

## REPORTS OF COMMITTEES

### 2. Committee of the Whole – February 2, 2017

#### 7. Rezoning Application No. 00519 for 71-75 Montreal Street

**Motion:**

It was moved by Councillor Thornton-Joe, seconded by Councillor Alto, that Council direct staff to work with the applicant to get a greater mix of units including two and three bedrooms units in the building and that the developer be encouraged to meet again with the CALUC to identify and mitigate concerns of the public and that staff report back to Committee of the Whole.

**Carried Unanimously**

## 5. LAND USE MATTERS

*Committee will hear the Rezoning Application No. 00519 and Development Permit Application No. 000495 for 71-75 Montreal Street together.*

### 5.1 Rezoning Application No. 00519 and Development Permit Application No. 000495 for 71-75 Montreal Street

Committee received a report dated January 19, 2017 from the Director of Sustainable Planning and Community Development regarding the rezoning of the properties located at 71 and 75 Montreal street from the R-2 Zone to a site specific zone to permit increased density and the construction of a 19-unit residential building.

Committee discussed:

- Concerns with setting a precedent for the neighbourhood to move away from single family dwellings.
- The possibility of the houses being moved or repurposed.

**Motion:** It was moved by Mayor Helps, seconded by Councillor Isitt, that Council direct staff to work with the applicant to get a greater mix of housing units in the building.

Committee discussed:

- The need for a more balanced density on the site.

**Amendment:** It was moved by Councillor Isitt, seconded by Councillor Young, that the motion be amended as follows: ~~to 00519~~  
that Council direct staff to work with the applicant to get a greater mix of housing units in the building **and that the City continue to receive input from the public to identify and mitigate the concerns of the public.**

Committee discussed:

- The CALUC being the best avenue for the discussions with the Applicant and the public.

#### **Amendment to the amendment:**

It was moved by Mayor Helps, seconded by Councillor Isitt, that the amendment be further amended as follows:  
that Council direct staff to work with the Applicant to get a greater mix of housing units in the building **and that and that the City continue to receive input from the public the developer to be encouraged to meet again with the CALUC to identify and mitigate concerns of the public.**

On the amendment to the amendment:  
CARRIED UNANIMOUSLY 17/COTW

#### **Amendment to the amendment:**

It was moved by Mayor Helps, seconded by Councillor Isitt, that the amendment be further amended as follows:  
that Council direct staff to work with the Applicant to get a greater mix of housing units in the building **and that the developer to be encouraged to meet again**

**with the CALUC to identify and mitigate concerns of the public and to report back to Committee of the Whole.**

On the amendment to the amendment:  
CARRIED UNANIMOUSLY 17/COTW

**Amendment to the amendment:**

It was moved by Councillor Loveday, seconded by Councillor Lucas, that the amendment be further amended as follows:  
that Council direct staff to work with the Applicant to get a greater mix of housing units **including 2 and 3 bedroom units** in the building **and that the developer to be encouraged to meet again with the CALUC to identify and mitigate concerns of the public and to report back to Committee of the Whole.**

On the amendment to the amendment:  
CARRIED UNANIMOUSLY 17/COTW

On the amendment:  
CARRIED UNANIMOUSLY 17/COTW

Committee discussed:

- Ensuring that the concerns of the public will be addressed before the application goes to public hearing.
- Understanding the impact of removing the single family dwellings in favour of more density in James Bay.

**Main motion as amended:**

That Council direct staff to work with the applicant to get a greater mix of housing units including 2 and 3 bedrooms units in the building and that the developer be encouraged to meet again with the CALUC to identify and mitigate concerns of the public and that staff report back to Committee of the Whole.

On the main motion as amended:  
CARRIED 17/COTW

For: Mayor Helps, Councillors Coleman, Isitt, Loveday, Lucas, Thornton-Joe, and Young

Against: Councillor Madoff

**Motion:** It was moved by Councillor Coleman, seconded by Councillor Thornton-Joe, that the Committee of the Whole meeting of February 2, 2017, be adjourned at 1:41 p.m.

CARRIED UNANIMOUSLY 17/COTW

*Committee reconvened at 3:19 p.m.*





## **Committee of the Whole Report**

### **For the Meeting of February 2, 2017**

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**To:** Committee of the Whole

**Date:** January 19, 2017

**From:** Jonathan Tinney, Director, Sustainable Planning and Community Development

**Subject:** Rezoning Application No. 00519 for 71 and 75 Montreal Street

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### **RECOMMENDATION**

That Council instruct staff to prepare the necessary Zoning Regulation Bylaw Amendments that would authorize the proposed development outlined in Rezoning Application No.00519 for 71 and 75 Montreal Street, that first and second reading of the Zoning Regulation Bylaw Amendments be considered by Council and a Public Hearing date be set by staff once the following conditions are met:

1. Preparation of a Housing Agreement Bylaw to ensure that a future strata corporation could not pass bylaws that would prohibit or restrict the rental of units to non-owners.
2. The applicant entering into a car share agreement with MODO to secure car share memberships for each unit and a car share vehicle.
3. Confirmation that a parking space for the car share vehicle will be accommodated within close proximity to the application site in a location that is acceptable to MODO.
4. The provision of a sanitary sewer impact analysis report to the satisfaction of staff and, if required, a legal agreement to secure any required sanitary sewer impact mitigation measures.
5. The provision of a 1.1m Statutory Right-of-Way on the Niagara Street frontage.

### **LEGISLATIVE AUTHORITY**

In accordance with Section 479 of the *Local Government Act*, Council may regulate within a zone the use of land, buildings and other structures, the density of the use of the land, building and other structures, the siting, size and dimensions of buildings and other structures, as well as, the uses that are permitted on the land and the location of uses on the land and within buildings and other structures.

In accordance with Section 483 of the *Local Government Act*, Council may enter into a Housing Agreement which may include terms agreed to by the owner regarding the occupancy of the housing units and provided such agreement does not vary the use of the density of the land from that permitted under the zoning bylaw.



## **EXECUTIVE SUMMARY**

The purpose of this report is to present Council with information, analysis and recommendations for a Rezoning Application for the properties located at 71 and 75 Montreal Street. The proposal is to rezone the lands from the R-2 Zone (Two Family Dwelling District) to a site specific zone in order to permit increased density and the construction of 19 residential units at this location.

The following points were considered in assessing this Application:

- the Application meets the place character features of the Traditional Residential urban place guidelines (Figure 8) and housing policy (13.34) in the *Official Community Plan, 2012* (OCP) which supports a diversity of housing types to create more home ownership options such as multi-unit residential developments
- the proposal is consistent with the OCP, which designates the property as Traditional Residential and envisions floor space ratios (FSR) up to 1.0:1.

The Application is not consistent with certain policies within the *James Bay Neighbourhood Plan* as it relates to land use and density; however, the OCP provides current direction for land use and density as it relates to the subject lands.

## **BACKGROUND**

### **Description of Proposal**

The Application is to rezone the lands from the R-2 Zone (Two Family Dwelling District) to a site specific zone in order to permit increased density and the construction of ground-oriented residential units at this location. The proposal includes:

- 19 residential units
- 11 parking stalls located underground
- a two-storey building over a finished basement.

### **Affordable Housing Impacts**

The applicant proposes the creation of 19 new residential units which would increase the overall supply of housing in the area. Two single-family dwellings would be demolished to accommodate the new units. A Housing Agreement is also being proposed which would ensure that future Strata Bylaws could not prohibit the rental of units.

### **Sustainability Features**

The applicant has not identified any sustainability features associated with this proposal.

### **Active Transportation Impacts**

In accordance with Schedule C of the *Zoning Regulation Bylaw*, the applicant is proposing 19 Class 1 bicycle parking stalls.

### **Public Realm Improvements**

The applicant has agreed to provide a 1.1m Statutory Right-of-Way for sidewalk improvements on the Niagara Street frontage.

## Land Use Context

The area is predominantly characterized by a mix of residential building types including, duplexes, townhouses, apartments and a cultural facility (White Eagle Polish Hall).

Immediately adjacent land uses include:

- North – two single-family dwellings
- South – a single-family dwelling
- East – a cultural facility in the R-2 Zone, Two Family Dwelling District
- West – townhouse complex in the R3-L Zone.

## Existing Site Development and Development Potential

The properties are currently in the R-2 Zone, Two Family Dwelling District. Under the current R-2 Zone the properties could each be developed as a single-family dwelling, single-family dwelling with a secondary suite, or duplex dwellings.

## Data Table

The following data table compares the proposal with the R3-L Zone, Low Density Multiple Dwelling District. The townhouse development at 48 Montreal Street is in the R3-L Zone and is comparable in terms of density and height. An asterisk is used to identify where the proposal is less stringent than the nearby zone.

Zoning Criteria	Proposal	Zone Standard R3-L Zone
Site area (m <sup>2</sup> ) - minimum	930*	2850
Site area per unit (m <sup>2</sup> ) - minimum	48.9*	150
Density (Floor Space Ratio) - maximum	0.92:1*	0.80:1
Total floor area (m <sup>2</sup> ) - maximum	855*	744
Lot width (m) - minimum	30.5	18
Height (m) - maximum	7.6	8.5
Storeys - maximum	2	3
Site coverage % - maximum	78*	40
Open site space % - minimum	13.8*	40
Setbacks (m) - minimum		
Front (Niagara Street)	1.57* (bike storage) 2.40* (building)	4.5
Rear (SW)	2.08*	4.5
Side (Montreal Street)	1.40* (bike storage) 2.59* (building)	7.5
Side (lane-east)	nil*	7.5
Parking - minimum	11*	27



<b>Zoning Criteria</b>	<b>Proposal</b>	<b>Zone Standard R3-L Zone</b>
Visitor parking (minimum) included in the overall units	0*	3
Bicycle parking stalls – Class 1 (minimum)	19	19
Bicycle parking stalls – Class 2 (minimum)	6	6

## **Community Consultation**

Consistent with the *Community Association Land Use Committee (CALUC) Procedures for Processing Rezoning and Variances Applications*, the applicant has consulted the James Bay CALUC at a Community Meeting held on May 11, 2016. A letter dated May 20, 2016 is attached to this report.

Staff have received other written feedback from the public which is also attached to this report.

## **ANALYSIS**

### **Official Community Plan**

The *Official Community Plan 2012* (OCP) Urban Place Designation for the subject property is Traditional Residential, which supports ground-oriented residential uses. The OCP states that new development may have a density of generally up to 1:1 FSR and up to two storeys in height.

The Application meets the place character features of the Traditional Residential urban place guidelines (Figure 8) and housing policy (13.34) in the OCP which supports a diversity of housing types to create more home ownership options such as multi-unit residential developments.

### **Local Area Plans**

The land use policies of the *James Bay Neighbourhood Plan* identify the subject lands as suitable for residential development; however, the policies do not recommend increases in density to permit multiple dwellings. Rather, the Plan envisions densification through in-fill housing (small lot single-family dwellings) where appropriate; however, the adoption of the OCP in 2012 provides up-to-date direction for land use and density.

### **Housing Agreement**

The applicant is amenable to entering into a Housing Agreement with the City to ensure that a future strata corporation could not pass any bylaws that would prohibit or restrict the rental of units to non-owners.

### **Transportation Demand Management**

Schedule C of the Zoning Regulation Bylaw requires a parking ratio of 1.4 stalls per residential unit. With the proposed 19-units on the site this would result in a requirement for 27 parking stalls to be provided. The applicant proposes the provision of 11 vehicle parking spaces located underground.



Staff are currently reviewing the off-street parking regulations that are outlined in Schedule C of the Zoning Regulation Bylaw, Watt Consulting Group is assisting staff with this review. Based on data collection and analysis, the emerging Schedule C would require 22 stalls (comprising 20 stalls for residents and 2 visitor stalls) to be provided in conjunction with this development. It should be noted that the review of Schedule C is still ongoing and further refinements to these requirements may yet be forthcoming.

The applicant has submitted a Parking Study, also prepared by Watt Consulting Group, dated October 20, 2016 (attached). The parking study concludes that the site parking demand is expected to be 16 vehicles (comprising of 14 resident vehicles and 2 visitor vehicles); therefore, there is a parking shortfall of 5 stalls being proposed.

Watt Consulting Group provided a rationale for the discrepancy between the recommendations outlined in the Parking Study and the proposed parking stall requirements that have been identified through the work on Schedule C. They have stated that the Parking Study recommends a residential parking demand rate of 0.71 parking stalls per unit based on ICBC vehicle ownership data from a total of seven comparable sites which are highly walkable and in close proximity to Downtown. They state that this finer grained analysis for this particular site explains the anticipated lower vehicle ownership that has specifically been identified for this site.

In order to help mitigate the parking shortfall, and ensure that those residents who are not provided a parking stall will have access to a vehicle, the applicant has offered to provide one car share vehicle and car share membership for each of the proposed residential units. The Parking Study provided anticipates that the provision of car share memberships and access to a car share vehicle would reduce the site parking demand by a further two stalls, resulting in a parking shortfall of three stalls (comprising of one resident vehicle and two visitor vehicles).

Staff recommend for Council's consideration that Council require the applicant to provide these memberships and vehicle as a condition of rezoning. In addition, to ensure that the car share vehicle is accessible to future residents, it is recommended that staff work with the applicant and MODO to confirm that a parking space can be provided in close proximity to the site in a location that is acceptable to MODO.

In the event that Council feels the parking ratio is not supportable, an alternate motion has been provided for Council's consideration that would require the Applicant to address the parking shortfall by reducing the number of units being proposed, providing additional off-street parking, or both.

### **Statutory Right-of-Way**

The standard Right-of-Way for a local street, such as Niagara Street, is 18.0m; however, future transportation-related needs on the corridor can be met in a Right-of-Way width of 15.0m. To achieve this minimum on this portion of Niagara Street a Statutory Right-of-Way of 1.1m is required. Staff recommend for Council's consideration that a 1.1m Statutory Right-of-Way be provided on the Niagara Street frontage. If Council chooses to advance the application, this agreement is to be registered on title prior to final adoption of the Bylaws. The recommended motion provided for Council's consideration includes the necessary language.



## **Sewage Attenuation**

The proposed rezoning may result in increased sewage flow rates. The City's sanitary sewer system may not, at present, be sufficient to accommodate the increased flow rates. Staff recommend for Council's consideration that a report prepared by a qualified Engineer comparing pre and post-development sewage flow rates be submitted to the Engineering Department prior to the application being considered at a Public Hearing. Staff further recommend for Council's consideration that staff be directed to require a legal agreement for sewage attenuation (if required).

## **CONCLUSIONS**

The Application meets the place character features of the Traditional Residential urban place guidelines, and housing policy in the OCP which supports the diversity of housing types to create more home ownership options such as multi-unit residential developments.

In order to help mitigate the parking shortfall and ensure that those residents who are not provided a parking stall will have access to a vehicle, the applicant has offered to provide a car share vehicle and car share membership for each of the proposed residential units. Staff recommend for Council's consideration that Council require the applicant to provide these memberships and vehicle as a condition of rezoning.

Staff recommend that Council consider supporting the application.

## **ALTERNATE MOTION (TO ADDRESS POTENTIAL PARKING SHORTFALL)**

That Council instruct staff to prepare the necessary Zoning Regulation Bylaw Amendments that would authorize the proposed development outlined in Rezoning Application No.00519 for 71 and 75 Montreal Street, that first and second reading of the Zoning Regulation Bylaw Amendments be considered by Council, and a Public Hearing date be set by staff once the following conditions are met:

1. Submission of revised plans that address the parking shortfall by reducing the number of units being proposed, providing additional off-street parking, or both.
2. Preparation of a Housing Agreement Bylaw to ensure that a future strata corporation could not pass bylaws that would prohibit or restrict the rental of units to non-owners.
3. The applicant entering into a car share agreement with MODO to secure car share memberships for each unit and a car share vehicle.
4. Confirmation that a parking space for the car share vehicle will be accommodated within close proximity to the application site in a location that is acceptable to MODO.
5. The provision of a sanitary sewer impact analysis report to the satisfaction of staff and, if required, a legal agreement to secure any required sanitary sewer impact mitigation measures.
6. The provision of a 1.1m Statutory Right-of-Way on the Niagara Street frontage.

## ALTERNATE MOTION (DECLINE)

That Council decline Rezoning Application No. 00519 for the property located at 71 and 75 Montreal Street.

Respectfully submitted,



Jim Handy,  
Senior Planner – Development Agreements  
Development Services



Jonathan Tinney, Director  
Sustainable Planning and Community  
Development

Report accepted and recommended by the City Manager.



