

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

Date: October 6, 2022

Past Submissions:
May 12, 2022
November 22, 2021 (CALUC #2)
July 30, 2021
October 6, 2020
May 26, 2020
December 13, 2019
June 21, 2019
May 2, 2019 (CALUC #1)

Attn: Mayor and Members of Council

Re: Re-zoning and Development Permit Application: 1400 Fairfield Road and 349/351 Kipling Street
(Rez No. 00702 & DP No. 000555)

Dear Mayor and Members of Council,

We are very pleased to submit the enclosed revised Rezoning and Development Permit Application for a nine-unit townhouse proposal located at 1400 Fairfield Road and 349/351 Kipling Street ('Le Parc'). This proposal was first presented to the Fairfield community in Fall 2018, and has undergone several rounds of revisions, each of which aimed to respond to feedback from neighbours, the broader community, city staff, the advisory design panel (ADP), and most recently, the Committee of the Whole (COTW) in February 2021. We feel that this version addresses outstanding concerns through a reduction in the building size and massing improving transitions with neighbours, reducing vehicle circulation by clustering parking, adding rear yards, increasing setbacks, and re-designing to ensure alignment with the predominant neighbourhood character. To encourage bicycling this revised proposal includes a secure long-term bicycle storage room with space to accommodate 34 bicycles (3-4 bikes per unit) and a wash and maintenance station. Seventeen spaces are designed to accommodate cargo-type bikes. Additional amenities are also included in this updated proposal, which now includes a contribution of \$67,500.00 to the City of Victoria's Affordable Housing Fund and \$10,000.00 to the City of Victoria Parks Department.

A detailed summary of the revisions made in response to the staff review are included in the letter as **Appendix A**. Revisions made in response to the Referral Motion from the February 11, 2021 Committee of the Whole Meeting are outlined in **Appendix B**. The NEW Visitor Parking Study completed by WATT consulting can be found in **Appendix C**, which supports a variance request for parking.

DESCRIPTION OF PROPOSAL

This re-zoning and development permit application is requesting to re-zone two properties from R1-B (Single-Family Dwelling District) – currently a non-conforming duplex and single family dwelling, to a new site-specific zone to allow for two townhouse building clusters with a total nine dwelling units. Each of the nine units proposed have 2-3 bedrooms.

- Three 2-bedroom units
- Six 3-bedroom units

The proposed townhouses are configured in two building clusters (see image below), one cluster with four units (fronting Kipling St. and Thurlow Rd. facing Robert J. Porter Park and Brooke St. Green), and the second cluster with five units (fronting Fairfield Rd. and Kipling St.). The proposed buildings are 2-2.5 stories in height, which is consistent with the Fairfield Neighbourhood Plan. Maximum heights and densities of the buildings on each respective lot align with the Fairfield neighbourhood plan:

- Cluster 1 fronting Thurlow Rd. and Kipling St.:
 - Height is 8.27M and 2.5 stories (up to 8.3M and 2.5 stories is to be considered in Fairfield Plan for this area);
 - Density is 0.804:1.0 FSR (up to .85:1.0 FSR is to be considered in Fairfield Plan for this area);
- Cluster 2 fronting Fairfield Rd.:
 - Height is 8.94M and 2.5 stories (up to 10.5M and 3 stories is to be considered in Fairfield Plan for the Fairfield Corridor).
 - Density is 0.847:1.0 FSR (up to 1.0:1.0 FSR is to be considered in Fairfield Plan for the Fairfield Corridor)

All three of the existing units are tenanted. Consistent with the City of Victoria Tenant Assistance Policy, a tenant assistance plan has been developed and shared with eligible tenants.



SITE CONTEXT

This development site is located along Fairfield Rd., Kipling St., and Thurlow Rd. The properties included in this proposal are characterized by their proximity to the Robert J. Porter Park across the street to the North-West and Brooke St. Green across the street to the East. The site is also conveniently located close to shops, services, schools, and public gathering spaces at Five Corners Village Ross Bay Village. Below is specific information related to nearby shops, services, schools, and green spaces:

- **Shops and Services:** This site is 350m from Five Corners Village and approximately 750M from Ross Bay Village.
- **Nearby Schools and Community Services:** The site is located across the park from Sir James Douglas elementary school, where there are currently 520 Kindergarten to Grade 5 students. It is also across the park from the Fairfield-Gonzales Community Center, which houses a preschool.

In terms of zoning context, the site is bordered by 1.5 storey single-family homes to the southeast, two-storey buildings on Fairfield Rd., and a duplex across the street to the North on Kipling St. 1400 Fairfield Rd. is part of the Fairfield Corridor a sub-area of traditional residential areas where development of up to three stories is to be considered (Fairfield Plan, September 2019, p. 83). One reason cited for increased density considerations in the Fairfield Plan is proximity to frequent public transit, with the #7 bus stop in both directions being located directly across the street from of 1400 Fairfield Rd and route #1 is located nearby on Richardson St. (approximately 300m away from the site).

