

**6.3 Update on Rezoning Application No. 00472 and Development Permit Application with Variance No. 00402 for 1041 Oliphant Avenue and 212 - 220 Cook Street – Fairfield**

Committee received a report dated October 28, 2016 providing updated information and recommendations, regarding the pre-conditions relating to the application that were set by Council on July 14, 2016.

Committee discussed:

- Possibilities of incorporating Biktoria into the design of the frontage.

**Motion:**

It was moved by Councillor Coleman and Seconded by Councillor Lucas, **Rezoning Application No. 000472 (updated to reflect revised legal agreements):**

That Council instruct staff to prepare the necessary Zoning Regulation Bylaw Amendment that would authorize the proposed development outlined in Rezoning Application No. 00472 for 1041 Oliphant Avenue and 212-220 Cook Street, and that first and second reading of the Zoning Regulation Bylaw Amendment be considered by Council and that staff set a Public Hearing date be set once the following conditions are met:

1. Design revisions to orient the ground floor exterior door towards Oliphant Avenue **and to expand the metal siding above the commercial unit** to the satisfaction of staff.
2. Preparation of the following documents, executed by the applicant to the satisfaction of City Staff:
  - a. Housing Agreement to secure the following:
    - i. rental of nine units for a minimum of 20 years at a rental rate of at least 10% below market rate, if not more;
    - ii. rental of eight units for a minimum of 10 years at market rental rate; and
    - iii. that future strata bylaws cannot prohibit strata owners from renting residential strata units.
  - b. Statutory Right-of-Way of 3m for the rear lane access off Oliphant Avenue to the satisfaction of City staff;
  - c. Section 219 Covenant for the paving/widening of the rear lane, to the satisfaction of City staff.

**Development Permit Application No. 000402 (updated to reflect revised plans):**

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. 00472, if it is approved, consider the following motion:

"That Council authorize the issuance of Development Permit Application with Variance No. 00402 for 1041 Oliphant Avenue and 212-220 Cook Street, in accordance with:

1. Plans date stamped October 21, 2016.

2. Development meeting all *Zoning Regulation Bylaw* requirements, except for the following variance: a. Schedule C, 16.A. 12(c) - Required residential parking is reduced from 1.4 spaces per dwelling unit to 0.9 spaces per dwelling unit.
3. Final plans to be generally in accordance with the plans identified above to the satisfaction of City staff.
4. That Council authorize staff to execute an Encroachment Agreement for a fee of \$750, plus \$25 per m<sup>2</sup> of exposed shored face during construction in a form satisfactory to staff. This is to accommodate shoring for construction of the underground parking structure at the property line.
5. The Development Permit lapsing two years from the date of this resolution."

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

6. That Council direct staff to engage the applicant on the provision of on-street cycling amenities within the roadway on the Cook Street frontage and report back to Council at Second Reading of the bylaw.

On the Amendment:  
CARRIED 16/COTW

FOR: Councillors Alto, Coleman, Isitt, Loveday, Young  
OPPOSED: Mayor Helps, Councillors Lucas, Madoff, Thornton-Joe

**Main Motion as amended:**

**Rezoning Application No. 000472 (updated to reflect revised legal agreements):**

That Council instruct staff to prepare the necessary Zoning Regulation Bylaw Amendment that would authorize the proposed development outlined in Rezoning Application No. 00472 for 1041 Oliphant Avenue and 212-220 Cook Street, and that first and second reading of the Zoning Regulation Bylaw Amendment be considered by Council and that staff set a Public Hearing date be set once the following conditions are met:

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    - iii. that future strata bylaws cannot prohibit strata owners from renting residential strata units.
  - b. Statutory Right-of-Way of 3m for the rear lane access off Oliphant Avenue to the satisfaction of City staff;



- c. Section 219 Covenant for the paving/widening of the rear lane, to the satisfaction of City staff.

**Development Permit Application No. 000402 (updated to reflect revised plans):**

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. 00472, if it is approved, consider the following motion:

"That Council authorize the issuance of Development Permit Application with Variance No. 00402 for 1041 Oliphant Avenue and 212-220 Cook Street, in accordance with:

1. Plans date stamped October 21, 2016.
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5. The Development Permit lapsing two years from the date of this resolution.
6. That council direct staff to engage the applicant on the provision of on-street cycling amenities within the roadway on the Cook Street frontage and report back to Council at Second Reading of the bylaw.

*Mayor Helps withdrew from the meeting at 12:17 p.m. and Councillor Thornton-Joe assumed the chair.*

*Mayor Help returned at 12:19 p.m. and assumed the chair.*

Committee discussed:

- Ensuring that plans are clear before public hearing, so that accurate conversations can take place at the Public Hearing.

*Councillor Loveday withdrew from the meeting at 12:22 p.m. and returned at 12:23 p.m.*

- Finding a balance that is supportable in the community.

On the Main Motion as amended:  
CARRIED 16/COTW

FOR: Mayor Helps, Councillors Alto, Coleman, Isitt, Loveday, Lucas, Thornton-Joe  
OPPOSED: Councillors Young and Madoff

## REPORTS OF COMMITTEES

### **2. Committee of the Whole – November 10, 2016**

#### **7. Update on Rezoning Application No. 00472 and Development Permit Application with Variance No. 00402 for 1041 Oliphant Avenue and 212 - 220 Cook Street – Fairfield**

##### **Motion:**

It was moved by Councillor Coleman, seconded by Councillor Lucas:

##### **Rezoning Application No. 000472 (updated to reflect revised legal agreements):**

That Council instruct staff to prepare the necessary Zoning Regulation Bylaw Amendment that would authorize the proposed development outlined in Rezoning Application No. 00472 for 1041 Oliphant Avenue and 212-220 Cook Street, and that first and second reading of the Zoning Regulation Bylaw Amendment be considered by Council and that staff set a Public Hearing date be set once the following conditions are met:

1. Design revisions to orient the ground floor exterior door towards Oliphant Avenue and to expand the metal siding above the commercial unit to the satisfaction of staff.
2. Preparation of the following documents, executed by the applicant to the satisfaction of City Staff:
  - a. Housing Agreement to secure the following:
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  - b. Statutory Right-of-Way of 3m for the rear lane access off Oliphant Avenue to the satisfaction of City staff;
  - c. Section 219 Covenant for the paving/widening of the rear lane, to the satisfaction of City staff.

##### **Development Permit Application No. 000402 (updated to reflect revised plans):**

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. 00472, if it is approved, consider the following motion:

"That Council authorize the issuance of Development Permit Application with Variance No. 00402 for 1041 Oliphant Avenue and 212-220 Cook Street, in accordance with:

1. Plans date stamped October 21, 2016.
2. Development meeting all *Zoning Regulation Bylaw* requirements, except for the following variance:
  - a. Schedule C, 16.A. 12(c) - Required residential parking is reduced from 1.4 spaces per dwelling unit to 0.9 spaces per dwelling unit.
3. Final plans to be generally in accordance with the plans identified above to the satisfaction of City staff.
4. That Council authorize staff to execute an Encroachment Agreement for a fee of \$750, plus \$25 per m<sup>2</sup> of exposed shored face during construction in a form satisfactory to staff. This is to accommodate shoring for construction of the underground parking structure at the property line.
5. The Development Permit lapsing two years from the date of this resolution.
6. That council direct staff to engage the applicant on the provision of on-street cycling amenities within the roadway on the Cook Street frontage and report back to Council at Second Reading of the bylaw.

*Council discussed the following:*

- *Whether the application has made the changes that were requested during a previous meeting.*
- *That receiving feedback through a Public Hearing would be beneficial.*

**Carried**

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





## **Committee of the Whole Report**

**For the Meeting of November 10, 2016**

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**To:** Committee of the Whole **Date:** October 28, 2016

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

**Subject:** Update on Rezoning Application No. 00472 and Development Permit Application with Variance No. 000402 for 1041 Oliphant Avenue and 212-220 Cook Street

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### **RECOMMENDATION**

#### **Rezoning Application No. 000472 (updated to reflect revised legal agreements):**

That Council instruct staff to prepare the necessary Zoning Regulation Bylaw Amendment that would authorize the proposed development outlined in Rezoning Application No. 00472 for 1041 Oliphant Avenue and 212-220 Cook Street, and that first and second reading of the Zoning Regulation Bylaw Amendment be considered by Council and that staff set a Public Hearing date be set once the following conditions are met:

1. Design revisions to orient the ground floor exterior door towards Oliphant Avenue to the satisfaction of staff.
2. Preparation of the following documents, executed by the applicant to the satisfaction of City Staff:
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#### **Development Permit Application No. 000402 (updated to reflect revised plans):**

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. 00472, if it is approved, consider the following motion:

"That Council authorize the issuance of Development Permit Application with Variance

No. 00402 for 1041 Oliphant Avenue and 212-220 Cook Street, in accordance with:

1. Plans date stamped October 21, 2016.
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5. The Development Permit lapsing two years from the date of this resolution.”

## EXECUTIVE SUMMARY

The purpose of this report is to inform Council that, in accordance with Council’s motion of July 14, 2016 (minutes attached), the applicant has addressed the pre-conditions that Council set in relation to the application, which included referral back to staff to work with the applicant to address concerns raised by the neighbourhood, regarding height and integration of the building into the village.

## BACKGROUND

On July 14, 2016, the Committee of the Whole (COTW) considered the report related to Rezoning Application No. 00472 and Development Permit Application with Variance No. 000402 for 1041 Oliphant Avenue and 212-220 Cook Street. Council referred the application back to staff to work with the applicant to address concerns raised by the neighbourhood regarding height and integration of the building into the village, and that the application be brought back to Council.

Since the COTW meeting on July 14, 2016, the applicant has made efforts to address comments from staff and the community, with the following revisions:

- removal of five commercial units from the ground floor and replacing these with four live-work units facing Cook Street and Oliphant Avenue, and three ground level residential units facing the rear lane. One commercial unit remains on the corner of Cook Street and Oliphant Avenue
- the previously proposed rear surface parking has been replaced with landscaping as a result of the reduced commercial parking requirement
- a trellis for climbing plants has been added to the fourth floor to improve privacy between the proposed development and immediate neighbours
- arbours at the rear lane to demarcate the residential entrances have been added
- the previously proposed unit pavers within the public Right-of-Way has been replaced with broom finished concrete to provide a better transition to the edge of the village
- the material for the retaining wall along Cook Street and the ground floor of the rear residential units has been changed from architectural concrete to a combination of brick and architectural concrete to match the materials used on the ground floor of the proposed building.



## Data Table

The following data table compares the proposal with the existing R3-A2 Zone, Low Profile Multiple Dwelling District, as well as, the key OCP policies and the previous proposal presented at the July 14, 2016 COTW meeting. An asterisk is used to identify where the proposal is less stringent than the existing zone.

<b>Zoning Criteria</b>	<b>Proposal (current)</b>	<b>Proposal (July 14 COTW)</b>	<b>Existing Zone R3-A2</b>	<b>OCP Policy</b>
Site area (m <sup>2</sup> ) - minimum	2015.00	2015.00	920.00	N/A
Number of units	49	53	N/A	N/A
Number of live/work units	4*	0	N/A	N/A
Commercial floor area (m <sup>2</sup> ) - maximum	187.00	685.00	N/A	N/A
Density (Floor Space Ratio) - maximum	2.2:1*	2.2:1*	1.2:1	1.5:1 (base) 2.5:1 (max.)
Total floor area (m <sup>2</sup> ) - maximum	4420.00*	4420.00*	2418.00	5037.50
Height (m) - maximum	16.50*	17.40*	10.7	N/A
Storeys - maximum	5*	5*	3	6
Site coverage % - maximum	50.00*	60.00*	40.00	N/A
Open site space % - minimum	31.00*	10.70*	40.00	N/A
Setbacks (m) – minimum				
Front (Cook Street)	1.10*	1.10*	7.50	N/A
Rear (west)	8.40* < 7m in ht. 11.20 > 7m in ht.	8.40* < 7m in ht. 10.50 > 7m in ht.	9.00 for bldg. < 7m in ht. 10.50 for bldg. > 7m in ht.	
Side (Oliphant Avenue)	0.80*	0.00*	8.25	
Side (south)	5.00*	3.80*	8.25	
Parking – minimum (Schedule C)	Residential: 50* Commercial: 5 Total: 55	Residential: 50* Commercial: 19 Total: 69	Residential: 69 (1.4 per unit) Commercial: 5 (1 stall per 37.5m <sup>2</sup> ) Live/work: 8 (2 stalls per unit) Total: 82	N/A
Visitor parking (minimum) included in the overall units	5	5	5	N/A

<b>Zoning Criteria</b>	<b>Proposal (current)</b>	<b>Proposal (July 14 COTW)</b>	<b>Existing Zone R3-A2</b>	<b>OCP Policy</b>
Bicycle parking Class 1 (minimum)	6	6	6	N/A
Bicycle parking Class 2 (minimum)	54	64	54	N/A

## ANALYSIS

Overall, the design revisions are recommended for Council's consideration as generally being supportable. The following sections provide further details on the proposed revisions proposed at this time.

### Open Site Space

The proposed removal of the majority of the rear surface parking area would result in a more pedestrian-friendly experience, enhanced through pathways and landscaping adjacent to the ground level residential units at the rear of the building. This revision addresses previous concerns raised by staff regarding the open site space, which has now increased from 10.7% to 31%.

### Removal of Commercial Units

In response to concerns raised by the community, the applicant has removed five retail units along Cook Street and replaced these with four live-work units. One retail unit remains on the corner at the intersection of Cook Street and Oliphant Avenue. The removal of a large portion of ground level commercial use is inconsistent with the policy direction for Large Urban Villages, which seek to *increase vibrancy and strengthen commercial viability*. "Live-work" is not currently defined in the *Zoning Regulation Bylaw* and it is anticipated that the new zone would provide appropriate wording to clarify the intent of this use, which typically is restricted to offices, professional services and artist studios. Although commercial use is preferable on the ground floor, the live-work units have been designed with adaptability in mind, including 3.5m (11.5ft) ceiling heights and large windows oriented to face the street so they would be suitable for "work" or "live" purposes. Patios and landscape planters provide a buffer between the sidewalk and the units, and a consistent signage design helps to mark the entrances. Staff have requested the entrance to the unit on Oliphant Avenue to be oriented towards the street as required by the guidelines for DPA5 (Large Urban Village) rather than at the side of the unit, which would improve the relationship to the street and promote a more active street frontage. Appropriate wording has been included in the recommendation for Council's consideration.

### Housing Agreement

The application includes provision of a Housing Agreement to replace the nine residential units that would be lost through the proposed development. This would secure a minimum of nine units within the building at 10% below market rental rate for a minimum period of 10 years. In addition to this, the applicant has offered to increase the proportion of rental units by eight, which would be secured at market rate for a minimum period of 10 years. The recommendation has been updated to reflect this.



## **Land Lift Analysis**

An updated land lift analysis (attached) has been completed to reflect the current proposal and is attached to this report for Council's consideration. The report concluded that the revised proposal with reduced commercial area and increased live-work area does not result in a land lift. As a result there would be no financial contribution as part of the current proposal. However, as noted in the report, the City will secure nine rental units at a minimum of 10% below market rents for a period of at least 20 years and eight rental units at market rates for a minimum period of 10 years.

## **Resource Impacts**

The proposed landscaping within the public Right-of-Way has been revised to replace the unit pavers previously proposed with broom finished concrete, which is a standard finish. Unit pavers are still proposed on private property for the portion of the commercial unit setback at the ground level. This helps to demarcate the public sidewalk from the semi-private space and staff are supportive of this revision as it is consistent with the finish to the south of the proposed development. Annual resource impacts between \$500 to \$1000, were previously identified for the higher maintenance costs for the non-standard unit pavers. The revised proposal would have no resource impacts and the requirement for a Section 219 Covenant will no longer be required for the frontage works. The recommendation has been updated to remove this condition.

## **Sewage Attenuation**

Since the application was last presented to COTW, the applicant has submitted revised calculations for sewage attenuation. Staff conclude that the proposed development will have minimal impact to the City's sanitary sewer collection system. A Section 219 Covenant for sewage attenuation is therefore not required. The recommendation has been updated to remove this requirement.

## **Updated Parking Study**

An updated parking study (attached) has been prepared to reflect the revised proposal and is based on observations of similar land uses. Although the overall parking supply has been reduced from a total of 69 stalls to 55 stalls, there are fewer commercial units, and the proposed residential parking ratio remains the same at 0.9 stalls per residential unit. The introduction of live-work units has been considered in the study, which determines a demand of 1.4 stalls per unit, or six stalls in total. This is two stalls less than the zoning requirement for previous zones that have incorporated live-work as a defined use. Parking demand for residential strata use is deemed to be 25 vehicles, and 10 vehicles for rental use. Commercial parking demand is identified at four vehicles. The proposal includes parking for 55 stalls, and as a result, the parking study concludes that the proposed parking supply is expected to meet parking demand.

Although live-work is not a separate use classification under *Schedule C - Off Street Parking*, previous practice has been to include a higher rate for live-work units; however, based on the information submitted in the updated parking study, staff concur with these conclusions and recommend for Council's consideration that the proposed parking variance be supported.

## CONCLUSIONS

The applicant has met with the community as detailed in the attached letter and responded to comments from the community and staff.

The accompanying architect's letter, dated October 27, 2016, details the changes that have been made. Although the applicant has not addressed community comments related to storeys and height, staff recommend Council support the application based on the proposed changes and current policy.

Staff, therefore, recommend for Council's consideration that the application proceed to a Public Hearing subject to the design refinements and preparation of legal agreements as noted in the recommendation.

Respectfully submitted,



Charlotte Wain  
Senior Planner – Urban Design  
Development Services Division



Jonathan Tinney, Director  
Sustainable Planning and Community  
Development Department

Report accepted and recommended by the City Manager:



Date: November 2, 2016

### List of Attachments

- Council Minutes dated July 14, 2016
- Letter from applicant date stamped October 27, 2016
- Updated parking study dated October 21, 2016
- Updated land lift analysis dated October 28, 2016
- Revised plans dated October 21, 2016



**1. Update on Rezoning Application No. 00472 and Development Permit Application No. 000402 for 1041 Oliphant and 212-220 Cook Street**

It was moved by Councillor Coleman, seconded by Councillor Lucas, that Council instruct staff to prepare the necessary Zoning Regulation Bylaw Amendment that would authorize the proposed development outlined in Rezoning Application No. 00472 for 1041 Oliphant Avenue and 212-220 Cook Street, 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 conditions are met:

1. Preparation of the following documents, signed and executed by the applicant to the satisfaction of City Staff:
  - a. Housing Agreement to secure the rental of nine units for a minimum of 20 years at a minimum rental rate of at least 10% below market rate, if not more, and to secure the rental of nine units for a minimum of 10 years at market rate, and that future strata bylaws cannot prohibit strata owners from renting residential strata units.
  - b. Statutory Right-of-Way of 3m for the rear lane access off Oliphant Avenue to the satisfaction of City staff;
  - c. Section 219 Covenant for sewage attenuation to mitigate the impact of increased density, as required, to the satisfaction of City staff;
  - d. Section 219 Covenant for the public realm improvements associated with the sidewalk widening along Cook Street and the paving/widening of the rear lane, to the satisfaction of City staff.

**Development Permit Application No. 000402 (updated to reflect revised plans):**

That Council authorize the issuance of Development Permit Application with Variance No. 00402 for 1041 Oliphant Avenue and 212-220 Cook Street, in accordance with:

1. Plans date stamped May 20, 2016.
2. Development meeting all *Zoning Regulation Bylaw* requirements, except for the following variances:
  - a. Schedule C, 16A.12(c) – Required residential parking is reduced from 1.4 spaces per dwelling unit to 0.9 spaces per dwelling unit.
3. Final plans to be generally in accordance with the plans identified above to the satisfaction of staff.
4. That Council authorize staff to execute an Encroachment Agreement for a fee of \$750, plus \$25 per m<sup>2</sup> of exposed shored face during construction in a form satisfactory to staff. This is to accommodate shoring for construction of the underground parking structure at the property line.
5. The Development Permit lapsing two years from the date of this resolution.

*Council discussed the following:*

- *Whether this application should be sent back to staff for further work.*
- *That discussions surrounding developments should be based more on how they can enhance neighbourhoods as opposed to how they might harm neighbourhoods.*
- *What options would be available if this application was referred back to staff.*
- *Whether the application would be supportable if it was designated as residential use only.*
- *Whether changes to the application would affect the affordable housing requirements.*

**Motion:**

It was moved by Councillor Young, seconded by Councillor Madoff, that the application be referred back to staff to work with the applicant.

*Council discussed the following:*

- Whether a referral to staff would be beneficial.

**Amendment:**

It was moved by Mayor Helps, seconded by Councillor Loveday, that the motion be amended as follows:

That the application be referred back to staff to work with the applicant, **to address some of the concerns expressed by the neighbourhood.**

**Amendment to the amendment:**

It was moved by Councillor Madoff, seconded by Mayor Helps, that the amendment be amended as follows:

That the application be referred back to staff to work with the applicant, **to address some of the concerns expressed by the neighbourhood.**

**On the amendment to the amendment:**  
**Carried Unanimously**

**Amendment to the amendment:**

It was moved by Councillor Isitt, seconded by Councillor Young, that the amendment be amended as follows:

That the application be referred back to staff to work with the applicant, **to address the concerns expressed by the neighbourhood, including height and integration of the building into the village.**

**On the amendment to the amendment:**  
**Carried**

**For:** Mayor Helps, Councillors Isitt, Loveday, Madoff, Thornton-Joe, and Young

**Opposed:** Councillors Coleman and Lucas

**On the amendment:**  
**Carried Unanimously**

**Main motion as amended:**

That the application be referred back to staff to work with the applicant, to address the concerns expressed by the neighbourhood, including height and integration of the building into the village.

