

REPORTS OF COMMITTEES

1. Committee of the Whole – December 1, 2016

5. Development Permit with Variance Application No. 00011 for 2330 Richmond Road

Motion:

It was moved by Councillor Alto, seconded by Councillor Lucas, 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. 00485, if it is approved, consider the following motion:

"That Council authorize the issuance of Development Permit with Variances Application No. 00011 for 2330 Richmond Road, in accordance with:

1. Plans date stamped September 28, 2016.
2. Development meeting all *Zoning Regulation Bylaw* requirements, except for the following variances:
 - i. reduce the lot area from 920m² to 584 m²;
 - ii. reduce the lot width from 20.0m to 19.2m;
 - iii. reduce the front yard setback (north) from 6.0m to 2.58m;
 - iv. reduce the rear yard setback (south) from 4.0m to 2.71 m;
 - v. reduce the side yard setback (east) from 6.0m to 3.62m;
 - vi. Schedule F (4)(a): reduce the rear setback for accessory building from 0.6m to 0.0m;
 - vii. Schedule F (4)(d): reduce the separation space between an accessory building and the principal building from 2.4m to 1.64m;
 - viii. Schedule C (16): reduce the total number of parking stalls from 10 to 7;
 - ix. Schedule C (7.2)(g): reduce the number of visitor parking stalls from 1 to 0;
 - x. Schedule C (7.2)(b): reduce the setback for off-street parking from a street from 1.00m to 0.76m;
3. The Development Permit lapsing two years from the date of this resolution."

Carried

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

5.2 Development Permit with Variance Application No. 00011 for 2330 Richmond Road

Committee received a report dated November 18, 2016, from the Director of Sustainable Planning and Community Development regarding an application to construct a three-storey, seven-unit, multi-family development.

Committee discussed:

- The transition to other single family homes in the vicinity and the response to the adjacent hospital.

Motion:

It was moved by Councillor Alto, seconded by Councillor Lucas, 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. 00485, if it is approved, consider the following motion:

"That Council authorize the issuance of Development Permit with Variances Application No. 00011 for 2330 Richmond Road, in accordance with:

1. Plans date stamped September 28, 2016.
2. Development meeting all *Zoning Regulation Bylaw* requirements, except for the following variances:
 - i. reduce the lot area from 920m² to 584 m²;
 - ii. reduce the lot width from 20.0m to 19.2m;
 - iii. reduce the front yard setback (north) from 6.0m to 2.58m;
 - iv. reduce the rear yard setback (south) from 4.0m to 2.71m;
 - v. reduce the side yard setback (east) from 6.0m to 3.62m;
 - vi. Schedule F (4)(a): reduce the rear setback for accessory building from 0.6m to 0.0m;
 - vii. Schedule F (4)(d): reduce the separation space between an accessory building and the principal building from 2.4m to 1.64m;
 - viii. Schedule C (16): reduce the total number of parking stalls from 10 to 7;
 - ix. Schedule C (7.2)(g): reduce the number of visitor parking stalls from 1 to 0;
 - x. Schedule C (7.2)(b): reduce the setback for off-street parking from a street from 1.00m to 0.76m;
3. The Development Permit lapsing two years from the date of this resolution."

Committee discussed:

- Concerns about the proposal's approach to densification.

On the amendment:
CARRIED 16/COTW

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



Committee of the Whole Report For the Meeting of December 1, 2016

To: Committee of the Whole **Date:** November 18, 2016

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

Subject: Development Permit with Variances Application No. 00011 for 2330 Richmond Road

RECOMMENDATION

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. 00485, if it is approved, consider the following motion:

"That Council authorize the issuance of Development Permit with Variances Application No. 00011 for 2330 Richmond Road, in accordance with:

1. Plans date stamped August 2, 2016.
2. Development meeting all *Zoning Regulation Bylaw* requirements, except for the following variances:
 - i. reduce the lot area from 920m² to 584 m²;
 - ii. reduce the lot width from 20.0m to 19.2m;
 - iii. reduce the front yard setback (north) from 6.0m to 2.58m;
 - iv. reduce the rear yard setback (south) from 4.0m to 2.71m;
 - v. reduce the side yard setback (east) from 6.0m to 3.62m;
 - vi. Schedule F (4)(a): reduce the rear setback for accessory building from 0.6m to 0.0m;
 - vii. Schedule F (4)(d): reduce the separation space between an accessory building and the principal building from 2.4m to 1.64m;
 - viii. Schedule C (16): reduce the total number of parking stalls from 10 to 7;
 - ix. Schedule C (7.2)(g): reduce the number of visitor parking stalls from 1 to 0;
 - x. Schedule C (7.2)(b): reduce the setback for off-street parking from a street from 1.00m to 0.76m;
3. The Development Permit lapsing two years from the date of this resolution."

LEGISLATIVE AUTHORITY

In accordance with Section 489 of the *Local Government Act*, Council may issue a Development Permit in accordance with the applicable guidelines specified in the *Community Plan*. A Development Permit may vary or supplement the *Zoning Regulation Bylaw* but may not vary the use or density of the land from that specified in the Bylaw.

EXECUTIVE SUMMARY

The purpose of this report is to present Council with information, analysis and recommendations for a Development Permit with Variances Application for the property located at 2330 Richmond Road. The proposal is to rezone the land from the current R1-B Zone, Single Family Dwelling District, to a site specific zone to permit construction of a seven-unit, three-storey, multi-family residential development. On March 24, 2016 Council passed a motion directing staff to move the Rezoning Application forward to a Public Hearing, subject to certain conditions being met. Subsequently, the applicant submitted this Development Permit with Variances Application for the proposal. If Committee moves this Application forward the two applications will run concurrently.

The following points were considered in assessing this application:

- as outlined in the concurrent Rezoning Application, a new zone would be created that would be used as a new standard zone for multiple-dwelling units within the Traditional Residential Urban Place Designation. The new zone would be based on the RT Zone, Traditional Residential Attached Dwelling District, except it would permit Multiple Dwellings and Accessory Buildings
- the subject site is located at the intersection of two arterial roads and directly across Richmond Road from the Royal Jubilee Hospital Patient Care Centre
- the proposal is generally consistent with the objectives in Development Permit Area 16: General Form and Character
- although the proposal is generally consistent with the *Design Guidelines for: Multi-Unit Residential, Commercial and Industrial*, it does not provide a transition in its form and massing to existing adjacent single-family dwellings; however, as redevelopment occurs to meet the objectives of the OCP, the proposed building should fit in the context and not impact the liveability of the adjacent properties
- the proposed variances related to reducing the lot area, reducing the lot width and reducing the setbacks are the result of the size and massing of the proposed building in relation to the size and shape of the existing lot. They are supportable because properties on arterial roads are anticipated to be redeveloped consistent with the policies in the OCP related to use, density, and building form (Traditional Residential Urban Place Designation)
- the proposed variances reducing the number of parking stalls are supportable because they result in an acceptable parking ratio for one-bedroom units at this location.

BACKGROUND

Description of Proposal

The proposal is to construct a seven-unit, three-storey, multi-family residential development. Specific details include:

- each unit is accessed from the exterior of the building, with the ground floor unit including accessibility features
- unit sizes range from 67m² to 77m²
- seven surface parking stalls accessed off Bay Street
- bike racks and bike storage lockers in compliance with Bylaw standards
- exterior building materials consisting of a hardie panel, cedar siding, corrugated metal, wood trim, and aluminium features for the reveals, guardrails and fences

Sustainability Features

As indicated in the applicant's letter dated September 23, 2016, there are sustainability features that are associated with this Application including insulation for energy efficiency and noise abatement. The project will also include electric vehicle charging stations.

Active Transportation Impacts

As required in Schedule C, the application proposes indoor secure storage for seven bicycles and an outdoor rack for six bicycles.

Public Realm Improvements

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

Existing Site Development and Development Potential

A single-family dwelling, constructed in 1918, currently occupies the property. The property is in the R1-B Zone, Single Family Dwelling District, and would allow the construction of a dwelling unit with a secondary suite with a combined total floor area of 300m².

Relevant History

There is a concurrent Rezoning Application No. 00485 (report attached) that was submitted in advance of this Development Permit with Variances Application. The Rezoning Application was before Council on March 24, 2016 but has not yet had a Public Hearing. At that Council Meeting Council passed the following motion:

“that Council instruct staff to prepare the necessary Zoning Regulation Bylaw Amendment that would authorize the proposed development outlined in Rezoning Application No. 00485 for 2330 Richmond Road by rezoning the subject parcel from the R1-B Zone, Single Family Dwelling District, to a site specific zone, that first and second reading of the Zoning Regulation Bylaw Amendment be considered by Council and a Public Hearing date be set once the following conditions are met:

- a) Should sewage attenuation be required, a legal agreement to the satisfaction of staff would be required prior to Public Hearing.
- b) That a Housing Agreement be registered on title securing the rental of seven units for a period of no less than ten years.”

Should Council decide to move this Development Permit with Variances Application forward it will proceed concurrently with the associated Rezoning Application.

Community Consultation

Consistent with the *Community Association Land Use Committee (CALUC) Procedures for Processing Rezoning and Variances Applications*, on August 11, 2016 the application was referred for a 30-day comment period to the North Jubilee CALUC. A letter dated October 6, 2016 is attached to this report.

This Application proposes variances, therefore, in accordance with the City's *Land Use Procedures Bylaw*, it requires notice, sign posting and a meeting of Council to consider the variances.

ANALYSIS

Development Permit Area and Design Guidelines

The OCP identifies this property within Development Permit Area 16: General Form and Character. Therefore, the *Design Guidelines for: Multi-Unit Residential, Commercial and Industrial* (2012) apply to this development.

A challenge with properties along arterial roads is that over time the OCP envisions that there will be redevelopment and a transition to higher densities. Although this proposal is consistent with the OCP policies related to the Traditional Residential Urban Place designation in terms of use, density and building form, it does not provide a transition in its form and massing to the existing adjacent single-family dwellings. In the short-term the proposed development would be larger than the surrounding buildings; however, as redevelopment occurs along these arterials, the proposed building should fit in the context and not impact the liveability of the adjacent properties.

An additional concern is the adjacency and overlook into the property to the south (2328 Richmond Road), with the setback at less than 3.0m without any stepping back of the building on this elevation. This design may create privacy issues as it currently abuts the side yard of an adjacent single-family dwelling; however, if the adjacent site is redeveloped as anticipated in the OCP, it could be designed to mitigate privacy impacts.

Regulatory Considerations

As outlined in the concurrent Rezoning Application No. 00485 (report attached), it is recommended that a new zone be created that would be used as a new standard zone for multiple-dwelling units within the Traditional Residential Urban Place Designation. The new zone would be based on the RT Zone, Traditional Residential Attached Dwelling District, except it would permit Multiple Dwellings and Accessory Buildings. The applicant is requesting variances to this new zone related to lot size, lot width, setbacks and parking.

Lot Size, Lot Width and Setback Variances

The applicant is requesting variances related to lot size and setbacks as follows:

- reducing the lot area from 920m² to 584.37m²
- reducing the lot width from 20m to 19.2m
- reducing the front yard setback (north) from 6.0m to 2.58m
- reducing the rear yard setback (south) from 4.0m to 2.71m
- reducing the side yard setback (east) from 6.0m to 3.62m
- reducing the rear setback for accessory building from 0.6m to 0.0m
- reducing the separation space between an accessory building and the principal building from 2.4m to 1.64m

The variances related to setbacks are the result of the size and massing of the proposed building in relation to the size and shape of the existing lot. The small lot size makes it challenging to site a seven unit multi-family dwelling building. As noted above, the massing and form of the proposed building does not provide a transition to the existing adjacent single-family

dwelling; however, since the proposal is consistent with the policies in the OCP related to use, density, and building form (Traditional Residential Urban Place Designation), and nearby properties along the arterial roads are also anticipated to be redeveloped, staff recommend that Council consider supporting the requested lot size, lot width and setback variances.

Parking Variances

The applicant is requesting variances related to parking as follows:

- reducing the total number of parking stalls from ten to seven
- reducing the number of visitor parking stalls from 1 to 0
- reducing the setback for off-street parking from a street from 1.00m to 0.76m

The Jubilee neighbourhood is sensitive to the parking demands generated by the Royal Jubilee Hospital. As a result, staff strongly encourage applicants to meet the parking demand for developments on-site in this neighbourhood. The *Jubilee Neighbourhood Plan* contains the following objective related to parking: ensure new residential developments provide sufficient parking to meet their needs.

The required parking for a seven-unit multiple-dwelling residential development would be ten stalls at a parking ratio of 1.4 stalls per unit (Schedule C requirement). Generally, a parking ratio of one stall per unit is acceptable for one-bedroom units. No visitor parking is provided and on-street parking on this block of Richmond Road is not available due to transit and bike lanes; however, given the relatively small shortfall and the fact that the site is well served by transit, staff recommend that Council consider supporting the requested parking variances.

Advisory Design Panel Review

The proposal was presented to the Advisory Design Panel (ADP) at a meeting on May 25, 2016 (minutes attached). The ADP recommended that the Rezoning and Development Permit with Variances Applications be approved with recommendations as follows:

- reconsider the layout and location of the accessible units' front door
- additional refinement of the Bay Street elevation
- refine the landscaping and rhythm of the trees along Richmond Street and Bay Street
- move the sidewalk back along the north side of the building to allow for landscaping and door swing
- reconsider the location of the recycling area and ensure screening.

In response to these recommendations and discussions with staff, the applicant revised the proposal as follows:

- relocated path away from the building
- added paths from the sidewalk to the ground floor suite entrances on the north (Bay St.) side of the building
- added doors and fencing to the garbage and recycling area
- added decorative support walls and roof overhangs over entrances facing north (Bay St.) and south
- added decorative support walls facing east (Richmond Rd.)
- reduce the size of the balconies facing east (Richmond Rd.)
- changes to exterior finishes and colours of the building, including the colour of the hardie panel siding and the addition of corrugated metal siding
- changes to window sizes and placements.

