

Dear Mayor and Council,

Our proposal for 'Wilson Walk' reflects the diversity, people, and housing in the Vic West neighborhood, while increasing the range of housing choices and meeting the growing need for ground oriented housing. We started with a single bare lot in 2016. As the neighborhood plan evolved, including requirements for ground oriented living, our team found ways to acquire additional property to meet land and policy requirements for townhomes within the May 2018 Vic West Neighborhood plan (VWNP) and the 2012 Official Community Plan (OCP). We are excited to have a proposal incorporating a new housing typology and diverse unit sizes in a multi model transportation site location which promotes a reduction of car use and therefore sustainability.

Description of the proposal Summary

1. Change in land use from R2 to a spot rezone allowing for 2 rows of townhomes
2. Density request is .73 which is under the allowable .85 for 2 rows of townhomes in the neighborhood plan, and the 1.1 under the OCP.
3. Ownership is combination of 22 Strata owned units, with 12 covenanted rental bachelor units:
 - a. 12, Covenanted Bachelor Rentals for perpetuity
 - b. 12, 2 Bedroom 2.5 Bathroom Townhomes (with Bachelor Suites)
 - c. 3, 2 Bedroom 2.5 Bathroom Townhomes
 - d. 6, 3 bedroom 1.5 Bathroom Townhomes
 - e. 1, 3 Bedroom 2.5 Bathroom Townhomes
 - i. Note: the 12 Wilson facing townhomes have a covenanted bachelor rental suite contained in the townhome unit.
4. No adaptable housing features as these are multi-floor units.
5. We are replacing duplexes not purpose-built rental housing therefore OCP section 13.23 does not apply. However, we will be offering renters in the illegal 5 plex at 220 Wilson 4 months' notice. 208/210 Wilson is an owned duplex, and 240/242 Wilson is duplex where the previous owners' daughter lived in the upper unit.

Need and Demand

As stated in both the VWNP and Victoria OCP, Victoria needs an additional 2000 new housing units a year to keep up with growing demand. The current zoning allows for duplexes which would only provide 8 units across the current site, and would need to be luxury to make the project viable based on purchase prices from former property owners. The requested density from .5 to .73 in this housing typology will assist in meeting a demand that the current density will not allow. R-2 allows for 8 units on 4 sites, to assembled 4 site lot, with two rows of townhomes and 34 total new units.

Project Benefits

Our proposal reflects the deep appreciation of older residential areas with low scale housing, green spaces and character in the building type and style, while introducing additional density in an appropriate urban-to-single family home transition area. Most current development in

Victoria is apartment style density. There are very few options for citizens who want ground-oriented homes but cannot afford single-family housing. (In a January 20, 2019 article in the Huffington Post says average family income required for a single-family home in Victoria is \$149,000 (see <https://www.huffingtonpost.ca/2019/01/20/10-charts-canadian-housing-a-23647609/>). The introduction of a new housing typology (adding rental suites to townhomes) provides a mortgage helper for buyers, and the 12 covenanted bachelor suites meet the need for more legal, safe, and economical rental housing. We chose townhomes instead of a multiplex because of the livability, ground entry structures which provide exterior living space for each unit with a maximum of 2 shared side walls, instead of walls, floors, and ceilings. This type of development encourages community through walkways and public spaces between units. The interior courtyard space is possible because of the incorporation of underground parking. Adding a sidewalk on Alston is a much-needed safety requirement for the public walking to and from the westside village, local parks, and from downtown into Vic West. The Wilson boulevard upgrade helps meet the desire for urban forestry by pushing the tree locations and boulevard next to the street, buffering the sidewalk and development. The buildings are designed to look like duplexes from the staggered entry points with shared stairs and entry vestibules.

The site location boasts the most significant environmental impact on city sustainability objectives, as the walk score is 84, with Westside village only a 2 minutes away. The project is incorporating both a modo Car share with 22 lifetime memberships (car also available to the community), and bike share programs. The proposal provides 2 weatherproof lockable bike parking spaces per unit for a total of 68 long term bike parking spots, in addition to 28 short term biking spots. There are two bus stops within a 4 minute walk. These multi model transportation options produce an environment that is not car-centric, therefore promoting sustainability by design. Underground parking will be EV ready and the development will be solar ready. As developers, we strive to design and build 100+ year homes. This means developing styles and finishes that are timeless. Our exterior finishes include full size brick, stucco, shingles and lap siding. An example of an interior sustainable finish choice includes locally quarried (Tahsis) marble countertops to avoid the carbon footprint of importing stone commonly used from off-shore. We build to last. 3 Bedroom units on the north side of the development will all have 7.5m rear, fully fenced back yards which provide privacy for play space and gardening that homeowners desire, in addition to the 4-minute walk to waterfront pathways, local play, dog, and skate parks.

Neighborhood

Wilson Walk incorporates both flat roof style buildings reflected in the heritage of the area, with complimentary gable roof homes. Exterior finishes are reflective of the neighborhood that will be both timeless in design, and durable. The site sits adjacent to the West Side Urban Village within a 2-minute walk, and 4 minutes to local parks, playgrounds, and services. (See attached Walkability Map Appendix 3). There are two transit routes within a 4-minute walk, and cycling connection to the galloping goose trail within 2-minutes. Most of the properties around the proposed site are zoned duplex, with several illegal tri plexes and small apartment

buildings. It is a highly desirable location to add medium density in a ground-oriented form, opposed to a multiplex or small apartment building.

