

103 – 3010 Washington Ave.
Victoria, BC V9A 1P6
September 29, 2020

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



Attention: Mayor Lisa Helps and Council Members

Re: **Two proposed developments on Washington Ave.:**

- **#1: on Lots 3008, 3082 and 3090 and**
- **#2: on Lot 3120**

My late wife and I purchased our condo at 3010 Washington Ave. in 1995 and I have paid my property taxes ever year since. Living in our condo, my late wife and I spent much time in enjoying walking around the various streets and trails in the neighbourhood. A walk down Washington Ave. was always an interesting walk. I have seen many changes in the neighbourhood, some good, some not so good.

I am writing you because I have some concerns about the above two projects and their impact on the residents of Washington Ave.

I understand the reasoning behind the city's interest in increasing the density of neighbourhoods and the developers wanting to put as many units on a property as possible as it increases the city's property tax revenue and the developer's profit. However, the cost to the character of the community and its residents and homeowners must be taken into account in the planning and execution of the developments.

Both developers have presented slick presentations with site plans and artist's drawings of the proposed developments which present an optimistic view of their developments and the impact they will have on their next-door neighbours. While these developments appear to meet the minimum standards set by the City it is important to look at and take into account the detailed impacts that the developments will have on everyone in the community and not just the immediate neighbours.

Concerns: - Impact on traffic flow and street parking

My first concern is the impact that these two developments will have on the parking on the street and the flow of traffic along the street. Neither developer has indicated the impact of adding 49 more vehicles to the traffic flow along the street, not to mention the visitors that will arrive by motorized vehicles. See the enclosed additional information sheet for details. The developers have made provision for the parking of 49 of the owners' vehicles in either garages or on assigned parking pads. The larger development provides 1.2 parking spaces per unit while the smaller development provides 1.0 parking spaces per unit. Neither development has made an allowance for visitors parking on their properties. It is assumed that visitors must park on the street. It is also assumed that the 35 owners with one parking space will only own one vehicle. The reality of this, as shown by the number of parked vehicles on the street at night, is that a number of them will have two or more cars. This is particularly true where each spouse has to have an outside job in order to pay for their home. They do not always

work in the same place or even in the same community and public transportation or bicycles are not a realistic option. These extra vehicles usually end up parking on the street.

The first developer described Washington Ave. as a large boulevard. The reality of the stretch of Washington Ave. between Gorge Road and Burnside Road is outlined in the additional information sheet.

Although only 445 m long with a driveable paved width of 9.14 m (30 ft.) Washington Ave. has 187 units and houses that are serviced by 35 driveways. In addition, there are 4 houses without any driveways onto the street. The total number of parking spaces along the street is 86. Counts taken by me of the parked vehicles on different days over the past two years indicate that a minimum of 50 cars, pickup trucks and other vehicles are parked along the street at night.

The bulk of the 50 parked vehicles in the evening are located on both sides of the street between Gorge Road and the Cecilia connector where the majority of the residents reside. Because the only breaks in parked cars along this stretch are usually the driveways, potential problems may occur for vehicles going in opposite directions at the same time. When vehicles are parked on opposite sides of the road, the driveable width is greatly reduced. This reduced driveable width makes it difficult for 2 vehicles going in opposite directions to pass each other without one of them pulling off to the side and allowing the other vehicle to pass by first. See the enclosed additional information sheet for a detailed example.

Looking at all the side streets running between Gorge Road and Burnside Road between the Douglas-Hillside intersection and Tillicum Road, based on my experience of walking and driving in the neighbourhood I would rate Washington Ave. as the 3rd busiest street after Jutland and Harriett, both of which are major connector streets. This fact should make the problem of traffic flow and street parking an important issue in increasing the density of the neighbourhood.

Has the city done a recent (in the last 10 years) survey of the traffic flow and street parking on Washington Ave.? If not, perhaps this is the time to do it to officially quantify traffic flow and street parking. This would help to determine what the actual impact will be on the residents of the street.

Concern: Impact of loss of mature trees

I also have concerns about the loss of mature trees in the neighbourhood especially on the frontage along the street. The developer of the 3 lots states that there are only 7 trees that meet the city's tree by-law and says that the arborist's report calls them to be in fair condition. The developer's site plans indicate that the two mature trees in the southeast corner along the street will be gone and replaced by small immature trees that will take up to 20 - 50 years to make a significant reduction in the effect of the loss of the mature trees. The 2 buildings along the frontage of the 3 lots as shown in the site diagrams appear to be the cause of their removal. The character of a street is often reflected in the number of mature trees. For example, compare the look down the street of Washington Ave. with the look down Qu'Appelle Street. Where would you rather live?

Concern: Doric Greenway Connector

The Doric Greenway Connector also presents some concerns. Although it may be a good idea, it does come at some cost to the neighbours. This 4.2 m wide paved stretch along the north side of the 3-lot development will require a 6 ft high privacy fence along each side to ensure the privacy of the owners

on both sides of the connector. The developer's site plans show a 6 ft fence with what appears to be wooden posts. This implies that the fences will be all wood fences, style not shown in site plans. The style and materials of the two fences has the potential to create problems ranging from becoming an eyesore due to poor maintenance of fences and weeds growing through the fence. It is a given that the wooden material of the fences will become a prime target for Graffiti and tagging as is evidenced by all the Graffiti and tagging that is currently happening in the neighbourhood. Another potential problem is the possibility of vehicles driving on the walkway unless vehicle blocks are installed at each end. But there would have still be a way removing a block to allow an emergency vehicle (fire truck, ambulance, police) to enter or pass through the connector in case of an emergency. With the current crime rate in the neighbourhood there are concerns about crime occurring along the connector. Therefore, there must be sufficient light fixtures spread along the connector to ensure that the entire connector is lite up all night. Then there is the problem of when the connection from this stretch of the connector to Doric through the neighbour's property (3095 Carroll St.) will be completed. It may be years before an agreement is reached with the owner. If this happens, this stretch of the connector will be a dead end at the property line for years which will create problems of its own. Then there is the question of when the Doric to Balfar section will be completed. The imperious surface of the pathway combined with the north-easterly sloping grade may potentially divert water that is currently absorbed by the soil, unto the neighbour's property and/or the street unless specific steps such as ditches or drains are taken to prevent this.

