

From the Planning and Land Use Committee meeting of January 28, 2016:

**9.1 Development Permit with Variances Application No. 00002 for 1001 Blanshard Street and 804-812 Broughton Street**

Committee received a report dated January 14, 2016, regarding an application to demolish a portion of the existing building and add a second storey to the remaining portion and construct a new attached single storey building.

That after giving notice and allowing an opportunity for public comment at a meeting of Council, that Council consider the following motion:

That Council authorize the issuance of Development Permit with Variances Application No. 00002 for 1001 Blanshard Street and 804-812 Broughton Street, in accordance with:

1. Plans date stamped December 31, 2015.
2. Development meeting all *Zoning Regulation Bylaw* requirements, except for the following variances:
  - i. Schedule C, Section 16.C.12: reduce the required number of parking spaces from 48 to 10;
  - ii. Schedule C, Section 7.2(b): reduce the setback of parking spaces from the street from 1m to 0.62m.
3. The Development Permit lapsing two years from the date of this resolution.
4. That this application be forwarded to the Council meeting of January 28, 2016 to set a Hearing Date for February 11, 2016.

CARRIED UNANIMOUSLY 16/PLUC

From the Council meeting of January 28, 2016:

**1. Development Permit with Variances No. 00002 for 1001 Blanshard Street and 804 – 812 Broughton Street**

That after giving notice and allowing an opportunity for public comment at a meeting of Council, that Council consider the following motion:

That Council authorize the issuance of Development Permit with Variances Application No. 00002 for 1001 Blanshard Street and 804-812 Broughton Street, in accordance with:

1. Plans date stamped December 31, 2015.
2. Development meeting all *Zoning Regulation Bylaw* requirements, except for the following variances:
  - i. Schedule C, Section 16.C.12: reduce the required number of parking spaces from 48 to 10;
  - ii. Schedule C, Section 7.2(b): reduce the setback of parking spaces from the street from 1m to 0.62m.
3. The Development Permit lapsing two years from the date of this resolution.
4. That this application be forwarded to the Council meeting of January 28, 2016 to set a Hearing Date for February 11, 2016.

**Carried Unanimously**



## Planning and Land Use Committee Report For the Meeting of January 28, 2016

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**To:** Planning and Land Use Committee      **Date:** January 14, 2016  
**From:** Jonathan Tinney, Director, Sustainable Planning and Community Development  
**Subject:** Development Permit with Variances Application No. 00002 for 1001  
Blanshard Street and 804-812 Broughton Street

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### RECOMMENDATION

That after giving notice and allowing an opportunity for public comment at a meeting of Council, that Council consider the following motion:

"That Council authorize the issuance of Development Permit with Variances Application No. 00002 for 1001 Blanshard Street and 804-812 Broughton Street, in accordance with:

1. Plans date stamped December 31, 2015.
2. Development meeting all *Zoning Regulation Bylaw* requirements, except for the following variances:
  - i. Schedule C, Section 16.C.12: reduce the required number of parking spaces from 48 to 10;
  - ii. Schedule C, Section 7.2(b): reduce the setback of parking spaces from the street from 1m to 0.62m.
3. The Development Permit lapsing two years from the date of this resolution."

### LEGISLATIVE AUTHORITY

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

### EXECUTIVE SUMMARY

The purpose of this report is to present Council with information, analysis and recommendations for a Development Permit with Variances Application for the property located at 1001 Blanshard Street and 804-812 Broughton Street. The proposal is to permit exterior changes to an existing two-storey commercial building, upgrades to landscaping and pedestrian areas, construction of

a new services building and pedestrian walkway. The variances are related to reducing the required number of parking spaces and the setback of off-street parking spaces from the street.

The following points were considered in assessing this Application:

- The proposal is generally consistent with the *Downtown Core Area Plan*.
- The proposal is consistent with the *Cathedral Hill Precinct Plan*.
- The upgrades being proposed would allow for a new restaurant to operate on the second storey and commercial businesses to operate on the main level.
- The variances are related to reducing the required number of parking spaces and the setback from an off-street parking space from the street.
- The results of the parking study, location and existing conditions of the site, and the proposed onsite bicycle facilities justify the proposed parking variances.

## **BACKGROUND**

### **Description of Proposal**

The proposal is to permit exterior changes to an existing two-storey commercial building, upgrades to landscaping and pedestrian areas, and construction of a new services building.

Specific details include:

- the existing building along the eastern edge of the site (812 Broughton Street) would be demolished to accommodate a new services building and pedestrian walkway to a common area located on the adjacent property to the north
- the walkway would be open during courtyard business hours and closed overnight by a rolling wood-clad gate located at its entrance off Broughton Street
- the new services building would be constructed of concrete block and finished with solid wood slats that form a trellis above the pedestrian walkway
- lighting and landscaping would be integrated into the trellis structure
- new glass and steel exterior stairs with a canopy lead up to the second floor restaurant and upper-storey patio
- the existing brick exterior walls would be stained a charcoal colour to retain the brick texture and the stucco fascia would be painted to match
- a glass guardrail in the style of the canopy would enclose the rooftop patio of the restaurant
- a south-facing outdoor patio with rain gardens and raised planters would be installed
- the parking area would incorporate decorative permeable pavers and perimeter landscaping.

The proposed variances are related to:

- reducing the required number of parking spaces from 48 to 10
- reducing the setback parking spaces from the street from 1m to 0.62m.

### **Sustainability Features**

As indicated in the applicant's letter dated December 27, 2015, onsite stormwater management infrastructure, such as rain gardens and permeable surface treatments, would be incorporated



into the landscaping of the site. Adaptive reuse of the existing building by maintaining the structural brick walls and timber roof structure, and increasing the insulation for improving energy performance are also being proposed.

### Active Transportation Impacts

The application proposes the following features which support active transportation:

- fourteen Class 1 bicycle parking spaces to be provided in a secure and enclosed bicycle room
- four Class 2 bicycle parking spaces by installing two inverted U bike racks onsite at the corner of Blanshard Street and Broughton Street
- four Class 2 bicycle parking spaces on the sidewalk.

### Public Realm Improvements

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

### Existing Site Development and Development Potential

The site is presently a two-storey commercial building, which is currently vacant and a stand-alone single-storey building.

Under the current C1-BB Zone, Blanshard and Broughton Street District, the property could be developed at a density of 2:1 Floor Space Ratio (FSR) and with the uses proposed or into a multi-unit residential, commercial or mixed-use building up to approximately seven storeys in height.

### Data Table

The following data table compares the proposal with the existing C1-BB Zone. An asterisk is used to identify where the proposal is less stringent than the existing zone. The term "n/a" is used to indicate that the requirements are not applicable in the zone.

Zoning Criteria	Proposal	Zone Standard C1-BB Zone, Blanshard and Broughton Street District
Density (Floor Space Ratio) - maximum	0.66:1	2.00:1
Height (m) - maximum	7.49m	22.50m
Setbacks (m) - minimum		
Front (Shelbourne Street)	0.00	n/a
Rear	0.00	n/a
Side (north)	0.25	0.00
Side (south)	4.10	n/a
Parking - minimum	10*	48

Zoning Criteria	Proposal	Zone Standard C1-BB Zone, Blanshard and Broughton Street District
Setback of off-street parking space	0.62m*	1m
Bicycle parking stalls (minimum)		
Class 1	14	3
Class 2	4	3

### Relevant History

In February 2015, Council approved a rezoning of the subject property to the C1-BB Zone to bring the property's zoning more in line with the objectives of the *Official Community Plan* (OCP) by allowing a broader range of uses than what was currently permitted in the original zone.

### Community Consultation

Consistent with the *Community Association Land Use Committee (CALUC) Procedures for Processing Rezoning and Variances Applications*, on December 21, 2015, the application was referred for a 30-day comment period to the Fairfield Gonzales Community Association. At the time of writing this report, a letter from the CALUC had not been received.

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

### ANALYSIS

The OCP identifies this property within Development Permit Area 14: Cathedral Hill Precinct. The site is subject to the design guidelines outlined in the *Downtown Core Area Plan* (DCAP) and *Cathedral Hill Precinct Plan* (CHPP).

The proposed retrofits to the existing building, landscaping and pedestrian areas would result in attractive, identifiable and welcoming space and streetscape. The new services building located along the eastern property boundary would be constructed of concrete block and finished with solid wood slats that form a trellis above the pedestrian walkway, which would complement the exterior finishes of the main building. This building will accommodate a garbage and recycling room, bicycle storage and public washrooms. A roll-up door is being proposed on the east elevation to provide access to the garbage and recycling room.

The proposed pedestrian walkway through the property to the courtyard area (the Common) on the adjacent property would incorporate pedestrian-scale lighting. The entrance to the walkway is setback from Broughton Street and would not be easily identifiable from the street level. However, the applicant is proposing decorative permeable unit pavers in the parking area and landscaping to demarcate the pedestrian walkway between the two buildings. The walkway would be open during courtyard business hours (of the Common) and closed overnight by a rolling wood-clad gate at its entrance off Broughton Street.



## Regulatory Considerations

The applicant is proposing to reduce the required number of parking spaces from 48 to 10. There are currently eight surface parking spaces onsite, however, an additional two parking spaces will be gained from the removal of the 812 Broughton Street building. This would appear to be a significant parking variance, however there are currently only eight stalls and there is on-street parking and parking facilities within walking distance to the site as well as major transit stops. To offset a reduction in parking, the applicant is also proposing to provide 14 Class 1 bicycle parking spaces in the new services building. Another point to consider is while the Application site is located within the Fairfield neighbourhood, it borders the Downtown Core Area where the zoning of adjacent properties do not require parking for commercial uses.

A parking study prepared by Boulevard Transportation is attached to this report. The parking study suggests that the parking demand would be as low as 20 parking spaces and up to 38 parking spaces depending on the types of businesses that would occupy the building. Restaurants typically have a higher parking demand, however, there will likely be a mix of office/retail/restaurant businesses on the main level.

Given the walkability of the neighbourhood, alternative transportation options in the vicinity and the results of the parking study, staff recommend that Council consider supporting this parking variance.

The applicant is also requesting a variance to reduce the setback of parking spaces from a street from 1m to 0.62m. There is no change to the existing surface parking onsite, except for the additional two parking spaces being provided. Landscaping will be installed adjacent to the parking spaces flanking the street. Staff recommend that Council consider supporting this setback variance.

