

3. **Rezoning Application No. 00519 and Development Permit Application No. 000495 for 71 and 75 Montreal Street (James Bay)**

**Motion:**

It was moved by Councillor Alto, seconded by Councillor Lucas:

**Rezoning Application No. 00519**

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 and execution by the applicant of a Housing Agreement to ensure that a future strata corporation could not pass bylaws that would prohibit or restrict the rental of units to non-owners to the satisfaction of City Staff.
2. Preparation and execution by the applicant of a section 219 covenant for sewerage attenuation to mitigate the impact of increased density, as required, to the satisfaction of City Staff.

**Development Permit Application No. 000495**

That Council, after giving notice and allowing an opportunity for public comment at a meeting of Council, consider the following motion:

"That Council authorize the issuance of Development Permit Application No. 000495 for 71-75 Montreal Street in accordance with:

1. Plans dated stamped August 16, 2017
2. Development meeting all *Zoning Regulation Bylaw* requirements.
3. The Development Permit lapsing two years from the date of this resolution."

**For:**

**Opposed:**

**Mayor Helps, Councillors Alto, Coleman, Lucas, Thornton-Joe, and Young  
Councillor Isitt**

**Carried**

#### **4.2 Rezoning Application No. 00519 for 71 and 75 Montreal Street (James Bay)**

*Councillor Alto returned to the meeting at 11:58 am*

Committee received a report dated October 16, 2017, from the Director of Sustainable Planning and Community Development providing information and recommendations regarding the proposal to rezone the property located at 71 and 75 Montreal Street to a site specific zone to permit increased density and construction of 12 residential units.

*Councillor Loveday withdrew from the meeting via electronic participation at 12:07 pm*

Committee discussed:

- Ways to ensure that short-term vacation rentals will not be permitted.

**Motion:** It was moved by Councillor Alto, seconded by Councillor Coleman, 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 and execution by the applicant of a Housing Agreement to ensure that a future strata corporation could not pass bylaws that would prohibit or restrict the rental of units to non-owners to the satisfaction of City Staff.
2. Preparation and execution by the applicant of a section 219 covenant for sewerage attenuation to mitigate the impact of increased density, as required, to the satisfaction of City Staff.

Committee discussed:

- Looking at the vision for James Bay as a whole within a local area plan.
- Concerns of the community with parking and the number of units in the proposal.

*Councillor Isitt withdrew from the meeting at 12:13 pm*

Committee discussed:

- The development being more supportable with the reduction of units.

**For:** Mayor Helps, Councillors Alto, Coleman, Lucas, Thornton-Joe, and Young  
**Against:** Councillor Madoff

CARRIED 17/COTW





## **Committee of the Whole Report**

### **For the Meeting of October 26, 2017**

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**To:** Committee of the Whole **Date:** October 16, 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 and execution by the applicant of a Housing Agreement to ensure that a future strata corporation could not pass bylaws that would prohibit or restrict the rental of units to non-owners to the satisfaction of City Staff.
2. Preparation and execution by the applicant of a section 219 covenant for sewerage attenuation to mitigate the impact of increased density, as required, to the satisfaction of City Staff.

### **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 12 residential units at this location.

The following points were considered in assessing this application:

- 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
- a reduction in the number of units from 19 to 12 following Council's direction at the Committee of the Whole meeting on February 2, 2017 has enabled an improved design and has reduced the parking shortfall.

## **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:

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

### **Affordable Housing Impacts**

The applicant proposes the creation of 12 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**

The applicant is proposing 14 Class 1 bicycle parking stalls, two more than required per Schedule C of the *Zoning Regulation Bylaw*, which supports active transportation.

### **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: a two single-family dwellings
- South: a single-family dwelling



- East: a cultural facility in the R-2 Zone, Two Family Dwelling District
- West: a 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 current proposal with the previous proposal, as well as, the R3-L Zone, Low Density Multiple Dwelling District and the existing R-2 Zone. An asterisk is used to identify where the proposal is less stringent than the RS-L Zone.

Zoning Criteria	Proposal	Previous Proposal	Zone Standard R3-L Zone	Existing R2 Zone
Site area (m <sup>2</sup> ) - minimum	930*	930*	2850	555
Site area per unit (m <sup>2</sup> ) - minimum	77.5*	48.9*	150	277.5
Density (Floor Space Ratio) - maximum	0.92:1*	0.92:1*	0.80:1	0.50:1
Total floor area (m <sup>2</sup> ) - maximum	855*	855*	744	380
Lot width (m) - minimum	30.5	30.5	18	15
Height (m) - maximum	7.6	7.6	8.5	7.6
Storeys - maximum	2	2	3	1.5
Site coverage % - maximum	73*	78*	40	40
Open site space % - minimum	14*	13.8*	40	30
<b>Setbacks (m) – minimum:</b>				
Front (Niagara Street)	2.4* (building) 1.57* (bike storage)	2.40* (building) 1.57* (bike storage)	4.5	7.5
Rear (SW)	3.05*	2.08*	4.5	10.7
Side (Montreal Street)	2.59* (building) 1.4* (bike storage)	2.59* (building) 1.4* (bike storage)	7.5	3
Side (lane-east)	nil*	nil*	7.50	1.5
Parking - minimum	12*	11*	17	n/a
Visitor parking (minimum)	0*	0*	2	n/a

<b>Zoning Criteria</b>	<b>Proposal</b>	<b>Previous Proposal</b>	<b>Zone Standard R3-L Zone</b>	<b>Existing R2 Zone</b>
Bicycle parking stalls – Class 1 (minimum)	14	19	12	n/a
Bicycle parking stalls – Class 2 (minimum)	6	6	6	n/a

### **Relevant History**

Per Council's direction at the Committee of the Whole meeting on February 2, 2017, the applicant reduced the number of proposed units from 19 to 14, increased the number of two and three bedroom units, and held a secondary meeting with the Community Association. Following the Community Association meeting, the applicant further reduced the number of units from 14 to 12 and increased the parking supply to one stall per unit. The applicant previously offered to provide a car share to residents to accommodate for the parking shortfall associated with the previous number of units proposed; however, the applicant is no longer offering a car share agreement based on the one to one parking ratio proposed in this revised application.

### **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. The applicant also subsequently met with the James Bay CALUC on May 10, 2017. A letter dated October 15, 2017 is 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 proposed FSR is 0.92:1 and two storeys.

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 10% of these set aside as visitor parking. The proposal is for 12 units which would require a total of 17 parking stalls.

The applicant has submitted a revised Parking Study, dated May 26, 2017 (attached) to address the change in unit numbers from previous proposals. The parking study concludes that site parking demand is expected to be 10 vehicles (comprising nine resident stalls and one visitor vehicle parking stall). With the proposed supply of 12 parking stalls the applicant is exceeding the anticipated parking demand. Based on the parking study, Staff recommend for Council's consideration that the parking variance is supportable.

### **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**

A sewer attenuation report was provided by the applicant per staff's request dated October 6, 2017 (attached). The proposed rezoning results in increased sewage flow rates necessitating attenuation. Staff recommend for Council's consideration that staff be directed to require a legal agreement for sewage attenuation; again, the necessary wording needed to achieve this is included in the staff recommendation.

### **CONCLUSIONS**

The Application meets the place character features of the Traditional Residential urban place guidelines, and housing policy in the OCP which supports a diversity of housing types to create more home ownership options such as multi-unit residential developments. The applicant has met the requests of Council to provide a greater mix of housing units including two and three bedroom units and has provided parking on site to exceed the parking demand. Staff recommend that Council consider supporting the application.

## ALTERNATE MOTION

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

Respectfully submitted,



Miko Betanzo, Senior Planner – Urban Design  
Sustainable Planning and Community  
Development Department

*A. Maye*



Jonathan Tinney, Director  
Sustainable Planning and Community  
Development Department

Report accepted and recommended by the City Manager:



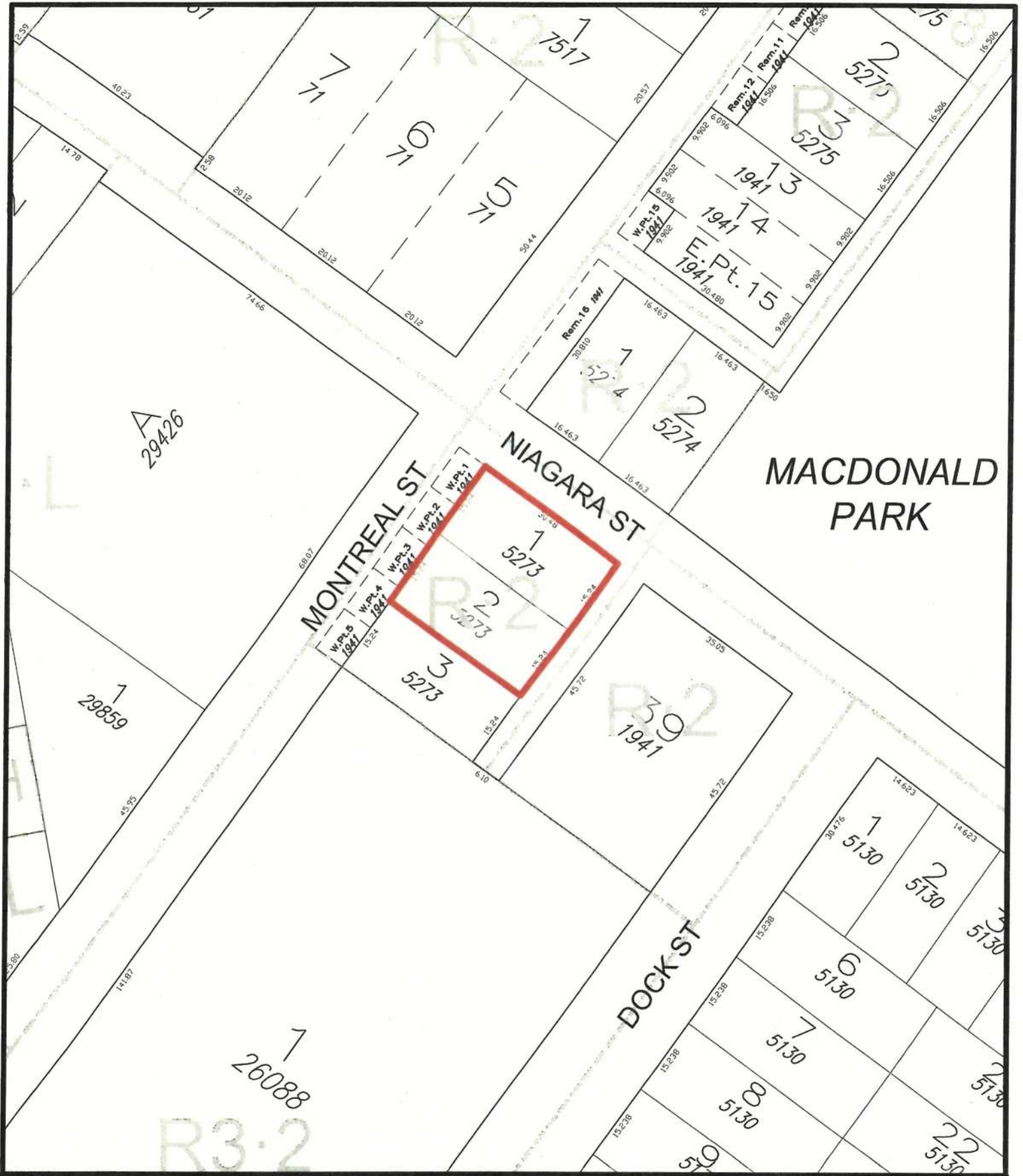
Date:

Oct. 17, 2017

### List of Attachments:

- Attachment A: Subject Map
- Attachment B: Aerial Map
- Attachment C: Plans dated/date stamped August 16, 2017
- Attachment D: Letter from applicant to Mayor and Council dated July 10, 2017
- Attachment E: Community Association Land Use Committee Comments dated May 11, 2016 and October 15, 2017
- Attachment F: Parking Study dated May 23, 2017
- Attachment G: Sewer Attenuation Report dated October 6, 2017
- Attachment H: Correspondence (Letters received from residents)





71 and 75 Montreal Street  
Rezoning #00519 & Development Permit #000495








71 and 75 Montreal Street  
Rezoning #00519 & Development Permit #000495




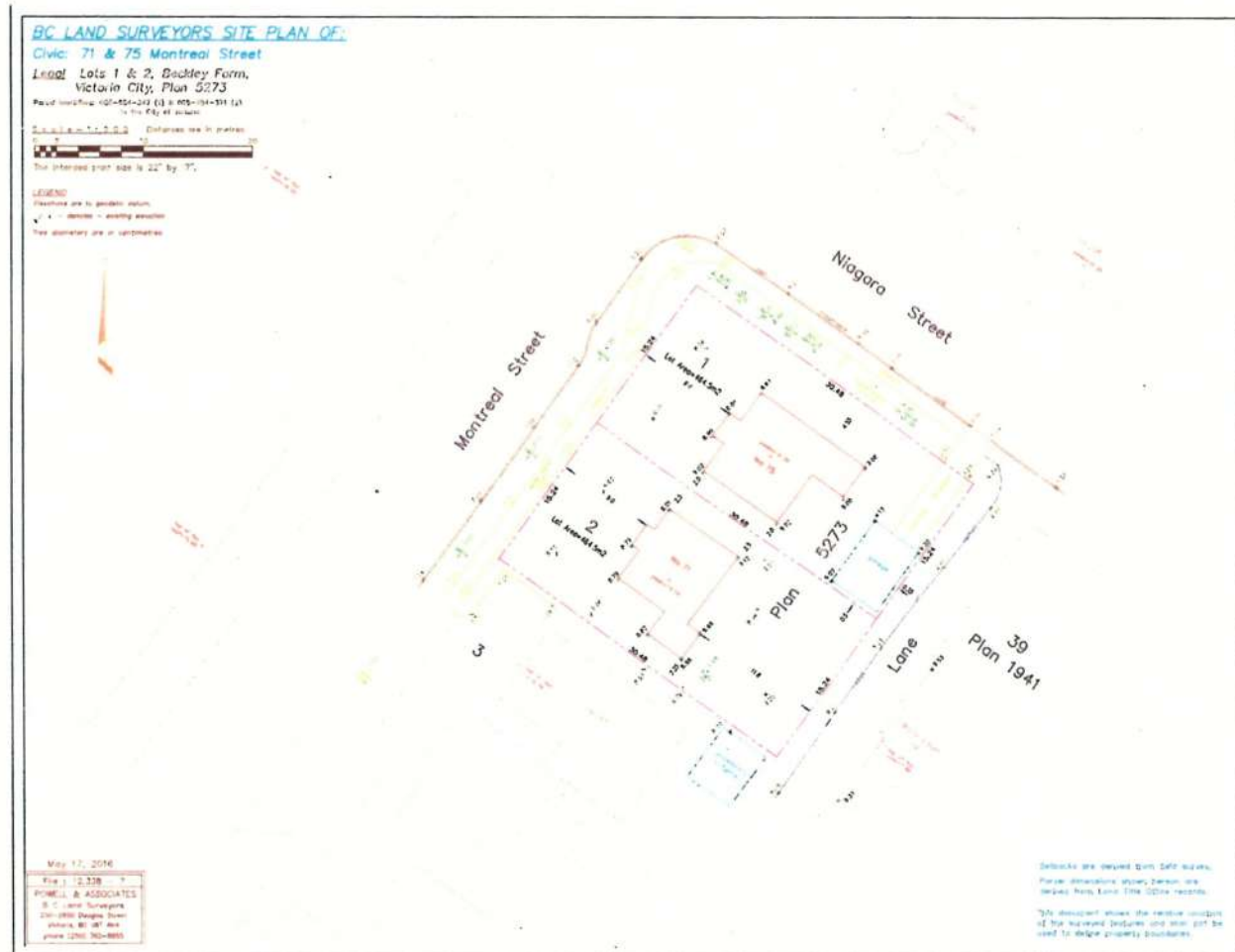




 **Revisions**  
Received Date:  
August 16, 2017

 de Hoog & Klaruff architects  
**7175 MONTREAL STREET**  
**ISSUED FOR DP REVISIONS**  
Urban Core Ventures  
Victoria, BC  
16 August 2017

