

## Development Services email inquiries

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**From:** webforms@victoria.ca  
**Sent:** April 18, 2021 4:05 PM  
**To:** Development Services email inquiries  
**Subject:** Development Services - City of Victoria Feedback Form

You have received an email from Janelle via the City of Victoria website feedback form

Name: Janelle  
Email: [REDACTED]  
Topic: Development Services  
Phone: [REDACTED]  
Address: 409 dundas Street

Message: Good afternoon, I am contacting you regarding a proposal for a building by Aryze for 480 Esquimalt Rd. As a direct neighbour of the property, I have a few concerns connected to the potential approval of this building.

Firstly with the height of the building being proposed for 6 stories high that directly affects all neighbour's on Dundas Street, due to the shadows it will consistently cast. As an individual who suffers from seasonal depression due to lack of light in the winter this building will block all the sun from our property particularly in winter as the sun is so much lower in the sky.

Secondly the concern of parking. The residents of Dundas street are already currently struggling to find parking on our own street and with a proposed 40 units and 56 car stalls I am concerned that this issue will become more and more of a challenge. As many families looking to move into a condo will own more than one vehicle.

I understand the need the city has to density the housing. However I do not believe it is best to do this without direct input from the neighbours themselves.

Thank you  
Janelle

Date: Sunday, April 18, 2021 4:04:45 PM

## Development Services email inquiries

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**From:** webforms@victoria.ca  
**Sent:** April 18, 2021 4:42 PM  
**To:** Development Services email inquiries  
**Subject:** Development Services - City of Victoria Feedback Form

You have received an email from Dan Hickman via the City of Victoria website feedback form

**Name:** Dan Hickman

**Email:** [REDACTED]

**Topic:** Development Services

**Phone:** [REDACTED]

**Address:** 409 Dundas Street, Victoria, V9A3K1 VIC WEST

**Message:** Aryze.ca/480Esquilmalt proposed development is proposing a 6 Plus floor building. this will cast a shadow over most of my property during the winter months. I AM OPPOSED to anything over 4 stories.

**Date:** Sunday, April 18, 2021 4:41:42 PM



GREGORY PAP  
436 RUSSEL ST  
VICTORIA, V9A  
3X3

To Mayor Lisa Helps and the Office of the Mayor,

There are many things we object to as residents of Russell Street, within the 100 meters of 480 Esquimalt Rd. The subject here is whether or not the City should create a new class of zoning for this proposal of Aryze Developments in question. The answer is no. It should either be rezoned for residential or keep the light industrial zoning it currently has. Aryze Developments (Aryze) must choose to either keep their headquarters as a single headquarter building or build apartments. To have both work and home on the same lot is akin to never going home. We can't go back to company towns which the proposal of mixed zoning would open opportunities for. These exploitive arrangements should not be allowed to happen in the modern era.

"Aryze Developments held a Community Information Session via Zoom on the evening of April 8th, 2021, wherein we welcomed members of the neighbourhood and community to learn more about the proposed development and to provide comments and feedback. A further meeting was held with the Vic West Land Use Committee on April 20th, 2021. The design for our proposed development has changed since these preliminary meetings, and we intend to present to the Vic West Land Use Committee again before the application proceeds to the Committee of the Whole." (final page of letter to council.pdf from the rezoning application) Our household within the 100 metres of this proposal was never informed of either of these info sessions, as we would have cleared space in our schedules for both meetings had we been informed. The initial postcard that was placed (not mailed) in our mailbox, never had a date for these meetings nor any other context other than a weblink to a frankly, shady website that isn't listed on any directory of aryze.ca.

We would like to call to attention the absolute lack of any official documentation sent to the 400 block of Russell St. about the proposed development on 492 Esquimalt Rd. (Seeing as these lots are being considered as one development.) No official documentation has been sent to the residents of Russell St. about the changes to the Proposed Development Notice, which now includes a whole separate property that a local business appears to have been bought up for, with the intention to replace it with an identical non-local business.

Firstly, Aryze must account for the sakura trees on the corner of Russell and Dundas, they are missing entirely from any illustration within the proposal. And might I remind the City of Victoria that these sakura trees in particular are some of the original sakura trees planted in 1930 with the funds from the Victoria Japanese Community Association. I would also like to remind the City of the fact that they never fully planted the 1013 cherry trees that were funded to be planted within the city, (cared for and maintained) before Victoria's entire Japanese population was interned.

Secondly, Aryze cannot have the outflow of the underground parking (which is a problem already, as it's all bedrock Aryze will need to blast away) on Russell Street. Problem one, it's a one-way street. Problem two and three really, is there is an emergency gas shutoff for the autobody repair shop directly at the proposed outflow. It is a fire hazard to the neighbourhood to restrict any type of access to that shutoff. Having a parkade outflow on Russell will block emergency vehicle access. Russell is a very narrow street. Page 10 of the plans submission.pdf from the rezoning application outright has a rendered parked car at the emergency gas shut off. Additionally, on the topic of fire access, a fire truck will be unable to turn off of Esquimalt into the cafe courtyard with the turning radius of a fire engine (30 ft or so if you were to measure). There is a traffic island right there as well as proposed bike racks that a truck cannot drive through; nor is hopping a curb good for the well being of fire equipment.

