

To whom it may concern,

I am a condo owner on Croft Street and am very much in favour of this kind of development.

Please share if the development is given the go ahead when may be an expected completion date.

Thanks for your reply beforehand.

Sincerely, V.Reynolds

Dear Mayor Helps and City Councillors,

Thank you all for the good work that you and your teams are doing for the people of Victoria. In a fast-growing city with complex needs, you have been transforming Victoria in a progressive, inclusive way.

I have two questions about the redevelopment of Village Green and our housing crisis:

1. Developers are tearing down habitable, affordable rental buildings to create higher rent properties. Many buildings being demolished have years of use left in them. Tearing down these buildings removes hundreds (thousands?) of affordable rental units from the market. The rental rate in Victoria has jumped about 65% in 4 years. I believe investment developers, non-resident purchasers, and Air BnBs are 3 major causes of our housing crisis. What can be done to protect us? Why are so many on the street while hundreds of homes are empty and luxury buildings are going up? Is housing a basic human need? Should investors' behaviour be allowed to create a housing crisis?

Should we hang onto buildings that are livable until they need replacing (good for our environment, too)? Should developers be encouraged to replace single family dwellings with multi-family units? A more even distribution of high density areas might be helpful, creating vibrant villages like James Bay and Cook Street, with shopping (also good for environment and community).

2. In Minutes of a previous meeting, I believe it was said that construction at Village Green would likely not commence until 2023. Can you confirm? I live across the street, am sensitive to noise, and will have to move when the 2 year construction project starts. I pay \$950 a month. It's now \$1,500 for an apartment in Victoria. I'm 64 with low income. With the pandemic and an neck injury, it is not good to be moving. It would help anxiety levels knowing there is a two-year window to find housing (instead of by next spring). I might have to leave Victoria.

Thank you very much for your attention to these questions. Hundreds of people are losing affordable homes and facing an uncertain and frightening future when projects like this happen. I don't know what the solution might

be, but asking developers to include or contribute to affordable housing solutions is a good start, as well as putting people before profit.

Respectfully,
Val French
408 – 465 Niagara Street
Victoria, BC V8V 1G9

Hi Marg,

I received the letter regarding the proposed development and also attended the Zoom call last month.

My concern is with the proposed underground parking spaces, being 100 versus the zoning requirement of 162. On street parking is already out of control in the area and this will not help.

I also have a concern over the additional traffic that will be created on Niagara Street due to the parking garage entrance being located there.

How do I go about formally objecting to this for those reasons?

Thanks.

Karl

To whom it may concern,

I am writing to address the proposed development at the above address. My main area of concern is the decreased ratio of parking. The number of units in the new development will go up to 131, yet the number of parking spots will be reduced from 162 to 100. I find this to be terribly irresponsible. The thinking seems to be that people do not drive as much anymore. This is patently false, and I am sure there will be no restriction in the residential contract to the number of vehicles a resident can possess. I am upset because naturally this excess of vehicles in the neighbourhood will, by necessity, be forced to park on the surrounding streets, which are already crowded. I understand that, these days, developers wishing to maximize their profits like to reduce parking allowances, and that this has been a trend. Despite council's wishful thinking, people still drive cars and should be afforded sufficient off-road options for parking. I see that the number of bicycle parking spaces will be increased to compensate for the decreased parking availability. This is not an acceptable solution. While bicycle ridership may be up, most cyclists still own a car. I urge you to consider my concern and make sure that there is adequate parking provided for this development.

Thank you,

Sincerely,

Ocean Inglin

64 Menzies St.

Victoria BC

Justine Wendland

From: eventfeedback@victoria.ca
Sent: March 15, 2021 7:56 AM
To: Development Services email inquiries
Subject: FW: Event Feedback

Follow Up Flag: Follow up
Flag Status: Flagged

Good morning,

I'm forwarding this from the Special Events feedback email.

Thanks,
Kathy Barlow

From: webforms@victoria.ca <webforms@victoria.ca>
Sent: March 11, 2021 10:01 AM
To: eventfeedback@victoria.ca
Subject: Event Feedback

Event Feedback

Part 1 - Contact Information

First Name:

[REDACTED]

Last Name:

[REDACTED]

Address:

[REDACTED]

City:

Victoria

Province:

British Columbia

Postal Code:

[REDACTED]

Telephone Number:

[REDACTED]

Email Address:



Part 2 - Event Details

Proximity to Event:

1-2 block away

Event name:

10 Menzies/450, 456, 458 Niagara Street - Change Zoning

Event Date/Time of Experience:

February 16, 2021 to present

Event Location:

10 Menzies/450, 456, 458 Niagara Street

Event Feedback:

The present location houses several families of human beings and has plenty of green space. These people will be displaced. This is my community that is being overrun by displaced souls, unnatural structures, concrete, metal and glass. In only 23 years, Victoria has gone from a beautiful, green, nature-loving town to a nightmare. Keep up the 'good' work folks.

Would you like to receive a response?

Yes

Do you want to be contacted by the event organizer to discuss your feedback?

Yes

Dear Mayor Helps,

I would like to provide the following feedback for the proposed development at 110-122 Menzies Street and 450-458 Niagara Street.

While I support this project in many of its principles, I do not think it goes far enough to ensure it integrates and provides a net positive to the surrounding community. Given the magnitude of the proposed project I would argue community benefit and integration needs to be at the core of the overall project. Unfortunately, James Bay has many examples where project profitability has been prioritized over community planning to its detriment. For better or worse these are choices that impact neighborhoods for generations.

Here is the list of benefits to the City and the neighborhood as outlined by the proponent in the Letter to Council:

- An increased property tax base;
- Increased population density to contribute to local businesses, cultural activities, and public life;
- Increased population located within walking distance of amenities and services;
- Improved sustainable design, construction, and operation of new housing compared to existing poorly built stock;
- A greater number of much-needed rental housing units; and
- A variety of unit types that allows for diverse residents, particularly with the two- and three-bedroom units.

I may point out that not one of these items directly impacts the existing neighbours of this project. At best these are secondary and indirect benefits. Surely a project of this magnitude should be making a larger contribution?

The current design is affording the proponents a large greenspace courtyard in the center of the project. This design effectively creates a walled garden which will apparently be closed to the public. While raising the exclusive luxury appeal of the units for sale, I would argue this is not how community-based densification should work in our city.

While many changes could be included to provide direct benefits to the neighbouring community here is one that would go a long way to integrate the project within the existing community. A gardenized pathway should be open to the public running through the center of the project providing cut through access between Menzies, Niagara, and eventually Croft with the Phase II extension. Breezeways could be added to minimize the overall impact to the proposed building layouts. When we think about the overall walkability of a neighborhood it is the moments where we can leave the roadside, be it through a connection pathway or park, that are game changing.

This is a chance to ensure we lock in community benefit for generations to come. For an effective example of this concept look no further than the Capital Park development down the street. Walkability is very hard to achieve within the confines of gridded street layouts. The proponent is looking to benefit from joining multiple properties into a single large project spanning the block, lets adjust this one so that the community shares in this benefit together.

Sincerely,

Dan Shumuk
106 Medana St

To: MAYOR AND COUNCIL,

March 22, 2021

City of Victoria

**Re: PROPOSED DEVELOPMENT FOR THE PROPERTY AT 110 MENZIES / 450,
456, 458 NIAGARA STREET**

This rezoning/development permit application is with respect to a set of 45 townhouses and apartments, known as "Village Green", which is situated 1/2 block north of my house (a single-family dwelling) on Menzies Street. The proposed development will approximately triple the current density, of both people and cars, on this site. I believe that this could be a breaking point for the immediate neighbourhood which is already very densely populated and heavily used.

