



View Royal Town Hall
45 View Royal Avenue
Victoria, BC V9B 1A6

December 8, 2022

RE: Development Permit application for 10 Erskine Road

Dear Mayor and Council,

We are pleased to submit the following Development Permit application for 10 Erskine Lane on behalf of Parsi Development, with the goal of bringing a new 5-storey, 43-unit project to View Royal. The site was recently rezoned in 2022 and the developer is moving forward with realizing the project. The following letter provides a project summary and rationale and submission details.

Project Summary

The project is located at 10 Erskine Lane, which is to the north of the Trans-Canada Highway and adjacent to the Galloping Goose trail. The project was rezoned in 2010 to the CD-12 Zone, which allowed for 3 storeys and 30 units with underground parking. However, the project was not able to be developed at that time, and was rezoned again in 2021/2022 to allow for 5 storeys and 43 units.

The project includes a range of unit types, ranging from 1- to 3-bedrooms. Vehicle and bicycle parking requirements have been met, with 52 stalls of vehicle parking and 43 Class I bicycle parking stalls and a 6-space rack at the entrance of the building.

The project is in a well-serviced area, with easy access to the Galloping Goose Regional Trail; bus stops on Watkiss Way (300m) and additional bus servicing at Victoria General Hospital; and commercial services such as Quality Foods, a pharmacy, and medical offices and banking located within approximately one kilometer or a 15-minute walk. Several local parks are nearby, including View Royal Park across the Trans-Canada Highway.

Project Rationale and Policy Support

This project will offer 43 units of attainable homes for View Royal and is supported by a range of policies. Table 1 below summarizes those supporting policies:

Table 1: Project Policy Summary

Policy Document	Policy	Project Rationale/Comments
OCP: Land Use	GOAL: Create an inclusive community that provides housing and transportation options, and services and facilitates for families and individuals of diverse	This project offers a range of unit sizes suitable for individuals, couples, seniors, or young families.

	backgrounds, cultures, ages and economic means	
	POLICY LU 4.2: Support walking, cycling, and transit; and LU 4.4 High quality development	This project is ideally located near many amenities, services, and transportation options, reducing the need for personal vehicle use. The design follows many urban design best practices and will be an attractive addition to the street.
	LU 5.2: Sustainable development patterns	This project is sensitive infill in an area that promotes walking, cycling, and transit.
	LU 5.4: Urban growth boundary	This project is within the UGB
OCP: Transportation and Community	Objective TR1: Recognize walking, cycling and transit as priority modes of transportation in View Royal.	This project promotes walking, cycling and transit due to its proximity to amenities, services, and cycling infrastructure.
OCP: Housing	Objective HS1A: Create and maintain a range of housing types and tenures to meet the needs of current and future View Royal residents, including families, seniors, people with disabilities and low-income households.	This housing project offers rental homes that are an alternative to large single-family homes. The units would be suitable for a range of demographics, including seniors and families
	Objective HS1B: Work toward an increase in the supply of housing that is affordable for young families, and encourages existing residents to remain in the community as their lifestyles and income levels change.	While these units will be market units, their size and scale make them attainable for a range of demographics and income levels.
	Policy HS1.1: Range of Housing Types	This project offers a range of housing types.
	Policy HS1.2: Age in Place	The unit sizes in this project would be suitable for seniors.
	Policy HS 1.7: Multi-unit housing	This project offers modest density in the form of multi-unit apartment building, which is justified based on its proximity to services and amenities.
	Policy HS 1.10 Affordability through design	The smaller unit sizes and economy of multi-family buildings will make these units more attainable than single family homes.
	Objective HS-2 Promote a more sustainable settlement pattern by encouraging the location of new compact housing near amenities, services and transit in the Change Areas, and within existing residential areas inside the urban containment boundary as targeted infill development.	The location of this project provides residents the option to walk, cycle, or transit to many of their needs, and avoids the ecological impact of greenfield development.

