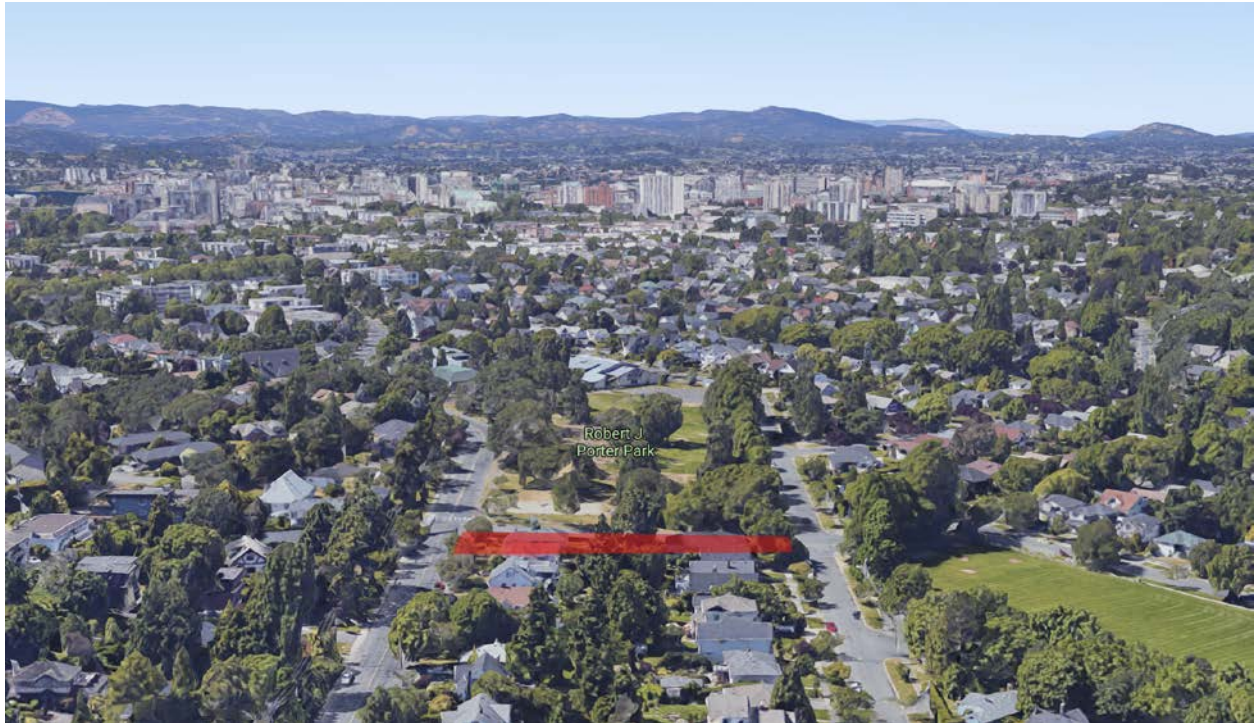


# *1400 FAIRFIELD ROAD + 349/351 KIPLING STREET REZONING AND DEVELOPMENT PERMIT APPLICATION ('LE PARC'): LETTER TO MAYOR AND COUNCIL*



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## 1. Description of proposal

This re-zoning and development application proposes to consolidate two adjoining lots (both of which are currently R1-B zoning), to allow for the construction of eight strata-owned townhouses. Existing structures on the sites, which include a single family home and non-conforming duplex, are proposed to either be removed from the site (pending feasibility), or demolished. This would increase density on the site from 3 to 8 units. Each proposed townhouse will be family-oriented, having a mix of 3-4 bedrooms. The townhouses are proposed to be 2.5 stories in height, and have near grade, on-site parking for 10 vehicles (one space for each unit, one car-share vehicle space, and one guest parking space). Twelve visitor bicycle stalls, and 20 long-term secure bicycle stalls are proposed.

The proposed townhouses are configured in two clusters, one cluster with two units (fronting Fairfield Rd.), and the other cluster with six units (fronting Kipling St. facing Robert J. Porter Park). This unique configuration was selected to complement the elongated nature of the consolidated lots, sloped topography, and to accommodate driveway access restrictions fronting Fairfield Rd. The proposed FSR for this project is 0.9:1.0, which is in alignment with the City of Victoria Official Community Plan (OCP) for traditional residential areas.

All three of the existing units are tenanted. Development intentions were shared with tenants in September 2018, prior to purchasing 1400 Fairfield Rd. Consistent with the City of Victoria Tenant Assistance Policy, a tenant assistance plan has been developed and shared with eligible tenants. The Tenant Assistance Plan accompanies this application (See tenant assistance plan for more details).

## 2. Government policies

This proposal aligns with the strategic objectives outlined in the City of Victoria Strategic Plan, the DRAFT Fairfield Neighborhood Plan (March 2019), and goals and objectives set out in the Official Community Plan (OCP). **Tables 1-3** outline how this proposal aligns with these policies and guidelines.

An OCP amendment is requested to accommodate building height (total number of stories). Traditional Residential Areas in the OCP permit structures up to 2 stories, and this project proposes 2.5 stories. The added height for this project provides additional space for family-oriented housing (3-4 bedrooms in all 8 units). The height of entire structure (top of roof is 11.45M, which is similar to other townhouse zones in the City of Victoria (10.5M – 11.5M) -- see RS-1 Zoning as an example. While DRAFT, and subject to change, at time of submission of this application the City of Victoria planning department made a recommendation that “Traditional Residential Designation permit gentle density up to three storeys around Cook Street Village west of Linden Avenue and Along Fairfield Road; and up to two-and-a-half storeys east of Linden Avenue.” (Fairfield Neighborhood Plan – Update, Committee of the Whole, September 11, 2018).

Table 1: Project Alignment with Official Community Plan (March 2018 Version)

Policy Direction	Goals and Objectives	Project Alignment with Proposal
Section 15: Community Well-Being	<p>Multigenerational Neighborhoods</p> <ul style="list-style-type: none"> <li>13 (d) That a wide range of housing choice is available within neighbourhoods to support a diverse, inclusive and multigenerational community (p.99)</li> <li>15.6 Consider the needs of children, youth and older adults in planning initiatives related to land use, housing, transportation, parks, facilities and community services (p. 113).</li> </ul> <p>Schools</p> <ul style="list-style-type: none"> <li>15.10 Seek to sustain a population base sufficient to maintain existing public schools by encouraging housing, amenities and services suitable for families with children in all neighborhoods through policies, local area plans, and zoning (p. 109).</li> </ul>	<ul style="list-style-type: none"> <li>This proposal provides an alternative to single family homes and apartment style buildings in the area. The larger size of the units (3-4 bedrooms) are family-oriented.</li> <li>This proposal provides additional family-oriented housing across from two parks, one of which also houses the community center, and an elementary school (Sir James Douglas)</li> </ul>
Section 21: Neighborhood Directions	<p>Fairfield Strategic Directions</p> <ul style="list-style-type: none"> <li>21.6.6 Maintain neighbourhood population to ensure to support the viability of community and commercial services and schools. (p. 147).</li> </ul>	<ul style="list-style-type: none"> <li>The population of Fairfield has been increasing at a rate which is below the average in the city of Victoria (7% vs. 12.5%, Source: Statistics Canada, 2011). This development will increase overall population and aims to bring more families to Fairfield.</li> </ul>

Table 2: Project Alignment with City of Victoria Strategic Plan (March 2019 Version)

Strategic Objective	Outcomes and Actions	Project Alignment with Proposal
#3: Affordable Housing	<p>Measurable Outcomes</p> <ul style="list-style-type: none"> <li>Quadruple the number of 'Missing Middle' housing units</li> <li>Victoria is seen as development friendly</li> </ul> <p>2019 Actions (Houseplexes and Townhouses):</p> <ul style="list-style-type: none"> <li>Undertake a city-wide planning exercise to identify suitable locations for townhouses and houseplexes</li> <li>Support more family housing including townhouses and row houses</li> </ul>	<ul style="list-style-type: none"> <li>This proposal would create 8 'missing middle' housing units.</li> <li>The proposed location of this development forms part of the Fairfield Rd. Corridor, an area which has been identified as a suitable location for townhouses in</li> </ul>

	<p>2020 Actions: Consider a comprehensive amendment to the Zoning Bylaw to permit all “Missing Middle” housing forms as of right without need for rezoning or development permit.</p>	<p align="center">DRAFT Fairfield Neighbourhood Plans)</p> <p>The strategic plan suggests that similar projects be permitted without requiring re-zoning or development permits in the future.</p>
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Table 3: Alignment with DRAFT Fairfield Neighborhood Plan (Section 8.15 and Section 8.20, April 4, 2019, pp. 80-85)