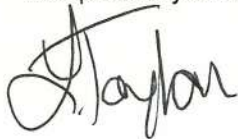
## CONCLUSIONS

The Application to permit some minor exterior changes to the main building and the construction of a new services building, as well as landscaping improvements and upgrades to the pedestrian areas onsite, are consistent with the design guidelines outlined in DCAP and *Cathedral Hill Precinct Plan*. The parking variances are also recommended as being supportable given the results of the parking study, location and existing conditions of the site, and the bicycle facilities being proposed. Staff recommend that Council consider supporting this Application.

## ALTERNATE MOTION

That Council decline Development Permit with Variances Application No. 00002 for the property located at 1001 Blanshard Street and 804-812 Broughton Street.

Respectfully submitted,



Leanne Taylor  
Senior Planner  
Development Services Division



Jonathan Tinney, Director  
Sustainable Planning and Community  
Development Department

Report accepted and recommended by the City Manager:

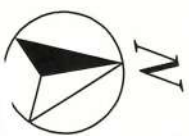


Date: January 13, 2016

**List of Attachments**

- Zoning map
- Aerial map
- Letter to Mayor and Council dated December 27, 2015
- Parking Study dated December 3, 2015
- Plans dated December 31, 2015.





Development Permit with Variance #00002  
1001 Blanshard Street and  
804-812 Broughton Street







Development Permit with Variance #00002





24 November 2015

Updated 27 December 2015

City of Victoria  
No.1 Centennial Square  
Victoria BC  
V8W 1P6



**Attn.: Mayor & Council**

**Re: 1001 Blanshard Street Development Permit Application**

Fort Properties is making application to the City of Victoria for a Development Permit for 1001 Blanshard Street. Although the site is located downtown, opposite the Royal Theater at the corner of Broughton Street, a quirk of zoning and neighbourhood boundaries means the project is considered part of Fairfield and requires parking in conformance with Schedule C, whereas adjacent properties to the north do not. As a result the proposal, which involves relatively minor exterior changes to the existing building, will require **two parking variances** based on the limited availability of parking on the site. The existing building was formerly a bank branch and is currently vacant. **The application is for a new restaurant located at the building second floor and, in order to avoid the necessity to apply for separate Development Permits with each new tenant, this proposal also seeks to include possible future uses for the ground floor within the scope of the parking relaxation. Based on the parking study forming part of this application, the projected maximum number of parking vehicles that will be generated by business uses permitted on the site is 40. The site can accommodate a maximum of 10 parking stalls. The parking study further concludes that the projected *maximum* shortfall of 30 vehicles can be adequately accommodated by the surrounding surface lots and street parking. This study, and the site's location downtown, where off-street parking is typically not a zoning requirement form the basis of the variance request.**

## Neighbourhood Context

1001 Blanshard Street is located downtown, on the northeast corner of Blanshard and Broughton Streets, at the south side of the revitalized Fort-Blanshard retail and restaurant district. The district serves the residents of Victoria's downtown and the adjacent neighbourhoods of Fairfield, James Bay, and Rockland.

In 2012 Fort Properties began working with Cascadia Architects to develop a comprehensive improvement plan for its properties at the corner of Blanshard and Fort Streets. This improvement plan is based on Fort Realty's Triple Bottom Line approach, encompassing people, planet, and prosperity. The plan's primary objective is to create a pedestrian-friendly environment that fosters a healthy commercial setting, and contributes to the diversity of the urban fabric of Victoria's downtown community.



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A Corporate Partnership

Principals

**GREGORY DAMANT**  
Architect AIBC, LEED AP

**PETER JOHANNKNECHT**  
Architect AIBC, LEED AP,  
Interior Architect AKNW Germany



## Project Details

As the next step in this comprehensive plan for the block, the proposed scheme for 1001 Blanshard is consistent and complementary with the other rejuvenated properties on the block. Within the limitations of the existing building structure, which is being adapted for a new second floor restaurant tenant, the proposal seeks to achieve a more ambitious vision for a comprehensive site activation that will literally open the door to what is intended to become a commercial and cultural precinct centered around the adjacent Royal Theater and Fort Common courtyard.

The proposed scheme will contribute an additional pedestrian thoroughfare connection to the Common, completing a through-block connection between Blanshard Street and Broughton Street. This pedestrian lane, along with a new services building, is accomplished by the demolition of the small 812 Broughton building along the eastern edge of the site. Other than the removal of this building, the overall massing of the existing site remains essentially unchanged by this proposal.

The new lane engages with Broughton Street via a new multi-function plaza space, which serves primarily as a parking area to provide a portion of the parking required for the site under Schedule C. In order to achieve space for 10 parking stalls on site a relaxation of the 1m parking setback from a street required by Schedule C to 0.62m is requested. Additionally, the parking area incorporates decorative paving, landscaping and is level with the adjacent patio and walkway to the courtyard so that it appears more like an extension of plaza space and can play a more valuable role in the hosting of community events, festivals, and open air markets. The southern edge of the site is further activated with new patio seating space at the SW corner, raingardens, and a glass sheltered entry and stair leading to the second floor restaurant. All of these spaces are designed to allow opportunities for synergy with events at the Royal Theatre on the adjacent corner of Broughton and potentially the programs of the nearby Library and YM/YMCA.

Architectural alterations to the 1001 Blanshard building are minor, and retain the building's stylistic references to mid-century 'prairie-style' architecture while giving it a contemporary update. The primary new feature is a glass and steel exterior stair and canopy leading to the second floor restaurant and patio. The minimalist rectangular forms of the glass canopy defer to the lines of the existing building but are intended to glow with light in the evening, creating an attractive 'front door' for the restaurant that is visible from Blanshard Street and compliments the cultural evening atmosphere of the Royal's lighted historic façade. Other alterations are limited to new painting, landscaping and the pedestrian walkway. The 1001 building existing brick exterior walls will be stained a charcoal colour to keep the brick texture while updating the colour. Likewise the stucco fascias will be painted to match. A glass guardrail in the style of the canopy will enclose the rooftop patio of the restaurant. Landscaping at the SE corner patio will treat rainwater run-off in conjunction with the new parking area and provide an attractive natural feature at the corner of Blanshard and Broughton and climbing vines will be integrated in the narrow window openings of the building as a natural screen to soften the overall appearance. The new service building will be constructed of concrete block but ornamented with wood battens that form trellis on both sides and overhead of the pedestrian walkway. Lighting and landscape elements are integrated in the trellis structure. It is intended to create a light dappled and inviting passage from the street to the courtyard while screening an otherwise utilitarian building. The walkway will be open during hours of the courtyard businesses and closed overnight by a rolling wood-clad gate at its entrance. Emergency egress from the courtyard will be provided via a person-door in the gate in the same fashion as the existing courtyard gate on Blanshard Street.

In addition to creating the laneway connection to the courtyard, demolition of the 812 Broughton building will permit onsite parking to be increased from 8 spots to 10. The proposal will also create one extra on-street parking space as a by-product of the driveway adjustment. Even so, a variance will be needed for the parking requirement. As the ground floor uses have not been confirmed at this time, the number of this variance is not fixed. Parking implications of different uses has been described in a detailed parking study conducted by Boulevard Transportation Group, which has indicated that based on utilization rates of nearby on-street and off-street surface parking stalls, adequate parking (additional to the 10 stall proposed on site) is available in the local vicinity to address the intent of Schedule C for the full range of uses. For this reason **the proposal seeks to have the full range of zoning permitted uses approved for the building under this DP application, in terms of the parking variance. This will allow tenancing of the ground floor without requirement for an additional DP and parking variance for each and every tenant improvement.**

In support of the requested variance, the project will oversupply both Class A and Class B bicycle parking on site. Fourteen (14) Class 1 bicycle parking spaces are provided in the new services building that replace the 812 Broughton building. Four (4) Class 2 spaces are provided on the property's street level patio area at the corner of Blanshard and Broughton street, and 4 more are proposed for the sidewalk ROWs, for a total of 22 spaces. This is well in excess of the 6 (3 Class 1 and 3 Class 2) required by Schedule C.

#### **Green Building Features & Community Benefits**

The proposed project seeks to adaptively reuse as much existing building fabric as possible, maintaining many of the existing structural brick walls and timber roof structure, while strategically increasing seismic reinforcing and insulation for improved safety and energy performance.

Special attention is being played to onsite storm water management. The water collected from the main roof will flow directly into the feature raingardens fronting the Broughton Street sidewalk, while rain water landing on the parking / courtyard surface will be directed and absorbed through an area of permeable pavers.

The project also includes seismic upgrading of the building and the provision of handicapped access to the second floor, which was previously missing.

In preparing this application Fort Properties has consulted with local stakeholders including the YM/YWCA, the Greater Victoria Public Library, the Royal Theater, the Escher development team, and the adjacent restaurants and businesses. The resulting scheme as presented makes a significant contribution to the area in terms of creating accessible, lively uses and spaces that foster a sense of community, and extend the City's network of pedestrian links while lending character and identity to the neighbourhood. We look forward to presenting the project to Council. If you have any questions or require further clarification of any part of this application please do not hesitate to contact our office.

Sincerely,  
CASCADIA ARCHITECTS INC.



Peter Johannknecht, Architect AIBC, LEED AP  
Principal



Gregory Damant, Architect AIBC LEED AP  
Principal



## 1001 BLANSHARD STREET PARKING STUDY

Prepared for: **Cascadia Architects Inc.**

Prepared by: **Boulevard Transportation, a division of Watt Consulting Group**

Our File: **1908**

Date: **December 03 2015**

*GREAT!*

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Appendix A. **Summary of Customer Travel Survey**

Appendix B. **Summary of On-Street Parking Observations**

Appendix C. **Summary of Off-Street Parking Observations**



## 1.0 INTRODUCTION

Boulevard Transportation, a division of Watt Consulting Group was retained by Cascadia Architects to undertake a parking study for the proposed project at the existing building at 1001 Blanshard Street in the City of Victoria. The purpose of this study is to determine if the proposed parking supply will accommodate site parking demand and assess any impacts on nearby parking supplies.

### 1.1 LOCATION

The site is located at 1001 Blanshard Street in the City of Victoria. See **Figure 1**.

**FIGURE 1. SUBJECT SITE**



### 1.2 CURRENT LAND USE

The site is zoned C1-BB, Blanshard and Broughton Street District. The subject building is currently vacant.

## 1.3 PROPOSED PROJECT

The proposal is to occupy the existing two-storey building with commercial land uses. The tenant(s) for the first floor (5,386 sqft interior, 748 sqft patio) is unknown; a restaurant has been confirmed for the second floor (1,879 sqft interior, 846 sqft patio) with capacity for 95 seats. The restaurant will be upscale and operate during late afternoon and evening hours.

