

MOTIONS

1. **To Set Public Hearings for the Council Meeting of Thursday, July 9, 2015 for:**

It was moved by Councillor Madoff, seconded by Councillor Loveday, that the following Public Hearings be held in Council Chambers, City Hall, on **THURSDAY, JULY 9, 2015, at 7:00 p.m.:**

4. Development Permit with Variances Application No. 000390 for 1555 Jubilee Avenue

Carried Unanimously

REPORTS OF THE COMMITTEES

10. Planning and Land Use Committee – April 30, 2015

10. Development Permit with Variances Application No. 000390 for 1555 Jubilee Avenue

It was moved by Councillor Thornton-Joe, seconded by Councillor Alto, that after giving notice and allowing an opportunity for public comment, that Council consider the following motion:

"That Council authorize the issuance of Development Permit Application No. 000390 for 1555 Jubilee Avenue, in accordance with:

1. Plans date stamped April 1, 2015.
2. Development meeting all *Zoning Regulation Bylaw* requirements, except for the following variances:
 - a. Reduce the minimum dwelling size from 33m² to 29.44m² for Unit 1, 20.26m² for Unit 2, 20.37m² for Unit 4 and 20.37m² for Unit 5.
 - b. Increase the maximum site coverage from 30% to 36.2%.
 - c. Decrease the minimum open space from 30% to 27.4%.
 - d. Decrease the off-street parking requirement from 34 to 16 parking stalls.
 - e. Decrease the distance required from a parking stall to a living unit from 6m to 0m.
 - f. Allow the accessory building to be located in the side yard.
 - g. Reduce the side yard setback requirement (north) for the accessory building from 0.6m to 0m.
 - h. Reduce the distance required between the accessory building and the main building from 2.4m to 1.2m, subject to the following:
 - i. Prior to the issuance of a building permit for any construction that the applicant provide a landscape plan with sufficient details regarding the stamped concrete path, lighting plan, landscape area in front of the proposed units, planters, plant material, trellises, garbage enclosure and bike rack, and these items be secured by a landscape bond.
 - ii. The final interior layout of the bike storage building be to satisfaction of the Director of Engineering and Public Works, and the construction of the bike storage facility be completed prior to the commencement of construction of the new units."

Carried

For:

Mayor Helps, Councillors Alto, Coleman, Loveday, Lucas, Madoff and Thornton-Joe

Against:

Councillor Young

6. DEVELOPMENT APPLICATION REPORTS

6.1 Development Permit with Variance Application No. 000390 for 1555 Jubilee Avenue

Committee received a report regarding a development permit application for 1555 Jubilee Avenue. The proposal is to create five residential units by filling-in existing under-building parking. The application proposes variances to reduce the minimum dwelling size, siting of parking stalls, parcel coverage and open site reduction to accommodate a bike storage building.

Committee discussed:

- The appropriateness of converting underground parking into suites.
- Concerns regarding the change in grade and if there is enough definition between the parking lot and the entryways to the suites. The walkway, intended to provide pedestrian presence does not provide a barrier to vehicles.
- The entryway to the suites is set below the surface level and may be problematic if only raised planters are used as barriers to stop traffic.

Action: It was moved by Councillor Madoff, seconded by Councillor Thornton-Joe, that Committee recommends that Council consider the following motion:

"That Council authorize the issuance of Development Permit Application No. 000390 for 1555 Jubilee Avenue, in accordance with:

1. Plans date stamped April 1, 2015.
2. Development meeting all *Zoning Regulation Bylaw* requirements, except for the following variances:
 - a. Reduce the minimum dwelling size from 33m² to 29.44m² for Unit 1, 20.26m² for Unit 2, 20.37m² for Unit 4 and 20.37m² for Unit 5.
 - b. Increase the maximum site coverage from 30% to 36.2%.
 - c. Decrease the minimum open space from 30% to 27.4%.
 - d. Decrease the off-street parking requirement from 34 to 16 parking stalls.
 - e. Decrease the distance required from a parking stall to a living unit from 6m to 0m.
 - f. Allow the accessory building to be located in the side yard.
 - g. Reduce the side yard setback requirement (north) for the accessory building from 0.6m to 0m.
 - h. Reduce the distance required between the accessory building and the main building from 2.4m to 1.2m, subject to the following:
 - i. Prior to the issuance of a building permit for any construction that the applicant provide a landscape plan with sufficient details regarding the stamped concrete path, lighting plan, landscape area in front of the proposed units, planters, plant material, trellises, garbage enclosure and bike rack, and these items be secured by a landscape bond.
 - ii. The final interior layout of the bike storage building be to satisfaction of the Director of Engineering and Public Works, and the

construction of the bike storage facility be completed prior to the commencement of construction of the new units.”

Committee discussed:

- There are many concerns: the reduction of parking stalls, the limited on-street parking, the marginal addressing of the issue of the access to the suites, the fact that the walkway is where cars are backing out and the need for physical protection so that cars cannot drive into the stair wells. The sidewalk is part of driveway and will be driven on.

CARRIED 15/PLUC120

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

Councillor Isitt excused himself from the meeting at 11:10 a.m. due to a pecuniary conflict of interest as his father lives a block away from the subject property.



Planning and Land Use Committee Report

For the Meeting of April 30, 2015

To: Planning and Land Use Committee **Date:** April 16, 2015

From: Lucina Baryluk, Senior Process Planner

Subject: Development Permit with Variances Application No. 000390 for 1555 Jubilee Avenue

RECOMMENDATION

Staff recommend that Committee forward this report to Council and that after giving notice and allowing an opportunity for public comment, that Council consider the following motion:

"That Council authorize the issuance of Development Permit Application No. 000390 for 1555 Jubilee Avenue, in accordance with:

1. Plans date stamped April 1, 2015.
2. Development meeting all *Zoning Regulation Bylaw* requirements, except for the following variances:
 - i. reduce the minimum dwelling size from 33m² to 29.44m² for Unit 1, 20.26m² for Unit 2, 20.37m² for Unit 4 and 20.37m² for Unit 5;
 - ii. increase the maximum site coverage from 30% to 36.2%;
 - iii. decrease the minimum open space from 30% to 27.4%;
 - iv. decrease the off-street parking requirement from 34 to 16 parking stalls;
 - v. decrease the distance required from a parking stall to a living unit from 6m to 0m;
 - vi. allow the accessory building to be located in the side yard;
 - vii. reduce the side yard setback requirement (north) for the accessory building from 0.6m to 0m;
 - viii. reduce the distance required between the accessory building and the main building from 2.4m to 1.2m, subject to the following:
3. Prior to the issuance of a building permit for any construction that the applicant provide a landscape plan with sufficient details regarding the stamped concrete path, lighting plan, landscape area in front of the proposed units, planters, plant material, trellises, garbage enclosure and bike rack, and these items be secured by a landscape bond.
4. The final interior layout of the bike storage building be to satisfaction of the Director of Engineering and Public Works, and the construction of the bike storage facility be completed prior to the commencement of construction of the new units."

LEGISLATIVE AUTHORITY

In accordance with section 920(2) 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.

A Development Permit may also impose conditions respecting the sequence and timing of construction.

EXECUTIVE SUMMARY

The purpose of this report is to present Council with information, analysis and recommendations for a Development Permit Application for the property located at 1555 Jubilee Avenue. The proposal is to create five residential units by filling-in existing under-building parking. The proposal requires eight variances: to reduce the minimum dwelling unit size, to reduce the overall parking requirement and siting of parking stalls, and siting, parcel coverage and open site space variances required for the bike storage building.

The following points were considered in assessing this Application:

- The applicable design guidelines are the Design Guidelines for Multi-Unit Residential, Commercial and Industrial. The main issue with the proposal is the lack of visibility of the unit entrances and connection with the public street. The applicant has mitigated this concern by proposing an internal walkway adjacent to the building (stamped concrete) and by introducing features to identify the entrances.
- The broad housing objectives of the *Jubilee Neighbourhood Plan* are satisfied.
- The variances triggered by the construction and location of the bike storage building are recommended to Council by staff. This is an appropriate location of the bike storage building, with a clear view to the street, and ease of accessibility.
- The parking variance for 18 stalls is supportable based on the Parking Demand Study findings, subject to the provision of a bicycle rack and a bicycle storage building.
- While the proposed unit size averages 25m², which is below the zone minimum standard of 33m², the units are self-contained and appear functional.

BACKGROUND

Description of Proposal

The proposal is to create five residential units by filling-in the existing under-building parking. Specific details include:

- The existing building has sixteen surface parking stalls and seven stalls under the building (at-grade). With the loss of the seven stalls, the total parking variance is 18 stalls. It is noted that excavation will be required for the units to meet the height requirements of the Building Code.
- A bicycle storage building will be located in the north side yard. This exterior material will be stucco, coloured to match the existing building. This storage building requires the following variances: an increase in the parcel coverage from 30 to 36.2%, a reduction in the open site space from 30% to 27.4%, a relaxation to allow the location of

an accessory building in the side yard and a setback reduction from north property line from 0.6m to nil and to reduce the distance from the accessory building to the main building from 2.4m to 1.2m.

- The five units range in size from 20.26m² to 36.21m². Four of the five units require a variance to reduce the minimum unit size from 33m².
- To identify the units, a stamped concrete path will be created along the frontage of the units, along with planter boxes and a trellis feature over three of the unit entryways.

Sustainability Features

The applicant's plans indicate power saving lighting will be installed in each new unit and water restrictors will be installed in all tubs, showers and toilets.

Active Transportation Impacts

The proposed bike storage locker will accommodate 24 bikes.

Existing Site Development and Development Potential

The site is presently occupied by a 21-unit apartment building, built in 1969. Under the current R3-2 Zone, Multiple Dwelling Unit District, the property is developed close to its maximum density (see Data Table), therefore there is minimum additional development potential on this site, without a rezoning or a further reduction to the parking standards.

Data Table

The following data table compares the proposal with the current R3-2 Zone, Multiple Dwelling District. An asterisk is used to identify where the proposal is less stringent than the existing zone. A double asterisk is used to identify where the proposal has non-conforming siting.