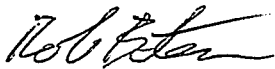
CONCLUSIONS

This proposal is to construct a seven-unit, three-storey, multi-family residential development, and is generally consistent with the objectives in Development Permit Area 16: General Form and Character. It does not, however, provide a transition in its form and massing to existing adjacent single-family dwellings. The variances are the result of the size and massing of the proposed building in relation to the size and shape of the existing lot. As redevelopment occurs as envisioned in OCP policy, the proposed building should represent a comfortable fit and not impact the liveability of the adjacent properties. Staff recommend that Council consider supporting this Development Permit with Variances Application.

ALTERNATE MOTION

That Council decline Development Permit with Variances Application No. 00011 for the property located at 2330 Richmond Road.

Respectfully submitted,



Rob Bateman
Senior Process Planner
Development Services Division



Jonathan Tinney, Director
Sustainable Planning and Community
Development Department

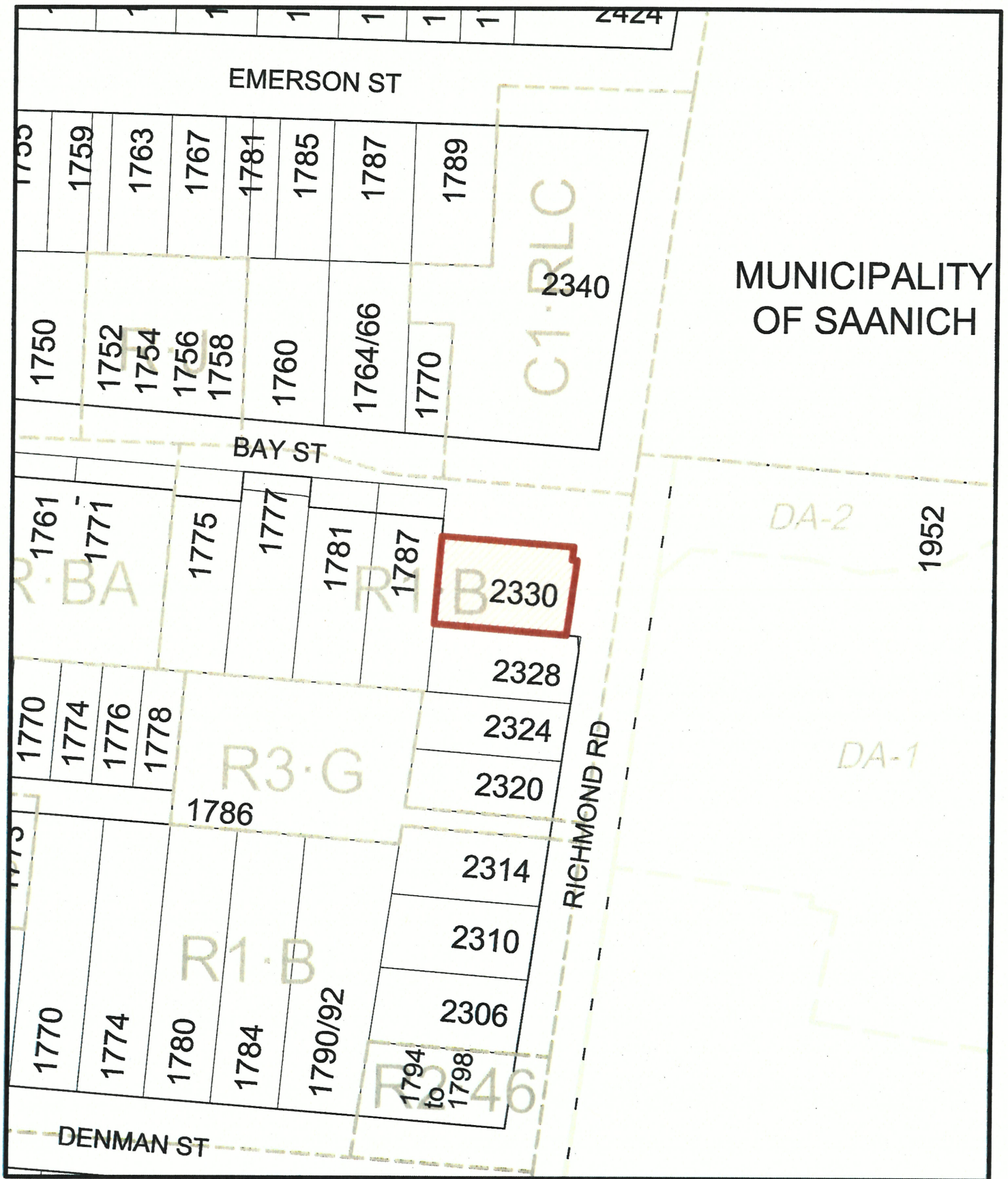
Report accepted and recommended by the City Manager:



Date: November 22, 2016

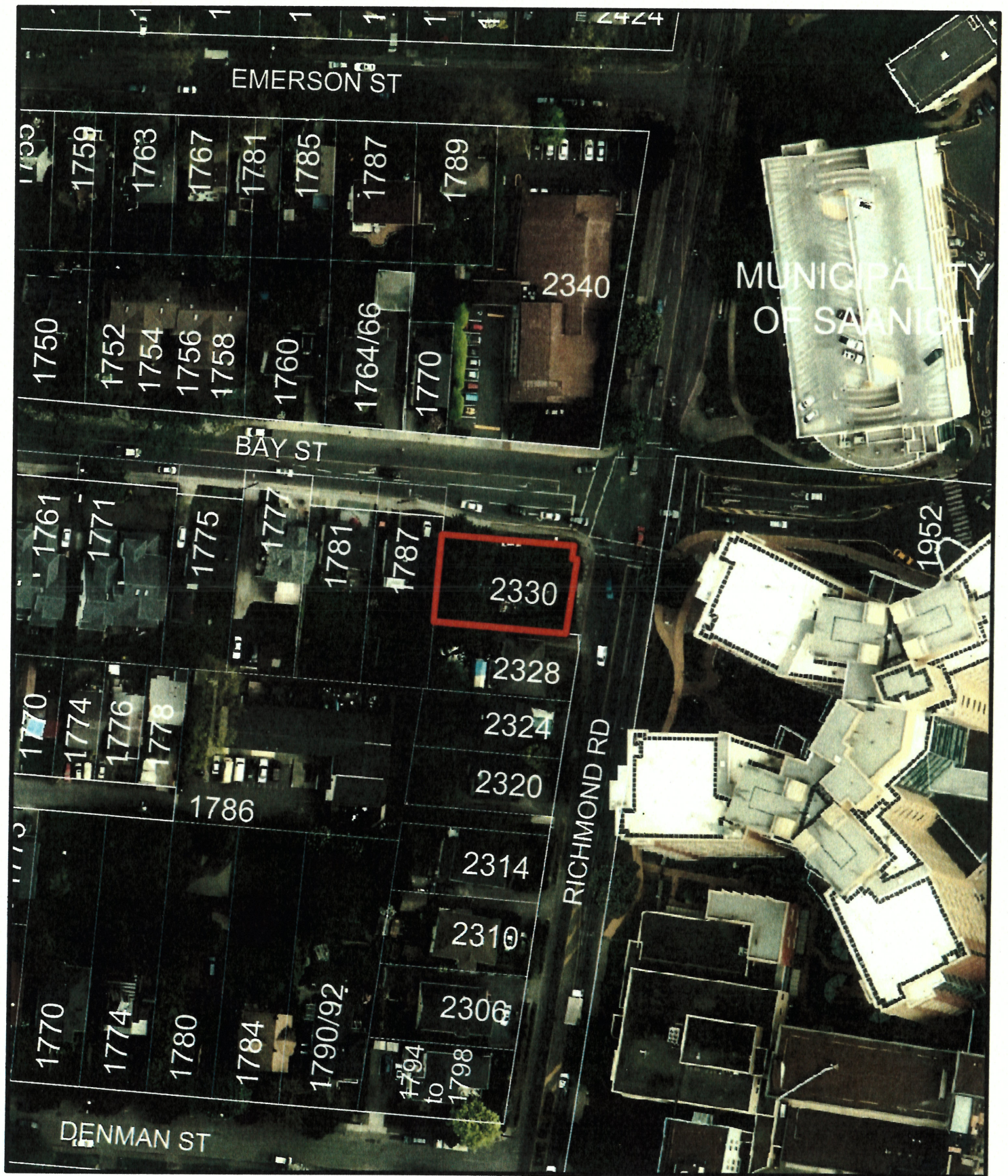
List of Attachments:

- Zoning map
- Aerial map
- Applicant's letter to Mayor and Council date stamped September 23, 2016 and September 15, 2015
- Letters from North Jubilee Neighbourhood Association dated October 6, 2016, August 20, 2015 and June 2, 2015
- Community Correspondence
- Rezoning Application No. 00485 for 2330 Richmond Road Planning and Land Use Committee Report
- Advisory Design Panel Meeting (May 25, 2016) Minutes
- Plans date stamped September 28, 2016



2330 Richmond Road
Development Permit with Variance #00011





2330 Richmond Road
Development Permit with Variance #00011



Oriano and Doris Belusic

September 23, 2016

Dear Mayor and Council,

Development Permit Area 16 Application:

Re: 2330 Richmond Road (SW corner Bay and Richmond)

Further to our letter to Mayor and Council dated September 15, 2015, addressing our rezoning application, we would like to update you with information for the Development Permit Application.

Advisory Design Panel Update

In order to minimize common property maintenance and future strata fees, we purposefully designed the complex to feature private stairways with each unit having its own ground-level exterior entrance. This way each tenant is responsible for his/her own interior space cleaning. The residential entrance doors now have a more prominent look and will feature some transparent glass for improved security. The North and South entrances are now further defined with an 18" deep decorative wall on the east side of the entrances that extends up and connects to a roof overhang above the entrances. This architectural element gives the entrance a modern feel and helps to further define the entrance way to the units. ADP's suggestion to refine the Bay Street front façade is much appreciated and design detail has been added to achieve a better curb appeal of the North (Bay) elevation. Some of the exterior siding materials have changed in color and arrangement in order to create more of a vertical articulation between spaces as opposed to the more horizontal feeling the previous version had in order to improve the sense of massing for the size of the lot. The door to the electrical room will have no glass and will be painted a grey color to match the vertical corrugated metal siding along that area of wall so it will blend in and not compete with the residential entrance doors. The concrete sidewalk on the North (Bay) side of the building has been pulled back 18" from the wall to improve visual landscape appeal and create more door swing space for access to residential entrances. 3 trees on the East (Richmond) side have been removed and the remaining 4 trees have been repositioned to create better harmony with the building. A gated cedar trellis screening (refer to landscape plan) is being provided to contain three fully-sealed 96-gal garbage containers and a smaller organics tote which we have been advised will meet the needs of seven units. Because this is a very noisy location, sound abatement will be considered at every stage of construction: interior/exterior walls, windows and floors in order to improve tenant comfort level. ADP's suggestion to move

the ground level unit's bedroom window from the East side to the South elevation was considered and implemented. The Architect also chose to move the other two bedroom windows on the 2nd and 3rd floors to the same location on the South side. In addition to the larger bedroom windows moving to the South side, a small, taller window (roughly 2'x6') was added to the corner of each bedroom to still provide some glimpses of the view to Richmond Rd.

Housing Agreement - All Seven Units to be Rentals for 10 Years

Our original letter to Mayor and Council indicated that the complex would be strata so that we may sell two or three units in order to help with our project financing. Subsequently, we have agreed to make all seven units as rentals for at least 10 years, given recent strengthening in the local rental market and City's desire for more rental stock. Ideally, we would like to have had one more rental unit to minimize financial risk. Market rents in this area are significantly lower than comparable apartments in the downtown core. Even with a small rental premium for our quality new construction, the investment is somewhat risky should the rental market soften.

As this high traffic location may be more difficult to sell or rent, it is our intention to counter this with a very energy efficient, quality build. This will result in lower ongoing energy and maintenance costs. We plan to increase renter appeal by including in-suite laundry, dishwasher and high-speed internet.

Meeting with New Owner of Neighbouring Property to the South

In response to the February 11, 2016 meeting with our new neighbour to the south, we changed the parking area under the building to a more durable concrete finish to facilitate a potential access easement if negotiated to the satisfaction of both parties in the future. A waste/recycling storage shed structure previously situated along the southern fence line was also removed as a result. Given our recent discussions with our neighbour, and, that we are two years into planning this project, that is all that is possible at present.

Recent Landscape Plan Revisions

The landscape plan was updated, specifically adding a fencing detail for the 5 ft high contemporary horizontal slat cedar fence designed to preserve privacy and screen the parking area. Also, as mentioned above, the waste/recycling storage structure was replaced with cedar screening. We also removed the previously contemplated automatic driveway parking gate off Bay Street. The parking area not covered by the building remains as permeable pavers while the portion under the building has been changed and strengthened to a durable, lower maintenance broom finish concrete surface with smooth trowelled finish borders should an easement become a reality.

Building Design

As noted previously, we are proposing to build a 7-unit, 3-storey multi-residential complex, including one easy-access ground floor unit. Each of the seven units will have its own ground floor private entrance and balcony or patio. Units range in size from 67-sq m (720-sq ft) for a one-bedroom, to 77-sq m (830-sq ft) for a two-bedroom apartment. All feature higher-volume 9-ft ceilings.

The building's exterior will feature use of multiple materials, textures, lines and colours to create visual interest and to reduce the appearance of massing. All seven ground level entrances are slightly recessed to enhance appeal through wall articulation. The third floor facing Richmond is setback a few feet creating an outdoor deck in the center of the building while simultaneously decreasing massing. Materials include Hardie panels (colours – "soft green" and "country lane red" as an accent colour) with black horizontal aluminum reveals, 1" x 4" horizontal T&G cedar siding, and Hardie panel fascia (colour – iron grey). Longboard 1" x 4" Aluminum Siding with a cedar appearance will be used on the South side of the building where noncombustible cladding is required 1" x 4" horizontal T&G cedar siding will be stained to match the Longboard siding and will be used in all other areas that require cedar siding. Decks feature 4' high black powder-coated aluminum railings with frosted glass panels, offering additional sound attenuation and privacy. The addition of vertical corrugated metal siding on parts of the first floor, along with the arrangement of the Hardie panels and aluminum reveals, helps to create more of a vertical articulation between floors and individual suites in order to create more of a "Little Village" effect as opposed to a horizontally layered building of the same materials and colours. The building design is further enhanced by its roofline, including three vaulted sections, each topped with an inward-sloping roof (creating vaulted living room ceilings for the three top floor units; and providing cover for the top floor balcony decks). Our roof design will provide for easier solar PV installation.

