

Good afternoon,

It was with dismay that I learned of this new building proposal in James Bay. I have outlined some points that I hope you will see are considered and provide a more appropriate approach to this site.

Proposed building borders a Heritage Conservation area

The properties are located immediately adjacent to the Inner Harbour Heritage conservation area DPA 9

Consideration should be given to the proximity to the inner harbour, its special character and significant historic buildings.

A new build on land immediately next to this site would be required to be physically and visually compatible with, and subordinate to, the historic place and the landmark buildings. There should not be a significant demarcation line between this delicate historic area and land adjacent to it, as is proposed.

James Bay and Tourism

James bay is the gateway for the majority of tourists visiting Victoria, James Bay itself is also a draw for tourists. They are not interested in seeing 70's inspired monoliths, any future building in James Bay should not detract or diminish the special character of the area by jarring with its surrounding buildings as this proposal does.

Building design

The Tower: is uninspiring and more akin to Coal Harbour in Vancouver than the Historically sensitive inner harbour of Victoria. The tower building should be no more than 6 or 7 storeys high. It must be built of quality materials (not just glass and concrete) have a pitched roof, it must accommodate some of the features of the other historic buildings around or follow the modern interpretations of these designs such as the Hotel Grand Pacific, the Shoal Point building or even the Coast Victoria Hotel.

The Townhouses: allowing the proposed brutalist 70's building type townhomes across the road from the existing quaint heritage and 'would be' heritage buildings would be an affront to any idea of heritage or conservation.

The townhouses along Kingston should be sympathetic to their counterparts around them. That is they should have a Victorian feel with pitched roofs, be clad in similar looking materials and have small gardens in front. They should feel part of the community not compete against it in an insulting way.

Building proposed in contravention of the Official Community Plan

The Official Community Plan shows this property's Urban Place Designation as Urban Residential. This designation allows for Attached and detached buildings up to three storeys. Low-rise and mid-rise multi-unit buildings up to approximately six storeys.

17 storeys would make this building one of the top 20 tallest buildings in Victoria. It would be twice as tall as the Coast hotel!

Not only is this proposal in contravention of the Official Community plan but this building ignores the Heritage and special character of James Bay, it is wholly inappropriate for this location, it is too tall, it is not in keeping with its surroundings and the 70's offerings jars horribly against the heritage, the would be heritage and the new build heritage style properties surrounding it.

This is one of the few remaining open plots of land left in the heritage rich harbour of our capital city. It deserves a carefully thought through, appropriately sized building that compliments the buildings around it.

Housing Crisis

Victoria has had many housing crises in its history, we are beholden not to repeat the mistakes of past housing crises and allow this issue to dictate buildings that do irrevocable harm to their surroundings for many years to come.

Additional Traffic

Inevitably the population of this oversized project would significantly increase the traffic on Kingston and Superior, unfairly affecting these low density streets and their inhabitants.

The Daycare

Although a laudable idea, there is nothing in the plans to suggest anything other than providing room for such a venture - who is to say what the room may end up being used for. If a daycare did get set up here in reality this would again increase traffic with drop offs and pick ups. There are plenty of buildings in James Bay where a more appropriate daycare could be situated.

Thank you

Brian Currie

Superior Street, James Bay

From: Heather van Campen [REDACTED]
Sent: November 3, 2021 1:57 PM
To: Development Services email inquiries; [REDACTED]
Subject: proposed development notice - 205 Quebec street, 507 Montreal street, 210,214,218,224 Kingston Street.

I have just received mail notice of the proposed development in our neighbourhood. I am resident at 640 Montreal Street (directly opposite the proposal).

The basic requests in the data table:

- An adjustment from the current zoning height permissions of 7.5m to a new max height of 56m and to accommodate a 17 storeyt tower.
- Additional density is to increase from current max of 0.6 FSRD to 3.
- Set backs are reduced from 7.5m typical to 0-5.5m
- The entire plan needs to change the zoning of the site and
- The OCP needs to be amended for this proposal.

My questions:

- 1) Why do we have an OCP in the first place if we are going to essentially ignore its designations and direction? The whole point of an Official Community Plan is to guide development in the area and the region. Yet, here we are just choosing to amend it. Why? And with such massive variances from current zoning?
- 2) The variances being asked for are incredibly different than the current allowances, and substantially different than the buildings currently in this neighbourhood. 17 storeys at 56m is incredibly high and substantially larger than surrounding buildings. Our building has 5 floors above ground, and neighbours are in the 5-8 floor range. This size of tower is well outside of this norm and I am not sure why it is even being considered
- 3) It has been noted by others that the corner of Montreal and Quebec is fairly blind for motorists, bikers and pedestrians. At the same time, the proposal asks to reduce setbacks to 2.0 and 3.0 m in this area. This seems to be asking for accidents.
- 4) I read the following sections of the OCP as they pertain to this area of Victoria. I don't really see how this proposal is aligned to 21.16.5. and 21.16.7 :

21.16.5 Continue to support sensitive infill.

21.16.6 Implement and connect the Harbour Pathway and restore ecologically sensitive shoreline areas.

21.16.7 Realize development opportunities near the Parliament Buildings in a way compatible with neighbourhood character.

In short, I do not understand the reason to accept this application and its amendments to the OCP and zoning as requested. It is not aligned to the OCP, it is not aligned to the existing buildings in the area.

I understand the value it can provide to the developers and the fact it can create a number of very high end condos into our city. Overall, I do not see the value of this proposal and encourage the developer to substantially lower the size of the buildings proposed, and provide a solution that is more in keeping with the area and the OCP. Until this is done, I would encourage staff and council to reject this proposal.

I am sure there are many other elements of the project (good and bad) that could be reviewed further. However, until the overall project is properly sized, I am not sure why we should waste our time on these points.

Best regards

Jacques van Campen #701 – 640 Montreal Street.

Dear Mr. Paltiel,

After listening to the online presentation by the Developer and the Architect It is our understanding that you are looking for input on the proposed development of 205 Quebec Street in James Bay. We are residents of 636 Montreal Street and our location in the building dictates that it won't have any long term impact on any proposal that is accepted.

We personally see that the area of the subject property which is surrounded by single family homes and townhomes as the ideal location for townhouses with access and egress on Kingston. We feel townhouses are a lot more conducive to the present neighbourhood.

The proposed density given the current services: i.e. access to Fisherman's Wharf, Dallas Road and Ogden Point we feel is not conducive to the high density of 112 homes being proposed by the Developer. Plus the extra traffic that would be created by the Commercial component of the project: i.e. childcare Centre and Coffee Shop on an already busy road with two hotels and a timeshare building.

We trust our input will be given serious consideration.

Regards

David and Rosemary Bayliffe

RE: Proposed Development: 205 Quebec St; 507 Montreal St.; 210, 214, 218, 224 Kingston St.

Dear Mayor and Council,

We are opposed to the proposed height of the tower. 17 stories is much too high for this neighbourhood. This tower would stick out well above the surrounding buildings, which are in the 11-12 story range.

Such a high tower here would look strange and not reflect well on the developer or the city.

Sincerely,

Les and Jean Waye
910-225 Belleville St
Victoria, BC
V8V4T9

Please find attached a letter expressing the various points that I and others in the neighbourhood oppose regarding the above development proposal.

Neighbourhood feedback is an important part of any proposed development as is stated:

CALUC Principles for Involvement.pdf

<https://www.victoria.ca/assets/Departments/Planning~Development/Development~Services/Documents/CALUC%20Principles%20for%20Involvement.pdf>

Principles:

- All input is valuable and will be considered both in terms of guiding the consultation process as well as in decision-making processes.
- Subject to approval of the engagement strategy by Council, CALUCs may play a range of different roles within the engagement process, including:
 - Participation in advisory groups or steering committees
 - Partnerships or co-sponsorships of engagement activities
 - Acting as or facilitating focus groups on key topics
 - Hosting of public meetings or other outreach activities
 - Acting as a conduit for distribution of information

Please take this as an opportunity to revise this development proposal to better integrate with the existing community.

Edy Bradley BID
#3-508 Pendray Street
Victoria, BC V8V 0A9

#3-508 Pendray Street
Victoria, BC V8V 0A9

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

November 15, 2021

Dear Mr. Bateman,

RE:

Response to Development Proposal for:

210 Kingston St, 214 Kingston St, 218 Kingston St, 224 Kingston St, 205 Quebec St, 507 Montreal St
City of Victoria Development Services Folder # CLC00358

During the past three weeks I have gone door to door to hand out the zoom address for the November 10th CALUC meeting. I have thereby spoken with approximately a hundred residents in the immediate area surrounding the said site. The following points are a summary of the responses that I collected and a summary of my opinion:

Land Use:

Recommend existing Zone R-K Medium Density Multiple Dwelling District to remain.
Not in favor of Commercial, Multi-Dwelling Residential.

Density:

Recommend to remain at density of 0.6 to 1 as is currently zoned.
Medium density with maximum at 2 to 1 of floor space to lot size to be considered (as per OCP).
Not in favor of density of 3 to 1 as proposed which is the highest density even for the downtown core buildings.
Not in favor of density at 2.5 to one which is considered high density.

Site Coverage:

Recommend remaining at 33% site coverage which current zone allows.
Coverage up to a maximum of 45% site coverage to be considered.
Not in favor of 65% site coverage as proposed. That is higher than the highest site coverage in the core of downtown Victoria and not appropriate of a residential area. Not appropriate for James Bay.

Set Backs for Lot Lines:

Quebec Street -Recommend 7.5m (24.6 feet) as per current zone allowance.
Montreal Street - Recommend 7.5m (24.6 feet) as per current zone allowance.
Kingston Street - Recommend 7.5m (24.6 feet) as per current zone allowance.
Side lot line (East) - Recommend 2.5 to 7.5m (8.2 to 24.6 feet) as proposed.
Quebec Street -Not in favor of 2.0m (6.5 feet) as proposed.
Montreal Street - Not in favor of 3m to 5.5m (9.8 to 18.4 feet) as proposed.
Kingston Street - Not in favor of 0m (0 feet set back) as proposed.
Side lot line (East) - Not in favor of 2.0 to 4.2m (6.5 to 13.7 feet) as proposed.
Neighbourhood would consider 5m (16.4 feet) set-backs throughout.

Of particular importance is to have an appropriate set back off of the corner at Quebec and Montreal. That is a 90 degree corner and visibility is a serious issue for the safety of pedestrians, bicycles and vehicles.

Building Height:

Recommend to remain at 8.5 m (27.8 feet) as per current zone allowance.

Official Community Plan City of Victoria (OCP)

https://www.victoria.ca/assets/Departments/Planning~Development/Community~Planning/OCP/Up~to~date~OCP~and~Design~Guidelines/OCP_WholeBook.pdf

identifies the site on the community map as Urban Residential, for development up to 6 storeys (See OCP 6.1.6), not Downtown Core Residential. This site is not within the downtown core. Please refer to website given.

James Bay Community Plan (JBCEP) recommends limiting height to 3 or 4 storeys. Please refer to James Bay Community Plan website. <https://www.victoria.ca/assets/Departments/Planning~Development/Development~Services/Documents/neighbourhoods-james-bay-plan.pdf>

Neighbourhood would consider a building, each floor tiered up to 8 storeys maximum.

Not in favor of a 17 storey 56m (183.7 feet) high-rise as proposed.

Traffic:

The developer presentation states:

" Traffic Impact Analysis. Traffic counts at adjacent intersections (Pendray Street / Quebec Street, Quebec Street / Montreal Street, Montreal Street / Kingston Street, and Kingston Street / Pendray Street) were collected at peak hours on 8th June 2021, and adjusted to account for traffic reductions related to COVID. These intersections were found to operate at a Level of Service 'B' with no queuing issues. Traffic modelling demonstrates the proposed development will not impact the level of service for these intersections and will not cause queuing issues along the network."

The point is not only the increase in traffic in this residential area, it is very important to focus on the queuing that already exists it get into James Bay. Wharf Street queue is backed up to Johnson Street daily. With developments springing up in many James Bay areas, hundreds of cars are proposed to be added in the next few years. This is a huge problem and needs to be studied. A traffic count and report should be prepared and presented to the James Bay Neighbourhood Association studying the Belleville/Wharf Street intersection; the Superior/Douglas intersection and the Douglas/Belleville street intersection. Also, the traffic count needs to be considered for the times when cruise ships are in port, both vehicular and pedestrian.

Parking:

Underground parking as proposed will not deal with visitor parking adequately. On-street parking is already an issue in the area. Adding new population while removing the existing parking lot will multiply the problem exponentially. City of Victoria parking bylaw officers are called out to this neighbourhood almost daily already. We highly recommend you review the statistics with them.

The building should be set back from Montreal Street so that there is a drop-off loop.

Tower:

Neighbourhood is not in favor of adding a high-rise tower to the community. It is not family-friendly. It is not public realm friendly. It is not human scale. (OCP clause 8.39). It does not respond to adjacent buildings (OCP clause 8.46).

Shadow Impacts:

The developer states:

Quote: *" Through numerous design iterations it was determined that shaping the tower as a narrow but tall form helped to identify and then mitigate the shadow and view impacts"*

I request that any proposal you put forth includes a study that covers all twelve months at three times a day; namely 8:00 AM, 2:00PM and 7:00PM.

The current proposal would throw shadow onto Charles Redfern Park. It would throw solid shadow on all neighbours East of the site for all late afternoon and evening hours. The development is advised to lay out buildings so that shadows cast fall on the proposed property development, not on the neighbours.

Heritage House 224 Kingston:

James Bay is a community of houses that were built at the turn of the century. James Bay is keenly aware of the charm and character that brings and how it attracts people to move to this community. The house at 224 Kingston was built in 1889 and is a Victorian Italianate design. OCP (clauses 8.51 and 8j

https://www.victoria.ca/assets/Departments/Planning~Development/Community~Planning/OCP/Up~to~date~OCP~and~Design~Guidelines/OCP_WholeBook.pdf)

and JBCP (see Neighbourhood Goals and Objectives

<https://www.victoria.ca/assets/Departments/Planning~Development/Development~Services/Documents/neighbourhoods-james-bay-plan.pdf>) recommend considering the heritage value of this non-replaceable structure. Neighbourhood collectively (please see attached letter with over 60 signatures of direct-neighbours) recommend that this house not be demolished. More signatures are still coming in and will be forwarded as an addendum to this letter within the next two weeks. In situ, it may be renovated; with the asphalt tiles removed, the clap board exterior siding restored and converted into a three dwelling structure.

Child Care:

Neighbourhood requests that you submit the study that indicates that James Bay is in need of a day care facility. Please submit statistics indicating the number of pre-school children in James Bay. We who live here know that there is already a daycare on Kingston Street and that those are they only pre-school children we ever see in the neighbourhood. A high-rise tower will not attract enough neighbourhood children to warrant a child care on site. A senior's centre would be more appropriate.

Design:

Townhouse design with flat roofs and circular windows does not reflect the adjacent houses on Kingston Street. There are no flat roofs on the neighbouring houses. There are no circular windows on the Kingston houses. The intent of the OCP is to integrate new developments into existing. The design proposal put forth refers to 640 Montreal in its design reference. That is not applicable to Kingston Street, nor the Kingston/Montreal corner. It neither recognizes nor reconciles to the existing houses. JBCP also recommends integrated design solutions and retaining existing buildings.

CALUC:

Reviewing drawings on-line is informative, but not as useful as a set of printed out drawing would be. Please supply CALUC with a set of printed out drawings. A contact person should be designated to advise and to be a conduit for future communications. I request a new proposal taking all of the above into consideration.

City of Victoria considers the Community is a very important part of the process for determining land use. Please see below:

PRINCIPLES AND GUIDELINES FOR INVOLVING COMMUNITY ASSOCIATION LAND USE COMMITTEES IN BROADER PROJECT AND POLICY INITIATIVES

Approved by Council on December 8, 2016.

Purpose

Community Association Land Use Committees (CALUCs) offer an important voice and perspective in the process of city building and can provide valuable input in addressing issues and informing City initiatives. These initiatives may include but are not limited to: neighbourhood, local area and precinct planning, localized infrastructure projects, park improvements projects, official community plans, city-wide master plans, large-scale infrastructure projects, and transportation network improvement projects.

The following principles and guidelines will be used by City staff to engage with CALUCs when undertaking these type of initiatives.

Principles

- The level of engagement for a given initiative will adhere to the IAP2 spectrum in a manner appropriate to the scale and complexity of the project
- Specific roles for key organizations, including CALUCs, will be defined by engagement strategies developed on a project-by-project basis and approved by Council
- At a minimum, CALUCs will be informed of the policy or initiative. Where appropriate CALUCs will be engaged, along with other key organizations and stakeholders, in the development of engagement plans. Ideally, the CALUC will be contacted at the earliest possible opportunity so that organizations and stakeholders have time to prepare and consider the information.
- All input is valuable and will be considered both in terms of guiding the consultation process as well as in decision-making processes.
- Subject to approval of the engagement strategy by Council, CALUCs may play a range of different roles within the engagement process, including:
 - Participation in advisory groups or steering committees
 - Partnerships or co-sponsorships of engagement activities
 - Acting as or facilitating focus groups on key topics
 - Hosting of public meetings or other outreach activities
 - Acting as a conduit for distribution of information

<https://www.victoria.ca/assets/Departments/Planning~Development/Development~Services/Documents/CALUC%20Principles%20for%20Involvement.pdf>

Civic Infrastructure:

There is concern with whether the existing infrastructure of sewer/water is capable of a new medium density development. In this month of November, neighbourhood street drains are backed up with water standing and not draining down the sewer openings. City hall has already received phone calls regarding this problem. How much can the infrastructure take? We would like more informational facts regarding this and the water table disruption that would occur with blasting.

As a tax paying resident, I expect to be heard by city council and staff, on issues that pertain to my neighbourhood. Everyone in the neighbourhood that I spoke with feels the same.

Sincerely,
Edy Bradley

cc:
Mayor and Council, City of Victoria
Development Services, City of Victoria
One Point Property Team
Marg Gardiner, JBNA

Please find attached a neighbourhood letter petition regarding the development proposal of:

210 Kingston St, 214 Kingston St, 218 Kingston St, 224 Kingston St, 205 Quebec St, 507 Montreal St
City of Victoria Development Services Folder # CLC00358

requesting to **not demolish** this 1889 built house. It has heritage value to the direct neighbourhood. It could be left in place and repurposed by the developer to become a three-dwelling townhouse.

This letter has over sixty signatures to date with more signatures to follow in an addendum.

Edy Bradley BID
#3-508 Pendray Street
Victoria, BC V8V 0A9

Residents of James Bay
Victoria, BC

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

October 20, 2021

Dear Mr. Bateman,

RE: 224 Kingston Street

Mike Gerig Construction in conjunction with Frank D'Ambrosio Architect is working on a proposal to rezone the parking lot located at 205 Quebec/507 Kingston Street. In the past month the developer has also purchased 224 Kingston from Mr. Pablo Hernandez with the intention of adding this property as a land assembly to the 205 Quebec Street parking lot rezoning proposal.

The house at 224 Kingston was built in 1889, which is very early for Victoria. It was first occupied in 1890 by letter-carrier Ashton Smith. The exterior is currently covered with asphalt shingles which likely has preserved the original exterior finish. The house has its original roof brackets and chimney.



This is a request from the James Bay residents to have this house preserved. PLEASE DO NOT ALLOW THIS HOUSE TO BE DEMOLISHED. Either the developer should restore the house as a part of the overall development proposal or at the very least the house should be moved and restored. It closely resembles three other Victorian Italianate houses, from about the same date, which have been beautifully restored.



221 Quebec Street

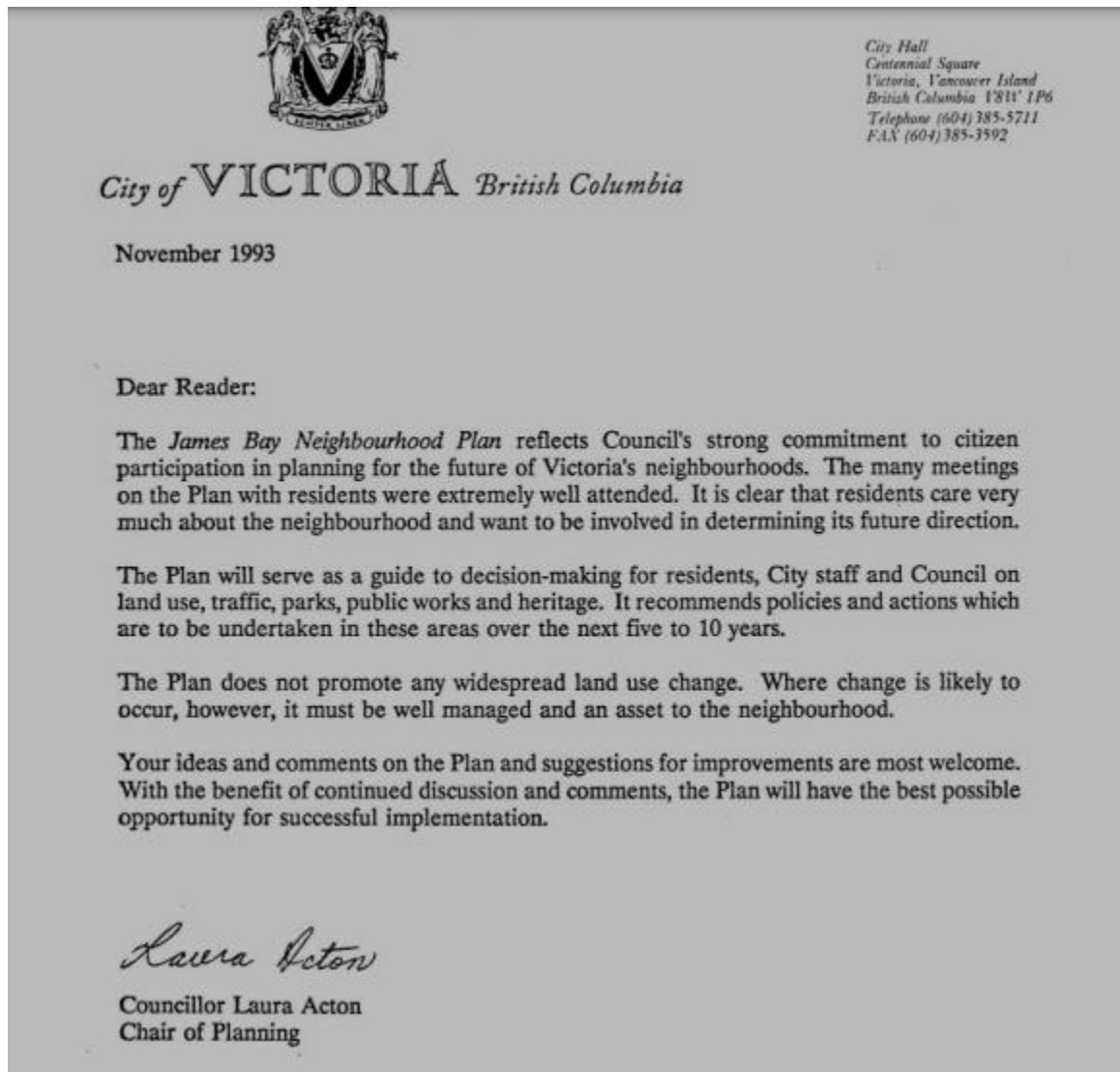


South Turner



McClure Street

The James Bay Neighbourhood Plan written in 1993 refers to:



The Plan states, under *Policies and Recommendations*;

Item 6. "Heritage houses contained within the block bound by Superior, Michigan, Government and Menzies Streets to be retained or relocated within the block."

Just because this 1889 built structure falls outside of the said boundaries does not make it any less of a valued heritage structure that needs to be preserved.

Item 5. "Moving of heritage buildings is only considered as a last resort to prevent their demolition and, then only to appropriate sites within the community."