Impacts

Wilson Walk will bring more people into the area responding to the need for two & three bedroom units for families. The current structures are tired, illegal, and do not add aesthetically or functionally to the neighborhood. This development will bring vibrancy and a new standard for design and durability to the area, enhancing the feel and energy that make neighborhoods desired and highly livable. Underground parking achieves more exterior living space, and moves cars off the street, which further promotes personal engagement as people journey from the public to the community, and then to private space. Areas for edible landscape provide opportunities for community engagement. Buildings have been sited to meet required setbacks. Duplex structures could be sited within 10.3m from the rear property line vs 7.5m, and side setbacks are more than R-2. The sun study shows minimal impact on rear, and the remaining side property, with more sun in summer than current impact of existing homes. We have considered window placements, and have been in communication with rear neighbors regarding trees and foliage that will provide further screening than what is in place currently to their rear properties, and for our units. A variance request is being made for fence height in the rear requested by the neighbors allowing for a 6' fence on top of the proposed retaining wall of 2'-3' on our site.

Government Policies

Our Proposal meets design, functional, affordable, and sustainable interests outlined in the Neighborhood and OCP along with:

Design and development permit guidelines

1. Achieve more open green space and community feel by adding underground parking
2. Neighborhood Plan Goals-Chapter 6/7
 - a. Encourage a mix of housing sizes, costs, tenures and types
 - b. Create more affordable housing
 - c. Showcase new, innovative housing types
 - d. Urban Villages Support new housing within a 5-minute walk of urban villages- chapter 7
3. VWNP, Page 10, Vic West celebrates the diversity of people and housing in the neighbourhood. There is also a deep appreciation of the older residential areas, with their low-scale housing, green spaces and eclectic character. The community wants to see this character maintained, while increasing the range of housing choices and improving affordability.
4. VWNP, Page 10, There is an opportunity to add more housing along Vic West's transit routes.

5. VWNP, Page 52, 4.22.4. In Small and Large Urban Village areas and other new multi-unit developments, add new street trees where possible as part of public realm improvements.
6. VWNP, Page 60, 6.1.2. The location, siting and design of new development should consider the view corridor identified from Catherine Street at Edward Street, to maximize views of the Olympic Mountains.
7. VWNP, Page 61, 6.2.5. Ground-level units are encouraged to contain individual entries and semi-private open spaces (e.g. porches or patios) facing the street, especially along local and collector streets, to reinforce the sense of neighbourliness.
8. VWNP, Page 61, 6.2.6. Development adjacent to lower-density residential uses should sensitively transition through massing, design, setbacks and landscape that minimizes shading and overlook and provides for building separation and privacy.
9. Development within the Traditional Residential areas is intended to:
 - a. provide a range of ground-oriented forms of housing appropriate to lot size and context
 - b. support additional ownership and rental opportunities for different household sizes
 - c. support street trees and the urban forest with planting spaces on private lands and public boulevards
10. VWNP, Page 61, 6.2.3. Minimize the impacts of off-street parking on the quality of site designs and the pedestrian environment. Underground or enclosed parking is strongly encouraged.
11. VWNP, Page 61, 6.2.8. The siting and access of new development should provide opportunities to create sufficient boulevard planting space for at least medium-sized canopy trees.
12. VWNP, Page 61, 6.2.9. Include landscape and on-site open spaces that contribute to urban forest objectives, provide environmental benefits, and support sociability and livability. Where a pattern of landscaped yards adjacent to streets exists, this pattern should be continued
13. VWNP, Page 61, 6.2.6. Development adjacent to lower-density residential uses should sensitively transition through massing, design, setbacks and landscape that minimizes shading and overlook and provides for building separation and privacy.
14. VWNP, Page 66, Building Siting Intent 6.7.1. Support front setbacks consistent with the variety of modest front setbacks found in Vic West, with sufficient space for landscape and respect for existing patterns along the street (generally 3.5 - 6 metres) rear yards compatible with Vic West.
15. VWNP, Page 66,-Considerations for Residential Infill: building height In sub-areas 6-9: For buildings fronting onto a public street, buildings of up to 2.5 storeys (up to approx. 7.6 - 8.2 metres) may be considered for infill housing (see Fig. 15).
16. VWNP, Page 68, 6.9. Form and Character Objectives for Traditional Residential Housing
17. Page 68 6.9.1. To achieve street-fronting buildings which present a friendly face to the street
18. VWNP, Page 68, 6.9.6. To encourage design strategies that delineate private front-yard spaces from the public sidewalk while maintaining visibility of housing units.

19. VWNP, Page 68, 6.9.7. To support livability and access to usable outdoor space for individual living units
20. VWNP, Page 68, 6.9.8. To encourage site planning which results in rear yards whose appearance is dominated by landscape, not by parking, and which accommodate tree planting space.
21. VWNP, Page 68, For townhouses in more than one row, a rear setback of at least 7.5 metres is desired.
22. VWNP, Page 68, 6.13.3. Density: Up to 0.85 FSR in all other sub-areas 6.13.4. Specific Guidance
23. VWNP, Page 68, 6.13.2. Site Requirements for two rows of townhomes: On lots with a minimum width of 30 metres (100 ft) and a minimum depth of 39.5 metres (130 feet).
24. VWNP, Page 69, 6.9.2. To support site design, location of infra- structure and drive aisle access which accommodates front yard landscape and boulevard planting of at least medium-sized canopy trees. Boulevards are one of the primary opportunities to maintain and enhance the urban forest in Vic West.
25. VWNP, Page 71, 6.13. Townhouses – More than one row Intent: To provide more ground-oriented housing with access to on-site open space, as an alternative to single detached homes. Support more than one row of townhouses on larger lots where the desired design qualities can be accommodated.

