

April 25th, 2019

Rev1 March 5, 2020

Rev3 June 23, 2020

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

Attn.: Mayor & Council

Re: 1908-1920 Oak Bay Avenue Rezoning and Development Permit Application

We are pleased to submit this Rezoning and Development Permit application for 1908-1920 Oak Bay Avenue on behalf of Jawl Residential Limited (the 'Applicant'). The rezoning and development permit are required in order to construct a four-storey multi residential building. The details contained within this application have been carefully crafted to respect the neighbourhood, specifically considering this portion of Oak Bay Avenue.

Upon acquiring the property in late 2017 and prior to commencement of any design work, the Applicant immediately began a consultation process with the owners of neighbouring properties and subsequently with City of Victoria planning staff. The consultation and review process continued throughout the Schematic and Design Development stages and included but was not limited to the following meetings:

- ✓ Pre-Planning Meeting City of Victoria – November 29th, 2017
- ✓ 55+ Individual Neighbour/Stakeholder Meetings – November 2017 - April 2019
- ✓ Public Community Meeting – April 3rd, 2018
- ✓ Public Community Meeting - November 20th, 2018
- ✓ Formal CALUC Meeting - March 13th, 2019



As the building design development progressed, the design team continued to reflect back on feedback received during the consultation process. Follow up meetings were often held where information was shared and refinements made based on the feedback received.

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Existing Site Characteristics, Official Community Plan and Zoning:

The parcels encompassed by the proposal are 1,963 sq.m. in total area, and are currently occupied by a garden centre, frame shop and plumbing business.

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The site is generally flat sloping approximately 0.4m from west to east along Oak Bay Avenue, with no bylaw protected trees.

A Corporate Partnership

Principals

GREGORY DAMANT
Architect AIBC, LEED AP

PETER JOHANNKNECHT
Architect AIBC, LEED AP
Interior Architect AKNV Germany

The current zoning is CR-3 – up to 3 storeys and 1.0:1 FSR. The site is designated Small Urban Village by the OCP, which lists potential for multi-unit residential and commercial at grade as a suggested building form.

The property is characterized by both its proximity to the commercial corridor of Oak Bay Avenue and to the single-family neighbourhood along its north property lines. To the west it borders the Oak Bay Gospel Assembly Church and to the east a new 3 storey mixed use building. Oak Bay Avenue hosts transit service in both directions and is also a well-used pedestrian and cycle route.

The site is designated Small Urban Village with Oak Bay Avenue being designated a Secondary Arterial road in this area. It is subject to the OCP Design Guidelines for Multi-unit Residential buildings, and forms part of the Jubilee community, whose neighbourhood plan is currently under development. The analysis of the OCP and site context, in concert with the initial input of neighbours, indicates that the proposal reflects an appropriate level of development density for this site.

Description of Proposal

Massing & Siting:

The building design concept is based on two imperatives – to contribute positively to the pedestrian and urban experience along Oak Bay Avenue, while being sensitive to the smaller scale single family residential to the north. The resulting building form defines the urban edge at grade and the street wall above on the south side. To the north, the building presents a landscaped buffer to the residential properties while stepping back as it goes up. This addresses the OCP context-related guideline 1.6, which suggests that buildings “be designed to address privacy, particularly for portions of the development abutting the side yards of adjacent single-family dwellings.” In terms of massing, the building reflects the intent of the OCP, with a height of four storeys, underground parking, and an FSR of 1.94:1.

At grade the building echoes the setbacks of the newer buildings across the street, finding a balance between defining the urban edge while allowing enough space for a meaningful sidewalk. At the rear, a landscaped buffer is provided along the north property line and at the second level. At the west property line, the setback is near zero at grade, allowing enough room for a climbing vine to animate the building face, as well as cascading landscaping from above. Café seating at the southeast corner wraps around the corner at Redfern.

At the second floor, a planted buffer and shade screens flank the edge of patios for second floor homes along Oak Bay Avenue. The building face sets back at this level for the upper three floors. At the rear, a similar planted edge is provided at the second level with a significant step back to the building face.

At the top-most storey the screens are re-introduced on the Oak Bay Avenue frontage while an additional step back is provided on the rear elevation.

Streetscape / Relation to street:

Along Oak Bay Avenue there are four retail units, with one designed to host a café. This has been specifically designed in response to neighbour feedback. The building lobby features a tile-clad ‘portal’ to clearly identify the primary building entrance. Outdoor seating is provided along Oak Bay Avenue and in front of the cafe. The building is considerably transparent at the ground floor to both activate the retail as well as animate the streetscape. The landscape design

prepared by Murdoch de Greeff Landscape Architects serves to soften the built environment while defining a 'public room' along the avenue.

Exterior Finishes

The project employs a limited palette of high quality materials intended to endure over time. Cementitious panel cladding, clear glazing, painted steel and wood are the primary materials. The simplicity of these materials allows for a discernable rhythm to emerge in the elevations, which allows the building to reference the historical fabric of the city while contributing to its future direction.

This palette of materials is intended to address the OCP guidelines for exterior finishes, which state that "exterior building materials should be high quality, durable and capable of weathering gracefully." The guidelines continue, stating that "quality materials used on the principal façade should be continued around any building corner or edge which is visible from the public realm", and the project achieves this by using the same materials on all sides of the building. Restraint in the amount of glazing on the north and west elevations is intended to strike a balance between daylighting the building and respecting the privacy of adjacent properties.

Further, raised planters along the north and south edges will provide soil volume to grow fuller vegetation, enhancing privacy and providing a visual buffer between neighbours. [The continuous planting of a climbing vine along](#) the western property line is intended to address guideline 4.3 which states that "exposed party walls and blank side elevations, where necessary, should incorporate features such as texture, reveals, colors, plantings or other treatments to provide visual interest."