DESIGN

The *Design Guidelines for Attached Residential Development: Fairfield Neighbourhood* were referenced to ensure consistency. With a mix of traditional and contemporary designs located near the proposed development site, the revised plans incorporate both traditional and contemporary design elements. Feedback from the community requested peaked roofs, which are now included, as well as other traditional design elements such as shingled siding and a prominent porch entryways. Unit 1 presents to the street as a single family home, which along with duplexes is currently the dominant housing form in the area. Unit 8 + 9 present to the street as a duplex. See Renderings below:



ALIGNMENT WITH THE FAIRFIELD PLAN

This rezoning and development proposal aligns with the Fairfield Neighbourhood Plan, which calls for diverse infill housing forms, and increased density in Fairfield. Sections three and eight of the Fairfield Neighbourhood Plan offer support for townhouses on this site and give direction on townhouse forms:

- **Section 3: 3.5.1.** Add opportunities for people to live on Frequent Transit corridors on Fort Street and Fairfield Road (see Chapter 6, 8).
- **Section 8: 8.11.10.** For infill housing along Fairfield Road, consider heights of 2.5 - 3 storeys (up to approx. 8.3 - 10.5 metres in height.) (For Fairfield Cluster)
- **Section 8: 8.11.11.** For infill housing in other Traditional Residential Areas, establish a height in zoning that generally accommodates 2 – 2.5 storeys (approx. 7.6 - 8.3 metres in height). Half storeys above the second storey should generally be designed to be wholly or partially contained within a peaked roof. (For Thurlow/Kipling Cluster)
- **Section 8: 8.13.1.** Development up to 1:1 floor space ratio and 2.5 to 3 storeys may be considered. (For Fairfield Rd. Cluster)
- **Section 8: 8.14.2.** Densities considered depend on lot size, configuration, and housing form, and generally range from 0.5:1 to 0.85 floor space ratio. See the Traditional Residential Housing Forms policies for more information. (For Thurlow/Kipling Cluster)
- **Section 8: 8.13.3.** A variety of housing forms may be supported. These include: c. Townhouses;
- **Section 8: 8.13.5.** Reductions in parking requirements, as compared to other parts of Fairfield's Traditional Residential areas, should be considered to reflect the location of this area near shops, services, transit and amenities.
- **Section 8: 8.18 (Townhouses):** Intent - To consider townhouses in appropriate locations as a choice for ground-oriented living with on-site amenity space. Consider the possibility for lock-off suites or stacked townhouses to allow for units, which may be more attainable or add rental choices.
 - **Section 8: 8.18.1.** Consider townhouses on lots with two frontages and lots with laneway access, and in the areas near Cook Street Village and along Fairfield Road (Map 11).
 - **Section 8: 8.18.3.** Individual townhouse units should generally front onto a public street with direct pedestrian access from the fronting street.
 - **Section 8: 8.18.4.** Within the anticipated density and massing, townhouse units fronting the street may contain lock-off suites or stacked units. Ground level units are encouraged to be accessible or adaptable to meet current and future demand.
- **Section 8: 8.20.2.** Small lot subdivision is discouraged in the Cook Street Village area and along Fairfield Road, where more diversity of housing choice is desired.

Imagery from the Fairfield Plan and Design Guidelines for Attached Residential Development was directly referenced, highlighting prominent design features which were incorporated to align with form and character of the neighbourhood. These include the following:

- Traditional architectural features such as a chimney, wood soffits, and peaked rooflines;
- Bay windows and “punch” traditional windows;
- Traditional cladding, which includes wood soffits, vertical wood siding, and wood shingles;
- Front Porches on Fairfield Rd. and Thurlow Rd. Facades;
- Reduced hardscape through clustered parking;
- Landscaped front and rear yards;
- Limited upper level rear windows to reduce overlook;

- A single-family house looking façade along Thurlow Rd., which is currently primarily single-family homes.

ENGAGEMENT

The original townhouse proposal was presented to the Fairfield community at three meetings, which included an introductory meeting, a preliminary meeting, and a CALUC meeting in early spring 2019. In addition to the CALUC meeting, more than 180 letters were sent to Fairfield residents, which invited input into the proposal. Based on feedback received from the neighbourhood and planning staff, we have made significant revisions to this proposal, which we feel, have improved its form, function, and design. On December 13, 2019, a second round of letters (180+) were sent to Fairfield residents, explaining revisions and inviting additional input into the proposal. Individual meetings and phone consultations were held with interested parties. This project was presented to the Advisory Design Panel (ADP) on August 26, 2020, receiving recommendation to support from the ADP. A second CALUC meeting was held on November 22, 2021 (via Zoom). Additional revisions were made in response to feedback received at the second CALUC meeting.

PROJECT BENEFITS AND AMENITIES

This project will bring nine new well-designed family-oriented residences (two with bachelor suites) to the Fairfield Corridor. In addition to providing additional housing, this project will provide the following:

- **Contribution to Affordable Housing Fund:** \$67,500 (\$7500 per unit) will be provided to the City of Victoria Housing Reserve Fund assist in the development and retention of affordable rental housing for households with very low, low, or median incomes.
- **Contribution to the City of Victoria Parks Department:** \$10,000.00 will be provided to the City of Victoria Parks Department, as a general amenity contribution.
- **Community bench:** A community oriented public bench is proposed (on the development site) on the corner of Kipling St., and Thurlow Rd. (see site and landscape plan for more detail). This bench overlooks Robert J. Porter Park and Brooke St. Green, and is designed for public use.
- **Civil upgrades:** This project will also improve the area surrounding the site, providing upgrades to public street lighting, new sidewalks, and a new boulevard on Fairfield Rd.
- **Tax revenue:** This project, once complete will generate significantly more tax revenue to the City of Victoria than the current properties (increasing density from 3 to 9 units).

