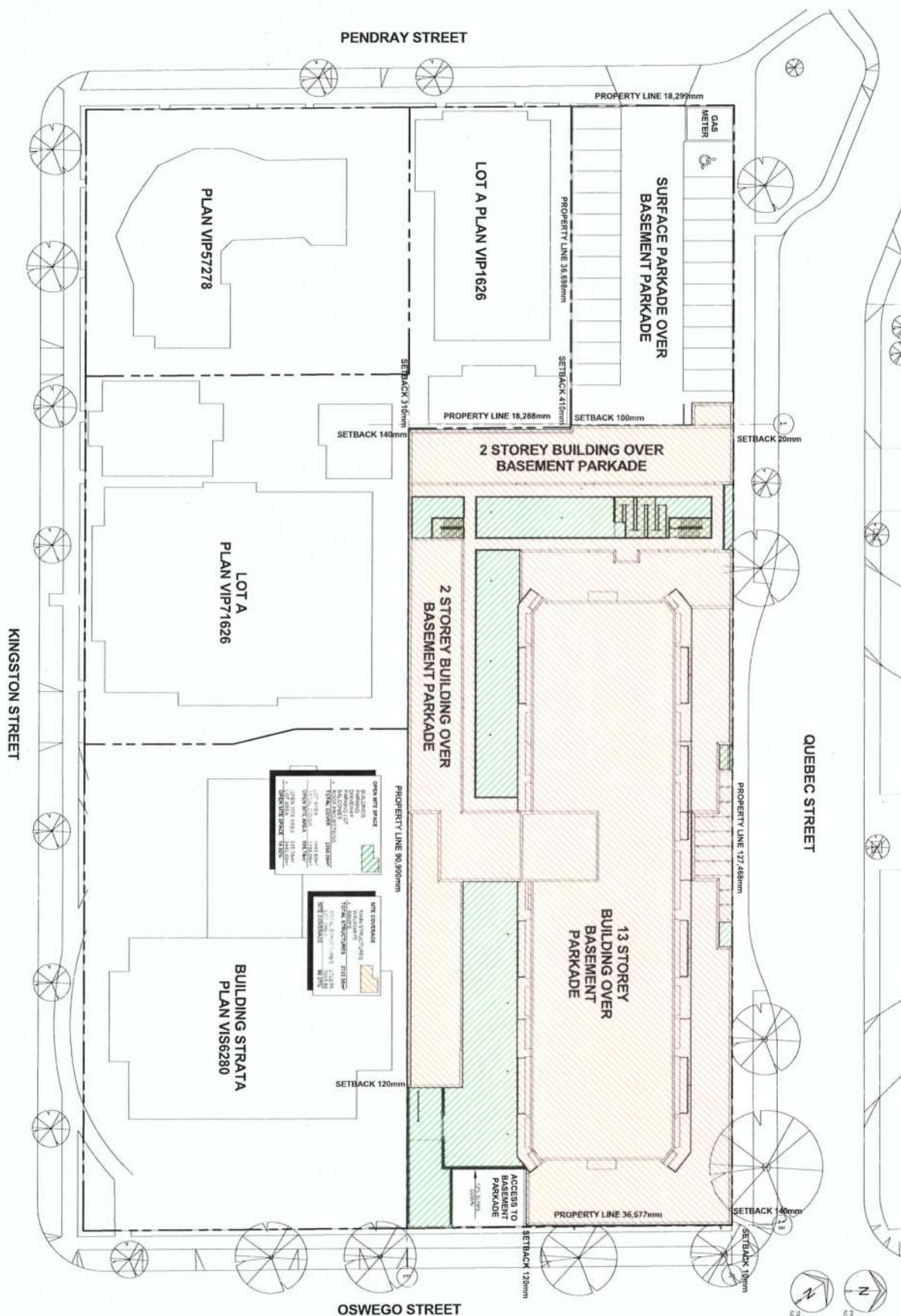
ISSUED	
Date	Remarks
2014 DEC 12	ISSUED FOR E.P. - REPURPOSE
2015 APR 07	RE-APPROVED FOR E.P. - REPURPOSE
2015 APR 07	RE-APPROVED FOR E.P. - REPURPOSE



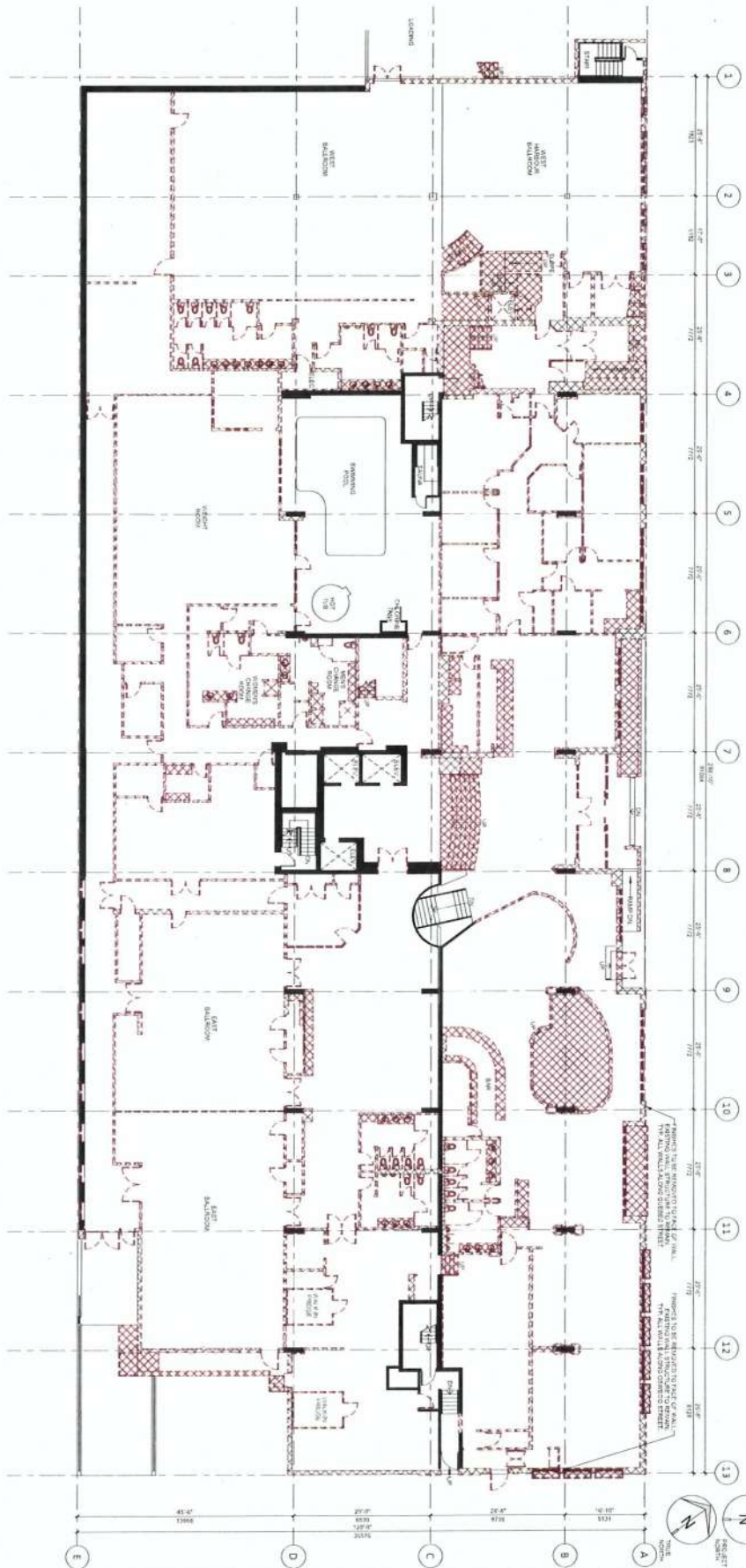
Drawn:	TS/EB	Checked:	IM
Project Number:	10 16 040		

SITE SURVEY

A1.0.0



REVISIONS
 NO. DATE BY DESCRIPTION
 1 10/10/2010 JTS Initial Design
 2 10/10/2010 JTS Final Design



GROUND FLOOR DEMOLITION PLAN
 SCALE: 1/8" = 1'-0"

DEMOLITION LEGEND
 XXXX DEMOLITION
 --- EXISTING WALLS TO REMAIN
 --- EXISTING WALLS TO BE REMOVED
 --- EXISTING WALLS TO BE REINFORCED
 --- EXISTING WALLS TO BE REINFORCED AND REPAIRED

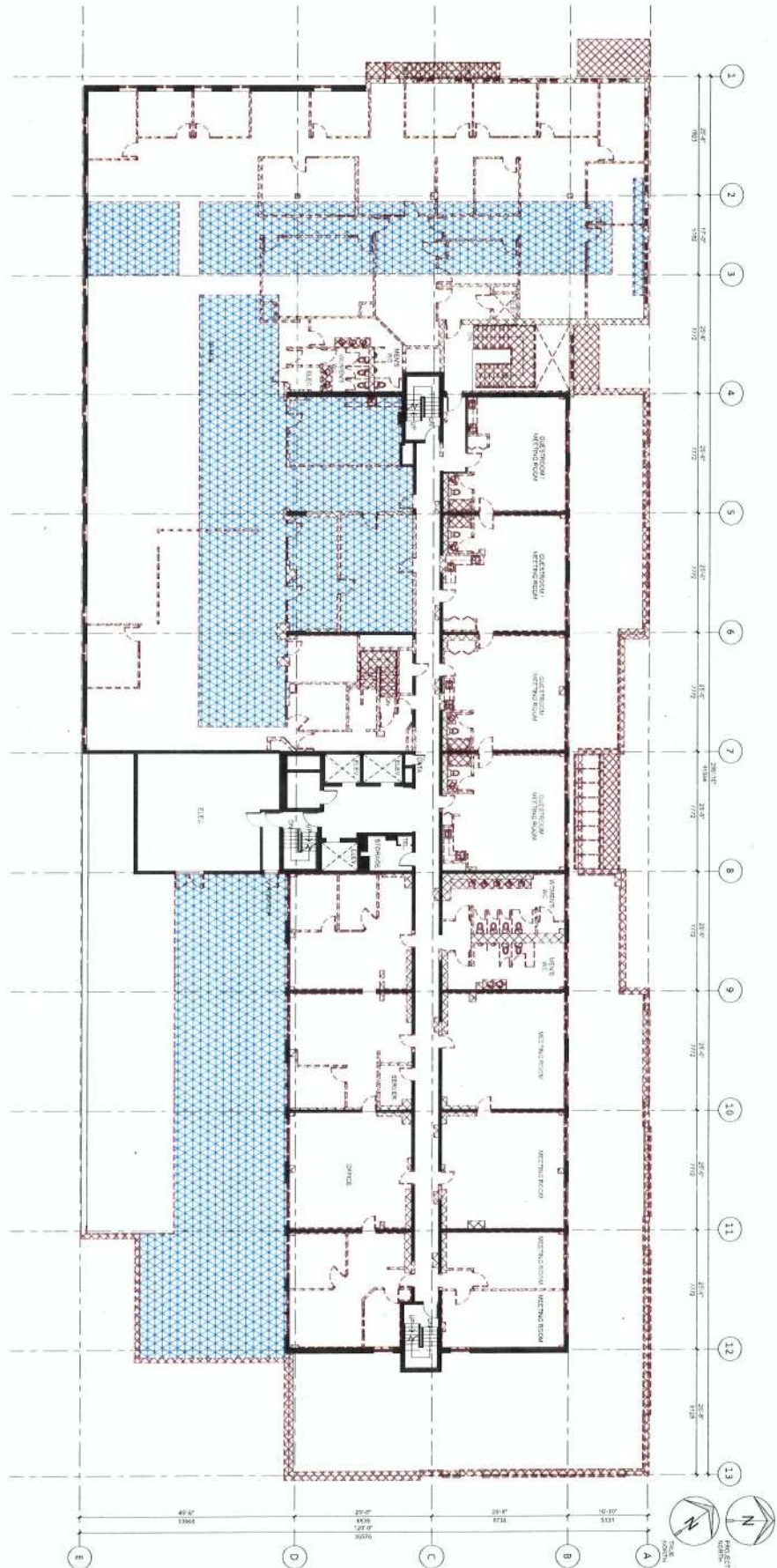
GROUND FLOOR DEMOLITION PLAN

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HARBOUR TOWERS RENO, VICTORIA
 345 QUEBEC ST, VICTORIA, BC V8V 1W4

A2.0.4

Drawn: TSEB
 Checked: JM
 Project Number: 10 16 040

1 2ND FLOOR DEMOLITION PLAN

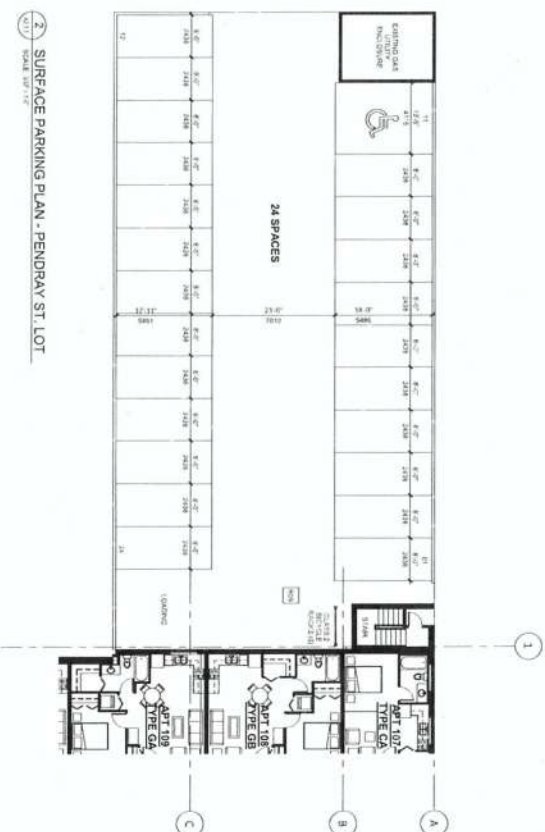


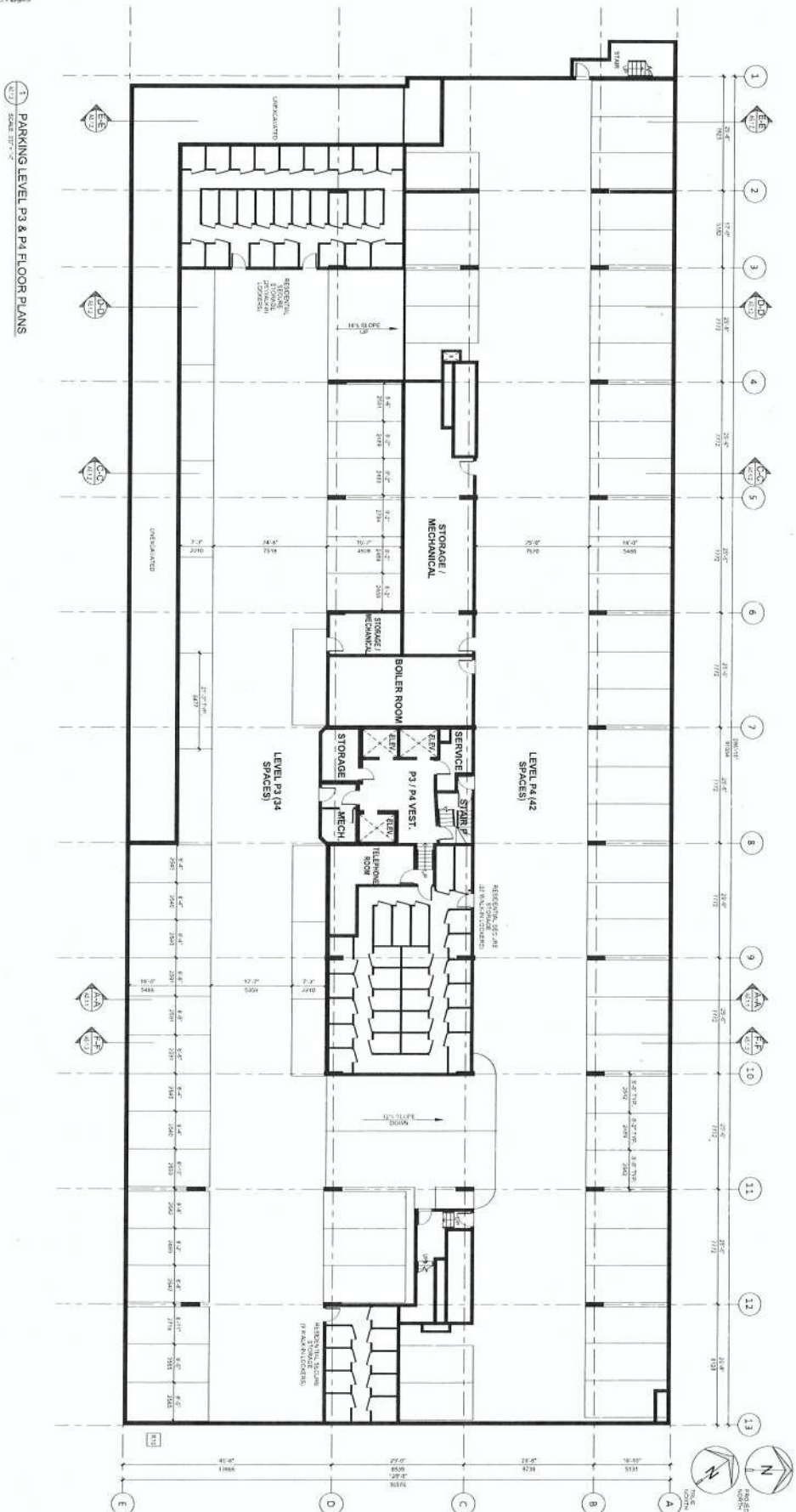
DEMOLITION LEGEND

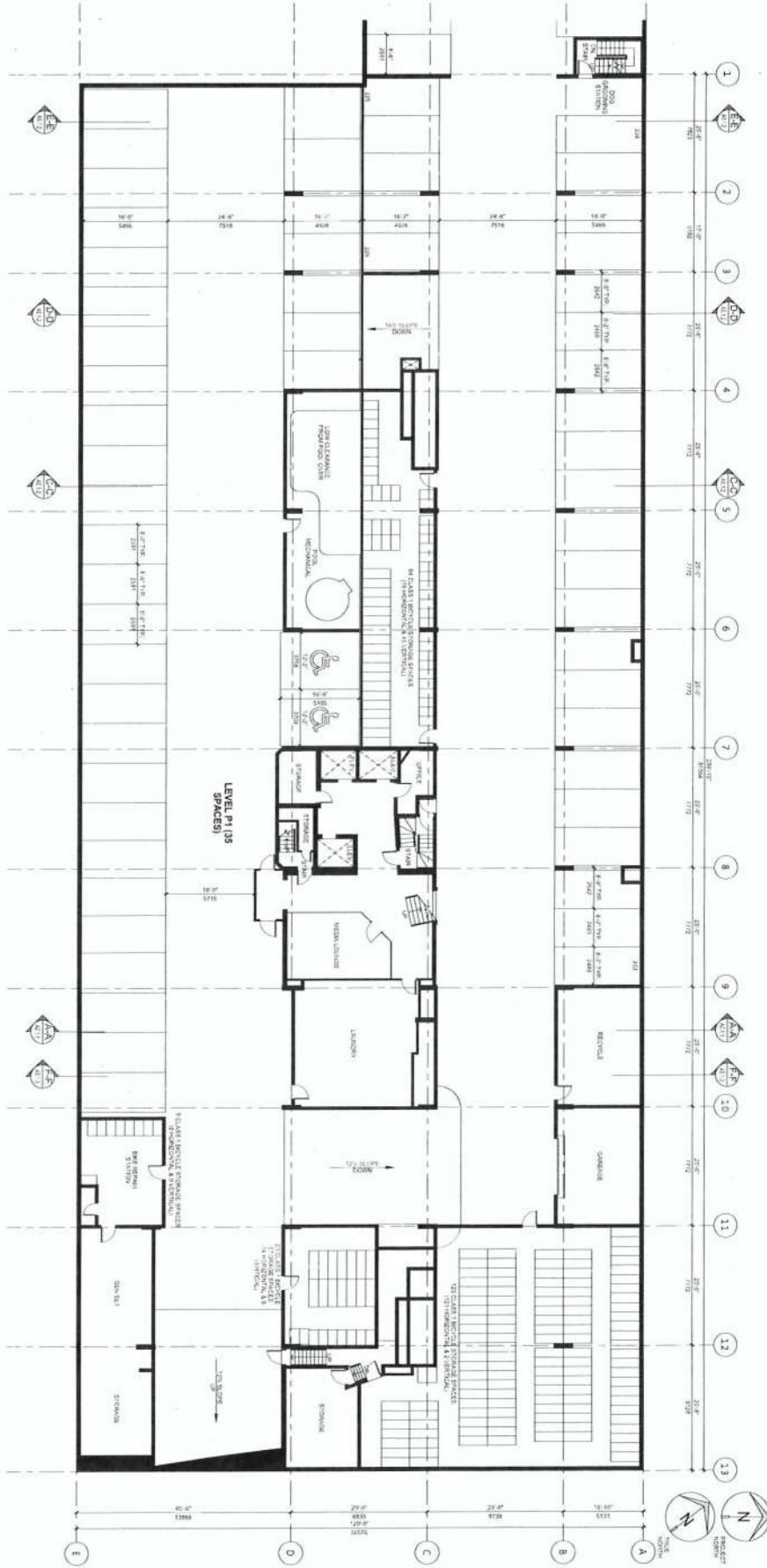
STRUCTURAL ELEMENTS TO BE DEMOLISHED
 OTHER AREAS TO BE DEMOLISHED
 EXISTING WALL/DOOR/STAIR
 EXISTING WALL/DOOR/STAIR