Thirdly, this proposal is a full two stories taller than the previous proposal, and the first proposal was objected to based on it being already too tall for the neighbourhood. This proposal cuts off sunlight completely for the apartments directly behind it, as well as the entirety of the light profile of the rental single family home on Dundas, directly behind the proposal. And all of our home's winter sunlight. This will freeze our house, as well as exacerbate our household's seasonal depression. Not once in our 20 years of owning on Russell St. have we had a developer propose to cut off natural light from an existing resident.

Additionally, on slide 17 of the plans-submission.pdf, there is some misleading going on with sidewalks that don't exist. The plans propose a new sidewalk on the eastern side of Russell St. that links up to a nonexistent space. To add a new sidewalk on that side of the street would be to make an already narrow one way street even narrower. This would make it impossible for an ambulance to perform a 3 point turnaround on Russell.

Additionally, in the first proposal to the city, Aryze was forthcoming about their intentions to add industrial manufacturing via the Ecologyst brand. In this proposal they have hidden that intention from the public, only mentioning it in the letter to City Council directly. Why is Aryze trying to deceive us about what is being built? We are concerned about the lack of transparency in this proposal.

We object to the type of units being built. A lease is not the same as a rental. It is not a rental unit. It is not affordable housing. It certainly isn't "middle housing" (pg 9, policy context, from the "letter to council.pdf", as well as the fall 2021 Connect Newsletter which highlights the missing middle housing initiative). A studio is inadequate living space when housing is being proposed, it's not what we should be striving for as "affordable". A three bedroom should be affordable to a single parent when the City is purposefully building affordable living space. All units should have at minimum one bedroom, with three bedrooms being ideal and preferable for a family. We have lived the experience of a single mother with two children in a two bedroom, it is not comfortable to live like that. It should not be considered adequate housing for a family.

Also, the rooftop patio will see directly into one of our bedroom windows. You can see exactly where that patio would be from the window as is. In the rendering from the rooftop itself, you can see where the bedroom would be if Aryze had actually rendered our house, which Aryze has conveniently left out. We will greatly feel like there is a peeping tom should the approval go through, and we feel our privacy will be violated by this proposal should ANY rooftop patio go through. There is no need for a rooftop that overlooks the neighbourhood. The rooftop also exists in a wind tunnel. You'll have things blowing off the roof, we get storms here. Another objection is to the fire pit and barbeque on the roof. We have had 2 separate apartment fires in the last three weeks in the CRD, (the fire on Cook Street, and the fire on Menzies Avenue which was fatal) with the lack of a proper fire lane, this could be catastrophic.

Our next point is concerning the website surveillance on Aryze's website. The entire website tracks your mouse movement. It's not subtle and there is no opt-out of the tracking. You can't zoom in on any of the images to see what the plans are, nor are there any actual plans on the site other than hypotheticals. When you attempt to open an image in a new tab to see it clearly, you are instead greeted to the small pixel that follows your mouse, (to explain further, it forces you to select the image of the mouse icon that tracks you, rather than the image on the site that you are selecting).

In the letter to City Council and the Mayor from Aryze, 'letter to council.pdf', "...in buildings designed and constructed with a sensitivity to materials, proportions and human comfort." This build isn't that. It is the antithesis of what is here now. Our family bought this house in 1998, specifically because there was a dog that was sleeping in the middle of the street, big ol' sheepdog. She used to walk around freely in the neighbourhood with how quiet and safe it was. We've since lost that quiet nature of our street. It still exists in a manner, but we are legitimately running out of residential parking space to the point where sometimes our off street driveway parking is blocked off by cars. It's to the point where we have a neighbour adding traffic cones to calm traffic as it has been a danger to animals and young children.

Adding traffic of 12 more cars at any given time (pg 23 of letter to council.pdf) will erode this roadway. This estimate is a very low estimate of potential traffic when you consider a morning or after-work rush of workers leaving or coming home from a job. Given the number of residential parking spaces (which is shared with commercial parking which will cause parking issues with customers stealing parking of residents of the proposal), the number of cars in the morning should be somewhere closer to 30-40 cars at peak hours. (2 pm traffic will not be the peak hours of traffic) This isn't the place to be rewriting zoning laws to try to fit in the headquarters of a controversial developer that hasn't done the due diligence to actually find out what this lot is like to anything around it. The air space of a structure matters and has an impact to direct neighbours. The shadow of a structure impacts the life that grows around it. It impacts the physical and mental health of the residences around it who lose sunlight.