Functional

1. Meet the need for more housing:
 - a. VWNP, Page 26, Within 20-25 years 50% of the 20,000 people projected to move to Victoria will be housed in Victoria and Vic west, 40% within 5 min of large urban villages.
2. Support Affordable housing through:
 - a. Multiple kinds of units
 - i. 12, Covenanted Bachelor Rentals for perpetuity
 - ii. 12, 2 Bedroom 2.5 Bathroom Townhomes with Bachelor Suites
 - iii. 3, 2 Bedroom 2.5 Bathroom Townhomes
 - iv. 6, 3 bedroom 1.5 Bathroom Townhomes
 - v. 1, 3 Bedroom 2.5 Bathroom Townhomes
 - b. 2 Minute walking proximity to the west village
 - c. 2 Minute Bike to the Galloping Goose
 - d. 5 minute walk to 2 Transit stops
 - e. Higher density and therefore lower cost base
 - f. Exceeded bike parking requirements 2 locked and weather protected spots for each unit totalling 68 long term spots, and an additional 28 short term spots which include a bike share on the Alston side
 - g. A Modo car share and 22 lifetime memberships for the strata
3. VWNP and OCP policy for two rows of townhomes
 - a. 7.5 meter rear setback, side setbacks, front building setback
 - b. 8.2 meter height requirement within 2.5 storeys
 - c. .73 for density where the NP allows for .85 and OCP allows bonus up to 1:1.

4. Only 5% of new buildings are ground oriented, proposal provides much needed “missing middle density”.
5. 12 Covenanted rental bachelor suites within the Wilson facing townhomes as more affordable rentals and also introducing an innovative housing typology.
6. Transit Study identified the development parking requirements as 29 spots. 23 are provided underground with one surface car share spot and the remaining 4 requirements being made up through the TDM measures of additional bike parking, Bike share on site, and a Modo car share along with 22 Lifetime memberships.
7. Schedule c, and Page 38 of VWNP, Supporting the reduction of car dependency, utilize better bicycle parking opportunities, car sharing, and bike sharing.
8. VWNP, 6.7.2. Support side setbacks consistent with the rhythm of homes facing the street (generally 1.5 metres). For units that do not front onto a public street (e.g. a second row of townhouses), greater side setbacks are desired, depending on the height of the side elevation. For a second row of townhouses, where permitted, a minimum side setback of 4 metres is desired.

Safety Security

Notes from the landscape Architect in regards to CEPTED

1. There is a garden area planned on the North side of the driveway as well to add privacy and separation from the street. A mixture of lower evergreen and deciduous plant material is planned to be used here. Landscape maintenance staff will be able to access the gated rear yards here as well.
2. The main corridor in between the building is also lined with two types of paving indicating a distinction between public and private space.
3. The front patio areas along Wilson will be raised and will be separated from the main city sidewalk with landscaping material.
4. Each of the individual homes (blocks) will have soffit or sconce lighting that illuminates the front and side of the buildings.
5. We have indicated some locations for external seating (benches) in this project as well, for mini gathering space or resting areas.

Transportation

Neighbors have concerns of how the parking demand will be satisfied and the impact of increased traffic. They have suggested they would like larger units, more parking, and less traffic. As we asked further questions about traffic it seems that traffic issues are an existing item with shortcutting from the local hardware store visits, and backups from the Wilson/Bay intersection at peak hours. The traffic study addresses these concerns. In addition the neighbors have concerns about the width of Alston, and safety of walking from the urban center to Edward with no sidewalk. They have requested that parking on Alston be changed to residential, and that Edward be blocked off at Alston. We have assured them that we will be installing a sidewalk on Alston in front of the development and that questions regarding Alston bike and pedestrian limitations be directed to the city directly. We are proposing to meet the car parking demand in part by offering an on-site car share and incentives for multi model transportation options, which translates into a reduced need for cars.

See attached report from Urban systems on parking demand for this proposal. As our proposal includes a new housing typology to help meet demand, it does not fit neatly into schedule C. Staff suggested we have a transit study completed to identify demand. The demand has been identified at 29 spots. 23 of the spots are captured in underground parking, one surface confirmed MODO car share location (with 22 confirmed lifetime memberships), with the remainder of demand being covered by the TDM measures of additional bike parking 2 locked/weather proof spots per unit for a total of 68, 28 exterior short term spots, and a community Bike share location.

Conventional bike lanes are present on many of the major roads nearby the site, including Bay Street, Craigflower Road / Skinner Street, Tyee Road, and Esquimalt Road providing connection to the Esquimalt DND, Royal Jubilee Hospital and other key commute destinations.

The Galloping Goose Regional Trail is accessed at Bay Street or Regatta Landing and provides a dedicated off-street cycling facility to Uptown, the Victoria General Hospital and Western Communities, and the Saanich Peninsula via the Lochside Regional Trail. The E+N Regional Trail is accessed from Wilson Street approximately 500m west of the site and provides a dedicated off-street cycling facility through Esquimalt, View Royal and to the Western Communities.