<b>8.15. Sub-Area 2: Traditional Residential Areas Along Fairfield Road</b>	<b>Project Alignment with DRAFT Neighbourhood Plan</b>
8.15.1. Development up to 1:1 floor space ratio and 2.5 to 3 storeys may be considered (pp. 81).	Our proposal is for 2.5 stories. While recognize that only one of the two properties is currently included in Sub Section 2: Along Fairfield Rd., there are other lots (not consolidated) within Sub-Area 2, which are of similar depth to our consolidated site. Section 8.16.2. states “Development up to 2 – 2.5 storeys may be considered.” For Traditional Residential Areas, which aligns with our proposal for 2.5 stories.
8.15.2. Retention and adaptive reuse of properties of heritage merit is strongly encouraged.	N/A – properties included in this proposal do not have recognized heritage value.
8.15.3. A variety of housing forms may be Supported (In Sub-Area 2). This includes Townhouses and small apartment buildings (pp. 81).	Our proposal for townhouses aligns with housing typology outlined in the DRAFT neighborhood plan.
8.15.4. New development should establish sensitive transitions to adjacent lower-scale development and backyards	<p>The two immediate neighbors are 1.5 stories high. The following actions have been taken create a transition to neighboring residences:</p> <ul style="list-style-type: none"> <li>• 5M setback was provided to create space from adjoining properties.</li> <li>• Top half-story is stepped in from neighboring properties on both the front (facing the street) and rear of the buildings (facing neighbors) to reduce overall massing.</li> <li>• Flat roofs are used (as opposed to peaked roofs which would result in a greater overall height).</li> <li>• Limited ceiling heights to 8’ for bedroom levels (top 1.5 stories).</li> <li>• Units step down the hill from Fairfield Rd. to Thurlow Rd. (working with existing grade)</li> </ul> <p>Height differentials with neighboring properties are mitigated by taller residences located across the road on the east side of Fairfield</p>

**1400 Fairfield Rd. / 349 Kipling St. Rezoning Application - Letter to Mayor and Council**

	Rd., and the site being located on two corner lots fronting parks on both Kipling St. and Thurlow Rd.
8.15.5. 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.	A parking reduction is not being requested as part of this proposal. In addition to meeting requirements set out in Schedule C, space for an on-site a car-share is being proposed.
8.15.6. Small lot subdivision is discouraged.	N/A – small lot subdivision is not being proposed.
<b>8.20. Townhouses</b>	<b>Alignment with DRAFT Neighbourhood Plan</b>
8.20.1. Consider townhouses on lots with two frontages and lots with laneway access, and in the areas near Cook Street Village and along Fairfield Road	Both lots proposed have two frontages as they are both corner lots. One of the two lots is along Fairfield Rd. (1400 Fairfield Rd.).
8.20.2. Consider densities up to approx. 0.75:1 - 0.85:1 floor space ratio in 2 - 2.5 storeys.	With one property located within Sub-Area 2 (349/351 Kipling St.) floor space ratio has been averaged in the proposed lot consolidation. With the proposed FSR at 0.9, this is less than averaging maximum FSR of 0.85 (for Sub-Area 3) and 1.0 (for Sub-Area 2).
8.20.3. Individual townhouse units should generally front onto a public street with direct pedestrian access from the fronting street.	All 8 townhouses proposed front directly onto either Fairfield Rd. or Kipling St.
8.20.4. 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.	N/A: This proposal does not contain lock off units.
8.20.5. Where landscaped open space and sensitive transitions to surrounding residences and yards can be achieved, courtyard townhouse forms or site layouts containing limited units located to the interior of the lot may be considered on a case-by-case basis on larger lots situated on corners, with laneway access or two frontages near Cook Street Village, or along Fairfield Road.	N/A: This proposal does not include courtyard townhouse forms.

### 3. Project benefits and amenities

This project will provide two community oriented benches (located on the development site) on the corner of Fairfield Rd. and Kipling St., and the corner of Kipling St. and Thurlow Rd. (see site and landscape plan for more detail). These benches overlook Robert J. Porter Park and Brooke St. Green, and are designed for public use.

### 4. Need and demand

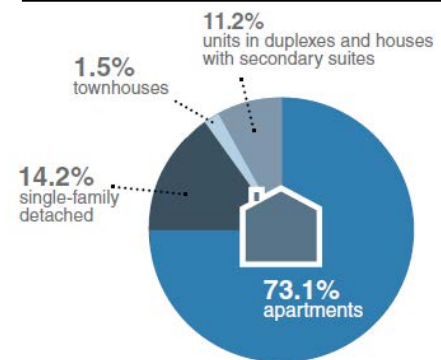
In Fairfield, Single Family homes and Apartments make up 87.3% of housing stock (See Figure 2). There are relatively few housing options which meet criteria of ‘middle housing’. According to the Fairfield Community Profile (2016), only 1.5% of housing in Fairfield are townhouses, which are often referred to as ‘the missing middle’ between single family home and apartments/condos (See **Figure 1**).

Missing middle housing is often defined as “duplexes or houses with multiple units, townhouses and low-rise apartments which are less expensive to build than high-rises or condominiums and more land-efficient than detached homes.” ([CBC News](#), July 15, 2018).

This development proposal aims to create additional family-oriented (3-4 bedroom) ‘missing middle’ housing. 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.

While there have been proposals to amend the Official Community Plan to increase zoning for attached dwellings and allow for the construction of more townhouses in Fairfield (April 4, 2019), at the time of this application there are few sites within Fairfield-Gonzales which allow for the construction of townhouses.

Figure 1: Housing Typology in Fairfield (2019, p. 21)





## 5. Neighbourhood

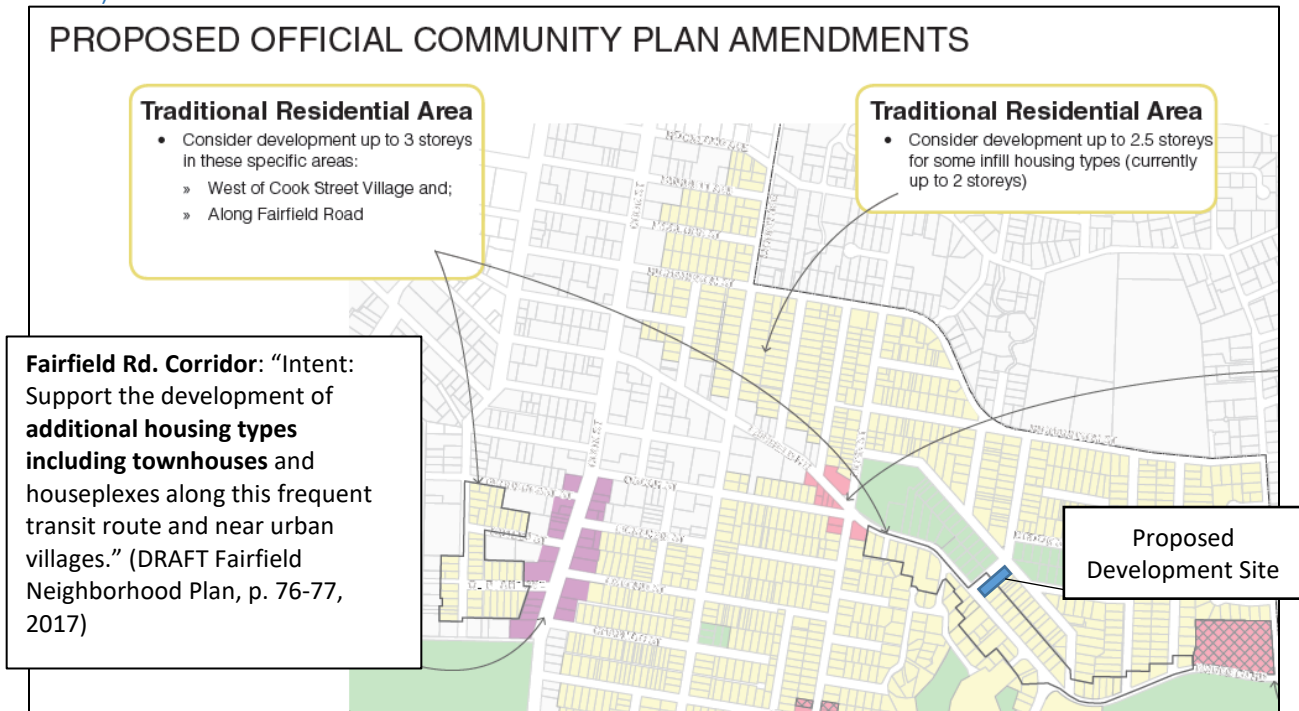
### 5.1 Site Location

This development site is located along Fairfield Rd., Kipling St., and Thurlow Rd. As outlined in the draft Fairfield Neighbourhood plan (2019) Fairfield Rd. is designated as a Frequent Transit Route with connections to major employment destinations, downtown, and at the University of Victoria. It is also located close to shops, services, schools, and amenities, and public gathering spaces at Five Corners Village (pp. 81). 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.
- **Access to Green Space:** This site is located directly across from two public parks (Robert J. Porter Park and Brooke St. Green).
- **Public Parking:** There is significant amount of public parking availability along Robert J. Porter Park and Brooke St. Green. While parking variances are not being requested, impacts from any additional street parking in the area as a result of the increased density are expected to be limited.
- **Transportation:** The site is located near major bus routes – Route #7 is located immediately in front of the development site on Fairfield Rd. and Route #1 is located nearby on Richardson St.