The house we bought in 1998 is infill housing. It accounts for every single structure and angle of lighting around it for when it was built. No house around us lost sunlight when our house was constructed. The work can be done to make this property into something productive to the neighbourhood at large but it does have to account for what is actually here. Aryze can't block off sunlight to another resident; Aryze and the City should not be changing zoning laws to incorporate low income housing with manufacturing.

As well, the proposal lists timber as a design accent. Being as we are in a climate disaster, it is irresponsible to be using timber in such a wasteful manner. Old growth timber should never even be considered for this project. If it has been considered, please Mayor Helps, reconsider working with such hypocrites pushing green-washed messages in our city.

Additionally, the development is still over the property line on Esquimalt Rd, again it encroaches on city land. Is this legal?

Additionally, R...U...S...S...E...L...L... St. It's spelled Russell Street. The developer has not even gone so far as to do their due diligence in regards to the spelling of the street they are intending to build on. In Official City of Victoria documents. Mayor Helps, please expect better. This is such a low bar that we held a funeral for it. This makes us question the engineering on the proposed plans as due diligence was not carried out to even double check the spelling of the roads involved, how can we trust the math on these documents, the spelling isn't even correct.

Parking still needs to be addressed, Aryze cannot expect more than 50% of their tenants to not own a vehicle when they have underground parking. There is zero room on Russell St. for additional vehicles to park street side.

The Mayor needs to be aware that the Modo car share currently in the neighbourhood will be taken out of the neighbourhood for the exclusive use of tenants in this development. We shouldn't need to explain why this will harm the Vic West neighbourhood as a whole to take away an amenity and make it exclusive to a small group.

Page 36 of the plans-submission.pdf, shows the turning template for industrial trucks will need to hop the curb to make their turn in and out of the loading dock on Russell St. We do not believe that will be easy on any truck suspension, nor undamaging to the city curb (City property) over the years of wear. We would also like to bring up that this turning radius overlaps with current residential parking where a homeowner currently parks their vehicle daily on the street. The truck will hit a car if they are trying to turn like this as is. We fully oppose any vehicle outflow on Russell Street. Any vehicle outflow or loading dock should be on the main artery of Esquimalt road. Not on the narrow residential side street of Russell.

We would very much like to remind the city, the 400 block of Russell St. is a one-way street heading north until Dundas. Having a truck drive down the wrong way of a one-way street is illegal.

The plants used in this proposal are again still non-native plants. This region is a Gary oak meadow, not a rainforest. The Gary oak meadows are a specific ecosystem to the south of Vancouver Island. Not even a kilometre away exists the last of the intact bluff subsection of this ecosystem on the water. It is protected federally. To introduce non-native-to-the-region plants as the "native plants" is an insult to the land on which the build is proposed. It shows a lack of proper consultation and a lack of understanding of the area.

On the topic of plants, cutting down fully mature maples that are over the adjacent property line, to add in unmatured Japanese maples on their property, that don't lock carbon as well, is short-sighted. (pg 31 of the plans-submission.pdf, lists these mature maples as protected trees) page 14, as well as page 22 of the letter to council.pdf, lists these increased trees as a positive addition, while they are taking down mature healthy trees to build from a neighbouring property. This seems dubious legally and certainly isn't environmentally responsible. It is not maintaining an urban forest to cut down a row of fully mature maple trees.

Page 15 of the letter to council.pdf states the burying of electrical lines paid for by the developer. The reason we currently on the island do not bury our hydro lines is due to earthquakes. You can't see electrified ground, it's not visible to the human eye. This is a residential neighbourhood that is comprised of tightly compact single family homes. To have a live electrified ground in an earthquake scenario where the street will need to evacuate towards firstly the top of Henry Street to brace for the inevitable tsunami then likely down to Esquimalt Road for emergency aid when the tide recedes. It is a hazard. It will kill people by electrocution after they survive both the earthquake and a tsunami.

Outdoor night lighting needs to be minimized to prevent wildlife from being scared off, we get migrating birds down this corridor. Along with the fact that they are within 1km of a wild bird sanctuary. Added to the fact that outdoor light only exists to be hostile to the unhoused while this building is within one block of a shelter. I as a resident do not want hostile night lighting put into this development. I am also deeply concerned with light pollution as I can see the milky way from my backyard and will be deeply offended if I lose my dark sky as an avid astronomer. Increased light will also impact the bats I regularly observe at night along our street.

The proposal highlights a lack of health care access in the neighbourhood on page 8 of the letter to council.pdf. If Aryze wants to contribute positively to the services available in the region, they would add space for a health clinic, instead of their own private office or a cafe that they bought out a local cafe to build. (or manufacturing).



Additionally. Death to hostile architecture. There is a homeless shelter on the other side of Russell Street. With the incorporation of hostile architecture, how do we know the cafe being put in won't harass or discriminate against the unhoused when they come in for warmth or food? We don't want cynicism on our block, we can do better and we should be. Aryze's suggestion of fake cobblestone is hostile to wheelchairs and mobility aids as well.

