

In relation to the proposed development at 450 Dallas Road I saw no mention of the large Douglas Maple that is right on the west property line. One hopes it is included in the new plan. Thanks for the consideration.

Hi all,

Thanks for the opportunity to contribute to the decision regarding the proposed development at 450 Dallas Road. I own a strata unit at 525 Rithet St, Victoria, BC V8V 1E4, and was invited to comment as a resident within 200 metres of the proposed development that also involves an amendment to the Official Community Plan.

First off, I am very happy to see additional rental development proposed in the neighbourhood. More supply is a critical component of addressing the housing crisis.

However, more supply of market-rate housing is going to do very little to make housing more affordable. I saw no reference in the development proposal to adding below-market units to the development.

The proposal seeks to amend the Official Community Plan to allow a 43% increase in density beyond the maximum density currently allowed in the Plan. That's a significant revenue windfall to the building's owner.

The City should be ensuring that in exchange for this increased revenue opportunity, unlikely to be extended to others who might seek to develop their land in James Bay, the owner should be contributing more to the City than its bare minimum responsibility of paying property taxes. I strongly urge the City to premise an amendment to the density limits on the addition of below-market housing units.

We have to take every opportunity to move in the direction of ending the housing crisis, and this is an obvious opportunity.

Thanks so much for your consideration.

Shamus Reid
403-525 Rithet St

Good afternoon,

I am a senior living in the annex at 450 Dallas Rd for the past 18 years. I live in a small, but cozy bachelor apartment that I cherish.

When I received the Proposed development notice in the mail the other day I was devastated. Everywhere in the city there are more and more high rise complexes going up for the well heeled new comers to our city. Where do the lower middle income folk go during the present housing crisis?

I am very active in my community as a volunteer at the James Bay Community project (18 years) and the CNIB as a vision guide (over 25 years) In my spare time I pick up more volunteer work (pre Covid.)

What is happening to this city? I am not against change. Change can be good for everyone if it's purposeful change.

Many of us here in the annex can not afford the so called "market prices" out there and still be able to afford groceries and medications.

Most of all though, this proposed development is just WRONG and will set an example for other developers to ram through zoning changes, simply by offering more "cosmetic" changes surrounding the building, or whatever they see fit all in the name of "huge profits."

How will Victoria ever be affordable if we continue forward on this path? The simple answer is "never."

Please be bold and see this development proposal for what it is. Home for the wealthiest only!

Sincerely,

Ms. Terry Osborne

Dear Sirs and Madams,

I live near the proposed development at 450 Dallas Rd. I strongly request that they do not cut the big tree at the corner of Lewis and Dallas Roads. This beautiful, stately, and majestic tree adds so much to the neighborhood and is irreplaceable.

Thank you so much.

Sincerely,

Renn

Hello Mayor and Council:

I will be attending Wednesday's zoom meeting with Reliance Properties about the redevelopment of the corner property at 450 Dallas Rd. I own a house at 44 Lewis Street, having lived there for 17 years.

Hardship Issues

1j Incorrect location of parkade entrance/exit

Situating the parkade entrance to the new building on Lewis Street is not good. I suggest it should be located between the two buildings and exiting onto Dallas Road.

Rationale

- we are a quiet dead end street, an official connector with hundreds of people walking daily year round from the beach through to Menzies. No sidewalks is a positive feature retaining an old-fashioned feel.
- previous poor planning has 60 cars in the parking lot at the end of Lewis already entering and exiting daily.
- the entrance to an underground parkade is inevitably ugly, a bleak gap in the streetscape. It is lit with industrial lighting all night, an unnecessary light pollution.
- for nearby neighbours, the grind of the security gates at all hours of the night is an intrusion
- if the 134 bicycles allowed in the parkade will exit from that spot, it adds to the congestion.
- located opposite a private road, Dunelm Wynd, on the days when there is a line up to exit Lewis (in particular summer traffic) it would be very tempting to just take a short cut through their property.
- the last heritage tree on Lewis Street seems to be growing very well despite the asphalt and cement coverings. The building will be taller than the tree. The parkade excavation will harm that. The tree is home to birds. Without seeing a tree assessment, it looks healthy to me and is an important landmark.

2) Hardship: no visitor parking

Rationale

- our little street is already straining to accommodate guests and tenants of our homes.
- the Reliance proposal reduces the number of parking spaces in front of 450 Dallas.
- I didn't notice any designated visitor parking as part of the proposal.