Zoning Criteria for Principal Building	Proposal	Zone Standard R3-2
Site area (m ²) - minimum	1505	920
Density (Floor Space Ratio) - maximum	1.14:1	1.2:1
Total floor area (m ²) - maximum	1716.39	1806
Dwelling unit floor area (m ²) - minimum	20.26 to 29.44 range* (for 4 of the 5 units)	33
Height (m) - maximum	10.77	18.50
Storeys - maximum	4	n/a
Site coverage % - maximum	36.2*	30.00
Open site space % - minimum	27.4*	30.00
Setbacks (m) - minimum		
Front	9.24**	10.50
Rear	11.46	5.39
Side (north)	5.33**	5.39
Side (south)	5.32	5.39

Zoning Criteria for Principal Building	Proposal	Zone Standard R3-2
Parking - minimum	16*	34 (1.3 stalls per unit)
Location of parking stalls – horizontal distance between a dwelling unit and a parking stall	0*	6
Bicycle storage stalls – Class 1 (minimum)	24	Required for new units only
Bicycle parking stalls – Class 2 (minimum)	6	6

Zoning Criteria for Accessory Building	Proposal	Zone Standard R3-2
Location	Side yard*	Rear yard
Side setback	0*	6
Separation space between accessory building and principal building	1.2*	2.4
Height	2.3	3.5

Community Consultation

Consistent with the *Community Association Land Use Committee (CALUC) Procedures for Processing Rezoning and Variances Applications*, on December 12, 2014 the Application was referred for a 30-day comment period to the South Jubilee Neighbourhood 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

Development Permit Area and Design Guidelines

The *Official Community Plan (OCP)* identifies this property within DPA 16, General Form and Character, referencing the Design Guidelines for Multi-Unit Residential, Commercial and Industrial Development (2012) as the most relevant design guidelines.

These Guidelines encourage residential use at the street level with strong entry features and building designs that encourage interaction with the street or public sidewalk. The creation of the units at the rear of the building accessed via the parking lot falls short of this objective, with potential liveability and safety concerns for the occupants. In response to these concerns, the applicant is proposing to delineate the access to the new units by a stamped concrete path and creating entry features with planters and trellises over three units. These design elements will also serve to identify the entrances to the units.

No further specific details have been provided by the applicant on how Crime Prevention through Environment Design (CPTED) practices have been used to address potential safety issues of accessing the new units or the bike storage facility. Should Council choose to advance this Application, the staff recommendation includes a requirement for the applicant to provide further details related to the design of this area, including the provision of a lighting plan.

Jubilee Neighbourhood Plan

The Housing Goals of the Plan are as follows:

- Maintain and encourage a mix of housing types and tenures for people with different needs including a variety of incomes and family structures.
- Maintain the physical integrity, scale and character of the neighbourhood.

This project meets the intent of these Housing Goals.

Regulatory Considerations

Reduction in Off-Street Parking

The calculation for the parking variance is technically challenging for the site due to the age of the building. The building pre-dates the Schedule "C" requirements so the number of existing stalls (23) is considered the base line for the analysis, which is four less than the Bylaw requirements. From the existing 23 stalls, seven stalls will be eliminated under the building and replaced by new units. These five proposed residential units would require an additional seven parking stalls. Therefore, using the current bylaw standards there is a shortfall of 18 stalls, or a parking ratio of 0.62 stalls per unit, and the bylaw requirement is 1.3 stalls per unit.

The applicant has provided a parking study (attached) which analyzes the parking demand for apartment buildings in the immediate proximity. The average is 0.59 stalls per unit. The proposed ratio meets this average. The inclusion of a bicycle rack and a bicycle storage facility for bicycles will help alleviate the parking shortfall.

Variances Required for the Bike Storage Building

The variances triggered by the construction and location of the bike storage building are supportable. This is an appropriate location of the bike storage building, with a clear view to the street, and ease of accessibility.

Reduction in the Unit Size

The zone standard requires a minimum unit size of 33m². Four of the five proposed units do not meet this minimum unit size. While smaller units have become more common in downtown developments, this size of unit has been less common in other neighbourhoods.

The intent of this minimum unit size is to ensure a certain level of liveability for the occupant(s). The proposed units all have three-piece bathrooms and kitchen facilities, with limited food preparation area in some units. There are no additional storage facilities available in the building.

CONCLUSIONS

While the broader policy objectives of increasing the stock of rental housing is achieved, the addition of small units at the rear of a building facing a parking lot does not meet the intent of the design objectives. The applicant is proposing hard and soft landscaping features to emulate a secondary street frontage. Each unit is fully self-contained and would appear functional for the intended use.

A Parking Demand Study has been provided by the applicant to justify the parking ratio, and the dwelling unit to parking stall ratio is comparable to other developments in the area. The bike storage facility and bike rack are highly encouraged additions to the property. Despite the challenges associated with the requested variances and some challenging aspects of the proposed design, staff recommend this application for Council's consideration.

ALTERNATE MOTION

That Council decline Development Permit with Variances Application No. 000390 for the property located at 1555 Jubilee Avenue.

Respectfully submitted,




Lucina Baryluk
Senior Process Planner
Development Services Division



Alison Meyer, Assistant Director
Development Services Division
Sustainable Planning & Community Development

Report accepted and recommended by the City Manager:


Jason Johnson

Date: April 25, 2015

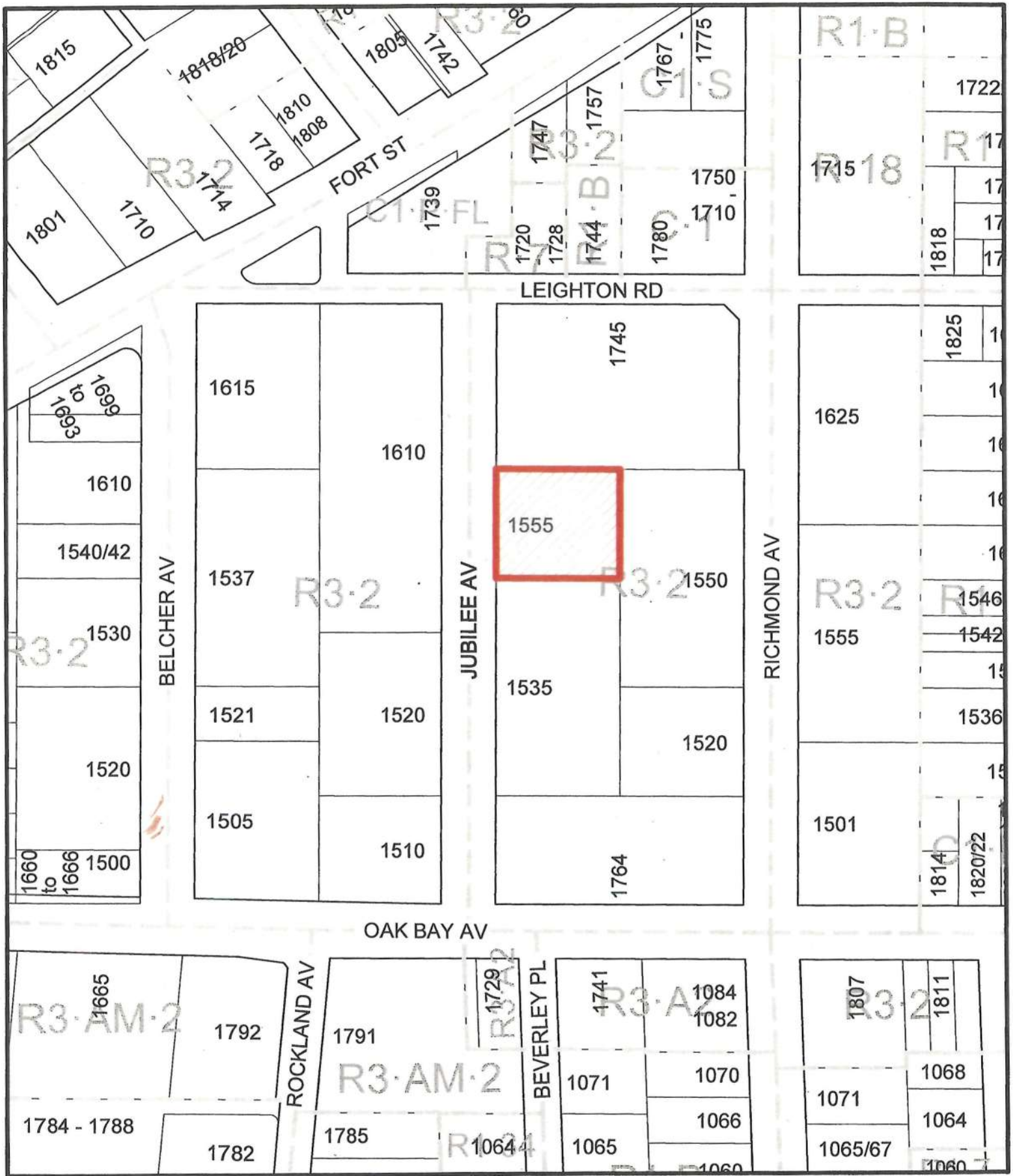
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List of Attachments

- Aerial Map
- Zoning Map
- Submission drawings dated April 1, 2015
- Letter from the applicant dated October 15, 2014
- Adept Transportation Study.





1555 Jubilee Ave
Development Permit #000390



CONSULTANTS

ARCHITECTURAL DRAFTING

GENERAL CONTRACTOR

Victoria Design Ltd.
103-011 Adria Avenue
Victoria, B.C. V8V 9A4
Tel: 250-362-7358
Fax: 250-362-7344
Email: info@victoriadesign.ca

CIVIL ENGINEER STRUCTURAL

GEOTECHNICAL MECHANICAL ENGINEER

ELECTRICAL

LIST OF DRAWINGS

No.	DATE	ISSUED/REVISED
A1.0	09/04/14	95% Complete
A2.0	09/16/14	100% Complete
A3.0	10/01/14	City Comments
A3.1	01/20/15	Revised room names of existing building
A3.2	02/12/15	Revised Bicycle Enclosure & Elevations
A4.0	02/23/15	Revised Bicycle Enclosure

ISSUED/REVISED

No.	DATE	ISSUED/REVISED
01	09/04/14	95% Complete
02	09/16/14	100% Complete
03	10/01/14	City Comments
04	01/20/15	Revised room names of existing building
05	02/12/15	Revised Bicycle Enclosure & Elevations
06	02/23/15	Revised Bicycle Enclosure

General Contractor and/or Owner to verify and thoroughly review all aspects of plan and required amendments prior to construction. Any discrepancies are to be reported to Building Inspector immediately. Building Designer and/or Owner to be responsible for any changes made to plan on site or before to report discrepancies. Refer to General Contractor for all plan changes.

