



C A L E D O N I A
R E Z O N I N G A P P L I C A T I O N

September 2019

Updated November 2020

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ADDITIONAL INFORMATION

TRAFFIC STUDY UPDATE MEMO

01 PROJECT INTRODUCTION



1.1 - LETTER TO COUNCIL



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November 10, 2020

Mayor and Council
City of Victoria
1 Centennial Square
Victoria BC, V8W 1P6

Dear Mayor Helps and Council:

Re: Proposed Caledonia Redevelopment
1230 Grant Street, 1209, 1218, 1219, 1220 and 1226 North Park Street,
1219 Vining Street, 1235 Caledonia Avenue and 1211 Gladstone Avenue

The CRHC is excited to bring forward a Rezoning and Development Permit Application for the Caledonia Redevelopment, a comprehensively designed affordable rental redevelopment in the heart of Fernwood. The Caledonia project will provide for 158 new Affordable Rental Units made available in a manner that is sensitive to the surrounding context, attractive, affordable, sustainable and most importantly provide long term affordability and security for those most in need.

This proposal provides an opportunity for four levels of government to partner to realize the strategic goals and objectives contained within the City of Victoria's Official Community Plan and the Victoria Housing Strategy that align with the Capital Regional Districts Board Priorities to create desperately needed new affordable rental housing. Further, the development has enabled the Capital Region Housing Corporation (CRHC) to collaborate with neighbourhood groups to develop an integrated proposal that balances the needs and concerns of the local and broader community.

Existing Land Use

The proposed development site consists of assembling nine vacant and under-utilized properties that span from Gladstone Avenue to Grant Street. One of the properties is the existing Caledonia site at 1211 Gladstone Avenue, and currently contains 18 vacant units within three attached townhouse buildings. Another vacant property, previously known as M'akola's Tonto Rosette Building, located at 1209 North Park Street, contains a two-storey four-unit house. The remaining seven properties are vacant brownfield lots that were previously home to the Fairey Tech Building.

All nine properties will be consolidated into a single parcel to realize a comprehensive redevelopment that will create 158 affordable rental residential units. The development will also feature an amenity building for use by the neighbourhood, improvements to the surrounding streetscapes, construction of new interconnected pathways and a variety of outdoor place-making features including a playground, seating areas, community allotment gardens and other native plantings.

Located in the heart of Fernwood, the Caledonia redevelopment is set back from the Victoria High School Track and is adjacent to low-density residential homes, Haegert Park, the Compost Education Centre and the Fernwood Allotment Gardens.

Caledonia Redevelopment – Rezoning & Development Permit

The School District 61 (SD61), BC Housing, the City of Victoria and the CRHC have signed a letter of intent and letters of authorization to facilitate the rezoning application and subsequent land exchange. The land swap and lot consolidation are subject to successfully rezoning the property. The final agreement will see the SD61 as the sole owner of the consolidated lot and the CRHC signing a new 60-year lease agreement.

Proposed Rezoning

The consolidated lot will require rezoning from the current R-K and R-2 zones to a site specific zone. The proposal increases the allowable density from an FSR of 0.6:1, which would allow for redevelopment of approximately 78 units, to an FSR of 1.29, allowing for the proposed 158 units.

Form of Development & Massing

The proposed site layout includes five separate buildings, consisting of three 3 to 4 storey attached townhouse buildings, as well as one 5-storey and one 4-storey apartment building. The townhouses are positioned at the north end of the site, adjacent to single family lots. The apartment buildings are positioned towards the south end of the site, near Haegert Park and neighbouring apartment buildings along Grant Street. Massing was carefully considered to maximize the use of the site while being sensitive to the character of the neighbourhood.

The 5-storey building is located between North Park Street and Vining Street, which does not border residential properties. The 4-storey apartment building is located at the south section of the site fronting Grant Street. The top floor of both apartment buildings step back on all sides to reduce the massing effect as seen from the street level

Residential Unit Mix

The total development will consist of 158 rental units including 14 studio units, 45 one-bedroom units, 77 two-bedroom units, 14 three-bedroom units and 8 four-bedroom units. The two apartment buildings will consist of 97 units while the townhouses will consist of 61 units.

On-Site Parking

There are 117 onsite parking stalls proposed, 112 in the underground parkade and 5 stalls at grade. This on-site parking supply exceeds the City of Victoria's parking bylaw for affordable housing projects. There will be two separate underground parkade entrances, accessed from Caledonia Avenue and Grant Street. This component of the design splits the traffic flow from the site for tenants traveling east and west respectively, with direct routes to arterial roads, which minimizes the additional volume on the local neighborhood streets.

Policy and Design Considerations

The proposed development requires an Official Community Plan (OCP) amendment to change the land use designations from Traditional Residential and Parks to Urban Residential. There are several applicable OCP policies and references which support this alternative designation:

- 6.1.6 Urban Residential areas are generally located within 400 metres of the Urban Core

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Caledonia Redevelopment – Rezoning & Development Permit

- 12.17 Continue to support and enable the private development of green buildings
- 13.9 Support a range of housing types, forms and tenures across the city and within neighbourhoods to meet the needs of residents at different life stages, and to facilitate aging in place

The project will also achieve the energy performance benchmarks as adopted by the City of Victoria for the B.C. Energy Step Code and in line with related energy reduction targets. The proposed development is also consistent with many of the City of Victoria's strategic objectives, policies and guidelines, including:

- Prosperity and Economic Inclusion: People who work in Victoria can afford to live in Victoria
- Affordable Housing: Increase in rental apartment and housing vacancy rate
- Sustainable Transportation: Increase in residents using public transit, walking and cycling
- Strong, Liveable Neighbourhoods: Increase in number of opportunities for engagement with neighbourhoods

The configuration of the development and building designs reflect the following applicable Design Guidelines:

- 1.1 New development should be compatible with and improve the character of established areas through design that is unifying, sensitive and innovative
- 2.2.1 Massing that gives the impression of small blocks.
- 7.1 A high standard of accessibility in site, building and landscape design is encouraged to address the needs of all users, including people who have disabilities.

Neighbourhood Benefits and Impacts

The proposal has significant benefits for the local and broader community through its increase in the supply of affordable housing. This form of inclusive housing reinforces the vibrancy of the Fernwood community.

The Caledonia Redevelopment provides for:

- Family oriented affordable housing, where 63% of the proposed units are two bedrooms and greater
- 8 new 4 bedroom units, which are infrequently available in new housing stock;
- 15 accessible units, which includes a mix of one, two and three bedrooms to allow for live-in caregivers. These units may be operated by the Independent Living Housing Society (ILHS);
- Energy efficient building design to perform to BC Energy Step Code - Step 3;
- Open view corridors along east to west directions that recognize the prominence and heritage status of Victoria High School;
- Additional housing to meet the proposed population growth within walking distance of North Park Village;
- Integration with the broader community through partnerships with community groups such as Fernwood NRG and Compost Education Center to provide additional urban agriculture space and a 1450 ft² amenity room with a 14 foot ceiling to host neighbourhood programming and events;
- Pedestrian pathways across the site and a connecting greenway from Grant Street to Gladstone Avenue which facilitates long term access and increases walkability and connectivity within the

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1.1 - LETTER TO COUNCIL

Caledonia Redevelopment – Rezoning & Development Permit

- neighborhood
- Architectural design that sensitively transitions to adjacent properties and respects the form and character of the neighbourhood
- Landscaping that includes several rain gardens, tree preservation, and 121 new trees onsite.

Tenant Relocation and Funding

All tenants within the existing townhouses of Caledonia have been successfully relocated to other subsidized housing offerings within the CRHC portfolio or other social housing providers, as determined by their individual needs. Tenant supports have been provided in accordance with the CRHC's Tenant Relocation Policy, that exceeds the minimum standards established by the City of Victoria's Tenant Assistance Plan.

Project Funding & Affordability

The Caledonia Redevelopment has received approval under the Building BC: Community Housing Fund program which facilitates the development of mixed income, affordable rental housing projects for independent individuals, families and seniors.

Under this funding model, projects must reflect the following mix of rents and incomes:

- 30% Affordable housing (moderate income)
- 50% Rent geared to income (low income, housing income limit)
- 20% Deep subsidy (very low income, refers to provincial income assistance rates)

Community Feedback & Design Revisions

During the extensive planning of this proposal the design team and CRHC staff met with and presented to existing tenants, various neighbourhood groups, and school board trustees more than 22 times.

Throughout the process, received a variety of design input and have been able to incorporate revisions to our overall project that we feel is of greatest benefit to the Fernwood neighbourhood, the City of Victoria and the Capital Region. The design changes include:

- Eliminating an apartment building and replacing it with an additional 3- storey townhouse complex;
- Re-orienting townhouses to front onto Gladstone, creating an enhanced pedestrian scaled frontage and minimizing shadows on neighbouring properties to the west;
- Enhanced connectivity within and around the Caledonia development that will better integrate with the existing community;
- Adjusting the unit mix to include more studio units to meet the demographic needs of a growing seniors population.
- A revision to unit mix enabled the reduction of building height from 5-storey to a 4-storey building bordering Grant St;
- Addition of a new central amenity building for use by a prominent neighbourhood group to host independent events;
- Incorporating a playground structure to create a welcoming family-oriented environment;
- Reducing the number of courtyards and on-site surface parking to reduce impervious surface treatment and increase greenspace on site;
- Providing for private outdoor space on all ground-floor units;

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Caledonia Redevelopment – Rezoning & Development Permit

- Including urban agriculture areas and community allotment gardens;
- Relocating the Grant St parkade ramp from the courtyard to within the footprint of the building to add more greenspace and retain more trees

Conclusion

The CRHC is pleased to submit this Rezoning and Development Permit Application for the Caledonia Redevelopment. This project gives the opportunity to bring much needed affordable housing within an important area of Victoria where it is greatly needed. It also brings a cohesive and sensitive resolution to a significant brownfield site in the heart of the Fernwood community. Through the partnership across multiple levels of government this project aligns key municipal and regional strategic objectives, policies and guidelines and looks to deliver on these mandates while balancing the needs and concerns of the local community. We look forward to further discussion on this important application.

Sincerely,



Kimberly Lemmon, MCIP, RPP
Senior Project Coordinator /Acting Manager, Planning & Development
Capital Region Housing Corporation

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1.2 - NEED & DEMAND

REGIONAL DEMOGRAPHICS

RESPONDING TO ONGOING HOUSING AFFORDABILITY CHALLENGES

Different Households Experience Housing Affordability Challenges in Different Ways

Housing affordability is linked to both a household's ability to pay for their housing and to find housing in suitable condition and size at an affordable price. As per the 20,870 households referenced in the 2018 Regional Housing Affordability Strategy:

Families accounted for approximately 40% of households in core housing need:

Approximately 8,330 (40%) were family households including 3,935 lone parent family households. Of these families, approximately 5,020 (66%) were renters.

Single person households accounted for approximately 54% of households in core housing need:

Of these single person or nonfamily households (both single senior and non-senior) the majority (75%) were renters.

Older generations and households living on a fixed income can face significant housing challenges:

Approximately (45%) were senior or near senior households (55 and older), the majority of which were renters.

People with disabilities are more likely to be in core housing need:

Almost half (10,710) reported that they had a health and activity limitation with the majority of these households (almost 70%) being renters.

Indigenous Peoples:

Indigenous peoples face disproportionately higher levels of homelessness in the region, with nearly 33% claiming Indigenous ancestry (Point in Time Count, 2016). The Canadian Human Rights Commission also reports that 20.4% of Canada's Indigenous peoples are in core housing need while only 12.4% of non-Indigenous populations face the same challenges. Indigenous peoples are also more likely to report discrimination in access to all forms of housing.

Newcomers to Canada frequently experience housing challenges:

Approximately 1 in 5 people experiencing core housing need were immigrants or recent immigrants who had moved to Canada within the previous 10 years.

Ongoing population and household growth pressures:

The capital region has grown by more than 38,000 individuals (17,000 households) over the past 10 years and grew at a faster rate than the provincial average over the past five years.

DIFFICULT RENTAL MARKET CONDITIONS:

The region has an overall vacancy rate of 1.2 per cent including a vacancy rate of zero for 3-bedroom units which creates upward pressure on rents, fewer housing choices for low to moderate income households and a worsening of the overall affordability profile.

Even with the strong rental housing starts across the capital region in recent years, the creation of new purpose-built rental housing stock is extremely vulnerable to external market forces including changes in interest rates and other factors.

While local governments can help to enable and encourage new rental housing supply they do not have the financial resources or regulatory authority needed to address affordability challenges on their own. As a result, there is the need for all levels of government to work together to address ongoing housing affordability challenges including the specific needs of households with low to moderate incomes.

The Regional Housing Affordability Strategy identified that the region would require over 34,000 units of rental housing in the next 20 years. Half of them will be for low to moderate income households.

Table 5: Rental Targets & Demand Estimates by Income Ranges – 2016-2038

Source: Calculated based on the 2015 Median Household Income for the capital region reported by Statistics Canada in the 2016 Census

Income Range	Threshold (% of AMI)	Annual Income	Affordable Monthly Rental Target	2016 Income Distribution	Unit Demand Estimate
VERY LOW	< 30%	Less than \$20,000	Less than \$500	11%	4,564
LOW	30% to 50%	\$20,000 to \$35,000	\$500 to \$875	13%	5,124
LOW TO MODERATE	50% to 80%	\$35,000 to \$55,000	\$875 to \$1,375	15%	7,419
MODERATE AND ABOVE	Above 80%	Over \$55,000	More than \$1,375	61%	17,060
TOTAL ESTIMATED RENTAL DEMAND				100%	34,167

The Caledonia redevelopment is an example of multiple levels of government, across ministries, partnering to address the need for affordable housing in our community.