Date: Jan 24, 2017

### List of Attachments

- Aerial Map
- Zoning Map
- Plans date stamped January 6, 2017
- Letter from Applicant dated July 26, 2016
- Parking Study dated October 20, 2016
- Letter from JBNA CALUC dated May 20, 2016
- Public Correspondence

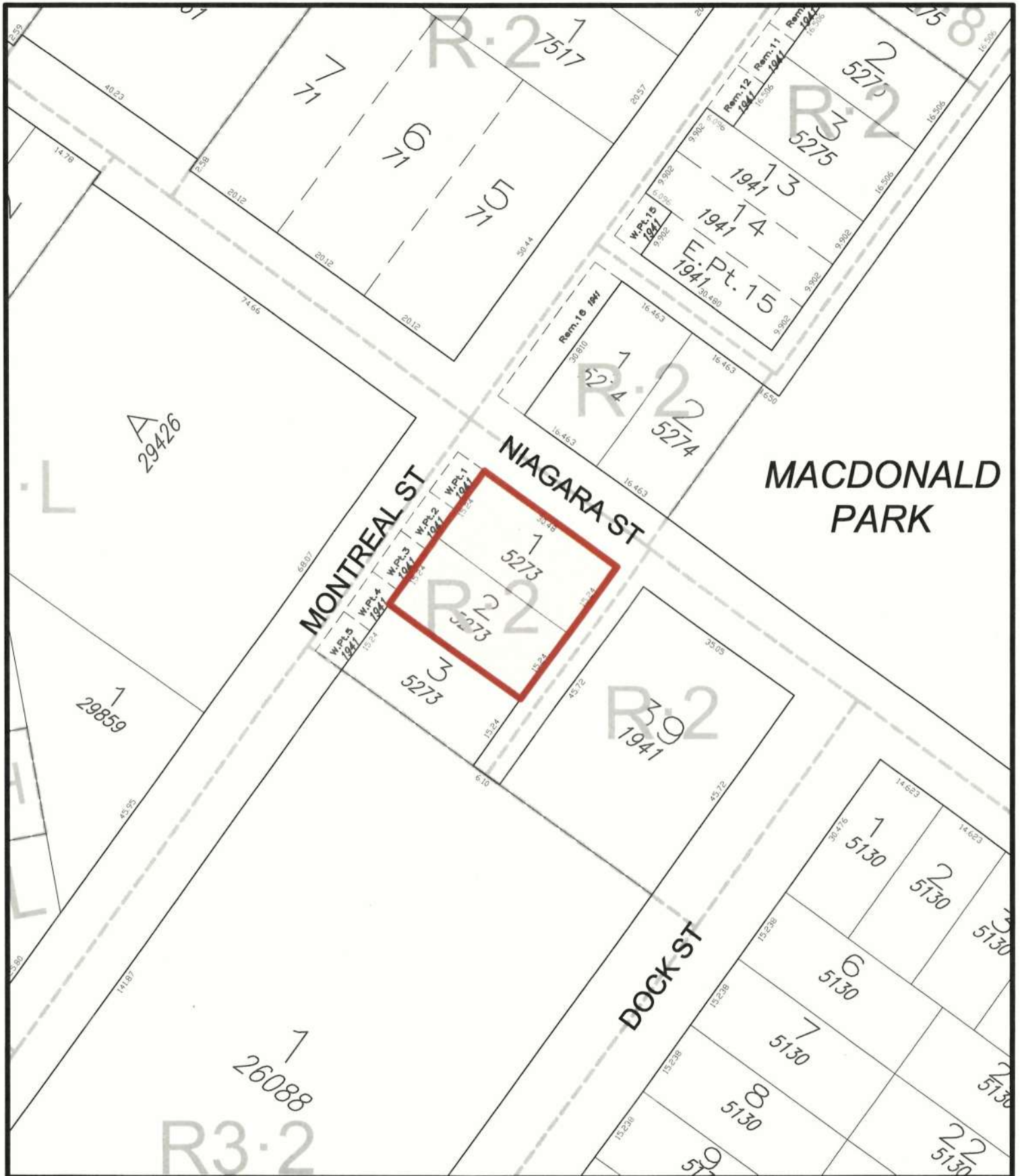




71 and 75 Montreal Street  
Rezoning No.00519



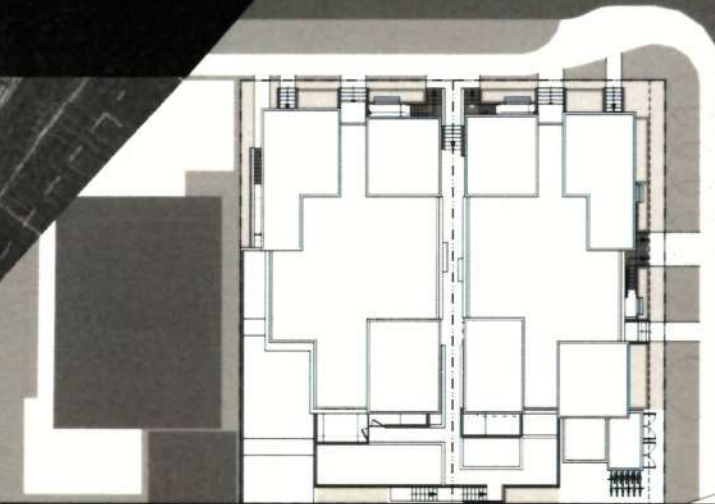




71 and 75 Montreal Street  
Rezoning No.00519



N-71 75

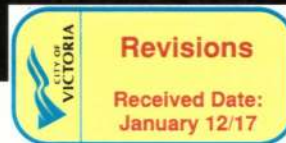


SITE PLAN

MONTREAL ST.



NIAGARA ST.





# BC LAND SURVEYORS SITE PLAN OF:

Civic: 71 & 75 Montreal Street

Legal: Lots 1 & 2, Beckley Farm,  
Victoria City, Plan 5273

Other: Section 363-004-141 (1) & 363-004-141 (2)  
of the City of Victoria



## LEGEND

(Elevations are to generic datum)  
• • • denotes existing elevation  
Tree dimensions are in centimetres



May 17, 2016

File: 12-338-1-1  
POWELL & ASSOCIATES  
B.C. Land Surveyors  
200-1000 Douglas Street  
Victoria, BC V8T 4K4  
phone: (250) 363-8800

Setbacks are derived from field survey.  
Pegged dimensions shown herein are  
derived from Land Title Office records.

This document shows the relative location  
of the surveyed features and shall not be  
used to define property boundaries.



2 Context Plan  
A101 Scale: NTS

## PROJECT DESCRIPTION

**CIVIC ADDRESS:**  
71 & 75 Montreal Street  
Victoria, BC

**LEGAL DESCRIPTION:**  
Lots 1 & 2, Beckley Farm Section B,  
Victoria, Plan 5273

**REGISTERED OWNER:**  
Urban Core Ventures  
12-747 Princess Ave  
Victoria, BC  
V8T 1K5  
len@urbancoreventures.com

Leonard Cole  
tel: 885-0190  
tel: 595-0190

**ARCHITECT:**  
de Hoog & Kierulff architects  
977 Fort Street  
Victoria, BC  
V8V 3K3

Peter de Hoog  
tel: 658-3387  
tel: 658-3397  
pdk@dhk.ca

**LANDSCAPE ARCHITECT:**  
LADR Landscape Architects  
28-465 Dupplin Road  
Victoria, BC  
V8Z 1B8

Bev Windjack  
tel: 595-0105  
tel: 416-0696



NO.	DATE	DESCRIPTION
1	2016-05-17	Initial Survey
2	2016-05-17	Initial Survey
3	2016-05-17	Initial Survey
4	2016-05-17	Initial Survey
5	2016-05-17	Initial Survey
6	2016-05-17	Initial Survey
7	2016-05-17	Initial Survey
8	2016-05-17	Initial Survey
9	2016-05-17	Initial Survey
10	2016-05-17	Initial Survey

**de Hoog & Kierulff architects**

12-747 Princess Ave  
Victoria, BC V8T 1K5  
Tel: 885-0190  
Fax: 595-0190  
len@urbancoreventures.com

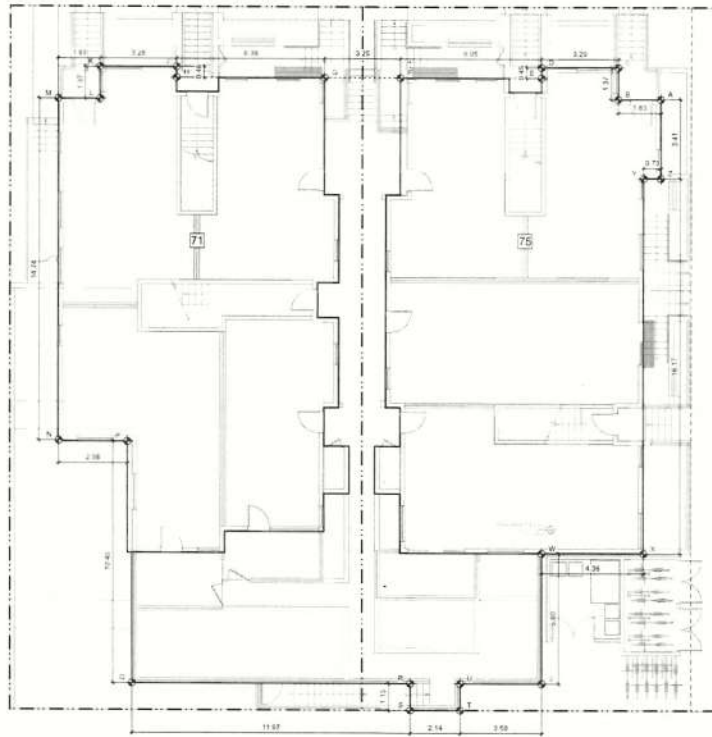
**Montreal Street Residences**  
71 & 75 Montreal St  
Victoria, BC

**Existing Site Plan**

**A101**

1 Site Survey  
A101 1:250





1 Average Grade Calculations  
Scale: 1:100

Point	Existing Grade (m)	Proposed Grade (m)
A	8.78	9.10
B	8.78	10.06
C	8.78	10.06
D	8.78	10.06
E	8.78	10.06
F	8.68	7.68
G	8.68	7.68
H	8.52	10.06
I	8.52	10.06
J	8.43	10.06
K	8.43	10.06
L	8.43	10.06
M	8.43	8.15
N	7.80	7.81
P	7.80	7.81
Q	9.10	9.17
R	9.25	9.35
S	9.30	9.35
T	9.35	9.37
U	9.25	9.37
V	9.20	9.57
W	9.13	9.57
X	8.10	9.57
Y	8.83	7.15
Z	8.83	7.15

Line	Average of Points (m)	Distance between Points (m)	Totals
AB	8.78	1.83	16.07
BC	8.78	1.37	12.03
CD	8.77	3.29	28.85
DE	8.76	0.45	3.94
EF	8.74	6.05	52.78
FG	8.67	3.25	28.18
GH	8.59	6.38	54.80
IJ	8.52	0.46	3.92
JK	8.48	3.28	27.81
KL	8.43	1.37	11.55
LM	8.43	1.83	15.43
MN	8.17	14.74	120.43
NP	7.80	2.86	23.54
PQ	8.50	10.40	88.40
QR	9.18	11.97	109.82
RS	9.28	1.15	10.67
ST	9.33	2.14	19.86
TU	9.30	1.15	10.70
UV	9.23	3.50	32.29
VW	9.17	5.60	51.35
WX	9.12	4.38	39.76
XY	8.97	16.17	145.04
YZ	8.83	6.73	6.45
ZA	8.81	3.41	30.04
<b>Totals</b>		<b>107.86</b>	<b>943.55</b>

AVERAGE GRADE:  $943.55/107.86 = 8.75m$



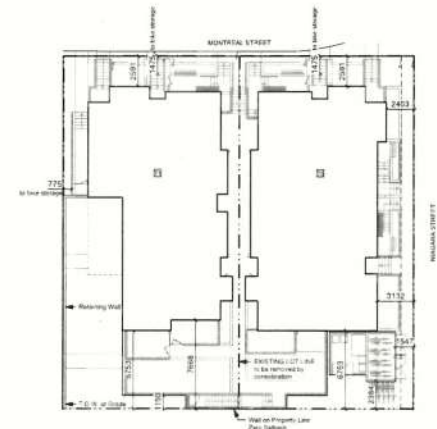
MAIN FLOOR



UPPER FLOOR

2 Floor Area Calculations  
Scale: 1:200

Area used in Calculations  
Main Floor: 415m<sup>2</sup>  
Upper Floor: 420m<sup>2</sup>  
Accessory Building: 20m<sup>2</sup>  
**TOTAL AREA: 855m<sup>2</sup>**



3 Setback Key Plan  
Scale: 1:200

Front: 2.4m (Niagara Street)  
Side: 1.5m (Montreal Street)  
Side: 0.0m (Lane)  
Rear: 0.78m (SW)

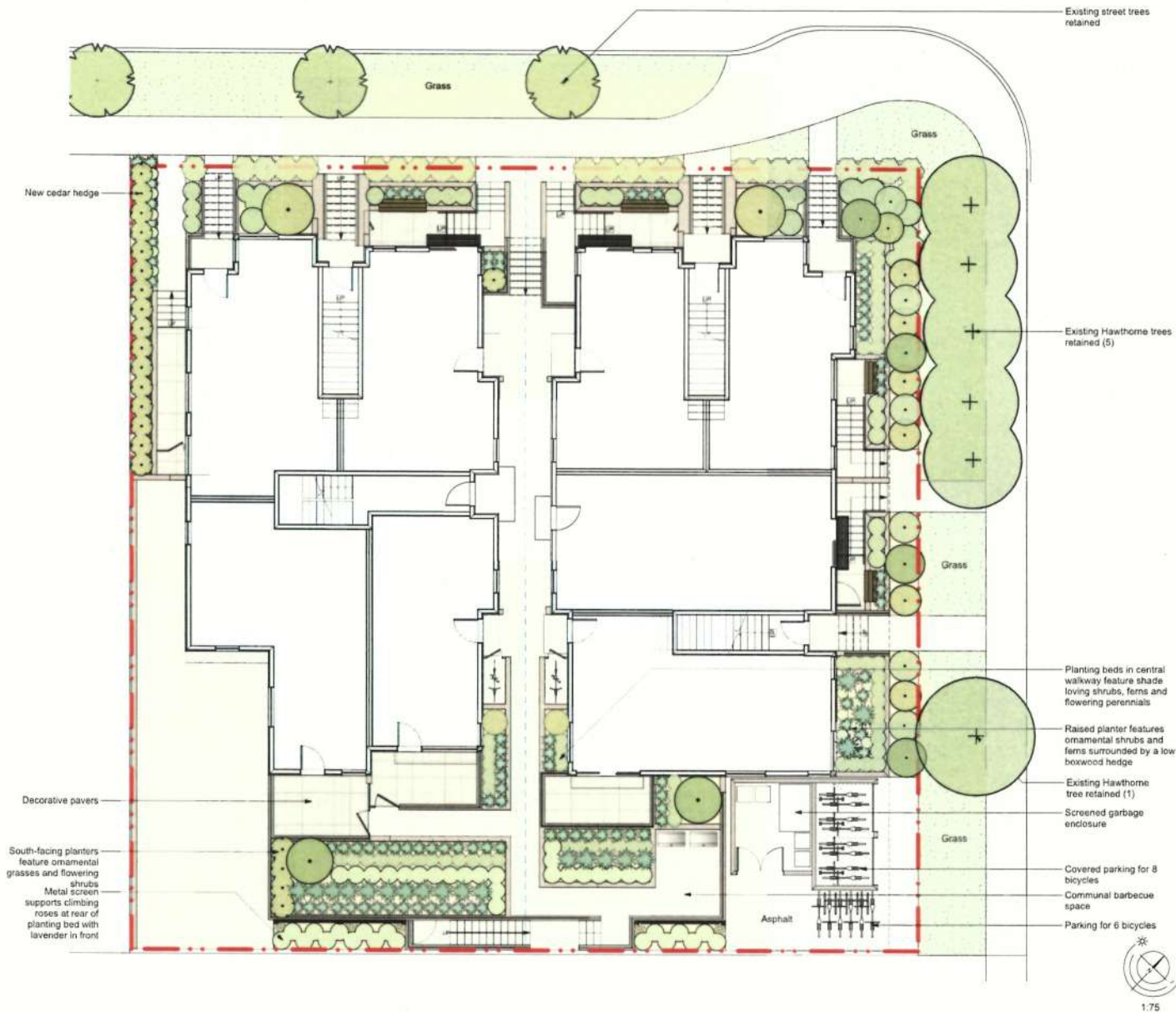


NO.	DATE	DESCRIPTION
1	10.05.19	Issue for Review (GPR Review)
2	10.06.19	Issue for Review (GPR Review)
3	10.06.19	Issue for Review (GPR Review)
4	10.06.19	Issue for Review (GPR Review)
5	10.06.19	Issue for Review (GPR Review)
6	10.06.19	Issue for Review (GPR Review)
7	10.06.19	Issue for Review (GPR Review)
8	10.06.19	Issue for Review (GPR Review)
9	10.06.19	Issue for Review (GPR Review)
10	10.06.19	Issue for Review (GPR Review)

**de Hoog & Kierulff architects**  
77-75 Montreal St.  
Victoria BC  
V8V 1K1  
Tel: 250-464-1987  
Fax: 250-464-1987  
Email: info@dehoogkierulff.com

**Montreal Street Residences**  
Zoning Bylaw Calculations  
A103





### Recommended Nursery Stock

#### Large Shrubs

Total: 21

Botanical Name	Common Name	Size
<i>Fatsia japonica</i>	Fatsia	#1 pot
<i>Comarostaphylis</i>	Sweet Olive	#1 pot
<i>Philadelphus 'Belle Etoile'</i>	Belle Etoile Mock Orange	#5 pot
<i>Sorbaria huaiensis</i>	Sweet Box	#1 pot
<i>Taxus x media 'Hicksii'</i>	Hicks Yew	1.8m Hx
<i>Thuja occidentalis 'Smaragd'</i>	Emerald Cedar	1.8m Hx

#### Medium Shrubs

Total: 40

Botanical Name	Common Name	Size
<i>Hydrangea arborescens 'Annabelle'</i>	Annabelle Hydrangea	#1 pot
<i>Hydrangea macrophylla 'Nikko Blue'</i>	Nikko Blue Hydrangea	#1 pot
<i>Rhododendron 'Dora Amabilis'</i>	Dora Amabilis Rhododendron	#1 pot
<i>Spiraea x bumalda 'Anthony Waterer'</i>	Anthony Waterer Spiraea	#1 pot

#### Small Shrubs

Total: 127

Botanical Name	Common Name	Size
<i>Buxus sempervirens 'Suffruticosa'</i>	Edging Boxwood	#7 pot
<i>Gaultheria phillyifolia</i>	Sale	#1 pot
<i>Lavandula stoechas 'Otto Quast'</i>	Spanish Lavender	#1 pot
<i>Muhlenbergia repens</i>	Creeping Oregon Grape	#1 pot
<i>Pieris japonica 'Prostrata'</i>	Prostrata Pieris	#1 pot
<i>Spiraea x bumalda 'Magic Carpet'</i>	Magic Carpet Spiraea	#1 pot

#### Perennials, Annuals and Ferns

Total: 114

Botanical Name	Common Name	Size
<i>Blackstone spicata</i>	Deer Fern	#1 pot
<i>Calamagrostis x acutiflora 'Karl Foerster'</i>	Karl Foerster Feather Reed Grass	#1 pot
<i>Heisteria sempervirens</i>	Blue Oak Grass	#1 pot
<i>Polypodium vulpinum</i>	Alaska Fern	#1 pot
<i>Saxifraga oppositifolia</i>	Mossy Saxifrage	#1 pot
<i>Tillandsia usneoides</i>	Coast Tillandsia	#1 pot