In my opinion, a more creative approach to the upgrading of Village Green, resulting in a density and height similar to that currently existing is required here to maintain the liveability and the character of this area, for both residents and tourists.

In addition, this proposal will result in the (probably permanent because of high rents) displacement of current residents, as well as the removal of a large number of boulevard and bylaw-protected trees. These facts cry out for a different approach to this property than that currently proposed.

Density/Neighbourhood Issue

I do not know the history of Village Green but I assume that it is 40 or more years old and that it may need an upgrade of some kind. The site is close to the "5 Corners" area, where Thrifty Foods, Pharmasave and a number of other businesses are located. Because of its location and because, on the face of it, the variances and permissions needed for this development's permission (increased density, greater height, fewer vehicle parking spaces than otherwise required, removal of boulevard and bylawprotected trees) may appear relatively minor, they are not likely, at first glance, to be seen as impediments in the eyes of City Council. I understand that increased density and more rental housing are generally viewed as positives.

But I ask City Council to look at context, both immediate and wider, and to delve more deeply into development options in James Bay. I ask Council to take a broader, more thoughtful approach to this sensitive neighbourhood.

I am in wholehearted agreement with the concept of city density, as well as with the idea of providing housing for all. (The current proposal, which would provide only market rate rents does not assist on this latter issue.) But densification must be undertaken appropriately, in situations which properly lend themselves to such development. A City must undertake this type of change with a delicate touch, and only where suitable. Otherwise, density projects become nothing more than upheavals for current residents and destroyers of neighbourhoods.

Victoria has charm which both residents and tourists value immensely, and which arises in large part from its old, established neighbourhoods (James Bay, Fairfield, Fernwood and so on) with their distinctive architecture. The sensitivity with which new developments in these neighbourhoods must be approached cannot be underestimated. I can easily see such "minor" variances as the ones associated with the current development proposal compounding, through further developments (*I note that the current proposal is characterized as Phase 1 of a wider development*) and resulting in the ultimate destruction of the character of these neighbourhoods. In James Bay, in particular, we may be left with a few older houses, or small clusters of original buildings, being surrounded by characterless apartment or condominium buildings.

In this case, just as significant as the general concern about lost neighbourhoods (but related to it), is the fact that Menzies Street and the immediate area are already very densely populated and heavily used.

Parking is a chronic problem in this area. Recently, two new government buildings, situated on Menzies and Superior, have added to that problem. There is not enough available parking for government workers in the Capital Park development (even assuming the use of expensive underground parking) and I imagine that all possible spots around the neighbourhood are utilized by these workers (for whom a car may be essential - to pick up children, get to appointments, and so on). Once Covid is over and people return to offices, parking pressures will become even more acute.

The Capital Park residential development, at Menzies and Michigan, still under construction, will have 106 condominiums and 7 townhouses. When it has been completed and those people move in, there will be at least a couple of hundred more people in this immediate James Bay area, just two blocks from the proposed Village Green development. And - in spite of City Council's hopeful vision that people will ride bicycles and not drive cars - undoubtedly at least another hundred cars in this immediate neighbourhood. To expect anything else is not being realistic.

I am a cyclist and do all my commuting to downtown by bike, but I also own and must sometimes use a car. Unless residents are on limited incomes and unlikely to move far outside the neighbourhood (factors which will not apply to the Capital Park development or to the current proposal), they will want cars, even if they don't use them often. I understand that development companies are not required to provide parking stalls for

every unit, so, presumably, some of these cars will have to find street parking. As well, it is obvious that Capital Park will, in any case, result in much more traffic coming into and out of the neighbourhood.

The 5 Corners area, particularly Thrifty Foods, is already an extremely heavily used zone, even without the addition of Capital Park residents. It doesn't take much imagination to foresee the pressures that would be placed on this area by the couple of hundred or more people who would be brought into the neighbourhood by the development currently being proposed for Village Green. (*With Phase 2 yet to come.*)

Together with the Inner Harbour (and perhaps two or three blocks of Government Street, north of the Harbour), James Bay is the tourist and activity centre of Victoria. In cruise ship season, in particular, this neighbourhood is inundated. Regular shopping and other activities of residents are overtaken as masses of short-term cruise tourists swarm directly onto the streets from these massive polluting vehicles which park directly within the neighbourhood. Noise and air pollution overtake the neighbourhood and invade the privacy of its residents. The current proposal, which would result in packing even more residents and vehicles into the crowded area around Menzies Street, will be a major problem generally, and an absolute disaster in every respect in cruise ship season.

Other Objections to the Proposal

I have two further objections to this application:

- (i) Firstly, it will very likely displace all current occupants (the new development's 131 units will be at "market rate", significantly above current rents), so the argument that it will provide more housing for Victoria is a specious one. In this, it will also contribute to a greater socioeconomic and age homogeneity of a neighbourhood which is currently relatively diverse.
- (ii) Secondly, while landscaping for the project is, of course, included in the plan (but would not mature for years), the development will require, as I understand it, the removal of 6 boulevard flowering plum trees, a cypress tree which is on the property line and 12 bylaw-protected trees on the property itself (including a 50-foot Lombardy popular and elm and ash trees). No trees can survive the construction of an underground parking lot.
(*Please note that I have requested the arborist's report from the development company but, to date, have not received a reply.*)

I sincerely hope that City Council will demonstrate that it values James Bay and understands what this neighbourhood adds to the City. Please ensure that the peninsula is not slowly destroyed in a misguided effort to pursue density inappropriately, without a thought to what actually makes Victoria (and James Bay specifically) liveable (and, incidentally, of interest to those visitors who spend much more time and far more money in the City than do the commuting cruise ships tourists).

I am certain that there are other parts of Victoria which may be better able to handle increased development, rather than piling it all into this overburdened neighbourhood.

I therefore ask Council to reject the current proposal and search for something which is more fitting for the neighbourhood.

Jennifer Button
James Bay Resident since 1993

CC. James Bay Neighbourhood Association

Dear Mayor Helps,

I am writing to state my opposition to this proposed development. I ask the City of Victoria to take a more creative and sensitive approach to the upgrading of "Village Green" in James Bay, and to aim for a density and height similar to that currently existing.

I oppose this development for the following reasons:

(i) The proposed development will triple (approximately) the number of residents on the site in question, and will lead to a corresponding increase in cars and traffic in this already densely populated and heavily used area.

I personally support city densification but it must be appropriately and sensitively undertaken. James Bay, the main activity and tourist centre of Victoria, is already shouldering far more than its share of increased development. This little peninsula is beginning to feel overcrowded and strangled, with no room to move.

The immediate area of the proposed development, with "5 Corners" and Thrifty Foods in its already extremely busy centre, now awaits the completion of the Capital Park development (at Menzies and Michigan), just 2 blocks from the site currently in issue. The 106 condominiums and 7 townhouses of Capital Park will bring a further two or more hundred residents (with corresponding traffic) into the neighbourhood. An addition of 131 one-, two-, and three-bedroom apartments (to replace the current 45 bachelor, one- and two- bedroom units) at the Menzies/Niagara junction will, I believe, be a breaking point for the immediate neighbourhood. This is not even to mention the significant over tourism problems which already exist in this neighbourhood in cruise boat season, or the chronic lack of parking space in this area.