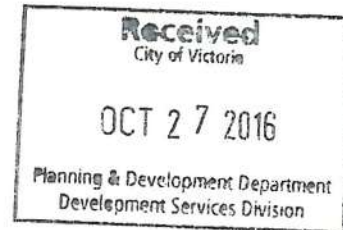
**On the main motion as amended:**  
**Carried Unanimously**





**October 26, 2016**

Mayor and Council  
City of Victoria  
#1 Centennial Square  
Victoria, BC V8W1P6



Mayor and Members of Council:

**RE: 212-220 Cook Street and 1041 Oliphant Street - Cook Street Village  
Rezoning and Development Permit Application**

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This project has been reworked a number of times over the past 2 years based on extensive input from the community, staff and Council.

At its meeting on July 21, 2016, Council instructed *"That the application be referred back to staff to work with the applicant, to address some concerns expressed by the neighbourhood, including height and integration of the building into the village."*

Although there were many letters and e-mails in support of the project, as well as those with concerns, 2 letters from a core group opposed to the project, dated July 1, 2016 and most recently October 3, 2016 seem to represent the main concerns that we've heard.

Over the past several months I have met with many of neighbours of the project, including representatives of the core group who were signatories to the July 1<sup>st</sup> and the October 3<sup>rd</sup> letters. I appreciate the time and energy that they took to meet with my team and me and with each other to discuss the project. I also very much appreciate the collaborative manner with which they approached our discussions. There were many issues that were raised which we were able to address and which have improved the project. However we were not able to agree on the fundamental issues of building height and density. Further reductions to height and/or density would threaten the economic viability of the project including all of the benefits. This letter is a summary of the changes resulting from our discussions (*for details of specific changes please refer to my architect's letter which forms part of the resubmission package*):

#### **1. Ground Floor Commercial**

We have completely reworked the ground floor of the building replacing the majority of the commercial space with residential and live work units; reducing the commercial floor area from 685 m<sup>2</sup> (7374 ft<sup>2</sup>) to 187 m<sup>2</sup> (2013 ft<sup>2</sup>). Only 1 commercial space remains, on the corner of Cook and Oliphant Streets, across from the Pharmasave. We feel this provides an appropriate transition to the commercial uses across the street and to the north. The other previous commercial spaces are replaced by 3 new livework units on



Cook Street, 1 new /livework unit on Oliphant Street and 3 new apartments at the rear of the building facing the lane. We have also adjusted the sidewalk paving patterns to better reflect the corner commercial use and the transition to residential.

*This addresses the concern that the project included too much commercial space and that commercial land use was not an appropriate transition to the residential uses to the south on Cook Street and to the west on Oliphant Street.*

## **2. Removal of Surface Parking and Commercial Loading Areas**

By removing the majority of the commercial space in the building, we have been able to reduce the commercial parking requirement from 19 to 5 spaces and remove the loading zone. All except 2 of the surface parking spaces, off of the lane, have been removed and the rear yard will be landscaped to provide rear yards/patio areas for the ground floor suites. This significantly softens the relationship of the building to the neighbouring properties on Oliphant Street and improves the outlook for residents in the neighbouring building on Park Boulevard by introducing more green space. The overall site coverage of the building has been reduced from 60% to 50% and the open site space increased from 10.7% to 31%.

*This addresses the issues of lack of green space and landscaping and transition to the neighbouring residential properties on Oliphant.*

## **3. Reduction of the building massing, scale and height**

The overall massing, scale and height of the building, has been further reduced in a number of ways:

- The floor to floor height has been reduced which results in a reduction in building height from 17.4 m (57 ft) to 16.5 m (54 ft) since the previous submission;
- The building has been moved further away from Cook Street and towards the rear of the property, increasing the public realm on the street frontages especially at the corner of Cook and Oliphant Streets (see below);
- The majority of the 4<sup>th</sup> floor has been further stepped back to be in line with the upper floor, emphasizing the 3 storey elements of the building;
- The balconies on each floor have been stacked which simplifies the façades and the perceived scale of the building.

It should be remembered that while the *Neighbourhood Plans* (many of which were written in the 1980's) refer to a 4 storey building height, the Official Community Plan policies reference a 6 storey limit in "large urban villages". In our opinion, given the evolution of this project over the past 2 years and response to input, the 5<sup>th</sup> storey does not adversely affect the neighbourhood nor set a negative precedent (demonstrated in earlier correspondence and plans including shadow diagrams). Previous changes to the building have stepped the building back and increased setbacks and privacy screening. The 5<sup>th</sup> floor area is critical to the economic viability of the project and a reduction to 4 storeys would





either make the project uneconomic or result in the need to design a much squatter building with greater site coverage.

*This addresses the issues of appropriate building massing, scale and height.*

#### **4. Increased setbacks on Cook and Oliphant Streets**

The relationship of this building to Cook Street is based on a survey of the average setbacks of other buildings in Cook Street Village, many of which have no setback from the street. By moving the building back from Cook Street toward the lane we have been able to further improve the public realm and the plaza on the corner of Cook and Oliphant Streets. We have also increased the sidewalk area for the remainder of the ground floor to a width of 2 m (6.6 ft), allowing a defined entry area for each of the residential/livework units at street level. The sidewalk widths and areas "acknowledge mobility needs for all ages".

*This addresses the issue of the relationship of the proposed building to the street frontages.*

#### **5. Removal of Trees**

Contrary to what has been portrayed in some of the neighbourhood literature about this project, all of the street trees on Cook Street will be retained. The 2 street trees on Oliphant (1 of which is considered by the Parks Division to be a hazard) are scheduled to be removed to facilitate servicing requirements. They will be replaced. Only 1 protected tree (a walnut tree in the rear yard) will be removed. Given the redesign of the back yard there will be more space for landscaping, including 4 large scale trees (Honey Locust, suggested by a neighbour) which will provide a softer transition to the neighbours across the lane and an improved overlook from the rear suites from the neighbours in the building to the south. Landscaped trellises have been added on the upper floors to further soften this transition. I have also offered to work with individual neighbours to provide landscaping on their properties to address specific concerns.

*This addresses the issues of removal of trees and lack of landscaping.*

#### **6. Sustainable building and lifestyle infrastructure**

I have committed to build this building to an equivalent *BuiltGreen™ Gold* standard or higher in terms of energy efficiency. The structure will include conduit to provide for an easy transition to solar or wind turbine energy in the future. I am not proposing this at this time. I have included electric car charging stations, scooter storage and charging facilities, secure bicycle storage and a bicycle repair room in the underground parking. This means that the building will not only be built to a high environmental standard and promote healthy lifestyles but will be adaptable to other energy technologies in the future.

*This addresses the comments about lack of green building features.*



## **7. Residential unit type and rental**

While the total number of residential units remains the same, the unit configuration has changed with 15 junior one-bedroom units, 13 full one-bedroom units, 16 two-bedroom units and 5 three-bedroom units and 4 live/work units. This unit mix will provide for opportunities for a variety of residents compared to earlier versions, including "families". I am still committed to providing 17 rental units (all of the second floor), 9 of which will be maintained at 10% below market rents for 20 years and 8 of which will be market rental units for a period of 10 years; *almost doubling the number of rental units that are currently on these properties.*

*This addresses the concern over the loss of rental housing and the types of units.*

## **Conclusion**

Given the discussions with the neighbours, since the last Committee of the Whole meeting, and the resulting significant changes to the project (outlined in this letter), I submit that this development is an excellent fit for this property and Cook Street Village. It integrates well with the neighbourhood and achieves a balance of good design, community benefit and economic viability. It will become an integral part of the Village.

After all of the work and discussion that has gone into the evolution of this project I sincerely and in good faith request that Council forward the application to a Public Hearing at the earliest available date so that all of the voices interested in this project have a opportunity to be heard.

Thank you for your consideration,

Leonard Cole, President  
Urban Core Ventures Ltd.





## Parking Study for Oliphant Avenue / Cook Street Mixed Use Development Site

Prepared for: **Urban Core Ventures**  
Prepared by: **Boulevard Transportation, a division of Watt Consulting Group**  
Our File: **1787**  
Date: **October 21 2016**

*GREAT!*

transportation solutions for communities

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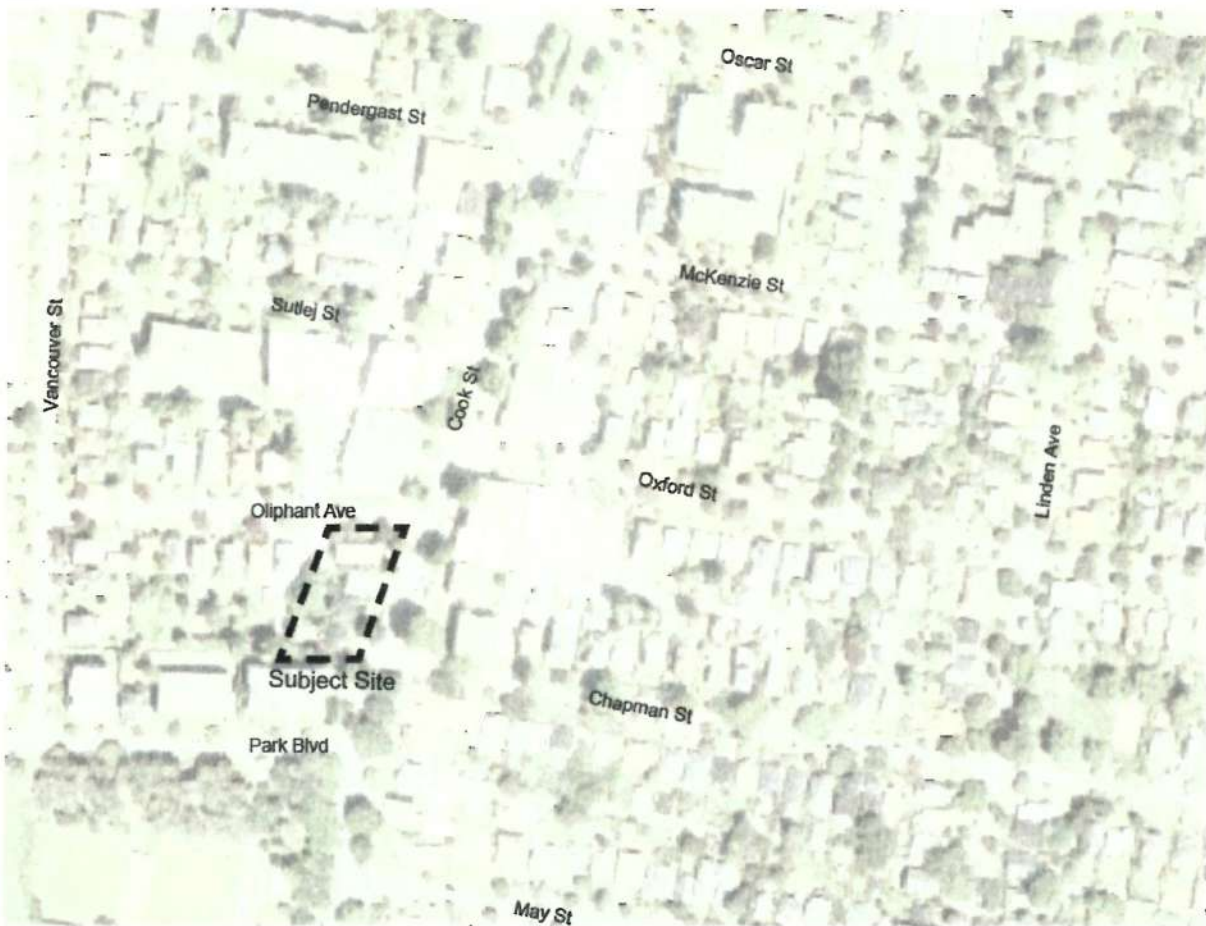
## 1.0 Introduction

Boulevard Transportation, a division of Watt Consulting Group was retained by Urban Core Ventures to undertake a parking study for the proposed development at Cook Street and Oliphant Avenue (1041 Oliphant Avenue, 212 Cook Street, 214 Cook Street and 220 Cook Street) in the City of Victoria. The purpose of this study is to review the proposed parking supply to determine if it is appropriate for the site. The study considers parking demand at representative multi-family residential and commercial sites, and also considers parking management options, transportation demand management programs and on-street parking conditions adjacent the site.

### 1.1 Location

The development site is located at 1041 Oliphant Avenue, 212 Cook Street, 214 Cook Street and 220 Cook Street in Cook Street Village in the City of Victoria. See *Map 1*.

#### MAP 1. SUBJECT SITE



## 1.2 Site Transportation Characteristics

The site is located close to the following transportation options, as indicated on *Map 2*:

- **Transit.** Bus stops are located within 500m of the site and provide service to downtown Victoria, with connections to other destinations in the Greater Victoria Area.
- **Cycling.** Vancouver Street and Richardson Street are designated bike routes and Moss Street is a future bike network. There are also roads in close proximity that have bike lanes that connect to regional routes such as the Galloping Goose Regional Trail and the Lochside Regional Trail.
- **Walking.** There are sidewalks and crosswalks on the majority of roads nearby. It is an approximately 25-minute walk to downtown Victoria, a 10-minute walk to the Dallas Road Waterfront, and less than a 5-minute walk to Beacon Hill Park.
- **Carshare.** The closest carshare vehicle is stationed on Chapman Street approximately a 1-minute walk to the site (100m).

**MAP 2. TRANSPORTATION OPTIONS IN CLOSE PROXIMITY TO THE SUBJECT SITE**





### 1.3 Current Land Use

The sites are currently zoned R3-A2, Low Profile Multiple Dwelling District. The four existing buildings will be demolished and the site is seeking rezoning to accommodate the proposed development.

### 1.4 Proposed Development

The proposed development is a five-storey building with 49 multi-family residential units (32 strata condominium, nine below market rental, eight market rental), four live/work units and 187m<sup>2</sup> (2,013 sq.ft) of commercial space on the ground floor. Residential units range from one-bedroom units (40m<sup>2</sup>) to three-bedroom units (115m<sup>2</sup>).

#### 1.4.1 Proposed Parking Supply

The proposal includes a total of 55 parking spaces; 53 underground and two at the surface. The proposal also includes 54 Class I bicycle parking spaces (53 spaces for residents and one for commercial uses) and a Class II bike rack.

## 2.0 Parking Requirement

The site parking requirement is 80 parking spaces; 75 spaces for residential and 5 for commercial. See *Table 1*. The requirement is 25 parking spaces more than proposed.

**TABLE 1. SUMMARY OF PARKING REQUIREMENT**

Land Use			Required Supply Rate	Quantity	Applied to the Subject Site
Residential	Condominium Strata	Those multiple dwellings subject to Strata Title Ownership located in zones other than R3-1 and R3-2	1.4 / unit	32 units	45
	Rental Apartment	Rental Attached Dwelling	1.4 / unit	17 units	24
Live/Work <sup>1</sup>		Those multiple dwellings subject to Strata Title Ownership located in zones other than R3-1 and R3-2	1.4 / unit	4 units	6
Commercial		Retail stores, banks personal services establishments or similar uses <sup>2</sup>	1 / 37.5m <sup>2</sup>	187m <sup>2</sup>	5
<b>Required Parking</b>					<b>80</b>

The site also requires bike parking at a rate of one Class 1 space per unit (53 spaces) and a Class II space at each building entrance.

<sup>1</sup> There is not a specific requirement in the City of Victoria Zoning Bylaw for live/work units; therefore, the requirement for strata condominium was used.

<sup>2</sup> The type of commercial use is unknown, and therefore a general commercial use was used to calculate required parking

## 3.0 Parking Demand

Parking demand for residents, visitors, and commercial uses are considered in the following section based on vehicle ownership, observations, research, and results from previous studies.

### 3.1 Residential

#### 3.1.1 Condominium (Strata Owned)

There are 32 strata condominium units proposed, including one-bedroom, two-bedroom and three-bedroom units.

##### 3.1.1.1 Vehicle Ownership

Vehicle ownership data was obtained from ICBC for representative condominium strata sites. See *Appendix A*. All sites are multi-family buildings in the Cook Street Village area (or other representative areas) with a similar unit mix as the subject site.

Average vehicle ownership among representative sites is 0.78 vehicles per unit and ranges from 0.49 to 1.07 vehicles per unit. See *Table 2*. The average ownership rate applied to the subject site suggests residents will own 25 vehicles.

**TABLE 2. VEHICLE OWNERSHIP AT REPRESENTATIVE SITES**

Site	No. Units	Owned Vehicles	Ownership Rate (vehicles/unit)
<b>East Park*</b>			
1050 Park Boulevard	27	28	1.04
1035 Sutej Street*	41	31	0.76
<b>Edgemount Villa*</b>			
909 Pendergast Street	41	33	0.80
<b>The Fairhaven*</b>			
1035 Southgate Street	17	13	0.76
<b>Southgate Villa*</b>			
1063 Southgate Street	37	25	0.68
<b>Glenmuir Place*</b>			
1121 Oscar Street	19	12	0.63
<b>The Midlands*</b>			
1110 Oscar Street	24	15	0.63
<b>Castleholm Manor*</b>			
1122 Hilda Street	15	12	0.80
<b>Village Park*</b>			
439 Cook Street	28	25	0.89
<b>1030 Yates**</b>			
1030 Yates Street	45	22	0.49
<b>Wilden Lofts**</b>			
1155 Yates Street	28	18	0.64
<b>Sterling Park**</b>			
445 Cook Street	20	18	0.90



<b>The Westfield**</b> 1024 Fairfield Road	35	25	0.71
<b>Woodstone Place**</b> 1039 Linden Avenue	26	18	0.69
<b>Jigsaw**</b> 1030 Meares Street	35	34	0.97
<b>The Mondrian***</b> 1090 Johnson Street	93	62	0.67
<b>Pacific Monarch***</b> 1015 Pandora Street	30	32	1.07
<b>Regents Park***</b> 1010 View Street	77	69	0.90
		<b>Average</b>	<b>0.78</b>

\*Ownership information as of December 31, 2014

\*\*Ownership information as of December 31, 2013

\*\*\*Ownership information as of October 31, 2014

\*\*\*\*Ownership information as of April 30, 2014

### 3.1.1.2 Vehicle Ownership from Other Studies

Two similar parking studies were conducted for multi-family residential proposals for sites within similar proximity to downtown Victoria with a similar mix of units. Average vehicle ownership was determined to be 0.76 vehicles per unit for the site in Fairfield / Cook Street Village and 0.80 vehicles per unit for the site in Victoria West. This is inline with the condominium vehicle ownership rates concluded for this study.

### 3.1.2 Apartment (Market Rental)

There are 17 apartment rental units proposed on the site; nine will be 10% below-market rental, and eight will be market rental. Below-market rental are expected to have a lower parking demand than market rental however, for the purpose of this study, below-market and market rental will be assessed as market rental apartments.

#### 3.1.2.1 Vehicle Ownership Information

Vehicle ownership data was obtained from ICBC for representative apartment (market rental) sites. All sites are multi-family buildings in the Cook Street Village/James Bay area with a similar unit mix as the subject site.

Average vehicle ownership among representative sites is 0.61 vehicles per unit and ranges from 0.43 to 0.74 vehicles per unit. See *Table 3*. The average ownership rate applied to the subject site suggests residents will own 10 vehicles.

**TABLE 3. VEHICLE OWNERSHIP AT REPRESENTATIVE SITES**

Site	No. Units	Owned Vehicles	Ownership Rate (vehicles/unit)
<b>The Q</b> 655 Douglas Street	126	54	0.43
<b>James Bay Square</b> 425 Simcoe Street	175	105	0.60
<b>Chateau Diane</b> 1025 Linden Avenue	56	39	0.70
<b>Southview Arms</b> 1049 Southgate Street	29	14	0.48
<b>Niagara Court Apartments</b> 535 Niagara Street	65	48	0.74
<b>Buckingham Manor</b> 967 Collinson Street	42	30	0.71
		<b>Average</b>	<b>0.61</b>

### 3.2 Residential Visitor Parking

Vehicle ownership data considers resident parking demand, but does not account for visitors. Visitor parking demand rates have been demonstrated in the range of 0.05 to 0.07 vehicles per unit for multi-family residential<sup>3</sup>. Visitor parking should be provided for all residential units (including live/work units; 53 units). Using a conservative estimate of 0.1 vehicles per unit, the peak visitor parking demand is expected to be five vehicles.

### 3.3 Commercial

Observations of mixed retail-office sites on the periphery of downtown Victoria were conducted for a previous parking study<sup>4</sup>. Peak parking demand was found to be one vehicle per 53m<sup>2</sup> during the mid-day weekday. See *Table 4*. This results in a parking demand of 4 vehicles.

