

MOTIONS

1. To Set Public Hearings for the Council Meeting of Thursday, June 11, 2015 for:

It was moved by Councillor Alto, seconded by Councillor Thornton-Joe that the following Public Hearings be held in Council Chambers, City Hall, on **THURSDAY, JUNE 11, 2015, at 7:00 p.m.:**

4. Development Permit with Variances Application No. 000408 for property known as 1015 Rockland Avenue

Carried Unanimously

REPORTS OF THE COMMITTEES

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

5. Development Permit with Variances No. 000408 for 1015 Rockland Avenue

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 Application No. 000408 for 1015 Rockland Avenue, subject to:

1. Amendments to the Car Share Agreement between the applicant and Victoria Car Share Co-op to increase the total memberships from 5 to 14.
2. Securing the requisite monetary deposit to the Victoria Car Share Co-op to be held in trust by the applicant's lawyer, to the satisfaction of the City Solicitor, and in accordance with:
 - a. Plans date stamped March 12, 2015.
 - b. Development meeting all *Zoning Regulation Bylaw* requirements in the R-73 Zone (Rockland Avenue Multiple Dwelling District), except for the following variances:
 - Part 3.96.5 (b) - Allow the projection of balconies into the rear yard setback, by 1.65m.
 - Part 3.96.6 (a) - Increase in the maximum allowable site coverage from 58.0% to 59.6%
 - Part 3.96.6 (b) - Reduction in the minimum open space required from 14.7% to 13.1%
 - Part 3.96.7 (b) - Reduction in onsite vehicle parking from 0.87 spaces per unit to 0.78 spaces per unit for a multiple dwelling subject to strata title ownership."

Carried Unanimously

4.6 Development Permit with Variances No. 000408 for 1015 Rockland Avenue

Committee received a report regarding a development permit with variances for 1015 Rockland Avenue. The proposal is to permit minor changes to a previously approved site plan and design of a 14-unit, four-storey apartment building in the Fairfield-Gonzales neighbourhood.

Committee discussed:

- Car share memberships and if there is a study or any information showing how impactful car share memberships are and how well they offset parking variances.
 - The City has looked at the City of Vancouver policies where one car share replaces five parking spaces on-site. There is an adjustment period and it takes time for residents to change behaviour.
- There have been complaints regarding the location of the sales centre in the public right-of-way.
 - There are constraints on uses of the site and the owner has had to locate the sales centre / construction administration trailer in the street right-of-way. There is a permitting process in place to deal with the location of these types of trailers in the public right-of-way.

Action: It was moved by Councillor Alto, seconded by Councillor Lucas, that Committee recommends 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. 000408 for 1015 Rockland Avenue, subject to:

1. Amendments to the Car Share Agreement between the applicant and Victoria Car Share Co-op to increase the total memberships from 5 to 14.
2. Securing the requisite monetary deposit to the Victoria Car Share Co-op to be held in trust by the applicant's lawyer, to the satisfaction of the City Solicitor, and in accordance with:
 - i. Plans date stamped March 12, 2015.
 - ii. Development meeting all *Zoning Regulation Bylaw* requirements in the R-73 Zone (Rockland Avenue Multiple Dwelling District), except for the following variances:
 - Part 3.96.5 (b) - Allow the projection of balconies into the rear yard setback, by 1.65m.
 - Part 3.96.6 (a) - Increase in the maximum allowable site coverage from 58.0% to 59.6%
 - Part 3.96.6 (b) - Reduction in the minimum open space required from 14.7% to 13.1%
 - Part 3.96.7 (b) - Reduction in onsite vehicle parking from 0.87 spaces per unit to 0.78 spaces per unit for a multiple dwelling subject to strata title ownership."

CARRIED UNANIMOUSLY 15/PLUC096



Planning and Land Use Committee Report

For the Meeting of April 16, 2015

To: Planning and Land Use Committee **Date:** April 2, 2015

From: Helen Cain, Senior Planner, Development Services Division

Subject: Development Permit Application No. 000408 with Variances for
1015 Rockland 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. 000408 for 1015 Rockland Avenue, subject to:

1. Amendments to the Car Share Agreement between the applicant and Victoria Car Share Co-op to increase the total memberships from 5 to 14.
2. Securing the requisite monetary deposit to the Victoria Car Share Co-op to be held in trust by the applicant's lawyer, to the satisfaction of the City Solicitor, and in accordance with:
2. Plans date stamped March 12, 2015.
3. Development meeting all *Zoning Regulation Bylaw* requirements in the R-73 Zone (Rockland Avenue Multiple Dwelling District), except for the following variances:
 - Part 3.96.5 (b) - Allow the projection of balconies into the rear yard setback, by 1.65m.
 - Part 3.96.6 (a) - Increase in the maximum allowable site coverage from 58.00% to 59.60%
 - Part 3.96.6 (b) - Reduction in the minimum open space required from 14.70% to 13.10%
 - Part 3.96.7 (b) - Reduction in onsite vehicle parking from 0.87 spaces per unit to 0.78 spaces per unit for a multiple dwelling subject to strata title ownership."

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.

Pursuant to Sections 920 (8), where the purpose of the designation is the establishment of objectives for the form and character of intensive residential development, a Development Permit may include requirements respecting the character of the development including landscaping, and the siting, form, exterior design and finish of buildings and other structures.

EXECUTIVE SUMMARY

The purpose of this report is to present Council with information, analysis and recommendations for a Development Permit Application with Variances for the property located at 1015 Rockland Avenue. The proposal is to permit minor changes to the previously approved site plan and design of a 14-unit, four-storey apartment building. The variances are related to a slight increase in site coverage and corresponding decrease in open space, the projection of balconies into the rear yard setback, and removal of one vehicle parking stall.

The following points were considered in assessing this application:

- During the preparation of working drawings for the Building Permit Application, it became necessary to strengthen the cantilevered building form with thicker support columns at the rear in order to comply with seismic standards for construction. This has resulted in an increase in site coverage, and decrease in open space, that are technical in nature, and the removal of one vehicle parking stall.
- To offset any impact on nearby street parking, the applicant has committed to amend the Car Share Agreement that was a condition for Council's approval of a Rezoning Application for this property in 2014. While the original commitment was five memberships, the current proposal is one membership per unit, or 14 in total.
- The proposed variances are minor. The site plan is essentially the same as the original design, which was consistent with the relevant guidelines. There is no change in rear balconies from the Development Permit Application that was approved in 2014.
- Given the addition of nine more Car Share memberships to offset the loss of one parking stall, and the minor nature of the variances related to the site plan and architecture, staff recommend that Council advance this application to a public meeting.

BACKGROUND

Description of Proposal

The proposal is to permit minor changes to the design of a 14-unit, four-storey apartment building. Specific details include:

- During the preparation of working drawings for the Building Permit Application, it became necessary to strengthen the cantilevered building form with thicker support columns at the rear in order to meet seismic standards for construction. This has resulted in slightly increased site coverage and decreased open space, and the removal of one vehicle parking stall to accommodate the wider columns.
- The balconies were part of the design in the Development Permit Application that was approved in 2014 (PLUC report attached), but a variance is required to address an omission in the Zone.
- To offset any impact on nearby street parking, the applicant has committed to amend the Car Share Agreement that was a condition for Council's approval of a Rezoning Application for this property in 2014. While the original commitment was five memberships, the current proposal is one membership per unit, or 14 in total.

The proposed variances are:

- reduce open space, from 14.70% to 13.10%;
- increase site coverage, from 58.00% to 59.60%;
- permit the projection of balconies into the rear yard setback, by 1.65m;
- reduce onsite vehicle parking requirements from 0.87 to 0.78 spaces per unit, for a multiple dwelling with not more than 14 strata-titled dwelling units.

Sustainability Features

The Development Permit Application that was approved in 2014 included landscape strips in the rear yard, and the east side yard, to lessen the rainwater runoff from concrete surface parking. These features are remaining part of the current proposal for this development.

Active Transportation Impacts

The applicant proposed the following features which support active transportation:

- 14 Car Share memberships
- 30 bicycle storage units
- one visitor bicycle rack.

Existing Site Development and Development Potential

The site is presently in the R-73 Zone (Rockland Avenue Multiple Dwelling District) and is vacant.

Data Table

The following data table compares the proposal with the R-73 Zone. An asterisk is used to identify where the proposal is less stringent than this zone.

Zoning Criteria	Proposal	Zone Standard R-73
Site area (m ²) - minimum	675.00	675.00
Density (Floor Space Ratio) - maximum	0.79:1 FSR	0.79:1 FSR
Total floor area (m ²) - maximum	1210.92	1215.00
Lot width (m) - minimum	18.43	n/a
Height (m) - maximum	13.20	13.20
Storeys - maximum	4	4
Site coverage % - maximum	59.60*	58.00
Open site space % - minimum	13.10*	14.70
Setbacks (m) - minimum		
Front (Rockland Avenue)	4.88	4.88
Balcony projection – front	1.64	3.60
Canopy projection - front	4.63	4.88

Zoning Criteria	Proposal	Zone Standard R-73
Rear	4.87	4.87
Balcony projection – rear	1.33*	Not permitted
Side (north)	1.20	1.20
Side (south)	3.35	3.35
Parking - minimum	11*	12
Visitor parking (minimum) included in the overall units	1	1
Bicycle stalls – visitor rack (minimum)	6	6
Bicycle storage units (minimum)	30	14

Relevant History

Community Consultation

Consistent with the *Community Association Land Use Committee (CALUC) Procedures for Processing Rezoning and Variances Applications*, on February 26, 2015, the application was referred for a 30-day comment period to the Fairfield Gonzales CALUC. 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

Variances Related to Design

The proposed variances related to design are minor and technical in nature. The site plan is essentially the same as the original approved plans, which were consistent with the relevant guidelines. There are no substantial changes from the Development Permit Application that was approved in 2014.

Variance for Vehicle Parking

The proposed amendment to the existing Car Share Agreement to secure one membership per strata unit will help to offset any impacts of the loss of one parking stall on the availability of street parking near the subject property. Given the addition of nine Car Share memberships, and that the original Development Permit Application included double the required amount of bicycle storage units for residents, the reduction in vehicle parking spaces would be mitigated.


CONCLUSIONS

The variances related to design are minor and technical in nature, and do not affect the form, massing or character of the four storey apartment building that Council approved in 2014. Staff recommend that Council advance this Development Permit Application with Variances to a public meeting, subject to securing the amendments to the existing Car Share Agreement to secure a total of 14 memberships, which would help to offset the reduction in parking spaces.


ALTERNATE MOTION

That Council decline Development Permit Application No. 000408 for the property located at 1015 Rockland Avenue.

Respectfully submitted,


Helen Cain
Senior Planner


Alison Meyer
Assistant Director

Report accepted and recommended by the City Manager:  Jason Johnson

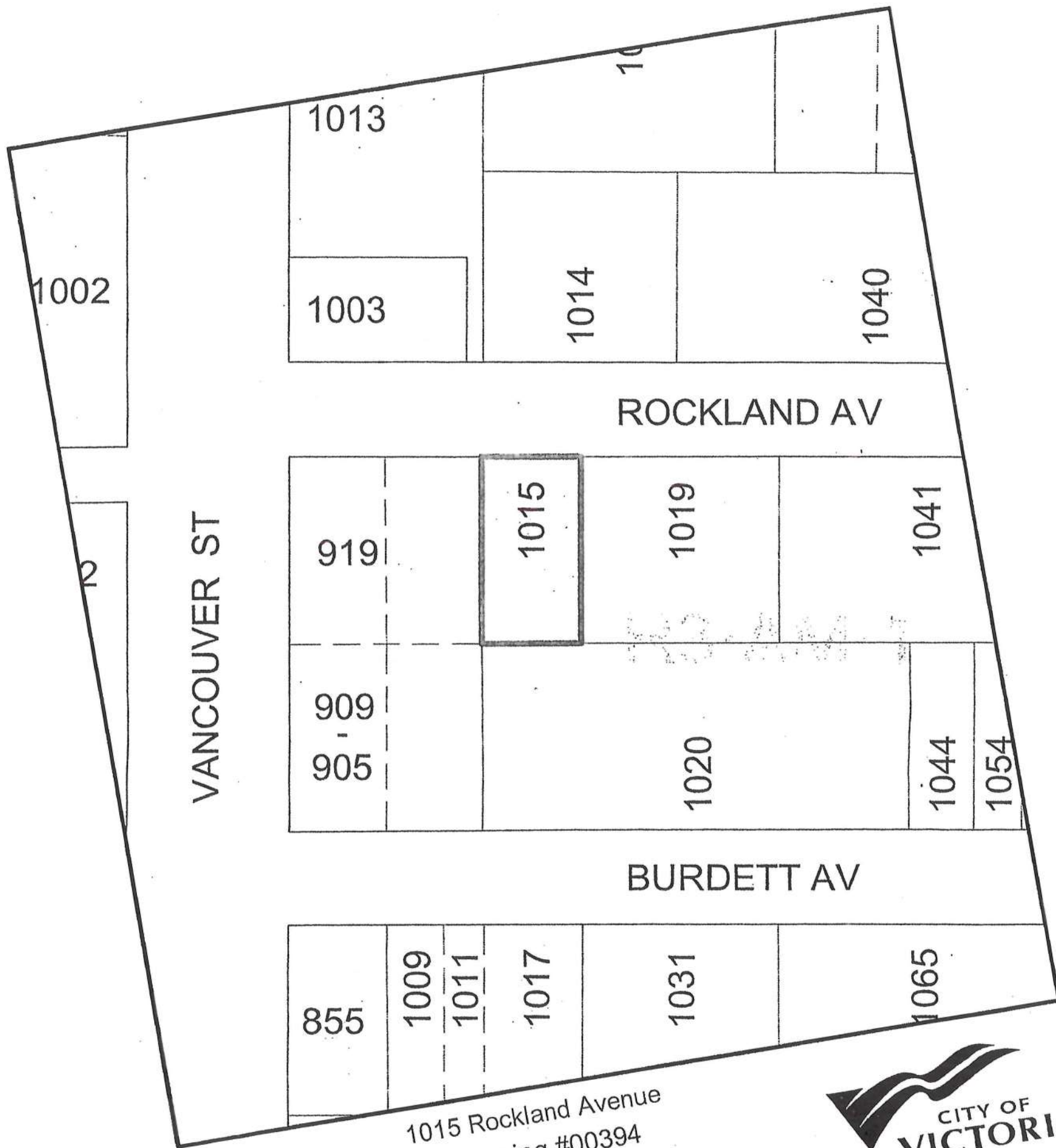
Date:  April 8, 2015

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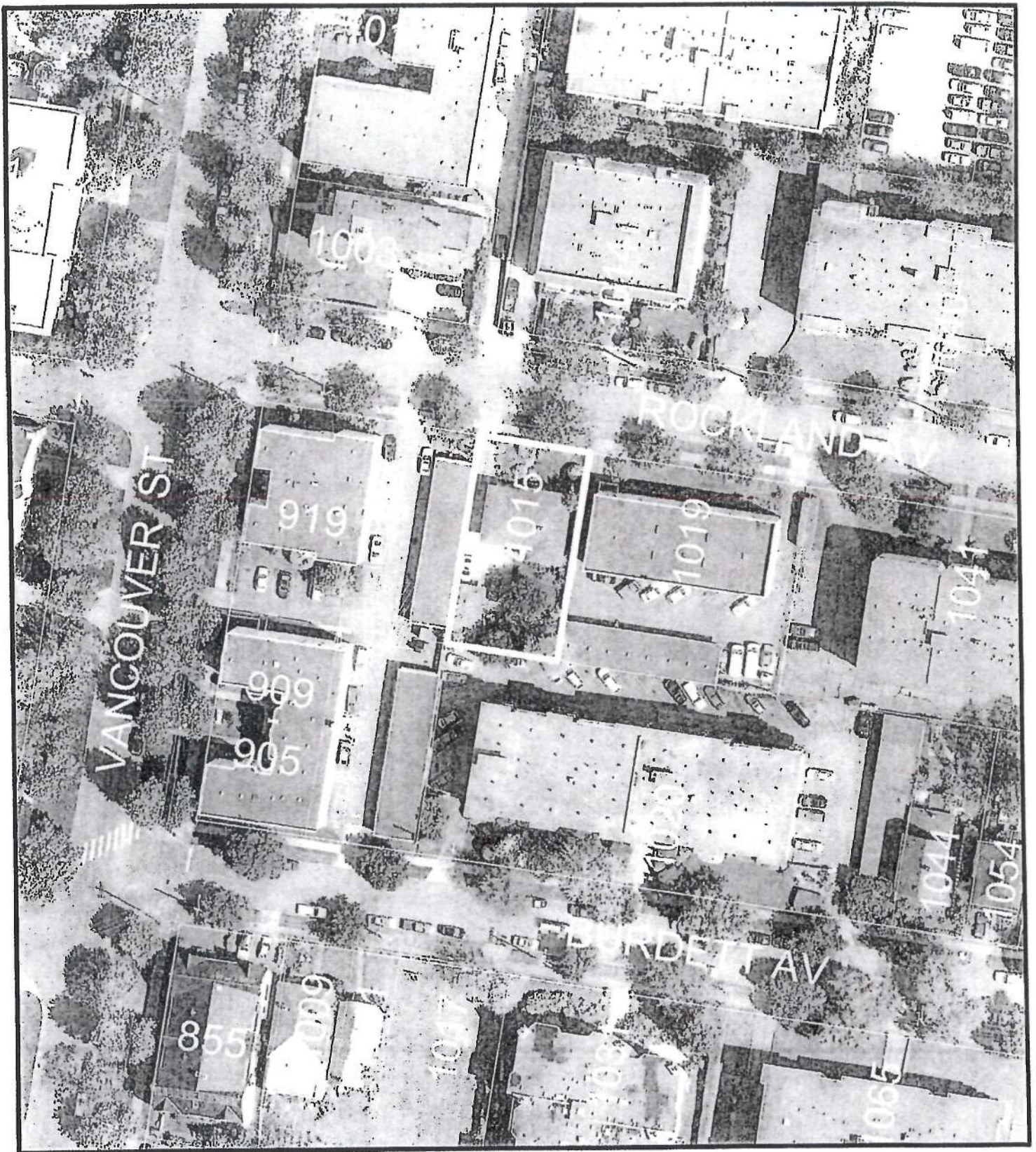
List of Attachments

- Zoning map
- Aerial map
- Letter from Abstract Developments Inc. date stamped February 23, 2015
- Plans for Development Permit Application No. 000408, date stamped March 12, 2015
- Planning and Land Use Committee Report on Rezoning Application No.00394 and Development Permit Application No.000300, dated October 2, 2013.



1015 Rockland Avenue
Rezoning #00394
Bylaw #





1015 Rockland Avenue
Rezoning #00394
Bylaw #



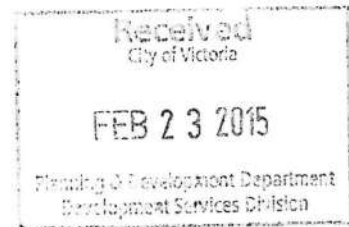


February 13, 2015

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

Attn: Mayor and Members of Council

Re: Application for Development Permit with Variances
1015 Rockland Avenue, Victoria, BC



Dear Mayor and Members of Council,

The property located at 1015 Rockland Avenue in the Fairfield Neighbourhood received Rezoning and Development Permit approvals on February 27, 2014 for a four storey, 14 unit residential strata-titled development with partially covered surface parking. The schematic design for rezoning and development permit application was completed by MJM Architect Inc., and we are now working through the construction drawings for the project with architecture firm KPL James. While completing these drawings a few items have arisen resulting in this application for Development Permit with Variances:

1. Number of parking stalls;
2. Site Coverage and Open Site Space; and,
3. Balcony projection into the rear yard setback.