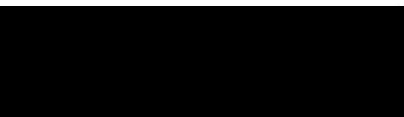
Then there is the question of ownership and responsibility for maintenance of the connector and the responsible agency to inspect the connector on a regular basis. This includes the liability involved with the connector. Who will bear the cost of maintenance and operating cost of the lighting system for the safety of the connector? As the connector will be a public right-of-way will the City assume all the responsibility for it?

Thank you for taking the time to review these concerns.

Yours sincerely,



Arthur Robinson



Encl.

Additional Information sheet

Basic details of the proposed developments:

Development on Lots 3008, 3082 and 3090:

- Number of buildings – 10
- Number of townhouses with 1-car garages – 27
- Number of townhouses with 2-car garages – 7
- Total number of townhouses with garages - 34
- Total potential number of vehicles that can be parked in the 34 garages -41
- Number of visitors parking spaces on the development property - 0

Development on Lot 3120:

- Number of buildings (houses) – 8
- Number of assigned parking pads for owners' vehicles – 8
- Total potential number of vehicles that can be parked on the property – 8
- Number of visitors parking spaces on the development property - 0

Details about Washington Ave.:

- Length of Washington Ave. – 445 m
- Width of Washington Ave. not counting width of sidewalks – 9.14 m (30 feet)
- Number of driveways along the street – 35 (17 on the West side and 18 on the East side)
- Number of units or houses serviced by the driveways –187 (142 on West side; 45 on East side)
- Number of homes fronting on Washington Ave. with no driveway on Washington – 4
- Total number of units or houses on Washington - 191
- Number of street parking spaces on West side – 43
- Number of street parking spaces on East side – 43
- Total number of street parking spaces – 86 (43 on each side of the street)
- Number of traffic calmers – 5 speed humps (speed tables)
- Ave. number of vehicles parked on street in evening - 50
- Average number of vehicles entering or leaving the street in 24-hour period – Unknown (estimated 200+)

Example of problem with vehicles parked on both sides of the road:

For example, if the average width occupied by a parked pickup truck is 8.2 ft with mirrors extended, the distance occupied from the curb would be about 8 ft. A car that is 6.8 ft wide (counting the mirrors) is parked on the opposite side of the street from the truck would occupy about 7 ft from the curb. This would leave a total distance of about 15 ft between the two parked vehicles making it almost impossible for 2 vehicles coming from opposite directions to pass safely between the 2 parked vehicles at the same time. Hence one of them would have to pull off and let the other pass by.

Dear Mayor and Council,

We have been the homeowners of 3107 Washington Avenue for 13 years. Our home is within close proximity of the proposed Curate development.

As you know, our community is experiencing considerable change with a significant number of transition houses being introduced to house people without homes during the COVID-19 pandemic. While some of these transition houses have been deemed temporary, the fact remains that our community has been given the responsibility of hosting the majority of transition and supportive housing on an ongoing basis without adequate support from the City Council. This has created a sense of anxiety and disempowerment.

Added to this, are feelings that critical decisions impacting the community are being made by the City Council without meaningful and effective consultation, consideration of resident input and feedback, or acknowledgement of resident concerns.

The development proposed by Curate for Washington Avenue has many residents extremely concerned about the long term impacts to those that live on the street, neighbours of the development and the community at large. These concerns have been expressed to City Council and the development countless times and yet have not been adequately addressed.

To be clear, this is not a scenario where residents do not want a development at all, on the contrary, Washington Street residents welcome development that increases opportunities for families to join our community and realize the benefits of living in Burnside Gorge. However, this development as it is currently proposed is not appropriate for Washington Ave nor the community, for several reasons that need to be addressed before construction can begin:

1. **Doric corridor** -The community is facing significant safety and security risks, particularly at night as a result of encampments and transition housing. As

our community will most likely be facing these challenges for some time, City Council should reconsider a new approach to the Doric corridor. While a pathway between Washington Ave to Doric Street will be enjoyed by residents as intended during the day, at night there is a high probability that theft and property damage would increase at a time when this is a current challenge. The current bylaw states fencing should be a maximum 1.5 metres. Given the current safety risk this is not appropriate for the residents on either side of the pathway. Solid fencing at 2 metres should be installed to protect privacy and safety, with greenery to reduce noise. Conversely do not develop the pathway at this current time until safety concerns have been adequately addressed.

2. **Building Height** - Next to our home at 3107 Washington is a new development under construction. Like the curate proposal these include 3 story houses, one of which is only 1.5 metres from the fence line. However, the difference is that the majority of the lower floors of each home are below ground level, bringing their roof heights in line with the homes on either side. The Curate proposal does not take into consideration the neighbouring homes at all. The three story townhouse, facing the street, as well as neighbours are entirely above ground and on a higher grade than the surrounding homes. This will result in buildings that "tower" over the homes around them which is uncondusive to the look and feel of the street as well as the well being of neighbours who will have windows peering into their homes and yards.
3. **Parking and Increased Traffic** - While the current proposal exceeds current bylaws related to parking, more planning is need to address Washington street's traffic and parking challenges that have been intensified as a result of :
 1. Increased visitors to Cecilia park and Burnside gorge community center;
 2. Overflow parking from co-op housing and multiple condominiums; and
 3. Commuters and users of the galloping goose trail.

In addition, there are several homes on Washington Avenue that do not have driveways, requiring many residents to utilize street parking. It is unrealistic to assume that all homeowners of the Curate development will park their cars in their garages or that homeowners within the development will have only one vehicle. It seems unreasonable to expect those with no driveways to have to park on another street entirely if there is no parking available due to overflow from the development.

Also, while Washington street is not considered an artery, it is a narrow, high volume through road. The density of the current proposal will only exacerbate this.

Overall, while Curate did make initial attempts to make revisions to address some of the residents' concerns, the proposal in its current form is not appropriate for the street or neighbourhood, the density and the 3 story homes along the perimeter are much too high and need to be reduced. Many residents have already expressed these concerns with very little response at a time when many in Burnside/Gorge are already feeling their concerns regarding several issues are unheard and invalidated. The City Council should respectfully take into serious consideration the input and feedback from the residents on Washington Street who will be directly impacted by this development.

Respectfully,

Kim Buchanan and Richard Poulin

Katie Lauriston

From: Leanne Taylor
Sent: November 30, 2020 5:00 PM
To: Katie Lauriston
Subject: FW: Washington developmet of 3080, 3082,3090

Hi Katie,

Please attach the correspondence below to the future Council report for 3080, 3082 and 3090 Washington Avenue.