  
**AUG 16 2017**  
Planning & Development Department  
Development Services Division



2  
 A101  
 Context Plan  
 Scale: NTS

#### PROJECT DESCRIPTION

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

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

**REGISTERED OWNER**  
 Urban Core Ventures  
 12-747 Princess Ave  
 Victoria BC  
 V8T 1H5  
 len@urbancoreventures.com

Leonard Cole  
 tel: 605.0190  
 fax: 605.0190

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

Peter de Hoog  
 tel: 655-3397  
 fax: 655-3397  
 pdh@dha.ca

**LANDSCAPE ARCHITECT**  
 LACIR Landscape Architects  
 28-455 Douglas Road  
 Victoria, BC  
 V8Z 1B8

Ben Windjack  
 tel: 595-0105  
 fax: 416-0896



NO.	DATE	DESCRIPTION
1	12.338	Initial Survey of Property
2	12.338	Survey of Property
3	12.338	Survey of Property
4	12.338	Survey of Property
5	12.338	Survey of Property
6	12.338	Survey of Property
7	12.338	Survey of Property
8	12.338	Survey of Property
9	12.338	Survey of Property
10	12.338	Survey of Property

1  
 A101  
 Site Survey  
 Scale: 1:200

Received  
 City of Victoria  
 AUG 16 2017  
 Planning & Development Department  
 Development Services Division

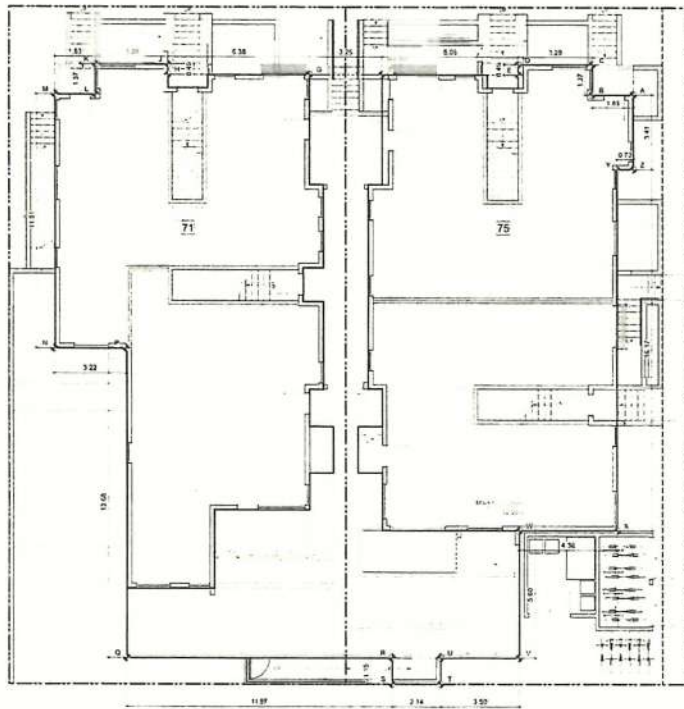
de Hoog & Kieruff architects  
 977 Fort Street  
 Victoria BC  
 V8V 3K3  
 Tel: 655-3397  
 Fax: 655-3397  
 Email: pdh@dha.ca

Montreal Street Residences  
 71 & 75 Montreal St.  
 Victoria BC

Existing Site Plan  
 A101







1 Average Grade Calculations  
Scale: 1:100

Existing Point Grade (m)	Proposed Grade (m)	Line	Average of Points (m)	Distance between Points (m)	Totals
A 8.78	8.10	AB	8.78	1.83	16.07
B 8.78	10.06	BC	8.78	1.37	12.03
C 8.78	10.06	CD	8.77	3.29	28.88
D 8.76	10.06	DE	8.76	0.45	3.84
E 8.76	10.06	EF	8.72	5.05	42.78
F 8.68	7.68	FG	8.67	3.25	28.18
G 8.66	8.55	GH	8.54	6.38	54.45
H 8.52	10.06	IJ	8.52	0.45	3.92
J 8.52	10.06	JK	8.48	3.38	27.81
K 8.43	10.06	KL	8.43	1.37	11.55
L 8.43	10.06	LM	8.43	1.83	15.43
M 8.43	8.15	NN	8.12	11.51	93.46
N 7.90	7.85	NP	7.85	3.22	25.15
O 7.90	7.85	PQ	8.46	13.68	115.66
P 9.10	9.17	QR	9.18	11.87	109.82
Q 9.25	9.35	RS	9.28	1.18	10.57
R 9.30	9.35	ST	9.33	2.14	19.96
S 9.35	9.37	TU	9.30	1.15	10.20
T 9.35	9.37	UV	9.23	3.50	32.29
U 9.25	9.37	VW	9.17	5.60	51.35
V 9.20	8.87	WX	9.12	4.36	39.75
W 9.13	8.57	XY	8.57	16.17	145.04
X 9.10	8.57	YZ	8.85	0.73	6.46
Y 8.85	8.85	ZA	8.82	3.41	30.06
Z 8.85	8.85	Totals		188.18	946.18

AVERAGE GRADE: 945.54/108.15 = 8.75m

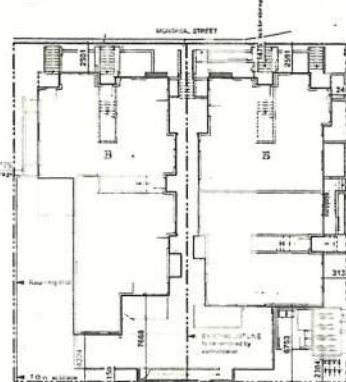


MAIN FLOOR

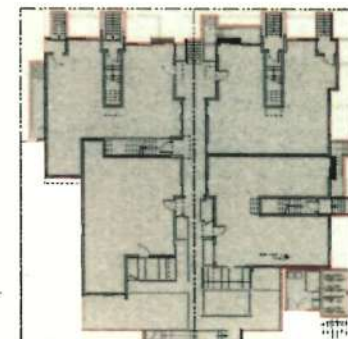


UPPER FLOOR

2 Floor Area Calculations  
Scale: 1:200



3 Setback & Key Plan  
Scale: 1:200



MAIN FLOOR

4 Site 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>

Area used in Site Coverage Calculations  
Area used in Open Site Space Calculations



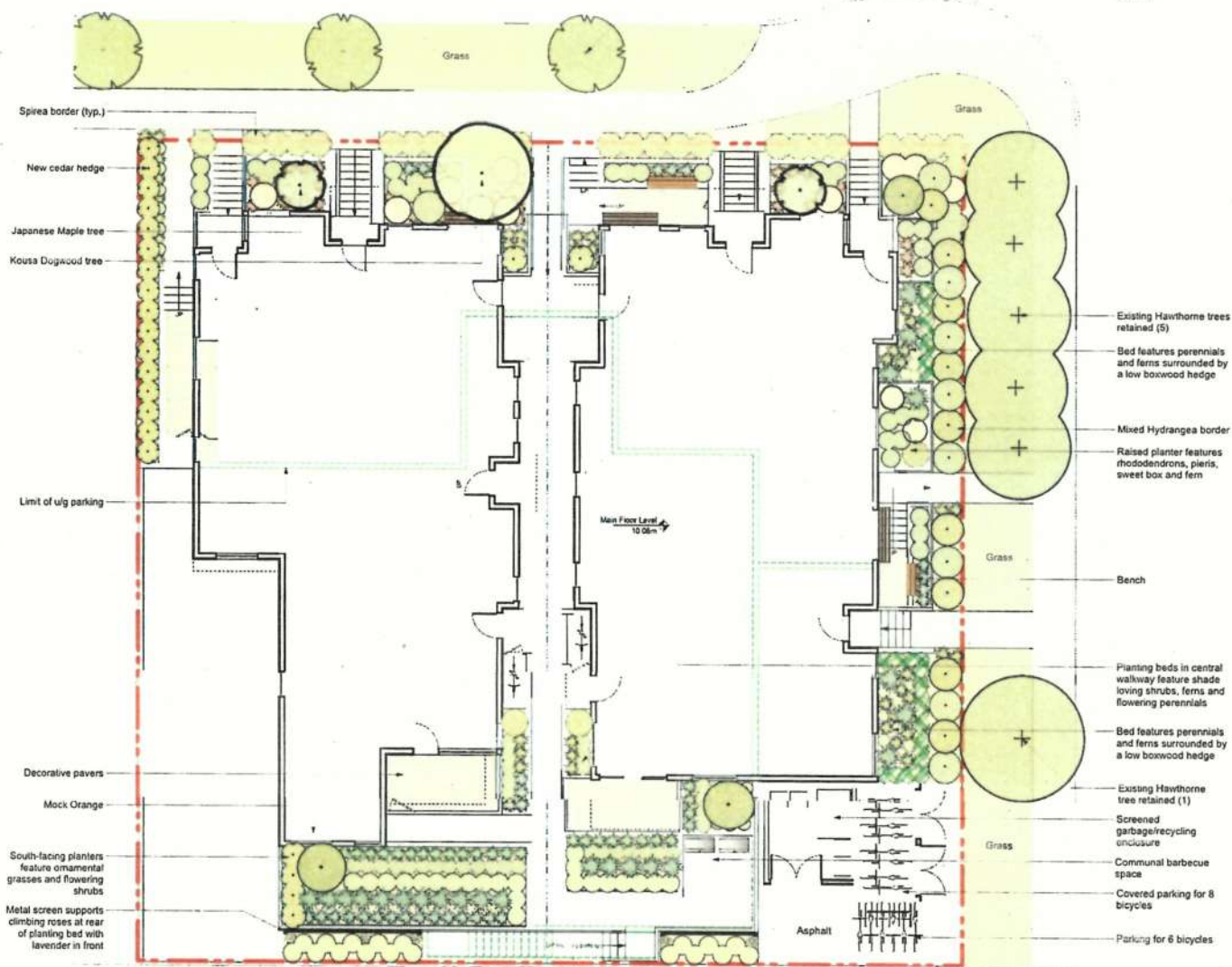
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18	STAIRS	10.00m x 1.00m	10.00
19	STAIRS	10.00m x 1.00m	10.00
20	STAIRS	10.00m x 1.00m	10.00

**AUG 16 2017**
  
 Planning & Development Department

de Hoog & Kierulff architects
   
 1000 14th Avenue
   
 Victoria BC V8W 2E1
   
 Tel: 250-383-1111
   
 Fax: 250-383-1112
   
 Email: info@dhk.ca
   
 Website: www.dhk.ca



Existing street trees retained



**Tree:**

Total:	Botanical Name	Common Name	Size
2	Acer japonicum	Japanese Maple	5m ca
	Cornus kousa, Many Way	Many Way Dogwood	#20

### Large Shrubs

Total: 25	Botanical Name	Common Name	Size
	<i>Fatsia japonica</i>	Fatsia	#10 per
	<i>Fraxinus viridis</i> 'Elate' (Elate)	Belle Elaire Maple, Orange	#10 per
	<i>Taxus canadensis</i> (redif)	High Yew	1.8m. ea
	<i>Thuja occidentalis</i> (stratag)	Eastern Cedar	1.8m. ea

### Medium Shrubs

Botanical Name	Common Name	Size
<i>Hydrangea arborescens</i> 'Annabelle'	Annabelle Hydrangea	65 pot
<i>Hydrangea macrophylla</i> 'Blue Bird'	Neo Blue Hydrangea	65 pot
<i>Rhododendron</i> 'Dora Amalia'	Dora Amalia Rhododendron	65 pot
<i>Rhododendron</i> 'Fantasia'	Fantasia Rhododendron	65 pot
<i>Sarcococca hybridus</i>	Sweet Box	65 pot
<i>Spiraea x bumalda</i> 'Anthony Waterer'	Anthony Waterer Spiraea	65 pot

### Small Shrubs

Botanical Name	Common Name	Shrub
<i>Banksia repens</i> Nuttalliana	Logan Redwood	BT
<i>Gaultheria stolonifera</i>	Sale	BT
<i>Lonicera sinensis</i> Otto Quast	Spanish Lonicera	BT
<i>Malus nervosa</i>	Low Oregon Grape	BT
<i>Malus repens</i>	Creeeping Oregon Grape	BT
<i>Phot. japonica</i> Prunella	Prunella Plum	BT
<i>Spiraea x humilis</i> Magn. Carpet	Magn. Carpet Spiraea	BT