The subject site is well served by public transit with five (5) routes accessed within 5- minutes walk of the site. The most frequent service is provided on the following routes:

- No.14 – Vic General / UVic provides frequent service between the Victoria General Hospital and the University of Victoria via Craigflower Road and downtown Victoria, and is accessed by bus stops on Tyee Road at Bay Street approximately 200m from the site;
- No.15 – Esquimalt / UVic provides frequent service between the Esquimalt Dockyards and the University of Victoria via Esquimalt Road and downtown Victoria, and is accessed by bus stops on Esquimalt Road at Bay Street approximately 300m from the site;
- No.10 – James Bay / Royal Jubilee provides service between James Bay and the Royal Jubilee Hospital via downtown Victoria and Vic West, and is accessed by bus stops on Bay Street approximately 100m from the site;
- No.24 – Cedar Hill / Admirals Walk provides service between View Royal and Cedar Hill Road / McKenzie Avenue in Saanich via downtown Victoria, as is access by bus stops on Wilson Street immediately adjacent the site; and
- No.25 – Maplewood / Admirals Walk provides service between Reynolds Secondary School on McKenzie Avenue and View Royal via downtown Victoria and Esquimalt, and is accessed by bus stops on Esquimalt Road approximately 300m from the site.

The Victoria Region Transit Future Plan³ identifies Craigflower Road, Esquimalt Road and Bay Street corridors in the Frequent Transit Network that will have a service frequency of 15 minutes or better between 7:00am to 10:00pm, 7 days a week. Access to these three corridors within 300m of the site will support transit use among residents.

Heritage

The buildings on site are non-descript and generally in poor condition. They are not on the heritage registry and have not been maintained. We would be happy to give them to the city or anyone else who would be interested in them if they provide the land. The insides are in ill repair and do not meet current code.

208/210 Wilson: will be salvaged and then demolished

220 Wilson: Nickel Brothers is currently marketing it for sale, however they have commented that 220 Wilson has been renovated too many times, and with the illegal suiting in place would be too considerable an invest for someone given the size. If it cannot be sold, we will work with a salvage company.

230 Wilson: Bare land

240/242 Wilson: Nickel Brothers is currently marketing it for sale, however the duplex renovation has created significant issues of rot, and the current tenants have created damage inside that will make it challenging to sell. If it cannot be sold, we will work with a salvage company.

Infrastructure

There is adequate public infrastructure and services to meet the proposal. As stated previously we will be upgrading sidewalks and boulevards on Wilson and Alston, in addition to any water, sewer and storm connection requirements.

Green building features

As developers and citizens we strive to move our city forward in what we build and how we build it. We achieve this through being intentional about everything from site selection to what we build. Below are some examples of how we achieve our goals and approval of this proposal will help achieve municipal sustainability goals:

1. Site- it is walkable, bike able, and within 4 minutes of 2 transit routes.
2. Walkability score of 84, which is the 4th highest in the city
3. Durable and timeless exterior treatments-full brick, stucco, shingle, and clapboard
4. Exterior massing and Design that has a timeless look and feel while protecting thermal bridging issues.
5. Diverse unit make up: Bachelor to 3 bedroom units
6. Local Marble Countertops (you can undo all sustainability choices just by installing imported granite) fsc certified lumber, fsc certified hardwood, domestic plywood for millwork.
7. Achieve step 4 of energy code and work towards step 5 (HRV in every unit, super insulated building assemblies, incredibly tight building envelopes, durable materials)
8. EV ready underground parking
9. Modo care share spot with EV

10. Edible landscape considerations for boulevard tree's and community space.
11. Bike Share with Tap Bike
12. Drought tolerant landscape, edible/productive aspects of landscape, shade trees,

“Fully 18% of emissions will be reduced if we make half our trips by walking and cycling and a quarter of our trips by transit.” -Lisa Helps, Times Colonist

Neighborhood Consultation

We started talking to the neighbors in October. Since October we distributed 47 letters of invitation for more information, 33 meetings on doorsteps and in homes to hear the neighbors feedback, and wrote and responded to 41 emails from those neighbors (**See Appendix 1**). In addition, on November 20 we were set to have the informal meeting with the land use committee where accidentally a notification was sent to the community. This resulted in about 20 people showing up, many of whom I had guaranteed I would keep them informed of the process. As you can imagine this did not seem like I was being straightforward. After that meeting, Sean Dance and one other Land Use member commented that they thought we did a good job of fielding the initial negative energy and addressing all concerns. The upside was we heard an additional round of community feedback. From that meeting, we adjusted our plans, reducing our scope from 23 to 22 total strata units, which allowed extra footage to incorporate and convert 7 of the 22 units from 2 to 3 bedrooms, responding to the neighbors desires for more family sized offerings. We offered work with Edward neighbors to incorporate real-time impact of their views by taking photos from their homes and siting them into our model. We commissioned a transit study to look at the actual traffic impact, including additional scope of parking demand for the development because of the introduction of a new housing typology of rental units within a strata townhome making the site not fit neatly within the schedule C parking bylaw. Between November 20 and January 22 we continued to visit households that were interested to provide updated design and impact tools, including images taken from rear decks and balconies on the 214, 222, 224, 228, and 230 Edward where we super imposed the proposed development to look at privacy and height questions. As communicated to the neighbors, we have a mutual interest in creating privacy between our project and their properties through design and use of mature landscape. Rear neighbor, Ross Harry asked if we could propose a height variance for the rear fence (their properties are at higher grade and they wanted a full 6ft fence at their property height) which we have included in our proposal. On January 22 we held the official CALUC meeting and presented the revised proposal and traffic study. Most of the questions revolved around parking for the development, and what the transportation department at the city would be doing with parking on Alston and Wilson. The traffic and proposed parking demand is addressed in the attached study.