Many thanks,
Leanne

From: Jeanne Melady [REDACTED]
Sent: November 30, 2020 4:55 PM
To: Leanne Taylor <ltaylor@victoria.ca>
Subject: Re: Washington developmet of 3080, 3082,3090

Yes thank you.
Jeanne

From: Leanne Taylor <ltaylor@victoria.ca>
Sent: November 30, 2020 4:37 PM
To: Jeanne Melady [REDACTED]
Subject: RE: Washington developmet of 3080, 3082,3090

Hi Jeanne,

Thank you for your email. Would you like the email below attached to a future Council Agenda for Council's consideration as well?

Thanks,
Leanne

From: Jeanne Melady [REDACTED]
Sent: November 30, 2020 3:21 PM
To: Leanne Taylor <ltaylor@victoria.ca>
Subject: Re: Washington developmet of 3080, 3082,3090

Good afternoon,

Thank you for your response. I appreciate the explanation as to what led up to the rezoning request and what the consequences of that to the developer resulting in this change to the proposal.

From your reference material, this is now my understanding. The Doric Connector was a request from the City to the Developer to meet what was identified as a goal going back to the 90's, became part of the Greenways Plan. It was also part of the OCP, the 2016 Bicycle Network and finally mentioned in the Burnside

Gorge Neighbourhood Plan of 2017. I can see how the written reports would suggest this is a good thing; however, I think in the nature of a quickly changing community, residents may have changed priorities and that needs to be considered.

A few things that residents are now saying:

1. the discussion of the connector for bicycles needs to be revisited. Lots of things have changed in this neighbourhood in the past two years and especially in the past 10 months that have changed the safety of this neighbourhood.
2. Residents are concerned with traffic flow - there are proposals in the Neighbourhood Plan for calming traffic - and adapting Burnside and Gorge to make them safe for cycling. And these are of higher priority. This on page 20

The neighbourhood is divided by major streets with heavy traffic, making it uncomfortable to get around the neighbourhood on foot or by bicycle

- Burnside Road improved with bicycle lanes, canopy trees and landscape boulevards separating pedestrians from traffic.
- Gorge Road as an “All Ages and Abilities” bikeway consistent with the Bicycle Master Plan

3. The timing may seem propitious to achieve the goal of the Doric Connector for the City. However, the residents are saying that safety aspect needs to be discussed and since the Connector is also contingent upon the rezoning, it would be greatly appreciated if the community had a chance to talk, re-evaluate the long term goal that may have seemed a priority in 1993 but may have taken a second place to other priorities.

It would be much more challenging to calm traffic on the Gorge and create a bike path there but it may well result in a much more well used path.

In closing, the proposal does meet many goals, family housing, with a traditional look to the design and offers thought to siting.

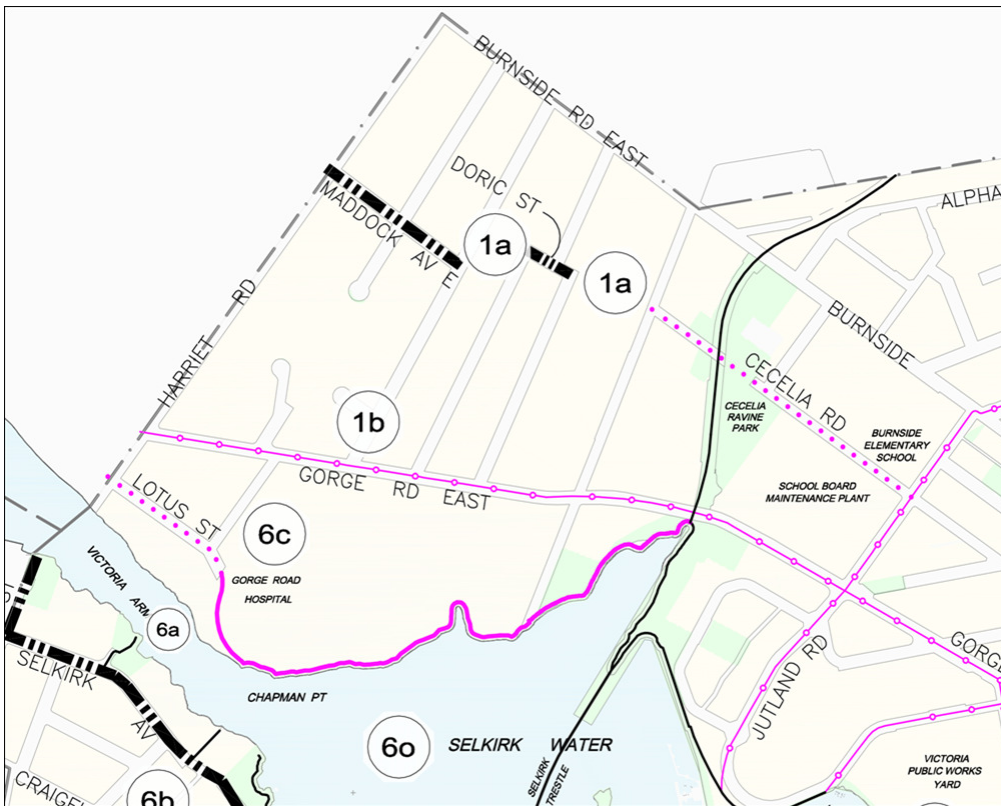
Thanks for your communication.
Jeanne Melady
Resident of Burnside Gorge

From: Leanne Taylor <ltaylor@victoria.ca>
Sent: November 30, 2020 10:33 AM
To: Jeanne Melady [REDACTED]
Subject: RE: Washington developmet of 3080, 3082,3090

Dear Jeanne,

Thank you for your email and questions regarding the rezoning proposal for 3080, 3082 and 3090 Washington Ave.

The Doric Connector has been a long-standing priority for residents of Burnside Gorge since the early 1990s. The plan for it was formally confirmed by the City in the 2003 *Greenways Plan*, the 2012 *Official Community Plan*, 2016 *Bicycle Network*, and most recently in the 2017 *Burnside Gorge Neighbourhood Plan*. Copied below is a map from the *Bicycle Network Plan* showing the location of the proposed multi-use pathway and how it would connect to the municipal and regional bicycle network.