### Perennials, Annuals and Ferns

Botanical Name	Common Name	Size
<i>Bambusa nana</i>	Dwarf Fern	6' pot
<i>Calamagrostis x acutiflora</i> Karl Foerster	Karl Foerster Feather Reed Grass	6' pot
<i>Cryptantha erythraea</i>	Adiantum Fern	6' pot
<i>Hordeichloa cymatocarpa</i>	Swiss Cat Grass	6' pot
<i>Polystichum latifolium</i>	Asplenium Fern	6' pot
<i>Saxifraga oppositifolia</i>	Mosses / Leather Grass	6' pot
<i>Tillandsia usneoides</i>	Spanish Moss	6' pot

**Vine:**

Total: \$	Botanical Name	Common Name	Size
	Rose 'New Dawn'	Climbing Rose	#1 per

## 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



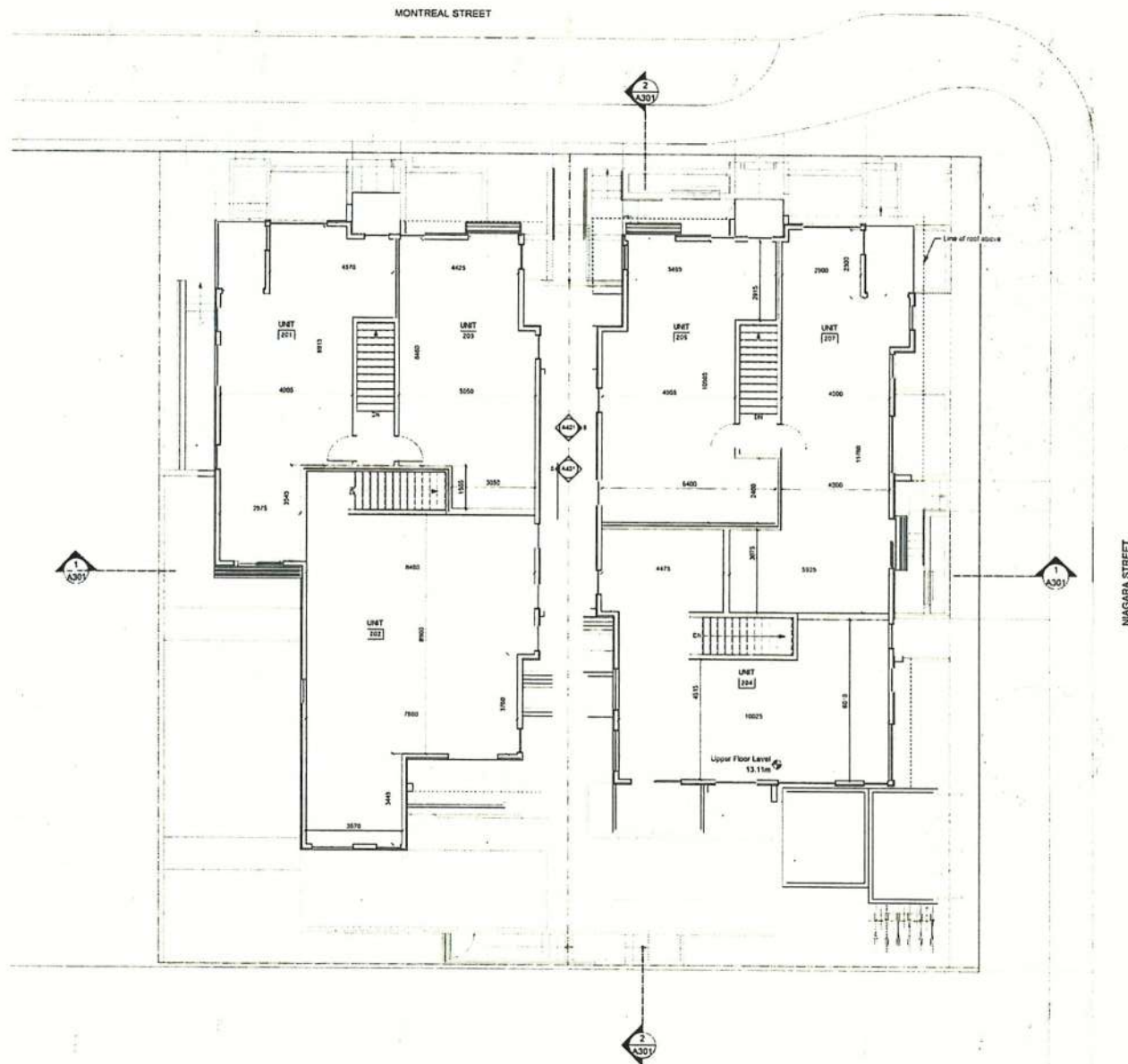
Project No: 1614    As of: 2016

Jun 20-17  
 Jan 05-17  
 July 28-16  
 May 05-16

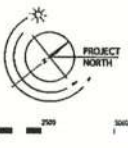








Received  
City of Victoria  
AUG 16 2017  
Planning & Development Department  
Development Services Division



NO.	DATE	DESCRIPTION	BY	CHECKED
1	12.05.17	Issued for Review/IT Comments		
2	06.06.17	Revised drawing for comments		
3	09.06.16	Issued for Review/IT Comments		
4	01.08.16	Issued for Review/IT Comments		
5	12.05.17	Issued for Review/IT Comments		
6	12.05.17	Issued for Review/IT Comments		
7	12.05.17	Issued for Review/IT Comments		
8	12.05.17	Issued for Review/IT Comments		

de Hoog & Kienitz architects

Architectural Firm  
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Victoria BC V8M 1A1  
Tel: 250-383-1111  
Fax: 250-383-1112

Montreal Street Residences  
71 - 75 Montreal St  
Victoria BC

Upper Floor Plan

Scale: 1:100

Sheet: A203







1 East Elevation  
Scale: 1:100



3 West Elevation  
Scale: 1:100



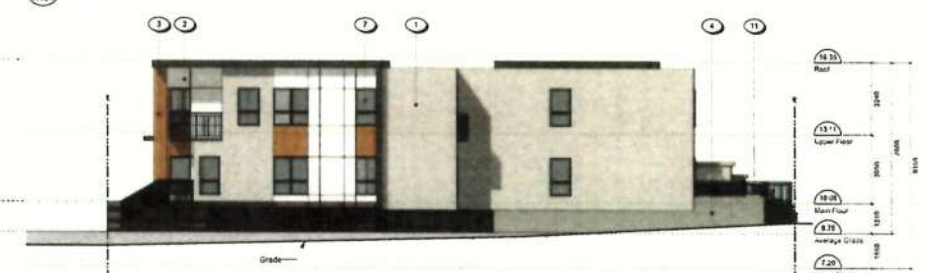
5 Mews - North Elevation  
Scale: 1:100



7 South Elevation with Neighbouring Windows  
Scale: 1:100



2 North Elevation  
Scale: 1:100



4 South Elevation  
Scale: 1:100



6 Mews - South Elevation  
Scale: 1:100

# MATERIALS SCHEDULE

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

NO.	DESCRIPTION	QUANTITY	UNIT	PRICE	TOTAL
1	1.00	1.00	1.00	1.00	1.00
2	2.00	2.00	2.00	2.00	2.00
3	3.00	3.00	3.00	3.00	3.00
4	4.00	4.00	4.00	4.00	4.00
5	5.00	5.00	5.00	5.00	5.00
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7	7.00	7.00	7.00	7.00	7.00
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97	97.00	97.00	97.00	97.00	97.00
98	98.00	98.00	98.00	98.00	98.00
99	99.00	99.00	99.00	99.00	99.00
100	100.00	100.00	100.00	100.00	100.00

de Hoog & Kierulff architects

Montreal Street Residences

1000 10th Avenue SE

Calgary, Alberta T2G 1P7

Phone: (403) 243-1111

Fax: (403) 243-1112

Website: www.dehoogandkierulff.com

Elevations

A401

Received  
City of Victoria

AUG 16 2017

Planning & Development Department  
Development Services Division





1 Montreal Street Elevation  
A402 1:100



2 Niagara Street Elevation  
A402 1:100

Received  
City of Victoria  
AUG 16 2017  
Planning & Development Department  
Development Services Division

NO.	REVISION	DATE	BY	CHKD.
1	ISSUED FOR PERMITTING	2017.07.27	de Hoog & Klaruit	
2	ISSUED FOR PERMITTING	2017.07.27	de Hoog & Klaruit	
3	ISSUED FOR PERMITTING	2017.07.27	de Hoog & Klaruit	
4	ISSUED FOR PERMITTING	2017.07.27	de Hoog & Klaruit	
5	ISSUED FOR PERMITTING	2017.07.27	de Hoog & Klaruit	
6	ISSUED FOR PERMITTING	2017.07.27	de Hoog & Klaruit	
7	ISSUED FOR PERMITTING	2017.07.27	de Hoog & Klaruit	
8	ISSUED FOR PERMITTING	2017.07.27	de Hoog & Klaruit	
9	ISSUED FOR PERMITTING	2017.07.27	de Hoog & Klaruit	
10	ISSUED FOR PERMITTING	2017.07.27	de Hoog & Klaruit	

de Hoog & Klaruit architects

Montreal Street Residences  
71-75 Niagara St  
Victoria BC

Contact Elevations

A402







1 Montreal Street Elevation  
Scale: NTS

Received  
City of Victoria

AUG 16 2017

Planning & Development Department  
Development Services Division

NO.	DATE	DESCRIPTION	BY	CHECKED
1	17.08.17	Initial Drawing Set - 100% B.B.		
2	17.08.17	Initial Drawing Set - 100% B.B.		
3	17.08.17	Initial Drawing Set - 100% B.B.		
4	17.08.17	Initial Drawing Set - 100% B.B.		
5	17.08.17	Initial Drawing Set - 100% B.B.		
6	17.08.17	Initial Drawing Set - 100% B.B.		
7	17.08.17	Initial Drawing Set - 100% B.B.		
8	17.08.17	Initial Drawing Set - 100% B.B.		
9	17.08.17	Initial Drawing Set - 100% B.B.		
10	17.08.17	Initial Drawing Set - 100% B.B.		
11	17.08.17	Initial Drawing Set - 100% B.B.		
12	17.08.17	Initial Drawing Set - 100% B.B.		
13	17.08.17	Initial Drawing Set - 100% B.B.		
14	17.08.17	Initial Drawing Set - 100% B.B.		
15	17.08.17	Initial Drawing Set - 100% B.B.		
16	17.08.17	Initial Drawing Set - 100% B.B.		
17	17.08.17	Initial Drawing Set - 100% B.B.		
18	17.08.17	Initial Drawing Set - 100% B.B.		
19	17.08.17	Initial Drawing Set - 100% B.B.		
20	17.08.17	Initial Drawing Set - 100% B.B.		

de Hoog & Kerulff architects

71-75 Montreal St  
Victoria BC

Montreal Street Elevation  
A502



1 Front Streetscape  
A503 Scale: NTS



2 Montreal Street  
A503 Scale: NTS



3 Niagara Street  
A503 Scale: NTS



4 Rear Streetscape  
A503 Scale: NTS

NO.	DESCRIPTION	DATE	BY	CHKD.
1	17.00.01	17.00.01	17.00.01	17.00.01
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17	17.00.17	17.00.17	17.00.17	17.00.17
18	17.00.18	17.00.18	17.00.18	17.00.18
19	17.00.19	17.00.19	17.00.19	17.00.19
20	17.00.20	17.00.20	17.00.20	17.00.20

de Hoog & Kierulff architects

Montreal Street Residences  
71 - 75 Niagara St  
Victoria BC

Schematic Model Views  
A503

Received  
City of Victoria

AUG 16 2017

Planning & Development Department  
Development Services Division









July 10, 2017

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**

At its Committee of the Whole meeting on February 2, 2017, Council considered my proposal to rezone the 2 properties at 71 and 75 Montreal Street to a new zone that would allow me to build a project with 19 attainable homes.

The principles behind this project are directly linked to ideas generated from *the Mayor's Task Force on Housing Affordability* - to look at ways for the private sector to create neighbourhood scale, lower cost alternatives to housing ownership - a direct response to the expensive housing that is currently being built and is out of reach for many people. Other similar properties in James Bay are being redeveloped for 139 m<sup>2</sup> (1500 ft<sup>2</sup>) townhouses that are selling for \$750,000 to \$1,000,000 or more.

Committee recommended that *"...Council direct staff to work with the applicant to get a greater mix of units including two and three bedroom 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."*

Based on this direction, my design team reworked the plan several times and we met with the James Bay CALUC Development Review Committee (April 17<sup>th</sup>) and CALUC again (May 10<sup>th</sup>) to present the changes we proposed for the project and hear additional input (see section at the end of this letter for a list of meetings I have participated in with James Bay CALUC and the neighbourhood to discuss this project).

Although we reduced the project from the original 19 to 14 units and changed the mix of unit types to include more 2 and 3 bedroom units, we heard, from the people who attended the meeting, that they still thought there were too many units, the project was too big and that there was not enough parking.

In response, I have further reduced the number of units to a total 12 unit, 6 per lot (see the unit mix below), ranging in size from 58 m<sup>2</sup> (620 ft<sup>2</sup>) to 102 m<sup>2</sup> (1100 ft<sup>2</sup>) and increased the number of underground parking to 12 stalls for a 1:1 parking ratio. The parking ratio is supported by a parking study prepared by *Watt Consulting Group* specifically for this project and is in keeping with the current R-2 zone requirement.





### Comparison of February to Revised Proposal – Unit Type and Parking

February 2017 Proposal				
Unit Type and Number				
1 bedroom	1 bedroom + den	2 bedroom	3 bedroom	Total
15	1	3	nil	19
Number of Parking Stalls		11		
Parking Ratio		0.58:1		
Revised June 2017 Proposal				
Unit Type and Number				
1 bedroom	1 bedroom + den	2 bedroom	3 bedroom	Total
nil	2	5	5	12
Number of Parking Stalls		12		
Parking Ratio		1:1		

For the most part the exterior design of the project remains the same. 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.



View from Montreal Street



The proposed 7.6 m (25 ft) height is the typical 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. We also identified the potential location for a lift at the rear of the building so that the units located off of the mews could be accessible.

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 relationship to both the Montreal and Niagara Street frontages, with strong entry features that are expressed for the residential units.
- The exterior building materials are high quality, durable.

The design was unanimously supported by the City Advisory Design Panel.

As already noted, twelve under-building parking spaces are accessed from the lane for a parking ratio 1:1. Secure bicycle parking spaces are provided for the 12 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.