1.3 - AFFORDABLE HOUSING

AFFORDABLE RENTAL UNITS

Affordable Rental Units

The Caledonia development is comprised entirely of affordable rental housing units to ensure housing costs do not exceed 30% of gross incomes for citizens of Victoria. The mission of the CRHC is to develop and manage affordable rental housing within the capital region for low to moderate income households. This project aims to deliver on that mandate through the construction of 158 new affordable rental units in an area of Victoria that is greatly in need of additional low income housing options.

How do we define "affordable"?

There are varying definitions of affordable in the context of housing, so it is important to be specific about the use of this term. The CRHC defines affordable as a residential unit having a monthly rental rate not exceeding 30% of the monthly income of the household that occupies it. All of the units within the proposed development therefore are targeting rental rates that do not exceed this threshold for a mixture of income levels.

What are the different affordability levels?

As household incomes vary within a community, so to do the affordability levels within the Caledonia development. In line with BC Housing program guidelines, this is broken into three different levels of affordability; deep subsidy units for very low income households, rent geared to income units for low income households, and affordable units for moderate income households. The affordability levels are outlined in the unit mix chart below showing the proportional make up of unit types.

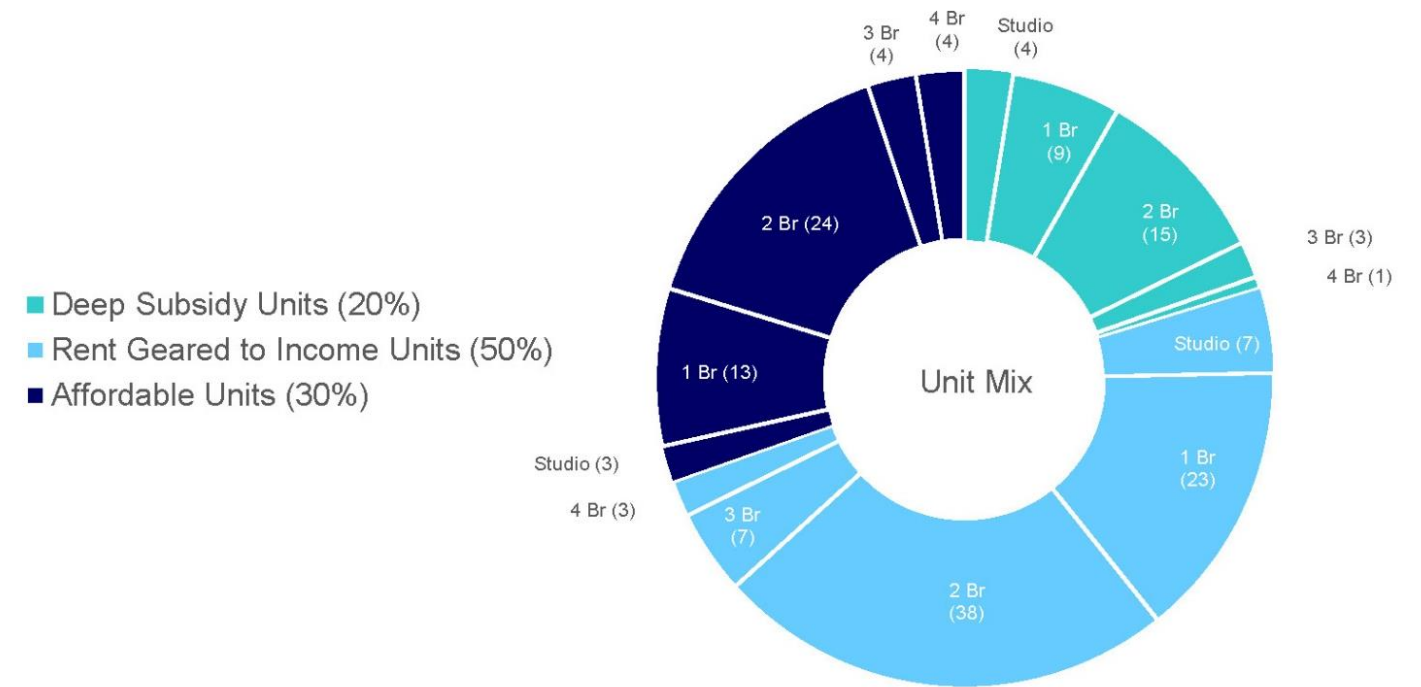
What is the mixture of unit types within the development?

This project balances the mixture of unit types within the development to reflect the needs of the broader community. Through community input, review of demographic trends and implementation of broader political objectives, a mixed-market and family centric unit mix provides a variety of housing options that will best serve the Fernwood and Victoria community. As outlined in the unit matrix table (below) 63% of the units contain 2 or more bedrooms.

Accessible Units

There are 1 Br, 2 Br and 3 Br accessible unit types with a total of 15 incorporated into the development. These will be operated in partnership with the Independent Living Society.

UNIT MIX CHART – AFFORDABILITY LEVELS



UNIT MATRIX

Unit Matrix	Studio	1 Br	2 Br	3 Br	4 Br	Total	Total %
Deep Subsidy Units	4	9	15	3	1	32	20%
Rent Geared to Income Units	7	23	38	7	3	78	50%
Affordable Units	3	13	24	4	4	48	30%
Total	14	45	77	14	8	158	-
Total %	9%	28%	49%	9%	5%	-	-
Accessible Units	0	7	7	1	0	15	9%

1.4 - STRATEGIC OBJECTIVES

CITY OF VICTORIA – STRATEGIC PLAN (2019 – 2022)

Affordable Housing

- Increase in rental apartment and housing vacancy rate
- Neighbourhoods are diverse, accessible and affordable across all ages, incomes and abilities
- Decrease in number of people spending more than 30 per cent of income on housing

Prosperity and Economic Inclusion

- People who work in Victoria can afford to live in Victoria
- Health, Well-Being and a Welcoming City
- Increase sense of belonging and participation in civic life among all demographic groups
- Increase in number of people who feel safe and part of the community

Climate Leadership and Environmental Stewardship

- Citizens and businesses are empowered and inspired to take meaningful action to reduce carbon pollution
- There are optimized local compost solutions in place for both food and garden waste
- Increase in tree canopy on public and private property

Sustainable Transportation

- Increase in residents using public transit, walking and cycling
- Decrease in transportation-related GHG emissions
- Decrease in annual household spending on transportation
- Increase in public and private EV charging stations

Strong, Liveable Neighbourhoods

- Increase in number of opportunities for engagement with neighbourhoods
- People feel listened to and consulted about what makes a neighbourhood distinctive
- People feel that their neighbourhood is safe and walkable
- Increase number of people walking compared to other modes of getting around within neighbourhoods
- All neighbourhoods are thriving, distinctive, appealing, viable and have amenities



PROJECT ADDRESSES SEVERAL OCP PLAN OBJECTIVES SUCH AS:

- Housing: Ensure that residents have access to appropriate, secure, affordable housing
- Climate Change and Energy: Ensure new buildings are energy efficient and produce few greenhouse gas emissions
- Ensures residents can enjoy convenient access to basic needs, community parks and amenities
- Community Capacity Building: Strengthen the natural, human, economic, social and cultural resources of Victoria to build, develop and shape a resilient community.
- Engaged Citizens: Actively engage citizens and community stakeholders and value and respect their contributions
- Strong Local Communities: Support and enhance Victoria’s vibrant character and unique sense of place
- Be responsive to Victoria’s geographic context and existing pattern of development to create memorable places.
- That the built environment is beautified and softened through natural features in the public realm.
- Social vibrancy is fostered and strengthened through human scale design of buildings, streetscapes and public spaces.
- Vitality and Livability
- Consistent with OCP Policy and RGS Strategic Direction for Compact Urban Settlements.

2019-2022

Strategic Objectives



1.4 - STRATEGIC OBJECTIVES, CONTINUED

OFFICIAL COMMUNITY PLAN

OCP Amendment:

- From traditional and public facilities to Urban Residential
- Proposal meets several OCP objectives

OCP 6.1.6

- Urban residential generally located within 400m of large urban village

OCP 6.23.2

- Generally supports new developments within 200m of large urban villages

Change in Zoning:

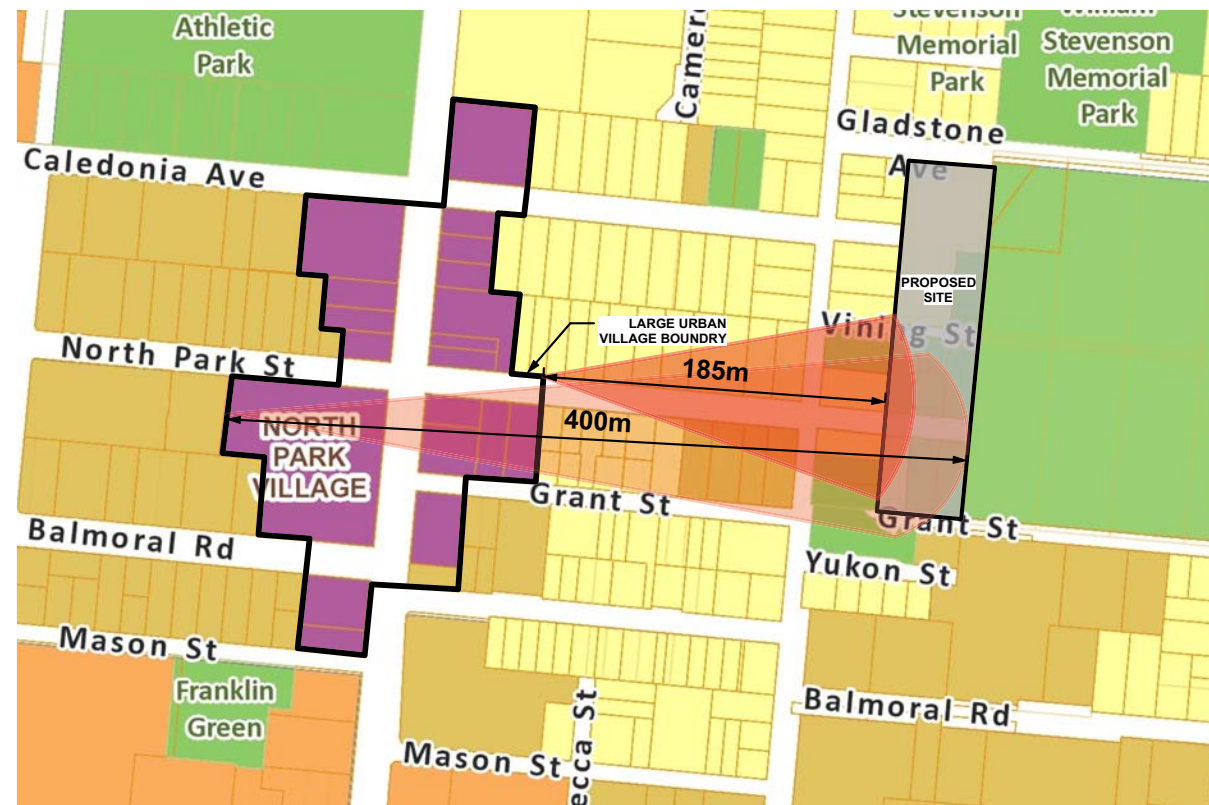
- From R-K, R-2 to site specific
- from FSR (0.6) to (1.29)

OCP Amendment:

- From traditional and public facilities to urban residential
- Proposal meets several OCP objectives