**Figure 2**, below illustrates site location relative to proposed OCP amendments set out in the DRAFT Fairfield Neighbourhood Plan (April 4, 2019).

Figure 2: Site Location in Fairfield (From DRAFT Fairfield Neighborhood Plan, April 4, 2019)



## 5.2 Contextual Architecture

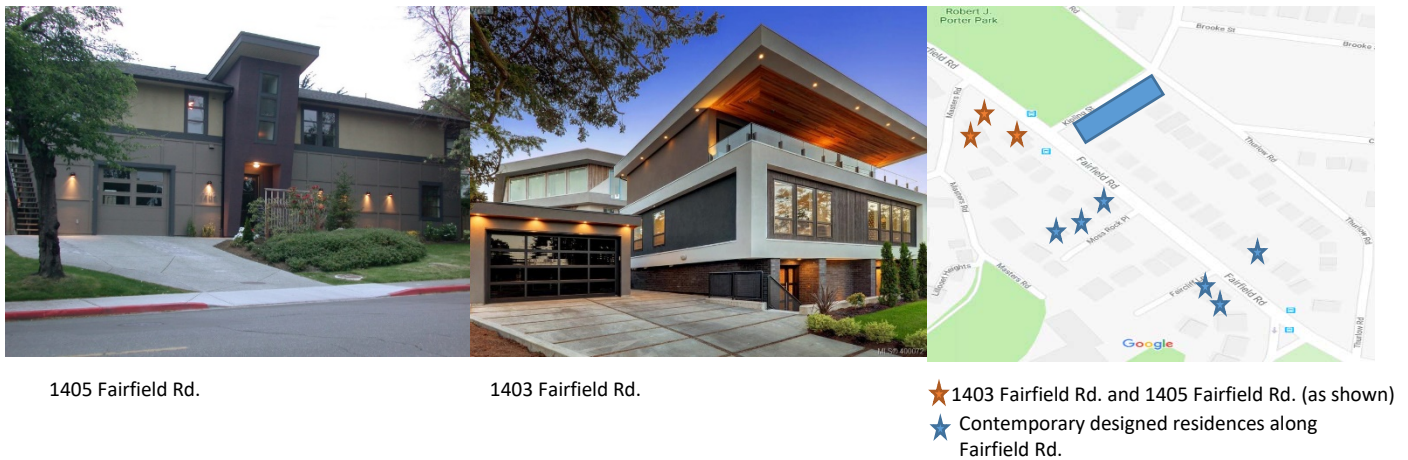
Fairfield Road is a mix of traditional, transitional, and contemporary architecture. With contemporary residences being prominently located and visible relative to the proposed development site, we decided to take a contemporary approach to designing the townhouses (see images and map of contemporary residences relative to the proposed development site in **Figure 3**). It is our opinion that this proposal would enhance the neighborhood through its architectural design and site treatments.

Other reasoning behind this design decision include:

- **Overall Height:** A 2.5 or 3-storey traditional designed townhouse development (with peaked roofline) would be higher in total height than what is proposed with a flat roof (height of a peaked roof is measurable to midpoint of the roof).
- **Usability of attached outdoor space:** Taking a contemporary design approach facilitated the development of additional outdoor space in the form of rooftop deck spaces, which are not consistent with traditional building designs.



Figure 3: Contemporary residences relative to proposed development site



## 6. Impacts

With increased density being proposed from three to eight units, impacts on neighbors have been cited in engagements. These have related primarily to on-street parking, shadowing, privacy /overlook, and noise. The following summarizes possible impacts and associated actions which mitigate impacts:

### On-street parking

While this project proposal meets requirements for off-street parking (as per Schedule C: Off Street Parking Regulations), it is anticipated that, from time to time, service vehicles, guests, and even residents will park on public streets (likely in front of the proposed development on the street). However, it is our opinion that any additional parking resulting from service vehicles, guests, or residents will have limited impact on neighbors and park users for the following reasons:

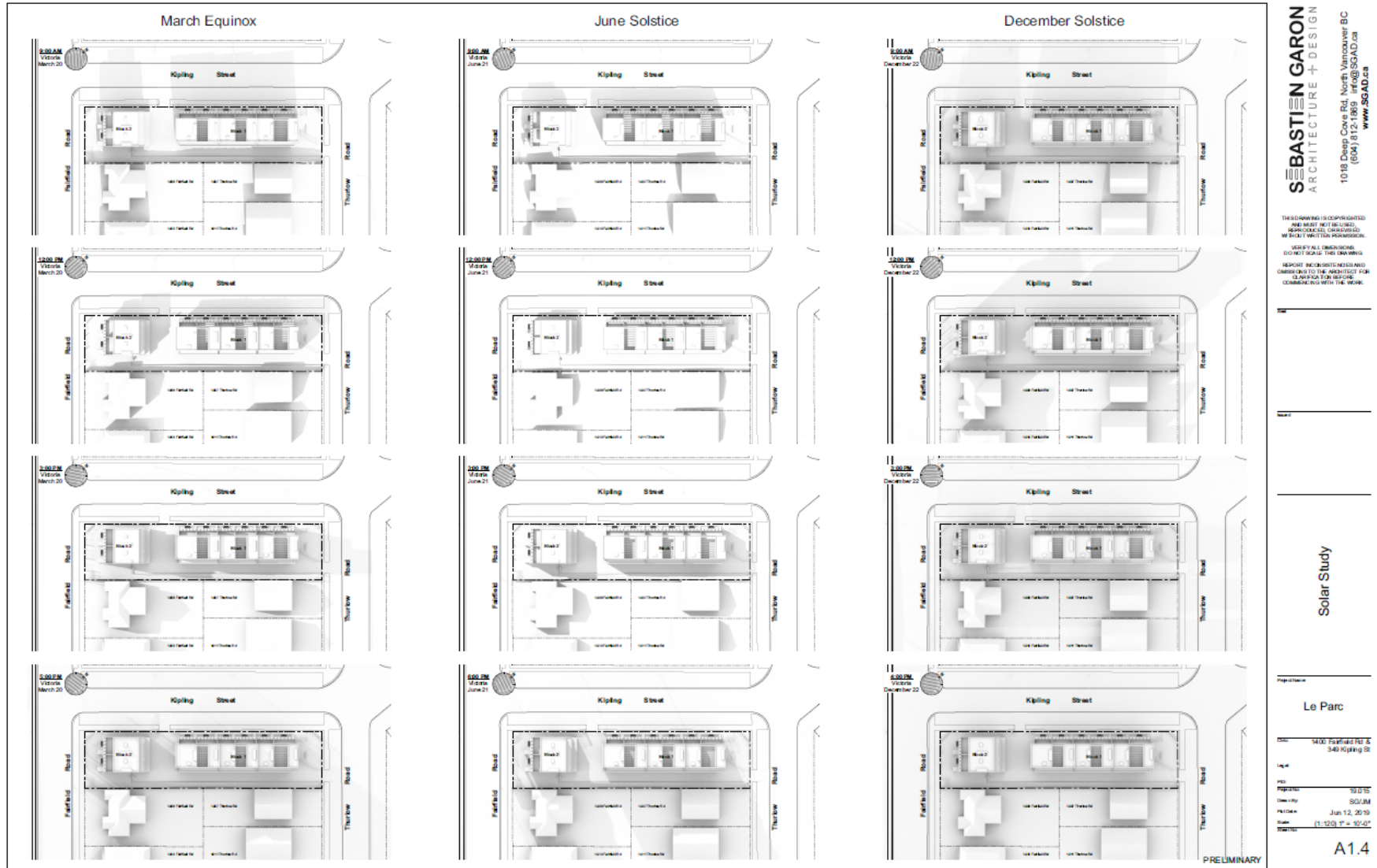
- There are no other houses located on the 300 Block of Kipling St.
- There is 239 ft. of street frontage on Kipling St. (including one proposed drive aisle) immediately in front of 349/351 Kipling St. and 1400 Fairfield Rd. on the 300 block of Kipling St.
- Across the street from the proposed development street on Kipling St. is an additional 239 ft. of street frontage or 72.93 M (as per site survey).
- There are limited residential neighbors, as the site faces two parks.
- Parking availability along the 300 block of Kipling St. has not been an issue.