The Plan states, under *Goals and Objectives*;

Item 1. "Encourage the conservation and rehabilitation of buildings, lands and structures of heritage significance which contribute to the neighbourhood's attractive character."

Item 8. "Where possible encourage the retention of significant buildings in the neighbourhood."

Item 9. "New development should respect existing streetscape character."

We, the James Bay residents, call upon you our civic representatives, to carry out planning and zoning in such a way that our community is not destroyed in the name of contemporary thought. If you have need to contact us please call [REDACTED]

Sincerely,

| | | |
|------------------------------|-----------------------|-------------|
| GARRY LAMBRICH | 23 MENZIS | [Signature] |
| Bob Kane. | - 7-750 Oswego St. | [Signature] |
| William Cherwaniak | - 400-636 Montreal St | [Signature] |
| EDYB BRADLEY | #3-508 Penderay St. | [Signature] |
| Kelly Drabit | 236 Kingston St | [Signature] |
| JASON PAPAL | 236 Kingston St | [Signature] |
| Janine Adams | *102-640 Montreal St | [Signature] |
| Nature Jones | 215 Quebec St | [Signature] |
| Aulfermo Buntin, Dina Abbott | 213 Quebec St | [Signature] |
| Kerr Stama | 211 QUEBEC | [Signature] |
| ERIC RUSSELL | 209 Quebec St | [Signature] |
| Shelly A Carde | 2-515 Penderay | [Signature] |
| Gail Patterson | 302-205 Belleville | [Signature] |
| Howard Johnson | 1450 Beach Drive | [Signature] |
| Ithnan | 201 Kingston | [Signature] |
| Taylor Nowson | 223 Kingston | [Signature] |
| L.A. EDUAC | 217 KINGSTON | [Signature] |

| name | Address | Signature |
|---------------------|-------------------------|-------------------------|
| Lisa Abram | 209 Kingston Street | <i>L. Abram</i> |
| Anthony Teachons | 2-508 Pendray St. | <i>Anthony Teachons</i> |
| Leonora Stampa | 1-508 Pendray St. | <i>Leonora Stampa</i> |
| Michael Wilson | 1-508 Pendray St. | <i>Michael Wilson</i> |
| WIKEM WOLFF/WULFING | #3-423 KINGSTON | <i>W. Wolff</i> |
| Sand. Kyle | 6-423 Kingston | <i>S. Kyle</i> |
| V. Atwell | #4. 423 Kingston | <i>V. Atwell</i> |
| V. Kravchenko | " " | <i>V. Kravchenko</i> |
| D. Wrubleski | #1 423 Kingston Gardens | <i>D. Wrubleski</i> |
| D. McFarlane | " " | <i>D. McFarlane</i> |
| Damian Bauscoz | 407 KINGSTON ST. | <i>D. Bauscoz</i> |
| Shea Lehr | 447 Oswego | <i>Shea Lehr</i> |
| Rina Butcher | 429 OSWEGO ST. | <i>Rina Butcher</i> |
| Bob ... | 425 OSWEGO ST. | <i>Bob ...</i> |
| Red Steele | 268 Superior St. | <i>Red Steele</i> |
| Gregory Toth | 445 Montreal Street | <i>Gregory Toth</i> |
| Sarah Hardinge | 445 Montreal Street | <i>Sarah Hardinge</i> |
| Mary MacMurchy | 204 Superior St | <i>Mary MacMurchy</i> |
| Jane Ireland | 234 Michigan St | <i>Jane Ireland</i> |
| IRE JETTE | 210 MICHIGAN ST. | <i>Irene Jette</i> |
| D. Hains | 375 Quebec St | <i>D. Hains</i> |

Name

Address

Signature

Mike Bradley

201-1625 Belmont Ave

Mike Bradley

MARY KEHLER

4-508 PENDRAY ST.

Mary Kehler

Mary Hubble

232 Kingston St

Mary Hubble

David Postnikoff

434 Montreal St
434 Montreal St

David Postnikoff

Cynthia Pasnikoff

P. Jumbach
Frank LaFace

135A Kingston St

P. Jumbach

M. Lipton

442 Montreal Street

M. Lipton

H. Ghebari

442 Montreal St (lower)

Terry Glass

C-135 Kingston St

Terry Glass

Paula White

131A Kingston St

Paula White

Go Grant

17 Kingston St

Angie Stacey

5-515 Pendray

Angie Stacey

Harvina Stundica

4-285 Superior St

Harvina Stundica

Kathleen Kitchel

3-285 Superior St

Kathleen Kitchel

KYLE ORAM
John Conity

201 KINGSTON ST.

Kyle Oram

234 Kingston St.

John Conity

Sohail Rabii

224 Kingston St

Killemon EWA

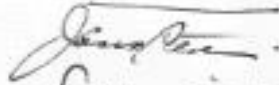
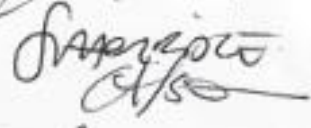
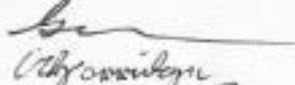

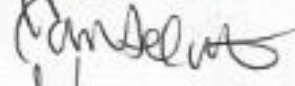

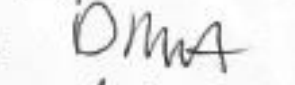
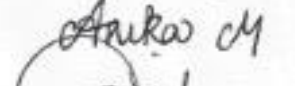




219 Michigan

Killemon EWA

[Signature]

325 Mc-Pherson

Genelca Fenissi

| <u>NAME</u> | <u>ADDRESS</u> | <u>SIGNATURE</u> |
|-----------------------------|--------------------------------|---|
| JANET STEVENS | 302-1145 HILDA ST |  |
| SV-HARRIDGE Cind. Wilson | 24 LURLINE AVE 2564 BRANHAM |  |
| Grace Walker | 239 Beechwood |  |
| Adrian Harridge | 24 Lurline Ave. |  |
| DAVID MCMINN | 43 LEWIS ST |  |
| SATINDER VIRDI | 3-508 PENDRAY ST |  |
| Heather Cantelon | 4-508 Pendray St |  |
| MAXIM KRASSOVSKI | 6-505 Pendray St |  |
| Dominique Arik Strong | 3-314 Kingston st |  |
| Anika Mruzek | 901-345 Quebec St |  |
| ELERYKWB PAYS | 4-515 PENDRAY ST. |  |
| Julienne H. Gmeo | 12-515 Pendray |  |

CC:

Stephen Andrew, Councillor, James Bay, City of Victoria, ph [REDACTED]

Mayor and Council, City of Victoria

Jennifer Barr, Heritage Consultant, Victoria Heritage Foundation

Judith Cook, Heritage Planner, Heritage Branch, Government of British Columbia, ph [REDACTED]

Marg Gardiner, James Bay Neighbourhood Association

John O'Reilly Senior Heritage Planner, City of Victoria

Development Services, City of Victoria

The Hallmark Heritage Society

Pam Madoff

One Point Property Team

To:
Mayor and Council
City of Victoria

Fr:
Marg Gardiner & Tim VanAlstine
JBNA CALUC Co-Chairs

RE:
CALUC Community Forum – 205 Quebec

The 205 Quebec proposal was considered at the November 10th, 2021, JBNA ZOOM Discussion Forum. 100+ people participated.

Attached are 4 documents:

JBNA Letter summarising the meeting (with Appendix of resident e-mails)
Addendum (ZOOM issues)
Meeting Chat, and
Excerpt of Minutes

The CALUC community consultation obligations have been met.

Regards,

Marg Gardiner,
President, JBNA



From: Patricia Johnson [REDACTED]
Sent: November 19, 2021 8:23 AM
To: Development Services email inquiries
Subject: 210, 214, 218, 224 Kingston St, 507 Montreal St, 205 Quebec St

Dear Mayor and Council,

As a resident of Kingston Street in James Bay I do not approve of the proposed development as this site is not within the downtown core. **I am 100% in favour of the James Bay Community Plan which recommends limiting height to 3 or 4 stories.** The proposed development will ruin the lovely community feel of James Bay.

I AM NOT IN FAVOUR of the 17 storey 183.7 feet high-rise as proposed

I am in favour of the current zone allowance for setbacks of 7.5m on Quebec St, Montreal St. and Kingston St.

I am NOT IN FAVOUR of 2.0 m setback Quebec St, 3m to 5.5m setback on Montreal St., 0 m setback on Kingston St.
I am NOT IN FAVOUR of 2.0 to 4.2M as proposed on side lot line (East)

Thank you for considering the residents of James Bay when making your decision. It is a very special neighbourhood of historical importance. Please don't take the charm out of our community.

Patricia Johnson
309 Kingston St.

Good evening,

We would like the condo to be 12 stories maximum. **We do not want the parkade entrance across from our driveway** at 209 Kingston Street. There will be too much noise, traffic, pollution, and no street parking for us and our guests. We do not want to see Kingston Street become another Belleville with motorcycles and hot rods revving their engines all night and constant traffic in front of our house. If the project is a go and the parkade has to be on Kingston, then we propose closing off car access at Kingston and Montreal to guard against unsafe traffic.

Lisa Abram

Development - 205 QUEBEC STREET, VICTORIA

I am writing to you because I am concerned about the possible development at the above site.

As a resident of James Bay for over 20 years I value the quality of life here.

From information I have gathered re this development a 17 storey tower is proposed along with high density lower buildings.

Have we not realised that this type of development destroys the very thing that makes James Bay desirable and unique.....???? Particularly now when we are seeing how vulnerable we are here in Victoria and on Vancouver Island....? Does sustainable development mean anything to this mayor and council...?

The developer is wanting to gain the most profit from this but at what cost to the neighbourhood which is already here? Higher density, more traffic, etc. and the noise and disruption which goes along with such a large project.....for years.

Please reconsider allowing this development.....something more in keeping with the ambience of James Bay, perhaps low rise townhouses with attractive landscaping ?
Something which would not cast long shadows over its neighbours and change the beautiful James Bay neighbourhood forever.

Your decision is very important consider very carefully.

Gwen Topfer

November 23, 2021

708-225 Belleville Street
Victoria, BC V8V 4T9

Sent by email to:

Mayorandcouncil@victoria.ca rbateman@victoria.ca

Re: Proposed Development Notice for the property at 205 Quebec Street, 507 Montreal Street, 210, 214, 218 and 224 Kingston Street

To whom it may concern:

I am writing as a concerned citizen regarding the above-referenced proposed development, which I vehemently oppose as presented. The proposal far exceeds existing zoning and Official Community Plan (OCP) requirements.

I am most concerned about the significant proposed changes to zoning, as noted below:

1. Use of land or buildings from residential, hospital, care home to commercial, multi-family residential.
2. Floor space ratio/density from 0.6:1 to 3:1, a five-time increase.
3. Number of storeys/height (m) from 8.5 m, which I understand is 2.5 storeys, to 2, 3 and 17 storeys, 56 m, an almost seven-fold increase.
4. Current setbacks are 7.5 m on Quebec (North), Montreal (West) and Kingston (South) while the proposed setbacks are 2.0 m, 3.0 m – 5.5 m and 0 m respectively, removing any meaningful setbacks. The developer is also proposing the side lot line (East) be lowered from 2.5-7.5 m to 2.0 m-4.2 m.

The current zoning is for townhouses, not commercial or multi-family residential use. Please restrict skyscrapers for the downtown core, not permit them in the residential neighbourhood of James Bay. Residents are understandably concerned about a proposed 17-storey tower that will cast shadows on gardens, create blight on the landscape, block light and views, not to mention increased density.

I value the environment, parks and green space and would prefer if the developer focused on this kind of community amenity instead of additional commercial space which James Bay does not need. The proposed amenities are within the development for owners to enjoy, not the public. Further, there are no climate change concessions.

Interestingly, at the November 10, 2021 meeting, there were references to the exquisite low-rise buildings of Paris, France, and the beautiful Belmont Building in Victoria, a 1912 eight-storey building on Humboldt Street. I would be more supportive of this development if legacy buildings with architectural interest were constructed in the historic district of James Bay, unlike the current “modern” 1970s design of the townhouses currently proposed.

James Bay is already very densely populated and does not need to increase its density. Unlike other areas in Victoria, James Bay has met density goals for more than ten years. It is already an excellent example of rental housing, single family homes, townhouses, duplexes, cooperative and low-income housing, a desirable residential area for older adults and families. Please do not further increase the density of James Bay making it a downtown, commercial district. Further, the proposal does little to address affordable housing.

Finally, I have restrained my comments but the tone and tenor of the November 10, 2021 meeting attended by one hundred participants, for the most part, indicated the proposal was “ridiculous, outlandish and unacceptable”. The “market research” provided by the developer about infrastructure, transportation, traffic, need for a day care (which would be a city, not a neighbourhood, amenity) and commercial/retail services, not surprisingly, support the developer’s proposal. The reason the proposal is for 112 units is to offset the cost of the land, not because it’s best for the neighbourhood.

In summary, my areas of concern relate to a) a process where it seems the developer’s decisions were made before the consultation, b) site planning preference for a tower over lower rise buildings, and c) the overall impact on the community and heritage homes in this neighbourhood. I can not support a proposal that wants to increase density by five-fold, height by about seven times, eliminate meaningful setbacks, and ignore the existing zoning and OCP requirements.

It is my fervent hope that the Mayor and Council will not support this proposed development as presented. Thank you for taking the time to consider my concerns and that of my neighbours and not approve it.

Sincerely,

Debra Andersen

November 25, 2021

Greetings—here are my comments on the development proposal for the carpark at Belleville (Quebec), Kingston and Montreal Streets.

First, thank you for the time and attention you have placed on this process. I appreciated your “open house” and willingness to answer questions in the CALUC process.

There is no question this area needs to be redeveloped! There are a few considerations:

- The height is too great for “transition” into the community. Keep it at the same height as the immediately surrounding buildings, please (and not the James!).
- The density is also too high. It needs to be as currently zoned: 0.6 to 1.
- There does not seem to be ANY room for the “missing middle.” That is, these are luxury accommodations which are too expensive for working families—of which there are many in James Bay!
- The biggest concern is the impact on traffic. There will be another development at 257 Belleville going ahead about at the same time as this project, across the street and down the block.
 - 1) Congestion during construction of these 2 sites on Belleville is frightening to consider!
 - 2) Overall impact on traffic on the streets surrounding the project will be huge. There needs to be a NEW and current traffic study for the area, including projections for when the cruise ships return, and then plans made for street access from there.

My concerns are about retaining the neighbourhood atmosphere of this part of James Bay. Your new building(s) are on the “gateway drive” to James Bay. Please make this a pleasant view and liveable for all.

Many thanks,

Juhree

Juhree Zimmerman (she/her)
BSN, MEd, CPCC, ORSC, MCC

911, 225 Belleville Street, Victoria BC, V8V 4T9

From: Steve Saunders [REDACTED]
Sent: November 26, 2021 11:54 AM
To: Engagement <engage@victoria.ca>
Subject: Re: Thank you for completing 205 Quebec Street, 507 Montreal Street, 210, 214, 218 and 224 Kingston Street

Your Comment form accepts formatting but does not respect it. As a result our comments became nearly unreadable. Please use this lightly formatted but readable version instead.

Thank you,

Steven

=====

Proposed development at Quebec, Montreal, and Kingston Streets in James Bay

We are residents of Laurel Point Condominiums. Although we do not directly face the proposed development, we have some serious concerns we would like to raise. We have attended the Open House from Mike Geric Construction and heard their CALUC presentation.

First, we would like to state that we are not against development of the site. We are open to reasonable proposals to provide “missing middle” housing, which follow the Victoria Official Community Plan (OCP) and only minimally affect traffic congestion.

The problems, as we see it, with this development are:

- Height and Density:

The OCP states that for the “Urban Residential” designation height should “approximately six storeys” and Floor Space Ratio of “1.2:1 (exceptions up to 2:1)”.

This proposal calls for *17* storeys and an FSR of 3.0, clearly outside the spirit and letter of the OCP.

- Traffic and Safety impacts:

Much of the traffic is expected to be on Kingston Street. This street is not designed for high traffic

loads. There will also be increased traffic on Pendray, Montreal, and Belleville streets. Our Laurel Point driveway at Cross and Belleville is already a hazard area where visibility is poor. Add in the return of the cruise ship pedestrian traffic, and you have a recipe for disaster.

Also on the City’s development tracker site is another high density (SFR 3:1) project at 257 Belleville that proposes to share the Laurel Point Cross street intersection at Belleville. We have not heard any talk of the combined impacts *both* of these buildings would have on the area. We request that the City look into how the combination of adding two such high density buildings within one or two blocks affects the traffic and safety patterns in the neighbourhood.

- Affordability and Housing Crisis in Victoria

This development of million-dollar condos does very little to alleviate the “Missing Middle Housing”. You can’t solve the problem of middle-income residents by replacing \$1M Single Family Homes with \$1M condos.

We realize that our voices are small and developer money and “amenities” speak volumes; but please, at the very least, consider downsizing this project’s height and density, and take a closer look at the traffic and safety impacts of this project and the one at 257 Belleville St.

Steven and Patricia Saunders

604-225 Belleville Street

=====

On Friday, November 26, 2021, 11:48:46 AM PST, City of Victoria Engagement <support@engagementhq.com> wrote:

Hi,

Thanks for completing the survey.

Your responses are listed below.

What is your position on this proposal?

Oppose

Comments (optional)

Hello, We're residents of Laurel Point Condominiums. Although we do not directly face the proposed development, we have some serious concerns we would like to raise. We have attended the Open House from Mike Geric Construction and heard their CALUC presentation. First, we would like to state that we are not against development of the site. We are open to reasonable proposals to provide “missing middle” housing, which follow the Victoria Official Community Plan (OCP) and only minimally affect traffic congestion. The problems, as we see it, with this development are: • Height and Density: The OCP states that for the “Urban Residential” designation height should “approximately six storeys” and Floor Space Ratio of “1.2:1 (exceptions up to 2:1)”. This proposal calls for *17* storeys and an FSR of 3.0, clearly outside the spirit and letter of the OCP. • Traffic and Safety impacts: Much of the traffic is expected to be on Kingston Street. This street is not designed for high traffic loads. There will also be increased traffic on Pendray, Montreal, and Belleville streets. Our Laurel Point driveway at Cross and Belleville is already a hazard area where visibility is poor. Add in the

return of the cruise ship pedestrian traffic, and you have a recipe for disaster. Also on the City's development tracker site is another high density (SFR 3:1) project at 257 Belleville that proposes to share the Laurel Point Cross street intersection at Belleville. We have not heard any talk of the combined impacts *both* of these buildings would have on the area. We request that the City look into how the combination of adding two such high density buildings within one or two blocks affects the traffic and safety patterns in the neighbourhood. • Affordability and Housing Crisis in Victoria This development of million-dollar condos does very little to alleviate the "Missing Middle Housing". You can't solve the problem of middle-income residents by replacing \$1M Single Family Homes with \$1M condos. We realize that our voices are small and developer money and "amenities" speak volumes; but please, at the very least, consider downsizing this project's height and density, and take a closer look at the traffic and safety impacts of this project and the one at 257 Belleville St. Steven and Patricia Saunders 604-225 Belleville Street

Your Full Name

Steven and Patricia Saunders

Your Street Address

604-225 Belleville Street

Your email address (optional)

[REDACTED]

Thanks again

Have Your Say

▪

Adrienne Brown Canty BA, MLIS

234 Kingston Street | Victoria, BC V8V 1V6 | [REDACTED] | [REDACTED]

November 26, 2021

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

Attention: Mayor and Council
Via email: mayorandcouncil@victoria.ca

Dear Mayor Helps and Council Members:

**Re: Application for Rezoning and Development Permit CLC 00358
(Property addresses 597 Montreal Street, 205 Quebec Street, and 210, 214, and 224 Kingston Street)**

I am writing to express my opposition to the Application for Rezoning and Development Permit CLC 00358, dated October 19, 2021, submitted by Mike Geric Construction, D'Ambrosio Architecture + Urbanism, and Murdoch de Greeff Landscape Architecture.

I am a resident owner in Kingston Mews (Strata 1800), the property immediately east of the proposed development, at 232-234-236 Kingston Street. While it may be tempting to dismiss my objection as NIMBY-ism ("not in my back yard"), please know that I am speaking up for my community, not merely my personal interests. I am not opposed to redevelopment of this site, nor do I believe that others in the community wish that it be retained in its current form: there are far better uses for this land than parking. However, I feel strongly that any development in this location must be sympathetic to its surroundings, on a scope and of a scale that complements the existing structures and community. This proposed development does not meet these criteria.

At public information meetings in August 2021 the developers presented a design with a lower tower and parking access from Quebec Street. The developers' current proposal to Council includes a higher 17-storey tower, an expanded footprint due to the acquisition of the lot at 224 Kingston Street, density five times that of the Official Community Plan with 112 total suites, and parking access from Kingston Street, none of which were part of the proposals presented at the August meetings. The developers have indicated that they wish to engage with the community and listen to community members' concerns in planning this project; I cannot help but feel that they have instead engaged in a bait-and-switch exercise with the community.

As outlined in the attached document, I have serious concerns about numerous aspects of this development proposal. To summarize, my concerns include the following:

- Divergence from Official Community Plan;
- Density;

Adrienne Canty
Letter to Mayor and Council
Page 2

- Tower height;
- Health and safety;
- Parking and traffic;
- Existing and proposed infrastructure;
- Urban forest preservation; and
- Heritage preservation.

The revised development proposal does not honour the City's Official Community Plan or residents' desires and opinions. It appears to me that, with this proposal for a 17-storey tower, the developers are pitching a design that they fully know will be rejected by the community. Following (expected) community objections, the developers will then revise their proposal, scaling it back to the lower tower presented at the August 2021 public meetings. This manoeuvre will serve two purposes: the scaled-down proposal will seem more reasonable to community members who may have opposed the lower tower in August than does the 17-storey tower, and the developers can point to their revision as "responsive" to community feedback. Conjecture? Cynical? Yes to both. But this is how the proposal has landed with me, and I believe that I am not alone in my opinion.

I feel disappointed, dismayed, and betrayed by this proposal and urge Mayor and Council to reject it in its current form. I appreciate your consideration of my concerns, and my community's.

Sincerely,



Adrienne Brown Canty, BA, MLIS

:abc

Attachment

cc: James Bay Neighbourhood Association/CALUC: [REDACTED]

Concerns associated with proposed development outlined in Rezoning and Development Permit CLC 00358 (Property addresses 597 Montreal Street, 205 Quebec Street, and 210, 214, and 224 Kingston Street)

Adrienne Brown Canty, November 2021

Reference dates

- Developers' community information open house sessions: August 17 and 19, 2021
- CALUC meeting, conducted via Zoom: November 21, 2021

Divergence from Official Community Plan (rev. 2020)

- The developers' proposal to Council requests approval for the following exceptions to the City of Victoria Official Community Plan (OCP):
 - An increase to the density on the site that is five times the OCP zoning requirement (3:1 proposed; 0.6:1 existing);
 - An increase to the height on the site from 8.5m to 56m, over 6.8 times the OCP zoning requirement;
 - Reductions to the setbacks on all property lines, eliminating the setback entirely on Kingston Street (100% reduction to the OCP zoning requirement), reducing the setback on Quebec Street to 2m (67% reduction) and on Montreal Street to 3.0-5.5m (53-67% reduction), and on the east property line to 2.0-4.2m (25-44% reduction).
- The OCP's stated purpose is "to provide a framework of objectives and policies to guide decisions on planning and land management within the geographic boundaries of a local government.... It therefore has a guiding role by providing policy direction for all City departments whose activities have, or may have, an impact on present and future development in Victoria" (OCP 2020, p. 13). The amendments requested in this development proposal are considerable and consequential, and are at odds with the OCP.
- At the CALUC meeting, architect Franc d'Ambrosio seemed to dismiss the "nearly 10-year-old" OCP, leaving the impression that the document is outdated. Originally adopted in 2012, the OCP is regularly revisited and was in fact last updated in February of 2020.
- Why does the City even bother to *have* a community plan if developers can request and receive approval for such drastic amendments? To me, the developers' requested amendments for this project display a profound lack of respect for James Bay and its residents, and the City of Victoria.