### Consultation

There has been a significant level of consultation with the neighbourhood and the James Bay CALUC on this project. Here is a listing of the meetings directed from the James Bay Neighborhood CALUC that I have participated in over the past 2 years:

1. Meeting with James Bay CALUC Development Review Committee (DRC) – October 1, 2015
2. Neighbourhood Open House – October 27, 2015
3. Meeting with DRC – November 10, 2015
4. Meeting with CALUC – December 9, 2015
5. Meeting with DRC – April 7, 2016
6. Meeting with JBNA – May 11, 2016

CALUC?





7. Meeting with DRC – April 17, 2017
8. Meeting with CALUC – May 10, 2017

There have been numerous informal meetings as well. The 2 years of consultation resulted in a reduction of the total number of units from the original 24 to 12, more 2 and 3 bedroom units, an increase in parking from 6 to 12 spaces and a landscaped patio at the rear of the project. At this point I think that all of the issues are clearly defined.

### **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. 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 still to make them available for a purchase price that would be less than other typical townhouse projects in the neighbourhood. This won't meet everyone's needs but it will present a real housing opportunity for a market that is underserved and would add to the diversity of housing stock in James Bay.

Thank you for your consideration.

Sincerely,

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



## James Bay Neighbourhood Association

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).



## James Bay Neighbourhood Association

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jbna@vcn.bc.ca  
Victoria, B.C., Canada

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

October 15<sup>th</sup>, 2017

Mayor and Council,  
City of Victoria

**Re: 71-75 Montreal – proposal for a multi-unit dwelling replacing R-2 housing**

Dear Mayor and Councilors,

The proposal for a multi-unit residential complex at 71-75 Montreal was last heard at a JBNA Community Meeting on May 10, 2017. There were over 70 people in attendance during the discussion of this proposal.

It should be noted that the current proposal, being considered by Council, has not been taken to a CALUC Community Meeting. For this reason, the JBNA DRC and/or Board has not offered a comment on the current proposal.

Prior to the May 10<sup>th</sup> JBNA Community Meeting, during our pre-meetings(s), the proponent had committed to providing several items for the community meeting, namely:

- One page (double-sided) description of the project providing a schematic and information such as set-backs, heights; 40-50 copies required for distribution at meeting
- Shadow study
- Parking study (on a typical summer/fall sporting event day at McDonald Park)

It should be noted that these items are routinely requested, and supplied by proponents. Over the years, JBNA has attempted to facilitate Community Meeting presentations by identifying resident information needs during pre-meetings. The one-page handout is common to all proposals as we have found that the community discussion becomes more focused when some of the information and a schematic are in hand during the meeting. Other requests are made when the JBNA Development Review Committee (DRC) foresees resident questions relating to either shadowing or parking. This process is used for small rezonings such as the placement of washroom facilities in a garage, to large proposals such as the more recent Harbour Towers redevelopment.

This JBNA DRC process has been in place for over 10 years and has provided the development community with “known” information requirements and resulted in timely response to requests for meetings.

... 2



On May 10<sup>th</sup>, 71-75 Montreal was the third development proposal during the meeting. With people coming and going, it was not realized until part way through the presentation and Q/A session that the proponent had failed to fulfill the support documentation in the form of the 3 information commitments above.

On May 18<sup>th</sup>, the JBNA Board wrote to the proponent, stating that we wished to complete the file and ensure that the community has full information. To facilitate the review process, the Proponent was invited to present the materials at either the June 14<sup>th</sup> or July 12<sup>th</sup> Community Meeting. We also offered to convene a meeting within a few days if he wished to discuss further. The proponent did not respond.

We have recently been informed that the proposal will be going to Committee of the Whole in the near future. Attached please find the excerpt of the minutes from the May 10<sup>th</sup> meeting. Appended to the attachment is a letter of objection from a nearby resident

- The proposal was not well received by most nearby residents. Issues focused on:
- Parking (addressed in current proposal not reviewed by community),
  - Increase in density,
  - Precedent of creating many more units for two R2 lot. (over the iterations, the proposal was often compared to the 4-plex on St Lawrence which was a development on two R2 lots, and
  - The change in the streetscape along south side of Niagara (set-back).

There were a few residents who appreciated the proposal as it would put more residential units on the Market.

In general, the design was considered appealing, with concerns focused on density at this location, the loss of more traditional housing, and the commitment of the OCP, and the absence of rationale for the zoning up-grade (financial gain for developer), especially without the creation of affordable housing.

For your consideration,



Marg Gardiner  
President, JBNA

Cc: JBNA Board, Miko Betanzo, Planning  
Leonard Cole, proponent

Attach: Excerpt from May 10<sup>th</sup>, 2017, JBNA General Meeting

## **ATTACHMENT: Excerpt: May 10<sup>th</sup>, 2017, JBNA General Meeting Minutes**

### **8. Design CALUC: 71-75 Montreal (about 70 people in attendance)**

#### **Development Review Committee (DRC) Meeting: presented by Tim VanAlstine**

This proposal follows an earlier proposal considered at the May 11, 2016, JBNA General Meeting. There were 2 pre-meetings associated with the earlier proposal, on October 1, 2015 and on March 21, 2016. Major issues raised at that time were major parking deficiency, lack of green space, density, size of units given the expectation of, and need for family housing in close proximity to the school. The proponent also held a community open house on October 27, 2015.

At Council's Committee of the Whole, the proponent was asked to rethink the project with an eye to larger units, and to go back to the community with a second CALUC meeting.

On April 17, 2017, JBNA DRC Committee members Tim VanAlstine, Marg Gardiner, Linda Carlson, Tim Sommers and Janice Mayfield met with Peter deHoog, Architect, and Leonard Cole, Developer, to review the proposed project.

The proposal for the two **R-2 zoned** lots has remained similar in appearance, size and footprint, with the number of units being reduced from 24 to 21 to 19 and now 14 units, ranging from small studio to 3-bedroom strata apartments. 11 parking stalls are proposed.

Two storey plus building with wood framing; no sprinkler system required, and no special seismic considerations required. Developer states if he can't do this build, he will put in 4 additional housekeeping units per building and develop at a later date.

Anticipated Community concerns were identified:

- Possible shadow impact on housing on the north side of Niagara (shadow study requested).
- Lack of setbacks/green space. Not suitable for residential area-more suitable for downtown.
- Lack of light in subterranean units.
- Proposal is for 0.8 parking stalls/unit. Proposed City policy requires 1 spot per unit minimum. (previous 1.7 per 3 bedroom, 1.45 for 2 bedroom). Developers latest project on Oliphant provided 0.9 min and that was near Large Urban Village.

The Developer's "Development review Information Sheet was reviewed. Errors on the sheet were found under the "Existing R-2 Zone" column, namely the permitted number of units and the required number of parking stalls. The need for a Correction and the handout for the JBNA General Meeting was discussed.

#### **Presentation: Peter deHoog, Architect, Michael Dillistone, Planning Consultant, and Leonard Cole, Developer - Urban Core Ventures**

Met with City for revised plan – in response to high cost of land attempt to provide some attainable units, look at a height and other townhouse developments in neighbourhood. Showed early iterations of building and new; Mr. deHoog presented slides; architecturally similar to previous proposals - looks like 4 buildings, actually 2 buildings from initial design of a single building, 14 units with 11 parking stalls, with bike parking, will have an accessible lift. Seismic will be what is required under building code. Provided partial shadow studies greatest impact to neighbours to north in 5pm evening during the fall (no winter time comparison). Elevation will be greater than house to north, same height as White Eagle hall, will be higher elevation than house to south. Set-back eight feet from sidewalks, similar to walk-ups found in New York and Montreal.



**Q/A with near-by residents who are within the 100 meter notification area:**

C: Ladysmith resident – opposed due to size, scope, parking – no parking on Montreal as it is now – shifting to 2 and 3 BR units will not necessarily reduce cars – will create undue pressures and stress. Wrong zoning – is zoned for 2 duplex not reasonable – a cash grab – about making money

C: Niagara resident – looking at streetscape (site lines) – the proposal does not respect the streetscape - setbacks (greenspace) from west of Montreal to Oswego. Concerned about survival of mature Hawthorne trees- doesn't support.

C: Ladysmith resident – if you look at the JBNP would two duplexes already double present density – density is a problem at the time of creating the JBOCP - there is nothing in the existing plan to allow for this level of density

C: Niagara resident – opposed due to parking, huge burden of parking now, the tennis, rugby, huge density, lives in 1100 sq ft with family and is crowded – sq ft of new 5 units 1000 sq to 1100 sq is small for a family – the only common green space is small – not good enough for family with kids – concerned about people buying for investment and renovations – this is not a solutions

C: Niagara resident – understood heritage houses would be moved to property but was not supported by city hall; is this accurate? how many properties do you own in JB and how many developments are you proposing for JB? Worried about precedent – tired of making presentations to city hall without being acknowledged by city hall – concerns about parking – concerned about the shadow study

C: Montreal St resident – moved in 1yr ago – feels really no real change although community not in support of this proposal – had concerns about the increase to the childcare project, understands the need for more child care spaces, but doesn't see the need to increase density here

C: Ladysmith resident – echo's fellow neighbours – are zoned less than a duplex, should have a secondary suite or garden suite – this is more density – these are not family seized units – similar to Yaletown in Vancouver where schools closed as units weren't suitable for families.

A: Current zoning for the lots are R2

C: Niagara resident - across from property – too much density – not a positive thing to neighbourhood, parking, increased traffic.

C: Niagara resident – across the street – likes the building, mildly pleased have come down in numbers, need parking for all units, need to think smart, don't want a West End (Vancouver) situation, are going to develop in this area needs to address the concerns of the neighbours, and doesn't want to take all the light out of her garden. Thinks we need the density now rather than have something more dense come forward. But is conflicted.

C: Ladysmith resident – deeply offended from 19 units to 14 as though it is a grand jester, concern about parking and the JBNP not being adhered to, financial gain

C: Montreal St resident – concerns about existing parking and safety of accessing the street, the impact of additional traffic – already too much congestion

C: Ladysmith St res – 14 units and 11 parking stalls, could have 17 extra cars parking on street if each owner has 2 cars.

Q: Question form Chair: 11 parking spots – who gets parking and who doesn't – if 14 units being sold

A: Parking will be included at sale stage of units – 3 BR units will have priority

Q: But if first purchasers are smaller units and want parking will they be able to purchase parking



A: Larger units will have priority

C: 200 Niagara St – parking – what is a barrier to creating a parking stall for each unit other than cost? Looking for fewer suites and large suites for families.

A: Building house for people vs/vs cars – millennials don't have cars – many people don't have cars and it is a budgetary concern.

C: Ladysmith St – parking study an insult – more robust parking studies need to be done.

Q from Chair: Some time ago the JBNA DRC requested that the parking study be done on an event day, was the parking study done during an event day?

A: No – could ask that new parking study be done on an event day.

C: Ladysmith resident – is a millennial can't afford to buy in City – project too big, parking not issue

C: Ladysmith resident – supports attainable housing but this is not attainable housing nor is it affordable – smaller units

C: Dallas street co-op resident– housing co-ops are affordable housing – very concerned about the design – what is the height of basement units and sq ft? Very concerned about cost – doesn't believe it will be affordable – also concerned about flooding.

#### **Outside of 100 meters area:**

C: Pilot St – have built a duplex on the same sized property which adhered to the OCP and JBNP. This proposal doesn't respect the community.

Q from Chair: Will there be a covenant to property to prevent AirBnB or short term rentals as discussed in earlier proposal.

A: No

C: San Jose – when a higher density happens it impacts the houses surrounding them and pressures for more density – doesn't feel it serves the neighbourhood – already have extreme density from seasonal visitors – want our neighbourhood to remain its natural beauty and greenery.

C: Downtown resident – lives in 700 sq ft unit – does support feels it could sustain their family – doesn't own a car and would love to live here.

C: Rithet St resident - lived in JB 35 yrs – don't want cruise ships here, doesn't like sewage – continue to advertise Victoria – supports building.

C: Renter – senior fixed income – lived here 25 yrs - feels James Bayer's don't change

C: Government St resident– feels a little too much for area – feels total lack of green space in this proposal – should be fewer units

C: Simcoe St resident – renter – sold home – Victoria should have addressed these issues 20 yrs ago – feels nice development – not affordable for her – but maybe for others

C: St James St resident– feels is affordable for him – feels better than renting

C: Dallas Rd resident - does like design of building – but doesn't know if it is the right building for the site.

C: Menzie St resident – speaking as an individual – city done a lot of work on parking and came back with some excellent analysis 1-1 stalls – math is easy – 14 units – 14 stalls – concern right target for acquisition for Airbnb if not in by-laws of strata will not be controllable – if developer serious about ensuring won't be short term rentals should put into the "standard by-laws".

C: Preferred developers plan B of two separate houses with light housekeeping units.



C: What does current zoning allow to what is proposing?

C: Single family allows for height that is being proposed for this development – would be 3 spots per house – proposal is 8800 vs 6600 sq ft if houses – open site greenspace 30% proposal.

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**ATTACHMENT: *Letter received re 71-75 Montreal St Proposal***

DATE: May 6, 2017

TO: James Bay Community Association and Land Use Committee  
Victoria Mayor and Council

FROM: Pat McGuire, \_\_ Dock Street

RE: 71 & 75 Montreal Street Development Proposal by Urban Core Ventures Ltd.

I am opposed to creating a new zone for increased housing at 71 & 75 Montreal Street and the proposal for 14 units and 11 underground parking spaces.

Firstly, I want RENTAL or CO-OP HOUSING units built to respond to this city's need for rental and reasonably affordable accommodation. NOT \$1500 or so for a bachelor apartment.

What is the square footage of each and every unit proposed?

This proposal suggests a two-storey building with a basement.

*"... is in keeping with the size and scale of a traditional James Bay neighbourhood, at two-storeys plus a basement, which is well designed and provides livable dwelling units for purchase that are attainable given current market conditions".* Just what are the proposed sale prices in the overheated housing market? I want specifics, not generalities.

Is it likely that the basement would be developed for separate accommodation by the buyer? Then what parking demands will result?

I also have a bias against underground living - the occupant has overhead noise, unless the building is cement - and this proposal is for wood - and natural light is minimal. Not healthy.

Building underground parking is expensive. Offering 50% of parking spaces vs slightly more total units is unrealistic, unfortunately. People still want cars to get to work - and that can be out of the downtown core - and to perhaps travel out of town. Not everyone signs on to the Car Share program. So, there will be increased pressure for on-street parking. While the 100 block of Montreal Street doesn't necessarily regularly fill up with cars, it can, due to the Breakwater renovation and subsequent increased popularity with the public. Neighbouring streets already feel such pressure.

