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February 02, 2018

Mayor and Council
City of Victoria
1 Centennial Square
Victoria BC
V8W TP6

RE: Rezoning Application 1301 Hillside Ave., Victoria, BC.

On behalf of our clients, NVision Properties, we would like to submit for your consideration this application for rezoning to allow the development of 1301 Hillside Ave.

The proposal has been developed with on-going consultation with neighbours and municipal staff and closely follows the guidelines of the Official Community Plan, the Transit Future Plan and the Oaklands Community Associations 2015-2020 Strategic Plan.

Description of Proposal:

The proposal is to rezone the site at 1301 Hillside Ave. from C-SS to a new zone that will allow for a 6-storey Residential rental building with 46 residential apartment units. The proposed building is approximately 73'0" [22.25 M] in height measured from adjacent grade. The unit mix in the proposed development is made up of 52% Bachelor Units, 15% 1 bed units and 33% 2 bed which creates diverse rental opportunities for all segments of the community.

The current lot yields a total pre dedication site area of 13,368.78 sq.ft [1242 sq.m] and drops approximately 1.7' [0.52 M] in elevation from the South East Corner of the site to the North West. There are no existing buildings on the subject site as the lot is a decommissioned gasoline station.

We are proposing an OCP amendment to achieve the proposed 2.4 FSR from the existing 2.0 FSR described in the current OCP.

Project Benefits and Amenities:

We believe that the proposed project will benefit the public by providing the Oakland district with long term, high-quality rentals. In the bigger picture, this project represents an excellent balance between the constraints of the site and the goals of the District.

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The site is situated approximately 1km or a 13 minute walk from Hillside Mall, which is envisioned to become a Town Centre providing commercial, office, visitor accommodation and community services to the area (OCP, DPA 4: Town Centres, (3a)). The strategic direction of the district is to intensify residential and employment opportunities in and near the Town Centre, through developments in the form of mid-rise building types that include multi-unit residential, commercial and mixed uses (OCP, Neighborhood Directions; Oaklands, 21.22.1). This development with 46 new units will help the growth of the town centre as per the OCP plans.

In terms of social sustainability, we have designed the building to foster a sense of community and to engender social connection opportunities. A large shared semi-private amenity deck on the second floor provides residents with opportunities to socialize. This space has been located to maximize access to sun while simultaneously providing noise protection from the streets. The Landscape Rationale letter provides additional details on this component of the project.

This proposal includes many adaptable housing features which makes the building accessible to a wide range of people. These features reduce isolation and allow people with physical limitations to live in and visit the building. The building proposes to have automatic openers at all entry doors, as well as barrier free access to all suites and amenity areas. The window sill height in many units is proposed not to exceed 750mm above floor level. Other adaptable housing features include slip resistant flooring in all bathrooms, sliding pocket doors at bathroom entries, height adjustable closet shelving in bedrooms, 3m openings to decks and minimal thresholds to decks.

This proposal was also designed taking the CPTED (Crime Prevention Through Environmental Design) Guidelines into consideration. Glazing is used in the Parkade to encourage surveillance making it a safer place. All walkways and entries are visible and well lit, as well as being overlooked by residents in the floors above. Spaces are designed where residents can meet creating a presence in and around the building, whilst windows overlooking these public/ private spaces eliminate the likelihood of antisocial behavior taking place. The use of adequate lighting around the building will reduce the possibility of crime and will also reduce the fear of crime for residents.

Neighborhood:

Oaklands is an attractive and affordable family neighborhood in Victoria. The neighborhood is mainly residential, with single family homes and apartment condominium buildings situated along Hillside Ave. Immediately surrounding the subject lot on the corner of Hillside Ave. and Cook Street are mid-rise residential complex's (3-4 storeys) and single-family

residential homes. Hillside mall is at the centre of the town in the Oaklands District. The mall is surrounded by many commercial developments such as restaurants, convenience stores and medical and dental offices, which form a vibrant commercial core.

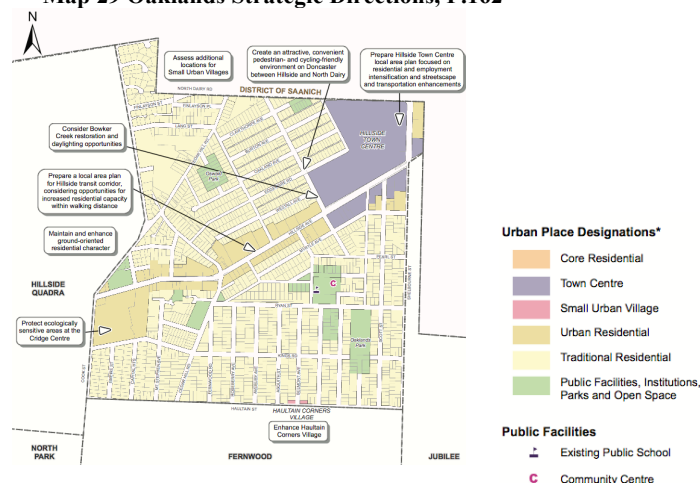
The site is situated in the Urban Residential area of Oaklands, with the parcel at 1301 Hillside Ave. identified as a suitable site for a 6-storey multi unit complex. The intent of this rezoning proposal is to replace the existing contaminated, vacant lot with secure, affordable rental for the neighbourhood and to create a distinct architectural anchor at a community junction node.