### Shadowing

At its highest point of 11.45 M, the proposed structure is taller than existing structures and allowable building height under existing R1-B zoning. However, due to site orientation, shadowing on neighbouring properties is relatively limited. Shadows are primarily cast onto Kipling St. and Thurlow Rd. The two immediate neighbours at 1408 Fairfield Rd. and 1407 Thurlow Rd. would be impacted by varying degrees of shadowing, beginning 3pm onwards in the spring, summer, and fall (See **Figure 4: Shadowing Study** for more details).

# 1400 Fairfield Rd. / 349 Kipling St. Rezoning Application - Letter to Mayor and Council

Figure 4: Shadowing Study

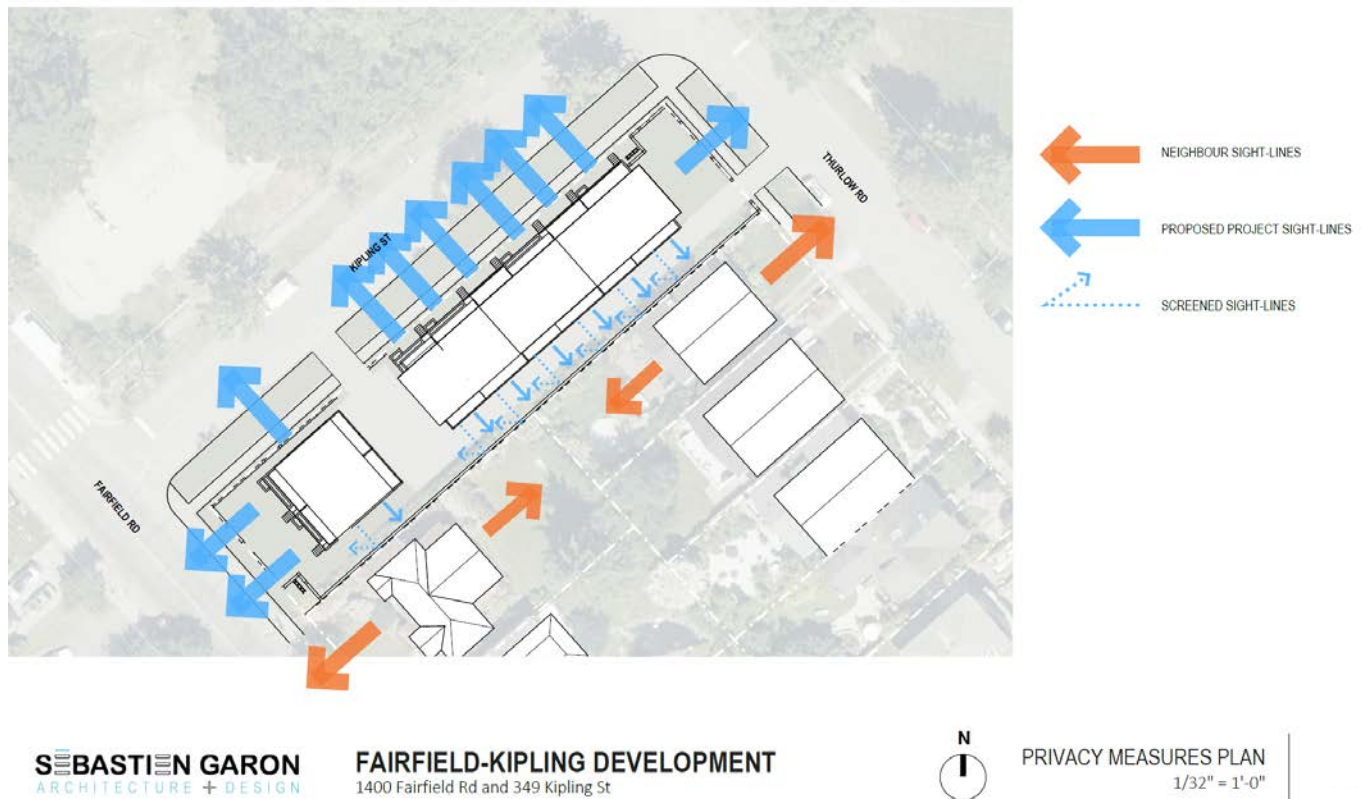


## Privacy and Overlook

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:

- **Unit orientation:** All units and principal windows are oriented towards the street with principal windows facing the street (See **Figure 5** for illustration of proposed sight lines)
- **Outdoor space locations:** All usable outdoor spaces are oriented towards the streets and away from immediate neighbours. This includes:
  - Rooftop patios
  - Shared yard spaces.
- **Window Locations:** Windows were strategically located throughout the design of the building with the intent to minimize overlook into neighboring properties.
  - No windows face neighbors on the top .5 story structure.
  - The unit directly neighbouring 1408 Fairfield Rd. has only 2 windows (which are located in a staircase).
- **Fencing and Hedging:** Fencing runs between the development site and neighboring properties from Thurlow Rd. to Fairfield Rd. There is also an existing cedar hedge running along much of the property, which is proposed to be added to with new hedging (see Landscape Plan for more information).

Figure 5: Privacy Measures Plan - Illustration



## Noise

- Heat Pumps: To efficiently heat and cool each residence, the use of heat pumps are proposed. Heat pump units are proposed to be located on the rooftop of each residence (greater than 15 ft from neighboring property lines in all instances). According to best practices “the roof is often the best location [for heat pumps] in terms of noise mitigation”. When sourcing heat pumps models will be selected to ensure compliance with the City of Victoria [Noise Bylaw \(03-012\)](#). According to the City of Victoria Noise Bylaw, in Quiet Districts (which includes the proposed development site), noise levels shall not exceed 55 dBA when received at a point of reception during the day and 45 dBA during nighttime. For reference, 45 dB is comparable to sound of bird calls or the noise level within a library, while 55 dB is similar to the sound of a dishwasher in the next room.

Source: Ozols-Mongeau, Lucas. (2017). “[DOCUMENTATION OF URBAN DESIGN AND OUTDOOR NOISE BEST PRACTICES FOR AIR-SOURCE HEAT PUMPS](#)”  
Greenest City Scholars Program.

- Parking: As the number of off-street parking spaces will increase from 3 to 10 there will be increased noise related to parking and parking circulation. Noise related to parking will be mitigated by parking being partially below grade, fencing along the property line, and the hedging buffer located along neighbouring property lines.
- Yard and patio locations: Shared yards were strategically located on Thurlow Rd. and Fairfield Rd. These locations were selected to reduce noise in the rear yards of neighbors at both 1407 Thurlow Rd. and 1408 Fairfield Rd. Additionally, all patios face away from neighboring properties and have a full height wall facing neighboring residences to minimize sound transfer.

## 7. Design and development permit guidelines

### Alignment with Design Guidelines for Attached Residential Development: Fairfield Neighborhood

The City of Victoria design guidelines for attached residential neighborhoods were used in the creation of this rezoning and development application. All guideline elements outlined in the document (as presented to Council on April 4, 2019 – dated March 8, 2019 version) are included in **Table 4**. Examples of how we feel this development proposal aligns with guidelines, and rationale for instances where there is some variation from guidelines are outlined below in **Table 4**.

[Table 4: Alignment with Design Guidelines for Attached Residential Development \(March 8, 2019 Version\)](#)