#### Vines

Total: 2

Botanical Name	Common Name	Size
<i>Rosa 'New Dawn'</i>	Climbing Rose	#1 pot

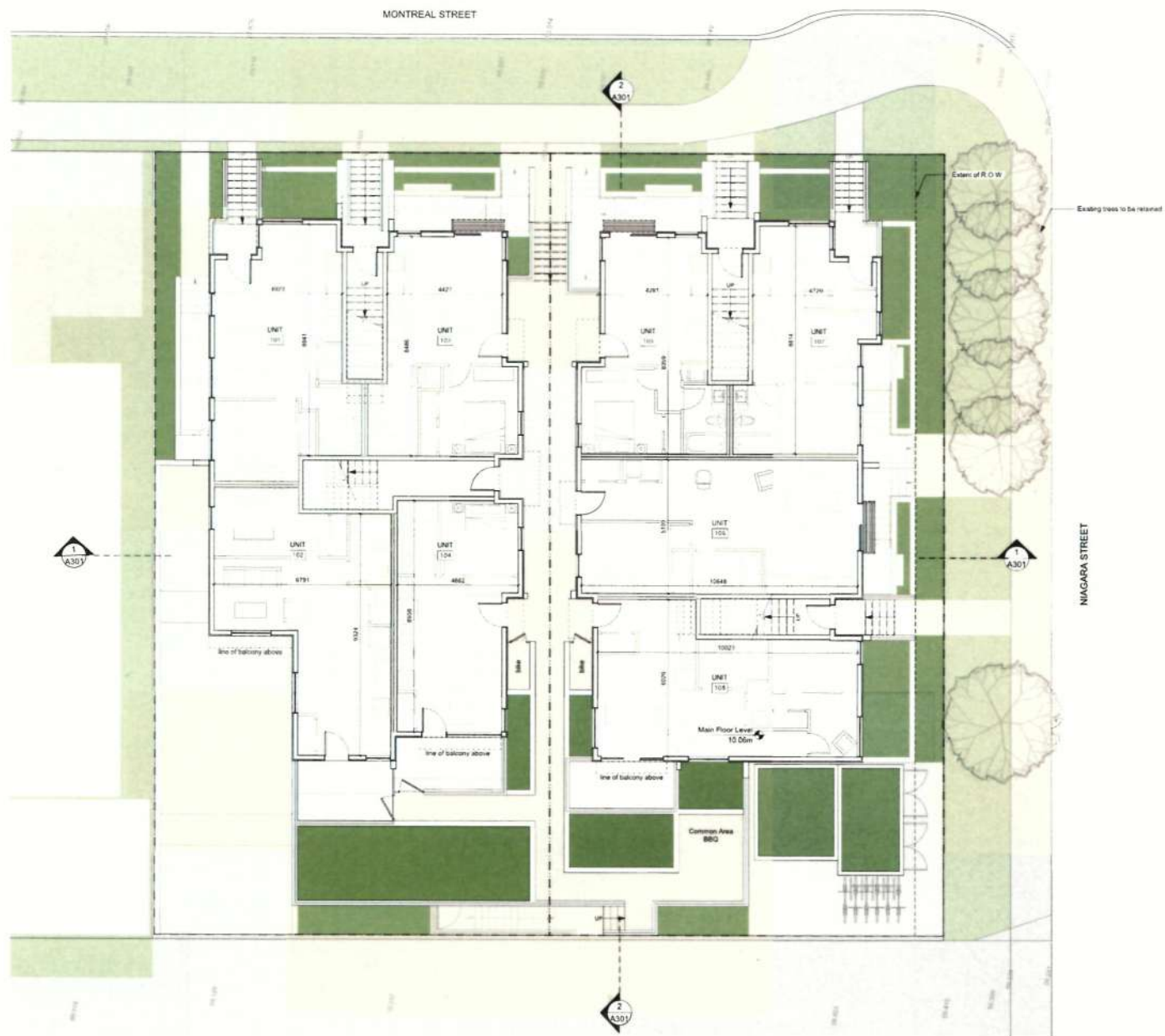
#### Notes:

1. All work to be completed to current BCSLA Landscape Standards
2. All soft landscape to be irrigated with an automatic irrigation system

# 71/75 Montreal St. | Landscape Concept Plan





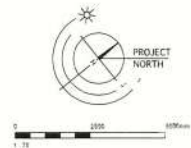
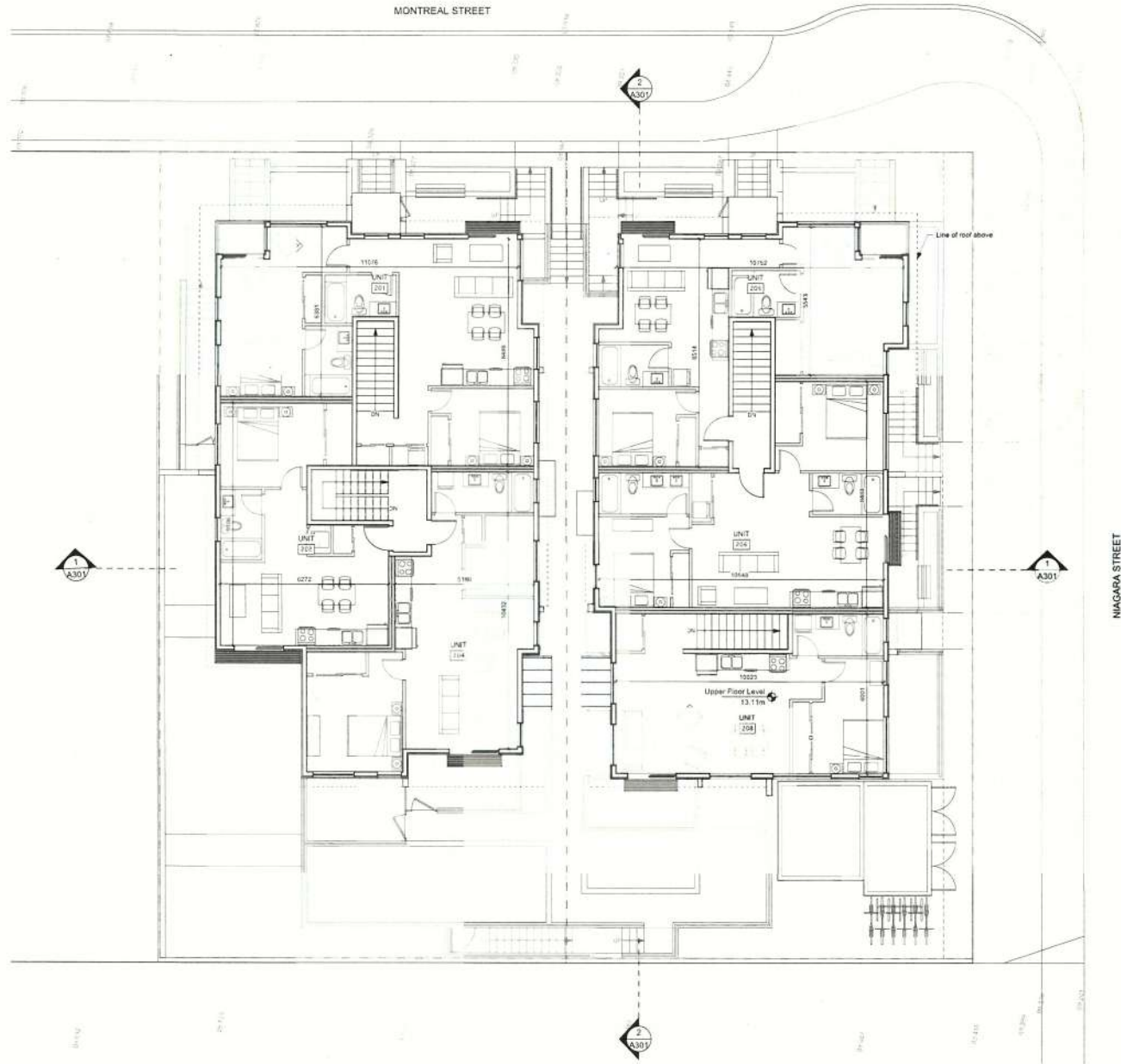


**de Hoog & Kierulff architects**

**Montreal Street Residences**  
71 - 75 Montreal St.  
Victoria BC

**Main Floor Plan**

**A202**



NO.	DATE	DESCRIPTION
1	10/15/11	Initial Design
2	11/15/11	Revised Design
3	12/15/11	Final Design
4	01/15/12	Construction Documents
5	02/15/12	Construction Documents
6	03/15/12	Construction Documents
7	04/15/12	Construction Documents
8	05/15/12	Construction Documents
9	06/15/12	Construction Documents
10	07/15/12	Construction Documents
11	08/15/12	Construction Documents
12	09/15/12	Construction Documents
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100	01/15/20	Construction Documents

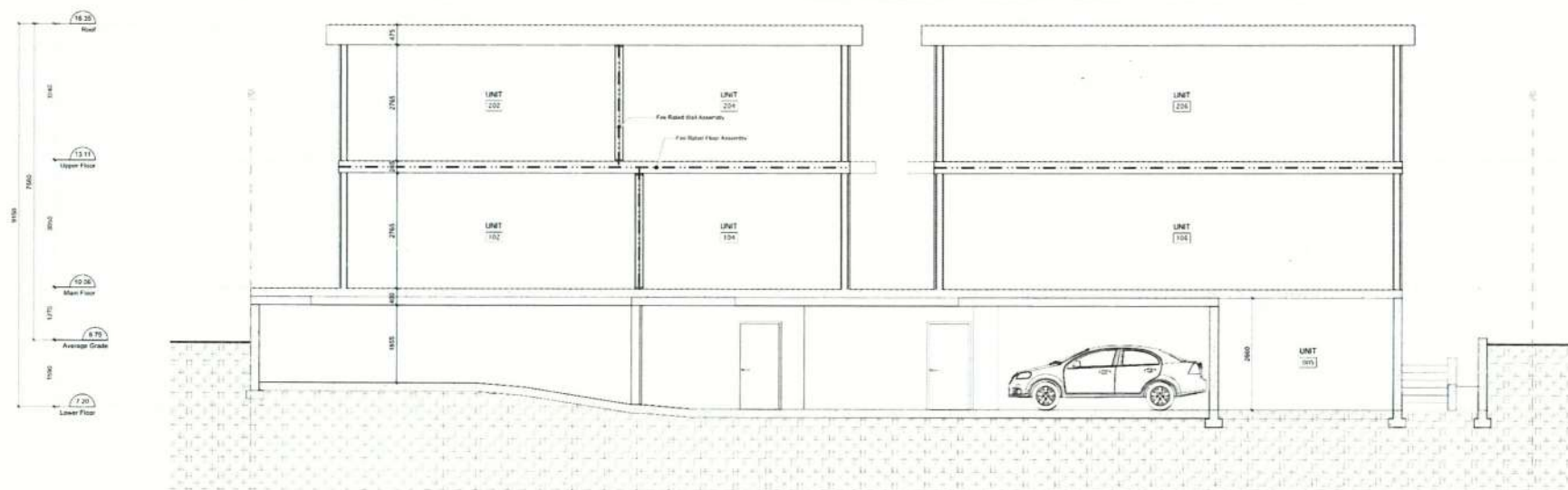
**de Hoog & Kierulff architects**

71 - 75 Montreal St  
Victoria BC  
V8V 2G2

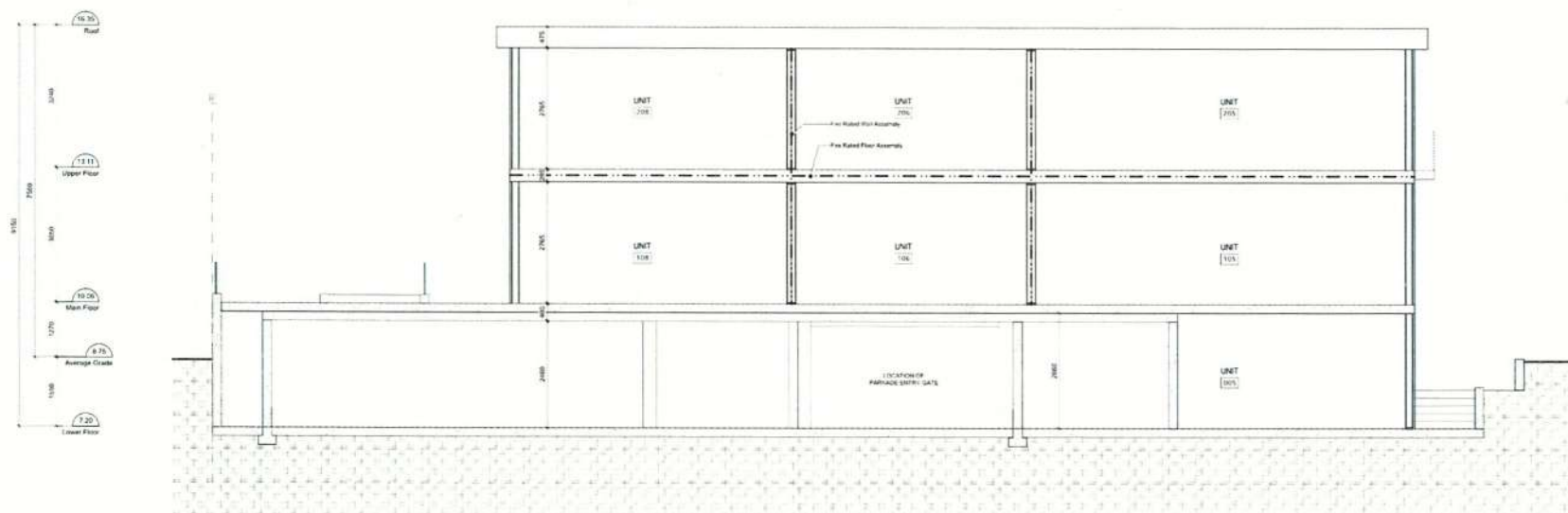
Upper Floor Plan

A203





1 Cross Section  
A301 / Scale 1:100



2 Longitudinal Section  
A301 / Scale 1:100

NO.	REVISION	DATE	BY	CHKD.
1	ISSUED FOR PERMIT	2018-01-10	J. de Hoog	M. Kierulff
2	REVISION	2018-01-10	J. de Hoog	M. Kierulff
3	REVISION	2018-01-10	J. de Hoog	M. Kierulff
4	REVISION	2018-01-10	J. de Hoog	M. Kierulff
5	REVISION	2018-01-10	J. de Hoog	M. Kierulff

<b>de Hoog &amp; Kierulff architects</b> 71 - 75 Madison St. Victoria B.C.	
<b>Sections</b>	
A301	-



1 East Elevation  
A401  
Scale 1:100



2 North Elevation  
A401  
Scale 1:100



3 West Elevation  
A401  
Scale 1:100



4 South Elevation  
A401  
Scale 1:100



5 South Elevation with Neighbouring Windows  
A401  
Scale 1:100

## MATERIALS SCHEDULE

- 1 METAL CLADDING
- 2 WHITE CEMENTITIOUS PANEL SIDING
- 3 CEDAR TONGUE AND GROOVE SIDING
- 4 EXPOSED CONCRETE - PAINTED
- 5 PREFINISHED METAL FASCIA
- 6 EXTRUDED ALUMINUM CORNICE
- 7 CEDAR SOFFIT
- 8 THERMAL WINDOWS
- 9 DOORS - ENTRY - GLAZED
- 10 DOORS - SLIDING - THERMAL
- 11 DOORS - SLIDING (TRIPLE) - THERMAL
- 12 METAL RAILINGS - POWDER COATED
- 13 METAL CLAD BICYCLE STORAGE UNIT

Item	Material	Quantity	Unit	Notes
1	Metal Cladding	10,450.0	Sq. Ft.	See Notes for Material Details
2	White Cementitious Panel Siding	10,450.0	Sq. Ft.	See Notes for Material Details
3	Cedar Tongue and Groove Siding	10,450.0	Sq. Ft.	See Notes for Material Details
4	Exposed Concrete - Painted	10,450.0	Sq. Ft.	See Notes for Material Details
5	Prefinished Metal Fascia	10,450.0	Sq. Ft.	See Notes for Material Details
6	Extruded Aluminum Cornice	10,450.0	Sq. Ft.	See Notes for Material Details
7	Cedar Soffit	10,450.0	Sq. Ft.	See Notes for Material Details
8	Thermal Windows	10,450.0	Sq. Ft.	See Notes for Material Details
9	Doors - Entry - Glazed	10,450.0	Sq. Ft.	See Notes for Material Details
10	Doors - Sliding - Thermal	10,450.0	Sq. Ft.	See Notes for Material Details
11	Doors - Sliding (Triple) - Thermal	10,450.0	Sq. Ft.	See Notes for Material Details
12	Metal Railings - Powder Coated	10,450.0	Sq. Ft.	See Notes for Material Details
13	Metal Clad Bicycle Storage Unit	10,450.0	Sq. Ft.	See Notes for Material Details

NOTES: See Notes for Material Details

 de Hoog & Kienul architects	
1000 West 1st Avenue Suite 200 Vancouver, BC V6C 1A1 Tel: 604-681-1111 Fax: 604-681-1112	1000 West 1st Avenue Suite 200 Vancouver, BC V6C 1A1 Tel: 604-681-1111 Fax: 604-681-1112
<b>Montreal Street Residences</b> 77 - 75 Montreal St. Victoria, BC	
<b>Elevations</b>	
A401	-











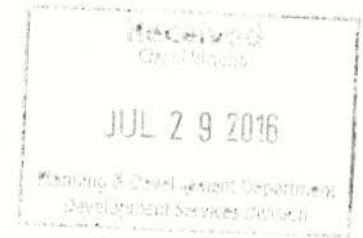
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July 27, 2016

Mayor and Council  
City of Victoria  
#1 Centennial Square  
Victoria, BC V8W1P6



Mayor and Members of Council:

**RE: 71 and 75 Montreal Street -Rezoning and Development Permit Application**

---

I am pleased to submit this application for a Rezoning and concurrent Development Permit for the properties at the northeast corner of Montreal and Niagara Streets in James Bay. Based on my experience with past projects as well my participation in the City's Housing Affordability Task Force, it is clear to me that there is a need for a different model to develop *attainable market housing at a neighbourhood scale*, as an alternative to the model that requires large scale re-developments and/or housing subsidies.

