



March 22, 2018

Purdey Group // ARYZE Developments
1839 Fairfield Rd
Victoria, BC V8S 1G9

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

Dear Mayor & Council,

Proposal

The development attempts to address housing attainability by providing greater living options to professionals and young families in close proximity to transportation, businesses, and community amenities. The project incorporates under-building parking at a slightly reduced ratio, but with Transportation Demand Management the highly walkable, amenity rich, and well connected James Bay Village location is taken into consideration. While the current zone is for Single Family/Duplex (R-2), the property falls within an Urban Residential designation within the Official Community Plan (OCP) which supports higher density up to 2.0 FSR and six storeys in height.

The Site

The development site is located at 430 Parry Street in the James Bay neighbourhood of Victoria which holds the southern border of downtown Victoria. The parcel dimensions measure 15.26m in width and a site depth of 42.68m resulting in a land area of 650m² (7000ft²). The property is currently zoned R-2 and the surrounding site condition is:

1. North
 - (a) Townhouse complex zoned R2-44 (Michigan Multiple Dwelling District) with an Urban Residential OCP Designation.
 - (b) Building strata zoned R-2 (Two Family Dwelling) with an Urban Residential OCP Designation.
 - (c) James Bay United Church zoned C1-S (Limited Commercial Service Station) with a Large Urban Village OCP Designation.
2. South
 - (a) Condominium building zoned R3-2 (Multiple Dwelling District) with an Urban Residential OCP Designation.

3. East

- (a) Parry Street and then a mix of C-1, R-2, and R-K properties with a Traditional Residential OCP designation.

4. West

- (a) Shopping centre zoned C1-S (Limited Commercial Service Station) with a Large Urban Village OCP Designation.

As stated, the project site borders the James Bay Village and is less than 60m away from the new Capital Park project adjacent to the Parliament Buildings. The area is predominantly made up of multi-family residential, commercial, community services, 250,000ft² of new office space, and a few interspersed single family homes.

Parry Street itself is also diverse, with a range of housing typologies suitable for a variety of tenures. Together with other important facilities nearby like the James Bay Community Project, 'Five Corners' retail, Capital Park, and Irving Park, our proposed development will provide additional vibrancy in the community while still maintaining contextual continuance in design aesthetic.

The Project

The proposed development is a 13 unit strata building with a gross floor area of 12,206ft² dispersed between two distinct building masses on either side of an interior courtyard and connected by exterior corridors. The front building mass fronting onto Parry Street is a four storey stacked structure with a mix of parking, live/work units at grade, studio units on the second floor, and two storey stacked townhouses on floors three and four. This front building also has a private rooftop amenity space with privacy screens for each of the townhouse owners. The back building is a five storey structure containing parking at grade. The four storeys of residential apartments are a mix of one bedroom townhouses on the second floor and three storey stacked townhouses on floors three, four, and five. A wide range of units are being offered: live/work, studio, one bedroom, two bedroom, and three bedroom. Of which are thoughtfully designed for a diverse demographic and financial range of potential purchasers.

Overall, the development includes:

1. 13 strata units featuring a diverse mix for a broad spectrum of population and incomes
 - (a) Live/Work Unit: 1 (8%), 517ft²
 - (b) Studios Townhouses: 3 (23%), ranging from 447ft² to 475ft²
 - (c) One Bed Townhouses: 3 (23%), ranging from 520ft² to 555ft²
 - (d) Two Bed Townhouses: 3 (23%), ranging from 1065ft² to 1140ft²
 - (e) Three Bed Townhouses: 3 (23%), ranging from 1415ft² to 1530ft²

2. Two building layout featuring private outdoor space and 'front door' entrances for each unit and planted central courtyard
3. Pedestrian and bike focused amenities and layout. Strategic landscape plantings and at grade parking largely hidden from streetview.
4. Transportation Demand Management
 - (a) 9 car parking stalls (+ a 10th smart car stall)
 - (b) 26 bicycle parking stalls
 - (c) One Modo car, purchased by developer, with on-street reserved stall
 - (d) Free lifetime Modo membership program tied to strata units

Design Rationale

The site was conceived as a modern approach to urban living, where the interaction between neighbours is encouraged and car ownership is discouraged in favour of a compact, walkable site location. We've been sensitive to the existing neighbourhood by terracing the project with ground oriented live/work unit facing the lower density street to a taller apartment block facing commercial buildings in the large urban village on our rear lot line. We achieved this by specifically:

1. Breaking the massing into two linear blocks running north south. The lower (four storey) block on the east side of the site is reflective of the single-family/townhouse nature of the street opposite and the taller more dense block on the west side toward the James Bay Urban Village.
2. The street edge condition is strategically designed to provide eyes-on-the-street with the various townhouse entries and live/work direct from the street. Architectural elements along these edges are intended to provide interest and pauses for pedestrians passing by the development. Traditional materials such as brick, clear glass, and metal textures are to provide interest to the street level.
3. The open atrium space between the two blocks will be planted with Japanese Maple trees that will bring light and green into the space and act as a privacy screen and encourage biodiversity. This open space also allows sun to pass through the site to reduce shadow impacts on adjacent properties. The view of exterior of the building will be surrounded by tall trees that at maturity will reach over half the height of the building.

More detailed design information has been provided under another letter by the project Architect, D'Arcy Jones.

Transportation & Parking

Transit

The 430 Parry Street location in Victoria is an ideal location for an urban infill townhouse housing. Located in the heart of James Bay the site is a short walk from various transit routes including regional transportation options serviced by # 1, 2, 3, 10, 30, 31, 32, 47, 48, 50, 61, 61x, 66, 72, 75, and 99 BC Transit bus routes.

Cycling

Within 10 minute radius of the site are the Victoria seawall and four types of bike lanes connected to the regional transit options listed above. In addition, the quiet street pattern of James Bay naturally lends itself to informal cycling routes for pleasure or commuter uses.

Walking

Future residents will also find a wide array of commercial amenities and services including 21 restaurants, 92 retail shops, and 43 professional services all within a 10 minute walk shed of the site. As the entire community of James Bay is within a 15 minute walk shed of the site, there are many parks, schools, and recreational opportunities within a short distance of the property.

Private Vehicle

We are proposing to leverage the site's location by actively promoting more sustainable and inclusive transportation modes. We will offer a wide range of transportation demand management initiatives to future residents including significant on-site cycling amenities, the provision of a car-share vehicle and free car-share memberships to all residents. From our research, car ownership is changing and traditional parking rates and demands are no longer in step with market realities. This is supported by the following:

1. ICBC data indicates that the Millennial demographic cohort has a 13% reduction in car ownership rates for the Victoria area. In addition, research out of the US has shown that across the country, there is a 29% decrease in vehicle miles traveled. So not only are millennials owning less cars, they are driving less in favour of alternative forms of transportation such as walking, cycling, and transit.
2. StatCan data shows that within 10 minutes of our proposal, 57% of the residents do not commute by car in favour of alternative forms of transportation which speaks to the sites urban location.
3. A survey of local technology companies employees indicated that only 30% of employees own cars. Preferences are toward compact walkable communities for their day to day transportation needs.

With the above in mind, we are still proposing to provide nine secured parking stalls plus one smart car stall. These parking stalls will be allocated to the one, two, and three bedroom townhouse units (live/work will get smart car stall). The remaining three studios will not have off street parking provided in favour of alternative forms of transportation including the Modo car that will be purchased by the developer and donated to Modo.

Reducing automobile trips is a significant component of reducing greenhouse gas emissions, and as mentioned above, this development's central location within a short walk of downtown Victoria, transit routes and bicycle facilities ensure that living a "car-lite" lifestyle is not only possible, but a significant economic and lifestyle advantage for residents. Accordingly, the development has been designed assuming walking, cycling and transit as primary transportation options for residents.

Policy Framework

We believe that our proposal complements and supports Victoria's Official Community Plan (OCP) and its vision. A new, low-rise multi-family development in this location will support the goal of 40% of new population growth by 2041 that will take place within town centres and urban villages throughout the city. As our site is located only 60 metres from the Urban Core, it is ideally located to support this objective, and do so in a way that enhances the City's sustainability goals:

1. Our proposed townhouse units are family-oriented and the development supports a mix of housing types in the area, which is an essential element for a vibrant, mixed-use urban village.
2. Daily destinations are close by which support a multi-modal lifestyle.
3. The site is located directly adjacent to sustainable transportation options for residents, including a well-developed sidewalk network, a frequent transit corridor that directly links to major regional destinations and through it Victoria's growing bicycle network.

Our project follows on several other infill developments in the area, which have been well-received by the market and provide location-efficient housing for families at an attainable price point. We believe that our project will help to meet this demand while helping support the growth of the James Bay community.