3) Hardship: too many storys - too dense

Rationale

- asking for an over 40% increase in density is too much.
- the shadows cast in the winter will make. Real difference to neighbours
- the building is too close to the neighbour -2' is far too close, even if the building is stepped back for higher storys.
- the attempt at adding some foliage to the north upper side on what are something like balconies looks impractical and unsustainable. I would rather see more sky than that.
- having the amenities for the tenants overlooking our backyards causes a loss of privacy.
- as on the other corner, tall buildings create fierce wind tunnels on an already windy location.
- reverberation between the buildings from the airplanes and helicopters will create more noise pollution. Reverberation from the cruise ship music and announcements and music from live concerts may be amplified. It already is remarkably loud bounding off the existing building.

Hardship: narrowing of Lewis Street

Rationale

- it appears from looking at the plans that the design narrows the street with a curb and sidewalk intruding outwards to accommodate the entrances to the lower suites.

Hardship: affordable housing

Rationale

- the existing neighbouring building was renovated some time ago and rental cost raised considerably. It is assumed that the rents for these new suits will be in the upper income bracket. We don't need more in density in this kind of housing in this category. Unless some of the suits are priced affordably and held at that for 25 years. Now that would be an excellent public amenity in line with stated city goals.

Thank you for reading this.

Sincerely

Joan E. Athey

44 Lewis Street



James Bay Neighbourhood Association

jbna@jbna.org

Victoria, B.C., Canada

www.jbna.org

July 16th, 2021

Mayor and Council,
City of Victoria

Dear Mayor Helps and Councillors,

Re: CALUC Community Discussion – 450 Dallas Rd.

The 450 Dallas Road proposal was considered at the July 14th, 2021, JBNA ZOOM Discussion Forum. 42-45 people participated.

A ZOOM pre-meeting was held with JBNA development Review Committee members Marg Gardiner, Tim VanAlstine, Trevor Moat and Neil Garneau on April 6th, 2021.

The proponent's team consists of Jon Stovell, Juan Pereira, and Jonathan Lim of Reliance Properties, Franc D'Ambrosio, Agnes Cerajeski and Erica Sangster of D'Ambrosio Architecture, Bryce Gauthier of GALA (Landscape), and Tanya Wegwitz of Watt Consulting Group.

The proposal is to alter an existing complex, Seaview Towers. Currently the 1960's rental complex consists of 73 units, with 57 in a tower and 16 in a 3-storey structure. The proposal is to replace the 3-storey structure with a 54 unit 6-storey tower. Parking is planned to serve the full complex with 52 parking spots underground and several above ground spots (67 spots, 85 required). Two MODO car share spots have been planned for the above-ground parking area. Bike storage is planned for underground and above ground parking areas with space for 181 bikes. The current FSR is 1.68:1 and the proposed FSR is 2.40:1. Turnover in the tower should permit on-site relocation of tenants of the lower structure to the tall tower.

Following the proponent's presentation, meeting participants were given the opportunity to ask questions or provide comments. Residents spoke about the proposal and several wrote questions in the "chat". Appended please find: Appendix 'A' Notes including Q/A and chat comments, and Appendix 'B' Correspondence forwarded to JBNA.

In general, questions and discussion centred on access to the underground parking. A few comments were made on the proposed removal of the mature tree on Lewis, tenant relocation, and the height of the proposed structure (and shadowing).

We believe that given the overall community feedback, that the CALUC community consultation obligations have now been met.

For your consideration,

President, JBNA
Marg Gardiner

Cc: Erica Sangster, DAU
Jon Stovell, Reliance
Mike Angrove, CoV Planner

Appendix 'A'

July 14 ZOOM meeting notes and Q-A/chat comments:

New lobby will link buildings together and will allow tower residents to gain indoor access to parking underground. Units range from 450-850 sqft. Green roofs provided at over bike storage to the North and over lobby entrance areas. Balconies recessed for views and wind sheltering. Building steps back from North again on 5th floor to reduce shadowing North. Roof deck is provided with extensive landscaping with amenity areas to the South side of the property to prevent overlook of neighbours. Shadow studies were undertaken and shown during the meeting.

Question and Answer session:

Note: MG=Marg Gardiner, ES=Erica Sangster, TW=Tanya Wegwitz, JS= Jon Stovell, JL=Jonathan Lim

MG: What is current zoning and what are you seeking?

ES: Seeking FSR 2.4, existing is 1.68.

MG: The plan calls for 16 people to lose their homes in the low-rise. is there a plan?