**TABLE 4. OBSERVATIONS AT REPRESENTATIVE COMMERCIAL SITES**

Site	Estimated Floor Area (m <sup>2</sup> )	Observed Vehicles	Demand Rate
1609 Blanshard Street	798	13	1 / 61m <sup>2</sup>
734-738 Caledonia Avenue	510	12	1 / 43 m <sup>2</sup>
2610 Douglas Street	660	32	1 / 21 m <sup>2</sup>
2659 Douglas Street	3,648	60	1 / 61 m <sup>2</sup>
2504 Government Street	1,176	14	1 / 84 m <sup>2</sup>
990 Hillside Avenue	1,172	26	1 / 45 m <sup>2</sup>
		<b>Average</b>	<b>1 / 53 m<sup>2</sup></b>

<sup>3</sup> Based on observations of visitor parking conducted in 2015 for two studies of multi-family residential sites (one adjacent downtown Victoria, the other in Langford) and findings from the 2012 Metro Vancouver Apartment Parking Study (Table 31, pg50) available at: [http://public.metrovancouver.org/planning/development/strategy/RGSDocs/Apartment\\_Parking\\_Study\\_TechnicalReport.pdf](http://public.metrovancouver.org/planning/development/strategy/RGSDocs/Apartment_Parking_Study_TechnicalReport.pdf)

<sup>4</sup> 1950 Blanshard Street Parking Study, November 2013



### 3.4 Live/Work Units

There are four live/work (or “home occupation”<sup>5</sup>) units proposed on the first floor that will each be approximately 75m<sup>2</sup> in floor area and are expected to generate parking demand from residents, residential visitors and/or customers.

Parking demand for these units are estimated based on the combined expected parking demand rates for condominium and commercial. They include the following:

- Condominium – 0.78 vehicles / unit = 0.78 vehicles / unit
- Commercial<sup>6</sup> – 1 vehicle / 53m<sup>2</sup> = 0.71 vehicles / unit
- Total Demand = 1.49 vehicles / unit (1.50 vehicles per unit)

Combined parking demand for live/work units is 1.5 vehicles per unit, resulting in a total demand of 6 vehicles for 4 live/work units (excluding residential visitor).

### 3.5 Summary of Parking Demand

The expected parking demand is 50 vehicles (five less than proposed), as follows:

- Multi-Family, Condominium – 25 vehicles
- Multi-Family, Apartment – 10 vehicles
- Live/Work – 6 vehicles
- Visitors – 5 vehicles
- Commercial – 4 vehicles

This suggests demand will be accommodated on site based on the proposed parking supply of 55 spaces.

Section 6.0 suggests strategies for efficient on-site parking management.

<sup>5</sup> The City of Victoria's Zoning Bylaw defines home occupation as the *making, servicing or repairing goods or providing services for hire or gain by any person, wholly within a dwelling unit occupied by that person.*

<sup>6</sup> Commercial parking need is based on the commercial parking demand rate applied to the entire live/work floor area, which likely over-estimates the actual portion of the unit that will function as a commercial use.

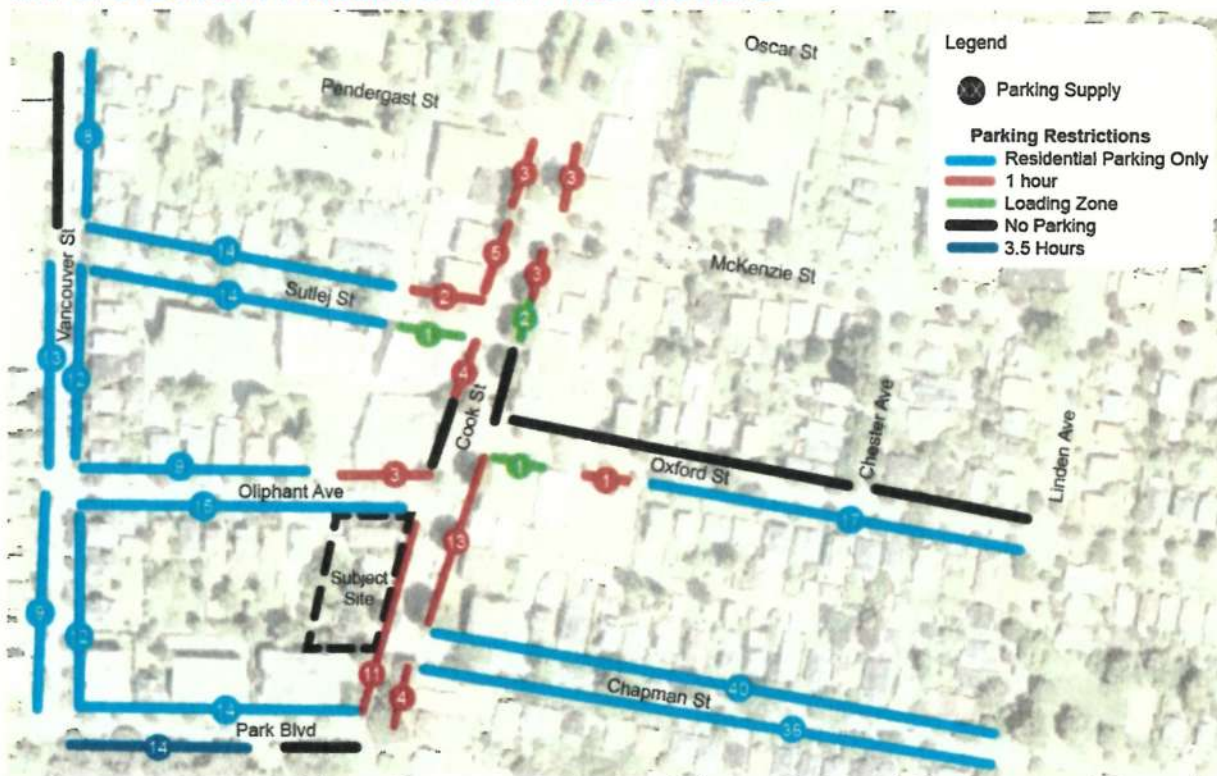
## 4.0 On-Street Parking

On-street parking supply and conditions have been considered for the area surrounding the site bounded by Suttlej Street (north), Park Boulevard (south), Vancouver Street (west), Cook Street (east), and Oxford Street and Chapman Street. See Map 3.

### 4.1 Supply

On-street parking on the majority of roads surrounding the site is restricted to residential parking only at all times. Oliphant Avenue has nine spaces on the north side and 15 spaces on the south side, (restricted to residential parking only) the most likely place residents would seek on-street parking. Cook Street is generally restricted to 1-hour parking, and would likely accommodate commercial patrons.

MAP 3. ON-STREET PARKING SUPPLY + RESTRICTIONS





## 4.2 Occupancy

On-street parking conditions were assessed based on six observations – twice on a weekday midday, twice on a weekday evening and twice on a weekend midday. See *Appendix B*. Four of these observations were conducted in 2015; since then parking restrictions on Chapman Street have been modified from no restrictions to residential parking only. Recent observations were conducted as an update to previous observations.

Overall occupancy rates among all observation periods range from 54% to 68%. Peak occupancy was observed on Sunday January 10, 2016 at 2:00pm.

Peak occupancy directly adjacent the site on Cook Street (restricted to 1 hour) was 96% (one space available); average occupancy for all parking restricted to 1 hour was 70% for all observation times.

Peak occupancy adjacent the site on Oliphant Avenue in the residential parking only (the most likely place for residents to seek parking) occurred on Sunday January 10 2016, at 2:00 pm and was 92% occupied (two spaces still available). Parking restricted to residential parking only is available within one block of the site (Vancouver Street, Oliphant Avenue to Park Boulevard; Park Boulevard, Cook Street to Vancouver Street; and Champman Street, Cook Street to Linden Avenue) with an occupancy of 48% with 58 spaces still available. Average occupancy for residential parking only is 58% for all observation times.

The modification of parking restrictions on Chapman Street from no restrictions to residential parking only has not made a significant impact on parking occupancy. Occupancy ranged from 54% to 63% with no restrictions and 55% to 68% with residential parking only. The modification now accommodates residents and restricts commercial patrons of Cook Street Village from using these parking supplies.

Results suggest there is limited on-street parking available adjacent the site to accommodate spillover, although parking is generally available within one block of the site.

## 5.0 Transportation Demand Management

Transportation demand management (TDM) is the application of strategies and policies to influence individual travel choice, most commonly to reduce single-occupant vehicle travel. Proposed parking supply is expected to exceed parking demand and TDM is not required to address parking deficiency, however TDM measures may be pursued to encourage sustainable travel and enhance travel options. The following TDM options may be considered:

- Information – Provide residents and commercial businesses with travel information, including bike parking information, bike route maps, and transit maps/schedules;
- Transit – Subsidize resident and employee transit passes for a defined period of time;
- Carshare – Subsidize resident membership in Modo carshare (formerly VCSC); and
- Bikeshare – Provide a fleet of bicycles managed by the strata and available to residents.

## 6.0 Parking Management

The proposed parking supply is 55 spaces (53 underground, 2 surface), five more than expected demand. The following are strategies to more efficiently manage parking on site.

### 6.1 Resident Parking

Resident parking demand is expected to be approximately 38 vehicles and should be accommodated in the underground parking area. One of the following options should be pursued:

- Unassigned Parking. Parking is left unassigned and residents park in any available space. This accommodates residents with more than one vehicle and decreases spaces remaining unoccupied if residents do not own a vehicle.
- Assigned Parking. Parking is assigned to residents seeking a space. Spaces are assigned to the vehicle, not the unit. A monthly or annual fee may be associated with the privilege to park in an assigned space.

Either an assigned or unassigned parking scenario is acceptable. It is important to note that any parking management option with an additional cost may encourage residents to seek parking on-street to avoid paying to park on-site.



## 6.2 Shared Visitor/Commercial Parking

A shared parking arrangement is recommended for residential visitor and commercial parking (including the “work” portion of the live/work units). A shared arrangement offers flexibility in meeting the demand from each user group during their peak demand periods and results in fewer total spaces needed.

Parking demand for visitor and commercial parking was assessed by time-of-day by combining the peak demand for commercial (7 vehicles) and visitors (5 vehicles) and considering weekday and weekend time-of-day factors to determine the combined peak parking demand experience at any one time. Time-of-day factors are based on the Urban Land Institute (ULI) *Shared Parking* manual and adjusted to reflect local context. See *Appendix C*.

Results suggest peak parking demand will occur weekdays at 7:00pm when combined parking demand will be 11 vehicles (visitor and commercial). Weekend demand will occur at 7:00pm and 8:00pm and will be for 10 vehicles. This suggests that 11 parking spaces are needed to meet combined visitor and commercial parking demand. It is recommended that surface parking spaces are assigned as visitor and commercial parking, with signage at the surface area entrance indicating that surface parking spaces are for customers, employees, and visitors. This will accommodate one visitor / commercial vehicle (one surface space is reserved commercial loading). An additional ten spaces should be identified in the underground parking area for commercial parking. Consideration should be given to the location of any underground commercial spaces relative to the gate / access control point to ensure they may be accessed by non-residents. This suggests there will be 5 “flexible” parking spaces that may provide additional parking for residents of the site, or overflow parking from the commercial business.

## 7.0 Summary

The proposed development is for 49 multi-family residential units (32 condominium, 17 apartment), 4 live/work units and 187m<sup>2</sup> of commercial floor area. The proposed parking supply is 55 spaces; 53 in an underground parkade and 2 surface parking spaces.

Vehicle ownership information from representative sites suggests combined resident parking demand will be 38 vehicles and peak visitor parking demand is estimated to be 5 vehicles. Commercial parking demand will be 7 vehicles (including the “work” portion of live/work units) based on observations of similar land uses.

On-street parking observations were conducted on streets in the vicinity of the site bounded by Sutlej Street (north), Park Boulevard (south), Vancouver Street (west), Cook Street (east), and

Oxford Street and Chapman Street. Generally, there is parking available within one block of the site to accommodate spillover.

TDM programs are provided to encourage the use of alternative travel modes to and from the site. Although the site does not require TDM, the following may be considered - travel information, transit passes, resident memberships in Modo (formerly VCSC), bikeshare.

Resident parking may be assigned or unassigned and should be located in the underground parking area. Commercial and residential visitor should be shared in the underground parkade and/or surface parking.

## 7.1 Recommendations

1. The proposed parking supply is expected to meet parking demand
2. Parking should be allocated as follows:
  - a. A minimum of 38 resident parking spaces (underground parkade)
  - b. 11 parking spaces should be shared for commercial and residential visitors (either surface or underground)



**Appendix A**  
**SUMMARY OF STUDY SITES (CONDOMINIUM)**

Summary of ICBC Study Sites  
*Cook Street Village Parking Study*

Address	Type of Units				Number of Bedrooms	Notes
	Studio	1 Bedroom	2 Bedroom	3+ Bedrooms		
<b>East Park</b> 1050 Park Boulevard			✓		27	Built in 1975
1035 Sutlej Street		✓	✓		41	Built in 2010
<b>Edgemount Villa</b> 909 Pendergast Street		✓	✓		41	Built in 1967
<b>The Fairhaven</b> 1035 Southgate Street	✓	✓	✓		17	Built in 1974
<b>Southgate Villa</b> 1063 Southgate Street		✓	✓		37	Built in 1992
<b>Glenmuir Place</b> 1121 Oscar Street		✓	✓		19	Built in 1990
<b>The Midlands</b> 1110 Oscar Street		✓	✓		24	Built in 1982
<b>Castleholm Manor</b> 1122 Hilda Street		✓	✓		15	Built in 1971
<b>Village Park</b> 439 Cook Street		✓	✓		28	Built in 1981
<b>Wilden Lofts</b> 1155 Yates Street		✓			28	Built in 2004
<b>Sterling Park</b> 445 Cook Street		✓	✓		20	Built in 1994
<b>The Westfield</b> 1024 Fairfield Road		✓	✓		35	Built in 1976
<b>Woodstone Place</b> 1039 Linden Avenue		✓	✓		26	Built in 1976
<b>Jigsaw</b> 1030 Meares Street		✓	✓		35	Built in 2004
<b>The Mondrian</b> 1090 Johnson Street		✓	✓		93	Built in 2013
<b>Pacific Monarch</b> 1015 Pandora Street		✓	✓		30	Built in 1990
<b>Regents Park</b> 1010 View Street		✓	✓		77	Built in 1990
<b>1030 on Yates</b> 1030 Yates Street		✓			45	Built in 2004



**Appendix B**  
**SUMMARY OF ON-STREET PARKING OBSERVATIONS**

On-Street Parking Observations  
Cook Street Village Parking Study

Location	Parking Restriction	Parking Supply	2015							
			Monday December 22, 3:00 pm		Monday December 29, 1:00 pm		Monday December 29, 9:00 pm		Saturday January 10, 2:00pm	
			Vehicles Observed	Occupancy Rate	Vehicles Observed	Occupancy Rate	Vehicles Observed	Occupancy Rate	Vehicles Observed	Occupancy Rate
Cook St East Side Pendergast St to McKenzie St	1 Hour	3	3	100%	1	33%	1	33%	2	67%
Cook St West Side Pendergast St to Sutlej St	1 Hour	8	7	88%	8	100%	6	75%	5	63%
Cook St East Side McKenzie St to Sutlej St	1 Hour	3	3	100%	2	67%	3	100%	1	33%
Cook St East Side Across from Sutlej St	Loading Zone	2	2	100%	1	50%	0	0%	1	50%
Cook St West Side Sutlej St to Oxford St	1 Hour	4	3	75%	4	100%	3	75%	2	50%
Cook St East Side Oxford St to Chapman St	1 Hour	13	10	77%	8	62%	4	31%	9	69%
Cook St West Side Oliphant Ave to Park Blvd	1 Hour	11	7	64%	7	64%	7	64%	8	73%
Cook St East Side Chapman St to Park Blvd	1 Hour	4	3	75%	3	75%	2	50%	2	50%
Park Blvd North Side Vancouver St to Cook St	Residential Parking Only	14	10	71%	11	79%	8	57%	10	71%
Park Blvd South Side Vancouver St to Cook St	3 and 1/2 Hour	14	11	79%	8	57%	2	14%	9	64%
Oliphant Ave North Side Vancouver St to Pay Parking Lot Access	Residential Parking Only	9	3	33%	5	56%	7	78%	6	67%
Oliphant Ave North Side Pay Parking Lot Access to Cook St	1 Hour	3	3	100%	3	100%	2	67%	0	0%
Pay Parking Lot on Oliphant Ave	Pay Parking Lot	25	10	40%	10	40%	0	0%	14	56%
Oliphant Ave South Side Vancouver St to Pay Parking Lot Access	Residential Parking Only	15	8	53%	6	40%	10	67%	11	73%
Sutlej St North Side W of Cook St	1 Hour	2	0	0%	2	100%	2	100%	0	0%
Sutlej St North Side Vancouver St to W of Cook St	Residential Parking Only	14	9	64%	6	43%	13	93%	10	71%
Sutlej St South Side W of Cook St	Loading Zone	1	0	0%	1	100%	0	0%	0	0%
Sutlej St South Side Vancouver St to W of Cook St	Residential Parking Only	14	6	43%	5	36%	11	79%	8	57%
Vancouver St East Side Pendergast St to Sutlej St	Residential Parking Only	8	1	13%	2	25%	2	25%	5	63%
Vancouver St East Side Sutlej St to Oliphant Ave	Residential Parking Only	12	8	67%	9	75%	11	92%	8	67%
Vancouver St West Side Pendergast St to Oliphant Ave	Residential Parking Only	13	10	77%	5	38%	10	77%	7	54%
Vancouver St East Side Oliphant Ave to Park Blvd	Residential Parking Only	12	1	8%	0	0%	3	25%	9	75%
Vancouver St West Side Oliphant Ave to Park Blvd	Residential Parking Only	9	4	44%	7	78%	4	44%	5	56%
Oxford St South Side Truck Loading Zone E of Cook St	Loading Zone	1	0	0%	0	0%	0	0%	1	100%
Oxford St South Side E of Truck Loading Zone	1 Hour	2	0	0%	2	100%	2	100%	1	50%
Oxford St South Side E of 1 Hr Zone to Chester Ave	Residential Parking Only	17	10	59%	6	35%	7	41%	13	76%
Chapman St North Side Cook St to Linden Ave	Residential Parking Only	40	22	55%	24	60%	29	73%	25	63%
Chapman St South Side Cook St to Linden Ave	Residential Parking Only	36	22	61%	22	61%	29	81%	22	61%
<b>Total Average</b>		<b>309</b>	<b>176</b>	<b>57%</b>	<b>168</b>	<b>54%</b>	<b>178</b>	<b>58%</b>	<b>194</b>	<b>63%</b>



On-Street Parking Observations  
Cook Street Village Parking Study

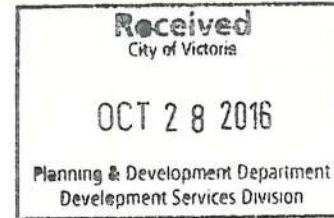
Location	Parking Restriction	Parking Supply	2016			
			Sunday January 10, 2:00pm		Tuesday January 12, 9:30pm	
			Vehicles Observed	Occupancy Rate	Vehicles Observed	Occupancy Rate
Cook St East Side Pendergast St to McKenzie St	1 Hour	3	3	100%	3	100%
Cook St West Side Pendergast St to Sutlej St	1 Hour	8	8	100%	4	50%
Cook St East Side McKenzie St to Sutlej St	1 Hour	3	3	100%	1	33%
Cook St East Side Across from Sutlej St	Loading Zone	2	2	100%	0	0%
Cook St West Side Sutlej St to Oxford St	1 Hour	4	4	100%	3	75%
Cook St East Side Oxford St to Chapman St	1 Hour	13	12	92%	9	69%
Cook St West Side Oliphant Ave to Park Blvd	1 Hour	11	11	100%	6	55%
Cook St East Side Chapman St to Park Blvd	1 Hour	4	4	100%	4	100%
Park Blvd North Side Vancouver St to Cook St	Residential Parking Only	14	6	43%	9	64%
Park Blvd South Side Vancouver St to Cook St	3 and 1/2 Hour	14	9	64%	6	43%
Oliphant Ave North Side Vancouver St to Pay Parking Lot Access	Residential Parking Only	9	9	100%	9	100%
Oliphant Ave North Side Pay Parking Lot Access to Cook St	1 Hour	3	3	100%	3	100%
Pay Parking Lot on Oliphant Ave	Pay Parking Lot	25	20	80%	3	12%
Oliphant Ave South Side Vancouver St to Pay Parking Lot Access	Residential Parking Only	15	13	87%	9	60%
Sutlej St North Side W of Cook St	1 Hour	2	2	100%	0	0%
Sutlej St North Side Vancouver St to W of Cook St	Residential Parking Only	14	8	57%	9	64%
Sutlej St South Side W of Cook St	Loading Zone	1	1	100%	0	0%
Sutlej St South Side Vancouver St to W of Cook St	Residential Parking Only	14	9	64%	8	57%
Vancouver St East Side Pendergast St to Sutlej St	Residential Parking Only	8	2	25%	4	50%
Vancouver St East Side Sutlej St to Oliphant Ave	Residential Parking Only	12	7	58%	4	33%
Vancouver St West Side Pendergast St to Oliphant Ave	Residential Parking Only	13	13	100%	6	46%
Vancouver St East Side Oliphant Ave to Park Blvd	Residential Parking Only	12	3	25%	4	33%
Vancouver St West Side Oliphant Ave to Park Blvd	Residential Parking Only	9	5	56%	5	56%
Oxford St South Side Truck Loading Zone E of Cook St	Loading Zone	1	1	100%	0	0%
Oxford St South Side E of Truck Loading Zone	1 Hour	2	2	100%	0	0%
Oxford St South Side E of 1 Hr Zone to Chester Ave	Residential Parking Only	17	11	65%	14	82%
Chapman St North Side Cook St to Linden Ave	Residential Parking Only	40	19	48%	22	55%
Chapman St South Side Cook St to Linden Ave	Residential Parking Only	36	20	56%	25	69%
<b>Total Average</b>		<b>309</b>	<b>210</b>	<b>68%</b>	<b>170</b>	<b>55%</b>