Make & C.L.A. to verify placement and siting of all structures on site. General Contractor to verify placement and siting of all structures on site. Building Designer and/or Owner to be responsible for any changes made to plan on site or before to report discrepancies. Refer to General Contractor for all plan changes.

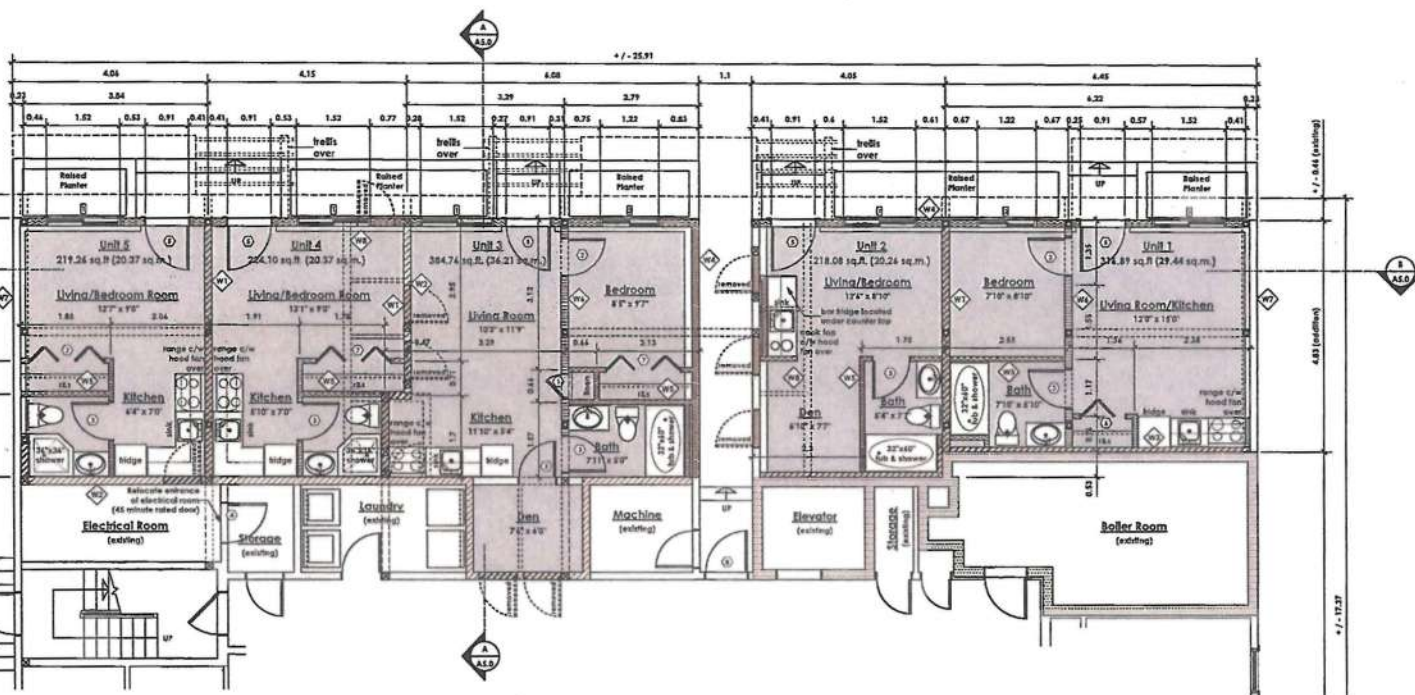
VICTORIA DESIGN
103-011 Adria Avenue
Victoria, B.C. V8V 9A4
Tel: 250-362-7358
Fax: 250-362-7344
Email: info@victoriadesign.ca

7438
Sept 16, 2014
as shown
MRB
JTE

Proposed Addition:
For Kasalah Investment Corp.
1555 Jubilee Avenue
Oak Bay Junction Apartments
Victoria, B.C.

Date: 1/4/15
Time: 10:33:25 AM

DATE: 01, 2014
A2.1



1 Ground Floor Plan

Scale: 1/4" = 1'-0"

Building: 2994.00 sq.ft. (278.32 sq.m.)
Addition: 1318.16 sq.ft. (122.18 sq.m.)
Total: 4312.16 sq.ft. (400.50 sq.m.)

NOTE: Power Saving Lighting is to be installed in each new unit.

NOTE: Water restrictors are to be installed in all Tubs, Showers and Toilets in each new unit.

No.	Size	FRAME	QUANTITY OF WINDOWS
1	36" x 48"	WOOD	1
2	36" x 48"	WOOD	1
3	36" x 48"	WOOD	1

DOOR SCHEDULE

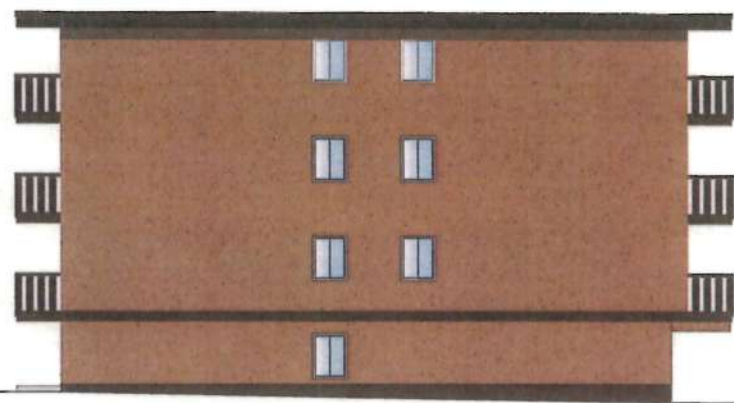
No.	SIZE	ACTION	HARDWARE				DOOR			FRAME		RISK PROTECTION RATING	QUANTITY OF DOORS
			P/S	L/E	P/P	D/C	P.H.	MATERIAL	GLAZ	FINISH	MATERIAL		
1	36"x48"x1 1/2"	WOOD						WOOD	N/D	P	WOOD	P	1
2	36"x48"x1 1/2"	WOOD						WOOD	N/D	P	WOOD	P	1
3	36"x48"x1 1/2"	WOOD						WOOD	N/D	P	WOOD	P	1
4	36"x48"x1 1/2"	WOOD						WOOD	N/D	P	WOOD	P	1
5	36"x48"x1 1/2"	WOOD						WOOD	N/D	P	WOOD	P	1
6	36"x48"x1 1/2"	WOOD						WOOD	N/D	P	WOOD	P	1
7	36"x48"x1 1/2"	WOOD						WOOD	N/D	P	WOOD	P	1
8	36"x48"x1 1/2"	WOOD						WOOD	N/D	P	WOOD	P	1
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11	36"x48"x1 1/2"	WOOD						WOOD	N/D	P	WOOD	P	1
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54	36"x48"x1 1/2"	WOOD						WOOD	N/D	P	WOOD	P	1
55	36"x48"x1 1/2"	WOOD						WOOD	N/D	P	WOOD	P	1
56	36"x48"x1 1/2"	WOOD						WOOD	N/D	P	WOOD	P	1
57	36"x48"x1 1/2"	WOOD						WOOD	N/D	P	WOOD	P	1
58	36"x48"x1 1/2"	WOOD						WOOD	N/D	P	WOOD	P	1
59	36"x48"x1 1/2"	WOOD						WOOD	N/D	P	WOOD	P	1
60	36"x48"x1 1/2"	WOOD						WOOD	N/D	P	WOOD	P	1
61	36"x48"x1 1/2"	WOOD						WOOD	N/D	P	WOOD	P	1
62	36"x48"x1 1/2"	WOOD						WOOD	N/D	P	WOOD	P	1
63	36"x48"x1 1/2"	WOOD						WOOD	N/D	P	WOOD	P	1
64	36"x48"x1 1/2"	WOOD						WOOD	N/D	P	WOOD	P	1
65	36"x48"x1 1/2"	WOOD						WOOD	N/D	P	WOOD	P	1
66	36"x48"x1 1/2"	WOOD						WOOD	N/D	P	WOOD	P	1
67	36"x48"x1 1/2"	WOOD						WOOD	N/D	P	WOOD	P	1
68	36"x48"x1 1/2"	WOOD						WOOD	N/D	P	WOOD	P	1
69	36"x48"x1 1/2"	WOOD						WOOD	N/D	P	WOOD	P	1
70	36"x48"x1 1/2"	WOOD						WOOD	N/D	P	WOOD	P	1
71	36"x48"x1 1/2"	WOOD						WOOD	N/D	P	WOOD	P	1
72	36"x48"x1 1/2"	WOOD						WOOD	N/D	P	WOOD	P	1
73	36"x48"x1 1/2"	WOOD						WOOD	N/D	P	WOOD	P	1
74	36"x48"x1 1/2"	WOOD						WOOD	N/D	P	WOOD	P	1
75	36"x48"x1 1/2"	WOOD						WOOD	N/D	P	WOOD	P	1
76	36"x48"x1 1/2"	WOOD						WOOD	N/D	P	WOOD	P	1
77	36"x48"x1 1/2"	WOOD						WOOD	N/D	P	WOOD	P	1
78	36"x48"x1 1/2"	WOOD						WOOD	N/D	P	WOOD	P	1
79	36"x48"x1 1/2"	WOOD						WOOD	N/D	P	WOOD	P	1
80	36"x48"x1 1/2"	WOOD						WOOD	N/D	P	WOOD	P	1
81	36"x48"x1 1/2"	WOOD						WOOD	N/D	P	WOOD	P	1
82	36"x48"x1 1/2"	WOOD						WOOD	N/D	P	WOOD	P	1
83	36"x48"x1 1/2"	WOOD						WOOD	N/D	P	WOOD	P	1
84	36"x48"x1 1/2"	WOOD						WOOD	N/D	P	WOOD	P	1
85	36"x48"x1 1/2"	WOOD						WOOD	N/D	P	WOOD	P	1
86	36"x48"x1 1/2"	WOOD						WOOD	N/D	P	WOOD	P	1
87	36"x48"x1 1/2"	WOOD						WOOD	N/D	P	WOOD	P	1
88	36"x48"x1 1/2"	WOOD						WOOD	N/D	P	WOOD	P	1
89	36"x48"x1 1/2"	WOOD						WOOD	N/D	P	WOOD	P	1
90	36"x48"x1 1/2"	WOOD						WOOD	N/D	P	WOOD	P	1
91	36"x48"x1 1/2"	WOOD						WOOD	N/D	P	WOOD	P	1
92	36"x48"x1 1/2"	WOOD						WOOD	N/D	P	WOOD	P	1
93	36"x48"x1 1/2"	WOOD						WOOD	N/D	P	WOOD	P	1
94	36"x48"x1 1/2"	WOOD						WOOD	N/D	P	WOOD	P	1
95	36"x48"x1 1/2"	WOOD						WOOD	N/D	P	WOOD	P	1
96	36"x48"x1 1/2"	WOOD						WOOD	N/D	P	WOOD	P	1
97	36"x48"x1 1/2"	WOOD						WOOD	N/D	P	WOOD	P	1
98	36"x48"x1 1/2"	WOOD						WOOD	N/D	P	WOOD	P	1
99	36"x48"x1 1/2"	WOOD						WOOD	N/D	P	WOOD	P	1
100	36"x48"x1 1/2"	WOOD						WOOD	N/D	P	WOOD	P	1