We believe that our contemporary building design is in keeping with current and renewed style of housing stock to be built in this architecturally-mixed area, transitioning between traditional single family housing and the immediate structures of the Royal Jubilee patient care tower directly across Richmond Rd., the hospital parkade kitty-corner, and the former CNIB building. Between Bay and Fort. there is a good mix of residential houses, multi-family dwellings, and commercial buildings. Likewise, along the 1700 block of Bay, there are residential houses, multi-family dwellings including townhouses. We believe that our proposed complex will beautify this unique corner's streetscape and make a positive contribution to the area's housing diversity.

We are planning for a low maintenance, easy care building. Each unit is self contained. There are no interior common spaces to look after. As the proposed complex is notably larger than the existing under 600-sq.ft dwelling, both of our neighbours should experience much less traffic noise from the busy intersection. And, there will be little to no shadowing impact on the neighbouring properties.

Once this 7-plex is occupied, we believe that the community will benefit because of more eyes and ears to notice when problematic activities occur along the Richmond Rd bus shelter area. The open, friendly environmental landscape and fencing design has also taken this issue into consideration.

Landscape and Hardscape Design

The existing two cypress trees will be replaced by four 15' trees along Richmond Rd. and three 10' Magnolia trees to the west, as shown on our landscape plans. Additional native shrubs and grasses will be planted to green and beautify the streetscape.

The four trees mostly along Richmond Rd will be deciduous and therefore will provide some visual screening of the busy intersection, and provide needed greenery on the Bay and Richmond corner.

Along the North and East property lines there will be a street friendly 3'6" black powder-coated contemporary aluminum picket fence with a matching 3' lockable gate at the Southeast corner. All along the North fence there will be a hedge for extra greenery.

A 5-ft contemporary style cedar privacy fence will be installed along the South and West property lines. There is a 3' 8"-wide walkway that surrounds the building. This walkway consists of black and granite Venetian aqua pavers, framed with a 6" smooth troweled concrete border.

The parking area is built with permeable Venetian cobble aqua pavers in charcoal and granite with a 12" hand troweled concrete border.

Parking

There are seven vehicle parking stalls. As well, there are seven secure indoor storage areas for bicycles, and a 6-bike outdoor rack for visitors. Given the excellent and very accessible public transit at this specific corner location, getting around could not be any more convenient. Plus, there's dedicated bike lanes out front on Richmond Road. We feel that car-dependent transportation may not be the preferred method of commuting at this location. We are hopeful that Mayor and Council will be able to support our parking variance request.

Energy Efficiency and Green Design

Pre-fabricated insulated walls and either triple-glazed or laminated sound-abating double-glazed windows will be installed to provide up to 30% higher energy efficiency and provide for much improved traffic sound abatement. Using prefabricated walls results in up to 20% less waste materials when compared to conventional stick framing and will create a quicker build. Exterior fiberglass framed doors with a higher R-value will be chosen.

Although we aren't building to any certifiable green standard, in order to keep our costs affordable, we feel that our efforts to create comfort by controlling serious exterior and interior noise will also result in an EnerGuide rating of 80 or higher.

The windows will be Low-E thermal with argon gas and some will open for natural ventilation.

Wiring will be installed for electric vehicle charging. The complex will be pre-plumbed for solar thermal panels and pre-wired for solar PV electrical panels.

The units will be heated with individually-controlled electrical heaters.

High efficiency appliances with attention to Energy-Star ratings will be installed.

We will use energy saving LED outdoor (down) lighting and CFL/ LED lights indoors. We will install faucets and shower heads with a flow rate of 8L or less per minute, and low flow water conserving toilets at (4.5L per flush).

Community Meetings and Feedback

We met twice with the NJNA to discuss our project. The first time was to present our preliminary plans to the NJNA Land Use Committee, September 24, 2014, and the second time, to present the plans to the NJNA CALUC meeting on April 29, 2015. Prior to both of these meetings, we attended the NJNA CALUC meeting of March 26, 2014, involving the rezoning attempt for a 12-plex next door to our south, where we heard the community's desire for fewer units and more functional parking. We feel that our project makes a very good effort to respect both of these concerns. At our CALUC meeting, we were asked questions, for example, from a neighbouring nurse who works shifts. She hoped that the construction wouldn't involve blasting or prolonged noisy construction. There will be no blasting, and we feel that our plans to expedite the noisy portion of the building phase, by using prefabricated wall systems, was well received. We even had one attendee wish us luck and referred to our project plans as "quite modest." When walking around the neighbourhood, folks have stopped us to inquire about our project and have wished us well.

Additionally, based on feedback and comments from City staff and NJNA, we have made improvements to our project and landscaping plans. The most recent landscaping plans have only changed very little to clarify a few early plan oversights, as pointed out by the NJNA neighbours and City staff. Otherwise, the main project plans remain as presented at the April 29, 2015 CALUC meeting. We are looking forward to discussing the project with Council in the coming months.

Sincerely,

Oriano and Doris Belusic

Oriano and Doris Belusic

September 15, 2015

Dear Mayor and Council,

Re: 2330 Richmond Road (SW corner Bay and Richmond)

Proposal summary:

We propose and request a zoning change from R1B single family to site-specific zoning, to build a 3-floor, 7-unit strata complex, including a ground-floor accessible unit. Each unit will have its own ground-floor private entrance and a balcony or patio. Two rezoning signs are posted at the property as per instructions.

The proposed land use falls within the Official Community Plan.

Why the site warrants rezoning:

~We strongly feel this corner location is more suited today to a metropolitan-style, multi-unit residential use, rather than the currently-zoned single family use. This area has changed dramatically over the years.

~The volume of traffic, with its associated noise levels, render traditional single family outdoor use as undesirable.

~A busy 2-shelter bus stop strip extends the length of the property along Richmond Rd.

~The property measures 6,287 sq. ft., (584 m²). (Please note: The City of Victoria and the previous owner did a land swap – the City received the strip along Richmond Rd. to accommodate the 2-shelter bus stop, and in exchange the property received a strip of land along Bay St. which lies outside the present fencing.)

~The newly-built Royal Jubilee Hospital tower is located directly across Richmond Rd. from the property. All those floors of windows reduce privacy to the yard. The other 2 corners are non-residential, with a hospital parkade and the CNIB building.

~Since the relocation of the psychiatric unit from the Eric Martin Pavilion to the new patient care tower, a problematic situation has arisen specifically for our property. Patients often linger along the Richmond bus stop area flanking our property and get into confrontations, frequently needing police and/or hospital security attention. (Our tenant asked us to install a lockable gate to the Richmond entrance to keep the undesirable activity off the property.) This ongoing situation is known to neighbours, police and hospital security.

~The recently created dedicated right-turn lane on Bay St. will make right-in/ right-out vehicle access easier than before.

How the City and area will benefit with this proposal:

We believe the proposed project will complement and improve conditions existing in the immediate and surrounding area by:

~There will be an improved streetscape.

~The existing under 600 sq. ft., one-bedroom house in extremely poor structural condition will be replaced by 7 quality condominium-style strata living units, which will provide desirable accommodation, close to large employers, many convenient amenities and excellent public transit.

~There will be 7 (class 1) exterior-accessed indoor secure bicycle storage rooms to encourage cycling by residents, so encouraging cycling and possibly reducing vehicle traffic.

~There will be an accessible ground-floor unit, ideal for seniors or persons with a disability.

~The proposed multi-family complex will result in more eyes and ears around this corner location, which should improve the security situation of the area.

~The professional green landscape plan features low-profile fencing, taller trees, set-back hedging which will contribute to beautify the area and improve security (crime prevention through environmental design). The parking area will be landscaped with aesthetic, environmentally-friendly permeable pavers and we plan to install a sliding locking gate and down-lt lighting for security. (A landscape estimate and payment will be provided upon Building permit application.)

~We plan to pre-plumb and pre-wire the complex for future green solar upgrades.

~The building's top floor is recessed back from Richmond to reduce visual building mass.

~Neither the property to the south nor to the west will be negatively impacted by shadowing, and there will be no balconies facing west.

~We plan to use pre-fabricated wall systems to expedite the build and minimize community disruption during construction. This project requires no blasting.

~We plan to use better-than-average exterior and interior wall insulation and sound abatement windows to decrease both exterior and interior noise and to improve energy efficiency which will benefit the building's residents at this noisy location.

~The 2 cypress trees currently on the property are approved by the City to be removed. They have already been a significant problem. We learned that these trees have an aggressive root system and are best removed to prevent significant damage to both our proposed complex as well as to the immediate neighbours. We will replace the trees with newly planted trees on the property in a more than 2:1 ratio for screening and beautification.

Addressing Schedule C: Why we feel 7 parking stalls are sufficient for this proposed 7-unit building and will not negatively impact the neighborhood:

This project will have 7 parking stalls instead of the standard amount of 10. The shortfall in parking will be satisfied by:

~Given the property's location and proximity to excellent public transit, a car may not be a necessity or all that desirable. The property is ideally suited for someone who may choose a carless lifestyle. Major bus routes are literally right outside the door (#14, #8, #10) and three others are a block or a few away (#27/28, #11, #22). Uvic, Camosun College, Hillside Mall, Dockyard, downtown, etc., are all directly serviced by buses caught just outside the building's doors. Expensive parking fees can be avoided.

~The property is directly across Richmond Rd. from the major employers of Royal Jubilee Hospital, VIHA, BC Cancer Agency, as well as close to many amenities, such as pharmacies, medical offices, restaurants, grocery shopping, Arthritis Centre, CNIB, Silver Threads, etc.

~The building provides 7 (class 1) outside-accessed indoor secure bicycle storage rooms, which promote cycling, further diminishing the need for vehicles, plus there is a (class 2) guest outdoor rack for 6 bicycles.

~There is room for off-road parking for drop off/ pick up and there is a garbage/recycling area.

~The ground-floor unit is accessible and may be used by someone with a disability or a senior or someone who cannot drive or may choose not to own a vehicle.

~Vehicle access to the property is made easier by the recently created right-turn lane – right in/ right out on Bay St. Since many cars heading east on Bay at Richmond either turn left or go straight through into the hospital grounds, the right-turn lane is often open to use.

Our finances do not enable us to purchase the property to the south. Less than a year ago, we contacted the owner of the property to the south who was working on a project proposal, but he was not interested in a joint venture. Since then we've proposed our own plans for development, spending significant time and money on this 7-plex design and the building application process.

Our parking stall setback from the Bay St. city boulevard presently is .76 meter. The requirement is 1 meter. We feel that since our parking area is located where the Bay St. right turn lane starts to taper and the width of the boulevard at that point is 5.5m in width, that this variance request may be a reasonable relaxation.

Examples of close-by similar projects:

1540 Belcher Ave. (9-plex)
1615 Bay St. (11-plex)
2116 Richmond Rd. (5-plex)

Please see our accompanying revised bubble plans with a description list.
Thank you for your consideration of this proposal and for your time.

Sincerely,

Oriano and Doris Belusic



North Jubilee
Neighbourhood
Association

1766 Haultain Street

Victoria, B.C, V8R2L2

October 6, 2016

Mayor Lisa Helps and Victoria City Councillors

1 Centennial Square

Victoria, B.C., V8W1P6

Re: 2330 Richmond Road for DPV#00011 and REZ#00485

Dear Mayor Helps and Victoria City Councillors:

Further to our June 2, 2015 and August 20, 2015 letters with reference to the proposed rezoning for 2330 Richmond Road, the North Jubilee Land Use Committee has additional comments it wishes considered in reply to the August 11, 2016 email from Sustainable Planning and Development.

The Jubilee Neighbourhood Plan relates to "new housing to fit in with the form and character of established housing especially that of the street into which it is being placed...should be designed to build a sense of community...designed to encourage neighbours to meet". How does the design for this proposal provide a sensitive transition to the adjacent homes on Richmond Road and Bay Street which includes lower density housing? The LUC does not have a materials board available for this development, but from the description on the plans some of them will lend themselves to an industrial/commercial appearance. Minimal setbacks are in place due to size of the proposed project on a single family lot which impacts on neighbour's privacy due to building mass and height and also the loss of green space.

Garbage and Recycling:

Bins are located right at property line of the home to the South. At this location, how are they accessed, as the driveway is located under one section of the building? Also, has the heavy traffic been considered in relation to this service?

Traffic:

This is an extremely busy corner and turns in and out of this building's driveway could potentially hamper traffic flow at this congested intersection.

Construction:

Residents have concerns about where work vehicles will park during construction, as all neighbouring streets are residential only. It is suggested that the construction site be fenced and that site materials not be left on the boulevard due to its location.

Parking:

This proposal does not provide any visitor parking which is always at a premium in our area. Perhaps a space in the evening could be leased from the CNIB/Silver Threads located at the NE corner. Lack of visitor parking also limits easy access for service and delivery vehicles.

Storage Space:

Storage spaces for units 202 and 203 only were located on the plans.

Landscaping:

Are the mature cypress trees on the west side protected? There appears to be a lack of privacy for the neighbours to the south, as grasses and ferns will be used to screen the parking area and the driveway, with small shrubs screening the building. Seven 15' trees along Richmond Road and three 10' trees on Bay Street are featured in the landscape plan. How long until these trees reach maturity? It would also be helpful to know the size of the proposed shrubs at maturity.