	Policy HS2.2 Infill housing	This project targets a range of demographics and is close to parks, schools, and other community amenities. Young/small families would benefit from the project's 2-bedroom units.
OCP - Natural Environment, Energy and Climate Change	Objective NE2: Achieve a balance between the living biological environment and the non-living built-form of the community.	This project is sensitive infill and reduces the impacts on local ecology.
	Policy NE2.11 Urban Growth Boundary	This site is within the Urban Growth Boundary.
	Policy NE4.9 Alternative Transportation	Residents of this site will easily be able to walk, cycle, or transit.
OCP - Economic Development	Policy ED3.1 Local Employees: Ensure an adequate match between housing stock and the housing needs of local employees	The units in this project would benefit a range of types of workers, who may find employment in nearby Victoria General Hospital; retail; and public service sectors.
Community Climate Action Plan (2012)	Policy 2.4.1: Increase Density - Intensity; Decrease Distance between Residential and Employment Areas;	This project is providing a gentle increase in density on a residential street, without changing the character of the street. It is within easy walking and cycling distance to employment and services.

Additional information and rationale can be found in **Appendix A: Form and Character - Mixed Residential Development Permit Area.**

Benefits

This project will bring 43 much-needed units to the Town of View Royal, in a well-connected and desirable neighbourhood. The location of the project means that future residents have the option of living a car-light lifestyle, with direct access to the Galloping Goose Regional Trail and with access to the transit exchange at Victoria General Hospital (VGH). The project is also located near the employment and service hub in and around VGH, allowing future residents the potential to live and work in the same neighbourhood. The building will be meeting BC Energy Step Code 2 requirements (under View Royal policy) and will be targeting Step Code 3.

The project itself will result in several community benefits, including a sidewalk along Erskine Lane from the property to the intersection with Watkiss Way. Additionally, construction of the project will result in improvements to the connecting trail from Erskine Lane to the Galloping Goose Trail. The boulevard between the trail and the subject site will also be remediated, with invasive species such as Himalayan blackberry to be removed and the area replanted with native species.

Need

According to View Royal's Housing Needs Assessment Report, View Royal is experiencing a rapid increase in housing costs which is outpacing income growth. Currently, the

predominant form of housing is single-family dwellings which are becoming increasingly unaffordable for even median-earning households. View Royal also has an aging population, which may lead to a higher demand for smaller units in accessible areas.

Parsi Development has been committed to providing missing middle housing in the Capital Regional District for over 15 years. In Langford, they have completed their Casa Bella project and The Piano project, providing condos and townhouses at attainable prices. Parsi is currently working in Colwood to develop several secured-rental projects that also includes significant community amenity contributions. This project at Erskine Lane would provide similar, quality homes for residents of View Royal.

Infrastructure

The site is well-serviced and does not require significant municipal servicing upgrades. Through the rezoning process, a 4.8m road dedication was provided in favour of View Royal which will bring the road to current municipal road standards. A sidewalk in front of the project will be constructed and continued along the south side of Erskine Lane to the intersection with Watkiss Way.

The site will be attractively landscaped while maintaining as many trees on the site as possible (largely towards the bottom/south end of the property). A private amenity space has been added to the south corner of the property, which has been designed to allow existing trees to be retained. Screening will be provided along the western border between the site and the neighbouring townhouses, providing privacy for both properties. The street-front provides a new sidewalk, tree plantings, and ground-oriented units with street access. Two private amenity spaces also front the street; one on the northwest corner with seating and plantings; and one next to the building entrance with access from the gym.

As part of the community amenity contribution for this project, the connecting trail from Erskine Lane to the Galloping Goose will be improved/widened, with the boulevard between the trail and the site cleared of invasive species and replanted with native species. This will increase visibility and access along the connecting trail.

