



March 20, 2019

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 11 stacked townhome strata building with a gross floor area of 12,113ft² 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 entrances that lead to two bed townhouses 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 homes are being offered: live/work, 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. 11 strata homes featuring a diverse mix for a broad spectrum of population and incomes
 - (a) Live/Work Two Bed Townhouses (TH): 2 homes, ranging from 915ft² - 1020ft²
 - (b) One Bed Affordable Homeownership TH: 2 homes, ranging from 515ft² - 550ft²
 - (c) One Bed Townhouses: 1 home, 555ft²
 - (d) Two Bed Stacked Townhouses: 3 homes, ranging from 1065ft² to 1140ft²

- (e) Three Bed Stacked Townhouses: 3 homes, ranging from 1415ft² to 1530ft²
- 2. Two building layout featuring private outdoor space and 'front door' entrances for each home 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) 10 car parking stalls (0.91 parking ratio)
 - (b) 21 bicycle parking stalls
 - (c) Free lifetime Modo membership program tied to strata homes



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 home 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.



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 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 ten secured parking stalls. These parking stalls will be allocated to the one, two, and three bedroom townhouses. The remaining affordable one bedroom homes will not have off street parking provided in favour of alternative forms of transportation including the Modo memberships.

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.

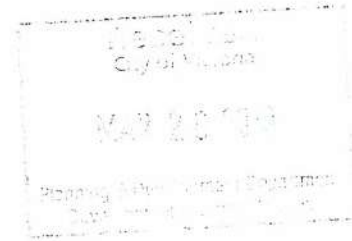
Policy Framework

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 townhomes 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.

Existing Home Relocation

In light of the Council motion that amended the bylaw on March 14th, we feel there is some clarifications needed regarding the relocation of the existing home and Council's request for an additional \$20,000 as part of the application proceeding to Public Hearing.

The cost to moving a house that must be paid by Aryze is \$0. Companies like Nickel Brothers, move the house for free and then sell it to recoups their cost and make a profit. Alternatively, we estimate that to complete hazmat remediation and then demolish the house, will cost Aryze \$40,000 - \$50,000. The \$20,000 offer was us trying to do a good thing by splitting this savings in order to incentivize the retention of the house as this was ours and Council's desire. Unfortunately, the house cannot be moved without tree removal, partial deconstruction, and power line modifications which has been affirmed by two different contractors whose letters are included as appendices. Unfortunately, we are now in a worse position in that we have to spend more money to demolish the home, not a more profitable position as suggested by Marg Gardiner's March 11th letter.

We therefore request that Council amend the March 14th motion and go back to the original bylaw that was ready for Public Hearing as we are unable to provide any additional funds.

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.

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