Driveway:

Initially, infiltration chambers were proposed for the driveway, but now a catch basin is shown on the site plan. As standard catch basins collect and discharge water much quicker than infiltration chambers, they do little to mitigate the increase in rapid runoff where a concrete driveway is in place and do not manage pollutants as well. As this property is located in the Bowker Creek Watershed, there is always additional concern for its protection

Easement:

If a potential easement is granted during this rezoning process for future access to the property

Page 3.

located at 2328 Richmond Road, it is difficult for the LUC to fully assess the rezoning proposal at 2330 without any further information with regard to the 2328 easement. The change due a concrete driveway was made in order to facilitate the request for an easement. A concrete finish is not the first choice by the community due to environmental factors. Possible added concerns would be the addition of more traffic to this corner; additional parking; loss of green space; loss of sense of community. Would the neighbourhood be looking at another proposal for added density, if this easement is granted?

Respectfully,



Jean Johnson, NJNA Land Use Co-chair



Sheena Bellingham, NJNA Land Use Co-chair



North Jubilee Neighbourhood Association

c/o 1766 Haultain Street

Victoria, B.C., V8R2L2

August 20, 2015

Mayor Lisa Helps and City Councillors

1 Centennial Square

Victoria, B.C., V8W1P6

Re: Proposed Rezoning Application #00485 for 2330 Richmond Road

Dear Mayor Helps and City Councillors:

Further to North Jubilee Neighbourhood Association's June 2, 2015 letter to you in reference to this rezoning, the NJNA Land Use Committee has further comments to be considered in reply to the July 8, 2015 letter from the Sustainable Planning and Community Development Department.

The site plan indicates an asphalt parking area with concrete sidewalks. The developer's letter submitted with the Rezoning Application lists permeable pavers for the parking area. However, the landscape plan indicates walkway built with 6" smooth troweled concrete border and Aqua Pure Venetian Cobble with the parking area consisting of the same permeable material. Our LUC wishes to confirm that permeable materials will be used.

A concrete retaining wall will separate the patio from street view. From the plans this patio will be located at the corner of Bay Street and Richmond Road and will be screened by shrubs. Is concrete being used for sound abatement? Could a green wall be created and/or more natural materials used?

Landscape plan fencing is shown as black powder coated 3 ft. aluminum. Site plan indicates a height of 5ft. Which height will be used?

The landscaping plan indicates grasses and ferns on West and North side of property. Could taller shrubs and or trees be used to screen the family home on the North side? There are two cypress trees shown on the site plan, West Side...will these be protected during construction? If not, could taller trees also be used for screening?


The right turn lane from Bay Street to Richmond Road is currently heavily traveled and the planned R turn in and R turn out from the driveway entrance for this proposed project will add to the congestion "Rolling" stops often occur at this corner and hospital pedestrian use also adds to the complexity.

The proposed height of this project has also been questioned with the comment that the style is not in keeping with our area and will be dated in a matter of years.

2.

We would appreciate your further advice in connection with this proposed application.

Yours very truly,



Jean Johnson

NJNA Land Use Chair

Cc: Lucina Baryluk, Senior Process Planner



North Jubilee
Neighbourhood
Association

c/o 1766 Haultain Street

Victoria, B.C., V8R2L2

June 2, 2015

Mayor Lisa Helps and City Councillors

1 Centennial Square

Victoria, B.C., V8W1P6

Re: Proposed Rezoning...2330 Richmond Road

Dear Mayor Helps and City Councillors:

The North Jubilee Neighbourhood Association Land Use Committee hosted a CALUC meeting in connection with the proposed rezoning for 2330 Richmond Road on Wednesday, April 29, 2015. Twenty persons attended this meeting including the applicant and his wife and the project designer. The applicant gave an extended verbal talk on the proposal and also had three-page information sheets on hand for distribution. Also available were a limited number of eleven-page, 8 1/2x11 plans including site plan, ground floor plan, second and third floor plans, north, east, west and south elevations, Richmond Road streetscape, Bay Street Streetscape and site plan overlay. Following the applicant's talk, the designer presented the working drawings.

There were questions in connection with the construction phase, as 7 units are being proposed for a single family lot and it is located at an extremely busy intersection. Would parking spaces would be leased for construction workers due to restricted parking in the area? Would there be any blasting? The answer was "no". By-laws for construction hours would be followed.

The next door neighbour on the West side questioned a loss of privacy, but was advised that there will not be any balconies on this side and the parking area lights will be recessed and pointing down.

The units will be Strata title-owned condos and the applicant may sell two or three and rent out the remainder and possibly use the ground floor unit as an office. He advised that there would be a property manager.

Guest parking was discussed, as it will be a problem in this resident only street parking neighbourhood. Seven parking stalls are available plus seven bicycle storage areas on the site. Residents will only be able to access the site through a right turn only from Bay Street and the egress will necessitate a right turn only also. This access and egress from the site will be difficult at certain times of the day due to the volume of traffic using Bay Street and the heavily used right turn lane from Bay to Richmond.

The parking area is shown as asphalt paving and it was questioned if permeable paving could be used or any other environmentally friendly alternative due to the site being contained in the Bowker Creek Watershed. The designer advised that infiltration chambers will be used.

The landscaping plan was not available at the CALUC meeting, but the Association was advised that it would be available at a later date.

The applicant was very forthcoming in his replies to questions and provided detailed information as hand-outs. Due to the location of this site at the corner of Richmond and Bay, there were not any serious concerns voiced re the proposed density in general.

Yours truly,

A handwritten signature in cursive script, appearing to read "Jean Johnson".

Jean Johnson, NJNA Land Use Chair

On behalf of Pat May, Janice Stewart, Heather Fox (Wilma Peters and Sheena Bellingham were absent)

Cc: Lucina Baryluk, Senior Process Planner

Rob Bateman

From: sheena bellingham <[REDACTED]>
Sent: Saturday, October 08, 2016 11:56 AM
To: Victoria Mayor and Council; Rob Bateman
Subject: 2330 Richmond Road

Follow Up Flag: Follow up
Flag Status: Flagged

Mayor Helps and City Councillors,

We are writing regarding the proposed development at 2330 Richmond Road.

The mention made of an easement over the proposed development seems to presuppose that the property immediately south will be developed similarly. The residents on Richmond Road, particularly those directly south of these properties will undoubtedly be opposed to such a large area of dense development in the midst of their single family residential dwellings. We don't believe it is fair to consider this easement with the proposal.

North Jubilee has little green space. Therefore the garden/green areas surrounding a residential home are an integral part of the fabric of our neighbourhood. This development all but eliminates green space on the lot. The balconies overlook the neighbouring yards to the south and west, intruding into their privacy. These homes' values will be greatly decreased by the feeling of living in a fish bowl. Owners will soon sell to the next available developer and so on, thus destroying the character of our neighbourhood while traffic gets worse and worse.

The proposal's merit is density. But there is a limit to what the neighbourhood should be asked to support. One developer should not be allowed to maximize her or his profit to the detriment of the rest of the property owners.

If the proposal could be made smaller with more green space, without imposing its views into the backyards of the neighbours, and with a design more appreciative of the age of its surroundings, this neighbourhood would be a better place for it.

Sincerely,

Sheena Bellingham

Don Hutton



Planning and Land Use Committee Report

For the Meeting of January 28, 2016

To: Planning and Land Use Committee **Date:** January 14, 2016

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

Subject: Rezoning Application No. 00485 for 2330 Richmond Road

RECOMMENDATION

That Council instruct staff to prepare the necessary Zoning Regulation Bylaw Amendment that would authorize the proposed development outlined in Rezoning Application No. 00485 for 2330 Richmond Road by rezoning the subject parcel from the R1-B Zone, Single Family Dwelling District, to a site specific zone, and that first and second reading of the Zoning Regulation Bylaw Amendment be considered by Council and a Public Hearing date be set once the following condition is met:

- Should sewage attenuation be required, a legal agreement to the satisfaction of staff would be required prior to Public Hearing.

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.

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 2330 Richmond Road. The proposal is to rezone the land from the R1-B Zone, Single Family Dwelling District, to a site specific zone. The proposal is to increase the density and allow a seven-unit multiple dwelling at this location.

The following points were considered in assessing this Application:

- The proposal is in keeping with the *Official Community Plan (OCP)* policies related to the Traditional Residential Urban Place designation in terms of use, density and building form. As this is a Rezoning Application only, the focus of the analysis is on the use and density. While the proposal does not exceed the maximum density

envisioned by the OCP, the potential building mass could create compromises for parking, siting and the transition to the lower density neighbouring properties.

- It is recommended that rather than entrenching more permissive siting and parking regulations in a new zone, they be applied for by the applicant as potential variances in conjunction with a future development permit application.
- Development of this parcel alone limits the development options for the parcel to the south, which has been the subject of a previous Rezoning Application and a more comprehensive redevelopment of this strategic corner would be precluded.

BACKGROUND

Description of Proposal

This Rezoning Application is to construct a seven-unit three-storey multi-family residential development.

A future Development Permit would be reviewed for consistency with the Design Guidelines for Multi-Unit Residential, Commercial and Industrial Development (Development Permit Area 16).

Affordable Housing Impacts

The applicant proposes the creation of new residential units which would increase the overall supply of housing in the area.

Sustainability Features

The applicant has suggested there would be a number of sustainability features which would be reviewed in association with a future Development Permit Application for this property.

Active Transportation Impacts

The Application proposes the following features which support active transportation:

- bike racks and bike storage in compliance with Schedule C.

Public Realm Improvements

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

Land Use Context

The Royal Jubilee Hospital is directly across from the subject parcel. In 2014, the former CNIB building on the northwest corner of Bay Street and Richmond Road was rezoned to permit additional commercial uses (day care, offices, restaurants and retail).

The west side of Richmond Road, between Bay Street and Denman Street, is generally comprised of single family dwellings, with the exception of 1794-1798 Denman Street, which is a three unit development.

Further south along Richmond Road, there is a transition to multiple dwelling units and office use.

Existing Site Development and Development Potential

A single family dwelling, constructed in 1918, currently occupies the property. The property is in the R1-B Zone, Single Family Dwelling District, and would allow the construction of a dwelling unit with a secondary suite, with a combined total floor area of 300 m².

Data Table

The following data table compares the proposal with the R3-A2 Zone, Low Profile Multiple Dwelling District. An asterisk is used to identify where the proposal is less stringent than the R3-A2 Zone. Although there are deficiencies noted in relation to the comparative zone, a new zone would be created that would be used as a new standard zone for multiple dwelling units within the Traditional Residential Urban Place Designation. If the proposed new zone follows the same planning principles and regulations as the Traditional Residential Attached Dwelling District, the proposal would be deficient in two main areas: the site area requirements and setbacks. With respect to this parcel, the intent is to use this new zone standard along with the provisions of a Development Permit with Variances to the zone when regulations unrelated to use and/or density cannot be met.

Zoning Criteria	Proposal	Zone Standard R3-A2	Proposed New Zone (subject to further refinement)
Site area (m ²) - minimum	584*	920	920
Number of units - maximum	7	n/a	Based on minimum floor area per unit
Density (Floor Space Ratio) - maximum	1:1	1:1	1:1
Total floor area (m ²) - maximum	584	584	Based on FSR
Height (m) - maximum	10.31	10.7	10.5
Storeys - maximum	3	3	3
Site coverage % - maximum	50.4*	33.3	50
Open site space % - minimum	34	30	30
Setbacks (m) - minimum			
Front - Bay Street	3.04*	7.5	6
Rear - South	3.32* building 2.71* balcony	9 m below 7 m in height 10.5 m above 7 m in height	4
Side - West	5.12*	5.16	4
Side - Flanking Street (Richmond)	3.97*	5.16	6

Zoning Criteria	Proposal	Zone Standard R3-A2	Proposed New Zone (subject to further refinement)
Parking - minimum	7*	10	Schedule C
Visitor parking (minimum) included in the overall units	0*	1	1
Parking setback from street	0.76*	1	1
Parking screening from street	0*	1.0 (berm)	1
Bicycle spaces (minimum) – Class 1	7	7	Schedule C
Bicycle spaces (minimum) – Class 2	6	6	Schedule C
Accessory building rear setback (m) - minimum	0*	0.6	Schedule F
Separation space between an accessory building and main building (m) - minimum	1.64*	2.4	Schedule F

Community Consultation

Consistent with the *Community Association Land Use Committee (CALUC) Procedures for Processing Rezoning and Variances Applications*, the applicant has consulted with the North Jubilee CALUC at a Community Meeting held on April 29, 2015. Two letters have been submitted in response to this Application (dated June 2, 2015 and August 20, 2015) and are attached to this report.

ANALYSIS

Official Community Plan

The *Official Community Plan, 2012*, designates the area as Traditional Residential. As Richmond Road is classified as an arterial from Bay Street to Fort Street, the anticipated built-form for residential uses ranges from ground-oriented to multi-unit buildings up to three storeys, including both attached residential and apartment building forms. The corresponding density is up to approximately 1:1 FSR. The proposal aims to achieve the maximum density of 1:1 FSR and as a result on a lot of this size, the site planning is compromised with minimal setbacks for the building, a large building mass (second and third storey of the building is cantilevered over a portion of the parking lot) and there is a lack of private outdoor space. The relatively large building mass does not fit well with the immediate context of the lower-density housing (both on Richmond Road and Bay Street). However, the proposal is also adjacent to the Patient Care Centre across Richmond Road, the CNIB building across Bay Street and is not far from other apartments further along Richmond Road.

The *Official Community Plan* also envisions free-standing commercial or mixed use at the intersection of major roads. However, due to the access challenges associated with this property, a residential development is preferable over a commercial or mixed-use development. The proposed zone will limit the permitted uses to residential only.

Land Assembly

In Section 6, Land Development and Management, the OCP encourages the logical assembly of development sites that enable the best realization of permitted development potential for the area (Policy 6.8). A significant concern is the orderly redevelopment of properties along Richmond Road. When the application for the neighbouring property at 2328 Richmond Road was before Council, it was noted that the consolidation of 2330 and 2328 Richmond Road was highly encouraged to create a more comprehensive approach to site planning, access and parking. However, any redevelopment of each parcel on its own would hinder a more comprehensive approach to planning for this strategic corner. The applicant addresses this issue in the attached letter.

Jubilee Neighbourhood Plan

The *Jubilee Neighbourhood Plan* (1996) identifies the subject property as being in a category for maintaining the current zoning.