Also, (we are getting tired of this, this should not have so many holes in design that an untrained eye can poke through it). This City needs to cease the blasting of glacial rock. There isn't much of this critically endangered ecosystem left in the world. In our lifetime we have seen most of the glacial rock blasted away, and would like to see some of it last until our grandkids are around. Not our children, our grandchildren (or great-grandchildren). In 60 years we don't want to have to explain to them what rock felt like. What lichen was. What a salt pool looked like. What native grasses used to be there. We are losing this rapidly to developments exactly like this one. Ones that come in, blast out, only to put in parking or commercial space with design influence from what used to be there. Not to mention the flood risk that taking out bedrock presents. In light of recent floods across the province, adding a flood risk to a major artery of the city would be short sighted.

Following up on the prior point of blasting. Blasting bedrock two stories deep will shatter any aquarium on this street. Now it's not advertised and is listed as a commercial address, but a little known fact (and for good reason) is there is an internationally regarded sea lab on Russell St, that is directly responsible for the reseedling of the oyster beds on the southern coast of the island, specifically focused on the inner harbour. To harm this lab is to harm direct reparation to the Lekwungen peoples. And to harm direct filtration of our waters from bivalves. It's what has made the Gorge clearer in the few years this program has been going.

On the topic of the Lekwungen peoples. Aryze has now fully dropped their land acknowledgements from both their website and the city proposal. But not from the letter to City Council and the Mayor, IN WHICH THEY GET THEIR INFORMATION FULLY. 100%. INCORRECT. It's clear that the first acknowledgement was performative. We must demand better from both the city of Victoria and potential developers, if we are to move forward and make proper reparations to the Lekwungen peoples.

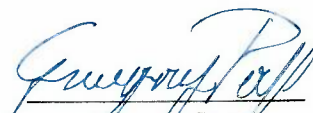
This site sits on the unceded lands of the Esquimalt Nation.

It should be recognized that the Esquimalt and Songhees nations respectfully, are distinct nations, but comprise the Lekwungen peoples as a whole.

Thank you Mayor Helps for taking the time to read this letter,

Respectfully yours -

  
Caroline Pap

  
Gregory Pap

  
István Pap

Date: 17 NOV 2021

## Documents cited

“Letter to council.pdf”

<https://tender.victoria.ca/webapps/ourcity/Prospero/FileDownload.aspx?fileId=66805E3C-0ED2-4357-AE3B-AD5DE782D0A7&folderId=63035C210929112244743271>

Pages: 28, 9, 23, 14, 22, 15, 8

“Plans - Submission.pdf”

<https://tender.victoria.ca/webapps/ourcity/Prospero/FileDownload.aspx?fileId=9F5EC6C5-3C0D-431B-B1AB-460DB972550A&folderId=63035C210929112244743271>

Pages: 10, 17, 36, 31,

“Fall 2021 Connect Newsletter”

Exerp print out included for ease of access.

# connect

The City of Victoria is located on the homelands of the Songhees and Esquimalt People.



## Finding the Missing Middle



Meet the Jacksons. They love living in Victoria, but their growing family needs more space and they can no longer afford a home here. So, they're moving farther away, and they're not alone; census data tells us Victoria is continuing to lose young families as their housing needs evolve. This is a key reason Victoria's Missing Middle housing initiative is aiming to make it easier to build alternatives to the single-family house.

The Missing Middle includes homes like duplexes, triplexes, fourplexes, etc. These housing forms have evolved over time and continue to evolve. And it's not just about building more single-family homes, which are often expensive and lack outdoor space.

We are all familiar with homes like these, but they've come to be known as Missing Middle housing because they are rarely built these days.

Apartments, condos and detached houses account for almost all new construction.

Victoria's Official Community Plan already envisions Missing Middle housing forms throughout the city. However, because much of the city is still only zoned for single-family homes, building Missing Middle housing requires a rezoning, which can be a long and complex process.

This helps explain why Victoria sees many older homes replaced by new, more expensive single-family homes far more often than Missing Middle housing is created.

Creating space for more Missing Middle homes means more housing choices that make it easier for people to stay in the city and live closer to where they work and shop, supporting the local economy and sustainability.

These are some of the reasons Council is considering zoning changes and Official Community Plan amendments that would allow Missing Middle housing throughout Victoria's Traditional Residential areas.

Through early engagement with community members and builders, as well as through technical analysis, we now have emerging concepts for the kinds of housing Missing Middle

housing could look like. These include houseplexes, townhouses, and small apartment buildings. These emerging concepts seek to balance several trade-offs and key considerations:

zoning could allow. These include 4–6 unit houseplexes (including duplexes with suites), corner townhouses, and heritage conserving backyard infill.