A traffic impact assessment was completed in 2022 for the rezoning of the site; it is not expected that traffic generated from this project will have significant impacts on local traffic patterns and wait times.

Site Context and Impact

The site has been zoned for a multi-family building since 2010, with the recent rezoning only adding 2 storeys and 13 additional units. Additionally, over 300 units have been approved across the street at 9 Erskine Lane, making it a neighbourhood in transition. Older homes in the area are a mix of single-family and townhouses. The Galloping Goose Regional Trail runs past the south side of the property.

The project architect and landscape architect have taken great care to provide ample privacy for both future residents and neighbours. Trees will be planted along the western property edge, bordering the townhouses at 14 Erskine Lane, providing greenery and privacy.

Additionally, upper balconies will have privacy screens, and the upper two storeys will be stepped back from the western property edge to minimize overlook into the neighbouring property. These design features were in response to feedback from neighbours gathered during public engagement events in 2021 and 2022, and councillors during the rezoning process, and the result is an improved building with attractive privacy features.

Conclusion

The proposed project at 10 Erskine Lane offers high quality, residential units in a low-rise apartment with access to a number of amenities, jobs, and services. The form and character and overall site planning/design offer an attractive addition to a growing neighbourhood. We hope that this application provides you with the information needed to approve the Development Permit for this site.

Thank you and please do not hesitate to reach out with any questions or comments.



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Submission Documents

DPA Design Guidelines Rationale
Development Permit Application Form (including Building Code Information)
Certificate of Title
Site Plan/Architectural Drawings
 Includes context plan, street context elevation, floor plans, sections, elevations, etc.
Landscape Plan
Civil/Servicing Plan
Tree inventory and protection plan (from rezoning)
Geotechnical Assessment
Transportation Impact Assessment (from rezoning)

Appendix A: Form and Character - Mixed Residential Development Permit Area

The following table provides a summary of how the proposed development meets the Mixed Residential DPA guidelines.

	OCP DESIGN GUIDELINES	10 ERSKINE LANE
JUSTIFICATION	Transition between single detached housing and areas of higher density	The project is a middle-density project with 43 units. It is located next to a 70+ unit townhouse development and across the street from a higher density (300+) unit development.
	Maintain character of existing neighbourhoods while accommodating population growth	The building's size acts with the townhouses to provide a transition from the high-density projects across the street. Erskine Lane is also a road in transition with major population growth approved.
	Incrementally replace aging housing stock	The site currently has two aging single-family homes. These will be replaced by 43 units of high-quality housing.
	Efficiently use land in an unobtrusive manner	The site design has taken neighbouring uses and grading into account in planning. Trees at the south end of the property are being protected, with tasteful landscaping providing privacy between the new building and the existing neighbours at 14 Erskine Lane.
OBJECTIVES	Create opportunities for higher density housing	The density of the lot will increase from 2 units to 43
	Ensure small lot single detached housing, duplexes, townhouses, and low-rise apartments; complement existing residential areas in terms of building style, visual character and scale.	This low-rise building will complement and provide a transition between higher density developments across the street, neighbouring townhouses, and single-family homes in the area.
	Ensure [...] low-rise apartments contribute to a walkable public realm	The development of this site will result in a sidewalk being constructed from the site to the intersection of Erskine Lane and Watkiss Way; and improvements to the connecting trail to the Galloping Goose.
	Achieve a high standard of design.	The site is also within walking distance of transit, employment, and services. The building has been thoughtfully designed to add density while not overwhelming the site, the street, or neighbours.

GUIDELINES

DESIGN CHARACTER

Address public realm, contribute to positive pedestrian-friendly streetscape

Exterior design and finish should be compatible with, and complementary to, existing housing. Buildings should express a unified architectural concept that expresses both variation and consistency

iv. Materials should be durable and of high quality, reflecting the natural surroundings of View Royal and a "West Coast" design character (elements of wood, stone and a natural colour palette)

Building design should promote "eyes on the street" for natural surveillance of the public realm through the provision of entrances, windows, patios, balconies, porches and decks facing public streets and spaces.