(ii) Victoria's charm, for residents and tourists alike, rests largely in its neighbourhoods (James Bay, Fairfield, Fernwood, etc.) with their distinctive architecture and vegetation. Lack of respect for these communities and failure to plan in a holistic, rather than a "within 100 metres", manner will mean the slow but inexorable destruction of these neighbourhoods, as Vancouver West End-style architecture overtakes and isolates the older character buildings.

(iii) The proposed development which will rent only at "market rates" will likely permanently displace all of the current Village Green residents. Along

with the expensive Capital Park real estate, the current proposal would lead to a characterless "gentrification" and a lack of diversity in this area.

(iv) The proposed development will have an underground parking lot, the construction of which no tree can survive. The parking lot, and the proposal generally, will require the removal of a great deal of vegetation and of trees, 12 of which (including a 50-foot Lombardy poplar) are large, bylaw-protected trees. (Please note that I have requested the arborist's report from the developer but have received no response to date.)

I attach a letter setting out these arguments in greater detail. I ask for your support to ensure the continued liveability of James Bay and the preservation of its unique character.

Yours truly,

Jennifer Button

James Bay Resident since 1993

CC. James Bay Neighbourhood Association

City of Victoria
Mayor Lisa Helps
City Council members

Monica Kingsbury MEd. RCC
60 Menzies Street
Victoria BC V8V 2G2

March 27, 2021

Re: Proposed Development at 110 Menzies Street; 450,456,485 Niagara Street.

Dear Mayor Lisa Helps and City Council members,

I am writing to express my concerns about the proposed property development on Menzies and Niagara. I have lived in Victoria since 1974, most of those years in James Bay. I am currently a neighbor one block south of the property proposed to be developed.

A notice of the proposal from CALUC, dated February 16, 2021, arrived to my home just last week. Wanting further information, I called Deane Strongitharm, who was kind enough to drop by my home with a more detailed information package including computer images of what is proposed. I appreciate being more informed.

My understanding is that this application for a rezoning is to allow for a new six story 131-unit rental complex. This brings me to my primary concern.

1. Loss of affordable housing.

Approving this development will allow for the removal of the current complex 'Village Green,' which has 45 homes, a number of which are still considered affordable housing units.

The new development will rent at 'market value,' which is far beyond the means of many of the current residents, some of whom have lived there 25 years.

Even with 'right of first refusal' this will displace a number of people who cannot afford to go into this new complex.

Just a few blocks up the street we have a large number of people 'housed' in tents in Beacon Hill Park (for over a year now), not to mention a large number of vans, campers and small motor homes along Dallas Road where people are living due to a lack of affordable housing.

It is absolutely breaking my heart to see affordable units torn down and high-end 'market value' units replacing them in this time of housing crisis. Please consider this as you make your decision.

I have a few secondary concerns to mention.

2. Character and Diversity of James Bay

James Bay has its own unique character and appeal. For many of our tourists, it's their first step into Victoria. Living on Menzies, on the horse drawn carriage tour route, I see first-hand that they are enchanted by the charm of the architecture, the beautiful homes and buildings, some over a century old. Thanks to the Victoria Heritage Foundation, many of these homes are still standing.

I also love that in James Bay, we have housing co-ops, several subsidized housing complexes, a Federal Corrections half-way house for day parolees, and a great deal of diversity in age, ability, ethnicity, and socioeconomic factors.

I feel so sad to see the gentrification of the community I love, live and work in, and raised my children in; it is becoming almost like 'Vancouver's West End'.

I do support some growth and appreciate your allowing homes to add additional suites, laneway homes, and the new 'tiny homes' – all of which are a manageable growth for this small community.

3. Environmental Impact

I understand that you, Mayor Helps, and some of our current city council are very pro-development, which in and of itself is needed to accommodate our growing population. I do, however, believe that it is vital to exercise discernment regarding to what degree and to what areas densification is adaptable.

James Bay is a small peninsula with overcrowding of cars and people as it is. There has been a recent expansion in James Bay with Capital Park, and further residential units on Michigan, just to mention a few.

The Menzies/Simcoe/Toronto Street 'five corners' at Thrifty Foods is such a congested area already. An additional multi-level complex with an additional 100 cars will only add to the congestion and increase carbon emissions from the additional cars south of the five corners.

In terms of density and crowding, I also want to mention that James Bay shoulders the cruise ships, Heli jet, Coastguard, International marine traffic, light industry, horse drawn carriages, and frequent closures of our major road ways for races and civic events – restricting access both in and out of James Bay.

I think we are at our maximum.

Lastly, this proposed large complex will require the removal of a number of the existing by-law protected trees both on the property and on the boulevard.

In conclusion, I know that many of you on Council have run on a platform of affordable housing. Although it is wonderful to see additional rental housing available in Victoria, what we call 'market value' is not affordable to many families.

I can only imagine how hard it is to please everyone with such divergent needs and views and I don't envy the difficult decisions you are faced with on a daily basis.

That said, I will continue to hold a hope that you will honor your commitment to affordable housing in Victoria.

Therefore, I implore you, Mayor Helps and members of Council, to take careful consideration on this urgent matter and to reject this development proposal.

Sincerely,

A handwritten signature in dark ink, appearing to read 'M Kingsbury'. The signature is fluid and cursive, with the first letter 'M' being large and prominent.

Monica Kingsbury MEd RCC

cc: James Bay Neighborhood Association

April 2, 2021

To: Mayor and Council
Proposed Development Notice, City of Victoria

RE: Invitation to comment on 110 Menzies / 450. 456. 458. Niagara St..

Received notice because of owning and living within 100 metres of proposed development of 131 rentals, first of 2 phases.

First, too many units and too high; should not be higher than the surrounding neighbours across the street to fit in the neighbourhood. With more units to come it's a challenge in the neighbourhood because:

* it's already congested with constant buses, trucks not only for the neighbourhood but for Thrifty's deliveries, cars, motor bikes, bikes, garbage and recycle trucks that already have difficulty using these surrounding streets, ambulances and police, and people crowded in an extremely busy area, and dangerous for children.

- Building 2 and 3 bedrooms will house families requiring day care spaces must be included as currently there are none available, no pre-schools, no elementary seats available in the 2 schools in James Bay, or seats for children with special needs. Current facilities are full up with long wait lists, this is why many people with children leave James Bay.
- (My neighbour drives to Langford for one daycare position, the other child is in a downtown Victoria spot.) It's been this way for years here. And, children going into grade 6 and up must take the bus or be driven a distance to find a school. This is very important to families in providing healthy living, with less stress.

The new development called Capital Park Residences offers 'green space'. They suggest people recognize the value it has for our well-being. So too with this new development, a safe play ground area is needed, and the green space is not enough for both developments planned in the area. With the work out space indoors make sure there is an outdoor fit space as I've seen in Courtenay and other areas. It's fun and a healthy good social activity.

Another thought out area was built a few years back off the Gorge where people live and work with provided daycare, shops, the Glo Restaurant is included. This area is well maintained reflecting a healthy environment.

We need to keep children safe from the streets, housing with shops below to buy children's clothing, you can not get a coat, boots or anything for children in James Bay with thousands of people already living here. We must drive to malls or Oak Bay for these necessary items.

In the Times Colonist March 25, 2021, David Eby refers to fast tracking 192 supportive 'housing projects'..... And this is what it will be, living areas known as 'the projects'.

Mr. Eby defends the accelerated process, the article says, because Victoria asked for it. And the article does state, Victoria Mayor Lisa Helps confirmed the city's support for the process...This is a real concern for neighbourhoods, and people should not be 'housed' without a thoughtful process on their housing needs and healthy environment to succeed.

Keep The Victoria Accord in mind, by thinking wisely, building wisely.