Density

- The developers' letter to Council states that the project "makes a transition in building massing and character between the Core Inner Harbour (CIH) and James Bay Residential (JBR) areas" (p. 2) identified in the OCP. The OCP's built form entry for CIH cited in the letter indicates "*up to approximately 15 storeys in select locations*" and the entry for JBR "*up to approximately 6 storey multi-unit buildings*" (emphasis mine). I would argue that the proposed 17-storey tower does not "transition" between these: it exceeds building heights in the JBR by 11 storeys and the CIH's by two storeys.

- Any developer will want to maximize a project's return on investment. However, I find the developers' argument for increasing the site's density self-serving and fallacious: they *chose* to pay what they did for the parking lot property, and later to acquire the 224 Kingston Street lot to add to the parcel. Expecting the community now to accept and accommodate the developers' choices by supporting the project's increased height and density feels disingenuous to me: it is akin to killing one's parents and asking for sympathy from the court because one is an orphan.

Vehicle traffic

- I believe that the developers' traffic surveys drastically under-represent actual vehicle traffic in the area surrounding the proposed development. Their letter to Council states that the developers' traffic impact analysis of intersections adjacent to the development undertaken on a single day—Tuesday, June 8, 2021—“demonstrate[d] the proposed development will not impact the level of service for these intersections and will not cause queuing issues along the network” (p. 12). Tim Shah of Watt Consulting asserted at the CALUC meeting that their modelling indicates that the development will not affect traffic flow and will accommodate future area developments. I cannot accept a single-day survey, undertaken on a Tuesday, as representative of traffic in the area at its busiest, regardless of adjustments for COVID: under normal circumstances, traffic volume in the area is greatest on days when there are more visitors present in the city, i.e., typically Thursdays, Fridays, Saturdays, and Sundays in July and August, when cruise ships are in port. At these times, greater numbers of other tourists are present as well, and the number of tourist-serving vehicles (e.g., taxis and tour buses) between the downtown core and the Fisherman's Wharf/Ogden Point tourist area is at its apex. The developers should be basing their plans by default on traffic at its highest in this tourist-intense area.
- I foresee an increase to vehicle traffic on Kingston Street once the recently-approved AAA protected bicycle lanes and traffic calming features are installed on Superior Street in 2022. Superior Street will be narrower and more crowded for vehicle use once the bike lanes are constructed. The developers' response to my question at the CALUC meeting about this issue was that they had included the AAA development along Superior Street in their calculations, but their proposal includes no documentation of their doing so.
- Kingston Street, between Menzies and St. Lawrence Streets, is currently a de facto route for emergency vehicles, often freer of traffic than is Superior Street: I frequently witness both fire vehicles and ambulances using it as a straight, direct route to the hotels and residences on the Kingston-Montreal corridor. Increased vehicle traffic and parking congestion along Kingston Street associated with the development may remove this route as an option for emergency vehicles and/or lead to slower emergency response times.

Resident health/safety

- The developers estimate a need of 146 parking spaces in the project, meaning that the current vehicle traffic load in the area will potentially increase by 146 beyond current load.
- Increased vehicle traffic causes increased vehicle emissions, known to cause negative physical and mental health effects in humans.
- Increased vehicle traffic leads to an increased potential for collisions: vehicle-vehicle, vehicle-pedestrian, vehicle-cyclist, and vehicle-structure (building, tree, fence, fire hydrant, etc.).

- Increased vehicle traffic may lead to increased waiting times for pedestrians crossing vehicle routes.
- Many residents in the area immediately surrounding the proposed development are seniors: Statistics Canada figures for 2016 from census tract 0003.02¹ reported 2,275 65+ residents in an overall population of 6,180 (36.8%)². Older individuals tend to move more slowly than younger ones and report higher use of mobility aids (e.g., canes, walkers, scooters). They also experience a higher incidence of visual and hearing impairments than younger populations. Older pedestrians may take longer to cross streets (thereby slowing traffic flow), may be less aware of their surroundings due to sensory impairments, and may have slower reaction time to emergent situations than younger pedestrians. Higher traffic levels in the area may endanger seniors in particular; people of *any* age in the area living with mobility challenges and/or sensory diminishment could be at an increased risk of injury due to increased vehicle traffic.
- The developers' letter to Council (p. 11) notes that James Bay has a walk score of 72 ("Very Walkable")³. The proposal notes that the developers undertook a vehicle traffic count as part of their planning process. What assessment of *pedestrian* traffic did they undertake? What understanding do they have of the neighbourhood's foot traffic? What accounting was done for increased pedestrian traffic on weekends, considering Victoria's status as a weekend/holiday travel destination? Pedestrian traffic in the neighbourhood is high, and under normal circumstances there are large numbers of visitors/tourists in the area in addition to residents, particularly during cruise ship season (April-September).
- The developers' letter to Council proudly states that they have replanned "a number [unstated] of the residential units... to adaptable design standards, to better accommodate people aging-in-place" (p. 6). The development team reinforced this message at the CALUC meeting. However, Erica Sangster noted at CALUC that these replanned suites were located exclusively in the podium section of the building and not in the tower, and commented that planning the tower suites to accommodate aging in place is difficult and has not been done. I fail to see how, at the design stage, compatibility with long-term independent living cannot be inbuilt. Stated in the OCP are the values of Inclusivity and Accessibility, Life Cycle Planning (OCP, p. 18): How does having only a handful of suites, rather than the entire development, compatible to aging in place support these values?
- Should the structure at 224 Kingston be demolished or removed from the site, what remediation will be undertaken to contain hazardous materials (e.g., asbestos dust) in the neighbourhood? (See also separate entry for Heritage preservation, below.)

Parking

- The developers include 146 parking spaces in their proposal: 125 for tower and townhouse residents, six for daycare staff, and 15 "shared between [complementary] uses" of commercial retail, café, daycare visitors, and residential visitors. These 15 shared-use parking spaces constitute 11 fewer spaces than the expected demand of 26 shown in the letter to Council (p.

¹ Tract 0003.02 runs west of Douglas Street, south of Belleville Street to Menzies Street north of Simcoe Street to St. Lawrence Street, then north of Erie and Huron Streets (<https://www12.statcan.gc.ca/census-recensement/2016/geo/map-carte/ref/ct/files-fichiers/2016-92146-935-02.pdf> , viewed November 27, 2021).

² Data from Statistics Canada data tables for 2016 Census (<https://www12.statcan.gc.ca/census-recensement/2016/dp-pd/dt-td/index-eng.cfm>, viewed November 27, 2021).

³ Walk Score currently rates James Bay at 73. (http://www.walkscore.com/CA-BC/Victoria/James_Bay, viewed November 7, 2021.)

11), despite the letter's assertion of "an aggregate number of stalls that exceeds the anticipated vehicle demand." I understand that the aggregate approach is one of calculated risk, but why have built-in undersupply from the planning stage? Fifteen visitor parking spaces for 112 suites is a demand ratio greater than seven to one.

- The development's projected parking undersupply will increase the pressure on the few available street parking spaces in the surrounding area. The developers assert that their studies indicate lower demand for parking in the area than core area rates and proposed supply. I question this assertion: as a resident, I can attest that Kingston Street between Pendray and Montreal Streets is already often short of street parking with existing numbers vehicles owned by current residents, even with existing residents-only parking restrictions.
- Weekends and special events such as the Times-Colonist 10K, the Victoria Marathon, Canada Day events, and Ryder Hesjedal's Tour de Victoria leave area parking resources even more scarce. The conversion of the Harbour Towers Hotel to The James residential suites and the popularity of Nourish restaurant at Quebec and Pendray Streets have increased the number of non-residents using street parking on these blocks and beyond, keeping the limited free hourly parking on Pendray Street largely occupied. The relatively recent addition of pay parking to the 400-block of Kingston Street has pushed more people seeking street parking into this area. Holidays (e.g., Thanksgiving, Christmas, New Year's Eve) draw visitors to residential units, and already place enormous demand on street parking. The development's parking undersupply will only exacerbate that demand.
- While the existing parking lot on the development site is largely underutilized, it *is* being used regularly—the developers acknowledge this fact. Current users of the lot will be forced to find other places to park in the area once the project begins. At the CALUC meeting I was baffled by the statement from one of the development team members, referring to a (non-existent) parking lot at Bellevue and Oswego Streets as an alternative location for vehicles: this statement underscores the developers' lack of knowledge of the neighbourhood.
- The August plans showed the entrance to the development's parking ramp on Montreal Street. However, the current proposal shows parking ramp access on Kingston Street. At the CALUC meeting, the developers implied that they must place the development's parking entrance on the surrounding road with the least traffic in order to comply with statutory requirements. (They provided no details as to the authority imposing this requirement.) If this is the case, why did the initial project design show the parking entrance in a location that would have been statutorily unacceptable?
- Access to the parking ramp in the current proposal is from Kingston Street. Entering Kingston eastbound from Montreal Street requires a left-hand turn across traffic, and entering the parking ramp from Kingston eastbound would require a second one. I predict that the development's residents will prefer to access the entrance to the underground parking via Kingston Street westbound from Menzies, Oswego, or Pendray Streets: this route is straighter and more direct than using the zigzag Bellevue-Pendray-Quebec-Montreal-Kingston route, and allows a right-hand turn into the parking entrance. (I can speak to this preference from experience, as this is my own route to the parking ramp at Kingston Mews.) The developers' letter to Council states that the development will "create impetus for City of Victoria consideration of a speed limit reduction between Quebec and Montreal Streets (i.e., reduce from 50 km/h down to 30-35 km/h)" (p. 3)—which may be additional disincentive for neighbourhood residents to use the zigzag route. What effects would a lower speed limit have on traffic flow and congestion?

- The proposed development includes two pull-out bays on Montreal Street and one on Quebec Street, each with space for two vehicles simultaneously. The planned 49-space childcare centre alone will carry the potential for 98 vehicle visits daily (pick-up and drop-off); these bays will in no way effectively accommodate that volume of traffic. Will the bays be used exclusively for pick-up and drop-off or will they also be used for parking? If so, what time restrictions (if any) will be placed on them? When the bays are occupied by parked vehicles, less space will be available for daycare and other users, leading to congestion and the increased vehicle emissions as people circle the block looking for space to park, and/or double-parking or similar tactics – all of which additionally impact traffic flow.
- What space is available for trucks and other large vehicles making deliveries to the café, daycare, and residents? The proposed development does not appear to include a loading bay of any kind. Delivery vehicles are likely to double-park on Kingston, Montreal, and/or Quebec Streets, thereby impeding traffic flow. Delivery drivers will want to situate their vehicles as close to the drop-off location as possible; the main entrances to the café and tower are close to the intersection of Montreal and Quebec Streets, coincidentally where traffic will be busiest. Delivery vehicles using Kingston Street will cause bottlenecks, which will already be congested with street parking and traffic to and from the development's parking ramp. Kingston Street will be undesirable to delivery drivers for the café and tower: the main entrances to the café and tower are close to the Montreal/Quebec intersection.
- The Province of BC's *Zero Emission Vehicles Act* (2019)⁴ mandates that 30% of light-duty vehicle sales in the province be electric vehicles (EVs) by 2030 and 100% by 2040—less than 20 years from now. The developers' letter to Council (p. 3) notes that the site will include parking for two EV car share vehicles. What provision has been made in the plan for residents' own EVs now and in future? Are EV charging stations included in the garage? Comments from the developers at the CALUC meeting appeared to indicate that universal EV chargers in the development's garage are not part of current planning. This startling oversight seems exceptionally short-sighted. Why would the developers not build in EV compatibility from the outset as an incentive to buyers?

Existing community infrastructure

- What assessment has been made of the existing sewer and drainage infrastructure in the area? The addition of 112 suites plus daycare and restaurant spaces will add considerably to the amount of sewage produced in the immediate area. Can the existing pipes manage this increase? I posed this question at the CALUC meeting; developers' representatives assured participants that they had conducted assessments of the community infrastructure that raised no concerns about capacity. However, no indication of their assessments was provided in the proposal documentation. Will the City be expected to upgrade its infrastructure to accommodate the development? If so, where will the funds for this work come from and when will the work be undertaken and completed? Similarly, what assessment has been made of existing water supply and electricity infrastructure?
- The childcare statistics provided in developer's letter to Council (p. 6) are taken from the 2020 Childcare in Victoria report⁵, showing 250 spaces needed in the community and James Bay as

⁴ Act consolidated to November 24, 2021 at <http://www.bclaws.ca/civix/document/id/complete/statreg/19029>; information page at <https://www2.gov.bc.ca/gov/content/industry/electricity-alternative-energy/transportation-energies/clean-transportation-policies-programs/zero-emission-vehicles-act>, both accessed November 27, 2021.

⁵ <https://pub-victoria.escribemeetings.com/filestream.ashx?DocumentId=72755>, accessed November 27, 2021.

the community in Victoria with the third most urgent need for more spaces. Does the developer expect to attract families to the completed project? Assuming so, the number of children and therefore the need for daycare spaces in James Bay will actually *increase* as a result of the project. Once the daycare is established, how will these childcare spaces be allocated? Will any be reserved for project residents? At the CALUC meeting, developers admitted that the additional childcare spaces would be considered a City of Victoria asset rather than an asset specific to James Bay.

- At the CALUC meeting, the developers indicated that they have not yet secured a tenant for the daycare. When might a tenant be confirmed? Will the developers use the potential for on-site daycare as an incentive to buyers? What if the developers are not able to secure a viable tenant?
- The developers' letter to Council indicates that "Electrical service will come from Montreal Street, with equipment located underground (rather than a conventional Pad Mounted Transformer at street level" (p. 12). I recall a comment at the CALUC meeting from the development team that their proposal to run electrical lines underground *would* require electrical boxes at street level. Which of these is the case? (A transcript or recording of the CALUC meeting would have been useful to resolve this question.) If the pad mounted transformers are indeed required, including them on the site plans is essential: their placement will affect the streetscape and may also contribute to noise in the area.
- The site plans also do not indicate where vents from the underground parking will be located on the site. Noise, heat, and moisture from these vents will impact neighbouring properties and their placement is an important factor to residents in assessing this proposal. Their location should be included.

Tower height

- The proposed 17-storey tower is not the plan that was presented at the August open houses. The developers presented three concepts for the site at these events; the one with the greatest density included a lower tower of 14 storeys, noted in the developers' letter to Council (p. 14). The developers' representatives were forthright with open house attendees that the concept with the tower was the one they would proceed with and that the alternative designs were preparatory only. However, the tower in the proposal is considerably higher than what was presented in August. Community reaction at the time to the lower 14-storey tower proposal appeared negative, and residents' comments at the CALUC meeting were almost exclusively opposed to the taller tower.
- Niall Paltiel of Mike Geric Construction asserted at the CALUC meeting that the development's design is "contextual to the neighbourhood." I strongly disagree with his statement. The tower is not in keeping with the immediate neighbourhood, which is largely low-rise multi-family buildings, townhouses, and single-family homes. Yes, there are taller buildings than these situated nearby on Montreal and Quebec Streets; however, the development's 17-storey tower is far out of scale even with them.
- The Victoria Inner Harbour Airport (YWH) is located at Ship Point. The waterway between Ship Point and Shoal Point serves as both taxiway and runway for incoming and outgoing YWH seaplane traffic. Has the developer undertaken any consultation with YWH about the proposed tower and its potential effects on air traffic and YWH operations? What was the response from YWH representatives? The proposal does not address this issue.

- The proposed 17-storey tower is notably taller than any other structure in the immediate area. Will it “enhance the visual identity and appearance of the City,” as stated in the OCP and as an aspirational goal in the developers’ letter to Council (p. 8)? Or will its prominence be visually jarring?
- The construction of a building of any height will increase the wind tunnel effect along Montreal and Quebec Streets. What investigations have the developers undertaken about this issue? What mitigation will be possible for the wind tunnel effect?
- I am concerned that approving a tower of this height will set a precedent for approvals for future similar structures. As noted above in “Density,” why even *have* a community plan if it is going to be so drastically amended?

Setbacks/visibility

- The developers’ proposed setback along the east property line is two metres. This property line is shared with Kingston Mews/Strata 1800, meaning that only two metres will separate Kingston Mews from the development’s townhouse buildings—undesirable for the residents of both properties.
- The developers’ proposed setback along Kingston Street is zero metres, leaving no space for pedestrians between the sidewalk and the development.
- The zero-metre setback along Kingston Street will affect the visibility/sightlines to the west from the driveway at Kingston Mews. The site plans include three-metre site visibility triangles on both sides of the development’s driveway entrance to Kingston Street; however, no such visibility triangle is provided for at the Kingston Mews driveway.
- The site plans note, “New fence at property line” along the east and north property lines. No indication as to the design or height of these new fences has been provided in the site plans or to neighbouring property owners. Both height and design of this fence will have a notable impact on visibility to the sidewalk and Kingston Street from the Kingston Mews driveway.

Urban forest/wild bird habitat

- The developers’ letter to Council speaks of their desire to “incorporate tree values in a proactive manner” (p. 10) with new tree plantings on the site. The proposal’s Site Plan A1.0 indicates that creating the parking bays on Quebec and Montreal streets will require the removal of at least three existing trees, offsetting the new plantings.
- The two coniferous trees on the east side of the property at 224 Kingston house at least seven types of wild birds: Anna’s hummingbirds, multiple species of sparrow, multiple species of wren, bushtits, multiple species of nuthatch, juncos, and house finches. I recently witnessed a small bird of prey hunting from the fence at 224 Kingston, and have seen many other visiting birds in the area, such as flickers and Steller’s jays. These existing trees appear to fall within the property line at Kingston Mews/Strata 1800, according to Site Plan A1.0. What preservation options for these trees have been considered? How will they and their roots be protected during and after construction? What contingencies are there if the trees are damaged or killed during or after the construction?

Heritage preservation

- The structure at 224 Kingston Street has been identified as having heritage value and as such, should be considered a candidate for restoration/preservation and either incorporated into the development or moved to another site.

Additional comments

- Site Plan A1.0 as submitted incorrectly identifies the lot to the east of the development (Strata 1800/Kingston Mews at 232-234-236 Kingston Street) as “224 Kingston.” (At the CALUC meeting, Erica Sangster of DAU Studios acknowledged this error when it was brought to her attention, apologized for it, and pledged to correct it.) I also noticed during the developers’ CALUC presentation that Montreal Street was misidentified as Montreal Road on slide 34. These errors lead me to wonder what other errors may be included in the proposal.
- The purchase of the property at 224 Kingston Street was not included in the plans presented at the August open houses. The first indication that the proposed development’s footprint had been increased was when development permit application signage was posted at the site, shortly before the CALUC meeting. This increase to the development’s scale and scope came as a surprise to most area residents.
- The CALUC meeting was capped at 100 participants due to limitations on the host’s Zoom subscription. Participants included the host and at least five representatives of the development team, meaning that a maximum of 94 others were able to join the call. It is apparent that other community members attempted to take part in the meeting but were unable to do so because of the participant limit. As a result, they were prevented from participating in the meeting and their opinions went unheard in that forum.
- The CALUC Zoom meeting was unrecorded and no transcript exists that I am aware of. Though I took written notes at the meeting, a verbatim account would have been invaluable for later review.
- I was disappointed that Council’s representative for James Bay was not present at the CALUC meeting, and no replacement was appointed.

To: Mayor and Council

**Re: Application for Rezoning and Development Permit CLC 00358
(Property addresses 597 Montreal Street, 205 Quebec Street, and 210, 214, 218 and 224
Kingston Street)**

Dear Mayor and Council Members,

I am writing to express my concerns and objections associated with the rezoning application for the parcel of land described in Development Permit CLC 00358 by Mike Geric Construction and associated applicants.

I believe the greater proportion of residents in James Bay, especially those of us most proximal to the parcels of land contained within this proposal, feel the existing parking lot is not the best use of that land. Further, I feel that most in the area would agree to, and welcome, moderate development which is in keeping with the City's desire to move away from zoning for single-family dwellings towards a slightly greater density and more affordable housing for three to four families per lot. If the developer proposed only a townhouse project (for which the area in question is already zoned) or a three-floor condominium project that in some way reflected the character of the structures already present on that block and in the neighbourhood, I believe such a proposal would have far greater community assent.

The massive, extremely high-density (112 units in total) structure being proposed for this block is not in keeping with the existing plan/zoning of the city; nor is it respectful to the existing community. The developer is proposing the equivalent of a three-story structure (with ground floor café and daycare) occupying the entire frontage of Montreal Street between Kingston Street and Quebec Street, a 17-floor tower near Quebec Street, and a set of townhouses along Kingston Street (with a zero-metre offset along the front).

I am a resident of the three unit condominium (Kingston Mews) which is adjacent to the property under consideration for redevelopment; therefore I, along with others, will be directly impacted by the development.

I have two major concerns regarding the proposed development as presented at the CALUC meeting held on November 10, 2021:

1. Safety of pedestrians on the sidewalk on the north side of Kingston Street between Pendray Street and Montreal Street.
2. The credibility of several statements and claims by developer's representatives regarding:
Knowledge of, and respect for the existing community, and
the benefits and impacts of the proposed development for the immediate
neighbourhood.

While apparently having no regard for the comments of those who have raised concerns about the impacts of such a large development on the components of the immediate neighbourhood's infrastructure, representatives of the development team seemingly inflate the social benefits of the project for the local community. Errors and mistakes made by the developer's representatives during the CALUC meeting, and a lack of substantive information to support their claims reduces the validity and credibility of these claims in my opinion.

Details of my concerns are presented in the attachment that follows. I appreciate Council's consideration of my concerns, along with the concerns of many other residents of James Bay, in the decisions regarding this proposed development.

Respectfully,

A handwritten signature in black ink that reads "John Canty". The signature is written in a cursive style with a large, stylized 'J' and 'C'.

John Canty BSc, MA.
234 Kingston Street

:jac
Attachments

cc: James Bay Neighbourhood Association/CALUC: [REDACTED]

1. Details of safety concern for pedestrians using sidewalk on north side of Kingston Street between Pendray Street and Montreal Street.

Kingston Mews (232, 234 and 236 Kingston Street) has four parking spaces below the unit at the back of the property. A driveway on the west side of the property ascends from below grade to grade level at the north edge of the sidewalk. The existing low height portion fence along the west boundary of our property at the sidewalk, and the current location of the building at 224 Kingston, allow a view of people walking east along the sidewalk without encroaching on the sidewalk. We can also see traffic approaching from the west while we wait for traffic conditions to allow us to turn left onto Kingston. (See figures below and at top of next page)

If the variance allowing the zero-metre offset on the frontage of Kingston Street is approved, the proximity of the buildings to the sidewalk (and to our property if the side variance being sought is also granted) will significantly decrease our ability to see along the sidewalk. Additionally, if a fence of greater height is put in to the then revised frontage variance, our ability to see anyone approaching our property would be completely obscured. Even a slight reduction of the current visibility at the property line would increase the likelihood that we would have to partially or totally encroach upon, and thereby block, the sidewalk before we could ascertain the pedestrian and vehicular traffic conditions. Even though all Kingston Mews residents exit with extreme caution and at very low speed, and we will continue to do so, there would be an increased chance of an incident occurring if the variances the developer seeks are granted. Therefore, I am hoping you will agree, that for safety reasons, the variances being sought for the 224 Kingston Street portion of the development should **not be granted**.



Figure A

Figure A: View looking roughly south, perpendicular to Kingston Street, at a view point approximately 9-12 ft from sidewalk and driver eye level.



Figure B

Figure B: View at approximately same location as Figure A, looking roughly south by south-west along Kingston Street.



Figure C

Figure C: View at same approximate position as Figures A and B, looking roughly west by south-west along Kingston Street.

2. The following paragraphs detail my concerns about the credibility of statements made by representatives of the developer. All comments relate to information presented during the open house and the CALUC meeting.