NEED AND DEMAND

In Fairfield, Single Family homes and Apartments make up 87.3% of housing stock. There are relatively few housing options, which meet criteria of 'middle housing'. According to the Fairfield Community Profile (2016), only 1.5% of housing in Fairfield are townhouses, which are often referred to as 'the missing middle' between single family home and apartments/condos.

This re-zoning and development proposal aims to create nine additional family-oriented (2-4 bedroom) 'missing middle' housing units. This proposal responds generally to demands for additional housing to address population growth, and more specifically to increases in the number of families with young children in the City of Victoria. According to 2016, census data there are 2,940 residents aged 0-4 years old in Victoria, BC, an increase of 4.3% from 2011.

IMPACTS

Table 2, below summarizes possible neighbourhood impacts associated with this development and associated mitigating factors and strategies employed:

Table 1: Possible Impacts, Mitigating Factors, and Strategies to address impacts

Possible Impact	Mitigating factors and strategies to address possible impacts
Parking	<p>Eight off-street parking spaces are provided in this proposal. A variance of one visitor space and one off-street parking space is requested to meet Schedule C requirements. An on-street parking assessment was undertaken by Watt Consulting to [a] quantify the expected visitor parking demand for the site, [b] understand the current on-street parking conditions, and [c] assess any potential impacts of visitor parking demand from the site on local neighbourhood parking conditions.</p> <p>Observational data was collected on six street segments within 100m of the subject site, identifying a total of 91 on-street vehicle parking spaces. Based on observations of parking conditions within the 100m zone—there was a peak occupancy of 30%—indicating that the visitor parking demand for the subject site could be accommodated on street without having an impact on the surrounding neighbourhood parking conditions. See Appendix C.</p> <p>The study also indicated that visitor parking spaces across British Columbia are generally underutilized, with demand typically between .004-.006 spaces per unit.</p> <p>To encourage bicycling as a preferred transportation method over vehicles, this project goes well beyond bicycle parking requirements for visitors and residents. Incorporating a bicycle room with maintenance station and bike wash large enough to accommodate 34 bicycles, three long-term secure bicycle stalls are provided for each unit. This includes 17 spaces that are large enough to accommodate cargo bikes. This project is the first of its kind that will provide such a substantial dedicated bicycle parking room for a development of this size. There are also 10 short term bicycle spaces provided (6 are required).</p> <p>Other factors mitigating possible parking impacts include:</p> <ul style="list-style-type: none"> ● Limited residential neighbours: There are no other houses located on the 300 Block of Kipling St. where is 239 ft. of street frontage on Kipling St. (including one proposed drive aisle) immediately in front of 349/351 Kipling St. and 1400 Fairfield Rd. Across the street from the proposed development street on Kipling St. is an additional 239 ft. of street frontage or 72.93 M. ● Proximity to bus access: This site is located near major bus routes – Route #7 is located immediately in front of the development site on Fairfield Rd. (both directions). Route #1 is located one block away on Richardson St. ● Community profile: Given the proximity to downtown and other employment hubs such as the Royal Jubilee Hospital, we expect that many residents will rely on alternative transportation methods for commuting to work, and residents looking to live in this central location may be

	seeking this to limit emissions. According to Statistics Canada (2016), 64% of people who live in the City of Victoria work in their community (the highest of any municipality in the CRD). Additionally, according to the Fairfield Community Profile (2016), 55% of Fairfield Residents walk, bike, or use public transit to commute to work.
Shadowing	A shadowing study has been completed for this project. Due to site orientation, shadowing on neighbouring properties is relatively limited. Shadows are primarily cast onto Kipling St. and Thurlow Rd., and away from neighbouring properties (See Shadowing Study for details). The building heights of both clusters are consistent with the Fairfield plan for the Fairfield Rd. corridor and traditional residential neighbourhood, varying between 2 and 2.5 stories.
Privacy and Overlook	A window overlay has been completed for this project. When designing the proposed structures careful attention was paid to try to maintain privacy between the neighboring properties. The following design elements are aimed specifically at maintaining privacy: <ul style="list-style-type: none"> • Unit orientation: All unit entrances and principal windows are oriented towards the street. • Window Locations: Windows which are not facing the street were strategically located throughout the design of the building with the intent to minimize and direct views or overlook into neighboring properties.
Safety and Security associated with density	This proposed development will increase safety in the area by increasing the number of eyes on the streets (Fairfield Rd., Kipling St., and Thurlow Rd.) and parks (Robert J. Porter Park and Brooke St. Green). All entrances and principal windows are oriented towards public streets. Other design elements that will improve safety and security include: <ul style="list-style-type: none"> • On-site Lighting: The principal entrances for each unit will be well lit. There will also be lighting located in the parking areas, retaining walls, and signage wayfinding purposes (See landscape plan for more details).