1. Number of Parking Stalls

We are requesting a 1 parking stall variance based on what was approved through the original Development Permit. Currently, 12 parking stalls are required and we are requesting a variance to 11 parking stalls. Once we started on the construction drawings for the project and engaged a structural consultant, it was determined that the previously proposed 8" steel columns were insufficient to support the building's rear overhang and that two additional columns would be required in order to support the above load. We were able to maintain 5 parking stalls on the north side of the parking area through completely redesigning the building's core into a scissor stair to avoid and exit stair taking up width along the west side of the building. Where we did not have sufficient width was for the parking stalls along the west property line where there were previously 7 parking stalls. Each structural column has had to increase in width by 45mm (250mm concrete column versus a 205mm steel column) and an additional concrete column was also required. Coupled with the increased parking stall widths required, only 6 parking stalls could fit along the west end of the property.

In order to offset the request for a one parking stall variance we will be purchasing a Victoria Car Share Co-Op membership for each dwelling unit within the building. Through the original Development Permit and the Traffic Demand Management measures already implemented, this means an additional 9 car share memberships will be purchased for the building.

2. Site Coverage & Open Site Space

The site coverage and open site space were miscalculated when the plan check was being completed on the original Rezoning and Development Permit Application. The awning leading up to the main entrance from the sidewalk, which was shown and approved through the Development Permit application, was not included in the calculation. As a result, we are requested a minor variance to both the site coverage and open site space:

- Site coverage variance of 1.6%
- Open site space variance of 1.7%

3. Balcony Projection in the Rear Yard Setback

The balconies on the south elevation of the building have always been shown to project into the rear yard setback; however, a typographical error occurred when the bylaw was written. This is a mistake on the part of the planning department, but requires a variance nonetheless.

If you have any question please do not hesitate to contact me.

Sincerely,



Sam Ganong
Development Manager

1015 ROCKLAND AVENUE Victoria, BC



REZONING AND DEVELOPMENT PERMIT APPLICATION

Original Submission: 02/01/2013
Revised Submission: 05/15/2013
Revised Submission: 10/28/2013
Revised Submission: 01/22/2015
Revised Submission: 02/13/2015
Revised Submission: 03/12/2015

DRAWING LIST

- A-1 Cover Sheet
- A-2 Site Plan and Project Data
- A-3 Basement Floor Plan
- A-4 Main Level Plan
- A-5 Second Level Plan
- A-6 Third Level Plan
- A-7 Fourth Level Plan
- A-8 Roof Plan
- A-9 Building Section 1
- A-10 Building Sections 2 & 3
- A-11 Exterior Elevations
- A-12 Streetscape & Proposed Trellis Details
- A-13 Street View From North West
- L1.1 Landscape Plan
- L2.1 Landscape Details

APPLICANT

Abacus Development Inc.
1576 Oak Bay Avenue
Victoria, BC V8R 1E2
P: 250.883.5579

ARCHITECT

KPL Limited Architecture
519 Pandora Avenue
Victoria, BC V8W 1N5
P: 250.388.4261

LANDSCAPE

Murdoch de Greeff Inc.
200-524 Chatham Road
Victoria, BC V8Z 1G1
P: 250.412.2891

KPLJ Architecture
519 Pandora Avenue
Victoria, BC V8W 1N5

519 PANDORA AVENUE VICTORIA, B.C.
BC V8W 1N5

#	DESCRIPTION OF WORK/REVISIONS	DATE
1	01/22/2015 - 10/28/2013 - 05/15/2013	10/28/2013
2	01/22/2015 - 10/28/2013 - 05/15/2013	05/15/2013
3	01/22/2015 - 10/28/2013 - 05/15/2013	05/15/2013

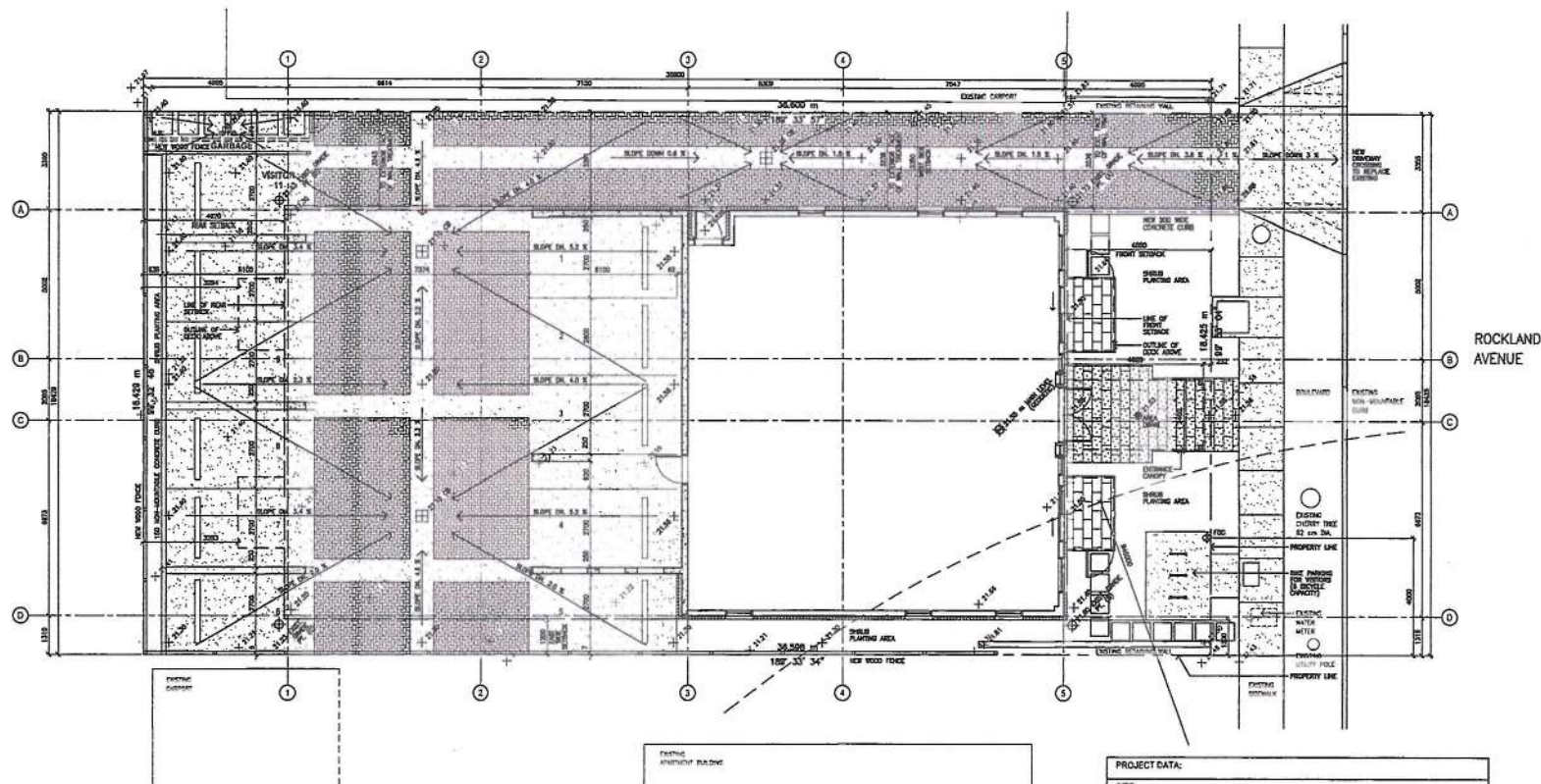
1015 ROCKLAND AVENUE

2014

10/28/2013

COVER SHEET

ARCHITECT: KPLJ	DATE: 10/28/2013
PROJECT: 1015	SCALE: 1/2"
DATE: 10/28/2013	DATE: 10/28/2013



EXISTING ADJACENT BUILDING

LEGEND:

- PERMISSIBLE CONCRETE UNIT PAVING (13.1 m²)
(Vertical / Diagonal)
- CONCRETE UNIT PAVING
(Vertical / Diagonal)
- CONCRETE PAVING - BROWN FINISH
- PERMISSIBLE CONCRETE UNIT PAVING (12.4 m²)
(Rectangular, Horizontal)
- CONCRETE UNIT PAVING
(Rectangular, Horizontal)

PROJECT DATA:			
SITE:			
OWN ADDRESS:	1815 ROCKLAND AVENUE, VICTORIA, BRITISH COLUMBIA		
LEGAL DESCRIPTION:	LOT 1106, VICTORIA		
PROJECT DESCRIPTION:	MULTIPLE DWELLING		
ZONING:	R-70, ROCKLAND AVENUE MULTIPLE DWELLING DISTRICT		
SITE AREA:			
TOTAL AREA (INCLUDING ENCLAVES)	874.4 m ²		
LOT ENCLAVE (AREA 2) / 874.4 m ²	90.00		
OPEN SITE SPACE (81.00 m ² / 874.4 m ²)	13.18		
FLOOR AREA:			
FIRST FLOOR AREA	182.8 m ²		
SECOND FLOOR AREA	344.8 m ²		
THIRD FLOOR AREA	344.8 m ²		
FOURTH FLOOR AREA	344.8 m ²		
TOTAL FLOOR AREA	1217.2 m ²		
FLOOR SPACE INDEX (1217.2 m ² / 874.4 m ²)	1.393 TO 1		
SETBACKS:			
FRONT:	4.88 m		
REAR:	4.87 m		
SIDE (WEST):	3.20 m		
SIDE (EAST):	1.2 m		
PARADE:			
REAR PARADE:	10		
FRONT PARADE:	1		
AVERAGE DRIVE CALCULATION:			
DRIVE POINTS:	AVERAGE OF POINTS	DISTANCE (FEET) DRIVE POINTS	TOTALS
Q1 & Q2	(21.40 + 21.40) / 2	= 13.39 m	= 388.38
Q2 & Q3	(21.40 + 21.40) / 2	= 28.89 m	= 84.48
Q3 & Q4	(21.40 + 21.40) / 2	= 13.39 m	= 388.38
Q4 & Q5	(21.40 + 21.40) / 2	= 28.89 m	= 84.48
			= 1005.72
DRIVE CALCULATION: 1005.72 / 81.00 m (PERMITS OF BUILDING) = 12.42 m			
AVERAGE DRIVE: 12.42 m (REQUIRE)			
MAX. BUILDING HEIGHT: 13.2 m + 21.32 m = 34.52 m (REQUIRE)			

KPLJ

519 PANDORA AVENUE, VICTORIA, B.C.
V8N 1G1

1	EXISTING BUILDING	1815 ROCKLAND AVENUE
2	EXISTING BUILDING	1815 ROCKLAND AVENUE
3	EXISTING BUILDING	1815 ROCKLAND AVENUE
4	EXISTING BUILDING	1815 ROCKLAND AVENUE
5	EXISTING BUILDING	1815 ROCKLAND AVENUE
6	EXISTING BUILDING	1815 ROCKLAND AVENUE
7	EXISTING BUILDING	1815 ROCKLAND AVENUE
8	EXISTING BUILDING	1815 ROCKLAND AVENUE
9	EXISTING BUILDING	1815 ROCKLAND AVENUE
10	EXISTING BUILDING	1815 ROCKLAND AVENUE

1015 ROCKLAND AVENUE

DATE:

PROJECT NO.:

SITE PLAN

DESIGNED BY:

CHECKED BY:

SCALE:

DATE:



— 1 HOUR F.R.S.
- - - 1.5 HOUR F.R.S.
- - - 2 HOUR F.R.S.

1	PROJECT LOCATION	4000-01-001
2	PROJECT NAME	515 PANTORA AVENUE
3	PROJECT ADDRESS	515 PANTORA AVENUE
4	PROJECT CITY	VICTORIA, B.C.
5	PROJECT PROVINCE	BRITISH COLUMBIA
6	PROJECT COUNTRY	CANADA
7	PROJECT DATE	2019-03-12
8	PROJECT SCALE	1:100
9	PROJECT SHEET	1015 ROCKLAND AVENUE

1015 ROCKLAND AVENUE

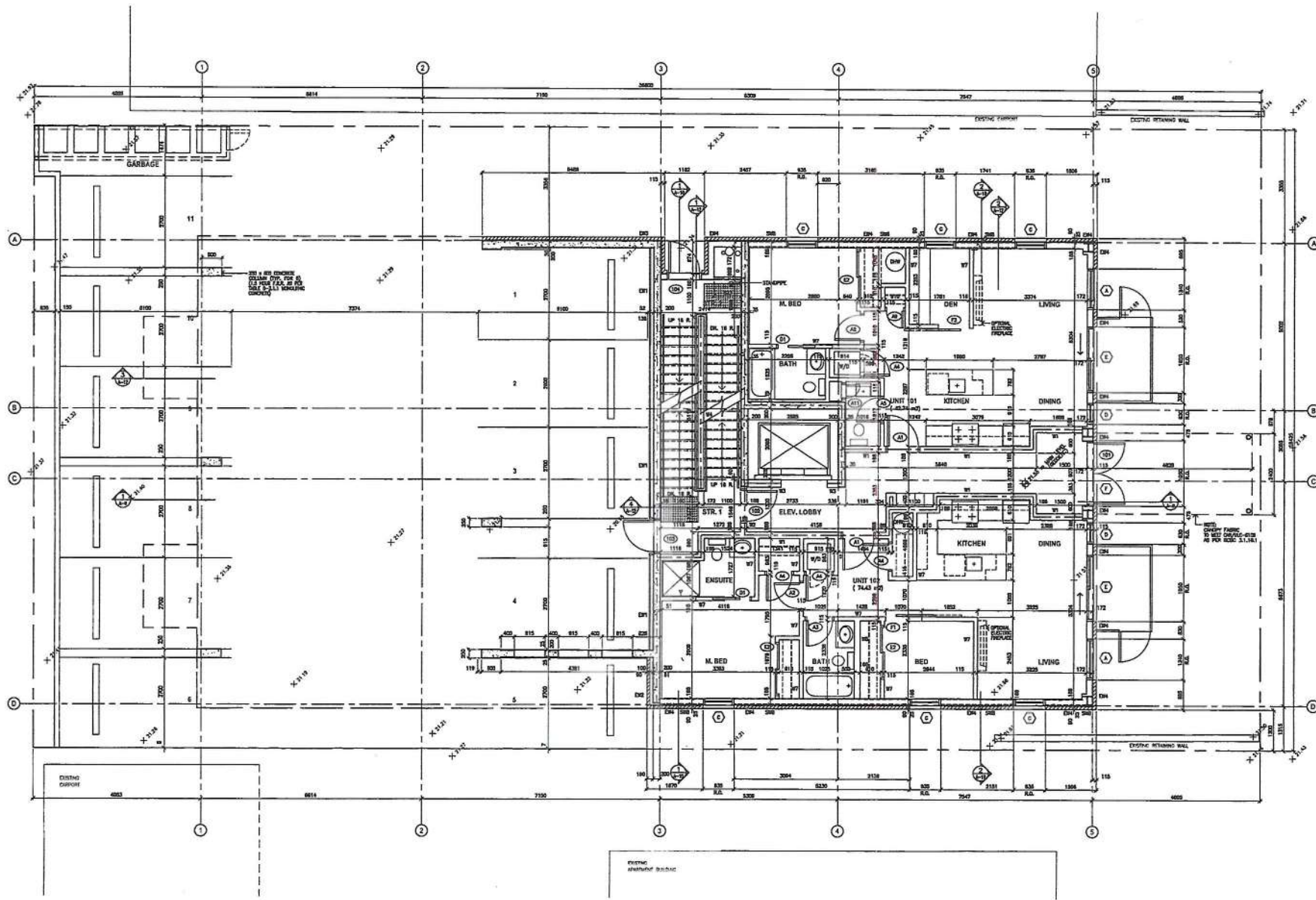
DATE:

PROJECT: 1015 ROCKLAND AVENUE

BASEMENT FLOOR PLAN

PROJECT: 1015 ROCKLAND AVENUE
DRAWN BY: [Signature]
CHECKED BY: [Signature]
SCALE: 1:100
DATE: MARCH 12, 2019

1 BASEMENT FLOOR PLAN



1 MAIN LEVEL PLAN

KPLJ 0118-11
1018B-1110

519 PANDORA AVENUE, VICTORIA, B.C.
1018B-1110-1111

- 1 HOUR F.A.S.
- 1.5 HOUR F.A.S.
- 2 HOUR F.A.S.

NO.	DESCRIPTION	DATE
1	PROJECT START	2018.03.01
2	PROJECT START	2018.03.01
3	PROJECT START	2018.03.01
4	PROJECT START	2018.03.01
5	PROJECT START	2018.03.01
6	PROJECT START	2018.03.01
7	PROJECT START	2018.03.01
8	PROJECT START	2018.03.01
9	PROJECT START	2018.03.01
10	PROJECT START	2018.03.01
11	PROJECT START	2018.03.01
12	PROJECT START	2018.03.01
13	PROJECT START	2018.03.01
14	PROJECT START	2018.03.01
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16	PROJECT START	2018.03.01
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18	PROJECT START	2018.03.01
19	PROJECT START	2018.03.01
20	PROJECT START	2018.03.01

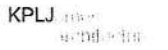
1015 ROCKLAND AVENUE

BAUL

PROJECT TITLE

MAIN LEVEL PLAN

PROJECT NUMBER	21004
STEAK IN	70
DATE/REVISED	10
SCALE	1:50
DATE	MARCH 10 2019



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_____ 1.5 HOUR F.A.A.
_____ 2 HOUR F.A.A.