I believe this proposal presents a model for high-quality attainable infill housing that fits in with the neighbourhood. It is an alternative to other recent forms of development in James Bay and promotes the City's housing objectives as expressed in the *Official Community Plan*.

#### **Site and Context**

The subject property is made up of two 465 m<sup>2</sup> (5005 ft<sup>2</sup>) lots currently zoned R-2, Two Family Dwelling District. The properties are occupied by two small post-war houses.

The adjacent area is a mixture of institutional, single family, multi-family and parks uses. Immediately adjacent uses include:

- the White Eagle Hall and parking lot directly across the lane to the east;
- a recent single family rental house with suite and large 1970's apartment complex to the south;
- a 1970's 3-storey townhouse project across the street to the west; and
- one 2-storey single family home and one duplex directly across the street to the north.

Other similar properties in the neighbourhood are being redeveloped for approximately 1500 ft<sup>2</sup> townhouses that are currently selling for \$750,000 to \$1,000,000 each.

## Official Community Plan 2012

The *Official Community Plan (OCP)* and the *James Bay Neighbourhood Plan* support small scale infill housing in this location. In the *OCP*, these properties are included under the *Traditional Residential* land use designation. Among other statements, the *OCP's* Urban Place Guidelines (pg. 38), include the following as being appropriate forms of development in *Traditional Residential* areas:

- Ground-oriented residential including single, duplex and attached dwellings up to two storeys;
- Total floor space ratios up to approximately 1:1; and
- Variable landscaping and street tree planting.

Of equal importance this project is in keeping with many of the policy statements in the *OCP* that relate specifically to working in partnership to develop innovative approaches to provide for a range of housing options in the City:

### ***Broad Objective 13 (d) (pg. 95)***

*That a wide range of housing choice is available within neighbourhoods to support a diverse, inclusive and multigenerational community*

### ***Policies (pgs. 97 and 98)***

- 13.5 *Encourage new housing initiatives that partner with other levels of government, agencies, private industry, community organizations and individuals to maximize shared expertise and resources and to help achieve new affordable housing initiatives.*
- 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. [See Section 15 – Community Well-Being]*
- 13.34 *Promote a diversity of housing types to create more home ownership options such as multi-unit developments, the creation of small residential lots, street-oriented fee simple row-houses and other housing forms consistent with the guidelines in Figure 8.*
- 13.35 *Work with a range of partners, including senior levels of government and the private sector, to support and pilot innovative approaches that facilitate more affordable home ownership housing.*

## James Bay Neighbourhood Plan 1993

While the James Bay Plan does not specifically contemplate redevelopment of these properties, it does support the creation of housing to:

- accommodate a balance of family and non-family housing development in the community and also on specific sites (pg. 5); and development that
- encourages a visual harmony of form and scale between new buildings and adjacent residential units; and
- encourages high standards of design for new residential developments.

## Multi-Unit Residential, Commercial and Industrial Design Guidelines - July 2012

The proposal is in keeping with the City's *Multi-Unit Residential, Commercial and Industrial Design Guidelines* and the building's form and character are sensitive and innovative in response its context. More specifically:



- The architectural approach, including the form, massing, building articulation, features, and materials is appropriate in relation to the character and pattern of development in this area (a mixture of apartments, townhouses and commercial institutional of various ages and styles).
- The building is designed to be sensitive to its context and relationship to adjacent properties and has an appropriate residential character on both the Montreal and Niagara Street frontages, with strong entry features that are expressed for the residential units.
- The proposed exterior building materials are high quality, durable.

## The Proposal

My objective for this project is to construct a building that is in keeping with the size and scale of a traditional James Bay neighbourhood, at 2-storeys plus a basement, which is well designed and, which provides livable dwelling units for purchase that are attainable given current market conditions.

The proposed 2-storey building has nineteen dwelling units ranging in size from 370 ft<sup>2</sup> to 860 ft<sup>2</sup> with an average size of approx. 575 ft<sup>2</sup>. While the majority of units are one bedroom there are 3 two bedroom units on the upper floor and a unit which has one bedroom and a den/nursery. Given the per square foot cost for a building of this nature, both the size of the units and number of units are critical to the determination of the ultimate purchase price. My goal for these units is to make them available for a purchase price that would result in a mortgage payment equivalent to an average monthly rent for a similar unit in the neighbourhood.

The proposed building has a total floor area of 815 m<sup>2</sup> (8,772 ft<sup>2</sup>) with a floor space ratio of 0.88:1. In a traditional design, common in many cities of the world, five of the dwellings are partially below grade, with eight dwellings on the 1<sup>st</sup> floor and 6 dwellings on the 2<sup>nd</sup> storeys. All of the dwellings have separate entrances and are complete dwelling units with a full bathroom and washer and dryer.



View from Montreal Street

Separated by a central mews, outwardly, the building will have the appearance of a modern townhouse project with individual entrances to a number of the units facing the street and others from the mews.

The proposed 7.6 m (25 ft) height is the height for single family homes permitted under the current R-2 zone and is in keeping with the single family houses to the north and south. The site is unique in that it benefits from

300 feet of street frontage over 3 street fronts and the landscape plan provides for many opportunities for planting and outdoor areas, with terraced landscaped patios for many of the lower units, balconies, landscaped boulevards and a larger common patio amenity area extending over parking at the rear.

Eleven under-building parking spaces are accessed from the lane for a parking ratio of 0.58:1. Secure bicycle parking spaces are provided for the 19 units, either in the underground parking area, at the entrance to some of the dwellings or in a covered structure off of the lane that also has additional visitor bicycle parking.

This site is ideally located for people who wish to live without a car within easy walking or cycling distance of transit, shops and services and the Downtown. As we discussed as part of the Housing Affordability Task Force, the full provision of parking in projects like this adversely affect the objective of lower unit cost. I also have the option of renting excess parking in the large parking area of which is part of the apartment building to the south is needed. The reduction in parking is supported by a parking study prepared by Boulevard Transportation Group.

### **Target Demographic**

Based on my research and previous experience with projects of this nature, these new dwellings will appeal to a wide variety of people; those who already live in James Bay and those who want to move into the neighbourhood. In previous projects I have had a range of purchasers mostly single occupancy from young to retirees some first time buyers to people who are experiencing a change in life circumstances or who want to downsize. There are few other options for this form of new housing in James Bay. The only other units that I could find in current listings were all older units, the most recent in large-scale buildings that were constructed in the 1970's.

### **Consultation**

I purchased these properties in May 2015 and had early discussions with the community and neighborhood association before submitting a formal application. My proposal has evolved in response to input from the community and City staff. Based on advice from the James Bay Development Review Committee (DRC) we held an Open House in October of 2015 to discuss our plans for the site. The main points of discussion were a lack of parking (originally a ratio of 0.25 space/unit), too many units (originally 24) and not enough landscaping or green space. We subsequently met with staff and spent a number of months redesigning the project with fewer units, more parking and more landscaping. We held another meeting with the DRC and a formal meeting with the James Bay Community Association Land Use Committee (CALUC) in May of this year. After the CALUC meeting we further reduced the number of units from 21 to 19 and increased the bicycle parking.

### **Conclusion**

This proposal offers an innovative opportunity to promote the OCP's housing policies a way that supports an alternative neighbourhood-scale model for attainable housing ownership. It won't meet everyone's needs but it will add to the diversity of housing stock in James Bay.

Thank you for your consideration.

Sincerely,

Leonard Cole, President, **Urban Core Ventures Ltd.**



## 71, 75 MONTREAL STREET PARKING STUDY

Prepared for: **Urban Core Ventures**

Prepared by: **Boulevard Transportation, a division of Watt Consulting Group**

Our File: **1975**

Date: **October 20 2016**

*GREAT!*

transportation solutions for communities

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Appendix A. **SUMMARY OF VISITOR PARKING TIME OF DAY ASSESSMENT**

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## 1.0 INTRODUCTION

Boulevard Transportation, a division of Watt Consulting Group was retained by Urban Core Ventures to undertake a parking study for the proposed development at 71 & 75 Montreal Street in the City of Victoria. The purpose of this study is to assess the adequacy of the proposed parking supply by considering parking demand at representative multi-residential sites, parking management approaches and transportation demand management (TDM) options.

### 1.1 LOCATION

The subject site is located at 71 & 75 Montreal Street in the James Bay neighbourhood within the City of Victoria (see **Figure 1**).

**FIGURE 1. SUBJECT SITE**



## 1.2 TRANSPORTATION OPTIONS

The following transportation options and services are available within proximity to the site.

### 1.2.1 Public Transit

Bus stops on Dallas Road (by Ogden Point) are less than 200m from the site. These stops are served by route no.31 – Royal Oak Exchange / James Bay, providing connections to/from James Bay to downtown and Royal Oak. The no.31 – Royal Oak Exchange / James Bay operates every day between approximately 6:00am and 1:00am, with 15 to 20 minute frequency in peak hours.

### 1.2.2 Walking

The subject site is located in James Bay, which is one of the most walkable neighbourhoods in the City of Victoria. According to the Statistics Canada 2011 National Household Survey, about 27% of James Bay residents commuted to work by walking.<sup>1</sup> This is 4% higher than the City of Victoria<sup>2</sup> as a whole where about 23% of all commuting trips were reported as walking, but three times higher than the Victoria Census Metropolitan Area where only 9% of trips were made by foot.<sup>3</sup> These data suggest that approximately one-quarter of all commuting in James Bay is done by walking, highlighting the overall walkability of the neighbourhood and its proximity to the downtown and major employers.

According to Walk Score, the site has moderate walkability with a score of 66, indicating that some errands can be accomplished by foot.<sup>4</sup> However, various commercial and retail amenities are within 850 m from the subject site (about a 10-minute walk). Amenities include grocery stores, restaurants, various cafés, banks, and pharmacies. Montreal Street provides for a relatively pleasant pedestrian environment; sidewalks are provided on both sides of the street (both south and north of Niagara Street) and vehicle speeds are limited to 30 km per hour.

The City of Victoria Official Community Plan (OCP) has identified a future “James Bay Village” which will be characterized by low to mid-rise multi-unit residential, a mix of uses and ground-

---

<sup>1</sup> Greater Victoria Harbour Authority. (2016). The Ogden Point Functional and Facilities Plan Information Session. Available online at: [www.gvha.ca/sites/default/files/pdfs/ogden-point-master-plan/presboards\\_feb\\_18\\_2016\\_20160216%20%28low%20res%29.pdf](http://www.gvha.ca/sites/default/files/pdfs/ogden-point-master-plan/presboards_feb_18_2016_20160216%20%28low%20res%29.pdf)

<sup>2</sup> Statistics Canada. 2013. Victoria, CY, British Columbia (Code 5917034) (table). National Household Survey (NHS) Profile. 2011 National Household Survey. Statistics Canada Catalogue no. 99-004-XWE. Ottawa. Released September 11, 2013. <http://www12.statcan.gc.ca/nhs-enm/2011/dp-pd/prof/index.cfm?Lang=E>

<sup>3</sup> Statistics Canada. 2013. Victoria, CMA, British Columbia (Code 935) (table). National Household Survey (NHS) Profile. 2011 National Household Survey. Statistics Canada Catalogue no. 99-004-XWE. Ottawa. Released September 11, 2013. <http://www12.statcan.gc.ca/nhs-enm/2011/dp-pd/prof/index.cfm?Lang=E>

<sup>4</sup> More information about the subject site's walkability can be accessed online at: <https://www.walkscore.com/score/75-montreal-st-victoria-bc-canada>



oriented commercial, and community services to reinforce sidewalks for walking.<sup>5</sup> Moreover, one of the OCP's strategic directions for the James Bay community is to undertake public realm improvements in the James Bay Village to improve walkability and enhance vitality. These future changes are predicted to improve the overall walkability of the James Bay community including the subject site.

### 1.2.3 Cycling

While the subject site is not close to any of the regional bike trails, James Bay provides a pleasant cycling environment with numerous routing options along roads with limited traffic volumes. Oswego Street is an identified cycling route (per OCP, map 7) and provides quick and easy access to the downtown area (about a 6-minute bike ride away) via Superior Street and Government Street, both identified as cycling routes.<sup>6</sup>

Further, Belleville Street has been identified as a recommended cycling route per #Biketoria that will provide an attractive "All Ages and Abilities" route to downtown that could be accessed approximately 600m north of the site via Montreal Street.<sup>7</sup>

## 1.3 CURRENT LAND USE

The site currently contains two single-family homes on separate properties and is zoned R-2, Two Family Dwelling.

## 1.4 PROPOSED DEVELOPMENT

The proposal is for a site specific rezoning (DPA-16) to allow for a 19 unit multi-family residential building. Units will range in size, approximately between 500 and 900 sq. ft. floor area and will be ownership (strata).

### 1.4.1 Proposed Parking Supply

The proposal includes a total of 11 underground parking spaces, about 0.58 spaces per unit. The proposal also includes 19 Class I bicycle parking spaces for residents (1 per unit) plus a 6-space rack for visitors, which is consistent with the requirements of the City of Victoria's Zoning Bylaw, "Schedule C"<sup>8</sup> (see below).

---

<sup>5</sup> City of Victoria. (2012). Official Community Plan. Available online at: [http://www.victoria.ca/assets/Departments/Planning-Development/Community-Planning/OCP/OCP\\_Book.pdf](http://www.victoria.ca/assets/Departments/Planning-Development/Community-Planning/OCP/OCP_Book.pdf)

<sup>6</sup> Ibid.

<sup>7</sup> For more information about #Biketoria, visit the City's website at: <http://www.victoria.ca/EN/main/community/cycling/wharf-street.html>

<sup>8</sup> The City of Victoria's Off-Street Parking Requirements (Schedule C) is available online at: <http://www.victoria.ca/assets/Departments/Planning-Development/Development-Services/Zoning/Bylaws/Schedule%20C.pdf>

## 2.0 PARKING REQUIREMENT

The required parking supply for this site is 1.4 spaces per unit, per the City's Zoning Bylaw, Schedule C, resulting in a total requirement of 27 spaces for the site. No less than 10% of the total parking spaces (approximately 3 spaces) must be designated for visitors.

Section 17 of Schedule C outlines the requirements for off-street bicycle parking. All multiple dwellings are required to provide 1 bicycle space per unit plus a 6-space rack at each entrance of an apartment. The proposed development is meeting this requirement.

## 3.0 EXPECTED PARKING DEMAND

Expected parking demand is considered in the following section based on parking demand from comparable sites and results from previous studies.

### 3.1 VEHICLE OWNERSHIP AT REPRESENTATIVE SITES

Vehicle ownership data for seven condominium buildings in the James Bay and Cook Street Village areas were reviewed. All seven sites share similar characteristics to the subject site including good walkability, housing tenure, and proximity to the downtown (see **Table 1**). The seven sites combine for a total of 374 units and 270 vehicles.

Average vehicle ownership among the seven representative sites is 0.71 vehicles per unit and ranges from 0.54 vehicles per unit to 1.04 vehicles per unit. If applied to the subject site, this would result in approximately 14 resident vehicles (13.49 vehicles, rounded up to 14) and exceeds the proposed parking supply by three parking spaces. This would result in about three vehicles seeking parking on-street during peak periods.



**TABLE 1. VEHICLE OWNERSHIP AT REPRESENTATIVE SITES**

Site	No. Units	Owned Vehicles	Ownership Rate (vehicles / unit)
1050 Park Boulevard***	27	28	1.04
225 Menzies Street**	39	30	0.77
640 Michigan Street*	29	19	0.66
240 Cook Street*	25	15	0.60
118 Croft Street*	39	21	0.54
620 Toronto Street*	191	141	0.74
320 Menzies Street*	24	16	0.67
		<b>Average</b>	<b>0.71</b>

Vehicle ownership information obtained from Insurance Corporation of British Columbia (ICBC). These data do not include visitor vehicles.

\*Information is current as of March 31, 2016.

\*\*Information is current as of December 31, 2014.

\*\*\*Information is current as of December 31, 2013.

### 3.2 VISITOR PARKING

Visitor parking demand rates have been demonstrated in the range of 0.05 to 0.07 vehicles per unit for multi-residential.<sup>9</sup> More recent research found a visitor parking demand rate of 0.1 across 11 multi-family residential sites in proximity to downtown Victoria.<sup>10</sup> Using a conservative estimate of 0.1 vehicles per unit, the peak visitor parking demand is expected to be 2 vehicles (0.1 vehicles x 19 units). It is anticipated that the 2 visitor vehicles will park along the site's frontage, on Montreal Street and Niagara Street, where the current parking restriction is "Residential Parking Only".

Through correspondence with the City of Victoria<sup>11</sup>, it was learned that the existing "Residential Parking Only" restriction along the site's frontage will be converted to time limited parking. At this time, it is unknown what the time limit will be for this parking; however, for the purposes of

<sup>9</sup> Based on observations of visitor parking conducted in 2015 for two studies of multi-family residential sites (one adjacent to downtown Victoria, the other in Langford) and findings from the 2012 Metro Vancouver Apartment Parking Study (Table 31, pg50) available at: [www.metrovancouver.org/services/regionalplanning/PlanningPublications/Apartment\\_Parking\\_Study\\_TechnicalReport.pdf](http://www.metrovancouver.org/services/regionalplanning/PlanningPublications/Apartment_Parking_Study_TechnicalReport.pdf)

<sup>10</sup> Based on observations of visitor parking conducted in 2016 for 12 multi-family residential sites in proximity to downtown Victoria.

<sup>11</sup> In the City of Victoria's Application Review Summary of 71-75 Montreal Street (July 5, 2016), it was indicated that the existing Resident Parking Only restriction adjacent the property will be converted to time limited parking to reflect the proposed change in land use. Future residents and their guests will not be permitted to park within RPO zones of nearby properties.

this study, it is assumed that the time limited parking restriction will be “2 hours only” from Monday to Saturday 8am to 6pm, which is a restriction found in other parts of James Bay on blocks adjacent to multi-residential dwellings. It is not anticipated that the subject site will see many visitor vehicles throughout the day.