The space for bikes is generous and appealing.

However, this project is too dense; the parking pressures will exacerbate existing neighbour parking; the units are for sale and will not be offered at reasonable prices due to the inflated housing market; it does not provide rental accommodation that the City requires for its citizens.

Change the proposal to a Housing Co-op, or a rental building - both with fewer units - and I might be more supportive.

Pat McGuire  
\_\_ Dock Street



## 71, 75 MONTREAL STREET

### Parking Study

Prepared for: **Urban Core Ventures**

Prepared by: **Watt Consulting Group**

Our File: **1975**

Date: **May 26, 2017**





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APPENDIX B SUMMARY OF ON-STREET PARKING OBSERVATIONS

## 1.0 INTRODUCTION

In May 2016, 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 proposed development has undergone several architectural changes over the last several months. As a result, the content presented herein is an updated parking study from the report submitted on October 20, 2016.

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 SITE CHARACTERISTICS

The following provides details regarding transportation options and services that are located in close proximity to the site.



### 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.



### 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.

<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>

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-oriented commercial, and community services to reinforce sidewalks for walking. 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.



### 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>5</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>6</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.

## 2.0 PROPOSED DEVELOPMENT

The proposal is for a site specific rezoning (DPA-16) to allow for a 12 unit multi-family residential building. Units will range in size, approximately between 600 and 1,150 sq. ft. and will be ownership (strata).

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



## 2.1 PROPOSED PARKING SUPPLY

The proposed parking supply is 12 parking spaces, a parking supply rate of 1.0 parking spaces per unit. The proposal also includes 12 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>7</sup> (see below).

## 3.0 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 17 spaces (rounded) for the site. No less than 10% of the total parking spaces (approximately 2 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.

## 4.0 EXPECTED PARKING DEMAND

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

### 4.1 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, unit size<sup>8</sup>, 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 0.73 vehicles per unit and ranges from 0.55 vehicles per unit to 1.04 vehicles per unit. If applied to the subject site, this would result in approximately 9 resident vehicles (8.76 vehicles, rounded up to 9), which is three spaces less than the proposed parking supply of 12 spaces.

<sup>7</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>

<sup>8</sup> The unit size for the seven representative sites was obtained from BC Assessment's e-valueBC tool, which presents current property value and recent sales for over 2 million provinces in the province. More information is available online: <https://evaluatebc.bcasessment.ca/Default.aspx>

**TABLE 1 VEHICLE OWNERSHIP AT REPRESENTATIVE SITES<sup>9</sup>**

Site	No. Units	Owned Vehicles	Ownership Rate (vehicles / unit)
1050 Park Boulevard***	27	28	1.04
225 Menzies Street**	42	30	0.71
640 Michigan Street*	28	19	0.68
240 Cook Street*	20	15	0.75
118 Croft Street*	38	21	0.55
620 Toronto Street*	190	141	0.74
320 Menzies Street*	24	16	0.67
<b>Average</b>			<b>0.73</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

## 4.2 VISITOR PARKING DEMAND

Visitor parking demand rates have been demonstrated in the range of 0.05 to 0.07 vehicles per unit for multi-residential.<sup>10</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>11</sup> Using a conservative estimate of 0.1 vehicles per unit, the peak visitor parking demand is expected to be 1 vehicle (0.1 vehicles x 12 units). It is anticipated that the one visitor vehicle 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>12</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 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

<sup>9</sup> BC Assessment's e-valueBC tool confirmed that unit size at the representative sites range from 500 to 1,100 sq. ft., which is consistent with the unit size at the subject site.

<sup>10</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>11</sup> Based on observations of visitor parking conducted in 2016 for 12 multi-family residential sites in proximity to downtown Victoria.

<sup>12</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.



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>13</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 increases slightly from 5-6pm and reaches 100% peak from 7-11pm. Therefore, from 6am to 4pm, very little, if any, visitors are expected to visit the subject site; however, from 6-11pm, one visitor vehicle 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. However, the analysis found that there will not be any visitors to the site during the day and only one visitor vehicle from 6pm onward. Therefore, when visitor parking demand peaks, visitors will not be subject to a time limit restriction and will be permitted to park on-street.

#### 4.3 SUMMARY OF EXPECTED PARKING DEMAND

The peak site parking demand is expected to be 10 vehicles – 9 resident vehicles and 1 visitor vehicle. A rate of 0.73 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 12 proposed parking spaces, all residential and visitor vehicles can be accommodated on-site.

#### 5.0 ON-STREET PARKING

As discussed above, the parking demand at the subject site is anticipated to be fully accommodated on-site. It is understood that there are special events in the neighbourhood at the White Eagle Polish Hall and MacDonald Park which periodically increase on-street parking demand. However, as all of the subject site's parking demand will be accommodated on-site, it is not anticipated that the site will significantly impact on-street parking conditions during events nor will it be impacted by events.

While parking demand will be accommodated on-site, on-street parking observations were still completed to determine parking availability nearby the subject site. The observations were completed on Thursday May 5<sup>th</sup>, 2016 at 8:00pm and at 9:30pm. 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

<sup>13</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.

**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 4.0, 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 6-11pm and will not be subject to the 2-hour time limited parking restriction.



FIGURE 2 ON-STREET PARKING SUPPLIES SURROUNDING THE SITE



## 6.0 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>14</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>15,16</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>17</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>18</sup> Through initial email correspondence with Modo (May 2016), the company had 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.

As the proposed development's unit count has now changed (12 units down from 19 units), Modo may or may not be supportive of locating a vehicle at the subject site. However, it is recommended that the proponent consider having a conversation with Modo to further explore the potential of a future carshare vehicle next, or close to, the subject site. 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

<sup>14</sup> For more information about Modo, see here: <http://modo.coop/>

<sup>15</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>16</sup> More information about the Modo Car Cooperative is available online at: <http://modo.coop/about/>

<sup>17</sup> Phone conversation held with Modo's Business Development Manager on May 11<sup>th</sup>, 2016.

<sup>18</sup> Ibid.



reduction of five spaces for each carshare vehicle purchased and parked on-site.<sup>19</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>20</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>21</sup>

Based on the research above, carsharing on the subject site has the potential to reduce parking demand. If one carshare vehicle is located on the subject site, and if residents are 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 one vehicle. A one vehicle reduction from carsharing can reduce the site's expected demand from 10 vehicles to 9 vehicles.

## 7.0 SUMMARY

The proposed development is for a 12 unit multi-residential (strata owned) building where units will be approximately 600 to 1,150 sq. ft. in floor area. The proposed parking supply is 12 spaces.

The expected peak parking demand was determined to be 10 vehicles – 9 resident and 1 visitor. This is two vehicles less than the proposed parking supply. Visitor vehicles may be more inclined to park on-street even if a designated visitor parking space is available. It is anticipated that the one visitor vehicle could be accommodated in the ten parking spaces along the site's frontage during weekday and weekend evenings. These parking spaces are currently RPO but will be converted to time limited parking due to a change in land use. The analysis found that no visitor vehicles are expected to visit the site during the day and one vehicle is expected from 6-11pm.

Both residential and visitor parking demand will be fully accommodated on-site. While parking demand can be accommodated on-site, the proponent can consider a carsharing program, which is a valued amenity with high appeal, much like proximity / access to transit.

## 7.1 RECOMMENDATIONS

1. The proposed parking supply (12 spaces) is supported.
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.

<sup>19</sup> Refer to City of Vancouver Bylaw no.6059, Section 3.2.2, available at: <http://vancouver.ca/your-government/parking-bylaw.aspx>

<sup>20</sup> Correspondence from Victoria Carshare Cooperative (now Modo), received August 2009

<sup>21</sup> Litman, T. (2007). *Parking Management Best Practices*, American Planning Association.

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**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	1	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	0	1	1	1	1	1	1

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-Residential <sup>1</sup>	Visitor	1	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	0	1	1	1	1	1	1

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 8:30pm	
				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>



# **WESTBROOK Consulting Ltd.**

October 6, 2017

3075-02

City of Victoria  
1 Centennial Square  
Victoria, BC  
V8W 1P6

Attn: Mr. Rich Allen / Mr. Randy Chang

**Re: Sewer Attenuation Calculations – 71-75 Montreal Street**

Dear Sirs:

## **Introduction**

Westbrook Consulting Ltd. has been engaged by Urban Core Ventures to investigate the requirement of sewage attenuation for the proposed development of 71/75 Montreal Street.

The following letter compares the sewage flows of the current zoning to that of the proposed density.

## **Background**

The developer is currently seeking to rezone the subject properties to permit the construction of a **12 unit residential** building.

The subject properties are currently zoned as R-2 and have a combined/consolidated lot area of approximately **930 m<sup>2</sup> (2 x 465)**. The R-2 zoning permits a maximum floor space ratio (FSR) of **0.5:1 and a site coverage of 40%**.

The R-2 zone allows for the option of utilizing the permitted uses of the R1-B zone (Item 2.1.1 b). One of which permits additional space for up to 4 Roomers/Boarders.

## **Current versus Proposed Zoning**

To compare the resultant sewage flows we have reviewed the project data summary on the August 2017 architectural drawings, and have calculated the maximum sanitary flow permitted.

Sanitary flows were calculated in accordance with the Sewerage System Standard Practice Manual Version 3.

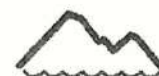
The following tabulates the maximum number of units/spaces permitted under the current zoning for 71 and 75 Montreal Street.



Current Zoning Criteria	Subject Properties
Site area (m <sup>2</sup> )	2 x 465 m <sup>2</sup>
Site Coverage	40%
Floor area (m <sup>2</sup> )	300
Single Family Bedrooms / Lot	4
Single Family People / Lot	4.5
Boarder Units / Lot	4
Boarders / Lot	4
People / Lot	8.5
Total People	17

The following tabulates the minimum daily design flow for the property for the current and proposed zonings.

	Current				Proposed			
People Permitted	17				-			
People Proposed	-				37.5			
Daily Design Flow (DDF)	Units/ Bed/r	People Per Unit	DDF	Total	Units	People Per Unit	DDF	Total
SF Dwelling	8	9	330	2,970	-	-	-	-
1 Bedroom	-	-	-	-	3	2	300	1,800
2 Bedroom	-	-	-	-	3	3	300	2,700
3 Bedroom	-	-	-	-	6	3.75	300	6,750
Boarders	8	8	330	2,640	-	-	-	-
<b>Total DDF (L/Day)</b>				<b>5,610</b>				<b>11,250</b>



### Summary

As indicated in the above table the combined daily sewer flow for the subject properties under the existing zoning is **5,610 L/Day**, and the proposed sewer flow is **11,250 L/Day**.

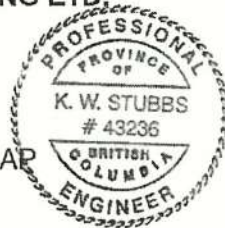
Based on the above, it is anticipated there will be an increase of daily sanitary loading from the current zoning to the proposed zoning, therefore requiring attenuation.

Yours truly,

**WESTBROOK CONSULTING LTD.**



Kyle Stubbs, P.Eng, LEED AP  
Project Engineer



H:\PROJECTS\0075 71-75 Montreal\02C Correspondence\L171001 Sewage Attenuation.docx  
10/6/2017 10:52 AM



**WESTBROOK**  
Consulting Ltd.



**Lacey Maxwell**

---

**From:** Thomas Maler <[REDACTED]>  
**Sent:** August 11, 2017 7:31 PM  
**To:** Victoria Mayor and Council  
**Cc:** Lisa Helps (Mayor); Marg Gardiner, JBNA  
**Subject:** Re: 71 and 75 Montreal Street - REZ No. 00519

Hello Mayor Lisa and the council

I totally 100% disagree with changing the current duplex zoning for 71 and 75 Montreal street.

This is in a family residential neighbourhood and with all the traffic, the daycare just down the street doubling in size, we are bursting at the seams and cannot and should not increase the density anymore at this location. There is nowhere to park now and with baseball games and events in the park, increased cruise ship traffic, we just can't afford more increased density.

Since these 2 properties is zoned duplex, that will give 4 units, effectively doubling what there is now. If that is not enough for the developers, they can always sell it and let someone else build 2 single family units there or leave it the way it is.

thanks  
tom

---

Thomas Maler, Ph.D.  
114 Ladysmith street  
Victoria, BC, Canada V8V 1J4  
phone: [REDACTED]  
Email: [REDACTED]

---

DATE: May 6, 2017

TO: James Bay Community Association and Land Use Committee  
Victoria Mayor and Council

FROM: Pat McGuire, 71 Dock Street

RE: 71 & 75 Montreal Street Development Proposal by Urban Core Ventures Ltd.

I am opposed to creating a new zone for increased housing at 71 & 75 Montreal Street and the proposal for 14 units and 11 underground parking spaces.

Firstly, I want RENTAL or CO-OP HOUSING units built to respond to this city's need for rental and reasonably affordable accommodation. NOT \$1500 or so for a bachelor apartment.

What is the square footage of each and every unit proposed?

This proposal suggests a two-storey building with a basement.

"... is in keeping with the size and scale of a traditional James Bay neighbourhood, at two-storeys plus a basement, which is well designed and provides livable dwelling units for purchase that are attainable given current market conditions". Just what are the proposed sale prices in the overheated housing market? I want specifics, not generalities.

Is it likely that the basement would be developed for separate accommodation by the buyer? Then what parking demands will result?

I also have a bias against underground living - the occupant has overhead noise, unless the building is cement - and this proposal is for wood - and natural light is minimal. Not healthy.

Building underground parking is expensive. Offering 50% of parking spaces vs slightly more total units is unrealistic, unfortunately. People still want cars to get to work - and that can be out of the downtown core - and to perhaps travel out of town. Not everyone signs on to the Car Share program. So, there will be increased pressure for on-street parking. While the 100 block of Montreal Street doesn't necessarily regularly fill up with cars, it can, due to the Breakwater renovation and subsequent increased popularity with the public. Neighbouring streets already feel such pressure.

The space for bikes is generous and appealing.

However, this project is too dense; the parking pressures will exacerbate existing neighbour parking; the units are for sale and will not be offered at reasonable prices due to the inflated housing market; it does not provide rental accommodation that the City requires for its citizens.

Change the proposal to a Housing Co-op, or a rental building - both with fewer units - and I might be more supportive.