Under the current R1-B Zone, each property could be developed as a single-family dwelling with a secondary suite or garden suite. A proposal for any additional dwelling units (i.e. duplex, attached housing, etc.) on the subject property triggers a rezoning application. When we receive a rezoning proposal, staff evaluate it against all the applicable policies and design guidelines outlined in the *Official Community Plan*, *Burnside Gorge Neighbourhood Plan*, and other relevant policies for the site. In this case, one of the priority objectives outlined in several policy documents as mentioned above, is to obtain a Statutory Right-of-Way for the Doric Connector on 3090 Washington Avenue. A rezoning process is the opportunity to request this multi-use pathway, and so the applicant has incorporated the proposed pathway in the site planning and the overall design of the project with guidance from staff to comply with policy for Council's consideration. As noted below, the applicant is justifying the proposal for three-storey buildings as a result of the dedication and construction of the Doric connection on the subject property.

If you have any other questions, please do not hesitate to contact me by phone or email.

All the best,
Leanne

Leanne Taylor, MCIP, RPP
Senior Planner
Sustainable Planning and Community Development
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6

T 250.361.0561 F 250.361.0386



From: Jeanne Melady [REDACTED]
Sent: November 29, 2020 4:32 PM
To: Leanne Taylor <ltaylor@victoria.ca>
Subject: Re: Washington developmet of 3080, 3082,3090

Good afternoon,

I sent in a submission regarding this development.

Since sending in my submission, I have been speaking to several interested residents who have identified a proposed bike path (Doric) with the comments that the provision of bike path by the developer would be part of the development package. Is that provision a trade-off for agreeing to a re-zoning? If so in the interest of transparency, that should be noted. (my italics). The following is in a paragraph from the developer to the Mayor and council:

"We will be requesting an OCP (*Official Community Plan*) amendment (*Re-zoning*) as a result of providing the SRW (*Statutory Right of Way*) on our site to create 3 storey units in this Traditional Residential zone. During our site planning we established that due to the 4.2m SRW dedication we are not able to create price point sensitive homes for families or reach the 0.8 FSR with two storey units as described in the OCP. We have included a project rationale document to further explain the need for the OCP amendment." (letter to Mayor and Council March 2020)

So it seems that in exchange for the developer giving up a piece of land for the right of way for the bike path, the city allows a change of zoning to Urban to allow for more density and likely goes along with signing off on by-law protected trees.

Is that what happened? Unless this community agrees to that kind of trading, then the Mayor and Council shouldn't be agreeing on their behalf.

Thank you
Jeanne Melady
Resident of Burnside Gorge Neighbourhood

Madison Heiser

From: Leanne Taylor
Sent: Friday, March 12, 2021 3:52 PM
To: Public Hearings
Subject: FW: Doric Street Connector

Hello,

Below is correspondence to be attached to the March 25 Council Agenda concerning the rezoning application for 3080, 3082 and 3090 Washington Ave.

Thanks,
Leanne

From: Amie Shepherd [REDACTED]
Sent: March 12, 2021 3:49 PM
To: Leanne Taylor <ltaylor@victoria.ca>
Subject: Re: Doric Street Connector

Yes please.

On Friday, March 12, 2021, 10:04:15 a.m. PST, Leanne Taylor <ltaylor@victoria.ca> wrote:

Hi Amie,

Thank you for your email. The Public Hearing for the rezoning application for 3080, 3082 and 3090 Washington Avenue is scheduled for March 25. As noted below, you will be receiving a Public Hearing notice in the mail. Would you like the correspondence below to be attached to the March 25 Council Agenda for Council's consideration as well and form part of the public record?

Thanks again,
Leanne

From: Amie Shepherd [REDACTED] >
Sent: March 12, 2021 7:34 AM
To: Leanne Taylor <ltaylor@victoria.ca>
Cc: Karen Hoese <KHoese@victoria.ca>
Subject: Re: Doric Street Connector

Hello Leanne,

Thank you for responding. Everyone has the same argument for this connector, this has been a plan for 30 years. In 30 years and numerous letters from the city to every neighbor asking to sell, the city has been unable to secure the property to put through and complete the connector because neighbors don't want to sell their land. Starting half of a connector that will probably never be completed, if history tells us anything (note the 30 years of trying) then putting through part of the connector is pointless and reckless. Why doesn't the City follow Saanich's plan and join them on their Gorge rd bike plan.

Of course if this gets voted through we will be the most affected. In the years to follow we will have to realize on a daily basis that our land was taken for a connector that will never be completed and that is the real problem with all of this.

What does it take for the city to realize that a 30 year old plan that may be a good idea to some is not what the neighbors want if it will never be completed.

Amie Hardiman

On Tuesday, March 9, 2021, 01:38:52 p.m. PST, Leanne Taylor <ltaylor@victoria.ca> wrote:

Dear Amie,

Thank you for reaching out and sharing your concerns with us regarding the proposed Doric Street Connector as we recognize that this anticipated multi-use pathway connection could have a potential impact on your property depending on the outcome of the Rezoning Application for the properties at 3080, 3082 and 3090 Washington Avenue.

From a Planning and Transportation perspective, this Connector has been a long-standing priority for residents of Burnside Gorge since the early 1990s, and in response to this, the City had an opportunity in 2005 to register two easements on your property with a long-term vision of constructing this pathway. The plan for it was formally confirmed by the City in the 2003 *Greenways Plan*, the 2012 *Official Community Plan*, 2016 *Bicycle Network*, and most recently in the 2017 *Burnside Gorge Neighbourhood Plan*. This bicycle and pedestrian route extending between Washington Street and Maddock Avenue East provides residents with a connection to access the recently-completed playground at Cecilia Ravine Park and the Galloping Goose Regional Trail. With the current Rezoning Application, there is an opportunity to obtain a statutory right-of-way on 3090 Washington Avenue in accordance with the policies and construct a portion of the Doric Connector, subject to Council approval. With respect to Saanich's bicycle network plan, we suggest that you reach out to Sarah Webb, the City's Manager of Sustainable Transportation Planning and Development, at swebb@victoria.ca and she will be able to provide you with more information on the regional bicycle network plan and the details on why the Doric Connector is an important connection from a regional sustainable transportation perspective.

The Public Hearing for the Rezoning Application for the abovementioned properties is tentatively scheduled for March 25, 2021, provided that the bylaws receive introductory readings at the Council meeting this Thursday, March 11. As an immediate neighbour to the development proposal, you will receive a Public Hearing notice in the mail and be invited to submit written comments to Council, provide a pre-recorded 5-min video or register to speak at the meeting in order to share your concerns with Council for their consideration. Further details on how to provide input will be summarized in the upcoming Public Hearing notice; however, please feel free to email any correspondence in advance on the Rezoning Application to publichearings@victoria.ca, and the correspondence will be published in a future Council Agenda and form part of the public record.