In order to understand how visitor parking demand will function over the course of a typical weekday and weekend, a time-of-day assessment was completed using the Urban Land Institute's Shared Parking textbook.<sup>12</sup> The analysis found that, on average, visitor parking demand remains low for the majority of a weekday and weekend day at 20% of peak demand from 6am to 5pm. Demand starts to slightly increase from 6-7pm and reaches 100% peak parking demand from 7-11pm. Therefore, from 6am to 4pm, very little, if any, visitors are expected to visit the subject site; however, from 5-7pm, this changes to 1 visitor vehicle, and from 7pm to 11pm, 2 visitor vehicles could be expected at the subject site. **Appendix A** provides a full summary of the visitor parking demand time-of-day assessment.

The results suggest that for most of the day, visitors to the subject site will be limited to a 2-hour parking time restriction. The analysis found that visitors to the site will be low for most of the day (less than 1 vehicle). From 6pm onward, when visitor parking demand peaks (approximately 2 expected vehicles), visitors will not be subject to a time limit restriction.

### 3.3 SUMMARY OF EXPECTED PARKING DEMAND

The peak site parking demand is expected to be 16 vehicles – 14 resident vehicles and 2 visitor vehicles. A rate of 0.71 vehicles per unit was used to calculate the expected parking demand for the site, a rate that was determined based on vehicle ownership data among comparative multi-residential sites in James Bay and Cook Street Village. With 11 proposed underground parking spaces, about 5 vehicles will seek parking on-street during peak periods.

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<sup>12</sup> Peak demand factors (%) based on recommended time-of-day factors from Urban Land Institute, Shared Parking, 2nd Edition, 2005, Page 16-19, Table 2-5 and 2-6.



## 4.0 ON-STREET PARKING

On-street parking observations were completed on Thursday May 5<sup>th</sup> at 8:00pm and at 9:30pm to determine parking availability nearby the subject site. Most of the on-street parking nearby is restricted to “residential only”. A total of 92 parking spaces were observed during the count on streets surrounding the subject site including Montreal Street and Niagara Street (see **Figure 2**). Approximately ten on-street parking spaces are available along the site’s frontage, five on Montreal Street and another five on Niagara Street.

On-street parking utilization was highest during the 9:30pm count, with a total of 39 vehicles observed (42% occupancy). See **Table 2**.

**Appendix B** provides a full summary of the on-street parking count and analysis.

**TABLE 2. ON-STREET PARKING SUMMARY, WEEKDAY 9:30PM COUNT**

Location	Parking Supply	Observed Vehicles	Occupancy
Montreal Street (in front of subject site)	5	2	40%
Niagara Street (Montreal St to Dock St)	10	3	30%
Niagara Street (Montreal St to Dallas Rd)	11	8	66%
Montreal Street (Niagara St to Dallas Rd)	38	17	73%
Montreal Street (Niagara St to Simcoe St)	28	9	48%
<b>Total</b>	<b>92</b>	<b>39</b>	<b>42%</b>

The results suggest that during the peak times when residents are most likely to be home (8pm and onwards), there are still a number of unoccupied parking spaces (approximately 53) in the neighbourhood. However, as discussed in Section 3.0, the existing Residential Parking Only restriction in front of the subject site will be converted to time limited parking. In addition, future residents and visitors of the subject site will not be permitted to park in the Residential Parking Only zones of nearby properties.

As a result, future residents and visitors of the subject site will be limited to the approximately ten time limited restricted parking spaces adjacent to the property, likely a 2-hour limit from 8am to 6pm (Monday to Saturday) which is a time restriction found in other parts of James Bay. However, as discussed, peak visitor parking demand occurs at 6pm when the time restriction will likely not be in effect. Therefore, very little, if any, visitor parking spillover is expected from

the site. One visitor vehicle is expected on the street from 5-6pm, but they will be permitted to park in the 2-hour time limited parking. This suggests that at any given time, up to three resident vehicles will seek parking on-street.

**FIGURE 2. ON-STREET PARKING SUPPLIES SURROUNDING THE SITE**





## 5.0 DEMAND MANAGEMENT

Transportation demand management (TDM) is the application of strategies and policies to influence individual travel choice, most commonly to reduce single-occupant vehicle travel. TDM measures could be pursued to encourage sustainable travel, enhance travel options and decrease parking demand.

As discussed in Section 1.2, the subject site has moderate walkability based on its Walk Score. However, according to the 2011 National Household Survey, over one-quarter of all commuting in James Bay is done by walking, suggesting that at least one in four residents do not require a vehicle when commuting to work. The subject site also has immediate access to a cycling route on Oswego Street and the downtown is less than a 6-minute bike ride away. In addition, the proponent has proposed bicycle parking for each unit which will further encourage cycling among new residents.

Another way to manage parking demand is through the region's carshare program, currently managed by the Modo Car Cooperative.<sup>13</sup> As of July 2015, the coop had over 20 vehicles and 800 members in Greater Victoria. Monthly Modo members pay \$5 per month, a \$10 registration fee, \$8 per hour (including gas, insurance, and maintenance) and receive the first 200 kilometers of their trip for free.<sup>14,15</sup> Member-owner memberships are \$500 (refundable share purchase).

All three of the existing Modo vehicles in James Bay are more than 600m from the subject site, or about a 5-10 minute walk. Even though 600m is a relatively short distance from the subject site, it may be too far to encourage use. Modo has reported that when vehicles are greater than 400m from residences, people are less likely to access and use the vehicle.<sup>16</sup>

Through a conversation with Modo, it was learned that the subject site is a "good" location for a future carshare vehicle. Modo would consider locating a vehicle in the area as it could complement and enhance James Bay's existing network of carshare vehicles.<sup>17</sup>

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<sup>13</sup> For more information about Modo, see here: <http://modo.coop/>

<sup>14</sup> Wilson, C. (2015). Car-share firm offers new way to zip around Victoria. Available online at: <http://www.timescolonist.com/business/car-share-firm-offers-new-way-to-zip-around-victoria-1.1986669>

<sup>15</sup> More information about the Modo Car Cooperative is available online at: <http://modo.coop/about/>

<sup>16</sup> Phone conversation held with Modo's Business Development Manager on May 11<sup>th</sup>, 2016.

<sup>17</sup> Ibid.

Through email correspondence with Modo, the company indicated that they would be supportive of locating a carsharing vehicle on the site if the proponent considered the following:

- Provided memberships in perpetuity for each of the multi-residential units (about \$500 per unit). The membership would be tied to the unit, and not the resident. Residents will be responsible for usage fees.
- Be willing to contribute upwards of 50% (approximately \$10,000) toward the purchase of a carshare vehicle to be owned, operated, and maintained by the Modo carshare cooperative. The other 50% would be contributed by Modo.

Overall, the proponent would be required to contribute approximately \$20,000 for carsharing memberships and the vehicle (the full quote and letter for the carsharing agreement is shown in **Appendix C**). It is recommended that the proponent consider having a conversation with Modo to secure a carsharing agreement. Carsharing has and continues to be promoted by developers as an amenity and is often used as a selling feature. Modo confirmed that on-site carsharing is a valued amenity with high appeal, much like proximity / access to transit.

Municipal parking regulations provide insight on the anticipated decrease in parking demand associated with a carshare vehicles. The City of Vancouver, as an example, allows for a reduction of five spaces for each carshare vehicle purchased and parked on-site.<sup>18</sup> Similar regulations are in-place in New Westminster, Coquitlam, and Richmond allowing for a 5-15% reduction where carshare vehicles are accessible. Correspondence from Victoria Carshare Cooperative (now Modo)<sup>19</sup> suggests a 5-10% reduction in parking demand where memberships are provided and a vehicle easily accessible, and a similar reduction of 5-10% is recommended in *Parking Management Best Practices*.<sup>20</sup>

Based on the research above, carsharing on the subject site has the potential to reduce parking demand. With one carshare vehicle located on the subject site, and with residents provided with free memberships, it is anticipated that a 10-15% reduction in resident parking demand will be achieved, resulting in a reduction of approximately 2 vehicles. A 2 vehicle reduction from carsharing can reduce the site's expected demand from 16 vehicles to 14 vehicles.

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<sup>18</sup> Refer to City of Vancouver Bylaw no.6059, Section 3.2.2, available at: <http://vancouver.ca/your-government/parking-bylaw.aspx>

<sup>19</sup> Correspondence from Victoria Carshare Cooperative (now Modo), received August 2009

<sup>20</sup> Litman, T. (2007). *Parking Management Best Practices*, American Planning Association.



## 6.0 SUMMARY

The proposed development is for a 19-unit multi-residential (strata owned) building where units will be approximately 500 - 900 sq. ft. in floor area. The proposed parking supply is 11 spaces.

The expected peak parking demand was determined to be 16 vehicles – 14 resident and 2 visitor. This exceeds the proposed parking supply by five spaces. It is anticipated that the two visitor vehicles could be accommodated in the ten parking spaces along the site's frontage during weekday and weekend evenings. These parking spaces are currently Residential Parking Only but will be converted to time limited parking due to a change in land use. The analysis found that few (if any) visitor vehicles will visit the site during the day. Visitor parking demand peaks in the evening (after 6pm) when the time limited parking restriction will not be in effect.

The study found that 14 resident vehicles are anticipated from the subject site, three more than the proposed supply of 11 parking spaces. This will result in three vehicles requiring on-street parking. However, if the proponent commits to carsharing, as outlined in this study, expected parking demand is reduced by approximately 2 vehicles (down to 12 vehicles) and would exceed on-site parking supply by one vehicle during peak periods. One vehicle parked on the street is not anticipated to impact the neighbourhood's existing on-street parking supplies.

### 6.1 RECOMMENDATIONS

1. The provision of a carsharing program, which includes individual memberships for each of the 19 units and a carsharing vehicle on-site, is projected to result in 12 resident vehicles on-site. This is one vehicle greater than the proposed supply. The additional need for one vehicle parked on the street is not anticipated to impact the neighbourhood's existing on-street parking supplies.
2. Based on the analysis, visitor parking demand will be accommodated on-street in the ten "time limited" parking spaces on the site's frontage. Visitor demand will be highest during evenings when the time limited parking restriction is no longer in effect.

APPENDIX A.  
**SUMMARY OF VISITOR PARKING TIME OF DAY ASSESSMENT**



Visitor Parking Time of Day Assessment  
71 & 75 Montreal Street Parking Study

Weekday

Land Use	User Group	Peak Parking Demand (by user)	Time of Day																	
			6am	7am	8am	9am	10am	11am	noon	1pm	2pm	3pm	4pm	5pm	6pm	7pm	8pm	9pm	10pm	11pm
Multi-Residential <sup>1</sup>	Visitor	2	0%	10%	20%	20%	20%	20%	20%	20%	20%	20%	20%	40%	60%	100%	100%	100%	100%	80%
TOTAL (parking demand)			0	0	0	0	0	0	0	0	0	0	0	1	1	2	2	2	2	2

Weekend

Land Use	User Group	Peak Parking Demand (by user)	Time of Day																	
			6am	7am	8am	9am	10am	11am	noon	1pm	2pm	3pm	4pm	5pm	6pm	7pm	8pm	9pm	10pm	11pm
Multi-Residential¹	Visitor	2	0%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	40%	60%	100%	100%	100%	100%	80%
TOTAL (parking demand)			0	0	0	0	0	0	0	0	0	0	0	1	1	2	2	2	2	2

Notes:

<sup>1</sup> Peak demand factors (%) based on recommended time-of-day factors from Urban Land Institute, *Shared Parking*, 2nd Edition; Pages 16-19, Tables 2-5 and 2-6

APPENDIX B.  
**SUMMARY OF ON-STREET PARKING OBSERVATIONS**



**Summary of On-Street Parking Observations**  
**71, 75 Montreal Street Parking Study**

Location	Side	Parking Supply	Notes, Restrictions	Thursday May 5, 2016 8:00pm		Thursday May 5, 2016 9:30pm	
				Observed Vehicles	Occupancy	Observed Vehicles	Occupancy
Montreal Street, Dallas Road to Niagara St	E	19	Residential Parking Only	9	47%	10	53%
	W	19	Residential Parking Only	7	37%	7	37%
Montreal Street, In front of subject site	E	5	Residential Parking Only	2	40%	2	40%
Montreal Street, Niagara St to Simcoe St	E	17	Residential Parking only (Mon-Fri, 8am-5pm)	3	18%	4	24%
	W	7	Residential Parking only (Mon-Fri, 8am-5pm)	4	57%	5	71%
Montreal Street, Niagara St to Simcoe St	W	4	Tennis courts, 2 hr parking (Mon-Fri, 8am-5pm)	0	0%	0	0%
Niagara Street, Montreal St to Dock St	N	n/a	No Parking Allowed	n/a	n/a	n/a	n/a
	S	10	Residential Parking Only	2	20%	3	30%
Niagara Street, Montreal St to Dallas Rd	N	n/a	No Parking Allowed	n/a	n/a	n/a	n/a
	S	11	No Restrictions	7	64%	8	73%
<b>Total</b>		<b>92</b>		<b>34</b>	<b>37%</b>	<b>39</b>	<b>42%</b>

APPENDIX C.  
**LETTER IN SUPPORT OF CARSHARING**



July 18, 2016



Watt Consulting Group  
#201, 791 Goldstream Avenue  
Victoria, British Columbia  
V9B 2X5

Attention: Tim Shah

Re: Quote for Carsharing Agreement at 71, 75 Montreal Street, Victoria

### Background

A client of Watt Consulting Group is developing a 19 residential strata unit apartment building located 71, 75 Montreal Street, Victoria. Parking cannot be provided in compliance with the municipal parking regulations. To compensate the limited number of parking stall and to reduce car ownership among the residents of the future building, Watt Consulting Group's client is considering the opportunity to provide a two-way carshare amenity at 71, 75 Montreal Street, Victoria. Modo sees this location as having good potential for carsharing, and it has been asked to provide a quote and details on suitable arrangements to provide carsharing services at this site.

### Partnership Memberships for Use of Residents and Provision of a Shared Vehicle and Designated Parking Stall

Under this solution, 19 carshare memberships would be purchased by the developer and provided in perpetuity with the building (1 share per unit) for the use of 19 residents whom would benefit from Modo Plus rates (lowest rates). In addition, a carshare vehicle for the use of all Modo members would also be provided on-site and parked in a designated stall provided by the developer. The developer would participate to the purchase of the shared vehicle through a set contribution of \$10,000.

### Developer Contribution

Non-refundable share equity – 19 individual partnership memberships (\$500 each)	\$9,500
Funding for carshare vehicle (type and model to be determined)	\$10,000
GST (applicable for vehicle funding only)	\$500
Total	\$20,000

### Arrangements

Under the following arrangements, Modo is willing to enter into a four year agreement with Watt Consulting Group's client to provide carsharing services:

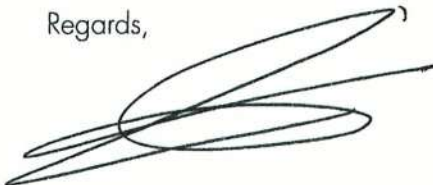
1. Partnership memberships will remain with the development in perpetuity.
2. Ownership of memberships will be held by the strata lot owner.
3. Residents must show proof of residency, and complete the standard application to activate a membership. Eligible members will be subject to the policies of Modo.
4. Once approved, members will have access to all Modo fleet vehicles.
5. Modo acknowledges and agrees that Watt Consulting Group's client will not be responsible for any costs associated with the car sharing program, beyond the payment of the Proposed Contribution.
6. All costs are non-refundable.
7. Watt Consulting Group's client will inform prospective tenants and tenants about the carshare incentive available for the residents of the building.
8. Watt Consulting Group's client will provide one ground level, non-gated parking stall at 71, 75 Montreal Street designated exclusively for the shared vehicle, and to be accessible to all Modo members on a 24/7 basis.
9. When final parking drawings become available, Modo will review them to ensure that the stall provided will be suitable for carsharing.
10. Should the City of Victoria allow the carshare vehicle to be parked on-street near the development, Modo would be satisfied with such parking arrangements.

### Procedure for Entering into an Agreement with Modo

1. The Proposed Contribution and arrangements hereabove will be the basis for a legal Agreement.
2. Upon approval of the quote and arrangements by Watt Consulting Group's client, Modo will provide a draft legal Agreement identifying payments, obligations by both parties, and payment trigger dates.
3. When the terms of the agreement are considered satisfactory by both parties, the parties will sign the Agreement.
4. Watt Consulting Group's client will then be free to register the car share agreement on title.

Modo is very interested in working with Watt Consulting Group's client at the development located 71, 75 Montreal Street, Victoria, and we look forward to a successful carsharing solution at this site to reduce car-ownership and parking demand in the neighbourhood.

Regards,



Sylvain Cellaire  
Business Development Manager.





## James Bay Neighbourhood Association

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234 Menzies St  
Victoria, B.C.  
V8V 2G7

[www.jbna.org](http://www.jbna.org)

May 20<sup>th</sup>, 2016

Mayor & Council,  
City of Victoria

**Re: CALUC Community Meeting - 71-75 Montreal Street**

The community meeting to consider the multi-unit complex proposed for 71-75 Montreal Street was held on May 11<sup>th</sup> (76 attendees).

Attached please find an excerpt of the minutes of the May 11<sup>th</sup> JBNA General Meeting and two e-mails submitted regarding the proposal.

Overall, meeting participants expressed opposition to the proposal as presented, due to density. By way of summary, we offer the following comments:

Meeting Participants: There were 76 in attendance at the meeting. The majority came specifically for this proposal. Most of those present were within either the 100 meters area or otherwise resident of Montreal, Niagara, Ladysmith and Dock streets.

Positive Statements: There was general support for the architectural detail, massing, and siting of the complex. Two residents, who lived further afield (one from Fairfield) supported the density and small units.