JS: We have a fairly high tenant turnover in this part of the building. We hope to gradually depopulate the 3-storey annex. We would be seeking to offer similar rents that we have now.

Existing tenants would be given preference. If no suitable or comparable unit available or wanted, will follow City's tenant relocation policy. We have not finalized rental pricing.

Chat: Square footages for each unit type?

ES: Jr1BR 450 sqft; 1BR 500-600 sqft; 2BR 700 sqft; 3BR 850 sqft.

John Willow: Strata President for Dunelm Village. Main issues our owners have is impact on Lewis traffic and on Dunelm Wynd, which is a private road. It is hard to turn off Lewis on to Dallas. Our concern is that people will use Dunelm Wynd to get to Niagara. How can you mitigate that? I like the effort to set vehicles back from Lewis/Dallas. How did you determine there is no implication for Dunelm?

TW: I was referring to impacts on the roadways, access points, and site views and how they affect safety. We see no issues with how the access ramp lines up with Dunelm. There is clear signage already that Dunelm is private. The design discourages cut-throughs because the end point cannot be seen.

Chat: How many visitor spaces?

TW: 12, one van-accessible.

Linda Carlsson: Lewis Street resident. My first concern is that you say this is zoned urban residential. The OCP shows the Dallas/Lewis corner is traditional residential. Would you please check your statement? Second issue is the tree – I don't want to see that tree removed - totally opposed to removal of the tree. Lewis residents have stated clearly they do not want a sidewalk Shadow study did not show the casting in winter. The first houses on Lewis will never see winter sunshine. 7 storeys too high given the adjoining property. This is not on a transit route – Niagara is the nearest transit street. Regarding high turnover, perhaps rents are high at this location? You have not indicated you will provide anything other than market rents. What will you charge for Jr1BR, and will rents include parking or is that extra? Please review the OCP designation.

JS: I understand your comments about rent. We are not hearing people move out because of rents being too high – there are many reasons. We do not yet know what rents will be as it will be a few years before the build is complete. This will be at market rents.

Appendix 'A' . . . cont'd

Chat: Is there any plan to beautify the existing tower building that will be retained?

JS: It is a well-established design already; we will provide ongoing maintenance and will look at deferred maintenance while construction is underway. New paint and roof work is contemplated. The real improvements are at the surface – focus on getting rid of exposed parking, refuse etc and adding good access to enhanced outside space.

Don Lindsay: Lewis Street resident. I like the building, not the height. It works well with the tower, but I agree with Linda. The tree is a major landmark. Pedestrians invariably walk on Lewis, not on sidewalks. *The steps to units off Lewis will preclude handicap access.* Menzies is a real wind tunnel. New building may amplify winds on Lewis Street. I don't think "No Parking" signs are going to work on Lewis Street – people stop there all the time to unload.

ES: The parking area off Menzies will be where loading is intended.

Chat: would rather have a view of ocean than rooftop green space

Chat: How long will demolition/construction take?

JS: We don't have a schedule yet. I would assume 3 months including strip-out. The new structure including parking would likely take 24-28 months.

Chat: What environmental standard will this meet?

ES: We are looking at Step Code 3.

Chat: Transfer of tenants to the 12 storey building; when will these moves start?

JL: We would start once we have approval (after Public Hearing). It takes a long time to rezone, obtain permits, and proceed to tender. There are 3 units in the tower now that are open. If we can't move people, then they would be able to access the Tenant Assistance Policy.

Joan Athey: I have lived on Lewis Street for 17 years. I find the wait times at Lewis/Dallas too high already – there are cyclists, joggers, and much seasonal variation. I share concerns with my Dunelm neighbours. Mostly, I object to the underground access off Lewis Street - this upsets the walking nature of the street. A parkade would be a terrible intrusion, parking gates always make noise. Why can't you use Menzies to access all the parking? If not, access in the middle of the building off Lewis would be preferable. I am strongly opposed to Lewis access. Are you narrowing Lewis Street? At the front of the property, two parking spots have been lost. Are these to be short term, or longer term parking spots? I am also concerned about noise reverberation – helicopters, Ogden Point, cruise ships, and the sound reflects off the tall tower already.

ES: Yes, Lewis will be narrowed as the City wants to add boulevards. We would work with the City to determine parking restrictions. The existing tower is quite sheer; the proposed building has much variation, different planes, inset balconies – these will all help. We have not done acoustic studies.