If you have any questions, please do not hesitate to contact me.

Kind regards,

Leanne

Leanne Taylor, MCIP, RPP

Senior Planner

Sustainable Planning and Community Development

City of Victoria

1 Centennial Square, Victoria BC V8W 1P6

T 250.361.0561 **F** 250.361.0386



From: Colleen Mycroft [REDACTED]
Sent: March 4, 2021 3:51 PM
To: Marianne Alto (Councillor) <MAalto@victoria.ca>; Amie Shepherd [REDACTED]
Cc: Stephen Andrew (Councillor) <stephen.andrew@victoria.ca>; Katie Lauriston <klauriston@victoria.ca>; Karen Hoese <KHoesse@victoria.ca>
Subject: RE: Doric Street Connector

Thank you Councillor Alto,

Amie, I have sent your email along to Planning staff for follow up with you directly.

Thank you and have a lovely day.

CM

Colleen Mycroft

Manager of Executive Operations

Mayor & City Manager Office

City of Victoria



From: Marianne Alto (Councillor) <MAalto@victoria.ca>

Sent: March 4, 2021 3:49 PM

To: Amie Shepherd [REDACTED]

Cc: Colleen Mycroft <cmycroft@victoria.ca>; Stephen Andrew (Councillor) <stephen.andrew@victoria.ca>

Subject: Re: Doric Street Connector

Hello Amie, thank you for writing, and for sharing your concerns.

I am sharing your email with Colleen Mycroft, Manager - Executive Operations in the City Manager's Office, for reply and referral to planning staff.

While I am the neighbourhood liaison to the Burnside Gorge neighbourhood, I am unable to engage in conversation about land use on Doric Street as I own a home very nearby, and engaging on related matters might present an appearance of conflict.

Thank you again for taking the time to write. Take care,

Marianne

Marianne Alto

Victoria City Councillor

CRD Alternate Director/President CCCO

[REDACTED]

[REDACTED]

From: Amie Shepherd [REDACTED]
Sent: March 4, 2021 1:55 PM
To: Marianne Alto (Councillor) <MAalto@victoria.ca>; Stephen Andrew (Councillor) <stephen.andrew@victoria.ca>
Subject: Doric Street Connector

Hello,

I am writing about the Doric Street Connector. I feel like my voice won't be heard because the city keeps standing behind the fact that this is a 30 year plan. Things have changed a lot in 30 years, let alone in the last 1 year. The last time this plan was revised was in 2017 and at that time our neighborhood wasn't considered the ghetto of Victoria.

This path does directly affect me as it is going through my property at 3095 Carroll st. They are taking 3m and giving us a 1.5m deck as access on our property, it's a very tight squeeze. This path is going to be very expensive for us as the city states that they will only pay half of the amount to take down and put back the deck. It's covid, who has extra money for this. They will be taking our privacy, the trees, our access to that side of our house, our pathway, our garbage area all of the hard work I have done to my house to love my neighborhood.

All of my direct neighbors are unhappy about this path. The city doesn't even have the access to the land for the rest of the path and this portion will be put in and will never be completed so what's the point. We have directly spoken to the neighbors who would have to sell their land on Albany and Balfour and they have all said never. I don't understand the push to put this connector through. The developers on Washington are against it but said that they have no choice. We even have a note from the city to allow the developers to over develop the land in exchange for the path.

Saanich has just released their plan and they intend to extend the bike route along Gorge rd, why are we not follow that plan. I have had numerous violations on my property, as the whole neighborhood has and every time the police are here I ask them about the path. They say that we should move and that it will create a direct route for crime to escape. We can't move, no one will buy our house with a pending path. We have a 5 and 8 year old that love their family home.

I am pleading for someone to care, to think about the people who will be directly effected, to feel like someone listens and that we aren't just dismissed. This is more than an old plan, it's our neighborhood and right now it's really unsafe. I grew up in this City and my heart is broken, we have considered leaving after the path and never returning.

Madison Heiser

From: Tamao N. [REDACTED]
Sent: Saturday, March 13, 2021 11:57 PM
To: Public Hearings
Cc: [REDACTED]
Subject: Letter of Support for 3080 Washington Development

Dear Mayor and Council,
I support the proposed 3080 Washington Development.

I am a single mother who has a job which pays enough income to support myself and my son.

Currently, I am looking for a place for myself and my son and it is obvious that it is almost impossible to afford to buy a place in the Victoria/Saanich area.

I have been living in the Victoria/Saanich area for the past 28 years and this city is my home, but I am unable to afford a home in this city.

This area needs more housing units especially the ones that represent the integrity and friendliness of BC's beautiful capital.

I strongly believe that this proposed Development is very ideal for this city and will become a part of the housing crisis solution.

Thank you very much for your time,

Tamao Nakashima
2519 Scott Street, Victoria, BC
[REDACTED]

March 15, 2021

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

Subject: Letter of Support for 3080, 3082, and 3090 Washington Ave. Townhome Development

Dear Mayor and Council,

I am writing in support for the proposed townhome development proposed at 3080, 3082 and 3090 Washington Ave.

I am a young man currently renting in Victoria with aspirations of being able to afford a new family home close to the city one day. With the cost of living seemingly increasing every year as well as home prices it becomes quite disheartening to think how much one would need to save in order to buy something. This city needs affordable housing to keep those that don't earn top salaries from leaving, and I believe this development is a step in the right direction.

Sincerely,

Ryan Bowler

705 – 780 Fisgard St
Victoria, BC
V8W 0E1

Madison Heiser

From: Marc-Antoine Dufault [REDACTED]
Sent: Tuesday, March 16, 2021 4:49 PM
To: Public Hearings
Subject: Support for 3080 Washington Avenue

Dear Mayor and Council,

I am writing this letter in support of the most recent proposal by Curate Developments for the project known as "3080 Washington Avenue".

Although the overall design might be too traditional to my personal liking, I feel like this project integrates quite nicely with its immediate surrounding.

Regardless of the style of this development, the 34 townhouses replacing the three single-family dwellings on the site will give families the opportunity to live close to the downtown core on a relatively quiet street. This feels particularly relevant in the context of the current housing crisis in Victoria. It's challenging at the moment for families to find a place big enough to live in the city. This project includes 4-bedroom units which will be quite attractive for families looking to buy a place in Victoria.