Negative Statements: Community objections were focused on two matters, namely parking and size of suites:

*Parking:* 11 parking spots for 21 residential units was seen as too few. The area is already short on parking and overwhelmed during sporting events at McDonald Park, or special events at the Edelweiss Club or White Eagle Hall.

*Suite Size:* This part of residential James Bay is family oriented. With family homes in short supply and school within a block, larger units of housing were seen as appropriate, with the suggestion that the complex be composed of a mix of unit sizes.

The JBNA Board suggests that the parking study, when done, cover a period when there is a sporting event at MacDonald Park. The up-zoning value, from the current zoning, and community benefit (if any) were also raised.

For your consideration,

Marg Gardiner,  
President, JBNA  
CALUC Co-Chair

Cc: Leonard Cole, CoV Planning

## **5. Development Proposal: 71-75 Montreal St - CALUC**

Michael Dillistone, planning consultant,  
Leonard Cole, property owner/developer  
Charles Kierulf, project architect  
Bev Windjack, landscape architect

### DRC Pre-Meetings:

Marg Gardiner reported on the Development Review Committee (DRC) pre-meetings:

♦ The proponent had come forward with a similar proposal late in 2015. On Oct 1<sup>st</sup>, Trevor Moat, Tim Sommer, Tim VanAlstine & Marg Gardiner met with the developer and his team. At that time, the proposal was for a similarly massed complex housing 24 rental units with 6 parking spots. The major issues identified included:

- ~ major parking deficiency
- ~ close to school – family accommodation might be best/expected
- ~ green spaces and/or garden opportunities
- ~ although a couple of units to be promoted for mobility-challenged, there was doubt that the access would be workable

The proponent also held an Open House for neighbours on Oct 27<sup>th</sup>. The proposal was to be considered at the December 9<sup>th</sup> JBNA General Meeting, but was cancelled by the proponent who wanted to rethink the proposal.

JBNA was contacted about a revised proposal 21 units, condominium.

♦ On March 21, April 7 Wayne Shillington, Trevor Moat, Tim Sommer & Marg Gardiner met with the developer and team. Changes/concerns:

- ~ parking issue has been somewhat addressed
- ~ resident storage within the complex may be problematic
- ~ bicycle storage, given the proposed short-fall in parking, may be deficient
- ~ the appropriateness of such density in this location remains

### Community Meeting presentation

Charles Kierulf, architect walked audience through plan:

- ♦ 2.5 levels (one half-level below street level; main level, steps up from street level. Top floor, walk up interior stairways). 21 units.
- ♦ Parking: have lane with access at back at site; 10 parking stalls underground with 1 stall at ground level rear corner at Niagara St and lane access to underground parking. 11 parking stalls in total. Bike storage underground for 14 bikes and bike parking for some units under stairwells for ground level units. All units on ground floor accessed in centre muse. Upper level units share an internal walk-up stairwell.

Bev Windjack, landscape architect presented landscaping of property. North side of property is to have trees and native plant garden. Plan is to retain current trees but if this is not possible new trees will be planted after construction.

Leonard Cole stated that one concept would been to build 7 townhouses of 1500 sq ft each; his proposal is for 21 units @ 500 sq. ft each.



Q: Are you still considering car share?

A: Yes, still working on this. Feels there will be a component of a car share but waiting on results of a study.

Q: Please clarify on bike parking: 22 secure individual parking and 6 on street?

A: Correct

Q: Resident, 200 Dallas Rd: – You were a member of affordability task force for city?

A: Yes

Q/C: I don't see that your other project met affordability. Are these units designed for entry level

A: Size dictates the price point. The target is under \$300,000 for each unit, not necessarily calling this affordable housing.

C: This is a high density project. I'm concerned about use of uber and the current density of the area.

C: Ladysmith & Montreal resident: existing zoning would allow for four units?

A: Felt going this direction was appealing to a market that wasn't available in JB. City wants to see densification in city.

C: Concern this would allow for short term rents i.e. AirBNB.

A: Will talk to City about how to control that.

C: This is not zoned for transient use.

C: resident Ladysmith St : concerned about increased density of area. Can't support the development.

C: Resident, 206 Niagara: concern about AirBNB; this a community of families and 500 sq ft is not family friendly.

C: Resident Niagara St – a vote of confidence for design but doesn't support density. Need for larger units that would provide for families. If all 21 units have a friend over there could be 42 cars on streets. Needs a specific demographic that would speak to area.

C: Likes appearance. What is the target demographic?

A: Has done other project with 320 sq ft up to 500 sq ft. units. All women purchasers. Only 5 car stalls. Age demographic 20 to 80.

Q: Resident Montreal St: Is this to be build to replace "lost" rentals on Cook St. ?

A: Did look at opportunity to do this with a 5 plex and 4 plex to be moved to site couldn't get houses to site, thus this proposal emerged.

Q: Do you have a requirement to replace the rental housing on Cook St.?.

A: No

Q: Resident Montreal St: What is total height of building?

A: 7.2 meters. Massing is keeping with existing zoning.

Q: How does the height compare to 200 Niagara?

A: Probably equal in height

C: Resident: I agree with Deana and Nicole; the density is too great, 21 units with 11 parking stalls isn't sufficient. This price point is will attract specific owners. Issue is number of units. This proposal won't blend with existing family units and is moving away from family orientated units. I do like the modern look.

C: Resident Ladysmith: parking ratio  $\frac{1}{2}$  to .5 per suite is unrealistic.

C: Resident Ladysmith: not clear on what area is getting for the rezoning: what's in it for the community? Is there any amenity?

A: Goal is to service a market that wasn't available. Can't guarantee the price point. There is an increase in density but states it in within the community plan. The foot print is the same as the neighbour house.

C: Resident Montreal St: likes design; parking falls short, don't develop for market value – concern parking, the dramatic departure from a single family home.

C: Resident St Andrews St : Still some concerns. Recognize it has come down from 24 to 21 looks nice, wants more trees, have fewer units and more green space.

C: Resident Dallas: doesn't support rezoning – small boxes in a very small space. Need 2 duplexes for families.

C: Resident Dallas Rd: Renter. Grew up in JB has moved back. Finding a nice, new place to rent is very difficult. Now lives in 600 sq , ft 2 bedrooms, 80 suite building. Thinks smaller units are desirable.

C: Resident who lives in across from proposed building: Concerned about parking. On a good day can get a spot on street but when more friends arrive very difficult. Concerned about traffic for small children and compounded by cruise ship traffic.

C: Oliphant (Fairfield) resident: Cycles to James Bay to visit grandchildren. This would be type of unit could afford.

C: Montreal res – concerned about parking – supports mix use.

C: Resident Lewis St: Consider a mix of different sized units, some small, some larger. About the landscaping: trees will stay if they can – what does that mean.?

A: Upgrades to sidewalks are not determined yet as hasn't got solid direction from city. City requirements may impact current trees on north side.

C: Montreal res – concerned about parking – supports mix use.

C: Where is the consistency of application of City for rezoning and density for development? Issues: Parking, need for affordable housing, possible AirBNB rental, overall density of property.

C: Being asked to do 2.5 times the density. If you can get 21 units on this there will be a precedence set of too much density. Would trigger huge increase in land costs in JB.

Closing comment (Marg): We had though the traffic/parking study would have been completed. Since it hasn't, advise to ensure that an event day be included (event meaning a sporting event at McDonald Park).



## CORRESPONDENCE RECEIVED

**From:** Leith Leslie  
**Subject:** Mini- condos  
**Date:** May 9, 2016 7:01:22 AM PDT  
**To:** Marg Gardiner, Jbna <marg.jbna@shaw.ca>

Since I will be away and not able to attend this meeting here is my viewpoint letter, for the upcoming meeting based on the info that I have.

I have heard word that this project is divided into two properties, with 2 mini condos of two stories each- one with 10, the other 11!! The city and mayor is apparently happy with themselves for providing small "affordable " housing for young people downtown and now supporting this in James Bay. James Bay is a small area with a very high density already and more being built as we speak. We do not need higher density! Time for Fairfield, Oak Bay, Esquimalt Saanich to step up on the density issues. Some mini condos on 2 lots in their area please!

My concern is that people would readily buy these up and then use them for vacation rentals/air bandb. It would be perfect for that. The developers would need to be held to a regulation that only owners can occupy- no rentals are allowed. And size wise, they really wouldn't likely suit most long term residents.

The city may not support this regulation- they apparently maintain the argument that short term people bring their money into the neighbourhood and city, BUT they don't bring community feeling or long term commitment.

The key thing is that Lisa Helps and council only see the short term cheaper condos, as money in the community, and are not looking at the future- families, and the many people who need to rent, because they can't afford any kind of house or condo. They call it affordable housing, but is only in the short term, and affordable to whom in this real estate climate??

In short-

1. More density in James Bay is not fair.
2. Mini condos highly attractive to buyers who just want to be here part-time or simply as a business. Therefore such "housing" has to be regulated, wherever it is located, against the vacation rental issues.
3. Amounts to very short term thinking re community values of stability and commitment. Doesn't come near the problem that too many regular middle class families, cannot find rental housing, nor can they afford it if they can find it. They certainly can't afford to buy a house, regular condo, or even a mini condo (even if it were big enough.) Those lots would be better used as co op housing, subsidized family housing, rental housing. Or even for purchase of good sized duplex spaces because at least it might attract permanent families (rich ones of course with these housing prices)!

Leith Leslie  
XXX Dock St.

On 2016-05-16, at 9:47 AM, [XXXXXXX](#) wrote:

Dear Ms Gardiner,

The development under consideration for 71 & 75 Montreal was recently brought to my attention. Unfortunately, I was unable to attend the meeting of the 11th. If you don't mind, may I ask a couple of questions related to the plan being submitted?

Judging by the numbers mentioned in the flyer we received, it appears to be some sort of micro apartments under consideration. Or possibly that combined with some sort of communal living arrangement.

My primary question is: is this development being submitted as homeless/vagrant accommodations? I know there has been a lot of hot air out of City Hall about "solutions" and I have read of micro-housing being one under consideration in the local paper.

Quite frankly, a rented property for single yuppies, who can afford a decent rent, don't mind living in a shoebox and behave themselves, I can live with. Parking will be an issue, and the occasional noisy party, but it could actually liven up the neighborhood.

On the other hand, housing for the usually violent and criminally inclined and drug/alcohol addicted interests me not in the least. Near a school and park, no less.

I'm probably being something of an alarmist on the subject but City Hall is insane these days and I wouldn't put it past them to try to get something like this development (if it is, indeed, a "solution") quickly past the radar. I would therefore very much appreciate a bit of information on the development under consideration. If you could either provide a point of contact for this, or could answer my question yourself, I would be most grateful.

Thank you for your time in this matter.

Sincerely,  
Jeff Apolinario

PS: May I ask when the flyer was sent out by City Hall? My wife says it only arrived last Friday, after the meeting.



September 23, 2016

To: Mayor and Council  
City of Victoria  
#1 Centennial Square  
Victoria, B.C. V8W 1P6

Cc: Mr. Leonard Cole, President, Urban Core Ventures Ltd.  
Urban Core Ventures Ltd.  
12-747 Princess Ave.  
Victoria, B.C. V8T 1K5

Dear Mayor and Members of Council:

**Re: 71 and 75 Montreal Street - 19 unit apartment development accessibility and adaptability**

My husband and I have been following this project development closely and submitted an earlier letter outlining our concerns regarding accessibility and adaptability issues related to it. The proposal has an innovative approach to apartment development, however, it is discriminatory since it excludes a section of population from ever living in or visiting these apartments, specifically wheelchair users.

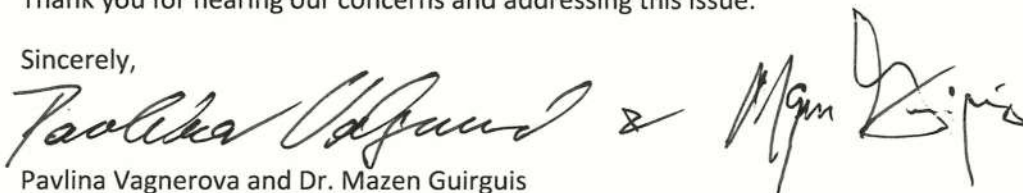
Please allow us to refresh your memory. The project proposed has no accessible entry, i.e. a ramp or an elevator that would enable people with mobility issues to enter the building and its units. Also, most of its bathrooms and doorways have no turning radius for a wheelchair. Although the project developer cites city policies of the OCP (pgs. 97 and 98), 13.9: *"to facilitate aging in place"* and Broad Objective 13(d) (pg. 95): *"to support a diverse, inclusive and multigenerational community,"* it falls short of these principles in its claims.

This is the second time we raise this issue with you and we would like to receive a concrete response as to the steps that are going to be taken to resolve this discriminatory practice. You may direct your correspondence to:

Pavlina Vagnerova and Dr. Mazen Guirguis  
209-1242 Town Centre Blvd.  
Coquitlam, B.C. V3B 7R6

Thank you for hearing our concerns and addressing this issue.

Sincerely,

  
Pavlina Vagnerova and Dr. Mazen Guirguis

## Mike Wilson

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**From:** Marion Munro <m-munro@telusnet>  
**Sent:** Monday, Nov 28, 2016 2:34 PM  
**To:** Mike Wilson  
**Subject:** 71 & 75 Montreal St Proposed Development

Marion Munro  
137 Ladysmith St  
Victoria, BC V8V 1J3

Mike Wilson, Senior Planner

City of Victoria

1 Centennial Square

Victoria, BC V8W 1P6

Re: 71 Montreal Street & 75 Montreal Street Proposal to rezone and construct a 2-storey plus basement, 19 unit strata apartment building

Dear Mr Wilson,

I am a homeowner who lives within 100m of these properties. I am opposed to this rezoning application because I prefer houses for families to be built there. I want to keep James Bay vibrant and sustainable with a range of ages living here, that is with a mix of housing for families and extended families, smaller dwellings for professional couples and seniors as well as subsidized housing.

This proposed development is not for families because the units are small (approximate average size = 576 sq. ft. or 53.5 m<sup>2</sup>). There is very little green space for playing. Children need connected and safe play areas. I would not like to see the same situation develop in James Bay that has occurred in Yaletown, Vancouver, where the new units are small (1 bedroom or 1 bedroom plus den) and there are no accommodations for families or extended families and the subsequent closing of schools.

The OCP is still current (amended 2015) and I think we should stick with it. There was a reason for the OCP guidelines. Both lots are currently zoned R1-B, single family dwelling. *These lots are not zoned R-2 as the developer claims.* Each lot size is 464.5m<sup>2</sup> which is less than the minimum site area of 555m<sup>2</sup> required for the R-2 zone.

While I support the OCP, if Council is inclined to support more density, then I would not necessarily be opposed to low-density residential zoning in duplex or 4-plex format.



I would not like to see the added stress that the proposed development would have on aging sewer and water infrastructure. For example, the proposed development plans to have full bathrooms and a laundry with every unit. Even if the current zoning allowed for both houses to convert to two families, then the proposed development would be an increase of 375%. This increase would more than likely stress current infrastructure.

Likewise, as the units are very small, I expect the 11 underground parking stalls would be filled with house contents and/or auxiliary vehicles, trailers, work and recreation equipment instead of the personal vehicle. I would expect every unit to have, at least one car. That would add a minimum of nineteen additional cars parking on the street. This would cause conflict with the MacDonald Park users and the neighbours – not a friendly community situation, one with which the neighbours would have to deal.

Also as the units are tiny, this would encourage residents who are short term with their primary residence elsewhere. This would disrupt the contributions to the community and leave units empty and vulnerable. Again, others in the community would be left to deal with the problems and expenses caused by this development.

I see this application as potential to upset the current balance in James Bay and I feel the City should uphold the plans in place.

Yours truly,

Marion Munro

## Mike Wilson

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**From:** Cookie Dubney <jddubney@shaw.ca>  
**Sent:** Thursday, Oct 6, 2016 12:42 PM  
**To:** "Councillors "@Victoria.ca; Mike Wilson; Chris Coates  
**Subject:** rezoning on Montreal and Niagra

Dear Councillors - I think 19 units on 2 duplex lots is extremely excessive and far too dense. Even lots that are expected to be duplexed which means 2 homes per lot and have been increased to 3 or 4 units are enough. This is really unacceptable - even as a starting point. Thank you for your consideration. C Dubney

--

Cookie Dubney Victoria B.C.. [REDACTED] Please use [REDACTED]



## Mike Wilson

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**From:** Sandy Bannikoff <~~sandy@sandralynn.ca~~>  
**Sent:** Wednesday, Sep 21, 2016 8:07 AM  
**To:** Mike Wilson  
**Subject:** Re: Plans for 71 & 75 Montreal Street:

Hello again, I want to add that the idea these owners would bike all the time is a dream. It is colder and windier here than elsewhere in town.

Also, the newspaper article was very strange, with quotes about people's living rooms being outside - as though small condos would provide housing for the homeless.

Micro-condos are not low income housing. They are wildly expensive, which is the main reason developers want to do it.

Please stand up for us and forbid this project.

Thank you,  
Sandy Bannikoff  
St. Lawrence St.

Sent from my BlackBerry 10 smartphone on the Bell network.

Original Message

**From:** ~~sandy@sandralynn.ca~~  
**Sent:** Tuesday, 20 September 2016 6:20 PM  
**To:** MWilson@victoria.ca  
**Subject:** Plans for 71 & 75 Montreal Street:

Dear Sir, I have been informed that you are the Senior Planner for Victoria, and so I am sending you my concerns about a proposed development in my neighbourhood.

I saw the article in the Times Colonist this week titled "No condo too small after Victoria changes rules" and I became alarmed, thinking that the proposed development at 71 & 75 Montreal Street in James Bay might actually be approved. Before I saw the article, I wasn't worried about it. But now I am, and I want to voice my concerns. I live at 124 St. Lawrence Street. I will be directly affected by this development.

### High Population

James Bay is already the most densely populated community on the entire island. There is a large apartment building nearby on Dallas Road, and between the site on Montreal Street and that apartment, there are town houses and condos. James Bay is very near maximum capacity already.

This is not the community in which to promote small condo living. There are other communities in the Capital Region that do need to improve the population density. That is where such developments should be considered; not here.