TW: To clarify, I indicated the average delay time turning out of Lewis is 11 seconds today, and with the development the increased delay would be less than one second on average.

MG: These traffic measures may not reflect much of the year when cruise ships are in port.

JS: Our major challenge is getting parking underground. A four-storey building would likely be unviable with underground parking.

Chat: What is difference between Urban Residential and Traditional Residential?

MG: Essentially traditional is single family and duplex homes while urban is multiple unit dwellings.

Chat: Will there be shared laundry?

ES: The new building units will have in-suite laundry.

Chat: With underground parking going around the existing tower, how sure are you that the building will remain safe? Will there be blasting?

Appendix 'A' . . . cont'd

ES: We have a structural engineer providing advice on these matters. We are not sure if blasting will be required.

Chat: Will you reduce rate to compensate for construction noise and inconvenience?

JS: That is a good idea – we will look at it.

Chat: What is the elevator setup? Will tenants need to take 2 elevators when hauling groceries?

JS: We have not allocated surface parking to units at this point. Many people prefer underground, so one more elevator stop won't really matter to most people. The old building elevator will not reach down to the parking level. It's no worse than it is now.

Chat: Where will moving vans park?

ES: At the rear.

Chat: There is a bike storage building outside, and storage space inside too. How does that work?

ES: The outside will be for the existing building. There are locations for long-term bike storage.

Trevor Moat: Can you increase the step back from Lewis further? Are the ceiling heights 9' or 8'? Are they the same as the existing building? Am concerned about shading on the house on Lewis.

ES: They are mostly 8'6", 9' on the first floor. The extra height per floor is required for joist thickness as this is a wood-frame building.

Chat: Can parking ramp come off the existing lot off Menzies?

ES: That is hard, because so much space is required. I also hear the concerns about lighting – we work hard to mitigate those effects, and I realise that access to parking are never pretty. We are sensitive to that. We are trying to get as much parking on site to minimize off-site parking burden.

Chat: Are you compliant to seismic standards?"

ES: The new building certainly will be. The old building is as-is.

Chat: I am getting tired of the trope that providing cycle and MODO parking is a solution for diminished parking availability

Current tenant: I am concerned about the use of Dunelm. I think the roof garden is overdone and unnecessary. There will be high winds. I think there is a lack of light to the units on the North end. I do not want to see that tree removed. Will this be a stand-alone building? Will it have a separate address? I think the walkway between buildings is ill-conceived. I think these units will be very expensive suites. I urge you to look at re-ramping the underground parking. Traffic comes from the city down Menzies. No one wants to make two turns to enter underground parking. It should be accessed from the Menzies lot. I don't support the traffic bump-outs on Lewis Street. Narrowing it more will encourage us to use Dunelm.

Chat: What is the soonest approval of the project could happen?

MG: 3-6 months minimum; could be up to a year.

Chat: Could existing tenants of the annex move into the new building?

JS: They have rights under the RTA and TAP.

Chat: You have three bedroom units, supporting families. There is a playground on Lewis. This is why I oppose the parking ramp off Lewis – keep it as a pedestrian-friendly street please.

Chat: There could be further development at the North end of Lewis, which is already a large apartment complex. That should be kept in mind too.

MG: How many of these units will be wheel-chair accessible?

ES: The building meets accessibility requirements, and we have units are that adaptable.

Appendix 'B'

Correspondence forwarded to JBNA concerning the proposal:

From: Renn Butler

Subject: 450 Dallas Rd.

Date: July 9, 2021 at 3:54:50 PM PDT

To: "mayorandcouncil@victoria.ca" Marg Gardiner

Dear Sirs and Madams,

I live near the proposed development at 450 Dallas Rd. I strongly request that they do not cut the big tree at the corner of Lewis and Dallas Roads. This beautiful, stately, and majestic tree adds so much to the neighborhood and is irreplaceable.

Thank you so much.

Sincerely,

Renn

From: Shamus Reid

Subject: Proposed Development Notice - 450 Dallas Road

Date: July 4, 2021 at 8:56:08 AM PDT

To: mayorandcouncil@victoria.ca, [REDACTED]

Hi all,

Thanks for the opportunity to contribute to the decision regarding the proposed development at 450 Dallas Road. I own a strata unit at 525 Rithet St, Victoria, BC V8V 1E4, and was invited to comment as a resident within 200 metres of the proposed development that also involves an amendment to the Official Community Plan.

First off, I am very happy to see additional rental development proposed in the neighbourhood. More supply is a critical component of addressing the housing crisis.