## 1400 Fairfield Rd. / 349 Kipling St. Rezoning Application - Letter to Mayor and Council

Design Guidelines for Attached Residential Development: Fairfield Neighbourhood (pp. 1-14, April 4, 2019)	Applicable	Alignment with Guidelines ( <b>Green</b> = alignment; <b>Yellow</b> = rationale / circumstance for challenge to meet all components of guideline) <b>Grey</b> = N/A
<b>1) Site Planning -- Objectives: To site buildings in a manner that considers and maintains the pattern of landscaped front and back yards, that makes a positive contribution to the streetscape and that achieves a more compact residential building form, while maintaining livability.</b>		
a. Building Placement	Yes	See section i. below for more information.
i. Attached residential buildings should be designed parallel to the street with unit entrances oriented to, and directly accessed from the street. Both front and rear yards should be provided.	Yes	The proposed site is unique as it is a relatively narrow site (17.32 meters wide) which has two corners and three street frontages: Fairfield Rd., Kipling St., and Thurlow Rd. Entrances to units 1-6 which front Kipling St. and units 7-8 which front onto Fairfield Rd. Existing yards fronting Fairfield Rd. and Thurlow Rd. are largely retained in this proposal (with existing residences these two yards are currently both 'front yards', however, with lot consolidation, Thurlow Rd. could be interpreted as the rear yard).
ii. For properties that include buildings of heritage value (Heritage Designated or listed on the City's Heritage Register) alternative siting of new buildings or additions may be considered to facilitate heritage conservation.	N/A	N/A - Properties are not recognized as having heritage value
iii. For properties that include significant natural features (e.g. significant trees, topography, rocky outcrops), buildings and landscape should be sited and designed to respond to natural topography and protect significant natural features wherever possible. Strategies to achieve this include but are not limited to alternative siting or clustering of buildings to avoid disturbance of natural features, and clustering of parking to reduce pavement on the site. (See also Section 4)	Yes	There are two 'protected trees' which are proposed to be removed as a result of site siting. Both trees are located near the center of the consolidated lot. One tree is a big leaf maple and the other tree is a western red cedar. Both trees are located in a hedge formation and both are in 'fair' health according to the arborist report for this site. Alternate siting of buildings was considered in attempts to retain these trees, but due to their location on the property, this resulted in challenges in meeting other design guideline elements.
iv. Some locations and lot sizes, as noted in local area or neighbourhood plans or other city policies, may permit developments sited in more than one building on a site (i.e. more than one row). This may include "courtyard townhouses" or a main building at the front of the lot and a smaller building such as a coach house to the rear. For these developments, the following should be achieved:	Yes	The proposed development site has two buildings in a single row. See 1.-9. below for details.
1. Site planning should ensure that public streets are faced with dwelling units that have direct access to the ground and the public sidewalk;	Yes	All units front onto public streets (Fairfield Rd. and Kipling St.)
2. Units located in the interior of lots should be designed with adequate separation from other buildings and have access to open space;	N/A	N/A - There are no interior units. All units front onto public streets.
3. Vehicle access, parking and circulation should be integrated sensitively so it is not the dominant aspect of the development. See Section 1. vi. for further guidance.	Yes	See section 1. vi for information on parking
4. Dwelling units located in the interior of a site should have rear yard and side yard setbacks sufficient to support landscape and sensitive transitions to adjacent existing development and open spaces.	N/A	N/A - There are no interior units. All units front onto public streets.
5. Sufficient building separation should be provided between buildings to maximize daylight and minimize shadowing and overlook.	Yes	Both buildings are set back Five meters from neighbouring property lines, minimizing impacts relating to shadowing and overlook.

## 1400 Fairfield Rd. / 349 Kipling St. Rezoning Application - Letter to Mayor and Council

6. Buildings which do not front onto the public street should be sited to provide sufficient separation from shared property lines and adjacent development in order to reduce overlook and shading, protect privacy for residents and neighbours, and provide space for landscaping.	N/A	N/A - There are no units that do not front onto a public street.
7. Consider lower height and massing of buildings located to the rear of a site, compared to the front, where this would mitigate impacts on neighbouring properties.	N/A	For units 1-6, the top .5 floor of the property is stepped in on the side facing neighbours. mitigate impacts on neighbours. A 5M setback is provided from neighbouring property lines for all units.
8. Integrate landscape into parking courts. Wherever possible, integrate one or more trees within or directly adjacent to a parking court or rear yard parking area.	N/A	A parking court is not included in this development. However, screening (cedar hedge) is proposed to shield all parking from neighbours.
9. Consider varying garage and parking orientations (e.g. a mix of garages oriented to the street, to a parking court, or units with parking separated from the unit) to avoid drive aisles dominated entirely by garage doors. A mix of entries, patios, windows and landscape create a more livable and inviting space.	Yes	Parking is split up into two sections, Unit 1-6, have a total of six parking spaces located underneath each individual unit facing Kipling St. (30-degree angle parking) and, four 90-degree parking spaces located near unit 7-8. This includes three parking spaces underneath units 7-8 (one of which is a car share) and one on-site guest parking located beside unit 8.
v. "Galley-style" developments, where building complexes are sited perpendicular to streets with residential unit entries oriented internally, are strongly discouraged. This layout is discouraged because it does not orient as many residential units towards the street, typically provides less landscaped open space, and can create poor transitions to adjacent backyards or future development on neighbouring lots.	N/A	N/A - Proposed units are not galley style
vi. Vehicular access, circulation, garage doors and parking should not be the dominant aspect of developments and should be integrated to minimize impacts on fronting streets and adjacent public and private open spaces. Design strategies should be employed to minimize the impact of accommodating vehicles on site, including but not limited to the following:	Yes	The drive aisle is at the rear of the property, and is only 3M wide. Parking is integrated into the development.
1. Integrate parking in a manner that provides substantial landscaped areas in rear	Yes	There is landscaping at the rear of the site in the form of screening (cedar hedge); half of which is existing. 1.5 M of screening space is provided which is greater than required in Schedule C. Substantial landscaping is provided on the two front yards on Fairfield Rd. and Thurlow Rd.
2. Locate and consolidate off-street parking areas to minimize extent of driveways and eliminate need for driveway access to individual units (refer to site plan showing shared/clustered parking);	Yes	Utilizing a one-way driveway, the width of the driveway can be kept to a 3.0M. This limits the overall amount of driveway space required to access on-site parking.
3. Consider grouping driveway access points to minimize the number of driveway cuts and maximize space for landscaping and on-street parking;	Yes	There are two driveway cuts for the 10 parking spaces proposed (both driveway cuts are less than 4m in width). This is the same number of driveway cuts which currently exist on the site for three units.
4. Location of driveway access should strive to preserve existing canopy trees or provide opportunities for new canopy trees within the boulevard by providing enough planting space. See Section 4 Open Space Design for further guidance;	Yes	Only one tree on boulevard tree is proposed to be impacted in this proposed development. This tree is a red maple, and was only recently planted (8cm DBM). We are proposing to transplant this tree and add two new trees to the boulevard: a scarlet oak tree and a Japanese cherry tree.



## 1400 Fairfield Rd. / 349 Kipling St. Rezoning Application - Letter to Mayor and Council

5. Front-accessed parking may be appropriate in some areas in order to avoid excessive pavement in rear yard areas. In these cases, attention to design is required to emphasize front yard landscape, provide tree planting space, and ensure a pedestrian-friendly building façade.	N/A	N/A - Car parking is located at the rear of the buildings.
6. Minimize the impact of garage doors and vehicular entries by recessing them from the facade to emphasize residential unit entries.	Yes	Car parking is covered and recessed under the building structure to limit visibility from the street.
7. Use high quality and, where appropriate, permeable paving materials for driveways;	Yes	Permeable pavers are proposed for the drive aisle.
8. Use attractive, high quality materials and consider incorporating glazing in garage doors;	N/A	N/A - There are no garage doors proposed for this development.
9. See Section 4, Open Space Design for additional design guidelines related to landscaping and screening.	Yes	See Sec. 4.
<b>2) Orientation and Interface - A Friendly Face: Objectives: To ensure new development is oriented and designed to enhance public streets and open spaces and encourage street vitality and safety through increased “eyes on the street.”</b>		
a. Residential buildings should be sited and oriented to overlook public streets, parks, walkways and open spaces balanced with privacy considerations.	Yes	All eight units overlook public streets; Units 1-6 overlook Kipling St. and units 7-8 overlook Fairfield Rd. Additionally, unit #1 looks onto Thurlow Rd. and Brooke St. Green, and Units 1- 7 overlook Robert J. Porter Park.
b. Developments should maintain a street-fronting orientation, parallel to the street.	Yes	All residences front a street (Kipling St. and Fairfield Rd.). Unit #1 also has frontage on Thurlow Rd. The main entrance for unit #1 is on Kipling St. to allow for a shared yard.
c. All residential units facing streets should have entries oriented towards, and be clearly accessible and visible, from the street.	Yes	All main entrances to all units face towards the street onto Kipling St. (units 1-6) or Fairfield Rd. (units 7-8).
d. Where some units do not front onto a public street, a clear, legible and welcoming pedestrian pathway from the public street should be established.	N/A	N/A - all units front onto a public street.
e. For developments that have interior-facing units, ensure unit entries are legible. This is important for welcoming visitors, for emergency responders and as a principle for CPTED (Crime Prevention through Environmental Design). Strategies to achieve this include:	N/A	N/A - all units front onto a public street.
i. Visible addressing to help visitors navigate to the entry. Where an entry is shared, include addressing at the shared entry.	N/A	N/A - all units front onto a public street.
ii. Defining features such as a roof overhang or other features to help identify the entry.	N/A	N/A - all units front onto a public street.
iii. Provide low-glare outdoor lighting beside or above entry doors as well as walkways, to enhance security and to help identify the entrance.	N/A	N/A - all units front onto a public street.
iv. Entries to at-grade or basement units should be accessible wherever possible.	N/A	N/A - all units front onto a public street.
v. If the entrance is immediately adjacent to a parking area, delineate the entrance with planters or other landscape features to provide visual relief and a clear separation from the parking area	N/A	N/A - all units front onto a public street.
f. Consider design strategies to delineate private front yard spaces, porches or patios from the public realm, while maintaining visibility of unit entrances. Design strategies may include but are not limited to:	Yes	This is achieved with architectural fencing utilizing material complementary to the principal structures.
i. elevating the front entryway or patio slightly above the fronting sidewalk level; or	Yes	Entrances are elevated above the sidewalk with stairs or a pathway.