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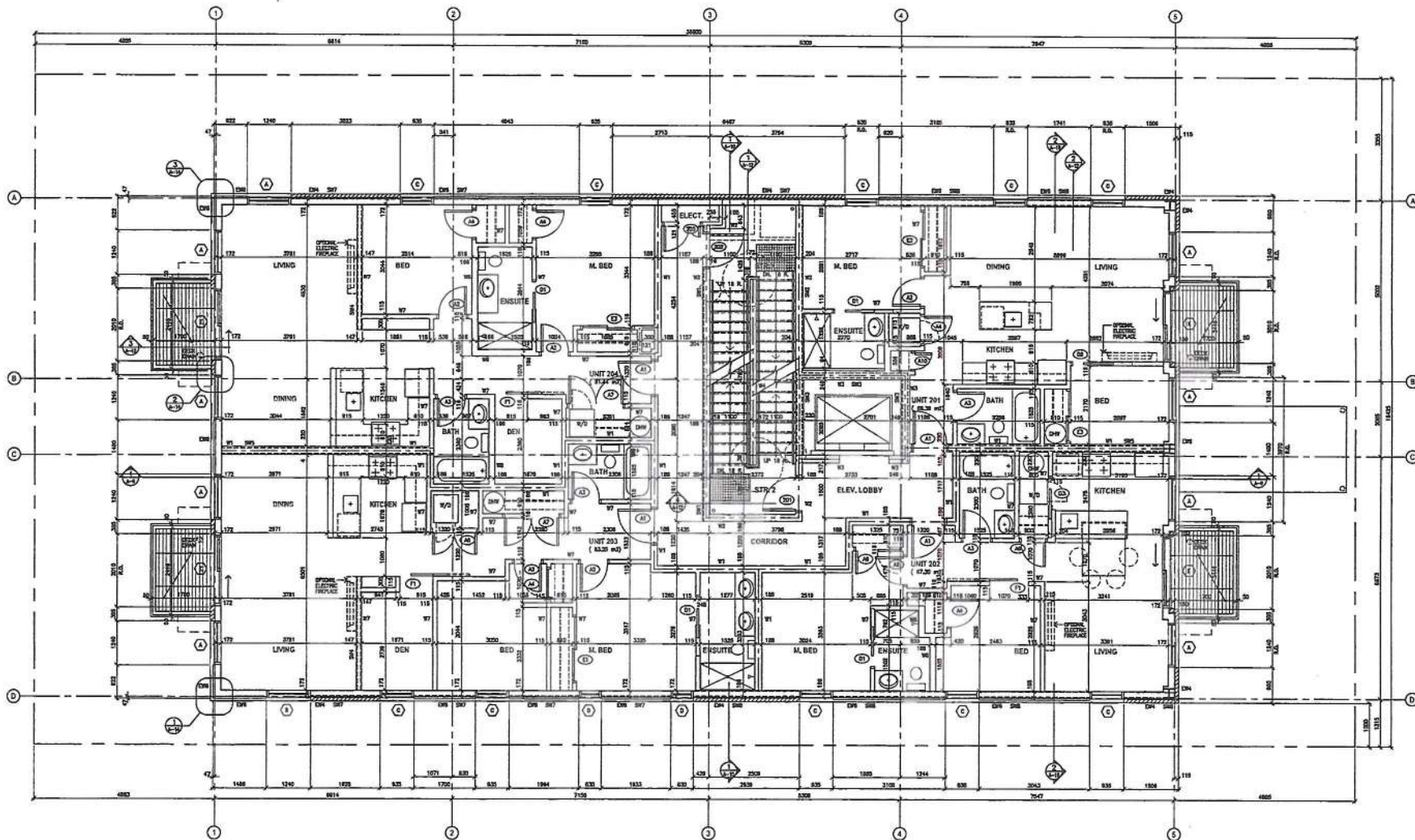
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RESULTS:

SECOND LEVEL
PLAN

WED 10/11/2015	0100
THUR 10/12/2015	75
FRI 10/13/2015	12
SAT 10/14/2015	120
SUN 10/15/2015	120

A-5



① SECOND LEVEL PLAN



KPLJ ARCHITECTS

519 PANDORA AVENUE, VICTORIA, B.C.
BY: PERMITTED FOR CONSTRUCTION

— 1 HOUR FAX
- - - 1.5 HOUR FAX
- - - 2 HOUR FAX

1	REVISION	DATE
2	REVISION	DATE
3	REVISION	DATE
4	REVISION	DATE
5	REVISION	DATE
6	REVISION	DATE
7	REVISION	DATE
8	REVISION	DATE
9	REVISION	DATE
10	REVISION	DATE

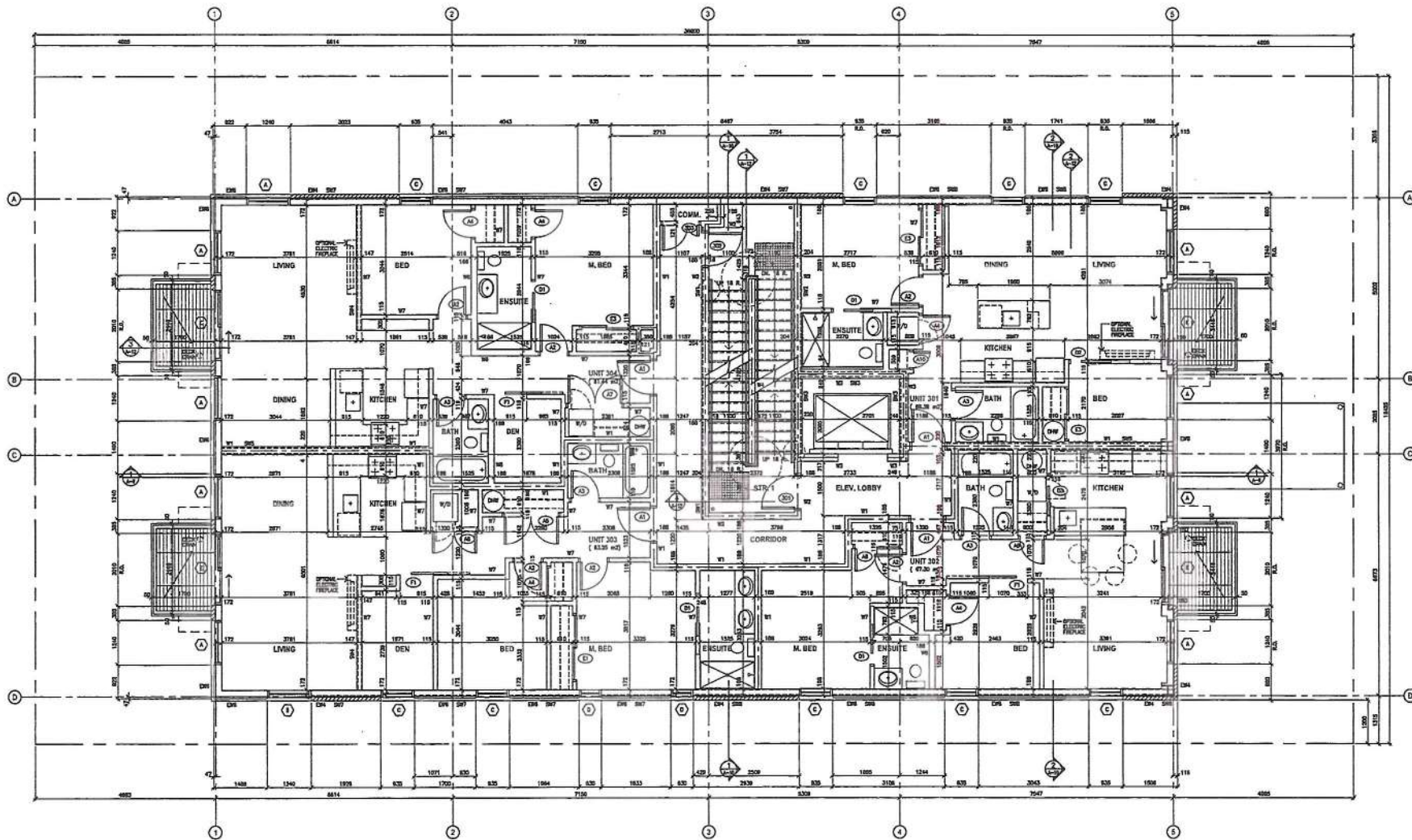
1015 ROCKLAND AVENUE

TEAM:

PREPARED BY:

THIRD LEVEL
PLAN

PROJECT NUMBER: 41006
DESIGNED BY: JKL
DRAWN BY: JKL
SCALE: 1/8" = 1'-0"
DATE: MARCH 17, 2015



1 THIRD LEVEL PLAN



KPLJ
architects

515 PANDORA AVENUE VICTORIA, B.C.
TEL: 253-7834 FAX: 253-8847

— 1 HOUR F.A.A.
- - - 1.5 HOUR F.A.A.
- - - 2 HOUR F.A.A.

NO.	REVISION	DATE
1	ISSUED FOR PERMIT	NOV 12, 2010
2	REVISED PER COMMENTS	NOV 12, 2010
3	REVISED PER COMMENTS	NOV 12, 2010
4	REVISED PER COMMENTS	NOV 12, 2010
5	REVISED PER COMMENTS	NOV 12, 2010
6	REVISED PER COMMENTS	NOV 12, 2010
7	REVISED PER COMMENTS	NOV 12, 2010
8	REVISED PER COMMENTS	NOV 12, 2010
9	REVISED PER COMMENTS	NOV 12, 2010
10	REVISED PER COMMENTS	NOV 12, 2010

1015 ROCKLAND AVENUE

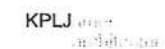
304L

THOMAS C. TYLE

FOURTH LEVEL
PLAN

PROJECT NUMBER: 47000
TABLE NO.: 50
DESIGNED BY: KPLJ
SCALE: 1/8" = 1'-0"
DATE: 11/12/10
SHEET NO. 10 OF 10

1 FOURTH LEVEL PLAN



519 PANDORA AVENUE, VICTORIA, B.C.
TEL: 252-7844 FAX: 252-784-6171

1 HOUR / 80

— — — — — 1.5 HOUR FRA

_____ 2 HOUR F.A.R.

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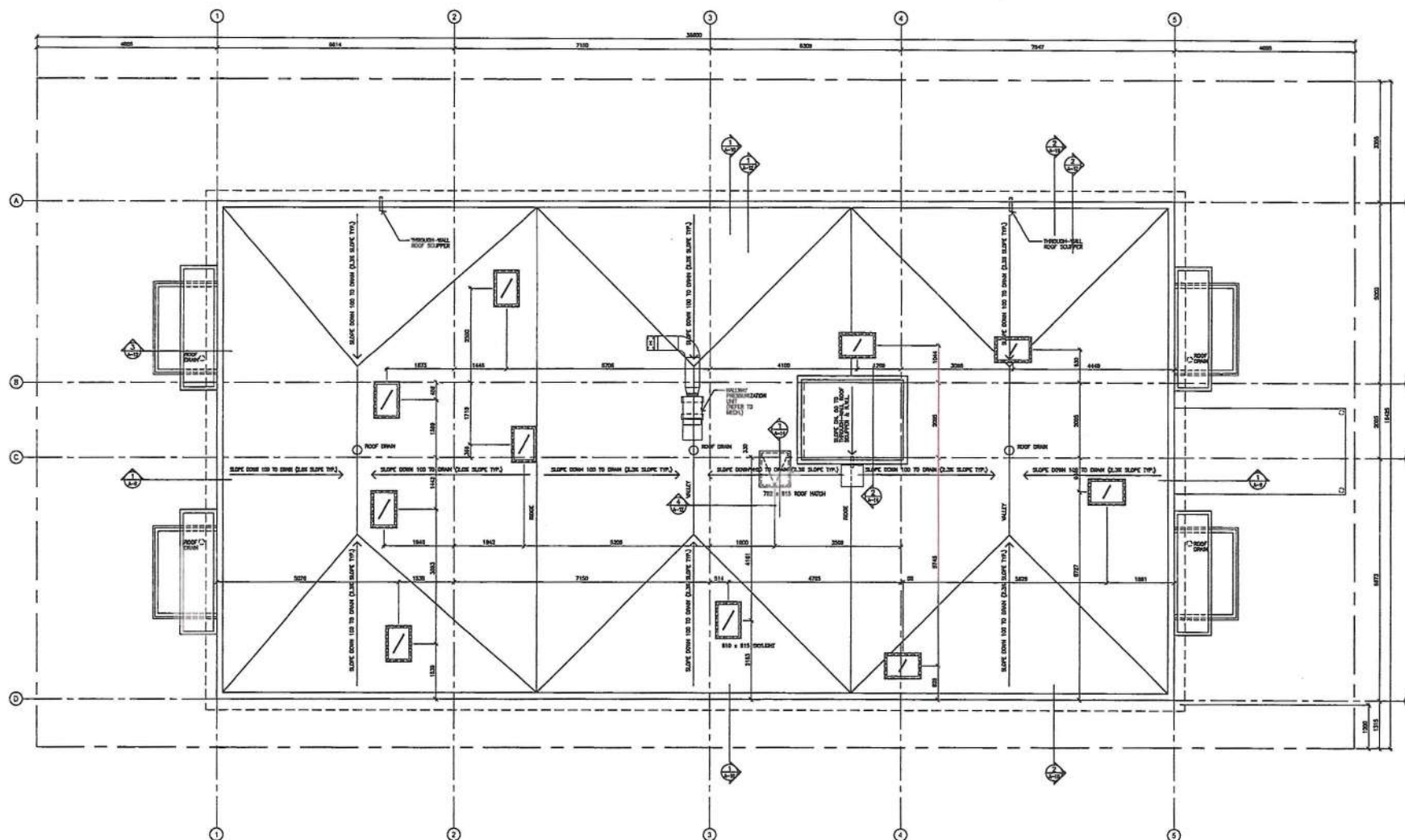
1015 ROCKLAND AVENUE

Environ Monit Assess (2008) 142:111–120

ROOF PLAN

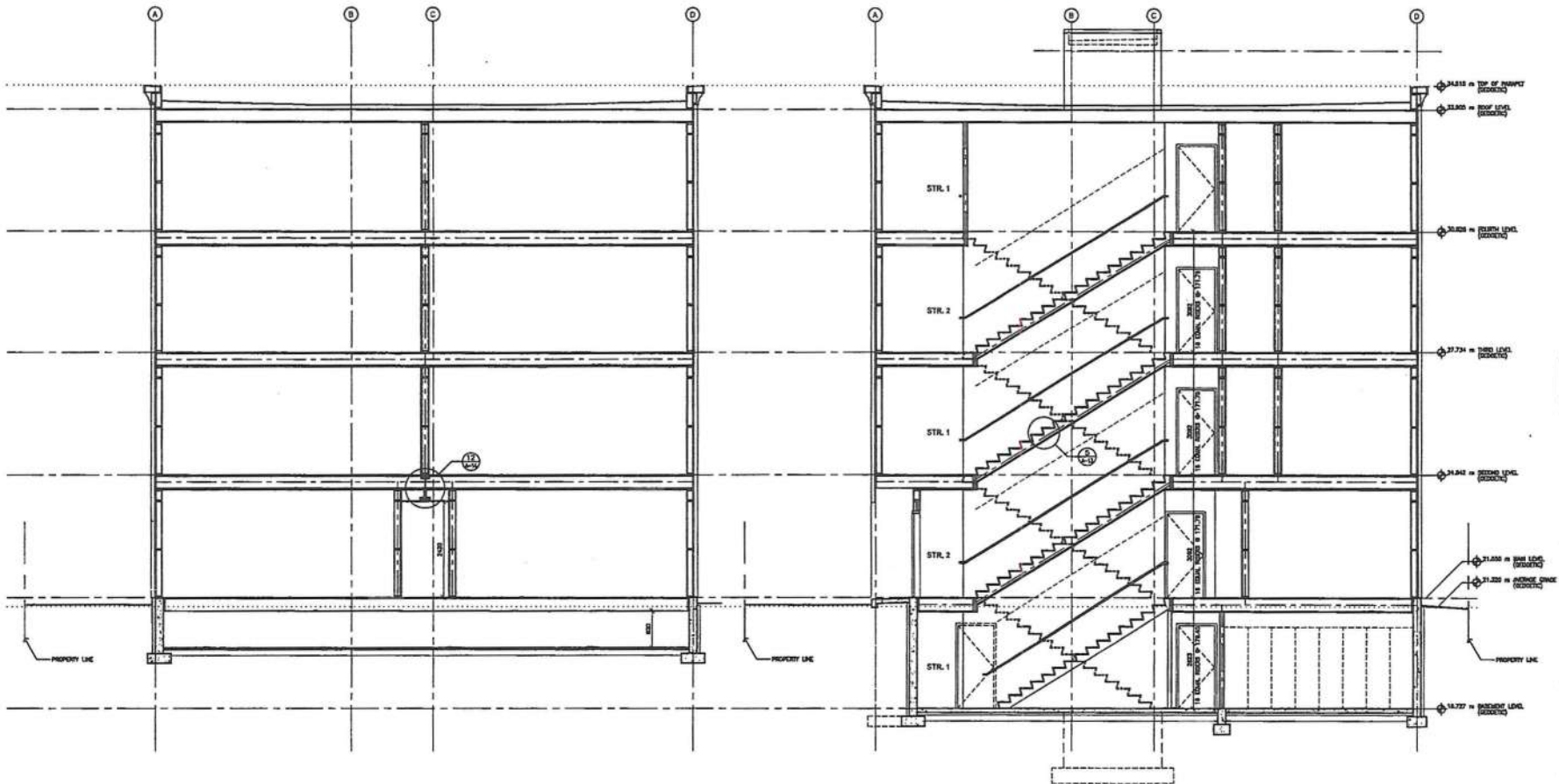
PAGE 07	00000000	01450
PLANT	00000000	000
CHRGD BY		00
SCALE		000
DATE		MARCH 12, 1978

A-8



① ROOF PLAN

DOOR SCHEDULE:																			
DOOR NO.	ROOM FROM / TO	SIZE	TYPE	MATERIAL	FINISH	FRAME	FINISH	GLASS	GLASS	GLASS	GLASS	GLASS	GLASS	GLASS	GLASS	GLASS	GLASS	GLASS	GLASS
A1	CORRIDOR / BATHROOM	513 x 2134	A	WOOD	PAINT	WOOD	PAINT	1 1/2 PAB	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
A2	BATHROOM	763 x 2033	A	WOOD	PAINT	WOOD	PAINT	1 1/2 PAB	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
A3	BATHROOM	763 x 2033	A	WOOD	PAINT	WOOD	PAINT	1 1/2 PAB	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
A4	CLINET	763 x 2033	A	WOOD	PAINT	WOOD	PAINT	1 1/2 PAB	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
A5	BATHROOM	711 x 2033	A	WOOD	PAINT	WOOD	PAINT	1 1/2 PAB	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
A6	CLINET	689 x 2033	A	WOOD	PAINT	WOOD	PAINT	1 1/2 PAB	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
A7	CLINET	2 @ 763 x 2033	A	WOOD	PAINT	WOOD	PAINT	1 1/2 PAB	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
A8	CLINET	2 @ 613 x 2033	A	WOOD	PAINT	WOOD	PAINT	1 1/2 PAB	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
A9	CLINET	608 x 2033	A	WOOD	PAINT	WOOD	PAINT	1 1/2 PAB	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
A10	CLINET	458 x 2033	A	WOOD	PAINT	WOOD	PAINT	1 1/2 PAB	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
A11	CLINET	408 x 1176	A	WOOD	PAINT	WOOD	PAINT	1 1/2 PAB	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
B1	BATHROOM	763 x 2033	B	WOOD	PAINT	WOOD	PAINT	1 1/2 PAB	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
B2	BATHROOM	763 x 2033	B	WOOD	PAINT	WOOD	PAINT	1 1/2 PAB	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
B3	CLINET	763 x 2033	B	WOOD	PAINT	WOOD	PAINT	1 1/2 PAB	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
C1	CLINET	2 @ 613 x 2033	C	WOOD	PAINT	WOOD	PAINT	1 1/2 PAB	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
C2	CLINET	2 @ 763 x 2033	C	WOOD	PAINT	WOOD	PAINT	1 1/2 PAB	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
C3	CLINET	2 @ 711 x 2033	C	WOOD	PAINT	WOOD	PAINT	1 1/2 PAB	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
F1	BATHROOM	1176 x 2033	F	WOOD	PAINT	WOOD	PAINT	1 1/2 PAB	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
F2	BATHROOM	1818 x 2033	F	WOOD	PAINT	WOOD	PAINT	1 1/2 PAB	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES



KPLJ

519 PANDORA AVENUE VICTORIA, B.C.
V8N 1A1

1 HOUR F.A.A.
1.5 HOUR F.A.A.
2 HOUR F.A.A.

1	EXISTING BUILDING	EXISTING
2	NEW BUILDING	NEW
3	RENOVATION	RENOVATION
4	DEMOLITION	DEMOLITION
5	LANDSCAPE	LANDSCAPE
6	WATER	WATER
7	SEWER	SEWER
8	ELECTRICITY	ELECTRICITY
9	TELEPHONE	TELEPHONE
10	HEATING	HEATING
11	Cooling	Cooling
12	MECHANICAL	MECHANICAL
13	PLUMBING	PLUMBING
14	PAINTING	PAINTING
15	FINISHES	FINISHES
16	STRUCTURE	STRUCTURE
17	FOUNDATION	FOUNDATION
18	ROOFING	ROOFING
19	GLAZING	GLAZING
20	DOORS	DOORS
21	WINDOWS	WINDOWS
22	STAIRS	STAIRS
23	ELEVATORS	ELEVATORS
24	MECHANICAL ROOMS	MECHANICAL ROOMS
25	ELECTRICAL ROOMS	ELECTRICAL ROOMS
26	TELEPHONE ROOMS	TELEPHONE ROOMS
27	HEATING ROOMS	HEATING ROOMS
28	Cooling ROOMS	Cooling ROOMS
29	MECHANICAL ROOMS	MECHANICAL ROOMS
30	PLUMBING ROOMS	PLUMBING ROOMS
31	PAINTING ROOMS	PAINTING ROOMS
32	FINISHES ROOMS	FINISHES ROOMS
33	STRUCTURE ROOMS	STRUCTURE ROOMS
34	FOUNDATION ROOMS	FOUNDATION ROOMS
35	ROOFING ROOMS	ROOFING ROOMS
36	GLAZING ROOMS	GLAZING ROOMS
37	DOORS ROOMS	DOORS ROOMS
38	WINDOWS ROOMS	WINDOWS ROOMS
39	STAIRS ROOMS	STAIRS ROOMS
40	ELEVATORS ROOMS	ELEVATORS ROOMS
41	MECHANICAL ROOMS	MECHANICAL ROOMS
42	ELECTRICAL ROOMS	ELECTRICAL ROOMS
43	TELEPHONE ROOMS	TELEPHONE ROOMS
44	HEATING ROOMS	HEATING ROOMS
45	Cooling ROOMS	Cooling ROOMS
46	MECHANICAL ROOMS	MECHANICAL ROOMS
47	PLUMBING ROOMS	PLUMBING ROOMS
48	PAINTING ROOMS	PAINTING ROOMS
49	FINISHES ROOMS	FINISHES ROOMS
50	STRUCTURE ROOMS	STRUCTURE ROOMS
51	FOUNDATION ROOMS	FOUNDATION ROOMS
52	ROOFING ROOMS	ROOFING ROOMS
53	GLAZING ROOMS	GLAZING ROOMS
54	DOORS ROOMS	DOORS ROOMS
55	WINDOWS ROOMS	WINDOWS ROOMS
56	STAIRS ROOMS	STAIRS ROOMS
57	ELEVATORS ROOMS	ELEVATORS ROOMS
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63	MECHANICAL ROOMS	MECHANICAL ROOMS
64	PLUMBING ROOMS	PLUMBING ROOMS
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66	FINISHES ROOMS	FINISHES ROOMS
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93	ELECTRICAL ROOMS	ELECTRICAL ROOMS
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95	HEATING ROOMS	HEATING ROOMS
96	Cooling ROOMS	Cooling ROOMS
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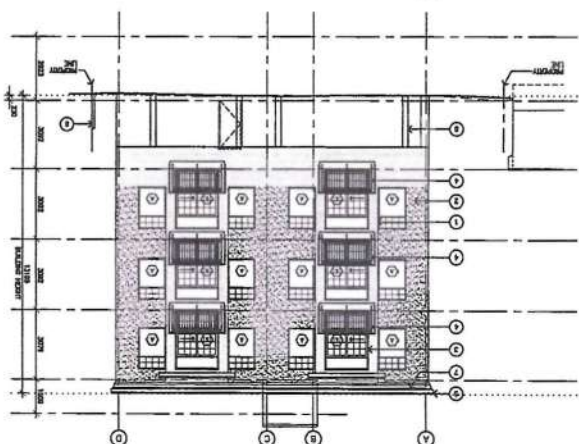
1015 ROCKLAND AVENUE

SCALE:

NOTES:

BUILDING SECTIONS 2 & 3

PROJECT NO.	21-000
DATE	1/1/00
SCALE	1/2" = 1'-0"
DATE	1/1/00



1 HOUR FAIR

1.5 HOUR F.A.R.

2 HOUR F.A.R.



S	LAWRENCE JAMES HENRY	MAR 10 2016
E	BRENNAN JOHN MICHAEL JR	FEB 19 2016
T	BURKE DAVID ARTHUR JR	JUN 18 2017
MDR	EDWARD RUTLAND	DATC

1015 ROCKLAND AVENUE

SHAL

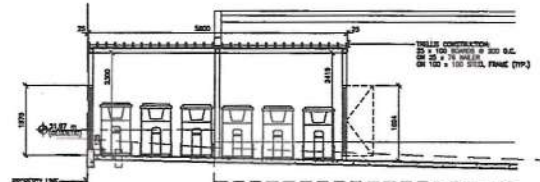
08-0000000000000000

STREETSCAPE & PROPOSED
TRELLIS DETAILS

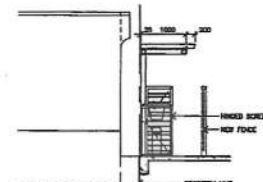
PROJECT NUMBER	0100
DRAWING BY	FW
CHECKED BY	FW
SCALE	1:20
DATE	MARCH 11, 2015

A-12

② GARBAGE / RECYCLING PLAN



③ GARBAGE / RECYCLING SECTION A



4 SECTION B



① STREET VIEW FROM NORTH WEST

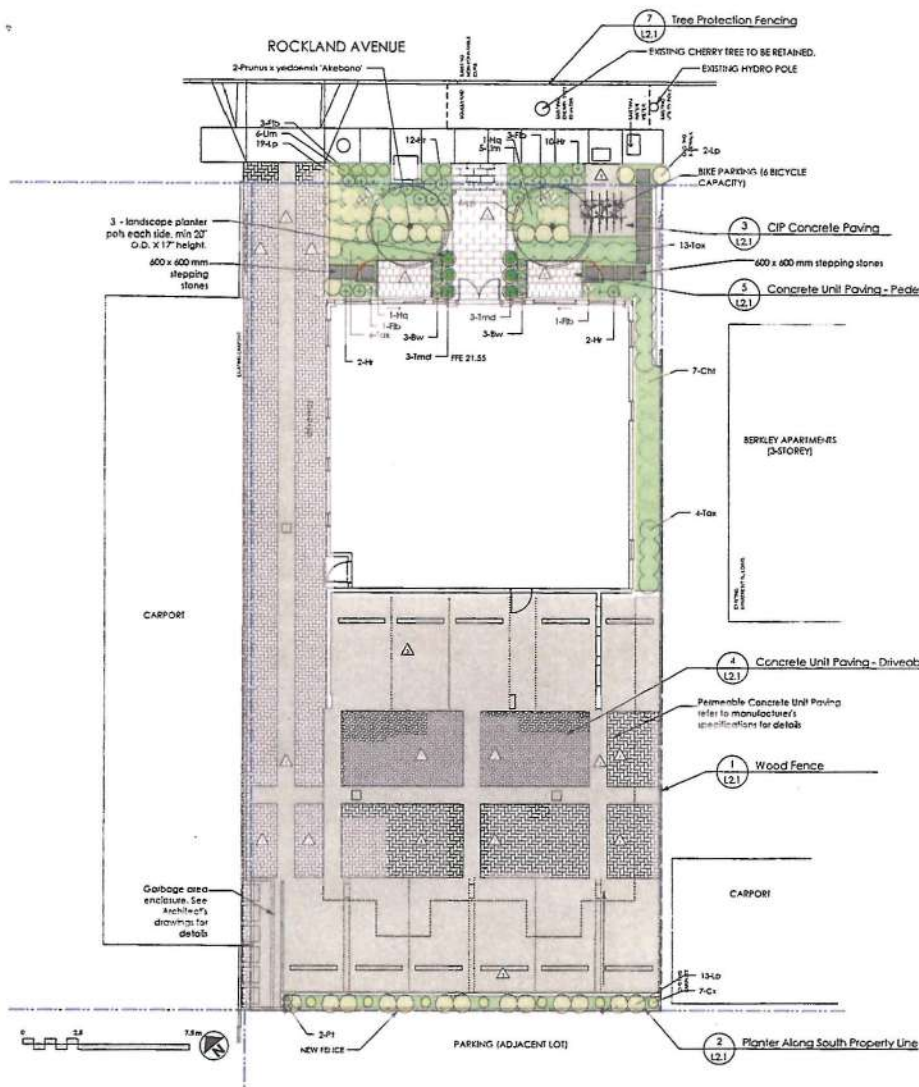
1	PROJECT NAME	515 PANDORA AVENUE
2	CLIENT	515 PANDORA AVENUE
3	DATE	2012-07-01

1015 ROCKLAND AVENUE

SCALE

PROJ. NO. 1015

STREET VIEW FROM NORTH WEST	
PROJECT NUMBER	1015
PROJECT NAME	515 PANDORA AVENUE
DATE	2012-07-01
SCALE	1:50
DATE	2012-07-01



LEGEND	
---	Property Line
---	Roof line (above)
---	Shrub Planting Area
---	Permeable Concrete Unit Paving (Driveway / Pathway)
---	Concrete Unit Paving (Driveway / Pathway)
---	Concrete Paving
---	Permeable Concrete Unit Paving (Road / Walkway / Patio)
---	Concrete Unit Paving (Patio)
---	Cast in Place Concrete Walk / Curb, see detail
---	Cedar Fence (see detail, L1)
---	Architectural Grade (m)

- DRAWING NOTES**
- DO NOT SCALE DRAWING: Verify all property lines and existing structures/vegetation to remain, prior to commencing work.
 - All dimensions in metres and all detail dimensions in millimetres.
 - Plant quantities on plan shall take precedence over plant list quantities.
 - Contractor to confirm location and elevation of all existing services and utilities prior to start of construction.
 - Provide impact of all work for approval by Landscape Architect prior to proceeding with work.
 - Contractor to provide irrigation system for new planting areas, to current BASC Standards and Council Specifications.
 - Trees and shrubs to be planted on separate zones.
 - Landscape limitation to carry a 1 year warranty from date of acceptance.
 - Plant material installation and maintenance to conform to the current edition of the BC Landscape Standards.
 - General Contractor and/or subcontractors are responsible for all work related to protection and submission to consultant of all landscape re-built information including irrigation.

- GRADING NOTES**
- ALL ELEVATIONS ARE IN METRES.
 - REFER TO ARCHITECTURAL PLANS, SECTIONS AND ELEVATIONS FOR TOP OF SLAB ELEVATIONS. SLAB ELEVATIONS INDICATED ON LANDSCAPE DRAWINGS ARE FOR REFERENCE ONLY. REPORT ANY DISCREPANCIES TO CONSULTANT FOR REVIEW AND RESPONSE.
 - ALL ROAD AND PUBLIC WALKWAY ELEVATIONS INDICATED ON LANDSCAPE DRAWINGS ARE FOR REFERENCE ONLY. REPORT ANY DISCREPANCIES TO CONSULTANT FOR REVIEW AND RESPONSE.
 - CONFIRM ALL EXISTING GRADES PRIOR TO CONSTRUCTION. REPORT ANY DISCREPANCIES TO CONSULTANT FOR REVIEW AND RESPONSE.
 - UNLESS OTHERWISE NOTED PROVIDE A MINIMUM SLOPE OF 2% ON ALL HARD AND SOFT LANDSCAPE AREAS TO ENSURE POSITIVE DRAINAGE AWAY FROM BUILDINGS OR TO DRAINAGE STRUCTURES.

PLANT LIST				
Sym	Qty	Botanical Name	Common Name	Sched. Size / Plant Spacing
TREES				
2	1	Prunus x yedoensis 'Akebono'	Akebono Cherry Tree	4.0m cal b&b
SHRUBS				
Bw	4	Buxus microcarpa 'Winter Gem'	Winter Gem Boxwood	#2 pot
Cs	2	Chamaecyparis x obtusifolia 'Tall Power'	Feather Reed Grass	#2 pot
Ch	2	Chamaecyparis	Western Hemlock	#2 pot
Rb	6	Rubus 'Triple Berry'	Triple Berry Rubus	#1 pot
He	24	Hebe 'Red Edge'	Red Edge Hebe	#1 pot
Hq	2	Hydrangea macrophylla 'Annabelle'	Annabelle Hydrangea	#1 pot
U	11	Ulmus 'Nimbus'	Ulmus	#1 pot
Lp	40	Lonicera plant	Primrose Yellow	#2 pot
Fi	2	Fuchsia	Primrose Yellow	#2 pot
Ed	24	Edulis 'Red'	Red Edge	#2 pot
Tm	4	Taxus 'Mendocino'	Mendocino	#2 pot



Concrete unit paving with concrete bands



Taxus hedge



Chaiya



Hebe



Lonicera plant



Fuchsia



Hebe plant



Lycopodium

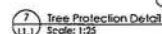
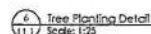
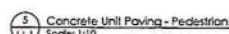
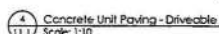
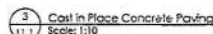


Cedar fence colour only

5 for DP with Violentec 15.02.13	
4 for DP with Violentec 15.01.20	
3 Building Permit 14.12.12	
2 Planning / DP 13.04.15	
1 Planning / DP 13.01.14	
Rev No	Revision / Date

Murdoch de Greeff
 Landscape Planning & Design
 1015 Rockland Avenue
 Victoria, BC

client: nVision Properties Inc.
 project: 1015 Rockland Avenue
 Victoria, BC
 sheet title: Landscape Plan
 project no: 112.24
 scale: 1:100
 drawn by: SM/ML
 checked by: SM/PG
 version no: 1
 sheet no: L1.1




**Murdoch
de Greeff**
Landscape Planning & Design

2001-2012, 2014-2015
© 2013-2014

project
1015 Rockland Avenue
Victoria, BC

Landscape Details

project no.	1122
scale	1:10
drawn by	SM/AM
checked by	SM/PdC
revision no.	sheet no.
	L2.1



Planning and Land Use Standing Committee Report

Date: October 2, 2013 **From:** Helen Cain, Senior Planner
Development Services

Subject: **Rezoning Application #00394 and Development Permit Application #000300 for 1015 Rockland Avenue** - Applications to rezone lands from the R3-AM-1 Zone to increase permitted density and construct a 14-unit apartment building

Executive Summary

The purpose of this report is to present Council with information, analysis and recommendations regarding a Rezoning Application and Development Permit Application for the property at 1015 Rockland Avenue. The property is located in the R3-AM-1 Zone (Mid-Rise Multiple Dwelling District) which permits a maximum density of 1.2:1 floor space ratio (FSR) for a multiple dwelling without underground parking. The applicant proposes to rezone the land to increase density to 1.79:1 FSR and to construct a new 14-unit strata-titled apartment building with surface parking.

The following points were considered in assessing this application:

- 1015 Rockland Avenue is located across the street from the south edge of the Urban Core in Fairfield, as identified in the *Official Community Plan 2012* (OCP)
 - the OCP designates the property as Urban Residential where the envisioned density is generally up to 1.2:1 floor space ratio (FSR), but sites within walking distance (200 m) of the Urban Core are eligible for additional density up to 2:1 FSR for new development that "significantly advances plan objectives".
- The proposal is consistent with Development Permit Area 16 – General Form and Character objectives for high quality design and transition to lower-scale residential areas and the *Design Guidelines for Multi-Unit Residential, Commercial and Industrial Development, 2012*.

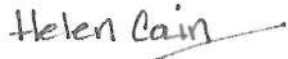
An early version of the proposal had a density of 1.57:1 FSR where the first storey of habitable floor space was sunken below grade (i.e. a basement) and was, therefore, excluded from the initial density calculation. The applicant raised the building to street level in response to staff comments with respect to design considerations and this revision resulted in the current density of 1.79:1 FSR. Due to a series of unique events related to this specific proposal, staff do not recommend that the applicant be required to address the increase in density and do not recommend an economic land lift analysis.

Given the high quality of design, staff recommend that this proposal does not require a review at the Advisory Design Panel and that it should move forward for consideration at a Public Hearing, subject to the conditions related to vehicle parking and guaranteed rental of strata units.

Recommendations

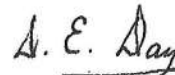
1. That Rezoning Application #00394 for 1015 Rockland Avenue proceed for consideration at a Public Hearing, subject to:
 - (a) revisions to the site plan to the satisfaction of the Director of Sustainable Planning and Community Development and the Director of Engineering and Public Works to increase visitor parking spaces;
 - (b) providing a Car Share Agreement to the satisfaction of the Director of Sustainable Planning and Community Development and the Director of Engineering and Public Works;
 - (c) securing the requisite monetary deposit to the Victoria Car Share Co-op to be held in trust by the applicant's lawyer, to the satisfaction of the City Solicitor;
 - (d) preparation of a *Zoning Regulation Bylaw* amendment;
 - (e) preparation of legal agreements to the satisfaction of the City Solicitor and the Director of Sustainable Planning and Community Development to ensure that future strata bylaws cannot prohibit strata owners from renting residential strata units.
2. Following consideration of Rezoning Application #00394, that Council authorize the issuance of a Development Permit for 1015 Rockland Avenue, in accordance with:
 - (a) plans stamped Development Permit #000300 dated May 15, 2013;
 - (b) development meeting all *Zoning Regulation Bylaw* requirements;
 - (c) final plans to be in accordance with the plans identified above to the satisfaction of the Director of Sustainable Planning and Community Development.

Respectfully submitted,



Helen Cain
Senior Planner
Development Services

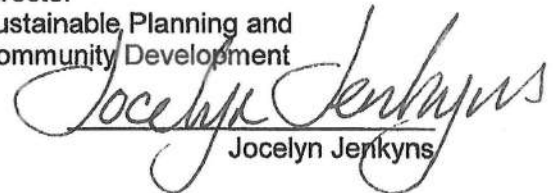




Deb Day
Director
Sustainable Planning and
Community Development

Report accepted and recommended by the City Manager:

HC:aw


Jocelyn Jenkins

1.0 Purpose

The purpose of this report is to present Council with information, analysis and recommendations regarding a Rezoning Application for the property at 1015 Rockland Avenue. The applicant has submitted a concurrent Development Permit Application.

2.0 Background

2.1 Description of Proposal

The applicant proposes to rezone the property at 1015 Rockland Avenue to permit increased density from the maximum 1.2:1 FSR in the existing R3-AM-1 Zone (Mid-Rise Multiple Dwelling District) to 1.79:1 FSR and the development of a four-storey, 14-unit apartment building that will be strata titled. This proposal also includes the demolition of a single-family dwelling.

The site plan, architecture and landscape of the proposal include the following features and details:

- reduced parking standard from 20 to 12 spaces
- bicycle storage exceeding the standard of 14 to 23 spaces in total
- cantilevered building form, over surface parking, on rear elevation
- narrow setbacks softened with landscape strips
- siding: mix of brick veneer and stucco in shades of grey
- windows and doors: metal clad wooden windows and sliding balcony doors, and stained wooden front door with twin metal columns
- balconies: decorative metal railings
- hardscape: mix of permeable and non-permeable surfaces and textures for front patios and pathway, and rear surface parking
- trees and plantings: retention of a street tree and new on-site trees and plantings
- perimeter fence: wood picket with clear stain.

With regard to the proposed increase in density and relaxation of vehicle parking standards, the applicant is willing to provide car share memberships to the owners of five of the 14 strata units. This will help mitigate the negative impacts of intensification on the existing street parking.

2.2 Land Use Context

The subject property is located in an area of transition in Fairfield where the north side of Rockland Avenue is the southern boundary of the Downtown Core Area. Residential infill of low-to-medium density is well-suited to the south side of the 1000-block of Rockland Avenue, where the place character is predominantly apartment buildings that are relatively large in scale.

2.3 Community Consultation

The applicant consulted with the Fairfield Gonzales Community Association on December 17, 2012. A letter from the Land Use Committee is attached to this report.

2.4 Existing Site Development and Development Potential

The data table (below) compares the proposal with the existing R3-AM-1 Zone (Mid-Rise Multiple Dwelling District). The proposed new four-storey apartment building is less stringent than the standard zone in criteria identified with an asterisk (*) below.

Zoning Criteria	Proposal	Zone Standard R3-AM-1
Site area (m ²) – minimum	674.4*	920
Lot width (m) – minimum	18.43	n/a
Total floor area (m ²) – maximum	1210.62*	809.28
Density (Floor Space Ratio) – maximum	1.79:1*	1.2:1 (1.6:1 FSR with enclosed parking, maximum 40% site coverage & minimum 50% open space)
Height (m) – maximum	13.2*	12
Storeys – maximum	4	4
Site coverage (%) – maximum	58*	30
Open site space (%) – minimum	14.6*	30
Setbacks (m) – minimum north (front) south (rear) west (side) east (side)	4.88* (building) 4.87* (building) 3.35* 1.2*	10.5 (building) 6.6 (building) 6.6 6.6
Parking – minimum	12*	20
Visitor parking – minimum	1*	2
Bicycle storage – minimum	23	14
Bicycle rack – minimum	6	6

2.5 Legal Description

Lot 1125, Victoria City.