Attached to the numbers of people in this area is the concern for amenities. I no longer shop at the local Thrifty's because it is too busy, and parking there is impossible.

### Parking

Even without another 19 homes in the immediate area, parking is already a real problem. People from the apartments, as well as local home owners, are always parking in residential parking. The problem is that home with a garage rarely use the garage for parking. And homes where in the past there would be one or two vehicles, there are no three or four. It is common for a group of young people to rent a larger place; each has a car, and the garage is used for storage. Houses on my block have no driveways, so we have to park on the street. But the two are three care families in the apartment building, and the two and three car households in condos and townhouses, leads to there being many many evenings when I have to park on a nearby street, no my own. So to be building suits with no parking attached is unacceptable.

Further, near this sight are three community event areas: the athletic field, and the Polish and German clubs. On weekends when there are games on the field – baseball in the summer, rugby just started for the fall – and events at the Polish center, the number of people and cars around her are barely manageable.

#### Basic Fairness

It is very obvious that the developers of this location want to make a lot of money. They are expecting too much. I do not have their financial statements, but they obviously are pushing to make money hand over fist. I would point out that they will still be able to make considerable sums without imposing difficulties on the community. For example, on the I saw the article in the Times Colonist this week titled “No condo too small after Victoria changes rules” and I became alarmed, thinking that the proposed development at 71 & 75 Monteral Street in James Bay might actually be approved. Before I saw the article, I wasn't worried about it. But now I am, and I want to voice my concerns. I live at 124 St. Lawrence Street. I will be directly affected by this development.

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corner of St. Lawrence and Michigan a very attrcorner of St. Lawrence and Michigan a very attractive building was put up – completely sold – without dramatically increasing the population and providing adequate parking.

Simply put, it is unjust to let these people walk away with (how many?) millions of dollars and leaving problems for the community behind.

#### Variance

I do not believe that a variance should be granted just so a few people can make huge amounts of money. The developers are asking for too much.

I understand from conversations with neighbours that they need several variances – the zoning, the amount of green space, are two I remember.

These should not be granted as the do not serve to benefit the community in any way.

Please reject this proposal.

Thank you.

Sandy Bannikoff  
124 St. Lawrence Street  
Victoria BC.  
V8V 1X8

## Mike Wilson

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**From:** Thomas Maler <tom@thos.com>  
**Sent:** Friday, Aug 12, 2016 8:08 PM  
**To:** Lisa Helps (Mayor); Marianne Alto (Councillor); Chris Coleman (Councillor); Ben Isitt (Councillor); Jeremy Loveday (Councillor); Margaret Lucas (Councillor); Pam Madoff (Councillor); Charlayne Thornton-Joe (Councillor); Geoff Young (Councillor); Mike Wilson  
**Subject:** development proposal for 71 and 75 Montreal street

Hello Mayor Helps and Council

I am writing you to voice my strong opposition and disapproval for the current development plan for 71 and 75 Montreal street.

The current plan to have 19 units with only 12 parking spots is NOT compatible with Current Zoning Regulations and any development proposals need to adhere to those regulations for many reasons.

In order to approve this development plan, the council would have to approve spot rezoning and that would fall outside of the existing community plan and set a dangerous precedent for others sure to follow. Such spot rezoning does NOT address the need of the community in terms of traffic patterning, infrastructure, nor does it adhere to the maintenance of the community character.

Parking in the area is a huge issue and having only 12 parking spots will only exacerbate the current problem and create conflicts.

This development plan conflicts directly with the official community plan (OCP), it does NOT respect it.

The current traffic, speeding taxis, cruise ship generated traffic and pollution are enough of a strain on our community and we do NOT need nor do we want anymore high density developments in our community, the OCP MUST be respected. If these developers need to make large profits, let them do it somewhere where those plans won't disrupt the community way of life and won't conflict with the OCP.

In closing, anything other than the current zoning should not be allowed.

thanks you for your time and attention to this important issue

Sincerely Yours

Thomas Maler, Ph.D.  
114 Ladysmith street  
Victoria, BC, Canada V8V 1J4  
phone: 250-891-5946  
Email: tom@thos.com

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## Mike Wilson

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**From:** Sara Wilson <~~sara.wilson@gmail.com~~>  
**Sent:** Friday, Aug 12, 2016 1:52 PM  
**To:** Lisa Helps (Mayor); Marianne Alto (Councillor); Chris Coleman (Councillor); Ben Isitt (Councillor); Jeremy Loveday (Councillor); Margaret Lucas (Councillor); Pam Madoff (Councillor); Charlayne Thornton-Joe (Councillor); Geoff Young (Councillor); Mike Wilson  
**Subject:** Concern regarding proposal at 71 and 75 Montreal St

Hello all,

I want to add my voice to what I'm sure you have already heard about the proposed development at 71 and 75 Montreal St. I live at 119 Ladysmith street two short blocks from the proposed development.

This is a very busy neighbourhood, particularly in the summer with lots of cruise ship taxi's, horse drawn carriages and loads of traffic during weekend baseball and other games and events. Many times a year the neighbourhood is blocked off entirely for running races, cycling etc. The number of proposed units on those lots should have a scope that takes into account how difficult it is currently to get into and out of the area. I believe the current zoning allows two duplexes. I do think this area should become more dense over time, but small 'downtown' style condo units (500sq/ft proposed) does not fit with the current neighbourhood and is a far departure from the current community plan. Being so close to the school, playgrounds and beaches, the city would be better considering proposals which allow some mix of generations including families.

Parking is an ongoing issue for visitors and residents alike in the area. Please ensure that any design approval has at least the number of parking spots (bike parking is also good) for the number of units. My understanding is that the current design is short parking spots.

At most the site should house 6-8 units, and ensure that each unit has parking.

Thank you for your consideration,  
Sara

## Mike Wilson

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**From:** Caroline S. [redacted]  
**Sent:** Wednesday, Aug 10, 2016 10:25 AM  
**To:** Mike Wilson  
**Subject:** 71 and 75 Montreal Street Proposed Development

Hello Mr. Wilson:

I am writing to express my concern for the re-zoning application for 71 and 75 Montreal Street in James Bay. As a resident of the neighbourhood living within 75 m of the site, this proposed new development of 19 units will directly impact myself and the community I love to live in.

Below are my main concerns that should be addressed and considered prior to the proposal becoming a project:

- This proposal is an example of Spot Rezoning which falls outside of the existing Official Community Plan (OCP). Spot rezoning does not address the larger needs of the community in terms of traffic patterning, infrastructure, nor adhere to the maintenance of character in the community.
- Parking is an issue for the area surrounding this proposed development, and would only make the situation worse, creating conflict between neighbours and in the community.

Thank you for your consideration on the issue.

Best Regards,

Caroline - Resident of 135 1/2 Ladysmith Street



## Mike Wilson

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**From:** John Fisher ~~sjfisher105@gmail.com~~  
**Sent:** Thursday, Aug 4, 2016 11:26 AM  
**To:** Lisa Helps (Mayor); Marianne Alto (Councillor); Chris Coleman (Councillor); Ben Isitt (Councillor)  
**Cc:** Jeremy Loveday (Councillor); Margaret Lucas (Councillor); Pam Madoff (Councillor); cthornton-joe@victoria.bc; Geoff Young (Councillor); Mike Wilson  
**Subject:** Re Zoning concerns in James Bay Re:71 and 75 Montreal street

Hello,

I am a resident/home owner in James Bay;105 Simcoe Street.

I have major concerns about the proposal for lots,71 & 75 Montreal street.

This is what I object to:

Current zoning regulations (Traditional Residential) need to be adhered to with regards to any development.

- This proposal is an example of Spot Rezoning which falls outside of the existing community plan.
- Spot rezoning does not address the larger needs of the community in terms of traffic patterning, infrastructure, nor adhere to the maintenance of character in the community.
- Parking is an issue for the area surrounding this proposed development, and this development would only make the situation worse and creates conflict between neighbours and in the community.

Thank you for your interest and support.

Sincerely,  
John Fisher

## Mike Wilson

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**From:** andy dray <andy.dray.dr@gmail.com>  
**Sent:** Wednesday, Aug 3, 2016 6:53 AM  
**To:** Mike Wilson  
**Subject:** James Bay Development

Dear Mr Wilson: I am writing to you to express my concerns about the scope of the development proposed at 71 and 75 Montreal St. Victoria.

The developers proposal falls outside the current zoning regulations.

Spot rezoning is an insidious encroachment on the character and Quality of Life we currently enjoy in James Bay.

Extraordinary development will invite challenges to local car parking, further add to the volume of local traffic and negatively impact on our environment.

I urge you to address the concerns for this unique Victoria neighbourhood and oppose any developments that fall outside our Community Plan for James Bay.

Sincerely

Andre Dray  
144 Ladysmith St  
Victoria V8V 1J4



## Mike Wilson

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**From:** Laura Robertson [mailto:laura@laurarobertson.com]  
**Sent:** Tuesday, Aug 2, 2016 9:09 AM  
**To:** Mike Wilson  
**Subject:** development on Montreal St.

Dear Mr. Wilson and Council,

It has come to my attention that there has been a proposal to rezone 71 and 75 Montreal St. from a 2 family dwelling (each) to a 19 unit apartment complex with only 12 parking spaces. While I don't object to higher density in "brown" spaces in the city, there are two reasons I oppose this development as it stands.

First, it requires rezoning just after zoning was carefully done in the late 90's for this part of James Bay, which has a seaside village aspect to it. Spot rezoning is a poor way to proceed in this area.

Second, parking is a problem for many residents, myself included, since I have to park on the street. Only 12 spaces for a complex of 19 units is unacceptable. There should be at least enough parking for the number of units and then allowance for visitor parking, on the site and off the street. There is no excuse for less.

I used to live in a condo built in the 60's that did not have enough parking spaces for the units in the building and when people had to park on the street, they were always getting tickets even though they parked in 'residents only' spots. The reason for this problem in the first place was greed. The owners of the complex sold off the extra land that could have been used for parking to another developer. In those days it was thought that not everyone would own a car, since the condo was within walking distance to downtown. Now, 50 years later we realize that cars are more numerous than ever. If it should ever happen that our society gets rid of cars, the extra space that was once for car parking would be most welcome for bikes or reversion to green space or for countless other uses.

Sincerely,

Laura Robertson  
217 Montreal St.

## Mike Wilson

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**From:** Jonathan Tinney  
**Sent:** Thursday, Jul 21, 2016 9:17 AM  
**To:** Mike Wilson  
**Cc:** Noraye Fjeldstad  
**Subject:** FW: Zoning Change at 71 and 75 Montreal Street

Gang, can we add this note to the file for the address below. JT

**From:** Charlayne Thornton-Joe (Councillor)  
**Sent:** Wednesday, July 20, 2016 10:30 AM  
**To:** Jonathan Tinney <JTinney@victoria.ca>; Chris Coates <ccoates@victoria.ca>  
**Subject:** FW: Zoning Change at 71 and 75 Montreal Street

Can this letter please be added to this application file.

Sincerely,

Charlayne

**From:** David J Silver, MD [mailto:dmj@victoria.ca]  
**Sent:** Wednesday, July 20, 2016 10:18 AM  
**To:** Charlayne Thornton-Joe (Councillor) <cth Thornton-joe@victoria.ca>  
**Subject:** Re: Zoning Change at 71 and 75 Montreal Street

Thank you and yes, you may share. Fyi, I sent this letter to Mayor Helps, Mr. Wilson and the other Councillors.

David

Sent from my iPhone

On Jul 20, 2016, at 1:38 PM, Charlayne Thornton-Joe (Councillor) <cth Thornton-joe@victoria.ca> wrote:

Thank you for your email expressing your concerns on this application. May I share with rest of Council and with our planning staff to add to the report?

Sincerely,

Charlayne

**From:** David J Silver, MD [mailto:dmj@victoria.ca]  
**Sent:** Tuesday, July 19, 2016 9:58 AM  
**To:** Charlayne Thornton-Joe (Councillor) <cth Thornton-joe@victoria.ca>  
**Subject:** Zoning Change at 71 and 75 Montreal Street



Dear Councillor Thornton-Joe

As members of the James Bay Community, we are writing to urge you vote against a spot zoning change that would allow development at 71 and 75 Montreal Street, as currently proposed, because the proposed development will reduce livability of our community by replacing two small homes with a large structure of very small units with inadequate parking for its residents.

Montreal Street recently lost parking spots due to changes made to the boulevard. The proposed development will worsen parking availability by providing only 0.7 spaces per unit.

Moreover, because the sizes of the proposed units are very small, it will encourage purchase of them as short-term rentals, changing the family-friendly character of the neighborhood.

In contrast to this proposed development, we would ask you to look at the recent construction of a four-unit complex on the northeast corner of Michigan and St. Lawrence, across the street from Fisherman's Wharf Park. At this site, a property approximately the same size property as 71 and 75 Montreal, four townhouses were constructed by a developer who approached and worked with the neighbors. These units have improved both the appearance and value of the site where they were built but also adjoining properties.

We ask that before making any decision, you weigh heavily the opinions of the residents of the neighborhood who have to live with the decision that you make.

Thank you,

David and Ruth Silver

217 Michigan Street

## Mike Wilson

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**From:** David J Silver, MD ~~md@DavidSilver@gmail.com~~  
**Sent:** Tuesday, Jul 19, 2016 10:02 AM  
**To:** Mike Wilson  
**Subject:** Zoning Change at 71 and 75 Montreal Street

Dear Mr. Wilson,

As members of the James Bay Community, we are writing to urge you vote against a spot zoning change that would allow development at 71 and 75 Montreal Street, as currently proposed, because the proposed development will reduce livability of our community by replacing two small homes with a large structure of very small units with inadequate parking for its residents.

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We ask that before making any decision, you weigh heavily the opinions of the residents of the neighborhood who have to live with the decision that you make.

Thank you,

David and Ruth Silver

217 Michigan Street



## Mike Wilson

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**From:** Linda Carlson <~~linda.carlson@cityofmontreal.ca~~>  
**Sent:** Thursday, Jul 14, 2016 3:50 PM  
**To:** Mike Wilson  
**Subject:** REZ00519 71/75 Montreal Street

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Dear Mr. Wilson

Last night the James Bay Neighbourhood Association met for a regular monthly meeting. Two staff from the City attended to respond to questions and concerns about land use issues in James Bay.

The recent proposal from Urban Core Ventures was the topic of much discussion. Essentially residents in James Bay talked about being weary of having unreasonable development proposals put forward. The proposals start with 24 units, reduced to 21, reduced to 19. Eventually people grow weary of having to constantly oppose a development and it passes muster at the City.

The letter to Council for the above proposal contains some statements which are easily debated.

- The proponent says the development in question is "at a neighbourhood scale." The proponent is seeking to build 19 units on 2 lots that total 50'x100'. I live in James Bay on a lot that is 50'x100' in a 1000 sqft house. It is not in neighbourhood scale to squeeze 19 units into a lot of that size.
- The proponent indicates that he would build "high-quality attainable infill housing that fits in with the neighbourhood. It is an alternative to other recent forms of development in James Bay and promotes the City's housing objectives as expressed in the Official Community Plan." Well it certainly is an alternative. Smart density? Not even close.
- The proponent writes that "The Official Community Plan (OCP) and the James Bay Neighbourhood Plan support small scale infill housing. In the OCP, these properties are included under the Traditional Residential land use designation." It is correct that the JBNA (1993) supports small scale infill housing, such as laneway housing, small studio cottages, secondary suites. 19 units on a 50x100' lot is NOT small scale housing. The JBNA (1993) upholds the heritage characteristics of our neighbourhood and the retention of existing housing stock.
- The proponent is correct when he writes "...the James Bay Plan does not specifically contemplate redevelopment for these properties."
- "The proposed 2-storey building has nineteen dwelling units ranging in size from 370 ft<sup>2</sup> to 860 ft<sup>2</sup> with an average size of approx. 575 ft<sup>2</sup>. The majority of units are one bedroom with the possibility for several two bedroom units." Given an average size of 575 sqft, it is difficult to envision 2 bedroom units.
- The proponent writes "five of the dwellings are partially below grade, with eight dwellings each on the both the 1st and 2nd storeys." My addition says that 5 plus 8 plus 8 is 21, not 19.
- When the proponent met with the JBNA, several residents suggested he do his parking study during events held at MacDonald Park, events occur pretty much every weekend and many weekday evenings. The parking study does not reflect the reality of people coming to MacDonald Park and trying to find parking on residential streets.

Urban Core Ventures has experience adding density to single family properties. The community of James Bay feels like this development pushes the envelope so that the next one planned will have smooth sailing. It is hard to be in constant opposition. One is accused of being anti-development and anti-density although neither is accurate. We seek respect from developers.

I hope this perspective is of assistance to you and city staff who are responding to this application.

Thank you,

Linda Carlson  
43 Lewis Street  
Victoria BC



## Mike Wilson

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**From:** Kurt F K Cehak [kurt.kehak@telus.net](mailto:kurt.kehak@telus.net)  
**Sent:** Wednesday, Jul 13, 2016 3:03 PM  
**To:** Mike Wilson  
**Subject:** Proposed development 71,75 Montreal Street

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Like many others, as a 31 year resident of James Bay I am very concerned about the proposed development 71,75 Montreal Street.

We realize an increase in density is unavoidable but we refuse to consent to a ten fold increase on this single spot.

This would bring with it : Loss of green space,  
Overload of our already overaged infrastructure,  
increased traffic in our residential neighbourhood,  
additional street parking problems, to name but a few.

Please do not let this development go through.

Kurt Cehak

## Mike Wilson

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**From:** [REDACTED]  
**Sent:** Wednesday, May 18, 2016 7:41 PM  
**To:** Mike Wilson  
**Cc:** [REDACTED], [REDACTED], [REDACTED], [REDACTED], [REDACTED], [REDACTED]  
**Subject:** Re: 71 & 75 Montreal Street Proposed Development

Hi Mike,

Thanks for the prompt and comprehensive response. I'll confess that I'll have to look up the definition for "strata-titled condominium" but at first glance it would seem to mean something other than government supported transitional housing. Which is what we were hoping to find out.

That said, I know that things do change and are occasionally open to various interpretations so I appreciate your bringing Mr. Dillistone into the loop. I will indeed be getting in touch with him in the near future with regards to asking for further details regarding the developer's intent.