### 1.3.1 Proposed Parking Supply

The proposal includes 10 parking spaces accessed from Broughton Street. There is potential for more parking in the site's courtyard, but the proponent would prefer this remain open space.

## 2.0 PARKING REQUIREMENT

The City of Victoria's Zoning Bylaw, "Schedule C" defines required parking supply rates. See **Table 1**. Low, medium, and high scenarios have been developed that consider the range of potential uses for the first floor. The requirement could range from 28 spaces if office land uses on the first floor to 48 spaces if restaurant. All scenarios exceed the proposed parking supply.

**TABLE 1. SITE PARKING REQUIREMENT (HIGH, MEDIUM, LOW SCENARIOS)**

Land Use Classification		Required Parking Rate	Proposed Land Use	Total Requirement
High Scenario				
Eating and Drinking Establishments	First Floor	1 / 5 seats	145 seats <sup>1</sup>	29
	Second Floor		95 seats	19
	Total		48	
Medium Scenario				
Eating and Drinking Establishments	First Floor	1 / 5 seats	100 seats <sup>1</sup>	20
Other Offices		1 / 65m <sup>2</sup>	185.8m <sup>2</sup>	3
Eating and Drinking Establishments	Second Floor	1 / 5 seats	95 seats	19
Total				42
Low Scenario				
Other Offices	First Floor	1 / 65m <sup>2</sup>	569.9m <sup>2</sup>	9
Eating and Drinking Establishments	Second Floor	1 / 5 seats	95 seats	19
Total				28

It should be acknowledged that properties immediately north of the subject site (Starbucks, Be Love, etc) and the west side of Blanshard Street are subject to CA-4 zoning and not required to provide off-street parking. See *Section 5.0*.

<sup>1</sup> Estimate provided by client/architect



## 3.0 PARKING DEMAND

Expected parking demand is considered for all possible site land uses in the following section based on observations at similar sites, customer surveys, and previous studies.

### 3.1 RESTAURANT

The second storey will be occupied by an upscale / wine bar restaurant. There is also potential for a restaurant or eating establishment to occupy a portion or all of the first floor space.

#### 3.1.1 Customer Travel Survey, nearby restaurants

A customer travel survey was administered November 19 – 24 among existing restaurants on the Blanshard Street / Fort Street block – Be Love, Chorizo & Co, Fish Hook, La Taquista. The survey was administered by restaurant staff and included three questions designed to understand customer parking demand. A total of 96 customers were surveyed between the four restaurants. The survey and full results are included in **Appendix A**.

Results suggest that average parking demand is one vehicle per 6.25 customers<sup>2</sup> among existing restaurants. The parking demand rate increases slightly when sorted to exclude morning and lunchtime responses (2pm onward) to more closely reflect the operating hours of the proposed second-floor restaurant. Results also suggests that approximately two-thirds of customer vehicles are parked on-street, rather than in parkades or surface lots.

**TABLE 2. SUMMARY OF SURVEY RESULTS AT NEARBY RESTAURANTS**

	Customer Responses	Q1. Did the customer drive themselves in their own car?		Q2. If "yes", is this their only destination while downtown?		Q3. If the customer drove, where did they park their car?		
		Yes	No	Yes	No	On-Street	Surface Lot	Parkade
<b>Be Love</b> 1019 Blanshard St	20	9	11	5	4	7	0	2
<b>Chorizo &amp; Co</b> 907 Fort St	20	1	19	0	1	0	0	1
<b>Fish Hook</b> 805 Fort St	17	7	10	2	5	3	0	4
<b>La Taquista</b> 1017 Blanshard St	39	5	34	2	3	4	0	1
<b>Total</b>	<b>96</b>	<b>22</b> (23%)	<b>74</b> (77%)	<b>9</b> (41%)	<b>13</b> (59%)	<b>14</b> (64%)	<b>0</b> (0%)	<b>8</b> (36%)

<sup>2</sup> Calculated as 0.23 vehicles per customer for those that indicated this is their only destination while downtown (41%) and 0.115 vehicles per customer (i.e. half) for those that indicated this is not their only destination (this represents 13.6% of all surveys)

### 3.1.2 Customer Travel Survey, existing location

A survey of customers at the existing Fernwood restaurant / winebar location was conducted on Saturday October 25 2015 from 6:00pm to 9:00pm to establish a parking demand rate. A total of 93 restaurant patrons were surveyed and indicated a total parking demand for 30 vehicles, a rate of 0.32 vehicles per customer or approximately one vehicle per three customers.

The site observed is the same business as is proposed for the second floor, but approximately 1.5km from downtown with poorer access to public transit and less central to the concentration of employment and entertainment. As such, this is expected to over-estimate expected parking demand.

### 3.1.3 Observations

Observations were conducted at three restaurant sites (Christie's Pub, White Spot, McRae's Bistro) on Saturday October 24 2015 at approximately 6:30pm. Sites were selected that represent the subject site as best as possible, but where vehicles associated with the restaurant can clearly be differentiated from non-restaurant vehicles (which eliminates downtown sites).

Results concluded an average parking demand rate of one vehicles per five seats. See **Table 3**. Sites observed are expected to have a higher parking demand than the subject site due to their location outside the downtown area.

**TABLE 3. SUMMARY OF OBSERVED PARKING DEMAND AT SIMILAR RESTAURANTS**

Restaurant	Parking Supply	Observed Vehicles	# of seats	Parking Demand
Christie's Pub 1739 Fort St	30	16	85	1 / 5 seats
White Spot 1871 Fort St	24	22	104	1 / 5 seats
McRae's Bistro 1652 McRae Ave	22	15	90	1 / 6 seats
<b>Average</b>		<b>53</b>	<b>279</b>	<b>1 / 5 seats</b>

### 3.1.4 Seasonal Variation

Approximately 18% of the possible restaurant capacity (both floors) may be accommodated in outdoor patio space that is assumed to be utilized only during good weather (primarily between May and October). Parking demand rates presented above (Section 3.1.1, 3.1.2, 3.1.3) are based entirely on indoor seating and should be considered representative of peak parking demand at the subject site only when outdoor seating is at full capacity.



Parking demand rates developed in Section 3.1.1 and 3.1.2 are based on surveys completed in late-October and November, when weather is less favorable than in summer months and customers are less likely to walk to access transit and, in particular, less likely to bicycle<sup>3</sup>. Using non-summer parking demand rates to account for the summertime peak period (when outdoor seating may be at capacity) suggests these are conservative demand rates and that realized parking demand may be less.

### 3.1.5 Summary of Restaurant Parking Demand

The parking demand rate developed from the survey of customers at adjacent restaurants is considered the most accurate representation of the subject site given the proximity to downtown employment and entertainment, and access to public transit. Other observations/surveys are based on similar restaurant uses, but in locations believed to lead to higher parking demand. As such, a parking demand rate of one vehicle per 6.25 customers is considered appropriate.

## 3.2 OFFICE

A parking study was completed for a mixed-use site with affordable housing and office land uses on Blanshard Street in Victoria in 2013. Observations were conducted at six sites consisting of primarily office land uses. Peak demand was observed during the mid-day weekday, which yielded a peak demand rate of one vehicle per 53m<sup>2</sup>. Observed office sites are located outside of the downtown core, and therefore likely have a higher parking demand than the subject site. The City's requirement of one vehicle per 65m<sup>2</sup> is considered appropriate<sup>4</sup>.

It should be noted that parking demand associated with office land uses is primarily experienced during conventional business hours (i.e. 8am to 5pm). Under scenarios where the site will contain office and restaurant uses, the office parking demand is assumed to be conservatively reduced by 50% during restaurant peak periods. A similar reduction could be applied if commercial-retail uses were combined with restaurant uses.

## 3.3 SUMMARY OF EXPECTED DEMAND

Expected parking demand ranges from 24 (low scenario) to 38 vehicles (high scenario) based on the demand rates identified above. See **Table 4**. Any scenario with a mix of office (or retail) and restaurant uses would experience lower peak parking demand resulting from off-setting time-of-day demand characteristics, bringing the low scenario to an estimated 20 vehicles during peak period.

<sup>3</sup> Property owner has witnessed significant seasonal variation in bike parking utilization on the site

<sup>4</sup> Refer to Zoning Bylaw, Schedule C

**TABLE 4. EXPECTED PARKING DEMAND (HIGH, MEDIUM, LOW SCENARIOS)**

Land Use		Demand Rate	Proposed	Parking Demand
High Scenario				
Eating and Drinking Establishments	First Floor	1 / 6.25 seats	145 seats	23
	Second Floor		95 seats	15
	Total			38
Medium Scenario				
Eating and Drinking Establishments	First Floor	1 / 6.25 seats	100 seats <sup>2</sup>	16
Office		1 / 65m <sup>2</sup>	185.8m <sup>2</sup>	3*
Eating and Drinking Establishments	Second Floor	1 / 6.25 seats	95 seats	15
Total			34	
Low Scenario				
Office	First Floor	1 / 65m <sup>2</sup>	569.9m <sup>2</sup>	9*
Restaurant	Second Floor	1 / 6.25 seats	95 seats	15
Total			24	

\* Office parking demand would be reduced by a minimum of 50% during restaurant peak period



## 4.0 OFF-SITE PARKING

### 4.1 ON-STREET PARKING

#### 4.1.1 Inventory

On-street parking observations were conducted in the vicinity of the subject site - View Street (north), Courtney Street (south), Quadra Street (east), Douglas Street (west). See **Figure 2**. All parking is priced (\$2.00 to \$3.50 per hour) and time restricted for between 90 minutes and four hours. Parking is free in the evenings after 6:00pm and on Sundays and holidays.

**FIGURE 2. ON-STREET PARKING SUPPLY**



**Legend**

- 2 hours max (\$2.50/hour)
- 90 minute max (\$3.50/hour)
- 3 hours max. (\$2/hour)
- 4 hours max (\$2.50/hour)
- Passenger Loading Zone
- Taxi Loading Zone
- Commercial Loading Zone

Parking directly adjacent the site on Broughton Street (Blanshard Street to Quadra Street) consists of 26 spaces, and Blanshard Street (Fort Street to Broughton Street) consist of 12 spaces. These areas are assumed to be the first locations customers would seek on-street parking site customers will seek on-street parking, however the study area includes over 300 on-street parking spaces easily accessible within a 5-minute walk.