Pat McGuire  
71 Dock Street



RECEIVED  
MAY 15 2017

**147 LADYSMITH STREET/VICTORIA, BC/V8V 1J3**

**May 8, 2017**

**Statement of Dorothy Harvey and Peter Dent regarding the rezoning application of Urban Core Ventures for 71-75 Montreal Street.**

**We are the owners of the duplex residence that fronts onto Ladysmith Street and are less than 100 metres from the proposed land use change request. We are totally opposed to any rezoning of the two lots. According to the City Planning Department, these lots are Zoned R2 and this designation is consistent with the Official Community Plan. Clearly, the developer has the ability now to increase the density of these two lots by building 2 duplexes (and to make a substantial profit.) This action would be consistent with the recent new construction in the area which is as far as we can see, uniformly the replacement of older single family units with modern duplex construction. It would maintain the character of the overall neighbourhood.**

**The way to properly plan a neighbourhood is to stay within the overall zoning and Community Plan. This application should be withdrawn and abandoned.**

**If there is a desire to increase the density and housing stock in our community, we believe that the answer is to build over the many locales which are now covered by asphalt. For example, over half the site of the Seaport Apartments owned by Devon Properties Ltd. is a surface paved parking lot. The owner should be encouraged to build over the asphalt. This strategy would radically increase the number of rental units available at the same time improving the look of Montreal. There are numerous examples, the most obvious being the parking lot adjacent to the James Bay Market area. Developing these**

**underutilized areas in James Bay would increase the housing stock and leave existing neighbourhoods intact. This should be the driving force behind any increased density initiatives in James Bay.**

**Peter Dent and Dorothy Harvey**

A handwritten signature in black ink, appearing to read 'P. Dent', with a stylized, looping flourish at the end.A handwritten signature in black ink, appearing to read 'D. M. Harvey', with a long, sweeping flourish extending to the right.



## Noraye Fjeldstad

---

**From:** cameron glazier <[REDACTED]>  
**Sent:** Wednesday, May 10, 2017 11:59 AM  
**To:** Victoria Mayor and Council  
**Subject:** Proposed Development at 71 & 75 Montreal Street, James Bay

Hello Mayor & Council,

I am a homeowner with a residence located at apartment 407-420 Parry Street in James Bay. I have recently become aware of the proposed development at 71 & 75 Montreal Street, and wish to write to Mayor & Council to express my support of this proposed development. I have owned my apartment in James Bay since 2008, and enjoy all of the amenities that the James Bay neighborhood has to offer. I often cycle through the streets of James Bay on weekends, and in the summertime I cycle to use the tennis courts at the corner of Niagara and Montreal Street. I am familiar with the post-war houses currently on the proposed development site, as well as the many other post-war era houses on the neighboring streets such as Dock, Pilot and Oswego Street.

I support this project as I am very aware, through friends and family looking for rental units or units to purchase in Victoria and James Bay, that there are near zero vacancy rates, limited rental stock and few new developments in James Bay. This causes great frustration to those wishing to move to the neighborhood. As a resident of James Bay, I can appreciate why it is such a desirable neighborhood for people to want to move to. I fully support this project as it brings increased density to two lots that offer limited liveable space in their current use.

James Bay needs new development to keep it the vibrant community that it is, and I believe this proposed development will not only reduce pressure on the extremely tight housing market but will also add positively to the neighbourhood. As I understand it, the two very small detached dwellings are proposed to be replaced with 14 very liveable units. The varying sizes of the proposed units will allow single people, couples, families and seniors all to occupy the existing site and add to the diversity of the neighborhood.

It is for the above noted reasons, among any others, that I fully support this project and further projects similar to it that will add density and diversity to James Bay.

Sincerely,  
Cameron Glazier  
Homeowner of 407-420 Parry Street, James Bay, BC.

Sent from [Mail](#) for Windows 10

## Noraye Fjeldstad

---

**From:** Vinayak Vatsal <[REDACTED]>  
**Sent:** Monday, February 06, 2017 5:42 PM  
**To:** Victoria Mayor and Council  
**Subject:** Proposed development on Montreal Street

Dear Mayor and City Councillors:

I am writing to you regarding the proposed 19 unit development on the two duplex lots at the corner of Montreal and Niagara Streets, which was recently written up in the Times-Colonist.

I am concerned about the density implied by this development-- 19 units seems far too many for two duplex lots. The fact that some of the units are the size of a hotel room (370 square feet) also calls in the question the intended market for such dwellings -- the only use I can imagine is for unregulated short-term rentals, which are already pervasive in the neighbourhood. A development sign in the same area also makes mention of a proposed 30 seat daycare facility, and it is hard for me to imagine how 19 residential units and a daycare could possibly be crammed in to a small residential block.

I am also concerned by the issues around traffic and parking. As you know, the Port Authority is proposing a large development on its lands at Ogden Point, and the City is also planning to route the new sewer line along Dallas Road. The area is already congested in summer with tourist buses, horse buggies, cycle cabs, pedicabs, and taxis, and suffers from serious backups along Dallas Road. Montreal Street is the principal access point of the neighbourhood, and is already scheduled to be the site of where much of the work on the sewer line is to be staged. Little thought seems to have been given for a larger scale infrastructure plan in the development of these various initiatives.

I fear that increased ad hoc densification in the residential areas as embodied by the proposed development will lead to severe congestion, impede access, impede port activities and tourism, as well as erode the quality of life for current residents and destroy the character of this part of James Bay.

I look forward to your response.

Dr Vinayak Vatsal  
James Bay, Victoria



## Noraye Fjeldstad

---

**From:** David and Ruth Silver <[REDACTED]>  
**Sent:** Monday, May 08, 2017 3:00 PM  
**To:** Victoria Mayor and Council  
**Cc:** 'Stacy Jensen'  
**Subject:** Zoning change for 71-75 Montreal Street

Dear Mayor and Councillors,

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

More than a year ago, Montreal Street lost parking spots in this area because of changes made to the boulevard. The proposed development will likely reduce available parking by three additional spaces since only 11 on-site parking spaces are proposed for 14 residential units.

The sizes of the proposed units are very small. Purchase of them as short-term rentals, for which they are suited, will alter in a negative way the family-friendly character of the neighborhood

We have previously written Council about this development and asked that Council compare this proposed project to the 2015 or 2016 construction of the four-unit complex on the northeast corner of Michigan and St. Lawrence Streets, across 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 four condos have improved both the appearance and value of the site where they were built and also the adjoining properties.

We ask that before making any decision, you weigh heavily the opinions of the residents of the neighborhood who have to bear the consequences of a project that belongs in a higher traffic, higher density location.

Thank you,

David and Ruth Silver  
217 Michigan Street

REZONING: 71 + 75 Montreal Street

Attention: Mayor Helps and Victoria Councillors,

For the last 40 years, I have owned **305 Montreal** and **311-313 Montreal**. I know the area and value of the James Bay neighbourhood.

I am writing in support of the abovementioned rezoning for two reasons. This is a fine example of attainable market housing at a neighbourhood scale. (The goal for these units is to make them available for a purchase price that is NO more than a monthly mortgage payment equivalent to rent for a similar unit.) Secondly, the latest revision of the project has one vehicle parking spot for each residential unit.

Please support and encourage this project to move forward and similar ones to swiftly follow.

Regards,

A handwritten signature in cursive script, appearing to read "B. Robbins".

Barry Robbins



More Homes at Niagara

To Mayor Helps and Councillors

The proposal of 6 units per lot is not unreasonable. This project is an example of high-quality attainable infill housing that fits in with my neighbourhood, I so proudly call home. I am very fortunate to be able to call James Bay my neighbourhood as I live close by at 130 Dallas Rd with my 3 year old son and 6 year old daughter. We love this child-friendly neighbourhood!

Not only does this project look tasteful and fitting to the community but also serves as a very overdue dosage of inventory.

Thank you for your time

Jordan Jefferson

A handwritten signature in cursive script, appearing to read 'Jordan Jefferson', written in dark ink.

09/07/17

City of Victoria  
Mayor and Council  
#1 Centennial Square  
Victoria BC V8W 1P6  
[mayorandcouncil@victoria.ca](mailto:mayorandcouncil@victoria.ca)

## Re: Rezoning application for 71 & 75 Montreal St

Dear Mayor and Council:

I am writing to show my support for the re-zoning application for the abovementioned address. The proposed 2 storey building will have 6 units per lot for a total of 12 family-focused units with a breakdown of **six** 3 bedrooms, **three** 2 bedrooms and **three** 1 bedrooms with **one underground parking spot for each** should be welcomed to James Bay.

Currently, two shabby post-war bungalows are on the site that will be in need of renewal very soon. Lets choose a project like this; one of high quality that fits in with the neighbourhood.

Thank you for your time.

Murray Dubinsky 210-425 Sumner Street  
Signature, Name and Address V8V 4T3



City of Victoria  
Mayor and Council  
#1 Centennial Square  
Victoria BC V8W 1P6  
[mayorandcouncil@victoria.ca](mailto:mayorandcouncil@victoria.ca)


## Re: Rezoning application for 71 & 75 Montreal St

Dear Mayor and Council:

I am writing to show my support for the re-zoning application for the abovementioned address. The proposed 2 storey building will have 6 units per lot for a total of 12 family-focused units with a breakdown of **six** 3 bedrooms, **three** 2 bedrooms and **three** 1 bedrooms with **one** **underground parking spot for each** should be welcomed to James Bay.

Currently, two shabby post-war bungalows are on the site that will be in need of renewal very soon. Lets choose a project like this; one of high quality that fits in with the neighbourhood.

Thank you for your time.

 Charles Bodman 211-566 Simcoe St  
Signature, Name and Address

#211-566 Simcoe St. V8V 1L9  
Charles Bodman.

Attention Mayor and Council,

I write in steadfast support of the proposed development at 71 and 75 Montreal St. I am a nearby neighbour, living at 101-310 St James St.

Currently, two small post-war houses with no heritage value occupy the subject property. The adjacent area is a mixture of old and recent single family, multi-family, parks and recreation indoor and outdoor space.

This project is high-quality attainable infill housing that should be a welcomed addition to James Bay. It fits in my neighbourhood and long overdue.

For this, I encourage Mayor Helps and Council to vote to advance this application.

Lucas Quast



April 18 / 2017



## Niagara and Montreal Development

### To Mayor Helps and Councillors

The above-named proposal presents a model for high-quality attainable infill housing that fits in with my neighbourhood, I so proudly call home. With the extremely low vacancy rate in the city of Victoria, it is important to encourage new inventory.

For Victoria to be looked at as a youthful city we need to welcome attainable market housing.

Lets be progressive and not regressive as a city.

Not only does this project look tasteful and fitting to the community but also serves as a very overdue dosage of inventory.

#101-310 St. James St.  
V8V 1J8

Lucas  
Quast



## **71 and 75 Montreal St Support Development!**

To James Bay Neighbourhood Assn,

Hello, my name is Brent May and I live at 520 Rithet Street V8V 1E2.

I support the construction of this 2-storeys plus a basement design as it is in keeping with the size and scale of traditional James Bay. If new inventory is to be created, lets welcome tasteful and characteristic of the neighbourhood.

Furthermore, this project provides livable dwelling units for purchase that are attainable given current market conditions.

I think it is very important that you as my neighbourhood voice should reflect the opinions and views of all.

Brent May  
Brent May



## **71 and 75 Montreal St Support Development!**


To Victoria Mayor and Council,

Hello, my name is Brent May and I live at 520 Rithet Street.

I support the construction of this 2-storeys plus a basement design as it is in keeping with the size and scale of traditional James Bay. If new inventory is to be created, lets welcome tasteful and characteristic of the neighbourhood.

Furthermore, this project provides livable dwelling units for purchase that are attainable given current market conditions.

Regards

BRENT MAY  


Apt 105-520 Rithet Street Victoria  
BC V8V 1E2

Good afternoon Mayor and Council,

I write in support of the proposed 12 new homes to be built in my neighbourhood of James Bay.

The owner started out with 19 units down to 14 and changed the mix of unit types to include more 2 and 3 bedroom spaces. Since further listening, the number of units has been reduced further to 12, ranging in size from 620sqft to 1100sqft.

Simply put, there are 6 units per lot.

Please encourage our neighbours to support and welcome new faces.

*Rhonda Barnes*

Rhonda Barnes

520 Rithet Street



Good afternoon Mayor and Council,

I write again in support of the proposed 12 new homes to be built in my neighbourhood of James Bay.

This is my second letter in support of the developer Leonard Cole's project.

As already understood, 12 units is the current proposal (a far cry from the 19 originally on the table.)

Leonard has listened to the neighbourhood and really gone a long way to respond to all of the comments.

Thank you again for your time.

*Rhonda Barnes*

Rhonda Barnes

*Long time resident of James Bay area for 25 years.*

**From:** BOB GLAZIER [REDACTED]  
**Subject:** Fwd: Development - Niagara / Montreal st  
**Date:** 8 May, 2017 5:18:11 PM PDT  
**To:** [REDACTED]

---

Sent from my iPhone

Begin forwarded message:

**From:** BOB GLAZIER [REDACTED]  
**Date:** May 8, 2017 at 5:12:37

**Subject:** Development - Niagara / Montreal st

I am a homeowner residing at 301 St Lawrence st , 3 streets way from the subject property. I completely support the developers plans and application, without any reservation. I have carefully examined the plans, density, concept drawings and particulars of the application, and support it in its entirety without changes. I walk James Bay daily and have come to appreciate the varied housing and density in our community and while one or two of the points made in opposing certain aspects of the project I strongly disagree with the need to vary or change the present plans. This community needs more residents and owner occupied homes. We pay significant taxes, spend our money on local services, from gas to groceries, and the future in my view, for a vibrant and positive community, needs and must have this type of development, with its proposed density, I oppose the Drawbridge viewpoint you so often encounter, and I believe that a quality development , particularly in the corner of James Bay, is beneficial and necessary. Further, while I do not know Mr Cole as a personal friend, I have heard of his projects and seen first hand that he is a dependable, quality builder, with a long and proven track record, not just in greater Victoria, but also in our James Bay.

I urge the City to support the project as submitted

Robert Glazier  
301 St Lawrence St  
Victoria  
V8V1Y3

Sent from my iPhone



Attention Mayor and Council,

Attention: James Bay Neighbourhood Association,

**Support 71 and 75 Montreal St Project**

I have lived at #~~207~~310 St James St for a couple of years. The Official Community Plan (OCP) and the James Bay Neighbourhood Plan support small scale infill housing at 71 and 75 Montreal St. Further, the James Bay neighbourhood Plan (1993) does support the creation of housing to accommodate a balance of family and non-family housing development in the community.