It seems like an effort has also been made to reduce the height of the townhouses in strategic locations, especially next to the beautiful green historic house located on the southern edge of the project. This will allow minimal shading in the backyards of adjacent properties. This type of density is welcome in the neighbourhood. Three-story buildings are totally reasonable and should be allowed in residential neighbourhoods throughout the city. This is what we call comfortable density. What should be forbidden is the construction of new 1-story buildings, it doesn't have its place in a city. We have to make the city more dense to allow more families to be able to live in it.

Furthermore, I appreciate the green spaces surrounding the project, especially the human-scaled pedestrian path in the middle of the project with the three-story buildings on each side of it. I also appreciate the fact that mature trees are being preserved near the street, which I assume might be possible by the increased density at the centre of the project. The fact that the Doric Greenway has been incorporated to the project is quite interesting too.

Thanks for taking the time to read my comments in support of this project.

Best regards,

Marc-Antoine Dufault
Architect MRAIC, MOAQ
2103 Fernwood Road
Victoria BC V8T 2Z1

Madison Heiser

From: [REDACTED]
Sent: Friday, March 19, 2021 12:54 PM
To: Public Hearings
Cc: 'Sam Ganong'; [REDACTED]
Subject: Comments Re-Zoning Application for 3080, 3082 & 3090 Washington Ave, Victoria BC

Good morning,

I am not sure if you would have included our earlier communications on this re-zoning application so I have included the email communications exchanged earlier regarding our concerns.

Key is going to be parking control. We want to make sure that any trades parking is kept on site rather than parking on the street (which is already congested) as further vehicles will make it dangerous for both people, pets and bikes.

We do want to re-state that we are in favour of the application and look forward to it.

Thank you – Pat

Pat A Miller
[REDACTED]
[REDACTED]

3056D Washington Avenue
Victoria, BC, V9A 1P6

From: Sam Ganong [REDACTED]
Sent: November 25, 2020 10:58 AM
To: Pat Miller [REDACTED]
Cc: Leanne Taylor [REDACTED]
Subject: Re: Comments Re-Zoning Application for 3080 to 3090 Washington Ave, Victoria BC

Dear Pat and Randy,

Thank you for providing your feedback. I can understand living next to a construction project is not the most ideal situation. Our current construction schedule is showing a total timeline of just under two years to complete the entire project.

The phasing is primarily governed by the City's request to have the pathway along the north and the greenspace at the front of the property completed in Phase 1. This results in the need to work through the project from north to south.

For construction trade parking, we will do our best to ensure there is enough room on the property for trades to park. Given the property is 1.5 acres we should be able to accommodate on-site parking to minimize congestion on Washington Avenue.

I will make sure the construction team adheres to the noise bylaw and looks for opportunities to use noise mitigation measures where possible. I recognize we will be building in a quiet residential neighbourhood, and we will be as respectful as possible.

Please feel free to reach out if you have any questions at any time.

Regards,

Sam Ganong
[REDACTED]

Curate Developments
841 Fort Street
Victoria, BC V8W1H8

On Sat, Nov 21, 2020 at 12:24 PM Pat Miller [REDACTED] wrote:

Ms. Taylor,

As requested in your letter of October 30, 2020 requesting residents of Washington Avenue properties comment on the proposed development planned for 3080-3090 Washington Ave, please find our comments below regarding this Project.

1. Phasing – We would request that the developer change the Phasing to allow Phase 2 to proceed first. It normally would take 4 to 5 years for a project of this size to be completed. We are assuming that Phase 2 is planned to be completed last to allow construction and supply vehicles to access all parts of the property. We would prefer not to live beside a construction zone that a long period of time but do understand that projects do take time.

Thus, we would hope that the developer would be able to flip the phasing (do Phase 2 first) to minimize the time our property is directly impacted by this project.

2. Parking – We would request that the developer secure parking for all construction trades (other than deliveries) in a location that does not utilize parking on Washington Avenue. The street is already full of residences' vehicles and is down to one lane most of the time. If construction vehicles are added to the already dense parking, driving in and out of our development is going to be negatively impacted.

While I understand that Victoria is encouraging residences to walk or bike ride, both my husband and I have mobility challenges and walking long distances or biking are not options for us.

3. Noise – We would request that the developer be respectful of Victoria’s noise bylaws and take additional measures for sound mitigation like ensuring compressors are run inside buildings, generators have noise dampening devices, etc.

While we welcome this project and do believe it will benefit the Burnside Gore Neighbourhood in the long run, we as the owners of 3056D Washington Avenue and out of our complex, we will be the ones most impacted by this development thus our concerns addressed above.

Please contact me should you require any further clarification.

Sincerely,

Pat A Miller & Randy R Miller

3056D Washington Avenue

Victoria, BC, V9A 1P6

[REDACTED]

[REDACTED]

From: Todd Buchanan <[REDACTED]>
Sent: March 3, 2021 8:42 AM
To: Leanne Taylor <ltaylor@victoria.ca>
Subject: FW: Tree Risk Assessment Report - Washington Ave

Good morning Leanne,

Todd and I have been quite concerned about the impact of the Curate Development and the proposed trail extension (Doric Corridor) in favor of the City and decided to hire an arborist for a third party opinion. We do not want to be responsible for the cost of dealing with our maple trees should something happen to them as a result of the implementation of this trail. Our arborist requested a risk assessment report to be done by Curate which has since been done. Please see attached. As the City will be responsible of this trail after its construction our arborist thought it prudent to forward the report to the city so they can review and comment. I have also included a summary letter from our arborist for review. Could you kindly forward this information to the City's Arborist for review and request they provide a response.

If you could kindly provide confirmation of receiving this email and attachments, that would be great!

Thanks,
Danielle Buchanan

From: Sam Ganong [[mailto:\[REDACTED\]](mailto:[REDACTED])]
Sent: Monday, January 25, 2021 3:30 PM
To: Todd Buchanan
Subject: Tree Risk Assessment Report - Washington Ave

Hi Todd - our arborist, Jeremy Gye, has put together the tree risk assessment report as requested by you and your arborist. See attached for the report.

If you have any questions please let me know. It might also be helpful for our two arborists to connect should any questions come up.

Let me know.