#### 4.1.2 Observations

Observations were conducted during six time periods, as follows:

1. Thursday October 15 at 2:45pm
2. Saturday October 17 at 8:15pm (Royal Theatre event night)
3. Sunday October 18 at 2:00pm
4. Monday October 19 at 8:00pm
5. Wednesday October 21 at 8:30pm (Royal Theatre event night)
6. Saturday October 24 at 8:15pm

Parking conditions are considered in the following sections under typical conditions (i.e. not event at Royal Theatre) and on evenings with an event at the Royal Theatre. Full results are contained in **Appendix B**.

#### 4.1.3 Typical Parking Conditions

Peak occupancy on a typical observation period was seen on Saturday October 24 at 8:15pm with 75% of on-street spaces occupied (78 spaces available). This is the same time period the site is expected to experience peak parking demand. Weekday daytime, weekday evening and weekend daytime counts found consistent occupancy rates in the range of 67% to 70% overall.

On-street parking occupancy for the two blocks immediately adjacent the site - Broughton Street from Quadra St to Blanshard St and Blanshard Street from Fort St to Broughton St - experience 72% occupancy during the peak observation period with 12 spaces unoccupied between the two blocks. This is assumed to be the area customers would seek parking first. An additional 12 unoccupied spaces (68% occupancy) were observed on Broughton Street (Blanshard St to Douglas St) and Blanshard Street (Broughton St to Courtney St), assumed to be the next location customers would seek parking. An additional 54 vacant on-street parking spaces were observed, all within a 5-minute walk of the site.



#### 4.1.4 Special Event Parking Demand

The Royal Theater is directly across Broughton Street from the subject site and hosts events (typically evenings). The site contains limited parking supply and contributes vehicle to on-street parking, making on-street parking in the area more constrained during events.

Two observations were conducted during events at the Theatre – Saturday, October 17 at 8:15pm and Wednesday, October 21 at 8:30pm. Peak on-street parking occupancy was experienced during the Saturday observation when 86% of on-street parking spaces in the study area were observed occupied (35 more vehicles than other Saturday observation). The two blocks immediately adjacent the subject site - Broughton Street from Quadra St to Blanshard St and Blanshard Street from Fort St to Broughton St – were observed with four unoccupied spaces (91% occupancy). An additional six unoccupied spaces (84% occupancy) were observed on Broughton Street (Blanshard St to Douglas St) and Blanshard Street (Broughton St to Courtney St).

It is assumed that 25% of restaurant parking demand on a Theatre event evening will be associated with Theatre patrons<sup>5</sup>. These vehicles are assumed to be accounted for in event parking observations, effectively reducing site parking demand by approximately 10 vehicles in the “high scenario”.

## 4.2 OFF-STREET PARKING LOTS (Public)

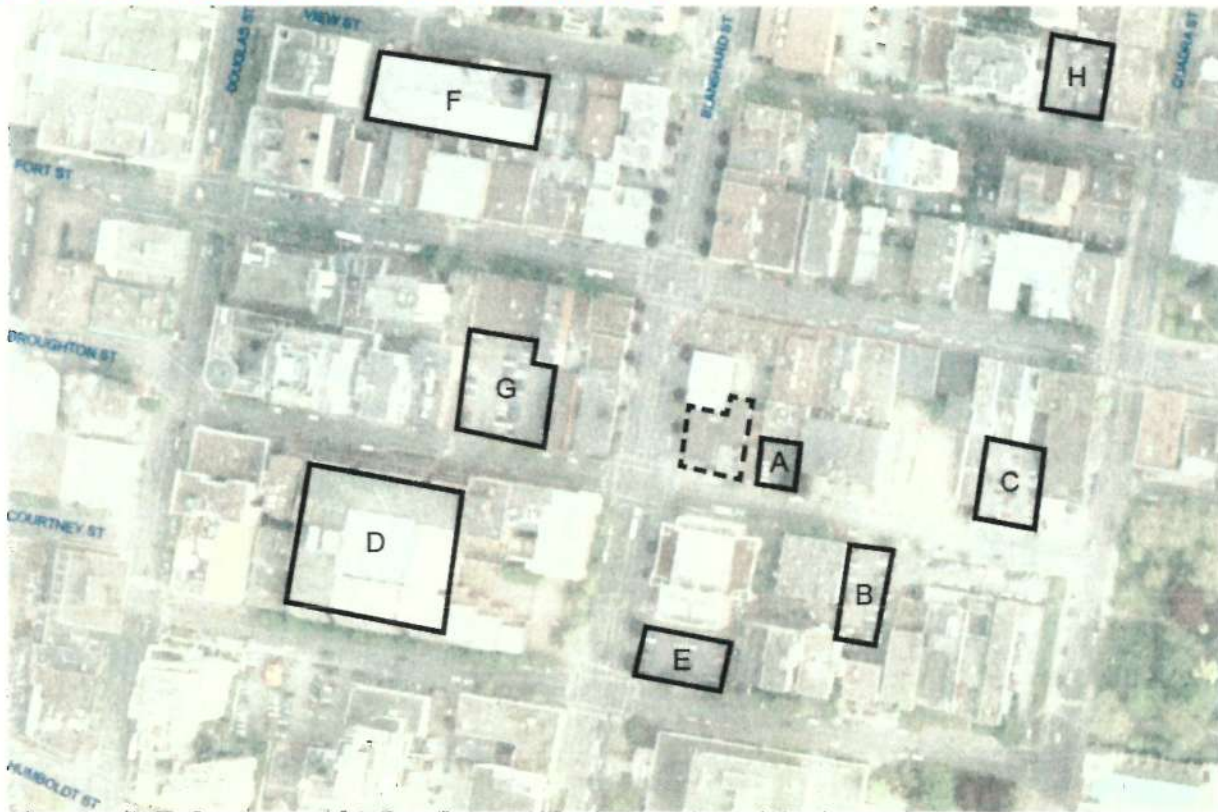
There are off-street public parking areas nearby the site managed by the City of Victoria or Robbins Parking. See **Table 5** and **Figure 3**.

**TABLE 5. PUBLIC PARKING LOTS AND RESTRICTIONS**

Location	Restrictions	Parking Supply
A 814 Broughton Street	Reserved at all times	16
B 835 Broughton Street	Reserved during daytime (5am to 5pm); metered parking during the evening and weekends	33
C 850 Broughton Street	Reserved during daytime (5am to 5pm); metered parking during the evening and weekends	44
D 745 Broughton Street	City parkade – pay parking is in effect Monday to Saturday from 8am-6pm. Parking is available 24/7	544
E 820 Courtney Street	Pay parking at all times, hourly and daily (5 day max) options. Parking is available 24/7	36
F 743 View Street	City parkade – pay parking is in effect Monday to Saturday from 8am-6pm. Parking is available 24/7	531
G 744 Broughton Street	Hourly, daily, evening, and monthly parking available. Parking is available 24/7	65
H 846 View Street	Reserved during daytime (6am-6pm); metered parking weekends and holidays	45

<sup>5</sup> The business for the second floor has a name targeting theatre patrons and has considered this heavily in seeking this location

**FIGURE 3. PUBLIC PARKING LOT LOCATIONS**



Parking lot A, immediately east of the subject site, is reserved at all times and unavailable to staff and customers. Lot B, on the south side of Broughton Street, is available to the public on weekdays after 5:00pm and on weekends. Other parking lots on Broughton Street, Courtney Street, and the Broughton Street and View Street parkades are available to the public also.



#### 4.2.1 Observations

Observations were conducted on two off-street lots nearest the subject site. Full results are included in **Appendix C**.

Lot A is immediately east of the subject site and consists of 16 spaces, reserved at all times. The lot was observed at 100% occupancy (16 of 16) during weekday daytime observations, but much lower during weekday evening and weekend observations (likely a result of spaces rented by downtown employees with daytime employment), when no less than nine spaces were vacant. Consideration may be given to work with Robbins Parking and/or the property owner to modify the current parking restrictions to allow some (or all) spaces to be metred and available to the public after 6:00pm to help accommodate parking demand from the adjacent site.

Lot B is on the south side of Broughton Street adjacent the YMCA. It consists of 33 parking spaces that area reserved from 5:00am to 5:00pm and available to the public in the evenings and on weekends (metred). Highest occupancy observed was 94% on a weekday daytime. Occupancy was lower during the weekend or evening with no less than 6 spaces available. Customers and staff should be encouraged to use this parking.



Parking Sign at Parking Lot A



Parking Sign at Parking Lot B

#### 4.3 SUMMARY OF OFF-SITE PARKING

Estimates from *Section 3.0* suggest that peak parking demand will be between 20 and 38 vehicles. It is assumed that the first ten vehicles would utilize on-site parking, reducing the number of vehicles seeking parking off-site to between 10 and 28 vehicles.

A summary of the assumed parking distribution is provided in **Table 6** that assumes 90% utilization of on-street parking and 95% utilization of public off-street lots. Results suggest that all site parking will be contained to the immediately adjacent on-street parking supply under the "low scenario". The "high scenario" would result in a small number of customers seeking beyond one-block from the site (maintaining 90% occupancy within one-block of this site).

It should be reiterated that these scenarios present a “worst case”, when all possible outdoor seating associated with restaurant uses is at full capacity. When outdoor seating is vacant, approximately 15 vehicles are expected to seek off-site parking under the “high scenario” (down from 28 vehicles).

**TABLE 6. ASSUMED PARKING DISTRIBUTION**

	Land Use Scenario		
	Low	Medium	High
<b>Peak Parking Demand</b>	<b>20</b>	<b>33</b>	<b>38</b>
On-Site Parking Lot (100% occupied)	10	10	10
On-Street Parking, immediately adjacent site (Up to 90% occupancy)	10	11	11
Off-Street Parking, Lot B - Broughton St, south side (Up to 95% occupancy)	-	5	5
On-Street Parking, one block from site (Up to 90% occupancy)	-	7	11
On-Street Parking, elsewhere in study area	-	-	1
Other parking lots, parkades (1,200+ spaces)	-	-	-

## 5.0 PARKING MANAGEMENT

Staff should be restricted from using on-site parking so that it is available to customers that may be less familiar with parking options in the area. With experience, employees will learn to park in parkades or other off-site parking areas. The inability to access on-site, free parking will also encourage commuting by alternative modes (i.e. walking, cycling, transit).

On-site parking will be available to customers and will function on a first-come, first-serve basis. A sign should be placed at the parking lot entrance indicating that the spaces are to be used by customers of the on-site business only.



## 6.0 ZONING

The site is located in the zone C1-BB Blanshard & Broughton Street District, which requires per the Zoning Bylaw, Schedule "C" (see *Section 2.0*). This zone indicates specific requirements for floor area / floor space ratio and building height, however all other regulations are subject to the CA-4 zone.