However, more supply of market-rate housing is going to do very little to make housing more affordable. I saw no reference in the development proposal to adding below-market units to the development.

The proposal seeks to amend the Official Community Plan to allow a 43% increase in density beyond the maximum density currently allowed in the Plan. That's a significant revenue windfall to the building's owner.

The City should be ensuring that in exchange for this increased revenue opportunity, unlikely to be extended to others who might seek to develop their land in James Bay, the owner should be contributing more to the City than its bare minimum responsibility of paying property taxes. I strongly urge the City to premise an amendment to the density limits on the addition of below-market housing units.

We have to take every opportunity to move in the direction of ending the housing crisis, and this is an obvious opportunity.

Thanks so much for your consideration.

Shamus Reid

XXX-XXX Rithet St

XXX-XXX-XXX

Appendix 'B' . . . cont'd

From: j clarke
Subject: redevelopment proposal in James Bay
Date: July 3, 2021 at 11:24:18 AM PDT
To: [REDACTED]

Dear Ms. Gardiner,

Here we go again seniors being displaced so the rich can get richer. I live @450 Dallas Rd. where it is proposed that our bldg is to be pulled down to create bigger higher much more expensive apts. I have lived here for 23 yrs and seen a lot of changes; however now my choice is being subjected to moving as many seniors here will be and that cannot afford the high rents that Victoria now demands. I really hope the development proposal is defeated.

Thank you for your attention,

Sincerely Josephine Clarke .

From: FIN MACDONALD
Subject: Re: 450 Dallas Rd CALUC
Date: June 30, 2021 at 9:39:45 PM PDT
To: Timothy Van Alstine
Cc: Marg Gardiner

Hi Marg and Tim

Another Make Me Rich proposal from an out of town developer.

Q. In "Project Overview" states Reliance bought in 2019. Starlight was the owner (common knowledge as their renovations displaced MANY tenants, not just @ 450, but also @ 415 435 Michigan) BC Assessment shows "

Sales history (last 3 full calendar years)

No sales history for the last 3 full calendar years"

<https://www.bcassessment.ca/Property/Info/QTAWMDBITjhIQQ==>

Does Reliance actually own 450 Dallas?

Best

Fin MacDonald
XXXXX Rithet

Ayla Conklin

From: L H <[REDACTED]>
Sent: July 21, 2021 8:45 AM
To: Development Services email inquiries
Subject: 450 Dallas Road Proposal

Lara Hurrell/Chuck Adams
[REDACTED]

July 15, 2021

We received notification about a proposed development/apartment building for 450 Dallas Road. We are homeowners on Lewis Street and received notice from the City as our house is within 200 metres of the site. We are sharing our feedback after attending the related CALUC community meeting held last night.

First off, we feel the proposed building looks nice and it would be a benefit to replace the current annex style building from the 1960's, which is rather unattractive. The developer appears to have put some thought into the landscaping and some of the units would face Lewis Street with gates providing a neighbourly feel. We also like the developers' plans to hide garbage and recycling. Nobody wants to look at ugly bins and they also attract homeless people who like to pick through the rubbish.

We do have some concerns though. Lewis Street is a historical street with character homes and features a narrow, lane style roadway. As such, there is really no sidewalk and most of our homes have no boulevard. Step off your curb and you're on the street. With this in mind, people walk down the middle of the street and admire the mostly original character homes. There is a pride amongst those living on the street as Lewis has an old-style neighbourhood look and feel.

A big concern for us with the proposed apartment/condo building is its height. At six stories tall, it goes against the Official Community Plan, which has a limit of four stories for new buildings. At six stories it would tower above neighbouring houses and townhouses providing a 24-hour shadow during the wintertime. We are also concerned this height would create a wind tunnel like what its sister tower does on Menzies Street behind us. The proposed building is a lot wider than what is currently on site. Between the expanded width of the building and the height, this proposed building feels like something that is better suited in a downtown environment, not a character neighbourhood.