SECOND FLOOR DEMOLITION PLAN

REVISION	DATE	BY	CHKD
1	2010.04.01	TSEB	CHW







PARKING LEVEL P1 & P2 FLOOR PLANS
 SCALE: 1/8" = 1'-0"

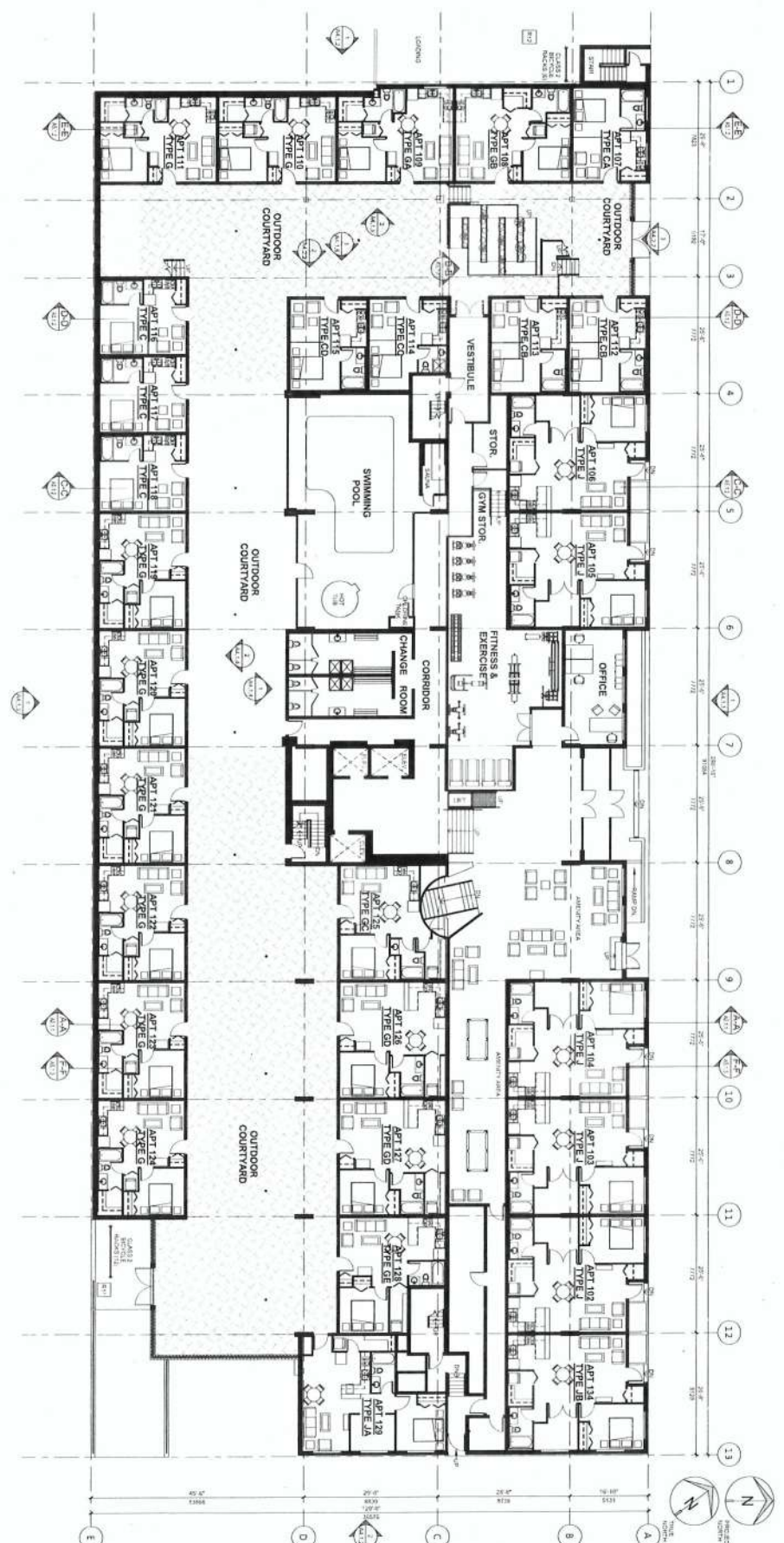
OMICRON ARCHITECTURE ENGINEERING CONSTRUCTION LTD.
 10000 100th Ave. Suite 100
 Richmond, BC V6V 1W4
 Tel: 604-273-1000
 Fax: 604-273-1001
 Email: info@omicron.ca
 Website: www.omicron.ca

PARKING LEVEL P1 & P2 FLOOR PLANS

A2.1.3

Owner: TS&B
Client: CHASE
Project: NM
Revision: 10 16 040

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HARBOUR TOWERS RENO, VICTORIA
 345 QUEBEC ST, VICTORIA, BC V8V 1W4



1 GROUND FLOOR PLAN

GROUND FLOOR PLAN

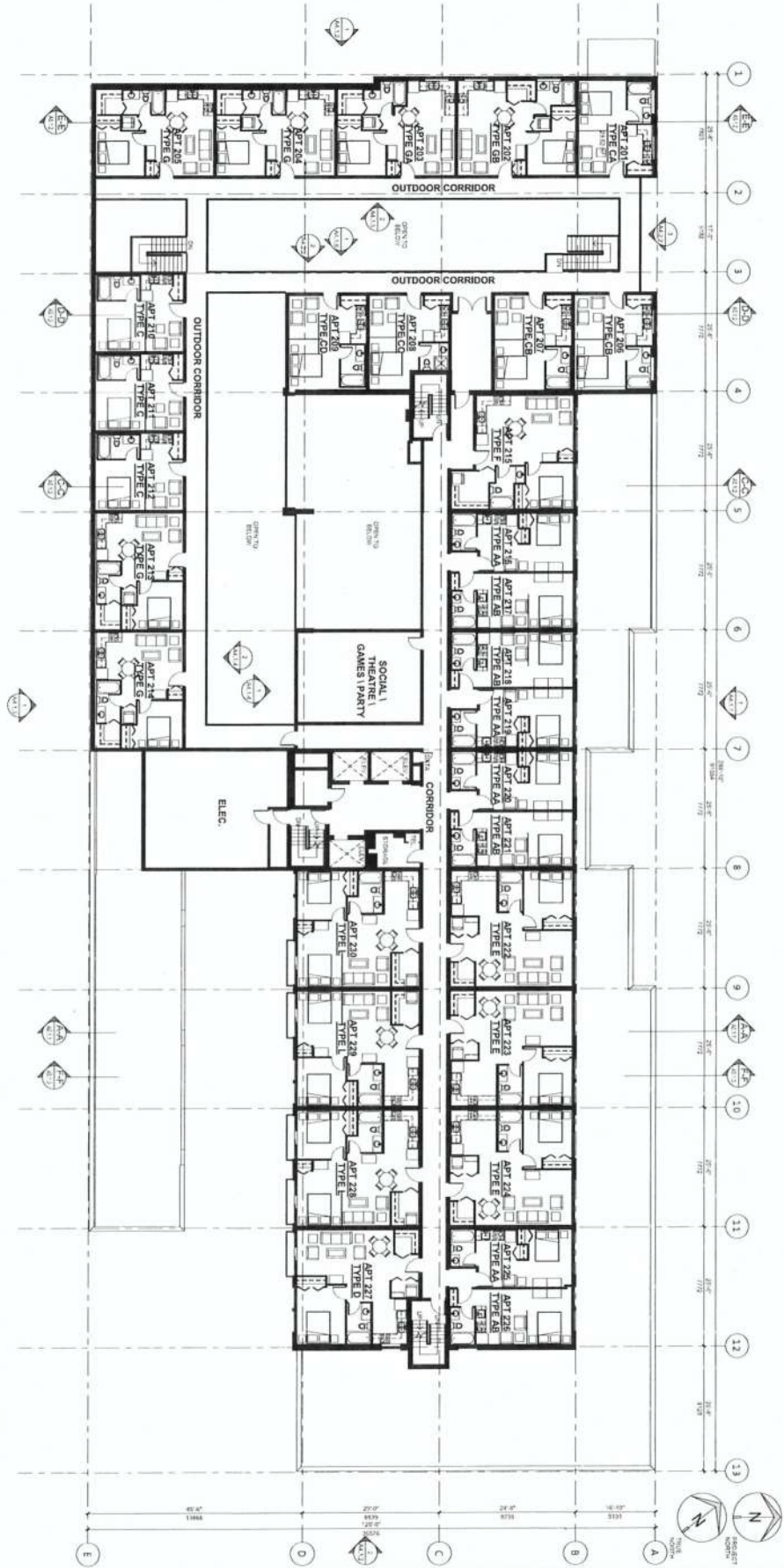
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HARBOUR TOWERS
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DATE: 10/16/04
DRAWN: TS/EB
CHECKED: JM

2ND FLOOR PLAN

[illegible][illegible]

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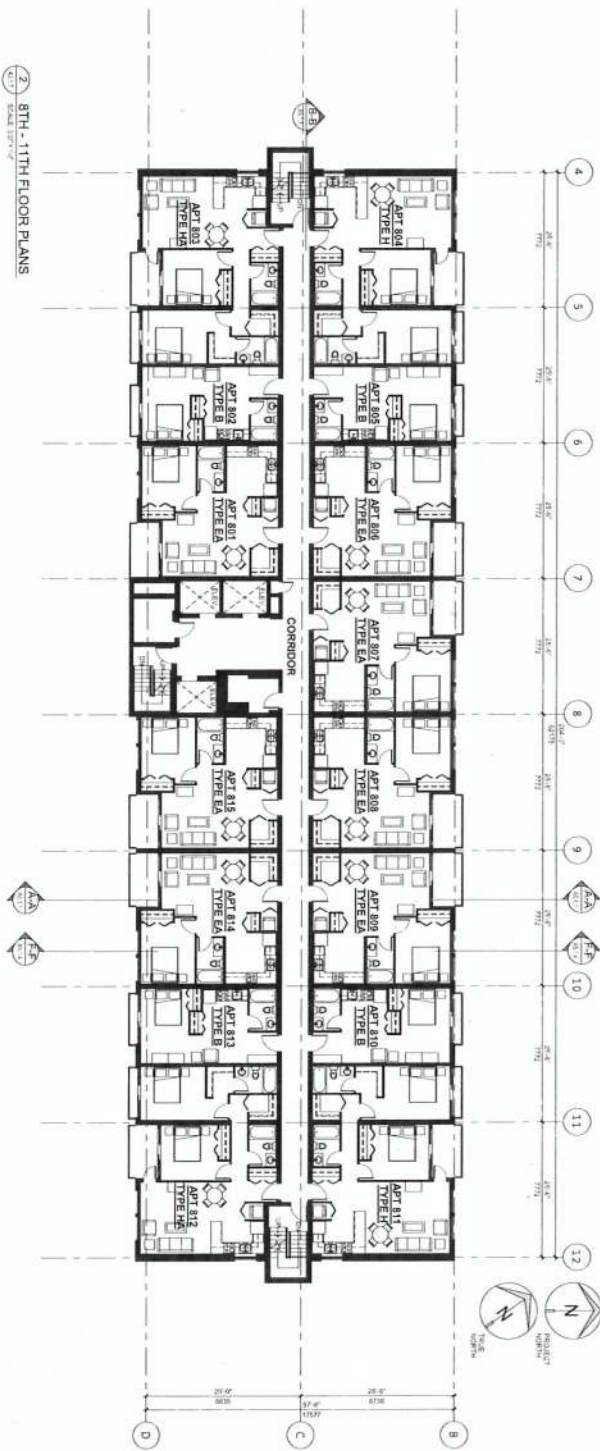
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Project Number	1016040		

SECOND FLOOR PLAN

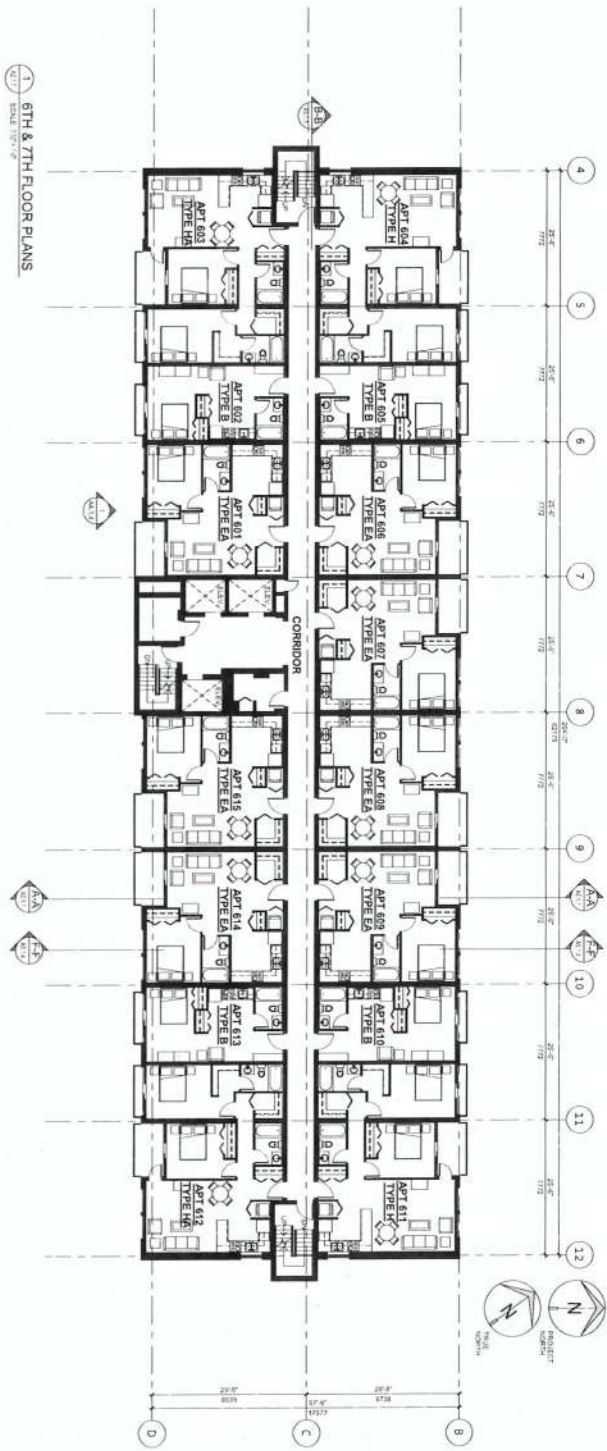
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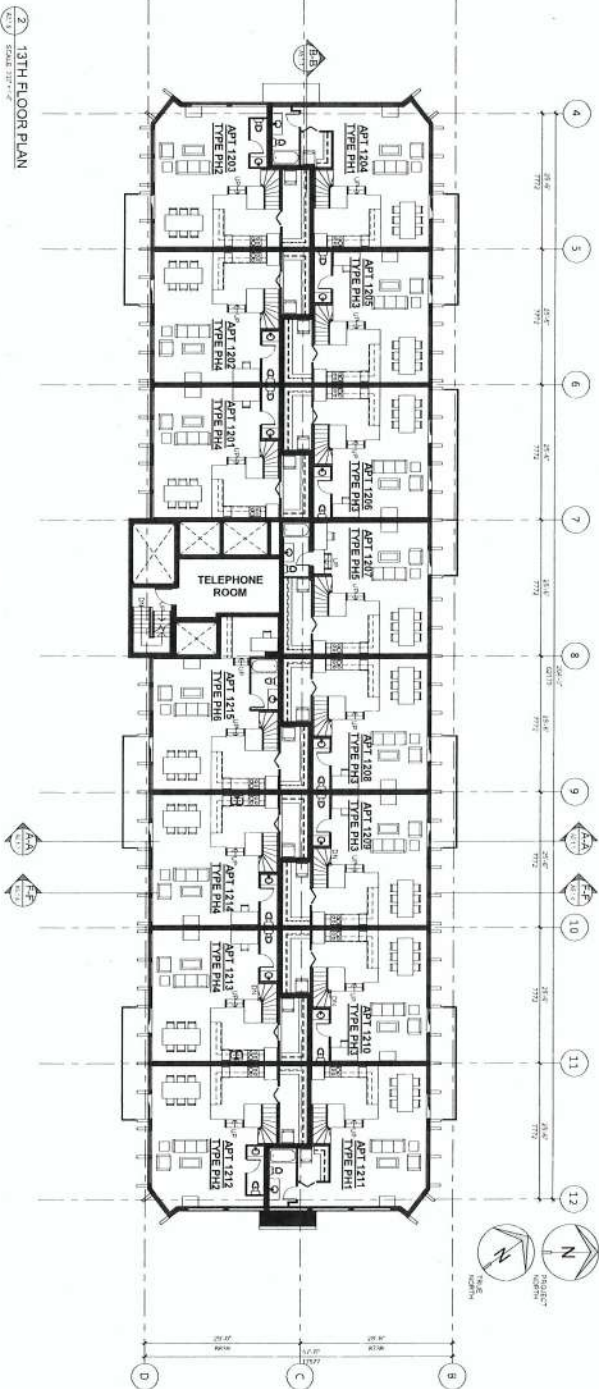
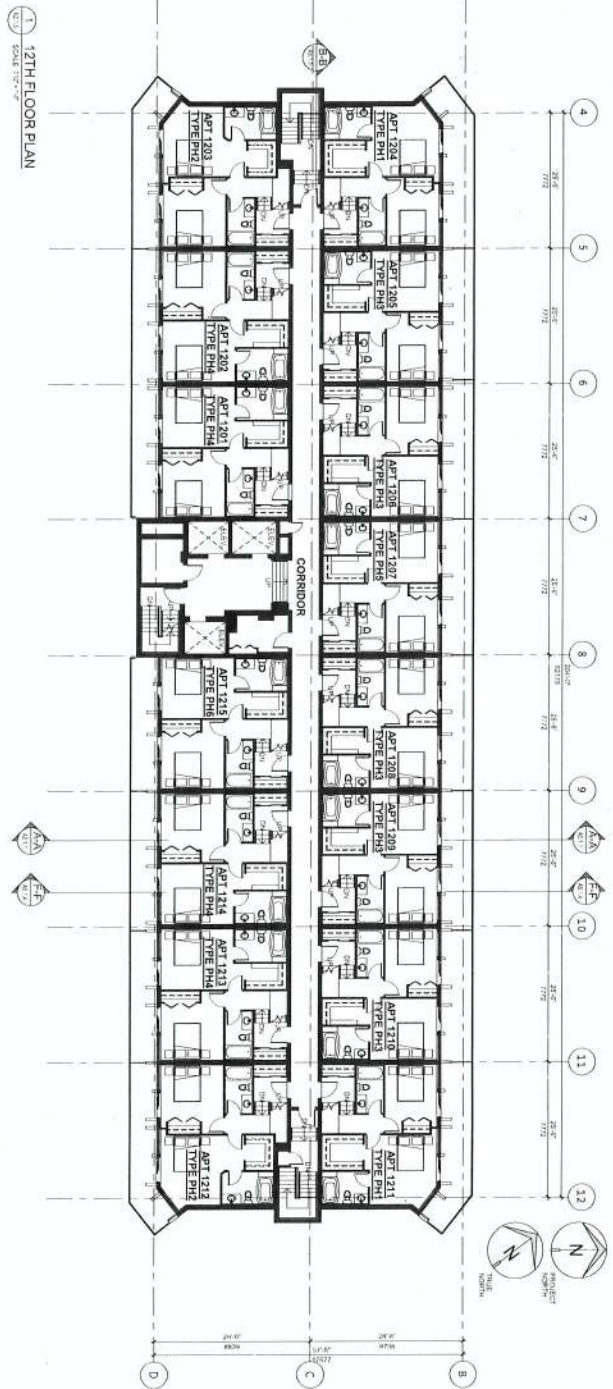