The CA-4 zone is the "Central Area Commercial Office District" and is applied to properties immediately north and west of the subject site. See **Figure 4**. Properties with CA-4 zoning are not required to provide off-street parking. The restaurants on Blanshard Street adjacent the subject site (Starbucks, Be Love, La Taquiza) exhibit similar characteristics to the subject site, as do the concentration of restaurants on the west side of Blanshard Street. Any redevelopment of these properties would not be required to include off-street parking. Customers and employees of these businesses would (presumably) rely on on-street and public off-street parking in the area.

It is suggested that the subject site represents a similar land use and location as those nearby properties with CA-4 zoning and, as such, should be considered an appropriate candidate for reduced parking supply.

**FIGURE 4. AREAS WITHOUT REQUIRED PARKING**





## 7.0 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. Demand management is made challenging among restaurant customers because of the infrequency of their trips, however employees may be targeted, as follows:

- Bike Parking. The site plan indicates 14 Class I and 6 Class II bike parking spaces are proposed. This exceeds the required supply – four spaces – per the Zoning Bylaw.
- Information. Information should be provided to employees via orientation packages, and to customers via the tenant website. Transportation options should be indicated including closest bus stops, bus routes, cycling infrastructure and available parking surrounding the site.

## 8.0 SUMMARY

The proposal is to occupy the existing two-storey building with commercial land uses. The tenant(s) for the first floor (5,386 sqft interior, 748 sqft patio) is unknown; a restaurant has been confirmed for the second floor (1,879 sqft interior, 846 sqft patio) with capacity for 95 seats. The site includes an off-street parking area with ten spaces.

High, medium, and low parking demand scenarios were developed, as first floor uses are unknown. The “high demand” scenario assumes the entire first floor is occupied by restaurant uses. Peak parking demand is expected to be 38 vehicles, with ten vehicles utilizing the on-site parking area and up to 28 vehicles seeking parking off-site. Peak demand may be reduced by up to seven vehicles outside summer months when outdoor patio seating is not at capacity. Parking demand would be less under “medium demand” or “low demand” scenarios where the first floor is occupied partially or entirely by office uses, particularly when factoring for complimentary demand characteristics of office (daytime) and restaurants (evening, weekend).

Public parking supplies nearby the site were reviewed to determine the impact of up to 28 vehicles during peak periods. It was determined that peak parking demand could be met by utilizing on-street parking within one block of the site on Broughton Street (Quadra St – Douglas St) and Blanshard Street (Fort St – Courtney St) - while retaining 90% occupancy on those blocks (i.e. 10% of spaces unoccupied) – and utilizing unoccupied spaces in the public parking lot on the south side of Broughton Street (adjacent the YMCA) available evenings and weekends. Additional on-street parking and parkades are available within a 5-minute walk.



Increases in public parking utilization resulting from Royal Theatre events was considered and it was determined that they would be off-set by a decrease in parking demand resulting from Theatre patrons also visiting the restaurants on event nights.

Public parking lots were also assessed for their proximity to the subject site, restrictions, parking supply, and observed occupancy. There are two parking lots in close proximity to the site that are managed by Robbins Parking and have at least nine and six spaces still available. This is subject to modifying parking restrictions for the 16-space lot adjacent the site (Lot A). Other parking lots were considered, but no observations were conducted, however, there are approximately 1,300 parking spaces surrounding the site and available to customers.

Lastly, the site is directly adjacent properties with CA-4 zoning and no off-street parking requirement. These properties are occupied by many similar restaurant uses. Parking demand generated by the subject site will be less than would be experienced elsewhere in Victoria (a result of its downtown location) and will have access to the shared downtown public parking resources, both consistent with the intent of the zero parking requirement in the CA-4 zone. It is therefore reasonable to consider the reduced parking supply being proposed, as the site is directly adjacent to and will function similarly to nearby properties where no parking is required.

## 8.1 Recommendation

1. Up to 28 vehicles are expected to seek parking in on-street parking or off-street public parking during peak periods and can be accommodated within one block of the site.

Appendix A.

**SUMMARY OF CUSTOMER TRAVEL SURVEY**



## Summary of Restaurant Customer Survey

1001 Blanchard Street Parking Study

Location	Day	Time	Q1. Did the customer drive themselves in their own car?		Q2. If "yes", is this their only destination while downtown?		Q3. If the customer drove, where did they parking their car?		
			Yes	No	Yes	No	On-Street	Surface Lot	Parkade
Chorizo & Co 807 Fort St	Thursday, November 19	11:40am		X					
		11:53am		X					
		3:23pm		X					
	Friday, November 20	11:31am		X					
		11:36am		X					
		11:40am		X					
		11:45am		X					
		11:47am	X			X			X
		12:00pm		X					
		12:05pm		X					
		12:10pm		X					
		12:10pm		X					
		12:12pm		X					
		1:02pm		X					
		1:25pm		X					
		2:17pm		X					
		2:20pm		X					
		2:45pm		X					
		3:07pm		X					
		3:40pm		X					
			1	19	0	1	0	0	1
Fish Hook 805 Fort St	Thursday, November 19	8:55am		X					
		9:10am		X					
		9:15am	X			X			X
		9:55am		X					
		10:20am	X		X		X		
		10:45am		X					
		10:45am	X			X	X		
		11:30am		X					
		11:30am	X			X			X
		1:15pm		X					
	Friday, November 20	2:30pm	X			X			X
		2:00pm		X					
		2:15pm		X					
		2:15pm	X			X			X
		2:20pm		X					
		2:35pm		X					
		2:55pm	X		X		X		
			7	10	2	5	3	0	4

## 1001 Blanshard Street Parking Study

[illegible]



## Summary of Restaurant Customer Survey

1001 Blanshard Street Parking Study

Location	Day	Time	Q1. Did the customer drive themselves in their own car?		Q2. If "yes", is this their only destination while downtown?		Q3. If the customer drove, where did they parking their car?		
			Yes	No	Yes	No	On-Street	Surface Lot	Parkade
Be Love 1019 Blanshard St	Saturday, November 21	6:30pm	X		X		X		
		6:30pm		X					
		6:30pm		X					
		6:30pm	X		X		X		
		6:30pm		X					
	Monday, November 23	6:30pm	X			X	X		
		5:13pm	X			X			X
		5:25pm	X			X	X		
		5:25pm		X					
	Tuesday, November 24	12:30pm		X					
		12:42pm		X					
		12:42pm	X			X			X
		1:00pm	X		X		X		
		1:02pm	X		X		X		
		1:02pm		X					
		1:04pm		X					
		1:04pm		X					
		1:10pm		X					
		1:12pm		X					
		1:15pm	X		X		X		
			9	11	5	4	7	0	2
803 Folk 803 Fort St  (retail store, not included in restaurant summary)	Thursday, November 19	10:00am		X		X			
		11:00am		X		X			
		4:00pm		X		X			
		4:45pm		X		X			
		5:00pm		X		X			
		5:15pm		X		X			
		5:27pm		X		X			
		5:30pm		X		X			
		5:45pm		X		X			
		5:45pm		X		X			
	Friday, November 20	10:25am		X		X			
		1:15pm		X		X			
		1:35pm	X			X			
		4:00pm		X		X			
		4:20pm		X	X				
			1	14	1	14			

# CUSTOMER TRAVEL SURVEY

This survey is being conducted to understand customer travel habits and parking demand among downtown businesses as part of a study for the 1001 Blanshard Street site. Your assistance administering the following survey to your customers is greatly appreciated.

Any questions about the survey, please call Boulevard Transportation at 250 388 9877 and ask for Dan Casey or Mairi Bosomworth. Completed survey forms can be scanned and emailed to [mbosomworth@blvdgroup.ca](mailto:mbosomworth@blvdgroup.ca) or pick-up can be arranged.

	Day / Time (approx.)	Question 1: Did the customer drive themselves in their own car?		Question 2: If "yes", is this their only destination while downtown?		Question 3: If the customer drove, where did they park their car?		
		Yes	No	Yes	No	On-Street	Surface Lot	Parkade
1.								
2.								
3.								
4.								
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6.								
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8.								
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11.								
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16.								
17.								
18.								
19.								
20.								



Appendix B.

**SUMMARY OF ON-STREET PARKING OBSERVATIONS**

On-Street Parking Observations  
1001 Blanshard Street Parking Study

Section	Side	Restrictions	No. Parking Stalls	Thursday October 15, 2:45pm		Saturday October 17, 8:15pm		Sunday October 18, 2:00pm	
				Observed Vehicles	Occupancy Rate	Observed Vehicles	Occupancy Rate	Observed Vehicles	Occupancy Rate
View Street, Douglas to Blanshard	N	90 minute max (\$3.50/hour)	6	2	33%	5	83%	3	50%
		Commercial Loading Zone	2	2	100%	0	0%	1	50%
	S	90 minute max (\$3.50/hour)	10	6	60%	8	80%	6	60%
		Commercial Loading Zone	2	1	50%	0	0%	0	0%
View Street, Blanshard to Quadra	N	2 Hours max (\$2.50/hour)	17	14	82%	15	88%	13	76%
		Commercial Loading Zone	16	13	81%	15	94%	14	88%
	S	Commercial Loading Zone	1	0	0%	0	0%	0	0%
		90 minute max (\$3.50/hour)	19	16	84%	16	84%	13	68%
Fort Street, Douglas to Blanshard	N	Passenger Loading Zone	1	1	100%	1	100%	1	100%
		Commercial Loading Zone	1	1	100%	0	0%	1	100%
		90 minute max (\$3.50/hour)	11	7	64%	9	82%	8	73%
	S	Taxi Loading Zone	1	1	100%	1	100%	1	100%
		Commercial Loading Zone	1	1	100%	0	0%	0	0%
		2 Hours max (\$2.50/hour)	22	14	64%	19	86%	15	68%
Fort Street, Blanshard to Quadra	N	Commercial Loading Zone	1	0	0%	0	0%	0	0%
		2 Hours max (\$2.50/hour)	13	11	85%	12	92%	8	62%
	S	Commercial Loading Zone	2	1	50%	1	50%	1	50%
		90 minute max (\$3.50/hour)	11	10	91%	10	91%	6	55%
Broughton Street, Douglas to Blanshard	S	90 minute max (\$3.50/hour)	9	6	67%	7	78%	5	56%
		Commercial Loading Zone	1	0	0%	0	0%	1	100%
		2 Hours max (\$2.50/hour)	10	8	80%	9	90%	8	80%
Broughton Street, Blanshard to Quadra	S	2 Hours max (\$2.50/hour)	16	9	56%	15	94%	11	69%
		Passenger Loading Zone	3	2	67%	3	100%	2	67%
		2 Hours max (\$2.50/hour)	14	7	50%	13	93%	8	57%
Courtney Street, Douglas to Blanshard	S	2 Hours max (\$2.50/hour)	10	5	50%	9	90%	6	60%
		3 hours max (\$2/hour)	9	5	56%	8	89%	6	67%
Courtney Street, Blanshard to Quadra	N	Passenger Loading Zone	1	1	100%	0	0%	1	100%
		3 hours max (\$2/hour)	20	8	40%	18	90%	14	70%
Blanshard Street, View to Fort	E	2 Hours max (\$2.50/hour)	10	9	90%	9	90%	8	80%
	W	2 Hours max (\$2.50/hour)	8	6	75%	7	88%	7	88%
Blanshard Street, Fort to Broughton	E	2 Hours max (\$2.50/hour)	6	5	83%	5	83%	4	67%
	W	2 Hours max (\$2.50/hour)	6	4	67%	6	100%	4	67%
		Commercial Loading Zone	2	0	0%	1	50%	1	50%
	Blanshard Street, Broughton to Courtney	E	2 Hours max (\$2.50/hour)	9	6	67%	8	89%	5
W		2 Hours max (\$2.50/hour)	7	5	71%	6	86%	4	57%
		Commercial Loading Zone	1	1	100%	1	100%	1	100%
		Quadra Street, Fort to Broughton	E	7	5	71%	7	100%	4
W	4 hours max (\$2.50/hour)		7	5	71%	7	100%	4	57%
Quadra Street, Broughton to Courtney	E	6	4	67%	6	100%	4	67%	
	W	7	5	71%	6	86%	5	71%	
Total Occupancy			306	207	68%	263	86%	204	67%