(I'll confess to being curious myself as to whether communal kitchens and bathrooms are being considered or if each tenant will have their own. Certainly a design challenge in either case.)

I also look forward to following the process you describe with regards to how the project is likely to progress and how it may be tracked online. Is it correct to assume that once the property has been sign posted as you describe that the application has, by then, been submitted to your office and can then be followed on the Development Tracker?

At any rate, thank you again for getting back to us. Your considered reply is most welcome and much appreciated.

All the best,  
Jeff Apolinario

In a message dated 5/18/2016 8:33:33 Pacific Daylight Time, MWilson@victoria.ca writes:

Hi Jeff,

Thanks for your e-mail. At this point, the City has not received a formal application. Thus I can't confirm the exact details of the proposed development. However, I have met with the property owner/developer on several occasions regarding the project. Through our discussions, my understanding is that the proposal will be to sell the units as strata-titled condominiums. To confirm the developer's intent it's best to speak with them



directly. Michael Dillistone is the private planning consultant working on the project and would be a good resource for you and your neighbours to ask questions of the developer directly. I have cc'd Michael on this response.

Michael Dillistone, RPP, MCIP

e-mail: [redacted]

cell: (250) 389-5472

home: (250) 383-0632

With respect to the involvement from City Hall, the proposal for this site requires a Rezoning Application and Development Permit Application. Thus you will likely see a sign posted on the site in the near future. If the projects proceeds to a Public Hearing and you live within 100 m of the property you will be notified by mail of the hearing date and time. There will also be an advertisement in the paper and a notice posted on the site.

When we receive the plans they will be posted to the Development Tracker:

<http://www.victoria.ca/EN/main/departments/planning-development/development-tracker.html>

I trust this information answers your inquiry at this time. If you have any questions about the project once the application is received, you (or your neighbours) are welcome to contact me directly.

Kind Regards,

Mike

**Mike Wilson, MCIP, RPP**

Senior Planner - Urban Design

Development Services Division

T 250.361.0384 F 250.361.0386

From: [redacted] [mailto:[redacted]]

Sent: Tuesday, May 17, 2016 11:49 PM

To: Mike Wilson <MWilson@victoria.ca>

Cc: [redacted], [redacted], [redacted], [redacted], [redacted], [redacted], [redacted], [redacted]

Subject: 71 & 75 Montreal Street Proposed Development

Dear Mr. Wilson,

Just a brief note to ask if you can pass along some details about the proposed development of 71 & 75 Montreal. I unfortunately only heard about the local meeting to discuss it after the fact. While I have written a member of the James Bay Neighborhood Association for the minutes I thought touching base with the Senior Planner - Urban Design at City Hall might also answer the questions I have. (Someone in your office was good enough to give me your card when I stopped by today.)

As I understand it, the proposal is to raze the two, single family dwellings on the sites mentioned and replace them with structures rated to house ten and eleven people respectively.

Given the size of the plots in question, even allowing for a second story, these units, to my mind, may well qualify as micro-housing. My question is whether the proposed structures will be rented or will be designated as some sort of transitional shelters for the difficult to house.

I would like to think that the former is the way things will go, with a bunch of frugal millennials paying a reasonable rent, living in shoebox-sized rooms and fighting over parking. That I could readily live with. But given the announcement today by Mayor Helps that tens of millions will now be spent on housing the sorts that are now causing such a ruckus around the Law Courts I'm afraid I fear the worst.

My neighbors and I are concerned and would appreciate it immensely if you could let us know: a) what the developer intends and b) to what degree, if any, City Hall is involved in the plans for 71 & 75 Montreal.

Thank you for your time in this matter. We look forward to your response.

Sincerely,





## Mike Wilson

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**From:** [REDACTED]  
**Sent:** Tuesday, May 17, 2016 11:49 PM  
**To:** Mike Wilson  
**Cc:** [REDACTED]; [REDACTED]; [REDACTED]; [REDACTED]; [REDACTED]  
**Subject:** 71 & 75 Montreal Street Proposed Development

Dear Mr. Wilson,

Just a brief note to ask if you can pass along some details about the proposed development of 71 & 75 Montreal. I unfortunately only heard about the local meeting to discuss it after the fact. While I have written a member of the James Bay Neighborhood Association for the minutes I thought touching base with the Senior Planner - Urban Design at City Hall might also answer the questions I have. (Someone in your office was good enough to give me your card when I stopped by today.)

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Thank you for your time in this matter. We look forward to your response.

Sincerely,  
Jeff Apolinario





## James Bay Neighbourhood Association

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234 Menzies St  
Victoria, B.C.  
V8V 2G7

[www.jbna.org](http://www.jbna.org)

May 20<sup>th</sup>, 2016

Mayor & Council,  
City of Victoria

**Re: CALUC Community Meeting - 71-75 Montreal Street**

The community meeting to consider the multi-unit complex proposed for 71-75 Montreal Street was held on May 11<sup>th</sup> (76 attendees).

Attached please find an excerpt of the minutes of the May 11<sup>th</sup> JBNA General Meeting and two e-mails submitted regarding the proposal.

Overall, meeting participants expressed opposition to the proposal as presented, due to density. By way of summary, we offer the following comments:

Meeting Participants: There were 76 in attendance at the meeting. The majority came specifically for this proposal. Most of those present were within either the 100 meters area or otherwise resident of Montreal, Niagara, Ladysmith and Dock streets.

Positive Statements: There was general support for the architectural detail, massing, and siting of the complex. Two residents, who lived further afield (one from Fairfield) supported the density and small units.

Negative Statements: Community objections were focused on two matters, namely parking and size of suites:

*Parking:* 11 parking spots for 21 residential units was seen as too few. The area is already short on parking and overwhelmed during sporting events at McDonald Park, or special events at the Edelweiss Club or White Eagle Hall.

*Suite Size:* This part of residential James Bay is family oriented. With family homes in short supply and school within a block, larger units of housing were seen as appropriate, with the suggestion that the complex be composed of a mix of unit sizes.

The JBNA Board suggests that the parking study, when done, cover a period when there is a sporting event at MacDonald Park. The up-zoning value, from the current zoning, and community benefit (if any) were also raised.

For your consideration,

Marg Gardiner,  
President, JBNA  
CALUC Co-Chair

Cc: Leonard Cole, CoV Planning

## **5. Development Proposal: 71-75 Montreal St - CALUC**

Michael Dillistone, planning consultant,  
Leonard Cole, property owner/developer  
Charles Kierulf, project architect  
Bev Windjack, landscape architect

### DRC Pre-Meetings:

Marg Gardiner reported on the Development Review Committee (DRC) pre-meetings:

♦ The proponent had come forward with a similar proposal late in 2015. On Oct 1<sup>st</sup>, Trevor Moat, Tim Sommer, Tim VanAlstine & Marg Gardiner met with the developer and his team. At that time, the proposal was for a similarly massed complex housing 24 rental units with 6 parking spots. The major issues identified included:

- ~ major parking deficiency
- ~ close to school – family accommodation might be best/expected
- ~ green spaces and/or garden opportunities
- ~ although a couple of units to be promoted for mobility-challenged, there was doubt that the access would be workable

The proponent also held an Open House for neighbours on Oct 27<sup>th</sup>. The proposal was to be considered at the December 9<sup>th</sup> JBNA General Meeting, but was cancelled by the proponent who wanted to rethink the proposal.

JBNA was contacted about a revised proposal 21 units, condominium.

♦ On March 21, April 7 Wayne Shillington, Trevor Moat, Tim Sommer & Marg Gardiner met with the developer and team. Changes/concerns:

- ~ parking issue has been somewhat addressed
- ~ resident storage within the complex may be problematic
- ~ bicycle storage, given the proposed short-fall in parking, may be deficient
- ~ the appropriateness of such density in this location remains

### Community Meeting presentation

Charles Kierulf, architect walked audience through plan:

- ♦ 2.5 levels (one half-level below street level; main level, steps up from street level. Top floor, walk up interior stairways). 21 units.
- ♦ Parking: have lane with access at back at site; 10 parking stalls underground with 1 stall at ground level rear corner at Niagara St and lane access to underground parking. 11 parking stalls in total. Bike storage underground for 14 bikes and bike parking for some units under stairwells for ground level units. All units on ground floor accessed in centre muse. Upper level units share an internal walk-up stairwell.

Bev Windjack, landscape architect presented landscaping of property. North side of property is to have trees and native plant garden. Plan is to retain current trees but if this is not possible new trees will be planted after construction.

Leonard Cole stated that one concept would been to build 7 townhouses of 1500 sq ft each; his proposal is for 21 units @ 500 sq. ft each.



Q: Are you still considering car share?

A: Yes, still working on this. Feels there will be a component of a car share but waiting on results of a study.

Q: Please clarify on bike parking: 22 secure individual parking and 6 on street?

A: Correct

Q: Resident, 200 Dallas Rd: – You were a member of affordability task force for city?

A: Yes

Q/C: I don't see that your other project met affordability. Are these units designed for entry level

A: Size dictates the price point. The target is under \$300,000 for each unit, not necessarily calling this affordable housing.

C: This is a high density project. I'm concerned about use of uber and the current density of the area.

C: Ladysmith & Montreal resident: existing zoning would allow for four units?

A: Felt going this direction was appealing to a market that wasn't available in JB. City wants to see densification in city.

C: Concern this would allow for short term rents i.e. AirBNB.

A: Will talk to City about how to control that.

C: This is not zoned for transient use.

C: resident Ladysmith St : concerned about increased density of area. Can't support the development.

C: Resident, 206 Niagara: concern about AirBNB; this a community of families and 500 sq ft is not family friendly.

C: Resident Niagara St – a vote of confidence for design but doesn't support density. Need for larger units that would provide for families. If all 21 units have a friend over there could be 42 cars on streets. Needs a specific demographic that would speak to area.

C: Likes appearance. What is the target demographic?

A: Has done other project with 320 sq ft up to 500 sq ft. units. All women purchasers. Only 5 car stalls. Age demographic 20 to 80.

Q: Resident Montreal St: Is this to be build to replace "lost" rentals on Cook St. ?

A: Did look at opportunity to do this with a 5 plex and 4 plex to be moved to site couldn't get houses to site, thus this proposal emerged.

Q: Do you have a requirement to replace the rental housing on Cook St.?

A: No

Q: Resident Montreal St: What is total height of building?

A: 7.2 meters. Massing is keeping with existing zoning.

Q: How does the height compare to 200 Niagara?

A: Probably equal in height

C: Resident: I agree with Deana and Nicole; the density is too great, 21 units with 11 parking stalls isn't sufficient. This price point will attract specific owners. Issue is number of units. This proposal won't blend with existing family units and is moving away from family orientated units. I do like the modern look.

C: Resident Ladysmith: parking ratio ½ to .5 per suite is unrealistic.

C: Resident Ladysmith: not clear on what area is getting for the rezoning: what's in it for the community? Is there any amenity?

A: Goal is to service a market that wasn't available. Can't guarantee the price point. There is an increase in density but states it is within the community plan. The foot print is the same as the neighbour house.

C: Resident Montreal St: likes design; parking falls short, don't develop for market value – concern parking, the dramatic departure from a single family home.

C: Resident St Andrews St: Still some concerns. Recognize it has come down from 24 to 21 looks nice, wants more trees, have fewer units and more green space.

C: Resident Dallas: doesn't support rezoning – small boxes in a very small space. Need 2 duplexes for families.

C: Resident Dallas Rd: Renter. Grew up in JB has moved back. Finding a nice, new place to rent is very difficult. Now lives in 600 sq, ft 2 bedrooms, 80 suite building. Thinks smaller units are desirable.

C: Resident who lives in across from proposed building: Concerned about parking. On a good day can get a spot on street but when more friends arrive very difficult. Concerned about traffic for small children and compounded by cruise ship traffic.

C: Oliphant (Fairfield) resident: Cycles to James Bay to visit grandchildren. This would be type of unit could afford.

C: Montreal res – concerned about parking – supports mix use.

C: Resident Lewis St: Consider a mix of different sized units, some small, some larger. About the landscaping: trees will stay if they can – what does that mean.?

A: Upgrades to sidewalks are not determined yet as hasn't got solid direction from city. City requirements may impact current trees on north side.

C: Montreal res – concerned about parking – supports mix use.

C: Where is the consistency of application of City for rezoning and density for development? Issues: Parking, need for affordable housing, possible AirBNB rental, overall density of property.

C: Being asked to do 2.5 times the density. If you can get 21 units on this there will be a precedence set of too much density. Would trigger huge increase in land costs in JB.

Closing comment (Marg): We had thought the traffic/parking study would have been completed. Since it hasn't, advise to ensure that an event day be included (event meaning a sporting event at McDonald Park).



## CORRESPONDENCE RECEIVED

**From:** Leith Leslie  
**Subject:** **Mini- condos**  
**Date:** May 9, 2016 7:01:22 AM PDT  
**To:** Marg Gardiner, Jbna <marg.jbna@shaw.ca>

Since I will be away and not able to attend this meeting here is my viewpoint letter, for the upcoming meeting based on the info that I have.

I have heard word that this project is divided into two properties, with 2 mini condos of two stories each- one with 10, the other 11!! The city and mayor is apparently happy with themselves for providing small "affordable " housing for young people downtown and now supporting this in James Bay. James Bay is a small area with a very high density already and more being built as we speak. We do not need higher density! Time for Fairfield, Oak Bay, Esquimalt Saanich to step up on the density issues. Some mini condos on 2 lots in their area please!

My concern is that people would readily buy these up and then use them for vacation rentals/air bandb. It would be perfect for that. The developers would need to be held to a regulation that only owners can occupy- no rentals are allowed. And size wise, they really wouldn't likely suit most long term residents.

The city may not support this regulation- they apparently maintain the argument that short term people bring their money into the neighbourhood and city, BUT they don't bring community feeling or long term commitment.

The key thing is that Lisa Helps and council only see the short term cheaper condos, as money in the community, and are not looking at the future- families, and the many people who need to rent, because they can't afford any kind of house or condo. They call it affordable housing, but is only in the short term, and affordable to whom in this real estate climate??

In short-

1. More density in James Bay is not fair.
2. Mini condos highly attractive to buyers who just want to be here part-time or simply as a business. Therefore such "housing" has to be regulated, wherever it is located, against the vacation rental issues.
3. Amounts to very short term thinking re community values of stability and commitment. Doesn't come near the problem that too many regular middle class families, cannot find rental housing, nor can they afford it if they can find it. They certainly can't afford to buy a house, regular condo, or even a mini condo (even if it were big enough.) Those lots would be better used as co op housing, subsidized family housing, rental housing. Or even for purchase of good sized duplex spaces because at least it might attract permanent families (rich ones of course with these housing prices)!

Leith Leslie  
XXX Dock St.

On 2016-05-16, at 9:47 AM, XXXXXXX wrote:

Dear Ms Gardiner,

The development under consideration for 71 & 75 Montreal was recently brought to my attention. Unfortunately, I was unable to attend the meeting of the 11th. If you don't mind, may I ask a couple of questions related to the plan being submitted?

Judging by the numbers mentioned in the flyer we received, it appears to be some sort of micro apartments under consideration. Or possibly that combined with some sort of communal living arrangement.

My primary question is: is this development being submitted as homeless/vagrant accommodations? I know there has been a lot of hot air out of City Hall about "solutions" and I have read of micro-housing being one under consideration in the local paper.

Quite frankly, a rented property for single yuppies, who can afford a decent rent, don't mind living in a shoebox and behave themselves, I can live with. Parking will be an issue, and the occasional noisy party, but it could actually liven up the neighborhood.

On the other hand, housing for the usually violent and criminally inclined and drug/alcohol addicted interests me not in the least. Near a school and park, no less.

I'm probably being something of an alarmist on the subject but City Hall is insane these days and I wouldn't put it past them to try to get something like this development (if it is, indeed, a "solution") quickly past the radar. I would therefore very much appreciate a bit of information on the development under consideration. If you could either provide a point of contact for this, or could answer my question yourself, I would be most grateful.

Thank you for your time in this matter.

Sincerely,  
Jeff Apolinario

PS: May I ask when the flyer was sent out by City Hall? My wife says it only arrived last Friday, after the meeting.



Nicholas Read  
145 Montreal Street  
Victoria BC  
250 516 8219 [nicholasread@shaw.ca](mailto:nicholasread@shaw.ca)

*January 4, 2017*

**Re: Development Proposal for 71 and 75 Montreal Street, folder number REZ00519**

Dear Mayor Lisa Helps and Victoria City Council,

As a resident and homeowner within 100m of the proposed development at 71 and 75 Montreal Street, I am writing today to express my strong opposition to the project.

Upon review of the proposal, I find it surprising that such a concept could actually get this far – being so out of line with what is permitted under the current zoning and planning bylaws (which allow only a single family home on each of the properties). While obvious concerns such as inadequate parking, excessive building site coverage and the inevitable infrastructure strain are serious enough on their own, my primary fears for our community are twofold:

First, and to contrast the arguments made by the developer, I don't believe "micro-housing" is suitable to this site. Micro housing projects may indeed play a role within a spectrum of housing options, but they are far better suited to core downtown areas, blended with similar high density projects and commercial properties. I fear micro housing in this location will become investment units with high turnover - or vacation rentals – and neither scenario is compatible with our family-focused neighbourhood.

My second concern, and really the most alarming to me, is that approval of a development that is so wildly out of line with the planning regulations sets a very dangerous precedent for other properties in the area. What would stop others from doing the same? Why do we even have community plans if they can be or ignored to such an extent, or zoning bylaws if they can be altered so dramatically? James Bay is already a very diverse neighbourhood and while this is part of its charm, it also makes it a target for those seeking to push the development envelope – and some defense of the community character and existing properties must be made.

When we bought our home in James Bay, I made a very deliberate study of the land use bylaws and zoning regulations. While I can certainly accept some reasonable development and increased density, 19 units on such a small piece of land is unacceptable and in my opinion, threatens to ignite a development gold rush that could irrevocably alter the character of James Bay.

Sincerely,



Nicholas Read *Instructor, Camosun College School of Business*