Parking Variance

The Jubilee neighbourhood is sensitive to the parking demands generated by the Royal Jubilee Hospital. As a result, staff strongly encourage applicants to meet the parking demand for developments on-site in this neighbourhood. The *Jubilee Neighbourhood Plan* contains the following objective related to parking: ensure new residential developments provide sufficient parking to meet their needs.

The required parking for a seven-unit multiple dwelling residential development would be 10 stalls at a parking ratio of 1.4 stalls per unit (Schedule C requirement). Generally, a parking ratio of one stall per unit is acceptable for one-bedroom units. No visitor parking is provided and on-street parking on this block of Richmond Road is not available due to transit and bike lanes. However, given the relatively small shortfall and the fact that the site is well served by transit, staff recommend that the requested variance is supportable.

Sewage Attenuation

The City's sanitary sewer system may not, at present, be sufficient to accommodate the increased flow rates. Due to the proposed increase in density, the sewage flow rate produced by the new development may be greater than the existing flow rate allowable under the current zoning conditions. The applicant has been asked to provide calculations from a qualified engineer that establish a peak flow rate generated by the proposed development. If it is determined that some form of mitigation measures are necessary to attenuate sewage, a Section 219 Covenant registered on the title of the property will be required prior to a Public Hearing.

CONCLUSIONS

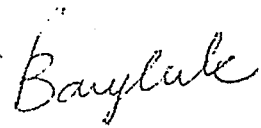
The seven-unit residential building represents a building form and unit type that would add to the diversity of housing within the City of Victoria and the proposed density is anticipated within the OCP Traditional Residential designation. However, by building to this density on a 584m² lot, siting and transition issues might be created. Ultimately, as the Richmond Road and Bay Street corridors redevelop, this type of housing form and density is envisioned by the *Official Community Plan*, however, the *Official Community Plan* also encourages the logical assembly

of development sites that enable the best realization of permitted development potential for the area. However, given the property's proximity to the Royal Jubilee Hospital, the commercial uses across Bay Street, its location at the intersection of two arterial roads and that potential issues related to site constraints will be further reviewed and require additional Council approvals through the Development Permit process, staff recommend for Council's consideration that the proposal advance to a Public Hearing.

ALTERNATE MOTION

That Council decline Rezoning Application No. 00485 for the property located at 2330 Richmond Road.

Respectfully submitted,



Lucina Baryluk
Senior Process Planner
Development Services Division



Jonathan Tinney, Director
Sustainable Planning and Community
Development Department

Report accepted and recommended by the City Manager:



Date: Jan. 19, 2016

List of Attachments

- Subject maps
- Submission drawings dated September 15, 2015
- Letter from the applicant dated September 15, 2015
- Letters from the North Jubilee Neighbourhood Association dated June 2, 2015, and August 20, 2015
- Letters from residents.

**MINUTES OF THE
ADVISORY DESIGN PANEL MEETING
HELD WEDNESDAY May 25, 2016 AT 12 P.M.**

1. THE CHAIR CALLED THE MEETING TO ORDER AT 12:06 P.M.

Panel Members Present: Christopher Rowe ; Cynthia Hildebrand; Renee Lussier;
Erica Sangster, Patricia Graham; Gerald Gongs

Absent: Mike Miller; Justin Gammon; Ann Katherine Murphy

Staff Present: Mike Wilson – Senior Planner-Urban Design
Lucina Baryluk – Senior Process Planner
Leanne Taylor – Senior Planner
Quinn Anglin - Secretary, Advisory Design Panel

2. MINUTES

2.1 Minutes from the Meeting held April 27, 2016.

Action:

It was moved by Erica Sangster, seconded by Gerald Gongs, that the Minutes of the Meeting of Advisory Design Panel held April 27, 2016 be approved.

CARRIED UNANIMOUSLY

3. APPLICATIONS

3.1 Development Permit No. 000458 for 1105 Pandora Street & 1110 / 1120 Johnson Street

The proposal is to permit a mixed use residential commercial building and renovation/addition to an existing mixed use residential commercial office building.

Applicant Meeting attendees:

David Price	AMADON-WESTWATER PROJECTS LTD
Christine Lintott	CHRISTINE LINTOTT ARCHITECTS
Clay Cowan	CHRISTINE LINTOTT ARCHITECTS
Bev Windjack	LADR LANDSCAPE ARCHITECTS

Ms. Taylor provided the Panel with a brief introduction of the Application and the areas that Council is seeking advice on, including the following:

- design of the commercial storefronts and entryways
- appropriateness of the etched glass design

Ms. Renee Lussier recused herself from the meeting due to a pecuniary conflict of interest as she is the landscape architect for the proposal.

Chrsitine Lintott then provided the Panel with a detailed presentation of the site and context of the proposal.

Renee Lussier then provided the Panel with a detailed presentation of the landscape plan proposal.

Panel Members discussed:

- The zone between the building and sidewalk on the Johnson street side is creating an edge separator with smaller plants moving to a more permeable variety on the lower part of street side with more grasses etc. The hard surfaces are patterned concrete and quite intentionally different with varying direction.
- How the courtyard is secured, and the possibility of the commercial tenants having controlled access to it.
- The fencing along the property lines where the garbage is located.
- The building being a condominium strata development.
- The number of retail tenant occupancies that are available in the building and how the spaces could potentially be broken up or not. The feeling is that the project probably lends itself to fewer tenants, but if it attracts multiple tenants the possibility of adding another portal would be possible.
- The smooth glazing of the windows and whether the possibility of giving them a little more texture on the surface through etching is acceptable, although the applicant was unsure of the material used for the etching.
- The ferns that are included in the elevation and the application of them.
- The perforated metal panels on the roofline and the expression of them in relation to the rest of the building.
- The choice of perforated screens on the balconies and how they are projected metal structures supported at the building face with the intention of being able to provide light through to the balcony below and the wrapping on them is to provide a little bit of privacy from the street below.
- Appreciation to the playfulness of a rather conservative building but the feeling that it is lost a little bit with the application of brown coloring which seemingly makes it feel somewhat mundane. It was suggested to re-consider the application of this using a bolder, stronger color to help liven it up and possibly use alternate materials that are lighter and airier.
- How urban culture is applied effectively in the interior courtyard and rooftop design and how it could possibly be further carried onto the balconies to make them more lively.
- Why the overhang stops at 1m, the practicality of this and how it was designed to mainly create a drip edge.
- Whether the building meets standards through its projection and integrity of being modern in keeping with the original building architecture of the time.
- Whether the overhang should be bigger or stronger rather than it being a continuous panel way and the functionality versus the formal expression of it. Design wise the panel feels comfortable with it not being a continuous canopy overhang and that the shallowness is relevant to the application and doesn't pose an issue.

- The design guidelines in the downtown area and how this application is on the other side of the street so the same principles do not apply.
- The application of the plant motif on the etched glass and that it should be reconsidered.
- The pattern and color on the perforated metal screens and alternate options that may be more organic and tie the building together more.
- The possibility of whether the balconies and the etched glass could be tied together in some way.
- Removing the etching on the glass design.
- Removing the panels at the roofline and finding alternatives to tying in the roofline to the rest of the building.
- The use of materials for the project and whether the proposal is strengthening or weakening the original building. There was discussion about how the building relates to the neighbourhood and its context to it.
- How the planting takes centre stage with the project and the plan for it is one of the nicest expressions of its kind to come through the Advisory Design Panel.

Action:

MOVED / SECONDED

It was moved by Gerald Gongos, seconded by Erica Sangster, that the Advisory Design Panel recommend to Council that Development Permit No. 000458 for 1105 Pandora Street & 1110 / 1120 Johnson Street be approved as proposed.

Carried

3.1 Development Permit with Variance No. 00011 and Rezoning No. 00485 for 2330 Richmond Street

The proposal is to permit with variance a seven unit, 3 storey multi-family strata residential development.

Applicant Meeting attendees:

Wil Peereboom
Jack James
Oriano Belusic

VICTORIA DESIGN GROUP
ARCHITECT
OWNER / DEVELOPER

Justin Gammon joined the meeting at 1:14pm

Ms. Baryluk provided the Panel with a brief introduction of the Application and the areas that Council is seeking advice on, including the following:

- Consistency with development permit guidelines
- Parking variance

Wil Peereboom provided the panel with a detailed presentation of the proposed guidelines.

Panel Members discussed;

- The zoning of the property and the creation a "new" zone for this purpose.
- The metal material used for the bicycle parking industrial appearance.
- Using private stairways to each unit, their practicality and reasoning for them.
- Security measures and material of the main entrance doors for pedestrians.
- Height of the hedges along the perimeter of the building.
- How the project has a large urban house on a small lot feeling, that the design is not terribly obtrusive or dense, and is not dramatically out of scale for the neighbourhood.
- The possibility of this project setting a precedent for houses on Richmond to be demolished and more of these types of projects built.
- How the OCP provides direction for this density and form as most of the lots further south couldn't achieve this due to size and configuration constraints of the lots.
- How it would feel environmentally to live on the ground level, the light levels at night, livability and acoustic sounds to these units and their relation to the bus shelters outside. There was discussion about the importance of the glazing of the windows and ensuring a solid sound barrier be created.
- Entryways and their accessibility and transparency, discussion that they need further consideration. The panel felt that occupants need to be able to see through the front access door in some way.
- The profile of the front façade and the importance of it presenting well as it is very visible from the street and needs careful consideration as a result. There was discussion how the door to the electrical room looks like an entrance on this façade, and should possibly be accessed somewhere else, or the use of different types of materials for the utility doors.
- A suggestion to pull back the concrete sidewalk from the building edge and add some landscaping to help soften the perimeter on the Bay Street side.
- How the overall landscape design is not creating the right buffer from the building to street and it was suggested to reconsider the punctuation of the trees to correspond better with the rhythm of the building.
- The location and impact of the bus shelters outside the building and their relation to the ground floor units.
- Concerns over the availability and accessibility of parking for the building as the corner at Bay Street is very congested and would be tricky to access for multiple units.
- The lighting of the parking area.
- The elevations and a need for overall fluid composition of the building, particularly on the Bay Street side as it seems to lack cohesiveness. Recommendation for a simplification of materials to articulate this better.
- The direction of door swing and it's relation to accessible unit and hallways as a result.
- The location of recycling for the building and preference for it to not be located along the property line of another home.

Action:

It was moved by Justin Gammon, seconded by Patricia Graham, that the Advisory Design Panel recommend to Council that Development Permit with Variance No. 00011 and Rezoning No. 00485 for 2330 Richmond Street be approved with recommendations as follows;

- Reconsider the layout and location of the accessible units' front door
- Additional refinement of the Bay street elevation
- Refine the landscaping and rhythm of the trees along Richmond Street and Bay Street
- Move the sidewalk back along the north side of the building to allow for landscaping and door swing
- Reconsider the location of the recycling area and ensure screening.

Carried Unanimously

4. ADJOURNMENT

The Advisory Design Panel meeting of May 25, 2016 adjourned at 1:41 p.m.

Christopher Rowe, Chair

Lot A, Plan VIP72013,
Section 76, Victoria District.

Proposed Site Plan of 2330 RICHMOND ROAD

SITE AREA

584.37 m²

CURRENT ZONING

R1-B

MUNICIPALITY

Victoria

PROPOSED ZONING

SITE SPECIFIC

PID No. _____




024-959-758

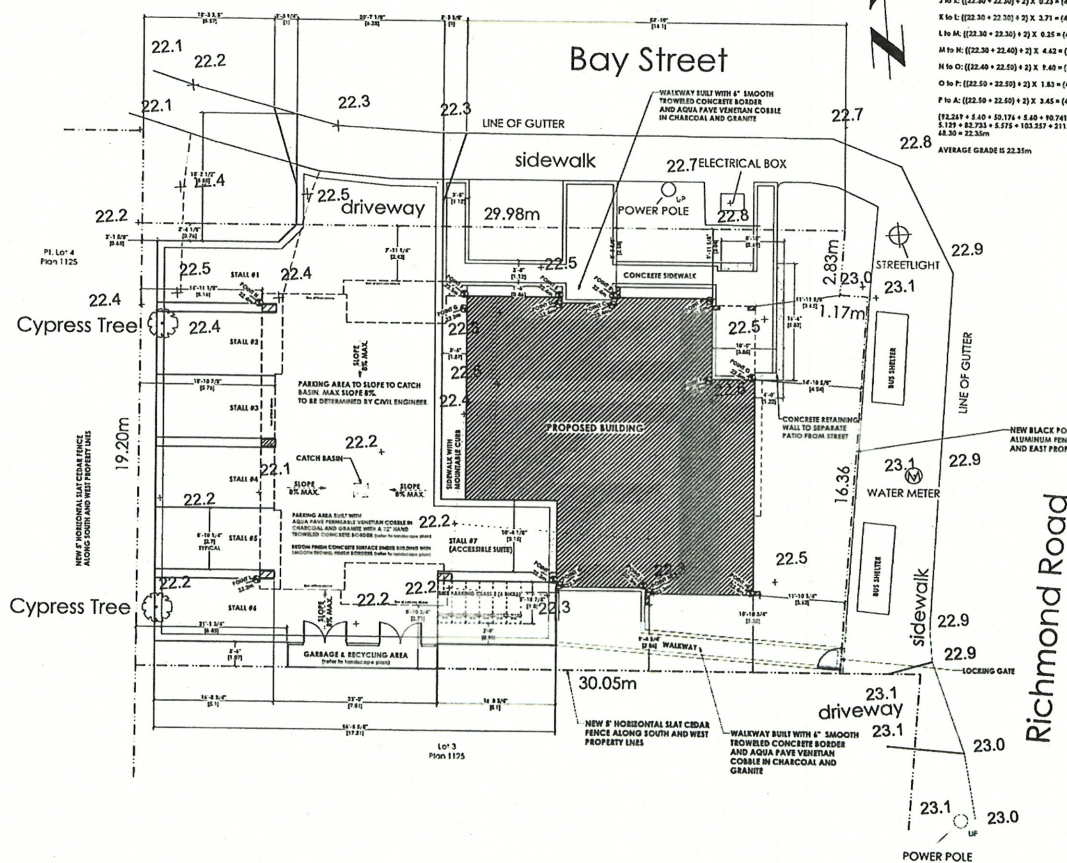
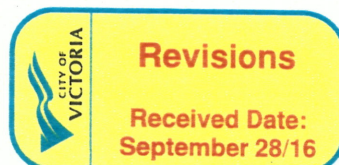
REZONING PROJECT INFORMATION TABLE