2 8TH - 11TH FLOOR PLANS



1 6TH & 7TH FLOOR PLANS







A2.1.9

Date:	T/SEB	Contract:	IM
Project Number:			10 16 040

345 QUEBEC ST, VICTORIA, BC V8V 1W4

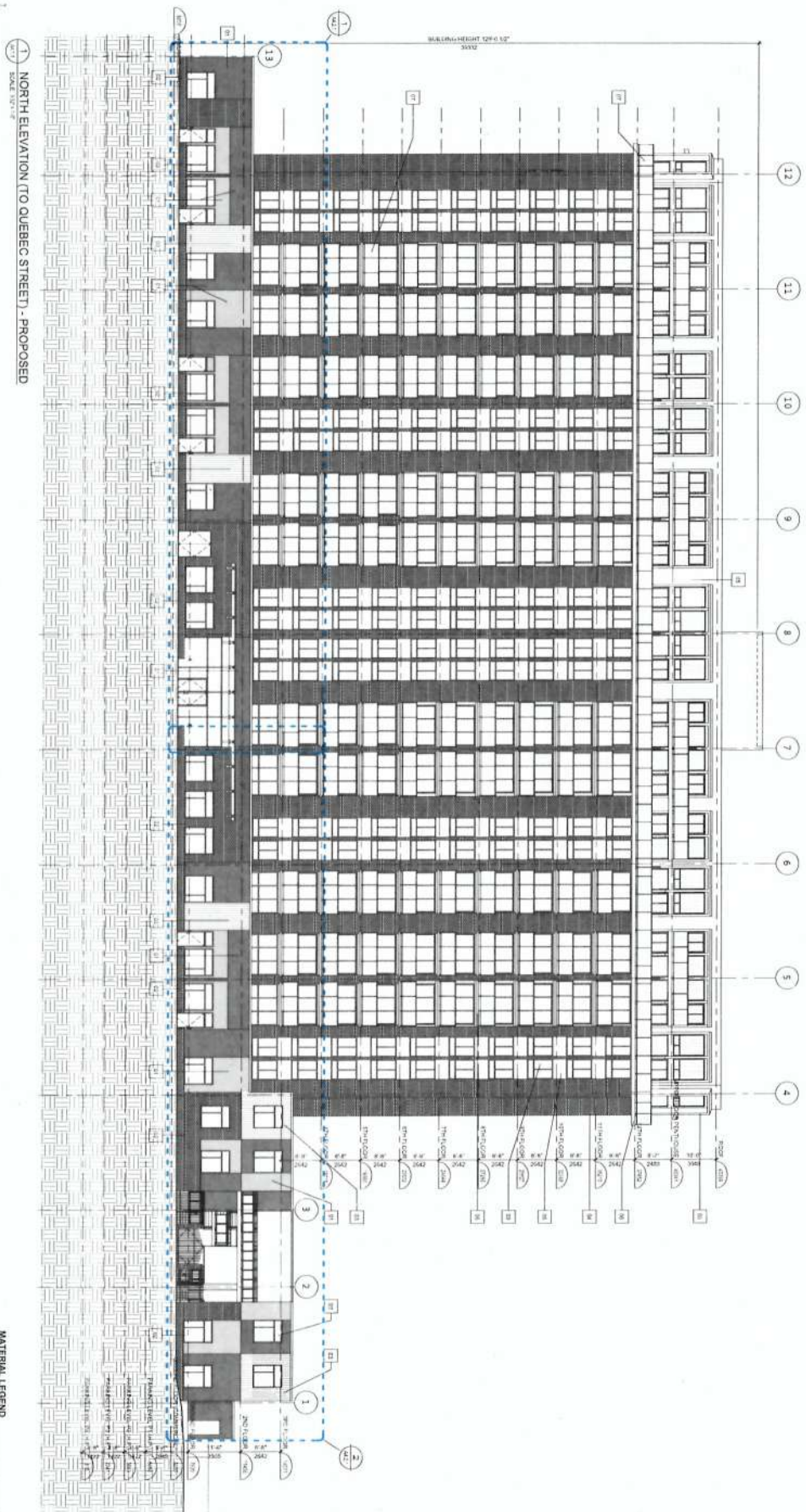
OMICRON

Alpha-Rho-Tau: Theta-Delta-Gamma
5000 University Square
4074 Lake Shore Drive, Suite 100
P.O. Box 10000
Columbus, OH 43260-1000

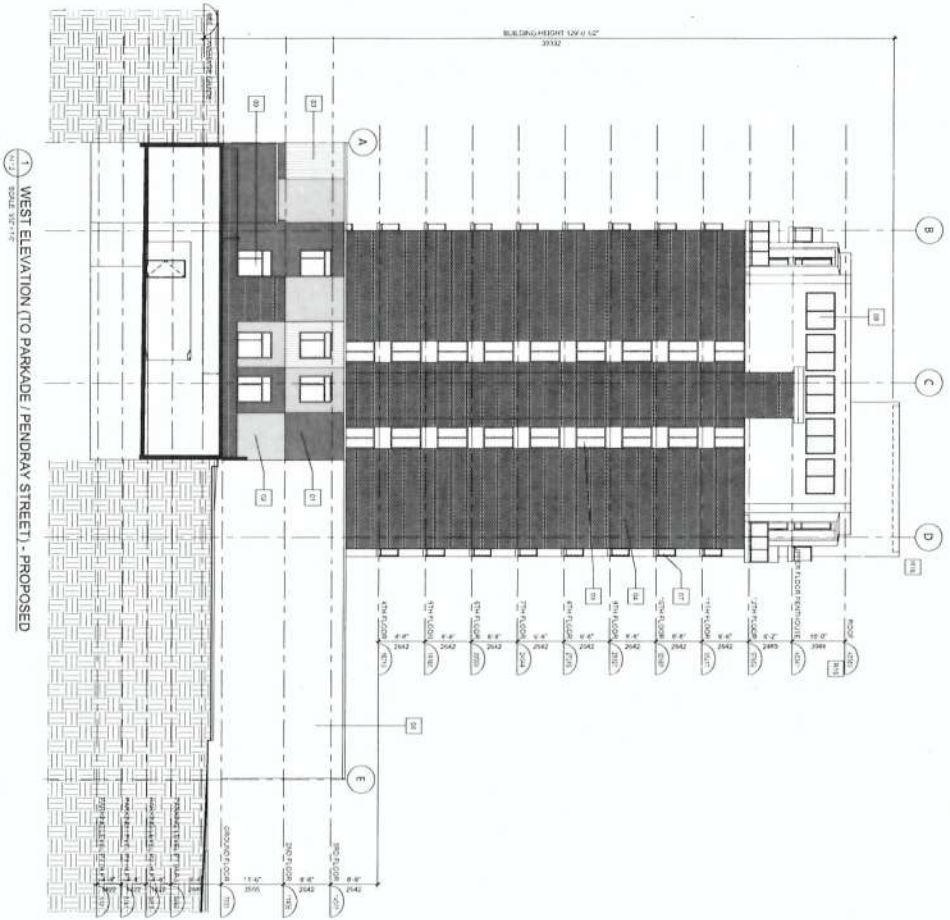
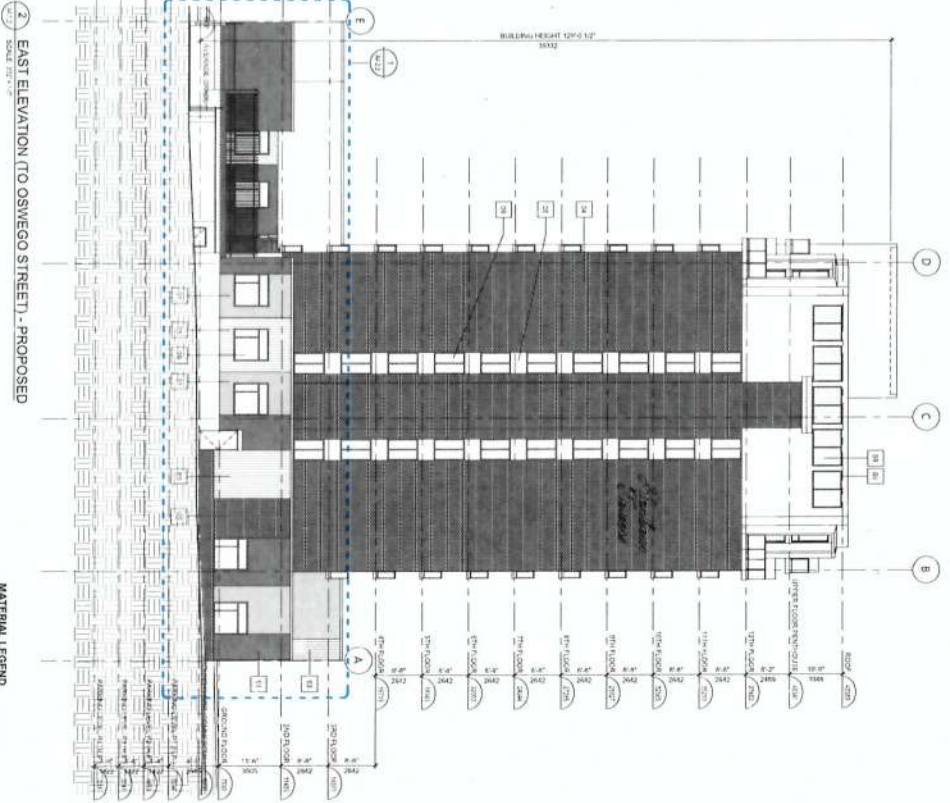
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©Delta 815-3395
©Gamma 812-3251
©Theta 812-3251
©Delta 812-3251

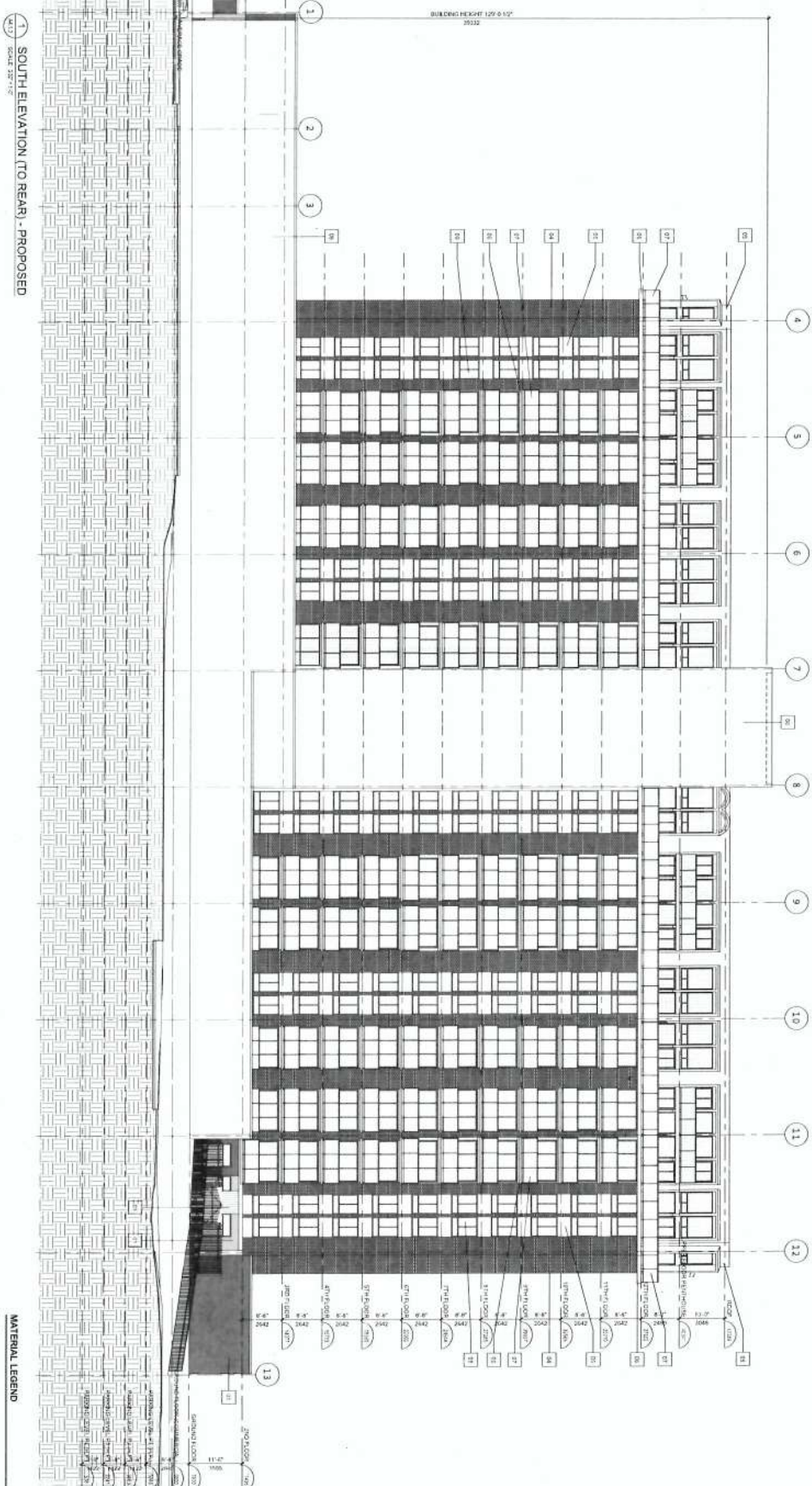
CONSULTANT

H2S-ED	
A	Reagents
0.1% EDT	0.1% EDT, 0.1% EDT
0.1% EDT	0.1% EDT, 0.1% EDT
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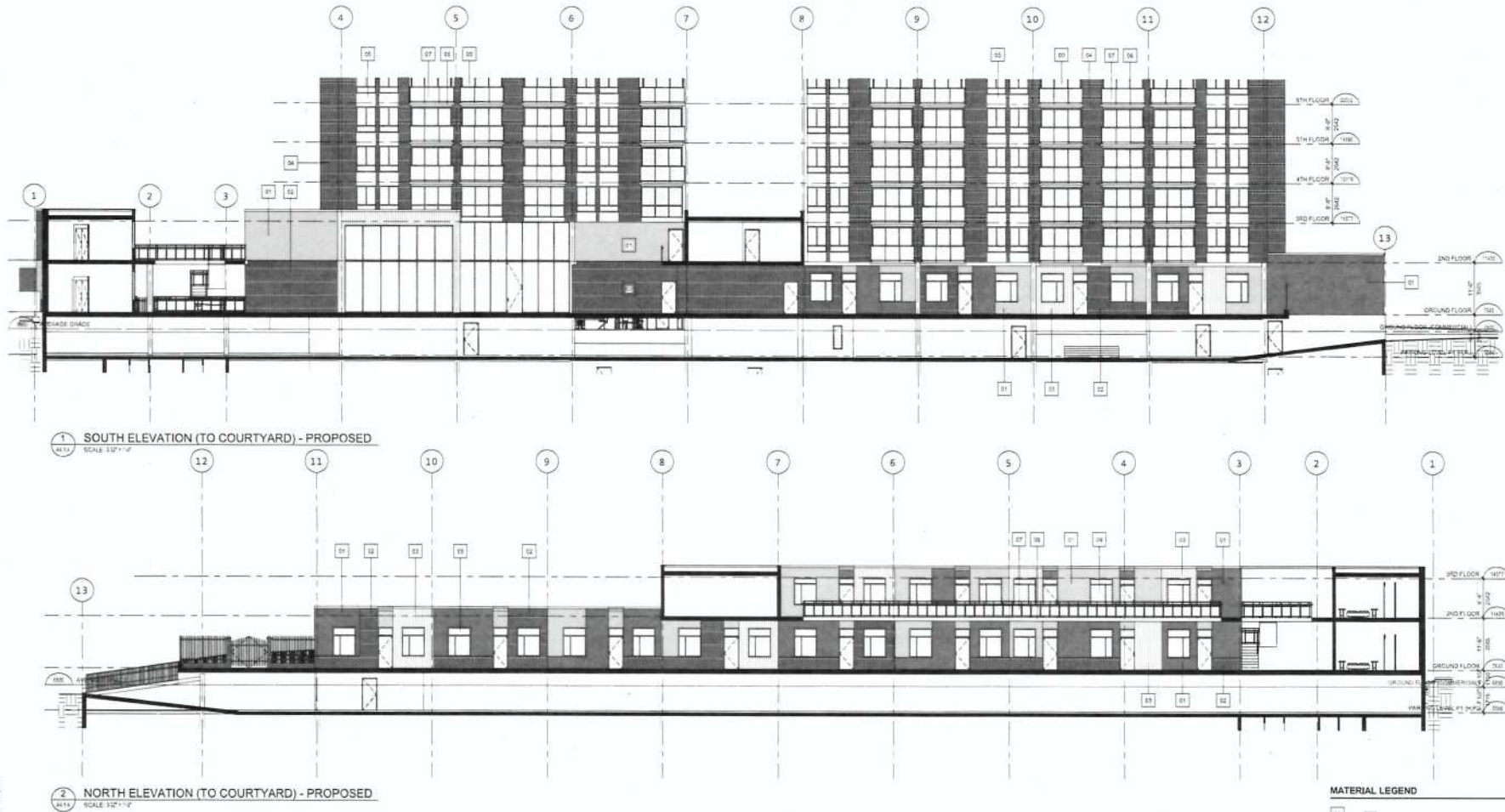