Best Regards,

Gionet Family
James Bay, Victoria BC, V8V 1C9

This proposal does not respect the plan and character of its neighbourhood. It sets a bad precedent for future neighbourhood development such that this very special neighbourhood will be destroyed further. Allowing such a flagrantly wrong development of this property would be disrespectful of this historic neighbourhood.

Well thought out cities can be ruined by spur of the moment planning decisions. Our well thought out zoning rules need to be respected in this well working neighbourhood.

James Bay is an established neighbourhood with certain norms. It works. If such high density development is needed it should be built in places where it does not destroy the established character of a successful neighbourhood, a place that draws admiration from tourists and residents alike.

Successful cities all over the world succeed when new development respects norms and character. Consistent building heights and setbacks define successful cities. This six storey proposal thumbs its nose at the special character of James Bay

Density

We have density bylaws for good reason. This is a low rise residential neighbourhood. Much of the character of the neighbourhood was ruined with the construction of several high rise buildings decades ago, developments that profited the politicians who approved them. Now it seems we have this issue again. High rise dwellers do not have the same connection to neighbourhoods and the streets. Six storey buildings, moreover with roof terraces, tower over the nearby homes. Six storeys is too high. No one comes to James Bay and admires the tall buildings. They admire a working pedestrian scaled garden neighbourhood where even most apartment buildings are no more than 4 stories, maintaining connection with the ground. Even in dense cities like Rome, Paris, and London typical residential neighbourhood heights are restricted.

Site Coverage

Site coverage is limited by regulations to preserve the nature of this neighbourhood. The neighbourhood was designed with green space. James Bay is not the inner city. The neighbourhood was designed to allow for green spaces and even "gardens" for growing produce and fruit. As we see global warming and possible food insecurity we should preserve the green space of this neighbourhood, and reduce heat islands. The city has plenty of land that has already been paved over and covered with one or two storey commercial buildings that can be developed before our well working garden neighbourhoods are destroyed. This proposal gives the middle finger to its neighbours with almost twice the proposed density, and would moreover serve as a precedent to destroying the rest of the historic garden neighbourhood should it go ahead.

Protected Trees

There are few large trees left in James Bay. Established large trees preserve a measure of nature in this neighbourhood such that it may have a somewhat natural ambiance. This site has some of the largest trees in the neighbourhood, not only inhabited by birds and animals but nurturing an underground network of mycelium and organisms. Heavy construction compacts soil and destroys more than just the trees above. The City has good rules for preserving Heritage Trees and these rules should be respected rather than ignored. Beautiful cities figure out ways to develop while maintaining heritage trees and preventing soil compaction so that trees can grow to more than just puny ornamental size. James Bay used to be covered in trees and needs more not less. I moved here from Ontario and was shocked by how few large trees are left or planted in this neighbourhood and even in Victoria. Victoria has lost most of its trees and needs more, not fewer. Large trees give beauty, health and majesty to a city, softening the urban atmosphere. The reduced street setbacks further preclude the growth of trees in the future.

Parking

While it is the idea that cars are the enemy and they will eventually disappear, allowing a development with too few parking spaces is a bad idea. I have lived in this neighbourhood for decades and see that small apartments now have way more cars than even ten years ago, and this trend is unlikely to change. One fourplex on my street has 13 cars/vans and 2 only onsite parking spots, albeit rented out to day parkers! New residents keep vehicles for weekend use to carry kayaks, head to wilderness spots. Many residents have camper vans or work trucks. This is the typical of the new residents of James Bay. There is a shortage of street parking in the neighbourhood that grows by the year. Homeowners used to have the benefit of "residential parking only" defined as for the people who lived adjacent to the spots. Now my 89 year old neighbour cannot be picked up by her son for hospital trips anywhere close to her home as apartment dwellers from around the block hog the nearby spots with "weekend" vehicles that may not move for weeks at a time. She does not have a car but needs access to be picked up by one. Another neighbour, who has lived here for nearly 50 years, runs out to move his car close when a space opens up so his wife will not have to walk so far on the way to cancer treatments. If this development goes ahead, parking on adjacent streets must be preserved for buildings fronting those parking spots. But even that may prove useless as this building will be there for two hundred years while the city will arbitrarily change parking regulations over that time, as it has already. The solution is simple: new developments should respect parking regulations. The idea that urban dwellers do not need cars is a fiction and this is born out by how many of the current apartment dwellers have weekend vehicles for enjoying the Island, carrying their kayaks, boards, tents, mountain bikes. Vehicles are part of the Island lifestyle. Many have work trucks AND personal vehicles... Moreover new developments here need to have high clearance parking to accommodate all of the camper vans and, for possibly seniors and disabled, wheelchair vans. Residents of small apartments in James Bay want to be able to get out and away in vehicles on weekends, even if they bike

to work. On this block most one bedroom apartment dwellers have two vehicles even though they may bike or walk to work.

Even if most cars disappear decades from now, residents like me would like to see parking spaces in front of our homes available for urban produce gardens rather than as storage for someone's camping car/van who lives a block away. DO not allow developments without adequate parking. Parking must also be restricted to residents as so many spaces are rented out to nearby office workers.

Street Frontage

Frontage regulations are in place to preserve the idyllic garden nature of the neighbourhood, designed for people who emigrated from dense urban environments in European cities. The setbacks give a grace and light to the neighborhood and street. This is the style, the vernacular of this neighbourhood. There is a charm to cities with buildings that are built right up to the street, but that is not appropriate for this neighbourhood and that is why we have defined minimum setbacks that should be respected.

Materials

Building materials are not defined by the zoning regulations but if this proposal intends on breaking any rules it should be stipulated that it add to the atmosphere and quality of the area rather than detracting from it. It should be an improvement rather than an eyesore. You need to review proposals based on how they will look 20 and 50 years hence not as pretty tarted up renderings. This building proposes the use of corrugated metal siding that may be suited to an industrial neighbourhood but is a slap in the face to the aesthetic of a neighbourhood with appropriate residential textures. Look at the care that was put into the facades built from 1890 to 1920, the language of this neighbourhood (not the abominable 1960s stucco box apartment buildings). My house siding is milled to produce lines of 4" in height rather than 8" as the siding boards are, as the houses were designed with care and appropriate plays on scale. Shingles and siding can vary in scale. The more substantial buildings of Victoria use durable materials like brick or stone, and this substantial building should have similar brick or real stone veneer facades. They propose Hardiplank siding like in every other cheap development across North American. It has no character, no play on scaling. It need not mimic old buildings but should be designed with the same care and craft. They propose some wood siding but we see that most new buildings in James Bay with wood siding become painted over within a decade, so the proposal is hollow. Or perhaps they propose the fake wood panels like on the new Thrifty's facade which are so (yuck) fake, an insult to any aesthetic or architectural sensibility. I hope that this is a first draft but understand that developers like to use the cheapest cladding material they can get away with irrespective of good design choices. Note that I am an architect and I have lectured hundreds of architects about building envelope design for decades. This proposal comes off as a first draft that needs to be sent back to the drawing board. The designers have not walked about and examined the neighbouring buildings and have presented a generic design that

could just as well be in Calgary as in this 100+ year old residential neighbourhood of James Bay. The apartments, even if proposed as "affordable" will rent for more than other area apartments and they can design the building with durable and well thought out materials so that the building will be a worthy view for all those who walk past for centuries to come, a positive addition to the neighbourhood, not some ugly, too large building, clad to look cheap and thoughtless. Most of the 1960s 4 storey apartment buildings were cheap and thoughtless in their design but we need not mimic their ugly and inappropriateness to this area. They at least respected setbacks, heights and parking needs. This proposal has nothing special nor charming about it. If the developer wants to break the rules and get the most money out of this site, they should offer a building of value that people will want to preserve 100 years hence. This proposal will never inspire admiration nor future preservation, not that the existing buildings do either. Wall cladding upgrades and thoughtful design cost so little but make so much difference.