**Appendix C**  
**PARKING DEMAND BY TIME OF DAY**



Parking Demand by Time of Day  
Cook Street Village Parking Study

Time	Weekday					Weekend				
	Residential Visitor		Commerical		Total	Residential Visitor		Commercial		Total
	Factor	Vehicles	Factor	Vehicles		Factor	Vehicles	Factor	Vehicles	
6:00 AM	0%	0	5%	0	0	0%	0	5%	0	0
7:00 AM	10%	1	7%	0	1	20%	1	10%	1	2
8:00 AM	20%	1	15%	1	2	20%	1	15%	1	2
9:00 AM	20%	1	35%	2	3	20%	1	35%	2	3
10:00 AM	20%	1	50%	4	5	20%	1	50%	4	5
11:00 AM	20%	1	75%	5	6	20%	1	65%	5	6
12:00 PM	20%	1	95%	7	8	20%	1	80%	6	7
1:00 PM	20%	1	100%	7	8	20%	1	90%	6	7
2:00 PM	20%	1	95%	7	8	20%	1	100%	7	8
3:00 PM	20%	1	90%	6	7	20%	1	100%	7	8
4:00 PM	20%	1	90%	6	7	20%	1	95%	7	8
5:00 PM	40%	2	95%	7	9	40%	2	90%	6	8
6:00 PM	60%	3	95%	7	10	60%	3	80%	6	9
7:00 PM	100%	5	80%	6	11	100%	5	75%	5	10
8:00 PM	100%	5	50%	4	9	100%	5	65%	5	10
9:00 PM	100%	5	25%	2	7	100%	5	40%	3	8
10:00 PM	80%	4	10%	1	5	100%	5	25%	2	7
11:00 PM	40%	2	5%	0	2	60%	3	5%	0	3
12:00 PM	10%	1	0%	0	1	30%	2	0%	0	2



October 28, 2016

Charlotte Wain  
City of Victoria  
1 Centennial Square  
Victoria, BC, V8W 1P6

**Re: 212-220 Cook Street & 1041 Oliphant Avenue Economic Analysis**

G.P. Rollo & Associates (GPRA) has been retained by the City of Victoria to complete an Economic Analysis for the rezoning of 212-220 Cook Street & 1041 Oliphant Avenue (hereafter referred to as 'the Site') in order to determine an estimate of the value to Urban Core Ventures (the Developer) from an increase in density from 1.5 FSR mixed use commercial and residential building (identified as the 'base density' under the current Official Community Plan) to a proposed density of 2.2 FSR mixed commercial, live-work, and residential project on the Site (from plans dated October 21, 2016). The City is also requiring the developer to provide replacement of 9 rental units currently located on the Site to be secured as rental for a minimum of 20 years by covenant on title for both the 1.5 FSR scenario and for the 2.2 FSR scenario. The City will also require the rental units to be at least 10% below market rates. The proponent is also offering an additional 8 units as market rental for a period of 10 years.

The analysis consisted of preparation of residual land value analyses which determines the maximum value that a developer could afford to pay for the site if developed under current planning as well as the land value supported by the proposed change in density. GPRA used standard developer proformas for each case to model the economics of typical development as proposed/allowed under the new zoning. The 'Lift' is then calculated as the difference in residual land values under both current planning and the proposed new zoning.

**METHODOLOGY & ASSUMPTIONS**

**Base Case:**

The Site is 2,015 square metres in area and can be developed under current planning, with rezoning, at a density up to 1.5 FSR with a mix of ground floor commercial amounting to 470 square metres and live-work amounting to 190 square metres and 2,363 square metres in gross floor area of residential above (net saleable/rentable area of 2,126 square metres), including 9 new rental suites. Parking at the base density would be proposed to be at grade with a cantilevered ceiling to support residential uses partially above the parking structure.

**Proposed Development:**

Under the proposed new zoning the additional 0.7 FSR would add approximately 1,400 square metres of gross area to the building, with the commercial at grade reduced to 187 square metres, the live-work increasing to 300 square metres, and the residential increasing to 3,933 square metres (net saleable/rental area of 3,540 square metres). The additional density necessitates a change in construction materials in the analysis from wood frame with concrete slab under



current planning to concrete and steel materials for the 2.2 FSR scenario. As well, the proposal would require 53 underground parking stalls, whereas, depending on approvals from the City, there could be surface parking within an enclosed structure for the base density scenario. Both the change in materials and the inclusion of underground parking carry significantly higher construction costs than does the development at 1.5 FSR. City engineering has determined that there will be no need for sewer attenuation for the building at either density.

The analyses are created using a standard developer proforma wherein estimates of revenues and costs are inputs and the remaining variable is the desired output. In typical proformas this output is usually profit, following a revenues minus costs equals profit formula.

For a residual land valuation, however, an assumption on developer's return needs to be included in order to leave the land value as the variable to solve for. For the analyses GPRA has determined the residual value for the residential strata based on the developer achieving an acceptable profit of 15% on total strata project costs (calculated as a representative portion of overall project costs for the proposed development). The residual values are the maximum supported land value a developer could pay for the site (under the density and conditions tested) while achieving an acceptable return for their project.

It is often the case that a developer cannot achieve a profit on the sale of a rental or commercial project immediately after completion and instead takes a long term perspective looking at value as an ongoing income stream with a potential disposition at some point in the future. As such, for the residual value of the components for market rentals and commercial retail uses GPRA has instead looked at the developer achieving an acceptable return on their investment measured as an Internal Rate of Return (IRR) and the maximum supported land value that would allow a developer to achieve a target IRR. The supported land values for each component are then added together to arrive at the supported land value for the site in its entirety.

The residual land values determined from this analysis of the property developed as proposed under the rezoned density of 2.2 FSR is then compared to the residual land value of the Site if developed under current planning at 1.5 FSR to establish a 'lift' in value that arises from the change in density. This lift in value is the total potential monies that are available for public amenities or other public works not considered as part of the analysis. GPRA have made allowances for streetscape and public realm improvements that would typically be incurred through development in both sets of analysis. Any additional improvements that would be required only from the proposed rezoning and not from development under current planning would impact the lift and would need to be identified, priced, and included in a revised analysis.

Typically there is some sharing of the lift value between the Municipality/District and the developer, but the percentage shared varies by community and by project. It is GPRA's understanding that in compliance with current policy, the City has determined that they will seek 75% of the lift for amenities.

GPRA determined strata revenues used in the analyses from a review of recent sales and offerings for sale of recently developed apartments of wood frame and of concrete construction within roughly 10 km of the Site, with a focus on projects that were deemed comparable to that which has been proposed for the Site. Market rental rates were derived from a similar search

within 10 km of the Site and then discounted by 10% for the replacement units. Commercial rents were derived from a scan of rental rates in a similar area. Project costs were derived from sources deemed reliable, including information readily available from quantity surveyors on average hard construction costs in the City. Development or soft costs have been drawn from industry standards, and from the City's sources. All other assumptions have been derived from a review of the market and from other sources deemed reliable by GPRA.

#### CONCLUSIONS & RECOMMENDATIONS

The base density of 1.5 FSR with a parking structure at grade with cantilevered ceiling, based on the premise that an alternate parking ratio, similar to the ratio proposed for 2.2 FSR development scenario was established, GPRA identifies that there is no lift from rezoning to 2.2 FSR.

Given the conclusion that there is no lift from the base density and the rezoned property as proposed, we recommend that the City does not seek an amenity contribution from this rezoning. However, the City will secure 9 rental units at a minimum of 10% below market rents for a period of at least 20 years.

I trust that our work will be of use in the City's decision on the rezoning 212-220 Cook Street & 1041 Oliphant Avenue. I am available to discuss this further at your convenience.



Gerry Mulholland | Vice President  
G.P. Rollo & Associates Ltd., Land Economists  
T 604 275 4848 | M 778 772 8872 |  
E gerry@rolloassociates.com | W www.rolloassociates.com





Rezoning / Development Permit

208 cm<sup>-1</sup>



City of Victoria

OCT 21 2016







EQUINOX

9:00 a.m.



1:30 p.m.



5:00 p.m.



## SUMMER SOLSTICE

9:00 a.m.



1:30 p.m.



5:00 p.m.

[illegible]

Planning is provided with 21 hours of instruction. Students are required to complete 21 hours of instruction. The program is designed to provide students with the knowledge and skills necessary to plan and execute a successful business plan. The program is designed to provide students with the knowledge and skills necessary to plan and execute a successful business plan.

[illegible]







1  
A005 Street Experience at Corner of Cook and Oliphant Streets  
NTS



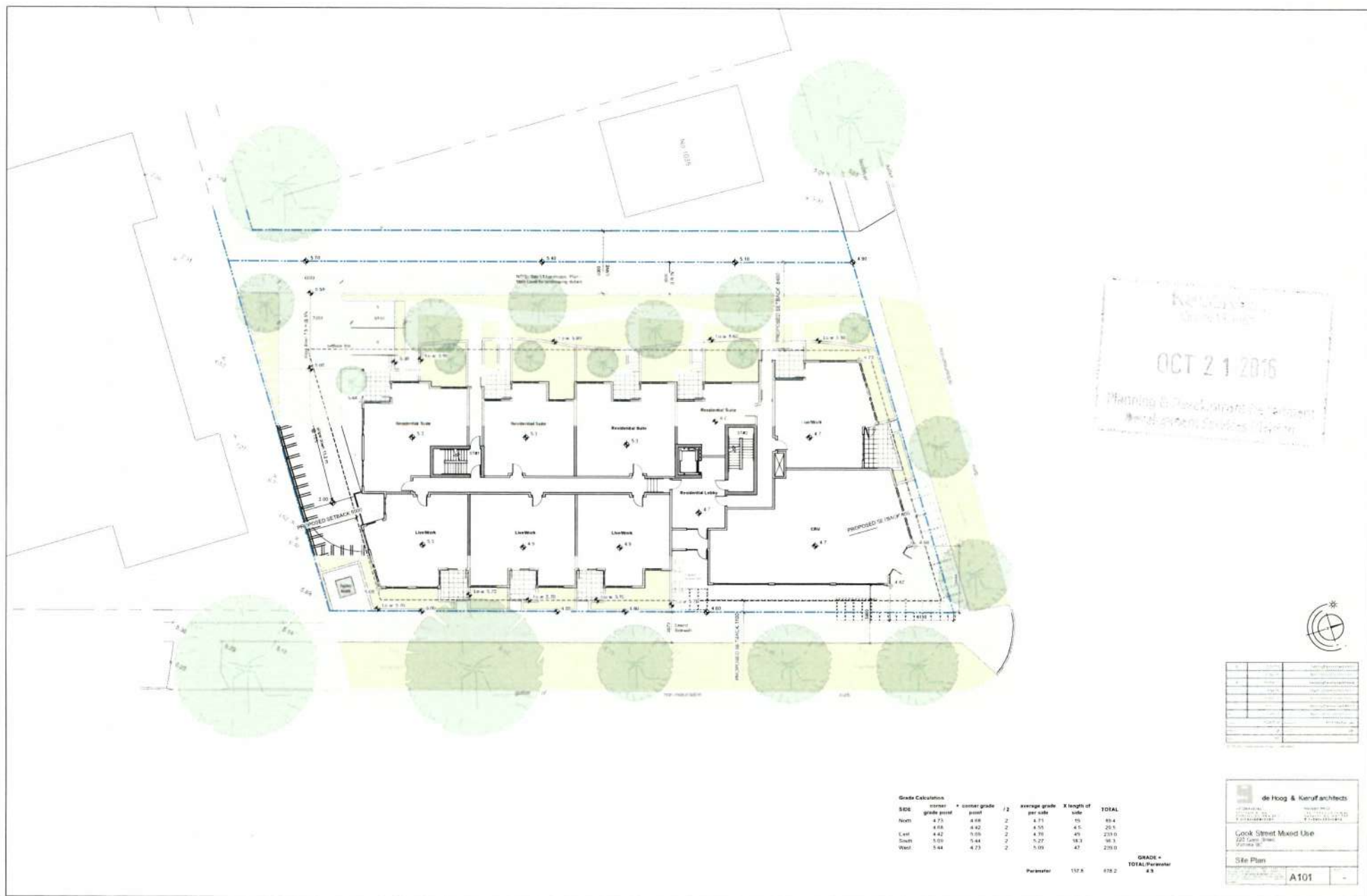
3 Street Experience Along Cook Street  
A005 NTS



2 Street Experience Along Oliphant Street  
A005 NTS

[illegible]

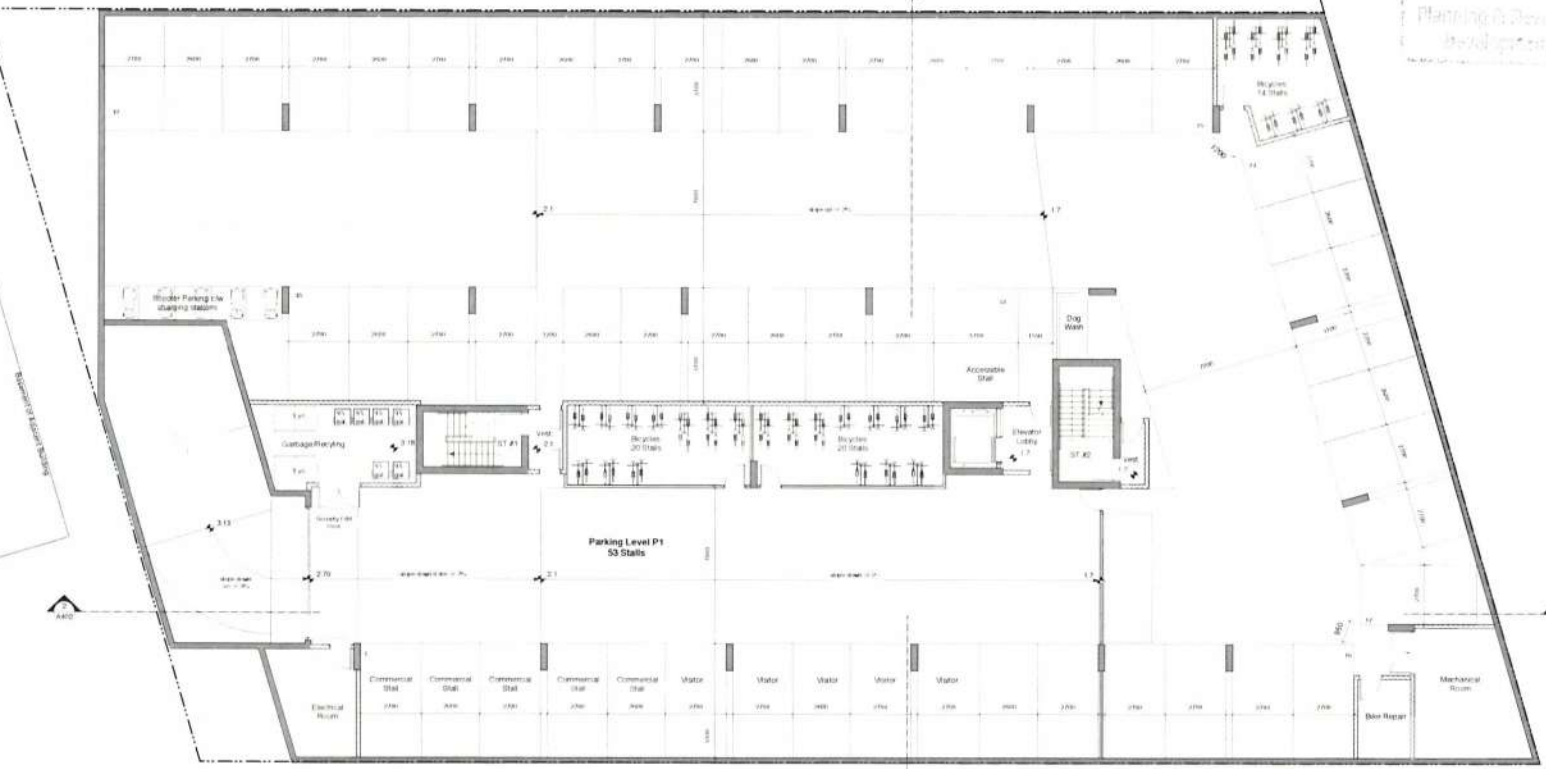




STATION 101.1  
101.1

OCT 21 2016

Planning & Design Group  
Development Services Division



DATE	10/21/2016
BY	10/21/2016
PROJECT	10/21/2016
DESCRIPTION	10/21/2016
REVISIONS	10/21/2016
1	10/21/2016
2	10/21/2016
3	10/21/2016
4	10/21/2016
5	10/21/2016
6	10/21/2016
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100	10/21/2016