SETBACKS EXPLAINED

The setbacks presented in the project table represent a few specific points on the site. Below is a detailed explanation of setbacks in this project. *Note: All setbacks, except for the interior side yard setback have increased from the previous submission.*

Side yard exterior setback (1.67M): The North-west setback on the Kipling St. frontage now includes a significant amount of articulation. Front entrances are recessed into the façade, and the building setback increases to 5.93M along the side of Unit #8 to allow for access to the long-term bike parking room. This is consistent with the Fairfield neighbourhood plan, which indicates that setbacks of 1.5M are supportable for side setbacks for street fronting units (section 8.11.2 of the Fairfield Plan). This is also consistent with Section 8.11.4 of the Fairfield Plan which states “corner lots present the opportunity to front units onto the longer, flanking street frontage. In these cases, flanking street setbacks may be modest in order to provide for landscaped yards and transitions behind the housing units (see section 8.17.4 Townhouses).”

Side yard interior setback (1.66M): This setback is measured to between the parking garage and interior lot line. Similar to the exterior side setback there is a significant amount of articulation on this façade, with the majority of the setback being 5M to allow for landscaped rear yards behind five of the units (Units: 1,2,3,6, and 7). There are four points on the property that have setbacks less than 2M, two of

which are parking garages, one mechanical room, and the side of Unit 9, which is stepped closer to the interior property line to allow room for a bike ramp to access the bicycle room under Unit 8. *Note: At all points on site the combined side yard setbacks are greater than interior side yard setbacks set out in current R1-B zoning which is 1.5M.*

Front yard setback: Thurlow Rd. (4.8M to post-7.03M to facade): The setback on Thurlow Rd. is measured to an exterior porch post, which provides access to Unit #1. The setback from the property line to the principal building façade of Unit #1 ranges from 5.27M at the garage to 7.03 at the front entrance. This setback is generally consistent with section 8.11.1. of the Fairfield Plan, which desire minimum front yard setbacks of 5-6M, and incorporate items such as patios and porches.

Front yard setback: Fairfield Rd. (4.65M to post - 6.02M to facade): The southwest setback fronting Fairfield Rd. is measured to the architecturally designed post, which supports the overhang over the front door (4.65M). The distance to the principal façade to the setback further at 6.02M. This setback is generally consistent with section 8.11.1. of the Fairfield Plan, which desire minimum front yard setbacks of 5-6M, and incorporate items such as patios and porches. *Note: In existing R1-B, zoning projections of 1.6M into the setback is allowed for porches, but is not included in this instance as a new zone is being requested. Several nearby houses have porches that project into setbacks, as per R1-B zoning.*

SUMMARY

We feel that this proposal will benefit the Fairfield Neighbourhood by providing additional housing, and setting a high standard for future townhouse developments along the Fairfield Corridor and Fairfield Neighbourhood more generally in the years to come. We look forward to presenting this project to council. If you have any questions or require further clarification of any part of this application, please do not hesitate to contact me directly.

Sincerely,



Bart Johnson
Principal, Breia Holdings Ltd.
C: 250-893-9038;
E: BreiaHoldings@yahoo.com

Appendix A: Summary of Plan Revisions – Direct Responses to the Application Review Summary (Received November 19, 2021 from July 30, 2021 Re-submission)

Development Services: Conditions and Responses

Condition #1: Although the overall site coverage and building height along Kipling has decreased, the overall density has increased from 0.88:1 to 0.9:1. A plan revision is required to reduce the size of the buildings (height and density) to be consistent with the Fairfield Plan, which envisions townhouse developments with density ranging from 0.75:1 – 0.85:1 floor space ratio and 2.5 storeys in height.

Applicant Response / Actions Taken:

- The top floor of Cluster 2 (Fairfield Road/Kipling Street), was removed in its entirety, reducing the height of Cluster 2. Units 6-9 are now 2 stories in height, with the unit located above the parking garage being 2.5 stories. Density of Cluster 2 was reduced and is now .847:1.0 floor space ratio.
- Massing of Unit 1 (Cluster 1 – Kipling Street/Thurlow Road), was reduced to improve the transition to neighbouring properties. This revision reduced the density of Cluster 1 to .804:1.0. The max height remains at 8.3M and 2.5 stories.
- The floor space ratio proposed for the entire site (averaged) is .826:1.0. Height and density is consistent with ranges outlined in the Fairfield Neighbourhood Plan.

Condition #2: The clustered vehicle parking is consistent with the design guidelines; however the two stalls accessed via Thurlow Road do not comply with the Highway Access Bylaw (see Engineering comments). A plan revision is required. In addition, please consider reducing onsite parking to achieve other plan objectives, such as reducing the amount of area dedicated to vehicles, increasing the interior side yard set back to improve the transition with the neighbours and increasing the amount of useable at-grade open site space

Applicant Response / Actions Taken:

- Access to the two parking spaces off of Thurlow Rd. was revised to comply with the Highway Access bylaw.
- On-site parking was reduced by one parking space, increasing usable at-grade open space, and allowing for the addition of two more rear yards (for Unit 4 and Unit 5). Seven of the nine townhouse units proposed now have usable at grade rear yard spaces. An outbuilding was added for garbage/recycling, which is positioned at the end of the driveway on Kipling Street, and acts as a privacy buffer between the clustered parking area and neighbouring properties.