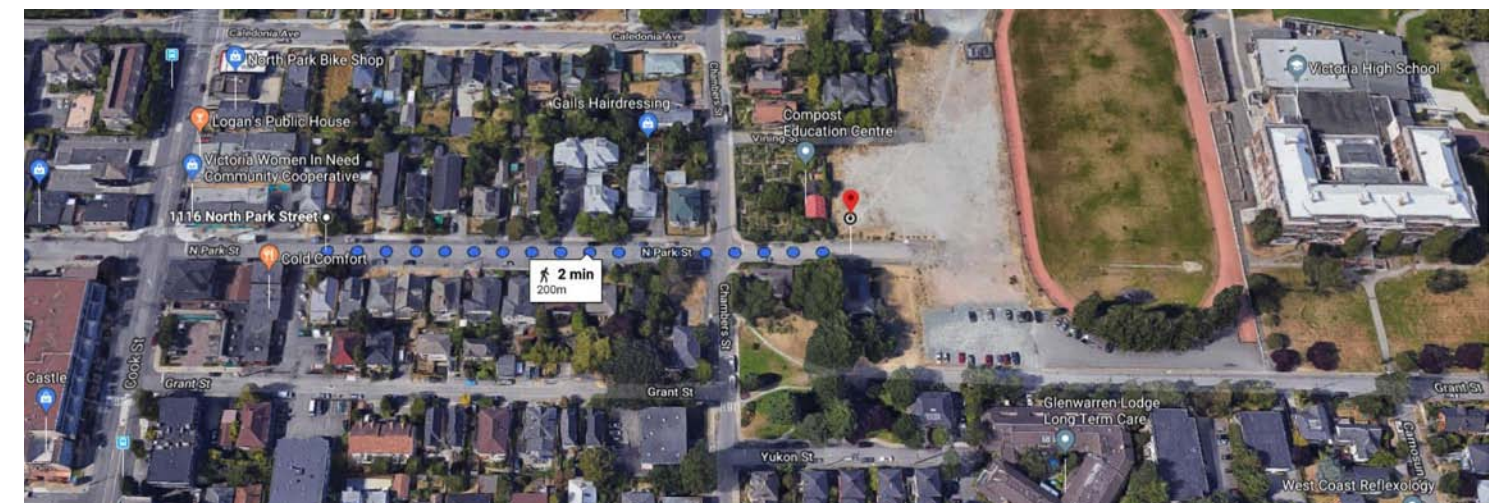
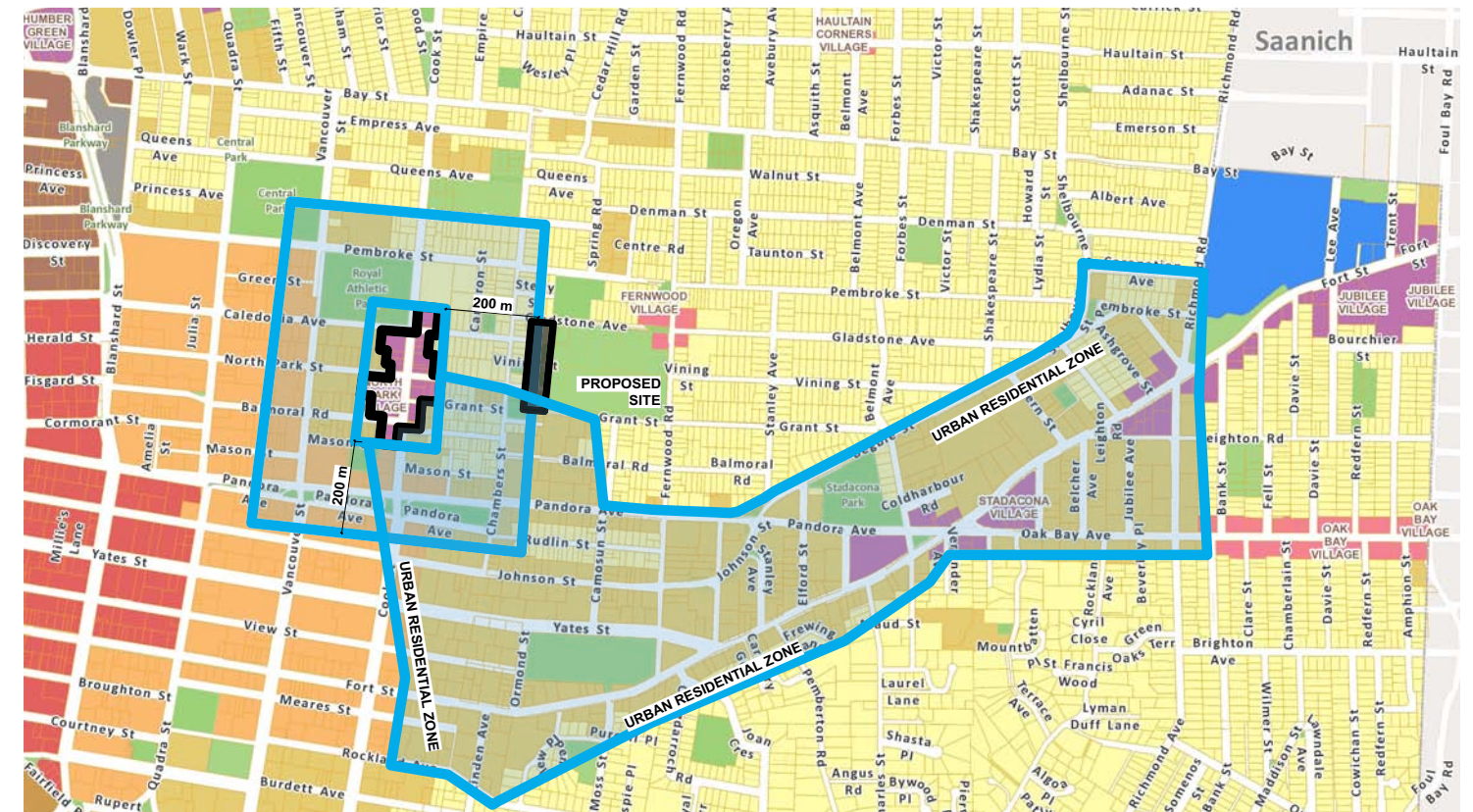
Urban Place Designations

- Large Urban Village
- Small Urban Village
- Urban Residential
- Traditional Residential
- Public Facilities, Institutions, Parks and Open Space



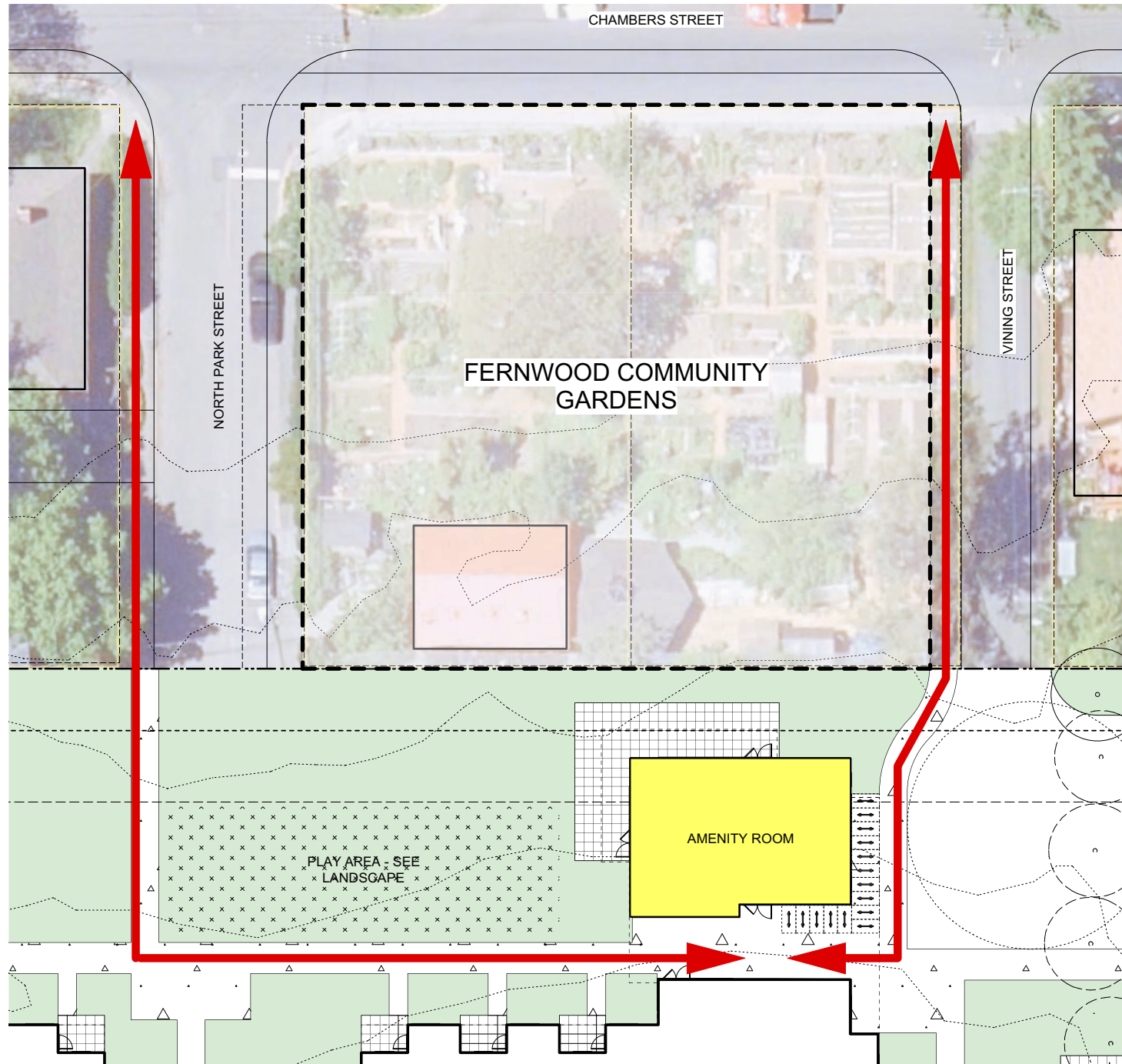
URBAN CONTEXT

- The proposed site falls into area of urban residential allowed by the City of Victoria guidelines.
- Urban residential from Fort Street corridors transitions into the south portion of the allowable North Park Village urban residential zone
- The site borders several R3-2 properties to the south and west.



1.5 - PARTNERSHIPS

PROXIMITY TO PARTNERS



COMMUNITY PARTNERS

Fernwood Neighbourhood Resource Group (NRG)

Fernwood NRG is a social enterprising non-profit organization which has for over 30 years been committed to families, the community, and the environment. Some of the programs they offer include childcare, food security, recreation, family programs and affordable housing. Additionally, Fernwood NRG is known for hosting FernFest, managing the Good Food Box program and operating the Fernwood Community Center, amongst other community based initiatives.

During several public consultation sessions, Fernwood residents have proposed a shared amenity space as part of the Caledonia Redevelopment. The CRHC has since designed a centralized 1450 ft² amenity room with a 14 ft ceiling. This amenity space has been specifically sized to suit the needs of the Fernwood NRG and proposed tenants. The CRHC is in discussions with the NRG which see the NRG operating the space for community use in the daytime and tenant in the evening and on weekends. This will add much needed community space within the Fernwood Community.

Fernwood Community Gardens

The CRHC is collaborating with the Fernwood Community Association, the Allotment Gardeners and Compost Education Centre (CEC) on the adjusted boundaries of the community gardens. Together, this cherished community amenity and central meeting place will be retained for future generations. The CRHC has agreed to undertake the construction of a new expanded garden space and relocation and/or replacement of impacted garden beds and associated materials that may be lost due to construction activities.

The CRHC is also in discussion with the CEC which would see them overseeing the programmatic components of the Caledonia redevelopment urban agriculture space and tenant allotment gardens. This agreement will also see CEC ensure the physical and aesthetic maintenance of the plants throughout the development.

Independent Living Society (ILHS)

The CRHC is in discussion with the Independent Living Housing Society to supply up to fifteen accessible units to be operated by the society. The project has also been designed to take into consideration the goals of various non-profits to support adults with diverse abilities in order to live independently in a variety of accessible settings. Some of these accessible suites have multiple bedrooms to allow live-in or family care takers.

1.5 - PARTNERSHIPS, CONTINUED

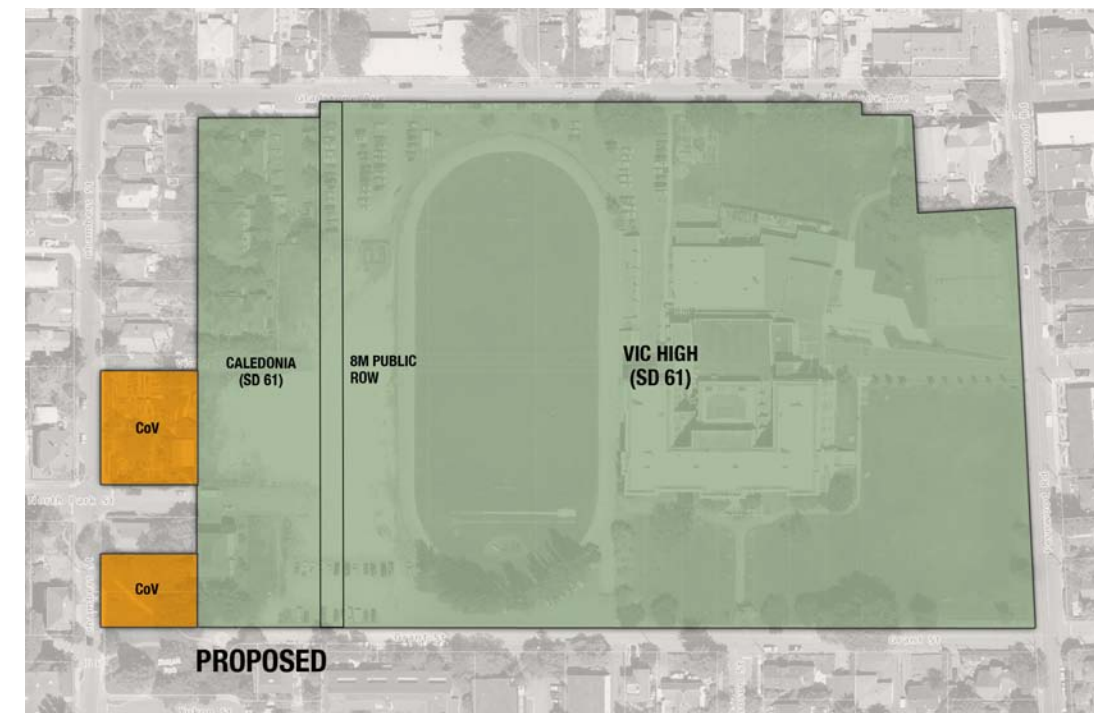
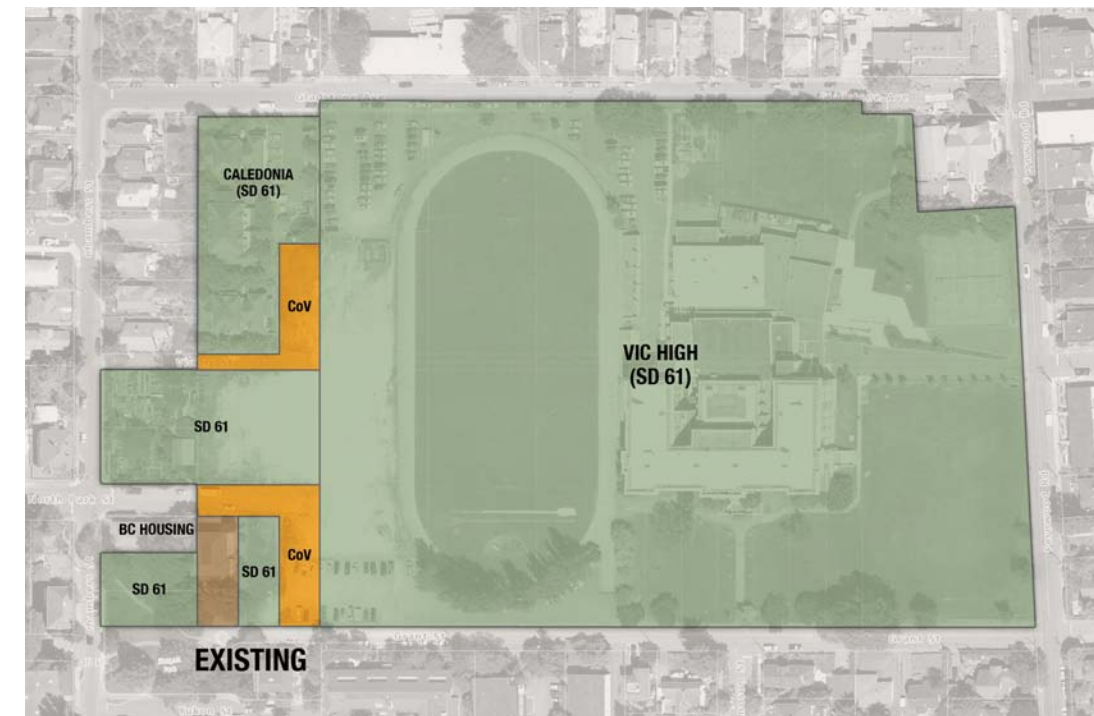
LAND ASSEMBLY – CITY OF VICTORIA, SD61, BC HOUSING, CRHC