Send this one back to the drawing board as nothing more than a poor first draft.

--

Kirk Buhne
140 Medana St.

To: MAYOR AND COUNCIL,

March 22, 2021

City of Victoria

**Re: PROPOSED DEVELOPMENT FOR THE PROPERTY AT 110 MENZIES / 450,
456, 458 NIAGARA STREET**

This rezoning/development permit application is with respect to a set of 45 townhouses and apartments, known as "Village Green", which is situated 1/2 block north of my house (a single-family dwelling) on Menzies Street. The proposed development will approximately triple the current density, of both people and cars, on this site. I believe that this could be a breaking point for the immediate neighbourhood which is already very densely populated and heavily used.

In my opinion, a more creative approach to the upgrading of Village Green, resulting in a density and height similar to that currently existing is required here to maintain the liveability and the character of this area, for both residents and tourists.

In addition, this proposal will result in the (probably permanent because of high rents) displacement of current residents, as well as the removal of a large number of boulevard and bylaw-protected trees. These facts cry out for a different approach to this property than that currently proposed.

Density/Neighbourhood Issue

I do not know the history of Village Green but I assume that it is 40 or more years old and that it may need an upgrade of some kind. The site is close to the "5 Corners" area, where Thrifty Foods, Pharmasave and a number of other businesses are located. Because of its location and because, on the face of it, the variances and permissions needed for this development's permission (increased density, greater height, fewer vehicle parking spaces than otherwise required, removal of boulevard and bylawprotected trees) may appear relatively minor, they are not likely, at first glance, to be seen as impediments in the eyes of City Council. I understand that increased density and more rental housing are generally viewed as positives.

But I ask City Council to look at context, both immediate and wider, and to delve more deeply into development options in James Bay. I ask Council to take a broader, more thoughtful approach to this sensitive neighbourhood.

I am in wholehearted agreement with the concept of city density, as well as with the idea of providing housing for all. (The current proposal, which would provide only market rate rents does not assist on this latter issue.) But densification must be undertaken appropriately, in situations which properly lend themselves to such development. A City must undertake this type of change with a delicate touch, and only where suitable. Otherwise, density projects become nothing more than upheavals for current residents and destroyers of neighbourhoods.

Victoria has charm which both residents and tourists value immensely, and which arises in large part from its old, established neighbourhoods (James Bay, Fairfield, Fernwood and so on) with their distinctive architecture. The sensitivity with which new developments in these neighbourhoods must be approached cannot be underestimated. I can easily see such "minor" variances as the ones associated with the current development proposal compounding, through further developments (*I note that the current proposal is characterized as Phase 1 of a wider development*) and resulting in the ultimate destruction of the character of these neighbourhoods. In James Bay, in particular, we may be left with a few older houses, or small clusters of original buildings, being surrounded by characterless apartment or condominium buildings.

In this case, just as significant as the general concern about lost neighbourhoods (but related to it), is the fact that Menzies Street and the immediate area are already very densely populated and heavily used.

Parking is a chronic problem in this area. Recently, two new government buildings, situated on Menzies and Superior, have added to that problem. There is not enough available parking for government workers in the Capital Park development (even assuming the use of expensive underground parking) and I imagine that all possible spots around the neighbourhood are utilized by these workers (for whom a car may be essential - to pick up children, get to appointments, and so on). Once Covid is over and people return to offices, parking pressures will become even more acute.

The Capital Park residential development, at Menzies and Michigan, still under construction, will have 106 condominiums and 7 townhouses. When it has been completed and those people move in, there will be at least a couple of hundred more people in this immediate James Bay area, just two blocks from the proposed Village Green development. And - in spite of City Council's hopeful vision that people will ride bicycles and not drive cars - undoubtedly at least another hundred cars in this immediate neighbourhood. To expect anything else is not being realistic.

I am a cyclist and do all my commuting to downtown by bike, but I also own and must sometimes use a car. Unless residents are on limited incomes and unlikely to move far outside the neighbourhood (factors which will not apply to the Capital Park development or to the current proposal), they will want cars, even if they don't use them often. I understand that development companies are not required to provide parking stalls for

every unit, so, presumably, some of these cars will have to find street parking. As well, it is obvious that Capital Park will, in any case, result in much more traffic coming into and out of the neighbourhood.

The 5 Corners area, particularly Thrifty Foods, is already an extremely heavily used zone, even without the addition of Capital Park residents. It doesn't take much imagination to foresee the pressures that would be placed on this area by the couple of hundred or more people who would be brought into the neighbourhood by the development currently being proposed for Village Green. (*With Phase 2 yet to come.*)

Together with the Inner Harbour (and perhaps two or three blocks of Government Street, north of the Harbour), James Bay is the tourist and activity centre of Victoria. In cruise ship season, in particular, this neighbourhood is inundated. Regular shopping and other activities of residents are overtaken as masses of short-term cruise tourists swarm directly onto the streets from these massive polluting vehicles which park directly within the neighbourhood. Noise and air pollution overtake the neighbourhood and invade the privacy of its residents. The current proposal, which would result in packing even more residents and vehicles into the crowded area around Menzies Street, will be a major problem generally, and an absolute disaster in every respect in cruise ship season.

Other Objections to the Proposal

I have two further objections to this application:

- (i) Firstly, it will very likely displace all current occupants (the new development's 131 units will be at "market rate", significantly above current rents), so the argument that it will provide more housing for Victoria is a specious one. In this, it will also contribute to a greater socioeconomic and age homogeneity of a neighbourhood which is currently relatively diverse.
- (ii) Secondly, while landscaping for the project is, of course, included in the plan (but would not mature for years), the development will require, as I understand it, the removal of 6 boulevard flowering plum trees, a cypress tree which is on the property line and 12 bylaw-protected trees on the property itself (including a 50-foot Lombardy popular and elm and ash trees). No trees can survive the construction of an underground parking lot.
(*Please note that I have requested the arborist's report from the development company but, to date, have not received a reply.*)

I sincerely hope that City Council will demonstrate that it values James Bay and understands what this neighbourhood adds to the City. Please ensure that the peninsula is not slowly destroyed in a misguided effort to pursue density inappropriately, without a thought to what actually makes Victoria (and James Bay specifically) liveable (and, incidentally, of interest to those visitors who spend much more time and far more money in the City than do the commuting cruise ships tourists).

I am certain that there are other parts of Victoria which may be better able to handle increased development, rather than piling it all into this overburdened neighbourhood.

I therefore ask Council to reject the current proposal and search for something which is more fitting for the neighbourhood.

Jennifer Button
James Bay Resident since 1993

CC. James Bay Neighbourhood Association

Dear Mayor Helps and Councillors,

I am writing to state my opposition to this proposed development. I ask the City of Victoria to take a more creative and sensitive approach to the upgrading of "Village Green" in James Bay, and to aim for a density and height similar to that currently existing.

I oppose this development for the following reasons:

(i) The proposed development will triple (approximately) the number of residents on the site in question, and will lead to a corresponding increase in cars and traffic in this already densely populated and heavily used area.