These emerging concepts seek to balance several trade-offs and key considerations:

- Managing parking while prioritizing usable outdoor space and growing the urban forest
- Encouraging conservation of buildings with heritage merit
- Removing barriers to accessibility common to housing in Traditional Residential areas, like stairs to the front door and high-cost renovations for accessibility
- Ensuring that new buildings present a friendly face to the street and create spaces like front porches so neighbours can say hello

A set of design guidelines that any new Missing Middle housing would need to follow to ensure all new housing fits well in the neighbourhood.



Now looking for your input to help us shape important changes and policies. Visit [engage.victoria.ca](http://engage.victoria.ca) this fall to learn more and share your feedback through our online survey and other ongoing engagement opportunities.

## 480 Esquimalt Rd Community Meeting

Hello,

I am not able to attend the community Meeting tonight, however I would like to share my concern with you. I live on Dundas Street directly behind the purposed development. My concern is to do with Parking. On Dundas Street currently it is "Residential Parking Only" however even with this designation we as residents struggle to get parking spaces. My concern is that if the development does not have adequate parking on their property for all residents and businesses, we on Dundas street will become the default Street to park on. Creating even more difficulty for the residents living on this street to park. Currently by evening each day there is no parking available on the street. I can't imagine this getting any easier if there is not enough parking on the development site for at least 1 spot per unit and multiple parking spaces for commercial units.

Thank you for your time and consideration

-Janelle Hickman

Hi,

I just attended the Vic West Community Association Land Use meeting on 480 Esquimalt Road, and have some comments on the project.

I walked over to check out the area this morning, and I am just so excited to see 85 homes replace the parking lot that covers most of the area. Casa Nova is a nice place, but I gather that the owner wanted to focus on their Vancouver locations. Given that they're leaving, I'm heartened to see a cafe space included in the proposal.

Some of the things that I like about the project:

(1) I think that adding 392 Esquimalt Rd. to the plot has allowed the developers to significantly improve the massing and presentation to Esquimalt Road by supporting a courtyard in the center of the expanded lot. It's a very positive change.

(2) With the AAA network work on Kimta and the E&N scheduled for construction in 2022, and with good transit service on Esquimalt, this is a great location for a project that emphasises active transportation.

(3) Adding sidewalks to Russell Street will be great.

(4) I like that the emphasis will be on directing car traffic from the parkade to Esquimalt Rd and away from the residential neighbourhood North of Dundas Street.

(5) Victoria's housing crisis is just awful. I am so happy to see a proposal to build this many affordable homes in such a great location.

Although I own my home, my wife and I chose not to own a car, so we're very familiar with the "car light" lifestyle. This neighbourhood is perfect for this, because there's excellent bike and transit connectivity, and because places like the Market Garden and Westside Village are only a short walk away. It's only a 20 minute walk to City Hall, so downtown is walkable as well. Having a car share on site is also good, and helps make a "car light" lifestyle work. Many of my neighbours live at the Madrona at Dockside Green, which is a below-market rental complex that also encourages a "car light" lifestyle, and I've seen no evidence of any problem with extra street parking. Very few of my Madrona neighbours own cars, so I suspect that concerns about increased street parking for a development like this are misplaced.

The only place I think the project falls down a bit is that the bicycle parking does not accommodate cargo bikes. I ride a compact cargo bike, and I find it extremely useful. Just yesterday, I rode over to the Lowes off of Tillicum Road and picked up two large underbed storage drawers. Doing that was no problem with my cargo bike. My wife often rides on the back, and many of my neighbours use cargo bikes to take their children places. I hope that Aryze adds some cargo bike storage, or, at a minimum, designs the long term transportation storage so that it can flex between car, traditional bike, and cargo bike spaces to meet changing demands.

Thank you.

Jim Mayer  
G3-389 Tyee Road  
Victoria, BC V9A 0A9

To Michael Angrove, City Contact for 480 Esquimalt Road Rezoning application,

There are many things we object to as residents of Russell Street, within the 100 meters of 480 Esquimalt Rd. The subject here is whether or not the City should create a new class of zoning for this proposal of Aryze Developments in question. The answer is no. It should either be rezoned for residential or keep the light industrial zoning it currently has. Aryze Developments (Aryze) must choose to either keep their headquarters as a single headquarter building or build apartments. To have both work and home on the same lot is akin to never going home. We can't go back to company towns which the proposal of mixed zoning would open opportunities for. These exploitive arrangements should not be allowed to happen in the modern era.

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Also, the rooftop patio will see directly into one of our bedroom windows. You can see exactly where that patio would be from the window as is. In the rendering from the rooftop itself, you can see where the bedroom would be if Aryze had actually rendered our house, which Aryze has conveniently left out. We will greatly feel like there is a peeping tom should the approval go through, and we feel our privacy will be violated by this proposal should ANY rooftop patio go through. There is no need for a rooftop that overlooks the neighbourhood. The rooftop also exists in a wind tunnel. You'll have things blowing off the roof, we get storms here. Another objection is to the fire pit and barbeque on the roof. We have had 2 separate apartment fires in the last three weeks in the CRD, (the fire on Cook Street, and the fire on Menzies Avenue which was fatal) with the lack of a proper fire lane, this could be catastrophic.