Community Engagement

We view the community as an asset rather than a hurdle. We build relationships because these are our neighbourhoods. We live and breathe in them. We designed a collaborative process that we hope will lead to a project people look back on with pride.

Below is a summary of our engagement efforts in advance of our development application:

- May 12, 2017: Property introduction to City Planning staff
- May 19, 2017: Property/Concept introduction to the James Bay Neighbourhood Association
- May 19, 2017: Concept introduction to City Planning staff
- Jan. 9, 2018: We presented two options designed on the same grid, a rental building and a strata stacked townhouse option to the JBNA and asked them to choose the option that they felt would be a better asset to the community. The JBNA preferred Option 2, the stacked townhouse design due to it being more suited to young families and to alleviate parking concerns.
- Jan. 17, 2018: Stacked townhouse introduction to City Planning staff.
- Jan. 25, 2018: Information package sent to the Redstone strata owners of 440 Parry Street.
- Feb. 7, 2018: Presented the stacked townhouse design to the owners of Parry Manor at 420 Parry Street. Very positive meeting with nearly unanimous approval for the project. Some tweaks to the northern brick wall were requested which have been incorporated into the submission.
- Feb. 14, 2018: CALUC meeting with the JBNA and community. Over 75 people in attendance of which only 15-20 were there for our proposal (two CALUC's that evening). We received some initial push back relating to the height and parking but as the dialogue continued, opinions began to change until we unfortunately ran out of time. Out of that meeting, we have received over a dozen letters of support from people in attendance which indicated to us that there was support for the project. We made some design changes to incorporate feedback received.

Community engagement doesn't end after the CALUC, we have further meetings with neighbours currently scheduled and will continue to undertake a mail out, door knocking, and private meeting engagement strategy to keep the dialogue going.

Conclusion

In our view, this development supports values that ultimately will lead us into the future. It is inclusionary, walkable, amenity rich, and designed to be neighbourly to the existing area. The James Bay neighbourhood has all the things that make communities great: compact forms, walkability, services, sustainable healthy living, parks, and neighbourliness. That said, StatCan data shows that James Bay has some of the lowest rates of children, families, and highest rates of seniors in Victoria. This is partly due to the increase in housing costs and lack of family oriented housing supply. This development will introduce new residents and a number of unique housing types. Utilizing principles to support attainability by design, we hope this project will in a small way help maintain the vitality of the neighbourhood, creating a richer environment for everyone to enjoy.

If you have any additions questions or requirements for more information, please do not hesitate to contact me.

Luke Mari
Director of Development
Purdey Group
250-881-6077
LMari@purdeygroup.com

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

May 22, 2018

Re: 430 Parry Street – Rezoning Prior-to Conditions

To Whom It May Concern:

The following notes are in response to the "*Conditions to be met prior to the Committee of the Whole*" provided by the City of Victoria.

Development Services

1. All proposed parking spaces and drive aisles meet or exceed the sizes required by the City of Victoria Parking Bylaw. Exiting has been addressed in the draft Alternative Solution Report provided by GHL Consultants Ltd. Each of these items has been addressed and should not encumber the processing of this application.
2. Feedback from earlier consultations with the local community group was favourable with respect to the proposed relationship to the heritage property to the north, especially the proposed design's sensitivity to the neighbouring building's one-story brick façade at street level.

The contemporary detailing of the proposed will distinguish it from its neighbour, while it will still relate in materiality and scale at the main floor level with the use some brick. The entry area has been revised to make the street entries to the building more distinct and to increase their street presence.

3. The density and massing change over the existing duplex condition may seem like a large change, however the OCP designation allows for maximum 6 storeys and 2.0FSR. In addition, our proposal abuts James Bay Village, which has an even greater density and height allowances. When we review the site as a function of the designation (future land use) and surrounding current land uses, it is apparent that well-designed infill density will meet a heavily underserved market segment. When we undertook our community consultation, we asked if residents preferred a 'galley' style townhouse project which is a shorter and less dense typology or a taller structure that was architecturally more appealing built at a higher quality.

D'ARCY JONES ARCHITECTURE INC

309 - 175 Broadway East
Vancouver BC V5T 1W2
www.darcyjones.com

The majority favoured the higher quality architecture which has major cost implications as a development. The proposed higher density allows for a range of unit sizes, allowing us to undertake our proposed CRD partnership.

4. Rear decks have been removed from west side of building and the west wall has been pushed a further 14" away from west property line. The fascia is now at 13.1' (4.0M) from the property line and actual face of upper floors is at 14.66' (4.47M).