BUILDING ELEVATIONS - PROPOSED



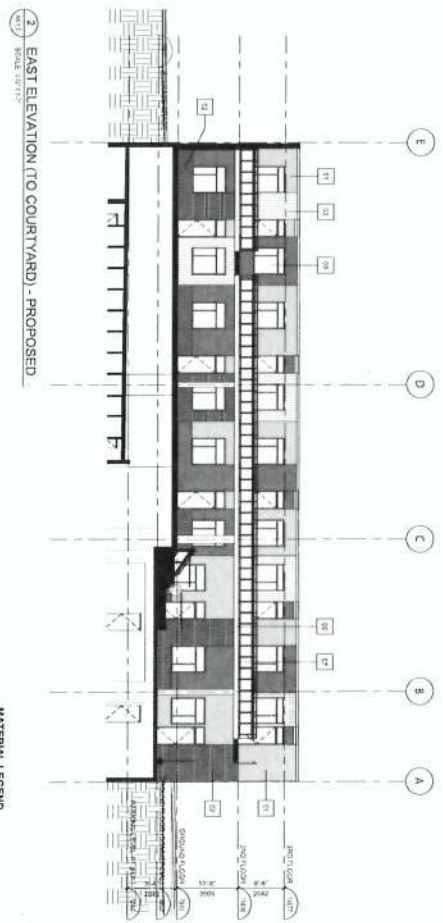
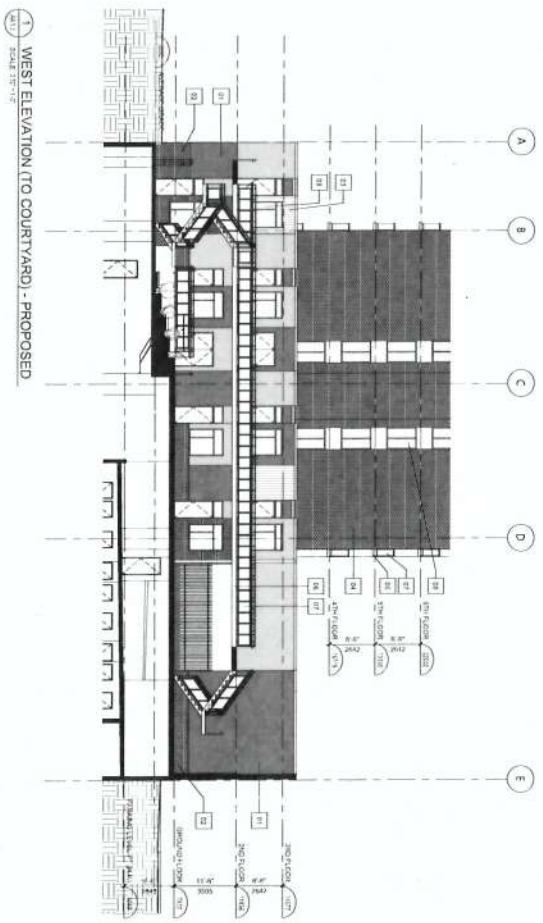


Revised	Remarks
01	2015 DEC 16: AMENDED FOR P. REZONING
02	2017 FEB 01: AMENDED FOR P. PRELIMINARY
03	2017 MAR 01: AMENDED FOR P. PRELIMINARY



**HARBOUR TOWERS LIMITED
 PARTNERSHIP**
**HARBOUR TOWERS
 RENO, VICTORIA**
 345 QUEBEC ST., VICTORIA, BC V8W 1W4

Drawn: TS/EB Checked: IM
 Project Number: 10 16 040

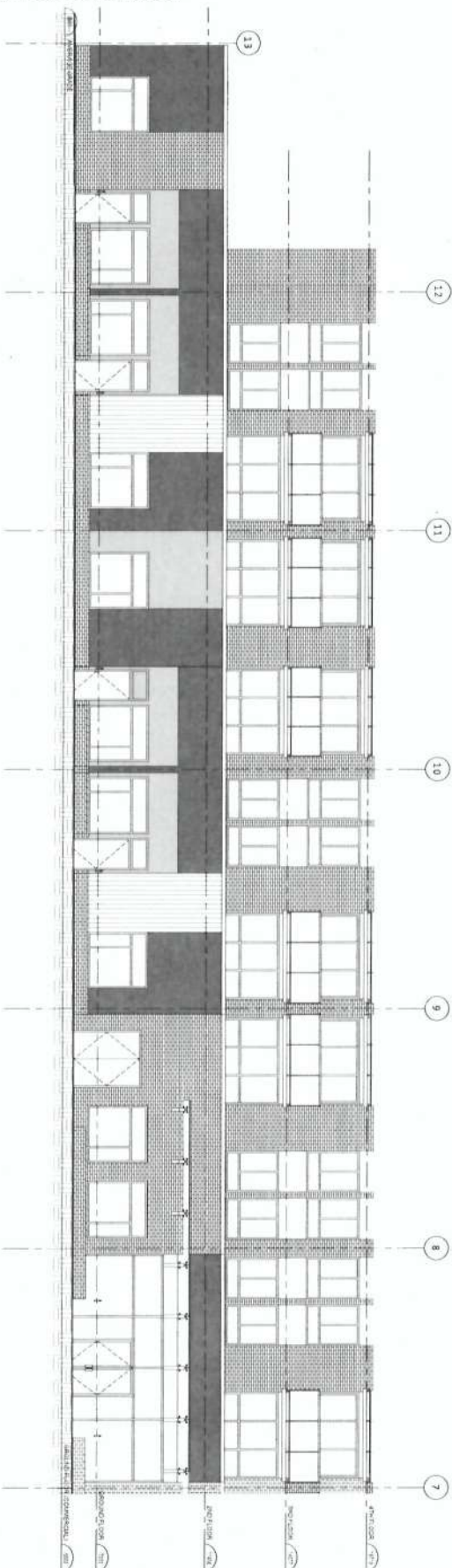


MATERIAL LEGEND

01	EIFS
02	BRICK
03	VERTICAL BRICK, WOOD PATTERN
04	BRICK, SLATE AND STONE SHIP
05	STONE, RANDOM
06	CONCRETE, EXPOSED
07	ALUMINUM CLAD, BRONZE, BLACK
08	CONCRETE, POLYMER
09	GLAZING, CLEAR GLASS, 1/2" INSIDE



2 ENLARGED NORTH ELEVATION (TO QUEBEC STREET) @ WEST END



1 ENLARGED NORTH ELEVATION (TO QUEBEC STREET) @ EAST END

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ENLARGED ELEVATIONS - PROPOSED

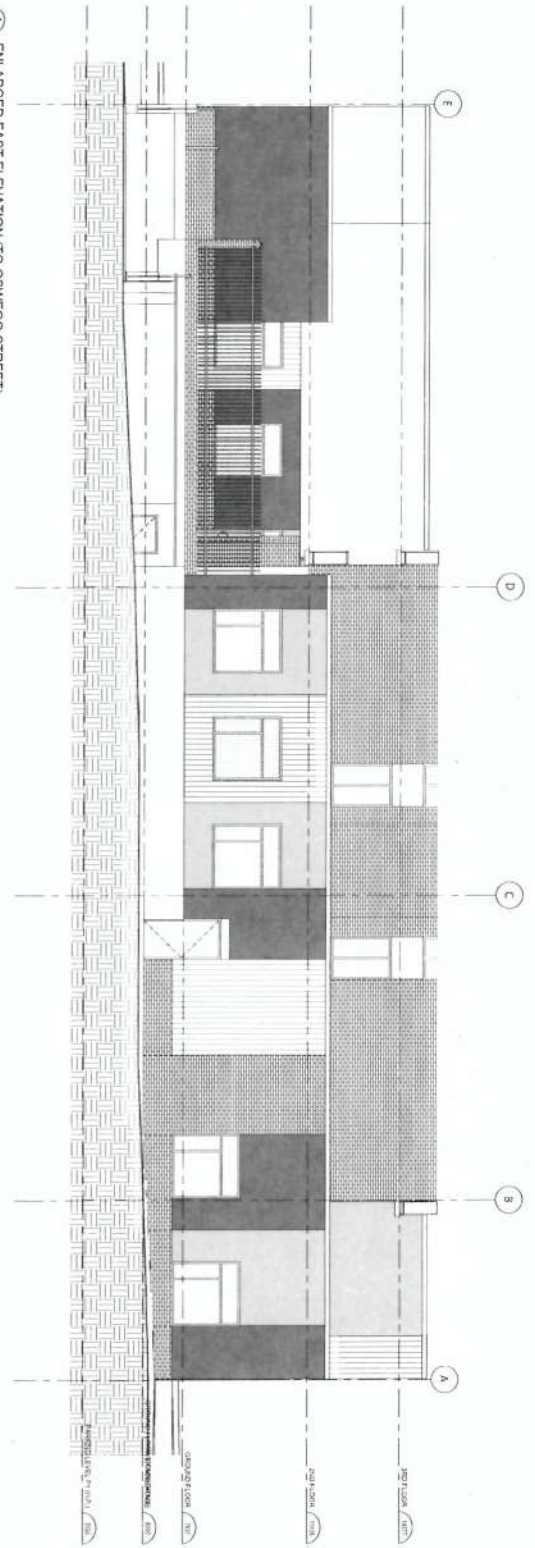
OMICRON
 1000 West 10th Avenue
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 Fax: 604-681-1112
 Email: info@omicron.ca
 Website: www.omicron.ca

DESIGNED BY
 ARCHITECT
 1000 WEST 10TH AVENUE
 SUITE 100
 VANCOUVER, BC V6H 1A1

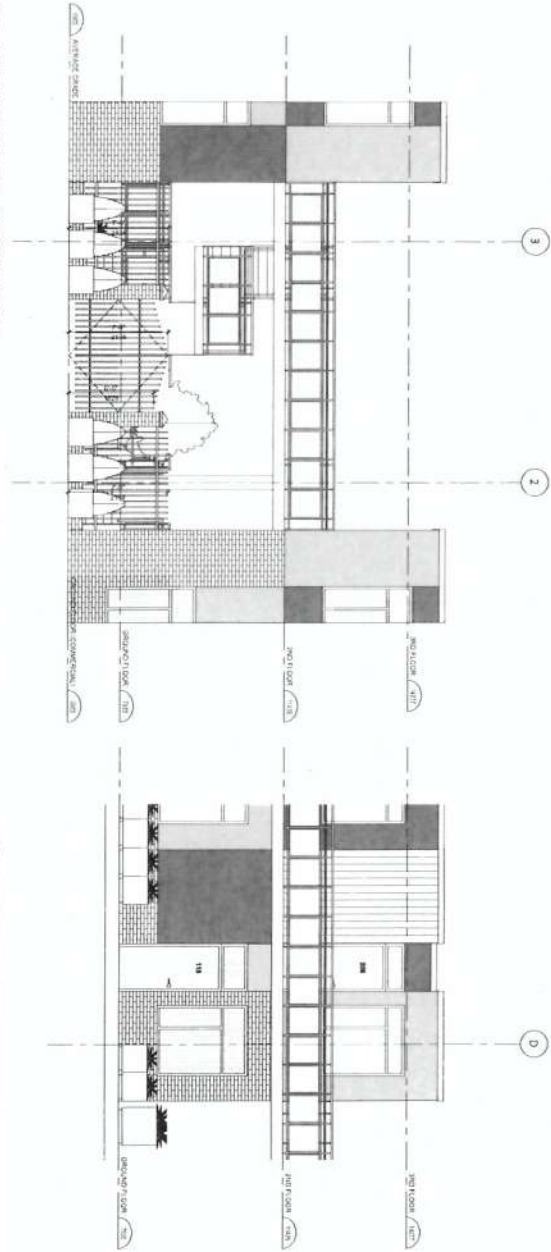
HARBOUR TOWERS LIMITED PARTNERSHIP
HARBOUR TOWERS
RENO, VICTORIA
 345 QUEBEC ST., VICTORIA, BC V8V 1W4

DATE: 10/16/04
 DRAWN: TSEB
 CHECKED: IM

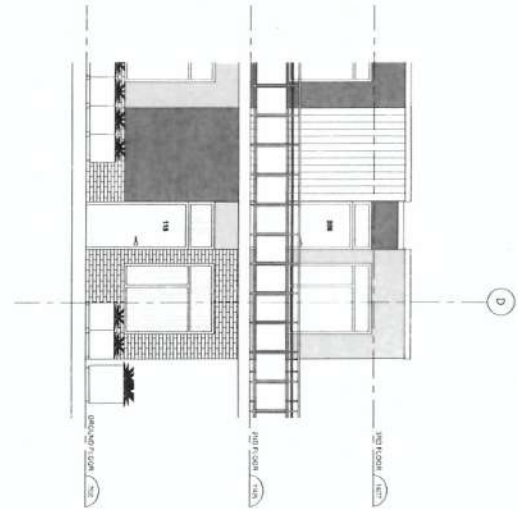
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1 ENLARGED EAST ELEVATION (TO OSWEGO STREET)
 SCALE 1/8" = 1'-0"



3 ENLARGED ELEVATION - COURTYARD GATE
 SCALE 1/8" = 1'-0"



2 ENLARGED ELEVATION - COURTYARD SUITES
 SCALE 1/8" = 1'-0"

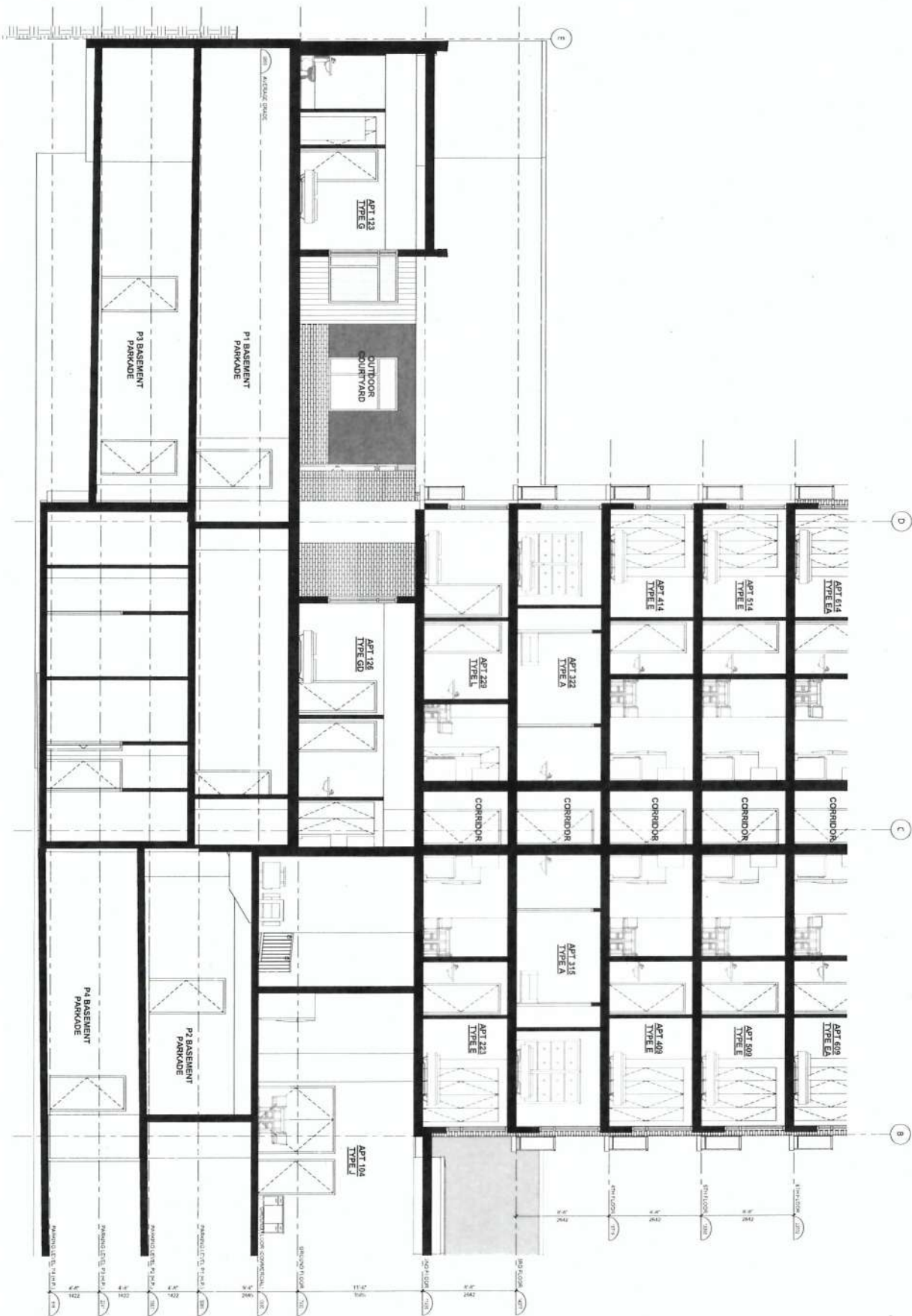
BUILDING SECTIONS





Drawn: **TS/EB** Checked: **IM**
Project Number: **10 16 040**

A5.1.2



F-F BUILDING SECTION F-F (PARKING LEVEL BLOW TO 6TH FLOOR)
SCALE 1/8" = 1'-0"

OMICRON ARCHITECTURE ENGINEERING CONSTRUCTION LTD.