I personally support city densification but it must be appropriately and sensitively undertaken. James Bay, the main activity and tourist centre of Victoria, is already shouldering far more than its share of increased development. This little peninsula is beginning to feel overcrowded and strangled, with no room to move.

The immediate area of the proposed development, with "5 Corners" and Thrifty Foods in its already extremely busy centre, now awaits the completion of the Capital Park development (at Menzies and Michigan), just 2 blocks from the site currently in issue. The 106 condominiums and 7 townhouses of Capital Park will bring a further two or more hundred residents (with corresponding traffic) into the neighbourhood. An addition of 131 one-, two-, and three-bedroom apartments (to replace the current 45 bachelor, one- and two- bedroom units) at the Menzies/Niagara junction will, I believe, be a breaking point for the immediate neighbourhood. This is not even to mention the significant over tourism problems which already exist in this neighbourhood in cruise boat season, or the chronic lack of parking space in this area.

(ii) Victoria's charm, for residents and tourists alike, rests largely in its neighbourhoods (James Bay, Fairfield, Fernwood, etc.) with their distinctive architecture and vegetation. Lack of respect for these communities and failure to plan in a holistic, rather than a "within 100 metres", manner will mean the slow but inexorable destruction of these neighbourhoods, as Vancouver West End-style architecture overtakes and isolates the older character buildings.

(iii) The proposed development which will rent only at "market rates" will likely permanently displace all of the current Village Green residents. Along

with the expensive Capital Park real estate, the current proposal would lead to a characterless "gentrification" and a lack of diversity in this area.

(iv) The proposed development will have an underground parking lot, the construction of which no tree can survive. The parking lot, and the proposal generally, will require the removal of a great deal of vegetation and of trees, 12 of which (including a 50-foot Lombardy poplar) are large, bylaw-protected trees. (Please note that I have requested the arborist's report from the developer but have received no response to date.)

I attach a letter setting out these arguments in greater detail. I ask for your support to ensure the continued liveability of James Bay and the preservation of its unique character.

Yours truly,

Jennifer Button

James Bay Resident since 1993

CC. James Bay Neighbourhood Association

Dear Sir or Madam,

If it's not too late, I would like to weigh in my opinion about the development coming at the corner of Menzies and Niagara streets (110 Menzies).

I think the beautiful and special cherry trees along Menzies street should be protected. Every spring I and many other people cherish their blossoms.

Thank you so much.

Warmly,

Renn

PETITION to CITY COUNCIL, CITY OF VICTORIA

We, Menzies Street residents and neighbours, strongly oppose the proposed development at 110 Menzies Street / 450, 456, 458 Niagara Street (Village Green) for a number of reasons, the most significant being:

- **It will erode affordable housing in James Bay, replacing it with units at high "market rates";**
- **It will displace the people who currently live in these apartments, townhouses and houses, many of whom are long-time James Bay residents, who will likely never again be able to find affordable accommodation in this or a close neighbourhood;**
- **It will result in significant overload (of both people and cars) in an already densely populated and heavily used neighbourhood;**
- **It will lead to an uninspiring gentrification of a neighbourhood valued as much by tourists, as by residents, for its charm and character.**

We ask City Council not to approve this development proposal.

NAME

ADDRESS

PHONE NUMBER

Jennifer Button	50 Menzies St.	
Katherine Kjaer	540 Ritz St.	
Lisa Kinkham	44 menzies	
Cathy Cole	2-26 Menzies St	
Sherrri Martin	1-26 Menzies St	
Rob Forbes	1-20 Menzies St.	
Sylvia Brinckman	2-20 Menzies St	

NAMEADDRESS

Roxanne Naismith. #4-20 Menzies St
Earl Naismith #4-20 Menzies St.
Christine Church #2-50 Dalles
Allan Amey #1-15 MENZIES
Mary Jane Amey #1-15 Menzies
Alexis Bradley #101-23 Menzies St.
Fmsor Gauld #102-23 Menzies St
Tan Williams 3-29 Menzies
Nathan Sinclair 450 Niagara St
Kaleema Khan 450 Niagara St
KEVIN FORREST 3-20 MENZIES
Jean Forrest 3-20 Menzies St.
Maia Langston 500 Rithets
Sean McLeary #105-110 MENZIES ST
P. deThafford - Moffitt 306-114 "
Augustine - 12-22-21

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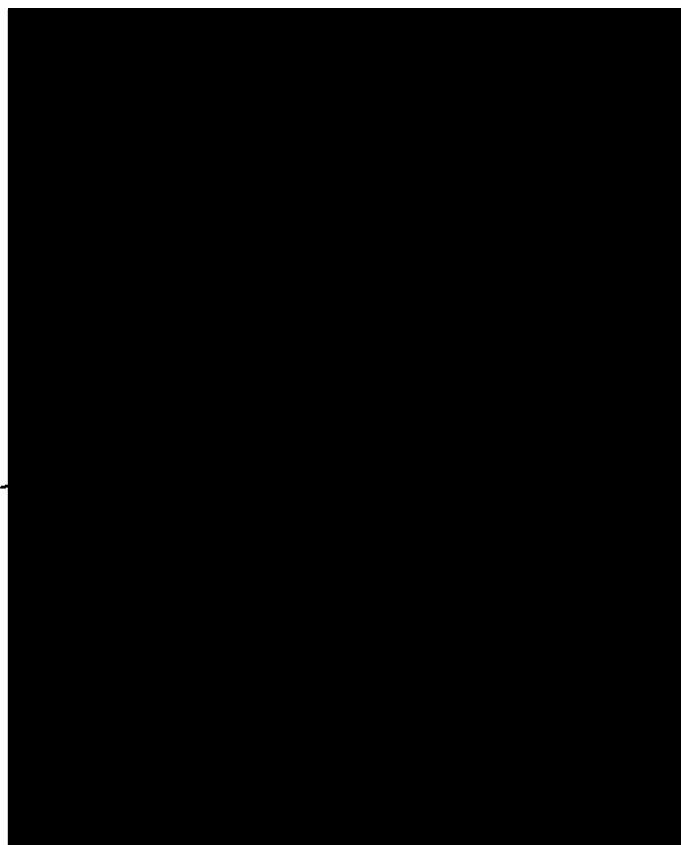
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We ask City Council not to approve this development proposal.

NAME

ADDRESS

Amanda Gault	64 Menzies St
Ocean Inglis	64 Menzies St
JOE ALLEN	235-APT. 3/2
Sgt. Mossman	69-Menzies st
KEITH LEWIS	215 Oswego St
Riley Vaskic	26 Lewis
Sarah Kilian	24 Lewis St



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- It will lead to an uninspiring gentrification of a neighbourhood valued as much by tourists, as by residents, for its charm and character.

We ask City Council not to approve this development proposal.

NAME

ADDRESS

Laurie Victory	7-103 Menzies St
Gail McGraw	6-103 Menzies St
DAVID LADY	7-103 MENZIES ST
Stan Lee	7-103 Menzies St
Lena Yee	5-103 Menzies St
Zen Leveille	10-105 Menzies St
CALVIN POON	403 MENZIES ST

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We ask City Council not to approve this development proposal.

NAME

ADDRESS

Wendie Kingsburg

60 Menzies St.

PAUL WAINWRIGHT

60 MENZIES ST

Brandon Wong

~~825~~ 60 Menzies St.