In 1992, the School District 61 (SD61) entered into a 60-year lease agreement with CRHC for the 18 unit Caledonia townhouse complex located at 1211 Gladstone Ave. CRHC has 32 years remaining on the 60 year lease agreement, as well as 10 years remaining on the current operating agreement. The property is in critical need of immediate repair, which has prompted this redevelopment proposal.

The CRHC is currently working with SD61, the City of Victoria and BC Housing to consolidate all the lots between Gladstone Avenue and Grant Street, spanning the width of the 1211 Gladstone avenue property to increase the units from 18 to 158 units. The current land owners are SD61, the City of Victoria and BC Housing. The proposed land agreement between the City of Victoria and School District 61 would see the City transfer four vacant city lots within the housing project area in exchange for nearby School District 61 properties that currently support community gardens, the Compost Education Centre as well as the School District 61 property adjoining Haegert Park. Additionally, the land agreement would see BC Housing transferring one lot to SD61.

SD61 will be the primary owner of all the lots, while CRHC will lease the consolidated property under a 60 year lease agreement. Currently, there is a Letter of Intent (LoI) between the SD61 and the City of Victoria outlining the intent to enter into a land transfer. The project is subject to the parties completing the necessary agreements for land dispositions, SD61's regulatory approvals related to transferring land, which includes public consultation, as well as CRHC successfully completing the necessary rezoning process.

OWNERSHIP OF LAND PARCELS



1.6 - PROJECT OVERVIEW

PROJECT INFORMATION TABLE	
Zone (existing)	-
Proposed zone or site specific zone If unsure, state "new zone"	NEW ZONE
Site area (m ²)	8,681.1 m ²
Total floor area (m ²)	11,193 m ²
Commercial floor area (m ²)	N/A
Floor space ratio	1.29 : 1
Site coverage (%)	57%
Open site space (%)	40%
Height of building (m)	APT.1: 12.3 m, APT.2: 14.98 m, TH.1: 11.05 m, TH. 2: 10.65 m, TH.3: 9.4 m
Number of storeys	APT.1: 4, APT.2: 5, TH.1: 4, TH 2 & 3: 3
Parking stalls (number) on site	117
Bicycle parking number (Class 1 and Class 2)	224
Building Setbacks (m)	
Front yard	7.0
Rear yard	5.54
Side yard - West	4.0
Side yard - East	1.0
Combined side yards	5.0
Residential Use Details	
Total number of units	158
Unit type, e.g., 1 bedroom	STUDIO , 1, 2 , 3 & 4 BEDROOM
Ground-orientated units	
Minimum unit floor area (m ²)	34 m ² (STUDIO)
Total residential floor area (m ²)	11,193 m ²

CATEGORY	GREEN ITEMS
Rating System	<ul style="list-style-type: none"> All new buildings will meet Step 3 of the BC Energy Step Code
Site Selection & Design	<ul style="list-style-type: none"> The proposal is to rebuild and densify an existing affordable housing project within an already densely populated centralized urban location with strong pre-existing infrastructure and amenity. Rather than building on a greenfield site this project is situated on the site of the former Fairey Tech building, now demolished and left unimproved.
Innovation & Design	<ul style="list-style-type: none"> Hard surfaces have been designed to fulfill multiple functions, so that hardscape can be minimized and so that pedestrian and cyclist-friendly spaces take priority over vehicular zones. The prime example of this innovation is the woonerf plaza area, which allows moving trucks, fire trucks and handi darts to access the site while providing a pedestrian-friendly feel.
Transportation	<ul style="list-style-type: none"> The densification of this centralized site in Fernwood means that a higher number of residents will be within close walking distance to well-established neighbourhood services and amenities, including the North Park Neighbourhood and Downtown Core. Personal vehicle usage will be low relative to walking and transit usage. The underground parkade will have dedicated areas for bicycle and scooter parking. Additional electrical circuit capacity and conduit rough-in will provide scalability for electrical vehicle charging stations to keep pace with rising demand.
Energy Efficiency	<ul style="list-style-type: none"> Step 3 of the BC Energy Step Code Energy modeling will be conducted at multiple stages during the pre-construction stage to validate compliance. Air tightness testing will be conducted prior to occupancy to verify that building performance meets modeled criteria. All ventilation is mechanical rather than passive, with heat recovery exchangers at every exhaust vent. This ensures all makeup air is pre-conditioned and reheating energy loads are minimized. The Heat Recovery Ventilators (HRV) system is decentralized into individual suites, reducing rooftop air handling equipment and providing an overall reduction in noise pollution.
Renewable Energy	<ul style="list-style-type: none"> Multifamily buildings designed to step 3, with all units either stacked or back-to-back or both minimizes heat loss and energy use and provides the most long-term sustainable form of housing.
Water	<ul style="list-style-type: none"> All interior plumbing fixtures will be low water, low flow fixtures, including dual flush toilets (4.8LpF). Water efficient (Energy Star) Clothes Washers will be specified (89 litres per load or less). Hot water piping will be insulated and will run on a recirculating loops. High efficiency irrigation system will be customized for the site using Smart Timer Technology to tailor the irrigation flow to the present climatic conditions.
Site Permeability	<ul style="list-style-type: none"> Stormwater runoff for this project will be managed on site as much as possible. Rain gardens have been included where there is space outside of the parkade footprint, and outside of the root zone of retained trees. Roof runoff from the buildings will be directed to these rain gardens where feasible, where it will be slowed, treated and infiltrated. Rain gardens will overflow to the Municipal storm water system during large rain events.
Landscaping & Urban Forest	<ul style="list-style-type: none"> All trees with compromised health are being more than replaced with healthy new site-appropriate species. New plants will be drought-tolerant, non-invasive indigenous species selected for quality of appearance and ease of maintenance.
Urban Agriculture	<ul style="list-style-type: none"> Urban agriculture boxes are distributed throughout the property to both green the site and provide food security and recreation opportunities for residents.

02 COMMUNITY FEEDBACK



2.1 - CALUC MEETING & OPEN HOUSE

COMMENTS RECEIVED THROUGH PUBLIC CONSULTATION

- Development too dense
- Five storey not appropriate for Fernwood
- Not just low income housing
- Too much / too little parking
- Where are all the kids going to go to school
- The development will increase the traffic on Chambers Street
- Include more urban gardening
- Include centralized play area and amenity room
- Design the south end of site with the same scale as the north end of site
- Fernwood needs more daycares
- Add more studios
- Add more greenspace
- Provide more 3 and 4 bedroom family units
- Incorporate the character, aesthetics and personality of Fernwood within the design



Caledonia Design Changes between April 2nd & June 5th:

1. Changed site layout to reduce the number of apartment buildings from 3 to 2
2. Re-positioned townhouses to face Gladstone, creating better frontage and reducing shadows on neighbouring properties to the west.
3. Included continuous internal pathways north-south and east-west.
4. Added a centralized amenity building, and playground.

5. Added a separate elevator for direct access to parkade from the townhouse buildings.
6. Eliminated the site entrance at North Park to create the new access point off Grant St.
7. Eliminated all long-term surface parking on the site.
8. Added accessible townhouse units and increased the number of accessible units on the site.
9. Increased the setback on the 5th storey of the apartment buildings to reduce the overall massing.
10. Hired a traffic consultant to study the issues on Chambers St, parking requirements and trips generated by the proposed development.

Caledonia Design Changes between June 5th & June 26th:

1. Changed landscape plans to include garden planter boxes, increased urban agriculture and unit paving shared space plaza.
2. Adjusted the exterior building designs to have colour schemes more aligned with the surrounding areas.
3. Included more brick cladding on apartment buildings to match neighbourhood character.
4. Added variety of material finishing to the townhouses including hardie plank siding, board and batten and metal panel siding with black vinyl windows.

Caledonia Design Changes After June 26th:

1. Adjusted the unit mix to include more studios, in order to reduce the 5 storey apartment, bordering Grant St to a 4 storey apartment building. The four storey apartment building was also stepped back to create the illusion of a 3 storey building.
2. Added additional design elements and site furnishings that are representative of the artistic nature of Fernwood.
3. Relocated the Grant St. parkade ramp from the courtyard to within the footprint of the building. This arrangement provides more usable space at grade and reduced vehicle/pedestrian interactions in the courtyard area. Relocating the parkade ramp also allowed for more tree retention adjacent to Haegert Park.
4. Provided additional floor space for the amenity building to meet requirements of potential user groups.
5. Included urban agriculture areas within the landscape design.
6. Added private outdoor space for all units.

Caledonia Design Changes After September 27th:

1. Design of both apartments have been refined for a more residential scale and character: rooflines have been updated, and elevations reworked to provide a more townhouse appearance with prominent individual entries and pathway connections to sidewalk/greenway at lower levels.
2. Townhouse materials have been further refined.
3. Pedestrian pathways and connections through the site have been redesigned and benches added to common areas.
4. Entrance to parkade off of Caledonia moved to west edge of property line to minimize paved area.
5. Two onsite cul-de-sacs reduced to one single, smaller drop off area aligned with Vining. Vining widened for better pedestrian connection and vehicle access.

2.2 - TENANT RELOCATION PLAN

Vulnerable tenants, those occupying rent-geared-to-income (RGI) units such as seniors, persons with disabilities, or those living on very low incomes are among the most affected by redevelopment or renovation. These tenants often require more assistance in the relocation process as there are fewer choices available to them. These individuals also tend to be longer-term residents, and the process of moving may be challenging for them. CRHC is committed to working with current tenants in developing individual relocation plans in order to reduce the impacts of displacement and preventing homelessness.

All tenants within Caledonia are Rent-Geared-to-Income Tenants. All efforts will be made to accommodate tenants in rent-geared-to-income (RGI) housing within the CRHC or with another social housing provider unless the tenant indicates that they would prefer to live with a private housing provider. Efforts will be made to support the tenant in their application for the RAP or SAFER rent supplement program. Additional support will be provided for special circumstances. Tenants will also have first option to move back into an RGI unit within the new building.

CURRENT TENANT COMMUNICATION

Monthly updates will be provided in writing, at the property, and through an online subscription informing the tenants of activities associated with the redevelopment.

TARGET POPULATION FOR REDEVELOPMENT

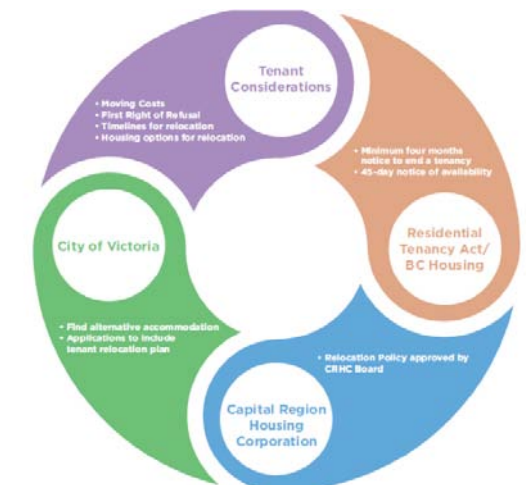
The target populations for this project are families, seniors and individuals living independently without onsite supports. These populations align with the housing that is currently onsite.

RESIDENT SELECTION FOR REDEVELOPMENT

Current tenants will be prioritized with the right of first refusal to move back into Caledonia. New residents for RGI units and deep subsidy units will be selected from the housing registry. Residents for the affordable market will be selected through a chronological waitlist held by the CRHC. These conditions are outlined in the CRHC Tenant Relocation Policy.