ABBREVIATION LEGEND

P/S = PRISTINE SET
L/S = LOCK & SET
P/P = PUSH PULL
D/C = DOOR CLOSER
P.S. = PASTIC HARDWARE
ASUM = ALUMINUM
HWD = HOLLOW WOOD DOOR
HWD = HOLLOW WOOD DOOR
SCHD = SOLID CORE WOOD DOOR
P.S. = PRESSED STEEL FRAME
MAT. = MATERIAL
FIN. = FINISH
GLAZ. = GLAZING
NO. = NUMBER
P. = PAINTED
S.P. GL. = SHATTER PROOF GLASS
J.M. = JOINT MEASURE DOOR
C.C.A. = BRITISH COLUMBIA BUILDING CODE
C.S.A. = CANADIAN STANDARDS ASSOCIATION
A.N.S.I. = AMERICAN NATIONAL STANDARDS INSTITUTE
N/A = NOT APPLICABLE

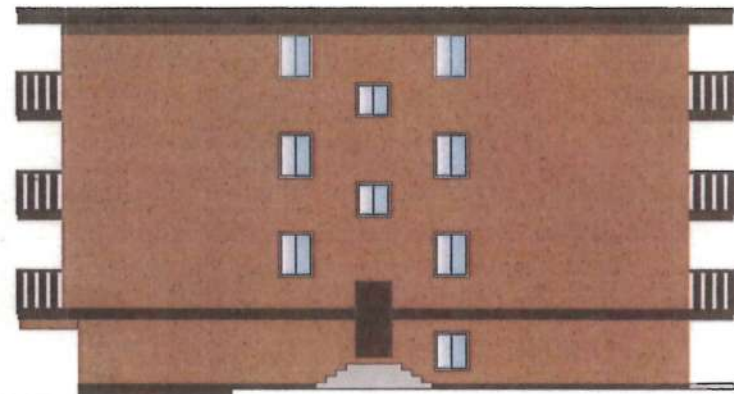
WALL LEGEND

1 HR. F.R. NEW INTERIOR PARTITION
1 HR. F.R. ON EXISTING PARTITION
NEW EXTERIOR WALL
45 MINUTE F.R. NEW EXTERIOR WALL
NEW 2"x4" INTERIOR PARTITION
NEW 2"x4" INTERIOR PARTITION
EXISTING FRAMED WALL TO REMAIN
EXISTING FRAMED WALL TO BE REMOVED



1 Front (West) Elevation
3.2 Scale: 3/16" = 1'-0"

2 Right Side (South) Elevation
3.2 Scale: 3/16" = 1'-0"



3 Rear (East) Elevation
3.2 Scale: 3/16" = 1'-0"

4 Left Side (North) Elevation
3.2 Scale: 3/16" = 1'-0"

AREA	COLOUR	COLOUR/FINISH INFO
STUCCO		Existing Finish and paint colour to remain unchanged. New walls to match finish and paint colour of existing stucco.
FASCIA & ROOF TRIM / DECKS		Existing paint colour to remain unchanged.
WINDOW TRIM		Existing paint colour to remain unchanged. New window trim to match paint colour of existing trim.

CONSULTANTS	GENERAL CONTRACTOR
ARCHITECTURAL DRAFTING	
Victoria Design Ltd.	
1555 15th Avenue, Suite 100	
Victoria, B.C. V8M 1Y4	
TEL: 250-382-1114	
FAX: 250-382-7544	
Email: info@victoriadesign.ca	

CIVIL ENGINEER	STRUCTURAL
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GEOTECHNICAL	MECHANICAL ENGINEER
--------------	---------------------

ELECTRICAL

LIST OF DRAWINGS
A1.0 SITE PLAN
A2.0 FLOOR PLANS
A2.1 GROUND FLOOR ADDITION
A3.0 ELEVATIONS EAST / NORTH
A3.1 ELEVATIONS WEST / SOUTH
A3.2 COLOURED ELEVATIONS
A4.0 CONTEXT PLAN
A5.0 CROSS SECTION
A6.0 BICYCLE ENCLOSURE LAYOUT

ISSUED/REVISED
No. DATE ISSUED/REVISED
01 09/04/14 95% Complete
02 09/16/14 100% Complete
03 10/01/14 City Comments
04 01/26/15 Revised room names of existing building
05 02/12/15 Revised Bicycle Enclosure & Elevations
06 02/23/15 Revised Bicycle Enclosure

General Contractor and/or Owner to verify and thoroughly review all aspects of plan and required construction prior to commencement and setting out of all work. Any discrepancies are to be reported to Building Services immediately. Building Services will be responsible for changes made to plan on site or before to report discrepancies. Refer to General notes included on plan.

Note: S.C.E. is to verify placement and depth of all structural work. General Contractor to verify and thoroughly review all aspects of plan and required construction prior to commencement and setting out of all work. Any discrepancies are to be reported to Building Services immediately. Building Services will be responsible for changes made to plan on site or before to report discrepancies. Refer to General notes included on plan.

VICTORIA DESIGN	7438
1555 15th Avenue, Suite 100	Sept 16, 2014
TEL: 250-382-1114	as shown
FAX: 250-382-7544	MRB
WWW.VICTORIADDESIGN.CA	JTE

Proposed Addition:
For Kasalrah Investment corp.
1555 Jubilee Avenue
Oak Bay Junction Apartments
Victoria, B.C.

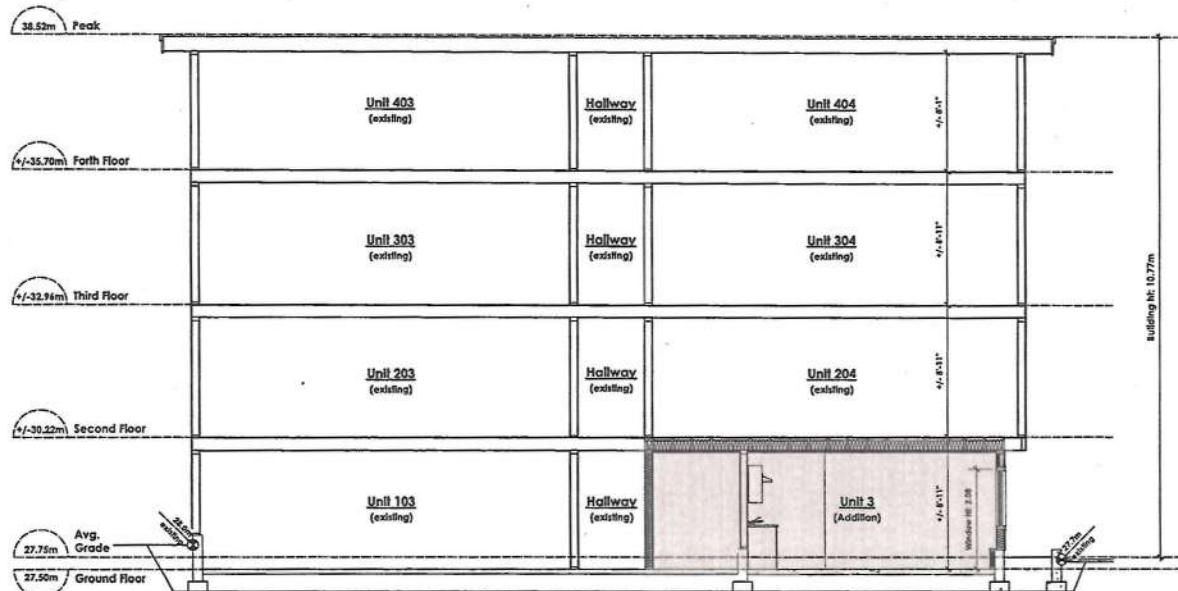
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Time: 10:33:24 AM