In mid-August the developer held an open house with the stated intention of getting community feedback and input about the proposed development. The developer presented three diagrams: one a five or six-floor structure, one with a three or four-floor structure and a broad but lower tower, and the one they decided to proceed with: a structure along Montreal Street with a tall tower and townhouses along Kingston Street. The developer's representatives explained the other "options" were simply developmental in nature: that the tall tower "option" was the one with which they were going forward. At that time the developer presented shadow impact simulations, but was unwilling to specify the expected height of the tower when asked directly. To carry out these simulations the developer would have been required to input the anticipated height of the structure. Why did the representatives present not provide that information openly? They were also unwilling to share why the developer had decided that over 100 units "had" to be constructed on this site.

At the CALUC meeting in November the developer's representatives presented revised plans. A few alterations had been made since the August events. The underground parking entrance/exit initially planned for Montreal Street was Moved to Kingston Street. The plans had been expanded to include the acquisition of 224 Kingston Street. This alteration lead to a mistake in material presented during the CALUC meeting. Kingston Mews condominium was labelled incorrectly as 224 Kingston Street. Another error with material presented was the incorrect labeling Montreal Street as Montreal Road. Add to this the verbal mistake of one of the developer's representatives- who, when asked about street parking and traffic, stated there was a parking facility at the corner of Oswego Street and Belleville Street for those displaced from the parking lot being redeveloped. He avoided answering the question asked and gave completely incorrect information.

These errors and behaviors show, at the very least, poor attention to detail in the preparation and review process in advance of the meeting. They demonstrate a lack of knowledge, and possibly a lack of interest in and respect for the local neighbourhood on the part of the development team. If I were doing an important presentation that I cared about, I would review my material several times, to ensure it was as free from errors and silly mistakes as possible.

At the CALUC meeting the shift of the parking exit was attributed to existing traffic code which stipulated an entrance must be placed on the least busy thoroughfare. At one point during the CALUC meeting a developer's representative asserted they had done an extensive and thorough study of traffic in the neighbourhood at the beginning of June. Any such survey should have shown the busiest thoroughfare around the perimeter, thus guide the developer to avoid using Montreal Street in the first place. Since the plans were started in mid-August (according to a comment by the project's architect, who stated plans are dated according to the start date; the date on the plans was a couple of days prior to the open houses) elementary traffic survey information (traffic counts on the three streets making three parts of the perimeter of the project area) should have been available to them. Given the reported years of experience of the development team members, shouldn't they have been aware of this code when they were drawing up the original design? Is this yet another example of the developer showing a lack of knowledge about the neighbourhood? This specific error, along with other claims made by developer's representatives, give one reason to question the competence and motivation of those involved with the project.

During the CALUC meeting a claim originally brought forward at the open house was repeated: that a development without the tower would not be attractive from street level. Another statement by a representative, that it would be too difficult to include accessible/aging in place suites in the tower structure, resulted in my further pondering of the competency and motivation of those involved in the design process. They are the ones designing the building from scratch. They set the parameters and designs to fit and fill their desires. Surely if they are at all competent, and they have the desire to do so, it would be easy for them to include accessible suites in the tower, or to make a structure without a huge tower attractive from street level. Given provision of facilities for aging in place was one of the developer's stated intentions, it was disappointing to hear that only a small fraction of the units of the total project would be made to this specification. {Personal opinion: the drawings prepared and presented with the huge tower are not attractive, appealing or welcoming from the street, contrary to developer's assertions of the "wonderful" street side aspects and nature of the design produced}

At the open house, another need the developer's representatives claimed to address was that of affordable housing. At the CALUC meeting, however, developer's representatives stated only a small number of the units(12) would be available at 15% off market value. Neither the number of units available, nor the price point, do anything to significantly (either statistically or practically) address the affordability issue. When asked what the potential price range of the suites might be, the developer's representatives refused to give an answer. Even if the developer planned on selling the units for an average of \$500,000, which is well below current condominium and townhouse property values in the immediate neighbourhood, they would see revenues for the project in excess of \$55 million. I suspect the average cost of a unit in this development will greatly exceed this hypothetical average \$500,000 price point.

The social benefit for the local community mentioned the most by the developer is the inclusion of a daycare Facility in the project with accommodation for approximately 50 children. At the CALUC meeting it was stated that James Bay ranked as the third highest community in Victoria regarding existing shortfall of available spaces for daycare. Though representatives at open house had previously been suggesting the spots would be for residents of James Bay, at the CALUC meeting they stated that the city controlled who got the spots; that families from outside James Bay could be assigned spots. This morsel of information was provided only in response to a question as to whether residents of the building would get priority placement in the daycare for their children.

Hopefully the developer will be honourable enough to instruct, to insist, and to actively force realtors not to use, or to promote, the presence of an onsite daycare as a feature to lure families into purchasing units. If I were to purchase a unit with the idea that my child/children would have access to daycare in the same development, I would feel cheated if they did not get a spot. Further, even if the developer had some influence about who would get priority placement in the daycare, the same restriction on the

realtors would maximize the local benefit by assigning spots to residents already in James Bay, and reduce the daycare shortfall in James Bay. This would achieve the promise eluded to by the developer's representatives from the inception of the project. However, 50 spots taken from the total shortfall in the City's available daycare spaces is probably not going to make a statistically significant impact.

Though the developer had been asked, at both the open house and the CALUC meeting, about the groups being targeting as owners, the developer has not provided any demographic description or details about the range of whom they expect to purchase the units.

When asked whether the developer would walk away from the project if they did not get approval for what they were seeking (particularly the number of units and height of the tower), a representative gave the impression that they expected to be granted everything they sought by saying such an outcome wasn't likely and it wasn't being considered.

The following paragraphs focus on infrastructure related concerns, and the developer's representatives superficial, and seemingly dismissive response to those concerns.

To begin this discussion, I feel it reasonable to assume that the existing infrastructure components, be they streets, hydro, water supply or sewers, have finite capacity. Further I assume that provision was made when the infrastructure was put in place, for some degree of growth. I further expect that the creation of reserve capacity would be directed by the plans for potential future use and growth foreseen at the time the infrastructure was put in place or adapted. Given the previous growth and development in this neighborhood, the existing plan and zoning for this block, proposals of other developments in the immediate area, and the size and potential demands created by the 205 Quebec proposal, the possibility that not only traffic infrastructure could exceed the existing limits of sustainability, but other existing infrastructure (hydro, gas, water supply and waste sewer) could be pushed beyond their intended capacity, thus break down.

With regards to hydro, gas, water supply, and waste sewer capacity, I am forced to rely on the integrity and veracity of the developer's claims. that they have accounted for, not only the potential demands of this development's demands but the project being planned for the current site of the Admiral Inn. That even the demands of these projects will not result in exceeding the capacity of the existing infrastructure components. With respect to the traffic situation, however, personal experience with the challenges in the past serve as a source for validating or refuting claims made by the developer.

Recall from an earlier paragraph, that during the CALUC meeting, one of the developer's representatives stated that a thorough study of the traffic implications of this project had been completed. According to the claims made by this representative at that time, it was a thorough and comprehensive study that not only considered the streets adjacent to the proposed development, but also included impact on, and by, nearby streets. This study, according to the claims made, accounted for traffic after the pandemic, cruise ship traffic, the impact of this development, the impact of the development of the Admiral Inn property, and the impact of the installation of bike lane modifications planned for Superior Street. The conclusion of this amazingly thorough study was that the development wouldn't have a significant impact on traffic in the area. The developer claimed their modelling showed that no queuing is taking place on the streets in the vicinity of project, and that the proposed project would not produce any queuing.

Anyone who lived in James Bay prior to the onset of the pandemic could tell the developer these conclusions are wrong. Ask anyone who lives in the area, and routinely uses Bellville Street, Douglas Street, Oswego Street, Superior Street, Menzies Street, Government Street, Simcoe Street, the five corners intersection and Dallas Road whether they experience backlogs and traffic queues while attempting to move around, leave or come into James Bay. Ask if they feel wait times and frequency of congestion seemed to increase in the years leading before the pandemic. Ask them if their frustration about getting around James Bay increases at certain times of the year, or certain times of the day.

I usually defend, support, and celebrate the utility and value of statistically based research, and the concepts and precepts which underpin this branch research methodology. Having heard the claims made regarding this allegedly comprehensive study, and having seen the results summary from this study, I cannot defend either to processes or the findings. Sadly, this study's procedures, assumptions and results force me to join with those who are sceptical about statistics and the applications and uses of statistics; they force me to join those who mistrust statistics because they can be massaged to say whatever a sponsoring group may want them to say.

This supposed thorough study included a single day of street data collection (June 8th of 2021). I do not recall seeing any counters anywhere in the neighbourhood at that time, so how did the data collection take place?

Even the most preliminary data from the survey (a simple traffic count) would have shown that portion of Montreal Street and Quebec Street to form part of a critical entry/exit route for James Bay. Thus, the developer would not have placed the parking entry/exit on Montreal Street. This faux pas was previously mentioned on page 3 of the attachment.

With the cornerstone of the study founded on real data which is obviously flawed, for reasons anyone with a grounding in statistics/sampling/research methods¹ could identify², the investigators then had to apply several assumptions and extrapolations (based on assumptions) to account for all the inputs and variables they claim to have considered in the model. They obviously didn't remember that with each layer of assumption and extrapolation, the potential error in the model increases, especially if the assumptions used have flaws. Given the model created produced results that have very little to no correlation to the practical, routine experience of living in James Bay, it could easily be argued the model created is not valid. I would say the model's internal construct validity is shaky at best. As far as model's predictive validity is concerned, it seems-there is none. Statistically based models are supposed to reflect or correlate to real world situations and data. The model used for this study fails in both respects.

The easiest way for the investigators to build and then test a model would be to simulate something approximating a worst case scenario pre Covid(maximum local traffic, maximum cruise ship traffic, maximum street parking³, maximum other tourist related traffic, add in the effects of a few thousand extra pedestrians, possibly add in a large demonstration at the Parliament Building, or some activity such as Symphony Splash, Canada Day or other Special activity or event (the marathon, the tour-de Victoria, Pride Day, or the Lighted truck parade at Christmas). If a simulation was run with some of these parameters, overlaid with design capacity of the area's streets what do they think would happen? From 9 1/2 years living in James Bay I can tell you what happens in the real world. Gridlock, delays and severe

¹ The critique presented here about the traffic study is based on my knowledge of Statistics, Measurement and research design, acquired over my undergraduate and graduate studies.

² One day of data collection is insufficient to establish a valid estimate of data patterns. Maybe this explains the error with relation to the parking exit/entrance placement. (See previous mentions of this for details.)

With such an insufficient amount of data, one cannot establish a mean or variance with which valid comparison between new data and data prior to covid could be conducted.

No explanation of the methods used for the study (for example data collection process and procedures) was presented. No explanation was given regarding the assumptions, definitions of variables, data models -or the parameters/assumptions used in forming the multifactor extrapolation (for example models of vehicles' distribution throughout the streets in the area). No comment about number of runs done, no comment about how fixed some of the model parameters (like vehicle distribution) were between runs. Similarly, no information was provided about the analysis process. No statement of the streets/catchment area included in the study was provided.

No statement related to the hypothesis (experimental or null) being tested was provided.

³ Street parking in areas of James Bay with no fees are routinely at full capacity. This is particularly true for the block of Kingston Street between Pendray Street and Montreal Street.

traffic congestion in multiple areas of James Bay simultaneously. If the simulation reflected this reality a base line would be established. If investigators then added the maximum possible demands of the residents of the 112 units, the maximum possible demands of the daycare, and the demands related to the café and whatever other service they decide to provide, what would the result be with a valid model? The answer, even greater chaos in the real world. Would this change be statistically significant? Not likely.

The next phase of the study would be much more complex, subtle and difficult to achieve, because the conditions would not bring the entire area beyond design limits, yet still bring small, localized portions of the James Bay traffic infrastructure to its limits. I, and probably the majority of James Bay residents, have experienced degrees of gridlock and delay (though not as extreme, more random and transient than the worst case scenarios) under less extreme conditions. These more random events, while not as extreme, still produce situations that bring isolated, smaller zones to a point of reaching or exceeding the location's design limit. If the investigators had produced realistic, representative models of these traffic patterns in James Bay (as they claimed), their simulations would have resulted in queuing situations in a variety of locations of the local streets in the area. I admit such modeling would be exceedingly difficult to achieve. A model that achieved this would be valid. Adding the demand possible with this large proposal to the area would likely result in some changes of these more random events of delay and frustration. Again, it probably would not reach a level of statistical significance, but it certainly would affect the lives of those of us living in James Bay (including those who may purchase or use the proposed development).

Given there is no practical way to increase the capacity of the streets in James Bay to cope with added traffic demand, every large development that comes into being will only further exacerbate the scenarios described in the previous paragraphs. While the independent, isolated incremental impacts of each such project would likely not result in statistically significant changes, the cumulative affects would eventually produce constant over capacity of traffic infrastructure delays, gridlock and aggravation impacting residents, tourists and others in James Bay.

From a statistical standpoint the study's conclusion of no significant change is not a surprise. Adding a couple of hundred vehicles to several thousand vehicles/day likely, and predictably, would not reach a level of statistical significance. This argument misses two important aspects. First, statistical significance does not imply, require, or impart meaningful, practical or pragmatic impact or significance. Second, things that may not reach statistical significance can have very meaningful, practical, or pragmatic, significance or impact. Just ask anyone who has had a delayed response of even a minute or two, resulting from traffic congestion, when they are depending on emergency services for themselves, or a loved one⁴.

Given that the proposed project exceeds the planned future use of the land it will occupy, and given what has been put forward in the preceding paragraphs, I feel the proposal as presented should be rejected. I feel that the potential impacts of the size of this project would outweigh the possible benefits to the James Bay community. I feel it would be detrimental rather than beneficial for the James Bay neighbourhood to have a development of the size being proposed for the location of Kingston Street, Montreal Street and Quebec Street.

⁴ The developer and city must be consistent in considering the potential impacts of benefits and detriments of such a project. If statistical data is being used to judge the impact of one aspect, the same criterion must be used for making a decision about the impact of all other aspects. If nonstatistical contributions for one aspect is being applied, nonstatistical contributions of all aspects must then be considered.

From: David Kyle [REDACTED]
Sent: November 29, 2021 2:06 PM
To: Development Services email inquiries
Cc: Stephen Andrew (Councillor)
Subject: 210 KINGSTON ST DEVELOPMENT PROPOSAL

Good day

I was hoping to provide my input as a Kingston St property owner but note that the City of Victoria Devtracker site has closed to Survey and feedback.

The 17 story height of the main tower as shown in latest project documents greatly exceeds proximate neighborhood buildings, whether legacy (Harbour Towers, now The James), recent (Oswego Hotel) or proposed (Admirals Inn site). This development will also significantly exceed heights of the adjacent residential towers on Montreal and Quebec Streets, which are all in or under the 10 story range.

A tower of this height essentially re-writes the local “urban residential” character into “downtown core” residential. I live in a townhouse strata a block away from this site and did not move into this end of James Bay in retirement to find my street becoming host to new developments that promise in due course to deliver a local version of “Yaletown”, with block upon block of towered canyons dominating the neighborhood.

I am confident that approval of this tower at that height will open the door to further vertical densification in this area, and in short time a complete change in the neighborhood’s character. Moreover, with densification on this scale comes increased residential and service traffic, more parking congestion and further pressure upon our already constrained entry and egress to and within James Bay. Between residential, service and tourist-related traffic competing for space with new bike-driven impediments to local flows, this corner of James Bay is ill-suited to a significant increase in residential numbers as a 17 story tower (and others to follow) will bring. This is a simple matter of geography. We are already struggling to make our occasional trips in and out of James Bay past an unending and moving series of construction delays, event/protest-related obstructions on Belleville and so-called “traffic calming” impediments in all north-radiating routes.

In summary, while my home will be outside the imposing shadow of this tower, our neighborhood is being groomed by a private developer for transportation changes that the locale cannot efficiently support, and a neighborhood character change that will be overwhelming over time. I offer the Admiral’s Inn site proposal as an example of better alignment of community character and infrastructure capacity and urge that this proposal not be approved in this form and be modified accordingly.

Sincerely,

David Kyle

Edyth Bradley
Resident of James Bay
#3-508 Pendray Street
Victoria, BC
V8V 0A9

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

January 10, 2022

Dear Mr. Bateman,

RE: 210 KINGSTON ST
 214 KINGSTON ST
 218 KINGSTON ST
 224 KINGSTON ST
 1-224 KINGSTON ST
 2-224 KINGSTON ST
 3-224 KINGSTON ST
 507 MONTREAL ST
 205 QUEBEC ST

The residents of James Bay in the neighbourhood immediately adjacent to the proposed rezoning at Montreal/Quebec/Kingston are still very anxious about what will be allowed to be built there. Our neighborhood has a very strong community and we are most interested in having that community spirit continue on into the future. As such, we have discussed the proposed development amongst ourselves many times. We agree that the current proposal is lacking in many areas, functional and aesthetic.

If the developer wanted to put townhouses on the property as it is currently zoned for, then they could do so without community input. However, asking for a zoning change affects the community in a large way and rightly the community has concerns that need to be taken into account by the developer.

A concern is that proposed coverage does not allow for sufficient outdoor space that is available to be used by the residents. This is not a hotel or a rental so why is the landscaping looking like it is? This is a residence where there needs to be a place where residents can meet and become cohesive. I bring your attention to the property at the Laurel Point Condos. A large grassy area has been set aside for residents to enjoy. And they certainly do use that outdoor space to visit one another or in small groups. They use the space to let their doggies have a play time or to catch some vitamin D. Many people who live in condos do so out of economic necessity. This does not mean that they don't want to have an outdoor space. Some may even wish to do a bit of gardening and a dozen small 3' x 3' or 4' x 4' plots could be made available on a sign-up base.

This brings me to the 1889 built house at 224 Kingston. It should be repurposed a two or three unit condo. And, the many trees on the property should be saved. There are over a dozen healthy fruit trees on the property; apple trees,

peach trees, a pear tree, fig trees. The residents would benefit from having access to these. Destroying them is not beneficial.

The current development proposal is lacking in amenities for the residents. In contrast, the Laurel Point Condos has meeting rooms available to residents, a party room available to residents, an outdoor pool complete with bbq area available to residents, a woodshop/crafts room on the parking level which is well used and appreciated by the residents.

The issue of setbacks is another serious matter. The developer needs to better address the curvature of the street. Why can there not be two buildings; one on each corner? built on angles to the corners that gives sight lines open at the curved corners. These two buildings could be tiered. Starting from next to the existing townhouses on Quebec Street the proposed building could be tiered from a three storey to a five storey and finally to a seven storey angled at the corner. It could then proceed South on Montreal Street being tiered down again to a five storey and a three storey where it could connect to the next building, tiering up to five storey and again seven storey and then angle across the Kingston corner and then tier down again to a five storey and a three storey as it approaches the 224 Kingston house. A tiered building concept would be consistent with the existing Laurel Point Condo building design and the proposed building at 257 Belleville Street.



Another issue is parking. This proposal does not take into account that necessary public parking will be permanently removed from the area. Why can the first parking level not offer a few dozen public parking spots that is gated from the residential parking? As to access to the parking, I understand that the City of Victoria Highway Access Bylaw is in effect, but is there not provision for grandfathering in existing access? It is currently a parking lot and if parking is still going to be on the property why can the access points not remain in the same locations? surely this new bylaw applies to new parking.

I have been communicating with the developer in an attempt to set up a community meeting. Today I have received a response that I submit to you below:

Christine Gleed [REDACTED]
Mon 2022-01-10 12:18 PM

To: You

Hi Edy - Happy New Year to you as well! I hope 2022 is off to a great start for you. I'm sorry I've taken some time to get back to you. We've been replanning our consultation outreach in light of the current covid situation with Omicron. My daughter and I actually both tested positive last week, but are now feeling a little better thankfully. Just spending a bit more time in isolation to follow public health guidelines.

Regarding the meeting you have been planning for, we won't be doing any in-person group meetings until further notice, but we will be happy to schedule something online. After reviewing with my team, and giving some thought to our conversation prior to Christmas, I think it would be best to hold a larger community meeting at a later date. This is part of our plan already, but we were timing it to consider feedback we receive from the city so we can share what we learn and have an opportunity to plan a response to their suggestions and address any concerns.

What we are continuing to do in the meantime and would like to do with you and your neighbours is to meet with individuals and smaller groups to ensure that we are addressing their specific concerns. These are generally based on where they live in relation to the project site. We are finding this more focused type of meeting is much more effective because we can all spend the time on very focused concerns/ideas and have more opportunity to hear from each person. It's more meeting time for us, but also much more valuable time spent.

It would be great to schedule a time to meet with you and a couple of our team members to go over your specific list of concerns. If you have immediate neighbours that you would like to include, we would be happy to meet as a small group - in-person or online would work for us. We have offered similar meetings to all who have been in touch with us and have had very fruitful conversations so far. We will be sending out a newsletter soon to update neighbors on the project and remind residents that we are happy to schedule a time to meet and address their specific concerns as well.

For a meeting time, are you able to meeting during office hours, or would early morning/evening be better for you? Greg, Niall and I are all fairly flexible next week and would be grateful to find a time to meet with you.

I look forward to hearing from you. Kind regards, Christine

Christine Gleed

VP-Marketing & Communications

4520 West Saanich Road Victoria, BC, V8Z 3G4

From: Edyth Bradley [REDACTED]
Sent: Friday, December 31, 2021 3:00 PM
To: Christine Gleed [REDACTED]
Subject: Happy New Year

Hi Christine,
Wishing all the best to you for 2022.

I was hoping to hear back from you with a date, for a meeting with the developer in early January. Any progress to report on that? The neighbourhood is still anxious to move forward with a date.

Sincerely,
Edy Bradley BID

#3-508 Pendray Street
Victoria, BC V8V 0A9
cell [REDACTED]
[REDACTED]

As a community we will follow up with the developer to continue to let our concerns and thoughts be stated. City of Victoria staff has a role in this as well; to know the community concerns and to take them seriously as a positive contribution to the overall success of a development. No one; not the developer, not the architect and not the city planners know the community, the location and the specific site as intimately as the immediate residents that walk the property perimeter daily.

As a worried community we are counting on City Staff to ensure that there is the best possible outcome for all tax payers in the area, not just the developer.

Sincerely,
Edyth Bradley

Edy Bradley BID
#3-508 Pendray Street
Victoria, BC
V8V 0A9

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

February 20, 2022

Dear Mr. Bateman,

Re: Proposed Geric development Quebec at Montreal

A seventeen storey high-rise on a zone that is for three storey buildings is unsuitable: That is not today. That is not today's culture. That is not today's intelligence for a healthy population. That is not consciousness of environment. That is not progress. We know from the excellent reporting (See JBNA presentation of February 9, 2022, ***JBNA Air Quality Initiative (PM2.5) Update***) that the cruise ships leave a nasty pollution footprint in James Bay. New construction should be part of the solution, not part of the problem. And I don't mean with rain run-off gardens and silver or gold star LEED building accreditation. Here is an example of a solution for your consideration; a multi-tiered building where every tier is fully landscaped with plantings that mitigate the pollution factor:





or



or

I respectfully draw your attention to the following article:

<https://www.smartcitiesdive.com> › [7-reasons-why-high-...](#) ▼

[7 Reasons Why High-Rises Kill Livability | Smart Cities Dive](#)

He says, "high-rise buildings are subject to the effects of too much sun and too much wind on their all-glass skins. And all-glass skins are, despite many ...