ii. where a change in grade is not desired to provide accessibility, delineate the space through other means such as landscaping features, low fencing or planters.	Yes	Where there is not fencing around the property there are plantings and concrete planter boxes.
g. The design and placement of buildings and landscape should establish a sensitive transition to adjacent parks, trails, open spaces, and natural areas, considering a landscaped edge; respect the root zones of adjacent trees; and minimize impacts on ecologically sensitive areas and natural features.	N/A	N/A - The site is not located adjacent to park (parks are located across the street)
h. For new development adjacent to parks and larger public outdoor open spaces, design should clearly delineate private from public spaces, to avoid “privatizing” of public space.	N/A	N/A - The site is not located adjacent to park (parks are located across the street)
i. The location of blank walls or extensive parking areas adjacent to parks, trails and natural areas is strongly discouraged.	N/A	N/A - The site is not located adjacent to park (parks are located across the street)
<b>3) Building Form, Features and Context</b>		
<b>1. Building Form and Design --Objectives: To achieve buildings of high architectural quality and interest with human-scale building proportions that are oriented towards and are compatible with the established streetscape character and pattern. Human scale refers to the use of architectural features, details and site design elements that are human proportioned and clearly oriented towards pedestrian activity. Building articulation refers to the many street frontage design elements, both horizontal and vertical, that help create an interesting and welcoming streetscape.</b>		
a. Building design elements, details, and materials should create a well-proportioned and cohesive building design and exhibit an overall architectural concept.	Yes	This is achieved through the use of high-quality materials and architectural details. The two building clusters created with the same material palate and are complementary to one another.
b. Incorporate a range of architectural features and design details into building facades that are rich and varied in detail to create visual interest when approached by pedestrians. Examples of architectural features include:	Yes	See sec. i-iii.
i. building height, massing, articulation and modulation	Yes	The buildings step down in height as they go down the hill from Fairfield Rd. to Thurlow Rd. In total there are four different roof heights. Every 2 units are at a different height, creating an interesting roofline. There is also modulation on all sides of the development which face the street.
ii. bay windows and balconies	Yes	Top floor balconies are off-set from the façade of the building. There are also large reverse bay windows on all units.
iii. fenestration pattern (proportions and placement of windows and entry ways)	Yes	Yes - there is fenestration pattern of both doors, windows, and panelling. See illustrations for fenestration patterns.
c. For townhouse type development: modulation in facades and roof forms are encouraged to break up building mass, differentiate individual units within attached residential developments, and to provide architectural interest and variation along the street.	Yes	Front windows, covered entry door, steps, and wood detailing of the fronting facades clearly different each townhouse unit. While the roof form does not modulate for each unit, for units 1-6, the roofline is at a different level every 2 units, which includes one wider and one narrower unit.
i. Individual units should include distinct design elements while being compatible with neighbouring units as part of an overall architectural concept.	Yes	The 6 units along Kipling St. vary in size (width) creating a unique modulating pattern, they also step with the slope of the hill. Additionally, all end units have unique details in the faced (including the two units fronting Fairfield Rd.). For example, unit 6 and unit 7 both have floor to ceiling corner windows. Both building blocks use the same materials.

**1400 Fairfield Rd. / 349 Kipling St. Rezoning Application - Letter to Mayor and Council**

ii. Longer rows of townhouses (exceeding approximately 4 units) should generally be broken up.	Yes	There are two building clusters. One building is comprised of six units (units 1-6) and the other building is comprised of two units (units 7-8). The decision to break the building up into this format was taken to accommodate parking requirements set out in schedule C: Off street Parking Regulations and driveway crossing requirements set out in the Highway Access Bylaw. Section, 12 (1) of the Highway Access Bylaw, states that "driveway crossings for all corner lots shall be (b) sited on the highway having the more minor street classification." In this instance this is Kipling St. and Thurlow Rd. As such, driveway access is not permitted onto Fairfield Rd. Complying with these requirements, the proposed configuration allows for an efficient use of the site, and allows for many other design guidelines to be met, which were challenged when alternate row lengths (i.e. 4 units / 4 units) and site siting were explored. Other factors which guided this configuration was lot length, width, and slope.
d. Houseplexes and multiplexes may be designed to appear as a single building with a shared roof form. In these cases, design features should make clear that the building comprises different units through legible front entries (see Part 2 Orientation and Interface). Duplex buildings may choose either of these strategies.	N/A	N/A - There are no accessory structures proposed in this development.
e. Entrances should be located and designed to create building identity, to distinguish between individual units, and generally create visual interest for pedestrians. Well-considered use of architectural detail and, where appropriate, landscape treatment, should be used to emphasize primary entrances, and to provide "punctuation" in the overall street-scape treatment.	Yes	Entrances are clearly delineated, with individual steps leading to a covered entrance for all 8 units. Steps are surrounded by concrete planters and plantings.
f. Upper floor areas should be integrated into roof forms to help further mitigate the scale of new developments.	Yes	This is achieved by stepping back the top floor from both the front and the back of all units. This reduces the overall massing of the units.
g. Balconies should be designed as integral to the building. Overly enclosed balconies should be avoided, as these limit views and sunlight access.	Yes	Balconies consist of mostly open space, with some covered space.
h. Building sidewalls should be designed to be attractive and interesting when viewed from adjacent buildings, street, and sidewalks through the use of materials, colours, textures, articulation, fenestration, and/or plant material.	Yes	Architectural detailing was provided on all sides of the development. See illustrations for more details on perspectives.
i. Creative use of landscaping or other screening should be used to reduce the perceived scale of adjacent development without compromising surveillance of public areas.	Yes	Concrete planters near the entrances of units 1-6 are designed to reduce scale of the buildings. Shrubbery near and along the side of units 7-8 are designed to have the same effect. See landscape plan for more details.
j. Accessory structures should be compatible in architectural expression and quality of materials to main structures.	N/A	N/A - There are no accessory structures proposed in the development.
<b>2. Neighbourliness/Compatibility -- Objectives: To respond to the established form and architectural characteristics of surrounding buildings in order to achieve new buildings which are compatible with their context and minimize impacts on neighbours.</b>		
a. New development should ensure a good fit with existing development by incorporating architectural features, details and building proportions that complement and respond to the existing architectural context, and by referring to distinctive and desirable architectural qualities of existing adjacent buildings in new development. Consideration should be given to the following aspects of development:	Yes	Fairfield Rd. has a mix of traditional, transitional, and contemporary architecture. With contemporary residences being prominently located and visible relative to the proposed development site, we decided to take a contemporary approach to designing the townhouses. This proposed development complements the contemporary residences nearby and along Fairfield Rd. While this project does depart from more traditionally designed residences which immediately border the development site (1407 Thurlow Rd.