2.6 Consistency with City Policy

2.6.1 Regional Growth Strategy

The proposal contributes to the *Regional Growth Strategy* goal of adding to the supply of housing within the boundaries of the City.

2.6.2 Official Community Plan, 2012

The proposed development is consistent with the relevant land use policies of the *Official Community Plan 2012* (OCP). The property at 1015 Rockland Avenue is designated as Urban Residential in the OCP, which envisions multi-unit residential buildings up to nine storeys and density generally up to 1.2:1 FSR. Increased density up to a total of approximately 2:1 FSR may be considered in strategic locations, including walking distance from the Urban Core. The subject site at 1015 Rockland Avenue is located across from the south edge of the Urban Core.

In accordance with the OCP, the new apartment building is subject to DPA16 General Form and Character. The objectives of DPA 16 are:

4. (a) *To support commercial, industrial and multi-unit residential developments that provide a sensitive transition to adjacent and nearby areas with built form that is often three storeys, or lower.*
- (b) *To integrate commercial, industrial and multi-unit residential developments in a manner that is complementary to established place character in a neighbourhood or other areas, including its heritage character.*
- (c) *To enhance the place character of established areas and their streetscapes through high quality of architecture, landscape and urban design that responds to each distinctive setting through sensitive and innovative interventions.*
- (d) *To achieve more livable environments through considerations for human-scaled design, quality of open spaces, privacy impacts, safety and accessibility.*

The proposed development at 1015 Rockland Avenue is broadly consistent with DPA 16 objectives for infill with a high-quality design that enhances place character.

2.7 Consistency with Design Guidelines

The proposal is subject to review under DPA 16 General Form and Character. Building form, character and finishes, and landscaping details are controlled and regulated in relation to the *Design Guidelines for Multi-Unit Residential, Commercial and Industrial Development, 2012*. Relevant guidance includes: context and transition; streetscape and relationship to the street; human scale; exterior finishes; open spaces and landscaping; parking, access and circulation. The proposed development responds well to the design considerations as summarized below.

2.7.1 Area-wide Context and Transition between Areas

The form and massing of the new apartment building is appropriate in relation to the adjacent buildings and streetscape along the 1000-block of Rockland Avenue, where the proposed development is a good fit with the existing place character of low-rise, large apartment buildings.

2.7.2 Streetscape, Relationship to the Street and Orientation

The proposed apartment building is similar to other apartment buildings in the immediate context with respect to height, roofline and massing, but is smaller in size and scale than adjacent buildings. The front elevation is visually and physically connected to the street through patios, a canopy to mark the main entryway, trees and plantings to soften the interface between private and public realm.

2.7.3 Human Scale, Massing, Height and Architectural Features

The new apartment building will be human-scaled in contrast to the larger size and massing of existing older apartment buildings on this block of Rockland Avenue, where several of these buildings have car-oriented features such as a carport on the west side of the subject property. The proposal will enhance place character through the front elevation that will add pedestrian interest through the canopy feature over a pathway to the main entrance, projecting balconies and the two enclosed private patios which are visible from the public street.

2.7.4 Exterior Finishes and Landscaping

A mix of exterior finishes, including stucco and brick veneers and metal balcony railings, are proposed for the principal facade. Although the open site space available for landscaping is limited, the proposed trees and plantings in the front yard will help to create a positive street presence and shrubs within the narrow east side setback provide screening for privacy. The landscape strip along the rear property line will break up the hard surfaces, providing visual relief in combination with the variety of textures and patterns in the surface treatment.

2.7.5 Parking

A number of vehicle stalls are proposed beneath the cantilevered portion at the back of the building, where there are additional surface parking spaces away from public view. A visitor bicycle rack is clearly visible, located at the front property line, which reinforces a visual and physical connection between the proposed apartment building and the street.

3.0 Issues

There are no outstanding issues with respect to the Development Permit Application. However, the following issues are associated with the Rezoning Application:

- transportation demand management
- increased total floor area and density.

4.0 Analysis

4.1 Transportation Demand Management

The applicant is willing to provide car share memberships to the purchasers of five strata units to help offset the reduction from the vehicle parking standards in the *Zoning Regulation Bylaw Schedule C*. Staff have no objection to this proposal because the reduced number of spaces combined with the proposed car share memberships will lessen the impact on the availability of street parking. However, the provision of one parking space for visitors is not adequate. The site plan should be amended to meet the *Zoning Regulation Bylaw* standard of two stalls.

4.2 Increased Total Floor Area and Density

An early version of this proposal included a below-grade bottom floor. Because a basement (which is sunk partially or completely below grade with a ceiling of no more than 1.2 m above grade) is not calculated in floor area in the *Zoning Regulation Bylaw*, the density was approximately 1.57:1 FSR. In response to staff feedback with respect to design considerations, the applicant raised the building above grade to strengthen its relationship to the street which increased the total floor area and density to 1.79:1 FSR. Although the raising of the building involves a further increase in density, the removal of the basement results in a better street relationship. Furthermore, the resulting height and massing are well-suited to the immediate streetscape where place character is primarily older apartment blocks with greater massing.

5.0 Resource Impacts

There are no resource impacts that are associated with this development.

6.0 Options

Option One: (Staff Recommendation)

1. That Rezoning Application #00394 for 1015 Rockland Avenue proceed for consideration at a Public Hearing, subject to:
 - (a) revisions to the site plan to the satisfaction of the Director of Sustainable Planning and Community Development and the Director of Engineering and Public Works to increase visitor parking spaces;
 - (b) providing a Car Share Agreement to the satisfaction of the Director of Sustainable Planning and Community Development and the Director of Engineering and Public Works;
 - (c) securing the requisite monetary deposit to the Victoria Car Share Co-op to be held in trust by the applicant's lawyer, to the satisfaction of the City Solicitor;
 - (d) preparation of a *Zoning Regulation Bylaw* amendment;
 - (e) preparation of legal agreements to the satisfaction of the City Solicitor and the Director of Sustainable Planning and Community Development to ensure that future strata bylaws cannot prohibit strata owners from renting residential strata units.

2. Following consideration of Rezoning Application #00394, that Council authorize the issuance of a Development Permit for 1015 Rockland Avenue, in accordance with:
 - (a) plans stamped Development Permit #000300 dated May 15, 2013;
 - (b) development meeting all *Zoning Regulation Bylaw* requirements;
 - (c) final plans to be in accordance with the plans identified above to the satisfaction of the Director of Sustainable Planning and Community Development.

Option Two: (Decline)

That Rezoning Application #00394 and Development Permit #000300 for 1015 Rockland Avenue be declined.

7.0 Conclusions

The rezoning proposal for a new, low-rise apartment building with a density of 1.79:1 FSR at 1015 Rockland Avenue is appropriate to the land use context of an Urban Residential area located within 200 m (walking distance) of the Urban Core. This flat-roofed, four-storey building has a form and massing that is a good fit for a streetscape that is primarily characterized by larger apartment buildings. In addition, the proposed development is aligned with DPA 16 objectives for new infill and all relevant design guidelines for multi-unit residential buildings.

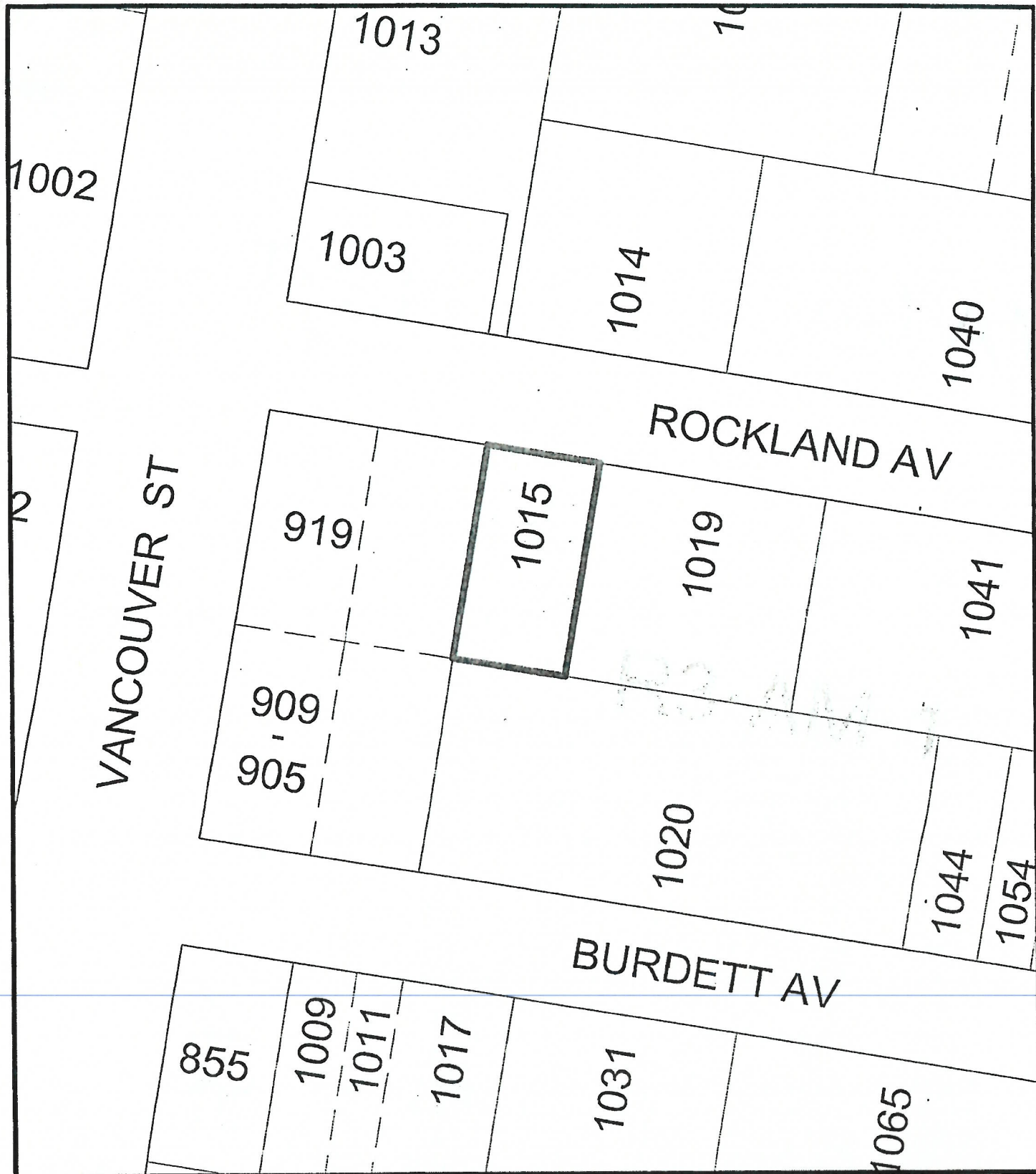
8.0 Recommendations

1. That Rezoning Application #00394 for 1015 Rockland Avenue proceed for consideration at a Public Hearing, subject to:
 - (a) revisions to the site plan to the satisfaction of the Director of Sustainable Planning and Community Development and the Director of Engineering and Public Works to increase visitor parking spaces;
 - (b) providing a Car Share Agreement to the satisfaction of the Director of Sustainable Planning and Community Development and the Director of Engineering and Public Works;
 - (c) securing the requisite monetary deposit to the Victoria Car Share Co-op to be held in trust by the applicant's lawyer, to the satisfaction of the City Solicitor;
 - (d) preparation of a *Zoning Regulation Bylaw* amendment;
 - (e) preparation of legal agreements to the satisfaction of the City Solicitor and the Director of Sustainable Planning and Community Development to ensure that future strata bylaws cannot prohibit strata owners from renting residential strata units.
2. Following consideration of Rezoning Application #00394, that Council authorize the issuance of a Development Permit for 1015 Rockland Avenue, in accordance with:
 - (a) plans stamped Development Permit #000300 dated May 15, 2013;
 - (b) development meeting all *Zoning Regulation Bylaw* requirements;

- (c) final plans to be in accordance with the plans identified above to the satisfaction of the Director of Sustainable Planning and Community Development.

9.0 List of Attachments

- Zoning map
- Aerial photo
- Letters from Abstract Developments Inc. stamped dated May 15, 2013, and February 1, 2013
- Plans for Rezoning Application #00394 and Development Permit Application #000300, stamped dated May 15, 2013
- Minutes from Fairfield and Gonzales Community Association Meeting on December 17, 2012.



1015 Rockland Avenue

Rezoning #00394

Bylaw #





May 15, 2013

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

Attn: Mayor and Members of Council

Re: Revised Rezoning and Development Permit Application for 1015 Rockland Avenue, Victoria, BC



Dear Mayor and Members of Council,

Further to the initial Rezoning and Development Permit Application submitted on February 1, 2013, this revised application responds to all departments' comments made within the Application Review Summary dated February 27, 2013. Included in this revised letter, and for simplicity, is an appendix outlining how each department's comments have been addressed.

PREAMBLE

We are pleased to submit the enclosed Rezoning and Development Permit Application for a four-storey, fourteen unit strata-titled residential building. Located at 1015 Rockland Avenue in the Fairfield Neighbourhood, this infill development provides a great opportunity to further enhance the neighbourhood by encouraging a walkable community within steps of the Downtown Core.

We feel this proposal's architectural approach, being traditional with hints of Edwardian influence, not only fits well into the existing character of this Fairfield neighbourhood, but also builds upon the unique character that defines Victoria as a whole.

DESCRIPTION OF PROPOSAL

This Rezoning Application is requesting to rezone the property from the current R3-AM-1 (Mid-Rise Multiple Dwelling District) zone to a site specific zone. The current zoning allows for multi-family use with heights of up to four storeys, and our proposal is in keeping with these parameters.

The subject site is situated within Fairfield, near the intersection of Rockland Avenue and Vancouver Street. This is close to the most westerly portion of Rockland Avenue, which is predominantly built up with some mid-century purpose built rental apartment buildings and some newer condominium developments. This largely multi-family neighbourhood is within easy walking distance of the Downtown Core helping to service the local business community, especially the local retail shops along the Fort Street corridor.

The proposed four storey strata-titled residential building will be targeting a minimum BuiltGreen® Silver designation, and will offer fourteen units ranging in size and type from a 570 square foot one-bedroom unit up to a 975 square foot two-bedroom plus den unit.

TABLE 1: RESIDENTIAL UNIT BREAKDOWN

UNIT NO.	UNIT SIZE (sq. ft.)	UNIT TYPE
101	568	1 bed, 1 bath
102	698	2 bed, 2 bath
201	648	1 bed, 1 bath, den
202	720	2 bed, 2 bath
203, 303, 403	974	2 bed, 2 bath, den
204, 304, 404	900	2 bed, 2 bath, den
301, 401	688	2 bed, 1 bath
302, 402	692	2 bed, 2 bath

The building's main entrance will be located with direct access off of Rockland Avenue, and an attractive fabric awning has also been designed to make a visual and physical connection from the public sidewalk to the building's front door. Resident parking will be located in the property's rear yard, providing twelve parking stalls. It will be partially covered by the building, and landscaping features will further screen the parking area from the street and from the adjacent residential buildings. The driveway to the parking area will run along the property's west property line, similar to the existing driveway location, and will be attractively finished with permeable unit pavers.

A basement, completely below grade, has also been incorporated into the building to accommodate all electrical and utility rooms, as well as a storage locker for each unit and twenty-eight (28) secure bicycle parking spaces. We feel that by providing two (2) bicycle parking stalls per unit, rather than the required one (1) per unit, residents will be encouraged to use bicycles for transportation rather than cars. A six (6) stall bicycle rack is also located in the property's front yard for visitor use.

GOVERNMENT POLICIES

While undergoing the design of this proposal the recently adopted Official Community Plan was reviewed in detail as well as the guidelines of Development Permit Area 16.

Official Community Plan (OCP)

The new Official Community Plan (OCP) designates the subject site as "Urban Residential." This designation provides guidance towards a built form of multi-unit buildings up to approximately 6 storeys, with a total floor space ratio (FSR) up to a total of approximately 2.0:1. The guidelines surrounding density are further enhanced with Policy 6.23 whereby properties within 200 metres of the Urban Core may seek densities toward the upper end of the range and where the proposal significantly advances the objectives of the OCP.

It is important to note our proposal is directly adjacent to the Urban Core; specifically, the north side of Rockland Avenue is designated as "Core Residential" under the Urban Place Designations. This particular

area of the Core Residential designation provides guidance towards buildings of up to approximately 6 storeys with densities up to approximately 3.5:1.

We feel our proposed 4 storey building with a density of 1.79:1 is not only in keeping with the existing built form of the surrounding neighbourhood, but will also provide an effective transition from the adjacent higher density Core Residential area into the Urban Residential area. It should be noted that while undergoing our acquisition due diligence, and in our initial discussions with planning staff, it was our intent to proceed on the basis of a Development Variance Permit under the existing zoning of R3-AM-1. In pursuing this option, we were proposing to have the two ground floor units facing Rockland Avenue sunken below grade. These units, having their ceiling height no greater than 1.2m above grade, would have been discounted from the floor space ratio (FSR) of our proposal, resulting in an FSR of 1.57:1. Under the existing zoning, and in conjunction with meeting additional parameters, the allowable FSR is 1.6:1; however, in response to staff feedback with respect to design considerations, we raised the building above grade in order to strengthen to proposal's relationship to the street. Consequently, our proposal's FSR increased from 1.57:1 to 1.79:1. We feel this revised proposal is supportive of the policies and objectives of the new Official Community Plan and responds exactly to the intent of the Design Guidelines.

TABLE 2: ZONING, OCP, AND PROPOSAL COMPARISON			
TYPE	CURRENT ZONE	OCP	PROPOSAL
Zone	R3-AM-1	Urban Residential	New Zone
Density (FSR)	1.2 : 1 (up to 1.6 : 1)	2.0 : 1	1.79 : 1
Height (storeys)	4 storeys	6 storeys	4 storeys

Development Permit Area 16 (DPA 16)

The subject site falls within Development Permit Area 16 (DPA 16), and in conjunction with reviewing the Official Community Plan, we have given careful consideration to the General Form and Character guidelines established within DPA 16. As a result, we feel several of the objectives within DPA 16 have been met and are reflected in our proposal; specifically,

- Providing a sensitive transition to adjacent and nearby areas with built form that is four storeys;
- Integrating our proposal in a manner that is complimentary to the established place character of the neighbourhood through our architectural approach, design features, and landscape design elements;
- Enhancing the place character of the neighbourhood through high-quality architecture, landscape, and urban design; and,
- Achieving a more livable environment through considerations for human-scaled design and privacy impacts.

Design Guidelines for Multi-Unit Residential & Advisory Design Guidelines

These guidelines are "intended to guide applicants in achieving new development that results in design excellence, livability, and contribution to sense of place and urbanism that is responsive to Victoria's context." We have kept this in the forefront of our minds while undergoing the planning and design of this proposal, and feel we support the objectives of these guidelines.

The overall design of the proposal first considered the streetscape and built form of its immediate context along Rockland Avenue. This block of Rockland Avenue is predominantly built up with multi-family buildings: to the east of the subject property is a three storey rental apartment building (1019 Rockland Avenue), to the west is another three storey rental apartment building (905 Vancouver Street), and directly across the street is a newer four storey residential condominium development (1014 Rockland Avenue). Our proposed four storey residential building responds well to the existing built form of the neighbourhood.

In addition, it is important to note that the north side of Rockland Avenue is designated at "Core Residential" within the Official Community Plan, and the south side of Rockland Avenue is designated "Urban Residential." Therefore, it was necessary for us to consider the built form of future developments as well as the existing built form in order to effectively transition between the two areas. The urban place guidelines for this area of Core Residential indicate a built form of up to approximately six storeys with an FSR up to approximately 3.5:1. We feel our proposed 4 storey residential building will act as an effective transition from the adjacent higher density Core Residential area and into the comparatively lower density Urban Residential area.