de Hoog & Kienit architects

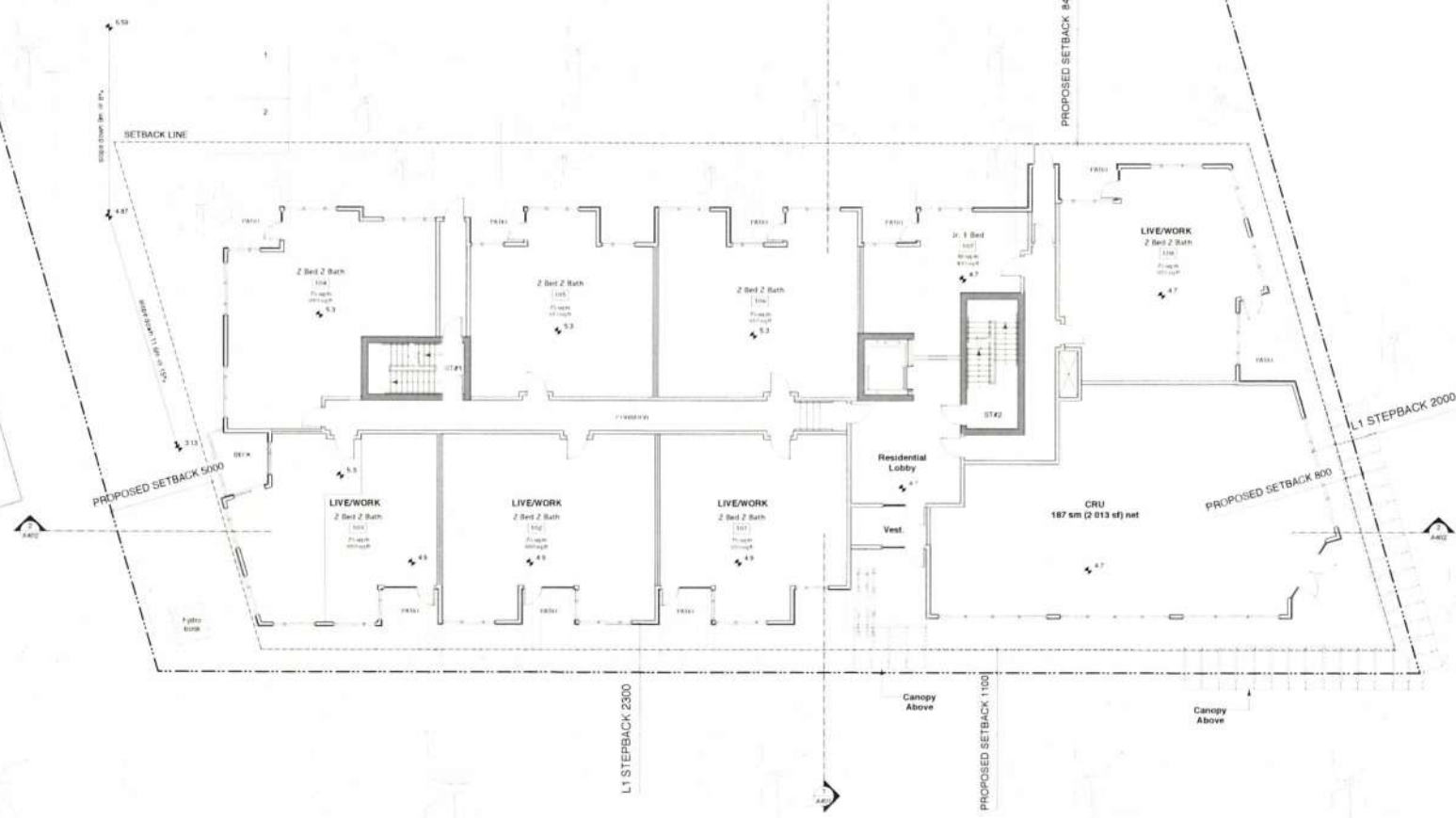
Cook Street Mixed Use

Level P1 Plan

A201



2020-2021  
 OCT 21 2013  
 Planning Department  
 2013-2014

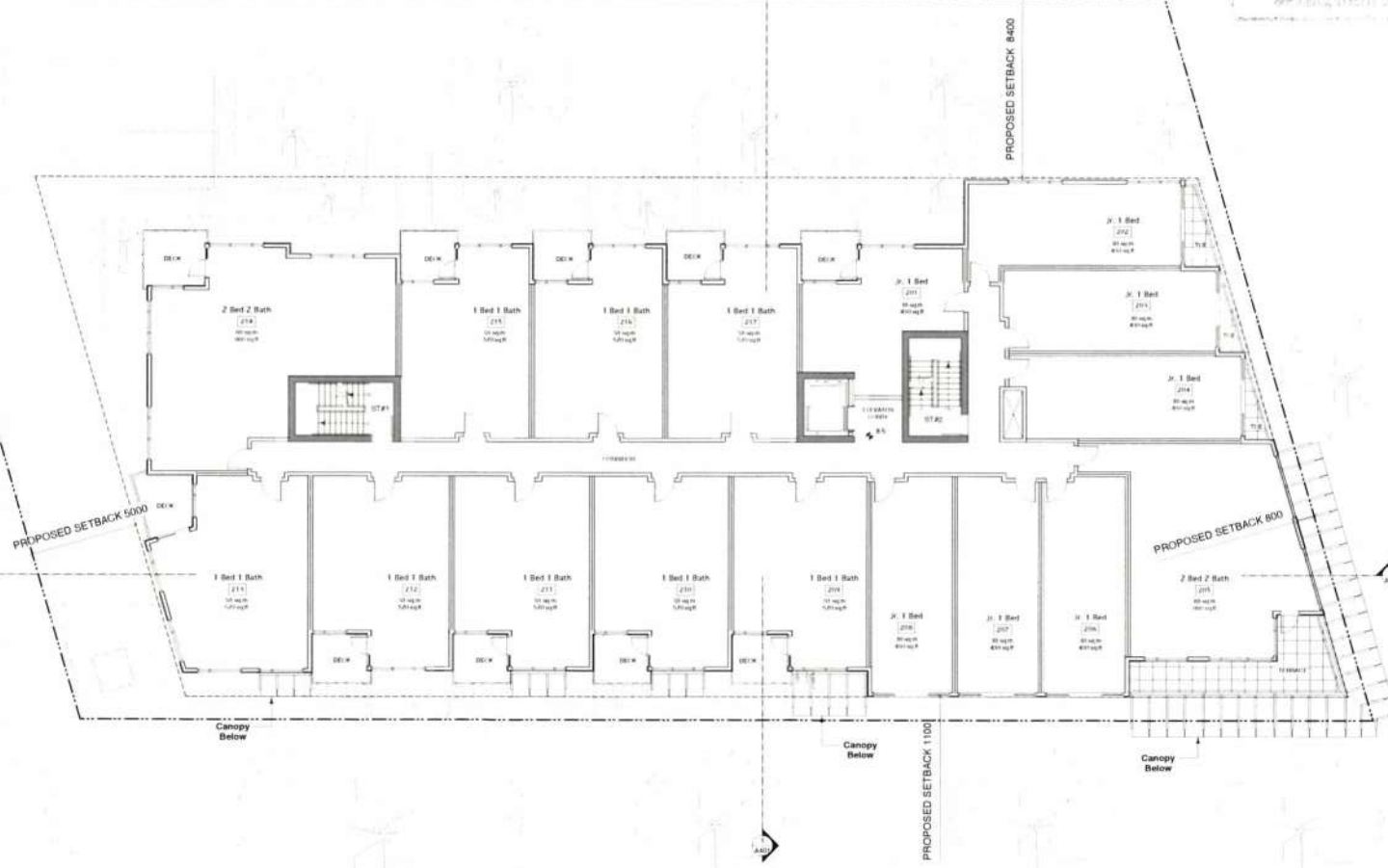


Room	Area (sm)	Area (sf)
CRU	187	2,013
LIVE/WORK	100	1,076
2 Bed 2 Bath	100	1,076
Private entrance	100	1,076
Residential Lobby	100	1,076
Vest	100	1,076
CRU	187	2,013
LIVE/WORK	100	1,076
2 Bed 2 Bath	100	1,076
Private entrance	100	1,076
Residential Lobby	100	1,076
Vest	100	1,076

MAIN FLOOR TOTAL FLOOR AREA = 900 sm (9 690 sf)  
 Total Retail Floor Area = 187 sm (2 013 sf)  
 Total Residential Floor Area = 712 sm (7 664 sf)

RESIDENTIAL LEVEL 1  
 8 suites

de Hong & Kienit architects  
 2013-2014  
 Cork Street Mixed Use  
 2013-2014  
 Level 1 Plan  
 A202

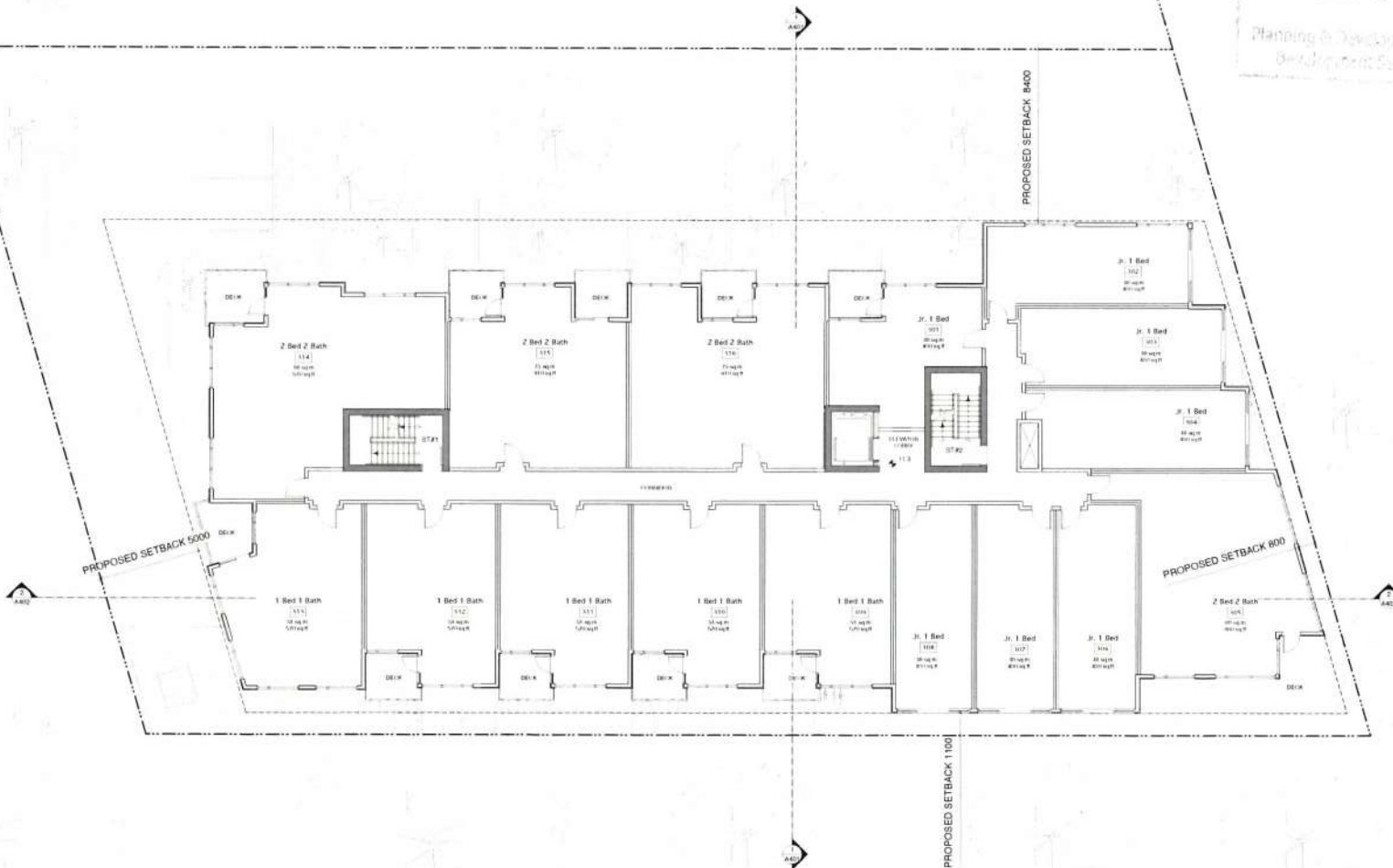
Planning & Development Department  
 Recruitment Services Division[illegible]

	<b>de Hoog &amp; Kierulff architects</b>	
100 West 11th 100 West 11th 100 West 11th	100 West 11th 100 West 11th 100 West 11th	
<b>Cook Street Mixed Use</b> 100 West 11th 100 West 11th		
<b>Level 1,2 Plan</b>		
100 West 11th 100 West 11th 100 West 11th	<b>A203</b>	

**RESIDENTIAL LEVEL 2**  
17 suites  
990 sm (10 660 sf)



RECEIVED  
City of Chicago  
OCT 21 2016  
Planning & Development Department  
Building Permit Services Division



NO.	REVISION	DATE
1	ISSUED FOR PERMIT	10/11/16
2	REVISION	10/11/16
3	REVISION	10/11/16
4	REVISION	10/11/16
5	REVISION	10/11/16
6	REVISION	10/11/16
7	REVISION	10/11/16
8	REVISION	10/11/16
9	REVISION	10/11/16
10	REVISION	10/11/16

de Haog & Kimball architects

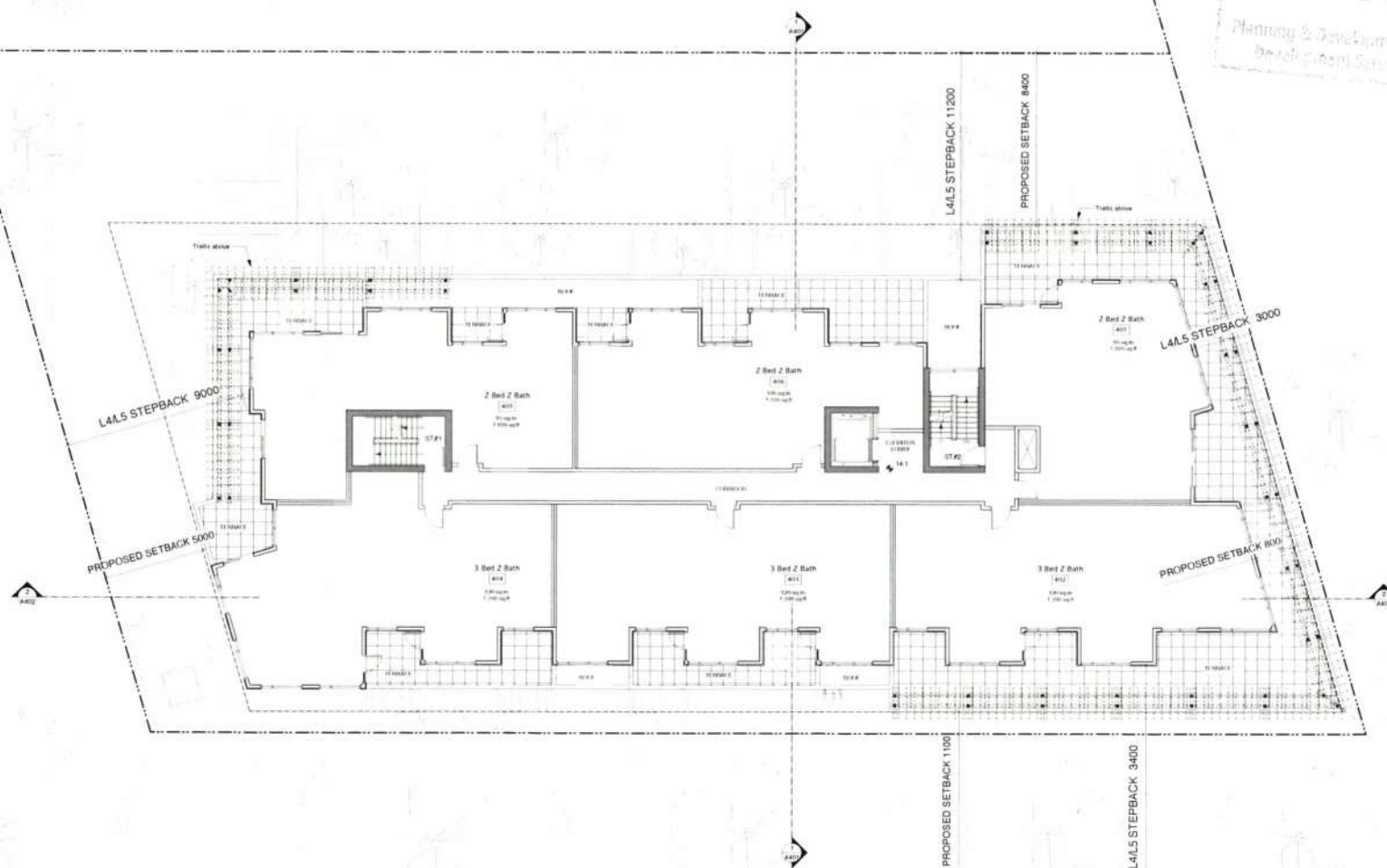
Cook Street Mixed Use  
1000 Cook Street  
Chicago, IL

Level L3 Plan

A204

RESIDENTIAL LEVEL 3  
16 suites  
990 sm (10 660 sf)

OCT 21 2016



**RESIDENTIAL LEVEL 4**  
6 suites  
790 sm (8 500 sf)

[illegible]

de Hoog & Kienul architects

10/10/2013  
10/10/2013  
10/10/2013

Cook Street Mixed Use  
275 Cook Street  
Victoria BC

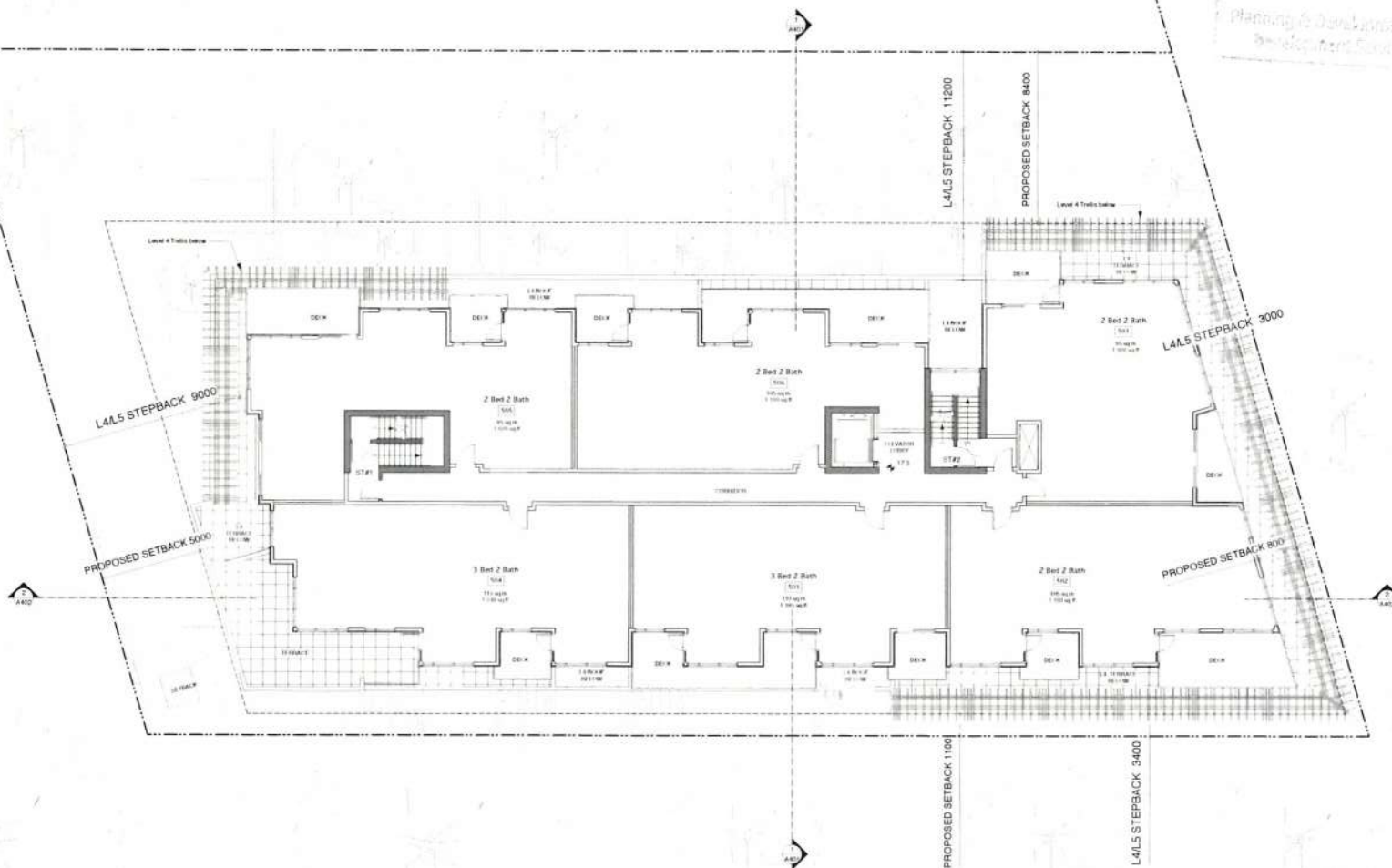
Level L4 Plan

10/10/2013  
10/10/2013  
10/10/2013

A205



RECEIVED  
 City of Windsor  
 OCT 21 2016  
 Planning & Development Department  
 3rd Floor, 500 Kent Street



Room	Area (sq ft)	Volume (cu ft)
3 Bed 2 Bath (104)	111.46 sq ft	1,114.6 cu ft
2 Bed 2 Bath (104)	104.00 sq ft	1,040.0 cu ft
2 Bed 2 Bath (104)	104.00 sq ft	1,040.0 cu ft
2 Bed 2 Bath (104)	104.00 sq ft	1,040.0 cu ft
2 Bed 2 Bath (104)	104.00 sq ft	1,040.0 cu ft
2 Bed 2 Bath (104)	104.00 sq ft	1,040.0 cu ft
<b>Total</b>	<b>625.46 sq ft</b>	<b>6,254.6 cu ft</b>

RESIDENTIAL LEVEL 5  
 6 suites  
 750 sm (8 075 sf)

de Hoog & Kienit architects  
 200 Kent Street  
 Windsor, ON N9A 1A1  
 Tel: 519-253-1111  
 Fax: 519-253-1112  
 Email: info@dehoog.com  
 Website: www.dehoog.com

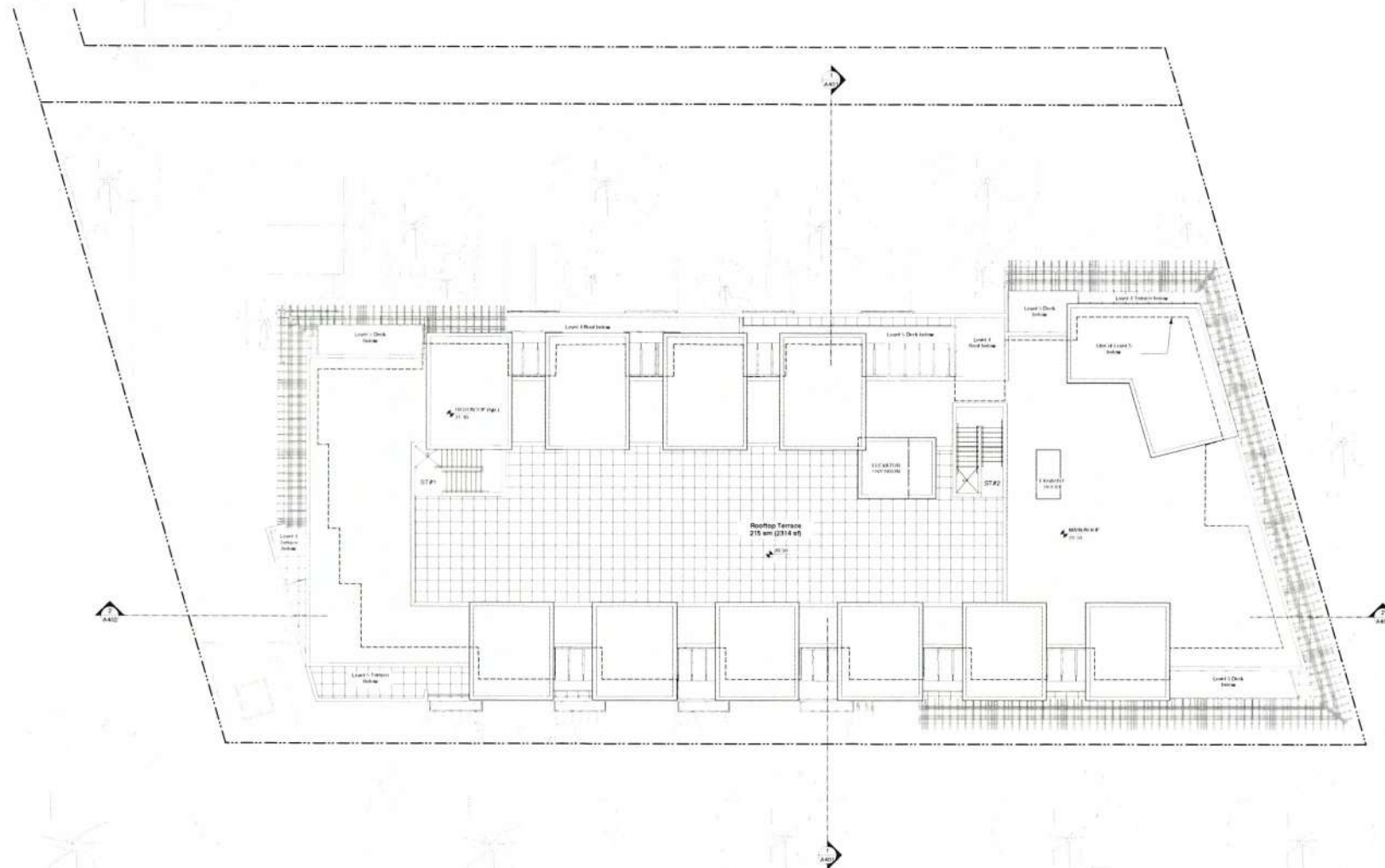
Cook Street Mixed Use  
 200 Kent Street  
 Windsor, ON