Direct access to private outdoor space, some of it covered, should be provided for all units.

Ground floor units in multi-unit buildings should have individual front doors that are directly accessible and visible from the street. Ground floor units may be raised up to 0.6m above grade to provide privacy for welling units. Facades should be well designed, with consistent use of materials, windows, articulation and roof treatments. On corners and at intersections, both public frontages should present a consistent and visually appealing design.

Residential entrances should be visible from the street and emphasized with architectural detailing, glazing, colour or other defining features. Weather protection should be incorporated into the entrances of multi-unit buildings.

Garage doors should not dominate the front elevation.

The building and site design have taken the design character guidelines into account through the following features:

- Pedestrian-friendly streetscape (sidewalk, landscaping, ground-level suites)
- Attractive exterior materials
- Units face the street, including street-level units
- All units have private and public outdoor space
- Street access for ground-floor units
- Visible residential entrances

PUBLIC AND PEDESTRIAN REALM	<p>Streetscape design should incorporate treatments that enhance the pedestrian experience and create a sense of local identity</p> <p>Streetscape should incorporate a continuous planting of irrigated deciduous street trees on both sides of the street where possible</p> <p>Where possible, corner and bus bulges should be incorporated into the streetscape design to enhance pedestrian crossings and provide space for landscaping and seating</p> <p>Site and building design should incorporate the basic principles of CPTED</p>	<p>The project has taken a mindful approach to the public and pedestrian realm through the following features:</p> <ul style="list-style-type: none"> • Attractive landscaping including a water feature and addition of trees • Eyes on the street promote CPTED principles
SITING, HEIGHT, AND MASSING	<p>Site design should respond to topography and specific conditions of the site, and retain/work with existing grades and natural features such as rock outcroppings, mature trees and sensitive ecosystems.</p> <p>Residential development should be oriented towards the street, except where the natural features prevent this configuration.</p> <p>Massing and siting of infill housing shall respect established neighbourhood patterns, including setbacks.</p> <p>Create visual interest by providing variations in height, rooflines, massing.</p> <p>Attempt to maintain important public views to natural areas and scenic vistas through careful siting, building design and landscaping.</p> <p>Building siting and placement of balconies, decks and windows should limit overlook and shadowing impacts on neighbours.</p> <p>Buildings over two storeys should utilize setbacks and/or terracing above the second level to reduce massing impacts on the street and surrounding neighbours, preserve view corridors and provide visual interest.</p>	<p>The building has been designed to be mindful of neighbouring uses and site topography through the following features:</p> <ul style="list-style-type: none"> • The site utilizes the slope of the site to hide parking under and behind the building, and the building is oriented towards the street • The siting, mass and height were adjusted through the rezoning process to reduce impacts on neighbours • The building is stepped back above the 3rd floor which creates visual interest • The landscaping provides visual interest on the street • Care has been taken to ensure privacy for both current and future residents
LANDSCAPING	<p>Retain mature trees and, wherever possible, established vegetation, especially around natural features for visual interest and to limit disruption of natural systems.</p>	<p>The project meets landscaping guidelines through the following features:</p>

**PARKING, ACCESS
AND CIRCULATION**

Utilize native species wherever possible in site landscaping. Invasive or nuisance species should not be used. Plants should be chosen for seasonal interest and compatibility with local climate. Large expanses of lawn are not encouraged.

Space for private or communal gardening and the use of native plants, edible plants, berry bushes and fruit trees in landscaping is encouraged.

Use a combination of soft and hard landscape elements to create functional and visually appealing private and semi-private outdoor space.