Galen Malthouse

134 Superior St

Twila Miller

3103 Balfour

Emma Wong

4089 San Capri Terr

Tanya O'Brien

1-825 Lodi Ave



1701 – 4555 Kingsway
Burnaby, BC V5H 4V8

www.bchousing.org

May 12, 2021

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

Dear Mayor and Council:

We understand that Primex Investments is proposing a new development in the James Bay neighbourhood, adjacent to one of BC Housing buildings. BC Housing is supportive of this project as it will increase permanent rental housing in the area. We are pleased that their proposal includes the construction of 136 units, of which 47 are family units, with a mix of 2- and 3-bedroom apartments, and we hope that they can provide levels of affordability and consider utilizing the Housing Hub for their construction financing.

Should you have any questions please feel free to contact me at [REDACTED] or phone [REDACTED]

Yours truly,

A handwritten signature in black ink, appearing to read "Malcolm McNaughton", with a large, stylized flourish at the end.

Malcolm McNaughton

Director, Regional Development Vancouver Island

Phase 1 (of 2) James Bay, Menzies to Niagara Streets, 6 stories, 131 units, 162 vehicle spaces, huge rental complex that I live meters from.
Please consider PARK and DAY CARE SPACES within. Please adults think of the children here. I encourage you to stand here an hour, or 5 mins. and realize the # of:
buses, trucks, cars, bikes, scooters, taxi's, tourists, vans and campers, tradesmen, foot pedestrians at Thrifty's and 5 Corners.
All those walking families with kids and dogs heading to the beach for the day outing. I live here, I see it and hear the noise everyday from all the activity.
Can you make it an enjoyable place for those who live in it, take pride in where they live, calm it down, as in the pride of Capital Park..

Thank you for your consideration.
Gionet Family.
Home owner, James Bay

My neighbours and I still oppose the amended proposal for this site.

1. The density is higher than the zoning allows. What is the value of well thought out zoning plans if well financed developers can thumb their noses at these plans if they somehow convince Councillors to ignore well thought out neighbourhood plans.
2. The development will take away parking from existing residents and properties. While fewer cars may be owned by residents in the future, the future is not here yet. Why not delay developments with inadequate parking until that mythic future arrives.
3. The six-story building is too high for James Bay. Past high rises built in James Bay are recognized abominations which should not be used as precedents. This building will be used as a precedent in the future to destroy the well functioning garden neighbourhood.
4. The current mature trees are ignored by the design and are cut contrary to city guidelines resulting in an increased summer urban heat island effect. There are no guarantees for the long-term maintenance of green roofs and green space. Proposed new trees will always be tiny compared to trees that are to be destroyed. Native soils will disappear and be compacted such that large trees will never again grow here..
5. The building materials are cheap. Such a substantial building should add to the neighbourhood by using enduring materials. The drawings color the siding the colour of brick, but the walls are just Hardiplank.

Density and Height

James Bay is a low-rise neighbourhood, and six storey buildings are out of character to what is allowed and carefully planned for. Allowing another high-rise building sets a dangerous precedent as others will use this building as an example to change the entire neighbourhood, over the coming decades, just as this developer uses the hideous concrete monstrosity of James Bay Square as their precedent. Existing high rise James Bay buildings should not be taken as good precedents as they are blights on the neighbourhood and were approved under past complacent or corrupt councils that pandered to developer lobbying, approved by Councils who had no members living in James Bay, and when James Bay was inhabited mostly by low rent tenants rather than long term residents. Few in the neighbourhood, save perhaps for those themselves living in the high-rise buildings, would consider high rises to be positive attributes of this part of James Bay.

The current development model seems to increase density of established garden neighbourhoods whereas the better model is to encourage that new virgin land developments be made high density, in places like Langford, Royal Bay or in former low-rise concrete covered commercial zones, like north of downtown Victoria, south of Uptown. Cities are decentralized now with shopping and work happening not just in the city core. James Bay is a low rise garden neighbourhood, not the inner city.

The James Bay dense core was always planned to end at the back of Thrifty's, yet this proposal extends this core. This establishes a precedent of development creep. This is not the official plan. What is the point of having a neighbourhood plan if it is ignored by each well funded developer? This sets a precedent for the planned development of the east side of Menzies, south of Simcoe St. such that the official plan is thrown in the garbage.

The proposed four-story building along Menzies, which ignores setbacks, will act as a sound wall bouncing bus and traffic noise towards the east, to the other side of Menzies and to Medana St. The removal of the existing mature trees along Menzies will exacerbate this sound issue. The articulation of this wall is helpful as the articulated wall helps to break down this reflected noise somewhat, but setbacks should be respected. Large trees are the best absorbers of traffic/bus noise, but this development proposes the removal of all trees and only the replacement with small trees on newly compacted soils, hindering root growth. With increased heat waves and droughts, new trees will not grow to replace existing trees for many decades if ever. Trees planted on roofs or atop parking garages have little soil to draw from and if not watered dry out and die. Backfill on construction sites is typically dead free draining gravel rather than deep rich thousand year old soil. We know not what watering restrictions there will be in the future, nor if a property manager will neglect to water proposed trees. We can only assume that proposed trees are little more than window dressing and will never be substantial

The traffic infrastructure of James Bay does not support extra unplanned for density, especially with the 2020 closing of streets which access the neighbourhood along the north-south access: Government St downtown (often closed), Vancouver St (closed), and with possible future transit lane restrictions on Douglas and the current red-light maze on Blanshard St. Higher density development hampers access to our neighbourhood with increased traffic. James Bay has few points of entry/exit, exacerbated by celebratory and protest events adjacent to the Legislature and harbour. Even without personal cars we need service vehicles, bus and taxi access. Denser development is inappropriate for this neighbourhood. Tenants of this building will most certainly be mature residents with many cars, irrespective of not having sufficient parking. This building will not be low income housing in the foreseeable future.

Have any wind studies been done? The high rise at Menzies and Dallas creates a wind tunnel on Menzies with power to knock people off of their feet on many winter days. This proposed six storey building, a mere block away, may do the same. Three and a half storey buildings are the norm here and seem to not be such a problem. With increased extreme weather events, high winds can be an issue for neighbourhood residents. High winds are known to even lift concrete roof pavers off roof decks. Will concrete roof pavers be locked down to prevent dangerous flying roof pavers https://www.youtube.com/watch?v=X_XfUND9Cpg&t=1s ? The current large mature trees on site, to be removed, dissipate high winds that pass through the neighbourhood. As we know from forest clear cuts, cutting some trees can amplify destructive winds. James Bay has high coastal wind events.

Are the shadow drawings really correct? Note that this proposal with reduced street setbacks and a six-story building will make the street darker, diminishing winter sunlight, making walking along Menzies much chillier in winter, moreover with amplified wind. Buildings on the east side of Menzies will lose direct afternoon sunlight.