Level L5 Plan  
 A206

Received  
10/21/2016

OCT 21 2016

Planning & Development Department  
Development Services Division



Room	Area (sqm)	Area (sq ft)
Level 1 Deck	100.00	1076.41
Level 2 Deck	100.00	1076.41
Level 3 Deck	100.00	1076.41
Rooftop Terrace	215.00	2314.35
Level 1 Room	100.00	1076.41
Level 2 Room	100.00	1076.41
Level 3 Room	100.00	1076.41
Level 1 Deck	100.00	1076.41
Level 2 Deck	100.00	1076.41
Level 3 Deck	100.00	1076.41
Rooftop Terrace	215.00	2314.35
Level 1 Room	100.00	1076.41
Level 2 Room	100.00	1076.41
Level 3 Room	100.00	1076.41

de Haag & Kienit architects

Cook Street Mixed Use  
100 Cook Street  
Victoria BC

Roof Plan

A207

**Architect**  
de Hoog & Kerckhoffs

**Client**  
Cook Street Mixed Use

**Project No.**  
A301

**Scale**  
1:150

**Sheet No.**  
A301

Rev.	Description
1	Initial design
2	Revised design
3	Final design



- MATERIALS SCHEDULE**
- 1. EXTERIOR WALLS - BRICK
  - 2. EXTERIOR WALLS - CONCRETE
  - 3. EXTERIOR WALLS - STONE
  - 4. EXTERIOR WALLS - GLASS
  - 5. EXTERIOR WALLS - METAL
  - 6. EXTERIOR WALLS - WOOD
  - 7. EXTERIOR WALLS - PLASTER
  - 8. EXTERIOR WALLS - TERRAZZO
  - 9. EXTERIOR WALLS - MARBLE
  - 10. EXTERIOR WALLS - CERAMIC
  - 11. EXTERIOR WALLS - TERRAZZO
  - 12. EXTERIOR WALLS - MARBLE
  - 13. EXTERIOR WALLS - CERAMIC
  - 14. EXTERIOR WALLS - TERRAZZO
  - 15. EXTERIOR WALLS - MARBLE
  - 16. EXTERIOR WALLS - CERAMIC
  - 17. EXTERIOR WALLS - TERRAZZO
  - 18. EXTERIOR WALLS - MARBLE
  - 19. EXTERIOR WALLS - CERAMIC
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  - 21. EXTERIOR WALLS - MARBLE
  - 22. EXTERIOR WALLS - CERAMIC

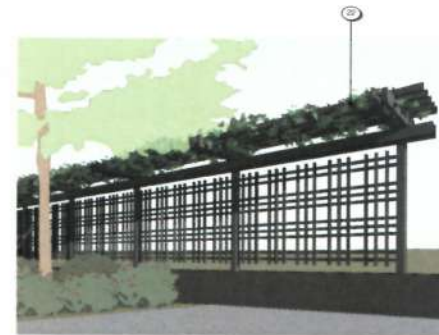
Planning & Development Department  
 OCT 21 2016



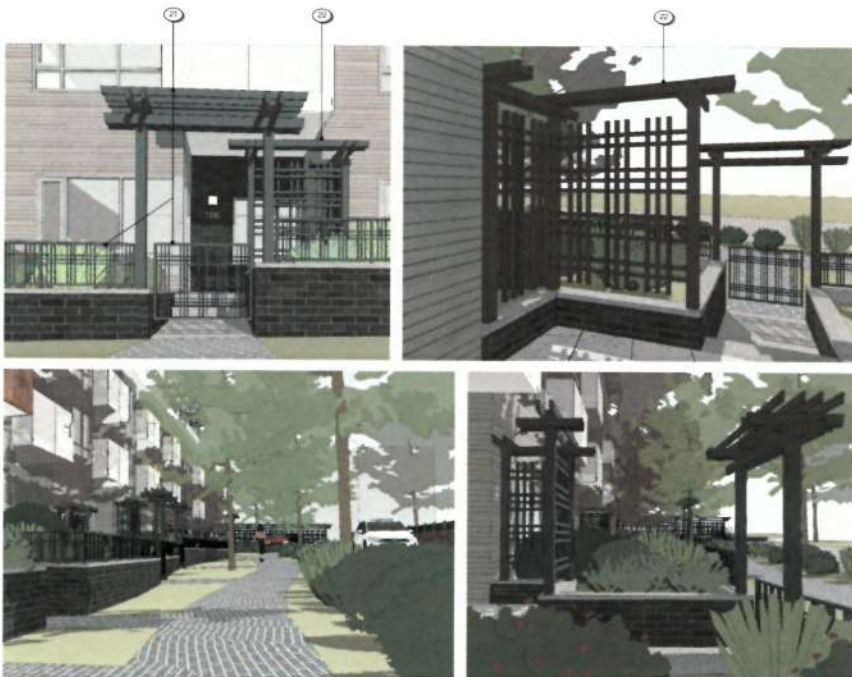
### MATERIALS SCHEDULE



1 Live/Work Signage Detail  
A302 NTS



2  
A302 Detail of Fence/Trellis Along South Property Line  
NTS



3  
A302

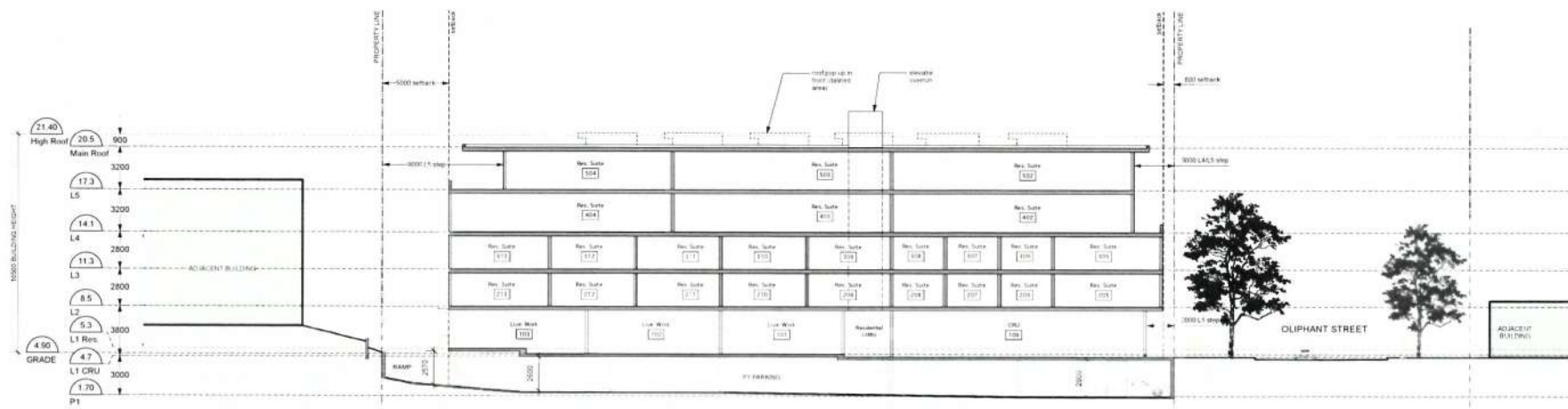
Detail of Residential Entrance From Lane  
NTG



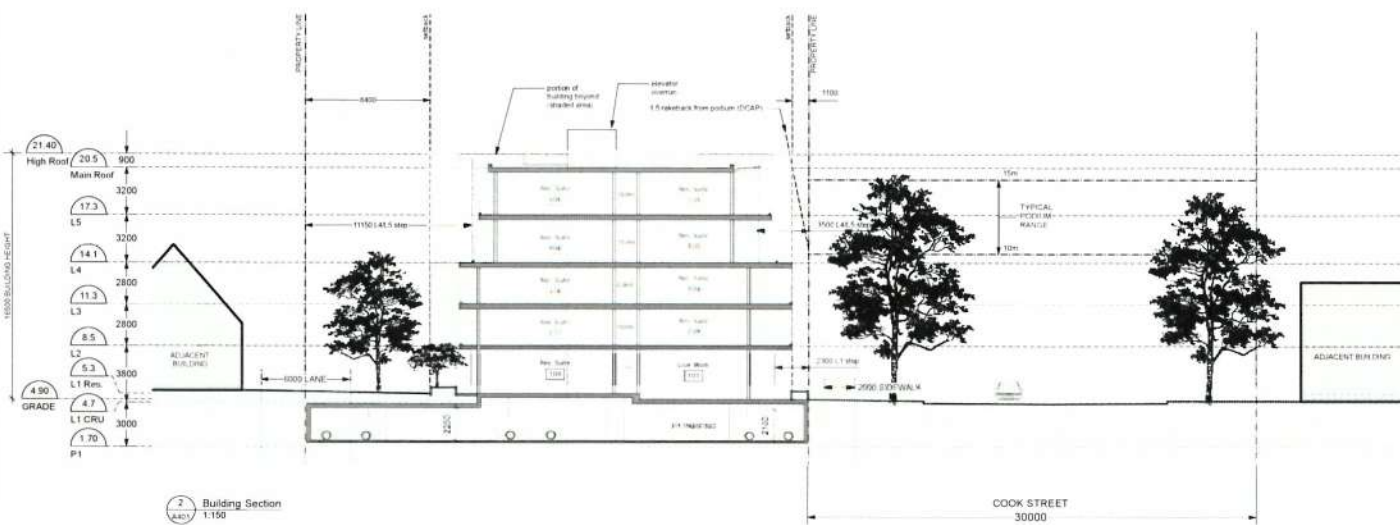
4 Level 4 Trellis Detail  
A302 NTS

- [illegible]

[illegible]



1 Building Section  
A401 1:150



2 Building Section  
A401 1:150

RECEIVED  
City of Chicago  
OCT 21 2016  
Planning Department  
Development Review Unit

Project Name	Cook Street Mixed Use
Project Address	225 East 1st Street
Project Owner	Chicago Housing Department
Project Architect	de Hoog & Kenz Architects
Project Engineer	Chicago Housing Department
Project Planner	Chicago Housing Department
Project Designer	Chicago Housing Department
Project Contractor	Chicago Housing Department
Project Consultant	Chicago Housing Department
Project Advisor	Chicago Housing Department
Project Reviewer	Chicago Housing Department
Project Approver	Chicago Housing Department
Project Date	10/21/2016

de Hoog & Kenz Architects  
225 East 1st Street  
Chicago, IL 60601  
Cook Street Mixed Use  
225 East 1st Street  
Chicago, IL 60601  
Schematic Sections  
A401

Reception  
City of Victoria  
OCT 21 2016  
City Planning & Development  
Development Services



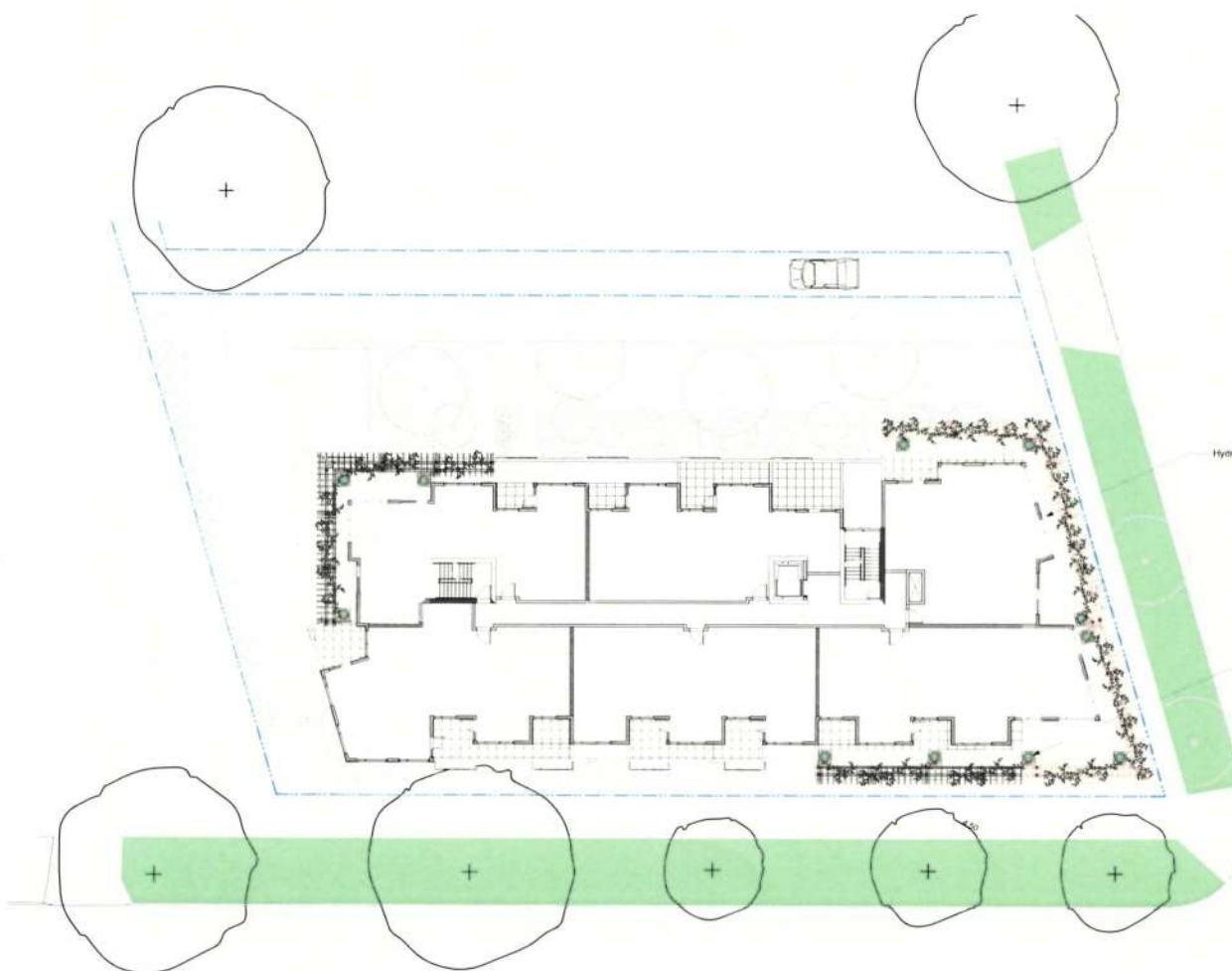
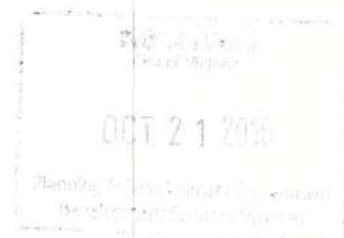




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Precedent Image of Free Standing Planters



HydroPressant concrete slabs, mid-tone to light grey

Free-standing planters (squares) - planted with vines, perennials and grasses. Vines to be trained along trellis above

REV	DATE	DESCRIPTION
D	Oct 20, 16	At grade Paving Pattern, Unit Entries & Related Paving - Revised
F	Sept 16, 16	Layout & Plan Additions
E	July 26, 16	Issued for Rezoning/Development Permit
D	May 19, 16	Planter addition
C	Apr 7, 16	Re-Submitted for DP
B	Oct 6, 15	Re-Submitted for DP
A	Jul 13, 15	Re-Submitted for DP

# REVISIONS



28-495 Douglas Rd. Victoria, B.C. V8Z 1B8  
Phone: (250) 598-0105 Fax: (250) 412-0696

## PROJECT

220 Cook Street  
Victoria, BC

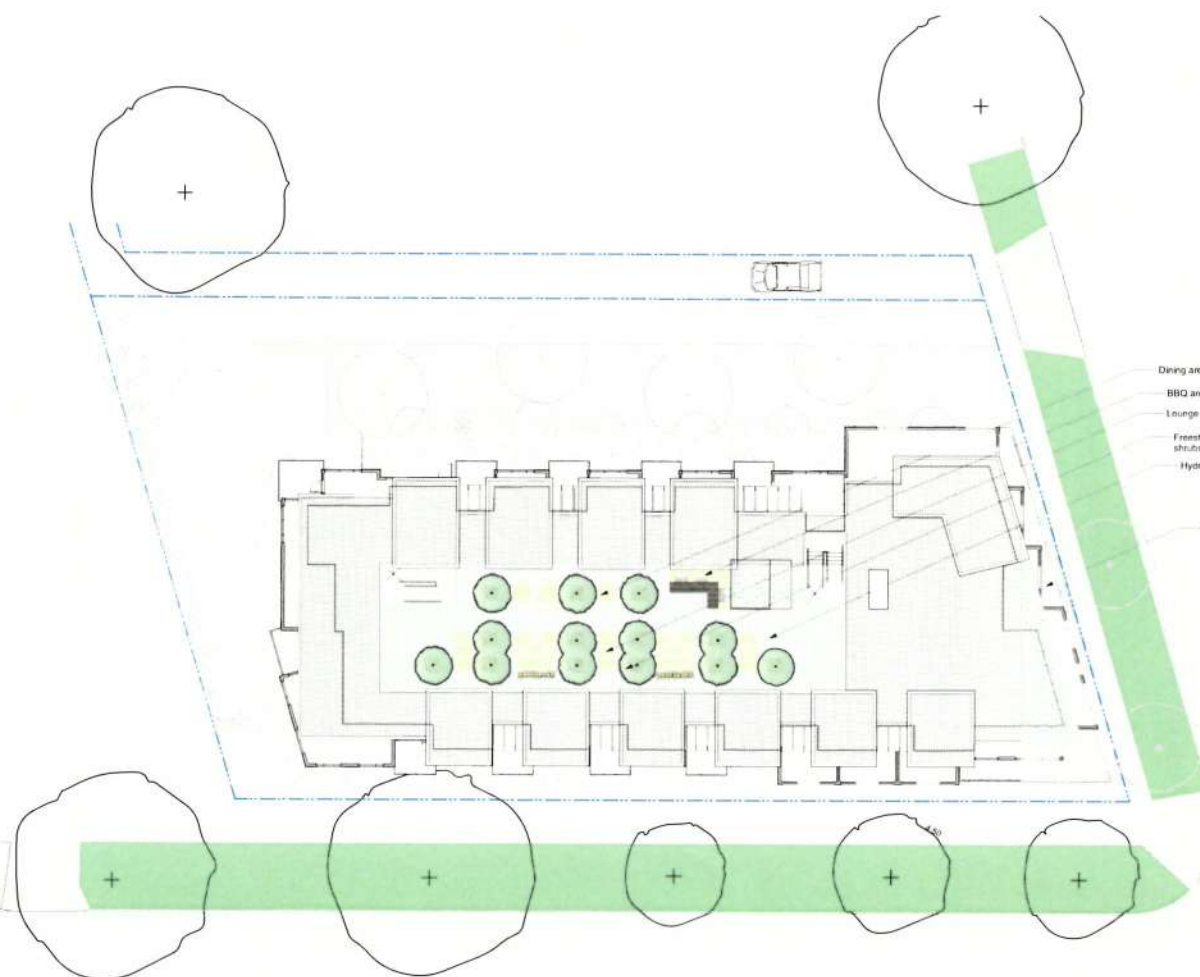
## TITLE

Landscape Plan  
Level 4

SCALE: 1:150 DRAWN: BW/RL  
CHECKED:

PROJECT NO: 1502

DATE: Mar 22-16 L2 of 4  
SHEET



Dining area, x3 seating and table options

BBQ area with prep space and sink

Lounge area, x5 seating options

Freestanding planters (square and rectangular) - planted with large shrubs, perennials, and grasses

Hydra/Presset concrete slabs, mid-tone to light grey

Roof below



Precedent image of Free Standing Planters

G	Oct 20 16	At-grade Planting Pattern, Unit Entries & Roofs Planting - Revised
F	Sept 16 16	Landscape - Revised
E	July 28 16	Layout for Revising/Development Permit
D	May 16 16	Plan for addition
C	Apr 7 16	No Submitted for DP
B	Oct 6 15	No Submitted for DP
A	Jul 13 15	No Submitted for DP