Affordability

This proposal is affordable by design of multi styles of units, and 12 covenant rental bachelor suites. It should not be subject to a density bonus policy not only because it is not financially viable, but also for these reasons:

1. This proposal does not ask for increased density above the VWNP, in fact it is lower than the .85 allowable sitting at .73.
2. The goal posts were moved without any grace period or consideration for the development process even with professional consultation from Corialas suggesting grace periods of 6-12 months because developers purchase property based on current policy (which we did).
3. Our capitalist culture requires land owners to look for the highest price for their land. Ground oriented low rise density will not be viable for affordability unless the land is half the current assessed value. So unless property owners who in our culture use real estate as a wealth generation tool would take less for their properties, build costs are reduced by 1/3, or sell price of finished units are reduced by 1/3 **ground oriented housing should not be subject to affordability** if we want more of this housing.

The proposal was developed within the parameters outlined in the relevant material and consultation with staff. We had multiple meetings from May 2018-the end of October 2018 to confirm requirements. The fourth lot in our development was purchased based on the final meeting in October. At a premium, we purchased this lot in good faith on current policy. A month later we were informed by staff they needed to negotiate affordability into the project based on a draft policy. I understand that council are not experts in land economics and therefore rely on staff, who engage and rely on professional consultants. I have read the professional consultant report produced by Corialas which was the basis for the bonus density program. I have also had several in depth conversations with Blair Erb the consulting expert. Both he and the report note:

1. Developers purchase property based on current policy and therefore any changes to policy require a grace period 6 months to a year, not just for current applications, as land is purchased before application in most cases.
2. Density bonus should not be applied to traditional residential because the project becomes non financially viable. This is defined in two ways
 - a. Land Lift Analysis-see attached Appendix 4 with construction rates, and sell price holding to a 13% profit there is no possible way to show a positive land lift.
 - b. Bank Lending-Banks will not lend to projects unless they show 15-20% profit. Our projections for the project are sitting at 12% on the high end. Any contribution whether in unit contribution, or financial contribution makes this project not viable.

Requested Variances

We have 3 requested Variances to policy in our proposal

1. Fencing height to 6' above the rear retaining wall which will be between 2-3 feet high making the wall and fence height 8-9 feet from the development side. This was requested by the rear neighbors on Edward.
2. Projection of the front stairs into the front setback. The building face meets the front setback requirement, it is just the stairs that will project into it.
3. Parking Variance from the 29 spots required per attached transit study, to 24 spots. The additional demand of 4 spots to be made up through the TDM measures of additional bike parking, Bike share on site, and a MODO car share along with 22 Lifetime memberships.

Conclusion

We are a small town developer that is both passionate and convicted about the projects we undertake with the goal of creating housing that we, the neighborhood, and the city are truly proud of. We strongly believe in this project and think it ideal for the Neighborhood of Vic West and look forward to the anticipated approval of this great project, "Wilson Walk".

Sincerely

Citizen Design Build Team

Appendix 1 Neighborhood Consultation

Dropped Letter to Neighbors within 100m of the proposed site. See Map for location drops

Dear Neighbor,

We are sorry we missed you today.

We are very excited to be implementing the May 2018 Adopted Victoria West Community plan. The design process has started for a multifamily site on Wilson street between Alston and Catherine.

As you may know in regards to land use, the Vic West Neighborhood plan outlines the desire to add housing that fits within the area. In specific the map on page 64 of that document shows areas open to high, medium, and lower density.

You can find the information on this area on page 65-74 of the Vic West neighborhood plan which is on the city of Victoria website, or just google search "Vic West Neighborhood plan".

Area 6 of the plan is where the lots between Alston and Catherine are located which is open to medium density of up to .85 floor space ratio, two rows of townhomes with lots wider than 30 meters, and 2.5 stories that do not exceed 7.6-8.2 meters. The design favors green-space instead of surface parking, buildings fronting the street instead of driveways, homes closer to transportation, homes within a 5 minute walk of urban villages, new and innovative housing types. Your community plan is also trying to move the area to a more walkable and less car dependant community.

You may be familiar with the conversion of the house at 222/224 Edward street. This was one of our projects as was the conversion of the small church at 1620 fernwood. We are passionate about relevant architectural design which betters the look and feel of the neighborhood along with adding homes according to municipal policy.

The development process involves consultation with the community, city staff, Vic Wet Land Use Committee, and City Council. This process takes several months to a year depending on feedback of each group.