## 1400 Fairfield Rd. / 349 Kipling St. Rezoning Application - Letter to Mayor and Council

		and 1408 Fairfield Rd.), this development would contribute to the diverse mix of home designs in the area.
i. building articulation, scale and proportions	Yes	The proposed buildings are similar in articulation and proportions to 1403 Fairfield Rd., which is located across the street from the development site. It also bears similarities to other contemporary designed residences on the 1400 block of Fairfield Rd.
ii. similar or complementary roof forms	Yes	There are also several contemporary designed residences which are located close to the proposed development site (along Fairfield Rd.) which have similar flat roof designs.
iii. building details and fenestration patterns	Yes	This residence is similar in fenestration and building details to 1403 Fairfield Rd. which is located across the street from the development site. It also uses similar materials.
iv. materials and colour	Yes	The current colour palette applied to this development based on feedback from the community. It has been lightened to complement a palate more consistent with nearby traditional residences. Materials such as stucco and brick which are used in many nearby residences are also prominently featured in this development.
b. In some cases where a contextual architectural form and pattern does not exist, architectural character may be created rather than reflecting contextual precedent. In such cases, a well designed, new project can become a contribution to the context that may inform future development considerations.	Yes	This will be the first townhouse development located along the Fairfield Rd. corridor in Fairfield. Complimenting nearby contemporary residences, this project may inform future townhouse developments in the area.
c. New townhouse development should transition in scale to existing residential buildings. Strategies to achieve this include but are not limited to the following:	Yes	See i.-ii. below.
i. A maximum one storey height difference between the end units of new street fronting developments and adjacent existing development should be achieved.	Yes	Neighboring buildings on Fairfield Rd. and Thurlow Rd. are 1.5 stories. This townhouse proposal is 2.5 stories.
ii. The end units of new street fronting townhouse developments should be sited to match or transition to the front yard setback of adjacent existing residential buildings.	Yes	Front yard setbacks on Fairfield Rd. are 5.7 meters on Fairfield Rd. and 7.55 meters on Thurlow Rd. This distance allows for transition to existing residential buildings. Note: this distance is consistent with stated in sec. 8.13 of the Draft Fairfield Neighbourhood plan (p. 79, 2019) which states that for re-zoning: "Minimum setbacks of 5-6m are generally desired depending on context."
d. The views from upper stories of new buildings should minimize overlook into adjacent private yards, especially in less intensive areas. Strategies to achieve this include but are not limited to the following:	Yes	See i.-vi. below.
i. Increased setback.	Yes	A 5.0-meter setback is provided from the neighbouring property lines. Current setback minimum for interior lot lines in existing R1-B zoning is 1.5 meters.
ii. Stagger windows to not align with adjacent, facing windows.	Yes	There are limited windows oriented towards adjacent properties. Windows were designed so they do not align with neighboring residences, which also have limited windows oriented towards the proposed development site.
iii. Primary windows into habitable spaces, and also decks and balconies, should not face or be oriented to interior side-yards	Yes	Primary windows face the street and park for this development. There are no rear balconies facing neighbouring properties.
iv. Locate and screen upper level windows, decks, and balconies to minimize overlook.	Yes	All balconies are oriented towards the street or park.
v. Use of skylights, translucent windows and clerestory windows are encouraged to minimize overlook of side yards.	Yes	There are no windows oriented towards windows on the top floors. Skylights are planned to provide light to the back of the top .5 story.
vi. Landscape screening.	Yes	A cedar hedge is proposed to run the entire length of the two adjoining properties (1408 Fairfield Rd. and 1407 Thurlow Rd.).

**1400 Fairfield Rd. / 349 Kipling St. Rezoning Application - Letter to Mayor and Council**

e. Site, orient and design buildings to minimize shadowing impacts on adjacent properties.	Yes	A shadowing study was conducted. Due to site orientation the majority of shadows are cast away from neighbouring houses and are cast onto the street. The See shadowing study for more information
<b>3. Mechanical equipment and service areas -- Objective: To site and screen mechanical equipment and service areas to minimize impacts on neighbours and the public realm.</b>		
a. Mechanical equipment, vents and service areas (e.g. for the collection of garbage or recycling) should be integrated with architectural treatment of the building, and screened with high quality, durable finishes compatible with building design.	Yes	Mechanical equipment, garbage and recycling is integrated with architectural treatments.
b. Mechanical equipment, vents and service areas should be located to minimize impacts on adjacent development by avoiding proximity to windows, doors and usable outdoor spaces.	Yes	All mechanical equipment is located 5.0-7.0 Meters from adjoining property lines. Heat pumps are located out of sight from neighbouring windows and doors. They are located on the highest storey of the building.
c. Location and installation of gas and electrical meters and their utility cabinets, as well as other mechanical or service apparatus should be carefully integrated into building and site design. Gas and electrical metres and utility cabinets on building frontages should be screened.	Yes	This has been integrated into custom architectural panelling, where possible. The location of gas and electrical meters are not located on any building frontages.
<b>4. Materials -- Objective: To use materials which are high quality, weather gracefully, and contribute to the overall neighbourhood image.</b>		
a. An integrated, consistent range of materials and colours should be used, and variety between buildings and building frontages should be provided that is consistent with the overall streetscape.		This development uses a combination of high-quality materials which include stucco, concrete, brick, panelling, and wood products. Brick and concrete are integrated in landscape and signage plan. The light colour palate is designed to complement nearby residences.
b. In general, new buildings should incorporate substantial, durable and natural materials into their facade to avoid a 'thin veneer' look and encourage graceful weathering of materials over time. Materials such as masonry, stone, natural wood, etc. are encouraged. Vinyl siding, large areas of stucco, and imitation stone/rock are discouraged and should generally be avoided.	Yes	Stucco, concrete, brick, steel paneling, and wood products, included in this proposal are high-quality and will weather gracefully.
<b>4) Open Space Design -- Objective: To enhance the quality of open space, support the urban forest, provide privacy where needed, emphasize unit entrances and pedestrian accesses, provide amenity space for residents, reduce storm water runoff, and to ensure that front and rear yards are not dominated by parking.</b>		
<b>1. Landscaping and site design</b>	Yes	See sec. a-n. below. See landscape plan for more details.
a. Landscape treatments including use of front patios, accented paving treatments, fence and gate details, and other approaches are encouraged to help call out a residential entry and add interest along the street and sidewalk	Yes	There are accented paving stones, retaining walls, and fence and gate details, which highlight residential entrances.
b. Areas within setbacks should incorporate plantings to create a green interface between buildings and streets	Yes	There are a variety of plantings proposed in all yards. See landscape plan for details.
c. Topographic conditions should be treated to minimize impacts on neighbouring development, for example by using terraced retaining walls of natural materials or by stepping a project to match the slope.	Yes	A concrete retaining wall will be used to minimize grade change relative to the neighbouring properties on Thurlow and Fairfield Rd.
d. Development should avoid significant reworking of existing natural grade.	Yes	The development is designed to work with the natural grade. The 4 building tiers step down the hill from Fairfield Rd. to Thurlow Rd.
e. Where a building's ground floor is elevated above a pedestrian's eye level when on the sidewalk, landscaping should be used to help make the transition between grades. Some techniques for achieving this guideline include:	N/A	N/A - ground floor is not located above pedestrian eye level.
i. rockeries with floral displays, live ground cover or shrubs.	N/A	N/A - ground floor is not located above pedestrian eye level.

## 1400 Fairfield Rd. / 349 Kipling St. Rezoning Application - Letter to Mayor and Council

ii. terraces with floral displays, live ground cover or shrubs.	N/A	N/A - ground floor is not located above pedestrian eye level.
iii. low retaining walls with raised planting strips	N/A	N/A - ground floor is not located above pedestrian eye level.
iv. stone or brick masonry walls with vines or shrubs.	N/A	N/A - ground floor is not located above pedestrian eye level.
f. Accessibility should be provided, where possible, in open space design.	Yes	Yes - See landscape plan for details.
g. Landscape areas are encouraged to include a mixture of tree sizes and types	Yes	Yes - See landscape plan for details.
h. Landscape on sites with significant natural features (e.g. significant trees, topography, rocky outcrops) should be located and designed to be sympathetic to the natural landscape.	N/A	There are no significant features proposed to be designed around in this development.
i. Consider planting tree species and other landscape plants that will tolerate a degree of drought and will survive the summer water restrictions and dry conditions of southern Vancouver Island.	Yes	Yes - See landscape plan for details.
j. In considering tree placement along boulevards or in the front yard setback adjacent to street rights-of-way, consider tree sizes and spacing indicated by the City's specifications and policies for street trees.	Yes	Yes - See landscape plan for details.
k. Landscaped screening along circulation and parking areas which abut lot lines is strongly encouraged, while maintaining site lines and enabling casual surveillance. Other surface parking areas should be screened with landscaping.	Yes	A cedar hedge is proposed to run along the entire length of the neighbouring property lines.
l. Integration of landscaping to soften hardscape areas associated with vehicle circulation and parking is encouraged.	Yes	Plantings are located along the drive aisle exit on Kipling St. to soften the hardscape area.
m. Site design should integrate features to mitigate surface runoff of storm water. This may include a variety of treatments (e.g. permeable paving for driveways and parking areas, landscape features designed for rainwater management, cisterns or green roofs, and/or other approaches) which are consistent with approved engineering practices and other city policies.	Yes	Permeable interlocking pavers are proposed to mitigate surface runoff of storm water.
n. Non-glare lighting should be provided at residential unit entrances, along pedestrian paths and common areas to contribute to safety. Lighting strategies that mitigate undue spill-over for adjacent residential units are strongly encouraged.	Yes	Lighting plan includes downward facing lights to the drive aisle and pedestrian pathways.
<b>2. Provide Outdoor Amenity Space for Residential Units</b>	Yes	See sec. a-b. below.
a. Residential units, including suites, are strongly encouraged to have direct access to usable outdoor amenity space. This may include a patio, porch, balcony, deck, or similar feature of sufficient size and dimensions to be usable, attractive and comfortable. At a minimum, access to a shared yard or amenity space should be provided.	Yes	Each unit has private decks on the top floor and access to a shared yard on Thurlow Rd. The two units on Fairfield Rd. have semi private fenced in front yards.



b. Consider factors such as privacy and access to sunlight in locating and designing amenity spaces.	Yes	All rooftop decks were designed to minimize overlook into neighbouring yards. A full height wall with windows completely restricts any direct overlook. The shared yard and semi-shared yards will get morning light. See shadowing study for more information. Rear decks off of kitchens are not proposed in this project to enhance neighbour privacy.
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## 8. Safety and security

This proposed development will increase safety in the area by increasing the number of eyes on the street and park. This will be achieved by orienting all entrances and principal windows towards public streets. Other design elements that will improve safety and security include:

- **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).
- **Fencing and Gates:** Parking areas and yards located on Thurlow Rd. and Fairfield Rd. will be completely fenced (see landscape plan for details).