#### REVISIONS



210-499 Dufferin Rd. Victoria, B.C. V8Z 1B6  
Phone: (250) 588-0105 Fax: (250) 417-0696

#### PROJECT

220 Cook Street  
Victoria, BC

#### TITLE

Landscape Plan  
Roof Terrace

SCALE 1:150 DRAWN BW/RL  
CHECKED

PROJECT No 1502

DATE Mar 22-16 L3 of 4  
SHEET





# LEGEND

Trees to be removed

Trees to be retained

OCT 21 / 16

Planning & Development Department  
British Columbia Ministry of Environment

D	Oct 20 16	At-grade Parking Paths, Unit Entries & Related Planting - Revised
F	Sept 16 16	Landscape Blockout
E	July 28 16	Issued for Disposing/Development Permit
D	May 19 16	Planter addition
C	Apr 7 16	Re-Submitted for DP
B	Oct 6 15	Re-Submitted for DP
A	Jul 13 15	Re-Submitted for DP

## REVISIONS



26-495 Dupont Rd. Victoria, B.C. V8Z 1B4  
Phone: (250) 598-0105 Fax: (250) 412-6906

## PROJECT

220 Cook Street  
Victoria, BC

## TITLE

Tree Preservation  
Plan

## SCALE

1:150

## DRAWN

BW/RL

## CHECKED

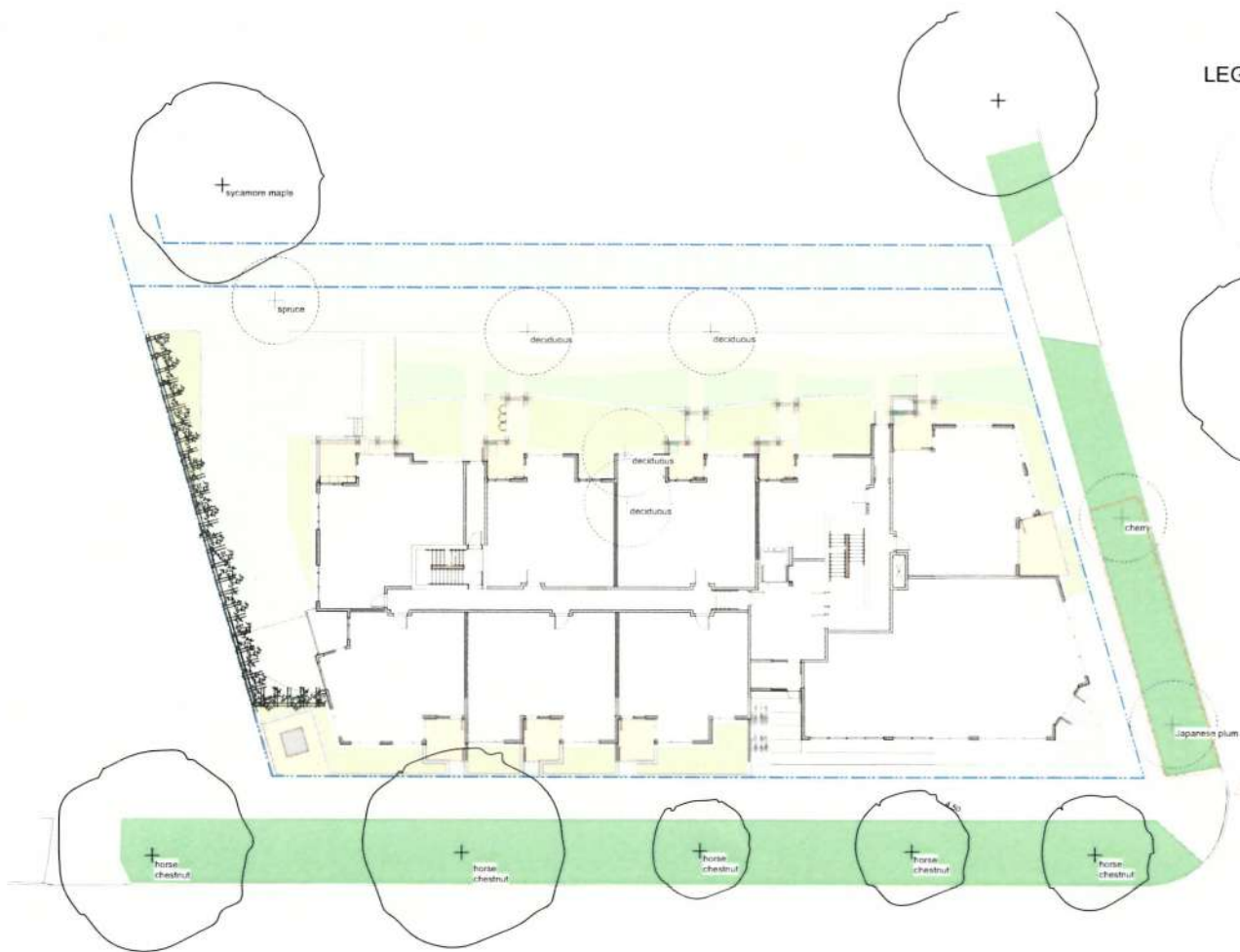
PROJECT No: 1502

## DATE

Mar 22-16

## L4 of 4

SHEET





**Received**  
City of Victoria

OCT 21 2016

Planning & Development Department  
Development Services Division



Victoria BC  
20 OCT 16

**Cook Street Mixed Use**

**Material Board**

de Hoog & Kierulff architects **dhKa**

## Charlotte Wain

---

**From:** arlene carson <ajcarson@shaw.ca>  
**Sent:** Thursday, Oct 6, 2016 7:53 AM  
**To:** Lisa Helps (Mayor); Jeremy Loveday (Councillor); Geoff Young (Councillor); Pam Madoff (Councillor); Charlayne Thornton-Joe (Councillor); Ben Isitt (Councillor); Chris Coleman (Councillor); Margaret Lucas (Councillor); Marianne Alto (Councillor); Charlotte Wain; Jonathan Tinney  
**Subject:** Update on Cook & Oliphant  
**Attachments:** Oct. 3 letter to Mr. L. Cole-1.doc

Dear Members of City Council and planning staff,

I write on behalf of eighteen (18) Cook Street Village residents who have been actively involved in working with Mr. Leonard Cole to address issues of height and integration of his development proposal, as directed by City Council at its council meeting of July 14, 2016.

We appreciate your recognition of the importance of input from residents on the future of our cherished neighbourhood.

Residents in the Oliphant/Park block have had two formal meetings with Mr. Leonard Cole and his staff, the first on Aug 17th , and the second on Sept. 27th.

In follow up to these meetings, the attached letter was sent to Mr. Cole on October 3.

We await his reply, and look forward to having another meeting with him within a week.

We will keep you informed of further developments.

Sincerely,

Arlene Carson

1050 Park Blvd., Victoria, V8V 2T4





October 3, 2016

Leonard Cole

Urban Core Ventures



Dear Mr. Cole:

Thank you for taking the opportunity to meet with us on Sept. 27<sup>th</sup> to review the COOK AND OLIPHANT proposal. I am writing today on behalf of my neighbours, the list of whom was provided to you at our last meeting. Our key points are:

- we need to ensure that the proposal will be no more than 4 levels and no more than 42 feet in height;
- the commercial and live/work units on the ground floor will need to become residential suites; and
- the number of units should be reduced to provide for more 2 bedroom units.

These changes would significantly reduce the impact on neighbours and would reduce the underground parking requirements by perhaps 20 spaces. Also, having more larger units would make the proposal more family/neighbourhood friendly.

We understand your concerns over losing 8075 square feet of space proposed for the 5<sup>th</sup> level. However, we have serious concerns over increasing the footprint of the remaining floors to replace this lost space.

Once we have seen your proposed new design we would be better able to assess the impact of your changes to building setbacks.

We look forward to meeting to discuss these and any related issues, hopefully this week.

Sincerely,

Crin Roth

1018 Oliphant Avenue

## Amanda Ferguson

---

**From:** arlene carson [REDACTED]  
**Sent:** Wednesday, November 09, 2016 11:01 AM  
**To:** Victoria Mayor and Council; Lisa Helps (Mayor); Chris Coleman (Councillor); Pam Madoff (Councillor); Ben Isitt (Councillor); Jeremy Loveday (Councillor); Marianne Alto (Councillor); Geoff Young (Councillor); Charlayne Thornton-Joe (Councillor); Margaret Lucas (Councillor)  
**Cc:** [REDACTED]  
**Subject:** Cook & Oliphant dev't proposal re: Nov 10 meetings

Dear Mayor Helps and Council members,

Re: Cook & Oliphant development proposal

I want to thank you for the opportunity to work with community members, developer Mr. Cole, and city staff on changes to the above proposal.

I am disappointed to see that, after several months of negotiation, the main concerns of community members regarding this proposal are still outstanding. In the opinion of the neighbourhood residents involved, the latest revisions submitted have not dealt with the issues that council stipulated be addressed in the directive of its July 14<sup>th</sup> meeting, namely:

“To address the concerns expressed by the neighbourhood including height and integration of the building into the village.”

The proposed building remains at least one storey too high.

Its mass does not integrate with the village.

I applaud the city's LAP community engagement process that is currently underway in Fairfield-Gonzales. It is clear from the LAP meetings I have attended that the vast majority of community members want to promote and enhance the unique character of Cook Street Village with buildings of no more than four storeys, and with features that respect and sustain the environment.

Petition signatures from over 700 residents with regard to the above proposal reinforce this wish.

My involvement with this community has shown me how passionate and eager residents are to be involved in creating an innovative, forward-looking Cook Street Village for the coming decades. The Village has all the ingredients to become a model of sustainable progressive development.

In your discretion, I hope your decision on this proposal will continue to take the concerns of neighbourhood residents into consideration.

Respectfully yours,  
Arlene Carson

#405, 1050 Park Blvd.

Victoria, V8V 2T4

## Amanda Ferguson

---

**Subject:** FW: Cook and Oliphant Development wrt Parking

**From:** Jane Ramin [REDACTED]

**Sent:** Tuesday, November 8, 2016 11:57 AM

**To:** Victoria Mayor and Council <[mayorandcouncil@victoria.ca](mailto:mayorandcouncil@victoria.ca)>

**Subject:** Cook and Oliphant Development wrt Parking

We, the residents of 1000 block of Oliphant continue to be concerned by the impact a building of this size will have on the traffic and parking along Oliphant, a traditional residential street. In our view, Boulevard's "updated" parking study (contracted by the developer) and accepted by City Planning to justify the revised parking variance, does not accurately capture even the current situation at Cook and Oliphant.

The on-site parking requirements have been extrapolated from data which is unrepresentative and/or out of date (e.g. ICBC Vehicle Ownership data from buildings on Yates, View, Meares, Johnston and Pandora, which are closer to downtown and main bus routes; a 2012 Metro Vancouver Apartment Parking Study where there is an extensive transit system; Commercial parking demand based largely on downtown commercial activity close to public transit, all suggest reduced vehicle ownership and lower on-site parking requirements than might be the case in the village. Furthermore higher income levels usually suggest higher vehicle ownership.

This study considers on-street parking availability on Sutej, Park, Vancouver (Park to Pendergast), Cook, Oxford and Chapman (Cook to Linden) Occupancy rates for this area were observed on two Mondays Dec. 22-29 2015, not very representative dates. From this, the study concludes that "there is limited on-street parking available to accommodate spillover, although parking is generally available within one-block of the site." Most of the streets in the study area are zoned residential parking, which applies to vehicle owners residing in dwellings *abutting* a residential parking zone. City Traffic engineers have advised us that that part of Oliphant which the proposed development will abut (east of the lanes) will be rezoned to time-limited use. Any spillover that parks in the residential zones within one block (as advised by the consultant) would be violating city parking bylaws, and subject to ticketing. Since bylaw enforcement is complaint driven, there is no assurance that this much larger influx of people will still park in the residential zone and hope to avoid ticketing, as is already done.

While the developer claims he has removed the commercial loading bay, his parking consultant states that "one surface space be reserved for commercial loading", limiting this space from other use. He also recommends that signage be installed (where?) to indicate that surface parking (1 remaining space) are for customers employees and visitors. There is no factor in the analysis to accommodate employee parking. The study suggests there could be 5 underground "flexible" spaces for residents/commercial/visitor. However the availability of these spaces needs to be easily identified from the street (signage is inadequate or non-existent at Sutej and therefore parking provided is barely used).

The plans show twelve unsecured underground spaces. As the consultant suggests 5 of these are to be shared between residents, commercial and visitors. (Current requirements are 5 for commercial and 5 for visitors), so half is being recommended. This overflow will have to go on-street to time limited area.

Who will park in the remaining 7 unsecured spaces, possibly less secure than on-street parking? The developer may choose to sell these at a lower rate or residents may choose to park for free elsewhere, as it done at many of the other multi unit buildings around Fairfield.



One final issue is that the designated commercial and visitor parking spaces are underground at the opposite corner from where the commercial space is proposed on the ground level, with no interior access from one to the other. Local observation has indicated that many Cook St. business customers already park in Residential only spaces on Oliphant (west of the lane) rather than park in the paid lot behind the pharmacy off of Oliphant or park underground off of Suttlej. People don't want to pay or go underground to park!

Planning staff has said that this "updated" study justifies the (greater) parking variance (.9 for residential 1.5 for live/work and shared commercial/visitor so .5 of required). It appears that the study has been up dated to produce a rational for a variance that matches the maximum number of spaces that can be squeezed onto the site. A city traffic engineer told us that if a developer is having difficulty meeting the parking requirement it is because the building is too large for the site. We would agree.

The Cook St. Village Business Association has asked you to consider allowing non-residents to park in residential parking zones during business hours. The restaurant at 320 Cook is currently asking for a parking variance for additional seating.

The residents of Oliphant are feeling ever increasing parking pressures on their street. These will be exacerbated if a building, of this size, is built on the corner. While it is true this area is very "walkable", may people continue to own cars to go further a field for work and/or pleasure and in the absence of frequent /convenient transit in the Village. In spite of reducing the commercial space in this proposal, the parking pressures on Oliphant remain. The development has not been modified sufficiently to address the concerns of the neighbours as directed by council on July 14.

Consequently, we respectfully request that the rezoning application be denied.

Jeff & Karen Smith	1032 Oliphant Ave.
Jacinthe Tremblay	1026 Oliphant Ave.
Gordon Clements	1026 Oliphant Ave.
Jane Ramin	1023 Oliphant Ave.
Crin Roth	1018 Oliphant Ave.

## Amanda Ferguson

---

**From:** Jane Ramin [REDACTED]  
**Sent:** Wednesday, November 09, 2016 11:03 AM  
**To:** Victoria Mayor and Council  
**Subject:** 212-220 Cook Street and 1041 Oliphant St – Cook Street Village Rezoning and Development Permit Application

Working with the neighbours???

Having read Mr. Cole's Oct. 26<sup>th</sup> letter addressed to you and met with the applicant on 3 separate occasions I would like to inform you of my experience of "working with" Mr. Cole

In early August, following your July 14 instructions to the developer to work with the neighbours, Mr. Cole started to approach neighbours to have one off chats. In one case he approached a neighbour from his car while she was riding her bike, asking her to take a moment to chat about his development proposal. He emailed me on a weekend saying he was in the area and could we meet to chat. I indicated that I didn't want to meet one-on-one but would meet with a group of neighbours. Three of us were able to meet him 2 days later. While he asked to know the names and addresses of the 2 other participants prior to the meeting, so that he could properly prepare for our meeting, he did not have the courtesy to let us know that he had recently submitted revised plans to the City. The day before our meeting I heard from a business owner on Cook St. of changes he had made which we weren't aware of and then heard that he had submitted new plans to the City. I asked the developer if we could see these before the meeting, so that we too could be properly prepared. He provided the new plans 1.5 hrs. prior to our meeting. While we had proposed our July 1<sup>st</sup> letter (part of the July 14 CotW agenda) which outlines our 3 main concerns, as the meeting agenda, we spent the meeting trying to understand and get up to speed on his latest plan.

This approach/strategy was repeated on our two subsequent meetings. We became aware of each new submission, not from the developer, but from third parties, hours before the scheduled meeting. When we wrote to him to clarify and reiterate our main concerns, (Oct.3) he didn't acknowledge our letter, or inform us of his latest submission when a meeting time was agreed to. By the last meeting we hadn't seen his latest plans prior to the meeting, but we were able to determine half an hour before the meeting, that he had made no further changes to massing, scale and height.

While we made our best efforts, I don't feel that the developer work collaboratively with us, or in good faith.

While I could go on and comment on each of Mr. Coles points to explain how his revisions since July 14, do not address our concerns, I will conclude by saying that this project is still not a good fit for this neighbourhood.

Mr. Cole has made a number of cosmetic changes in three subsequent submissions since July 14. However he has done nothing or very little to address the neighbours' concerns regarding height and integration with the village. I believe that he has not followed the directions you gave him on July 14.

Jane Ramin 1023 Oliphant

**Amanda Ferguson**

---

**Subject:** FW: LAP and Oliphant

---

**From:** Jacinthe Tremblay [REDACTED]  
**Sent:** Tuesday, November 8, 2016 10:04 PM  
**To:** Lisa Helps (Mayor) <[mayor@victoria.ca](mailto:mayor@victoria.ca)>; Victoria Mayor and Council <[mayorandcouncil@victoria.ca](mailto:mayorandcouncil@victoria.ca)>  
**Cc:** Jane Ramin [REDACTED]  
**Subject:** LAP and Oliphant

Dear Mayor and Council,

My husband and I fully support the letter sent by Mr. Smith to Mr. Green. It represents the feelings, wishes and stand that the neighbours on Oliphant Ave, Park and the broader CSV have been saying to you all, over and over for a long time. We truly hope that you listen to the community concerns.

As Mr. Smith says : "Best practice community planning for communities should include the most up-to-date input from the community members who have been consulted with. Consulting with community members and then telling them their input cannot be considered right now, but not to worry, it will eventually go into a long term plan and in the meantime approving re-zoning and development projects that go against the input gathered, is completely unacceptable and the worst of practices."

We are asking you what is the use of these committees meeting if you don't take into consideration the citizens input?

We are not against development, we are for development that fits the village character and liveability.

Sincerely

Jacinthe Tremblay & Gordon Clements  
1026 Oliphant Ave  
V8V-2V1

---

**From:** "JEFF HUNTER-SMITH" [REDACTED]  
**To:** BGreen@victoria.ca  
**cc:** [REDACTED]  
**Subject:** Re: LAP and Oliphant

Hell Brian,



As a directly impacted neighbour to the Cook/Oliphant re-zoning application I have some comments on your recent response to Jane, which I have been copied on and have pasted below.

With respect to your points 2 and 3 below, I understand that a policy has not been finalized but with all due respect, the wishes of the community members have been clearly communicated and deserve to be considered today. The spirit of this communication cannot wait until a policy is developed. The questions Jane has asked are obviously making the point that community members would like City Planners to consider the re-zoning and development applications in the spirit of the ongoing work and planning processes that are currently underway. City Planners, Mayor and council have heard our clear direction on what would be acceptable and what would not be acceptable. This has also been echoed by others in the LAP process. Therefore City Planners can either incorporate the results of this consultation and input sessions with local residents or they ignore it.

We are asking that City Planners incorporate the input of residents and community members into the highly controversial and impactful developments now, as well as into the long term planning processes and policies of the future. Otherwise its too late and the bad decisions of this fall and early spring will stick out as colossal mistakes when the plan is finalized in June 2017.

We have a village with mostly 2-4 story buildings and do not want 5 story buildings. This is a consistent point that has been made for many years in the village and is what the most recent developments in the village have adhered to (the Bubby Rose Building and the Castana building on Sutlej). For city planners to pretend they are not aware of this consistent request by a majority of residents is not inclusive nor community-respected planning. Nor is it practical. One only has to come out and stand in the village and see what an impact a building that towers over the Chestnut trees would do to the village character and ambiance.

I suggest that if the city planners cannot include the current groundswell of community member and neighbor input, then perhaps it is best to not re-zone this property at all. After all what you are contemplating is the tearing down of low cost rental units for families (tri-plex houses and a 5 unit apartment) in exchange for \$500,00- \$800,000 condos. We, the neighbours who reside within a block or two of the development have always said that we are not against re-developing and re-zoning this amalgamation of properties. What we are asking is to not re-zone to the highest extreme possible to fit the most units in for the lowest cost. We are asking for balance that is in alignment with the most recent developments in the village and which will fit into the neighbourhood.

Best practice community planning for communities should include the most up-to-date input from the community members who have been consulted with. Consulting with community members and then telling them their input cannot be considered right now, but not to worry, it will eventually go into a long term plan and in the meantime approving re-zoning and development projects that go against the input gathered, is completely unacceptable and the worst of practices.

Jeff Smith  
1032 Oliphant ST.  
[REDACTED]

On Wed, Nov 2, 2016 at 1:53 PM, Brian Green <[BGreen@victoria.ca](mailto:BGreen@victoria.ca)> wrote:

Hi Jane

Thanks for the email follow up on the purpose of the meeting, and having reviewed these I can answer the questions by email without the need for a meeting.