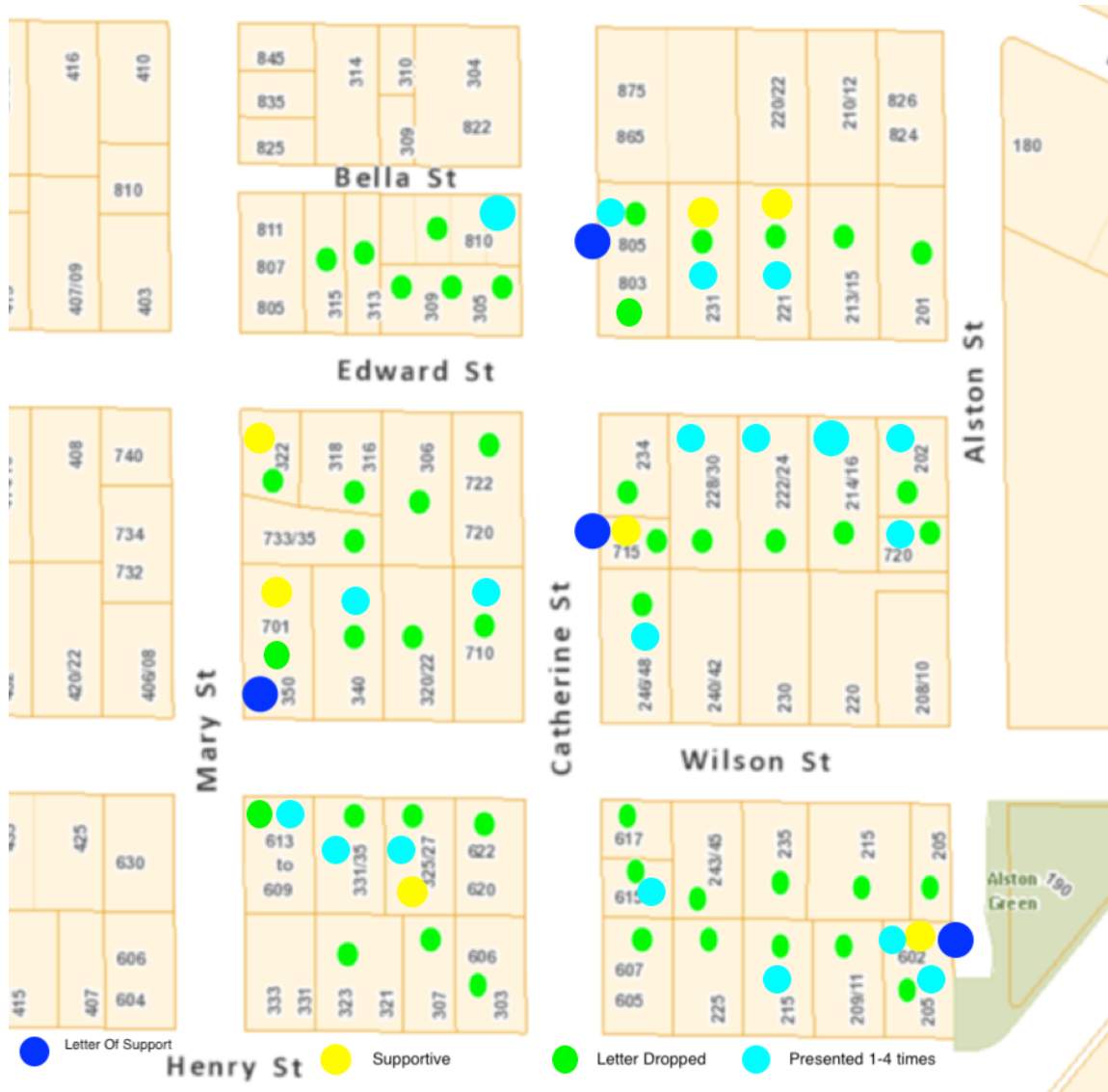
I would like the opportunity to share in detail the process we will be going through with the community and the city. It is important for us to understand the needs of the community and would therefore appreciate a few minutes to hear your thoughts.

Please give me a call, or send me an email at your earliest convenience.

I can be reached at 250-508-5303 Or jamiehubick@gmail.com

Sincerely Jamie Hubick

Neighborhood consultation Map



Neighborhood Consultation Records

Wilson Walk Neighborhood Consultation							Caluc Meetings		Letter of Support
Address	Name	Letter Drop	Meetings	Email	Sun Study	Perspectives	20-Nov	22-Jan	
248 Wilson Street	Reg and Cindy Janson	1	2	5	1	1	Yes	Yes	
228 Wilson Street	Jasper and Judith	1	2	5		1	Yes	No	
230 Wilson	Daniel Barton	1	2	2		1	Yes	No	
224 Edward	Eric and Laurel Regehr	1	3	4		1	Yes	Yes	
222 Edward	Ahmed and Ash Mumeni	1	1	6		1	Yes	Yes	
214 Edward	Ross and Megan Harry	1	1	3		1	Yes	Yes	
202 Edward	Giuseppe Martino	1	2	3			Yes	No	
201 Edward		1					No	No	
213 Edward	Mike	1					No	No	
305 Edward	Clemens and Shelia Rettich	1					No	Yes	Yes
309 Edward		1					No	No	
240/242 Edward		1					No	No	
617 Edward	Sam and Dave St. Claire	1	1				No	Yes	
228 Wilson Street	Kate	1	1				No	Yes	
230 Edward		1	1				No	No	
220 Edward		1					no	no	
202 Edward		2					no	no	
810 Catherine	Ocean market		1	1			no	no	
805 Catherine	Robin Levesque	1	1	1			No	No	Yes
803 Catherine		1					no	no	
234 Catherine	Fred		1				no	no	
715 Catherine	Daniel and Rebecca Murphy	1	1	2			no	Yes	Yes
617 Catherine	Alvon	1	1				no	no	
615 Catherine	Gwynn	1	1				no	no	
607 Catherine	John	1					no	no	
605 Catherine	David	1	1				no	no	
606 Catherine		1					no	no	
303 Henry	Linda and David	1					no	no	
225 Henry		1					no	no	
215 Henry	Solara and Taylor	1	2	2			Yes	No	
209/211 Henry		1					no	no	
205 Henry	Crystal	1	1				no	no	
602 Alston	Brian Ogilvie	1	1	2				Yes	Yes
202 Wilson		1	1				no	no	
215 Wilson		1					no	no	
235 Wilson	Matt	1					no	no	
243/245 Wilson		1					Yes	no	
710 Wilson		1	1				no	no	
320/322 Wilson		1					no	no	
340 Wilson	Nick	1					no	no	
350 Wilson	Andrew and Hether Gow	1	2	4			No	Yes	Yes
325/327 Wilson	Jim and Sandra	1	1	1			no	no	
331/335 Wilson	Louise	3	1				no	no	
613-609 Mary	Joanne	1	1				no	no	
715 Mary		1					no	no	
Total		46	34	41	1	6			

Letters of Support

As Of February 4, 2019 4 total letters will be sent to council from the community, Three are attached below.

