



Council Report

For the Meeting of June 25, 2015

To: Council **Date:** June 11, 2015
From: Leanne Taylor, Planner, Development Services Division
Subject: **Development Permit with Variances Application No. 000401 for 1046 North Park Street - Application Ready to Proceed to Public Hearing**

RECOMMENDATION

- 1) That Council amend their previous motion and add the following variances to Section 2:
 - iv. Schedule F, Section 4(a): reduce the rear yard setback of an accessory building from 0.6m to 0m
 - v. Schedule F, Section 4(b): reduce the side yard setback of an accessory building from 0.6m to 0m
 - vi. Schedule F, Section 4(d): reduce the separation space between an accessory building and the principal building from 2.4m to 1.94m.
- 2) That Council direct staff to give notice and set a meeting to allow an opportunity for public comment for Development Permit with Variances Application No. 000401 for 1046 North Park.

EXECUTIVE SUMMARY

The purpose of this report is to inform Council that, in accordance with the Council's motion of April 16, 2015 the necessary conditions that would authorize the issuance of the Development Permit with Variances for the property located at 1046 North Park have been fulfilled. The Planning and Land Use Committee (PLUC) report dated, April 1, 2015, along with the meeting minutes, are attached. The motion from the April 16, 2015 PLUC meeting was:

"That Council authorize the issuance of Development Permit with Variances Application #000401 for 1046 North Park Street, in accordance with:

1. Plans date stamped March 17, 2015.
2. Development meeting all *Zoning Regulation Bylaw* requirements, except for the following variances:
 - i. Part 4.6.2 (8): Relaxation to permit one parking space to be located in the front of the building;
 - ii. Schedule C - Off-street Parking (7.2)(b): Relaxation to permit one parking space to be located at 0m from a street;
 - iii. Schedule C - Off-street Parking (A)(11)(c): Reduction from 1.3 parking spaces per rental attached dwelling (8 parking spaces) to 0 parking spaces per rental attached dwelling (0 parking spaces).
3. Registration of a legal agreement on title dedicating the parking space to Victoria Car

- Share to the satisfaction of the Assistant Director, Development Services Division, Sustainable Planning and Community Development Department, and the City Solicitor.
4. An Agreement between the present owner and Victoria Car Share to secure six car share memberships and the collection of membership fees to the satisfaction of the Assistant Director, Development Services Division, Sustainable Planning and Community Development Department, and the City Solicitor.
 5. Final plans to be generally in accordance with the plans identified above to the satisfaction of the Assistant Director, Development Services Division, Sustainable Planning and Community Development."

With regard to the pre-conditions that Council set in relation to this Application, staff can report that:

- A Section 219 Covenant has been registered on title dedicating the onsite parking space to MODO (formerly Victoria Car Share) car share.
- The applicant and MODO have signed an Agreement to secure six car share memberships for the development and the collection of membership fees.

The applicant is proposing to construct six enclosed and secure storage lockers for bikes and garden tools as well as a cistern to collect rainwater at zero lot line in the rear yard of the subject property. These two structures were shown on the original plans; however, it was discovered that the storage lockers would be fully enclosed and therefore, subject to setback regulations in Schedule F: Accessory Building Regulations. The existing CR-NP Zone, North Commercial Residential District, does not include minimum side yard setback requirements for principal buildings and therefore the proposed buildings can be constructed at zero lot line along the internal boundary. However, setback variances would be required to construct the storage lockers at zero lot line. A variance to reduce the separation space between the accessory building and the principal dwelling unit from 2.4m to 1.94m would be required. There are no Building Code issues associated with this reduction and staff recommend for Council's consideration that the proposed bike storage lockers fit in with the overall design and site layout.

The applicant is proposing a design change which involves replacing external stairwells with walkways (bridge connections) connecting the two buildings in order to comply with fire access requirements outlined in the *BC Building Code*. The stairwells on the original plans complied with the Code requirements, however, due to construction costs the applicant would prefer to construct the walkways. To soften the appearance of the propose walkways, a tree will be planted in the courtyard area and climbing vines for screening on the west (side) elevation. A letter of support is provided by the adjacent neighbour in support of the proposed change (attached).

PARKING

In addition to the pre-conditions, Council directed staff to report back on the adequacy of the on-street parking supply in the North Park area south of Caledonia Avenue, and the on-street parking capacity issues related to this Application.

There are two types of on-street parking restrictions that have been requested in this neighbourhood, to try to balance resident and business needs. The restrictions are intended to encourage turnover, and improve the availability of on-street parking for customers, while balancing the needs of parking for residents and their guests. Below is a list of parking

restrictions in the area, and their impacts:

Limited Time Parking (1 to 2 hour maximum)

- Increases turnover and improves short-term parking availability for businesses
- Increases turnover and improves short-term parking availability for residents of multi-family dwellings
- Can influence housing choices (people may choose not to move into a building if on-site parking is not available)
- Limits the dependence on on-street parking by residents of multi-family dwellings
- Encourages long-term parking of vehicles in off-street areas
- Accommodates evening parking for residents and their guests

Resident Parking Only

- Deters all-day employee parking
- Improves parking availability for residents and guests adjacent to single family and duplex land uses

Staff was recently contacted by the North Park Neighbourhood Association regarding neighbourhood on-street parking, and will be attending a neighbourhood meeting in July to share information and discuss parking options.

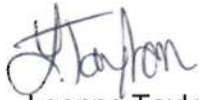
Due to the 7.32m width of 1046 North Park Street, there are limited practical options to create on-site parking for the development. In an effort to offset the expected parking shortfall associated with this property, the following Transportation Demand Management (TDM) measures were also included with the application:

- Six Victoria Car Share memberships (1 membership per unit)
- One parking space dedicated to the Victoria Car Share
- Six secure bike lockers (1 per dwelling unit)
- One communal and secure bicycle storage room for eight bikes
- One exterior bicycle rack for six bikes
- Three scooter parking spaces, and electric charging stations for scooters

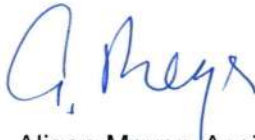
After considering the above TDM measures, the site location, close proximity of amenities and access to alternate transportation options in the area, staff recommended Council support the reduction in on-site parking.

Based on parking studies at comparable developments and staff knowledge, an overall parking demand of up to three spaces is expected for this development, and would be accommodated in the North Park neighbourhood. With several hundred publicly available on-street and off-street parking spaces within a five minute walk of the development, the additional potential demand for up to three parking spaces is expected to have a limited impact on the available neighbourhood parking supply south of Caledonia Avenue. For longer term daytime storage of vehicles, owners of vehicles would need to secure parking at surface lots in the area.


Respectfully submitted,



Leanne Taylor
Planner
Development Services Division



Alison Meyer, Assistant Director
Development Services Division
Sustainable Planning and
Community Development
Department



Andrea Hudson
Acting Director
Sustainable Planning
and Community
Development
Department

Report accepted and recommended by the City Manager:

Date:



Jason Johnson

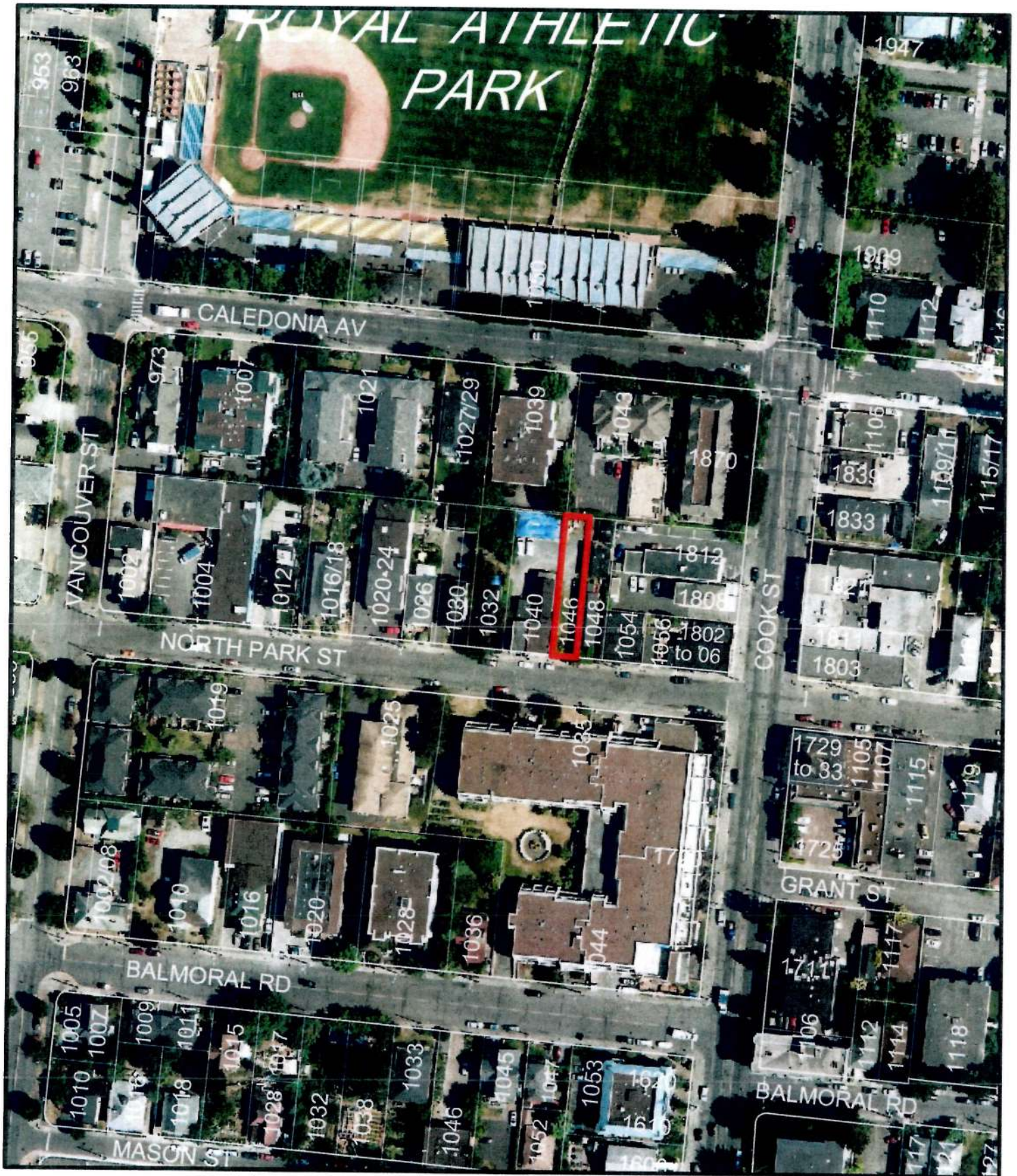
June 15, 2015

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List of Attachments

- Zoning map
- Aerial map
- April 1, 2015, Planning and Land Use Committee Report
- April 16, 2015, Planning and Land Use Committee Minutes
- April 16, 2015, Council Minutes
- Letter from adjacent neighbour dated May 29, 2015
- Revised plans dated May 29, 2015



1046 North Park Street
Development Permit #000401





Planning and Land Use Committee Report

For the Meeting of April 16, 2015

To: Planning and Land Use Committee **Date:** April 1, 2015

From: Leanne Taylor, Planner, Development Services Division

Subject: **Development Permit with Variances Application No. 000401 for 1046 North Park Street**

RECOMMENDATION

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

"That Council authorize the issuance of Development Permit with Variances Application #000401 for 1046 North Park Street, in accordance with:

1. Plans date stamped March 17, 2015.
2. Development meeting all *Zoning Regulation Bylaw* requirements, except for the following variances:
 - i. Part 4.6.2 (8): Relaxation to permit one parking space to be located in the front of the building;
 - ii. Schedule C - Off-street Parking (7.2)(b): Relaxation to permit one parking space to be located at 0m from a street;
 - iii. Schedule C - Off-street Parking (A)(11)(c): Reduction from 1.3 parking spaces per rental attached dwelling (8 parking spaces) to 0 parking spaces per rental attached dwelling (0 parking spaces).
3. Registration of a legal agreement on title dedicating the parking space to Victoria Car Share to the satisfaction of the Assistant Director, Development Services Division, Sustainable Planning and Community Development Department, and the City Solicitor.
4. An Agreement between the present owner and Victoria Car Share to secure six car share memberships and the collection of membership fees to the satisfaction of the Assistant Director, Development Services Division, Sustainable Planning and Community Development Department, and the City Solicitor.
5. Final plans to be generally in accordance with the plans identified above to the satisfaction of the Assistant Director, Development Services Division, Sustainable Planning and Community Development."

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, 2012. 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*.

In accordance with section 922 of the *Local Government Act*, Council may issue a Development Variance Permit that varies a *Zoning Regulation Bylaw* provided the permit does not vary the use or density of land from that specified in the *Zoning Regulation 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 1046 North Park Street. The proposal is to permit six multiple dwelling units.

The following points were considered in assessing this Application:

- The proposal is consistent with the *Official Community Plan 2012 (OCP)* and the design guidelines contained in Development Permit Area 16.
- The proposed design is consistent with the *Design Guidelines for Multi-Unit Residential, Commercial and Industrial (2012)*.
- The proposed gate and fence are consistent with the *Guidelines for Fences, Gates and Shutters (2010)*.
- The proposed contemporary design, density, height and massing are considered acceptable in the neighbourhood context.
- Three parking variances are being requested with respect to onsite parking. The variances are supportable given the Transportation Demand Management (TDM) measures being proposed.

BACKGROUND

Description of Proposal

The proposal is for six multiple dwelling units. Specific details include:

- two, three-storey buildings connected by a single-storey bicycle storage room containing three dwelling units each with separate exterior entrances
- the exterior materials include horizontal smooth fibre-cement siding, painted wood fascia and trim, a natural birch finished front entry door and painted concrete wall
- an internal courtyard and community gardens are being proposed
- permeable paving materials would be integrated throughout the site
- transportation demand management (TDM) amenities would include private bicycle storage lockers, a common bike room, scooter parking and an electric charging station for scooters
- one parking space would be located in front of the building (variance required).

The proposed variances are related to:

- reducing the off-street parking requirement from eight parking spaces to nil
- allowing the parking space to be located in front of the building
- allowing the parking space to be 0m from the street.

Sustainability Features

As indicated in the applicant's Green Features Summary (attached), the following sustainability features are associated with this Application:

- permeable surfaces
- water conservation measures
- energy efficient features.

Active Transportation Impacts

The applicant is proposing to provide Class 1 (enclosed and secure) and Class 2 (bike rack) bicycle parking in the development to encourage active transportation options.

Existing Site Development and Development Potential

The site is currently in the CR-NP Zone, North Park Commercial Residential District, and is presently a vacant lot.

Under the current CR-NP Zone, the property could be developed at a density of 1.5:1 Floor Space Ratio (FSR) and with the uses proposed; however, it could also be developed into a commercial-residential building.

Data Table

The following data table compares the proposal with the existing CR-NP Zone. An asterisk is used to identify where the proposal is less stringent than the existing zone.

| Zoning Criteria | Proposal | Zone Standard CR-NP Zone |
|--|-------------|-----------------------------|
| Density (Floor Space Ratio) - maximum | 0.98:1 | 1.5:1 |
| Total floor area (m ²) - maximum | 307.54 | 471 |
| Minimum unit size (m ²) - minimum | 41.89 | 33 |
| Height (m) - maximum | 8.61 | 12 |
| Storeys - maximum | 3 | 4 |
| Number of buildings on a lot | 1 | 1 |
| Setbacks (m) - minimum Rear *No minimum front and side yard setback requirements in the CR-NP Zone | 7 | 6 |
| Parking | | |
| Parking - minimum | 1* | 8 |
| Parking location | Front Yard* | Behind building face |
| Parking stall distance from the street (m) - minimum | 0* | 1 |

| Bicycle Parking | | |
|------------------------|----|---|
| Class 1 | 14 | 6 |
| Class 2 | 6 | 6 |

Relevant History

The subject property was previously subject to a Development Variance Permit Application along with the lands known as 1032 and 1040 North Park Street. The application was to consolidate the lots and construct 34 residential units. The application was subsequently cancelled in 2011 and the properties were marketed for sale. The current applicant purchased 1046 North Park and a Development Permit with a parking variance was issued by Council in January 2013 to permit the construction of a three-storey residential triplex. Construction had not commenced on the subject property and the Development Permit expired on January 17, 2015. The applicant has revised its proposal and submitted this current Application for Council's consideration.