Secondly, the developer has plans for a garage exit on Lewis Street. It's planned to be across from the Dunelm Village townhouse complex's private roadway. Having this kind of a gap to house a garage exit is not only unattractive, but it would likely mean new residents being tempted to use the private roadway belonging to the townhouse complex. The other concern is the traffic exiting our narrow lane style street, which is not meant for this kind of volume of vehicle use. We have 17 homes, some with tenants, townhouses, and at the end of our street, an apartment building (on Boyd Street) parking lot empties onto our street with 70+ units worth of traffic. This means more than 100 addresses/units using the street. My neighbour who lived here in the 60's when that apartment was built told me their exit was never supposed to feed onto our street. All this traffic usually makes a difficult left-hand turn onto Dallas Road. With limited visibility, and heavy traffic especially during cruise ship/tourism season, this can be dangerous. Another 38 units using our street would be a nightmare. In addition, an exit with industrial style lighting and a wide drive isn't in keeping with the narrow street and neighbourly feel of this character street. We feel the entry and exit for 450 Dallas Road is best kept at its current location on Menzies Street.

Another concern is parking. The proposed building plus its tower would mean 111 units with only 67 parking spots for residents. The new building would charge for parking. What we have seen with the apartment building at the end of our

street, is people don't want to pay for parking, and they start to look to park in the neighbourhood. This was such a parking issue on our street a few years ago with the Boyd Street building at the end of our street, we successfully petitioned the City for residential parking only on Lewis. It is nice to think that people are going car-less but this isn't reality.

Another issue is the proposal aims at taking down a landmark tree on our street. It's at the 450 Dallas Road property line on Lewis. It has been standing for many decades and is loved by locals. We would be devastated if the tree was ripped down. At this location we see there are also plans to narrow the start of our street, which is another issue. We are already have a narrow lane style street. Under no circumstances should we be restricted further, especially at the start of the street.

One final thought, we urge the City to require this building and other apartment buildings in Victoria if they are non-smoking to provide a location on site for residents to smoke. The apartment building at the end of our street won't allow smoking on its premises. This means that groups of residents (although very friendly) are on our street in front of the homes at the end of the street smoking and talking at all hours of the day including late at night, especially when it's warm out. With this being a lane style street it's not uncommon for the smell of cannabis to waft into our homes especially in the summer with open windows. This is something to consider as the city densifies to satisfy neighbours of apartment buildings and for the safety of smokers having a site on the grounds, not on a roadway to smoke.

Thanks for taking our thoughts into consideration.

Lara Hurrell and Chuck Adams
Lewis Street

Sirs:

I am a resident of Dunelm Village, adjacent to 450 Dallas Road development proposal. I read with interest about the proposal to replace the lowrise with a larger apartment building. The exterior design looks nice and the green rooftop a bonus. I don't oppose the development of more rental units BUT I have serious concerns about the current plan to have the underground parking enter and exit from Lewis St.

ISSUES:

1. At Dunelm Village we have a private lane (Dunelm Wynde) that accesses about half of our townhouse driveways . By proposing to locate the new development's underground parking access and egress at the intersection of Lewis and Dunelm Wynde, there will be considerable vehicular, bike and foot traffic "cutting through" Dunelm Wynde (noting that parking for both towers is planned for the one underground).

This 450 Dallas Rd traffic on a private road cannot be allowed. Dunelm Wynde is aging, and has strata corporation utilities underground and along the sides of the Wynde which are easily disrupted. Because it is private, the strata corporation must maintain it. Private means for resident's use only. Trespass traffic was a problem when the traffic from 450 Dallas was once diverted to Lewis (and therefore Dunelm Wynde) previously when Menzies work was underway.

Additionally we have families with children who live directly on Dunelm Wynde (for eg. the first 2 units at Lewis and Dunelm Wynde have 2 families with 3 children each) and any increased traffic on Lewis or the Wynde is a safety concern for them and therefore, our community. There are also numerous pets that live in the Dunelm community and increased traffic is a safety concern for them as well. In addition there are families with young children living on Lewis and a playground about 200' from the proposed location of the parkade entrance/exit.

RECOMMENDATION: Locate the underground access and egress at Menzies St. behind the current taller tower, i.e. where above ground parking currently exists or off Dallas. The parking traffic currently uses Menzies which can handle capacity better than Lewis Street (as it has in past) and not impact Lewis or our Wynde.

2. Lewis Street is narrow and the intersection at Lewis and Dallas is already very dangerous as oversized vehicles park on Dallas and it is very difficult to see when turning from Lewis onto Dallas. We have previously asked for a better "no parking" set back from Lewis but were told it was a standard set back from a side street. This will become more dangerous with increased residences and vehicle usage.

3. I understand that there's a proposed decrease in the width of Lewis St. This makes little sense to decrease the width of the street while proposing to increase the vehicular traffic!