Regards,

Sam Ganong
[REDACTED]

Curate Developments
841 Fort Street
Victoria, BC V8W1H8



January 25, 2021

Curate Developments
841 Fort Street
Victoria, BC V8W1H8
Attention: Sam Ganong

Dear Sam:

Re: 3080, 3082 and 3090 Washington Avenue

Background and Assignment:

The following report documents our assessment of the tree risk potential associated with several off-site trees posed to users of the Cecilia Greenway Extension. The greenway is located along the north boundary of your proposed development. The subject trees are four Big-leaf maples, located alongside your north boundary on the neighbouring property at 3106 Washington Avenue.

The tree risk assessment is being undertaken at the behest of the owner of 3106 Washington Avenue, who is concerned about any liability accruing to him should a failure associated with one of his trees result in injury or death to a person or persons using the new greenway. Curate Developments has agreed to have the subject trees assessed for risk by a qualified tree risk assessor (G&A) and the report shared with the consulting arborist acting on behalf of the owners of 3106 Washington Avenue, Daryl Clark.

Methodology:

For the purposes of this assignment, G&A are using the qualitative methodology outlined in the International Society of Arboriculture's *Best Management Practices: Tree Risk Assessment and Tree Risk Assessment Manual*, Second Edition. The time frame adopted for this tree risk assessment is 5-years. A basic (Level-2) assessment was utilized for this assignment. Indicators observed during the course of this assessment resulted in a more advanced (Level-3) assessment of one of the subject trees exhibiting a large stem cavity to investigate the limits of the cavity and associated strength-loss within the stem of the tree. An MD-300 Resistograph tool was used to investigate the spatial extent of the cavity and residual sound shellwood.

Observations and Discussion:

Table-1 introduces the four subject trees:

G&A Tree ID	Common Name	Stem diameter(s)	Crown Radius (m)	Health
563	Bigleaf maple	52	6	Fair
564	Bigleaf maple	32	5	Good
565	Bigleaf maple	24; 26	6	Fair
566	Bigleaf maple	64	7	Good



The four maples are located along the shared property boundary and between the neighbour's driveway and the common fence. The driveway is located close to (+/- 30cm) and slightly lower than the base of the trees (+/- 20cm). All four maples exhibit a relatively compact form and a sound height-to-girth ratio (i.e. they are not tall and drawn-up in form). Detailed observations relevant to the risk potential of each tree are provided in the Tree Risk Assessment Table attached as Appendix-1.

Maple 563 has a scaffold branch with a large defect that extends over the neighbour's driveway and parking area. The tree also has a large cavity and a ribbed seam extending down below the cavity on the north aspect of the stem (Fig-1). The centre of the cavity is approximately 1.6m above grade. There is visible, but modest, swelling of the stem below the wound. Four resistograph samples were taken just below the face of the cavity at the west, north, east and south aspects of the stem. Sampling indicates approximately 8cm of sound shellwood on the west, north and south aspects and 14cm on the east aspect. Additional sampling further down the stem at 1m>grade indicates a gradual reduction in the cross-sectional area of the cavity.



Figure-1 Cavity and rib on north aspect of Tree 563



Figure-2 Defective limb on Tree 563 overhanging neighbour's drive

Given a relatively cylindrical stem morphology at the initial point of sampling with a measured stem diameter of 52cm, the estimated cross-sectional area of the cavity relative to the overall area of the stem is 69%. Studies of tree failures associated with hollow tree trunks with open cavities on three continents indicate that very few tree failures with cavity areas below a 70% threshold. **Given the species, tree form and vigour of response growth associated with cavity opening and rib, the likelihood of a stem failure within a five-year time-frame is improbable.**



Maple 563 is evaluated as presenting a low risk to the proposed greenway and a moderate risk to vehicles parked in the neighbour's driveway beneath the tree's defective scaffold limb.

Trees 564 and 565 are evaluated at low risk. A low scaffold limb on each tree can be seen encroaching into the greenway.

The crown of Tree 566 has some larger deadwood present above the greenway that is capable of doing harm in the event it strikes a pedestrian or cyclist. The two main leaders of this tree exhibit a narrow stem union with included bark. Stem unions of this type can be mechanically weak and prone to failure in some cases. This tree has been evaluated as presenting a moderate risk.

Recommendations:

Tree 563:

1. Remove defective scaffold limb.
2. Monitor the tree over time for changes in the size of the cavity or for any indications in the exterior condition of the stem around the cavity and rib that may indicate signs of structural deterioration.

Trees 564 and 565:

Remove the lower scaffold limb on each tree that is encroaching toward the future greenway.

Tree 566:

1. Remove dangerous deadwood from the crown of the tree.
2. Consider relieving any strain on the stem union by limiting the range of motion of the two leaders independent of one another. This can be achieved by emplacing a u.v. resistant braided synthetic line in a loop around the two leaders high enough up in the crown of the tree to optimize mechanical advantage.

Respectfully submitted,

Jeremy Gye – Senior Consultant
Gye and Associates, Urban Forestry Consultants Ltd.

Consulting Arborist (Diploma, American Society of Consulting Arborists, 1997)

ISA Certified Arborist (Certification No. PN-0144A)

ISA Municipal Specialist (Certification No. PN-0144AM)

ISA Tree Risk Assessment Qualified

Certified Master Woodland Manager (Small Woodlands Program of BC)