Community Consultation

Consistent with the *Community Association Land Use Committee (CALUC) Procedures for Processing Rezoning and Variances Applications*, on January 19, 2015, the Application was referred for a 30-day comment period to the North Park CALUC. A letter dated January 7, 2015, attached to this report, was submitted by the North Park CALUC. Staff have confirmed that although the letter predates the City's original referral, it is relevant to this proposal.

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. The subject property is a long and narrow lot. The applicant is proposing creative design solutions to integrate the building in a manner that is intensive but complementary to the established place character of the neighbourhood. The immediate neighbourhood has a mix of commercial and residential buildings ranging from single-storey buildings to four-storey buildings and a mix of architectural types. The property to the west of the subject property is a two-storey art-deco commercial building and the property to the east is a single family dwelling with accessory buildings.

The proposed three-storey residential building would have flat rooflines, horizontal siding, large windows, balconies and exterior stairs. The building would appear as two separate buildings from the street, however, they would be connected by a single-storey bicycle storage room and stairs. The interior face of the blank west side elevation would be painted red to act as an accent wall. The windows facing the adjacent neighbours would be opaque glass block. The building would be setback 5.1m from the front property line to accommodate one parking space. Some hard and soft landscaping would be provided to enhance the visual interest along the street. The applicant is also proposing an internal courtyard and community gardens in order to provide useable and quality open space for the development.

Regulatory Considerations

Parking Reduction

The applicant is requesting a variance to reduce the required number of off-street parking spaces from eight to nil for the development. However, the one parking space being proposed onsite would be dedicated to Victoria Car Share. Providing more than one parking space in the front yard would not be possible. A shortfall in parking for this development could potentially add to the congestion on the street, limiting parking availability for existing residents and customers to businesses in the area. However, the applicant is proposing to provide the following TDM measures:

- six Victoria Car Share memberships (1 membership per unit)
- one parking space dedicated to Victoria Car Share
- six secure bike lockers (1 per dwelling unit)
- one communal and secure bicycle storage room for eight bikes
- one exterior bicycle rack for six bikes
- three scooter parking spaces and an electric charging station for scooters.

Considering the above TDM measures, the site location, close proximity of amenities and access to alternative transportation options in the area, staff recommend Council support a reduction in parking.

Location and Setback of Parking Space

The applicant is proposing to locate one parking space in front of the building. Locating surface parking at the rear of buildings is encouraged in the design guidelines for multi-unit residential; however, due to the width of the lot (7.32m), there are limited practical options for parking on the subject property. Given the parking space would be dedicated to Victoria Car Share, there may not be a vehicle parked in the space at all times.

There is a regulation in Schedule C: Off-Street Parking in the *Zoning Regulation Bylaw* that states that a parking space must not be closer than 1m from the street. A relaxation to this requirement, in order to allow the building to be closer to the street, is being requested. Permeable and durable paving materials are proposed for the surface treatment for the parking space as well as landscape buffer strip between the parking space and the ground floor unit. These landscaping features, combined with a potential low usage of the parking stall, would minimize the visual impact of the front yard parking.

CONCLUSIONS

The proposal to construct six rental multiple dwelling units is consistent with DPA 16 and the multi-family design guidelines with respect to building form, character and finishes. The parking variance to reduce the number of off-street parking spaces may increase on-street parking demand on North Park Street; however, the proposed TDM measures, access to alternative transportation options in the neighbourhood and the limited time parking zone along North Park Street should deter vehicle ownership and reduce the overall parking demand for the development. Dedicating the parking space to Victoria Car Share would benefit the residents in the development who would be offered car share memberships as well as raise awareness of Victoria Car Share in the community. The applicant is also proposing appropriate design measures to accommodate the parking space in the front yard and close to the property line. Staff recommend that Council consider supporting this Application.


ALTERNATE MOTION

That Council decline Development Permit with Variances Application No. 000401 for the property located at 1046 North Park Street.

Respectfully submitted,

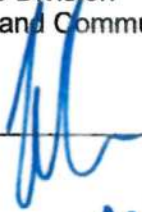


Leanne Taylor, Planner
Development Services Division



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

Report accepted and recommended by the City Manager: _____



Jason Johnson

Date: _____

April 8, 2015

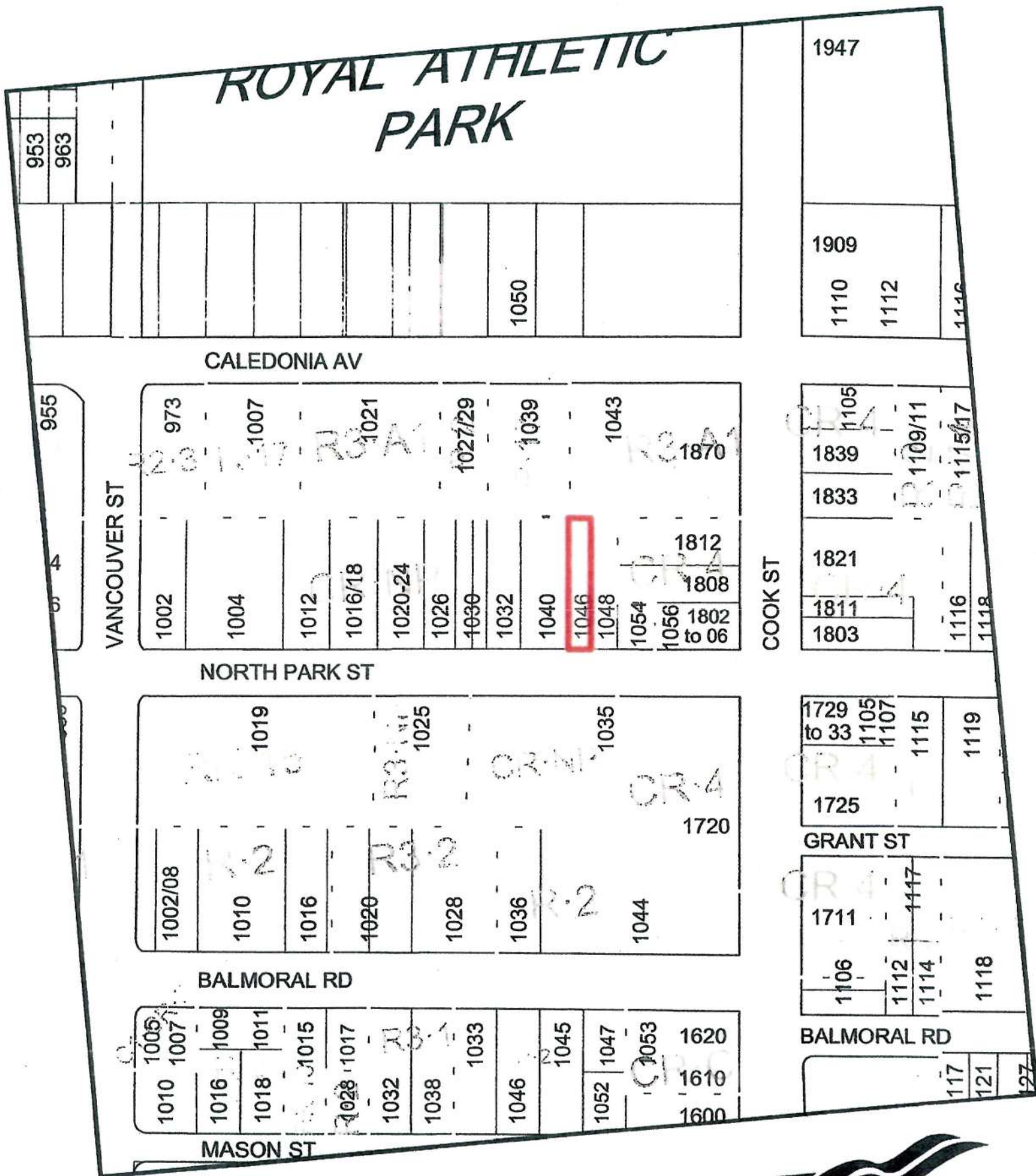
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List of Attachments

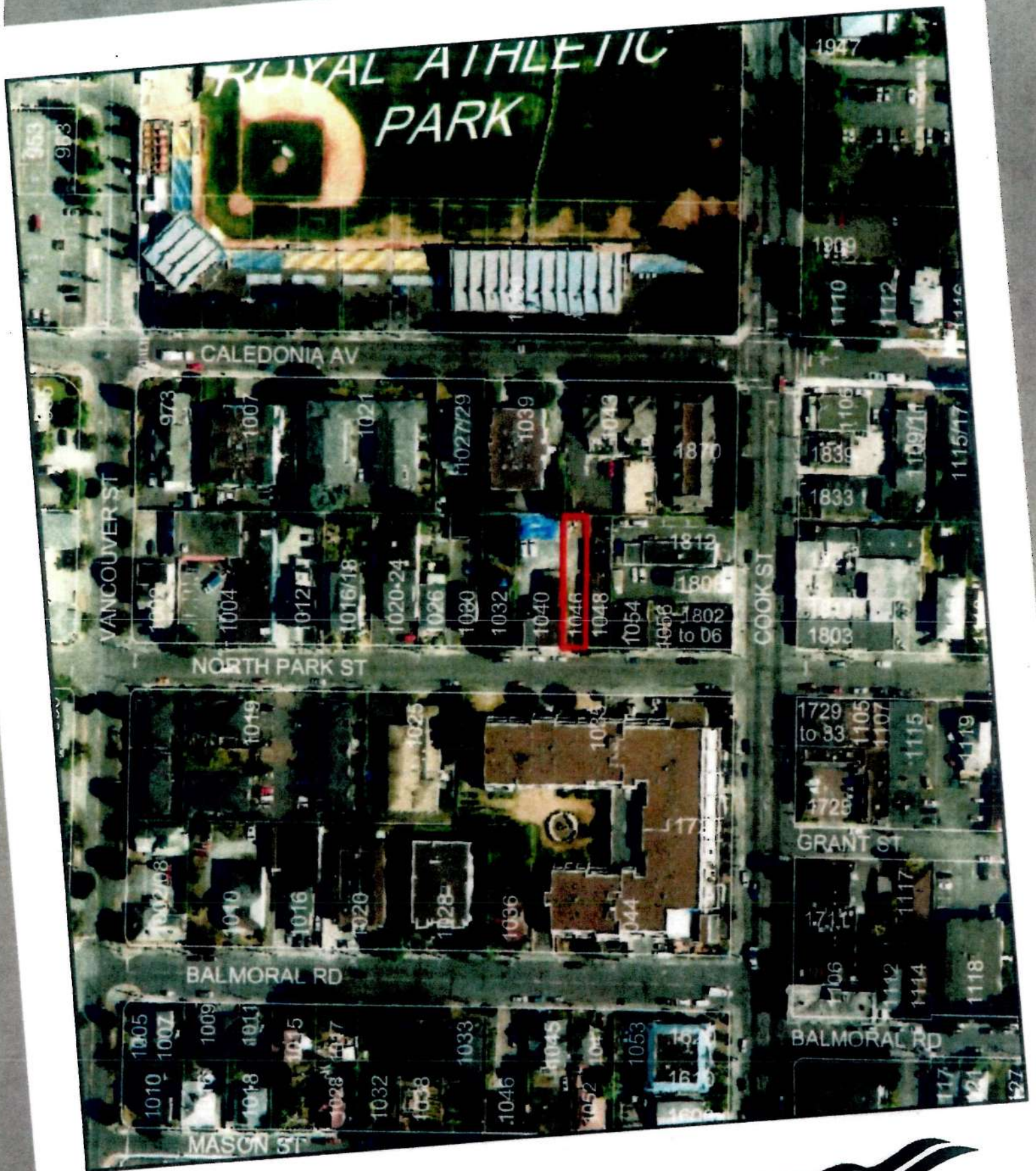
- Zoning map
- Aerial map
- Letter from applicant dated March 10, 2015
- Letter from neighbour dated November 17, 2014
- Letter from North Park Neighbourhood Association dated January 7, 2015
- Minutes of December 3, 2014 North Park Neighbourhood Association Meeting
- Green Building Features Summary
- Plans dated March 17, 2015.

ROYAL ATHLETIC PARK



1046 North Park Street
Development Permit #000401





1046 North Park Street
Development Permit #000401



March 10, 2015

Sloane Square Development Rental Units

Letter to Mayor and Council:

Application to Develop 1046 North Park Street



Description of proposal:

We are proposing a compact, creative, appealing, cost effective rental building, each side of the building with 3 rental units. A proposal of 6 rental units located in the Zone CR-NP (Commercial / Residential District).

During our concept design stage this proposal has taken several different directions. After in-depth conversations with the owner and resident of 1048 North Park St, and the City of Victoria we came to the current design. This well thought out design allows for more separations, sun exposure, and optimized habitation for our friendly neighbours. We have designed our private community garden beside our East neighbour's existing garden and at the same time, have carefully designed our building to be further west and under height to allow for greater southerly sun exposure for our east neighbours buildings and garden.

Our proposal requires three variances. (Three parking variances) Please refer to page 4 parking for more detail on those variances.

We believe this 6 rental unit, which appears to be a two building design is ideal for the greater community. This tasteful design gives a sense of community for our development, as well creates safety and security for all residents. 1046 North Park is located in the designated new population growth within walking distance of North Park Village, and is in the core residential area making this a development for the inner city community.

Neighbourhood:

As noted above we have positive feedback from the most effected adjoining neighbour. This was very important to us. This development will also create a safer environment for all North Park Residents as it reduce open dark space which are not ideal for communities. Affordable, compact, cost effective developments such as this are important for growing communities.

Design and development permit guidelines: (Multi-Unit Residential, Commercial and Industrial)

We feel this proposal meets the community guidelines in achieving a new development with results in design excellence, liveability, contributing to a sense of place and urbanism, while being flexible and creative to our immediate neighbourhood location.

General Guidelines

1.0-The proposed development is very compatible with the established area. Two smaller well-designed portions of building create less building massing. Both proposed sides are under height, which reduces skyline view corridor obstruction. This proposed building is larger than 1048, this is why we took great lengths to reduce sun shading of our adjoining neighbour. 2 smaller sections of one building with a decent interior side yard setback reduce any negative impact on our East neighbour. Our proposa has privacy screens located on the porches, and opaque rated glass block windows facing 1048 North Park, this eliminates any privacy issues for our neighbour.

Our location on North Park has little natural vegetation. one proposed cherry tree planted in a 5'x5' landscaped planter will add to the streetscape. And one proposed cherry tree planted in a 5'x5' landscaped planter with benches between our two buildings will add a sense of serenity in a urban environment. This development will add a vibrant, modern touch to North Park.

Streetscape, relationship to the street and orientation

2.0- Our proposal will add a very positive cohesive, visual identity to the North Park streetscape. The entrance arch / gate and brick walkway and parking surface creates a urban character for this proposal. An entrance roof and upper roof created building relief, and two smaller sections of the building allows for reduced roofline massing. The massing of this proposal creates an impression of 2 smaller buildings. This development has a strong, safe, secure street presences. The building frontage and main entrance is directly facing North Park. Conversations with the Victoria Planning and engineering department were instrumental to this final design. The interlocking brick walkway to front entrance and side electronic gate entrance create privacy, and direct street connection for the public. Natural sunlight has been optimized as much as possible for this narrow lot. There are no privacy issues with this proposal.

Human Scale, massing, height and architectural features

3.0- The proposed building has a very narrow front face, this reduces any need for projections.

The exterior façade of this proposal will have a class of dignity, heritage, modernism, and creativity. Key exterior elements will blend together to keep the building smart and not too busy. The secure parking will have a buffer from the street, but will be in full view of the three fronting units. This creates a safer environment for all residents. All garage and recycling areas are located in easy to access hidden locations; we feel this is a smart locating for these amenities.

The entire building design fits nicely in the existing environment. All design elements are directly related to massing, visual impact, and shading. Our proposed buildings have the same setbacks as both our East and West neighbours.