BUILDING SECTIONS

A5.1.3

Drawn: TS/EB Checked: IM
Project Number: 10 16 040

HARBOUR TOWERS LIMITED
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**HARBOUR TOWERS
RENO, VICTORIA**
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REVISIONS
A5.1.3
2017.12.15 10:00 AM
2017.12.15 10:00 AM
2017.12.15 10:00 AM

OMICRON
Architectural
Engineering
Construction Ltd.
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1000-1000-1000-1000
1000-1000-1000-1000

F-F BUILDING SECTION F-F (6TH FLOOR TO PENTHOUSE)



BUILDING SECTIONS

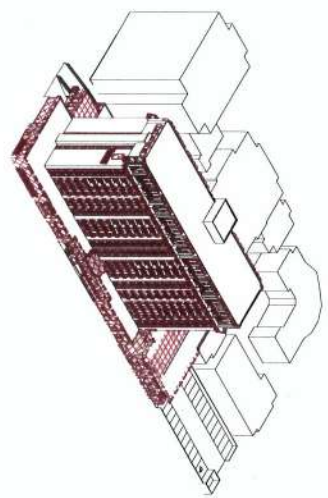
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Drawn	TS/EB	Created	IM
Project Number			10 16 040

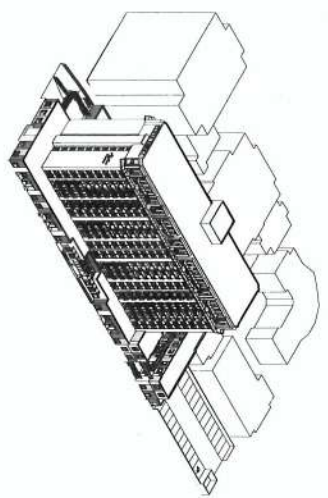
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PARTNERSHIP

HARBOUR TOWERS
RENO, VICTORIA

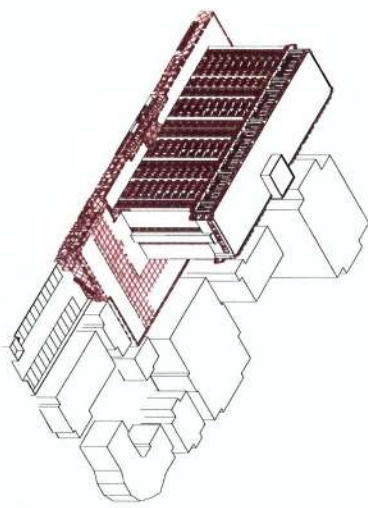
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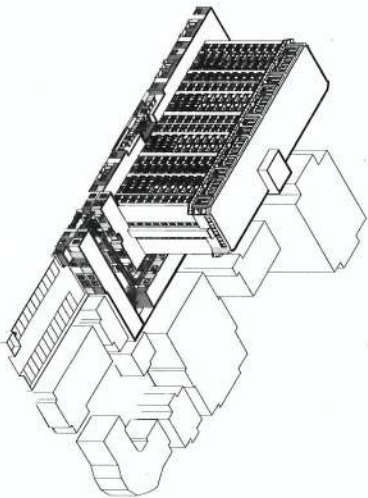
1 BUILDING ISO @ NORTH EAST DEMOLITION
SCALE



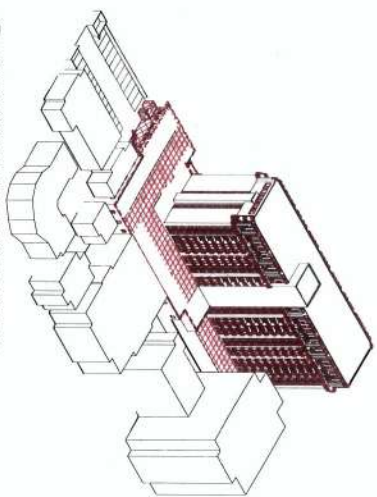
2 BUILDING ISO @ NORTH EAST PROPOSED
SCALE



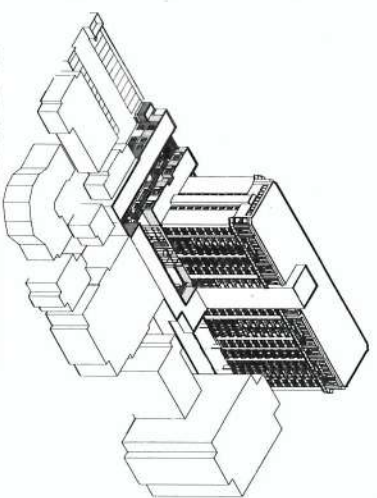
3 BUILDING ISO @ NORTH WEST DEMOLITION
SCALE



4 BUILDING ISO @ NORTH WEST PROPOSED
SCALE



5 BUILDING ISO @ SOUTH WEST DEMOLITION
SCALE



6 BUILDING ISO @ SOUTH WEST PROPOSED
SCALE

3D BUILDING ISOMETRIC ELEVATIONS

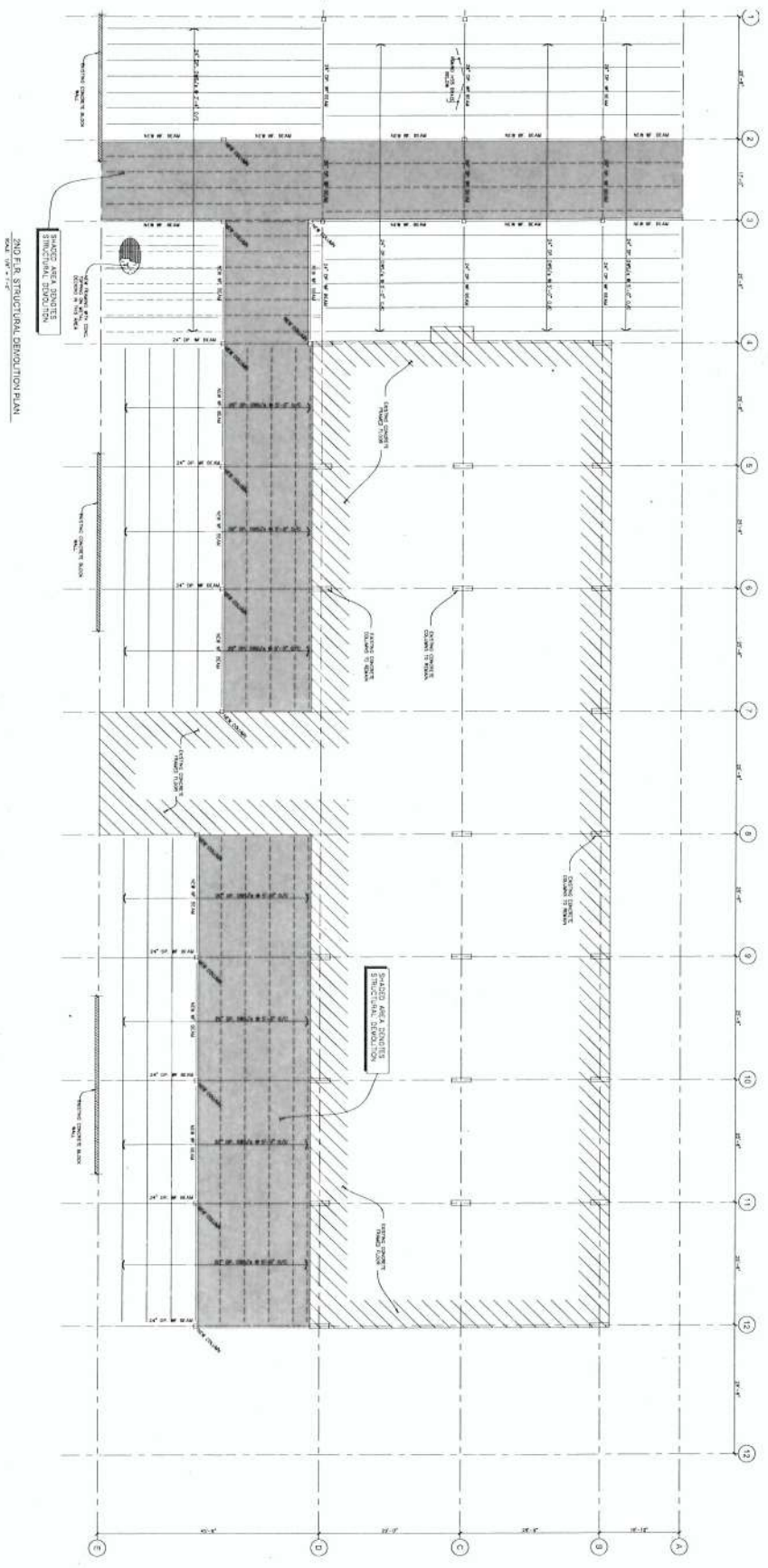
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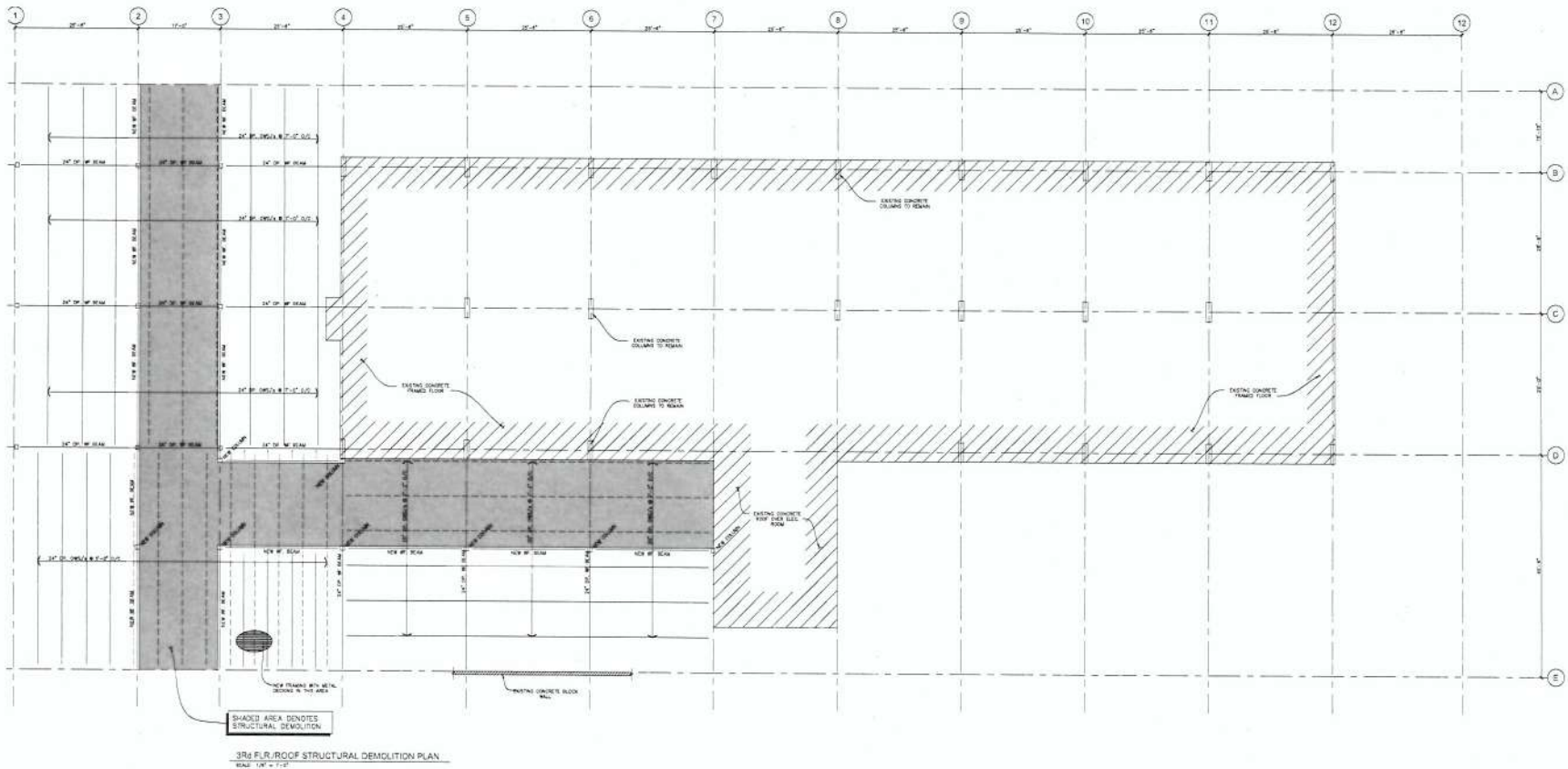
Drawn TS Checked IM
Project Number 10 16 040

HARBOUR TOWERS LIMITED
PARTNERSHIP
HARBOUR TOWERS
RENO, VICTORIA
345 QUEBEC ST, VICTORIA, BC V8V 1W4

PROJECT
NAME
2311 12th St, Renovo, BC V8V 1W4
2311 12th St, Renovo, BC V8V 1W4

OMICRON
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1000 12th St, Renovo, BC V8V 1W4
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ISSUED	Date	Revisions
1	April 15, 2010	REVISED FOR S2.0.6

**HARBOUR TOWERS LIMITED
 PARTNERSHIP**
**HARBOUR TOWERS
 RENO, VICTORIA**
 1000 WILSON ST. VICTORIA, B.C. V8W 1Y2

Drawn	RC	Checked
Project Number	10 16 040	

February 9, 2017

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

Dear Mayor and Council,

**Re: 345 Quebec Street – Rezoning and Development Permit Application to
Convert a 13 Storey Hotel to Rental Apartments**

We are proposing to convert the existing 13 storey Harbour Towers Hotel into residential rental apartments. Currently the hotel is operating with 189 hotel rooms on levels 3-12 and in the lower podium (Ground and 2nd Floor) there is 18,661 ft² of meeting space and 15,000 ft² of vacant office space (5,000 ft² of which was recently converted to meeting space) as well as a restaurant, pool, gym and reception desk. There are 177 off-street parking stalls available on 2 levels of underground parking and a surface parking lot west of the tower. The building is currently zoned T-1 (Transient Residential) and we are applying to rezone to Residential to allow rental.

The conversion would involve demolition of a section of the lower two floors along the south and west side to create an interior courtyard with entrances off of Quebec Street and Oswego Street. The pool would be retained and would be open through full height glazing to the new interior landscaped courtyard. The new residential units on the Ground and Second floor would open onto either the new courtyard or Quebec Street. Floors 3-13 will be reconfigured into Studio, 1 bed, 1.5 bed and 2 bed rental units varying in size from 26m² to 122m² with two level apartments on the 12th Floor. There will be a total of 219 dwelling units, 179 off-street parking stalls, 219 Class 1 bicycle stalls, a bicycle repair station and 1- Class 2 six bicycle rack. Each dwelling unit will be provided with storage either in a locker in the below grade area or within the unit.

This project will help to address a need for rental housing in Victoria and the James Bay Neighbourhood. Rental vacancy rates in the City of Victoria are 0.5% and the projected job growth in the Capital Region between 2012 and 2022 is projected at 14,736. The conversion conforms to the OCP as the area is already a mix of Residential and Transient Residential. The direct benefits to the neighbourhood

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Principals

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Cameron J. Kemp P.Eng.
Tim Loo P.Eng., C.P.
Ivica Marinic Architect AIBC
Alexander Riffin P.Eng.
George R. Sawatzky ASCE
Bill Tucker P.Eng.
Doug Vincent P.Eng., C.P.
Pablo Yuste Architect AIBC

include; the introduction of 219 new rental units, improved views from neighbouring properties with lower floor windows on the south and west property line being infilled and the introduction of a new landscaped courtyard where there is currently a lower roof with large mechanical rooftop units, a new more inviting streetscape along Quebec Street and Oswego Street, an increase in off-street parking and a reduction in large vehicle traffic and noise.

Given that the form and massing of the building are existing, the proposed renovations have included the following design elements to address the Design Guidelines for: Multi-Unit Residential, Commercial and Industrial, July 2012:

Area-wide context and transition between areas

- The existing building has a lower podium (two storey at west end and one storey at east) that provides a transition in its form and massing to the lower and smaller scale residential buildings adjacent to the south and west.
- We are improving privacy to the adjoining properties by infilling the existing glazing on the south and west property line on the Ground and Second floor. This will have a positive impact on the privacy of the lower floor units of the Oswego Hotel, 314/324 Kingston Street and 515 Pendray Street.

Streetscape, relationship to the street and orientation

- There are variations in height along Quebec Street as the building steps from one storey to two storeys as you move west.
- The new façade along Quebec Street and Oswego Street introduces new glazing and modern durable finishes.
- As a corner property the new finishes contribute to the streetscape on both Quebec Street and Oswego Street.
- The renovated building is better oriented to the street with new suite entrances to the Ground floor suites off of the sidewalk on Quebec Street as well as a new courtyard entrance on both Quebec Street and Oswego Street. These entrances provide views from the street into the new landscaped courtyard. The courtyard will be a vibrant gathering place for residents and will feature amenities such as a pool, hot-tub, seating and a covered barbeque area.

Human scale, massing, height and architectural features

- The podium base along Quebec Street and Oswego Street is being re-clad with modern durable finishes articulated with new glazing and suite entrances.
- Design elements from adjacent buildings are being incorporated where possible such as the aluminum and glass guardrails on the Oswego Hotel
- The dated arches at the top of the tower and curved glass canopy at the main entrance are being replaced with more contemporary linear elements.
- All garbage and recycling will be stored below grade and will not be visible from the street. The gas meter located at the northwest corner of the suite is screened from view.

- A large section of the podium along the south and west side of the building is being demolished to create a new interior courtyard that will provide natural light to the lower suites and a gathering place for tenant activities. The courtyard will have direct access to the pool and hot-tub.
- All existing balconies will be retained and the second floor suites will have a walkway overlooking the courtyard.

Exterior finishes

- High quality durable finishes capable of weathering gracefully will be incorporated along the street. New finishes include brick, metal panel and EIFS. New double glazed thermally broken windows will be installed at the podium. The glazing will be clear except for a slight tint from the low E layer of glass. This will allow as much light as possible into the units. Courtyard exterior walls will receive similar finishes.
- The tower finishes will remain the same; however, the brick will be stained and sealed and the stucco will be repaired and painted. All new double glazed sliders and punch windows will be installed in the existing locations in the tower.
- New dark coloured aluminum and glass guardrails will be installed at all balconies. These will be similar in colour and style to the guardrails on the neighbouring Oswego Hotel.

Open spaces and landscaping

- A portion of the podium will be demolished to create an L-shaped interior courtyard on the south and west side of the tower. This will allow units to open onto the courtyard, access natural light and provide opportunities for landscaping and open spaces.
- The landscape design includes plant material that is commonly used in projects in the Victoria area. We have considered site specific conditions (specifically the requirement for planters/raised beds only) when choosing tree species; we have included small deciduous trees that have success in container planting conditions. The planting scheme provides seasonal interest and considers natural light levels around the site.
- All of the existing trees and boulevard along Quebec Street and Oswego Street will be preserved during construction.

Lighting

- Both the building face and the courtyard will be down-lit with building mounted fixtures and have good cut-off to prevent light pollution.
- All new lighting will utilize energy efficient LED sources.

Universal accessible design and safety

- Due to an existing step in the Ground floor a lift is required to access the elevator lobby. The elevators provide access to all floors (P-3 through 11). There is no universal access to the 12th floor due to an existing step in the floor.
- There is access to the landscaped courtyard from Quebec Street and Oswego Street via a ramp and there is access from the courtyard to the Ground floor elevator lobby. The new ramp off of Quebec Street is integrated into the courtyard landscaping.
- Lighting and security will be improved in all below grade areas and in the new courtyard.
- New windows along Quebec Street will provide "eyes on the street".

Parking

- Only 24 of the 179 off-street parking stalls are surface parking. The surface parking lot, located at the northwest corner of the site, will get a new membrane and concrete topping. The surface parking lot is fenced along the property line and screened from the street.
- The entrance to the underground parking is located on Oswego Street. The entrance is set back from the street and a new security gate will be installed. The entrance to the surface parking is off of Pendray Street.
- All bicycle parking will be located below grade except for the Class 2 rack that will be located at the Oswego Street entrance to the courtyard.
- 219 secure bicycle parking stalls will be provided to promote cycling as an alternate mode of transportation.

Access and circulation

- The driveway entrances to the underground parking and surface parking exist and will not be re-configured as part of this project.
- The main building entrance and courtyard entrances will be free of vehicle traffic.

Loading and service areas, ancillary mechanisms and unenclosed storage

- Access to on-site loading and service areas will be off of Oswego Street. Service vehicles under 2.0 m in height will have access to the underground parking. Larger service vehicles can use the surface parking lot off of Pendray Street. All tenant loading will be via the Oswego Street entrance to the underground parking and all loading will be via the elevator lobby on the P1 level.
- All of the existing large roof top units located on the lower (podium) roof will be removed and no large RTU's will be installed. Any mechanical units located on the upper roof will not be visible above the parapet from any neighbouring buildings.
- The electrical meter is not visible from the street and the gas meter is contained in a screened enclosure at the northwest end of the surface parking lot.

Prior to the CALUC meeting we had two meetings with the James Bay Community Association (JBCA) Executive to discuss our proposed conversion. The two issues that came out of the meetings were; the ratio of off-street parking stalls/unit and the need to address the closed off nature of the existing building to Quebec Street.