Tree Risk Assessment Table - 3090 and 3106 Washington Avenue, Victoria BC

Date: January 24, 2021

G&A Tree ID	Common Name	Stem diameter(s)	Crown Radius (m)	Health	Tree parts of concern	Likelihood of Failure	Potential Targets	Likelihood of Impacting Target	Likelihood of Failure & Impact	Consequences of Failure	Risk Rating	Overall Risk Rating for Tree	Comments	Recommendations
563	Bigleaf maple	52	6	Fair	1. scaffold limb with defect over neighbour's drive 2. 1 - 2" deadwood 3. main stem	1. Probable 2. Probable 3. Improbable	a. greenway (pedestrians, cyclists) b. neighbour's driveway c. neighbour's house (structure)	1a. n/a 1b. High 1c. Very low 2a. Low 2b. High 2c. Very low 3a. Low 3b. Medium 3c. Medium	1a. n/a 1b. Likely 1c. Unlikely 2a. Unlikely 2b. Likely 2c. Unlikely 3a. Unlikely 3b. Unlikely 3c. Unlikely	1a. n/a 1b. Minor 1c. Minor 2a. Minor 2b. Minor 2c. Minor 3a. Severe 3b. Significant 3c. Significant	1a. n/a 1b. Moderate 1c. Low 2a. Low 2b. Moderate 2c. Low 3a. Low 3b. Low 3c. Low	Low in relation to greenway; Moderate in relation to Neighbour's driveway	Large defect on lower scaffold limb overhanging neighbour's drive. Small-to-moderate sized deadwood in crown. Large cavity (65 - 70% of cross-sectional area) and seam on north aspect of main stem. Vigorous response growth.	Remove defective limb over driveway. Monitor condition of stem and cavity/seam over time. Consider moderate crown reduction if cross-sectional area of cavity approaches 80%.
564	Bigleaf maple	32	5	Good	No parts appear to be at risk of failure	Improbable	a. greenway (pedestrians, cyclists) b. neighbour's driveway c. neighbour's house (structure)	Very low	Unlikely	Negligible	Low	Low	1st order lateral roots appear suppressed on north aspect. Low limb growing toward greenway (future obstruction)--likely to hinge in the event of failure.	Remove lower limb growing toward future greenway
565	Bigleaf maple	24; 26	6	Fair	1. low scaffold limb over greenway 2. Co-dominant leader	1. Possible 2. Improbable	a. greenway b. neighbour's driveway c. neighbour's house d. proposed Building E (structure)	1a. Medium 1b. n/a 1c. n/a 2a. Medium 2b. Medium 2c. Medium	1a. Unlikely 1b. n/a 1c. n/a 2a. Unlikely 2b. Unlikely 2c. Unlikely	1a. Minor 1b. n/a 1c. n/a 2a. Severe 2b. Significant 2c. Significant	1a. Low 1b. n/a 1c. n/a 2a. Low 2b. Low 2c. Low	Low	Low vigour; codominant leaders emerge at 1.5m > grade; leaders exhibit sound, wide-angle stem union; low limb in poor condition growing toward greenway (future obstruction)	Remove lower limb growing toward future greenway
566	Bigleaf maple	64	7	Good	1. 1 - 3" deadwood 2. Co-dominant leader	1. Probable 2. Possible	a. greenway b. neighbour's driveway c. neighbour's garage d. neighbour's house e. proposed Building E	1a. Medium 1b. Medium 1c. High 1d. n/a 2a. Medium 2b. Medium 2c. Medium 2d. Medium	1a. Somewhat likely 1b. Somewhat likely 1c. Likely 1d. n/a 2a. Unlikely 2b. Unlikely 2c. Unlikely 2d. Unlikely	1a. Severe 1b. Minor 1c. Minor 1d. n/a 2a. Severe 2b. Significant 2c. Minor 2d. Minor	1a. Moderate 1b. Low 1c. Moderate 1d. n/a 2a. Low 2b. Low 2c. Low 2d. Low	Moderate	Co-dominant leaders emerge at 2m > grade. Leaders exhibit narrow stem union with included bark; medium and large deadwood; good root distribution	Remove deadwood from crown > 1.5" dia.; consider emplacing 1/2"+ u.v.resistant braided synthetic rope loop in upper crown to limit range of motion of leaders independent of one another and reduce strain on stem attachment.



D. Clark Arboriculture
2741 The Rise Victoria B.C. V8T-3T4

www.dclarkarboriculture.com
Certified Arborist PN-6523A
TRAQ Certified

February 25, 2021

Todd and Danielle Buchanan
3106 Washington Ave. Victoria BC V9A 1P6
Re: Response from Curate and Outstanding Issues

Hi Danielle and Todd,

Thanks again for inviting me out to look at your trees on December 4, 2020, and for providing me with the response from Gye and Associates via Curate Developments and Sam Ganong.

Let me first address the tree risk assessment provided by Gye and Associates. I have reviewed the assessments and recommendations, and it all seems reasonable and in order. I think the developer should share in some of the cost of bringing the trees in line with the recommended expectations, as it is their introduction of a new "target" to the risk assessment, and both properties share in the benefit of healthy, sound trees. At the December site visit I was informed that this portion of the project would ultimately become part of the municipal trails network and be handed to the city for ownership and more importantly, maintenance. I think that the City, as a stakeholder, should be included in the conversation about these trees. They will likely come with their own concerns and opinions and while the opinions expressed so far have been reasonable, there's no guarantee the new "neighbor will see things the same way. Also outstanding with regards to this aspect of the development is a drawing and written specification with regards to pathway construction in the critical root zone of these trees. It was brought up to both Mr. Gye and Mr. Ganong at the December meeting.

Moving on to the planting suggestions. While I have not seen any drawings for the buildings yet, I understand from you that some, if not all of the units on site will be three (3) stories high. Given the lot size and aspect of your property, some taller, faster growing species should be considered to lessen the immediate impact of development to you. I noted on the few occasions that we have visited at your property that it has been fairly wet in the back yard. You have confirmed to me that annually this property does tend to hold water. It seems then that unless yourselves or the developer is anticipating some big changes in the hydrology of the area, we should be choosing plants that tolerate damp/wet environments. I appreciate that there was some effort put into a planting list, however, in order to meet your needs regarding this development with plants that are better adapted to your landscape, I am suggesting Dawn redwood (*Metasequoia glyptostroboides*), Red Osier dogwood (*Cornus sericea*), and False Spirea (*Sorbaria sorbifolia* "sem"). Choices such as these will provide year-round interest with staggered flowering times, bold foliage, and interesting and colourful architecture in the winter months. I think it is important to point out that planting trees to block this development will also cost you some sunlight in the yard. This was the reason for choosing a deciduous tree as your screen from the development, and while it does not solve all the problems, I think it offers the most solutions. I encourage you to spend some time looking online at these plants, and to get in touch with me if you feel that there are other things to consider.

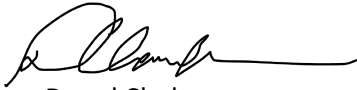
In summary I want to point out that there are outstanding items regarding the development and the impacts your home.

- The city of Victoria should be brought into the conversation around the pathway as a stakeholder.
- A design drawing and written specification for the construction of the pathway should be provided.
- A planting/screening scheme needs to be finalized.

Additionally, now that a risk report has been provided there should be some discussion of cost-sharing the work to be undertaken.

Thank you again for the opportunity to comment on your trees. Let me know if you have any questions or concerns.

Regards,

A handwritten signature in black ink, appearing to read 'D. Clark', with a long horizontal flourish extending to the right.

Darryl Clark
Certified Arborist PN-6523A
ISA Tree Risk Assessor CTRA 459
TRAQ Certified