On-Street Parking Observations  
1001 Blanshard Street Parking Study

Section	Side	Restrictions	No. Parking Stalls	Monday October 19, 8:00pm		Wednesday October 21, 8:30 pm		Saturday October 24, 8:15pm	
				Observed Vehicles	Occupancy Rate	Observed Vehicles	Occupancy Rate	Observed Vehicles	Occupancy Rate
View Street, Douglas to Blanshard	N	90 minute max (\$3.50/hour)	6	5	83%	6	100%	4	67%
		Commercial Loading Zone	2	2	100%	0	0%	1	50%
	S	90 minute max (\$3.50/hour)	10	8	80%	10	100%	9	90%
		Commercial Loading Zone	2	1	50%	0	0%	1	50%
View Street, Blanshard to Quadra	N	2 Hours max (\$2.50/hour)	17	12	71%	14	82%	13	76%
			16	5	31%	16	100%	14	88%
	S	Commercial Loading Zone	1	0	0%	0	0%	0	0%
		90 minute max (\$3.50/hour)	19	14	74%	13	68%	15	79%
Fort Street, Douglas to Blanshard	N	Passenger Loading Zone	1	0	0%	0	0%	1	100%
		Commercial Loading Zone	1	0	0%	0	0%	1	100%
		90 minute max (\$3.50/hour)	11	6	55%	11	100%	10	91%
	S	Taxi Loading Zone	1	0	0%	0	0%	1	100%
Commercial Loading Zone		1	0	0%	0	0%	0	0%	
Fort Street, Blanshard to Quadra	N	2 Hours max (\$2.50/hour)	22	14	64%	15	68%	16	73%
		Commercial Loading Zone	1	0	0%	0	0%	0	0%
		2 Hours max (\$2.50/hour)	13	10	77%	9	69%	11	85%
	S	Commercial Loading Zone	2	0	0%	0	0%	0	0%
Broughton Street, Douglas to Blanshard	N	90 minute max (\$3.50/hour)	11	7	64%	8	73%	7	64%
	S	90 minute max (\$3.50/hour)	9	6	67%	9	100%	6	67%
		Commercial Loading Zone	1	1	100%	0	0%	0	0%
Broughton Street, Blanshard to Quadra	N	2 Hours max (\$2.50/hour)	10	8	80%	9	90%	7	70%
	S	2 Hours max (\$2.50/hour)	16	13	81%	15	94%	12	75%
		Passenger Loading Zone	3	0	0%	0	0%	0	0%
Courtnet Street, Douglas to Blanshard	N	2 Hours max (\$2.50/hour)	14	11	79%	12	86%	12	86%
	S		10	9	90%	8	80%	7	70%
Courtney Street, Blanshard to Quadra	N	3 hours max (\$2/hour)	9	8	89%	9	100%	7	78%
		Passenger Loading Zone	1	1	100%	0	0%	0	0%
Blanshard Street, View to Fort	S	3 hours max (\$2/hour)	20	16	80%	19	95%	16	80%
	E	2 Hours max (\$2.50/hour)	10	8	80%	7	70%	6	60%
Blanshard Street, Fort to Broughton	W		8	7	88%	7	88%	5	63%
	E	2 Hours max (\$2.50/hour)	6	5	83%	5	83%	5	83%
Blanshard Street, Broughton to Courtney	W		6	4	67%	6	100%	5	83%
		Commercial Loading Zone	2	1	50%	2	100%	2	100%
	E	2 Hours max (\$2.50/hour)	9	7	78%	9	100%	7	78%
			7	5	71%	5	71%	6	86%
Quadra Street, Fort to Broughton	W	Commercial Loading Zone	1	1	100%	0	0%	0	0%
	E		7	5	71%	6	86%	6	86%
Quadra Street, Broughton to Courtney	W	4 hours max (\$2.50/hour)	7	4	57%	7	100%	4	57%
	E		6	6	100%	6	100%	6	100%
	W		7	5	71%	6	86%	5	71%
Total Occupancy			306	215	70%	249	81%	228	75%

Appendix C.

**SUMMARY OF OFF-STREET PARKING OBSERVATIONS**



Off-Street Parking Observations  
1001 Blanshard Street Parking Study

	Restrictions	No. Parking Stalls	Thursday October 15, 2:45pm		Saturday October 17, 8:15pm		Sunday October 18, 2:00pm	
			Observed Vehicles	Occupancy Rate	Observed Vehicles	Occupancy Rate	Observed Vehicles	Occupancy Rate
Lot A	Reserved 24 Hours a Day	16	16	100%	6	38%	7	44%
Lot B	Reserved during the day, metered parking at night	33	31	94%	25	76%	22	67%

	Restrictions	No. Parking Stalls	Monday October 19, 8:00pm		Wednesday October 21, 8:30 pm		Saturday October 24, 8:15pm	
			Observed Vehicles	Occupancy Rate	Observed Vehicles	Occupancy Rate	Observed Vehicles	Occupancy Rate
Lot A	Reserved 24 Hours a Day	16	6	38%	-	-	7	44%
Lot B	Reserved during the day, metered parking at night	33	23	70%	-	-	27	82%

Sheet No. Sheet Title

- 2-A00 COVER
- 2-A002 SURVEY & DEMO PLAN
- 2-A100 SITE PLAN & CODE
- 2-A200 MAIN LEVEL PLAN
- 2-A201 SECOND LEVEL PLAN
- 2-A300 ELEVATIONS
- 2-A301 ELEVATIONS
- 2-A302 ELEVATIONS
- 2-A400 SECTIONS
- 2-A500 STAIRS & NORTH ELEVATION

LANDSCAPE PLAN  
MATERIALS BOARD



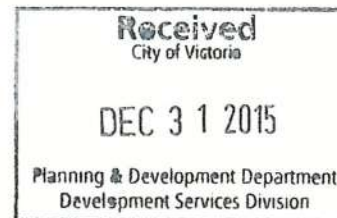
PROJECT IMAGE: PERSPECTIVE FROM BROUGHTON STREET



PROJECT LOCATION PLAN 1:2000



PROJECT IMAGE: PERSPECTIVE FROM BLANSHARD STREET



#### ARCHITECT

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Gregory Damant MAIBC LEED AP  
greg@cascadiaarchitects.ca

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Victoria BC  
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250.590.1123

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kyla@kylabidgood.com

#### CIVIL

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Contact:  
Ross Tuck  
rtuck@jeanderson.com

#### LANDSCAPE ARCHITECT

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Renée Lussier BCSLA, CSLA  
rlussier@ladra.ca

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READ JONES CHRISTOFFERSEN LTD.  
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Victoria BC  
V8A 6X5  
778.746.1125

Contact:  
Clint Platt, P.Eng  
cplatt@rjc.ca

#### ELECTRICAL ENGINEER

Applied Engineering Solutions  
300-1815 Blanshard Street  
Victoria BC  
Canada V8T 5A4  
250.381.6121

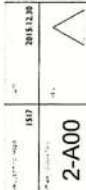
Contact:  
Bal Klear  
Bal.Klear@AESengr.com

#### MECHANICAL ENGINEER

Avalon Mechanical  
300 - 1245 Esquimalt Rd.  
Victoria, B.C.  
V8A 3P2  
Ph. 250.384.4128

Contact:  
Mirek Demidow  
mirek@avalonmechanical.com  
ex.102

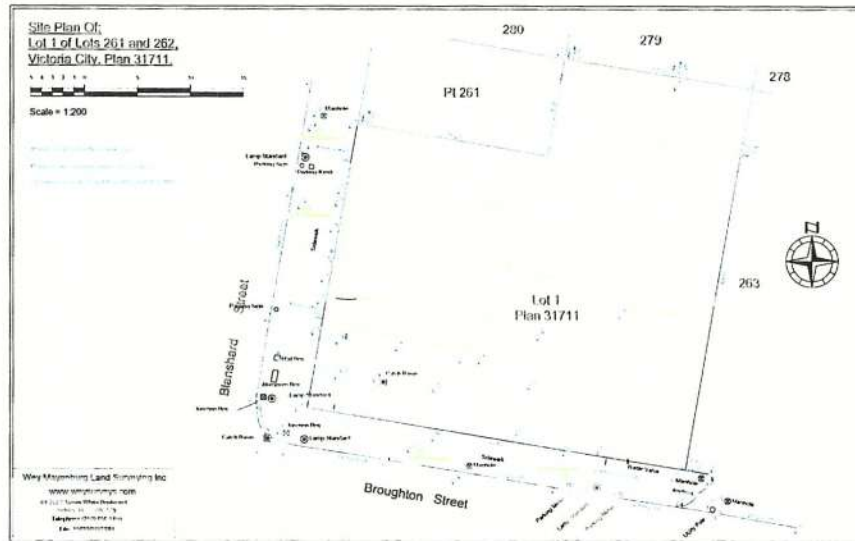
FORT PROPERTIES LTD.  
1001 Blanshard Street  
DEVELOPMENT PERMIT REVISIONS - 2015.12.30