- can the application be deferred until the LAP is complete?  
No. An application has been submitted to the City and staff are reviewing this application in accordance with existing Council policy. Staff are legally bound to process applications in accordance with Provincial legislation and only the owner or possibly Council can decide to put the application on hold until the outcome of the Neighbourhood Plan is known. As you may be aware the Neighbourhood Plan is not due to be completed until June 2017 at the earliest and we are currently a month or two behind that schedule, therefore we are still at a very early stage in the process to produce a new Neighbourhood plan which will eventually and hopefully become Council policy.
- will the comments from the community to the LAP be included in Planning's presentation/recommendation of this application to Council?

The Neighbourhood Plans for Fairfield and Gonzales are still at the very early stages in their development, essentially we have just completed the visioning phase (phase 2) and begun the Co-Create Stage (phase 3) therefore there is no policy to inform this application directly or to inform Council with. Staff did provide Council with a briefing note on the phase 2 visioning phase,( a summary of all the feedback received) staff have not included the feedback from the phase 2 visioning phase in the application report which will be going to Council as it is not policy.

- what else can we do to ensure Council members are aware of the community's wishes expressed in the LAP?

As this application is a rezoning application members of the public can provide their feedback on the application to Council at a public hearing either in writing or speaking at the hearing.

Kind regards  
Brian

Brian Green MCIP, RPP, MRTPI  
Senior Planner  
Sustainable Planning and Community Development  
City of Victoria  
1 Centennial Square, Victoria BC V8W 1P6

T [250.361.0362](tel:250.361.0362) F [250.361.0557](tel:250.361.0557) E [bgreen@victoria.ca](mailto:bgreen@victoria.ca)



Get involved in the:

Fairfield-Gonzales Neighbourhood Plan  
<http://www.victoria.ca/fairfield-gonzales>

Vic West Neighbourhood Plan  
<http://www.victoria.ca/vicwest>

**From:** Jane Ramin [mailto:[janeramin@gmail.com](mailto:janeramin@gmail.com)]

Sent: Wednesday, November 2, 2016 10:28 AM

To: Brian Green <[BGreen@victoria.ca](mailto:BGreen@victoria.ca)>

Cc: Ken Roueche [REDACTED] Arlene Carson

[REDACTED] John Tylee [REDACTED]

Subject: LAP and Oliphant

Brian, Ken is busy this morning so asked if I could reply to your questions regarding our meeting on Fri. at 1:30. We represent a group of concerned neighbours in the Cook St. Oliphant area. We have been meeting with Mr. Cole in an effort to revise his proposed development at the corner of Cook and Oliphant to make it more in line with the wishes of the neighbours, as directed by Mayor and Council on July 14, 2016. At the recent LAP forums we heard that the broader Fairfield community has similar wishes to our own. Consequently, we would like to explore the following points with you.

- can the application be deferred until the LAP is complete?
- will the comments from the community to the LAP be included in Planning's presentation/recommendation of this application to Council?
- what else can we do to ensure Council members are aware of the community's wishes expressed in the LAP?

We will reserve a table at Mocha House.

In attendance will be: Ken Roueche, 47 Howe St.; Arlene Carson #405 1050 Park Blvd.; John Tylee #402 1014 Park Blvd.; and Jane Ramin 1023 Oliphant Ave.

We look forward to a productive meeting on Friday. Thanks, Jane



## **Amanda Ferguson**

---

**From:** [REDACTED]  
**Sent:** Wednesday, November 09, 2016 11:43 AM  
**To:** PAMELA MADOFF; Chris Coleman (Councillor); Geoff Young; Jeremy Loveday (Councillor); Ben Isitt (Councillor); Lisa Helps (Mayor); Marianne Alto (Councillor); Charlayne Thornton-Joe (Councillor); Margaret Lucas (Councillor)  
**Subject:** REZONING APPLICATION 1041 OLIPHANT STREET

Good Morning:

Much to the disappointment of many in the neighbourhood the owner for the captioned property has not responded to your request that he work with the community to address our concerns including the height and the integration of the proposal into the Cook Street Village.

It is clear from the 2003 CSV Guidelines and from the recent Local Area Plan Forum on the Village that the neighbourhood is looking to promote and enhance the unique qualities of the Village and to limit future development to no more than 4 storeys, or about 42 feet. There is ample opportunity for redevelopment within the CSV and the Cook Street Corridor without resorting to such a sensitive and over bearing project.

Please, reject this application for rezoning.

Yours truly,

Ken Roueche  
47 Howe Street  
Victoria V8V 4K2  
Canada

Tel: [REDACTED]

## Amanda Ferguson

---

**From:** webforms@victoria.ca  
**Sent:** Sunday, November 06, 2016 9:21 PM  
**To:** Victoria Mayor and Council  
**Subject:** Mayor and Council email

From: Marne St claire

Email : [REDACTED]

Reference :

Daytime Phone : [REDACTED]

Dear Mayor and Council

Thanks for the work you are doing in trying to reflect the concerns of the citizens of Fairfield regarding the proposed apartment building at Cook Street and Olliphant. Finding a balance between the desires of the developer and those of us who live in the area cannot be an easy challenge.

I see that there have been concessions on the part of the developer.

Bottom line:

Five stories is too high. It sets a precedent for the area which is currently three stories. We do not want to cheapen the Cook St. Village area with buildings that are too big for the amount of land they sit on.

I suggest you also try to drive or ride down Olliphant from Cook Street and check out how dense the population is there .It is a tight little street.

The appeal of Cook St., Village is it's low rise silhouette with enormous old chestnut trees dwarfing the buildings. The scale is healthy.

Nature is bigger than the man-made structures.

Please hold fast and deny the developer a chance to ruin that balance.

Yours truly

Marne St. Claire

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IP Address: 184.151.231.11

## Amanda Ferguson

---

**From:** Sid Tafler [REDACTED]  
**Sent:** Wednesday, November 09, 2016 9:56 AM  
**To:** Victoria Mayor and Council  
**Subject:** re rezoning application 1041 Oliphant and 202-220 Cook

To Mayor and Council  
re rezoning application 1041 Oliphant and 202-220 Cook Nov. 10, 2016 Committee of the Whole and Council meeting

I respectfully request that you decline the recommendation to refer this application to public hearing.

On July 14 of this year, council directed that the application be reconsidered and amended to consider neighbourhood concerns regarding height and integration into the Cook Street Village.

After much discussion by city staff, the applicant and neighbours of the property in question, those concerns have not been adequately addressed, especially the height of the building.

The community has spoken loudly and clearly that the Village retain its current ambience and low-rise development, both in past studies and in the current eight-month Local Area Plan process.

We know that downtown and other areas in the region that welcome this kind of growth are expanding to unprecedented heights and will more than accommodate anticipated population increases.

All those residents of the present and the future will want nearby places that are still quaint and sedate, where they can buy a coffee or a rain hat, sit under leafy, century-old oak trees, stroll to Beacon Hill Park or the Dallas Road walkway.

I think of the best European cities—bustling metropolises, and a short bus ride away, the quiet little village or borough where you can escape and relax.

Thank you for your consideration.

Sid Tafler



## Amanda Ferguson

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**Subject:** FW: Proposed Cook-Oliphant development.

**From:** John Tylee [REDACTED]

**Date:** November 9, 2016 at 1:27:06 PM PST

**To:** Victoria Mayor and Council <[mayorandcouncil@victoria.ca](mailto:mayorandcouncil@victoria.ca)>, "Lisa Helps (Mayor)" <[mayor@victoria.ca](mailto:mayor@victoria.ca)>, [malto@victoria.ca](mailto:malto@victoria.ca), [ccoleman@victoria.ca](mailto:ccoleman@victoria.ca), [bisitt@victoria.ca](mailto:bisitt@victoria.ca), "Jeremy Loveday (Councillor)" <[jloveday@victoria.ca](mailto:jloveday@victoria.ca)>, [mlucas@victoria.ca](mailto:mlucas@victoria.ca), Pamela Madoff <[pmadoff@shaw.ca](mailto:pmadoff@shaw.ca)>, [cthorton-joe@victoria.ca](mailto:cthorton-joe@victoria.ca), [gyoung@victoria.ca](mailto:gyoung@victoria.ca)

**Subject:** Proposed Cook-Oliphant development.

For some 30 years, the residents of Fairfield have advocated, including through the Cook Street Village Guidelines, that buildings in the Village be limited to four storeys. The City's 2012 OCP allows up to 4 storeys in the Village, and up to 6 storeys "may be considered in strategic locations for the advancement of plan objectives." The proposed development has been given this consideration by City staff referencing OCP 13.1, which refers to accommodating population growth. Yet, without any such inducements, Fairfield is on track to accommodate OCP population growth targets. The Fairfield Community Profile shows a need for 40-45 additional housing units p.a. and an achievement of 46 additional units p.a. over 2012-2015.

Residents living closest to the proposed development have met with the developer several times to indicate their strong opposition to the height and setbacks proposed. The developer's response was that he would lose money on his property if he reduced the proposed height. Given the increase in house prices over the last two years, this may make him unique among residential property owners in the city.

Over the last month, there have been three widely advertised Fairfield local area planning sessions that addressed buildings in the Village. Two of the sessions featured in-depth presentations from out of town consultants hired by the Planning department. These sessions demonstrated a strong community majority in favour of:

- keeping buildings to 4 storeys or less
- maintaining or increasing setbacks rather than reducing them
- requiring very significant variations in building facades along the street

These were not just community concerns - one consultant presentation stressed the importance of the last two bullet points.

These sessions also revealed that the Village had a strong retail sector, which is made possible by offering a totally different shopping experience from downtown. To maintain this competitive edge, it is crucial that the Village's appearance not be compromised by buildings, such as that proposed, which look as if they belong downtown, rather than in a village.

In sum:

- the Fairfield community has consistently, for three decades, opposed construction over 4 storeys in the Cook Street Village. In the last month, this position has been strongly endorsed by those closest to the proposed development, and by those present at three City planning sessions.
- The latest City data show no need to give special consideration and higher densities to residential development in Fairfield.
- The proposed development is substantially at variance with best practices in village development, as outlined by experts hired by the City, and could also undermine the Village's retail vitality.

Highly attractive destinations such as Cook Street Village are few and far between, because they take years to develop organically and are usually short-lived. Typically, once their beauty is recognized, entrepreneurs seek to monetize it without understanding its source. Unless cities develop and enforce appropriate detailed density and design rules in advance, a single insensitive development can start an unstoppable process of decline. This, in my view, is where we now stand in Cook Street Village.

I respectfully request that you reject the applicant's proposal.

John Tylee  
#402 1014 Park Blvd  


## Amanda Ferguson

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**From:** Crin Roth [REDACTED]  
**Sent:** Friday, November 04, 2016 10:32 AM  
**To:** Brian Green; Victoria Mayor and Council  
**Subject:** Fwd: LAP and Oliphant

Dear Brian, Lisa and all counillors

I fully support the letter I have forwarded to you from my neighbour, Jeff Hunter-Smith. He is saying what we as close and impacted neighbours to the current proposal application on the corner of Cook and Oliphant which I think is soon heading to COTW have been saying to you for a long time. Please read his letter carefully and know the feelings, wishes and stand of the neighbours on Oliphant, Park and the larger community of CSV.

Many thanks,  
Crin Roth

1018 Oliphant Ave.

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**From:** "JEFF HUNTER-SMITH" [REDACTED]  
**To:** [REDACTED]  
**Cc:** "Jane Ramin" <[REDACTED]> "Ken Roueche" [REDACTED] "Arlene Carson" [REDACTED]  
[REDACTED] "Anne Russo" [REDACTED] "Greg Balicki" [REDACTED]  
[REDACTED] "Jacinthe Tremblay" [REDACTED] "Crin Roth" [REDACTED]  
[REDACTED] "NICOLE-CSV" [REDACTED] "Marie Claire" [REDACTED]  
[REDACTED] "Sid Tafler" [REDACTED]  
**Sent:** Thursday, November 3, 2016 8:28:05 PM  
**Subject:** Re: LAP and Oliphant

Hell Brian,

As a directly impacted neighbour to the Cook/Oliphant re-zoning application I have some comments on your recent response to Jane, which I have been copied on and have pasted below.

With respect to your points 2 and 3 below, I understand that a policy has not been finalized but with all due respect, the wishes of the community members have been clearly communicated and deserve to be considered today. The spirit of this communication cannot wait until a policy is developed. The questions Jane has asked are obviously making the point that community members would like City Planners to consider the re-zoneing and development applications in the spirit of the ongoing work and planning processes that are currently underway. City Planners, Mayor and council have heard our clear direction on what would be acceptable and what would not be acceptable. This has also been echoed by others in the LAP process. Therefore City Planners can either incorporate the results of this consultation and input sessions with local residents or they ignore it.

We are asking that City Planners incorporate the input of residents and community members into the highly controversial and impactful developments now, as well as into the long term planning processes and policies of the future. Otherwise its too late and the bad decisions of this fall and early spring will stick out as colossal mistakes when the plan is finalized in June 2017.

We have a village with mostly 2-4 story buildings and do not want 5 story buildings. This is a consistent point that has been made for many years in the village and is what the most recent developments in the village have adhered to (the Bubby Rose Building and the Castana building on Sutlej). For city planners to pretend they are not aware of this consistent request by a majority of residents is not inclusive nor community-respected planning. Nor is it practical. One only has to come out and stand in the village and see what an impact a building that towers over the Chestnut trees would do to the village character and ambiance.



I suggest that if the city planners cannot include the current groundswell of community member and neighbor input, then perhaps it is best to not re-zone this property at all. After all what you are contemplating is the tearing down of low cost rental units for families (tri-plex houses and a 5 unit apartment) in exchange for \$500,00- \$800,000 condos. We, the neighbours who reside within a block or two of the development have always said that we are not against re-developing and re-zoning this amalgamation of properties. What we are asking is to not re-zone to the highest extreme possible to fit the most units in for the lowest cost. We are asking for balance that is in alignment with the most recent developments in the village and which will fit into the neighbourhood.

Best practice community planning for communities should include the most up-to-date input from the community members who have been consulted with. Consulting with community members and then telling them their input cannot be considered right now, but not to worry, it will eventually go into a long term plan and in the meantime approving re-zoning and development projects that go against the input gathered, is completely unacceptable and the worst of practices.

Jeff Smith  
1032 Oliphant ST.  
[REDACTED]

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On Wed, Nov 2, 2016 at 1:53 PM, Brian Green [REDACTED] wrote:

Hi Jane

Thanks for the email follow up on the purpose of the meeting, and having reviewed these I can answer the questions by email without the need for a meeting.

- can the application be deferred until the LAP is complete?

No. An application has been submitted to the City and staff are reviewing this application in accordance with existing Council policy. Staff are legally bound to process applications in accordance with Provincial legislation and only the owner or possibly Council can decide to put the application on hold until the outcome of the Neighbourhood Plan is known. As you may be aware the Neighbourhood Plan is not due to be completed until June 2017 at the earliest and we are currently a month or two behind that schedule, therefore we are still at a very early stage in the process to produce a new Neighbourhood plan which will eventually and hopefully become Council policy.

- will the comments from the community to the LAP be included in Planning's presentation/recommendation of this application to Council?

The Neighbourhood Plans for Fairfield and Gonzales are still at the very early stages in their development, essentially we have just completed the visioning phase (phase 2) and begun the Co-Creat Stage (phase 3) therefore there is no policy to inform this application directly or to inform Council with. Staff did provide Council with a briefing note on the phase 2 visioning phase, (a summary of all the feedback received) staff have not included the feedback from the phase 2 visioning phase in the application report which will be going to Council as it is not policy.

- what else can we do to ensure Council members are aware of the community's wishes expressed in the LAP?

As this application is a rezoning application members of the public can provide their feedback on the application to Council at a public hearing either in writing or speaking at the hearing.

Kind regards

Brian

Brian Green MCIP, RPP, MRTPI

Senior Planner  
Sustainable Planning and Community Development  
City of Victoria  
1 Centennial Square, Victoria BC V8W 1P6

T [250.361.0362](tel:250.361.0362) F [250.361.0557](tel:250.361.0557) E [bgreen@victoria.ca](mailto:bgreen@victoria.ca)



Get involved in the:

Fairfield-Gonzales Neighbourhood Plan

<http://www.victoria.ca/fairfield-gonzales>

Vic West Neighbourhood Plan

<http://www.victoria.ca/vicwest>

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**From:** Jane Ramin [mailto:[REDACTED]]

**Sent:** Wednesday, November 2, 2016 10:28 AM

**To:** Brian Green [REDACTED]

**Cc:** Ken Roueche [REDACTED] Arlene Carson [REDACTED] John Tylee [REDACTED]

**Subject:** LAP and Oliphant

Brian, Ken is busy this morning so asked if I could reply to your questions regarding our meeting on Fri. at 1:30. We represent a group of concerned neighbours in the Cook St. Oliphant area. We have been meeting with Mr. Cole in an effort to revise his proposed development at the corner of Cook and Oliphant to make it more in line with the wishes of the neighbours, as directed by Mayor and Council on July 14, 2016. At the recent LAP forums we heard that the broader Fairfield community has similar wishes to our own. Consequently, we would like to explore the following points with you.

- can the application be deferred until the LAP is complete?
- will the comments from the community to the LAP be included in Planning's presentation/recommendation of this application to Council?
- what else can we do to ensure Council members are aware of the community's wishes expressed in the LAP?

We will reserve a table at Mocha House.

In attendance will be: Ken Roueche, 47 Howe St.; Arlene Carson #405 1050 Park Blvd.; John Tylee #402 1014 Park Blvd.; and Jane Ramin 1023 Oliphant Ave.

We look forward to a productive meeting on Friday. Thanks, Jane

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John Tylee





## Amanda Ferguson

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**Subject:** FW: Email to Mayor and Council re: Cook and Oliphant Development Proposal

**From:** Jane Ramin [REDACTED]  
**Sent:** Friday, October 28, 2016 10:37 AM  
**To:** Victoria Mayor and Council <[mayorandcouncil@victoria.ca](mailto:mayorandcouncil@victoria.ca)>  
**Subject:** Cook and Oliphant Development Proposal

The neighbours adjacent to this development have attempted to work with the applicant on concerns of “height and integration to the neighbourhood” as directed by you at the July 14, 2016 Council meeting.

We have met with the applicant three times. In every case, we found out from others, just prior to our scheduled meeting, that the developer had submitted revisions to his plan to the City, without any discussion of his proposed changes with the neighbours.

In addition to cosmetic changes, he has reduced commercial space, eliminated the commercial loading and much of the surface parking at the rear of the building and reduced the height by 3 feet to 55 feet (16.7m). These changes begin to address our concerns. However, we have consistently asked for a 42 foot, 4 storey building, with no commercial space and some increased setbacks. The applicant has in no way modified the footprint and mass of the proposed building, which is too large for this site.

The developer argues that he has “given up” as much as he can and that we have not compromised in any way. As neighbours, we continue to be greatly compromised by this proposal. While the developer started by proposing the maximum allowed by the OCP (six storeys and commercial), we are starting from what currently is there (detached homes and very small rental buildings). A compromise between these two positions would be acceptable, however significant changes in the plan are still required to reach this.

In the public forums held this month for the Fairfield Local Area Plan, the community has consistently said: nothing over 4 storeys in the CSV; setbacks consistent with existing street front setbacks; no lengthy undifferentiated frontages in CSV; and slanted, not flat roofs in CSV. The current proposal is inconsistent not only with the wishes of the immediate neighbours, but also with the wishes of the broader Fairfield community.

We appreciate the opportunity to work with the developer. Unfortunately, it has resulted in relatively little change in his proposal.

Cook and Oliphant neighbours (list attached).

<list of concerned neighbours1.docx>

Greg & Amanda Balicki	1005 Oliphant Ave.
Anne & Jules Russo	1017 Oliphant Ave.
Crin Roth	1018 Oliphant Ave.
Jane Ramin	1023 Oliphant Ave.
Jacinthe Tremblay	1026 Oliphant Ave.
Gordon Clements	1026 Oliphant Ave.
Jeff & Karen Smith	1032 Oliphant Ave.
Arlene Carson	#405 - 1050 Park Blvd.
Marie Claire Legun	#301 - 1050 Park Blvd.
Ken Roueche	47 Howe St.
Jane and Beat Mertz	89 Howe St.
Sid Taffler	121 Howe St.

## Amanda Ferguson

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**From:** webforms@victoria.ca  
**Sent:** Sunday, November 06, 2016 9:21 PM  
**To:** Victoria Mayor and Council  
**Subject:** Mayor and Council email

From: Marne St claire

Email : [REDACTED]

Reference :

Daytime Phone : [REDACTED]

Dear Mayor and Council

Thanks for the work you are doing in trying to reflect the concerns of the citizens of Fairfield regarding the proposed apartment building at Cook Street and Olliphant. Finding a balance between the desires of the developer and those of us who live in the area cannot be an easy challenge.

I see that there have been concessions on the part of the developer.

Bottom line:

Five stories is too high. It sets a precedent for the area which is currently three stories. We do not want to cheapen the Cook St. Village area with buildings that are too big for the amount of land they sit on.

I suggest you also try to drive or ride down Olliphant from Cook Street and check out how dense the population is there .It is a tight little street.

The appeal of Cook St., Village is it's low rise silhouette with enormous old chestnut trees dwarfing the buildings. The scale is healthy.

Nature is bigger than the man-made structures.

Please hold fast and deny the developer a chance to ruin that balance.

Yours truly

Marne St. Claire

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IP Address: 184.151.231.11