In addition to incorporating design elements, based on feedback received from residents a number of suggestions to enhance public safety are outlined for consideration by the City of Victoria:

- **Adding crosswalks:** The creation of crosswalks at the intersection of Kipling St. and Thurlow Rd. could improve park access to both Robert J. Porter Park and Brooke St. Park from Kipling St. and Thurlow Rd.
- **Installing speed bumps:** Introduce speedbumps along Kipling St. to reduce traffic Robert J. Porter Park and Brooke St. Green (on Kipling St. and Thurlow Rd.)

## 9. Transportation

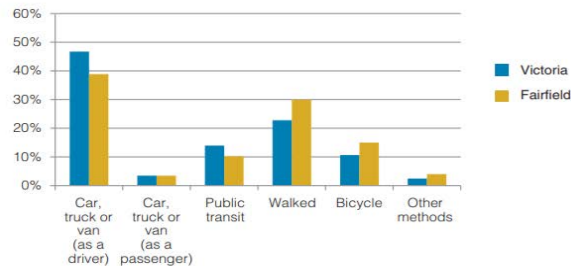
- **Bus access:** This site is located near major bus routes – Route #7 is located immediately in front of the development site on Fairfield Rd. (both sides of the street). Additionally, Route #1 is located nearby on Richardson St.
- **Bicycle parking:** This project exceeds bicycle parking requirements. A total of 22 individual Secure Bicycle lockers will be provided for resident use, as well as 12 visitor bicycle stalls.
- **On-site vehicle parking:** This project exceeds parking standards set out in Schedule C: Off Street Parking. In total this proposal includes off-street parking for 10 vehicles including one space for on-site car share parking and a visitor parking space.

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. 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, 55% of City of Victoria Residents walk, bike, or use public transit to commute to work. Within Victoria, Fairfield residents walk or bike to work more than other areas (See **Figure 6** below for more detailed information)

Figure 6: Fairfield resident commute to work and sustainable transportation usage

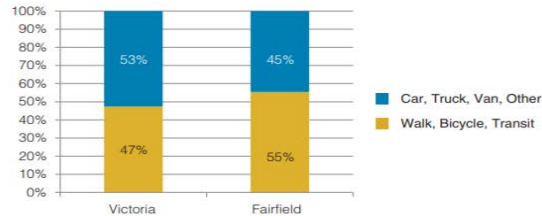
### Commute to Work

Fewer Fairfield residents travel to work by car, truck or van (45%) than for Victoria as a whole (53%). Thirty percent of Fairfield residents walk to work, as compared to 23% for Victoria, and 15% bike to work, as compared to 11% for Victoria.



### Sustainable Transportation

Fifty five percent of Fairfield residents walk, bike, or use transit to get to work. This is higher than Victoria as a whole (47%).



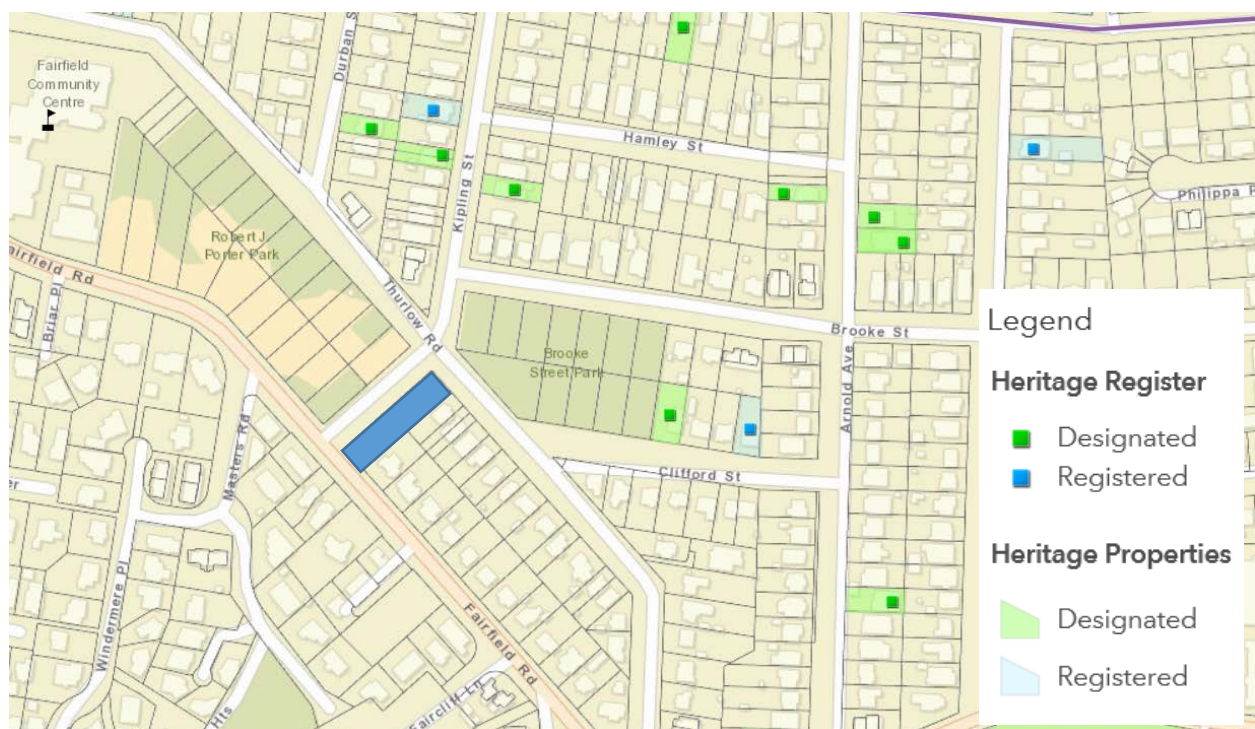
Source: Statistics Canada National Household Survey, 2011

Source: Fairfield Community Profile, City of Victoria, 2016, p. 22

## 10. Heritage

The buildings located at 1400 Fairfield Rd. 349 Kipling St. are not registered or designated heritage sites. As outlined below in **Figure 7** there are relatively few designated and registered heritage sites near the proposed development site.

Figure 7: Proposed development site relative to registered and designated heritage properties (Victoria Heritage Foundation)



## 11. Green building features

The following green building features will be incorporated in this development:

- Solar panel ready (rough in)
- Electric car charger ready for all units (rough in)
- Use of water efficient plumbing fixtures
- Sourcing of power smart appliances
- Use of low-VOC interior finishes
- Use of permeable pavers in parking areas
- Water efficient landscape design
- Integration of greenery on the rooftop
- Design of windows and skylights to enhance natural light
- Exceeding requirements for bicycle parking
- On site car-share program

## 12. Infrastructure

There is adequate infrastructure in place to support this proposal such as sidewalks, roads, and parks. Engineering and Public Works Department was consulted in the development of this proposal and indicated that upgrades to storm water attenuation or mains as a result of this development was unlikely. We will work with the City of Victoria to meet any infrastructure requirements identified in review of this rezoning application, such as the purchase or upgrade of new water, sanitary sewer, and storm water services.

## APPENDIX A

### **Summary of Revisions based on public consultation**

Following Pre-preliminary meeting, preliminary meeting, community consultation, and CALUC meetings the following changes have been incorporated into the design:

- Reduced Total # of units from 9 to 8.
- Enhanced site open space with removal of 1 unit.
- Increased setback on Thurlow Rd. to 7.55M to increase
- Modified driveway access to have parking drive-through from Thurlow Rd. onto Kipling St. (as opposed to Thurlow Rd. to Fairfield Rd.). Addressing concerns from residents and City of Victoria Engineering.
- Further minimized overlook to immediate neighboring properties by eliminating all open viewing spaces (there are no rear windows) from top floor of units oriented towards immediate neighbours on Thurlow Rd. and Fairfield Rd.
- Added an on-site car share parking space
- Limited floor heights of bedroom floor and half storey to 8' (down from 8'6")
- Modified Colour Palette (to lighten colours)
- Increased size of outdoor space on rooftop decks.