Our next point is concerning the website surveillance on Aryze's website. The entire website tracks your mouse movement. It's not subtle and there is no opt-out of the tracking. You can't zoom in on any of the images to see what the plans are, nor are there any actual plans on the site other than hypotheticals. When you attempt to open an image in a new tab to see it clearly, you are instead greeted to the small pixel that follows your mouse, (to explain further, it forces you to select the image of the mouse icon that tracks you, rather than the image on the site that you are selecting).

In the letter to City Council and the Mayor from Aryze, 'letter to council.pdf', "...in buildings designed and constructed with a sensitivity to materials, proportions and human comfort." This build isn't that. It is the antithesis of what is here now. Our family bought this house in 1998, specifically because there was a dog that was sleeping in the middle of the street, big ol' sheepdog. She used to walk around freely in the neighbourhood with how quiet and safe it was. We've since lost that quiet nature of our street. It still exists in a manner, but we are legitimately running out of residential parking space to the point where sometimes our off street driveway parking is blocked off by cars. It's to the point where we have a neighbour adding traffic cones to calm traffic as it has been a danger to animals and young children.

Adding traffic of 12 more cars at any given time (pg 23 of letter to council.pdf) will erode this roadway. This estimate is a very low estimate of potential traffic when you consider a morning or after-work rush of workers leaving or coming home from a job. Given the number of residential parking spaces (which is shared with commercial parking which will cause parking issues with customers stealing parking of residents of the proposal), the number of cars in the morning should be somewhere closer to 30-40 cars at peak hours. (2 pm traffic will not be the peak hours of traffic) This isn't the place to be rewriting zoning laws to try to fit in the headquarters of a controversial developer that hasn't done the due diligence to actually find out what this lot is like to anything around it. The air space of a structure matters and has an impact to direct neighbours. The shadow of a structure impacts the life that grows around it. It impacts the physical and mental health of the residences around it who lose sunlight.

The house we bought in 1998 is infill housing. It accounts for every single structure and angle of lighting around it for when it was built. No house around us lost sunlight when our house was constructed. The work can be done to make this property into something productive to the neighbourhood at large but it does have to account for what is actually here. Aryze can't block off sunlight to another resident; Aryze and the City should not be changing zoning laws to incorporate low income housing with manufacturing.

As well, the proposal lists timber as a design accent. Being as we are in a climate disaster, it is irresponsible to be using timber in such a wasteful manner. Old growth timber should never even be considered for this project. If it has been considered, the City should reconsider working with such hypocrites pushing green-washed messages in our city.

Additionally, the development is still over the property line on Esquimalt Rd, again it encroaches on city land. Is this legal?

Additionally, R...U...S...S...E...L...L... St. It's spelled Russell Street. The developer has not even gone so far as to do their due diligence in regards to the spelling of the street they are intending to build on. In Official City of Victoria documents. Please expect better. This is such a low bar that we held a funeral for it. This makes us question the engineering on the proposed plans as due diligence was not carried out to even double check the spelling of the roads involved, how can we trust the math on these documents, the spelling isn't even correct.

Parking still needs to be addressed, Aryze cannot expect more than 50% of their tenants to not own a vehicle when they have underground parking. There is zero room on Russell St. for additional vehicles to park street side.

The City needs to be aware that the MODO car share currently in the neighbourhood will be taken out of the neighbourhood for the exclusive use of tenants in this development. We shouldn't need to explain why this will harm the VIC WEST neighbourhood as a whole to take away an amenity and make it exclusive to a small group.

Page 36 of the plans-submission.pdf, shows the turning template for industrial trucks will need to hop the curb to make their turn in and out of the loading dock on Russell St. We do not believe that will be easy on any truck suspension, nor undamaging to the city curb (City property) over the years of wear. We would also like to bring up that this turning radius overlaps with current residential parking where a homeowner currently parks their vehicle daily on the street. The truck will hit a car if they are trying to turn like this as is. We fully oppose any vehicle outflow on Russell Street. Any vehicle outflow or loading dock should be on the main artery of Esquimalt road. Not on the narrow residential side street of Russell.

We would very much like to remind the City, the 400 block of Russell St. is a one-way street heading north until Dundas. Having a truck drive down the wrong way of a one-way street is illegal.

The plants used in this proposal are again still non-native plants. This region is a Gary oak meadow, not a rainforest. The Gary oak meadows are a specific ecosystem to the south of Vancouver Island. Not even a kilometre away exists the last of the intact bluff subsection of this ecosystem on the water. It is protected federally. To introduce non-native-to-the-region plants as the "native plants" is an insult to the land on which the build is proposed. It shows a lack of proper consultation and a lack of understanding of the area.