Define the transition from public to private space with hard and/or soft landscape elements such as low hedging, low solid or a combination of permeable/transparent fencing

Landscaping of apartment developments should contribute to a pedestrian-friendly streetscape, by providing street trees and other plantings to soften building edges, provide visual interest and establish a sense of pedestrian enclosure

Low-rise apartment should consider the inclusion of common gathering areas with age-appropriate-features, and sited in such a way as to maximize exposure to sunlight

Landscape design strategies should be incorporated that minimize stormwater runoff, and promotes the natural infiltration and cleaning of runoff

Landscaping should incorporate an automatic irrigation system

All landscape work and plant material shall conform to the most recent edition of the BC Landscape Standard

Residential parking for townhouse and low-rise apartments should be located underground wherever possible. Residential surface parking shall be limited to detached and semi-detached dwellings.

- Existing trees are maintained at the back of property and will contribute to the private amenity area for residents
- Native species will be used for the landscaping of the boulevard
- Both soft and hard landscaping features, as well as a water feature, are present in both the public and private realm
- The patios of the ground-floor units are distinctly defined by landscaping feature such as fences/hedges and changing in pavers/landscape materials
- Trees and soft edges along the sidewalk provide a pedestrian-friendly landscape
- Several common outdoor gathering areas are included for residents, including a wood deck at the back of the property, a seating area on the NW corner, and an outdoor patio which can be accessed from the common gym.
- Common area in front has good sun exposure
- Automatic irrigation system will be incorporated into Building Permit designs

The project meets parking/circulation targets though the following:

- Over half the project parking is underground, with the remainder surface parking

	<p>Residential surface parking should incorporate permeable features such as pavers, pervious asphalt or concrete or reinforced paving/grass to increase permeability.</p> <p>The visual appearance of surface parking areas should be enhanced with landscaping, screening and decorative materials</p> <p>Shared driveways are encouraged where appropriate</p> <p>Driveways, pathways and entrances on low-rise apartment sites should be accessible to all residents and visitors</p> <p>Sidewalks should be provided on public streets</p> <p>Sheltered bicycle parking for visitors should be provided at an accessible location near the primary entrance and located so as to ensure passive surveillance</p> <p>Locate and screen off-site parking areas, garbage and recycling storage, vents, meters, and transformers so as to minimize their visual impact on the public realm and neighbouring properties</p>	<p>located behind the building. Site topography and landscaping will ensure surface parking is screened from the public realm</p> <ul style="list-style-type: none"> • Permeable surfaces have not been considered, both for upfront capital costs and ongoing maintenance. This will help keep costs of units down. • The parking has one entrance from the street • The elevator descends to the parking level, ensuring it is accessible to all residents and visitors • Visitor bicycle parking is located at the front entrance
LIGHTING	Lighting will be addressed at the building permit stage. Guidelines will be considered.	
SAFETY	Design for safety and security by incorporating Crime Prevention Through Environmental Design principles and guidelines with particular attention to passive surveillance, good site lines, appropriate lighting, clear definition of private, semi-private and public space, and appropriate access control measures.	<p>The building/site design provides safety and security through the following features:</p> <ul style="list-style-type: none"> • Ground-oriented units and street-oriented building that provides eyes on the street • A public-facing amenity area (indoor and outdoor) which will activate the street
OTHER	<p>Implementation of "adaptable design standards" in residential development is encouraged to accommodate individuals with mobility challenges, and to facilitate "aging in place"</p> <p>Incorporation of Green Building strategies in design and construction is highly encouraged.</p> <p>Incorporation of resource and energy efficiency into the siting, design, construction and</p>	<p>The project targets the guidelines in the following ways:</p> <ul style="list-style-type: none"> • Adaptable and/or universal design features will be explored during the building permit stage • The project is targeting BC Energy Step Code 3 (and will meet Step Code 2), which results in a significant increase in efficiency

maintenance of buildings and structures is highly encouraged. Where used, all signage should be architecturally compatible with the style, composition, materials and details of the buildings, with no internal illumination, and method of installation hidden.

compared to the BC Building Code