TABLE 3: BUILT FORM TRANSITION			
TYPE	ROCKLAND AVE. (north)	ROCKLAND AVE. (south)	PROPOSAL*
Designation	Core Residential	Urban Residential	Urban Residential
Height (storeys)	6 storeys	6 storeys	4 storeys
Floor Space Ratio (FSR)	3.5 : 1	2.0 : 1	1.79 : 1

** Our proposal is located on the south side of Rockland Avenue.*

Once we established the appropriate contextual fit for the built form, we began to consider the architectural approach in order to provide unity and coherence to the surrounding neighbourhood. The buildings along this block of Rockland Avenue are somewhat uninspiring as it relates to architecture. Their utilitarian approach and apparent lack of cohesion reflects the transitional nature of this neighbourhood. As a result, we began to pull inspiration from the streetscape of Vancouver Street, offering heritage buildings, attractive character houses, and Tudor inspired multi-family developments that begin to establish this neighbourhood's sense of place. Specifically, the heavy cornice moulding along the flat roofline of our proposal reflects the Mt. Edward Court building located at 1002 Vancouver Street, the colour palette of light and dark greys is reflective of the Christ Church Cathedral School's masonry façade, and the mullioned upper windows are apparent in numerous character buildings along Vancouver Street.

Furthermore, the use of traditional detailing with hints of Edwardian influence in our architectural approach provides a cohesive feeling without replication or mimicry of surrounding buildings. The building's façade is finished with high-quality brick with elements of smoothly textured stucco. The lighter grey stucco will be inset from the grey brick facade providing visual interest and a sense of articulation and human scale. This façade detailing will be carried onto each side of the building in order to maintain a cohesive feeling in the building's architecture. In addition, wrought iron inspired balcony railings reinforce the traditional character of the building, which are partially recessed to further enhance the streetscape appearance.

The building's traditional siting, symmetrical design, and landscape features also contribute to an effective relationship to the street. The front yard setback balances the setbacks of the two adjacent apartment buildings, and is reflective of the setback of the carport along the property's west property line. In addition, the building's unified design with a similarly symmetrical landscape design will enhance the streetscape rhythm along this block of Rockland Avenue.

Lastly, particular attention has also been given towards the potential for privacy impacts on neighbouring buildings. The subject property's rear yard, and consequently the building's rear elevation, is surrounded by and is overlooking the carports and surface parking areas of each of the adjacent multi-family buildings. The building's west elevation is overlooking the carport and surface parking area of 919 Vancouver Street, and a large distance separates our proposal's west elevation from the rear elevation of 919 Vancouver Street. Our proposal's east elevation is looking onto the west elevation of 1019 Rockland Avenue, which is a 3 storey apartment building. This adjacent building's west elevation only contains the windows of a stairwell, mitigating any privacy concerns for the residents. Overall, we feel our proposal is effectively sited and oriented to mitigate concerns over privacy impacts upon neighbouring residential uses.

PROJECT BENEFITS & AMENITIES

The primary benefit of our proposal to the community is to help establish a placemaking concept for this block of Rockland Avenue. In order to achieve a sensitive transition and cohesive feel, this proposal builds upon the established character and sense of place of the surrounding neighbourhood. This is achieved through a sensitive comprehensive design approach including high-quality architecture, an attractive and complimentary landscape design, and a traditional siting of the building, all of which also promote an improved streetscape.

To contribute further to the placemaking of this neighbourhood, this location encourages a connection to the Urban Core by promoting alternate modes of transportation. Residents of this neighbourhood are within easy walking distance of recreation centres, parks, and shops, and have easy access to "Frequent Transit" routes, resulting in a very walkable and livable community. While each resident will be able to walk or take advantage of nearby public transit, twenty-eight secure bicycle parking stalls (2.0 per unit) will also be available for residents' use to further encourage a reduced reliance on cars. And to further reinforce a livable and environmentally conscious community, this proposal will be targeting a minimum BuiltGreen® Silver designation.

CONCLUSION

While undergoing the planning and design of this project, careful consideration has been given towards supporting the objectives established within the recently adopted Official Community Plan. Attention has also been given towards not only the adjacent buildings, but also to the neighbourhood as a whole.

We are dedicated to building homes with uncompromising standards, and this project will be no different. Resulting, we feel, is a high-quality and well-designed infill development that will continue to positively contribute to this area of Fairfield for many years to come.

Sincerely,



Mike Miller
President

APPENDIX A

The following provides a summary of the Application Review issued by the City of Victoria on February 27, 2013, and the comments stated in red outline how we have addressed each comment with our revised application.

APPLICATION REVIEW SUMMARY

For: 1015 Rockland Avenue
Date: February 27, 2013
Rezoning Application # 00394
Development Permit # 000300

Development Services Division Comments:

Area Planner: Helen Cain, Telephone #: (250) 361-0282

- The application should consider providing an independent economic land lift analysis to quantify the value of the increased density above the lower general amount identified in the Official Community Plan. This information will help City staff and Council to assess the application in relation to its advancement of the Official Community Plan objectives and will assist the applicant in fully communicating the details of the proposed project. Before commissioning the economic land lift analysis, please discuss the details related to methodology and client-consultant relationship with the Area Planner.

In completing our initial acquisition due diligence, it was our intent to proceed with a Development Variance Permit Application under the existing R3-AM-1 zoning. Under this zoning the allowable density is 1.6:1, and we were initially proposing an FSR of no greater than 1.6:1. To achieve this, the two ground floor units fronting Rockland Avenue would have been sunken below grade with their ceiling heights being no greater than 1.2m above grade, thereby discounting the FSR of the proposal's below grade area. However, in response to staff feedback, the building was raised in order to improve its relationship to the street. As a result, our proposal's density would have been greater than the allowable FSR under the existing zoning, and a Rezoning and Development Permit application would be required. Accommodating staff's feedback, we proceeded on this basis in order to improve the design of the proposal, but an economic land lift analysis was not mentioned as being considered by staff at that time. Had we known our revised proposal would have been subject to an economic land lift analysis, we would not have proceeded with the rezoning.

- The density and building footprint are too large to fit comfortably on the lot.

We have revised our proposal to decrease the density by 675 square feet (62.67 m²) resulting in an FSR of 1.79. In order to achieve this we have reduced the width of the building and reduced the depth of the main floor plan. The amount of open site space has also been increased with our revised proposal through reducing the building's footprint and incorporating additional landscaping along the property's east side yard and in the rear yard.

- Consider increasing side setbacks to ensure livability between dwellings on adjacent properties. Identify all window openings for the new and adjacent units on the site plan.

We have increased the east side yard setback to 1.2m, and have incorporated additional landscaping along this side yard to ensure livability between our proposal and the adjacent

apartment building. The windows located on the northern most portion of the building's east elevation have also been revised to ensure privacy is maintained for the adjacent residents entering and exiting their building; these windows are now small upper windows.

- Consider flipping the site plan to permit adequate breathing room between the site and the adjacent building to the west.

If the site plan were to be "flipped", our proposed building would be uncomfortably close to the adjacent building to the west. We feel our site plan as currently configured addresses this concern in the best possible way.

- Consider relocation of the parking underground.

The viability of providing underground parking for this proposal is economically prohibitive.

- Provide more landscaping.

A wider landscape strip has been incorporated within the east side yard setback, and a new landscape strip has been located within the rear yard along the south property line.

- Consider a variety of colour.

The colour palette proposed for the building consists of grey brick veneer set among a lighter grey stucco finish and is accented by darker windows, doors, and railings. We feel this simple yet strong colour palette is effective in complimenting the architectural expression of the proposal. We also took cues from other building in the neighbourhood which are built with masonry facades.

Engineering and Public Works Department Comments:

Contact: Craig Standberg, Phone: (250) 361-0296

The comments below are a result of the Engineering review:

Items Required Prior to Planning and Land Use Standing Committee:

- **REQUIRED:** The applicant has not provided technical data to support the request to vary the required number of parking stalls from 20 stalls to 12 stalls. However, given the development's location, unit sizes, and the proposed provision of 23 class 1 bicycle parking spaces (1.6 spaces per unit) the proposed parking variance of 8 stalls may be supported if additional TDM measures such as on-site car share marketing and memberships for each unit are provided. If significant TDM measures were implemented, 12 parking spaces for this proposed development may be appropriate.

We have revised our proposal to include 2 class 1 bicycle storage spaces per unit. We feel that by exceeding the bicycle storage requirements outlined in Schedule C by 100% (i.e. 28 stalls instead of the required 14 stalls), our proposal provides adequate traffic demand management measures.

- **REQUIRED:** Staff does not support a variance for eliminating on-site visitor parking. The provision of on-site guest parking is important for this development as there is limited available on-street parking in this area.

On-site visitor parking is now provided.

- **Revision Required:** The proposed awning supports must not be located on the public right-of-way. The awning has been pulled back and is no longer located within the public right-of-way.

- **Revision Required:** The required class 2 bike parking must not be located on the public right-of-way.

The class 2 bike parking has been relocated and is no longer located on the public right-of-way.

Permits and Inspections Division Comments:

Contact: Avy Woo, Phone: (250) 361-0241

The following are preliminary review items. There are some significant code issues and the architect should complete an overall code concept review or engage in the services of a code consultant to perform such a review:

1. The basement shows only 1 exit; 2 exits are required.
The basement floor plan has been revised to provide two exits.
2. The east face of the building has a limiting distance of 1.092m. As such, no unprotected openings (windows) are allowed. Even if the building face is pulled back to 1.2m, the BC Building Code permits only 7-11% of the exposed building face to be unprotected openings. This needs to be resolved, recognizing there are bedroom window that may need light and ventilation.
The east side yard setback has been increased to 1.20m. We have also revised the window dimensions, resulting in a total percentage of unprotected openings on the east elevation of 14%. Our architect has confirmed with the Permits and Inspections Department that this complies with the BC Building Code.
3. The ground floor exit door comes out into an enclosed space. There needs to be a 3m clearance from the exposed building face for the path of travel from the back to the front, or the windows along this path will need to be protected with fixed, wired glass in steel frame assemblies. Again, some are shown to be bedroom windows.
The windows shown adjacent to the path of travel (i.e. the driveway) will all be sprinklered.
4. The separation of exits on the 2nd, 3rd, and 4th floor may not meet the code requirement for remoteness.
Exit stair number 2 has been revised to comply with the exit separation requirements.
5. The soft storey on the ground floor with open parking and 1.6m cantilevered balconies shown may need to have post supports which will interfere with the parking if posts are introduced later. This should be reviewed for structural and seismic feasibility at this stage.
We confirm that we will address these concerns at Building Permit stage.

February 1, 2013

City of Victoria
#1 Centennial Square
Victoria, BC V8W 1P7

Attn: Mayor and Members of Council

Re: Rezoning and Development Permit Application
1015 Rockland Avenue, Victoria, BC

Received
City of Victoria

FEB - 1 2013

Planning & Development Department
Development Services Division

Dear Mayor and Members of Council,

We are pleased to submit the enclosed Rezoning and Development Permit Application for a four-storey, fourteen unit strata-titled residential building. Located at 1015 Rockland Avenue in the Fairfield Neighbourhood, this infill development provides a great opportunity to further enhance the neighbourhood by encouraging a walkable community within steps of the Downtown Core.

We feel this proposal's architectural approach, being traditional with hints of Edwardian influence, not only fits well into the existing character of this Fairfield neighbourhood, but also builds upon the unique character that defines Victoria as a whole.

DESCRIPTION OF PROPOSAL

This Rezoning Application is requesting to rezone the property from the current R3-AM-1 (Mid-Rise Multiple Dwelling District) zone to a site specific zone. The current zoning allows for multi-family use with heights of up to four storeys, and our proposal is in keeping with these parameters.

The subject site is situated within Fairfield, near the intersection of Rockland Avenue and Vancouver Street. This is close to the most westerly portion of Rockland Avenue, which is predominantly built up with some mid-century purpose built rental apartment buildings and some newer condominium developments. This largely multi-family neighbourhood is within easy walking distance of the Downtown Core helping to service the local business community, especially the local retail shops along the Fort Street corridor.

The proposed four storey strata-titled residential building will be targeting a minimum BuiltGreen® Silver designation, and will offer fourteen units ranging in type and size from a 570 square foot one-bedroom unit, up to a 975 square foot two-bedroom plus den unit.

TABLE 1: RESIDENTIAL UNIT BREAKDOWN

UNIT NO.	UNIT SIZE (sq. ft.)	UNIT TYPE
101	568	1 bed, 1 bath
102	698	2 bed, 2 bath
201	648	1 bed, 1 bath, den
202	720	2 bed, 2 bath
203, 303, 403	974	2 bed, 2 bath, den
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The building's main entrance will be located with direct access off of Rockland Avenue, and an attractive fabric awning has also been designed to make a visual and physical connection from the public sidewalk to the building's front door. Resident parking will be located in the property's rear yard, providing twelve parking stalls. It will be partially covered by the building, and landscaping features will further screen the parking area from the street. The driveway to the parking area will run along the property's west property line, similar to the existing driveway location, and will be attractively finished with permeable unit pavers.

A basement, completely below grade, has also been incorporated into the building to accommodate all electrical and utility rooms, as well as a storage locker for each unit and twenty-three secure bicycle parking spaces (approximately 1.6 secure bicycle spaces per unit). A six-stall bicycle rack is also located in the property's front yard for visitor use.

GOVERNMENT POLICIES

While undergoing the design of this proposal the recently adopted Official Community Plan was reviewed in detail as well as the guidelines of Development Permit Area 16.

Official Community Plan (OCP)

The new Official Community Plan (OCP) designates the subject site "Urban Residential." This designation provides guidance towards a built form of multi-unit buildings up to approximately 6 storeys, with a total floor space ratio (FSR) up to a total of approximately 2.0:1. The guidelines surrounding density are further enhanced with Policy 6.23, whereby properties within 200 metres of the Urban Core may seek densities toward the upper end of the range and where the proposal significantly advances the objectives of the OCP.

It is important to note our proposal is directly adjacent to the Urban Core; specifically, the north side of Rockland Avenue is designated as "Core Residential" under the Urban Place Designations. This particular area of the Core Residential designation provides guidance towards buildings of up to approximately 6 storeys with densities up to approximately 3.5:1.

We feel our proposed 4 storey building with a density of 1.89:1 is not only in keeping with the existing built form of the surrounding neighbourhood, but will also provide an effective transition from the adjacent higher density Core Residential area into the Urban Residential area.

TABLE 2: ZONING, OCP, AND PROPOSAL COMPARISON

TYPE	CURRENT ZONE	OCP	PROPOSAL
Zone	R3-AM-1	Urban Residential	New Zone
Density (FSR)	1.6 : 1	2.0 : 1	1.89 : 1
Height (storeys)	4 storeys	6 storeys	4 storeys

Development Permit Area 16 (DPA 16)

The subject site falls within Development Permit Area 16 (DPA 16), and in conjunction with reviewing the Official Community Plan, we have given careful consideration to the General Form and Character guidelines established within DPA 16. As a result, we feel several of the objectives within DPA 16 have been met and are reflected in our proposal; specifically,

- Providing a sensitive transition to adjacent and nearby areas with built form that is four storeys;
- Integrating our proposal in a manner that is complimentary to the established place character of the neighbourhood through our architectural approach, design features, and landscape design elements;

- Enhancing the place character of the neighbourhood through high-quality architecture, landscape, and urban design; and,
- Achieving a more livable environment through considerations for human-scaled design and privacy impacts.

Design Guidelines for Multi-Unit Residential & Advisory Design Guidelines

These guidelines are “intended to guide applicants in achieving new development that results in design excellence, livability, and contribution to sense of place and urbanism that is responsive to Victoria’s context.” We have kept this in the forefront of our minds while undergoing the planning and design of this proposal, and feel we support the objectives of these guidelines.

The overall design of the proposal first considered the streetscape and built form of its immediate context along Rockland Avenue. This block of Rockland Avenue is predominantly built up with multi-family buildings: to the east of the subject property is a three storey rental apartment building (1019 Rockland Avenue), to the west is another three storey rental apartment building (905 Vancouver Street), and directly across the street is a newer four storey residential condominium development (1014 Rockland Avenue). Our proposed four storey residential building responds well to the existing built form of the neighbourhood.

In addition, it is important to note that the north side of Rockland Avenue is designated at “Core Residential” within the Official Community Plan, and the south side of Rockland Avenue is designated “Urban Residential.” Therefore, it was necessary for us to consider the built form of future developments as well as the existing built form in order to effectively transition between the two areas. The urban place guidelines for this area of Core Residential indicate a built form of up to approximately six storeys with an FSR up to approximately 3.5:1. We feel our proposed 4 storey residential building will act as an effective transition from the adjacent higher density Core Residential area and into the comparatively lower density Urban Residential area.

TABLE 3: BUILT FORM TRANSITION

TYPE	ROCKLAND AVE (north)	ROCKLAND AVE (south)	PROPOSAL*
Designation	Core Residential	Urban Residential	Urban Residential
Height (storeys)	6 storeys	6 storeys	4 storeys
Floor Space Ratio (FSR)	3.5 : 1	2.0 : 1	1.89 : 1

* Our proposal is located on the south side of Rockland Avenue.

Once we established the appropriate contextual fit for the built form, we began to consider the architectural approach in order to provide unity and coherence to the surrounding neighbourhood. The buildings along this block of Rockland Avenue are somewhat uninspiring as it relates to architecture. Their utilitarian approach and apparent lack of cohesion reflects the transitional nature of this neighbourhood. As a result, we began to pull inspiration from the streetscape of Vancouver Street, offering heritage buildings, attractive character houses, and Tudor inspired multi-family developments that begin to establish this neighbourhood’s sense of place. Specifically, the heavy cornice moulding along the flat roofline of our proposal reflects the Mt. Edward Court building located at 1002 Vancouver Street, the colour palette of light and dark greys is reflective of the Christ Church Cathedral School’s masonry façade, and the mullioned upper windows are apparent in numerous character buildings along Vancouver Street.

Furthermore, the use of traditional detailing with hints of Edwardian influence in our architectural approach provides a cohesive feeling without replication or mimicry of surrounding buildings. The building’s façade is finished with high-quality brick with elements of smoothly textured stucco. The lighter grey stucco will be inset from the grey brick facade providing visual interest and a sense of articulation and human scale. This façade detailing will be carried onto each side of the building in order to maintain a cohesive feeling in the building’s architecture. In addition, wrought iron inspired balcony railings reinforce the traditional character of the building, which are partially recessed to further enhance the streetscape appearance.

The building's traditional siting, symmetrical design, and landscape features also contribute to an effective relationship to the street. The front yard setback balances the setbacks of the two adjacent apartment buildings, and is reflective of the setback of the carport along the property's west property line. In addition, the building's unified design with a similarly symmetrical landscape design will enhance the streetscape rhythm along this block of Rockland Avenue.

Lastly, particular attention has also been given towards the potential for privacy impacts on neighbouring buildings. The subject property's rear yard, and consequently the building's rear elevation, is surrounded by and is overlooking the carports and surface parking areas of each of the adjacent multi-family buildings. The building's west elevation is overlooking the carport and surface parking area of 919 Vancouver Street, and a large distance separates our proposal's west elevation from the rear elevation of 919 Vancouver Street. Our proposal's east elevation is looking onto the west elevation of 1019 Rockland Avenue, which is a 4 storey apartment building. This building's west elevation only contains the windows of a stairwell, mitigating any privacy concerns for the residents. Overall, we feel our proposal is effectively sited and oriented to mitigate concerns over privacy impacts upon neighbouring residential uses.

PROJECT BENEFITS & AMENITIES

The primary benefit of our proposal to the community is to help establish a placemaking concept for this block of Rockland Avenue. In order to achieve a sensitive transition and cohesive feel, this proposal builds upon the established character and sense of place of the surrounding neighbourhood. This is achieved through a sensitive comprehensive design approach including high-quality architecture, an attractive and complimentary landscape design, and a traditional siting of the building, all of which also promote an improved streetscape.