Condition #3: Additional revisions are required to ensure a more sensitive transition with adjacent properties. For example, removing the garages and decks behind units 4 and 5, reducing the footprint of the upper storey of unit 1 and replacing the upper storey windows with high windows that provide natural light while limiting the opportunity for overlook.

Applicant Response / Actions Taken:

- The garages and decks behind units 4 and 5 were removed. At-grade rear yards were added where garages and upper decks were previously located. Seven of the nine townhouse units proposed now have usable at grade rear yard spaces.
 - Unit 8 and 9 are the only units that do not have at grade rear yards, but both have landscaped front yards, front patios, and balconies facing Kipling Street and Fairfield Road.
- The footprint of the upper storey of Unit 1 was reduced to create a more sensitive transition with adjacent properties on Thurlow Road.
- Top floor windows on Unit 1 (facing towards neighbours on Thurlow Rd.) were removed, and skylights added to limit overlook and provide natural light. Remaining windows on Units 2,3 are placed high in the rooms to provide natural light and limit the opportunity for overlook.

Condition #4: The Fairfield Plan encourages units oriented towards the street with front and rear yards. The Kipling fronting units could benefit from additional setback to accommodate front yard landscaping. A minimum 2m setback is recommended for the building face (without reducing the interior side yard setback).

Applicant Response / Actions Taken:

- To increase front yard landscaping, all window wells fronting Kipling Street were removed and replaced with front yard landscaping. Additional at-grade usable space was added along the interior side yard setback via the creation of two additional rear yards. The interior side yard setback was not reduced.

Engineering and Public Works Department:

Condition #5: Thank you for indicating the location of the BC Hydro PMT in the southeast corner of the private property, and the conduit routing across Fairfield Road. Please confirm that the PMT location has been approved by BC Hydro and that it follows the BC Hydro Specification ES54 F3-06.01 for PMTs on private property. This specification indicates what BC Hydro requires in terms of maintenance access to the PMT.

Applicant Response / Actions Taken:

- BC Hydro has been engaged in design and it was confirmed that a PMT is not required for this project. An at grade electrical services room was required to be added to the service the site, and has been added to the current plan set (fronting Kipling Street). Please see the conceptual civil design for details.

Condition #6: On A2.0, paving stones are indicated in the City right-of-way at the corner of Kipling Street and Thurlow Road, as well as at the driveway crossing off Thurlow Road. Please revise as paving stones are not permitted in the City right-of-way. (They are not indicated on the civil plan or landscape plans).

Applicant Response / Actions Taken:

- Paving stones have been removed from the city right-of-way at the corner of Kipling Street and Thurlow Road, as well as at the driveway crossing off Thurlow Road on all plan sets.

Transportation Department:

Condition #7: The maximum permitted driveway crossing width is 4.5 metres (Thurlow Road is shown as 6 metres wide on the plans). Please see the Highway Access Bylaw for additional information. A plan revision is required.

Applicant Response / Actions Taken:

- The driveway crossing width has been revised on Thurlow Road to comply with the Highway Access Bylaw.

Condition #8: The minimum distance between a driveway crossing and a vertical obstruction such as a utility pole, street light pole, tree, or kiosk is 1.2 metres. Please see the Highway Access Bylaw for additional information. See also Parks Division specifications. A plan revision is required.

Applicant Response / Actions Taken:

- Plans have been updated to ensure there are no vertical obstructions within 1.2 metres of a driveway crossing.

Permits and Inspections Division:

Condition #9:

- Designer to ensure all unprotected openings and spacial separations comply with 9.10.15. of the BCBC.
- Fire department location to meet the requirements of the BCBC.
- Designer to consider the height of the basement egress window from the floor and the depth of the window well.
- Designer to consider 9.9.9.1. of the BCBC.

Applicant Response / Actions Taken:

- All unprotected openings and spacial separations comply with 9.10.15. of the BCBC.
- Fire department location meets the requirements of the BCBC.

Parks Division:

Condition #10: Street tree NT2 was removed. Parks will remove the stump; however, this site must be shown as vacant. The landscape plans already show a street tree planting by the developer in this location.

Applicant Response / Actions Taken:

- NT2 is shown as vacant on updated plan sets.

Condition #11: Please shift the proposed tree adjacent to unit 8 on the Fairfield boulevard to 4.5 m from the proposed streetlight. This will increase the street tree spacing to approximately 7 metres.

Applicant Response / Actions Taken:

- The proposed tree adjacent to unit 8 on the Fairfield boulevard shifted on all plans to be 4.5 m from the proposed streetlight.

Condition #12: To create additional tree spacing the tree proposed just south of the Kipling driveway crossing needs to be moved to 3 m from the edge of the driveway flare. This change will require that the proposed water lateral be relocated to the north side of the driveway. Please note that the water service needs to be 1.5m from the street light base.

Applicant Response / Actions Taken:

- The location of the proposed tree to the southeast of the Kipling driveway was adjusted. The water lateral was relocated to be +1.5m from the street light base.

Condition #13: The proposed driveway location on Thurlow will require that the street tree be removed. Please reduce the driveway to meet the highway access bylaw and have the Project Arborist review the location for potential impacts to the tree. With the updated report please change NT9 to a vacant site.