All 6 units of the proposal have private patios and porches. These spaces can be used to have solitary and at the same time if wanted can be used to create a better sense of community. A central open common area green space enhances all entrances.

Exterior Finishes

4.0- The building materials of this proposal will last for a long period of time and hopefully will be timeless. A lighter charcoal grey horizontal smooth fibre cement siding will cover the main body. Darker charcoal painted wood fascia and trim will define the building. A natural Birch finished front entry door will create a pronounced front façade. And the interior surface of the vertical exterior wall will be painted deep red which will bring color to the porches and community.

Open spaces and landscaping

5.0- Permeable block landscaping for walkways, patios, and parking surfaces create a greener environment for the entire development. Hanging baskets add a positive touch for all residences, but do not reduce the usable area of this small site.

Lighting

6.0- An entrance light pole with character will be installed where the walkway into the development starts. The site ground mounted lights will create a well lit, safe, secure, but not visually obtrusive environment. Exterior lights at key locations shown on the landscape plan will add functionality, comfort, and security. The developer is planning on using as many high efficiency lights as possible. All areas including bike parking, scooter parking, walkways, patios, recycling / garbage areas and stairs will have well laid out exterior lighting.

Universal accessible design and safety

7.0- All lower floor units area going to be accessible. There are not stairs or steep ramps located on this proposed side on the ground level. Safe well-lit exit travel paths are very evident in this design. All areas will be well lit and secure from mischief.

Parking

8.0- This lot is only 7.32m wide, and is too narrow to allow side or rear yard parking. This only allows for front yard parking. **Variance #2- Variance for front yard parking.**

The new generation is living a more active, positive, environmentally friendly lifestyle; this design has kept this in mind throughout all stages. Nearby bike paths, local stores and bus routes make this an easy place to live with little need for a vehicle. Additional lit, secure, bike parking, and bike storage reduce the need for a vehicle. Charging stations for electric scooters makes this tasteful proposal very appealing to renters with a greener thumb. Victoria Carshare have been contacted and they are keen to acquire this front yard parking stall as a holding / parking location for their members. Each rental unit will be allocated a car share membership. The developer is also looking into bus tickets to help reduce any vehicle parking needs. **Variance #3 – Variance for reduced parking.**

All parking surfaces will be appealing paving stones. In a group effort we have designed the building as close to North Park Street as possible. This allows for greater separation between the buildings and brings our building closer in line with the existing frontage of our adjoining neighbours. We have allowed for 5.1m to park in the front yard, with a wheel stop located to prevent vehicles from damaging the porch posts. **Variance #4 – Variance for reduced clearance requirement from the property line.**

Access and circulation

9.0- The entire proposed building site has very good internal pedestrian circulation. A layout design with public safety and security has been well thought out. One driveway access has been specifically designed to reduce cars backing onto North Park Street issues.

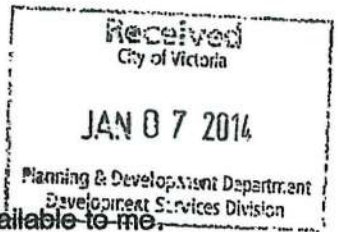
Loading and service areas, ancillary mechanisms and unenclosed storage

10.0- Easy access allows for speedy garbage and recycling removal. Both buildings have their own garbage and recycling areas. Casual surveillance is possible from many angles of this proposal.

Thank you for taking your time to read this letter. We hope you see the effort we have taken to satisfy all needs of the local community and municipality.

Lindsay Justin Baker
Aspire Custom Deigns Ltd.

November 17, 2014
Mayor and Council
Re: Proposed development of 1046 North Park Street



I have reviewed the plans for this property that Aspire Custom Designs made available to me. Although I have concerns as outlined in this letter they are adequately addressed by the design and the assurances of the owner's agents. I do support the building of these two rental buildings as proposed.

I have lived in my home at 1048 North Park Street for 20 years. The 1046 lot was and remains vacant as of this date.

Concerns and Comments

Light

The rear 20 feet of 1046 will be open ground allowing my garden opposite this location on 1048 to receive plenty of afternoon sun. The entrance/access pathway is next to my property. This will allow a corridor of light along my west side. Twin buildings creates both light and space.

Water Management

Flooding has occurred towards the rear of the property. The proposed aqua pavers allow most water to go back into the ground - a City of Victoria preference for handling rainfall. The required code drainage piping will assure no damage to either property.

Property Maintenance for 1048

I have spoken to the developer's agent who has promised to create an easement on 1046's deed in my favor that will allow mine and any subsequent owner of 1048 access to 1046 property for purposes of maintaining the west side of 1048's current buildings.

Parking

The parking variance sought by the developer I believe to be supportable. Council will need to consider a longer range strategy to deal with street parking in this RC zoned block. A developer of my own property, for example, will expect similar concessions given to 1032 North Park and those being considered for 1046. (A possible solution would be to make the 1000 block "resident only" parking after 6pm. We are not pleased to be a parking lot for Athletic Park and the Memorial Arena)

I have enjoyed a good relationship with those who wish to move forward with building on the 1046 lot. Given the urban location, the design provides reasonable light and privacy - the stairs are located on the west side of the building and the porches incorporate opaque privacy glass; the design fits the site; encourages downsizing automobile ownership in our neighbourhood; provides wheelchair accessibility for the two ground floor suites.

Bottom Line

I support the two variances sought: Parking stall reduction to one off street parking space.
Two dwellings to be allowed.

Respectfully,

Charles Joerin
copies: Aspire Custom Designs



North Park Neighbourhood Association
P.O. Box 661, #185 - 911 Yates St.
Victoria, BC V8V 4Y9
www.npna.ca



January 7, 2015

City of Victoria, Land Use Committee of the Whole
1 Centennial Square
Victoria, BC V8W 1P6

RE: Aspire Custom Designs development proposal – 1046 North Park Street

Dear mayor and council:

The North Park Neighbourhood Association supports the current development proposal from Aspire Custom Designs for 1046 North Park Street. We find this proposal forward-thinking and creative. We particularly appreciate that it incorporates energy-efficient building materials and provision for solar energy, bike storage and outdoor space in an aesthetically pleasing design appropriate for the site.

Early in the process the developer met and consulted with the immediate neighbour at 1048 North Park Street. The NPNA has confirmed that the neighbour is satisfied with the results of that consultation. His attempt to meet with the property owner on the other side of the site was unsuccessful.

Considering all these factors, a motion was approved at the January 7 NPNA general meeting to support the developer's request for two variances for this project.

Thank you for your attention.

Sincerely,

Al Gallupe
Land Use Committee
North Park Neighbourhood Association

NORTH PARK NEIGHBOURHOOD ASSOCIATION
Minutes of December 3, 2014 Meeting

Present:

Board Members: Jenny Farkas (Chair), Tim Hewett, Claudia de Haan, Al Gallupe, Charles Joerin, Penny Bond, Nicole Dillman

Members: Lorna Rennie, Alex Kerr, Tristan Trotter, Yoka van den Berg, Jeff Sears

Guests: Lindsay Baker (Aspire Custom Designs), Dennis Rogers (owner, 1046 North Park St.), Deb Beaton-Smith (Rifflandia), Tanya Leduc (neighbourhood resident)

Regrets: Anne Moon, Daniel Ferguson, Katie Fillion

Call to Order and Introductions:

- Jenny called the meeting to order at 7:00 p.m.
- Welcome to new member Jeff Sears, board member of North Park Manor Society and pastor of First Baptist Church.

Agenda:

The agenda was adopted.

Motion: Claudia de Haan/Alex Kerr/carried

Presentations:

1. **Development proposal — 1046 North Park St.** — Lindsay Baker, Dennis Rogers
 - Design plans were distributed (see attachment).
 - Initial plan for this currently empty lot was for a triplex. The initial plan had been approved by the City. Financially this plan was not feasible.
 - New design is for a total of six market rental units (estimated as ≈ \$850/month) in two three-story buildings. There is one unit/floor in each of the two buildings. This plan works better for the property and the design is greener.
 - Green components include solar panels on roof; passive solar from windows; community garden for tenants at back of property; internal courtyard between the two buildings as well as individual patio/deck area for each unit; bicycle storage; charging stations for mobility scooters and one car, using solar power; building height, and location of courtyard and community garden designed to allow optimal light to adjacent house at 1048 North Park St.
 - The current plan added mobility scooter parking and more bicycle storage.
 - The developer is asking the City for a variance for two buildings instead of one, and a relaxation of the parking variance to one, instead of two, vehicle spots.
 - Attempts to contact the owner of the neighbouring commercial building to the west were unsuccessful.

2.

- Those present felt that this proposal was forward-thinking and creative. It was noted that the developer's early and ongoing consultation with and consideration of the neighbour at 1048 North Park St. was appreciated.

Motion: NPNA is in favour of the development proposal for 1046 North Park St., including the developer's request for two variances, and will write a letter of support to the City of Victoria Land Use Committee.

Al Gallupe/Penny Bond/carried

2. Rifflandia 2014 follow-up — Deb Beaton-Smith

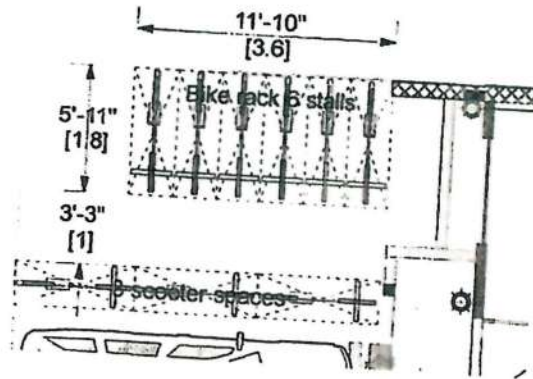
- Highlights of the 2014 Rifflandia festival were:
 - Royal Athletic Park (RAP) as flagship location, also the Atrium building during the day and 14 night venues. Phillips Brewery capacity was increased with street closure.
 - Thinklandia and Kidlandia.
 - Change in BC liquor laws allowed granting of an open liquor licence, one of only two granted in BC in 2014.
 - VicPD and City Parks Dept. were on board for security.
 - It was noted that with the open liquor licence there were fewer liquor sales and the atmosphere was calmer, therefore more family-friendly.
 - At RAP, there were 500 age-10 and under wrist-banded attendees (excluding babies, who are not wrist-banded). Total attendance at RAP, over three days, was 16,500.
 - There were two stages at RAP.
 - The green team and bike racks were in place.
 - RAP hours are 3 - 9 p.m. Friday; noon - 9 p.m. Saturday and Sunday.
 - It is expected that the 9 p.m. curfew will remain.
 - There were fewer complaints in received at Rifflandia's office in 2014, including fewer noise complaints.
 - Rifflandia won its bid to bring "Breakout West" to Victoria.
 - Breakout West formerly was named the "West Coast Music Awards".
 - It has a three components — awards ceremony, conference and performances.
 - The festival component will be in night venues. It is not yet known if RAP will be used for any larger scale performances.
- Discussion:
 - Tanya Leduc, resident of block adjacent to RAP, representing her family, as well as a neighbour, reported:
 - There has been no problem with other RAP events which mainly are sports.
 - There was initial shock when RAP was allowed to be used as a venue for Rifflandia; since then the neighbours have accepted that it is going to happen.

Green Building Features for North Park Development.

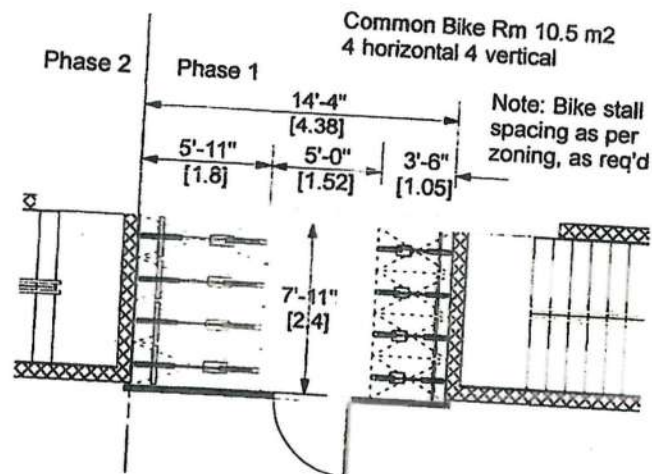
The **"NORTH PARK COMPLEX"**

- Permeable parking surface
- Permeable walkway surface
- Permeable patios on ground surface
- Passive design incorporated
- Car share participation
- Roof water catchment
- Water catchment for gardening
- Solar panels / photovoltaic system
- Car / scooter charging station
- Bike parking & bike storage lockers
- Thermal windows
- Community garden area
- Recycling area
- Composting area
- Reduced parking to create urban walking environment
- Bike paths and bus routes nearby
- Instant hot water / hot water on demand

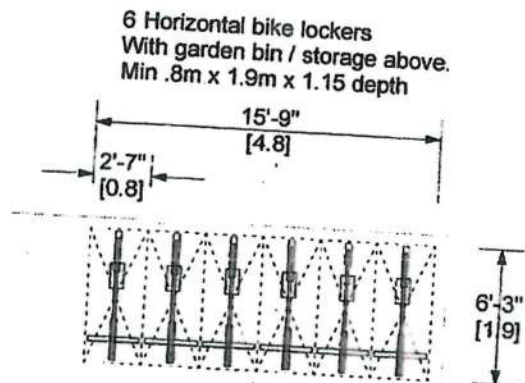
- Green building rating system still to be explored.
- The building has integrated passive design practice by locating the proposed building to give it the most southerly exposure. Most of the walls and exposed building face will generate heat through sun exposure throughout daylight hours.
- Creating two smaller buildings rather than one larger building will allow for more green space as well allows adjoining neighbors to have more sun exposure. This was critical as the adjoining neighbor to the east has a beautiful garden. Separating the two building also allows for community green space between the buildings.
- As the 6-unit complex is walking distance from downtown, reduced parking will also be a positive benefit by decreasing carbon emissions. A car share program will be explored for all the residents.
- The location of this property allows for easy bus route access to many bus routes. We would also like to explore the option of a bus pass provision for the residents of this property.
- We have gone to great lengths to create additional bike parking and secure bike storage for our residents.
- We will also be installing an electric scooter / bike charging station.
- We are planning on plumbing the building to be solar hot water ready.
- We are planning on being pre-plumb for solar PV.
- Ideally we will be able to obtain a minimum of 5% building energy consumption through renewables.
- We are planning on building a water catchment for complex community gardening purposes.
- We will be using Aqua Pavers throughout the site. This is a very permeable surface.
- As this property is bare land at the moment we will be adding a few additional trees on the property. Mainly we will have a beautiful feature Cherry tree located next to the front boulevard.
- Hanging baskets on the front of the building will add greenery.
- An electric car charging station will be installed.
- Solar panels will help reduce electrical consumption.