REVISION DATE	REV. NO.
Oct 1, 2014	A3.2

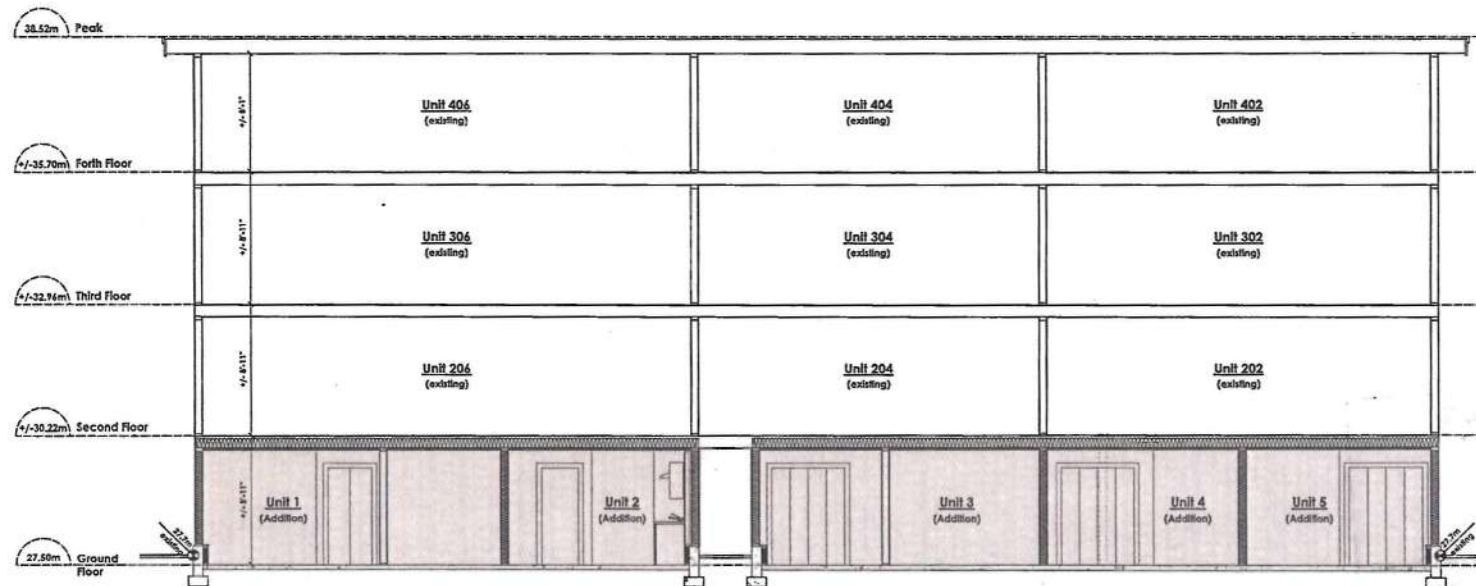


1 Context Plan
4.0

CONSULTANTS	
ARCHITECTURAL DRAWING	GENERAL CONTRACTOR
Victoria Design Ltd. 100-101 Adre Avenue Victoria B.C. V8V 2G4 Tel: (250) 363-7554 Fax: (250) 363-7554 Email: info@victoriadesign.ca	
CIVIL ENGINEER	STRUCTURAL
GEOTECHNICAL	MECHANICAL ENGINEER
ELECTRICAL	
LIST OF DRAWINGS	
A1.0	SITEPLAN
A2.0	FLOOR PLANS
A2.1	GROUND FLOOR ADDITION
A3.0	ELEVATIONS EAST / NORTH
A3.1	ELEVATIONS WEST / SOUTH
A3.2	COLOURED ELEVATIONS
A4.0	CONTEXT PLAN
A5.0	CROSS SECTION
A6.0	BICYCLE ENCLOSURE LAYOUT
ISSUED/REVISED	
No.	DATE ISSUED/REVISED
01	07/04/14 1555 Complete
02	07/14/14 100% Complete
03	10/01/14 City Comments
04	01/30/15 Revised room names of existing building
05	02/12/15 Revised Bicycle Enclosure & Elevation
06	02/23/15 Revised Bicycle Enclosure
General Contractor and/or Owner to verify and thoroughly review all aspects of plan and required construction plan prior to commencement and setting out of all work. Any alterations are to be requested by Building Designer immediately. Building Designer not liable for changes made by others or for any discrepancies. Refer to General notes included on plan. Note: C.E.L. to verify placement and siting of all structures on lot. General Contractor to work in compliance with B.C.L.S. to ensure proper placement of structures on site prior to starting work. Building Designer not responsible for any encroachments of any kind with regard to siting or placement of structures on lot.	
VICTORIA DESIGN 100-101 ADRE AVENUE VICTORIA, B.C. TEL: (250) 363-7554 FAX: (250) 363-7554 EMAIL: info@victoriadesign.ca	
7438 Sept 16, 2014 as shown MRB JTE	
Proposed Addition: For Kasalah Investment corp. 1555 Jubilee Avenue Oak Bay Junction Apartments Victoria, B.C.	
Date: 1/4/15 Time: 10:33:26 AM	Oct 1, 2014 A4.0



1 Cross Section A-A
Scale: 1/4" = 1'-0"



2 Cross Section B-B
Scale: 1/4" = 1'-0"

CONSULTANTS
ARCHITECTURAL
DRAFTING

General Contractor
Vicoflex Design Ltd.
105-811 88th Avenue
Whisper, B.C. V3V 5A4
Tel: 250.382.7974
Fax: 250.382.7944
Email: info@vicoflexdesign.com

CIVIL ENGINEER STRUCTURAL

GEOTECHNICAL MECHANICAL
ENGINEER

ELECTRICAL

LIST OF DRAWINGS	
A1.0	SITE PLAN
A2.0	FLOOR PLANS
A2.1	GROUND FLOOR ADDITION
A3.0	ELEVATIONS EAST / NORTH
A3.1	ELEVATIONS WEST / SOUTH
A3.2	COLOURED ELEVATIONS
A4.0	CONTEXT PLAN
A5.0	CROSS SECTION
A6.0	BICYCLE ENCLOSURE LAYOUT

ISSUED/REVISED	
No.	DATE
01	09/04/14 10% Complete
02	09/14/14 100% Complete
03	10/01/14 City Comments
04	01/30/15 Revised room names of existing building
05	02/12/15 Revised Bicycle Enclosure & Elevations
06	02/23/15 Revised Bicycle Enclosure

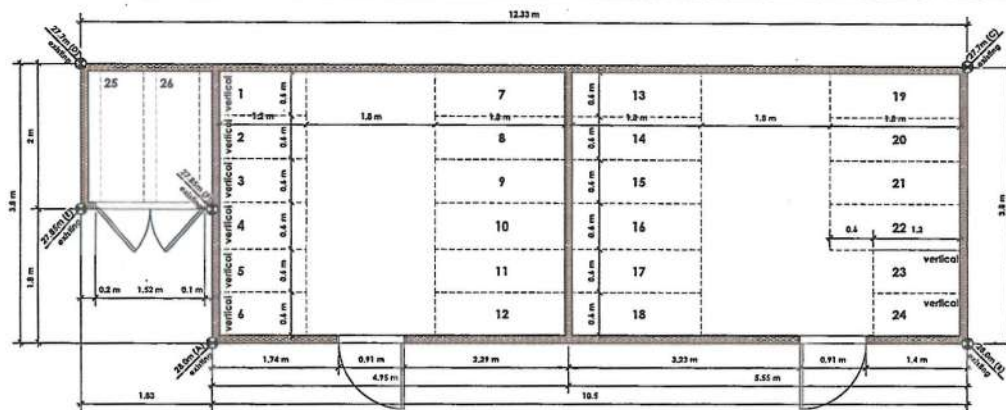
General Contractor and/or Owner to verify and thoroughly review all aspects of plan and required construction prior to construction and setting out of all work. Any discrepancies are to be reported to Building Designer immediately. Building Designer not liable for changes made to plan on site or failure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

Victor & C.L.S. to verify placement and effect of all structures on lot. General Contractor to work in conjunction with B.C.L.S. to ensure proper placement of structures on site prior to starting work. Building Designer not responsible for any encroachments of any kind with regard to siting or placement of structures on lot.

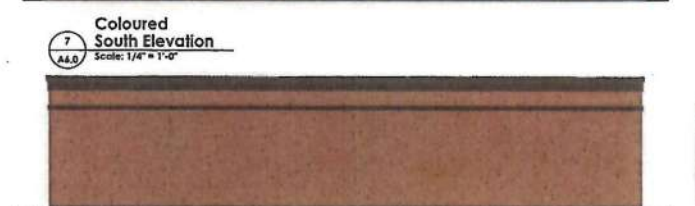
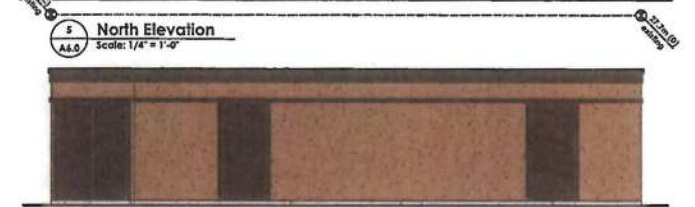
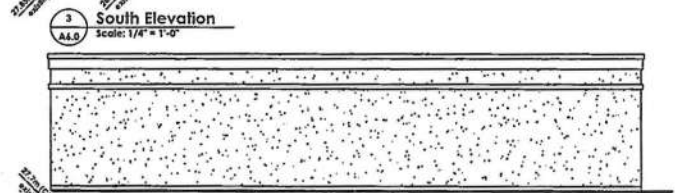
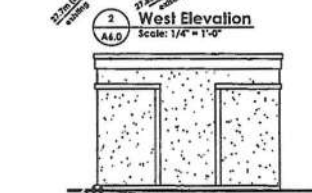
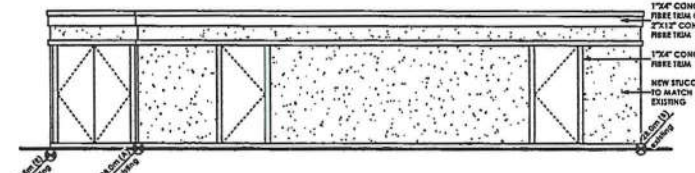
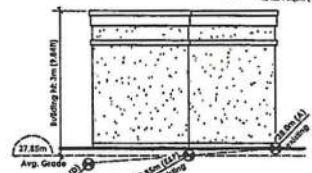
Proposed Addition:
For Kasaliah Investment corp.
1555 Jubilee Avenue
Oak Bay Junction Apartments
Victoria, B.C.

Date: 1/4/15
Time: 10:33:26 AM

Oct 1, 2014 A5.0



1 Bicycle Enclosure Layout
Scale: 3/8" = 1'-0"
434.54 sq.ft. (40.37 sq.m.)



AREA	COLOUR	COLOUR/FINISH INFO
STUCCO		Wall to match finish and paint colour of stucco on existing building
WALL & ROOF TRIM		Wall and roof trim to match finish and paint colour of existing building

CONSULTANTS
ARCHITECTURAL DRAFTING
GENERAL CONTRACTOR

Victoria Design Ltd.
103-411 Arden Avenue
Victoria, B.C. V8M 3A4
Tel: 250-482-7251
Fax: 250-482-7244
Email: info@victoriadesign.ca

CIVIL ENGINEER **STRUCTURAL**

GEOTECHNICAL **MECHANICAL**
ENGINEER

ELECTRICAL

LIST OF DRAWINGS

A1.0	SITE PLAN
A2.0	FLOOR PLANS
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A3.2	COLOURED ELEVATIONS
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A5.0	CROSS SECTION
A6.0	BICYCLE ENCLOSURE LAYOUT

ISSUED/REVISED

No.	DATE	ISSUED/REVISED
01	09/04/14	95% Complete
02	09/16/14	100% Complete
03	10/01/14	City Comments
04	01/30/15	Revised room names of existing building
05	02/12/15	Revised Bicycle Enclosure & Elevations
06	02/23/15	Revised Bicycle Enclosure

General Contractor and/or Owner to verify and thoroughly review all aspects of plan and required a consultant's signature to be provided to the Building Department immediately. Building Designer and Owner to verify and thoroughly review all aspects of plan and required a consultant's signature to be provided to the Building Department immediately. Building Designer and Owner to verify and thoroughly review all aspects of plan and required a consultant's signature to be provided to the Building Department immediately.