SUMMARY

- Financial compensation based on length of tenancy
- Minimum four (4) months' notice to end tenancy
- Assistance with moving costs
- First right of refusal
- Additional relocation supports for tenants with special circumstances



03 URBAN CONTEXT



3.1 - BUILDING HEIGHT - CONTEXT

- LEGEND**
- 3 Storey Building
 - 4 Storey Building



3.2 - FAIREY TECH BUILDINGS (DEMOLISHED 2011)



Fairey Tech Buildings (demolished)

HISTORY OF THE FAIREY TECH BUILDINGS

- Purpose-built in 1943 for trades education as part of the Second World War training effort.
- Constructed by trainee soldiers and Vic High students.
- Named for Col. F.T. Fairey the former Deputy Minister of Education, the then-current provincial Director of Industrial and Technical Education and also the Regional Director of the Canadian Vocational Training Program.
- The building became a centre for trades education for both highschool and continuing education students. An addition was made in 1949 to provide more classrooms for the industrial arts.
- During the 1950's the automotive shop was expanded and electronics shops and classrooms were added.
- The building also housed art, dance and industrial design classes.
- In 2011, the building was demolished and replaced with a brand new 57,000 sq. f.t. facility at the north side of the site.



Aerial View (prior to demolition)

FIGURE/GROUND STUDIES



Previous Development

- Approx. 41% site coverage
- 32% was paved or gravel



Proposed Development

- vs.
- 41% finished building area
 - 12% paved (parking underground)

Therefore, with similar amounts of site coverage, the difference is approximately a 20% increase in outdoor useable space

3.3 - FERNWOOD - WALKABILITY



WALKABILITY

The site is located at the centre of Fernwood approximately mid-way between the North Park Village and Fernwood Village. Both Villages are less than a 5-minute walk and include restaurants and cafes, groceries, hardware and other retail uses, a theatre, and a variety of personal and professional services (i.e., medical, dental, fitness, etc).

Victoria High School is immediately adjacent the subject site, Central Middle School is a 10-minute walk (approx. 800m) and George Jay Elementary School is a 7-minute walk (approx. 400m). The Crystal Pool site is a 12-minute walk (approx. 600m). Downtown Victoria is a 15-minute walk (approx. 800 to 1,600m).

The site's WalkScore is 93 ("Walker's Paradise, daily errands do not require a car"), indicating an exceptionally high level of walkability. Reduced reliance on cars and transit means further affordability.

GREENWAY

Included in the proposed development is the creation of a public greenway on a new 9.0m easement along the west side of the Vic High site from Grant to Gladstone. This greenway will be built to City of Victoria standards with a paved multi-modal surface and a row of trees on each side. This new segment will complete one section identified in the "Greenways Plan".



3.4 - CIRCULATION & ACCESS

PUBLIC PATHWAYS

HISTORICALLY THE SITE WAS LARGELY OBSTRUCTED BY THE FAIREY TECH BUILDING.

THE PROPOSED PLAN REESTABLISHES A NETWORK OF PUBLIC PATHS ACROSS THE SITE, RUNNING BOTH NORTH-SOUTH AND EAST-WEST.

A NEW CITY GREENWAY IS PLANNED NEXT TO THE SCHOOL TRACK THAT RUNS FROM GLADSTONE TO GRANT.



NEIGHBORHOOD CONNECTIVITY

PREVIOUS AND EXISTING BUILDINGS BLOCK STREET RIGHT OF WAYS.

THE PROPOSED PLAN SITUATES BUILDING FOOTPRINTS OUTSIDE OF STREET ALIGNMENTS TO EXTEND THE VIEWS AND PUBLIC PATHWAYS OF THE LARGER CITY GRID THROUGH THE SITE AND BEYOND.

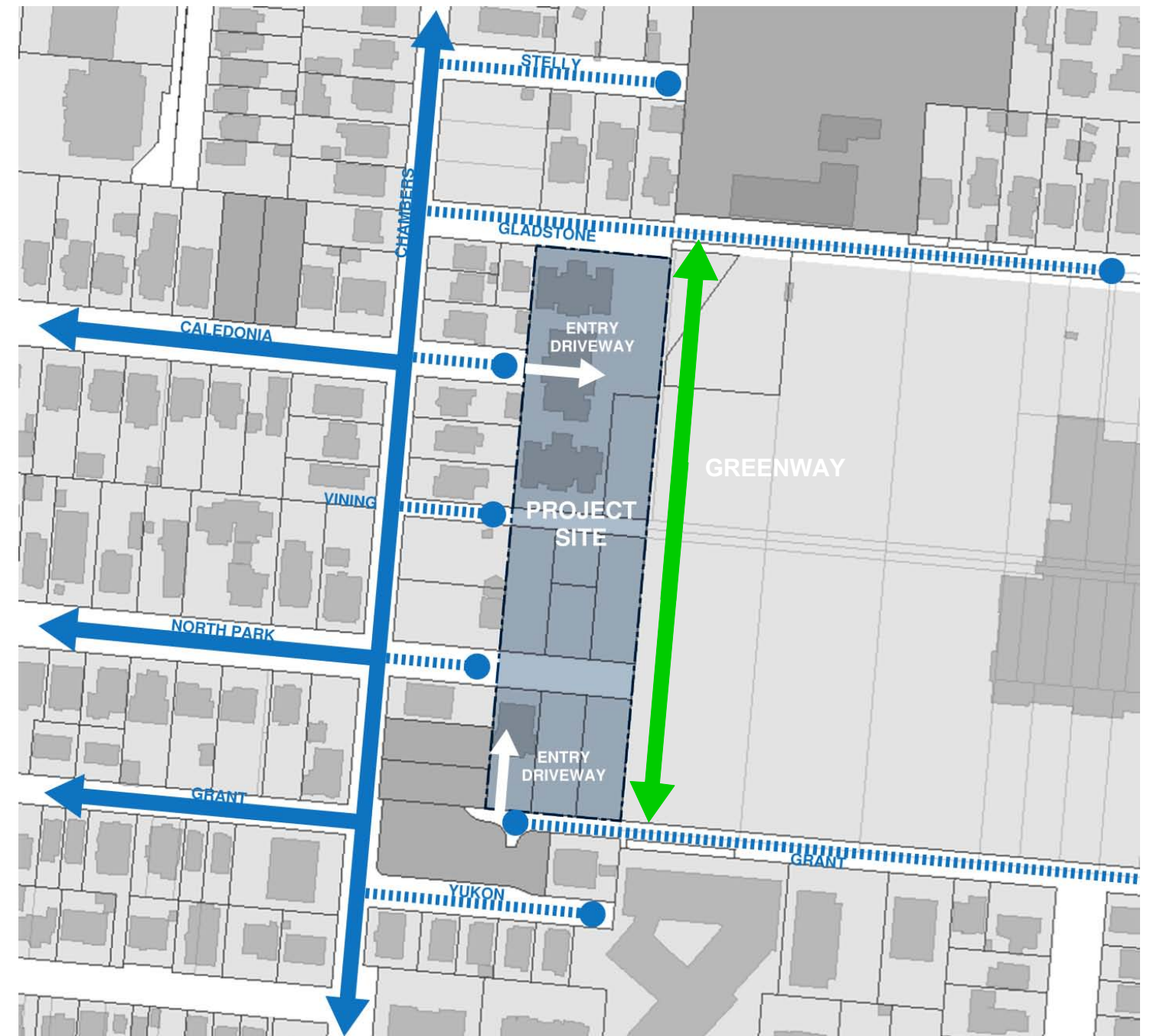
IMPROVED POROSITY AND FREEDOM OF MOVEMENT IS ESPECIALLY IMPORTANT CLOSE TO SCHOOLS.



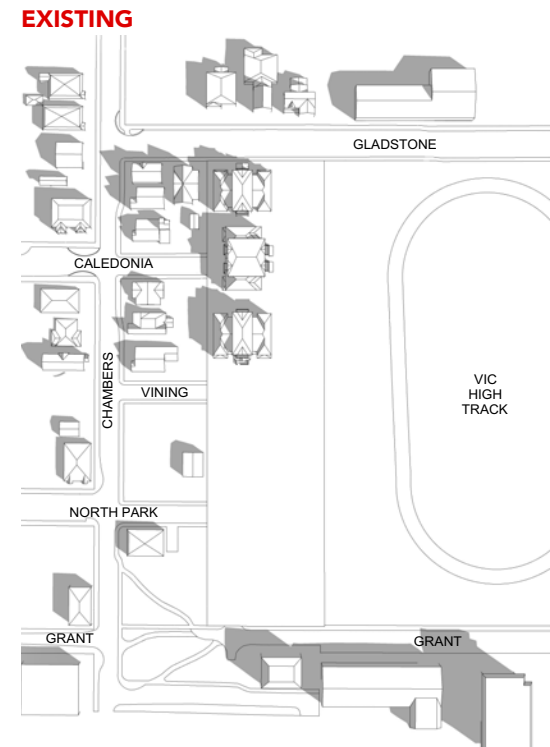
SITE CIRCULATION

Where the planning of this site could easily create an inward-looking circulation pattern with building sizes optimized for cost efficiency, this proposal meshes the plan with the existing neighbourhood grid, creating public pathways and view corridors clear across the site

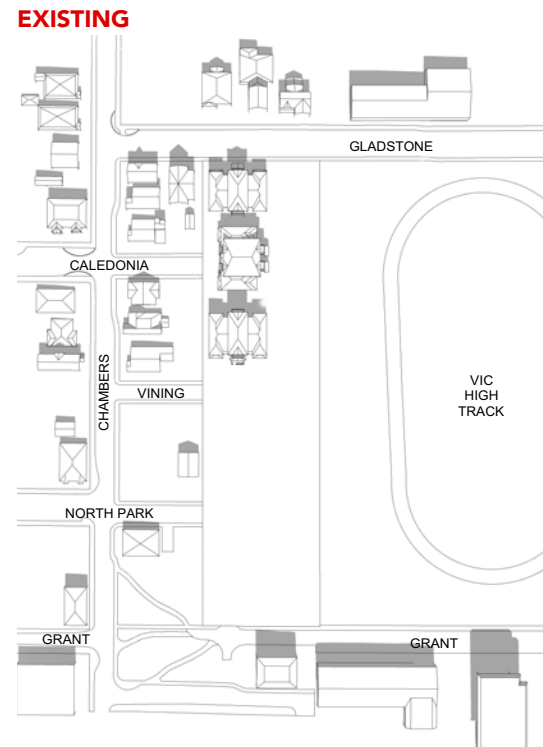
Considering the traffic volumes on Chambers the main parkade access is off Caledonia, where site-generated traffic is expected to cross Chambers and continue west towards downtown. Another parking ramp is accessed off Grant Street, providing an alternative eastbound option.