Front Yard Bicycle Parking
3/16 = 1'0"



Bicycle Room Parking
3/16 = 1'0"

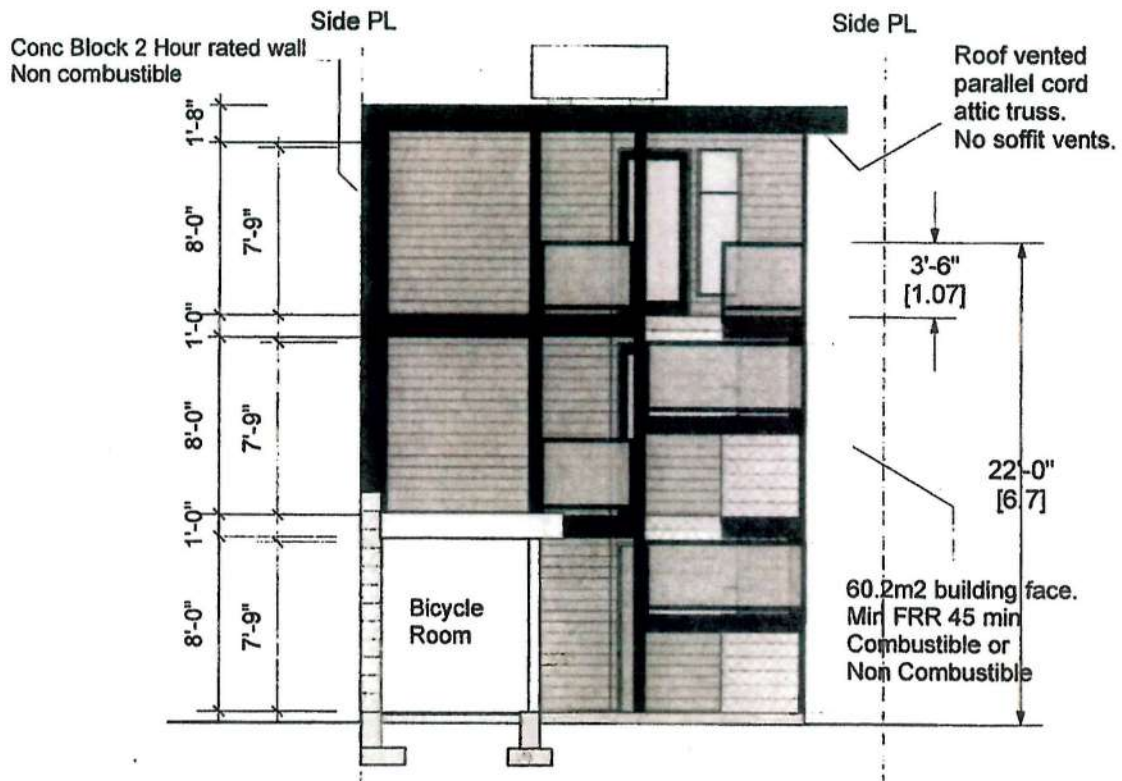


Bicycle Locker Parking
3/16 = 1'0"

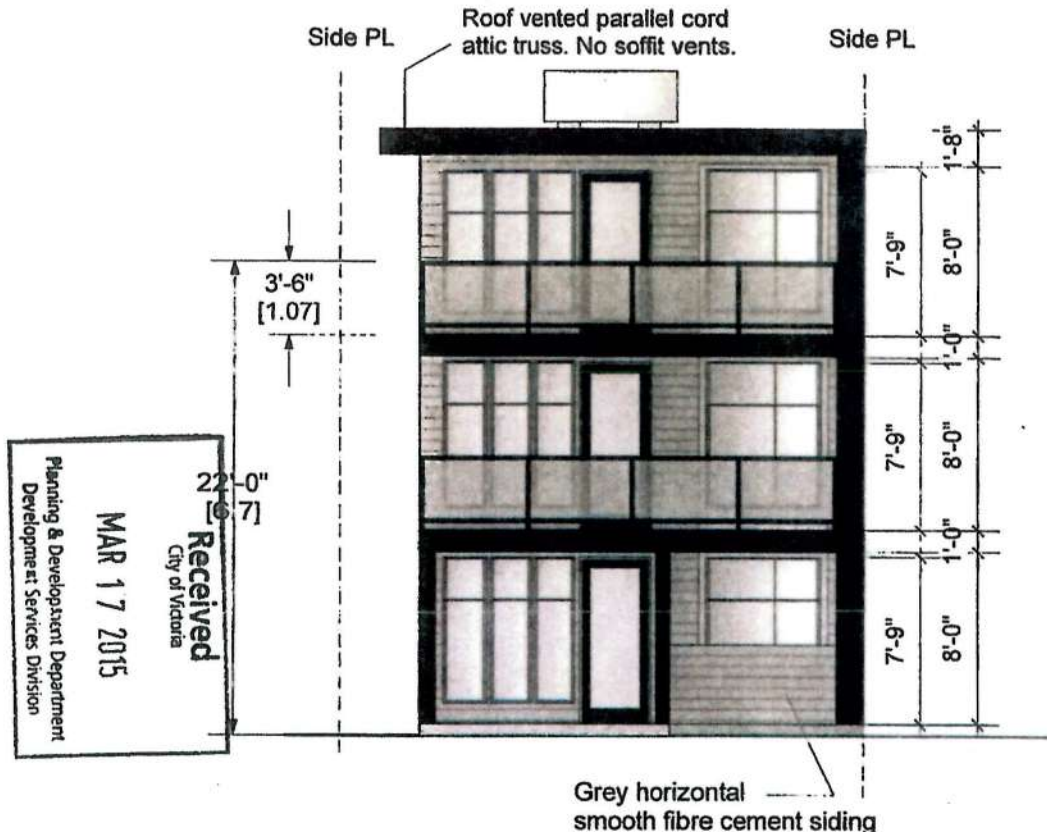
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City of Victoria

MAR 17 2015

Planning & Development Department
Development Services Division



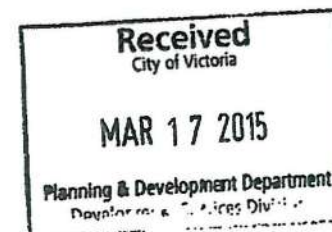
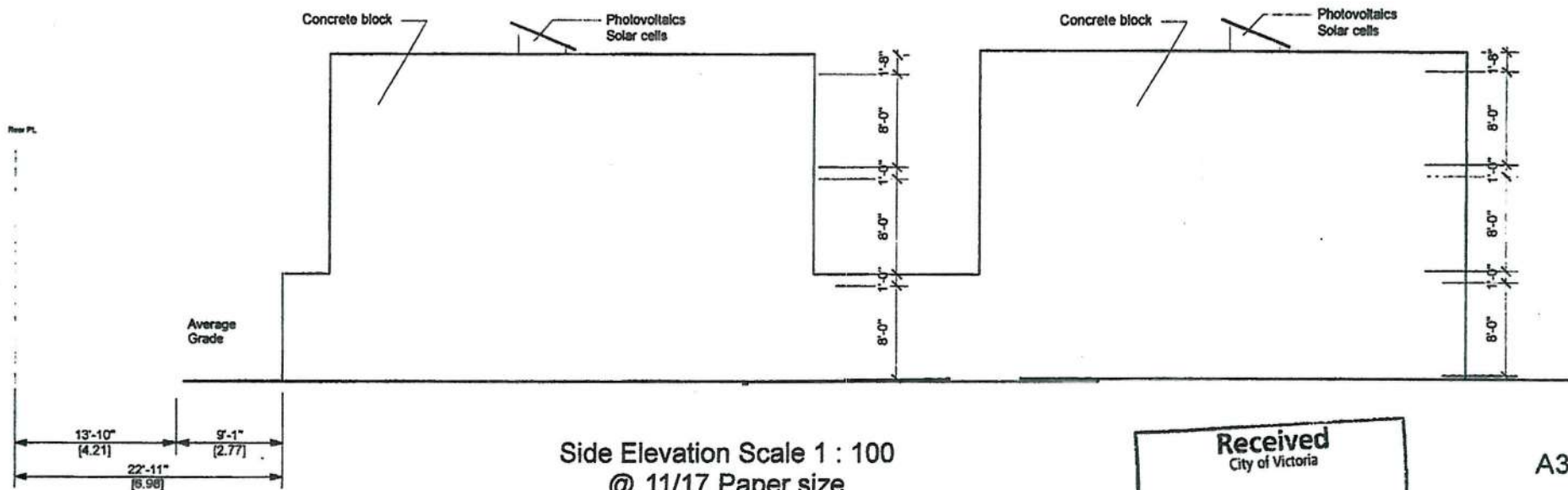
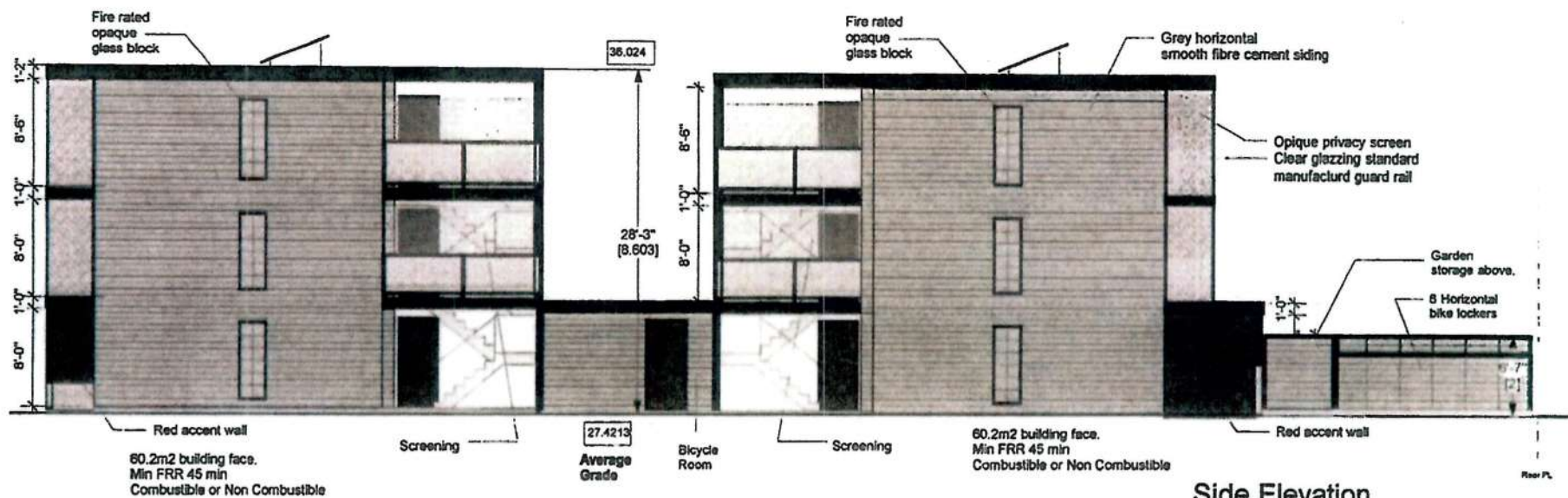
Interior Front Phase 1 Elevation



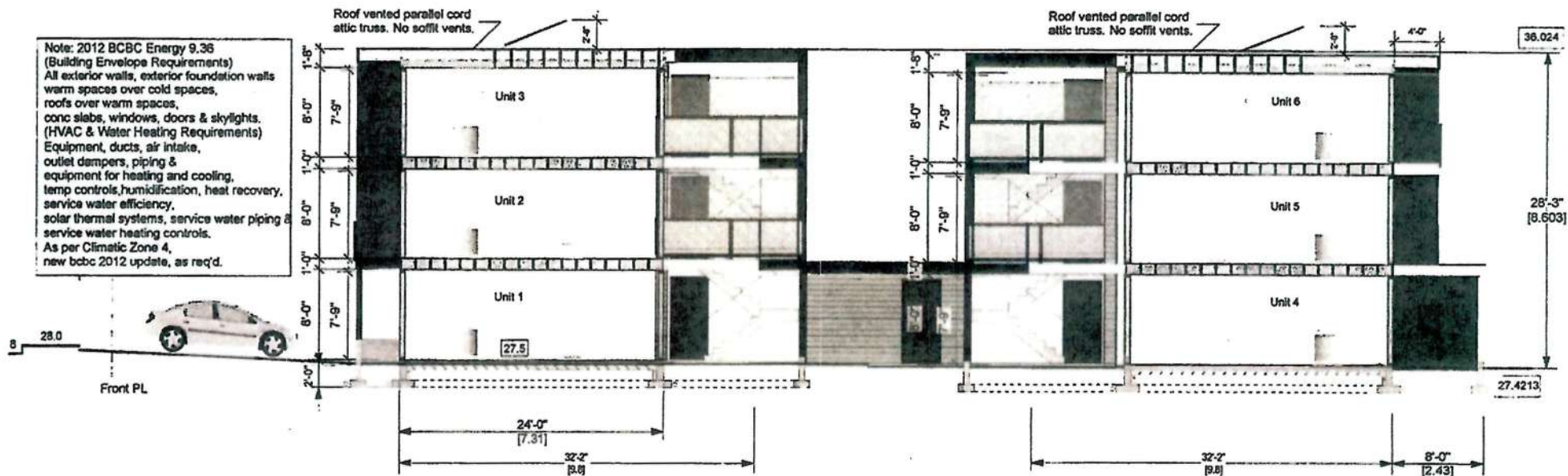
Received
City of Victoria
MAR 17 2015
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Development Services Division