To address the parking and bicycle parking issue we engaged Bunt and Associates to conduct a Parking Demand Study and provide recommendations on off-street parking, bicycle parking and other Transportation Demand Management measures. Their study was based on data gathered from 13 rental buildings in James Bay or adjacent to James Bay in 2012. Their recommendation was to use a ratio of 0.65 stalls per unit plus 0.05 stalls/unit of visitor parking for a total of 153 stalls. They also recommended 219 Class 1 bicycle stalls and a bicycle repair station. The JBCA felt this was not sufficient but understood that we are working with an existing building with limited area to be shared between parking, bicycle parking and tenant storage. They felt that if we could achieve a parking ratio of at least 0.8 it may be supportable. We reconfigured the below grade areas and were able to achieve 179 parking stalls

for a ratio of 0.81 and provide 219 bicycle parking stalls. This is what was presented at the CALUC meeting. Although this is well below the current Schedule C ratio of 1.3, it should be noted that the building is on the border of the Core Area and based on the Proposed (Draft) Schedule C on the City's web site for the Core Area this building would require 141 parking stalls. The proposed rental building would eliminate the traffic and noise associated with large truck deliveries and tour/team buses arriving at the front entrance on Quebec Street often in the evenings. It would also greatly reduce surges in traffic volume associated with the start and end of large conferences.

In order to open the building up to the neighbourhood we have created new Ground floor apartments with entrances off of Quebec Street and the entire podium will be re-clad with new modern finishes and new glazing. The new interior landscaped courtyard will open to both Quebec Street and Oswego Street and a new ramp will provide handicapped access to the courtyard and Ground floor apartments. The tower will also have exterior improvements and updates including all new low E double glazing, new aluminum and glass guardrails and new exterior colours. The drawings and presentation were well received at the CALUC meeting and most responses were positive and in support of the project.

Upgrades to the building will include improvements to life safety and energy performance. The renovated building will be fully sprinklered (currently only the Parking levels, Ground and 2nd Floor are sprinklered), have a new fire alarm system, new fire rated doors on the exit stairs and improved accessibility. Energy efficient lighting and low flow plumbing fixtures will be used throughout and the mechanical systems will be replaced with new higher efficiency systems. Safety in the below grade areas will be improved through the addition of a security gate, improved lighting levels and cameras. The new courtyard will add landscaping and create a community gathering/socializing space for the tenants.

We seek your support for this project as we feel it addresses the needs of both the City and the Neighbourhood by providing much needed rental units of varying sizes and a new vibrant residential community more connected to its neighbours.

Yours truly,

OMICRON ARCHITECTURE ENGINEERING CONSTRUCTION LTD.



Doug Vincent, P. Eng., CP, LEED AP
Principal



James Bay Neighbourhood Association

jbna@vcn.bc.ca
Victoria, B.C., Canada

www.jbna.org

September 19th, 2016

Mayor & Council,
City of Victoria

Re: CALUC Community Meeting - 345 Quebec St – Harbour Towers

The community meeting to consider the 345 Quebec St (Harbour Towers) proposal with was held on September 14th (71 attendees). Attached please find an excerpt of the General Meeting minutes regarding the proposal.

Meeting participants expressed both positive and negative opinions on the project; however, a distracting, but not directly related, issue dominated, namely long-standing and worsening traffic issues associated with traffic loads on Oswego and Superior.

Positive comments included the significant addition of rental units to the housing stock in James Bay and the innovative repurposing of the hotel. Negative comments, in the main, referred to the parking shortfall.

For your consideration,



Marg Gardiner,
President, JBNA
CALUC Co-Chair

Cc: Doug Vincent, Principal, OMICRON
Ivica Marinic, Architect, Principal, AIBC
CoV Planning

EXCERPT from JBNA September 14th, 2016 Minutes

JAMES BAY NEIGHBOURHOOD ASSOCIATION

MINUTES - General Meeting September 14th, 2016 – 71 present

6. Development Proposal: 345 Quebec Street CALUC Harbour Towers rezoning

Doug Vincent, Principal, OMICRON

Ivica Marinic, Architect, Principal, AIBC

Marg Gardiner reported on the Development Review Committee (DRC) pre-meetings:

April 18: Tim VanAlstiine, Trevor Moat and Marg Gardiner met with Mssrs Vincent and Marinic to discuss the future of Harbour Towers and preliminary drawings for a residential complex; however, property owners had not yet determined the direction for the complex.

Initial concerns raised include: Parking; Size of smallest suites and storage for residents; Street façade particularly on Quebec Street.

August 22: Wayne Shillington, Tim VanAlstiine, Trevor Moat and Marg Gardiner met with Mssrs Vincent and Marinic to discuss the proposal. Changes made included a more inviting “residential” façade along Quebec Street, and further definition of suites and parking.

Concerns raised include: Parking was still very low at about 0.75; Discussions revolved around possible ways of addressing the parking issue including fewer suites and redesigned bicycle parking and car-share.

Community Meeting presentation:

Building currently zoned transient residential – hotel – want to rezone to residential for rental apartments. Built in 1972 originally as a rental building but changed to a hotel. Much of the building is as originally built – no major upgrade in last 20 yrs. Extensive work will be required to rejuvenate the building to extend its life expectancy for another 30 yrs.

Current residential rental vacancy rate in Victoria 0.6%. 24% of condo in GVRD are rentals.

Propose 219 suites, with 219 bike stalls and 179 car stalls and with storage spaces for all 219 suites (larger suites will have in-suite storage, while smaller suites will have storage areas in the parking levels of the building).

Will be stripping building down to bare concrete. Building envelope will be replaced, windows, no major change to most of building façade other than exterior colour.

Questions/comments:

Q: Will there be a children’s playground

A: No

Q: Cook St village resident: will be building to code, seismic upgrade?

A: Will do as close as possible – however there are some things that can’t be address – no seismic upgrade required.

Q/A priority to those who live within 100m of 345 Quebec

Q: Near-by Polo Pacific resident: Polo has the greatest number of residents closest to Harbour Towers and since the Strata AGM same night, many residents could not attend. Is the 24 space parking lot to west included in total count of parking spaces?

A: Yes, will include visitor parking

Q: Will banners or bright lights remain on building – current Harbour Towers sign creates is a problem with Polo residents?

A: Can’t answer at this time, hadn’t considered it. Now aware of issue.

Q: Will you use 24 stall parking space for construction material, supplies, vehicles?

A: Doesn’t know earliest possible construction would start in 2017. These decisions would be made by others if project proceeds.

Q: Near-by resident: Units from 285 sq ft, is this less than current by-law requirement?

A: Doesn’t know what current requirement is

Q: Near-by resident: What is target demographic?

A: There is no target demographic – open to anyone who wishes to rent

Q: 268 Superior resident: what is time line?

A: Hasn't made an application to City for a development permit as yet, earliest possible fall 2017 with a building out over 20 months.

Q: Near-by resident: What will be the rental rates?

A: Market

Q: Near-by business Oswego Hotel: Where will courtyard be located? What will we see?

A: What you see now is the windows along the wall facing the Oswego. The windows will be filled in and you will see a flat roof. The entrance to the open courtyard will be off the entrance to the parkade, near the Oswego Hotel.

Q: Near-by resident: will there be condos?

A: No, proposal is all market rentals

Q: Near-by Kingston St resident: Amount of parking doesn't seem to be sufficient. Impact on employment from hotel to rental – what will happen to those employees?

A: Parking was identified as an issue when we met with the JBNA committee. Off-street parking is an issue but is an existing building and there is only so much space and has to be shared with bike stalls and storage spaces. Proposal now suggests parking at 0.81. City will be making changes and now suggesting 0.78 will be set for James Bay.

Q: Near-by Quebec St resident: traffic flow – the intersection is very busy – very concerned about the increase in traffic from the building. Any thought for an entry entrance to be relocated? (Also a problem with no stop signs at Oswego/Quebec)

A: It's not possible to change access to the underground parking on this existing building.

Q: Near-by Oswego/Superior resident: Has construction fatigue – feels presentation is vague would appreciate if made a presentation that really understands community.

A: Would agree to differ.

Q: Near-by Pendray resident: What is the number of 1 & 2 BR suites?

A: < 300 sq ft x 20, 350-425 sq ft x 40, everything else will be 1 & 2 BR plus penthouse units

Q/A open to those further away from notification area

Q: Toronto St resident: Commend proposal - will add a large number of rental units

C: Superior St Resident: Moved recently to Victoria from Ottawa. Have seen many development proposals - this proposal is one of best have seen – innovative proposal - will add a large number of rental units - seismic upgrade wouldn't be feasible.

C: Near-by resident: Will not miss [sport] team buses and other negative transportation experiences will not be missed from Harbour Towers – welcomes rental

Q: Concerned won't address moderate incomes. Will there be an asbestos addressed?

A: There is a requirement under law to contain asbestos removal – will be done.

Q: Is there a possibility of a roof top garden?

A: No, but have talked about community gardens in the courtyard area

C: Oswego resident: concern about traffic but supports the conversion to rental; may not be Affordable housing but may free up some rental stock elsewhere in the area.

C: Pilot Resident: Has spent a considerable time in the hotel for meetings. The building is tired and the proposed reuse is very positive, and will add needed rental units.

Harbour Towers Renovation Victoria, BC Parking Demand Study

Final Report

Prepared for
Omicron

Date
August 17, 2016

Prepared by
Bunt & Associates

Project No.
6141.01

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EXECUTIVE SUMMARY

Omicron is proposing to convert the existing 13 storey 189 unit Harbour Towers Hotel and Suites, located at 345 Quebec Street, into 219 residential rental apartment units. Harbour Towers Hotel and Suites currently also has a street level restaurant; this restaurant will not be retained. All of the public spaces within the building will be converted to residential units and supporting amenities.

City of Victoria zoning for rental attached dwellings require an off-street parking supply of 1.4 spaces per unit (based on Zoning Bylaw Schedule C, Residential A.13) for the proposed residential rental use of this property. Applying this parking rate to the proposed 219 units results in a bylaw required parking supply of 307 vehicle parking spaces.

The purpose of this study is to determine a suitable off-street parking supply for the proposed residential rental project that is specific for this development and location. The intent is to determine an off-street parking supply that would provide a balance between promoting the City's policies and goals of reducing automobile use while not negatively impacting the neighbourhood's on-street parking supply.

The location of the subject Harbour Towers site is within walking distance to numerous social, shopping, and employment opportunities, and is approximately 800m from Victoria's Downtown business area. It is also approximately 800m from the James Bay Village commercial area, the Government Precinct, the Inner Harbour and is well serviced by existing transit, walking and cycling infrastructure. The site is on the border of Victoria's downtown core area which would allow for a 0.7 spaces per unit parking rate.

Bunt collected ICBC vehicle ownership data and conducted an in-depth parking analysis at 13 similar James Bay residential rental buildings in 2012. These 13 apartment complexes are all expected to have similar parking needs as the subject site. That data calculation program included observations regarding the amount of on-street and off-street parking being utilized at the specified buildings during peak resident and visitor parking times. Building / property managers of each apartment complex were also interviewed to discuss the parking supply and parking utilization of their building. It should be noted that the surveyed apartments are all well established complexes with few, if any, TDM measures in place. The average vehicle parking rate for these 13 locations was 0.66 spaces per rental unit. The data shows a range of vehicle ownership from 0.52 to a high of 0.81 vehicles per unit.

The subject site at 345 Quebec Street has a higher proportion of smaller (studio and 1-bedroom) suites in comparison to most apartment complexes reviewed in this study, indicating the subject site may have a lower parking demand than the average rate of 0.66 vehicles per unit.

Considering the dataset of similar rental buildings, and the site's location we suggest that, without any TDM measures being implemented, the tenant related parking demand of the subject project will be

satisfied with 0.65 vehicle spaces per unit with an additional 0.05 spaces per unit for 'visitor' parking. This would translate to an overall 'off-street' parking demand of 153 spaces.

This estimated parking rate for 345 Quebec Street suggests that the City of Victoria's downtown (CA-Central Areas) residential parking rate is likely applicable to other areas within an approximate 500m range of downtown, when they are also near transit and amenities.

Sixty-eight of the 219 units (31%) at Harbour Towers will be studio/ bachelor units. 102 units (47%) will be one bedroom suites and the remaining 49 units (22%) will be 1.5 or 2 bedroom units. If the City of Victoria prefers to forecast parking demand by apartment size we would recommend a parking rate of 0.6 spaces per unit for studio and one-bedroom units, and 1.0 spaces per unit for 1.5 or 2-bedroom units. This calculation method results in a similar estimated parking demand of 151 spaces for residents plus another 11 spaces for visitors, for an overall total of 162 spaces.

To further reduce auto dependency we suggest that the following Transportation Demand Management (TDM) measures be implemented:

- Provide secure on-site bicycle parking for residents and visitors of the 219 rental units that exceed City of Victoria bicycle parking requirements for multiple dwellings; that is provide at minimum one 'Class 1' space per unit (i.e. secure parking for 219 bicycles) and one 'Class 2' – 6 space rack at the east entrance to the apartment building, on Oswego Street;
- Provide a bicycle repair station within the buildings' Class 1 bicycle parking area; and,
- Implement a monthly charge for vehicle parking spaces (parking spaces unbundled from unit rental) at market rate.

These TDM measures would contribute to ensuring that the parking needs of the development are met and there is minimal impact on the neighbourhood's adjacent on-street parking supply.

Our analysis indicates a parking variance from bylaw is justified for the proposed 219 unit rental residential development at 345 Quebec Street with a minimum vehicle parking provision of 153 vehicle spaces. This vehicle parking demand is expected to decrease further with the implementation of recommended TDM measures.

1. BACKGROUND

The subject site is located to the west of Oswego Street on Quebec Street in the James Bay neighbourhood area. The site's location is presented in **Exhibit 1.1**.

Omicron is proposing to convert the existing 189 unit Harbour Towers Hotel and Suites into 219 rental apartments. The existing restaurant use will be replaced with residential units. The 259 rental units are proposed to be supported with 163 parking spaces, 24 of these are at-grade located to the immediate west of the 345 Quebec Street building, the remaining 139 spaces would be in the existing underground parkade, which is accessed from Oswego Street.

Secure bicycle parking will be provided (219 Class 1 spaces) in the parkade.

The building's garbage and recycling loading areas will remain in the parkade.

2. EXISTING CONDITIONS

The site is located along the edge of Victoria's downtown core area (Inner Harbour District). If the site was located on the north side of Quebec Street rather than the south side a 0.7 space per unit parking rate would apply (visitor inclusive).

The site's local area walking, transit and cycling networks are discussed below. At the time of this study (June 2016) Zipcar has two vehicles within a two block radius of the site. Modo also has one vehicle parked in the vicinity of the site.

These site location factors increase the likelihood that many of the tenants of the proposed conversion will not find it necessary to own a vehicle.

2.1 Transportation Context

According to the 2011 CRD Origin and Destination Household Travel Survey¹, when Victoria South residents are travelling within the South Victoria area during the AM peak hour, 39% of respondents drove, 39% walked and 22% using other travel modes. When travelling within the area during the PM peak hour, 41% drove, 43% walked and 16% used other travel modes. This data indicates that the South Victoria area has the lowest vehicle driver mode split of all CRD subareas; Oak Bay was second where 43% of internal trips were driven in the PM peak hour.

¹ <https://www.crd.bc.ca/docs/default-source/regional-planning-pdf/transportation/crd-od-survey-dailytravelcharacteristicsreportfinal.pdf?sfvrsn=2>

The City of Victoria has set substantial goals for cycling mode increase, including a shift in transportation mode share to increase biking from its current 4% mode share to the goal of 25% by 2038². The City's commitment to increase the cycling mode share and prioritizing bike infrastructure is vested in its Official Community Plan and the Strategic Plan 2015-2018, CRD Pedestrian and Cycling Master Plan, and the recent Biketoria Bicycle Master Plan.

2.1.1 Walking

The site is located within walking distance to employment, commercial, recreational services, and the abundance of services provided in the downtown area; it is also in close proximity to the local amenities available in James Bay and near the Fisherman's Wharf area.

The site is close to various walkable amenities and transit bus service. According to the Walk Score³ website, 345 Quebec Street's location receives a walk score of 81 (out of 100), placing it in the website's "Very Walkable" category.

All roadways adjacent to the site have sidewalks on each side and pedestrian crossing amenities at major intersections. Areas within a 400m and 800m radius are illustrated in **Exhibit 2.1**.

² City of Victoria website: <http://www.victoria.ca/EN/main/community/sustainability/environmental/transportation-initiatives.html>

³ Walk Score is a method of evaluating a location's walkability by using an algorithm that awards points based on the distance to amenities such as grocery stores, schools, shops, recreation opportunities, banks and restaurants. www.walkscore.com



Exhibit 1.1
Site Location

Harbour Towers Parking
June 2016

6141.01





Exhibit 2.1
Walking Radius

6141.01 Harbour Towers Parking
June 2016



2.1.2 Transit

The site is 500m (approximate 5-10 minute walk) from the Legislature BC Transit bus hub. This bus hub provides access to 13 bus routes which provide connections throughout the Capital Regional District. Importantly these bus routes, typically have headways of approximate 5 – 15 minutes during the peak morning and afternoon commute periods.

In addition to excellent local transit service, the Harbour Towers site is also within short walking distance to inner harbour transportation hubs that service further distances, including:

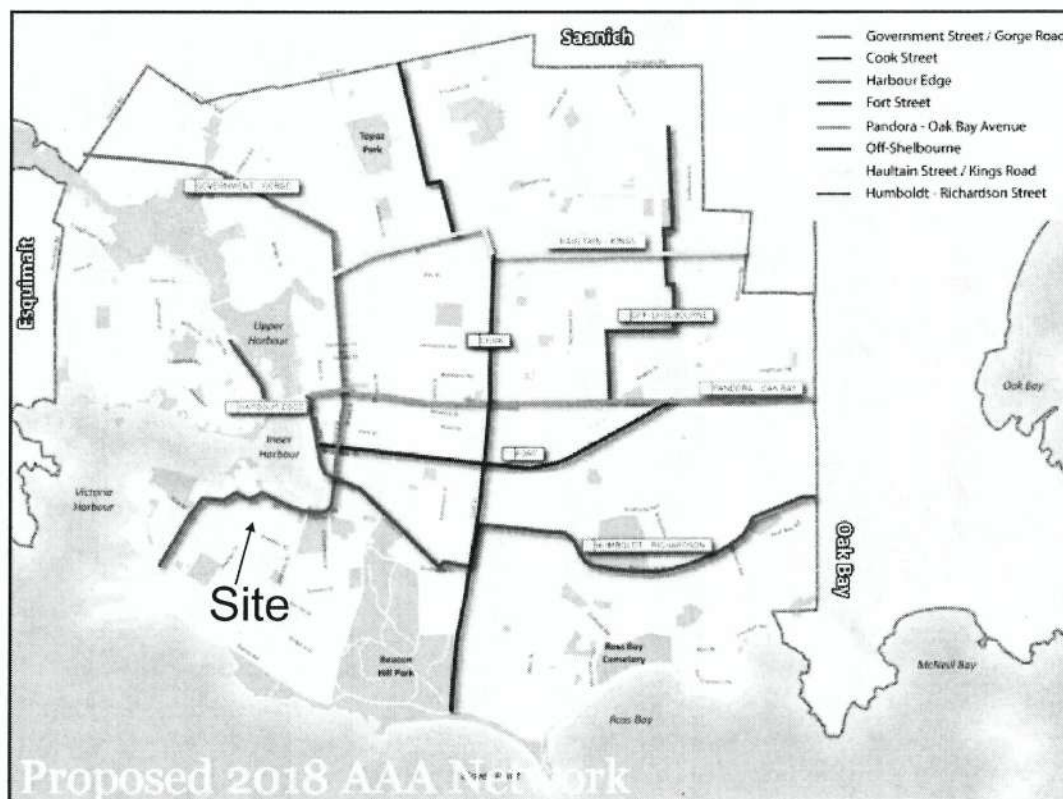
- Pacific Coach Line bus depot, located on lower Douglas Street (approximately 700m to east of the site), provides transportation to destinations on the Vancouver Island and on the Lower Mainland;
- Harbour Air, Kenmore Air, and Westcoast Air Seaplane terminals are 1km to the northeast (to Seattle, Vancouver and the other BC mainland destinations); and,
- Coho/Clipper ferry terminals support travelers going to the United States (located approximately 250m to the northeast).