602 Alston Street

Hello,

As a home owner in Vic West I would like to convey my support of the Wilson Walk project to you.

Having privately met with one of the developers and recently attended a local community meeting at the VWCA, I am hopeful you will approve the new development. I think it will contribute positively to the neighbourhood. Some of the reasons I support this development include:

1. 7 three bedroom units will be ready to accommodate young families
2. Bike parking goes above and beyond the requirement
3. The architectural design reflects the the area history in the shape and exterior finish of the buildings
4. The developer carefully reviewed the neighbourhood plan and kept the density, height and setbacks in line with requirements
5. The developer has been canvassing the neighborhood for over quite a few months to share the process, gather feedback and answer questions
6. I enjoyed hearing the results of the lengthy transit study that was commissioned

Thank you for your time!

Brian Ogilvie
602 Alston Street

805 Catherine Street

Hi Jamie. Thank you for dropping by my place to introduce yourself and the project you are working on in our neighbourhood. I really appreciate your effort to work with local residents to address any concerns they may have.

I think you have done a tremendous job with the design. I especially like the additional effort to conform with the neighbourhood plan and to introduce innovative concepts like a shared garden area.

Good luck, and I wish you all the best.

Robin Levesque
805 Catherine Street

... helping organizations co-create positive leadership at every level

403.458.6611

www.robinlevesque.com

From: Daniel Murphy
Sent: Thursday, January 31, 2019 12:14:13 PM
To: mayorandcouncil@victoria.ca
Cc: landuse@victoriawest.ca
Subject: 208-242 Wilson St

To Whom It May Concern,

After taking some time to consider the information presented at the Community Meeting regarding 208-242 Wilson St, on Jan 22, 2019, I feel compelled to voice my reflections.

The first revolves around the beneficial impact of increased density on local business. The commercial vacancy rate in Westside Village has long been a concern, and it seems logical that an increase in customer base would open opportunities for local businesses to succeed. It would also contribute to the ongoing success of local artisan storefronts, such as the Market Garden, Fry's, Spiral Café, Caffè Fantastico, Fol Epi, etc.

The second is that aesthetically, Vic West is in need of a major upgrade. The stretch of frontage that would be updated by the proposed development would go a long way to raising the bar for the 'look' of the community, boosting local pride and property value.

During the public meeting, I felt as though many potential positives were overshadowed by heavily-voiced concerns regarding traffic and parking considerations. I would hate to think that the personal motives of the few would shout down the quieter benefits for the community at large.

Thank you for taking the time to read, and I hope these points are conveyed to the council members during further review of this development application.

Daniel Murphy
Homeowner/Resident
Catherine St, Victoria West

INTRODUCTION ABOUT US

CITIZEN

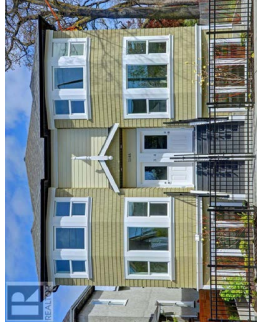
OUR APPROACH

Citizen is a design + build firm specializing in urban residential construction and commercial tenant improvements. Our mission is to offer excellence in client care, design + construction. We strive to be good citizens, always.

We love story. All people have a story; our land and buildings have a story too. Part of what we love to do is connect these narratives in meaningful ways with timeless + unique design. This could be done by re-purposing worn, beautiful timbers from an old barn or with an intuitive layout that reflects a user's lifestyle, current needs and future plans.

We value integrity. A solid relationship and reputation with our community is the lifeblood of our company. Working closely with our clients during every stage - design through completion - ensures we remain in step with variables, budget + time-frame.

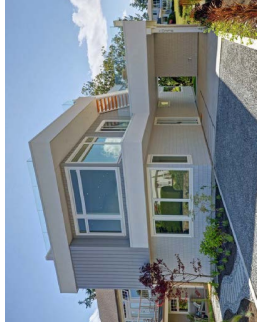
PROJECT EXPERIENCE



Caledonia Street, Victoria
New build of a 6 unit residential building
Completed May 2017