On the topic of plants, cutting down fully mature maples that are over the adjacent property line, to add in unmaturing Japanese maples on their property, that don't lock carbon as well, is short-sighted. (pg 31 of the plans-submission.pdf, lists these mature maples as protected trees) page 14, as well as page 22 of the letter to council.pdf, lists these increased trees as a positive addition, while they are taking down mature healthy trees to build from a neighbouring property. This seems dubious legally and certainly isn't environmentally responsible. It is not maintaining an urban forest to cut down a row of fully mature maple trees.

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Page 15 of the letter to council.pdf states the burying of electrical lines paid for by the developer. The reason we currently on the island do not bury our hydro lines is due to earthquakes. You can't see electrified ground, it's not visible to the human eye. This is a residential neighbourhood that is comprised of tightly compact single family homes. To have a live electrified ground in an earthquake scenario where the street will need to evacuate towards firstly the top of Henry Street to brace for the inevitable tsunami then likely down to Esquimalt Road for emergency aid when the tide recedes. It is a hazard. It will kill people by electrocution after they survive both the earthquake and a tsunami.

Outdoor night lighting needs to be minimized to prevent wildlife from being scared off, we get migrating birds down this corridor. Along with the fact they are within 1km of a wild bird sanctuary. Added to the fact that outdoor light only exists to be hostile to the unhoused while this building is within one block of a shelter. I as a resident do not want hostile night lighting put into this development. I am also deeply concerned with light pollution as I can see the milky way from my backyard and will be deeply offended if I lose my dark sky as an avid astronomer. Increased light will also impact the bats I regularly observe at night along our street.

The proposal highlights a lack of health care access in the neighbourhood on page 8 of the letter to council.pdf. If Aryze wants to contribute positively to the services available in the region, they would add space for a health clinic, instead of their own private office or a cafe that they bought out a local cafe to build. (or manufacturing).

Additionally. Death to hostile architecture. There is a homeless shelter on the other side of Russell Street. With the incorporation of hostile architecture, how do we know the cafe being put in won't harass or discriminate against the unhoused when they come in for warmth or food? We don't want cynicism on our block, we can do better and we should be. Aryze's suggestion of fake cobblestone is hostile to wheelchairs and mobility aids as well.

Also, (we are getting tired of this, this should not have so many holes in design that an untrained eye can poke through it). This City needs to cease the blasting of glacial rock. There isn't much of this critically endangered ecosystem left in the world. In our lifetime we have seen most of the glacial rock blasted away, and would like to see some of it last until our grandkids are around. Not our children, our grandchildren (or great-grandchildren). In 60 years we don't want to have to explain to them what rock felt like. What lichen was. What a salt pool looked like. What native grasses used to be there. We are losing this rapidly to developments exactly like this one. Ones that come in, blast out, only to put in parking or commercial space with design influence from what used to be there. Not to mention the flood risk that taking out bedrock presents. In light of recent floods across the province, adding a flood risk to a major artery of the city would be short sighted.

Following up on the prior point of blasting. Blasting bedrock two stories deep will shatter any aquarium on this street. Now it's not advertised and is listed as a commercial address, but a little known fact (and for good reason) is there is an internationally regarded sea lab on Russell St, that is directly responsible for the reseedling of the oyster beds on the southern coast of the island, specifically focused on the inner harbour. To harm this lab is to harm direct reparation to the Lekwungen peoples. And to harm direct filtration of our waters from bivalves. It's what has made the Gorge clearer in the few years this program has been going.

On the topic of the Lekwungen peoples. Aryze has now fully dropped their land acknowledgements from both their website and the city proposal. But not from the letter to City Council and the Mayor, IN WHICH THEY GET THEIR INFORMATION FULLY. 100%. INCORRECT. It's clear that the first acknowledgement was performative. We must demand better from both the city of Victoria and potential developers, if we are to move forward and make proper reparations to the Lekwungen peoples.

This site sits on the unceded lands of the Esquimalt Nation.

It should be recognized that the Esquimalt and Songhees nations respectfully, are distinct nations, but comprise the Lekwungen peoples as a whole.

Thank you, Michael Angrove, for taking the time to read this letter,

Respectfully yours -

  
Caroline Pap

  
Gregory Pap

  
István Pap

Date: 17 NOV, 2021

## Documents cited

"Letter to council.pdf"

<https://tender.victoria.ca/webapps/ourcity/Prospero/FileDownload.aspx?fileId=66805E3C-0ED2-4357-AE3B-AD5DE782D0A7&folderId=63035C210929112244743271>

Pages: 28, 9, 23, 14, 22, 15, 8

"Plans - Submission.pdf"

<https://tender.victoria.ca/webapps/ourcity/Prospero/FileDownload.aspx?fileId=9F5EC6C5-3C0D-431B-B1AB-460DB972550A&folderId=63035C210929112244743271>

Pages: 10, 17, 36, 31,

"Fall 2021 Connect Newsletter"

Exerp print out included for ease of access.