VICTORIA DESIGN
7438
Sept 16, 2014
as shown
MRB
JTE

Proposed Addition:
For Kasaiah Investment corp.
1555 Jubilee Avenue
Oak Bay Junction Apartments
Victoria, B.C.

Date: 1/4/15
Time: 10:33:26 AM

REVISION DATE: Oct 1, 2014
REV. NO.: A6.0



Kaisaiah Investment Corporation



Mayor & Council
CITY OF VICTORIA
1 Centennial Square
Victoria, BC

October 15, 2014

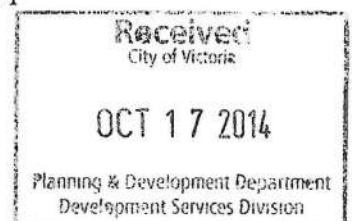
SUBJECT: 1555 Jubilee Avenue
DP Application & Request for Variances: Addition of 5 suites

To Whom it May Concern,

Please accept this development permit application and request for bylaw variances on behalf of 0814640 BC Ltd., registered owner of 1555 Jubilee Avenue, Victoria.

Requested Variances:

<u>Zoning Criteria</u>	<u>Proposed</u>	<u>Zone Standard R3-2</u>
<i>Setbacks</i>		
Dwelling Unit Floor Area	19.4m2	33.0m2/Section 3.3.2
Site Coverage %	36.2 Max	30/Section 3.3.4(1)
Open Site Space – Lot %	27.4 Min	30/Section 3.3.6(1)
Parking Minimum	16	34/Schedule C, Sect 16A 11B
<i>Bicycle Parking</i>		
Horizontal Distance Between a Dwelling Unit and Parking Space	0	6/Section 3.3.15
<i>Accessory Building</i>		
Location	Side Yard	Rear Yard/Schedule F Sect 1
Side Setback	0	.60/Schedule F Sect 4b
Separation Space Between an Accessory Building & Principle Building	1.2 min	2.40/Schedule F Sect 4d



Rationale

This residential apartment building is currently comprised of 21 units. We are proposing to increase that number to 26.



Kaisaiah Investment Corporation - 206 3045 Douglas St., Victoria BC, V8T-4N1





Over the past 30 years we have managed many residential buildings in Victoria. Our experience has taught us that an important rental need is not being met within the university and college demographic of Greater Victoria. Key points:

- An increasing number of post-secondary young adults seek rental accommodations at the beginning of each school year. Due to the contingent risk of tenants vacating within 8 months, landlords are unable to address this population. Students are faced with a difficult housing challenge, making Victoria a less desirable destination for their studies.
- Our sensitivity to the specific needs of these young people inspired the designation of a student-only building as of March 1, 2013.
- Through word-of-mouth and personal referrals, the building became very popular. So much so, we have been operating at maximum capacity with a perpetual waiting list.
- Given the success of 1555 Jubilee, we are considering the same demographic for the 43-unit building next door at 1535 Jubilee.

We seek a Development Permit for the addition of five (5) new suites, to be situated beneath the building's seven (7) covered parking stalls. Our rationale and observations:

- Following the renovation and transition to student-only rental on September 1, 2014, 70% of tenancy did not own a vehicle. Only four (4) of the 23 vehicle parking stalls were occupied.
- The covered parking area at the rear of the building did not offer sufficient bicycle storage/parking for the large percentage of tenants using bicycles as a primary mode of transportation.
- The back entrance became a safety concern for female tenants. Due to the absence of parked vehicles, young women felt alone and frightened when parking their bicycles after dark or before sunrise.
- To mitigate safety concerns and perceived threat among female tenants, we offered the rental of vacant parking stalls to the nearby medical community at a more economical rate than hospital parking. Eighteen (18) of the 23 spaces were filled immediately.
- Long-term visioning, and the crux of this DP application, involves the addition of rental suites and bicycle parking as well as the removal of seven (7) covered parking stalls. The provision of a large, secure bicycle enclosure will address student-specific needs. It is important to note that the existing 4" round metal support columns in the covered parking area are not to current code. In fact, insurers in various parts of the world will not cover parking supported by this type of column. The addition of continuous support beams and new walls along each column will eliminate this potentially dangerous structure.

Over the last decade the City of Victoria has taken assertive action to construct more bike lanes to meet the growing number of cyclists. Fort and Jubilee is a main arterial bicycle corridor and bus route. Our building at 1555 Jubilee is positioned at the centre of this corridor and offers our tenants direct access to public transit along the route to both Camosun College and University of Victoria.





Kaisaiah Investment Corporation



We strive to keep pace with Mayor and Counsel's proactive green transportation initiatives. The construction of 26 permanent tenant bicycle stalls and six (6) visitor stalls serves to illustrate to the community that we, as landlords, are concerned for both the environment and this important tenant demographic. Students have long felt the crunch of overcrowding. With UVIC busting at the seams and using stop-gap measures to accommodate the masses, our student community will benefit greatly from the safe landing pad provided at nearby 1555 Jubilee.

In conclusion, a student-only building with ample secure bicycle storage so close to the university allows us to funnel potential renters through the properties within our portfolio. Students need not be turned away or prejudiced against due to their unique schedules. Our business model has allowed us to attract a large student pool; both those enrolled in regular academic sessions and summer school.

Our Development Permit Application is attached for your consideration. We have also provided an in depth parking study, as completed by Les Archer, Transportation Engineer. We look forward to your feedback and invite you to contact the writer or any of the consultants for any additional information you may require.

Sincerely,

Alexandre Asfar
President & Director
0814640 BC Ltd.
Kasaiah Investment Corp.



Kaisaiah Investment Corporation - 206 3045 Douglas St., Victoria BC, V8T-4N1





Adept Transportation Solutions

PLANNING AND ENGINEERING

1555 JUBILEE AVENUE, Victoria, BC

**STUDENT- ONLY RENTAL APARTMENT
COMPLEX**

**Parking Demand Study In Support of
Parking Variance Application**

FINAL REPORT

Prepared for:

Kaisaiah Investment Corporation

Date:

May 12, 2014

Prepared by:

Adept Transportation Solutions

Les M. Archer
Senior Transportation Planner

W. Wayne Gibson, CTech, Principal
Senior Transportation Technician

BACKGROUND

Kaisaiah Investment Corporation has been operating its' rental apartment complex at 1555 (formerly 1601) Jubilee Avenue, in the City of Victoria, as fully furnished suites for 'students only' since May 2013. The subject 21 unit apartment building currently operates at full occupancy, with a consistently long wait list under this new format. It is comprised of 1 bachelor unit (occupied by the live-in building manager), 6 one-bedroom + den units, 7 two-bedroom units, and 7 three-bedroom units. The building application proposes to add 5 new suites, comprised of 3 bachelor and 2 one-bedroom units, within the existing building footprint. A copy of the proposed Site Plan is attached at the end of this report. A parking variance is required.

The apartment was previously run as a typical rental apartment, without any tenant restrictions as to age, occupation, etc. Under the new rental format, it soon became obvious that the vast majority (approximately 85%) of these student occupied units do not own a vehicle. Furthermore, it became apparent that there is a severe shortage of furnished student rental accommodations within the area(s) of Victoria in proximity to such post-secondary educational institutions as the University of Victoria (UVic), the (Lansdowne) Camosun College, the Canadian College of the Performing Arts, and the CDI College campuses. This is confirmed by the consistently long student waiting list for this apartment building since the early 2013 inception of its' new rental format. This demand for student housing will continue to grow well into the future. The student enrollment for UVic, one of the main institutions creating this demand, is continually increasing, with 75% of it's' students being from out of the Region. The UVic student population has increased from 19,000 in 2009 to over 20,000 in 2012, an increase of more than 5%; enrollment for 2013 was up by another 500-1,000.

The subject 21 unit apartment complex currently provides 23 off-street parking spaces in back of the building, 7 of which are located under a cantilevered section of the second floor, a parking rate of 1.10 spaces per unit. A maximum of 6 of these stalls (1 of which had been used by the live-in manager) have been required for tenant related parking, leaving the building's back parking lot virtually empty; thus creating a perceived unsafe atmosphere. As a result, the 17 unused stalls have been rented out for vehicle storage and to employees working in the area as a means of creating a safer atmosphere in addition to the property generating some extra income. Copies of these Parking Space Lease Agreements are available for review in our files.

In view of the obvious high demand for this type of student housing and its' associated low demand for parking, the owners are proposing to create an additional 5 small rental suites, plus a fully secure locked bicycle storage area, by utilizing the area currently occupied by the 7 undercover stalls. This would result in the complex being comprised of 26 rental suites and 16 off-street parking stalls, a parking ratio of 0.62 spaces per unit. Although the actual 'tenant parking demand' for this particular apartment building is 0.29 spaces per unit, or 6 stalls, resulting in a significant over-supply of 10 parking stalls on the site after the new units are built, these unused stalls would no longer be rented out to non-tenants; on-site parking will continue to be provided to tenants at no extra cost. The new back-facing ground floor units and accompanying enclosed bicycle storage area, along with improved low intensity overhead lighting, will help create a safer atmosphere in the rear parking lot.