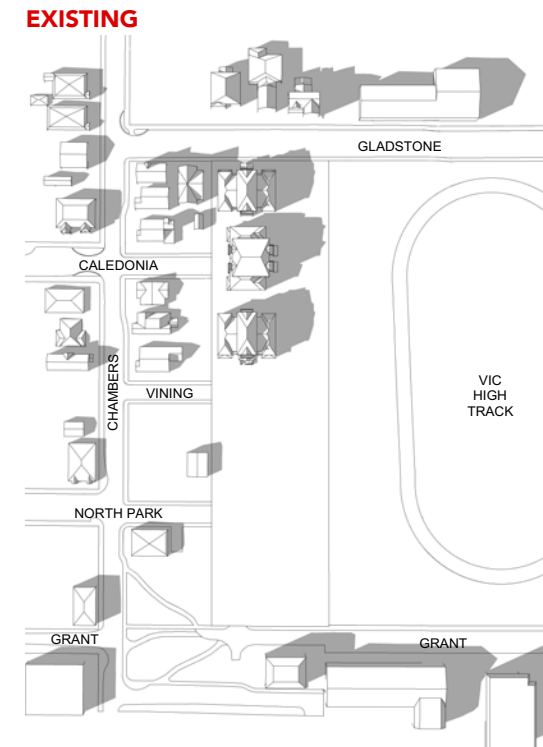
3.5 - SHADOW STUDIES



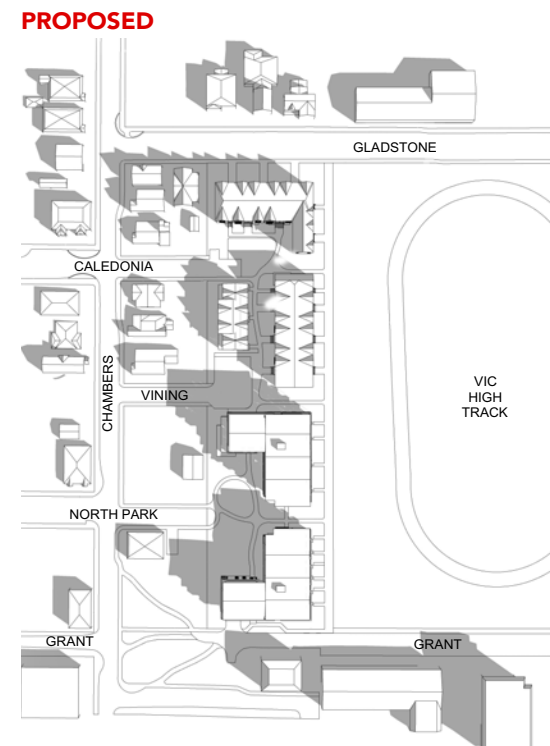
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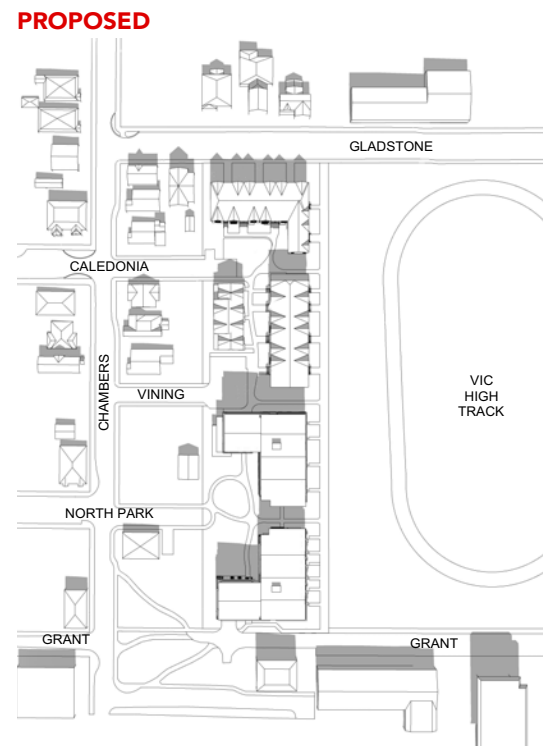
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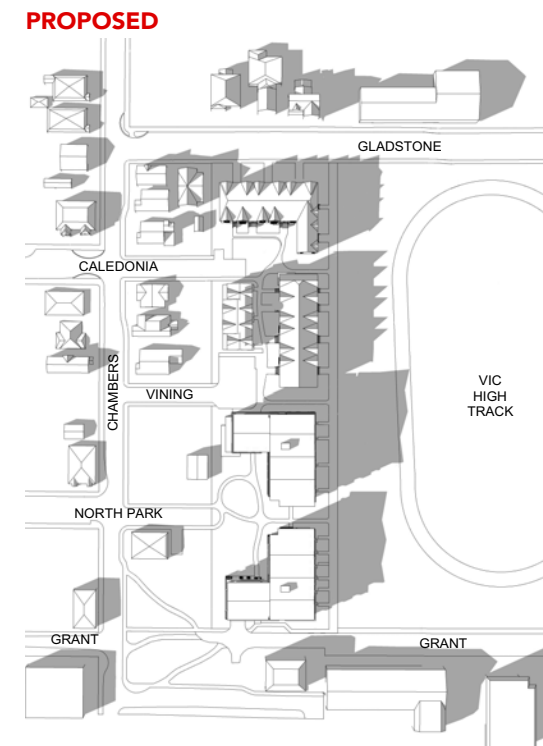
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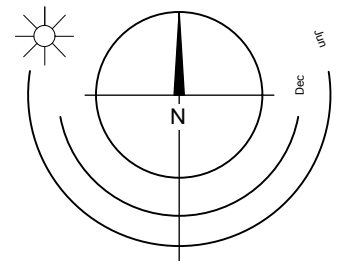
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4:00PM - SEPTEMBER 21ST



3.6 - NEIGHBOURHOOD CHARACTER

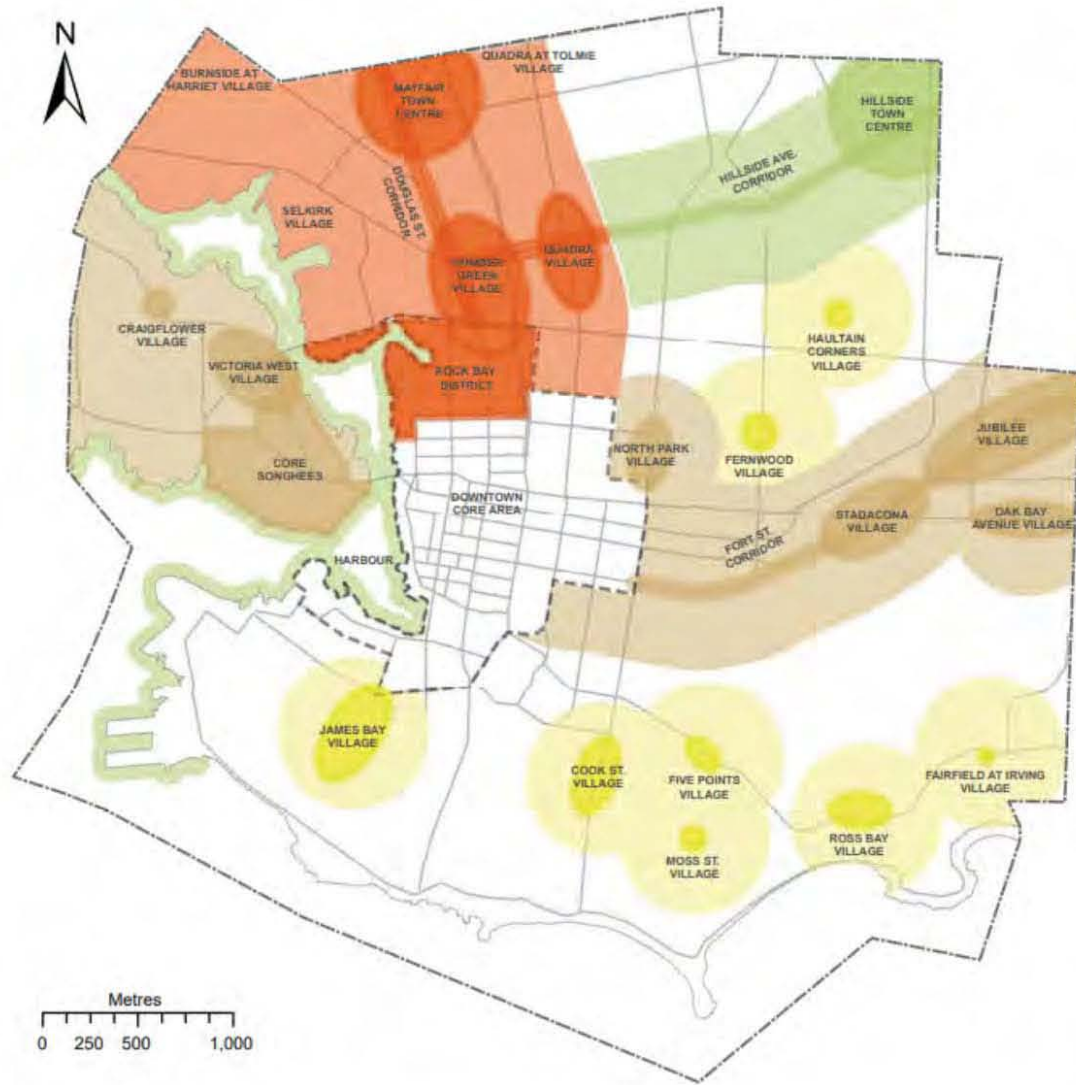




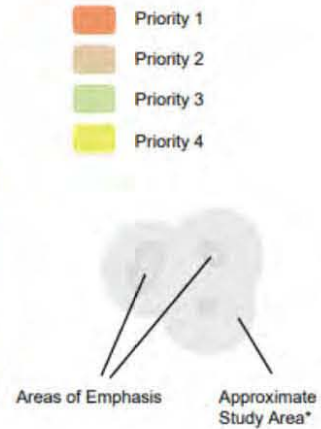
04 POLICY CONTEXT

4.1 - FUTURE POPULATION GROWTH

URBAN CONTEXT

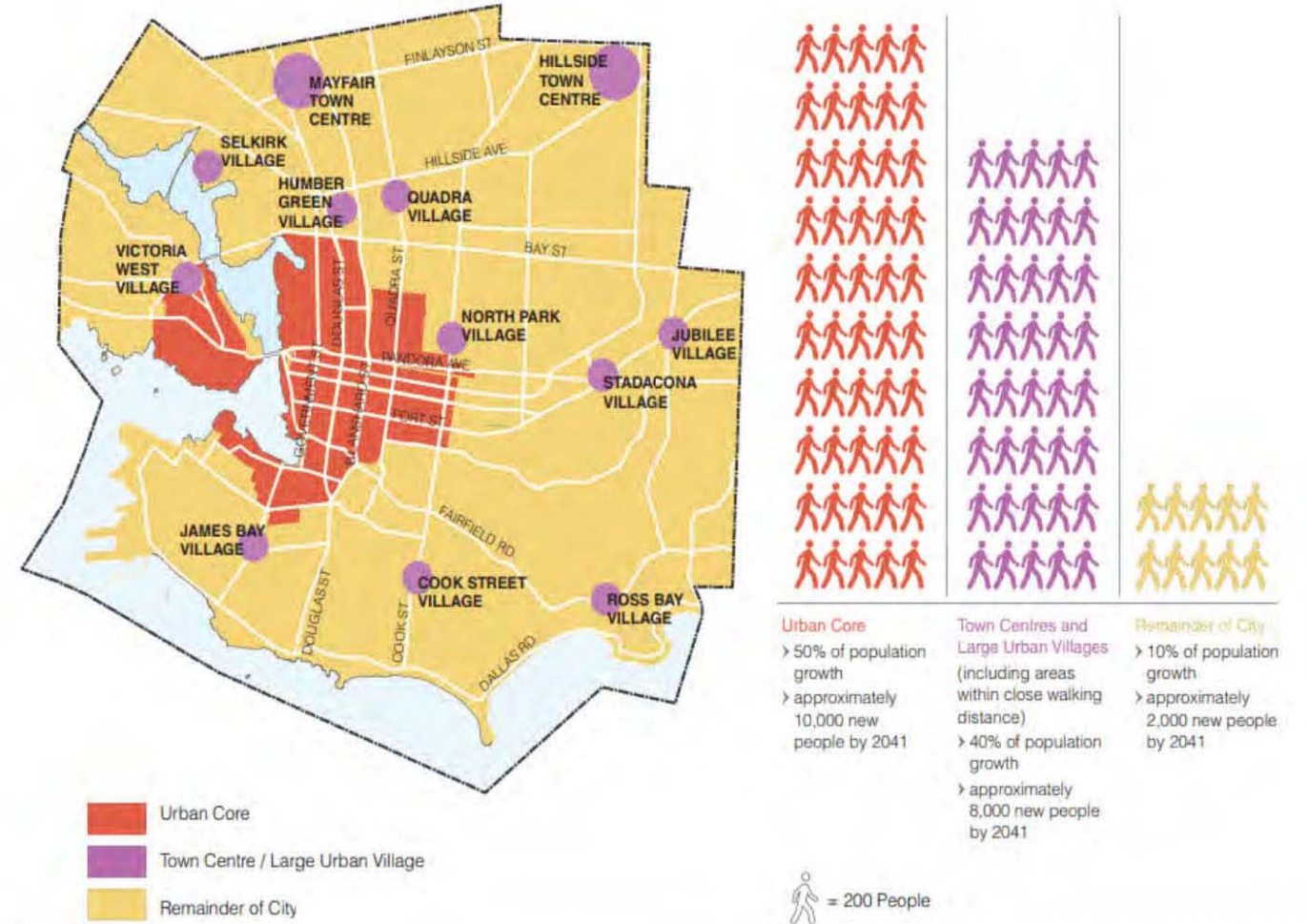


MAP 3
Local Area
Planning Priorities



*The boundaries of study areas are approximate and will be defined for each local area on a case-by-case basis.

Figure 3: Thirty Year Growth Management Concept



ESTIMATED POPULATION GROWTH

Over the next 30 years, Victoria is expected to grow by an additional 20,000 residents through building on the advantages of its harbour location, compact urban form, and human-scaled neighbourhoods, undergoing a deeper transition, to become a leader in urban sustainability while remaining one of Canada’s most livable cities. The foundation for this transition is a growth management concept, illustrated in Figure 3, based on a strong Urban Core and network of walkable Town Centres and Urban Villages.

OCP Section 6.18: Prioritize local area planning for Town Centres, Large Urban Villages and Small Urban Villages as illustrated on Map 3, giving consideration to residential and commercial land forecasts to determine the pace of phasing, and the scope of local area plans proposed.

OCP Section 6.22: Generally support new development in areas designated Urban Residential that seeks densities toward the upper end of the range identified in Figure 8 where the proposal significantly advances the objectives in this plan and is:

- within 200 metres of the Urban Core; or
- within 200 metres of Town Centres or Large Urban Villages; or
- along arterial or secondary arterial roads

4.2 - TRANSPORTATION STUDY

A transportation study was completed by Urban Systems which evaluated the potential transportation impacts of the development on the surrounding community, which included:

- Potential impacts on nearby intersection performance and road networks including local streets
- Neighborhood traffic concerns
- Proposed parking supply and expected parking demands
- On-street parking conditions

NEIGHBOURHOOD COMMENTS

A February 2019 CALUC meeting identified the following neighborhood traffic concerns:

- High traffic volumes on Chambers Street
- Short-cutting through the neighborhood via Chambers Street

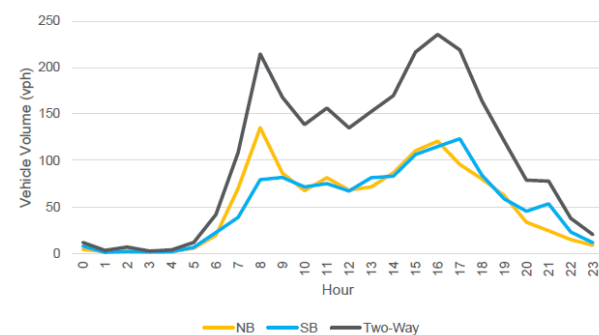
Chambers Traffic Volumes & Neighbourhood Short-Cutting

The traffic study observed that Chambers street currently has a higher traffic volume than is intended for a “local street” as it is designated in the OCP. It was identified that this condition was partially due to neighborhood short-cutting which contributed to approximately 17% of traffic. This existing condition which is of neighbourhood concern has informed the configuration of the developments vehicles access in order to minimize the potential of additional traffic on Chambers Street:

- The direct alignment of the western parking access with Caledonia Avenue encourages access to and from the development and out of the neighborhood in the western direction to Cook Street without using Chambers Street, thereby minimizing additional traffic volume on Chambers Street.
- The underground parking on site has access from both Caledonia to the west (direct to Cook) and Grant Street to the east (direct to Fernwood). This balances traffic via two accesses which are direct to the arterial and collector roads thereby minimizing additional volumes on the local neighborhood streets such as Chambers Street.¶

The city of Victoria is also completing a traffic study which includes looking at ways to address this existing condition on Chambers Street.