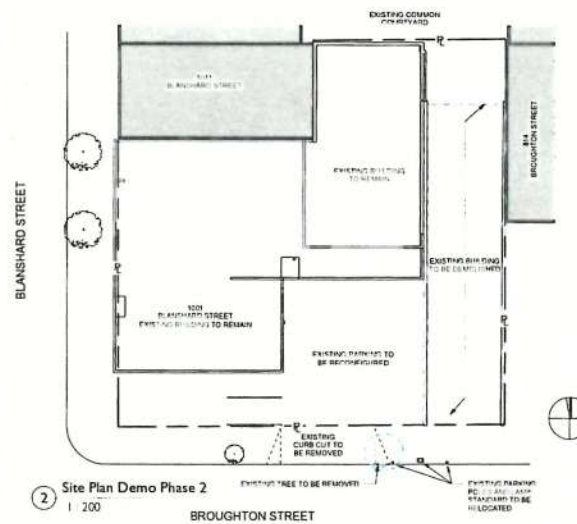
CASCADIA ARCHITECTS INC.  
1060 Meares Street  
Victoria BC V8W 3J6 Canada  
T: 250.590.3223 F: 250.590.3224  
W: www.cascadiaarchitects.ca







1 SITE SURVEY  
1:200



2 Site Plan Demo Phase 2  
1:200



EXISTING PHOTOS (EXTERIOR)

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City of Victoria  
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Planning & Development Department  
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**CASCADIA ARCHITECTS INC.**  
1010 Morris Street  
Victoria BC V8W 1A6 Canada  
T 250 590 3223 F 250 591 3224 www.cascadiaarchitects.ca

NO.	DESCRIPTION	DATE
1	SURVEY & DEMO PLAN	
2	1001 Blanshard Street	
3	PORT PROPERTIES LTD.	
4	1001 BLANSARD STREET VICTORIA BC	
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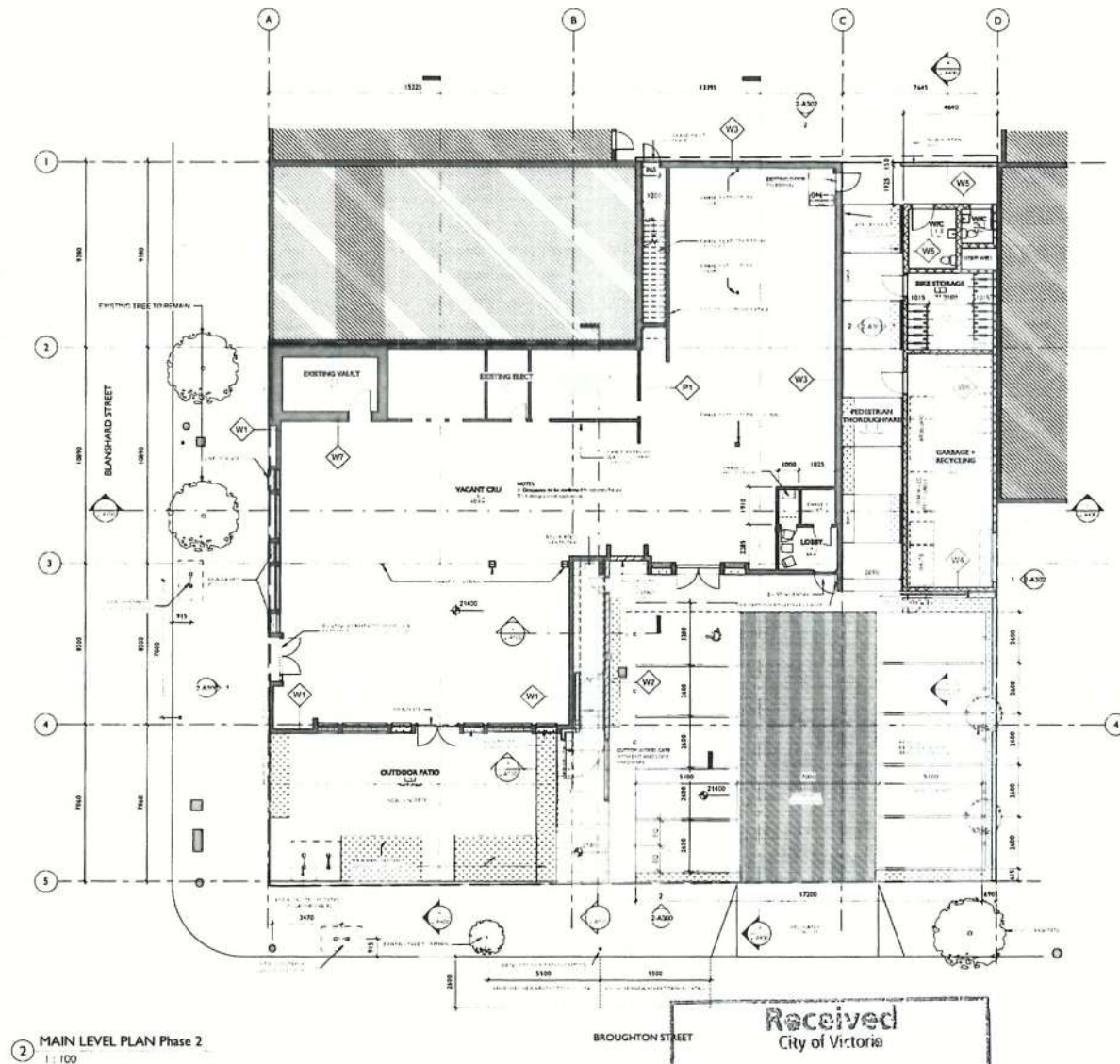
# EXISTING WALL ANNOTATIONS

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NOTES

# INTERIOR WALL ANNOTATIONS

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**CASCADIA ARCHITECTS INC.**  
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Victoria BC V8W 2P6 Canada  
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F: 250.591.3226 www.cascadiaarchitects.ca

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NO.	DESCRIPTION	DATE
1	MAIN LEVEL PLAN	

**1001 Blanshard Street**

FORT PROPERTIES LTD.  
1001 BLANSHARD STREET VICTORIA BC

As indicated

DATE	BY	FOR
2015.12.30	GD	SH

2-A200



1. [Introduction](#)  
 2. [Getting started](#)  
 3. [Using the API](#)  
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NO	DESCRIPTION	DATE
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## 1001 Bianshard Street

1001 Blanshard Street

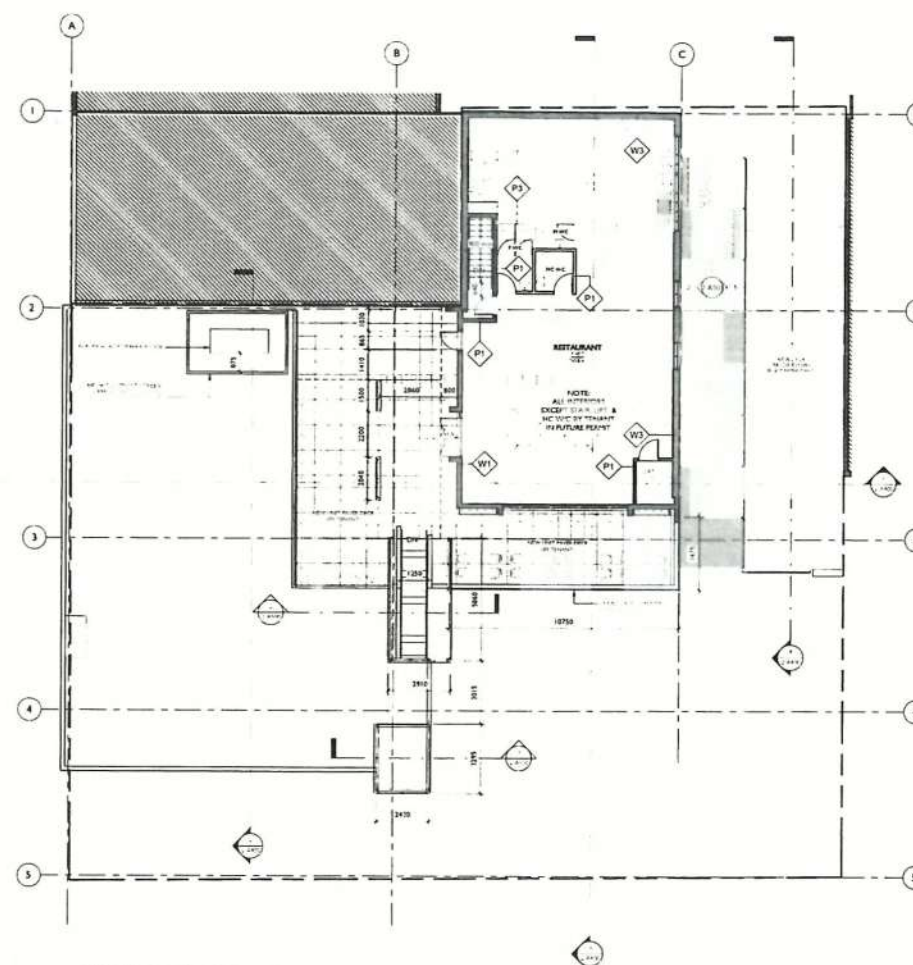
FORT PROPERTIES LTD.  
1001 BLANSHARD STREET VICTORIA BC

1. The first step is to identify the problem or question that needs to be answered. This involves understanding the context and the specific requirements of the task.