<https://www.smartcitiesdive.com/ex/sustainablecitiescollective/7-reasons-why-high-rises-kill-livability/561536/>

What do you do when you're the city of Portland and millions of people are supposed to move into your city in the coming decades and you have an urban growth boundary? Build up, right? To a certain extent yes, but not above the fifth floor, says world-renown architect [Jan Gehl](#). "I would say that anybody living over the fifth floor ought generally to be referring to the airspace authorities. You're not part of the earth anymore, because you can't see what's going on on the ground and the people on the ground can't see where you are," he warns. As the [Portland Comprehensive Plan](#) update is underway, residents are looking on with alarm as the city is proposing to allow building heights up to 40 stories in such questionable places like historic neighborhoods and bridgeheads all in the name of density.

The high-rise is not the only answer to density. In fact, it may be a very unsuitable solution that undermines the character, livability, social fabric and even the public health of a city.

Below are 7 reasons why high-rises kill livability:

1. High-rises separate people from the street

According to Gehl, a city is best viewed at eye-level. Sure the views from a high-rise can be stunning, but you aren't able to see people in a way that allows for connection. Because it's not as easy as walking out your front door, people who live on the high floors of a high-rise are less likely to leave their houses. This separates people from the outdoors, the city and from other people. "What high-rise does is separate large numbers of people from the street, so we end up with a city that is detached from street life, we end up with a city that is based on enclaves and gated communities," says urban planning expert Michael Buxton.

And Gehl maintains that "meaningful contact with ground level events is possible only from the first few floors in a multi-story building. Between the third and fourth floor, a marked decrease in the ability to have contact with the ground level can be observed. Another threshold exists between the fifth and sixth floors. Anything and anyone above the fifth floor is

definitely out of touch with ground level events."

2. High-rise scale is not the human scale

High-rises are simply so tall that they make no visual sense to a pedestrian at eye-level. You can't even see the whole building unless you're in another high-rise. You become lost and engulfed in glass and steel canyons which can be isolating and dehumanizing.

The Preservation Institute tells us that when you walk through a traditional urban neighborhood, with buildings five or six stories high, you can see the faces of people looking out of their windows, and you can see personalizing details such as flowerpots in windows. When you walk through a high-rise neighborhood, you cannot see this sort of thing in most of the building's facade. In other words, you lose sight of the human-scale in high-rise neighborhoods.

3. High-rises radically reduce chance encounters and propinquity

Because high-rises tend to separate people from the street and each other, they greatly reduce the number of chance encounters that happen, which are crucial to the liveliness of a city and to creating social capital. And because people are cooped up in tall buildings, they are less likely to experience propinquity, a concept introduced to me by architect and urban designer, Kevin Kellogg.

Propinquity is "one of the main factors leading to interpersonal attraction. It refers to the physical or psychological proximity between people. Propinquity can mean physical proximity, a kinship between people, or a similarity in nature between things," according to Wikipedia. Propinquity happens in public spaces – on the street, in parks, public transportation and city squares. High-rises diminish people's participation in public

spaces and therefore diminish propinquity.

Living in a high-rise creates a very finite and encapsulated world in and of itself. The high-rise becomes your world, especially those which include a restaurant, market, gym and other amenities. You never have to go outside or encounter other people. Plus, this phenomenon creates the opposite effect of public spaces. It ensures that people mostly interface with others of the same socioeconomic strata. High-rises literally create silos, both physical, social and psychological.

4. High-rises are vertical sprawl

How could high-rises possibly be sprawl as they take up so little actual land? Sprawl is when something is built inefficiently and takes up too much space. With high-rises, they take up too much vertical space for something (in this case dense housing) that could be achieved with much

less height.

Think of the South Waterfront in Portland, a sea of speculative high-rises that largely remain empty. Not unlike suburban sprawl that promotes isolation and is often devoid of people on the streets, high-rises offer up the same problems, but just from a vertical perspective. Plus, not unlike the vast swaths of suburban tract homes that are built during an economic bubble that often end up empty, high-rise bubbles can be just as unrealistic.

5. High-rises=gentrification and inequality; Low/Mid-rises=resiliency and affordability

According to Suzanne H. Crowhurst Lennard, co-founder and director of the Making Cities Livable International Council, "the construction industry is a powerful engine for fueling economic development. Tall buildings offer increased profits for developers. However, the higher a building rises, the more expensive is the construction. Thus, the tallest buildings tend to be luxury units, often for global investors. Tall buildings inflate the price of adjacent land, thus making the protection of historic buildings and affordable housing less achievable. In this way, they increase inequality."

On the other hand, says Making Cities Livable, "small footprint shops and apartments in a fine textured urban fabric yield smaller profits, spread out among many individuals and businesses in the community. Over centuries, this human scale urban fabric has proved to be adaptable to changing political and economic times, making the community resilient, and durable. The City of Paris, with buildings no taller than 100', supports continuous retail along the street, making every neighborhood walkable."

6. Are High Rises Even Green?

Contrary to public opinion, which thinks high-rises must be sustainable because they allow for so much density, Patrick Condon of the University of British Columbia says that high-rise buildings are not green at all. He says, "high-rise buildings are subject to the effects of too much sun and too much wind on their all-glass skins. And all-glass skins are, despite many improvements to the technology, inherently inefficient. Glass is simply not very good at keeping excessive heat out, or desirable heat in. Our high-rises, according to BC Hydro (the province of British Columbia's main electric utility) data, use almost twice as much energy per square metre as mid-rise structures."

Moreover, Condon says that high-rise buildings are less adaptable than mid-rise structures, and therefore are inherently less sustainable. Furthermore, he says, high-rise buildings are built largely of steel and concrete and are less sustainable than low rise and mid-rise buildings built largely of wood; steel and concrete produce a lot of GHG. Wood traps it. Concrete is 10 times more GHG-intensive than wood.

600x90 horizontal banner

7. High Rises are not good for your health

This assertion may sound laughable to some, but the effects of the high-rise on mental health have been researched and documented. Psychologist Daniel Cappon writes in the Canadian Journal of Public Health that high-rises keep children and the elderly from getting the exercise the extra effort it takes to get outside encourages them to stay at home and flip on the TV. High-rises, he says, also deprive people and especially children of "neighborhood peers and activities." And he believes that the level of alienation and isolation, things that have been proven to negatively impact health and even shorten people's lives, increase with the height of the building.

In conclusion, I'll quote Cappon at length:

"What is there to say? We must have the incontrovertible evidence and the mechanism whereby the high-rise leads to the low fall of urban humanity. Meanwhile, we must not go on blindly building these vertical coffins for the premature death of our civilization.

What shall we do instead while we are wanting to learn the ultimate facts? We can satisfy the economy needs for high density per land acre, which of itself is not likely to produce ill health, while restricting height and redistributing spaces in terraced, human-scale fashion, supporting social confluence and relationships or, at least, not impeding the nurturing of precious human resources."

In conclusion:

The proposed zone change is not consistent with the James Bay Community Plan nor the OCP. and therefore should be denied.

There is sufficient land elsewhere for high density residential use.

The current design does not offer enough amenities.

The current design does not provide adequate parking in that it is removing a well used public parking venue without replacement of those needed spaces.

The current design causes loss of amenities to neighbouring properties such as; loss of light; overshadowing; overlooking and over dominance.

The current design proposal is not in keeping with the surrounding area.

The current design does not respect the 1889 built character building in the area.

The current design does not provide sufficient private and public open space.

Let us all be mindful of the future and let us leave a legacy that is suitable today and in the years to come. Let us not make a serious error on our watch.

Sincerely,

Edy Bradley BID

cc:

Niall Paltiel, Geric Construction

Stephen Andrew Councilor, City of Victoria

From: Terry glass [REDACTED]
Sent: March 5, 2022 3:02 PM
To: Development Services email inquiries; [REDACTED]
Subject: Proposed development at Montreal, Quebec and Kingston St

As a resident of Kingston St I would like to voice my opinion of this development. I vehemently oppose the idea of a 17 story condominium development at this location.

This part of James Bay is already over saturated with condominiums, hotels and restaurants. The addition of 112 more homes would significantly impact the already limited areas for people to park when coming to James Bay to enjoy Fisherman's wharf, marathon runs, bike races and parks. Not to mention the impact of how it would affect the already minuscule number of street residential parking.

When the cruise ships are operating, this part of James Bay has an enormous amount of pedestrian traffic in addition to the vehicle traffic. Like it or not the hard truth is that people still drive cars and need places to park while supporting the local businesses. James Bay does not need more residential density.

The proposed development is also planning for commercial space and a childcare centre. This is laughable , Geric Construction clearly did not research the demographics of James Bay . We are an elderly community built of mostly retirees, I don't know of anyone around here that has children.

I know I am not alone in protesting this ridiculous development and am urging the City of Victoria to deny the re zoning application before it's too late. These greedy developers clearly don't care about our community.

Sincerely,
Terry Glass
C-135 Kingston St
Victoria BC
V8V 1V3
Sent from my iPad

Hello Stephen,

I hope this email finds you well. There is a lot on your plate!

I support the letter sent to you by Edy Bradley - highlights below:

1. That a tiered building would be more suitable than a high-rise.
2. That the tiered building should have tree plantings on each and every level to help mitigate the pollution James Bay gets from the cruise ships.
3. That building design authorities note that buildings over 5 story's high are not supportive of community spirit and well-being.
4. And then I restate the concerns listed previously, namely:

The proposed zone change is not consistent with the James Bay Community Plan nor the OCP. and therefore, should be denied.

There is sufficient land elsewhere for high density residential use.

The current design does not offer enough amenities.

The current design does not provide adequate parking in that it is removing a well-used public parking venue without replacement of those needed spaces.

The current design causes loss of amenities to neighboring properties such as; loss of light; overshadowing; overlooking and over dominance.

The current design proposal is not in keeping with the surrounding area.

The current design does not respect the 1889 built character building in the area.

The current design does not provide sufficient private and public open space.

Thank you,

Priscilla Tumbach

Hello

I am incredibly upset that the city is even considering this development that will negatively impact the neighbourhoods of Montreal, Quebec, Pendray and Kingston streets. This development is requesting a drastic change to existing variances, density and is planning for a dauntingly aggressively sized tower. I fear this development will be only for the wealthy, the highest of bidders and at the expense of my neighbourhood's quality of life and health. We will be directly losing 3 affordable rental units and divide my eclectically diverse neighbourhood into "the Haves" and "have nots", as always favouring "the haves".

I realize development needs to occur, but in this area it will never be affordable housing, despite the promises made to local vulnerable residents, desperate to avoid unbearable rental costs.

As climate change worsens, more and more wealthy people are looking to secure multiple alternative housing options for themselves. I understand why, but it still leads to absentee land owners, and with this development it is mostly cement and concrete landowners. As you know, People living in a neighbourhood care and invest in the community. People with even a small patch of green space maintain, cherish and socialize in that space. Neighbourhoods can create a sense of community and belonging, which in turn has the most significant buffering effect to various societal woes. Please consider how these developments destroy the larger Neighbourhood. I personally am already struggling to pay the property tax, and in the future I would be challenged to provide an affordable rental unit should the opportunity arise.

I am horrified by what it will do to my family. I am now required to work from home as a virtual nurse, needing relative quiet for patient assessment and counselling via skype/zoom. Not only will it leave me unemployed, it will be a living hell suffering through 16 level construction for my neighbours and my family.

Industrial traffic and frustrating detours will make the streets dangerous for children and slow moving pedestrians. It will take away sunlight, green space, food producing gardens and add unhealthy (causing silicosis) clay dust and particles to the air. In the past, modest construction cause water shifting resulting in damage to our strata sidewalks and unstable clay pockets troubled local builders, I fear this large scale of construction is untested in this area.

Noise and industrial traffic, deeply effects shift workers and elderly residents. Noise and traffic will strip residents and visitors of the health benefits and joy of walking and socializing. It will deter beneficial wildlife and tourists from engaging with the community.

As you know we have a high number of seniors in the area, not only is this noise unsettling especially to those with dementia but also has direct health effects, blood pressure rises, more incidents of heart attacks, stroke, and various respiratory issues.

To the builders specifically,

I empathize that you probably have a lot of money invested in this project. I imagine for some of you, this is your legacy project but I ask you to consider your legacy not just in terms of a concrete monument but instead how you are affecting the lives of the current and future residents of this James Bay Neighbourhood. I agree with many of my neighbours please consider only reasonable scale development where people stay and contribute to the social fabric of the James Bay.

Thank you for your consideration

Kelly Drabit 236 Kingston

Regarding the above proposal (Folder # CLC00358, REZ00804), I am writing to ensure your awareness that a probably large majority of residents in the immediate neighbourhood of this development do not oppose the design that has been submitted to the City for this project.

I live at one of the two large condominium buildings (known as Harbourside) in one of the many apartments directly facing the property concerned, where the new development will have major and direct impacts on the views from our windows and the sunlight on our decks (among other things, including the noise and inconvenience of traffic and construction plus the unaesthetic and incompatible mass of the proposed high-rise structure).

Nevertheless, I recognize that this property cannot remain a parking lot forever -- and if something is to be constructed there, then I believe the various components included in this proposal will have a net positive effect on the quality of life in our neighbourhood. And if the decision to be made on the shape of its main tower involves a choice between the proposed relatively slim and tall structure and a six- or seven-storey building over a considerably larger footprint, then we who will be most directly affected by this choice strongly prefer the former with its smaller footprint. This design was arrived at by the project proponents after substantial and worthwhile consultation with those of us in the immediate neighbourhood, and it is reasonably responsive to the major concerns that we raised.

The above views were clearly expressed during the James Bay Community Association's Zoom consultation on this project several weeks ago, although its report on that meeting said little about them.

Accordingly, I want to confirm that if this project is to proceed, most of its immediate neighbours whose quality of life would be most seriously impacted by the development are strongly opposed to replacing the envisioned tall and slim structure with a lower-lever multi-storey mass spread over a larger footprint.

Thank you for this opportunity to comment on this matter currently under your consideration, and please don't hesitate to contact me if you have any questions or concerns about the foregoing.

Dr. Robin H. Farquhar (#700, 636 Montreal St.

From: Edyth Bradley [REDACTED]
Sent: May 12, 2022 10:53 AM
To: Rob Bateman <rbateman@victoria.ca>; Councillors <Councillors@victoria.ca>
Subject: DPV00191 Kingston, Montreal, Quebec

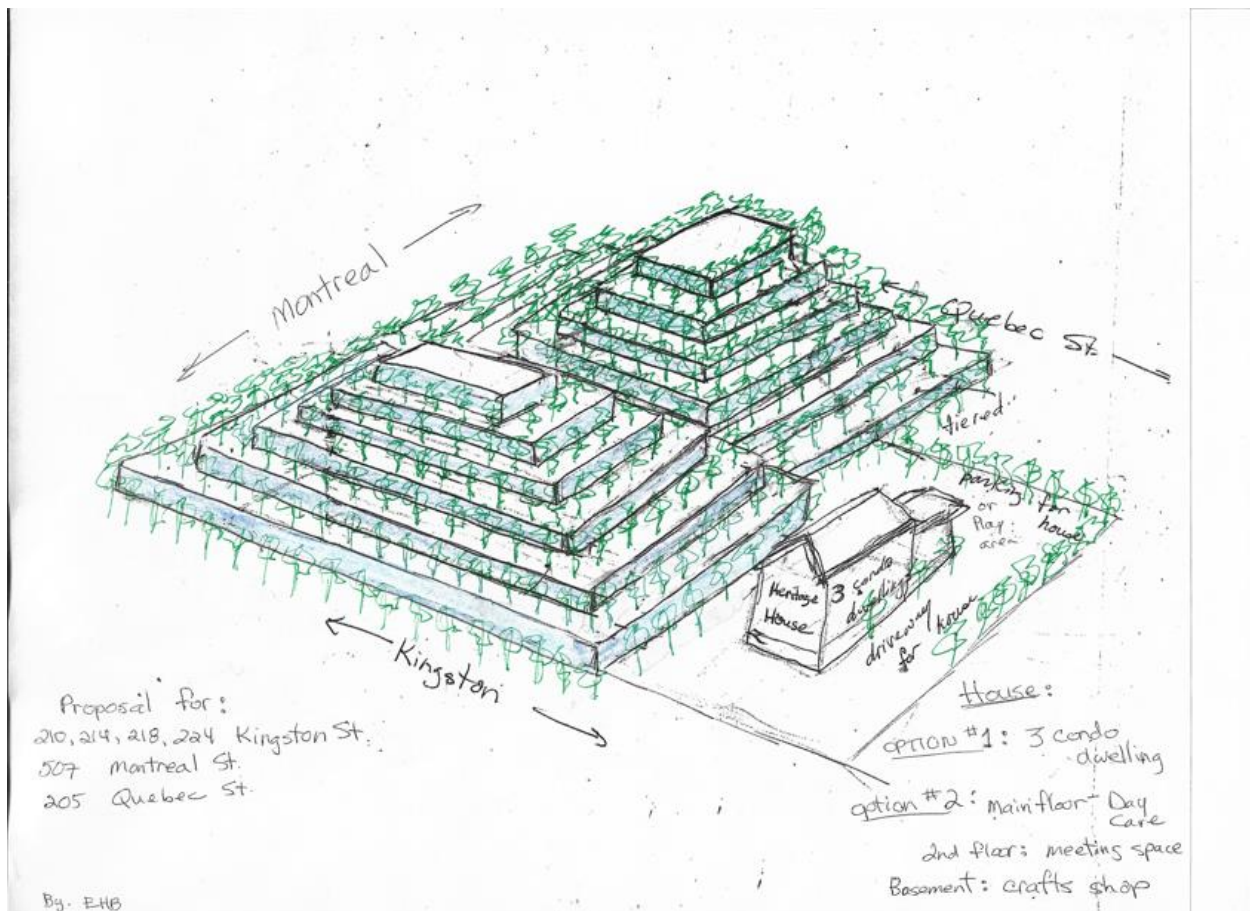
Dear Sir,

I reviewed the May 5th, 2022 re-submission as posted on the Development Tracker web site and am **extremely** disappointed in the developer's lack of substantial changes from the original proposal. A fifteen-storey tower at that location is still too high. There are many other designs that would suit better to the location. Please have staff encourage the developer to consider completely different approaches. Ones that would make better livable spaces for the new occupants and make better community for all.

Attached is a multi-level tiered proposal that could be treed at every level to deal with the intense particulate matter that drifts right over that site from the many cruise ships, rather than being a tower which holds the drift into place.

Additionally, repurpose the heritage house to become the day care on the main floor, meeting space on the upper floor and a shop/crafts space on the lower floor.

Good, thoughtful design is needed here, not a fall-back to standard tower building. The location is wrong for a tower. We can and should do so much better than this. Look to the future with design elements, not the past. This is an extremely important issue for we James Bay residents and we are losing sleep over the proposal as it stands and over the crassness of the developer.



PS:

The developer, who now owns the heritage house, cut the heat off for the two remaining tenants. One tenant has given up and is moving out (just as the developer intends). The grounds have not been cut nor cleaned since the purchase. It has half a meter high grass and fallen debris from the harsh winter in the yard and on the boulevard. The roof tiles are blown onto the boulevard. This is classic demolition by neglect. What can you as city staff and council do to influence what happens in our city?

Edy Bradley BID

#3-508 Pendray Street

Victoria, BC V8V 0A9

cell [REDACTED]

[REDACTED]

From: MARY KEHLER [REDACTED]
Sent: May 12, 2022 12:00 PM
To: Rob Bateman <rbateman@victoria.ca>
Subject: FW: DPV00191 Kingston, Montreal, Quebec

I agree with content of this letter & endorse it.

Mary Kehler
4-508 Pendray Street

Sent from my Bell Samsung device over Canada's largest network.

----- Original message -----

From: Edyth Bradley [REDACTED]
Date: 2022-05-12 10:58 a.m. (GMT-08:00)
To: Anthony Theocharis [REDACTED], Mary Kehler [REDACTED]
[REDACTED] Kelly Drabit [REDACTED] Mary Hubble [REDACTED]
Priscilla Tumbach [REDACTED], Lorraine Stundon [REDACTED]
"Dr. Burton Voorhees" [REDACTED] Juhree Zimmerman [REDACTED] Gail Patterson
[REDACTED], Marg Gardiner [REDACTED], Pamela Madoff
[REDACTED]
Subject: Fw: DPV00191 Kingston, Montreal, Quebec

I sent this email to the city this morning. If you agree with the thoughts please endorse it and forward it to Rob Bateman and Council.
Also please forward to your concerned neighbours. The review process for the resubmitted drawings has begun at city hall. This is of immediate importance.

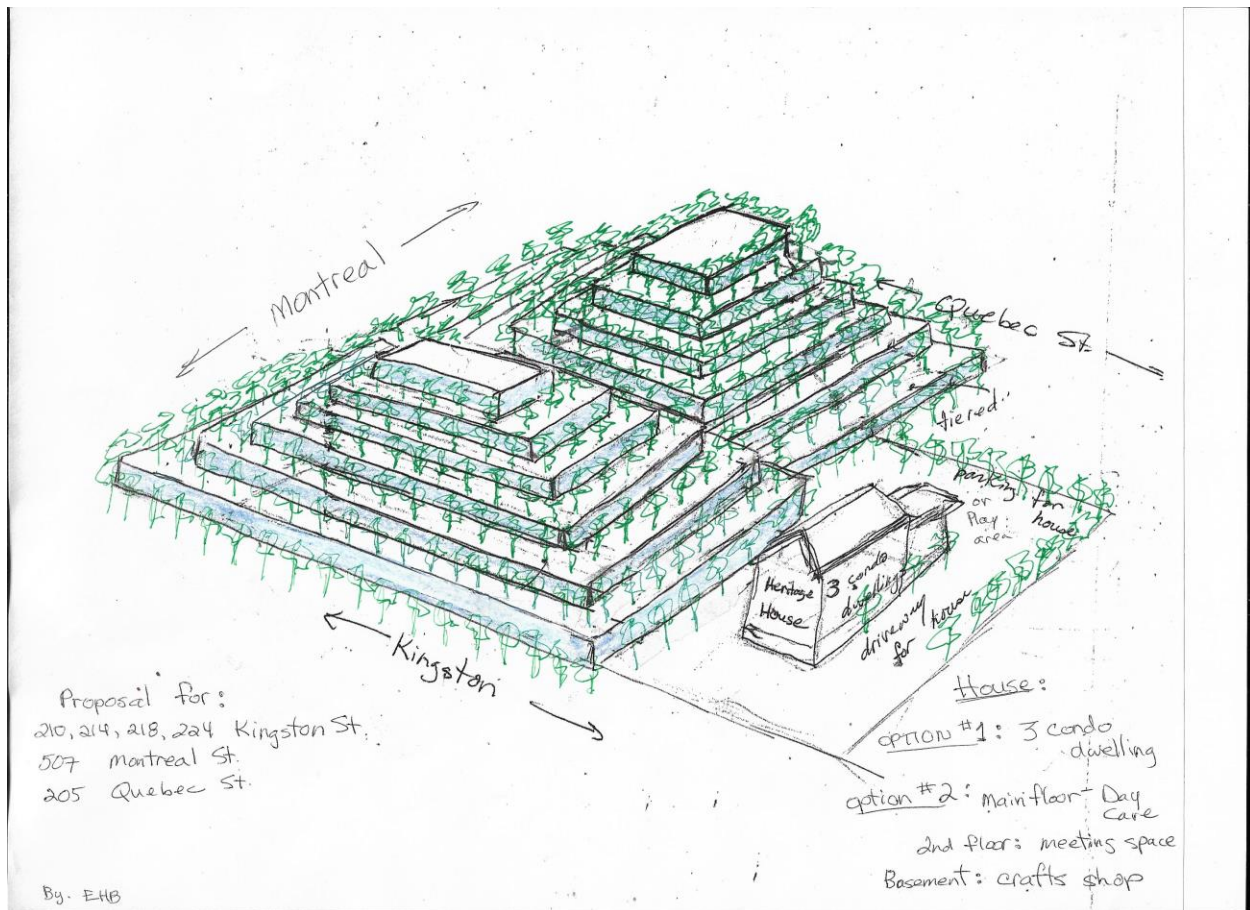
From: Edyth Bradley
Sent: May 12, 2022 10:52 AM
To: Rob Bateman <rbateman@victoria.ca>; councillors@victoria.ca <councillors@victoria.ca>
Subject: DPV00191 Kingston, Montreal, Quebec

Dear Sir,

I reviewed the May 5th, 2022 re-submission as posted on the Development Tracker web site and am **extremely** disappointed in the developer's lack of substantial changes from the original proposal. A fifteen-storey tower at that location is still too high. There are many other designs that would suit better to the location. Please have staff encourage the developer to consider completely different approaches. Ones that would make better livable spaces for the new occupants and make better community for all. Attached is a multi-level tiered proposal that could be treed at every level to deal with the intense particulate matter that drifts right over that site from the many cruise ships, rather than being a tower which holds the drift into place.