To contribute further to the placemaking of this neighbourhood, this location encourages a connection to the Urban Core by promoting alternate modes of transportation. Residents of this neighbourhood are within easy walking distance of recreation centres, parks, and shops, and have easy access to "Frequent Transit" routes, resulting in a very walkable and livable community. While each resident will be able to walk or take advantage of nearby public transit, twenty-three secure bicycle parking stalls (1.6 per unit) will also be available for resident's use to further encourage a reduced need for cars. And to further reinforce a livable and environmentally conscious community, this proposal will be targeting a minimum BuiltGreen® Silver designation.

CONCLUSION

While undergoing the planning and design of this project, careful consideration has been given towards supporting the objectives established within the recently adopted Official Community Plan. Attention has also been given towards not only the adjacent buildings, but also to the neighbourhood as a whole.

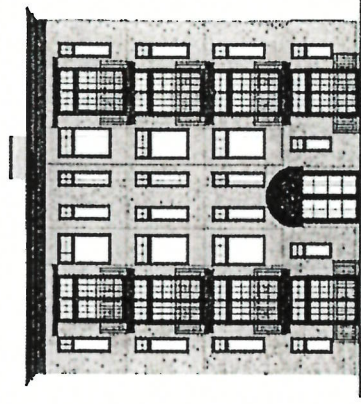
We are dedicated to building homes with uncompromising standards, and this project will be no different. Resulting, we feel, is a high-quality and well-designed infill development that will continue to positively contribute to this area of Fairfield for many years to come.

Sincerely,

A handwritten signature in black ink, appearing to read 'Mike Miller', with a stylized, cursive script.

Mike Miller
President

1015 ROCKLAND AVENUE
Victoria, BC



REZONING & DEVELOPMENT PERMIT APPLICATION

Original Submission: 02/01/2013
Revised Submission: 05/15/2013

DRAWING LIST

- A 1 Site Plan and Project Data
- A 2 Basement and Main Floor Plans
- A 3 Second, Third, and Fourth Floor Plans
- A 4 Elevations
- A 5 Building Sections
- A 6 Streetscape
- A 7 Renderings - NW and NE
- A 8 Renderings - SW and SE
- L 1 Landscape Plan
- S 1 Site Servicing Plan

APPLICANT

Abstar Development Inc.
1976 Oak Bay Avenue
Victoria, BC V8S 1E2
P: 250.883.3979

ARCHITECT

MJM/Architect Inc.
10 800 Vancouver Street
Victoria, BC V8V 3V6
P: 250.861.3102

LANDSCAPE ARCHITECT

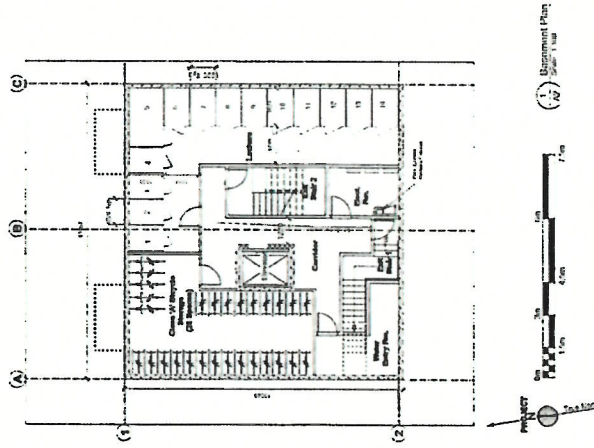
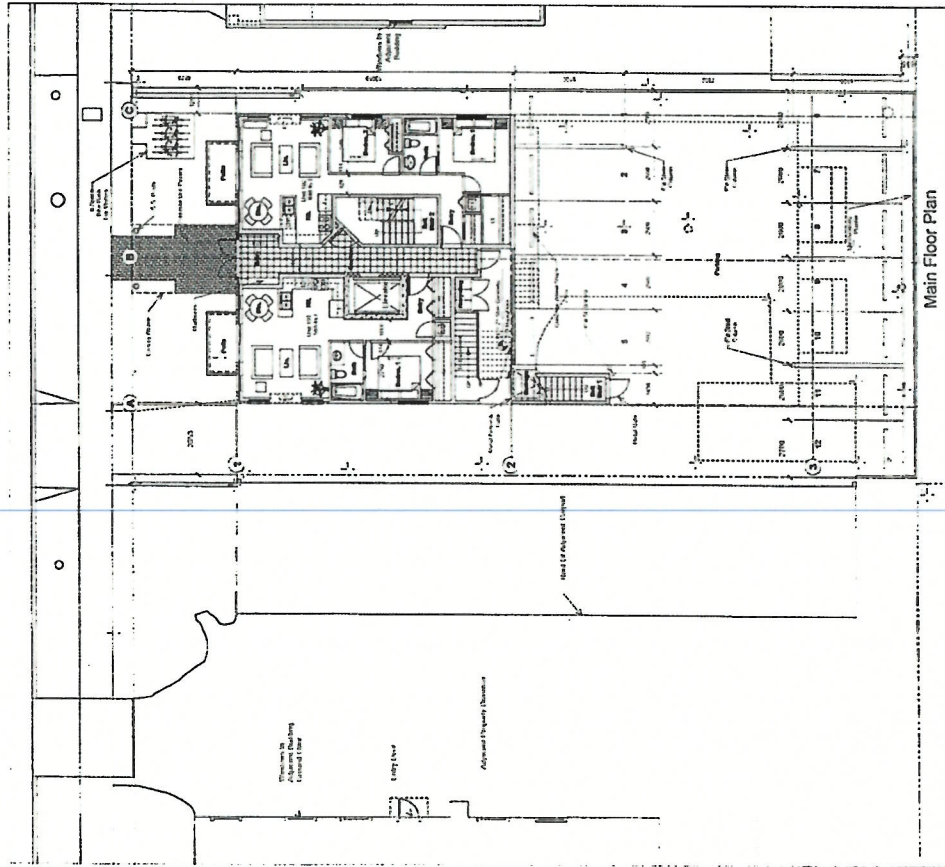
Murdoch de Gooch Inc.
200-525 Columbia Road
Victoria, BC V8Z 1G1
P: 250.412.2891

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City of Victoria

MAY 15 2013

Planning & Development Department
Development Services Division

Planning & Development Department
Development Services Division



Abstract
 CIVIL ENGINEERING
 BUILDING FLOOR PLANS

Rezoning Application
1015 Rockland Avenue
Victoria, B.C.
 Basement/Ground Floor Plans
 Scale - 1:100
 April 22nd., 2013

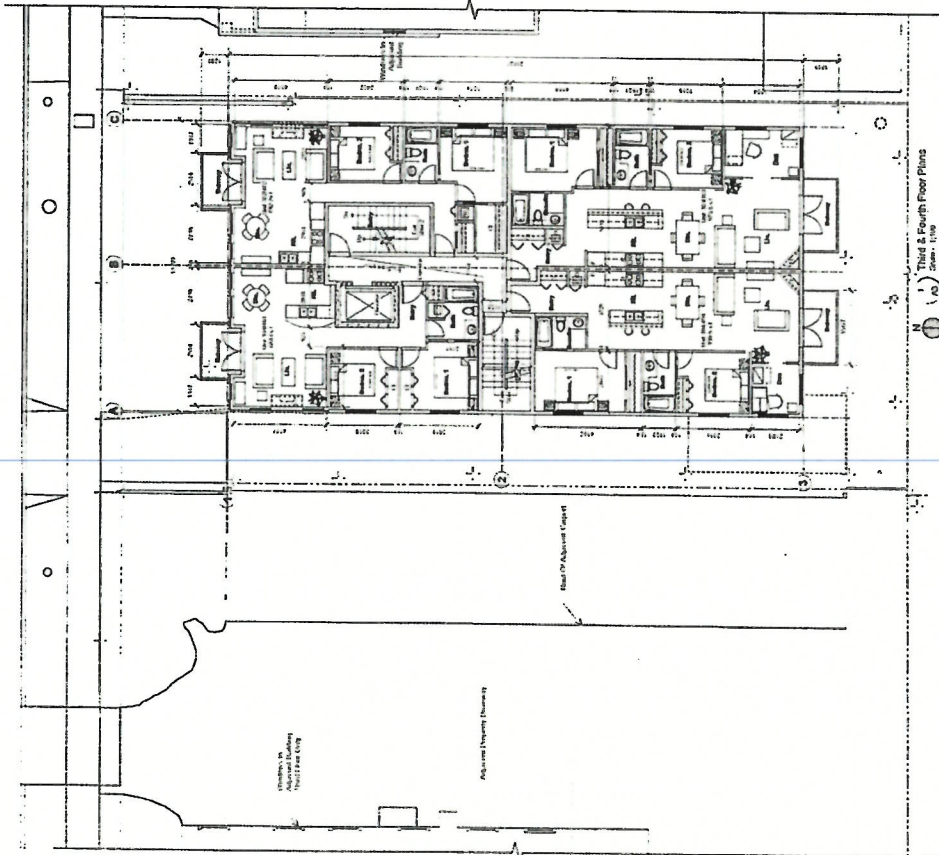
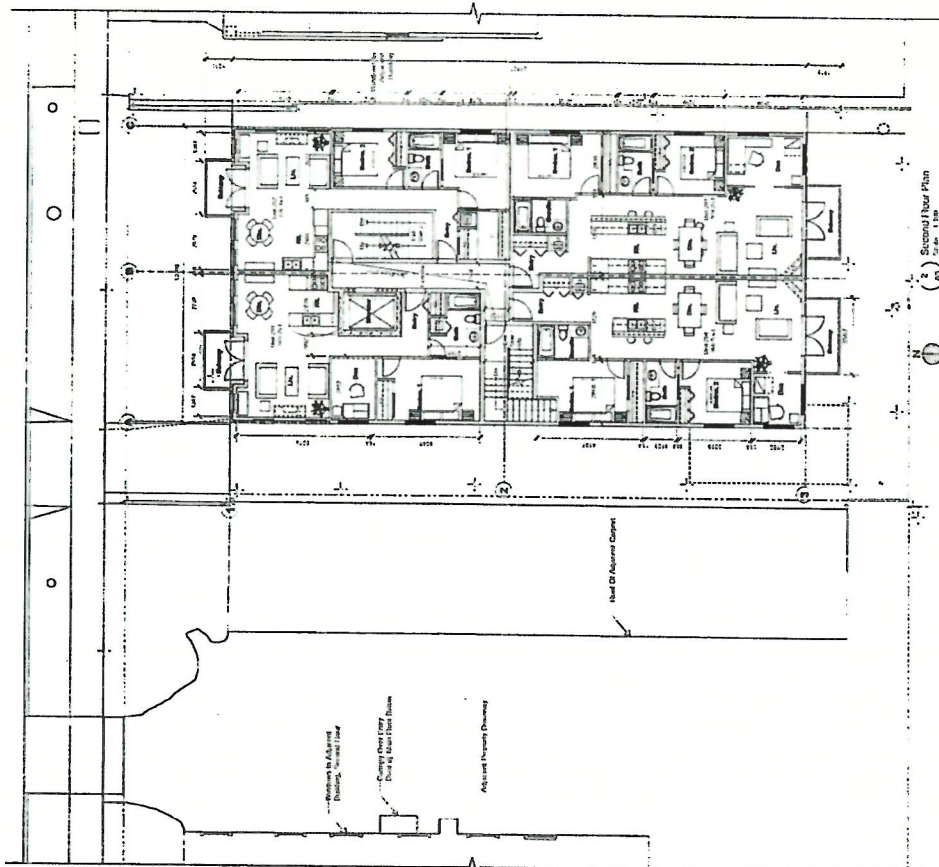
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A2

MLM Architecture
 4100 Westview Road, Suite 202
 Victoria, BC V8L 4C6
 Tel: 250.688.1111
 Fax: 250.688.1112
 www.mlmarchitect.com

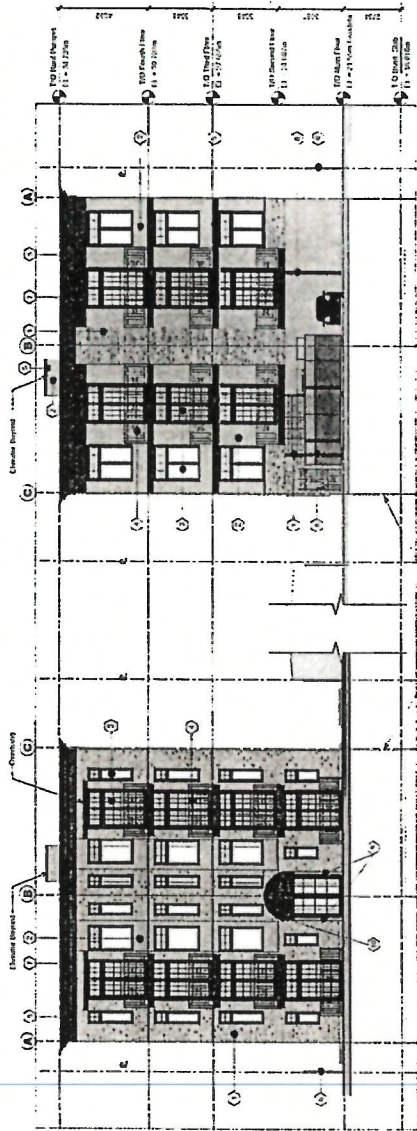


City of Victoria
 Planning & Development Department
 1015 Rockland Avenue
 Victoria, B.C.
 V8T 2B5
 Tel: (250) 383-1234
 Fax: (250) 383-1235
 Email: info@cityofvictoria.ca

Rezoning Application
 1015 Rockland Avenue
 Victoria, B.C.
 Second, Third, & Fourth Floor Plans
 Scale - 1:100
 April 22nd., 2013

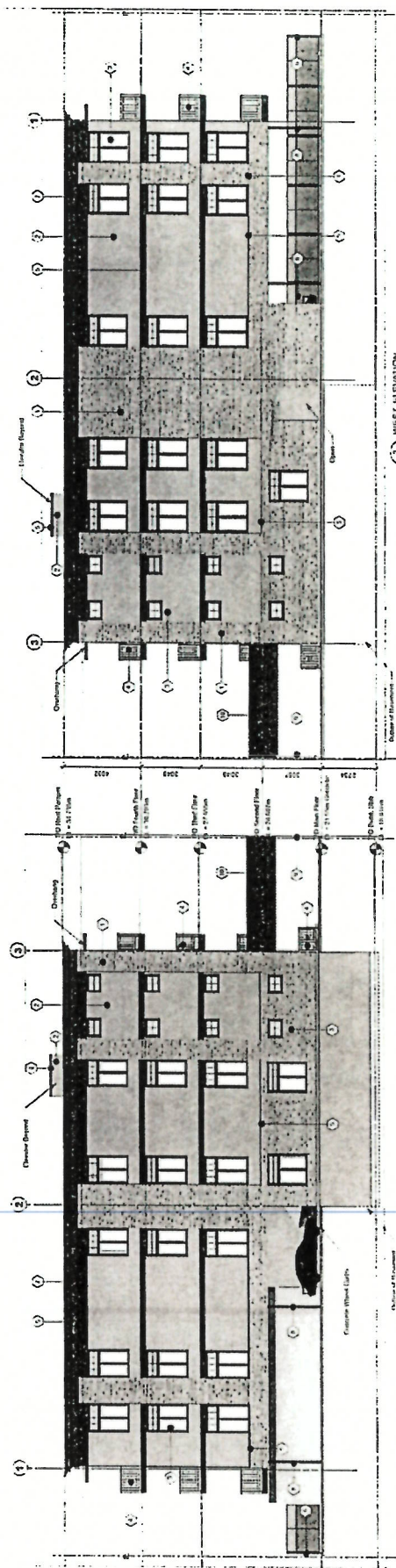


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 MAY 15 2013
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(1) NORTH ELEVATION
Scale: 1:100

(2) SOUTH ELEVATION
Scale: 1:100



(3) WEST ELEVATION
Scale: 1:100

(4) EAST ELEVATION
Scale: 1:100

MATERIAL LEGEND

(1)	Dark Green	(6)	White / Light Green
(2)	Light Green	(7)	Light Green / Yellow
(3)	Light Green / Yellow	(8)	Light Green / Yellow
(4)	Light Green / Yellow	(9)	Light Green / Yellow
(5)	Light Green / Yellow	(10)	Light Green / Yellow



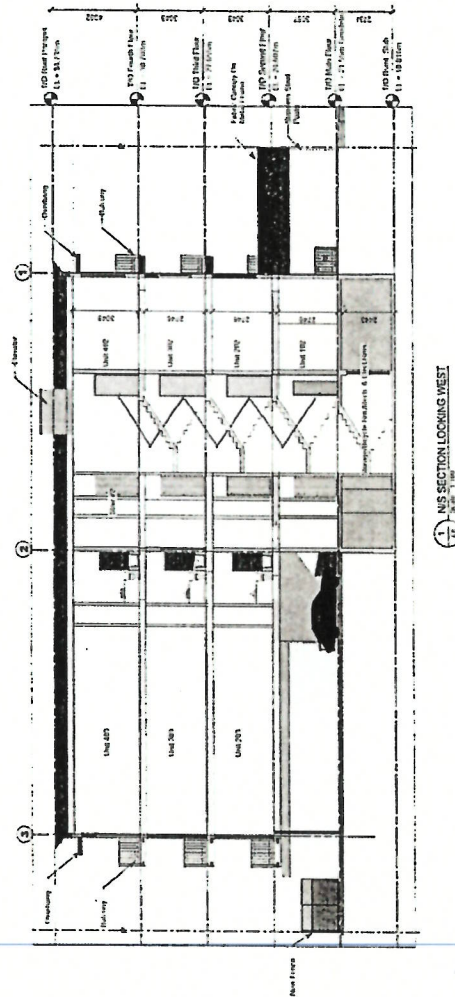
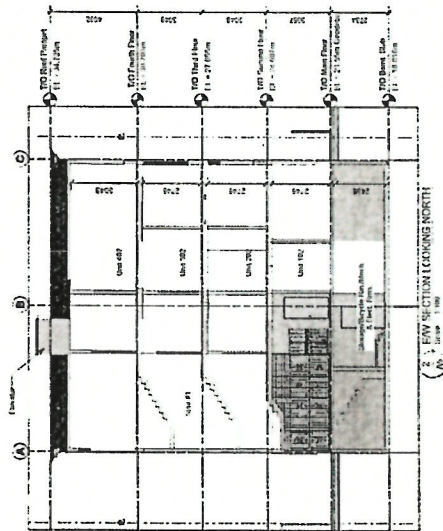
Rezoning Application
1015 Rockland Avenue
Victoria, B.C.
Elevations
Scale: 1:100
April 22nd, 2013