Applicant Response / Actions Taken:

- The driveway width was reduced by 1.5M to comply with the highway access bylaw, reducing the proximity of the driveway to NT9. Updated distances are provided on the side plan, reducing impacts on the boulevard tree. The tree protection plan has been updated.

Condition #14: The location and species of the four bylaw replacement trees is supported. Two of the other onsite trees are shown directly over underground servicing. Please review their proposed location to ensure that they can be planted.

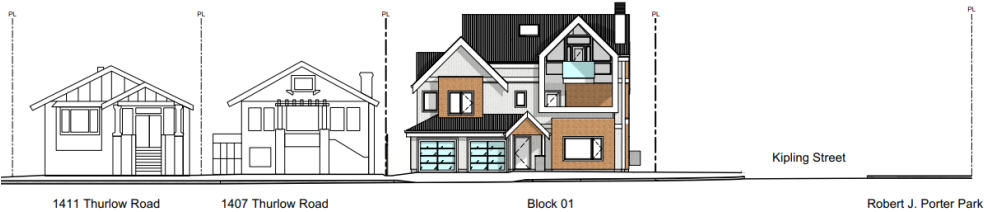

Applicant Response / Actions Taken:

- One on-site tree was found to be in conflict with utilities (adjacent to the Unit 1 driveway) and was removed and replaced with a rhododendron. There is one less tree proposed on the site.

Appendix B: Summary of Plan Revisions – Direct Responses to the Committee of the Whole Meeting (February 11, 2021)

The following section outlines revisions that were made in response to the Referral Motion from the February 11, 2021 Committee of the Whole Meeting. Direct responses and actions are outlined below:

Referral Motion from Feb. 11, 2021 COTW	Applicant Response
Motion 1: reduce the size of the buildings to be consistent with the Fairfield Neighbourhood Plan	<p>The heights and densities of each respective townhouse building cluster have been revised to be consistent with ranges outlined in the Fairfield Plan. Both clusters are now 2.5 stories (max) with varied heights. Six of the nine proposed townhouses are 2 stories in height. <i>Note: The neighbouring lots are in different “areas” of the Fairfield Neighbourhood Plan, with 1400 Fairfield Rd. being situated in Sub-Area 2, which allows for higher heights and densities than traditional residential areas.</i></p> <ul style="list-style-type: none"> ● Cluster 1 fronting Thurlow Rd. and Kipling St.: <ul style="list-style-type: none"> ○ Height is 8.27M in height (up to 8.3M and 2.5 stories is to be considered supportable in Fairfield Plan for this area – See Sec. 8.14.1 and Sec. 8.14.2); ○ Density is 0.804:1.0 FSR (up to .85:1.0 FSR is to be considered in Fairfield Plan for this area); ● Cluster 2 fronting Fairfield Rd. (Fairfield Corridor): <ul style="list-style-type: none"> ○ Height is 8.94M (up to 10.5M and 3 stories is to be considered in Fairfield Plan for the Fairfield Corridor – See Sec. 8.13.1). ○ Density is 0.847:1.0 FSR (up to 1.0:1.0 FSR is to be considered in Fairfield Plan for the Fairfield Corridor – See Sec. 8.13.1)
Motion 2: reduce the amount of site area dedicated to vehicle circulation to provide more at-grade open site space	<p>The rear drive aisle was removed and clustered parking was near the center of the site with access from Kipling St. A second double garage is accessible from Thurlow Rd. to provide 1 garage per unit proposed. This approach reduces circulation and provides space for seven rear yards. With this revision, there is now usable open site space for residents. Native species trees have been added to the rear yards where there previously was a drive aisle.</p>
Motion 3: increase the Kipling Street setback	<p>As was mentioned at the COTW, a limitation of the site is its width. The setback has been marginally increased on Kipling St. from 1.5M to 1.67M, to still allow for 5 meters of depth behind buildings for rear yards to be added. A significant amount of articulation has also been added to the Kipling Façade, with the Kipling St. setback now ranging upwards to 5.93M along the side of Unit #8 to allow for access to the long-term bike parking room. The setback of 1.67M is consistent with the Fairfield neighbourhood plan, which indicates that setbacks of 1.5M are supportable for side setbacks for street fronting units (section 8.11.2 of the Fairfield Plan). This is also consistent with Section 8.11.4 of the Fairfield Plan, which states “corner lots present the opportunity to front units onto the longer, flanking street frontage. In these cases, flanking street setbacks may be modest in order to provide for landscaped yards and transitions behind the housing units (see section 8.17.4 Townhouses).”</p>