The proposed construction of a two-storeys plus a basement building, in keeping with the size and scale of a traditional James By neighbourhood is throughouly supported by the OCP and James Bay neighbourhood plan.

For this instruments to matter and become achievements, please encourage others to support this project.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Lee Robinson', followed by a long, horizontal, slightly wavy line that extends to the right.

Lee Robinson

#~~207~~310 St James St V8V 1J8

71 + 75 Montreal Street

Good afternoon James Bay Neighbourhood Association,

As you represent James Bay residents who care about their neighbours and their community, I want to share with you my supportive voice to the above-mentioned address for redevelopment.

The JBNA is a link for residents by forwarding community objectives with the James Bay Neighbourhood Plan (1993.) And the James Bay Plan does support the creation of housing to accommodate a balance of family and non-family housing development in the community.

This project is respectful of its neighbours and The James Bay Neighbourhood Plan.

Join me in support.

310 St. James St.  
VBV 1 JB

Tracey Heig

Unit 210



City of Victoria  
Mayor and Council  
#1 Centennial Square  
Victoria BC V8W 1P6  
[mayorandcouncil@victoria.ca](mailto:mayorandcouncil@victoria.ca)


## Re: Rezoning application for 71 & 75 Montreal St

Dear Mayor and Council:

I am writing to show my support for the re-zoning application for the abovementioned address. The proposed 2 storey building will have 6 units per lot for a total of 12 family-focused units with a breakdown of **six** 3 bedrooms, **three** 2 bedrooms and **three** 1 bedrooms with **one** **underground parking spot for each** should be welcomed to James Bay.

Currently, two shabby post-war bungalows are on the site that will be in need of renewal very soon. Lets choose a project like this; one of high quality that fits in with the neighbourhood.

Thank you for your time.

 192 croft st  
\_\_\_\_\_  
Signature, Name and Address V8V 2E7

City of Victoria  
Mayor and Council  
#1 Centennial Square  
Victoria BC V8W 1P6  
[mayorandcouncil@victoria.ca](mailto:mayorandcouncil@victoria.ca)

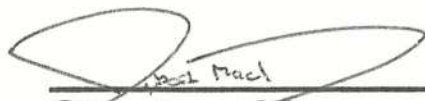
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Thank you for your time.

 Robert MacDonald 18 - 129 Croft St  
Signature, Name and Address JAMES BAY resident!



City of Victoria  
Mayor and Council  
#1 Centennial Square  
Victoria BC V8W 1P6  
[mayorandcouncil@victoria.ca](mailto:mayorandcouncil@victoria.ca)

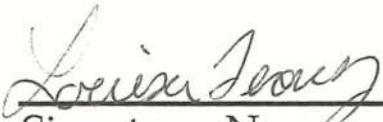
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Thank you for your time.

 , Louisa Feary , 71 Montreal Street.  
Signature, Name and Address

City of Victoria  
Mayor and Council  
#1 Centennial Square  
Victoria BC V8W 1P6  
[mayorandcouncil@victoria.ca](mailto:mayorandcouncil@victoria.ca)

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Thank you for your time.

  
Signature, Name and Address

JOSEPH BEINE, 211-825 Cook St., Victoria, BC V8V 3E2



City of Victoria  
Mayor and Council  
#1 Centennial Square  
Victoria BC V8W 1P6  
[mayorandcouncil@victoria.ca](mailto:mayorandcouncil@victoria.ca)

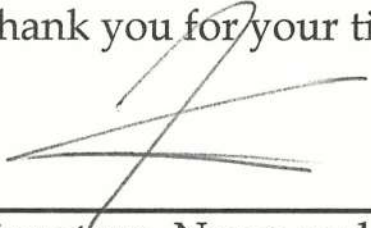
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Thank you for your time.

  
\_\_\_\_\_  
Signature, Name and Address      Kim Webb    101-A 230 Cook St  
Victoria BC V8V 3X3.

City of Victoria  
Mayor and Council  
#1 Centennial Square  
Victoria BC V8W 1P6  
[mayorandcouncil@victoria.ca](mailto:mayorandcouncil@victoria.ca)

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Thank you for your time.

DUNCAN CAMERON

 201-445 COOK ST VICTORIA BC

---

Signature, Name and Address



City of Victoria  
Mayor and Council  
#1 Centennial Square  
Victoria BC V8W 1P6  
[mayorandcouncil@victoria.ca](mailto:mayorandcouncil@victoria.ca)

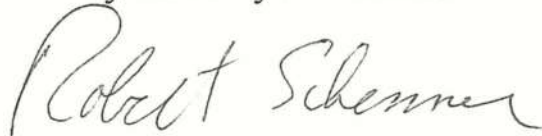
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Thank you for your time.



---

Signature, Name and Address

Robert Schenmer  
806 Dereen Pl  
Victoria V8S 3P4 B.C.

City of Victoria  
Mayor and Council  
#1 Centennial Square  
Victoria BC V8W 1P6  
[mayorandcouncil@victoria.ca](mailto:mayorandcouncil@victoria.ca)

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Thank you for your time.



---

Signature, Name and Address

CRAIGDAMOCK MANOR  
1048 Craighbarack Rd  
Victoria  
V8S 2A4

City of Victoria  
Mayor and Council  
#1 Centennial Square  
Victoria BC V8W 1P6  
[mayorandcouncil@victoria.ca](mailto:mayorandcouncil@victoria.ca)

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Thank you for your time.

  
\_\_\_\_\_  
Signature, Name and Address    324 Cook Street Victoria BC



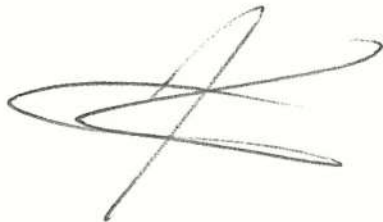
# Support 12 homes at 71 and 75 Montreal St!

Att: Mayor Helps and Councillors,

I am encouraged to see such a tasteful project being proposed in James Bay. 6 units per lot is not too much to be absorbed and especially with one parking space per unit being offered.

This project is in keeping with the neighbourhood and is one part of the solution to the chronic housing shortage this municipality faces too often.

Please support the rezoning change from R-2 to site specific.

A handwritten signature in black ink, consisting of a large, stylized 'K' followed by a horizontal line and a small flourish.

Kim Webb  
101A-230 Cook St Victoria BC V8X 3X3

City of Victoria  
Mayor and Council  
#1 Centennial Square  
Victoria BC V8W 1P6  
[mayorandcouncil@victoria.ca](mailto:mayorandcouncil@victoria.ca)

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Thank you for your time.

 Melissa Ciefen 603-834  
Signature, Name and Address Johnson Street

City of Victoria  
Mayor and Council  
#1 Centennial Square  
Victoria BC V8W 1P6  
[mayorandcouncil@victoria.ca](mailto:mayorandcouncil@victoria.ca)

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Thank you for your time.

X Paul Wren 806 Dea Green Place  
V8S 3V4

---

Signature, Name and Address



City of Victoria  
Mayor and Council  
#1 Centennial Square  
Victoria BC V8W 1P6  
[mayorandcouncil@victoria.ca](mailto:mayorandcouncil@victoria.ca)

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Thank you for your time.



---

Signature, Name and Address

814 Fairbairn Rd. Victoria, BC.

City of Victoria  
Mayor and Council  
#1 Centennial Square  
Victoria BC V8W 1P6  
[mayorandcouncil@victoria.ca](mailto:mayorandcouncil@victoria.ca)

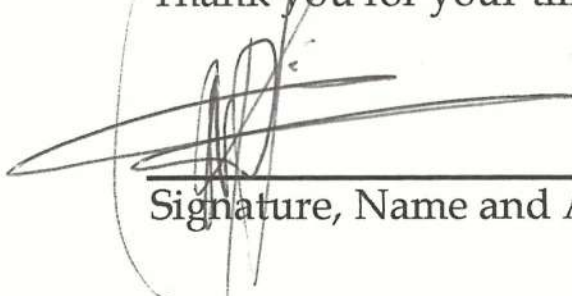
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Thank you for your time.



Signature, Name and Address

919 Fort St V8V 3K3

City of Victoria  
Mayor and Council  
#1 Centennial Square  
Victoria BC V8W 1P6  
[mayorandcouncil@victoria.ca](mailto:mayorandcouncil@victoria.ca)


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Thank you for your time.

  
\_\_\_\_\_  
Signature, Name and Address

Elizabeth Weir  
#303-1022 Pandora Ave.  
Victoria, B.C.



City of Victoria  
Mayor and Council  
#1 Centennial Square  
Victoria BC V8W 1P6  
[mayorandcouncil@victoria.ca](mailto:mayorandcouncil@victoria.ca)

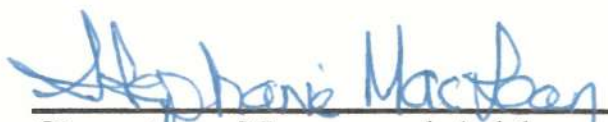
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Thank you for your time.

  
Signature, Name and Address

306-157 Grange Rd E  
Victoria BC V8P 6Y2

City of Victoria  
Mayor and Council  
#1 Centennial Square  
Victoria BC V8W 1P6  
[mayorandcouncil@victoria.ca](mailto:mayorandcouncil@victoria.ca)

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Thank you for your time.

N. Lley 1827B Hollywood Cres.  
Signature, Name and Address      Victoria

City of Victoria  
Mayor and Council  
#1 Centennial Square  
Victoria BC V8W 1P6  
[mayorandcouncil@victoria.ca](mailto:mayorandcouncil@victoria.ca)


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Thank you for your time.

CHRIS FITZPATRICK   
Signature, Name and Address  
#200 981 FOOT ST VICTORIA BC



City of Victoria  
Mayor and Council  
#1 Centennial Square  
Victoria BC V8W 1P6  
[mayorandcouncil@victoria.ca](mailto:mayorandcouncil@victoria.ca)

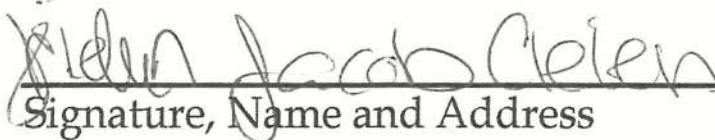
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Thank you for your time.

  
Signature, Name and Address

603-834 Johnson St  
Victoria BC

City of Victoria  
Mayor and Council  
#1 Centennial Square  
Victoria BC V8W 1P6  
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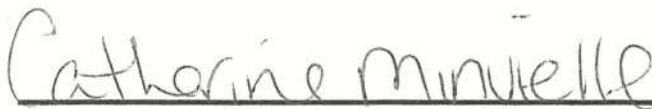
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Signature, Name and Address

#603-834 Johnson St  
VICTORIA BC V8W 1N3

City of Victoria  
Mayor and Council  
#1 Centennial Square  
Victoria BC V8W 1P6  
[mayorandcouncil@victoria.ca](mailto:mayorandcouncil@victoria.ca)


**Re: Rezoning application for 71 & 75 Montreal St**

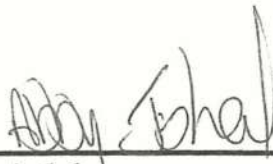
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Signature, Name and Address



543 Denechin St.

V8T 2L5



City of Victoria  
Mayor and Council  
#1 Centennial Square  
Victoria BC V8W 1P6  
[mayorandcouncil@victoria.ca](mailto:mayorandcouncil@victoria.ca)

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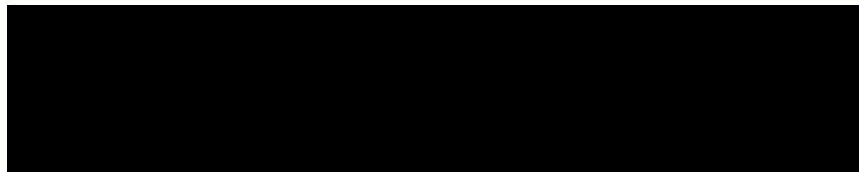
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Thank you for your time.

                    Arlison                    Wick                      
Signature, Name and Address

806 Deven PLACE  
VIC V8S3V4



City of Victoria  
Mayor and Council  
#1 Centennial Square  
Victoria BC V8W 1P6  
[mayorandcouncil@victoria.ca](mailto:mayorandcouncil@victoria.ca)

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Signature, Name and Address

804 Fairfield Rd Victoria BC

City of Victoria  
Mayor and Council  
#1 Centennial Square  
Victoria BC V8W 1P6  
[mayorandcouncil@victoria.ca](mailto:mayorandcouncil@victoria.ca)

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Mike Bonnie 306 157 Gorge Rd E  
Signature, Name and Address V9A 6Y2



City of Victoria  
Mayor and Council  
#1 Centennial Square  
Victoria BC V8W 1P6  
[mayorandcouncil@victoria.ca](mailto:mayorandcouncil@victoria.ca)

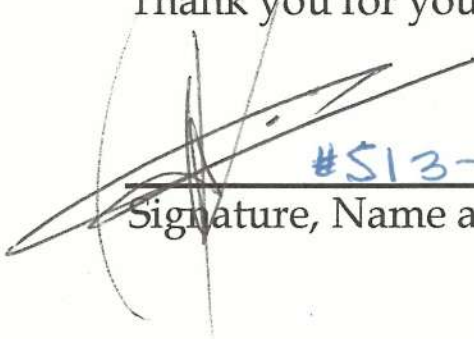
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Thank you for your time.

 #513-100-Saghalie Rd V9A0A1  
Signature, Name and Address

## **Homes for all: Re-zone 71 & 75** **Montreal St**

Good morning Mayor Helps and City Councillors,

I grew up in the heart of James Bay and forever it is home. *#208-122 Menzies*. I support new housing to allow for the next generation of families to build memories of this wonderful neighbourhood.

This is an example of attainable housing for a broad variety of people. We should welcome the proposed 12 units!

A handwritten signature in blue ink, appearing to read 'Josh Desjarlais', with a stylized, flowing script.

Josh Desjarlais

City of Victoria  
Mayor and Council  
#1 Centennial Square  
Victoria BC V8W 1P6  
[mayorandcouncil@victoria.ca](mailto:mayorandcouncil@victoria.ca)

## **Re: Rezoning application for 71 & 75 Montreal St**

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Thank you for your time.