Parking

The proposed development has insufficient parking, and the simple solutions would be to have fewer units and/or stacked parking in a parking garage with higher ceilings and mechanical parking lifts. Alternatively, they could propose a two-level garage which also avoids being built under the root systems of the large heritage trees. The developer could dig the garage lower to

allow for mechanically stacked parking spaces. As it is, the neighbourhood will need to absorb parking for at least 18 cars, but likely more than twice that number, considering guests and current parking levels in apartments in this neighbourhood. Casual guests typically do not have underground parking access and use street parking with little regard to regulations and are rewarded by lax enforcement. To put this in perspective the existing street parking on the entire block of Menzies accommodates about 26 vehicles, which are typically always occupied. We would lose every one of these spots with this proposed development. This then stresses adjacent streets. Cars are often currently parked illegally but the city does not monitor this, relying on citizens to track who owns which car and then call-in complaints. This is time consuming and puts the onus on residents to monitor the ownership of dozens of cars, from a hundred new residents. Without empty parking spots, delivery vehicles block access. If parking permits need to be issued, there will be a cost to residents of existing properties nearby. We will therefore have to pay for this building's deficient parking issues monthly, forever. We will then be financing this building. The lax parking enforcement will likely continue. Niagara St has only about eight spaces fronting this development. Existing street parking is needed for Menzies businesses, current residents of pre-1960s buildings, many of which have no on-site parking - see Menzies Apartments directly across from this proposal, and for delivery vehicles which are a constant now. I have lived here for 25 years and have only seen the parking demand increase rather than diminish, as is the fantasy of much of the council. Cars may go away over time, but not in the next decades, nor in my lifetime. This new development will be largely inhabited by typical James Bay residents who are 65 years plus and often mobility challenged. Residents of even one-bedroom units here have two cars, or vans and trucks that do not fit in underground garages. Many vehicles are here illegally, but the City does little to change this and we cannot expect enforcement to be optimal in the future. The City has a history of arbitrarily taking away street parking as it did on Simcoe and Menzies streets just in 2020. Street parking was taken away for "Covid safety" yet with most local residents vaccinated and often unmasked indoors the City still takes away parking, with no public consultation. A development should be made to add parking to a crowded neighbourhood, not take it away.

Parking issues spill out onto neighbouring streets like quiet Medana St., increasing speeding traffic as people hunt for spaces. Since the City has removed parking on Simcoe (for Covid) non-resident (too fast) traffic on Medana St has doubled. Such traffic on previously quiet streets can kill children and elderly people. I am getting old! Council has taken away parking, without public consultation, on Simcoe St and now that the pandemic is diminishing shows no signs of putting parking back. The City considers the road to be City property and offers no rights for adjacent residents to park on it, as residents have for 100 years. Residential Parking used to be defined as for the use of residents fronting the parking, and immediate adjacent properties but is now interpreted as being for the entire city block. This changes the nature of neighbourhoods as non-residents race around and park, and even live in vehicles. We do not want criminals living in vehicles directly in front of our homes, yet this is currently tolerated in Victoria. Note that a convicted pedophile was living in Beacon Hill Park in his van adjacent to playgrounds when his van caught fire. How are we to self police and keep track of parking when hundreds of new and transient rental residents of this proposed development are allowed to park on our residential streets? Some rental apartments change residents weekly as they are sublet. Why should every available spot be blocked by cars from residents of adjacent streets. Our residential streets are

not meant as overflow parking for developers trying to maximize profits and skimp on excavation, build too many apartments. Note that parking will also be monopolized in the short term, for years, by the construction workers building this project. Have a look at how Michigan St has been for four years+ adjacent to Capital Park. How do we know that apartments will not be sublet as short term rentals, with cars changing weekly? Will any rules be enforced in the future as BC Housing rules trump any zoning restrictions? BC rental housing laws allow sublets.

If this development is to continue without adequate parking, the City must guarantee, for 100 years or more, the right to street parking space usage in front of existing properties, without charge. We may not need as many cars 100 years from now, but we may even want to have planters on this street real estate.

The City may forget that the intent of having garden neighbourhoods and houses with yards was to allow the residents to have gardens and even sustainably grow their own food. This development takes away the possibility of having street planters instead of parking spaces in front of our homes. It takes away the sun. High vehicles parked on streets even shade the boulevards hampering the possibility of viability of boulevard planters. Allowing developers to not provide sufficient parking is not "green". Not providing sufficient parking does not cut car use so much as it just creates parking problems. Residents still keep cars for weekend use even if they work from home.

If Council subscribes to the futuristic vision of cars being superfluous, perhaps this development without sufficient parking can wait until that future arrives. They can build two extra storeys 50 years hence when/if cars have disappeared. Note that parking garages are also used to store kayaks, paddle boards..., even if cars go away.

DO NOT allow a development at this location without sufficient parking without solidifying parking (or even raised street planter) rights for existing 100-year-old buildings. Doing so creates precedent which will be abused on other nearby sites as well. When I added a suite to my home I was restricted as I did not have non tandem on-site parking. But now a well funded developer can get away with this. Will I be compensated for such discrimination even though I provided affordable rental housing?

Precedents matter: Nearby, all of the businesses and three houses on the east side of Menzies south of Simcoe are currently being planned to be torn down and developed to maximum profit potential, using this proposal as a precedent! Other sites will follow precedents set by this site.

Loss of Green Space / Covenants

This development generously proposes green spaces in the courtyard and on the roof tops, a good concept, but just a concept. The nature of rental buildings is that they are investments which change hands and are managed to maximize profits. The development would need guarantees with periodic inspections and enforcement to ensure that courtyard, boulevard and rooftop green spaces be maintained and watered even if there are city watering restrictions. Will the site have its own well and solar power to drive the well pumps? We have no rain all summer now, and with global warming this will get worse. Green spaces may otherwise be cleared and/or paved over in the near future as managers save costs. Loss of trees and green space contributes to heat islands. Adjacent residents may die in heat waves just as hundreds died in Vancouver in 2021. This is a clear and present danger! It is easy to draw pretty pictures with green ink, but

harder to keep green spaces maintained. Will the proposed new mini trees with teeny pots of soil be maintained if there is no covenant guaranteeing this, guaranteeing that they are watered (they are on top of a garage and have little earth to maintain water)? As an architect I used to make such drawings; I understand that an architect's designs do not stand up to cost cutting management, especially if some future rent controls, decades hence, restrict the rental managers from earning peak market rents. Similarly, there need be covenants stating that the parking spaces are not used by non-residents, sublet. People working in the neighbourhood or even downtown, currently rent spaces in driveways and from apartment buildings, further stressing daytime street parking.

Cheap Materials

Most every cheap residential rental building in North American is now using Hardiplank siding, a practical material that is however now often devoid of character. James Bay is an historic neighbourhood with a special character. Four to six story Hardiplank buildings are to 2021 what stucco apartments were to 1970. You can paint it different colours, yet subsequent owners may just paint it one colour to save money, or let it black with slime. As a good example, look at the townhouses on Michigan St at Capital Park which used a durable residential scale and substantial material, brick veneer, or even stone (panels) along Superior St. The new six storey building at the corner of Southgate and Quadra also uses brick. Substantial buildings in Victoria were historically masonry faced, as is the newer Menzies building housing the BC Liquor Store and Capital Park townhouses. Masonry does not need much maintenance to keep looking presentable. Let us continue this tradition and take some cue from the historic character of Victoria. Hardiplank siding, on four to six storey buildings is simply cheap and aesthetically challenged. It is cheap to build with but not necessarily cost saving over 50-year lifecycles. Zoning may not dictate materials, but if the developer wants to cheat the zoning rules, they should be made to put some "lipstick on their pig": The articulation of the facades is well drawn but the materials are nothing for this historic neighbourhood to be proud of. The drawings show some walls as like orange brick in colour, but they are of Hardiplank. The designers show multiple colours and scales of Hardiplank, but will the final product match? During design, cost savings are made, unless there are rules to follow, unless brick or stone is called out on approved drawings. Council must even be mindful of which masonry is (if) specified as "manufactured (fake) stone" has a limited lifespan, absorbing water like a sponge. We see how many Victoria developments of the 80s have leaked and been recovered in different materials, less than 20 years later. Councils can be fooled by pretty drawings showing facades that may not remain. I am a mature architect, and building envelope specialist, who has seen how profit driven development often fails over time and then ends up looking unsightly

It would be best to follow the rules as they stand and only allow a development which respects the official plan.

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Kirk Buhne B. Arch

Medana Street multi decade neighbour