As a further and final feature of visual interest, wood tone on the shade screens and on soffits will create visual and tactile warmth for residents, and to "complement the palette of exterior materials used on the rest of the building." (Guideline 4.4)

Transportation & Infrastructure

A Transportation and Demand Management Study was completed and accompanies this application. This was completed in order to assess the impact of the proposed development. During the course of the study and after the March 13th CALUC, the Applicant instructed the TDM Consultant to expand the data collection points to additional areas of concern for residents. The applicant has turned over a copy of the TDM study to the South Jubilee Neighbourhood Association for their use in future community transportation endeavors.

The project is well situated and fully serviced by City of Victoria infrastructure. Schools, parks and recreation facilities are all located within walking distance of the site. In addition, the nearby employment and shopping opportunities available in the Oak Bay Avenue village and downtown make this site suitable for an increased population density. This population will be well serviced with regard to transportation options, including immediate proximity to major Transit routes on Oak Bay Avenue as well as vehicle and bicycle parking and storage provisions.

The project proposes to include underground parking accessed from the east side of the property along Redfern Street in order to provide 47 stalls for 35 homes. In doing so, the applicant has committed to addressing another primary

concern of the community – that parking be fully accommodated on site so to not further burden an already congested parking environment. At grade, 10 spaces will be provided to service the retail component of the project.

The residential and visitor parking provisions in the underground parkade are suggested to be adequate per the TDM study. Additionally, a secure bicycle room will be located at the bottom of the parkade ramp to accommodate the required 48 Class-1 bike racks, as well as a Bicycle Work Bench. *Eleven* additional Class-2 stalls are located at the Oak Bay Avenue frontage and adjacent to the café along Redfern Street. Lastly, if approved, the applicant intends to contribute \$25,000 towards the construction of a crosswalk at the corner of Redfern and Oak Bay Avenue, as recommended in the TDM study.

Project Benefits and Amenities

The project proposes to bring 35 new residences to the Jubilee neighbourhood, in a form that is supportable relative to the goal of the Official Community Plan to encourage new housing design that fits in with the neighbourhood character. The applicant has encouraged the design of larger, more generous homes sizes in order to provide a housing option for those who wish to ‘age in place’, as well as for families or working professionals.

The building design will contribute to the quality of the public realm along Oak Bay Avenue, by the quality of design, materials, and detailing. The design of the ground-level retail and café patio and their proximity to the street edge will promote social interaction and improve the pedestrian experience.

The Applicant proposes to provide 35 Modo Car Share memberships to the strata corporation for each home, upon completion of the building. *Four additional Modo Car Share memberships are proposed for the commercial units, for a total of 39 Modo Car Share memberships.* Although not recommended in the TDM study, the Applicant is committed to helping mitigate any traffic concerns in the area.

Affordability

The Applicant is committed to addressing the issuing of affordability in the region, and has previous applications throughout the region that reflect this. As part of this rezoning application, they propose to contribute \$5 per square foot above the base density of 1:1, to the affordability fund of the City of Victoria. In the current proposal, this would amount to \$99,351, which will be rounded to \$100,000. This contribution is consistent with the Inclusionary Housing Policy, presented by staff to Council on April 11th, 2019.

Safety and security

The creation of a resident population is the primary factor in creating a safe pedestrian environment, through the placement of ‘eyes on the street’, and in this design all areas of the site are overlooked in good proximity by multiple dwelling units. Site lighting will illuminate the areas between buildings with ambient light to promote safety and visibility of landscaped areas. It is important to note also that this lighting will be shielded and kept at a lower mounting height in order to avoid glare and light pollution to neighbouring properties.

Green Building Features

The Applicant has reviewed and is prepared to construct and develop the project in accordance with the principals of sustainable design. The following is a list of green building initiatives that will be deployed within the project.

- Individual residences have private outdoor deck living space
- Exterior insulated envelope
- **4 Electrical Vehicle charging stations installed, with rough ins provided for all underground stalls and one at grade stall.**
- High efficiency heating / pressurization systems for all common area spaces.
- All ductwork to be sealed with low toxin mastic.
- Natural and recyclable building materials, and where possible materials will be sourced within 800km of the site. Exterior envelope materials are highly durable, and detailing will suit life-span management of components.
- Multiple thermostatically controlled heating zones within each residence.
- Directly metered suites.
- Solar Ready Conduit from Electrical Room to Roof
- All windows EnergyStar® rated.
- Interior suite layouts designed to optimize natural daylighting.
- All appliances EnergyStar® rated.
- LED lighting throughout.
- Construction waste diverted from landfill during construction through smart on-site waste management
- Low-VOC paint in all interior areas.
- Low-flow plumbing fixtures used throughout all units.
- Secure, heated bike storage at parkade level w/ Bike Work Bench
- **Electric Bike Charging Locations within Bike Storage**

In preparing this rezoning and development permit application package the team has carefully considered community concerns, the relevant OCP objectives, and the DP Area Design Guidelines. The design is respectful of the neighbouring properties and proposes an elegant and timeless architecture that responds to the unique character of the location. We believe it will add to the strength and character of the South Jubilee neighbourhood and we look forward to presenting the project to Council. If you have any questions or require further clarification of any part of this application, please do not hesitate to contact our office.

Sincerely,

CASCADIA ARCHITECTS INC.



Gregory Damant, Architect AIBC LEED AP
Principal



Peter Johannknecht, Architect AIBC, LEED AP
Principal