As indicated

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**SECOND LEVEL PLAN Phase 2**

Received  
City of Victoria

DEC 31 2015

Planning & Development Department  
Development Services Division



### Exterior Material Legend

- 14 Solid Wood Slats Natural
- 15 Solid Wood Slats PTD Charcoal
- 2 TAG Wood Slats
- 3 Black PTD Metal
- 4 CMU
- 8 Stainless Steel Cable
- 9 Existing Brick Stained Charcoal
- 10 New Brick Stained Charcoal
- 11 Clear Glass
- 12 Existing Storm PTD Charcoal
- 13 New Glazed Facia over Existing storm PTD charcoal
- 14 Fibre Reinforced White Concrete
- 15 New Glass Guard
- 16 Concrete Wall
- 17 Solid Wood Door

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### ELEVATIONS

1001 Blanshard Street

FORT PROPERTIES LTD.  
1001 BLANSHARD STREET VICTORIA BC

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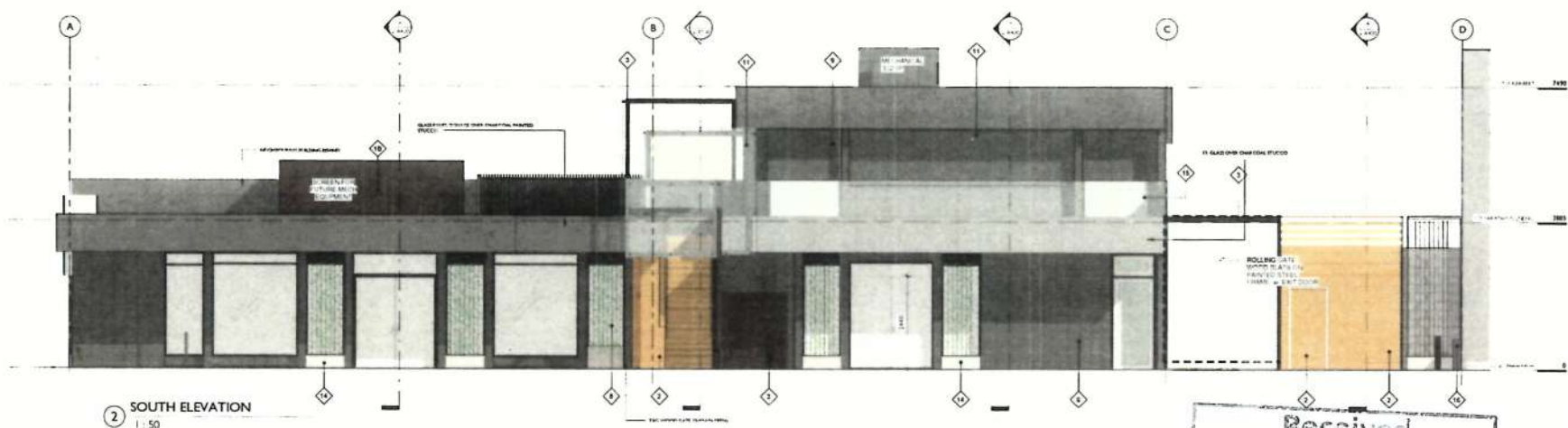
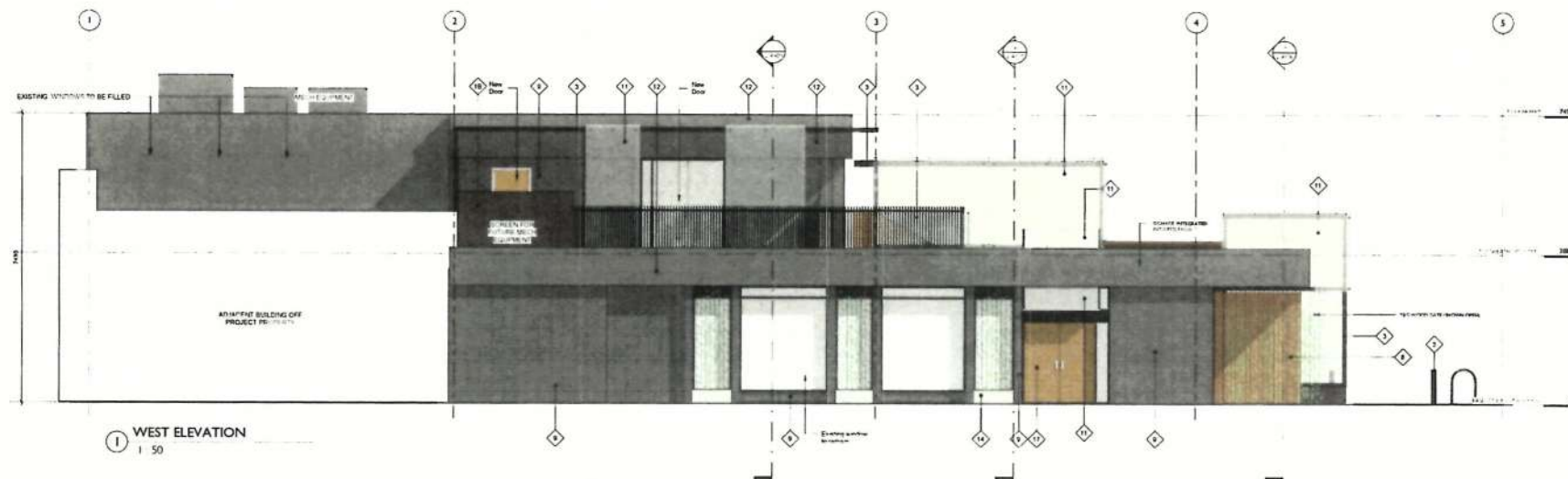
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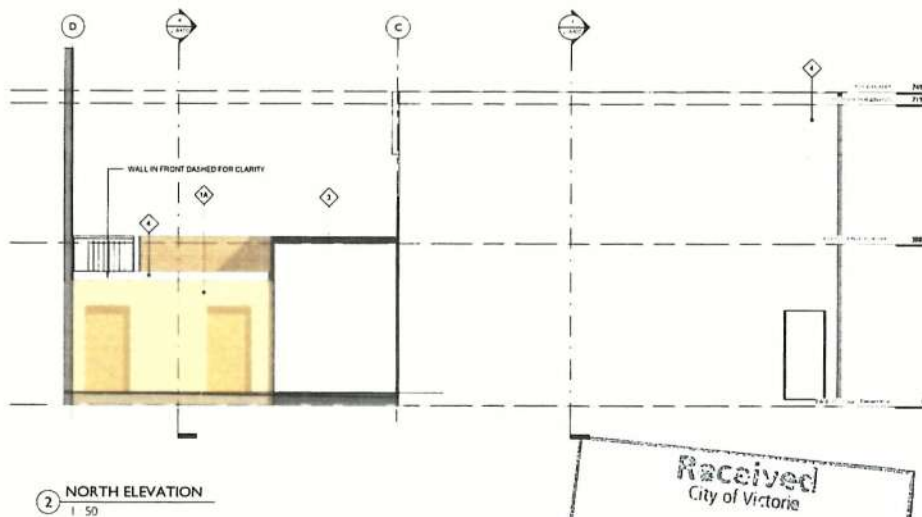
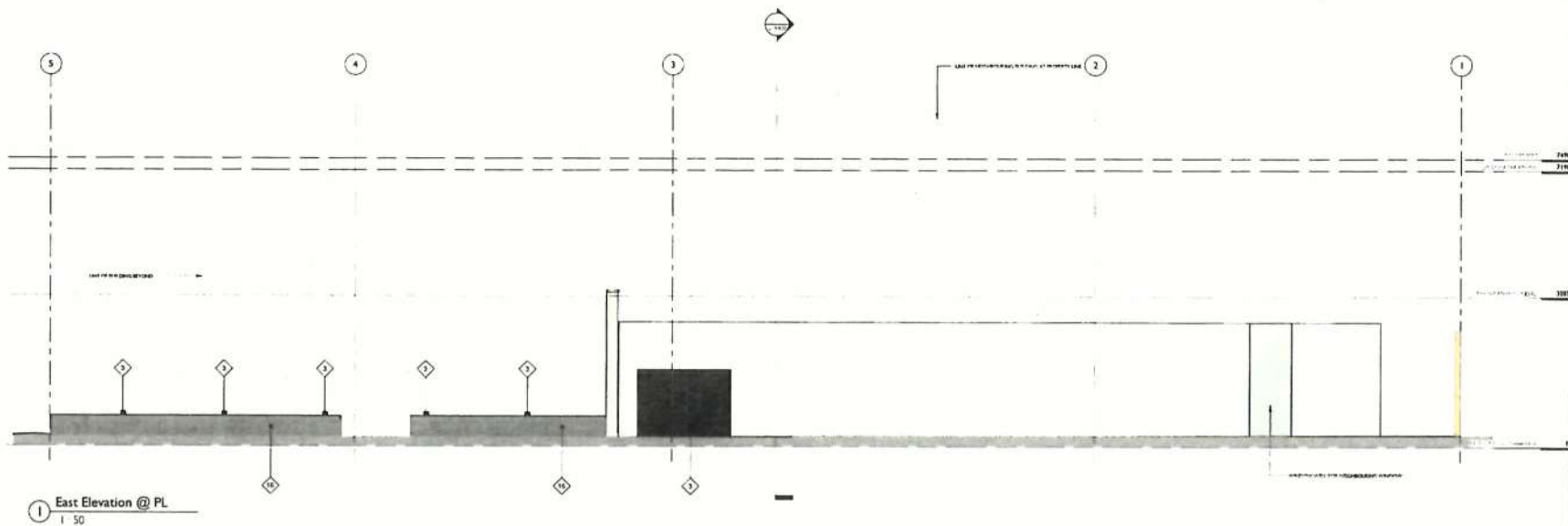
Figure 1: A schematic diagram of a single neuron. The neuron is represented by a circle with a vertical line through its center. The top half is labeled 'Dendrites' and the bottom half is labeled 'Soma'. To the right of the soma, there is a small box labeled 'Axon' and a larger box labeled 'Myelin sheath'.

	Z-A500
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**CASCADIA ARCHITECTS INC**  
 1010 Main Street  
 Victoria BC V8W 1B6 Canada  
 T 250 593 3223 c@cadiaarchitects.ca  
 F 250 593 3224 www.cadiaarchitects.ca

**Exterior Material Legend**

- 1A Solid Wood Slats Natural
- 1B Solid Wood Slats PTD Channel
- 2 T&G Wood Slats
- 3 Black PTD Metal
- 4 CMU
- 5 Stainless Steel Cable
- 6 Existing Brick Stained Channel
- 7 New Brick Stained Channel
- 8 Clear Glass
- 9 Existing Stained PTD Channel
- 10 New Glazed Facia over Existing stained PTD channel
- 11 Fibre Reinforced White Concrete
- 12 New Glass Guard
- 13 Concrete Wall
- 14 Solid Wood Floor

NO	DESCRIPTION	DATE
<b>ELEVATIONS</b>		
1001 Blanshard Street		
FORT PROPERTIES LTD		
1001 BLANSARD STREET VICTORIA BC		
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DATE	BY	2015.12.30
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		2-A302

**Received**  
 City of Victoria  
 DEC 31 2015  
 Planning & Development Department  
 Development Services Division



NO	DESCRIPTION	DATE
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## 1001 Blanshard Street

FORT PROPERTIES LTD.  
1001 BLANSHARD STREET VICTORIA BC

1. I would like to know the name of the person who is the  
owner of the property. I am not sure if I am the owner of the  
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姓名	性别	年龄	职业	住址	电话

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