<p>Motion 4: provide a more sensitive transition with adjacent properties</p>	<p>As mentioned in the response to motion 1, heights of the clusters have decreased, across the site.</p> <p>The façade fronting Thurlow Rd. was revised to present as a single family dwelling to further integrate with existing form and character. The building steps down to reduce the height transition between the neighbouring buildings on Thurlow Rd. See below a revised image of the Thurlow Rd. Façade:</p>  <p>Peaked roofs and traditional materials were incorporated into the revised design to better align with the form and character of the area. Below is an illustration of the streetscape on the Fairfield Rd. Façade, showing the transition from single family homes to two of the units (unit 8,9), which present as a two-storey duplex.</p>  <p>Significant effort has also been made to limit overlook in the redesign. Rear yard outdoor space is now provided near natural grade level (as opposed to a roofdeck), and top floor windows are primarily placed high in rooms (providing light, but not overlook).</p>
<p>Motion 5: ensure the form and character of the development is compatible with the predominant neighbourhood character, consistent with the Design Guidelines for Development Permit Area 15F: Intensive Residential– Attached Dwellings”</p>	<p>Several actions have been taken to ensure form and character compatibility. The revised submission now includes the following design elements:</p> <ul style="list-style-type: none"> • Traditional architectural features such as a chimney, wood soffits, and peaked rooflines; • Bay windows and “punch” traditional windows; • Traditional cladding, which includes wood soffits, vertical wood siding, and wood shingles; • Front Porches on Fairfield Rd. and Thurlow Rd. Facades; • Reduced hardscape through clustered parking; • Landscaped front and rear yards; • Limited upper level rear windows to reduce overlook; • A single-family house looking façade along Thurlow Rd., which is currently comprised of primarily single-family homes. <p>See below a side by side comparison between past versions illustrating the change in form and character:</p>

Top: Presented to COTW Feb. 11, 2021

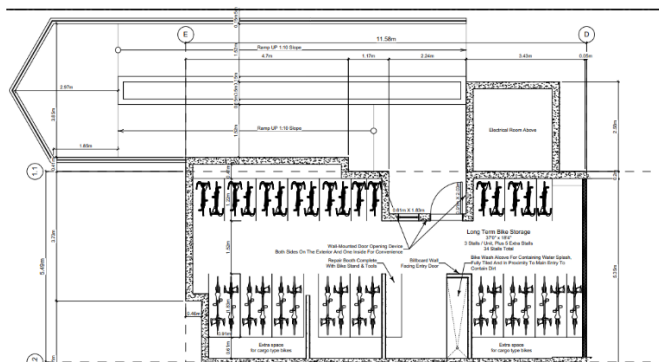


Bottom: NEW Revised resubmission May 2022.



Additional amenity provided in revision: Oversized secure bicycle room with maintenance station and bike wash

To encourage cycling as a preferred transportation mode, a separate secure bicycle room has been provided with space for 17 commuter bikes and 15 regular bikes (34 bikes total). The bicycle room has maintenance station, bike wash, and chargers for e-bikes. This project is the first of its kind that will provide such a substantial dedicated bicycle parking room for a development of this size. There are also 10 short term bicycle spaces provided (6 are required). See image below for bike room layout and access:



Appendix C: Visitor Parking Assessment WATT Consulting Ltd.)

MEMORANDUM

From: Tim Shah, RPP, MCIP, & Matthew Lilly, BSc.
Our File #: 3010.B01
Project: 349 Kipling St & 1400 Fairfield Rd
Date: April 1, 2021
RE: Visitor Parking Assessment

1.0 INTRODUCTION

Watt Consulting Group (“WATT”) was retained by Breia Holdings Ltd. to complete visitor parking assessment for the proposed redevelopment at 349 Kipling Street and 1400 Fairfield Road. The proposed development includes the consolidation of two lots to construct nine townhouse units with one off-street parking space per unit (a rate of 1.0 spaces per unit). At this stage, the subject site does not require a formal parking variance; however, the applicant is not proposing any off-street visitor parking spaces. As such, a variance is being requested to reduce the number of visitor parking stalls from one to zero (as per Schedule C of the City of Victoria Zoning Regulation Bylaw). An on-street parking assessment was undertaken to [a] quantify the expected visitor parking demand for the site, [b] understand the current on-street parking conditions, and [c] assess any potential impacts of visitor parking demand from the site on local neighbourhood parking conditions.

1.1 LOCATION

The subject site comprises two lots located at 349 Kipling Street and 1400 Fairfield Road within the Fairfield neighbourhood of the City of Victoria. See **Figure 1**. The site is currently zoned as R1-B Single Family Dwelling and is occupied by two residential buildings.

FIGURE 1. SUBJECT SITE

2.0 VISITOR PARKING DEMAND RESEARCH

Based on best available research from the Metro Vancouver Apartment Study,¹ City of Victoria Zoning Regulations Bylaw – Schedule C,² and previously completed studies undertaken by WATT Consulting Group, the expected visitor parking demand is estimated to be 0.1 spaces per dwelling unit. A more detailed summary of the research is provided below.

The Metro Vancouver Apartment Study concluded that visitor parking demands were generally below 0.04-0.06 spaces per unit after collecting and analysing observational data from 80

¹ Metro Vancouver. (2012). The Metro Vancouver Apartment Parking Study, Technical Report. Available online at: <http://www.metrovancouver.org/services/regional-planning/transportation/regional-parking-studies/Pages/default.aspx>

² City of Victoria. (2020). Zoning Regulation Bylaw (80 - 159) – Off Street Parking. Available online at: <https://www.victoria.ca/assets/Departments/Planning~Development/Development~Services/Zoning/Bylaws/Schedule%20C.pdf>

apartment sites, in addition to surveying 1500 units in 90 apartment buildings.³ The research generally concluded that visitor parking stalls are under-utilized across Metro Vancouver in both urban and suburban locations.