A3.1

Rear Elevation Phase 1

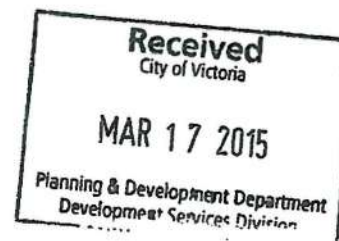


A3.2

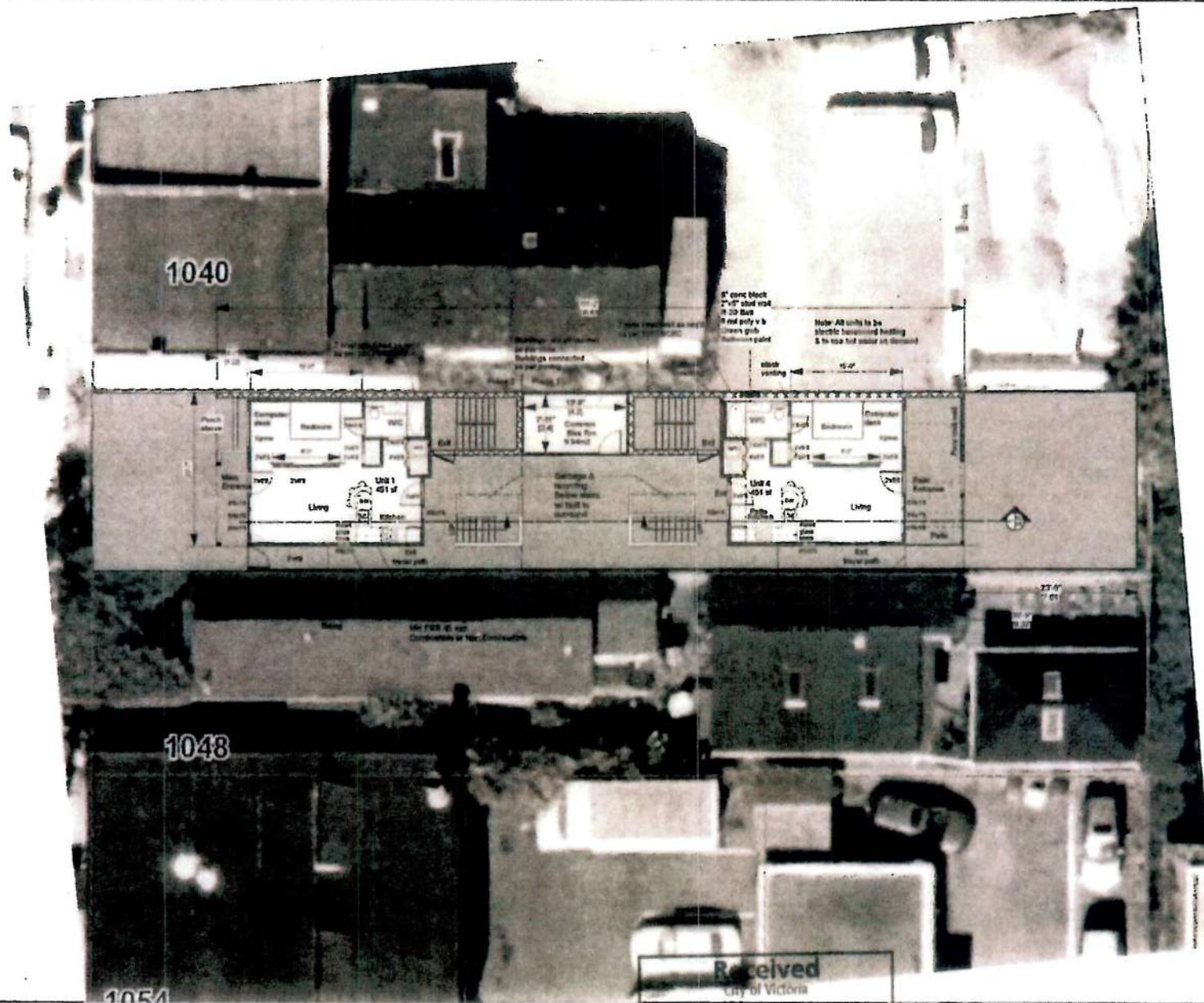


Section
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A3.3



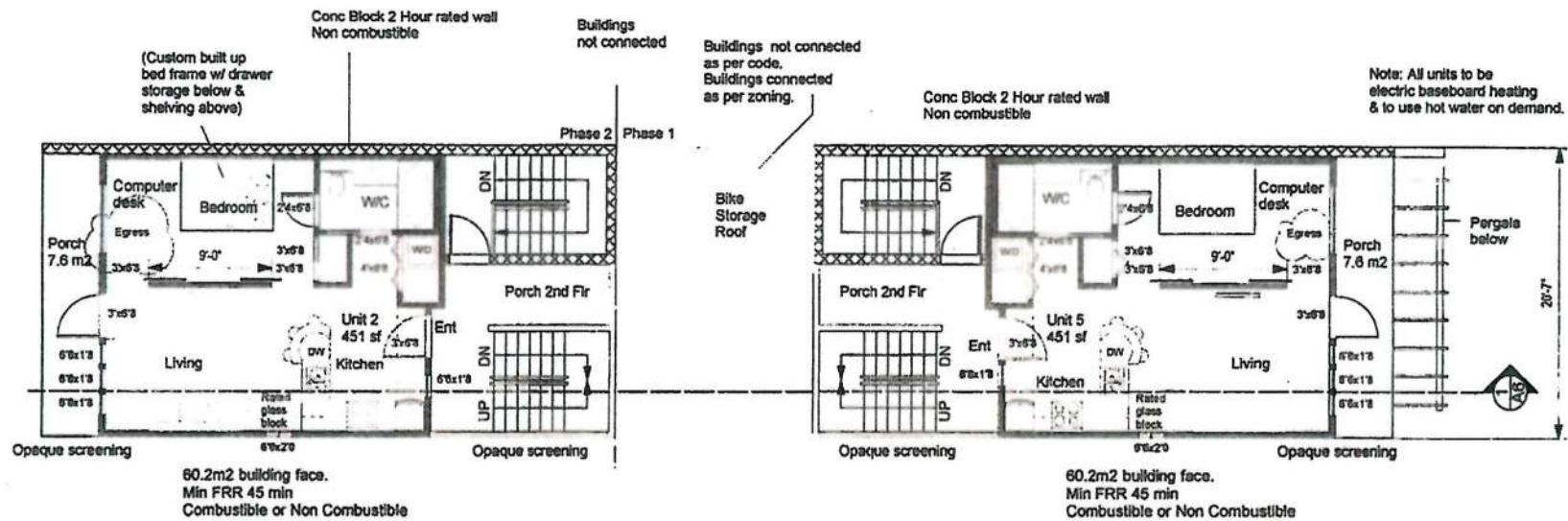




Site Plan Overview

Planning & Development Department
Development Services Division



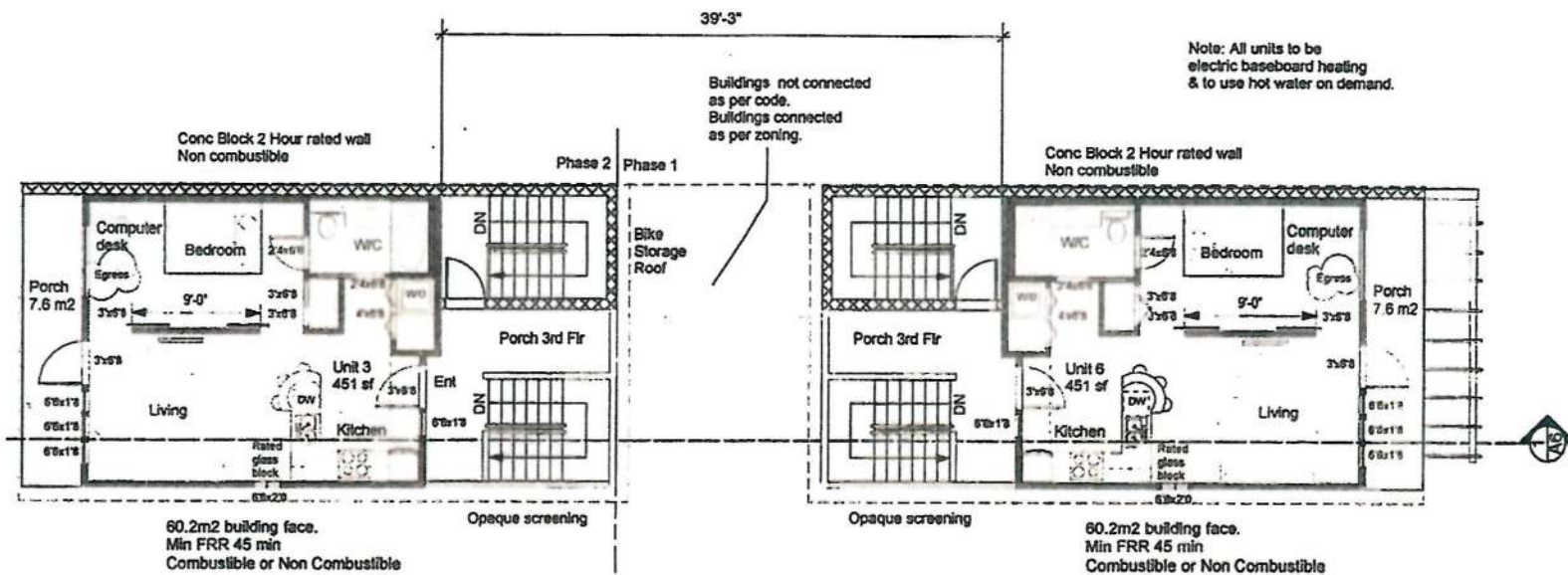


2nd Floor
Scale 1/8" = 1'0"
@ 11/17 Paper size



A2.2

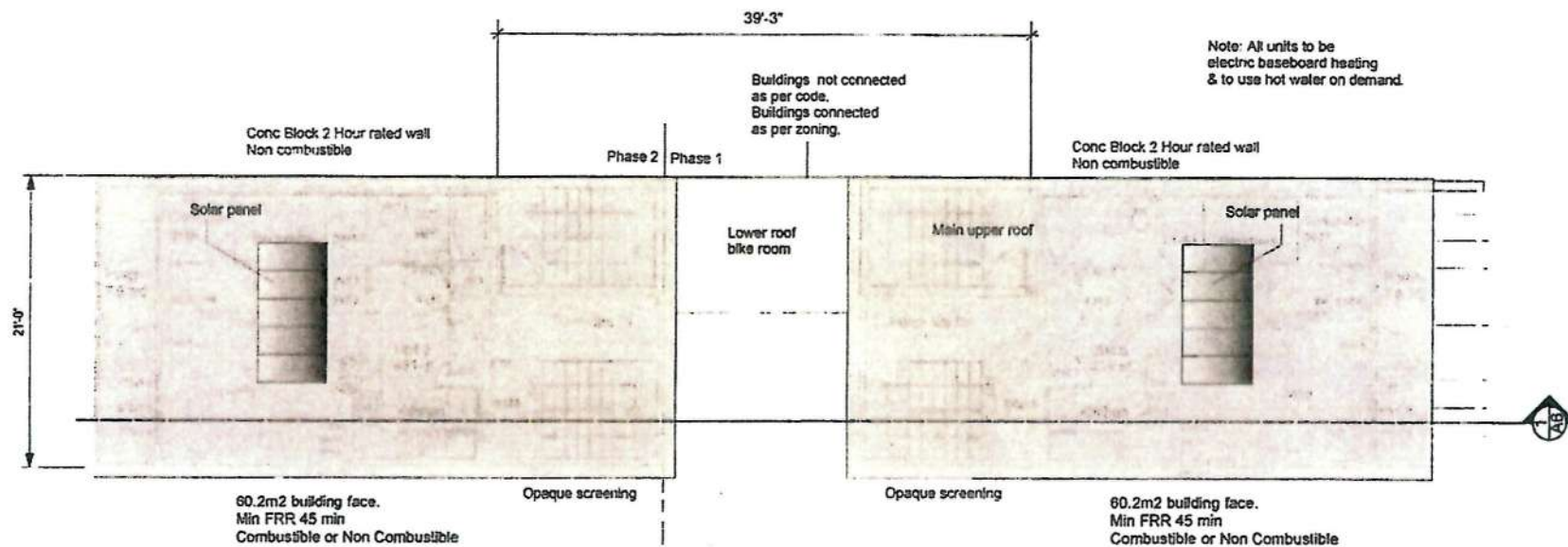




3rd Floor
Scale 1/8" = 1'0"
@ 11/17 Paper size

A2.3



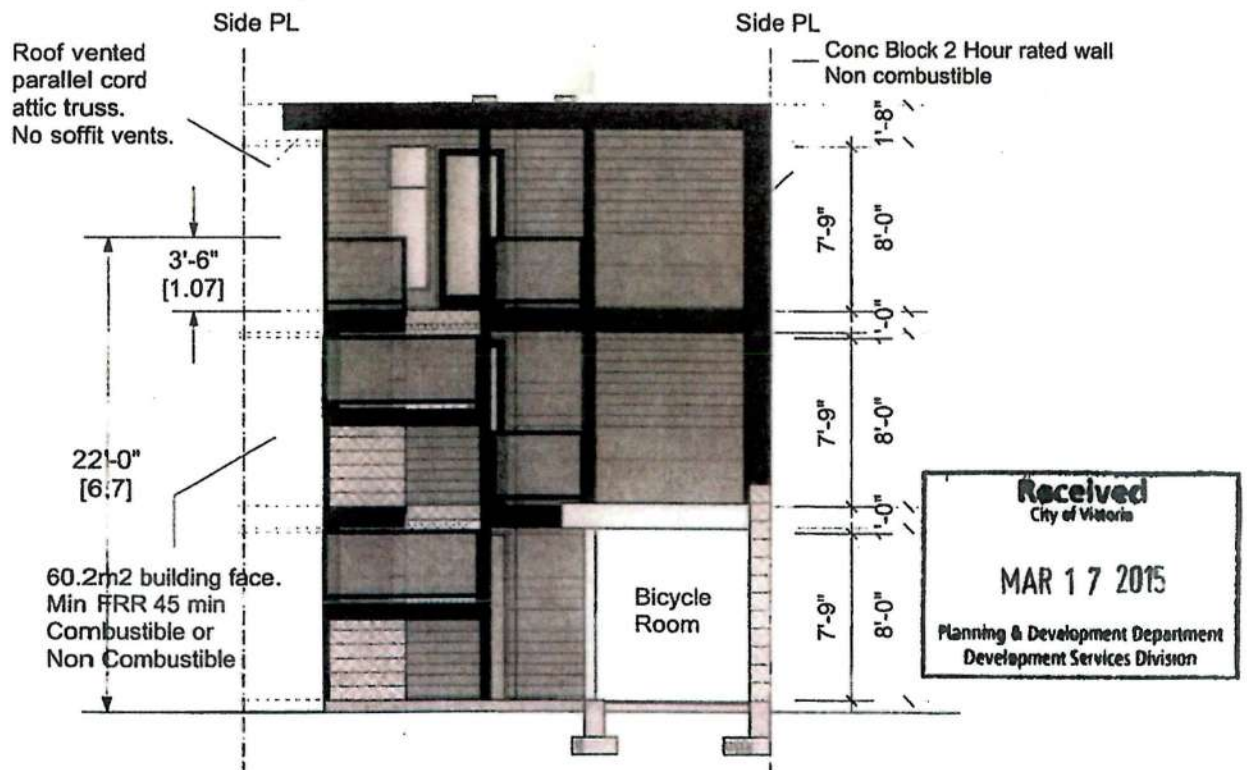
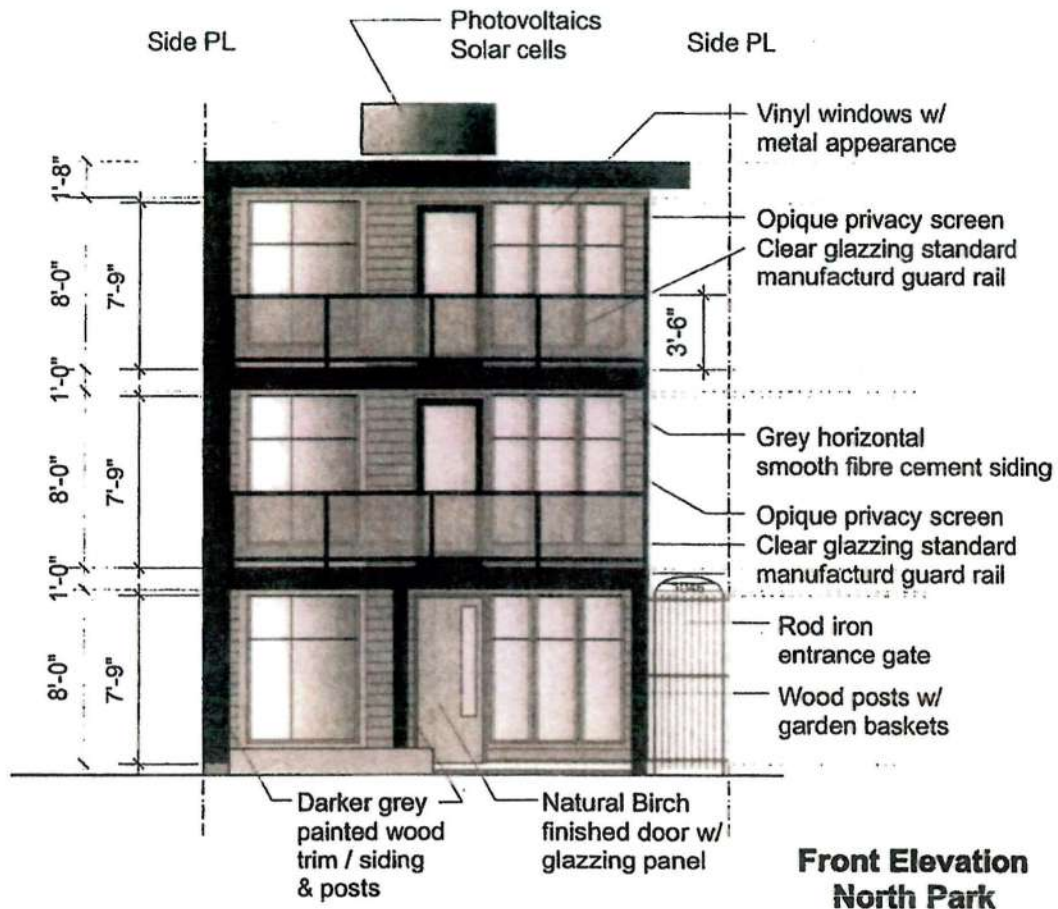


Roof Plan
Scale 1/8" = 1'0"
@ 11/17 Paper size



A2.4





3.1 Development Permit with Variances Application No. 000401 for 1046 North Park Street

Committee received a report regarding a development permit with variances application for 1046 North Park Street. The proposal is to permit six multiple dwelling units. The application proposes variances to the parking requirements.

Action: It was moved by Councillor Alto, seconded by Councillor Coleman, that Committee recommends that Council, after giving notice and allowing an opportunity for public comment, consider the following motion:

"That Council authorize the issuance of Development Permit with Variances Application No. 000401 for 1046 North Park Street, in accordance with:

1. Plans date stamped March 17, 2015.
2. Development meeting all *Zoning Regulation Bylaw* requirements, except for the following variances:
 - i. Part 4.6.2 (8): Relaxation to permit one parking space to be located in the front of the building;
 - ii. Schedule C - Off-street Parking (7.2)(b): Relaxation to permit one parking space to be located at 0m from a street;
 - iii. Schedule C - Off-street Parking (A)(11)(c): Reduction from 1.3 parking spaces per rental attached dwelling (8 parking spaces) to 0 parking spaces per rental attached dwelling (0 parking spaces).
3. Registration of a legal agreement on title dedicating the parking space to Victoria Car Share to the satisfaction of the Assistant Director, Development Services Division, Sustainable Planning and Community Development Department, and the City Solicitor.
4. An Agreement between the present owner and Victoria Car Share to secure six car share memberships and the collection of membership fees to the satisfaction of the Assistant Director, Development Services Division, Sustainable Planning and Community Development Department, and the City Solicitor.
5. Final plans to be generally in accordance with the plans identified above to the satisfaction of the Assistant Director, Development Services Division, Sustainable Planning and Community Development."