CODE (LIVING)	81-5
PROPOSED ZONE	EST SPECIFIC
EST AREA (sq ft)	91,837 sq ft
TOTAL FLOOR AREA (sq ft)	583,644 sq ft
COMMERCIAL FLOOR AREA (sq ft)	0
FLOOR SPACE RATIO	1.0 : 1.0
PERCENTAGE COVERED	67.5%
OPEN SPACE RATIO	32.5%
HEIGHT OF BUILDING (ft)	10.5 ft
NUMBER OF STORIES	3
BUILDING SECTIONS	
FLOOR - EAST ELEVATION	3.66 m
FLOOR - EAST ELEVATION - BALCONY	2.40 m
REAR ELEVATION	2.40 m
FLOOR - EAST ELEVATION - BALCONY	2.71 m
EST (ELEV)	3.32 m
EST on Building (East) (Richmond) (EAST)	3.32 m
COMBINED EAST YARD	7.07 m
PARKING	
PARKING STALLS (MINIMUM) ON LOT	0
VEHICLE PARKING STALLS (SECURE STORAGE)	0
CLASS 1 BICYCLE PARKING (SECURE STORAGE)	7
CLASS 2 BICYCLE PARKING (SECURE STORAGE)	0
PARKING SPACES FROM PROPERTY LINE	0.74 m
PARKING SPACES FROM STREET (MIN. 10.00 FT)	0.74 m
VEHICLE PARKING SLOPE	3" HIGH FENCE & LANDSCAPING
SECURITY PARKING SLOPE	PERMISSIBLE PAVING
RECREATIONAL USES	
MINIMUM NUMBER OF UNITS	
UNIT TYPE	1 BED : 1 BATH (1) 2 BED : 1 BATH (1)
GROUND - ORIENTED UNITS	
MINIMUM UNIT FLOOR AREA (sq m)	47.69 sq m
TOTAL RECREATIONAL FLOOR AREA (sq m)	47.69 sq m

DEVELOPED FLOOR AREAS		FRT AREA COVERAGE	
GROUND FLOOR	134.80 sq.m	ASPH. DRIVEWAY	252.58 sq.m
SECOND	290.06 sq.m	PAVING	23.27 sq.m
THIRD	250.64 sq.m	TOTAL (STRUCTURES)	275.85 sq.m
TOTAL FLOOR AREA	675.54 sq.m		
RESIDENTIAL FLOOR AREA FOR UNITS		TOTAL (STRUCTURES)	
101	47.58 sq.m	274.26 sq.m	
201	41.26 sq.m		
301	47.17 sq.m		
302	47.12 sq.m		
303	73.73 sq.m		
304	73.72 sq.m		
305	73.12 sq.m		
TOTAL	415.66 sq.m		
		OPEN SITE SPACE	47.79 sq.m
		LANDSCAPING	217.18 sq.m
		TOTAL	388.19 sq.m
		OPEN AREA	884.37 sq.m
		BUILDING AND PARKING	388.19 sq.m
		OPEN SITE SPACE	116.33 sq.m
		OPEN SITE SPACE	116.33 sq.m
		OPEN SITE SPACE	884.37 sq.m
		OPEN SITE SPACE %	33.44 %

Legend:

-  denotes streetlight
-  denotes manhole
-  denotes utility pole



SITEPLAN
Scale: 1:100

2330 RICHMOND ROAD

PROPOSED REZONING

AVERAGE GRADE CALCULATION

A $\text{In} \left(\frac{22.20 \pm 22.40}{22.60} \right) \pm 2.71$ 4.31 ± 0.60 2.75×10^{-11} 22.48 ± 0.11 122.59
B $\text{In} \left(\frac{22.20 \pm 22.40}{22.60} \right) \pm 2.71$ 0.21 ± 0.60 2.75×10^{-11} 22.60 ± 0.25 163.0
C $\text{In} \left(\frac{22.20 \pm 22.40}{22.60} \right) \pm 2.71$ 2.34 ± 0.60 2.75×10^{-11} 22.52 ± 0.24 124.38
D $\text{In} \left(\frac{22.20 \pm 22.40}{22.60} \right) \pm 2.71$ 0.26 ± 0.60 2.75×10^{-11} 22.60 ± 0.25 163.0
E $\text{In} \left(\frac{22.40 \pm 22.50}{22.60} \right) \pm 2.71$ 4.06 ± 0.70 2.75×10^{-12} 22.56 ± 0.14 107.96
F $\text{In} \left(\frac{22.50 \pm 22.50}{22.60} \right) \pm 2.71$ 0.40 ± 0.60 2.75×10^{-12} 22.50 ± 0.24 163.0
G $\text{In} \left(\frac{22.50 \pm 22.50}{22.60} \right) \pm 2.71$ 0.81 ± 0.60 2.75×10^{-12} 22.58 ± 0.24 163.0
H $\text{In} \left(\frac{22.50 \pm 22.50}{22.60} \right) \pm 2.71$ 0.81 ± 0.60 2.75×10^{-12} 22.58 ± 0.24 163.0
I $\text{In} \left(\frac{22.50 \pm 22.50}{22.60} \right) \pm 2.71$ 11.89 ± 0.60 2.75×10^{-11} 22.72 ± 0.17 215.16
J $\text{In} \left(\frac{22.50 \pm 22.50}{22.60} \right) \pm 2.71$ 12.72 ± 0.60 2.75×10^{-11} 22.72 ± 0.17 215.16
K $\text{In} \left(\frac{22.50 \pm 22.50}{22.60} \right) \pm 2.71$ 0.23 ± 0.60 2.75×10^{-11} 22.30 ± 0.25 162.73
L $\text{In} \left(\frac{22.50 \pm 22.50}{22.60} \right) \pm 2.71$ 0.27 ± 0.60 2.75×10^{-11} 22.30 ± 0.25 162.73
M $\text{In} \left(\frac{22.50 \pm 22.50}{22.60} \right) \pm 2.71$ 0.42 ± 0.60 2.75×10^{-11} 22.32 ± 0.25 162.73
N $\text{In} \left(\frac{22.50 \pm 22.50}{22.60} \right) \pm 2.71$ 1.60 ± 0.60 2.75×10^{-11} 22.40 ± 0.24 120.87
O $\text{In} \left(\frac{22.50 \pm 22.50}{22.60} \right) \pm 2.71$ 1.83 ± 0.60 2.75×10^{-11} 22.50 ± 0.24 123.13
P $\text{In} \left(\frac{22.50 \pm 22.50}{22.60} \right) \pm 2.71$ 3.63 ± 0.60 2.75×10^{-11} 22.50 ± 0.24 123.13
Q $\text{In} \left(\frac{22.50 \pm 22.50}{22.60} \right) \pm 2.71$ 5.76 ± 0.60 2.75×10^{-11} 22.54 ± 0.24 125.49
R $\text{In} \left(\frac{22.50 \pm 22.50}{22.60} \right) \pm 2.71$ 10.79 ± 0.60 2.75×10^{-11} 22.54 ± 0.24 125.49
S $\text{In} \left(\frac{22.50 \pm 22.50}{22.60} \right) \pm 2.71$ 13.75 ± 0.60 2.75×10^{-11} 22.54 ± 0.24 125.49
T $\text{In} \left(\frac{22.50 \pm 22.50}{22.60} \right) \pm 2.71$ 13.75 ± 0.60 2.75×10^{-11} 22.54 ± 0.24 125.49

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Truss Manufacturer to review plans to verify roof design where eng. roof trusses are shown, and to contact building designer to advise if revisions are necessary.

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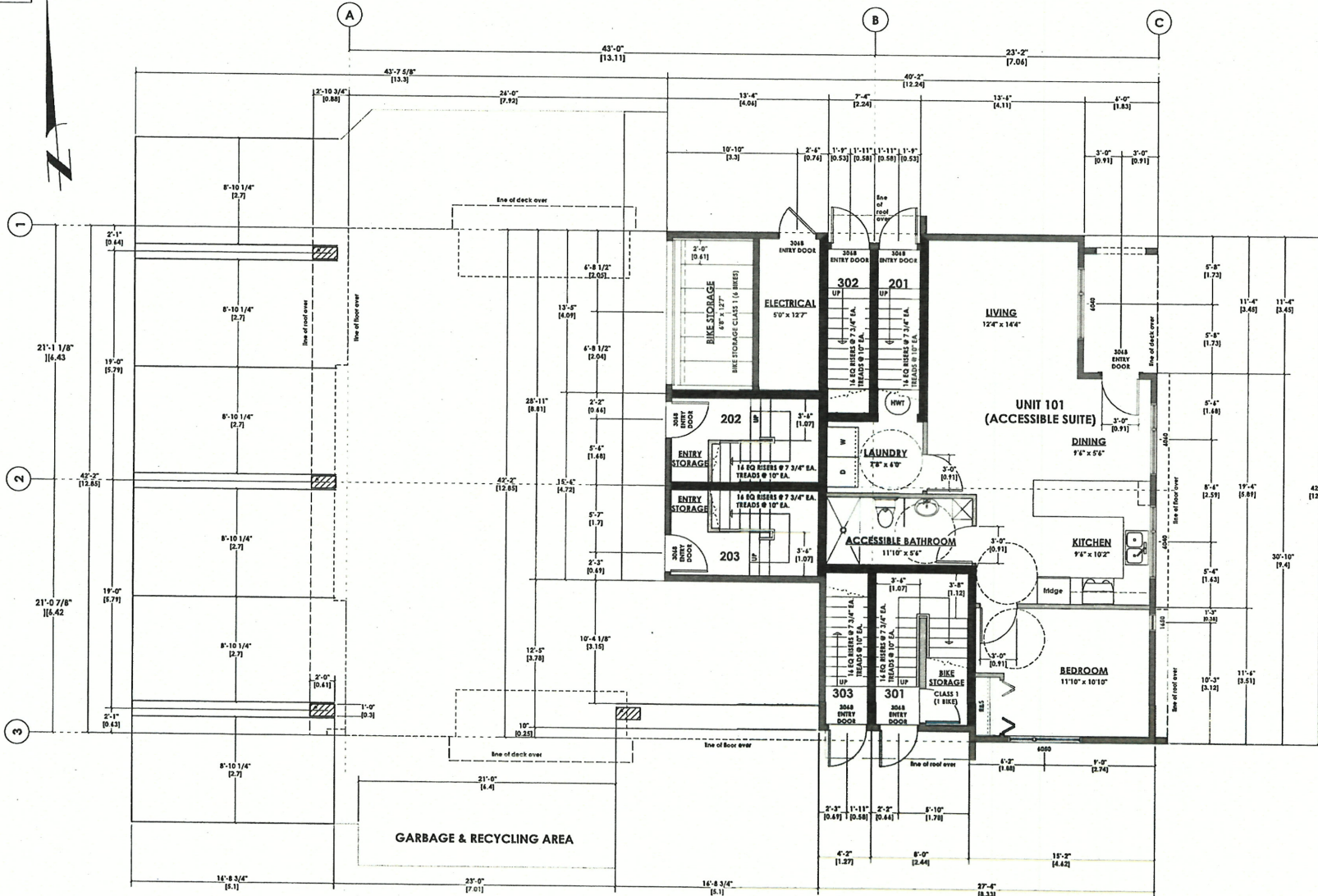
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JACK P. *James*
ARCHITECT
B.A.R.C.H. JAMES RAIG

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1
A2
GROUND FLOOR PLAN
Scale: 1/4" = 1'-0"

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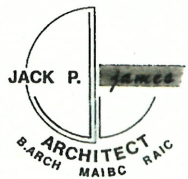
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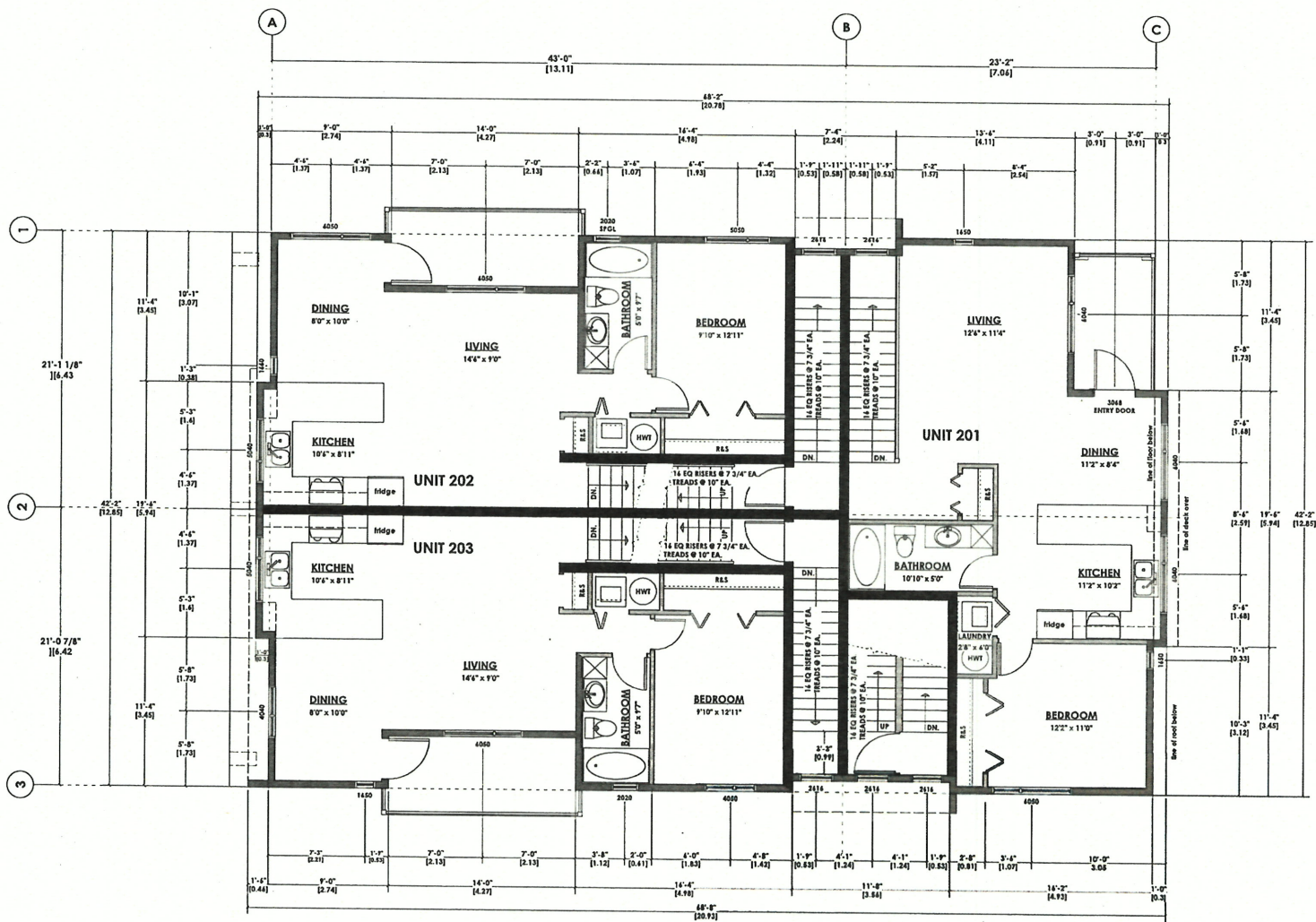
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1 SECOND FLOOR PLAN
Scale: 1/4" = 1'-0"