I recognize that development continues to occur throughout the City, and would welcome a new well designed development BUT, traffic must be kept away from Lewis and therefore Dunelm Wynde.

I look forward to seeing revised plans for parkade access/egress off of Menzies or Dallas Street. Thank you for considering this input seriously.

--

Carey Barnard
13-416 Dallas Rd

July 24, 2021

To: Mayor Helps and Councillors, City of Victoria

From: Dunelm Village Strata Corporation VIS1146

Re: Development Proposal for 450 Dallas Road

Dear Mayor Helps and Councillors:

On behalf of the owners of Dunelm Village Strata Corporation VIS1146, our Strata Council would like to offer following comments and recommendations regarding Reliance Properties Ltd. proposed development and rezoning application for 450 Dallas Road in James Bay.

Dunelm Village is a 33-unit townhouse strata complex, built in 1981 and located at 416 Dallas Road, directly across Lewis Street from the existing Seaview Towers and the site for the proposed new six-storey apartment tower development. Dunelm is home to a mix of retired seniors, working professionals and families with young children; fully 94% of our residents are owners. Our strata covers most of the block bound by Dallas Road, Lewis Street, Luxton Avenue and Boyd Street, with a private road (Dunelm Wynde) running through the middle from Lewis to Boyd.

Our Strata Council has reviewed the development proposal's documents on the City's website, and our Council President attended the 14th July 2021 Zoom informational CALUC session hosted by the James Bay Neighbourhood Association. The proposal has also generated significant discussion amongst our resident owners. While the overall design and landscaping proposal is generally an improvement over the existing three-story annex and surrounding fenced areas, we would like to raise two major concerns with the planned development and offer some practical alternatives.

Two Serious Issues for Dunelm Residents: The main concerns have to do with the proposed parkade access/exit ramp onto Lewis St. The key issues are:

a) Increased Traffic on Lewis:

i. Lewis Street is a very pedestrian and bike friendly residential cul-de-sac where most folks walk along the roadway to access their homes, get to the playground on Lewis with their children, walk/bike to the Dallas walkway and beaches and/or walk to the City-signed footpaths to either Luxton Road or Menzies Street.

The developers have cited the pedestrian nature of Lewis as an attractor for potential residents to the new tower, which includes three-bedroom units for families. However, forcing an additional 50 plus cars to regularly use this quiet cul-de-sac will only diminish the pedestrian and bike friendly nature of Lewis St.

ii. We learned during the CALUC session that the City and developer are planning to narrow Lewis Street by approx. 0.6m (2 ft) so as to create a boulevard with sidewalk to give access to the front yard gardens/patios of the ground floor rental units facing Lewis. Compelling an additional 50 plus vehicles to regularly use what will be an even narrower neighbourhood cul-de-sac will generate unnecessary additional daily traffic with the accompanying safety issues.

iii. For all vehicles exiting Lewis St., the sightlines at Dallas have always been an issue, especially looking east along the front of 450 Dallas when vehicles are parked there. The new proposal for street configuration may improve driver visibility somewhat, but we doubt it will be sufficient.

iv. Due to the pandemic, the traffic assessment done by Watt Consulting Group (on behalf of the developer) did not have the opportunity to time how long it takes to turn onto Dallas from Lewis during a normal tourist and cruise ship season. All current Dunelm and Lewis residents will tell you that is significantly longer than the 11 seconds cited in the consultant's report.

b) Increased Traffic on Dunelm Wynde:

i. The proposal currently has the underground parkade's access ramp opening onto Lewis St directly across from Dunelm Wynde, a private road. It is virtually guaranteed that drivers from 450 Dallas will end up using Dunelm's private road (despite our clear signage) for easier access to Niagara St or Dallas Rd. via Boyd St.

We say this based on past experience. During the construction of the new sewage pipeline, Menzies was closed for several weeks and a gate was opened in the 450 Dallas fence allowing residents to access the rear parking area of Seaview Towers via Lewis St. On the recent CALUC call, a resident of 450 Dallas stated that during that time of construction, many of his fellow residents would see 3 or 4 cars lined up on Lewis trying to get onto Dallas, and they would instead go through Dunelm Wynde. Our Dunelm owners confirmed this was the case.