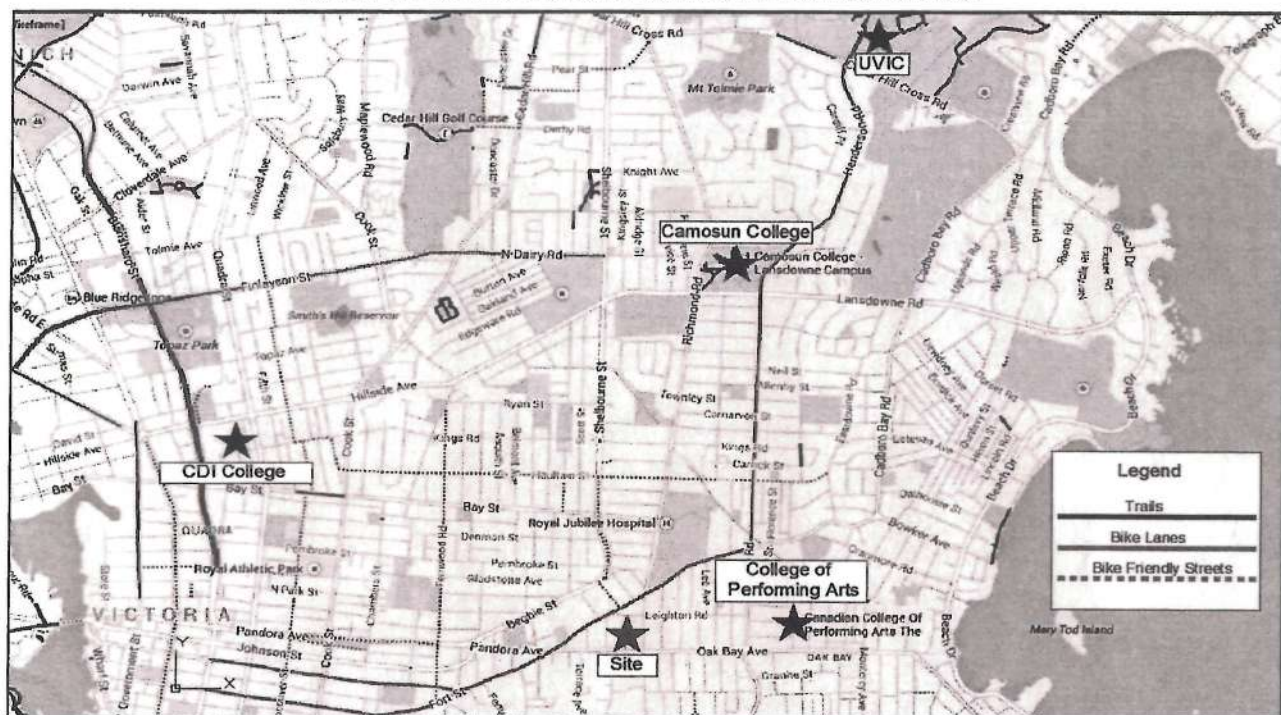
Since last May 2013, the subject apartment complex has been renting out its' fully furnished suites to post-secondary students only, many from outside of B.C. and Canada. As an example, following is a listing of the

majority of the current tenant educational institution destinations along with approximate distances from the subject apartment building; their locations are also shown in **Exhibit 1** on the following page.

- Lansdowne Campus of Camosun College, approximately 2.5 km away at the corners of Lansdowne, Richmond, and Foul Bay Roads; with more than a dozen of the current tenants attending as students;
- Canadian College of Performing Arts, approximately 1 km away at 1701 Elgin Road;
- University of Victoria, approximately 5 km away with more than a dozen tenants attending as students; and
- CDI College; approximately 3 km away in the Quadra Village at 950 Kings Road.

Given the aforementioned situation, the Applicant is proposing to expand the number of rental units for this apartment building from 21 to 26 suites, and significantly improve its' bicycle parking situation, by converting the 7 existing under-cover parking spaces into 5 small suites; thus reducing its' off-street parking supply from 23 down to 16 spaces.

Exhibit 1: 'Site and Pertinent Educational Facilities Location'



A transit map is provided in **Exhibit 2** for reference regarding the proximity of the site to the transit network.

Map Scale

2 km

2 miles

Legend:

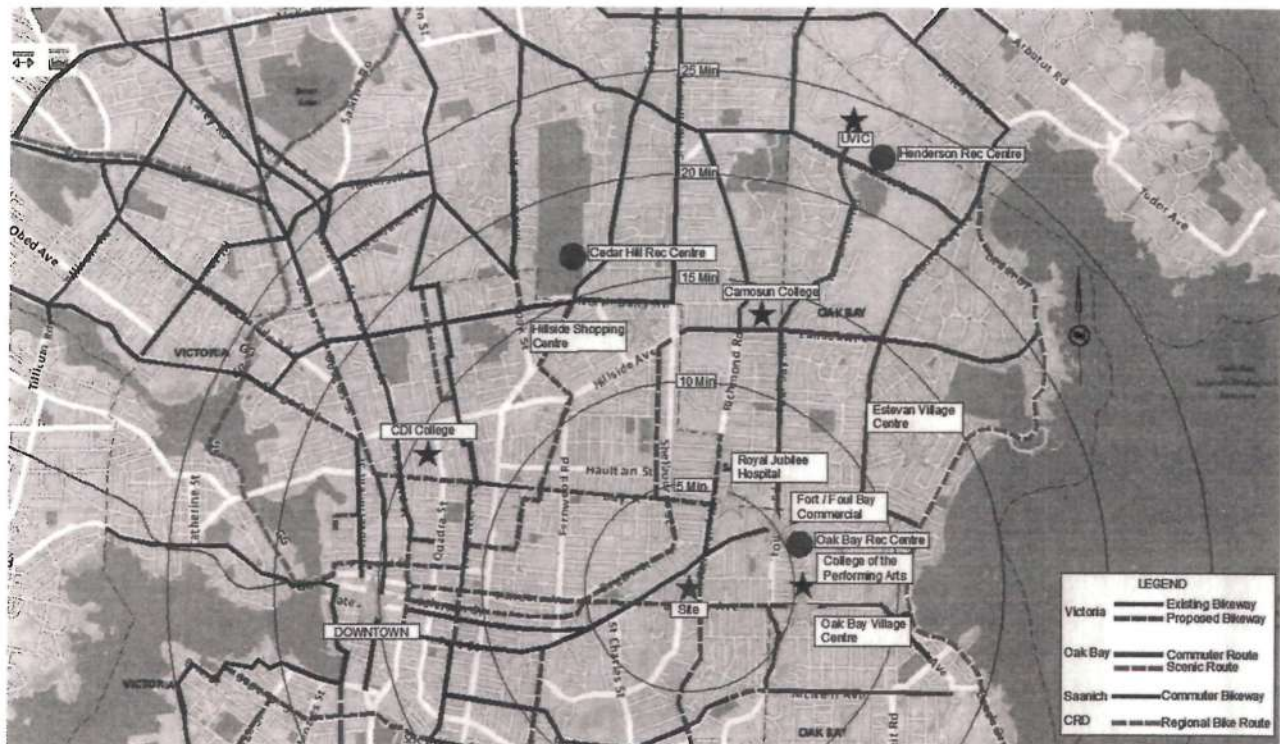
- Park & Ride Lot (no overnight parking)
- Community Bus
- Route

Map Labels: Colwood, Esquimalt, James Bay, Oak Bay, UBC, Vancouver, Port Angeles, Seattle, Green Point, Ferry to Port Angeles, Passenger Ferry to Seattle, 1555 Jubilee Avenue.

CYCLING

Victoria, the "Cycling Capital of Canada" has a mild climate most of the year, moderate topography, and most of the population in the region is located within 6 km of the downtown, which is an ideal range for attracting cyclists. Cycling is one of the most sustainable modes of transportation; displacement of auto trips by cycling helps to reduce traffic congestion and reduces noxious emissions. Cycling can be combined with other travel modes, such as transit. The following **Exhibit 3 - Victoria, Oak Bay & Saanich Cycling Network** illustrates the City of Victoria, District of Oak Bay and connecting District of Saanich bikeway networks. The subject apartment is located in proximity to existing major bikeway routes.

Exhibit 3: Victoria, Oak Bay & Saanich Cycling Network



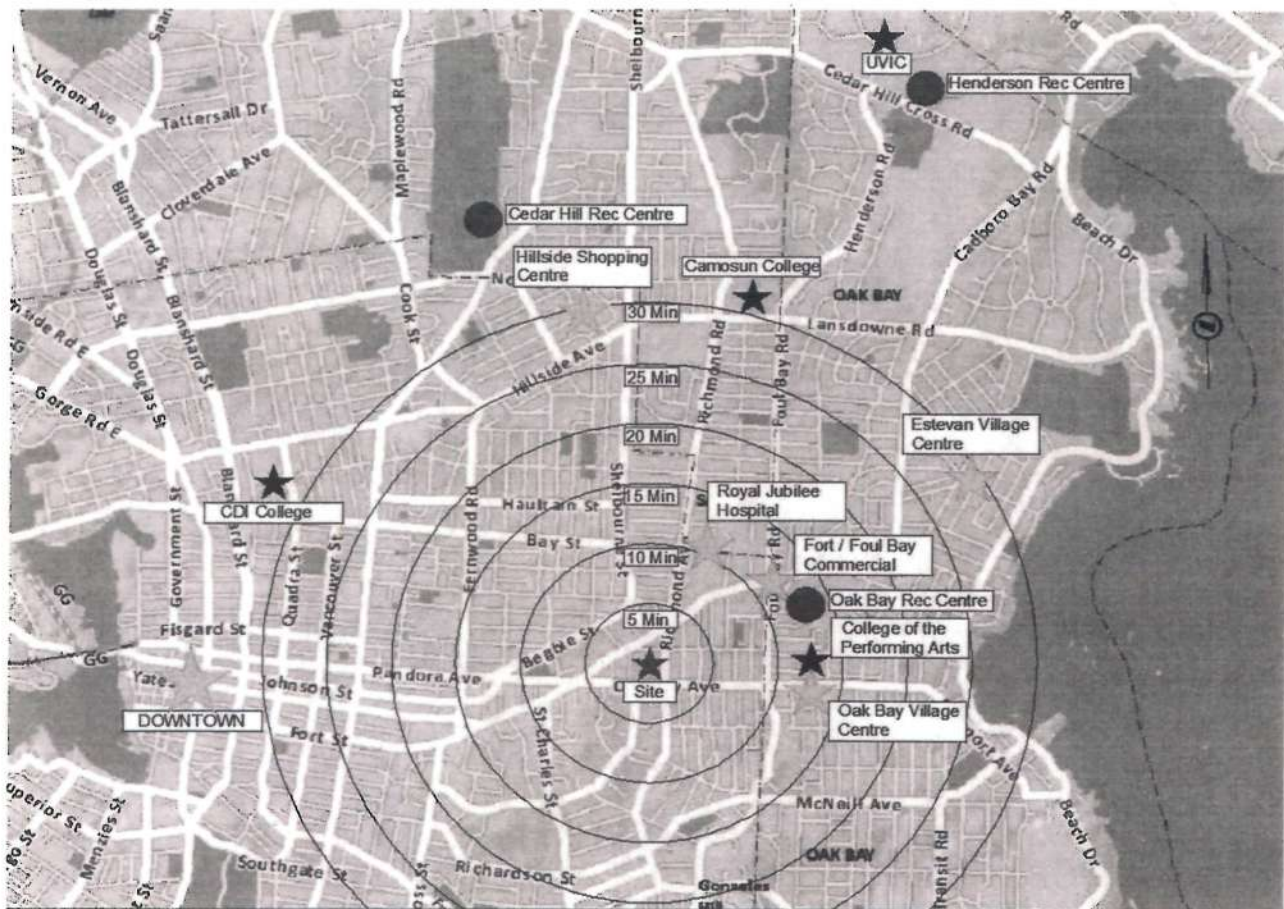
Bicycle travel time estimates from the subject apartment site are shown. These are estimates based on a 10 km/h bicycle travel speed and are for illustrative purposes only as there can be a large variation in cyclist travel speed based on ability and topography.