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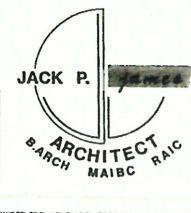
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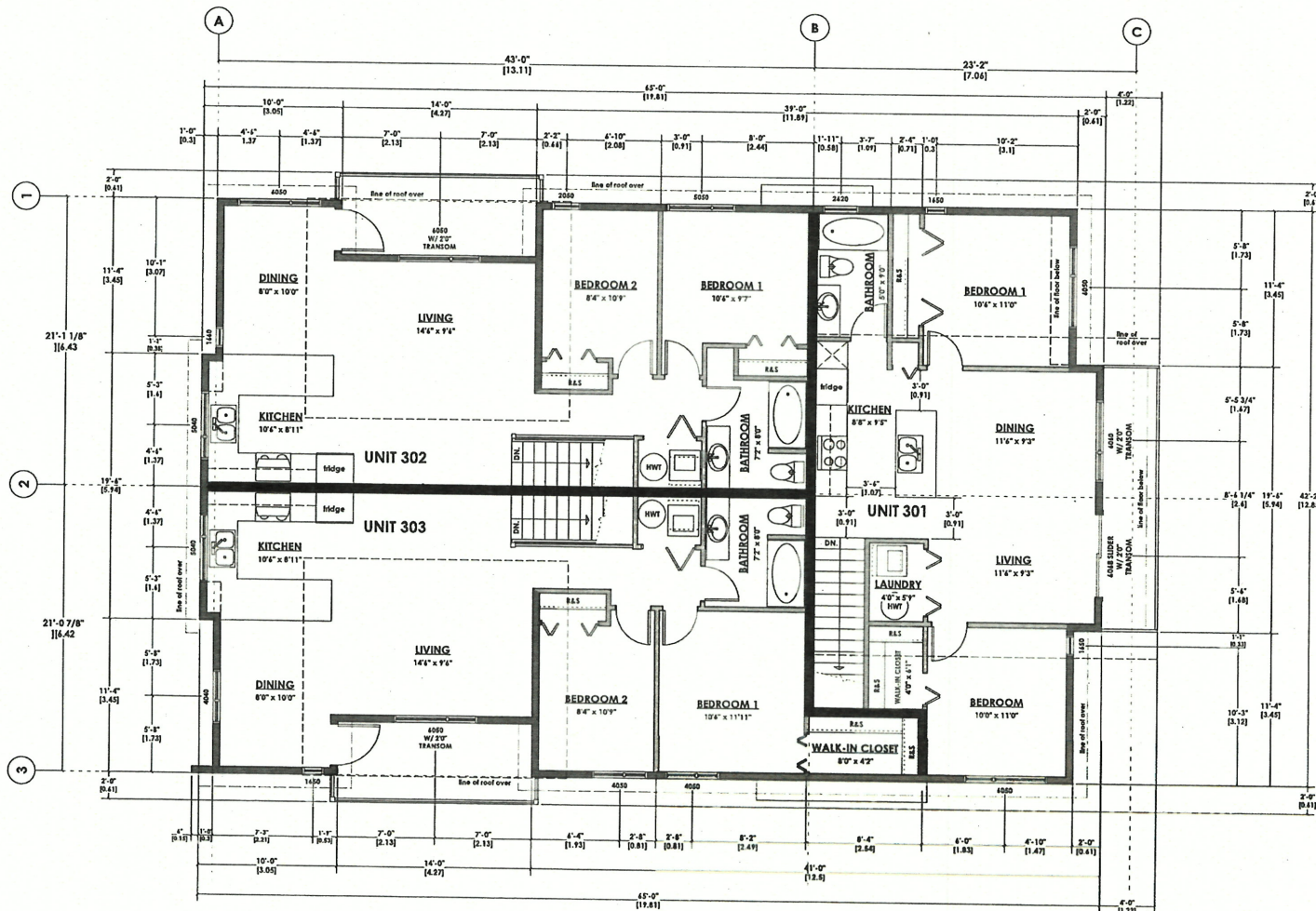
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1 THIRD FLOOR PLAN
A4 Scale: 1/4" = 1'-0"

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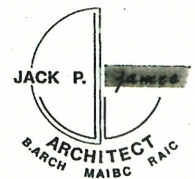
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RICHMOND STREETSCAPE
ARTIST RENDERING (NOT TO SCALE)

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Truss Manufacturer to review plans to verify roof design where eng. roof braces are shown, and to contact building designer to advise if trusses are necessary.

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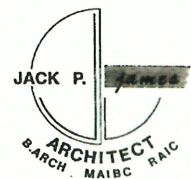
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A7

BAY ST. STREETScape FOR 2330 RICHMOND

ARTIST RENDERING (NOT TO SCALE)

2330 RICHMOND ROAD PROPOSED REZONING

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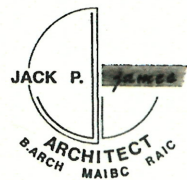
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A8

SITEPLAN OVERLAY FOR 2330 RICHMOND

ARTIST RENDERING (NOT TO SCALE)

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2330 RICHMOND ROAD

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ARCHITECT

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General Contractor and/or Owner to verify and thoroughly review all aspects of plan prior to commencement and setting out of all work. Any discrepancies are to be reported to Building Designer immediately. Building Designer not liable for changes made to plan on site or failure to report discrepancies. Refer to General notes included on plan.

Note: I.C.S.1. to verify placement and siting of all structures on lot.
General Contractor to work in conjunction with all I.C.S.1. to ensure proper placement of structures on the prior to starting work.
Building Designer not responsible for any encroachments of any kind with regard to siting or placement of structures on lot.
Structural Engineer to review plan (where required), and specify structure as deemed necessary. It is the responsibility of the owner or contractor to verify and commission all engineering requirements with municipal building departments prior to starting work.

Truss Manufacturer to review plans to verify roof design where eng. roof trusses are shown, and to contact building designer to advise if revisions are necessary.

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proposed
rezoning
2330 RICHMOND
ROAD
VICTORIA, B.C.

drawing #
7500

s h e e t #

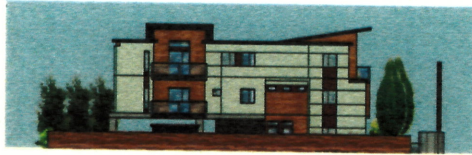
8 of 8

scale

AS NOTED

drawn by
NS

JACK P. JAMES
ARCHITECT
B.A.R.C.H. MAIBC RAIC



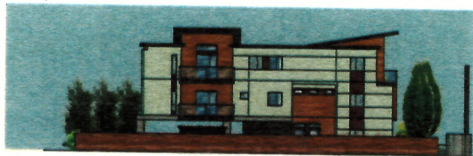
SOUTH ELEVATION



NORTH ELEVATION



EAST ELEVATION



WEST ELEVATION



FROM BAY STREET



FROM RICHMOND ROAD

CONSTRUCTION NOTES

-CONTRACTOR TO CHECK ALL DIMENSIONS AND ASPECTS OF THIS DRAWING
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GREENSPACE DESIGNS sustainable landscape design

PROJECT TITLE

PROPOSED LANDSCAPE PLAN for
ORIANO DE LUSC
2339 RICHMOND ROAD

PAGE TITLE

VIEWS - PAGE 1 OF 3

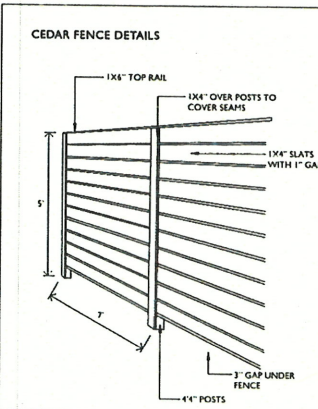
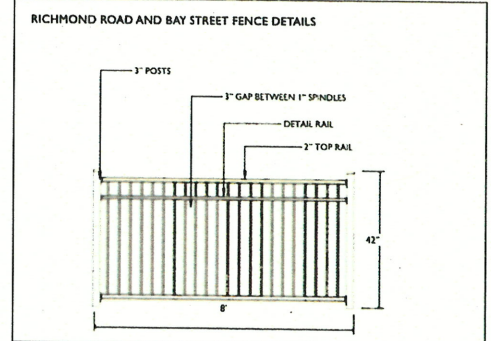
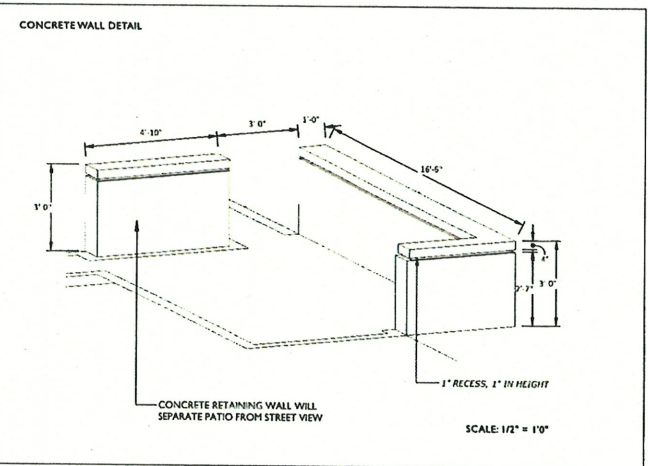
DATE

SEPTEMBER 19, 2016

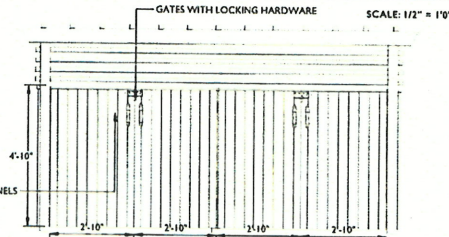
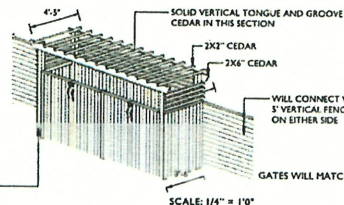
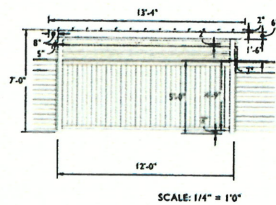
SCALE

NOT TO SCALE

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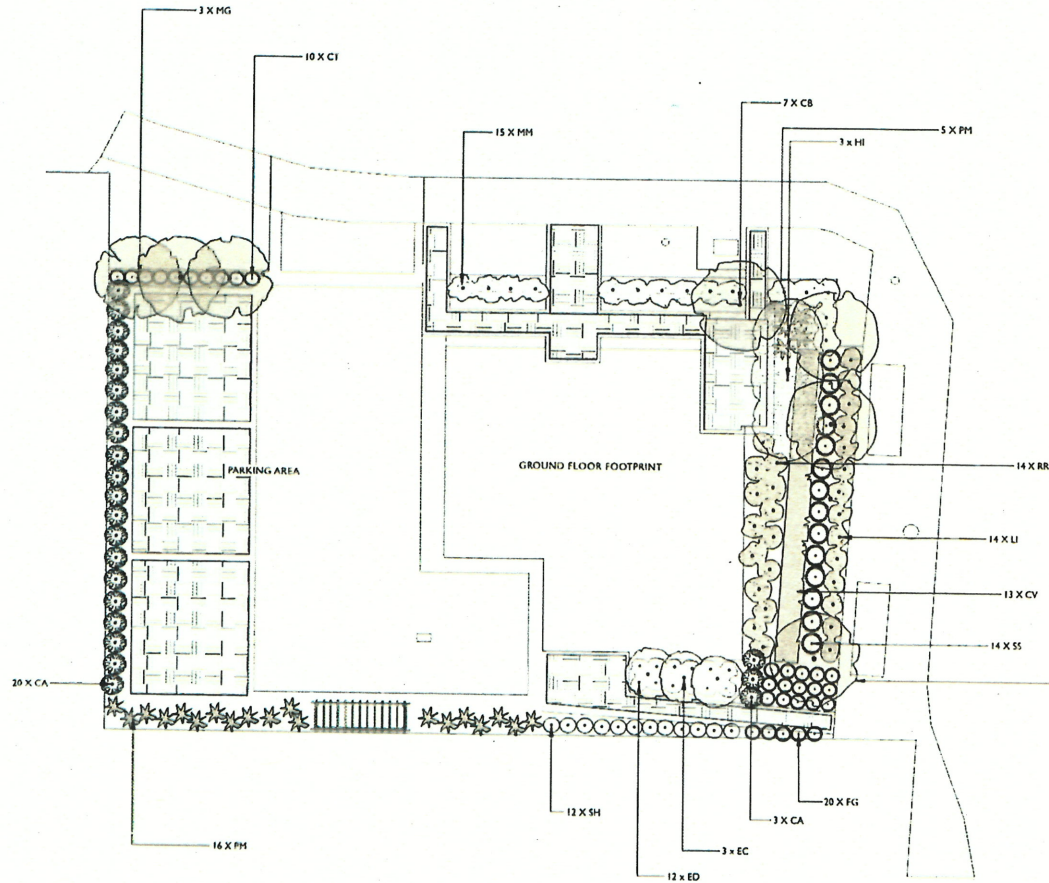
PROJECT TITLE
PROPOSED LANDSCAPE PLAN for
ORIANO BELUSIC
2330 RICHMOND ROAD