Committee discussed:

- The development will be phased due to site conditions. The rear building will be built first and then the other building fronting the street.
- Concerns about the lack of parking and the burden on the limited supply of on-street parking.
- The North Park Neighbourhood Association has written a letter of support but the lack of parking provided continues to be an issue. The Association would like to hold a workshop with City staff to discuss the limited available parking due to the mix of use, between residential and commercial.

CARRIED UNANIMOUSLY 15/PLUC093

Action: It was moved by Councillor Isitt, seconded by Councillor Loveday, that Council direct staff to report back on the adequacy of on-street parking supply in the North Park area south of Caledonia, and any on-street parking capacity issues if they exist.

Action: It was moved by Councillor Alto, seconded by Councillor Isitt, that Committee amend the motion as follows:

That Council direct staff to report back on the adequacy of on-street parking supply in the North Park area south of Caledonia, and report back on on-street parking capacity issues ~~if they exist~~ **as it pertains to this application.**

On the amendment:
CARRIED UNANIMOUSLY 15/PLUC094

On the main motion as amended:
CARRIED UNANIMOUSLY 15/PLUC095

Councillor Thornton-Joe made a Notice of Motion that she will be requesting that moving forward the Planning and Land Use reports include a section that identifies affordability issues.

PLUC meeting
April 16, 2015

REPORTS OF THE COMMITTEES

5. Planning and Land Use Committee – April 16, 2015

1. Development Permit with Variances No. 000401 for 1046 North Park Street

It was moved by Councillor Alto, seconded by Councillor Coleman, 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 with Variances Application #000401 for 1046 North Park Street, in accordance with:

1. Plans date stamped March 17, 2015.
2. Development meeting all *Zoning Regulation Bylaw* requirements, except for the following variances:
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5. Final plans to be generally in accordance with the plans identified above to the satisfaction of the Assistant Director, Development Services Division, Sustainable Planning and Community Development."

Carried Unanimously

It was moved by Councillor Alto, seconded by Councillor Coleman, that Council direct staff to report back on the adequacy of on-street parking supply in the North Park area south of Caledonia, and report back on on-street parking capacity issues as it pertains to this application.

Carried Unanimously

Council meeting
April 16, 2015

Attention Mayor and Council:

I spoke with Dennis Rogers and reviewed the change from 4 stairways back to two. The two removed will be replaced with walkways on 2nd and 3rd floors in order to facilitate alternate egress from both buildings. This new design actually appears less intrusive than the two stairwells next to me. I like it.

Thanks,
Charles Joerin
1048 North Park
250-388-0528



Site Plan Of:
The Westerly 24 Feet Of Lot 24, Suburban Lot 13,
Victoria City, Plan 26.

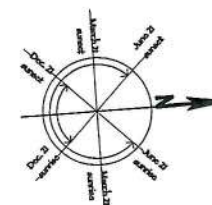
Strata Plan 2016



Suburban
Plan

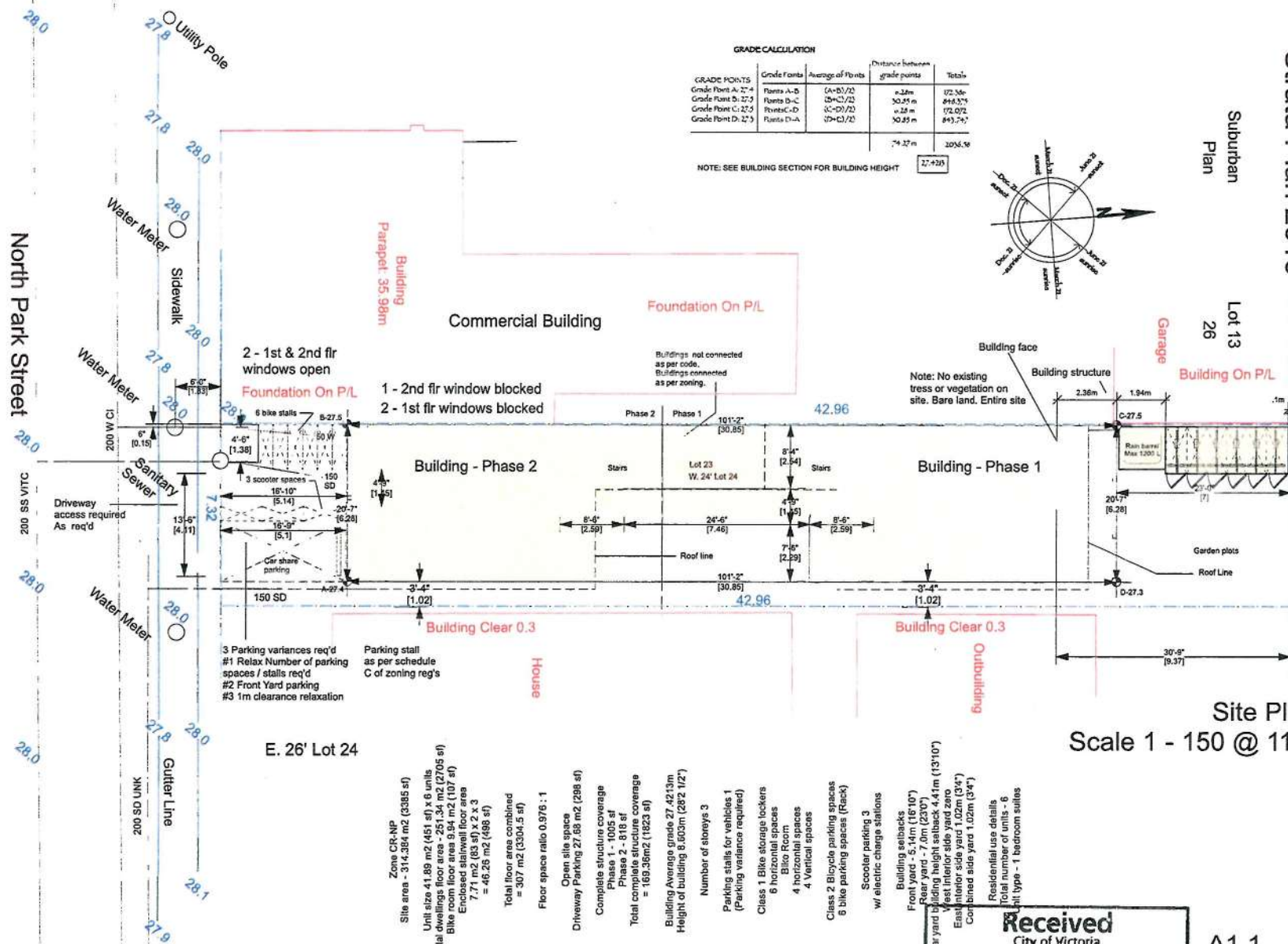
Lot 13
26

Strata Plan 4824



| GRADE CALCULATION | | | |
|---------------------|--------------|-------------------------------|---------|
| Grade Points | Grade Points | Distance between grade points | Totals |
| Grade Point A: 27.4 | Points A-B | 10.3m | 172.3m |
| Grade Point B: 27.5 | Points B-C | 10.3m | 172.3m |
| Grade Point C: 27.5 | Points C-D | 10.3m | 172.3m |
| Grade Point D: 27.5 | Points D-A | 10.3m | 172.3m |
| | | 74.27m | 1054.5m |
| | | | 27.42m |

NOTE: SEE BUILDING SECTION FOR BUILDING HEIGHT



Site Plan
Scale 1 - 150 @ 11/17 paper size

E. 26' Lot 24

Zone CR-NP
Site area - 314,384 m² (3385 sf)

Unit size 41.89 m² (451 sf) x 6 units
Total dwellings floor area - 251,34 m² (2705 sf)

Bike room floor area 9.94 m² (107 sf)
Enclosed stairwell floor area
7.71 m² (83 sf) x 2 x 3
= 46.26 m² (498 sf)

Total floor area combined
= 307 m² (3304.5 sf)

Floor space ratio 0.976 : 1

Open site space

Driveway Parking 27.68 m² (298 sf)

Complete structure coverage

Phase 1 - 1005 sf

Phase 2 - 1005 sf

Total complete structure coverage
= 1603.36 m² (1823 sf)

Building Average grade 27.4213m

Height of building 8.603m (282 1/2')

Number of storeys 3

Parking stalls for vehicles 1
(Parking variance required)

Class 1 Bike storage lockers

6 horizontal spaces

4 vertical spaces

Class 2 Bicycle parking spaces

6 bike parking spaces (Rack)

Scooter parking 3

w/ electric charge stations

Building setbacks

Front yard - 7.0m (23'0")

Rear yard - 4.41m (13'10")

East interior side yard zero

West interior side yard 1.02m (3'4")

Combined side yard 1.02m (3'4")

Residential use details

Total number of units - 6

Unit type - 1 bedroom suites

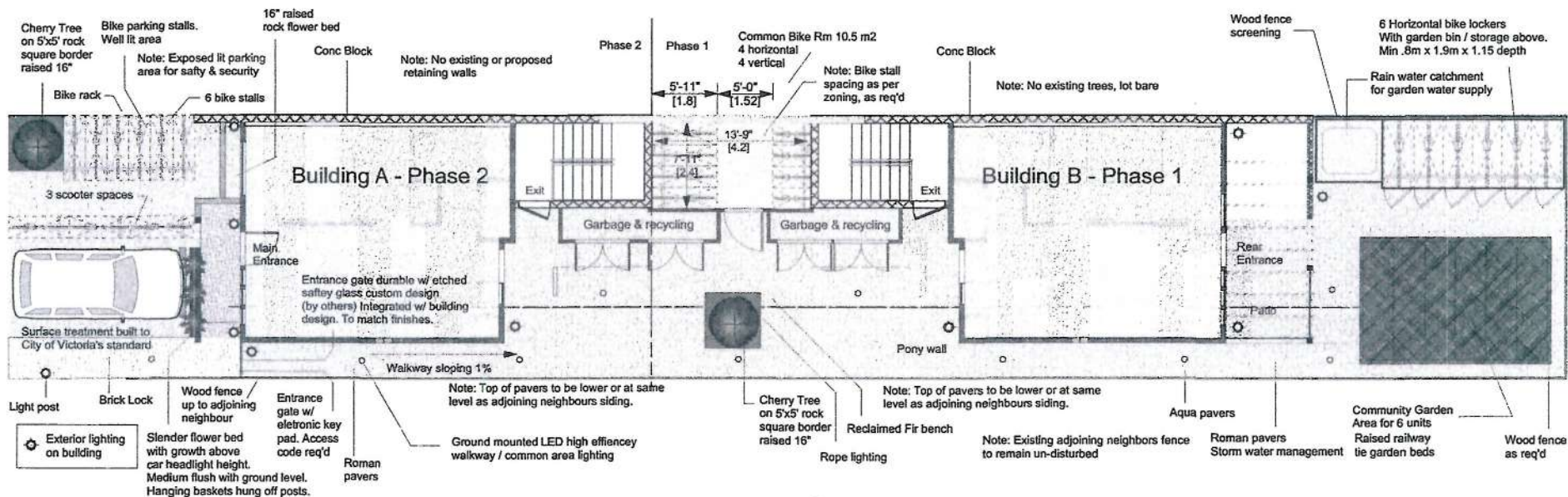
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MAY 29 2015

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Development Services Division

