

Lapis Homes Ltd.  
1560 Oakland Ave. Victoria, B.C. V8T2L2  
**Phone** 250-413-7121  
[ryanjabs@laphomes.com](mailto:ryanjabs@laphomes.com)  
[www.laphomes.com](http://www.laphomes.com)



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Dear Mayor and Council:

I'm writing to share my and my development partner's new application for 812 Craigflower: a small three-storey, 10-home rental apartment with a mix of units from a studio up to 3-bedroom.

We've taken the feedback we received from our earlier application and from my last council hearing to redesign this proposal to what I believe would be preferred in this location. In total, this building has 40% less floor area, is 24% and 3.12m shorter, has a 6.15m larger rear setback and has a 56% smaller footprint than my previous application – and the proposal is well under what the Official Community Plan calls for on this property.

**Small building, a good mix of homes:**

One of the reasons I like smaller missing middle housing is that people are more likely to connect, become familiar and form relationships in smaller housing communities, and these connections can help address our growing isolation issues and disconnection.

As part of this project, we're proposing 10 homes: one studio, six 1-bedrooms, two 2-bedrooms and one ground-floor 3-bedroom. We've chosen a mix of homes to attract a range of residents at different stages of their lives, from a family in the ground-oriented three bedroom, to students or young professionals in the two-bedrooms, to individuals or seniors in the studio and in the one-bedroom homes.

All of the homes have been designed with in-suite storage and most have either desk nooks or dens for people to work from home, which will likely continue in part even after the pandemic.

**Outdoor space/Activating the frontage:**

Every home in this building has a 4 foot x 8 foot balcony, which is enough space for a BBQ and a bistro table and chairs. The ground-oriented three bedroom includes a large patio space for entertaining friends (and others in the building), as well as an open space for kids or pets to be outside and play.

In addition to each home's outdoor space, we wanted to provide some connection between the property and public space, so we designed the frontage to include benches under a canopy of trees and surrounded with soft gently lit plants and a grass patch, where people can relax, connect and allow their pets a place to play (and pee).

## Cycling, car share and parking:

As with my previous proposal, I am continuing to emphasize cycling, walking, transit and car share for people to get around, and am proposing a bike room with 15 good sized long-term stand-up bike parking spaces, a cargo bike spot (that can also be used for two more traditional bikes) and six short-term spaces.

Unfortunately, I no longer have the budget in this small project to add another Modo vehicle into the area. However, I will purchase a car-share membership for each unit and there are three Modo vehicles within an eight-minute walk, including a car at Dominion and Craigflower, and the car I put at my project on Lampson and Colville. Modo research shows that people are typically comfortable to walk up to eight minutes to use car share vehicles.

In addition, this building is a very short walk to covered bus stops for the number 14 bus, one of the city's most high-service bus routes, connecting to major employers and educational institutes.

I've been vocal in the past about reducing car parking requirements to meet the township's climate change goals and to encourage more walking, cycling and transit use, but parking was a concern for some residents and councilors with my previous proposal. As a result, I'm proposing a 1:1 parking ratio (10 parking spaces for 10 homes).

Data provided by Watt Consulting as part of my previous submission showed that Esquimalt condos had an average parking demand of **0.95 per unit** (chart below).

### 6.1 Resident Parking, Condominiums

Based on previously completed parking studies for condominium developments in Esquimalt, parking demand has ranged from 0.87-0.98 spaces per unit with an average of 0.95 per unit (excluding visitor parking). **Table 2** below includes a summary of these studies.

**TABLE 2: PARKING DEMAND RATES IN PREVIOUS CONDOMINIUM PARKING STUDIES**

Address	Units	Parking Demand (Vehicles/Unit)	Source
833, 835 Dunsmuir Road	34	0.98	833 / 835 Dunsmuir Road Parking Study (2017)
826 Esquimalt Road	30	0.87	826 Esquimalt Road Parking Study (2015)
1235 Esquimalt Road	69	0.96	Esquimalt Town Centre Parking Study (2016)
1108-1104-1100 Esquimalt Road / 610 & 612 Lampson	99	0.95	Lampson & Esquimalt Road Parking Study (2020)
	<b>Average</b>	<b>0.95</b>	

While this shows that my proposed parking will be enough even for a condo, apartment buildings typically have lower parking rates than condos. According to a Watt Consulting report done for City of Victoria in their 2017 parking bylaw review, ICBC data on 34 multifamily rental buildings in that municipality showed that apartment buildings had car ownership rates of **0.49 per unit**, well under what I'm proposing for this building.

This should be further reduced with the permanent MODO memberships, with the bike parking, and in this location as it is well connected to public transit.

### **Building for climate change**

Building more housing, more quickly, in our core communities is the single most important thing that the CRD can do to reduce our collective climate footprint, as limiting suburban sprawl by putting people closer to their jobs, schools and amenities reduces their need to drive, which is the average person's largest contributor to climate change in our region.

This building, if it's approved and built, will very much provide that option for 10 households.

In addition, my architect and I want this building to have a lower overall carbon impact, so we will not power it with fossil fuels and have designed it to be as energy efficiently as possible. I will commit in covenant to build it to step 3 of the energy building code but expect to build it to step 4.

I'll also explore installing some solar panels on the roof to generate energy for the site and common space lighting.

### **Wrap-up**

I want to thank you for taking the time to read this letter and would like to again make myself available to meet with you if you have any questions.

I believe this proposal will provide a good and important addition of homes in a bikeable and well-connected neighbourhood.

Sincerely,



Ryan Jabs  
250-413-7121  
[ryanjabs@lapishomes.com](mailto:ryanjabs@lapishomes.com)  
[www.lapishomes.com](http://www.lapishomes.com)



Owen & Haydee Dait  
[812craigflower@gmail.com](mailto:812craigflower@gmail.com)

"If you plan cities for cars and traffic, you get cars and traffic. If you plan for people and places, you get people and places." - Fred Kent, Project for Public Spaces