2.1.3 Cycling

Cycling is one of the most sustainable modes of transportation; displacement of auto trips by cycling helps to reduce traffic congestion and reduces noxious emissions. The main market segment for journey-to-work trips by bicycle as the primary mode of transportation are less than 8km in length. Cycling can be combined with other travel modes, such as transit.

Belleville Street located one block north of the subject site has been designated as a future All Ages and Abilities (AAA) cycling facility as per the 2016 Biketoria plan⁴. This insinuates cycling facilities that are separated from motorized vehicle traffic. The introduction of AAA cycling route on Belleville Street is expected to significantly increase area cycling. This new AAA route will provide connections to Victoria's vehicle protected cycling network. This will promote local area cycling and also potentially the use of electric bicycles and scooters. The following **Exhibit 2.2** illustrates the City of Victoria's proposed bike route network.

⁴ <http://www.victoria.ca/EN/main/community/cycling.html>



<https://victoria.civicweb.net/FileStorage/AD4BDBA6E36241E9B83DF5697255798C->

Exhibit 2.2 Proposed 2018 Cycling Network (Biketoria)

Harbour Towers Parking
6141.01
June 2016

2.2 Existing On and Off-Street Vehicle Parking Supply

There are currently four on-street 3-minute loading spaces immediately fronting the 345 Quebec Street site. To the west of these loading spaces there are six 1 Hour, Monday to Friday on-street spaces fronting the development site.

On-site the existing building has a total of 177 spaces, 153 of these are in the underground parkade and 24 are adjacent to the site in an at-grade parking lot immediately west of the building. These spaces are all reserved for hotel patron use.

3. ANALYSIS

3.1 On-Site Resident and Visitor Parking Supply/Design

Exhibit 3.1 illustrates the proposed parkade layout.

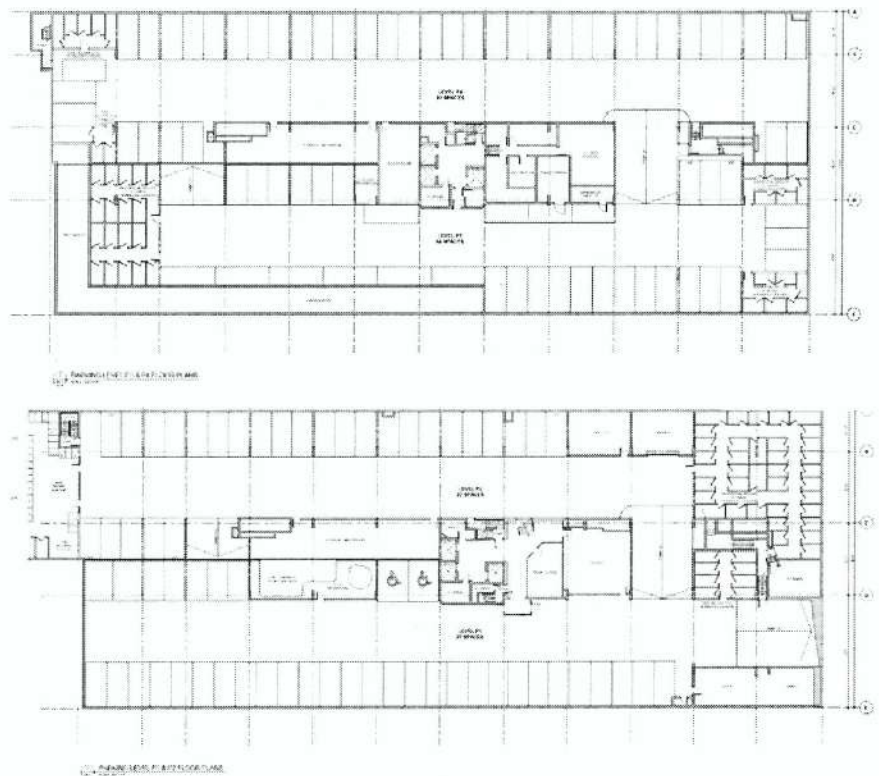
3.2 Bylaw Parking Rates

3.2.1 Vehicle Parking

City of Victoria zoning for rental attached dwellings require an off-street parking supply of 1.4 spaces per unit, based on Zoning Bylaw Schedule C, Residential A.13 for the proposed residential rental use of this property. Of the 1.4 spaces per unit, 10% of the parking supply is to be assigned to visitors. Applying this parking rate to the proposed 219 units results in a bylaw required supply of 307 parking spaces. The proposed 163 parking spaces are therefore 144 spaces below bylaw required.

3.2.2 Bicycle Parking

The City of Victoria bicycle parking requirements for multiple dwellings is to provide one 'Class 1' space per unit (i.e. secure parking for 219 bicycles) and one 'Class 2' – 6 space rack at the entrance to the apartment building.



OMICRON

NICOLA CROSBY REAL ESTATE
HARBOUR TOWERS RENO, VICTORIA

PARKING LEVEL P1 & P2 FLOOR PLANS

Exhibit 3.1 Proposed Parking Layout

6141.01

Harbour Towers Parking
August 2016



3.3 Parking Supply Data for Similar City of Victoria Rental Apartment Complexes

In order to better understand the existing parking trends of similar nearby rental apartment complexes, an extensive survey and analysis was conducted. The data was derived from three key sources of information:

- Vehicle ownership information acquired from ICBC;
- Data collected in the field during resident and visitor peak parking periods (i.e. Wednesdays 10-11pm, Fridays 6-8pm, Saturdays 6-8pm, Sundays 9-11pm); and,
- Information gathered from building manager interviews.

The parking data collected in the field and via building manager interviews and questionnaires was used to verify the accuracy of the ICBC information and were aimed towards understanding how the available on and off-street parking supply was utilized and as to whether there was sufficient supply for residents and visitors at their respective rental apartment complexes. This information provided data in determining the unit mix of the buildings, how many units were currently occupied, how many off-street parking stalls are provided for residents and visitors, and whether there is a monthly charge for the on-site parking stalls.

Exhibit 3.2 displays the locations of the apartment complexes included in the study. **Table 1** on the following page, supplements the map, identifying (with the associated reference numbers in Exhibit 3.2) and summarizes the data collected from ICBC, on-site surveys, and building managers.



Scale: NTS

Exhibit 3.2 Location of 2012 Studied Rental Residential Buildings

6141.01 Harbour Towers Parking
June 2016



Table 1 - Summary of Apartments Included in 2012 Parking Study

Map #	Name and Address	Total Units (Occupied/ Available)	# of Studio Units	# of 1 Bdr Units	# of 2 Bdr Units	# of On-Site Resident Parking Stalls	# of On-Site Visitor Parking Stalls	Parking Stall Cost (Monthly)	Vehicle Ownership Rate
1	805 Academy Close	9 / 10	0	10	0	0	0	N/A	0.7
2 & 3	360 Douglas Street, Goodacre Towers N. & S.	194 / 197	55	81	61	152	32	\$15 - \$20	0.68
4	240 Douglas Street, Beacon Tower Apartments	58/60	0	44	16	42	0	\$30	0.73
5	151 St. Andrews, Beacon Park Apartments	75/75	3	10	62	90	5	\$35	0.81
6	575 Marifield Ave, Kirkcauldy Apartments	43 / 43	7	28	8	28	3	\$20	0.53
7	562/566 Simcoe Street	104 / 108	6	78	24	75	12	\$20	0.54
8	576 Simcoe Street, Park Plaza	37 / 37	3	27	7	35	1	\$0	0.55
9	160 Government Street, Weybridge Manor	33/33	N/A	N/A	N/A	23	3	N/A	0.63
10	890 Academy Close	54 / 55	12	30	13	33	0	\$10-\$15	0.63
11	505 Quadra Street, Beacon Arms	34 / 34	2	21	11	26	1	\$15-\$30	0.68
12	955 Humbolt Street	43 / 43	0	37	6	40	3	\$45	0.72
13	976 Humbolt Street	23 / 23	6	13	4	15	0	\$45	0.52
Totals and Averages		98.5% occupancy	-	-	-	-	-	-	0.66

The table shows that on average the approximate vehicle ownership rate (i.e. residential parking demand) of the 13 rental apartment buildings is 0.66 vehicles per unit. This data correlates with the field observation counts and manager surveys. The table data reveals a range of vehicle ownership rates as low as 0.52 and as high as 0.81 vehicles per unit. It also illustrates the impact of unit size as the highest vehicle occupant buildings also have a higher proportion of 2 bedroom units (i.e. the Beacon Park Apartments). The majority (78%) of suites at 345 Quebec Street are proposed to be either bachelor or 1 bedroom apartments. The higher percentage of smaller units at 345 Quebec Street suggests the vehicle ownership rate for 345 Quebec Street will likely be lower than the average 0.66 vehicles per unit rate.

Based on this data we conservatively suggest a parking rate of 0.65 spaces per unit (142 spaces) for residents and an additional 0.05 spaces (11 spaces) for visitors, for a recommended minimum supply of 153 parking spaces.

4. TRANSPORTATION DEMAND MANAGEMENT

One strategy to achieve the goals highlighted in the previous section is to implement TDM measures with the potential to influence travel behaviour in the region. One such measure is to control the supply of parking as a disincentive to driving, as long as the infrastructure is in place to allow the use of alternative travel modes.

Recommended TDM measures specific to this site are to:

- Provide secure on-site bicycle parking, including a bicycle rack for short term and long term bicycle parking for residents and visitors of the 219 rental units that exceed City of Victoria bicycle parking requirements for multiple dwellings; that is provide at minimum one 'Class 1' space per unit (i.e. secure parking for 219 bicycles) and one 'Class 2' – 6 space rack at the east entrance to the apartment building, off Oswego Street;
- Provide a resident bicycle repair station within the buildings' Class 1 bicycle parking area (example image of a bicycle repair station provided below); and,
- Implementation of a monthly charge for parking spaces (parking spaces unbundled from unit rental) at market rate.

These TDM measures would contribute to ensuring that the recommended 153 off-street parking spaces will meet the needs of the subject development and result in minimal impact on the neighbourhood's on-street parking supply.



Image: Example of Bike Repair Station

5. CONCLUSIONS AND RECOMENDATIONS

5.1 Conclusions

Our recent 'project specific' research findings have determined that a parking variance is warranted for this project. The on-site parking supply is to be supported with the implementation of recommended TDM measures. Justification for the recommended parking variance is as follows:

- Proximity of the subject site to the Victoria's downtown core area, as well as the services available at James Bay and transit availability;
- Compatibility with 13 studied rental apartment complexes in the James Bay area, which had an average vehicle ownership rate of 0.66 vehicles per unit;
- A high proportion (i.e. 78%) of studio or 1 bedroom units;
- The subject site being well serviced by public transit, close to amenities and in close proximity to future AAA cycling facilities; and
- Compatibility with the City of Victoria and the CRD adopted strategies for encouraging travel modes other than automobile use.

In summary our research and analysis for this conversion project indicates that the proposed 153 off-street spaces, at an average parking ratio of 0.7 spaces per unit (total for residents and visitors), represents an appropriate supply of vehicle parking for the proposed 219 unit rental complex.

5.2 Recommendations

Based on this data we conservatively recommend a parking rate of 0.65 spaces per unit (142 spaces) for residents and an additional 0.05 spaces (11 spaces) for visitors, for a recommended supply of 153 parking spaces.

The proposed supply of 163 vehicle parking spaces is higher than our recommended parking supply of 153 spaces. We recommend the developer convert excess vehicle parking spaces into additional Class 1 bicycle parking. We recommend 11 of the 24 at-grade parking spaces be reserved for visitor use.

We recommend that the developer commit to providing the following TDM measures:

- Provide secure on-site bicycle parking, including a bicycle rack for short term and long term bicycle parking for residents and visitors of the 219 rental units that exceed City of Victoria bicycle parking requirements for multiple dwellings; that is provide at minimum one 'Class 1' space per unit (i.e. secure parking for 219 bicycles) and one 'Class 2' – 6 space rack at the east entrance to the apartment building, off Oswego Street;

- Provide a resident bicycle repair station within the buildings' Class 1 bicycle parking area; and,
- Implementation of a monthly charge for parking spaces (parking spaces unbundled from unit rental) at market rate.

As the on-street loading requirements of a residential building are expected to be lower than a hotel we also suggest that one of the three 3-minute on-street loading spaces immediately fronting the site be converted to 1-hour parking in continuation of curb-side regulation found west of the loading area.

April 3, 2017

File No. 30335

City of Victoria
#1 Centennial Square
Victoria BC V8W 1P6

Attention: Craig Stenberg
Engineering and Public Works Department

Dear Sir:

**Re: 345 Quebec St – Harbour Towers
Sewage Flow Calculations**

This report compares the calculated sewage flow of the proposed development to the existing development to see if sewage attenuation is required.

Background

The proposed development will rezone the existing Harbour Towers Hotel from T-1 Zone, Limited Transient Accommodation District to CD zoning specific to the development.

The proposed development will repurpose the existing hotel suites and facilities into residential units.

Existing Layout

The existing development consists of 192 hotel suites, 1,850 m² of meeting/convention space, a restaurant, and a lounge. As per the attached calculations in appendix A, the existing daily flow is expected to be 217,750 L/day, which equates to a peak flow of 14.36 L/s.

Proposed Development

The proposed development will consist of:

- 68 - studio units
- 102 - 1 bedroom units
- 10 - 1.5 bedroom units
- 24 - 2 bedroom units
- 15 - penthouse units (2 bedroom)
-

As per the attached calculations in Appendix A, the estimated daily flow for the proposed development is expected to be 120,600 L/day, which also equates to a peak flow of 8.81 L/s.

Summary

The calculated peak sewage flow for the proposed development is less than the current sewage flows. Therefore, no sewage attenuation should be required for the proposed development.

Yours truly,

J.E. Anderson and Associates



Mike Puszka, EIT



Reviewed by R. Tuck, P.Eng

2017-04-03

APPENDIX A



345 QUEBEC STREET - PROPOSED DEVELOPMENT

ASSUMPTIONS:

- OCCUPANCY LOAD WAS CALCULATED BASED ON 3.1.17 OF BCBC 2012 (PROVIDED BY THE DEVELOPER)
- NON-RESIDENTIAL AVERAGE DAILY FLOW RATES BASED ON SEWERAGE SYSTEM STANDARD PRACTICE MANUAL (SEE ATTACHED)
- PEAK FLOW WAS CALCULATED AS PER THE ALBERTA ENVIRONMENT PEAKING FACTOR AS SUGGESTED BY THE CITY FOR PREVIOUS REPORTS (SEE ATTACHED)
- 225 L/CAP/UNIT



EXISTING LAYOUT

	OCCUPANCY	OCCUPANCY	LOAD
192 GUEST SUITES	2	384	
1850m ² MEETING/CONVENTION SPACE	1 PERSON/0.95m ²	1947	
RESTAURANT	121 SEATS		
LOUNGE	26 SEATS		

ADF

$$\text{GUEST SUITES} = 384 \times 225 \text{ L/CAP/DAY} = 86,400 \text{ L/DAY}$$

$$\text{CONVENTION SPACE} = 1947 \times 60 \text{ L/CAP/DAY} = 116,820 \text{ L/DAY}$$

$$\text{RESTAURANT} = 121 \times 90 \text{ L/SEAT/DAY} = 10,890 \text{ L/DAY}$$

$$\text{LOUNGE} = 26 \times 140 \text{ L/SEAT/DAY} = 3,640 \text{ L/DAY}$$

$$217,750 \text{ L/DAY}$$

$$= 2.52 \text{ L/S}$$

$$\text{PF} = 6.659 (2.52^{-0.168}) = 5.70$$

$$\text{PEAK FLOW} = 2.52 \text{ L/S} \times 5.70 = 14.36 \text{ L/S}$$

PROPOSED LAYOUT

UNIT	OCCUPANCY	OCCUPANCY	LOAD
68 STUDIO	2	136	
102 1 BEDROOM	2	204	
10 1.5 BEDROOM	4	40	
24 2 BEDROOM	4	96	
15 PENTHOUSE	4	60	
		<u>536</u>	

ADF

$$536 \times 225 \text{ L/CAP/DAY} = 120,600 \text{ L/DAY}$$

$$= 1.40 \text{ L/S}$$

$$\text{PF} = 6.659 (1.40^{-0.168}) = 6.29$$

$$\text{PEAK FLOW} = 1.40 \text{ L/S} \times 6.29 = 8.81 \text{ L/S}$$

30335

Mike Puszka

From: Doug Vincent <DVincent@omicronaec.com>
Sent: Tuesday, March 14, 2017 11:32 AM
To: Mike Puszka
Subject: RE: Harbour Towers Hotel Repurposing - Sewage Attenuation
Attachments: 345 Quebec St Application Review Summary.pdf

Mike,

Please proceed with the report. If you could shorten the time frame it would be much appreciated.

The Planner will not move us to Committee of the Whole until we submit a report.

I have attached the response we had from the City on our DP/Rezoning application. Note the section on Sewage Attenuation from the Engineering Department.

Below is a link to our latest DP submission set.

[1016040 HARBOUR-TOWERS RE DP 2017 02 07](#)

Our fixture count will actually go up after the conversion but our occupant load will decrease significantly. We also believe the peak sanitary flow will decrease but need some calculations to prove that out.

The current occupant load in the Hotel based on 3.1.17 of BCBC 2012 is as follows:

192 guest suites -- OL=384 based on 2 persons per sleeping room

1,350 m2 of meeting/convention space / 0.95 m2/person for non-fixed seats and tables OL = 1,947

Restaurant 120 fixed seats OL= 120

Total Occupant Load = 2,451

For our proposed conversion the occupant load based on 3.1.17 of BCBC 2012 is:

68 Studios x 2 per sleeping unit OL = 136

102 1 bedroom x 2 per sleeping unit = 204

10 1.5 bed x 4 per sleeping unit = 40

24 2 bed x 4 per sleeping unit = 96

15 penthouse x 4 per sleeping unit = 60

Total OL = 536

My billing address is

Doug Vincent

Omicron

Fifth Floor -- Three Bentall Centre

595 Burrard Street, PO Box 49369

Vancouver, BC V7X 1L4

Regards,

Doug

Doug Vincent, M.A.Sc., P.Eng., C.P., LEED AP

Principal / Sector Director, Renewals

OMICRON

D +1 604 632 4365 M +1 604 315 4092 E DVincent@omicronaec.com

Fifth Floor Three Bentall Centre

595 Burrard Street

PO Box 49369 Vancouver BC V7X 1L4 Canada

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Standards and Guidelines for Municipal Waterworks, Wastewater and Storm Drainage Systems

Part 4 Wastewater Systems Guidelines for Design, Operating and Monitoring of a Total of 5 Parts

March 2013

Table 4.1 continued

Place	Estimated Sewage Flow Litres (gallons) Per Day
Schools	
Elementary	70 (15) per student
Junior High	70 (15) per student
High School	90 (20) per student
Boarding	290 (65) per student
Service Stations	
(exclusive of cafe)	560 (125) per fuel outlet
Swimming Pools (Public)	
based on design bathing load	23 (5) per person

* Reproduced from the Alberta Private Sewage Treatment and Disposal Regulations, Table 8.5.B.