Additionally, repurpose the heritage house to become the day care on the main floor, meeting space on the upper floor and a shop/crafts space on the lower floor.

Good, thoughtful design is needed here, not a fall-back to standard tower building. The location is wrong for a tower. We can and should do so much better than this. Look to the future with design elements, not the past. This is an extremely important issue for we James Bay residents and we are losing sleep over the proposal as it stands and over the crassness of the developer.



PS:

The developer, who now owns the heritage house, cut the heat off for the two remaining tenants. One tenant has given up and is moving out (just as the developer intends). The grounds have not been cut nor cleaned since the purchase. It has half a meter high grass and fallen debris from the harsh winter in the yard and on the boulevard. The roof tiles are blown onto the boulevard. This is classic demolition by neglect. What can you as city staff and council do to influence what happens in our city?

Edy Bradley BID

#3-508 Pendray Street

Victoria, BC V8V 0A9

cell [REDACTED]

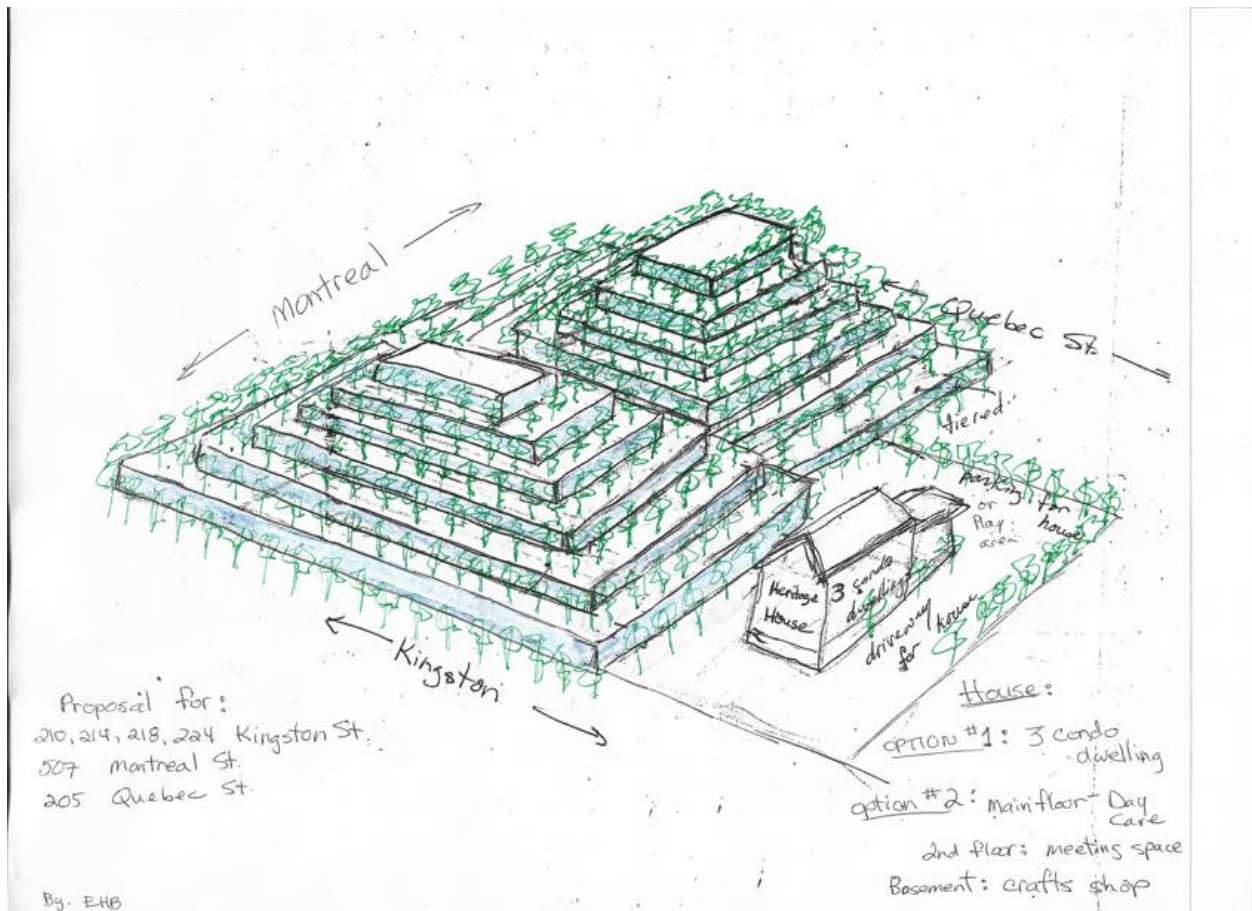
[REDACTED]

Dear Sir,

I reviewed the May 5th, 2022 re-submission as posted on the Development Tracker web site and am **extremely** disappointed in the developer's lack of substantial changes from the original proposal. A fifteen-storey tower at that location is still too high. There are many other designs that would suit better to the location. Please have staff encourage the developer to consider completely different approaches. Ones that would make better livable spaces for the new occupants and make better community for all. Attached is a multi-level tiered proposal that could be treed at every level to deal with the intense particulate matter that drifts right over that site from the many cruise ships, rather than being a tower which holds the drift into place.

Additionally, repurpose the heritage house to become the day care on the main floor, meeting space on the upper floor and a shop/crafts space on the lower floor.

Good, thoughtful design is needed here, not a fall-back to standard tower building. The location is wrong for a tower. We can and should do so much better than this. Look to the future with design elements, not the past. This is an extremely important issue for we James Bay residents and we are losing sleep over the proposal as it stands and over the crassness of the developer.



PS:

The developer, who now owns the heritage house, cut the heat off for the two remaining tenants. One tenant has given up and is moving out (just as the developer intends). The grounds have not been cut nor cleaned since the purchase. It has half a meter high grass and fallen debris from the harsh winter in the yard and on the boulevard. The roof tiles are blown onto the boulevard. This is classic demolition by neglect. What can you as city staff and council do to influence what happens in our city?

Edy Bradley BID

#3-508 Pendray Street
Victoria, BC V8V 0A9

I am in full agreement with Edyth Bradley's letter, I would also like to add, an additional resident in the heritage house is forced to move out due to Rat population not being kept in check, in addition to the below heat and safety concerns. It is James Bay, regular rat control is essential especially before any construction as any unchecked population will be transferred to the surrounding homes.

Kelly Drabit

We are strongly opposed to this development as it now stands. It is far too tall for the neighborhood and does not fit in with the surrounding buildings. The building is also too close to the sidewalks.

Ann Rempel
307-225 Belleville Street
Victoria BC V8V 4T9

Dear Council members,

We would like to register our strong disapproval of the proposed bldg at the corner of Quebec and Montreal. This tower is completely out of proportion with the heights in the rest of the neighbourhood.

We urge you to force the developers to revise their plan at the very least to greatly reduce the height of the tower

Yours,

Deborah and John Begoray
225 Belleville St.

Dear Mayor and Council:

It has been brought to my attention a proposed agreement between the developer, Mike Geric, and Victoria Council, to allow for increased height and density at the Kingston parking lot development in exchange for an amenity of some sort on the Menzies St. proposal.

I have been informed that this will be due for a vote of approval at the Thursday council meeting.

As this development does not currently fit with the OCP, (I believe), This proposal should be allowed a public hearing and discussion in all fairness to those who will be affected by it. To rush it through in a week, without properly informing the neighbours nearby is undemocratic and blatantly offensive.

The height and location should be subject to scrutiny to the light of day. The current buildings along the south side of the harbour have a unified appearance, height and colour. This tower is going to stick out like a sore thumb when viewing from the other side of the harbour. I realize something will be done on this side but this could be achieved by eliminating the townhouses and spreading the building into a lower crescent shaped design covering more of the parking lot.

Please allow time for a public hearing and further discussion on this proposal.

One feels that Victoria is being sold out to developers strictly for a larger tax base for the City.

Thank you for listening,

Judy Gaudreau
James Bay Resident, across the street from the proposed tower.

It is absolutely insane that this mayor and council are trying to evade a CALUC hearing on the development of a 17th floor high rise on the parking lot at Montreal and Quebec Streets. We, as taxpayers and concerned citizens, have every right for input to express our concerns in this regard.

Seems you are all in the pockets of the developers!
Roll on the next election and most of you are out.

COMPLETELY UNDEMOCRATIC trumpery!!!!

Kate Hanley
908-255 Belleville St.
Victoria V8V 4T9

Please do not approve a 17 story tower, completely out of scale in our neighbourhood. 12 stories or less would be much better.

James Christopher Lovelace
245 Belleville Street
Victoria V8V 1X1

Dear Sirs: This development is too tall. It is considered excessive and should be in line with the height of current apartment/ condo buildings in the area. Also the increased auto & foot traffic in the James Bay Area is already starting to become a problem and will cause more congestion. This is no longer a seasonal problem and is becoming an annual event due to the increased tourists business as well as including the cruise ship industry in the summer. In the event of an evacuation due to an earthquake or other disaster, how will we all get out of the James Bay Area to safer ground with the limited routes that are currently available???

Please reconsider the height of the proposed development and REDUCE it so that it fits into the neighbourhood and does not stand out like a white elephant.

Thank you. Tom Locke, 225 Belleville Street Victoria.

Regarding development proposal for:

Folder # CLC00358

Location:

210 KINGSTON ST
214 KINGSTON ST
218 KINGSTON ST
224 KINGSTON ST
1-224 KINGSTON ST
2-224 KINGSTON ST
3-224 KINGSTON ST
507 MONTREAL ST
205 QUEBEC ST

I support higher density development in our neighbourhood, however I believe this particular development should be restricted to no more than 12 stories. The Official Community Plan restricts developments in this area to 6 stories. I believe giving the developer the option to build up to 12 stories is generous. As well, this height is more in keeping with the existing developments in the area and throughout James Bay.

Should you approve this development as it is proposed you will be setting a precedent for future developments that will continue to erode views of the mountains west of the city and create a walled-in neighbourhood surrounded by massive high-rises. An area of similar ambiance that comes to mind is Coal Harbour in Vancouver, a community that I would rather not recreate here in Victoria.

Thank you for your consideration.

Sincerely,

John Reilly
407-250 Douglas Street
Victoria, BC
V8V 2P4

I want to express my grave concern that our community is going to become like a mini Vancouver. I support mixed housing and density that works within in the natural landscape. Buildings that continue to be erected over 12 stories block sunlight, add excess light pollution and create wind tunnels.

I would be shocked to hear that the proposed 17 story building (folder # CLC00358) will address the needs of affordable housing in our community.

Sincerely,
Kim O'Leary
250 Douglas St
Suite 407

Hello,

This property has been bought as part of a land assembly for development:

Montreal and Quebec – Updated Submission for Rezoning and Development Permit
Property Addresses: 597 Montreal St., 205 Quebec St., and 210, 214 & 224 Kingston St
by Geric Developments.

They purchased this property last year and have neglected to maintain the house and the yard. The developer has been very irresponsible to the community, and to the occupants and shows a general disregard for the city at large. While the developer is trying to get a new zone through with density that far outreaches the bylaws, (which the whole community has argued against for the past 11 months) one would think that they would be wise to take care of what they own. This speaks to the general arrogance and disrespect the developer has shown all along to the community and to the city. It is an eyesore to the neighbours and the tourists. Not only an eyesore but also a danger.

Because the property has been left derelict, a herd of deer has taken up residence there. These are four fully grown bucks with large racks that pose a danger to anyone walking by, neighbourhood, dog walkers, tourists. Please see photos below.











Notice the height of the grass in the yard and on the boulevard in front of the house.

Please take this fact and this disrespect into account when you consider their proposal.

Edy Bradley BID
Banfp Design Group Ltd.
#3-508 Pendray Street
Victoria, BC V8V 0A9

Dear Ms. Thornton-Joe,

Thank you for your interest in the issue of Folder Number REZ00804 at Montreal/Quebec/Kingston rezoning proposal. Please refer to:
<https://tender.victoria.ca/webapps/ourcity/Prospero/Details.aspx?folderNumber=DPV00191>

When the time comes for you to consider this proposal, I beg you to please recall the many ways that this proposal is not supported by Planning and Development guidelines:

Development Permit Areas:



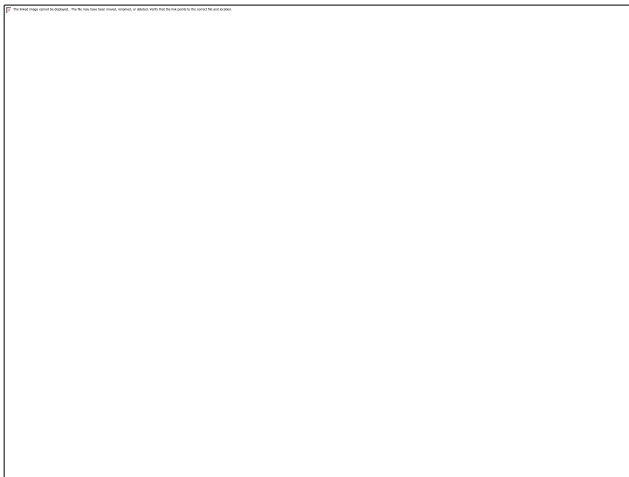
This proposal is not a piece of high-quality architectural design. It does not reflect the beauty of connection to the maritime gateway that is attractive from many viewpoints. A tiered design would better blend in with the surrounding buildings which are tiered:



Laurel Point Residence



Laurel Point Inn



Official Community Plan:



The OCP states that this address is considered Urban Residential and as such the building forms include townhouses, row-houses, low and mid-rise apartments. Mid-rise is defined as a building 5 to 9 storeys in height. The REZ00804 proposal asks for 15 storeys.

Solutions could take something like this form:



A design that is tiered and has trees on surrounding balconies on every on every side that contributes to the beauty of the area and also mitigates the pollution drifting directly in this direction from the Ogden Point cruise ships. (Please refer to JBNA study JBNA Air Quality Initiative (PM2.5) Update:)

OCP Section 20 Local Area Planning:



Urban Residential give consideration to "open space", "local character", "heritage conservation" which this proposal does not.

OCP Section 21:

Please Note:

"Commercial development in Legislative Precinct and James Bay Village".

"Maintain Character areas".

"Enable adaptation and renewal of existing building stock".

The 1889 built heritage house at 224 Kingston could be adapted and renewed.

OCP Figure 8: Urban Place Guidelines



Please Note:

"Low-rise and mid-rise".

"Ground-oriented multi-unit residential".

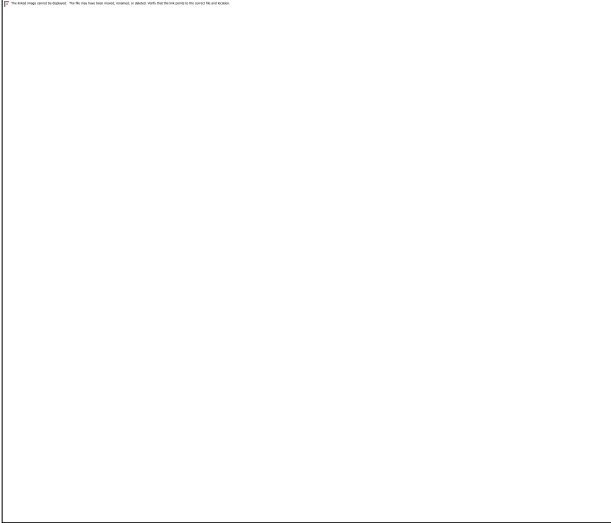
"Density up to 2:1" not 3:1 as proposed

James Bay Neighbourhood Plan:

The developer has chosen to reflect the character of one 1970's built condo on the periphery rather than the community as a whole.

The developer has chosen to reflect the character of one 1970's built condo on the periphery rather than the community as a whole.

The developer has chosen to reflect the character of one 1970's built condo on the periphery rather than the community as a whole.



Pier One, 640 Montreal Street

The developer has chosen to reflect the character of one 1970's built condo on the periphery rather than the community as a whole.

The developer has chosen to reflect the character of one 1970's built condo on the periphery rather than the community as a whole.

The developer has chosen to reflect the character of one 1970's built condo on the periphery rather than the community as a whole.

The developer has chosen to reflect the character of one 1970's built condo on the periphery rather than the community as a whole.

| | |
|---|---|
| <small>PDF GENERATED BY THE CITY OF VICTORIA. THIS IS A PUBLIC DOCUMENT. THE CITY OF VICTORIA DOES NOT ACCEPT RESPONSIBILITY FOR THE CONTENTS OF THIS DOCUMENT.</small> | |
| <small>City of Victoria Planning and Development Department</small> | |
| <small>City of Victoria Planning and Development Department</small> | <small>City of Victoria Planning and Development Department</small> |

Folder Number REZ00804 proposal includes the demolition of an 1889 built Victorian Italianate house that the community is struggling to advocate for retention. Please see attached petition. James Bay Neighbourhood Plan values its heritage buildings.

CITY OF VICTORIA HERITAGE ADVISORY PANEL:

"Increased density is a direct threat to the heritage homes, and there should be more attention to overlaying the heritage status of existing buildings with policies for increased density."

| |
|---|
| <small>City of Victoria Planning and Development Department</small> |
|---|

The above quote is from a City of Victoria Heritage Advisory Panel Meeting held February 8, 2022 pertaining to a Fairfield property but is equally relevant in James Bay.

OCP Density Bonus Policy:

| |
|---|
| <small>PDF GENERATED BY THE CITY OF VICTORIA. THIS IS A PUBLIC DOCUMENT. THE CITY OF VICTORIA DOES NOT ACCEPT RESPONSIBILITY FOR THE CONTENTS OF THIS DOCUMENT.</small> |
|---|

| |
|---|
| <small>PDF GENERATED BY THE CITY OF VICTORIA. THIS IS A PUBLIC DOCUMENT. THE CITY OF VICTORIA DOES NOT ACCEPT RESPONSIBILITY FOR THE CONTENTS OF THIS DOCUMENT.</small> |
|---|

Please note: "It should not be assumed that a rezoning proposal will be approved simply because amenity contributions are proposed."

| |
|---|
| <small>City of Victoria Planning and Development Department</small> |
|---|

This site is of a size to have community space for public use and should do as it is a city block long, and on the major route of tourists walking from cruise ships to downtown.

This project is a perfect example of an opportunity to retain a heritage building as an amenity.

OCP Section 15:



Please note: "Provides opportunities for those who are affected by a decision to be involved in the decision-making process."



Please note:

"No one knows their community better than the people who live, work and lay in Victoria's diverse neighbourhoods."

"It enables Council to understand diverse perspectives and make well-informed decisions that reflect community needs and aspirations."

"Equally important to this, we engage and convene residents because in doing so helps to build community and increase individual and collective well-being."

"...and feel they have an active role in shaping the city."

"Effective engagement means that we take everything we hear under consideration as decisions are made."



Please note:

"We will look to you for direct advise and innovation in formulating solutions and incorporate your advice and recommendations into decisions to the maximum extent possible."

"We will implement what you decide."

Please refer to the JBNA CALUC meeting document pertaining to this site to understand the community opposition to this rezoning proposal.

In summary, it is not the concept of developing this site that is inappropriate, it is the insensitive design proposed, the density proposed, the 15-storey height proposed and minimal set-backs proposed that are unacceptable at this location. It does not follow City of Victoria guidelines.

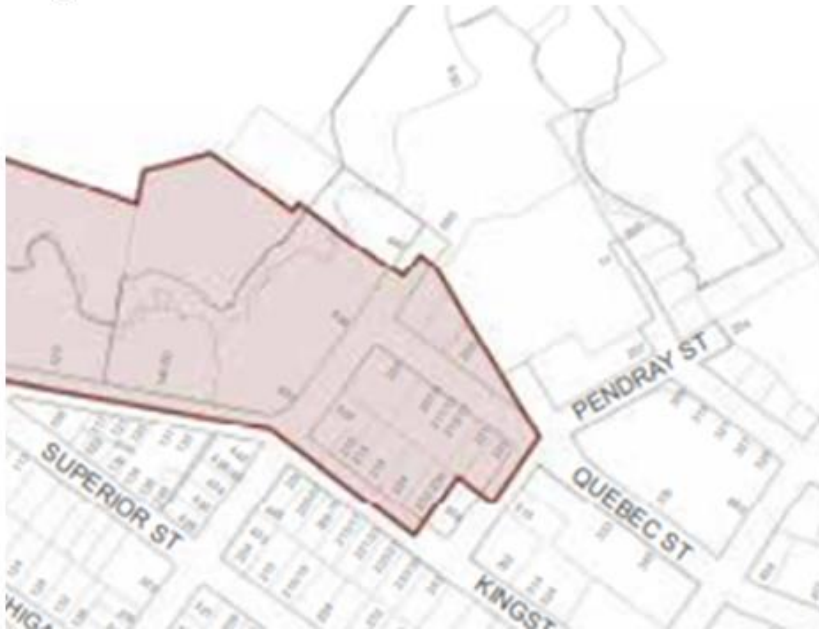
Your support in seeking an alternate proposal that does satisfy the above is needed.

Regards
Mary Kehler

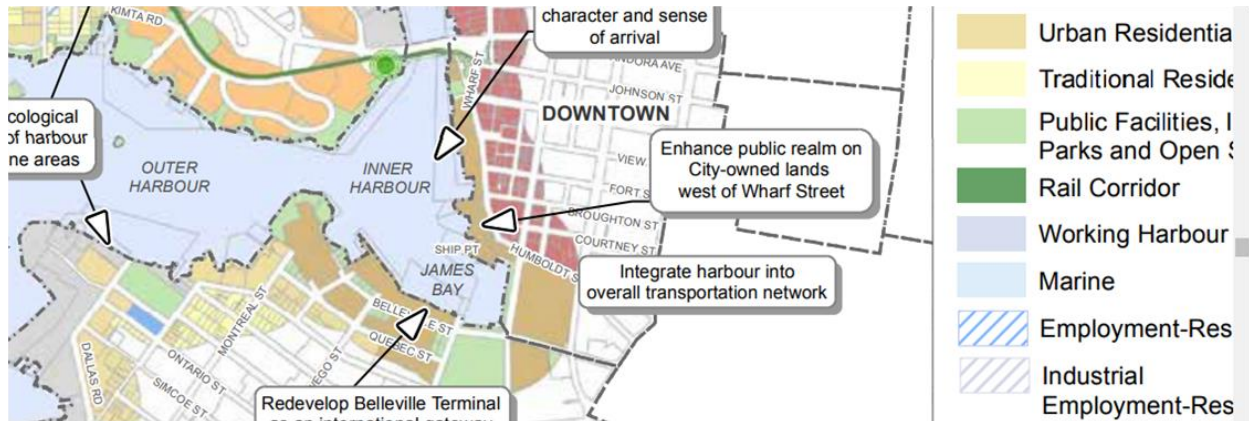
From DPA 11: James Bay and Outer Harbour 4 (b)

- (b) To achieve a high quality of architecture, landscape and urban design in the James Bay and Outer Harbour area to signify its importance and function as a major maritime gateway into Victoria and enhance its appearance given its visibility from many public vantage points.