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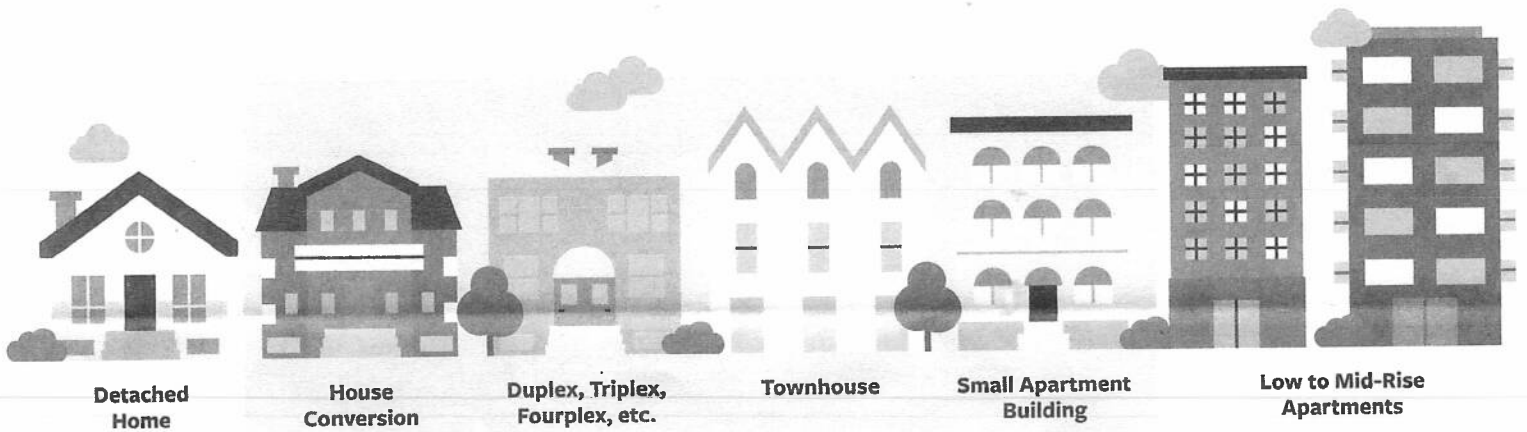


FALL 2021

CITY OF VICTORIA | Newsletter

# connect

The City of Victoria is located on the homelands of the Songhees and Esquimalt People.



## Finding the Missing Middle



Meet the Jacksons. They love living in Victoria, but their growing family needs more space and they can no longer afford a home here. So, they're moving farther away, and they're not alone; census data tells us Victoria is continuing to lose young families as their housing needs evolve. This is a key reason Victoria's Missing Middle housing initiative is aiming to make it easier to build alternatives to the single-family house.

The Missing Middle includes townhouses and "houseplexes" that include multiple units like duplexes, triplexes, fourplexes, etc. These housing types help give families like the Jacksons a choice to stay in Victoria as their needs evolve. And it's not just young families who benefit. There are many others looking for housing options in between single-family homes, which cost just over a million dollars on average in Victoria, and apartments, which often lack outdoor space.

We are all familiar with homes like these, but they've come to be known as Missing Middle housing because they are rarely built these days.

Apartments, condos and detached houses account for almost all new construction.

Victoria's Official Community Plan already envisions Missing Middle housing forms throughout the city. However, because much of the city is still only zoned for single-family homes, building Missing Middle housing requires a rezoning, which can be a long and complex process.

This helps explain why Victoria sees many older homes replaced by new, more expensive single-family homes far more often than Missing Middle housing is created.

Creating space for more Missing Middle homes means more housing choices that make it easier for people to stay in the city and live closer to where they work and shop, supporting the local economy and sustainability.

These are some of the reasons Council is considering zoning changes and Official Community Plan amendments that would allow Missing Middle housing throughout Victoria's Traditional Residential areas.

Through early engagement with community members and builders, as well as through technical analysis, we now have emerging concepts for the kinds of housing Missing Middle

zoning could allow. These include 4 – 6 unit houseplexes (including duplexes with suites), corner townhouses, and heritage conserving backyard infill.

These emerging concepts seek to balance several trade-offs and key considerations:

- Managing parking while prioritizing usable outdoor space and growing the urban forest
- Encouraging conservation of buildings with heritage merit
- Removing barriers to accessibility common to housing in Traditional Residential areas, like stairs to the front door and high-cost renovations for accessibility
- Ensuring that new buildings present a friendly face to the street and create spaces like front porches so neighbours can say hello
- A set of design guidelines that any new Missing Middle housing would need to follow to ensure all new housing fits well in the neighbourhood.



We're now looking for your input to help navigate some important choices and trade-offs. Visit [engage.victoria.ca](https://engage.victoria.ca) this fall to learn more and share your feedback through our online survey and other upcoming engagement opportunities.