Dunelm Wynde became a common alternate route back then, and it will not take long for new residents of the expanded 450 Dallas towers to discover the same short-cut.

ii. Despite the fact the Wynde is a private road with a 20 km/h speed limit, any increased non-Dunelm traffic poses added risks to safety of our residents and their children and/or grandchildren. Currently, the first Dunelm units on the left and right sides of the Wynde (nearest Lewis St and the proposed parkade ramp) have families living there, each with three young children ranging from 2 to 10 years old.

iii. Whenever the City closes off Dallas for civic events (e.g., the TC Run, bike races, etc.), the only access to/from Lewis St is via Dunelm Wynde. Having the 450 Dallas parkade ramp on Lewis would have another 50+ cars use that detour, tempting more drivers to use Dunelm Wynde as a regular short-cut.

Recommended Options to Mitigate These Issues: Numerous James Bay residents attending the CALUC session called on the City and the developer to change the location of the proposed parkade entrance/exit so as to not compromise pedestrian-friendly Lewis Street nor generate traffic trespass issues for Dunelm Wynde.

To this end, Dunelm Council recommends that the City ask Reliance Properties to change the location of the proposed underground parkade's access ramp. We offer the following practical, neighbourhood friendly solutions for consideration:

1. Redesign the parkade to enable access from either:

a. Menzies Street, a one-way street that is already paved and provides parking access for the existing Seaview Tower at 450 Dallas; or,

b. Dallas Road, like several of the other residential towers along the Dallas waterfront have done.

2. As currently planned, the bicycle access to the ground-level secure bike lock-up (enough for 100+ bikes) is via the surface parking off Menzies St. If the parkade vehicle ramp is moved as per above, consider having the bike lock-up access off Lewis St.; this change fits nicely with the current bike and pedestrian

friendly nature of Lewis and will provide 450 Dallas residents better access to the bike paths and access transitions the City has created along Dallas Road.

Respectfully submitted for your consideration,

John Willow, President

(On Behalf of Dunelm Village Strata Council VIS1146)

Cc: Mike Angrove, CoV Planner

Marg Gardiner, President, JBNA

Dunelm Village Strata Council Members

As residents of 25 Lewis St., we would like to comment on the proposed re-development that is three houses away from us:

1. The general design and landscaping appear to be attractive and a positive change to the space.
2. The five townhouses, which will face onto Lewis Street, will add to our friendly neighbourhood atmosphere and remove the unwelcoming high wooden barricading fence along that part of our street.
3. The Menzies Street sidewalk along the property to Dallas Road will be a much more appealing walkway to pathways and the beach, when the apartment's collection of garbage cans and dumpsters are moved out of sight!

Here are some drawbacks and negative aspects of the proposal for our Lewis Street community:

1. The proposed underground parking entrance/exit on Lewis Street would be disruptive, busy and noisy. Our little, one block long, dead-end street is currently plugged up with fewer parking spots than the number of houses on the street! We are also already the defenceless car thoroughfare of not only this proposed development but all the vehicles from a large Boyd Street apartment block parking lot at the north end of our street, plus the cars from Dunhelm Village! This is too much traffic for one small block of medium-sized houses. All three of these places, which will be taking over Lewis Street for their vehicular traffic, noise and pollution, are situated on Dallas Road & Boyd Street so don't even belong to our street. This is unreasonable and unfair to homeowners. Exiting Lewis Street at anytime, without the addition of other building's traffic, is dangerous at all times because of obstructive parking, which is allowed too close to the Dallas Road corner of Lewis.
2. The narrowing of Lewis Street to accommodate a sidewalk for the five new townhouses would further constrict the road and is extraneous since there is already an existing sidewalk across the street.
3. The proposed destruction of the large, healthy, stately old maple tree on the property border on Lewis Street close to the corner of Dallas Road, would be a huge loss to the beauty and ecology of both streets. This tree should be the treasured, heritage focal point of the entire new development!

It was mentioned by the developer's landscaper that the city would be taking down this tree anyway.....The tree appears to be very healthy. We request that the landscaper have the city validate this statement.

Lewis Street homeowners look forward to working together further as this development proceeds! Many of us, who have been here from 10 - 50 years, care deeply about our neighbourhood and are feeling outgunned.

Sincerely,
Patricia and Allan Miller

Dear mayor Helps and Councillors

The South end of Menzies is a v dangerous wind tunnel for much of the year. Doubtless the existing tall building plays a major role in this.

The hazard is v real for the frail and elderly who live nearby in Amica Somerset as I do. Many avoid this street although it is part of the shortest path to shopping for food and medicine plus other services

Please require an independent determination of the effect, if any, of this six story addition. And refuse it is it bc makes the Menzies wind tunnel worse.

Sincerely,

John A Heddle