The City of Victoria updated its off-street parking requirements (Schedule C) in 2018. The off-street parking review included a robust data collection process for a range of land Uses. This included the collection and analysis of parking demand data for 140 Multi-Family Residential (6,457 units in total), 43 Commercial, and 40 Hotel sites. Based on the visitor parking demand collected, a rate of 0.1 spaces per unit was deemed most appropriate for the City.⁴

WATT Consulting Group has conducted over 150 parking studies in British Columbia within the last five years including several multi-family residential parking studies in the CRD. The results of these studies have corroborated results from both the Schedule C update and the Metro Vancouver Apartment Study.

By applying the expected demand rate of 0.1 visitor parking spaces per unit to the number of units in the proposed development, this amounts to one visitor vehicle (parking space) during the peak time.

3.0 ON-STREET PARKING ASSESSMENT

3.1 SUPPLY

To assess the potential impact of one visitor vehicle on the on-street conditions, on-street parking counts were conducted. Observational data was collected on six street segments within 100m of the subject site. There were no observed parking restrictions except for a “No Parking” sign on the northeast side of Fairfield road between Masters Road and Kipling Street. Parking spaces are not currently delineated by paint, so a measurement of ~6.5m was used to approximate one parallel vehicle space. See **Figure 2**. This resulted in a total of 91 vehicle parking spaces.

³ Metro Vancouver. (2012). The Metro Vancouver Apartment Parking Study, Technical Report. Available online at <http://www.metrovancouver.org/services/regional-planning/transportation/regional-parking-studies/Pages/default.aspx>

⁴ City of Victoria. (2020). Zoning Regulation Bylaw (80-159) – Off Street Parking. Available online at: <https://www.victoria.ca/assets/Departments/Planning~Development/Development~Services/Zoning/Bylaws/Schedule%20C.pdf>

FIGURE 2: PARKING SUPPLY IN SURROUNDING AREA



3.2 OBSERVATIONS

Observations were conducted at various times to represent different peak parking requirements. These parking observations were conducted during the following five periods:

- Wednesday, 03 March 2021 at 7:00pm
- Thursday, 04 March 2021 at 2:30pm
- Saturday, 06 March 2021 at 2:00pm
- Saturday, 06 March 2021 at 9:00pm
- Tuesday, 09 March 2021 at 9:00pm

Peak parking demand was observed to be 30% with 64 parking spaces available. These observations occurred at 2:30pm on Thursday March 4, 2021. At the time of this observation, pick-up was occurring for the local elementary school (Sir James Douglas). Further, construction was occurring at a property on Fairfield Road. See **Table 1**. Despite the peak on-street parking

occupancy occurring on a weekday afternoon, the peak parking demand period for residential and visitor parking is after 9:00pm.^{5,6} The on-street parking occupancy during the two evening counts was 16% for the weekday and 15% for the weekend. This indicates that during the peak time (weekday/ weekend evenings), the on-street parking utilization on the surrounding streets is very low. Further, this indicates that the one visitor vehicle expected from the subject site is not anticipated to have an impact on the on-street conditions. On the rare occasion when there are multiple visitors at the subject site, there is still sufficient on-street parking available in the surrounding neighbourhood.

TABLE 1. SUMMARY OF PEAK ON-STREET PARKING UTILIZATION, WEEKDAY, 2:30PM

Street	Segment	Orientation	Restriction	Spaces	Observations	
					Vehicles	% Full
Fairfield Road	Masters Road - Kipling Street	NE	No Parking	N/A	0	N/A
		SW	No parking restriction	3	2	67%
	Kipling Street - Moss Rock Place	NE		7	6	86%
		SW		9	3	33%
Kipling Street	Fairfield Road - Thurlow Road	NW		10	1	10%
		SE		9	3	33%
	Thurlow Road - Brooke Street	W		5	1	20%
		E		4	0	0%
Thurlow Road	Durban Street - Kipling Street	NE		12	0	0%
		SW		15	6	40%
	Kipling Street - Clifford Street	NE		8	0	0%
		SW		9	5	56%
Total				91	27	30%

⁵ Metro Vancouver. (2012). The Metro Vancouver Apartment Parking Study, Technical Report. Available online at: <http://www.metrovancouver.org/services/regional-planning/transportation/regional-parking-studies/Pages/default.aspx>

⁶ Smith, M. (2020). Shared Parking Third Edition. Washington, DC: Urban Land Institute, ICSC, and National Parking Association.

4.0 CONCLUSIONS

The proposed nine-unit development at 349 Kipling Street and 1400 Fairfield Road requires 0.1 visitor parking stalls per residential unit in accordance with Schedule C of the City of Victoria's Zoning Regulations Bylaw. Previous research supports this off-street parking rate and indicates that the proposed development will only require one visitor parking stall. A parking variance is being requested to reduce the number of off-street visitor parking stalls from one to zero. Based on observations of parking conditions within the local area—which showed a peak occupancy of 30%—the visitor parking demand for the subject site could be accommodate on-street without having an impact on the surrounding neighbourhood parking conditions.

Please direct questions related to this document to the undersigned.

Sincerely,

Watt Consulting Group



Tim Shah, RPP, MCIP
Senior Transportation Planner



Matthew Lilly, BSc.,
Transportation Technical Assistant