Chambers Street Traffic Profile (Weekday)



Proposed Vehicle Site Access



Intersection Performance

The analysis within the traffic study concluded that the increase in traffic associated with the development will not tangibly impact conditions at any of the major four intersection nearby that were studied. These intersections include Cook St. at Caledonia Ave., Chambers St. at Caledonia Ave., Fernwood Rd. at Grant St., and Chambers St. at Pandora Ave..

Off Street Parking

The parking demand of the proposed development was evaluated through an analysis of similar CRHC buildings (similar housing type and location). This determined an anticipated demand of 101 stalls at 0.64 vehicles per units with 16 additional visitor parking stalls. This total of 117 is higher than the minimum requirements of the city of Victoria parking bylaw (Schedule C) at 112 stalls. The project is providing 117 off street parking stalls to meet the higher demand outlined in the traffic study analysis.

On Street Parking

An analysis of on street parking was conducted for the existing pre development condition. This showed that within a one block radius of the site the average occupancy percentage of available parking stalls is 48%. Based on the level of on-site parking provided it is not anticipated that the development will have a significant impact on the availability of street parking in the immediate vicinity.

On Street Parking Inventory



Summary

The traffic study concluded that the proposed redevelopment will not negatively impact nearby traffic conditions and also that the parking supply is appropriate and will not negatively impact neighborhood parking conditions. The study recommends that the City of Victoria further study the Chambers Street traffic volumes and consider a neighborhood traffic management process to address existing issues.

4.3 - POLICY

OFFICIAL COMMUNITY PLAN

Section 6: Land Management and Development

6.1.6 Urban Residential areas are generally located within 400 metres of the Urban Core, a Large Urban Village, Town Centre, or frequent transit route, or within 800 metres of a rapid transit station.

6.23 Generally support new development in areas designated Urban Residential that seeks densities toward the upper end of the range identified in Figure 8 where the proposal significantly advances the objectives in this plan and is:

6.23.1 within 200 metres of the Urban Core;

Section 7: Walking, Cycling and other personal mobility

7.15.3 Shared Greenways are located on primary and secondary arterial and primary collector roads, and are designed for pedestrians, bicycles, and other non-motorized rolling traffic, and motor vehicles consistent with the related Walkable Urban Thoroughfares Guidelines described in Figure 11

Section 8: Placemaking – Urban Design and Heritage

8.58.1 Maintaining or increasing the planting of regularly spaced trees aligned with the development and implementation of an Urban Forest Master Plan;

Section 9: Parks and Recreation

9.12 Seek to maintain partnerships, policies and fee structures for parks and recreational facilities that encourage the participation of people of all ages, incomes, abilities, backgrounds and lifestyles.

9.13 Work closely with community centres, senior centres, community organizations, the public library and residents to seek innovative opportunities to sustain and enhance community-based recreation services and programs.

Section 10: Environment

10.22 Encourage the broad development of the knowledge and skills necessary for more sustainable behaviors and practices by working with a wide variety of partners to:

10.22.1 Promote household practices and skills such as water conservation, food production, native landscaping, recycling and composting;

Section 12: Climate Change and Energy

12.17 Continue to support and enable the private development of green buildings, subject to development control and building regulation, with features that may include but are not limited to:

12.17.2 Sustainable landscaping;

12.17.5 Energy efficiency technology;

12.17.8 Efficient plumbing fixtures and systems.

Section 13: Housing and Homelessness

13.1 Seek to accommodate population growth in the strategic locations, as identified in Map 2, including an additional 10,000 residents in the Urban Core; 8,000 residents in and within close walking distance of Town Centres and Large Urban Villages, and 2,000 in Small Urban Villages and the remainder of residential areas in the city.

13.9 Support a range of housing types, forms and tenures across the city and within neighbourhoods to meet the needs of residents at different life stages, and to facilitate aging in place.

13.10 Encourage a mix of residents, including households with children, by increasing opportunities for innovative forms of ground-oriented multi-unit residential housing.

13.11 Encourage partnerships that address the need for affordable nonmarket and market housing suitable for households with children.

13.16 Provide a range of housing choice for persons with mobility challenges by developing voluntary guidelines for enhanced adaptable housing to provide a higher standard of adaptability and accessibility for all housing types.

13.20 Continue to work in partnership with all levels of government, public agencies, crown corporations, organizations and the private sector to identify and leverage properties for the provision of non-market housing, including innovative approaches to blend non-market housing with other housing types and uses

13.23 Support the retention of existing rental units in buildings of four units or more by considering higher density redevelopment proposals on these sites only if, as a voluntary amenity:

13.23.1 The same number of rental self-contained dwelling units is maintained on-site, and the general rent level identified, through a housing agreement; or,

Section 15: Community Well-Being

15.5 Encourage senior governments, and community and business partners to improve the physical accessibility of public and private property, including places of employment, housing, transportation facilities, and visitor-oriented sites.

4.3 - POLICY, CONTINUED

Section 16: Arts and Culture

16.9 Seek opportunities to partner and collaborate with the Songhees and Esquimalt First Nations on initiatives that acknowledge and celebrate the traditional territory and cultural values of First Peoples.

Section 17: Food Systems

17.11 Encourage the provision of gardens and other food production spaces for the use of residents in new multi-unit housing.

Section 21: Fernwood Neighbourhood Direction

21.8 Strategic directions include:

21.8.1 Accommodate new population and housing growth within walking distance of North Park Village and improve pedestrian and cycling connections to the Downtown Core Area.

21.8.2 Consider a new Development Permit Area for the North Park Village

21.8.5 Explore opportunities to use neighbourhood school sites as community facilities for services serving the broader city population

21.8.7 Retain neighbourhood heritage character, buildings and streetscapes of significance.

21.8.8 Enhance east-west bike connection through the neighbourhood.

Design Guidelines For: Multi-Unit Residential, Commercial and Industrial

General guidelines

1.1 New development should be compatible with and improve the character of established areas through design that is unifying, sensitive and innovative:

1.1.1 The architectural approach should provide unity and coherence in relation to existing place character and patterns of development through the use of appropriate forms, massing, building articulation, features, and materials.

2.1 New development should contribute to cohesion, visual identity and the quality of streetscapes, particularly when adjacent and nearby buildings are similar in scale, proportion, rhythm, and pattern:

2.1.2 New development is encouraged to add interest to the streetscape through variations in building height, rooflines and massing.

2.2 New development should avoid long unvaried stretches of frontages in ways that include, but are not limited to:

2.2.1 Massing that gives the impression of small blocks.

2.3.5 Visual and physical connections between the public street and buildings should be developed (e.g. patios and spill-out activity, views to and from interior spaces, awnings and canopies).

2.4 Residential use at street level should have strong entry features and building designs that encourage interaction with the street.

3.2 Building facades along streets should include architectural features that provide pedestrian interest. This location and design of service ("back-of-house") functions should therefore be carefully considered, including, but are not limited to:

1.1.1 Parking, vehicular entrances and garage doors.

1.1.2 Fire exits.

1.1.3 Refuse and recycling receptacles.

3.3 Perceived building mass should be mitigated through the use of architectural elements, visually interesting rooflines, stepping back of upper floors, detailing that creates rhythm and visual interest, or other design solutions.

3.5 For areas where mid-rise and high-rise buildings are permitted, upper levels should be stepped back to enable sunlight penetration to the street and public open space, mitigate the perception of building mass and minimize the impacts of wind.

3.6 Porches, steps, alcoves or other design features are encouraged to make transitions from the public realm of the street and sidewalk, to the private realm of residences.

3.7 The use of building elements such as raised terraces, forecourts or landscaping should be considered to enhance residential entrances.

3.8 Mid-rise and high-rise residential buildings are encouraged to be stepped in order to provide opportunities for balconies and rooftop terraces that take advantage of sunlight and views.

5.1 Open space should be usable, attractive and well-integrated with the design of the building.

5.2 Public and semi-public spaces should be distinguished from private spaces through design elements, including, but not limited to:

5.2.1 Building and site design.

5.2.2 Changes in paving or grading.

5.2.3 Architectural features.

5.2.4 Changes in landscape, raised planters or other landscaping features.

4.3 - POLICY, CONTINUED

5.3 Consideration should be given to landscaped open space, accessible from the adjacent right-of-way, to soften the impact of larger and longer buildings. Possible locations include the corners of lots, at building entrances and walkway entrances.

5.5 Landscape design should preserve existing native vegetation where possible, or use plant species suited to the local climate and site specific conditions.

5.8 Consideration should be given to the inclusion of private open space in residential developments in the form of courtyards, recessed balconies, terraced balconies or rooftop gardens.

7.1 A high standard of accessibility in site, building and landscape design is encouraged to address the needs of all users, including people who have disabilities.

7.3 New development should be designed to maximize opportunities for casual surveillance and “eyes on the street” through placement of windows, balconies and street-level uses.

7.4 Crime Prevention through Environmental Design practices should be incorporated as they relate to architecture, site and landscape design.

8.1 Where possible, parking should be located underground or to the rear of buildings to minimize the impact on streetscape appearance and pedestrian amenity path and continuity, and maximize ground level space for landscaping.

8.4 The use of alternative modes of transportation should be promoted in site design (e.g. prominent bicycle racks for convenience and security; transit-supportive design features; building entrances orientated to pedestrian areas).

9.1 Site access and internal circulation should be designed to emphasize public safety at the intersections of public and private domains, internal security and efficient flows.

9.4 The use of gathering places for pedestrians is encouraged. Buildings should be connected and integrated with pedestrian-oriented open spaces, such as courtyards, gardens, patios and other landscaped areas.

Development Permit Guidelines:

The following are applicable excerpts from the Development Permit Area 16 (DPA 16):

3. The special conditions that justify this designation include:

The special conditions that justify this designation include:

(c) Commercial, industrial and multi-unit residential buildings often share an interface with Traditional Residential areas with low-rise built form and established character that require consideration for sensitive transition

4. The objectives that justify this designation include:

(d) To achieve more livable environments through considerations for human-scaled design, quality of open spaces, privacy impacts, safety and accessibility.

An architectural rendering of a modern residential courtyard. The scene is viewed from a low angle, looking down a central concrete walkway that leads towards a building at the end of the courtyard. The walkway is flanked by lush landscaping, including various green plants and tall purple flowers. On the left, a wooden raised garden bed is visible. The buildings are multi-story with dark grey siding and large windows. A person is walking away from the viewer on the path. The overall atmosphere is bright and airy, with soft lighting and a clear sky.

05 DESIGN RATIONALE

5.1 - EXISTING/PROPOSED - COMPARISON

EXISTING VS. PROPOSED

The proposed site coverage is roughly equal to the previous built out condition, prior to demolition of the Fairey Tech building.

The apartment buildings are located on the South half of the site, proximate to other three and four storey multifamily buildings. The five storey apartment is centered in the site, where it has the least impact on views and shadowing of neighbours. The four-storey apartment is at the South end of the site. The top floor of both apartments is stepped back on all sides to greatly diminish the impact and presence relative to the lower floors.

The north half of the site is new townhouses, replacing the existing townhouse development and undeveloped lands. The new townhouses 3.5 storey townhouses are only 0.5 storeys taller than the current CRHC development. The dotted red line in the graphic shows the current townhouse profile overlaid on the proposed buildings.