WALKING

As it has been noted above, the location of the subject site is within close proximity, or easy walking distance, to an array of amenities ranging from commercial to recreational to excellent transit services. In this mature neighborhood, infrastructure to accommodate pedestrians is already in place. There are existing concrete sidewalks along both sides of the roads in the vicinity of the site, along with controlled crossings at major intersections.

The following **Exhibit 4 – Walkability Map** shows the approximate walk distance and times for up to a 30 minute one-way walk trip. Major destinations are also identified. For this estimate, an average walk speed was assumed at 1.2 m/s.

Exhibit 4: Walkability Map



ANALYSIS

Tenant Parking Demand for Pertinent Standard Rental Apartments in the Subject Jubilee Avenue Area

As we have done in numerous other 'parking demand' studies, in order to better understand the existing parking trends of the subject site and similar nearby rental apartment complexes, we had ICBC undertake a vehicle ownership search for rental apartments relative to this study. The results are effective as of February 28, 2014. **Exhibit 5** on the following page shows the locations of the subject apartment and the other 6 unrestricted, or standard, apartment rental complexes analyzed as being pertinent to this study; these are listed on Table 1.

Exhibit 5: Study Apartment Complexes



As shown in the ICBC data, the subject 1555 Jubilee apartment complex has a resident-tenant vehicle ownership rate of 0.29 vehicles per suite, or 6 vehicles. This data is consistent with information provided by the client and live-in manager; the manager has recently sold his vehicle as he has discovered it was unnecessary.

The other 6 surveyed rental apartment complexes in close proximity of the subject Jubilee Avenue project have a mean average resident-vehicle ownership rate of 0.56 vehicles/suite; with a median average of 0.59. Furthermore, it was discovered that virtually all visitors to the Jubilee Avenue Apartments park on the street due to 'convenience' to the front entries and the availability of on-street parking space.

The parking section of the City of Victoria Zoning Regulation Bylaw for the subject site's R3-2 zone stipulates an off-street parking requirement of 1.3 spaces per multiple (rental) dwelling unit of which 10% of the parking supply

must be assigned for visitors. The current parking supply for the existing 1555 Jubilee Avenue rental apartment is slightly less than the bylaw requirement but has always operated with excess parking. Twenty-three (23), or a ratio of 1.10 spaces per unit, off-street parking spaces are currently provided for the existing 21 rental units. The other 6 surveyed rental apartments supply off-street at parking rates ranging from 0.62 to 1.0 space per unit (see Table 1); all of these apartments have a surplus of off-street parking.

The following **Table 1** summarizes the results of our requested ICBC search of actively insured vehicles by postal code, address and city, as of February 28, 2014, as well as the actual parking supply data, relative to this study:

Table 1: Existing Parking Demand for Subject 'Student Rental' Apartment and 'Standard Rental Apartments in Proximity to Subject Site (refer to Exhibit 5 for Apartment locations)

Postal Code	Address	No. of Rental Units/Suites	Registered Tenant Vehicles	Actual Parking Rate	Parking Supply / Rate (spaces per unit)
		21 (26 proposed)			
V8R 4N4	1555 Jubilee Ave.		6	0.29	23 / 1.10 (current) - 0.62 (proposed)
V8R 4N4	1535 Jubilee Ave.	43	27	0.63	43 stalls / 1.0 stall per unit
V8R 4N4	1510 Jubilee Ave.	24	17	0.71	23 / 0.96
V8R 4N4	1520 Jubilee Ave.	30	18	0.6	29 / 0.97
V8R 4N4	1764 Oak Bay Ave.	52	22	0.42	32 / 0.62
V8R 4N4	1520 Richmond Ave.	24	10	0.42	20 / 0.83
V8R 4N4	1550 Richmond Ave.	38	22	0.58	34 / 0.89

As shown in the above summary table of the ICBC data, the subject 1555 Jubilee Avenue apartment has a resident/tenant vehicle ownership rate of 0.29 vehicles per suite, or 6 vehicles.

The other 6 rental apartment complexes pertinent to his study have a mean average resident vehicle ownership rate of 0.56 vehicles/suite; with a median average of 0.59 vehicles/suite.

Since the inception of this 'fully furnished post-secondary student only rental concept', there has been a consistently long tenant waiting list. Few of these tenants have a vehicle and the majority of the existing 23 off-street parking spaces were left vacant; thus the 17 vacant spaces have been rented out on a monthly basis for vehicle storage or to people who work in the area.

On-Street Parking Supply

There is an abundance of partially 'time restricted' (i.e. 2 Hours, Monday-Friday 8am-6pm) on-street parallel parking along both sides of this block of Jubilee Avenue. There is space for approximately 37 vehicles to park along the 1500 block of Jubilee Avenue (18 along eastern & 19 along western curbs). In addition, this block provides 5 passenger zones (3 minute time restriction) in front of many of the apartments.



Visitor Parking

Although there is ample off-street parking available for 'visitors' for all of the rental apartment complexes in the vicinity of the subject site, the vast majority of visitors to the apartments located along the 1500 block of Jubilee Avenue park on the street. This is due to the combination of the consistent availability of on-street parking and the convenience of direct access to the apartments' front entrances.

Bicycle Parking

As per the City's bylaw requirement, the new construction of the subject apartment building will include secure lock-up storage for 26 bicycles (1 per unit) plus a conveniently located outdoor bicycle rack for 6 bicycles. This is shown on the attached Site Plan.

CONCLUSIONS

City of Victoria Council has granted many parking variances in the past when presented with valid parking studies that support a parking relaxation. The City recognizes reduced parking requirements are warranted based on project specifics such as 'site location' and 'use'. Given the specific use of the subject rental apartment for student housing, in conjunction with the site being well serviced by transit, walking and cycling infrastructure, local amenities, and the relative proximity to the student residents' post-secondary educational institution destinations, the requested parking variance for this complex is warranted. Furthermore, in addition to a surplus of off-street parking for the surveyed apartments, there is ample on-street parking available along both sides of the 1500 block of Jubilee Avenue for visitor parking. These factors have an impact on the parking demand of the studied apartments, resulting in justification for a reduction in the off-street parking bylaw requirement for the subject site.

The current City of Victoria 'off-street parking bylaw' for the subject site's R3-2 Zone does not fully recognize the important effect that location and specific use have in a reduced parking requirement for apartments.

In addition to the proximity of the subject student-only rental apartment being located relatively close to the tenants' educational institution destinations, the site is well serviced by transit, (pedestrian) sidewalks, and cycling facilities, as well as all necessary amenities (i.e. grocery and other shopping, restaurants / cafes, and medical, including a major Hospital, facilities); all contributing to a low vehicle ownership rate.

Our recent 'project specific' research findings have determined that a parking variance as per our recommendation is justified for this project; a reduction in the current 1.3 stalls / per unit rate down to 0.62 stalls / per unit is warranted. This would permit the subject rental apartment to continue operating without any restrictive covenants regarding 'tenant type' being necessary, if that was to be considered an option.

Since the inception of this 'fully furnished post-secondary student only rental concept', there has consistently been a long tenant waiting list. Few of these tenants have a vehicle and the majority of the existing 23 off-street parking spaces were left vacant; thus the 17 vacant spaces have been rented out on a monthly basis to non-tenants in the past.



It should be made clear that the expanded subject apartment is intended to continue to operate as 'fully furnished for student only' rentals; thereby ultimately only requiring in the range of 8 off-street parking spaces, a parking rate of about 0.30 spaces per unit. However, it is not intended to rent out the surplus stalls for non-tenant use once the new suites are constructed.

Justification for approval of our recommended parking variance is as follows:

- the fact that the relevant 'standard' rental apartments in the vicinity of the subject site have an average resident (tenant) vehicle ownership rate of 0.59 vehicles per unit;
- the fact that the majority of the visitors to the Jubilee Avenue apartments park on the street due to the 'availability' and 'convenience' factors;
- the specific use of the subject apartment building as full furnished rentals for students-only;
- close proximity to all required amenities and pertinent post-secondary educational facilities, and relative proximity to the downtown and Oak Bay Village core areas;
- well serviced by public transit and pedestrian / cycling infrastructure;
- the addition of a secure bicycle lock-up room plus an outdoor bicycle rack for short term use as shown on the attached Site Plan;
- compatibility with the City of Victoria and the CRD adopted strategies for encouraging travel modes other than the automobile; and
- the trend towards lower vehicle use, or "Active Transportation", which refers to any form of human-powered transportation such as walking, cycling, etc.

RECOMMENDATIONS

In view of our research, analysis and findings regarding the actual 'parking demand' for this project and our other surveyed apartments, we recommend that Council approve an off-street parking variance for this project from 1.3 spaces per unit down to 0.62 spaces per unit; a variance of 18 off-street parking spaces. That is, instead of the 34 (i.e. 26 units X 1.3) spaces that would be required under the current bylaw, that Council approve 16 (i.e. 26 X 0.62) off-street parking spaces for this permit application.

Furthermore, in view of the fact that the other surveyed apartments have an average resident vehicle ownership rate of 0.59 vehicles per unit with an abundance of on-street parking being available along the 1500 block of Jubilee Avenue for visitor use, in conjunction with the convenient location of the subject area and the proximity to all amenities and non-vehicle travel mode services, we suggest that it is not necessary to attach a 'student-only rental' restrictive covenant to this application.