2. Average Flow Generation Estimates for Planning

For system planning purposes, when specific land uses and zoning are unknown and the requirements of 4.1.1.2 (1) cannot be defined, the recommended lower limits for estimation of average flow generation (to be used for preliminary planning unless the use of other values is justified with more specific or reliable information) are as follows:

a. Commercial and Institutional Land Uses

The lower limit for Average Flow Generation should be 40 m³/day/ha (0.46 L/s/ha).

b. Industrial Land Uses

The lower limit for average flow generation should be 30 m³/day/ha (0.35 L/s/ha).

3. Determination of Peak Dry Weather Flow Rate

Peak dry weather flow rates for specific design areas are to be determined by application of a peaking factor (Pf), related to the average flow rate (Q_{AVG} in L/s) in accordance with the following expression to a maximum value of 5.0:

$$Pf = 6.659 (Q_{AVG})^{-0.168}$$

Following from this, the peak dry weather flow rate (Q_{PDW} in L/s) may be determined as follows:

$$Q_{PDW} = \frac{Pf \cdot Q_{AVG}}{6.659 (Q_{AVG})^{0.832}}$$



Liquor Control and Licensing Branch
Food Primary Licence #084274
Expires on March 31, 2017

Establishment Name: Harbour Towers
Licence Name: Harbour Towers
Location Address: 345 Quebec St
VICTORIA, BC V8V 1W4
Issued to: Harbour Towers Limited Partnership
Third Party Operator: Crescent Canada US Limited Partnership
Resident Manager: Sims, Tracey Marie

TERMS AND CONDITIONS

HOURS OF SALE

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Open	11:00 AM	11:00 AM	11:00 AM	11:00 AM	11:00 AM	11:00 AM	11:00 AM
Close	1:00 AM	1:00 AM	1:00 AM	1:00 AM	1:00 AM	1:00 AM	Midnight


CAPACITY

Banquet 01	43	Banquet 02	43	Banquet 03	43	Banquet 04	43
Banquet 05	43	Banquet 06	43	Banquet 07	100	Patio1	0
Patio2	0	Person01	200	Person02	215	Person03	121
Person04	191						

- For the sale and consumption of all types of liquor in establishments with a primary focus on the service of food.
- The terms and conditions to which this licence is subject include the terms and conditions contained in the publication 'Guide for Liquor Licensees in British Columbia' as that publication is amended from time to time.
- Liquor may only be sold, served and consumed within the areas outlined in red on the official plan, unless otherwise endorsed or approved by the LCLB.
- Patio area has been approved. The interior occupant load also includes patio seating.
- Patio 01 and Patio 02 occupant load inclusive of Banquet 07.

YOUR CURRENT VALID LICENCE MUST BE PROMINENTLY
DISPLAYED AT ALL TIMES. TAMPERING, ALTERING OR
DEFACING THIS LICENCE IN ANY MANNER MAY RESULT
IN THE LICENCE BEING CANCELLED.

May 12, 2016
DATE


GENERAL MANAGER
LIQUOR CONTROL AND LICENSING BRANCH



Liquor Control and Licensing Branch
Liquor Primary Licence #050897
Expires on March 31, 2017

Establishment Name: Harbour Towers
Licence Name: Harbour Towers
Location Address: 345 Quebec St
VICTORIA, BC V8V 1W4
Issued to: Harbour Towers Limited Partnership
Third Party Operator: Crescent Hotels and Resorts Canada Company, ULC
Resident Manager: Sims, Tracey Marie

TERMS AND CONDITIONS

HOURS OF SALE

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Open	11:00 AM	11:00 AM	11:00 AM	11:00 AM	11:00 AM	Noon	11:00 AM
Close	1:00 AM	1:00 AM	1:00 AM	1:00 AM	1:00 AM	2:00 AM	Midnight

CAPACITY

Person01	26		
----------	----	--	--

- The terms and conditions to which this licence is subject include the terms and conditions contained in the publication 'A Guide for Liquor Licensees in British Columbia' as that publication is amended from time to time.
- Liquor may only be sold, served and consumed within the areas outlined in red on the official plan, unless otherwise endorsed or approved by the LCLB.
- Subject to terms and conditions specified in the restriction or approval letter(s). A copy of restriction or approval letter(s) to be kept with current liquor licence.
- Minors, other than professional entertainers, are not permitted within the licensed area(s) unless otherwise endorsed or approved by the LCLB.

YOUR CURRENT VALID LICENCE MUST BE PROMINENTLY
DISPLAYED AT ALL TIMES. TAMPERING, ALTERING OR
DEFACING THIS LICENCE IN ANY MANNER MAY RESULT
IN THE LICENCE BEING CANCELLED.

April 28, 2016

DATE



GENERAL MANAGER
LIQUOR CONTROL AND LICENSING BRANCH

Table III-11. Non-residential Average Daily Flow Rate guide

DESCRIPTION	UNIT (PER)	AVERAGE FLOW (L/DAY PER UNIT)	AVERAGE DAY BOD (GRAMS/DAY PER UNIT) AND NOTES
Industrial, commercial (domestic and food service waste only)			Risk of wax strippers and cleaning chemicals, risk of cold water and high ammonia
Office/factory without cafeteria	person	50 to 75	30
Office/factory without cafeteria and with showers	person	75 to 125	35
Office/factory with cafeteria	person	100	38
Open site (e.g. quarry) without canteen	person	60	25
Full time day staff (staff figures apply to all applications)	person	50 to 75	38
4 hour shift day staff (staff figures apply to all applications)	person	45	25
Dental or medical office	practitioner	1000	(risk of antibiotics and drugs)
Beauty salon (without staff)	Seat	1000	(risk of chemicals and hair)
Store, washroom flow only	square metre	5	
Shopping center, per toilet room	toilet room	1700	380
Shopping center, per parking space	parking space	10	
Accommodation			Risk of wax strippers and cleaning chemicals
Hotel or motel, bed and breakfast, per guest, except for luxury hotels	person	200	90
	bedroom unit	250 to 400	160
Housekeeping unit, no meals	bedroom unit	450	130
Guest bedrooms only, no meals	person	80	50
Non-residential conference guest or day camp, including meals	person	60	25
Resident staff	person	170	60
Cabin resort	person	225	90 (risk of high strength wastes from food service)
Residential or work camps, flush toilets, no meals	person	140	90
Residential or work camps, flush toilets and meals	person	225	90 (risk of high strength wastes from food service)
Residential camps, no flush toilets	person	50	
Dormitory bunkhouse	person	140	90
Nursing Home or retirement home	person	475	110 (risk of antibiotics and drugs)
Laundromat (e.g. in apartment building)	machine	1200 to 2400	260 to 530

DESCRIPTION	UNIT (PER)	AVERAGE FLOW (L/DAY PER UNIT)	AVERAGE DAY BOD (GRAMS/DAY PER UNIT) AND NOTES
Food service and bars			Risk of wax strippers and cleaning chemicals, risk of cold water and high ammonia, risk of oil and greases
Restaurant	meal	12	15
Restaurant (fast food, paper service)	meal	12	12
	seat	60	
Restaurant (full service)	meal	30	38
	seat	90	120
Open more than 16 hours a day	seat	190	250
Restaurant (pre prepared catering)	meal	25	30
Institutional meals	meal	20	20
Function rooms, buffets	meal	30	20
Snack bar or bar meals	person	15	20
Bar/lounge/pub	person	12	15
	seat	140	180
Coffee shop	patron	20	20
	seat	400	
Amenity sites			Risk of wax strippers and cleaning chemicals, RV holding tank chemicals, risk of cold water and high ammonia
Toilet and shower blocks			
Shower	use	40	6
Toilet urinal	use	5	1.5
Toilet (WC)	use	10	12
Visitor center or Day use site, with flush toilets	person	20	15
Tent or trailer sites (central comfort station, no solid dump facility)	person	75 to 150	45 at low end of range
	site	180 to 360	108 at low end of range
Camp Trailer site fully serviced (with hook up)	person	70	75 (risk from RV holding tank wastes and high strength)
	site	170	170 (risk from RV holding tank wastes and high strength)
Assembly hall	person	15	12

From: Jim Handy
Sent: April 6, 2017 8:50 AM
To: Miko Betanzo
Subject: FW: 345 Quebec Street - Sewage attenuation review
Attachments: 20170403 - 30335 - L - Sewage Attenuation Report - sealed.pdf

For your records

From: Randy Chang
Sent: April 5, 2017 9:46 AM
To: mpuszka@jeanderson.com
Cc: 'Ross Tuck' <rtuck@jeanderson.com>; Nina Sutic-Bata <NSutic-Bata@victoria.ca>; Jas Paul <JPaul@victoria.ca>; Craig Stenberg <cstenberg@victoria.ca>; Jim Handy <JHandy@victoria.ca>; Rich Allen <rallen@victoria.ca>
Subject: 345 Quebec Street - Sewage attenuation review

Hello Mr. Mike Puszka,

The City has reviewed JE Anderson's (JEA) sewage attenuation report for 345 Quebec Street in respect to the existing facility that presently has 192-hotel suites with a restaurant, meeting /convention space and a lounge, zoned as "T-1", which generates a peak flow of 14.36 litres per second, as addressed from your report attached. In comparison to the proposed development, which is rezoned to be a "CD", specific to this development, the developer would like to have the existing hotel suites and facilities repurposed into 219-residential units. JEA has estimated its daily flow for the proposed development to be 8.81 litres per second.

As addressed in the report, JEA has calculated the peak sanitary flow for the proposed development to be is less than the existing sewage flow. Therefore, the City may conclude that No sanitary sewer attenuation is required.

If you require further discussion, please do not hesitate in contacting the undersigned.

Yours truly,

Randy K. Chang, ASCT.
Supervisor, Infrastructure Planning UG Utilities
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6

T 250.361.0512 F 250.361.0311

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1 Centennial Square, Victoria BC V8W 1P6

T 250.361.0523 F 250.361.0386



From: Anthony Paes-Braga [<mailto:apaes-braga@nicolacrosby.com>]

Sent: March 22, 2017 11:39 AM

To: Jim Handy <JHandy@victoria.ca>

Subject: RE: 345 Quebec

Jim,

Following up on my email from March 6th to see if you have had the opportunity to review. Also, do you have an idea of when we might be going to Committee of the Whole?

Kind regards,

ANTHONY PAES-BRAGA

Asset Manager

420 – 1508 West Broadway

Vancouver, BC V6J 1W8

Direct: 778.383.6947

Cell: 604.809.5130

Email: apaes-braga@nicolacrosby.com

www.nicolacrosby.com | www.nicolawealth.com



From: Anthony Paes-Braga

Sent: Monday, March 06, 2017 10:53 AM

To: 'Jim Handy'

Subject: RE: 345 Quebec

Jim,

We addressed the parking variance in our letter to Mayor and Council and the Transportation Review resulted in no opposition to the proposed variance.

Ultimately, the concerns you have raised with respect to increased parking demands if the project was a condo project could be addressed by the City if a future owner of Harbour Towers pursued stratification of the project regardless of whether or not a Housing Agreement was in place.

We'd propose a 10yr Housing Agreement given the fact that this is not a new rental project but the conversion of an existing building.

Kind regards,

ANTHONY PAES-BRAGA

Asset Manager

420 – 1508 West Broadway

Vancouver, BC V6J 1W8

Direct: 778.383.6947

Cell: 604.809.5130

Email: apaes-braga@nicolacrosby.com

www.nicolacrosby.com | www.nicolawealth.com



From: Jim Handy [<mailto:JHandy@victoria.ca>]

Sent: Tuesday, February 28, 2017 9:25 AM

To: Anthony Paes-Braga

Subject: RE: 345 Quebec

Hi Anthony

Apologies for the delay in responding and missing you and Doug when you came to the office.

The application to convert the existing hotel to rental accommodation seeks a significant (128 stall) parking variance. Part of the justification for the parking variance is that the 219 dwelling units will be rental accommodation and, in their analysis, Bunt & Associates acknowledge that they have compared the site to other rental buildings in the neighbourhood. The City is currently reviewing its off-street parking standards and we would concur that rental units have a lower parking demand than condominiums. Furthermore, smaller units also have a relatively lower parking demand. However, if the units were not rental, we would anticipate a higher parking demand (our recent studies anticipate a parking demand of 229 stalls, which includes demand for visitor parking). Therefore, we believe that securing the rental status of these units through a Housing Agreement would provide further justification for the proposed parking variance. If you are not amenable to securing the rental of the units in perpetuity then we would ask whether you are prepared to enter into such an Agreement for a period of 20 years.

Please let me know how you would like to proceed as, subject to your response and review of the revised plan package, we are hopeful that we can move this forward to Committee of the Whole.

Amanda Ferguson

Subject: FW: Mayor and Council email

-----Original Message-----

From: webforms@victoria.ca [mailto:webforms@victoria.ca]
Sent: Wednesday, January 18, 2017 6:35 PM
To: Victoria Mayor and Council <mayorandcouncil@victoria.ca>
Subject: Mayor and Council email

From: concerned in Victoria
Email :
Reference :
Daytime Phone : Not provided
<http://www.timescolonist.com/business/tourists-face-tight-market-for-victoria-hotel-rooms-1.6612263>

<http://www.cbc.ca/news/canada/british-columbia/victoria-hotel-rooms-1.3928590>

Victoria lost about 1,000 hotel rooms over last 4 years, realtor says www.cbc.ca "There's no question [tourists] are going to pay more than they ever have here. We've seen room rates increase over the last four years by more than a third."

Hi,

I have lived and worked in Victoria for over 30 years and am concerned with these current developments. There are several other Hotels and apartments being built that have already been approved to provide housing. my concern is that we as a city are being too quick to approve them I know we need more affordable housing but a lot of these projects don't provide that. They provide housing yes but add a lot of cars to the areas that are developed without improving the surrounding infrastructure to support the rise in residents and there corresponding cars. They are also more luxury apartments then they are affordable. I worry that we are being too quick to approve these projects without looking at what we are losing. Victoria is a tourist city that has been increasingly popular over these last few years with no end in site and by losing so many rooms recently we will soon be driving people out of the city seeking affordable rooms. I am also aware that the Harbour towers has a lot of convention space and am worried on the impact of losing that. If the city wants to prove the conversion I ask that they look to maybe trying too keep the convention space and have the apartments above or some other variation of such. If we lose too many rooms in the city to apartment conversion we will drive tourists to places like Langford and Nanaimo(which is currently building more hotels to support this trend).

Thank you for your time and consideration in this matter.

sincerely
concerned in Victoria

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strictly prohibited. If you have received this communication in error, please notify The City of Victoria immediately by email at publicservice@victoria.ca. Thank you.

IP Address: 154.5.70.152

Pamela Martin

Subject: Harbour Towers - rezoning from transient use to long term rental

From: Laura Neil [REDACTED]

Date: October 24, 2016 at 9:45:11 PM PDT

To: <mwilson@victoria.ca>

Cc: <ccoates@victoria.ca>

Subject: Harbour Towers - rezoning from transient use to long term rental

Hello

I am writing to you today to express my support of the proposal to convert the Harbour Towers into long term rental units from the current, transient hotel use.

I believe this will be a positive asset to the community providing much necessary rental units to a challenged rental stock in the city.

I also believe that as the building is in close proximity of the city that the need for personal vehicles will be significantly reduced (residents will walk/bus/bike, etc) and neighbours will realize a positive reduction of the current vehicle traffic (service vehicles, buses, and passenger cars) at Oswego and Quebec streets.

Sincerely,
Laura Neil
21 Pilot St
Victoria

Mayor City of Victoria,
Dear Mayor or Council:

Saskatoon Sask,
Mar 1 1917

RECEIVED

MAR 20 2017

My wife and I have been living in a suite at Harbour Towers. We are visiting from Saskatoon and are enjoying the harbour view from the hotel. I hope you and the Council do not approve Harbour Towers application to change the hotel to rental suites.

Harbour Towers has wonderful conference facilities. I have attended successful conferences there. If the hotel is converted the City of Victoria will lose this capability of holding large conferences. Travelling to Nanaimo for a conference is not convenient.

Yours truly
R. Michalovich
725-7th St. Saskatoon S7H-0Y1
306-229-3703

Lucas De Amaral

From: Doug Vincent [REDACTED]
Sent: Monday, June 19, 2017 12:18 PM
To: Victoria Mayor and Council
Subject: Request for Meeting (Time Sensitive) re: 345 Quebec Street Re-zoning/DP

Mayor and Council,

I am the applicant for the Rezoning and Development Permit to convert 345 Quebec Street from a hotel to 219 rental apartments.

Our application is on the Committee of the Whole Agenda for June 22nd.

As we are not presenting to Mayor and Council and may not get the opportunity to answer questions during the meeting, I would like to reach out to each of you to answer any questions you may have prior to Thursday's meeting. We have been working with staff on this application since December of last year and have the support of the James Bay Neighbourhood Association for this much needed addition of 219 rental units in James Bay.

I would be appreciative of any time you could set aside for a call or meeting to answer any questions you may have and gauge your support for this application.

Regards,

Doug Vincent

Doug Vincent, M.A.Sc., P.Eng., C.P., LEED AP
Principal / Sector Director, Renewals
OMICRON
[REDACTED]

Fifth Floor Three Bentall Centre
595 Burrard Street
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Harbour Towers Ltd
420-1508 West Broadway
Vancouver, BC, V6J 1W8

June 9, 2017

Miko Betanzo
Sustainable Planning and Community Development Department
City of Victoria
1 Centennial Square
Victoria, BC, V8W 1P6

VIA EMAIL (mbetanzo@victoria.ca)

Dear Mr. Betanzo;

Re: 345 Quebec Street – Housing Agreement

We are the Owners of the above referenced property.

Further to our discussions with Jim Handy and yourself, we write to confirm our agreement in principle; subject to our counsel's review of the form of document, to enter into a ten (10) year Housing Agreement with the City as part of our application for Rezoning and Development Permit.

As per our discussions we believe this to be reasonable for the following reasons;

- We have never considered nor are applying to stratify the property to enable us to market the units now or at a later date. We actually do not believe this project lends itself well as a market condo project due to smaller unit sizes and the large ratio of amenity/non-revenue area;
- If at a later date an owner applied to stratify the project, the City would be able to review the request at that time and introduce rental restrictions or guarantees as part of that application;
- While our plans call to substantially replace and modernize all major building components including many life safety items, we are still dealing with a circa 1970's building that does have certain functional obsolescence. We are not certain that a rental building will be the highest and best use for the site in perpetuity;
- A restriction on the use of the site for a pro-longed period of time would adversely impact the value of the property and could deter us from proceeding with this conversion. It could also deter future re-development of the site which could be in the City's and James Bay Community's interest;
- Our understanding is that developers typically enter into Housing Agreements in exchange for concessions from the City with respect to use, density, etc. Given our application does not seek any material variances and is well supported by the OCP and the James Bay Community Association, we feel a ten (10) year Housing agreement is more than appropriate for this project.

We look forward to moving forward with this project.

Yours truly,



Anthony Paes-Braga
Asset Manager