A1.1





Landscaping Plans

Received
City of Victoria

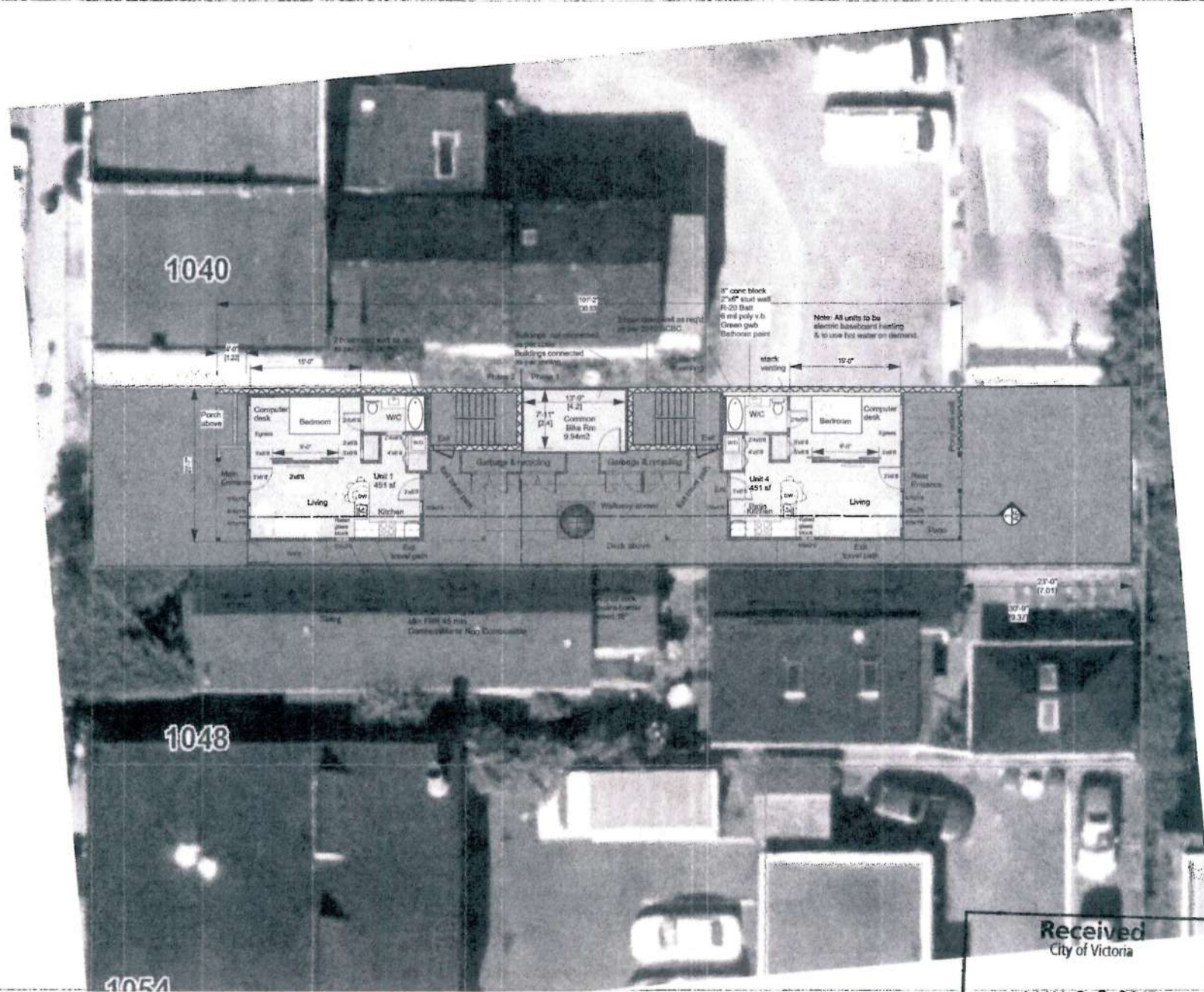
MAY 29 2015

Planning & Development Department
Development Services Division

Aspire Custom Designs.ca

A1.2





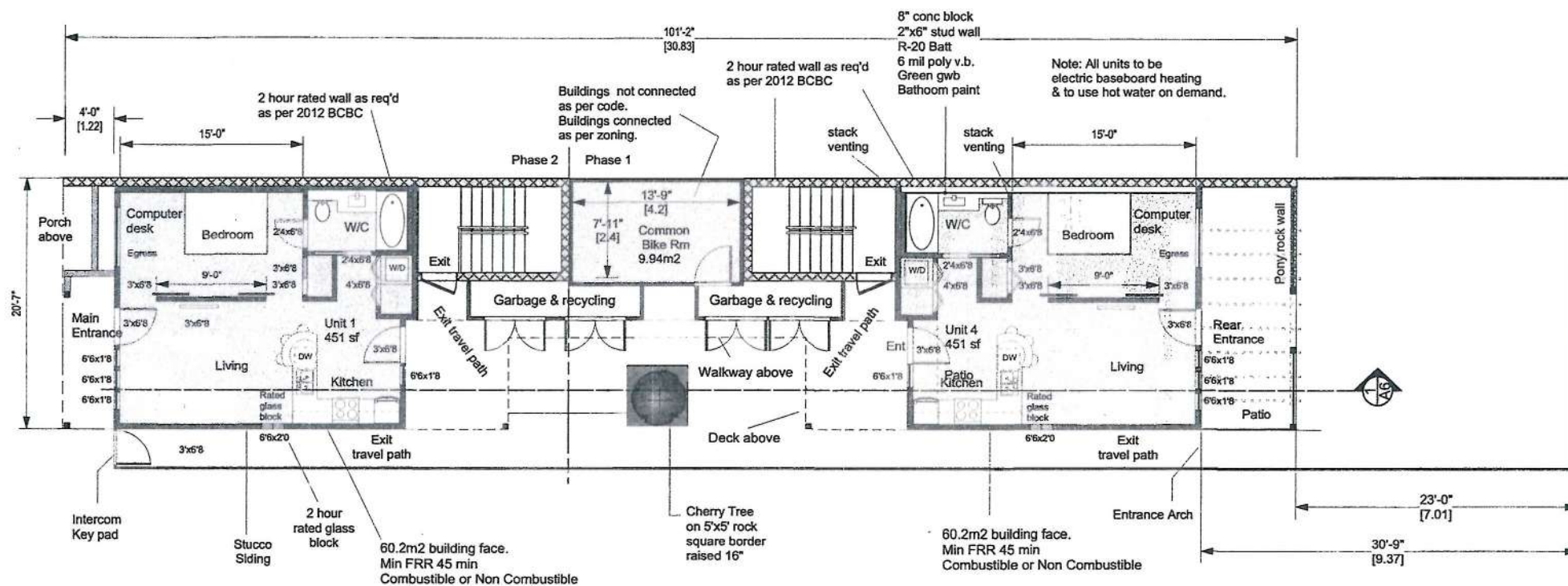
A1.4

Site Plan
Overview

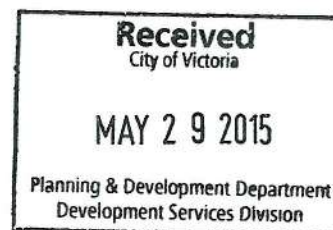
Received
City of Victoria

MAY 29 2015

Planning & Development Department
Development Services Division

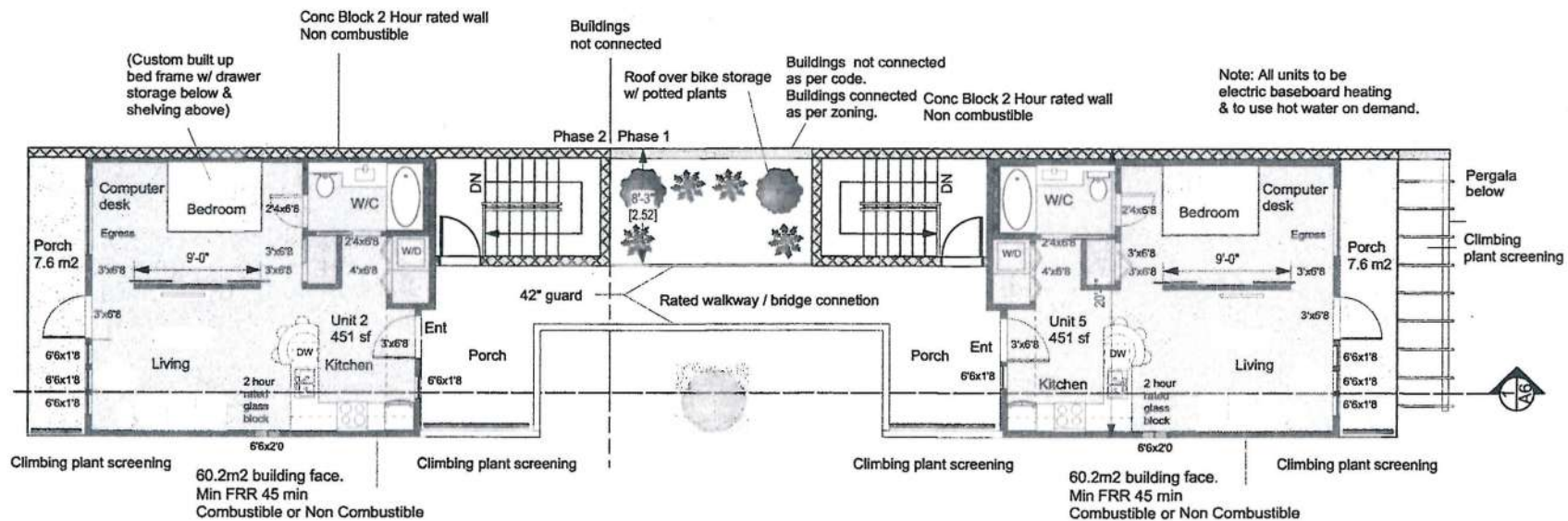


Main Ground Floor
Scale 1/8" = 1'0"
@ 11/17 Paper size

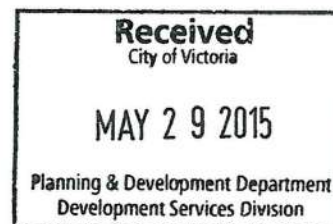


A2.1



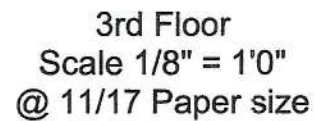


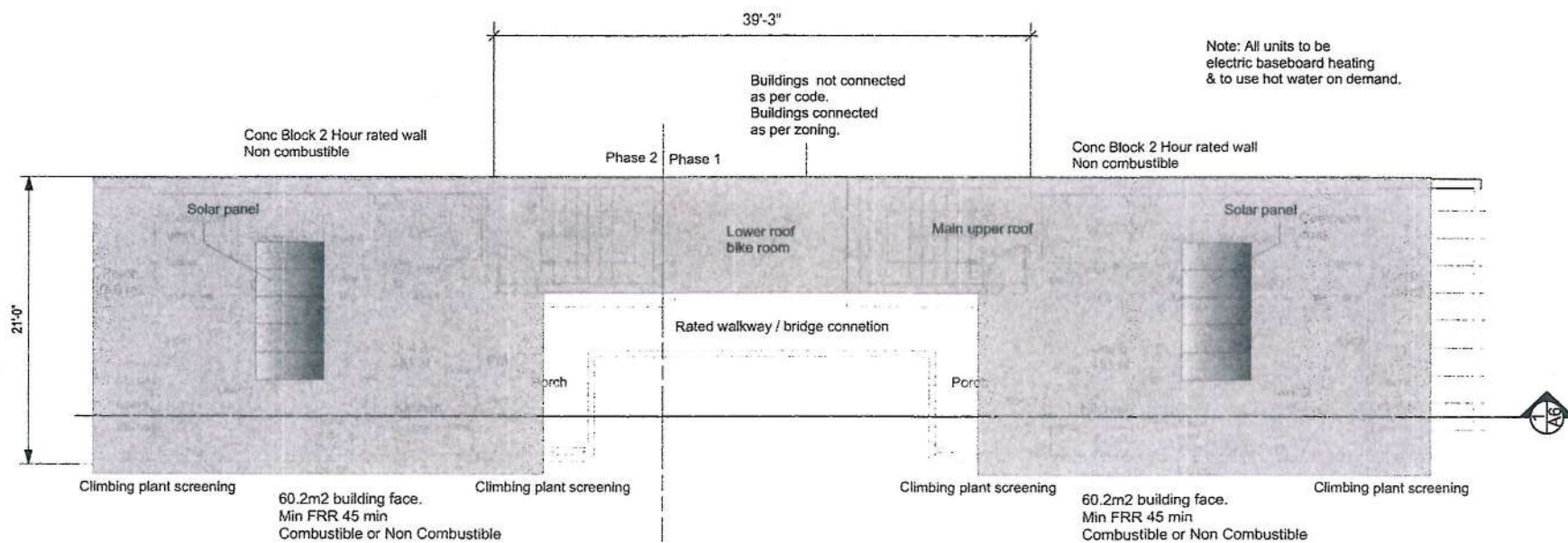
2nd Floor
Scale 1/8" = 1'0"
@ 11/17 Paper size



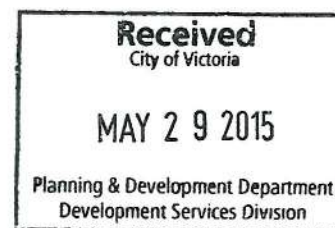
A2.2





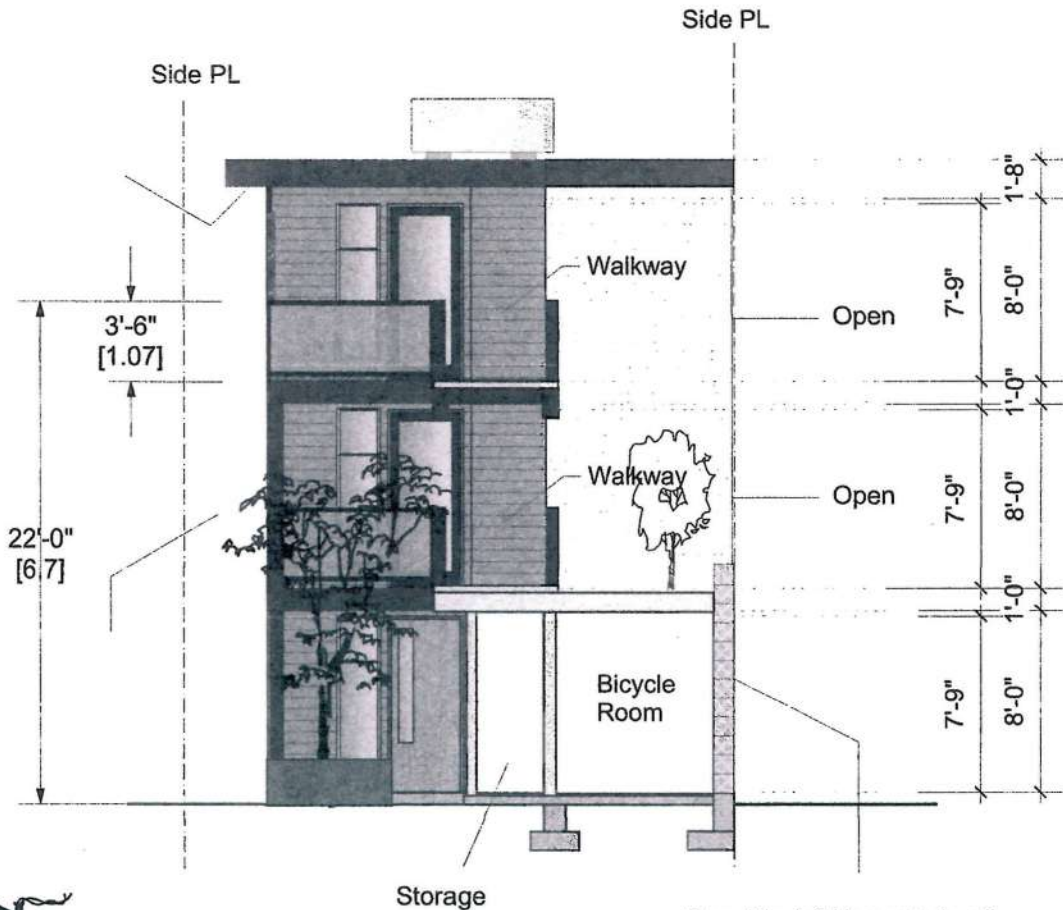
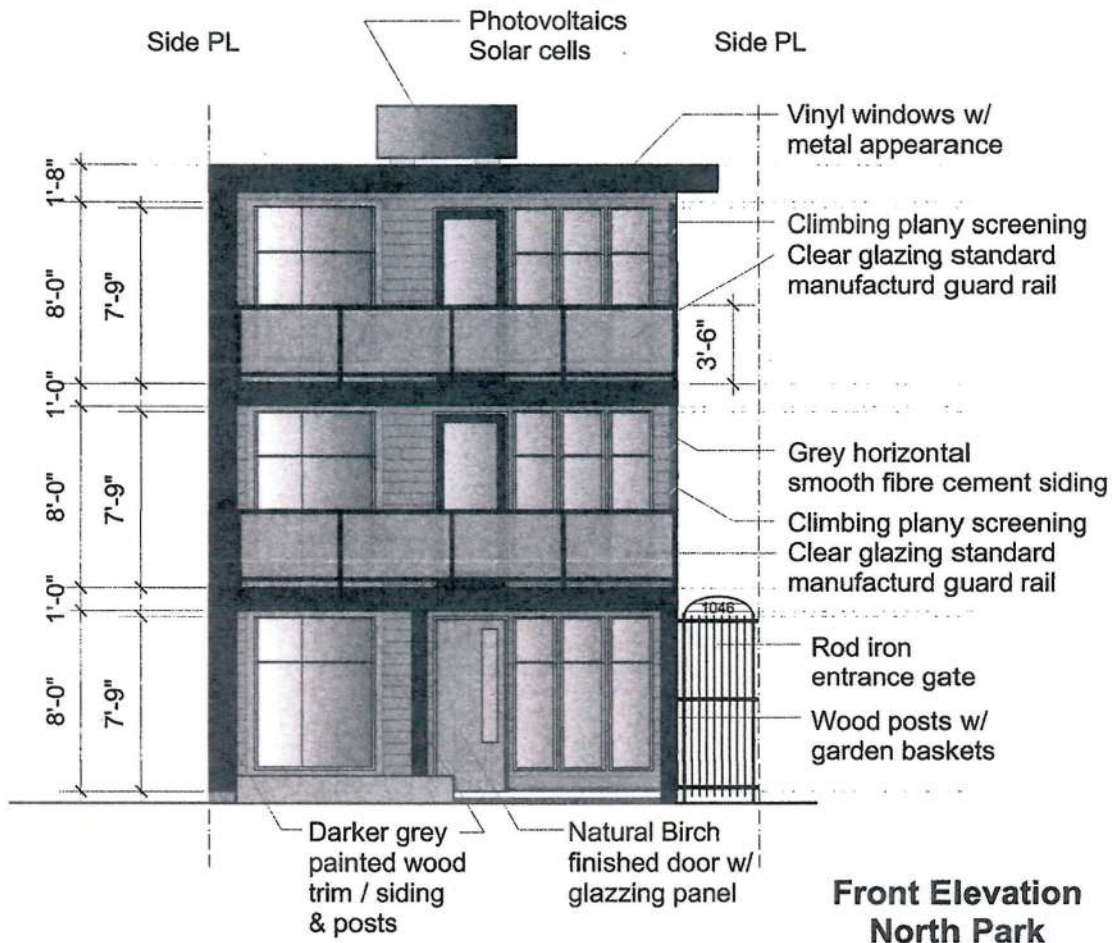