Design and Development Permit Guidelines :

The site is situated close to Hillside Mall, which is envisioned to become a Town Centre providing commercial, office, visitor accommodation and community services to the area (OCP, DPA 4: Town Centres, (3a)). The strategic direction of the district is to intensify residential and employment opportunities in and near the Town Centre, through developments in the form of mid-rise building types that include multi-unit residential, commercial and mixed uses (OCP, Neighborhood Directions; Oaklands, 21.22.1).

The OCP envisions major apartment and mixed-use developments along Hillside Avenue (Neighborhood Directions; Oaklands, 21.21.3) outlining the plan to increase residential densities within walking distance of the Hillside transit corridor. This proposal responds to these points through the introduction of 46 designated rental units for the neighbourhood. The introduction of new multi-family housing will serve to broaden diversity and engender affordability through increasing the available housing stock in the area. The unit mix in the proposed development which is made up of 52% Bachelor Units, 15% 1 bed units and 33% 2 bed units creates diverse rental opportunities for all segments of the community.

Map 29 Oaklands Strategic Directions, P.162



The OCP Strategic Directions for Oaklands, as laid out in section 21.22 of the Plan, guided our design and approach to the project. In order to positively contribute to street character, all building facades as well as building entrances have been aligned to the streets to create a defined street edge and to encourage views from the street. Visually permeable glazing on the ground floor ensures the building relates to the street and improves the pedestrian experience to increase the visual interest at grade.

As a corner lot, we believe that this project represents an opportunity to create a landmark building at a neighbourhood junction node. At grade we have enhanced the pedestrian space at the corner through the use of a diagonal building setback that creates additional space for pedestrian movement. Additionally, we have ensured that the building addresses both north and west exposures through form, openings and entrances. These proposals help to add to healthy and diverse ecosystems for the area.

Green design considerations have been taken when designing the landscape in this project. 4 Rainwater Gardens are proposed on site, which collect water run off from the buildings roof and patios. New trees are proposed on the North and West side of the site to create canopies for shade and privacy.

Over the past year, NVision Properties has conducted a thorough engagement process with community members located around the project site. This process included attempting to connect with every adjacent business or resident within 90m of the project site. Communication about the project was made via door-to-door introductions, mail-out flyers, newspaper notifications and community meetings.

On March 16th 2017 the first meeting was held with Cridge Centre management to discuss the proposal. This was followed by the first Open House at George Jay Elementary School on April 6th 2017 to inform the neighbourhood of the intended proposal and on June 16th 2017 a presentation was given to the Cridge Centre Board to discuss the proposal. On November 14th 2017 the second public open house was held, followed by an informal CALUC Meeting with Oaklands CALUC on November 28th. Finally on January 23rd 2018 a meeting with Basil Street residents was held to provide information on the proposal and gather feedback from local residents and on January 30th a formal CALUC Meeting with Oaklands CALUC was held as a final consultation step prior to submission.

Transportation:

Twenty Five (25) enclosed, off-street parking spaces in conformance with Victoria parking standards will be located in an at-grade parkade accessed on the North side of the lot from Hillside Avenue. Additionally, there will be an inclusion of sixty-five (65) long term enclosed

bicycle parking spaces, exceeding the required number of bicycle parking spaces needed by 19 spaces. In addition to this 3 Accessibility Scooter Parking spaces will be provided.

The most notable deviation from a standard development proposal associated with the project is the requirement for a significant reduction in the number of required vehicle parking stalls. The current Victoria parking by-law would require our site to provide 46 parking stalls, where we are proposing to provide 25, in addition to 65 bicycle spaces.

This variance is driven by the restriction that we cannot construct any underground parking, which would be the typical solution to managing parking demand on a compact urban development proposal. The project is located in an area with many alternative transportation options; hence as outlined by the OCP policies, is viable for a parking reduction (see below).