5. We agree to provide the Bonus Density requirement of \$5/per square foot. In addition, we will be selling the three one-bedroom units at 15% below market value, which will be secured by a covenant that will be managed by the CRD. This covenant will also restrict the future resale value of the units to ensure ongoing affordability. Two different brokerage firms have provided sale values, and have estimated this reduction to be valued at \$225,000.

6. ARYZE Developments has reached out to various parties to see if there is interest in moving the house.

7. We have included an April (spring) shadow analysis showing the difference between a 3 storey reference case and our proposed design. As shown, the change is minimal however modifying the project to a 3 storey structure would mean a complete redesign of the project as the current design is not adaptable to a reduced building height design.

8. In order to provide absolute privacy to the neighbouring buildings, the proposed has been revised to have no windows on side walls. The scale and quality of the brick facades and well as the planted courtyard will provide visual interest to the neighbours while maintaining their privacy. In addition to this, the intent is to have climbing plants on the south walls of the building to further improve the outlook of the neighbouring residential building.

9. A rendered view from Michigan will be distributed digitally once the revisions are deemed acceptable to proceed.

10. The circulation required to access underground parking on this site make it not feasible as it would consume the bulk of the parking spaces. In addition, the poor soil conditions would require sheet-pile shoring that would require us to encroach 20-40cm onto the adjacent properties. Both neighbouring properties have existing structures or concrete retaining walls on the property line that make this method of shoring. The proposed parking maximizes the number of spaces provided with minimal impact on the neighbours and maintains enough program at the ground floor of the building for a suitable street presence.

11. As proposed, the parking spaces and drive aisles meet or exceed the bylaw requirements. An analysis has been shown on the site plan illustrating that there is ample space for a vehicle to do a 3-point turn even when the parking lot is fully occupied. The current parking area has a ratio of 10 parking for 11 units (reduced from 13). With the reduction in units, the provision of affordable units, and the inclusion of an additional parking stall, we will no longer be offering the purchase of a Modo car. That said, we will still offer each strata unit a lifetime membership to the Modo carshare program.

12. Per comments, the small car space has been removed and replaced with additional maneuvering area. An additional regulation parking space has also been added.

13. The ground floor unit has been replaced with street oriented entries and living spaces for two two-storey dwelling, which will replace the the three small units at the second story. This will provide more life at the street with three strongly articulated entries as well as a fourth swing door to the parkade.

14. The front decks on the building should not pose privacy issues for the neighbors to the north. The floor level will be at approximately the same elevation as the neighbor, preventing oversight and giving a neighbourly feel rather than a wall. In addition to this, a potted tree along this side will provide screening and sightlines from within the proposed unit will be blocked by the curve of the brick.

15. The parallel parking spaces along the south P/L are required in order to maximize the number of spaces. A high quality fence will be installed to the south of them and planting is proposed to be at either end of them in order to reduce their impact on the neighbor. Their location at the south-east side of our lot puts them right up against the zero-lot-line parking access ramp of the neighbor, meaning they have little to no impact on the neighbours use of their yard.

16. Per comments, trees have been added to the landscaping at the west end of the parking lot in order to provide privacy and a green outlook for the rear units.

17. English Ivy has been removed from the plant list.

Transportation:

18. The bicycle parking at the head of motor vehicle stalls was provided in addition to the required number of bicycle stalls. They have been removed.

Underground Utilities:

19. Included in this re-submission is a draft sewage attenuation report.

20. Parking count does not exceed 10 spaces so no storm water treatment is required.

Parks:

26. No changes required.

Permits and Inspections:

27. See Alternative Solutions report prepared by GHL Consultants.

28. No exterior stairs or landings are higher than 10m above lowest level, therefore no 1.5m guards are required.

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

August 29, 2018

Re: 430 Parry Street – Rezoning Revisions

The following notes in conjunction with the updated drawing set represent all proposed changes to our original Rezoning and Development Permit application for 430 Parry Street. These are our responses to the “Conditions to be met prior to the Committee of the Whole” that was provided by the City of Victoria.

Drawing Revisions:

1. Main floor Unit 1 (“Live/Work”) was removed, replaced with two street-oriented entries for two new two-level units (#101 and #102). Second floor units #201 and #203 have been redistributed to units #101 and #102.

Changes to Floor Area calculations reflect the redistribution of this floor area, as well as other nominal changes for building code and technical reasons.