Roof Plan
 Scale 1/8" = 1'0"
 @ 11/17 Paper size



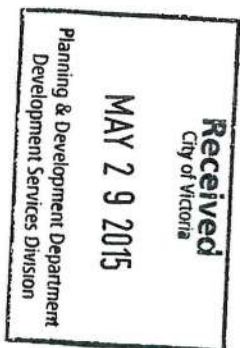
A2.4

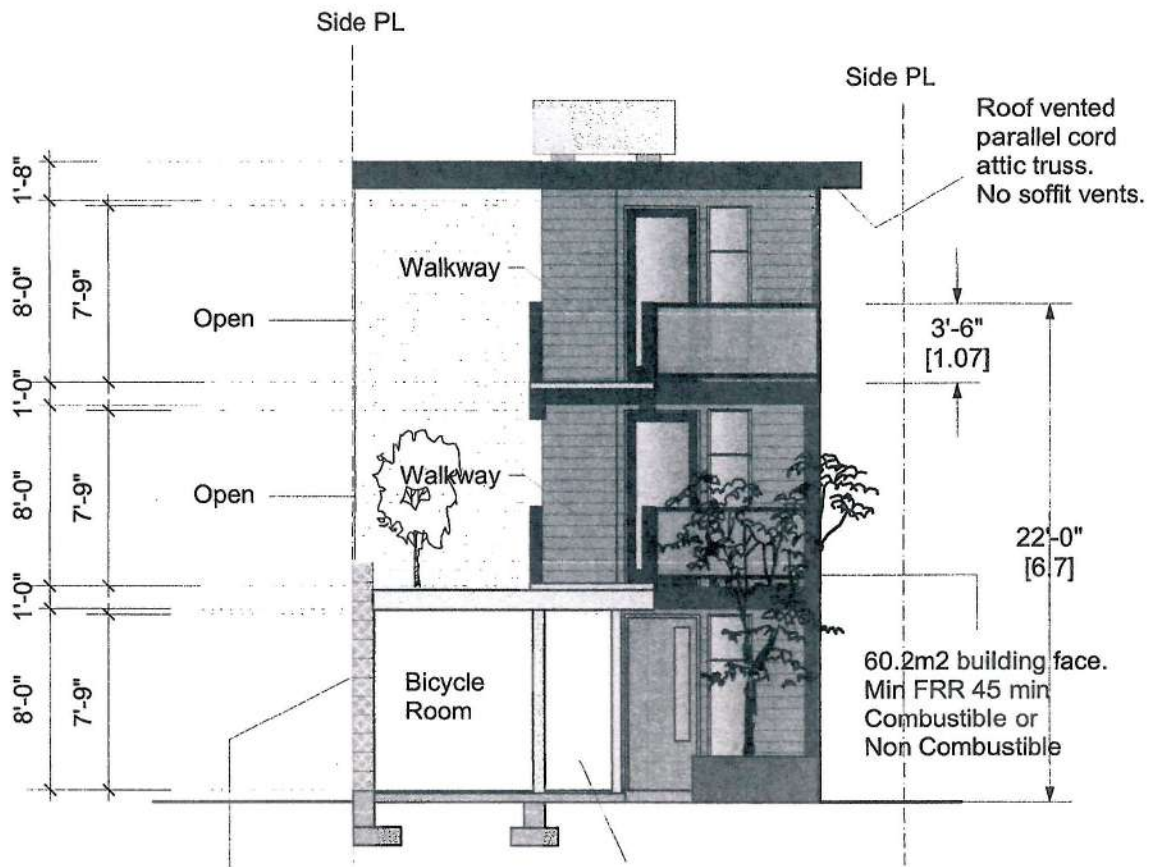




Interior Front Phase 2 Rear Elevation

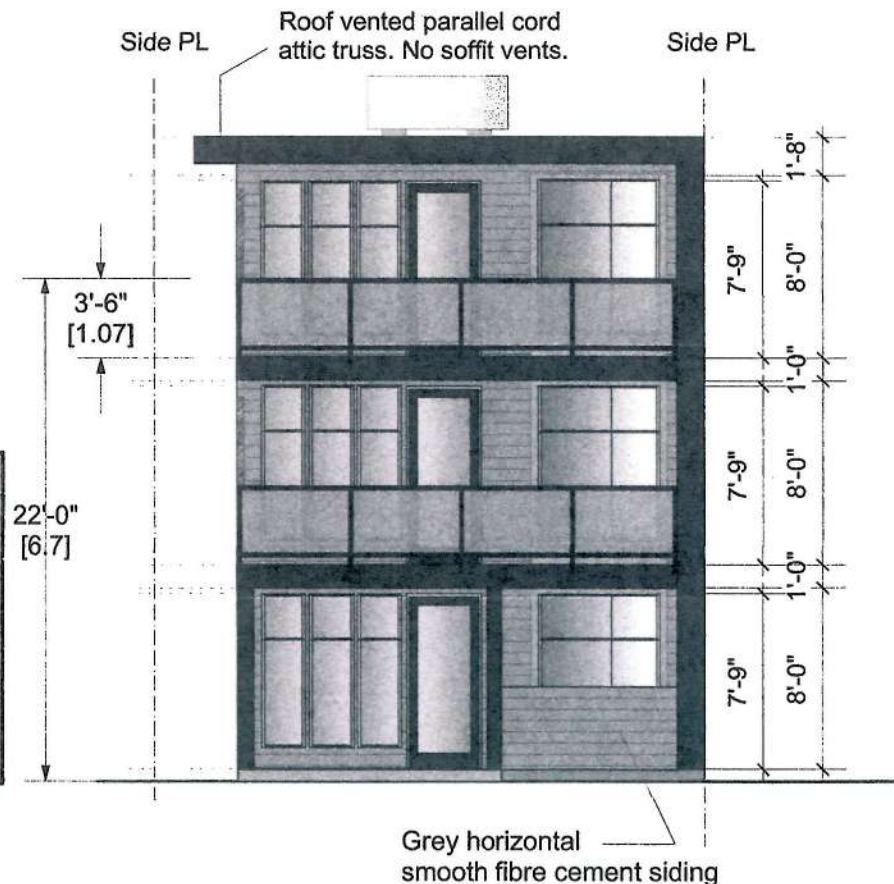
A3.0





Conc Block 2 Hour rated wall
Non combustible

Interior Front Phase 1 Elevation

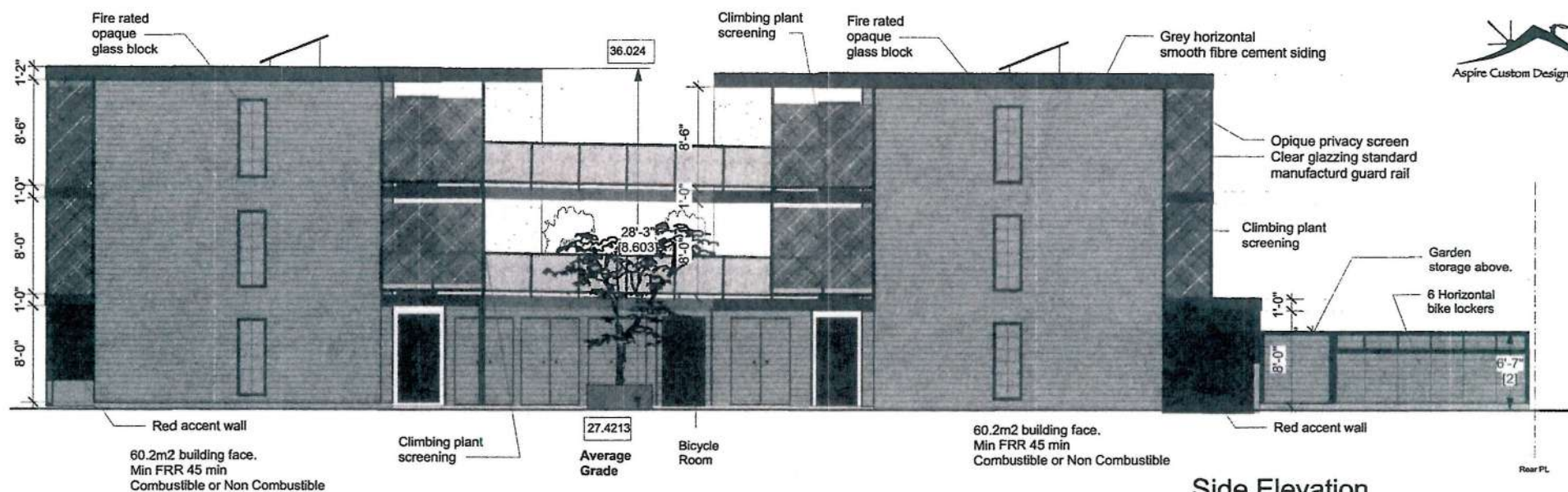


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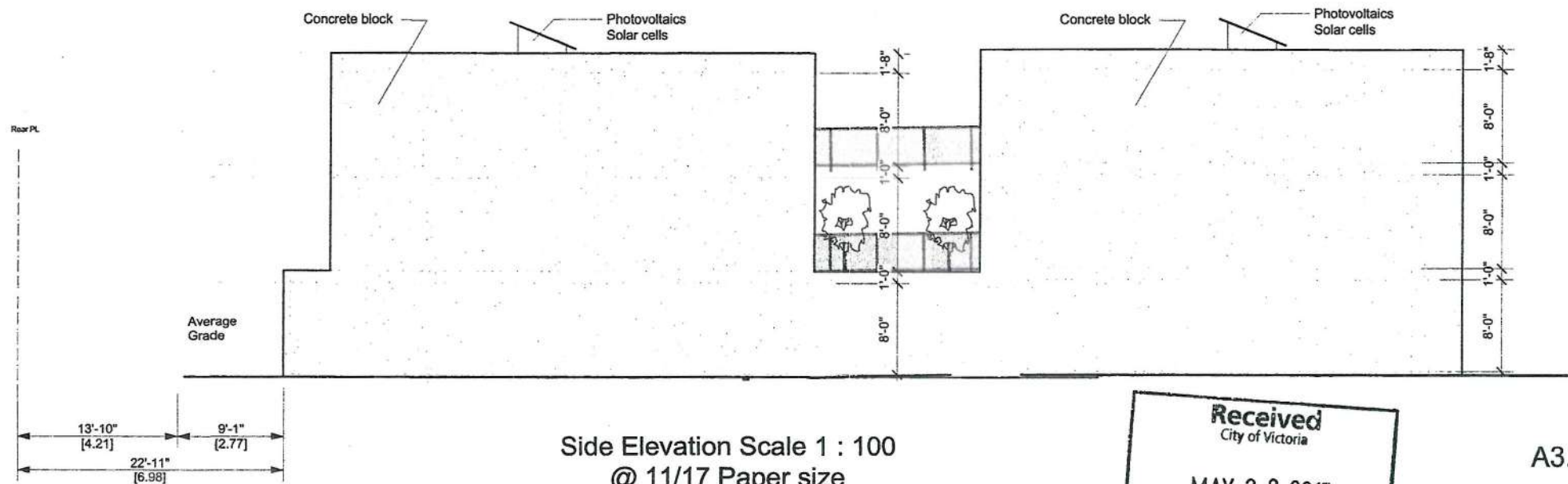
Rear Elevation Phase 1

Received
City of Victoria
MAY 29 2015
Planning & Development Department
Development Services Division

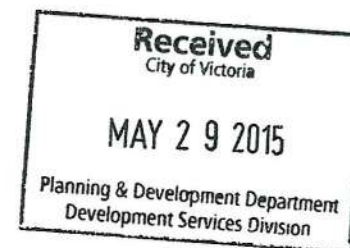




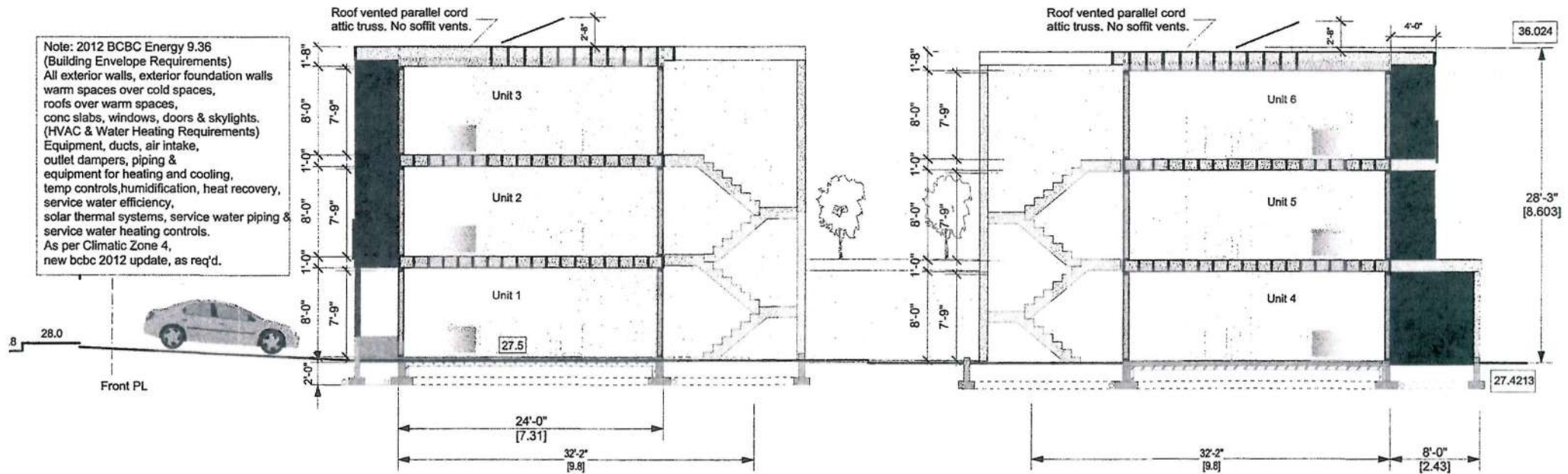
Side Elevation
Scale 1 : 100



Side Elevation Scale 1 : 100
@ 11/17 Paper size

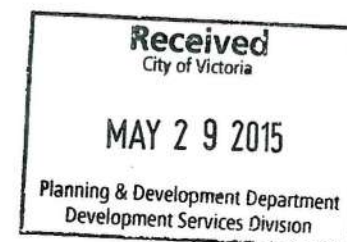


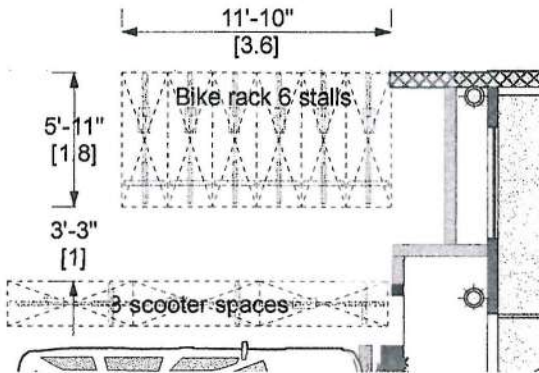
Note: 2012 BCBC Energy 9.36
(Building Envelope Requirements)
All exterior walls, exterior foundation walls
warm spaces over cold spaces,
roofs over warm spaces,
conc slabs, windows, doors & skylights.
(HVAC & Water Heating Requirements)
Equipment, ducts, air intake,
outlet dampers, piping &
equipment for heating and cooling,
temp controls, humidification, heat recovery,
service water efficiency,
solar thermal systems, service water piping &
service water heating controls.
As per Climatic Zone 4,
new bc bc 2012 update, as req'd.



Section
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@ 11/17 Paper size

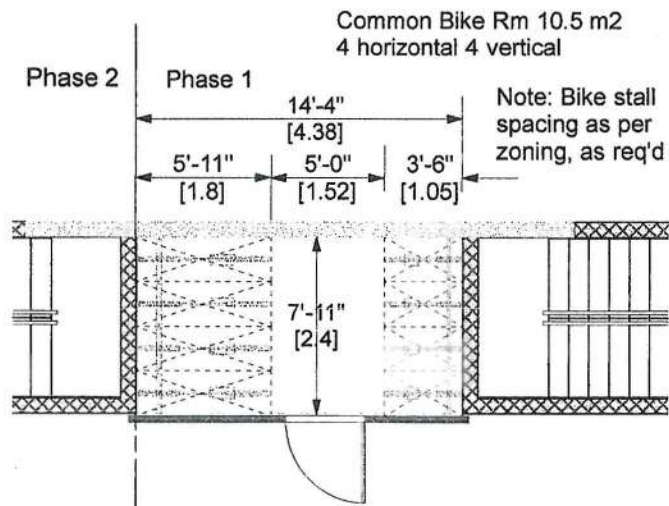
A3.3





Front Yard Bicycle Parking

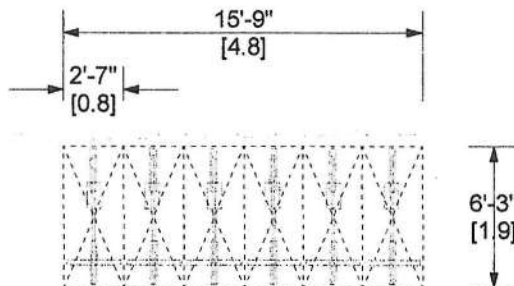
3/16 = 1'0"



Bicycle Room Parking

3/16 = 1'0"

6 Horizontal bike lockers
With garden bin / storage above.
Min .8m x 1.9m x 1.15 depth



Bicycle Locker Parking

3/16 = 1'0"