OCP objectives that support a parking variance include the following:

7.12 Review and update the Zoning Bylaw to consider reductions in parking requirements where:

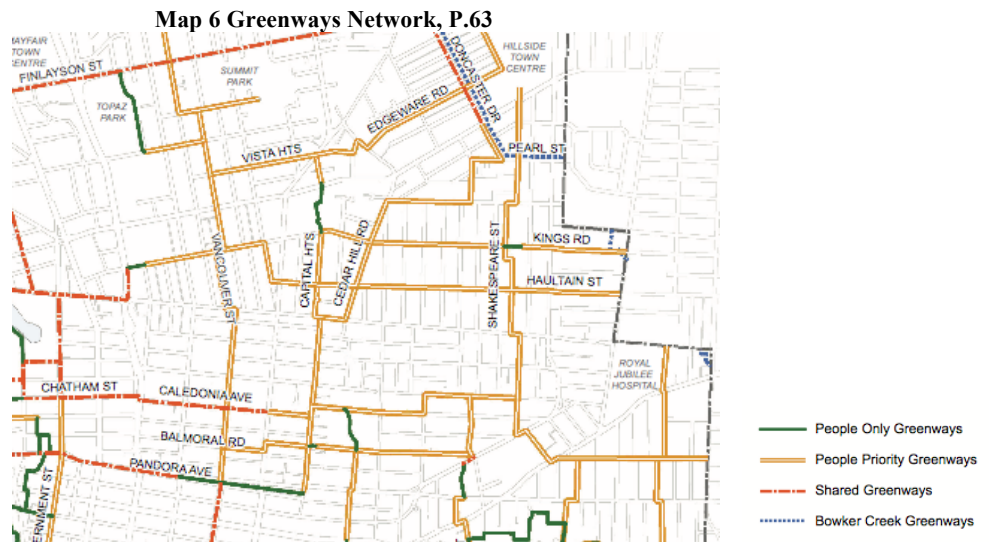
7.12.1 Geographic location, residential and employment density, housing type, land use mix, transit accessibility, walkability, and other factors support non-auto mode choice or lower parking demand; and,

7.12.2 Activities and circumstances of land uses, structures or buildings include the provision of a comprehensive suite of permanent on-site alternative travel supports and active transportation infrastructure, including such things as short-term and long-term bicycle parking facilities including shower and locker facilities, ridesharing, car-share co-ops, payroll transit passes and other automobile trip reduction measures.

Additional transportation demand management strategies to support our low parking project will include; charging for parking stalls to create a disincentive to their use; ensuring we attract residents with transit pass and providing significantly higher levels of bicycle parking.

Section 7.15.1 of the OCP outlines proposals for 'People Priority Greenways' which are located on traffic-calmed secondary collector and local roads designed for pedestrians, bicycles and other non-motorized rolling traffic. A 'People Priority Greenway' is proposed for Vista HTS which is 2 streets away from the subject site, whilst a proposed Bikeway route is planned for Cedar Hill Rd. which is 3 streets away from the subject site. The supply of parking needed in the Oakland district is directly linked to the quality of public transit, cycling and walking options. New developments that provide infrastructure improvements that make it easier for residents, employees or shoppers to walk, cycle or take transit will be

considered for parking reductions. As mentioned above, the subject lot is a former service station with an Environmental Certificate of Compliance in progress from the Ministry of the Environment, which would preclude the possibility of below-grade parking. As a result of this and in response to the OCP, we believe that emphasizing alternatives to single occupant vehicle modes of transportation through bicycle and transit accessibility is the best solution. To that end, we have provided 25 vehicle parking spaces as well as 65 bicycle parking spaces which far exceeds the number of bicycle spaces typically provided.



Heritage:

A very important aspect of this proposal is that it relates to the heritage of the neighborhood. Many local buildings, most notably the Cridge Centre, have been identified as being of considerable heritage value and have been formally designated as municipal heritage sites under the authority of the Heritage Conservation Act. To ensure that the project acknowledges the history of the area, we have designed the building inspired by the rhythm, proportions and detailing of Edwardian Architecture, hence robust traditional materials such as brick and wood were chosen. The vertically proportioned windows, arched window heads and building proportions are directly influenced by the heritage properties in the neighborhood, as are the cornice and fascia detailing of the building.

Green Building Features:

The building is being designed to minimize the consumption of energy long term through the use of energy efficient windows, high-performance thermal insulation, durable building materials and other energy performance strategies. At present the project is intended to be built to the BuiltGreen Silver standard, which is consistent with Step Two of the new BC Building Code. At this time, we are not targeting BuiltGreen Gold, as we are exploring the use prefabricated, steel frame modular units and we are not yet aware of how the building will perform in relation to the baseline building performance standards.

This approach to construction offers significant sustainability benefits by way of a reduced construction period, which limits the dust, noise and light impact on adjacent properties. As modules could be delivered in the night, traffic operations and impact on pedestrians could also be dramatically reduced. At present this type of construction has not been utilized in Victoria, so we do not have a comparison test case for energy performance. Rather than over-commit ourselves and not being able to deliver, we are taking cautionary approach and targeting BuiltGreen Silver, with the hope that we can meet Council's expectations that all projects achieve a BuiltGreen Gold status.