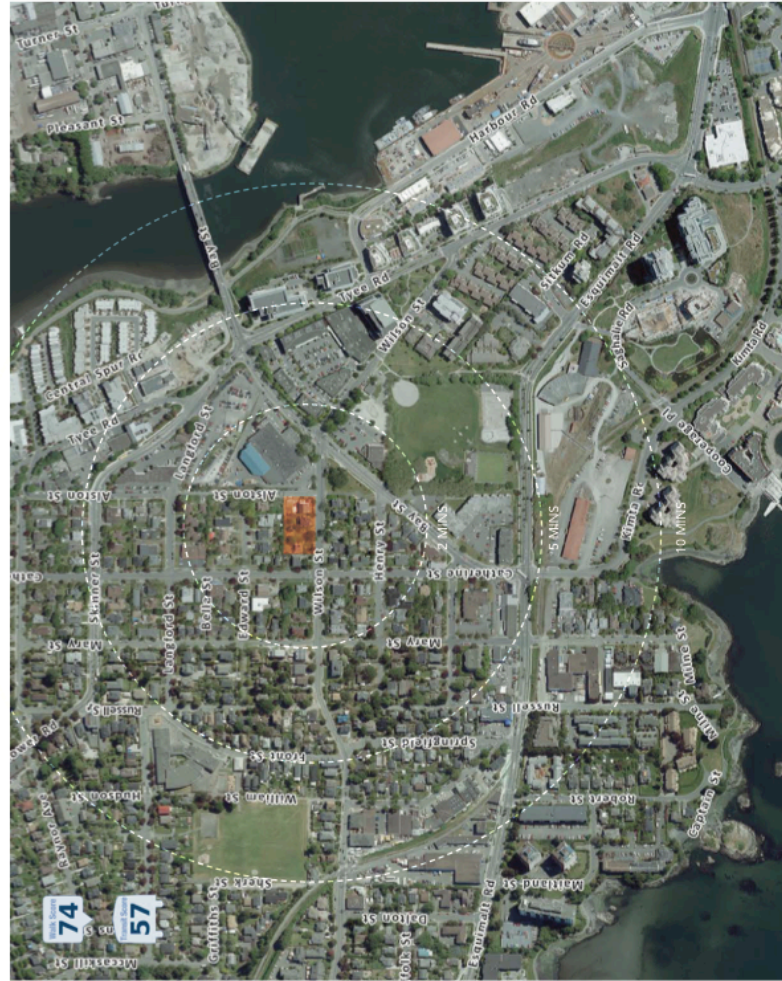
Edward Street, Victoria
Conversion of Single Family Home Into a Duplex
Completed June 2016



5th Street, Victoria
Single Family Home with Secondary Suite
Completed June 2017

WILSON WALK PROPOSAL

3



PROXIMITY TO LOCAL AMENITIES

2 Minute Walk

Local Market: coffee, organic groceries
Westside Village: grocery store, restaurants, coffeeshops, amenities
Westside Park: dog park, skate park, playgrounds

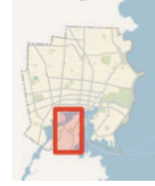
5 Minute Walk

Galloping Goose trail access to Sooke, Sidney
Top Soil Urban Farming Market

10 Minute Walk

Vic West Community Centre
Spinakers Gastro Pub
Fry's Bakery
Barber Shop
Chicken on the Run
Lime Bay Park
Songhee's walkway-waterfront
Banfield Park

25 Minute Walk to Downtown Victoria



Appendix 4 1123461 LTD Signing Authority

RESOLUTIONS OF DIRECTORS OF

1123461 B.C. LTD.

(the "Company")

WHEREAS the Directors of the Company have appointed Jamie Hubick to act as an authorized signatory for the Company and to do on the Company's behalf what a Director can lawfully do and execute such documents as he may see fit.

BE IT RESOLVED that JAMIE HUBICK is hereby authorized and empowered on behalf of the Company to act as an authorized signatory for the Company.

BE IT FURTHER RESOLVED that JAMIE HUBICK shall not sign on behalf of the Company unless he has provided a copy of the document(s) to be signed to one of the Director's of the Company for review and has received their written approval to execute the same.

NOTICE OF MEETING WAIVED and Resolutions consented to.

DATED as of this 7th day of September, 2018.


Dale Johannesen


Geoff Reed

Error! Unknown document property name.

Appendix 4 Land Lift

Land Lift Analysis-With Negotiated units of 10%					
	<u>208/210</u>	<u>220</u>	<u>230</u>	<u>240/242</u>	<u>Totals</u>
Take assessed value and add about 25% as an "assembly cost".					
Assessed Values	\$ 860,000.00	\$ 743,000.00	\$550,000.00	\$ 660,000.00	\$ 2,813,000.00
Assembly Cost (25% of Assessed)	\$ 215,000.00	\$ 185,750.00	\$137,500.00	\$ 165,000.00	\$ 703,250.00
Value under Existing Zoning	\$1,075,000.00	\$ 928,750.00	\$687,500.00	\$ 825,000.00	\$ 3,516,250.00
Rezoned Value					Assessed
Sale of Strata Units (20)	Square Feet	24,880	Price/sqft	\$ 600.00	\$14,928,000.00
Sale of Rental Units (2)	Yearly Rent	\$ 31,622.40	Cap rate	5%	\$ 632,448.00
(Rentals at 80% of Mkt Rent)					
(two 3 Bedroom Units)					
Total Gross Proceeds					\$15,560,448.00
	Selling Commission				\$ (500,000.00)
	GST of Sale (5%)				\$ (740,973.71)
Net Proceeds from Sale					\$14,319,474.29
Project Costs					
Hard Build Costs - Strata	Square Feet	24,880	Price/sqft	\$ 240.00	\$ 5,971,200.00
Hard Build Costs - Rental	Square Feet	2,320	Price/sqft	\$ 215.00	\$ 498,800.00
Total Cost for 22 units		27,200			\$ 6,470,000.00
Parking					\$ 1,000,000.00
Total Hard Costs					\$ 7,470,000.00
Soft Costs (27% of Hard Costs)	27%				\$ 2,016,900.00
DCCs					\$ 150,000.00
Financing Cost - Land	2 years	6%			\$ 1,259,000.00
Financing Cost - Construction	1 year	6%			\$ 743,000.00
Total Project Costs					\$11,638,900.00
Rezoned Value before Profit Allowance					\$ 2,680,574.29
Profit Allowance (13% of Gross Proceeds)					\$ 2,334,067.20
Rezoned Value - Land Residual					\$ 346,507.09
Value under Existing Zoning					\$ 3,516,250.00
Land Lift					\$ (3,169,742.91)