== PAGE TITLE ==
SITE / LAYOUT / DETAIL PLANE PAGE 2 OF 3

DATE # **# SCALE #**

SEPTEMBER 19, 2016 1/8" = 1' OR AS SHOWN

PLANTING PLAN



PLANT LIST

ABB.	QTY.	SIZE	BOTANICAL NAME	COMMON NAME
TREES				
CB	4	15'	CARPINUS BETULUS 'FRANS FONTAINE'	COLUMNAR HORNBEAM
HG	3	10'	MAGNOLIA GRANDIFLORA 'TMGH'	SOUTHERN MAGNOLIA

SHRUBS

CV	13	#5	CEANOTHUS 'VICTORIA'	CALIFORNIA LILAC
EC	3	#7	ENKIANTHUS CAMPANULATUS 'RED BELLS'	RED BELLS ENKIANTHUS
ED	12	#1	ERICA DARLEYENSIS 'WHITE PERFECTION'	WHITE WINTER HEATH
HI	3	#15	HAMAMELLIS X INTERMEDIA 'DIANE'	DIANE WINTER WITCHAZEL
LI	14	#1	LAVANDULA X INTERMEDIA 'GROSSO'	FAT BUD FRENCH LAVENDER
MH	15	#5	MAHONIA X MEDIA 'CHARITY'	CHARITY OREGON GRAPE
RR	14	#3	RHODODENDRON RANAPPO	RANAPPO RHODODENDRON
SG	12	#3	SARCOCocca HOOKERIANA 'HUMILIS'	DWARF SWEETBOX

GRASSES AND FERNS

CA	23	#3	CALAMAGROSTIS ACUTIFLORA 'KARL FOERSTER'	KARL FOERSTER FEATHER REED GRASS
CT	10	#1	CAREX TESTACEA 'INDIAN SUMMER'	INDIAN SUMMER CAREX
FG	20	#1	FESTUCA GLAUCA 'ELIJAH BLUE'	ELIJAH BLUE FESCUE
PM	24	#3	POLYSTICHUM MUNITUM	SWORD FERN
SS	14	#1	SCHIZACHYRIUM SCOPARIUM 'THE BLUES'	THE BLUES LITTLE BLUESTEM

HORNBEAM TREES WILL BE PLANTED TO REFLECT RHYTHM OF BUILDING AS SHOWN IN EAST ELEVATION ON PAGE ONE OF THIS DOCUMENT

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GREENSPACE DESIGNS
sustainable landscape design

PROJECT TITLE

PROPOSED LANDSCAPE PLAN for
GRAND BELUC
2330 RICHMOND ROAD

PAGE TITLE

PLANTING PLAN, PAGE 3 OF 3

DATE

SEPTEMBER 19, 2016

SCALE

1/8" = 1'

Oriano and Doris Belusic

November 28, 2016

Dear Mayor and Council,

Development Permit Area 16 Application:

Re: 2330 Richmond Road (SW corner Bay and Richmond)

Further to our letter to Mayor and Council dated September 15, 2015, addressing our rezoning application, we would like to update you with information for the Development Permit Application.

Advisory Design Panel Update

In order to minimize common property maintenance, we purposefully designed the complex to feature private stairways with each unit having its own ground-level exterior entrance. This way each tenant is responsible for his/her own interior space cleaning. The residential entrance doors now have a more prominent look and will feature some glass for improved security. The North and South entrances are now further defined with an 18" deep decorative wall on the east side of the entrances that extends up and connects to a roof overhang above the entrances. This architectural element gives the entrance a modern feel and helps to further define the entrance way to the units. ADP's suggestion to refine the Bay Street front façade is much appreciated and design detail has been added to achieve a better curb appeal of the North (Bay) elevation. Some of the exterior siding materials have changed in color and arrangement in order to create more of a vertical articulation between spaces as opposed to the more horizontal feeling the previous version had in order to improve the sense of massing for the size of the lot. The door to the electrical room will have no glass and will be painted a grey color to match the vertical corrugated metal siding along that area of wall so it will blend in and not compete with the residential entrance doors. The walkway on the North (Bay) side of the building has been pulled back 18" from the wall to improve visual landscape appeal and create more door swing space for access to residential entrances. Three trees on the East (Richmond) side have been removed and the remaining four trees have been repositioned to create better harmony with the building. A gated cedar trellis screening (refer to landscape plan) is being provided to contain three fully-sealed 96-gal garbage containers and a smaller organics tote which we have been advised will meet the needs of seven units. Because this is a very noisy location, sound abatement will be considered at every stage of construction: interior/exterior walls, windows and floors in order to improve tenant comfort level. ADP's suggestion to move the ground level unit's bedroom

window from the East side to the South elevation was considered and implemented. The Architect also moved the other two bedroom windows on the 2nd and 3rd floors to the same location on the South side. In addition to the larger bedroom windows moving to the South side, a small, taller window (roughly 2'x6') was added to the corner of each bedroom to still provide some glimpses of the view to Richmond Rd.

Housing Agreement - All Seven Units to be Rentals for at least 10 Years

Our original letter to Mayor and Council indicated that the complex would be strata so that we may sell two or three units in order to help with our project financing. Subsequently, we have decided to make this a purpose-built rental apartment, and have agreed to make all seven units as rentals for at least 10 years, given recent strengthening in the local rental market and City's desire for more rental stock. Ideally, we would like to have had one more rental unit to minimize financial risk. Market rents in this area are significantly lower than comparable apartments in the downtown core. Even with a small rental premium for our quality new construction, the investment is somewhat risky should the rental market soften.

As this high traffic location may be more difficult to rent, it is our intention to counter this with a very energy efficient, quality build. This will result in lower ongoing energy and maintenance costs. We plan to increase renter appeal by including in-suite laundry, dishwasher and high-speed internet.

Meeting with New Owner of Neighbouring Property to the South

In response to the February 11, 2016 meeting with our new neighbour to the south, we changed the parking area under the building to a more durable concrete finish to facilitate a potential access easement if negotiated to the satisfaction of both parties in the future. A waste/recycling storage shed structure previously situated along the southern fence line was also removed as a result. Given our recent discussions with our neighbour, and, that we are two years into planning this project, that is all that is possible at present.

Recent Landscape Plan Revisions

The landscape plan was updated, specifically adding a fencing detail for the 5 ft high contemporary horizontal slat cedar fence designed to preserve privacy and screen the parking area. Also, as mentioned above, the waste/recycling storage structure was replaced with cedar screening. We also removed the previously contemplated automatic driveway parking gate off Bay Street. The parking area not covered by the building remains as permeable pavers while the portion under the building has been changed and strengthened to a durable, lower maintenance broom finish concrete surface with smooth trowelled finish borders should an easement become a reality.

Building Design

As noted previously, we are proposing to build a 7-unit, 3-storey multi-residential complex, including one easy-access ground floor unit. Each of the seven units will have its own ground floor private entrance and balcony or patio. Units range in size from 67-sq m (720-sq ft) for a one-bedroom, to 77-sq m (830-sq ft) for a two-bedroom apartment. All feature higher-volume 9-ft ceilings.

The building's exterior will feature use of multiple materials, textures, lines and colours to create visual interest and to reduce the appearance of massing. All seven ground level entrances are slightly recessed to enhance appeal through wall articulation. Materials include Hardie panels (colours – "soft green" and "country lane red" as an accent colour) with black horizontal aluminum reveals, 1" x 4" horizontal T&G cedar siding, and Hardie panel fascia (colour – iron grey). Longboard 1" x 4" Aluminum Siding with a cedar appearance will be used on the South side of the building where noncombustible cladding is required 1" x 4" horizontal T&G cedar siding will be stained to match the Longboard siding and will be used in all other areas that require cedar siding. Decks feature 4' high black powder-coated aluminum railings with frosted glass panels, offering additional sound attenuation and privacy. The addition of vertical corrugated metal siding on parts of the first floor, along with the arrangement of the Hardie panels and aluminum reveals, helps to create more of a vertical articulation between floors and individual suites in order to create more of a "Little Village" effect as opposed to a horizontally layered building of the same materials and colours. The building design is further enhanced by its roofline, including three vaulted sections, each topped with an inward-sloping roof (creating vaulted living room ceilings for the three top floor units; and providing cover for the top floor balcony decks). Our roof design will provide for easier solar PV installation.

We believe that our contemporary building design is in keeping with current and renewed style of housing stock to be built in this architecturally-mixed area, transitioning between traditional single family housing and the immediate structures of the Royal Jubilee patient care tower directly across Richmond Rd., the hospital parkade kitty-corner, and the former CNIB building. Between Bay and Fort. there is a good mix of residential houses, multi-family dwellings, and commercial buildings. Likewise, along the 1700 block of Bay, there are residential houses, multi-family dwellings including townhouses. We believe that our proposed complex will beautify this unique corner's streetscape and make a positive contribution to the area's housing diversity.

We are planning for a low maintenance, easy care building. Each unit is self contained. There are no interior common spaces to look after. As the proposed complex is notably larger than the existing under 600-sq.ft dwelling, both of our neighbours should experience much less traffic noise from the busy intersection. And, there will be little to no shadowing impact on the neighbouring properties.

Once this 7-plex is occupied, we believe that the community will benefit because of more eyes and ears to notice when problematic activities occur along the Richmond Rd bus shelter area. The open, friendly environmental landscape and fencing design has also taken this issue into consideration.

Landscape and Hardscape Design

The existing two cypress trees will be replaced by four 15' trees along Richmond Rd. and three 10' Magnolia trees to the west, as shown on our landscape plans. Additional native shrubs and grasses will be planted to green and beautify the streetscape.

The four trees mostly along Richmond Rd will be deciduous and therefore will provide some visual screening of the busy intersection, and provide needed greenery on the Bay and Richmond corner.

Along the North and East property lines there will be a street friendly 3'6" black powder-coated contemporary aluminum picket fence with a matching 3' lockable gate at the Southeast corner. All along the North fence there will be a hedge for extra greenery.

A 5-ft contemporary style cedar privacy fence will be installed along the South and West property lines. There is a 3' 8"-wide walkway that surrounds the building. This walkway consists of black and granite Venetian aqua pavers, framed with a 6" smooth troweled concrete border.

The parking area is built with permeable Venetian cobble aqua pavers in charcoal and granite with a 12" hand troweled concrete border.

Parking

There are seven vehicle parking stalls. As well, there are seven secure indoor storage areas for bicycles, and a 6-bike outdoor rack for visitors. Given the excellent and very accessible public transit at this specific corner location, getting around could not be any more convenient. Plus, there's dedicated bike lanes out front on Richmond Road. We feel that car-dependent transportation may not be the preferred method of commuting at this location. We are hopeful that Mayor and Council will be able to support our parking variance request.

Energy Efficiency and Green Design

Pre-fabricated insulated walls and either triple-glazed or laminated sound-abating double-glazed windows will be installed to provide up to 30% higher energy efficiency and provide for much improved traffic sound abatement. Using prefabricated walls results in up to 20% less waste materials when compared to conventional stick framing and will create a quicker build. Exterior fiberglass framed doors with a higher R-value will be chosen.

Although we aren't building to any certifiable green standard, in order to keep our costs affordable, we feel that our efforts to create comfort by controlling serious exterior and interior noise will also result in an EnerGuide rating of 80 or higher.

The windows will be Low-E thermal with argon gas and some will open for natural ventilation.

Wiring will be installed for electric vehicle charging. The complex will be pre-plumbed for solar thermal panels and pre-wired for solar PV electrical panels.

The units will be heated with individually-controlled electrical heaters.

High efficiency appliances with attention to Energy-Star ratings will be installed.

We will use energy saving LED outdoor (down) lighting and CFL/ LED lights indoors. We will install faucets and shower heads with a flow rate of 8L or less per minute, and low flow water conserving toilets at (4.5L per flush).

Community Meetings and Feedback

We met twice with the NJNA to discuss our project. The first time was to present our preliminary plans to the NJNA Land Use Committee, September 24, 2014, and the second time, to present the plans to the NJNA CALUC meeting on April 29, 2015. Prior to both of these meetings, we attended the NJNA CALUC meeting of March 26, 2014, involving the rezoning attempt for a 12-plex next door to our south, where we heard the community's desire for fewer units and more functional parking. We feel that our project makes a very good effort to respect both of these concerns. At our CALUC meeting, we were asked questions, for example, from a neighbouring nurse who works shifts. She hoped that the construction wouldn't involve blasting or prolonged noisy construction. There will be no blasting, and we feel that our plans to expedite the noisy portion of the building phase, by using prefabricated wall systems, was well received. We even had one attendee wish us luck and referred to our project plans as "quite modest." When walking around the neighbourhood, folks have stopped us to inquire about our project and have wished us well.

Additionally, based on feedback and comments from City staff and NJNA, we have made improvements to our project and landscaping plans. The most recent landscaping plans have only changed very little to clarify a few early plan oversights, as pointed out by the NJNA neighbours and City staff. Otherwise, the main project plans remain as presented at the April 29, 2015 CALUC meeting. We are looking forward to discussing the project with Council in the coming months.

Sincerely,

Oriano and Doris Belusic