Received
City of Victoria

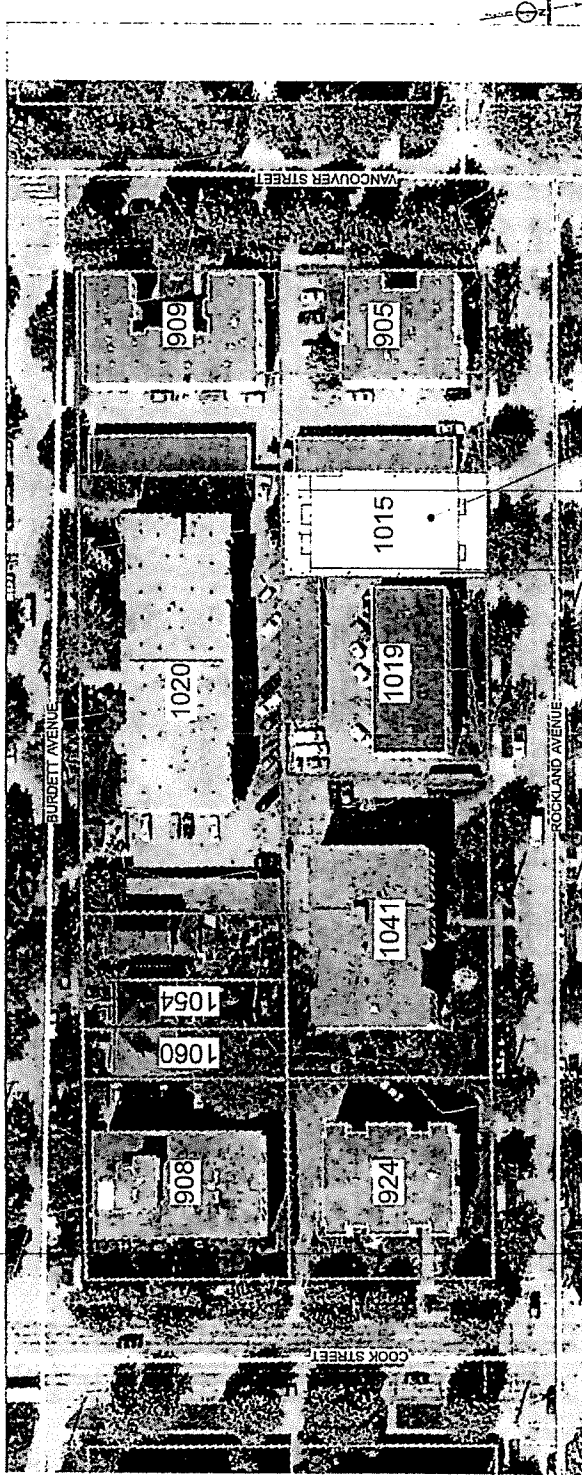
MAY 15 2013

Planning & Development Department
Development Services Division

Abstract DEVELOPMENTS INC.
1015 Rockland Avenue
Victoria, B.C.
V8P 2P6
250-683-1000
www.abstractdevelopments.com

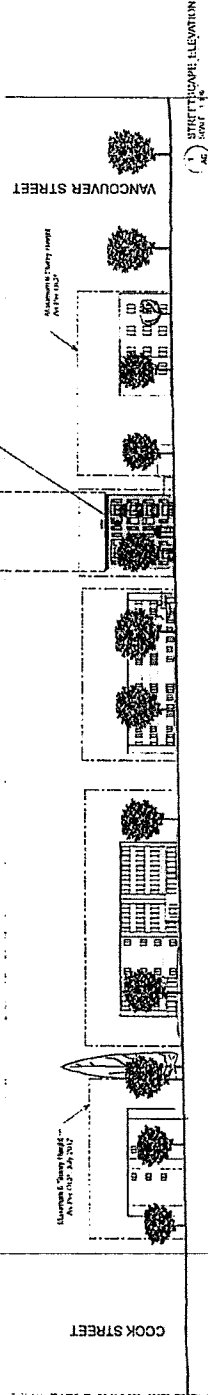


Planning & Development Department
Development Services Division



(A) STREETSCAPE PLAN
Scale: 1" = 100'

PROJECT
LOCATION



(B) STREETSCAPE ELEVATION
Scale: 1" = 100'

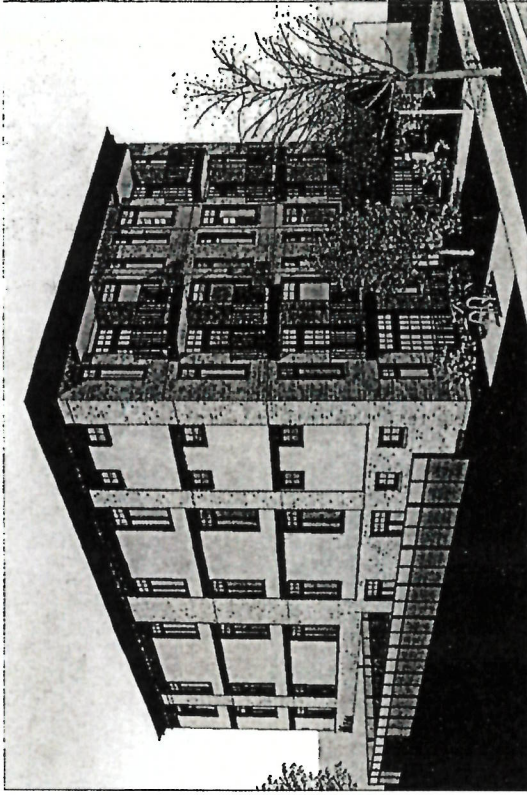
Rezoning Application
1015 Rockland Avenue
Victoria, B.C.
 Streetscape
 Scale - 1/32" = 1' - 0"
 April 22nd, 2013

A6

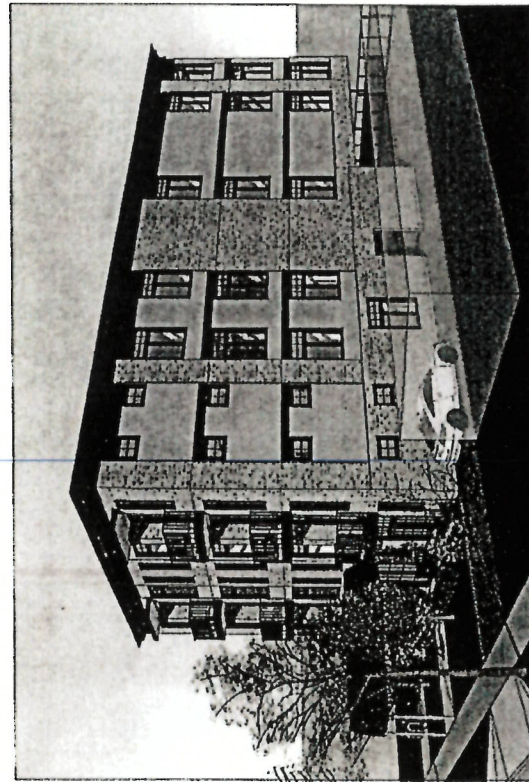
NO. 1015
 1015 Rockland Avenue
 VICTORIA, B.C.
 VICTORIA, B.C.



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1 Front View From N.W.
Not To Scale



2 Front View From N.E.
Not To Scale



Rezoning Application
1015 Rockland Avenue
Victoria, B.C.
Renderings
Scale - Not To Scale
April 22nd, 2013

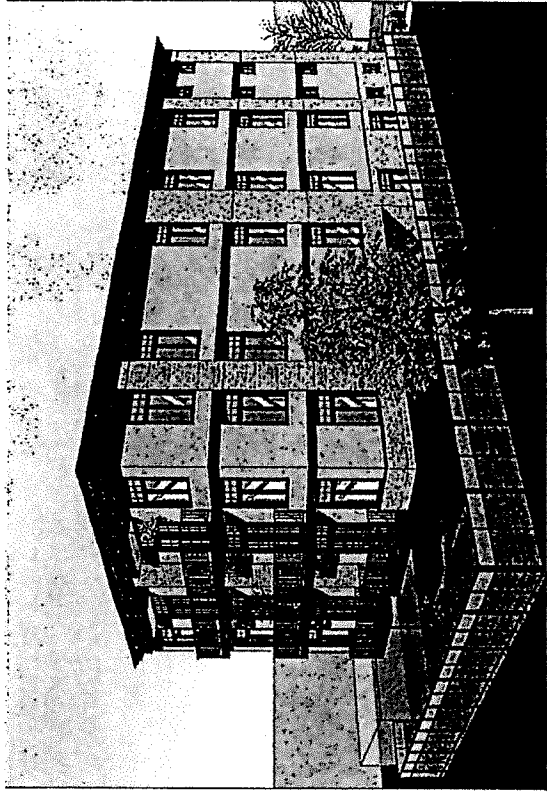
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1015 Rockland Avenue, B.C.	Abstract Developments Inc.
1015 Rockland Avenue, B.C.	Abstract Developments Inc.

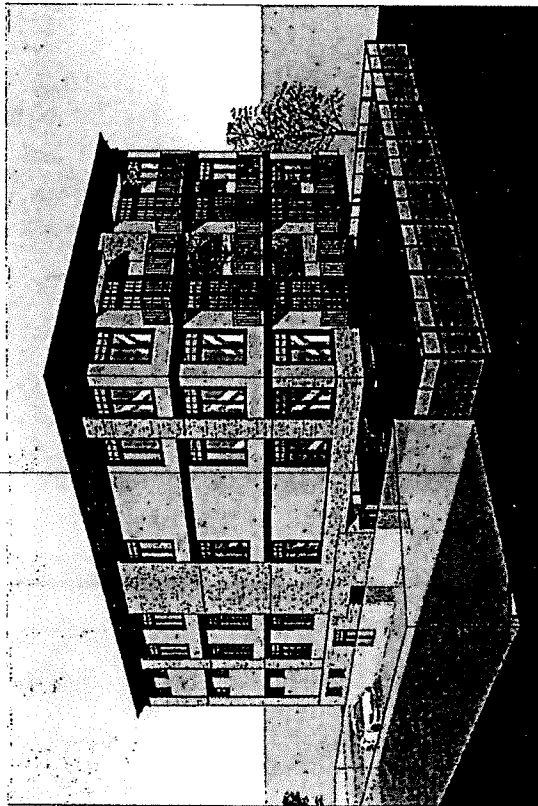
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1 Rear View From S.E.
Not To Scale



2 Rear View From S.W.
Not To Scale

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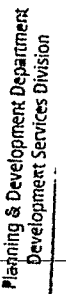
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Rezoning Application
1015 Rockland Avenue
Victoria, B.C.
Renderings
Scale - Not To Scale
April 22nd, 2013

A8

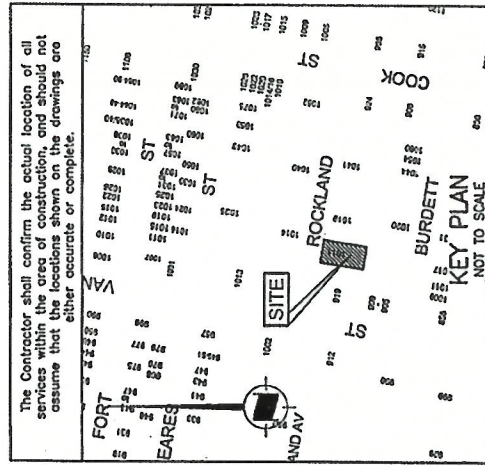
Abstract
DEVELOPMENTS INC.
Building Victoria's Future

M.A. Architects Inc.
115 West Vancouver Drive, Suite 200
V8V 2P6
604-734-1022 Fax 604-734-1023



GENERAL NOTES

1. ALL CONSTRUCTION AND MATERIALS TO BE IN ACCORDANCE WITH THE CITY OF VICTORIA SPECS & STANDARDS UNLESS OTHERWISE SPECIFIED, AND LATEST VERSION OF THE B.C. PLUMBING CODE (FOR ON-SITE WORKS).
2. ALL OFF-SITE AREAS AFFECTED BY THE WORK ARE TO BE RESTORED TO ORIGINAL OR BETTER CONDITION BY CONTRACTOR IN A PROMPT MANNER TO MINIMIZE LOCAL DISRUPTION.
3. ALL EXISTING SERVICES ARE TO BE EXPOSED AT CROSSING OR CONNECTION POINTS PRIOR TO ANY CONSTRUCTION.
4. ALL WORK TO BE UNDERTAKEN AND COMPLETED BY THE CONTRACTOR IN SUCH A MANNER AS TO PREVENT THE RELEASE OF SEDIMENT LOOSENED WATER INTO THE AREA DRAINS OR ANY WATERCOURSES.
5. ALL DIMENSIONS ARE IN MM AND ALL ELEVATIONS ARE IN M UNLESS NOTED OTHERWISE.
6. CONTRACTOR TO CONFIRM LOCATION OF PROPOSED UNDERGROUND SERVICES AND COORDINATE WITH APPLICABLE UTILITIES PRIOR TO INSTALLATION. THIS DRAWING IS NOT TO BE USED FOR ANY ON-SITE LAYOUT OR DESIGN.
7. REFER TO OTHERS FOR ON-SITE INFORMATION. THIS DRAWING IS NOT TO BE USED FOR ANY ON-SITE LAYOUT OR DESIGN.
8. CONTRACTOR TO ADJUST ALL APPURTENANCES TO THE PROPOSED FINISHED GRADES.
9. CONTRACTOR TO BE RESPONSIBLE TO PROVIDE SAFE SIDEWALK PEDESTRIAN ACCESS AT THE FRONTAGE DURING THE PROJECT. CONTRACTOR TO PROVIDE BARRICADES AND SIGNAGE AT THE FRONTAGE TO MAINTAIN PEDESTRIAN ACCESS TO THE ADJACENT SIDEWALK AND TO MAINTAIN PEDESTRIAN ACCESS TO ALL CITY AND WORK SITE. B.C. REGULATIONS REGARDING SAFE MOVEMENT OF PEDESTRIANS AND TRAFFIC DURING CONSTRUCTION AND TO ENSURE ALL GOVERNING AGENCIES ARE IN RECEIPT OF APPLICABLE PERMITS PRIOR TO CONSTRUCTION.
10. CONTRACTOR TO SWEEP PUBLIC ROADS AT THE END OF EACH WORKING DAY, ALSO CONTRACTOR TO PROVIDE TRAFFIC CONTROL WHEN WORKING AT OR ADJACENT TO THE PUBLIC ROADWAY. EXCAVATIONS ARE TO BE FENCED TO PROTECT WORKERS AND PASSERS BY.
11. RESTORE ANY PAVEMENT MARKINGS (TRAFFIC ARROWS, CROSSWALKS ETC.) AFFECTED BY CONSTRUCTION TO THE CITY'S SATISFACTION.
12. FOR ANY AMBIGUITIES IN SPECIFICATIONS THE MOST CONSERVATIVE/ROBUST SPECIFICATIONS SHALL GOVERN.



ATTENTION:
CONTRACTOR TO GET HYDRO, B.C. UTILITIES AND PORTS BC CONSULTED AT CONSTRUCTION START. IT WILL BE THE CONTRACTOR RESPONSIBILITY ENTIRELY TO COORDINATE THESE UTILITIES.

WARNING:
THE LOCATION, SIZE AND TYPE OF EXISTING SERVICES IN THIS AREA IS NOT GUARANTEED. AVAILABLE AS SHOWN. CONTRACTOR IS TO CONDUCT HIS OWN INVESTIGATION BEFORE ANY WORK.



CALL
1-800-474-6886
CELLULAR #6886

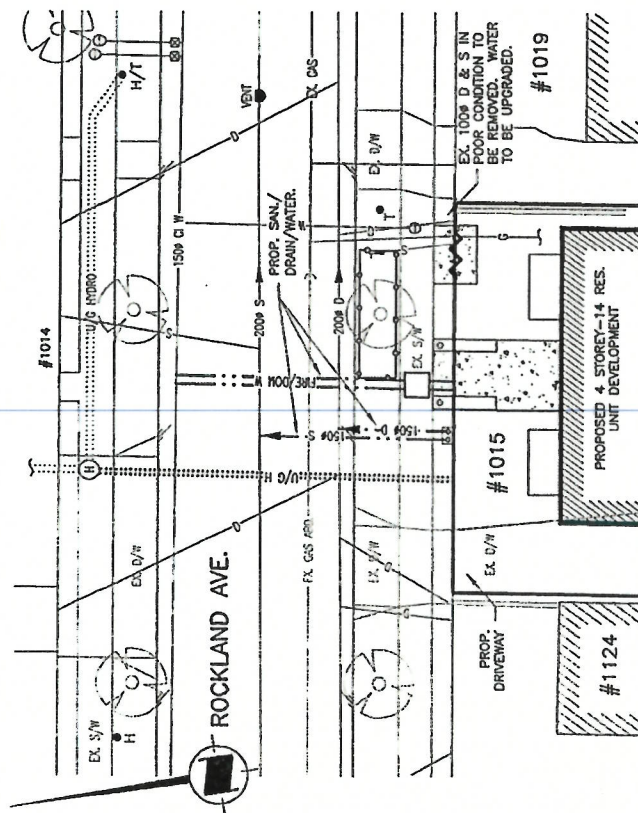
THE CONTRACTOR IS TO CALL B.C. ONE CALL AND HAVE EXISTING U/G SERVICES STAKED PRIOR TO ANY CONSTRUCTION.

FULL LEGAL: LOT 1125, VICTORIA CITY

GARY CARROTHERS CONSULTING

Suite 208-2750 Quadra Street
Victoria, B.C. V8T 4E3
Phone (250) 388-8919
Email: gcarrothers@earthlink.ca

The Manhattan - 1015 Rockland Ave.
Preliminary Site Servicing Plan
Drawing: 477-01
Date: March 18, 2013



PRELIMINARY SITE SERVICING PLAN
SCALE 1:200

PRELIMINARY
Not for Construction

- LEGEND**
- | EXISTING | PROPOSED | EX. | PROP. |
|---------------------|----------|-----|-------|
| WATER | W | W | W |
| SEWER | S | S | S |
| GAS | G | G | G |
| H/T | H/T | H/T | H/T |
| EDP | EDP | EDP | EDP |
| WATER VALVE ON MAIN | W | W | W |
| HYDRANT | H | H | H |
| CATCH BASIN | C | C | C |
| SILT TRAP | S | S | S |
| CULVERT | C | C | C |
| HYDRO/TEL POLE | H/T | H/T | H/T |
| HYDRO ANCHOR | A | A | A |

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Planning & Development Department
Services Division

**MINUTES OF COMMUNITY MEETING
FAIRFIELD-GONZALES COMMUNITY ASSOCIATION
7-PM, Dec 17 2012**

DEVELOPMENT PROPOSAL FOR 1015 ROCKLAND AVENUE.

Meeting attendance: 14 area residents and/or owners (8 addressed the meeting)
4 representatives of developer, Abstract Developments Inc.
Meeting chairs: Joan Kotarski & George Zador FGCA

Mike Miller, President of Abstract gave an extensive overview of the proposed project comprising of an attractive 4-storey structure with 14 one and two bedroom strata units and 12 on-site parking stalls. The proposal calls for the rezoning of the building lot, presently a single-family dwelling, the only remaining one among all apartment buildings in the city block, referred to as an "orphan lot."

Comments were favourable regarding the style and quality of construction, the reputation of Abstract was mentioned as "we trust your past good performance". There was no specific opposition to the project except as in the following:

Multiple concerns about added traffic on an already busy street.

Multiple concerns about existing shortage of on-street parking, to be further taxed by cars not accommodated in the planned 12 parking stalls.

Comments about the "undesirable" increase in density of the area and subject project's increased site coverage (from 30 to 50%)

Developer was asked if they have other planned projects in the area....answer, "no".

The lively meeting ended at 8:25 pm.

Minutes recorded by:

George Zador.

FROM THE DESK OF CAROLE ELLIOTT

119B Superior Street, Victoria B.C. V8V 1 T2

Phone: (250) 386-8829 Fax: (250) 386-8839

E mail: caelliott100@shaw.ca

DATE: December 17, 2012

Page:

To: Fairfield Association Land Use Committee

RE: Rezoning of 1015 Rockland Avenue

I am the owner of 1003 Vancouver; the yellow house on the corner of Vancouver and Rockland Avenue. This house which is on the **primary Heritage list** contains 8 very affordable and well maintained suites. All but one of my tenants is under the age of 35, most are in their 20s.

I am very concerned about the parking on Rockland Avenue. The narrow lot that my house sits on has provision for 3 very tight parking spaces. The tenants in the other suites must park with a city permit (my house has 5) on Rockland Avenue. If we do not at least adhere to the city's normal requirements for parking I know there will be even more problems with parking in the 1000 block of Rockland Ave than we have now. I believe, at present my young tenants are using 4 of these permits and another tenant has just inquired with regard to getting a permit as she is purchasing a car.

No matter how we try to encourage walking and biking it always come down to the tenants having both a bike (my bike room is jammed) and a motor vehicle or a scooter as well.

Thank you for taking the parking problems into consideration on this preliminary rezoning.

I added to this sheet I handed to the developer This is too big for such a small lot.