2. Height adjusted by 4” in order to allow for appropriate roof drainage.
3. Per revision #1. Unit count has been reduced from 13 to 11 units. Two eastern units at second floor replaced with two larger units.
4. Parking revised to eliminate small car space and add an additional bylaw compliant parking space, for a total of 10 parking spaces. Bike parking removed at head of parking spaces. ~~±~~ 15 bicycle parking spaces provided within development and 6-rack provided to public at front of development.
5. Decks removed from west side of building and west wall pushed a further 14” away from west property line. Building fascia now at 13.1’ (4.0M); actual face of upper floors at 14.66’ (4.47M) from west property line.

3” (0.08M) setback introduced at north side of building for construction tolerance, south setback adjusted to reflect this.
6. A turn-radius analysis has been added to the site-plan based on the turning radius of a standard vehicle. A clear area allowing for additional maneuvering space has also been provided.
7. Windows at south façade of building removed. Climbing vine plants added at this façade. See A7.2 and Landscape drawings.

D'ARCY JONES ARCHITECTURE
INC

309-175 Broadway East
Vancouver BC V5T 1W2
www.darcyjones.com

8. Street facing main floor façade changed. Four swing doors now face the street; two with direct access to units; one as main public entry and a secondary entry to parking area.
9. Adjustments made to height of brick on all sides of building incl. addition of soldier course at the base of brick.
10. Additional trees have been added at the west end of property.
11. Additional exterior egress path added at third storey.
12. 3 additional long-term biking parking spaces added within storage room to meet requirements of newly issued Schedule C.
13. Rendering illustrating pedestrian eye-level perspective of 430 Parry and surrounding context from the intersection of Michigan and Parry.
14. Shadow studies as showing impact of 430 on neighbouring context, including preserved sunlight not impacted by 430 Parry.

Note: Several of these changes are noted numerous times with the drawing set.

Comments on other items:

Massing:

The massing of the proposal was sensitively carved to be a good neighbor in multiple ways. The south side steps away from the neighbouring apartment building's parkade ramp. This will allow for more light to reach the north facing units in this neighbouring building, and leave a garden where crawling vines can add texture and beauty to the south brick wall of our proposed building. Facing Parry, 2 unit doors and common door are set back from the plane of the zero lot line heritage building to the north, to soften the streetscape and add hospitable rain protection at the doors. The second level is aligned w/ the heritage brick building, is similar brick. The glass at these residential levels is aligned with the more modern second floor at the neighbouring building to the north, to maintain privacy at both buildings. Our proposed building's 3rd and 4th floors come towards the street a bit, to highlight the new modern expression of our proposal, but mostly to let a central courtyard to occur to let light into the neighbouring single family property with multiple small buildings. A deep cut into the centre of our proposed building lets almost the exact same light hit the backyard of this property the north that occurs today. This major break in our proposal's massing also benefits the apartment building to the south. Lastly, the west façade is pulled away from the lot line, to let large trees grow up in between, to shade this façade in the summer. The small amount of area that is on the 5th level of our proposal is back from the street and will not cast impactful shadows on the site to the north, evidenced by the included sun studies.

Bonus Density:

We agree with the bonus density provision.

D'ARCY JONES ARCHITECTURE
INC

309-175 Broadway East
Vancouver BC V5T 1W2
www.darcyjones.com

Existing Building:

We have been in contact with Nickel Brothers regarding moving the house, but do not have a finalized plan in place.

Shadow analysis:

We have included a shadow analysis of a 4 and 5 storey building, since the shadows cast are virtually identical to the ones a 3 storey building would cast. Our proposal's massing has been massaged to ensure that the minor 5th storey does not negatively impact the neighbouring property to the north. For reference, the blue toned areas are new shadows our proposal creates, and the yellow areas show where open sky sunshine is preserved, through the careful design of our proposal's stepped and inset massing, and its central courtyard.

Privacy analysis:

We have removed all windows on the south building wall which negates the requirement for a privacy analysis. None of the residential units in our proposal will look into the windows or sun decks of the neighbouring property.

Underground parking:

Due to poor soil conditions and the small site, underground parking would result in less parking and also require encroachment onto the neighbouring properties to install sheet piles for shoring. Both the north and south properties have concrete / structural elements that cannot be moved to allow this encroachment, therefore an underground parking structure is technically not possible.

D'ARCY JONES ARCHITECTURE
INC

309-175 Broadway East
Vancouver BC V5T 1W2
www.darcyjones.com