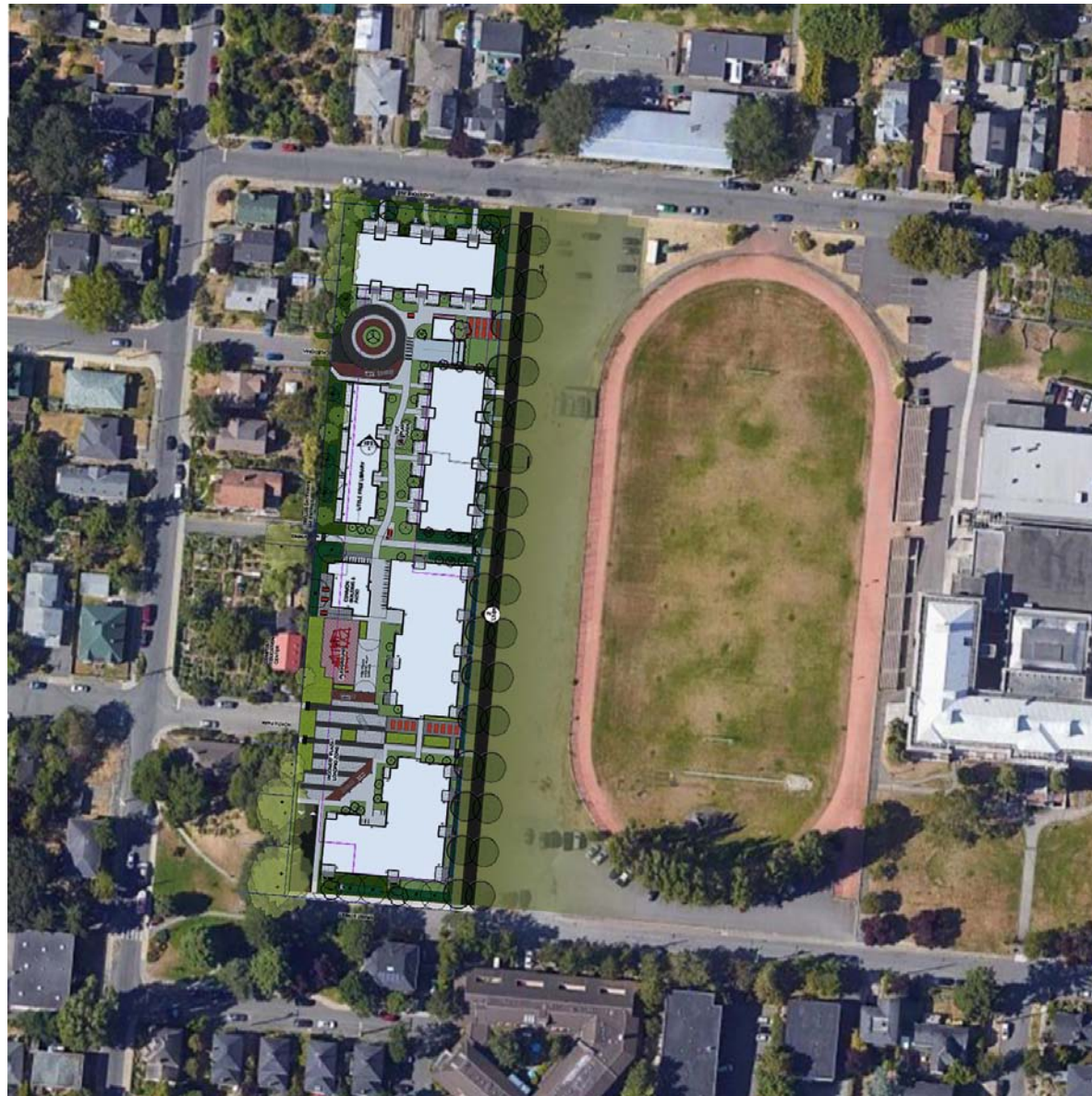
5.2 - INSPIRATION



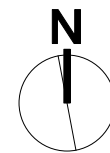
5.3 - INSPIRATION - CASE STUDY

The scale and context of our proposal is very similar to the western portion of Arbutus Walk in Vancouver, where new multi-family infill blends harmoniously with surrounding lower density development and adjacent recreational and institutional uses (Aerial imagery shown at the same scale)

PROPOSED SITE AT CALEDONIA



SIMILAR CONDITION IN VANCOUVER - ARBUTUS WALK



5.4 - PUBLIC REALM



TOWNHOUSES - AT GLADSTONE AVENUE



APARTMENT - AT GRANT STREET

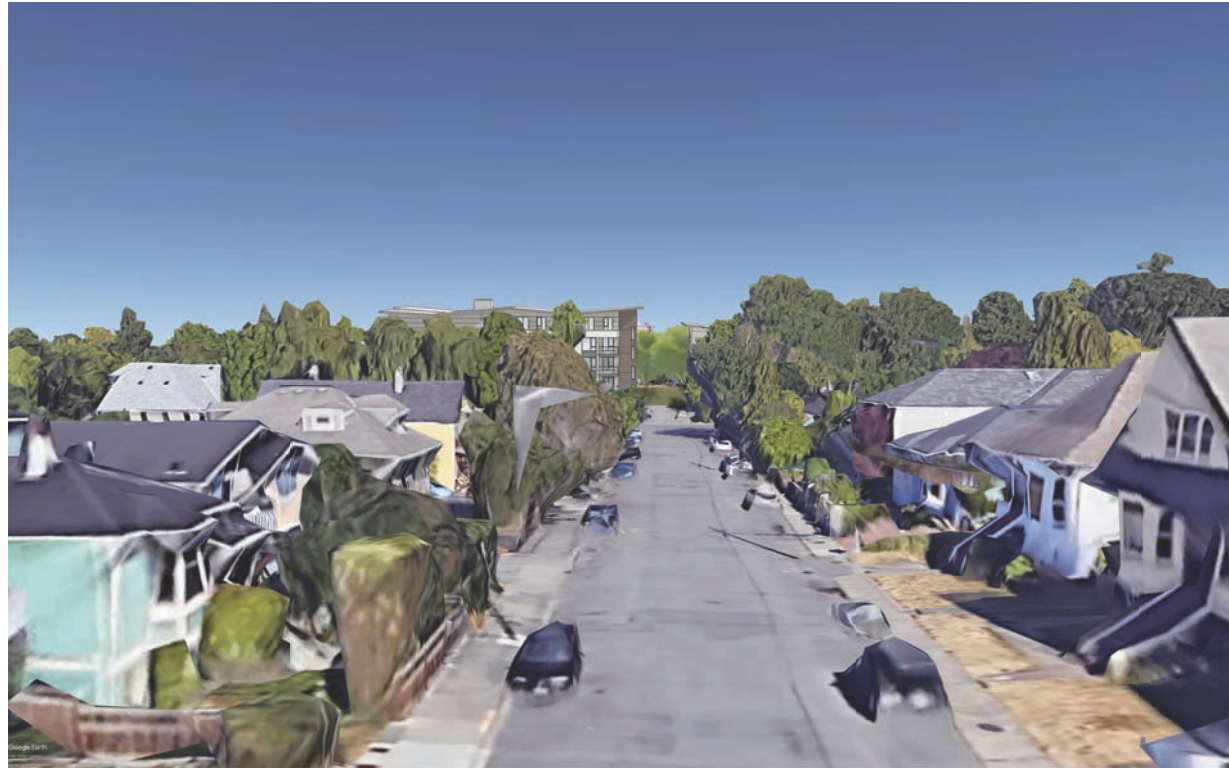


INTERIOR COURTYARD - LOOKING NORTH



PLAYGROUND & AMENITY AREA - LOOKING NORTH

5.5 - SKYLINE



NORTH PARK STREET - LOOKING EAST



FROM VICTORIA HIGH - LOOKING WEST



AERIAL VIEW - LOOKING SOUTH



AERIAL VIEW - LOOKING SOUTHWEST



06 LANDSCAPE

6.1 - LANDSCAPE - DESIGN RATIONALE

Spaces for Residents

The proposed development provides many opportunities to enhance the outdoor environment, both for neighbourhood residents and for future residents of Caledonia housing. For those living in the proposed townhouses or apartments, the landscape design offers private patios as well as semi-public spaces around which neighbours can gather and get to know one another. Ground level patios will be designed with low picket fences and screening plantings, to encourage a sense of neighbourliness while providing some privacy. Gathering spaces include a playground, little free library, play spaces and gardening plots, connected through a system of pedestrian walkways that create safe routes through the site for people of all ages.

Neighbourhood Connections

An important focus of the landscape design for this project has been on connecting the site to the rest of the Fernwood community. A north-south pedestrian 'Allee' is included adjacent to the Vic High grounds, and east-west connections are included to link the school grounds to North Park, Vining, Caledonia Streets, and the neighbourhoods beyond. The proposed development also includes a common building, which will be able to offer programming available to the general public. The landscape design has responded to the common building by including a hub of amenities adjacent to it. A patio, playground, and children's garden will allow community programming to extend beyond the bounds of the building itself and make use of valuable outdoor space.

Fernwood Character

Another way that the proposed project connects to its neighbourhood is through the inclusion of elements that reflect the unique character of Fernwood. Outdoor spaces will be designed using informal, simple and durable materials and will include opportunities for placemaking and urban gardening. The Compost Education Center (CEC) borders the site, and the CEC has expressed interest in partnering with CRD Housing to manage urban agriculture areas within the development. These spaces will help provide the ability for people to garden and engage creatively with their surroundings.

Landscape Sustainability

The proposed plantings for the site focus on plants that contribute to the environment and people's well-being, and include species that are edible, provide habitat, or are beneficial to pollinators. Native plant species have been prioritized in many of these plantings. While some plantings are designed to be maintained by contracted staff, the allotment plots and urban gardening areas will encourage residents and garden volunteers to engage with nature in their daily lives.

Hard surfaces have been minimized throughout the site. Where vehicular areas are necessary, they have been designed to fulfill multiple functions so that pedestrian and cyclist-friendly spaces take priority over vehicular zones. The prime example of this is the parking lot and handcart drop-off area located at the end of Vining Street. This parking lot will primarily serve long-term storage of vehicles that are over-height for the parkade and is expected to see very little traffic. For this reason, the parking has been designed using pedestrian-friendly unit pavers with patterns that suggest a dual purpose of sports court.

Stormwater runoff for this project will be managed on site as much as possible. Rain gardens have been included where there is space outside of the parkade footprint, and outside of the root zone of retained trees. Roof runoff from the buildings will be directed to these rain gardens where feasible, where it will be slowed, treated and infiltrated. These rain gardens will overflow to the Municipal stormwater system during large rain events.

One other sustainability feature of this project is the underground parkade. While the parkade makes it possible to avoid surface parking on the site, it does pose some particular challenges to the construction of the landscape. Because installing trees and plants over the parking structure is more difficult than over grade, the siting and landscape design for this project has sought to maximize the on-grade areas for the highest-value plantings. Large trees, buffer plantings and rain gardens have been positioned in such areas, while hard surfaces and raised garden beds have been positioned over the parkade footprint where possible. Landscape retaining walls have been strategically combined with patio enclosures so that growing medium can be mounded over the parkade structure, creating planting depth for herbs, shrubs and small trees.



REFER TO FULL LANDSCAPE PLAN SET IN APPENDIX



ADDITIONAL INFORMATION - TRAFFIC STUDY UPDATE MEMO



October 22, 2020

Capital Regional Housing Corporation
625 Fisgard Street
Victoria BC V8W 1R7

Attention: Colin Merriam, Senior Project Coordinator

RE: Update Letter | Caledonia Housing Redevelopment Transportation Study

Thank you for the opportunity to prepare this update letter to the Caledonia Housing Redevelopment Transportation Study, prepared September 24 2019. Since the time the initial study was prepared, the development proposal has increased from 154 to 158 multi-family residential units (approximately 2.5% increase). This letter is provided as an update to the September 2019 study to understand any changes to the report findings resulting from the additional four units.

Traffic + Road Network

The September 2019 study includes analysis of post-development traffic conditions. The trip generation analysis that quantified additional traffic resulting from the proposed development has been updated to reflect the current development proposal. Refer to **Table 1**. The results suggest that one additional trip is expected in each of the AM and PM peak hours as a result of the increase from 154 to 158 units. It is not anticipated that the additional trip will lead to a change in the findings of the 2019 study in terms of intersection performance, nor will it have a tangible impact on neighbourhood traffic conditions.

Table 1. Summary of Post-Development Trip Generation

	Trip Rate	Unit Count	Previous Proposal			Unit Count	Current Proposal		
			Trips				Trips		
			Total	In	Out		Total	In	Out
AM	0.25 / unit	155 ¹ units	39	10 (26%)	29 (74%)	158 units	40	11 (26%)	29 (74%)
PM	0.30 / unit		46	28 (61%)	18 (39%)		47	29 (61%)	18 (39%)

Parking Demand

The required off-street parking supply was previously determined to be 114 parking spaces. Despite the greater number of units under the current proposal, the required off-street parking supply has decreased to 112 spaces due to the greater proportion of small units now being proposed. Refer to **Table 2**.

¹ Note: Trip generation in the 2019 report was based on 155 units (not 154 units)



DATE: October 22, 2020
ATTENTION: Colin Merriam, Senior Project Coordinator

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Table 2. Summary of Off-Street Parking Requirement

Land Use	Parking Supply Rate (per "Schedule C")	Previous Proposal		Current Proposal	
		Units	Parking Supply	Units	Parking Supply
Affordable (less than 45 m ²)	0.20 / unit	11	2.2	14	2.8
Affordable (between 45m ² and 70m ²)	0.50 / unit	42	21.0	58	29.0
Affordable (greater than 70m ²)	0.75 / unit	101	75.8	86	64.5
Visitor	0.1 / unit	154	15.4	158	15.8
Total		154	114	158	112

Vehicle ownership data for six representative CRHC sites was included in the 2019 study. Average vehicle ownership among representative sites was found to be 0.64 vehicles per unit. The average vehicle ownership rate applied to the updated unit count suggests resident parking demand will be approximately 101 vehicles. An additional 16 vehicles associated with visitors is anticipated, bringing the total parking demand to approximately 117 vehicles. This represents an increase of approximately two vehicles from the 2019 study.

Summary

The following are the key conclusions from this letter related to the increase in units associated with the updated development proposal:

- One additional trip is anticipated in each of the AM and PM peak hours, and is not anticipated to result in a tangible change in the results of the traffic analysis included in the 2019 study;
- The required parking supply (per "Schedule C") is reduced by two spaces as a result of the current proposal including a greater proportion of small units; and
- The anticipated increase in parking demand is approximately two vehicles (115 to 117 vehicles).

We trust the preceding provides the necessary update to the 2019 study.. Please do not hesitate to contact the undersigned at dcasey@urbansystems.ca or 250 220 7060 (x.6322) with questions.

Sincerely,

URBAN SYSTEMS LTD.

Dan Casey RPP MCIP
Transportation Planner