Map 62: DPA 11







6.1.6 **Urban Residential** consists primarily of multi-unit residential in a wide range of detached and attached building forms, including townhouses and row-houses, low and mid-rise apartments, with a residential character public realm featuring landscaping and street tree planting, and mixed-uses located along arterial and secondary arterial roads. Urban Residential areas are generally located within 400 metres of the Urban Core, a Large Urban Village, Town Centre, or frequent transit route, or within 800 metres of a rapid transit station.

Mid-Rise Building: A building from five to nine storeys in height

High-Rise (Tall) Building: A building ten storeys and greater in height.

HOUSING

The character of James Bay is as much defined by its diverse mix of housing types and densities as it is by its natural setting. While there continues to be pressure for development, no substantial changes are contemplated to the existing zoning to increase residential densities. Infill development such as small lot single family housing and duplex housing should be considered on large properties where appropriate. New development, whether low density infill or medium density townhouses or apartments should be considered in the context of the neighbourhood and the character of adjacent properties.

3. Encourage small scale subsidized housing units for families through the Capital Regional District and non-profit housing societies.
4. Future townhouses or lower profile apartments (three stories) are supported adjacent to the Marine/Industrial District and the Tourism District. Development potential for key sites is as follows:

Heritage Registry

A heritage-registry property is officially listed in the Heritage Inventory because it may have sufficient heritage value to warrant protective actions by the City in the future. Heritage-registry is not the same as Heritage Designation. It is a system to ensure the review and monitoring of proposed changes to properties with heritage value. Applications for changes receive the benefit of Heritage Advisory Committee advice. Demolition applications are flagged for consideration of Heritage Designation.

Threat to housing stock is a result of more value being placed on development of multi-unit buildings over retention of heritage homes that are affordable multi-unit houses. Since the 1960's when the federal government incentivized the development of multi-unit buildings, in James Bay hundreds of homes had been demolished to accommodate this type of development. City policies that encourage development and retain heritage elements should be given attention. What do we want the city to look like years from now, and what does it mean to be a community?

The extent of densification and the forecasted future need is commodified and, in this market-based economy, commodification and investment in units exacerbates the affordability and prevents people from being able to live in more affordable housing. Focus on maintaining character and retain these types of home to help maintain affordability and protect the character and green space. Urban villages developed when the neighbourhoods were undesirable to live in and developed into the community they are today. The unintended consequences need to be looked at when developing policies. Overlapping policies allow for some policies to be given more weight than others and ensuring heritage buildings are retained does not hold as much weight as others. Resident-led Heritage Conservation Area's is a process but there are not the staff resources, and these can often take years to complete which can result in unnecessary losses of heritage properties in that time. Lot consolidations are a good example where several character homes that function as multi-family affordable rental homes are demolished to construct new high-rent condos.

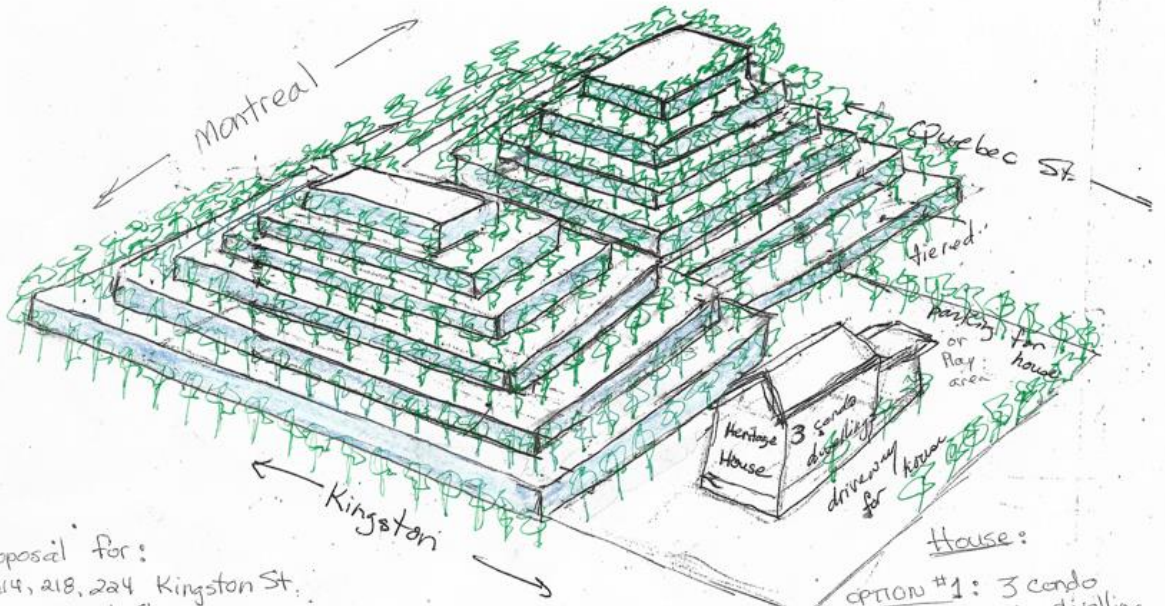
21.16 Strategic directions include:

- 21.16.2 Focus commercial development in the Legislative Precinct and James Bay Village.
- 21.16.3 Maintain an interesting diversity of land uses, housing types and character areas.
- 21.16.4 Enable adaptation and renewal of the existing building stock.
- 21.16.5 Continue to support sensitive infill.

| | | | | |
|---------------------------------|---|---|--|---|
| <p>Urban Residential</p> | <p>Attached and detached buildings up to three storeys. Low-rise and mid-rise multi-unit buildings up to approximately six storeys.</p> | <p>Variable yard setbacks with primary doorways facing the street. Variable front yard landscaping, boulevard and street tree planting. On-street parking and collective driveway access to rear yard or underground parking.</p> | <p>Ground-oriented multi-unit residential. House conversions. Low to mid-rise multi-unit residential. Low to mid-rise mixed-use along arterial and secondary arterial roads. Home occupations. Visitor accommodation along Gorge Road and in pre-existing locations.</p> | <p>Total floor space ratios generally up to 1.2:1. Increased density up to a total of approximately 2:1 may be considered in strategic locations for the advancement of plan objectives. (SEE POLICY 6.22) Increased density up to 2.5:1 may be considered in certain areas identified in the Fairfield neighbourhood, generally, north of Fairfield Road and between Quadra Street and Vancouver Street.</p> |
|---------------------------------|---|---|--|---|

20.6 In the preparation of local area plans for those areas that include lands designated Town Centre, Large Urban Village, Small Urban Village, Urban Residential and Traditional Residential, give consideration to the following items, where appropriate to the scale of the local area plan:

- 20.6.1 Land use management guidance to implement Urban Place Designations at the local scale;
- 20.6.2 Parks and open space;
- 20.6.3 Housing, amenities and services suitable to a range of incomes, household types and lifecycle stages;
- 20.6.4 Local area character and identity;
- 20.6.5 Heritage conservation;
- 20.6.6 Development of joint community service agreements respecting parks and school sites;
- 20.6.7 New infill development and property additions that respond to the context of form and character in Heritage Conservation Areas and Development Permit Areas;



Proposal for:
 210, 214, 218, 224 Kingston St.
 507 Montreal St.
 205 Quebec St.

House:
 option #1: 3 condo dwelling
 option #2: main floor - Day Care
 2nd floor: meeting space
 Basement: crafts shop

SECTION 15: COMMUNITY WELL-BEING

CIVIC ENGAGEMENT

- 15.19 Encourage effective public participation in City processes and service delivery by maintaining and implementing a Civic Engagement Strategy that:
 - 15.19.1 Seeks out and facilitates the involvement of those potentially affected by or interested in a decision;
 - 15.19.2 Seeks input from participants in designing how they participate;
 - 15.19.3 Provides opportunities for those who are affected by a decision to be involved in the decision-making process;
 - 15.19.4 Provides participants with the information they need to participate in a meaningful way;
 - 15.19.5 Promotes sustainable decisions by recognizing and communicating the needs and interests of all participants, including decision-makers;
 - 15.19.6 Provides opportunities for the public's contribution to influence the decision; and,
 - 15.19.7 Communicates the outcome of public engagement processes [SEE ALSO SECTION 19 – PLAN ADMINISTRATION].

Residents of James Bay
Victoria, BC

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

October 20, 2021

Dear Mr. Bateman,

RE: 224 Kingston Street

Mike Gerig Construction in conjunction with Frank D'Ambrosio Architect is working on a proposal to rezone the parking lot located at 205 Quebec/507 Kingston Street. In the past month the developer has also purchased 224 Kingston from Mr. Pablo Hernandez with the intention of adding this property as a land assembly to the 205 Quebec Street parking lot rezoning proposal.

The house at 224 Kingston was built in 1889, which is very early for Victoria. It was first occupied in 1890 by letter-carrier Ashton Smith. The exterior is currently covered with asphalt shingles which likely has preserved the original exterior finish. The house has its original roof brackets and chimney.



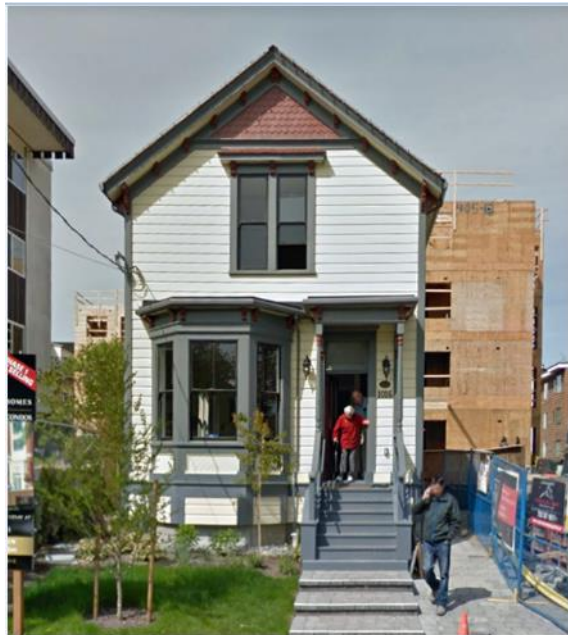
This is a request from the James Bay residents to have this house preserved. PLEASE DO NOT ALLOW THIS HOUSE TO BE DEMOLISHED. Either the developer should restore the house as a part of the overall development proposal or at the very least the house should be moved and restored. It closely resembles three other Victorian Italianate houses, from about the same date, which have been beautifully restored.



221 Quebec Street



South Turner



McClure Street

The James Bay Neighbourhood Plan written in 1993 refers to:



City Hall
Centennial Square
Victoria, Vancouver Island
British Columbia V8T 1P6
Telephone (604) 385-5711
FAX (604) 385-3592

City of **VICTORIA** British Columbia

November 1993

Dear Reader:

The *James Bay Neighbourhood Plan* reflects Council's strong commitment to citizen participation in planning for the future of Victoria's neighbourhoods. The many meetings on the Plan with residents were extremely well attended. It is clear that residents care very much about the neighbourhood and want to be involved in determining its future direction.

The Plan will serve as a guide to decision-making for residents, City staff and Council on land use, traffic, parks, public works and heritage. It recommends policies and actions which are to be undertaken in these areas over the next five to 10 years.

The Plan does not promote any widespread land use change. Where change is likely to occur, however, it must be well managed and an asset to the neighbourhood.

Your ideas and comments on the Plan and suggestions for improvements are most welcome. With the benefit of continued discussion and comments, the Plan will have the best possible opportunity for successful implementation.

Councillor Laura Acton
Chair of Planning

The Plan states, under *Policies and Recommendations*;

Item 6. "Heritage houses contained within the block bound by Superior, Michigan, Government and Menzies Streets to be retained or relocated within the block."

Just because this 1889 built structure falls outside of the said boundaries does not make it any less of a valued heritage structure that needs to be preserved.

Item 5. "Moving of heritage buildings is only considered as a last resort to prevent their demolition and, then only to appropriate sites within the community."

The Plan states, under *Goals and Objectives*;

Item 1. "Encourage the conservation and rehabilitation of buildings, lands and structures of heritage significance which contribute to the neighbourhood's attractive character."

Item 8. "Where possible encourage the retention of significant buildings in the neighbourhood."

Item 9. "New development should respect existing streetscape character."

We, the James Bay residents, call upon you our civic representatives, to carry out planning and zoning in such a way that our community is not destroyed in the name of contemporary thought. If you have need to contact us please call [REDACTED]

Sincerely,

| | | |
|-------------------------------|-----------------------|-------------|
| GARRY LAMBRICH | 23 MENZIS | [Signature] |
| Bob Kane. | - 7-350 Oswego St. | [Signature] |
| William Cherwaniak | - 400-636 Montreal St | [Signature] |
| EDYB BRADLEY | #3-508 Penderay St. | [Signature] |
| Kelly Drabit | 236 Kingston St | [Signature] |
| JASON PAPAL | 236 Kingston St | [Signature] |
| Janine Adams | *102-640 Montreal St | [Signature] |
| Nature Jones | 215 Quebec St | [Signature] |
| Auillermo Buntin, Dina Abbott | 213 Quebec St | [Signature] |
| Kerr Stama | 211 QUEBEC | [Signature] |
| ERIC RUSSELL | 209 Quebec St | [Signature] |
| Shelly A Carde | 2-515 Penderay | [Signature] |
| Gail Patterson | 302-205 Belleville | [Signature] |
| Howard Johnson | 1450 Beach Drive | [Signature] |
| Ithian | 201 Kingston | [Signature] |
| Taylor Nowson | 223 Kingston | [Signature] |
| L.A. EDUAC | 217 KINGSTON | [Signature] |

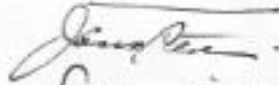
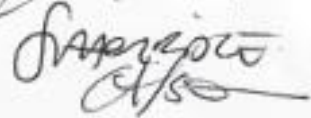

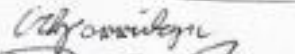
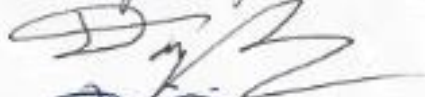

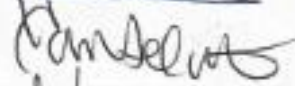
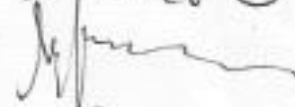
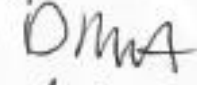
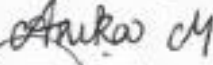


| name | Address | Signature |
|---------------------|-------------------------|-------------------------|
| Lisa Abram | 209 Kingston Street | <i>L. Abram</i> |
| Anthony Teachons | 2-508 Pendray St. | <i>Anthony Teachons</i> |
| Leonora Stampa | 1-508 Pendray St. | <i>Leonora Stampa</i> |
| Michael Wilson | 1-508 Pendray St. | <i>Michael Wilson</i> |
| WIKEM WOLFF/WULFING | #3-423 KINGSTON | <i>W. Wolff</i> |
| Sand. Kyle | 6-423 Kingston | <i>S. Kyle</i> |
| V. Atwell | #4. 423 Kingston | <i>V. Atwell</i> |
| V. Kravchenko | " " | <i>V. Kravchenko</i> |
| D. Wrubleski | #1 423 Kingston Gardens | <i>D. Wrubleski</i> |
| D. McFarlane | " " | <i>D. McFarlane</i> |
| Damian Bauscoz | 407 KINGSTON ST. | <i>D. Bauscoz</i> |
| Shea Lehr | 447 Oswego | <i>Shea Lehr</i> |
| Rina Butcher | 429 OSWEGO ST. | <i>Rina Butcher</i> |
| Bob ... | 425 OSWEGO ST. | <i>Bob ...</i> |
| Red Steele | 268 Superior St. | <i>Red Steele</i> |
| Gregory Toth | 445 Montreal Street | <i>Gregory Toth</i> |
| Sarah Hardinge | 445 Montreal Street | <i>Sarah Hardinge</i> |
| Mary MacMurchy | 264 Superior St | <i>Mary MacMurchy</i> |
| Jane Ireland | 234 Michigan St | <i>Jane Ireland</i> |
| IRE JETTE | 210 MICHIGAN ST. | <i>Irene Jette</i> |
| D. Hains | 375 Quebec St | <i>D. Hains</i> |

Name

Address

Signature

| Name | Address | Signature |
|-------------------|-------------------------|-------------------|
| Mike Bradley | 201-1625 Belmont Ave | Mike Bradley |
| MARY KEHLER | 4-508 PENDRAY ST. | Mary Kehler |
| Mary Hubble | 232 Kingston St | Mary Hubble |
| David Postnikoff | 434 Montreal St | David Postnikoff |
| Cynthia Pasnikoff | 434 Montreal St | Cynthia Pasnikoff |
| P. Jumbach | 135A Kingston St | P. Jumbach |
| Frank LaFace | 442 Montreal Street | Frank LaFace |
| M. Lipton | 442 Montreal St (lower) | M. Lipton |
| H. Ghebari | 442 Montreal St (lower) | H. Ghebari |
| Terry Glass | C-135 Kingston St | Terry Glass |
| Russ White | 131A Kingston St | Russ White |
| Go Grant | 17 Kingston St | Go Grant |
| Angie Stacey | 5-515 Pendray | Angie Stacey |
| Harvina Stundica | 4-285 Superior St | Harvina Stundica |
| Kathleen Kitchel | 3-285 Superior St | Kathleen Kitchel |
| KYLE ORAM | 201 KINGSTON ST. | Kyle Oram |
| John Conity | 234 Kingston St. | John Conity |
| Sohail Rabii | 224 Kingston St | Sohail Rabii |
| Killemon EWA | 219 Michigan | Killemon EWA |
| | 325 Mc-Fadden | Genevieve Fenissi |

| <u>NAME</u> | <u>ADDRESS</u> | <u>SIGNATURE</u> |
|-----------------------------|--------------------------------|---|
| JANET STEVENS | 302-1145 HILDA ST |  |
| SV-HORRIDGE Cind. Wilson | 24 LURLINE AVE 2564 BRANHAM |  |
| Trace Walker | 239 Beechwood |  |
| Adrian Horridge | 24 Lurline Ave. |  |
| DAVID MCINN | 43 LEWIS ST |  |
| SATINDER VIRDI | 3-508 PENDRAY ST |  |
| Heather Cantelon | 4-508 Pendray St |  |
| MAXIM KRASSOVSKI | 6-505 Pendray St |  |
| Dominique Arikstrong | 3-314 Kingston st |  |
| Anika Mruzek | 901-345 Quebec St |  |
| ELERYKWB PAYS | 4-515 PENDRAY ST. |  |
| Julienne H. Gmeo | 12-515 Pendray |  |

CC:

Stephen Andrew, Councillor, James Bay, City of Victoria, ph [REDACTED]

Mayor and Council, City of Victoria

Jennifer Barr, Heritage Consultant, Victoria Heritage Foundation

Judith Cook, Heritage Planner, Heritage Branch, Government of British Columbia, ph [REDACTED]

Marg Gardiner, James Bay Neighbourhood Association

John O'Reilly Senior Heritage Planner, City of Victoria

Development Services, City of Victoria

The Hallmark Heritage Society

Pam Madoff

One Point Property Team

Additional Signatures:

| | | |
|--------------------|---------------------|--|
| Arienne Cauty | 234 Kingston Street |  |
| Lindsay King | 2-224 Kingston St |  |
| Tyler King | 2-224 Kingston St |  |
| Eileen Clansford | 404 268 SUPERIOR | Eileen Clansford |
| Jeanne Van Alstein | #103-268 Superior | Jeanne Van Alstein |
| Jeanne Van Alstein | | |

7-19.

1778 Berona St
Vic V8R 1Y4

Dear Mayor, in Council

Re proposal: Kingston St Montreal St + 2nd Quebec
I wonder re loss of parking. I once used the
lot (parking) & paid by month.
I was living at 330 St Lawrence St then.

It is hard to find parking spots around
Fisherman's wharf now - during summer weekends at least

with the 'simpli' (from legislature) a parking
lot was lost. Parking ^{was} south of the Joe's project,
547 Michigan St, has been lost to it now 1 street
long.

The proposal doesn't Kingston Quebec + ~~Montreal~~ St
why have underground? Then don't ~~let~~ keep
people wanting to visit the destination: Fisherman's
Wharf they will have to circle around trying
to find a spot to park, so they can wander
around their destination.

I realize the existing parking lot is used
(by the market) but some ^{of} residents ~~would~~ do.
Why won't they to park.

G. A. MAXIM
Garth A. Maxwell

p.s. I love that old house
- 42? to be destroyed
- after surviving for so long

or
one may not like

"horsemen carriers"

but they are a

ready

at or very

buy down

at

Interwomen's

interf

etc

Mr Isitt,

Thank you for your email.

We would just like to add a few further comments in addition to our original email to Mr Paltiel which we have included below

Having experienced summer traffic on Montreal Street for the first time we are patently aware of the busyness with horse drawn carriages, tour buses, visitors and local traffic.

We would recommend you consider blocking off Kingston by making it a cul-de-sac because whatever project you endorse on the proposed site, residents will find it easier to turn Right on to Kingston and then Right or Left on to Montreal Street increasing an already problematic congested traffic flow.

Regards

David and Rosemary Bayliffe

From: David and Rosemary Bayliffe <[REDACTED]>

Date: November 5, 2021 at 3:19:32 PM PDT

To: [REDACTED] mayorandcouncil@victoria.bc.ca, [REDACTED]
mayorandcouncil@victoria.ca

Subject: Proposed Development 205 Quebec Street, Victoria, BC

Dear Mr. Paltiel,

After listening to the online presentation by the Developer and the Architect It is our understanding that you are looking for input on the proposed development of 205 Quebec Street in James Bay. We are residents of 636 Montreal Street and our location in the building dictates that it won't have any long term impact on any proposal that is accepted.

We personally see that the area of the subject property which is surrounded by single family homes and townhomes as the ideal location for townhouses with access and egress on Kingston. We feel townhouses are a lot more conducive to the present neighbourhood.

The proposed density given the current services: i.e. access to Fisherman's Wharf, Dallas Road and Ogden Point we feel is not conducive to the high density of 112 homes being proposed by the Developer. Plus the extra traffic that would be created by the Commercial component of the project: i.e. childcare Centre and Coffee Shop on an already busy road with two hotels and a timeshare building.

We trust our input will be given serious consideration.

Regards

David and Rosemary Bayliffe

Thank goodness for such commonsense projects. Victoria needs this type of housing very badly. Single bedroom and studio is what folks can use immediately. I totally support such projects. Vote to allow them to proceed. Thank you.

Gregor Campbell

Adrienne Brown Canty BA, MLIS

234 Kingston Street | Victoria, BC V8V 1V6 | [REDACTED] | [REDACTED]

November 26, 2021

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

Attention: Mayor and Council
Via email: mayorandcouncil@victoria.ca

Dear Mayor Helps and Council Members:

**Re: Application for Rezoning and Development Permit CLC 00358
(Property addresses 597 Montreal Street, 205 Quebec Street, and 210, 214, and 224 Kingston Street)**

I am writing to express my opposition to the Application for Rezoning and Development Permit CLC 00358, dated October 19, 2021, submitted by Mike Geric Construction, D'Ambrosio Architecture + Urbanism, and Murdoch de Greeff Landscape Architecture.

I am a resident owner in Kingston Mews (Strata 1800), the property immediately east of the proposed development, at 232-234-236 Kingston Street. While it may be tempting to dismiss my objection as NIMBY-ism ("not in my back yard"), please know that I am speaking up for my community, not merely my personal interests. I am not opposed to redevelopment of this site, nor do I believe that others in the community wish that it be retained in its current form: there are far better uses for this land than parking. However, I feel strongly that any development in this location must be sympathetic to its surroundings, on a scope and of a scale that complements the existing structures and community. This proposed development does not meet these criteria.

At public information meetings in August 2021 the developers presented a design with a lower tower and parking access from Quebec Street. The developers' current proposal to Council includes a higher 17-storey tower, an expanded footprint due to the acquisition of the lot at 224 Kingston Street, density five times that of the Official Community Plan with 112 total suites, and parking access from Kingston Street, none of which were part of the proposals presented at the August meetings. The developers have indicated that they wish to engage with the community and listen to community members' concerns in planning this project; I cannot help but feel that they have instead engaged in a bait-and-switch exercise with the community.

