

Andrew Mills

4-771 Central Spur Road

Victoria BC V9A 0E9

**Re: 1050/2708 Development Permit Application**

Dear Mayor and Council,

Thank you for considering my development permit application for 1050 Hillside Avenue/2708 Graham Street.

The proposed development would see the consolidation of 2708 Graham Street with 1050/54 Hillside Ave; two R3-2 zoned lots. Currently, there is a single family home at 2708 Graham Street and a duplex at 1050 Hillside Ave. With this proposal, the duplex at 1050 Hillside, which is in excellent condition, would be retained and the single family home would not. There would be an addition built off the rear of the duplex (1050 Hillside Ave) containing four row style townhouses fronting onto Graham Street.

The proposed development fits with the Official Community Plan (OCP) for these parcels. The OCP calls for urban residential class buildings and specifically calls for townhouses. The existing neighborhood is urban residential consisting of apartment style buildings along Hillside Avenue corridor with a transition to traditional residential, single family homes up the adjoining streets including Graham Street. The townhouse style building proposed would provide a nice transition from higher density apartment buildings on Hillside to the single-family homes existing on Graham Street. As well, the proposed development attempts to blend into the existing streetscape consisting of older style homes with fences along the Graham Street property lines. This fencing would be maintained within my proposal and the building materials, consisting of brick and stucco, would maintain the character already present on the street.

I am proposing this development with green building features. A complete list is attached as Appendix A.

I am proposing this development with variances:

Site Coverage - I am asking for an increase in coverage to 48.4% coverage. This increase is justified given the difficulty of creating a multi-unit residential building with the density called for in the official community plan while being mindful of the environmental benefit of retaining a perfectly good existing duplex which is already on the site and accounts for over half the allowable site coverage (22%). The four-unit, proposed townhouse building would account for just slightly more than the site coverage of the existing duplex.

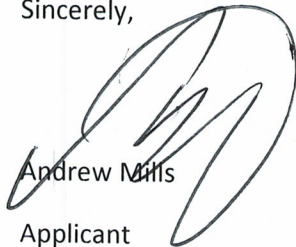
Setbacks- I am requesting east (right), north (rear), and west (left) setback variances. The placement of the proposed addition is in relation to the existing duplex, which has non-conforming, east and west setbacks. I am asking to continue the same 2.42m setback for the east side of the proposed structure to create a straight sight line from the front to rear of the property. The west setback at the proposed addition meets requirements when measured to the first floor; however the second floor cantilever requires the west setback reduction to 5.05m, which still represents an increased setback from the existing non-conformity of 1.60m. The location of the proposed structure improves an existing non conformity at the north setback, but a variance is still required for the 3.50m setback proposed. The neighboring structures are set back in such a way as to allow ample separation between buildings.

Parking- I am proposing a variance on parking from a Schedule C recommended 8 spaces to 6 spaces, one space per residence. The effect of this shortfall will be mitigated by a number of factors. First, geographical location of the property allows for easy access by foot to amenities such as groceries, coffee shops, as well to the downtown core. It is close to bus routes for venturing further afield and is on an existing bicycle route. This proposal meets bicycle storage requirements set out in schedule C and this will further facilitate bicycle use. It should also be noted that while the proposed parking allotment is lower than the current Schedule C requirement it is exactly the amount of spaces recommended by the city of Victoria sanctioned review of Schedule C as it pertains to townhouses. (Working Paper #5, p25)

The townhouse development I am proposing fits the OCP and existing neighborhood. It includes setback variances that will improve and maintain existing non conformities and regarding parking, meets recommended future parking requirements and can be considered a green building feature. Site coverage variance requested balances a desire to be environmentally responsible by keeping an existing building with meeting the density called for in the OCP.

To conclude, I have been building and renting in the Quadra Hillside community for over 10 years. I lived here for many years and grew to love its convenient access to amenities, tree lined streets, and quiet spaces. I feel this proposal would fit nicely with the feel of the existing neighborhood and hope it will provide others with the opportunity to live in this beautiful part of our city.

Sincerely,

A handwritten signature in black ink, appearing to be 'Andrew Mills', written over the printed name.

Andrew Mills

Applicant

## Appendix A: List of Green Building Features

### Retention of existing duplex:

Development proposed is infill development that will be built as an addition retaining the perfectly good and recently renovated duplex.

### Transportation:

The proposed development reduces parking spaces from 8 to 6, which is one parking space per unit. This will discourage multiple cars per family and encourage walking, bicycling, and transit use.

There will be ample secure bicycle storage on site, meeting or exceeding the Schedule C requirements which will facilitate increased use of bicycles.

### Energy Efficiency:

The proposed building will be constructed with energuide principles in mind including high efficiency insulation, windows and doors, and will use water conservation measures. Specific water conservation measures will include low flow faucets and showerheads, dual flush toilets, and drought resistant landscape features to minimize irrigation needs.

### Site Permeability:

New construction will utilize permeable surfaces on drive aisles and pathways.

### Landscaping and Urban Forest:

One boulevard tree will be removed to provide driveway access. This will be replaced ensuring no net loss of trees.