Infrastructure:

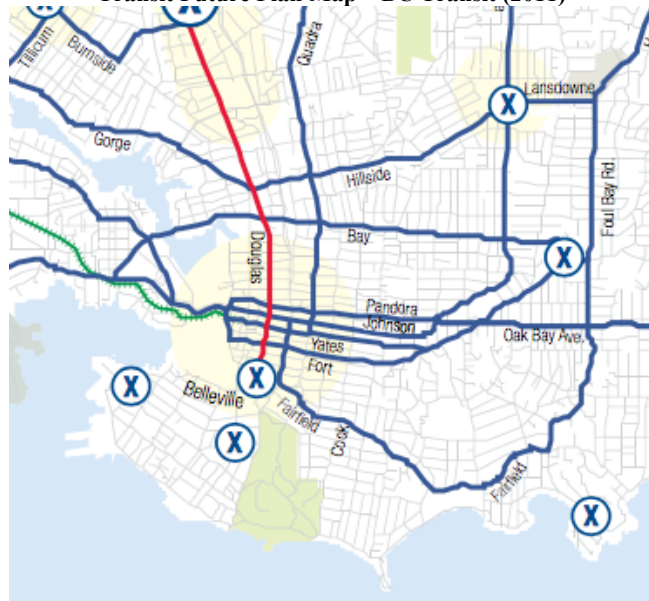
The property is highly serviced by public transit, with bus lines running along Hillside Ave. to Downtown Victoria, UVIC, Swartz Bay and Mayfair Shopping Centre. Hillside Av. is proposed as a 'Frequent Corridor' in the Transit Future Plan for the Victoria Region, routes on the FTN provide 15 minute service during the day, 7 days a week. Section 21.21.2 of the OCP for the city of Victoria states that Hillside Ave. is proposed as a major transportation corridor. Several bus lines also run along Douglas Street, which is an 8-minute bus journey/ 15-minute walk from the subject site. These routes are defined as 'Rapid Transit Corridors' in Victoria's Transit Future Plan, which are designed to move high volumes of passengers between major regional destinations along key transportation corridors. The OCP also states that Douglas street will be designed as a 'complete street' that serves all transportation modes such as pedestrians, cyclists, transit passengers and vehicles. The property is close to the Downtown Core (12 minute bus journey), which provides other transport options such as the seaplane, helijet and walk on ferry to Seattle. Victoria has also just launched a bike share program called U-Bicycle. This program differs from many other bike share programs due to the fact that the bikes do not need to be paired with docking stations, instead, the bikes can be parked at any legal parking place.

Section 22.22.1 of the OCP outlines plans to improve transportation and streetscape in the area, whilst section 22.22.2 outlines a plan to revitalize the Mayfair and Hillside Town Centres to enhance their function as transit-oriented hubs and ensure that they become more

pedestrian and cyclist-friendly. Oaklands currently has 2 km of bike lanes, paths and signed routes, which will be increased with the implementation of the OCP's plans.

There is an abundance of parks and open space in the Oakland district. Oaklands has seven registered community parks according to the OCA Strategic Plan 2015-2020. Hillside Park, one of these community parks, is situated directly across the road from the subject site. Many other parks such as Topaz Park and Summit Park are easily accessed from the site. Three large privately owned open spaces also significantly contribute to the environment and recreational qualities of the neighborhood, these included the Jewish Cemetery, Oaklands Elementary School and Cridge Centre for the Family as outlined in the OCA Strategic Plan. Oaklands has strong Heritage features including a number of residences and structures such as the Jewish Cemetery, which was established in 1860. There are also many prominent heritage trees in the neighborhood, the London Plane trees on Shelbourne Street being the most prominent (Oaklands Neighborhood Plan 1993, pg.26)

Transit Future Plan Map – BC Transit (2011)



Conclusion:

We believe that our proposal conforms to all applicable plans, policies and guidelines, meets or exceeds the required yard setbacks on all levels and meets the design principles laid out in Victoria's planning documents. All off-street parking spaces in conformance to Victoria's parking standards are provided in enclosed at-grade parking. The proposed project meets all accessibility requirements pursuant to section 3.8 of the British Columbia Building Code and the project will meet BuiltGreen Silver.

When considering what else could be built on this site, we feel confident that this application represents the highest and best use of the lands.

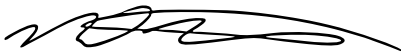
Please find the attached architectural drawings including site plan, floor plans, elevations, perspective views and context photographs and key plan.

Please feel free to contact me if you have any questions concerning this proposal.

We look forward to hearing from you.

Sincerely,

STUART HOWARD ARCHITECTS INC.

A handwritten signature in black ink, appearing to read 'W. Neil Robertson', with a stylized, flowing script.

W. Neil Robertson Architect AIBC, MRAIC
PRINCIPAL