Connors Bernice      306 1576 Gorge Rd E  
Signature, Name and Address      V9A 6Y2



City of Victoria  
Mayor and Council  
#1 Centennial Square  
Victoria BC V8W 1P6  
[mayorandcouncil@victoria.ca](mailto:mayorandcouncil@victoria.ca)

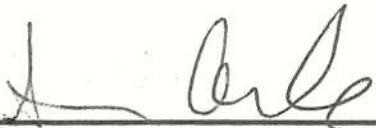
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Thank you for your time.

 Sean Cole 308-1121 Fort  
\_\_\_\_\_  
Signature, Name and Address

City of Victoria  
Mayor and Council  
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Victoria BC V8W 1P6  
[mayorandcouncil@victoria.ca](mailto:mayorandcouncil@victoria.ca)

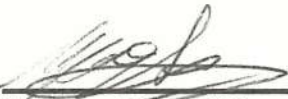
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604 Broughton St  
V8W 1X7

Signature, Name and Address

City of Victoria  
Mayor and Council  
#1 Centennial Square  
Victoria BC V8W 1P6  
[mayorandcouncil@victoria.ca](mailto:mayorandcouncil@victoria.ca)

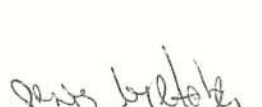
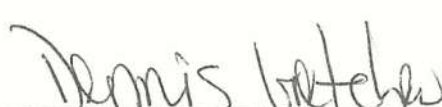

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Signature, Name and Address



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Mayor and Council  
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Victoria BC V8W 1P6  
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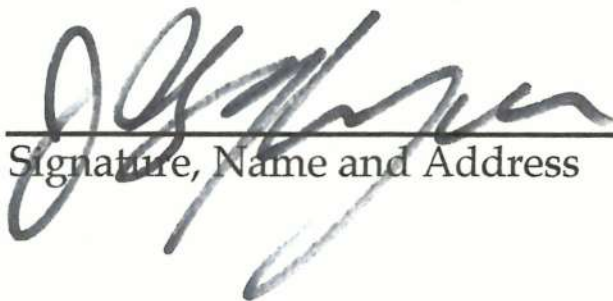
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Thank you for your time.



---

Signature, Name and Address

JORDAN  
GEORGEKAN  
1017 QUEEN'S.

City of Victoria  
Mayor and Council  
#1 Centennial Square  
Victoria BC V8W 1P6  
[mayorandcouncil@victoria.ca](mailto:mayorandcouncil@victoria.ca)

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Signature, Name and Address

200 COOK ST  
VICTORIA BC

City of Victoria  
Mayor and Council  
#1 Centennial Square  
Victoria BC V8W 1P6  
[mayorandcouncil@victoria.ca](mailto:mayorandcouncil@victoria.ca)


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Thank you for your time.

 848 Douglas Street

---

Signature, Name and Address Colleen Colwell



City of Victoria  
Mayor and Council  
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Victoria BC V8W 1P6  
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 Janie Oliver 210-109 Wilson St.  
Signature, Name and Address

City of Victoria  
Mayor and Council  
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Victoria BC V8W 1P6  
[mayorandcouncil@victoria.ca](mailto:mayorandcouncil@victoria.ca)

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Thank you for your time.

---

 Andrew Weir, 806 Deneen Place.  
Signature, Name and Address Victoria, B.C  
V8S 3V4

City of Victoria  
Mayor and Council  
#1 Centennial Square  
Victoria BC V8W 1P6  
[mayorandcouncil@victoria.ca](mailto:mayorandcouncil@victoria.ca)

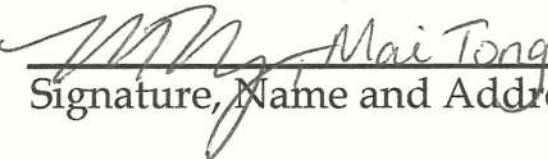
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Thank you for your time.

	<u>Cook Street Nails &amp; Spa</u>
Signature, Name and Address	247 Cook St. Victoria, BC V8V 3A4



City of Victoria  
Mayor and Council  
#1 Centennial Square  
Victoria BC V8W 1P6  
[mayorandcouncil@victoria.ca](mailto:mayorandcouncil@victoria.ca)


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 Phol Mingy Slat 643 Denndin

Signature, Name and Address

City of Victoria  
Mayor and Council  
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---

 Victor Short Camosun St  
Signature, Name and Address Fernwood

City of Victoria  
Mayor and Council  
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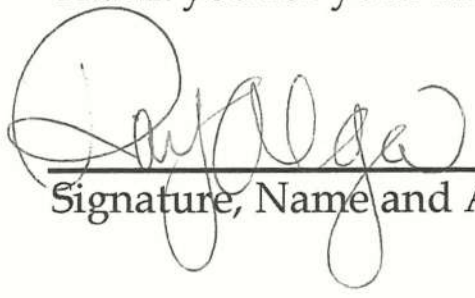
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 RAYVEN ALGOR 999 SOUTHGATE S  
Signature, Name and Address VICTORIA BC V8N 2Y7  
(renter)



Subject: More housing in James Bay

Mayor Helps and Councillors,

I support the proposal of 12 family focused housing at Niagara and Montreal.

I have lived close by for over 35 years and want to share our beautiful city with others. To do so, we must create housing and opportunities for those coming.

The process is demoralizing. When language at City Hall is about creating housing, why such a lengthy delayed approval process.



Allison Weir  
806 Dereen Pl Victoria BC V8S 3V4

City of Victoria  
Mayor and Council  
#1 Centennial Square  
Victoria BC V8W 1P6  
[mayorandcouncil@victoria.ca](mailto:mayorandcouncil@victoria.ca)


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Thank you for your time.

 Glenn Barlow, 131 Robertson St.  
Signature, Name and Address

City of Victoria  
Mayor and Council  
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Victoria BC V8W 1P6  
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Lee Grant

---

Signature, Name and Address

220 COOK ST.



City of Victoria  
Mayor and Council  
#1 Centennial Square  
Victoria BC V8W 1P6  
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 Josh Hammond  
Signature, Name and Address 107-159 Gorge E

City of Victoria  
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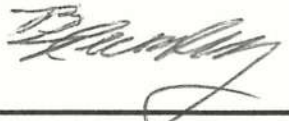
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 Ben Rumley <sup>4403</sup> 999 Southgate St.  
\_\_\_\_\_  
Signature, Name and Address V8V 2Y7, Victoria

City of Victoria  
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Markus Bejoon Yau 413 Dunedin  
Signature, Name and Address Victoria BC V8T 2L5



City of Victoria  
Mayor and Council  
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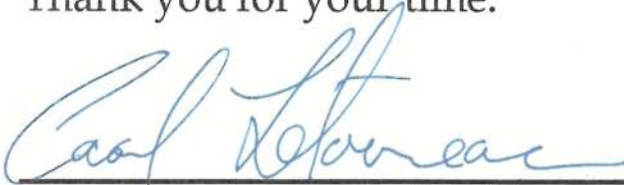
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A handwritten signature in blue ink, appearing to read "Carl Korman", written over a horizontal line.

Signature, Name and Address

200 COOK ST.

City of Victoria  
Mayor and Council  
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 Jacob Bulger, 4481 Markham St  
Signature, Name and Address VICTORIA BC V8Z 5N3

City of Victoria  
Mayor and Council  
#1 Centennial Square  
Victoria BC V8W 1P6  
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 MIKE VOLITZ

---

Signature, Name and Address

21 CHANCON

AVIZ

VICTORIA B.C.



City of Victoria  
Mayor and Council  
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Victoria BC V8W 1P6  
[mayorandcouncil@victoria.ca](mailto:mayorandcouncil@victoria.ca)

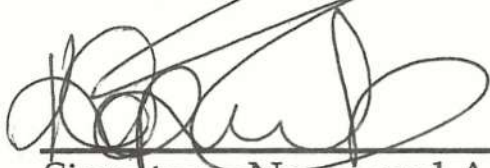
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660 Kenneth St

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Signature, Name and Address

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Victoria BC V8W 1P6  
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 Ryan Hilchey 563 Mountfield  
Signature, Name and Address V8Z1Y9

City of Victoria  
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Judith Marsh 7337 Wallace Dr  
Signature, Name and Address



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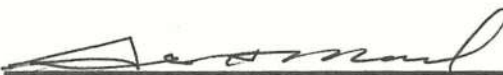
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 Geo Marsh 7337 Wallace Dr  
Signature, Name and Address SAANICHTON BC

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Thank you for your time.

 Gabrielle Masters

---

Signature, Name and Address

13-825 Lodi ave.

City of Victoria  
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Brendan Blann 7111 West Saanich rd. 402   
Signature, Name and Address



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 Victoria Marsh #402 711 West Sanich  
Signature, Name and Address Road

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Thank you for your time.

  
Signature, Name and Address      Josh Douglas      562 montreal  
V8Z 1Y8

City of Victoria  
Mayor and Council  
#1 Centennial Square  
Victoria BC V8W 1P6  
[mayorandcouncil@victoria.ca](mailto:mayorandcouncil@victoria.ca)

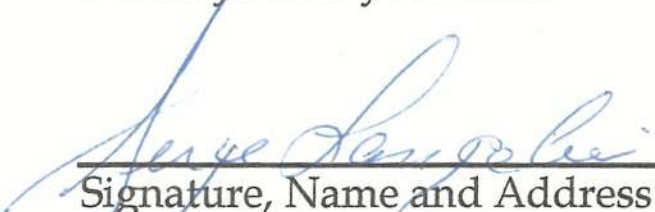
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\_\_\_\_\_  
Signature, Name and Address

403-7111 W. Saanich  
Gentwood Bay BC  
V8M7P7



City of Victoria  
Mayor and Council  
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Victoria BC V8W 1P6  
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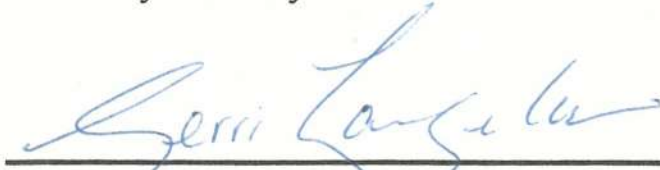
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Signature, Name and Address

#403 - 7111 W. Saanich  
Brentwood Bay BC  
V8M 1P7

City of Victoria  
Mayor and Council  
#1 Centennial Square  
Victoria BC V8W 1P6  
[mayorandcouncil@victoria.ca](mailto:mayorandcouncil@victoria.ca)


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 BOB LARKDALE RD V8M 1K5  
Signature, Name and Address

City of Victoria  
Mayor and Council  
#1 Centennial Square  
Victoria BC V8W 1P6  
[mayorandcouncil@victoria.ca](mailto:mayorandcouncil@victoria.ca)


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Thank you for your time.

 4107 Mariposa Hts

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Signature, Name and Address

JAMIE ZACHARY



City of Victoria  
Mayor and Council  
#1 Centennial Square  
Victoria BC V8W 1P6  
[mayorandcouncil@victoria.ca](mailto:mayorandcouncil@victoria.ca)

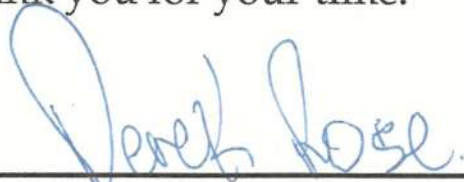
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---

Signature, Name and Address

1496 Admirals Rd Victoria BC V9A 2R1

City of Victoria  
Mayor and Council  
#1 Centennial Square  
Victoria BC V8W 1P6  
[mayorandcouncil@victoria.ca](mailto:mayorandcouncil@victoria.ca)

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Saylor 206 4052 Douglas St, Victoria, BC  
Signature, Name and Address

City of Victoria  
Mayor and Council  
#1 Centennial Square  
Victoria BC V8W 1P6  
[mayorandcouncil@victoria.ca](mailto:mayorandcouncil@victoria.ca)


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 Tara Heatley 12 Eaton Ave.  
Signature, Name and Address



City of Victoria  
Mayor and Council  
#1 Centennial Square  
Victoria BC V8W 1P6  
[mayorandcouncil@victoria.ca](mailto:mayorandcouncil@victoria.ca)


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 AME DEPAOLI 5306 SAWYARD HILL CRES.  
Signature, Name and Address

City of Victoria  
Mayor and Council  
#1 Centennial Square  
Victoria BC V8W 1P6  
[mayorandcouncil@victoria.ca](mailto:mayorandcouncil@victoria.ca)

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Signature, Name and Address

Montgomery  
857 VICTORIA AVE  
ST PATRICK ST

City of Victoria  
Mayor and Council  
#1 Centennial Square  
Victoria BC V8W 1P6  
[mayorandcouncil@victoria.ca](mailto:mayorandcouncil@victoria.ca)

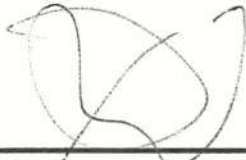
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 DARRELL STUBBS - 1023 ESQUIMAULT RD  
Signature, Name and Address



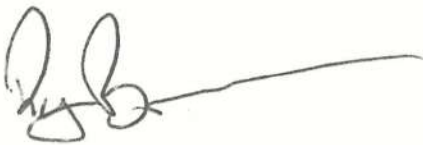
Good afternoon City of Victoria Mayor and Council,

I write in support of the proposed 2 storey multiple dwelling at 71 and 75 Montreal St.

Currently on the site, two shabby post-war bungalows remain and will need to be replaced sooner than later. Lets welcome smart, family-friendly designed homes.

I urge Council to move forward and vote in favour of the 12 new spaces.

Thank you for your time.

A handwritten signature in black ink, appearing to read 'Ryan Brain', followed by a long horizontal line extending to the right.

Ryan Brain  
8047 Larkvale Rd  
V8M 1K5

City of Victoria  
Mayor and Council  
#1 Centennial Square  
Victoria BC V8W 1P6  
[mayorandcouncil@victoria.ca](mailto:mayorandcouncil@victoria.ca)

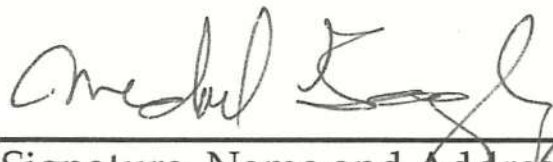
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#307 4052 DOUGLAS ST.  
VICTORIA BC  
V8X 0A5