As outlined in the attached document, I have serious concerns about numerous aspects of this development proposal. To summarize, my concerns include the following:

- Divergence from Official Community Plan;
- Density;

Adrienne Canty
Letter to Mayor and Council
Page 2

- Tower height;
- Health and safety;
- Parking and traffic;
- Existing and proposed infrastructure;
- Urban forest preservation; and
- Heritage preservation.

The revised development proposal does not honour the City's Official Community Plan or residents' desires and opinions. It appears to me that, with this proposal for a 17-storey tower, the developers are pitching a design that they fully know will be rejected by the community. Following (expected) community objections, the developers will then revise their proposal, scaling it back to the lower tower presented at the August 2021 public meetings. This manoeuvre will serve two purposes: the scaled-down proposal will seem more reasonable to community members who may have opposed the lower tower in August than does the 17-storey tower, and the developers can point to their revision as "responsive" to community feedback. Conjecture? Cynical? Yes to both. But this is how the proposal has landed with me, and I believe that I am not alone in my opinion.

I feel disappointed, dismayed, and betrayed by this proposal and urge Mayor and Council to reject it in its current form. I appreciate your consideration of my concerns, and my community's.

Sincerely,



Adrienne Brown Canty, BA, MLIS

:abc

Attachment

cc: James Bay Neighbourhood Association/CALUC: [REDACTED]

Concerns associated with proposed development outlined in Rezoning and Development Permit CLC 00358 (Property addresses 597 Montreal Street, 205 Quebec Street, and 210, 214, and 224 Kingston Street)

Adrienne Brown Canty, November 2021

Reference dates

- Developers' community information open house sessions: August 17 and 19, 2021
- CALUC meeting, conducted via Zoom: November 21, 2021

Divergence from Official Community Plan (rev. 2020)

- The developers' proposal to Council requests approval for the following exceptions to the City of Victoria Official Community Plan (OCP):
 - An increase to the density on the site that is five times the OCP zoning requirement (3:1 proposed; 0.6:1 existing);
 - An increase to the height on the site from 8.5m to 56m, over 6.8 times the OCP zoning requirement;
 - Reductions to the setbacks on all property lines, eliminating the setback entirely on Kingston Street (100% reduction to the OCP zoning requirement), reducing the setback on Quebec Street to 2m (67% reduction) and on Montreal Street to 3.0-5.5m (53-67% reduction), and on the east property line to 2.0-4.2m (25-44% reduction).
- The OCP's stated purpose is "to provide a framework of objectives and policies to guide decisions on planning and land management within the geographic boundaries of a local government.... It therefore has a guiding role by providing policy direction for all City departments whose activities have, or may have, an impact on present and future development in Victoria" (OCP 2020, p. 13). The amendments requested in this development proposal are considerable and consequential, and are at odds with the OCP.
- At the CALUC meeting, architect Franc d'Ambrosio seemed to dismiss the "nearly 10-year-old" OCP, leaving the impression that the document is outdated. Originally adopted in 2012, the OCP is regularly revisited and was in fact last updated in February of 2020.
- Why does the City even bother to *have* a community plan if developers can request and receive approval for such drastic amendments? To me, the developers' requested amendments for this project display a profound lack of respect for James Bay and its residents, and the City of Victoria.

Density

- The developers' letter to Council states that the project "makes a transition in building massing and character between the Core Inner Harbour (CIH) and James Bay Residential (JBR) areas" (p. 2) identified in the OCP. The OCP's built form entry for CIH cited in the letter indicates "*up to approximately 15 storeys in select locations*" and the entry for JBR "*up to approximately 6 storey multi-unit buildings*" (emphasis mine). I would argue that the proposed 17-storey tower does not "transition" between these: it exceeds building heights in the JBR by 11 storeys and the CIH's by two storeys.

- Any developer will want to maximize a project's return on investment. However, I find the developers' argument for increasing the site's density self-serving and fallacious: they *chose* to pay what they did for the parking lot property, and later to acquire the 224 Kingston Street lot to add to the parcel. Expecting the community now to accept and accommodate the developers' choices by supporting the project's increased height and density feels disingenuous to me: it is akin to killing one's parents and asking for sympathy from the court because one is an orphan.

Vehicle traffic

- I believe that the developers' traffic surveys drastically under-represent actual vehicle traffic in the area surrounding the proposed development. Their letter to Council states that the developers' traffic impact analysis of intersections adjacent to the development undertaken on a single day—Tuesday, June 8, 2021—“demonstrate[d] the proposed development will not impact the level of service for these intersections and will not cause queuing issues along the network” (p. 12). Tim Shah of Watt Consulting asserted at the CALUC meeting that their modelling indicates that the development will not affect traffic flow and will accommodate future area developments. I cannot accept a single-day survey, undertaken on a Tuesday, as representative of traffic in the area at its busiest, regardless of adjustments for COVID: under normal circumstances, traffic volume in the area is greatest on days when there are more visitors present in the city, i.e., typically Thursdays, Fridays, Saturdays, and Sundays in July and August, when cruise ships are in port. At these times, greater numbers of other tourists are present as well, and the number of tourist-serving vehicles (e.g., taxis and tour buses) between the downtown core and the Fisherman's Wharf/Ogden Point tourist area is at its apex. The developers should be basing their plans by default on traffic at its highest in this tourist-intense area.
- I foresee an increase to vehicle traffic on Kingston Street once the recently-approved AAA protected bicycle lanes and traffic calming features are installed on Superior Street in 2022. Superior Street will be narrower and more crowded for vehicle use once the bike lanes are constructed. The developers' response to my question at the CALUC meeting about this issue was that they had included the AAA development along Superior Street in their calculations, but their proposal includes no documentation of their doing so.
- Kingston Street, between Menzies and St. Lawrence Streets, is currently a de facto route for emergency vehicles, often freer of traffic than is Superior Street: I frequently witness both fire vehicles and ambulances using it as a straight, direct route to the hotels and residences on the Kingston-Montreal corridor. Increased vehicle traffic and parking congestion along Kingston Street associated with the development may remove this route as an option for emergency vehicles and/or lead to slower emergency response times.

Resident health/safety

- The developers estimate a need of 146 parking spaces in the project, meaning that the current vehicle traffic load in the area will potentially increase by 146 beyond current load.
- Increased vehicle traffic causes increased vehicle emissions, known to cause negative physical and mental health effects in humans.
- Increased vehicle traffic leads to an increased potential for collisions: vehicle-vehicle, vehicle-pedestrian, vehicle-cyclist, and vehicle-structure (building, tree, fence, fire hydrant, etc.).

- Increased vehicle traffic may lead to increased waiting times for pedestrians crossing vehicle routes.
- Many residents in the area immediately surrounding the proposed development are seniors: Statistics Canada figures for 2016 from census tract 0003.02¹ reported 2,275 65+ residents in an overall population of 6,180 (36.8%)². Older individuals tend to move more slowly than younger ones and report higher use of mobility aids (e.g., canes, walkers, scooters). They also experience a higher incidence of visual and hearing impairments than younger populations. Older pedestrians may take longer to cross streets (thereby slowing traffic flow), may be less aware of their surroundings due to sensory impairments, and may have slower reaction time to emergent situations than younger pedestrians. Higher traffic levels in the area may endanger seniors in particular; people of *any* age in the area living with mobility challenges and/or sensory diminishment could be at an increased risk of injury due to increased vehicle traffic.
- The developers' letter to Council (p. 11) notes that James Bay has a walk score of 72 ("Very Walkable")³. The proposal notes that the developers undertook a vehicle traffic count as part of their planning process. What assessment of *pedestrian* traffic did they undertake? What understanding do they have of the neighbourhood's foot traffic? What accounting was done for increased pedestrian traffic on weekends, considering Victoria's status as a weekend/holiday travel destination? Pedestrian traffic in the neighbourhood is high, and under normal circumstances there are large numbers of visitors/tourists in the area in addition to residents, particularly during cruise ship season (April-September).
- The developers' letter to Council proudly states that they have replanned "a number [unstated] of the residential units... to adaptable design standards, to better accommodate people aging-in-place" (p. 6). The development team reinforced this message at the CALUC meeting. However, Erica Sangster noted at CALUC that these replanned suites were located exclusively in the podium section of the building and not in the tower, and commented that planning the tower suites to accommodate aging in place is difficult and has not been done. I fail to see how, at the design stage, compatibility with long-term independent living cannot be inbuilt. Stated in the OCP are the values of Inclusivity and Accessibility, Life Cycle Planning (OCP, p. 18): How does having only a handful of suites, rather than the entire development, compatible to aging in place support these values?
- Should the structure at 224 Kingston be demolished or removed from the site, what remediation will be undertaken to contain hazardous materials (e.g., asbestos dust) in the neighbourhood? (See also separate entry for Heritage preservation, below.)

Parking

- The developers include 146 parking spaces in their proposal: 125 for tower and townhouse residents, six for daycare staff, and 15 "shared between [complementary] uses" of commercial retail, café, daycare visitors, and residential visitors. These 15 shared-use parking spaces constitute 11 fewer spaces than the expected demand of 26 shown in the letter to Council (p.

¹ Tract 0003.02 runs west of Douglas Street, south of Belleville Street to Menzies Street north of Simcoe Street to St. Lawrence Street, then north of Erie and Huron Streets (<https://www12.statcan.gc.ca/census-recensement/2016/geo/map-carte/ref/ct/files-fichiers/2016-92146-935-02.pdf> , viewed November 27, 2021).

² Data from Statistics Canada data tables for 2016 Census (<https://www12.statcan.gc.ca/census-recensement/2016/dp-pd/dt-td/index-eng.cfm>, viewed November 27, 2021).

³ Walk Score currently rates James Bay at 73. (http://www.walkscore.com/CA-BC/Victoria/James_Bay, viewed November 7, 2021.)

11), despite the letter's assertion of "an aggregate number of stalls that exceeds the anticipated vehicle demand." I understand that the aggregate approach is one of calculated risk, but why have built-in undersupply from the planning stage? Fifteen visitor parking spaces for 112 suites is a demand ratio greater than seven to one.

- The development's projected parking undersupply will increase the pressure on the few available street parking spaces in the surrounding area. The developers assert that their studies indicate lower demand for parking in the area than core area rates and proposed supply. I question this assertion: as a resident, I can attest that Kingston Street between Pendray and Montreal Streets is already often short of street parking with existing numbers vehicles owned by current residents, even with existing residents-only parking restrictions.
- Weekends and special events such as the Times-Colonist 10K, the Victoria Marathon, Canada Day events, and Ryder Hesjedal's Tour de Victoria leave area parking resources even more scarce. The conversion of the Harbour Towers Hotel to The James residential suites and the popularity of Nourish restaurant at Quebec and Pendray Streets have increased the number of non-residents using street parking on these blocks and beyond, keeping the limited free hourly parking on Pendray Street largely occupied. The relatively recent addition of pay parking to the 400-block of Kingston Street has pushed more people seeking street parking into this area. Holidays (e.g., Thanksgiving, Christmas, New Year's Eve) draw visitors to residential units, and already place enormous demand on street parking. The development's parking undersupply will only exacerbate that demand.
- While the existing parking lot on the development site is largely underutilized, it *is* being used regularly—the developers acknowledge this fact. Current users of the lot will be forced to find other places to park in the area once the project begins. At the CALUC meeting I was baffled by the statement from one of the development team members, referring to a (non-existent) parking lot at Bellevue and Oswego Streets as an alternative location for vehicles: this statement underscores the developers' lack of knowledge of the neighbourhood.
- The August plans showed the entrance to the development's parking ramp on Montreal Street. However, the current proposal shows parking ramp access on Kingston Street. At the CALUC meeting, the developers implied that they must place the development's parking entrance on the surrounding road with the least traffic in order to comply with statutory requirements. (They provided no details as to the authority imposing this requirement.) If this is the case, why did the initial project design show the parking entrance in a location that would have been statutorily unacceptable?
- Access to the parking ramp in the current proposal is from Kingston Street. Entering Kingston eastbound from Montreal Street requires a left-hand turn across traffic, and entering the parking ramp from Kingston eastbound would require a second one. I predict that the development's residents will prefer to access the entrance to the underground parking via Kingston Street westbound from Menzies, Oswego, or Pendray Streets: this route is straighter and more direct than using the zigzag Bellevue-Pendray-Quebec-Montreal-Kingston route, and allows a right-hand turn into the parking entrance. (I can speak to this preference from experience, as this is my own route to the parking ramp at Kingston Mews.) The developers' letter to Council states that the development will "create impetus for City of Victoria consideration of a speed limit reduction between Quebec and Montreal Streets (i.e., reduce from 50 km/h down to 30-35 km/h)" (p. 3)—which may be additional disincentive for neighbourhood residents to use the zigzag route. What effects would a lower speed limit have on traffic flow and congestion?

- The proposed development includes two pull-out bays on Montreal Street and one on Quebec Street, each with space for two vehicles simultaneously. The planned 49-space childcare centre alone will carry the potential for 98 vehicle visits daily (pick-up and drop-off); these bays will in no way effectively accommodate that volume of traffic. Will the bays be used exclusively for pick-up and drop-off or will they also be used for parking? If so, what time restrictions (if any) will be placed on them? When the bays are occupied by parked vehicles, less space will be available for daycare and other users, leading to congestion and the increased vehicle emissions as people circle the block looking for space to park, and/or double-parking or similar tactics – all of which additionally impact traffic flow.
- What space is available for trucks and other large vehicles making deliveries to the café, daycare, and residents? The proposed development does not appear to include a loading bay of any kind. Delivery vehicles are likely to double-park on Kingston, Montreal, and/or Quebec Streets, thereby impeding traffic flow. Delivery drivers will want to situate their vehicles as close to the drop-off location as possible; the main entrances to the café and tower are close to the intersection of Montreal and Quebec Streets, coincidentally where traffic will be busiest. Delivery vehicles using Kingston Street will cause bottlenecks, which will already be congested with street parking and traffic to and from the development's parking ramp. Kingston Street will be undesirable to delivery drivers for the café and tower: the main entrances to the café and tower are close to the Montreal/Quebec intersection.
- The Province of BC's *Zero Emission Vehicles Act* (2019)⁴ mandates that 30% of light-duty vehicle sales in the province be electric vehicles (EVs) by 2030 and 100% by 2040—less than 20 years from now. The developers' letter to Council (p. 3) notes that the site will include parking for two EV car share vehicles. What provision has been made in the plan for residents' own EVs now and in future? Are EV charging stations included in the garage? Comments from the developers at the CALUC meeting appeared to indicate that universal EV chargers in the development's garage are not part of current planning. This startling oversight seems exceptionally short-sighted. Why would the developers not build in EV compatibility from the outset as an incentive to buyers?

Existing community infrastructure

- What assessment has been made of the existing sewer and drainage infrastructure in the area? The addition of 112 suites plus daycare and restaurant spaces will add considerably to the amount of sewage produced in the immediate area. Can the existing pipes manage this increase? I posed this question at the CALUC meeting; developers' representatives assured participants that they had conducted assessments of the community infrastructure that raised no concerns about capacity. However, no indication of their assessments was provided in the proposal documentation. Will the City be expected to upgrade its infrastructure to accommodate the development? If so, where will the funds for this work come from and when will the work be undertaken and completed? Similarly, what assessment has been made of existing water supply and electricity infrastructure?
- The childcare statistics provided in developer's letter to Council (p. 6) are taken from the 2020 Childcare in Victoria report⁵, showing 250 spaces needed in the community and James Bay as

⁴ Act consolidated to November 24, 2021 at <http://www.bclaws.ca/civix/document/id/complete/statreg/19029>; information page at <https://www2.gov.bc.ca/gov/content/industry/electricity-alternative-energy/transportation-energies/clean-transportation-policies-programs/zero-emission-vehicles-act>, both accessed November 27, 2021.

⁵ <https://pub-victoria.escribemeetings.com/filestream.ashx?DocumentId=72755>, accessed November 27, 2021.

the community in Victoria with the third most urgent need for more spaces. Does the developer expect to attract families to the completed project? Assuming so, the number of children and therefore the need for daycare spaces in James Bay will actually *increase* as a result of the project. Once the daycare is established, how will these childcare spaces be allocated? Will any be reserved for project residents? At the CALUC meeting, developers admitted that the additional childcare spaces would be considered a City of Victoria asset rather than an asset specific to James Bay.

- At the CALUC meeting, the developers indicated that they have not yet secured a tenant for the daycare. When might a tenant be confirmed? Will the developers use the potential for on-site daycare as an incentive to buyers? What if the developers are not able to secure a viable tenant?
- The developers' letter to Council indicates that "Electrical service will come from Montreal Street, with equipment located underground (rather than a conventional Pad Mounted Transformer at street level" (p. 12). I recall a comment at the CALUC meeting from the development team that their proposal to run electrical lines underground *would* require electrical boxes at street level. Which of these is the case? (A transcript or recording of the CALUC meeting would have been useful to resolve this question.) If the pad mounted transformers are indeed required, including them on the site plans is essential: their placement will affect the streetscape and may also contribute to noise in the area.
- The site plans also do not indicate where vents from the underground parking will be located on the site. Noise, heat, and moisture from these vents will impact neighbouring properties and their placement is an important factor to residents in assessing this proposal. Their location should be included.

Tower height

- The proposed 17-storey tower is not the plan that was presented at the August open houses. The developers presented three concepts for the site at these events; the one with the greatest density included a lower tower of 14 storeys, noted in the developers' letter to Council (p. 14). The developers' representatives were forthright with open house attendees that the concept with the tower was the one they would proceed with and that the alternative designs were preparatory only. However, the tower in the proposal is considerably higher than what was presented in August. Community reaction at the time to the lower 14-storey tower proposal appeared negative, and residents' comments at the CALUC meeting were almost exclusively opposed to the taller tower.
- Niall Paltiel of Mike Geric Construction asserted at the CALUC meeting that the development's design is "contextual to the neighbourhood." I strongly disagree with his statement. The tower is not in keeping with the immediate neighbourhood, which is largely low-rise multi-family buildings, townhouses, and single-family homes. Yes, there are taller buildings than these situated nearby on Montreal and Quebec Streets; however, the development's 17-storey tower is far out of scale even with them.
- The Victoria Inner Harbour Airport (YWH) is located at Ship Point. The waterway between Ship Point and Shoal Point serves as both taxiway and runway for incoming and outgoing YWH seaplane traffic. Has the developer undertaken any consultation with YWH about the proposed tower and its potential effects on air traffic and YWH operations? What was the response from YWH representatives? The proposal does not address this issue.

- The proposed 17-storey tower is notably taller than any other structure in the immediate area. Will it “enhance the visual identity and appearance of the City,” as stated in the OCP and as an aspirational goal in the developers’ letter to Council (p. 8)? Or will its prominence be visually jarring?
- The construction of a building of any height will increase the wind tunnel effect along Montreal and Quebec Streets. What investigations have the developers undertaken about this issue? What mitigation will be possible for the wind tunnel effect?
- I am concerned that approving a tower of this height will set a precedent for approvals for future similar structures. As noted above in “Density,” why even *have* a community plan if it is going to be so drastically amended?

Setbacks/visibility

- The developers’ proposed setback along the east property line is two metres. This property line is shared with Kingston Mews/Strata 1800, meaning that only two metres will separate Kingston Mews from the development’s townhouse buildings—undesirable for the residents of both properties.
- The developers’ proposed setback along Kingston Street is zero metres, leaving no space for pedestrians between the sidewalk and the development.
- The zero-metre setback along Kingston Street will affect the visibility/sightlines to the west from the driveway at Kingston Mews. The site plans include three-metre site visibility triangles on both sides of the development’s driveway entrance to Kingston Street; however, no such visibility triangle is provided for at the Kingston Mews driveway.
- The site plans note, “New fence at property line” along the east and north property lines. No indication as to the design or height of these new fences has been provided in the site plans or to neighbouring property owners. Both height and design of this fence will have a notable impact on visibility to the sidewalk and Kingston Street from the Kingston Mews driveway.

Urban forest/wild bird habitat

- The developers’ letter to Council speaks of their desire to “incorporate tree values in a proactive manner” (p. 10) with new tree plantings on the site. The proposal’s Site Plan A1.0 indicates that creating the parking bays on Quebec and Montreal streets will require the removal of at least three existing trees, offsetting the new plantings.
- The two coniferous trees on the east side of the property at 224 Kingston house at least seven types of wild birds: Anna’s hummingbirds, multiple species of sparrow, multiple species of wren, bushtits, multiple species of nuthatch, juncos, and house finches. I recently witnessed a small bird of prey hunting from the fence at 224 Kingston, and have seen many other visiting birds in the area, such as flickers and Steller’s jays. These existing trees appear to fall within the property line at Kingston Mews/Strata 1800, according to Site Plan A1.0. What preservation options for these trees have been considered? How will they and their roots be protected during and after construction? What contingencies are there if the trees are damaged or killed during or after the construction?

Heritage preservation

- The structure at 224 Kingston Street has been identified as having heritage value and as such, should be considered a candidate for restoration/preservation and either incorporated into the development or moved to another site.

Additional comments

- Site Plan A1.0 as submitted incorrectly identifies the lot to the east of the development (Strata 1800/Kingston Mews at 232-234-236 Kingston Street) as “224 Kingston.” (At the CALUC meeting, Erica Sangster of DAU Studios acknowledged this error when it was brought to her attention, apologized for it, and pledged to correct it.) I also noticed during the developers’ CALUC presentation that Montreal Street was misidentified as Montreal Road on slide 34. These errors lead me to wonder what other errors may be included in the proposal.
- The purchase of the property at 224 Kingston Street was not included in the plans presented at the August open houses. The first indication that the proposed development’s footprint had been increased was when development permit application signage was posted at the site, shortly before the CALUC meeting. This increase to the development’s scale and scope came as a surprise to most area residents.
- The CALUC meeting was capped at 100 participants due to limitations on the host’s Zoom subscription. Participants included the host and at least five representatives of the development team, meaning that a maximum of 94 others were able to join the call. It is apparent that other community members attempted to take part in the meeting but were unable to do so because of the participant limit. As a result, they were prevented from participating in the meeting and their opinions went unheard in that forum.
- The CALUC Zoom meeting was unrecorded and no transcript exists that I am aware of. Though I took written notes at the meeting, a verbatim account would have been invaluable for later review.
- I was disappointed that Council’s representative for James Bay was not present at the CALUC meeting, and no replacement was appointed.

Adrienne Brown Canty BA, MLIS

234 Kingston Street | Victoria, BC V8V 1V6 | [REDACTED] | [REDACTED]

April 2, 2023

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

Attention: Mayor and Council
Via email: mayorandcouncil@victoria.ca

Dear Mayor Alto and Council Members:

**Re: Application for Development Permit with Variance DPV00191
Rezoning Application 00804
Application for Rezoning and Development Permit CLC 00358
(Property addresses 205 Quebec Street, 507 Montreal Street, and 210, 214, 218, and 224
Kingston Street)**

I am writing to express my continued strong opposition to the project noted above, which will be coming before Council for approval shortly.

As a resident owner at Kingston Mews (Strata 1800, 232 / 234 / 236 Kingston Street), a property immediately adjacent to the site in question, I am concerned about the proposed development's size and effects on the neighbourhood. I expressed these concerns to our previous Mayor and Council via letter dated November 26, 2021, which followed the CALUC hearing about the project (copy attached).

Throughout the entire development/rezoning process to date, I feel that the developers have been disingenuous both in their actions and in their communications to James Bay residents. From the change in height of the proposed tower between the initial public meetings in August 2021 and the CALUC meeting in November 2021, to the attempted linkage between this project and the proposed project CLC00386 / REZ00823 / DPF0220 on Menzies Street – including a request to bypass the standard CALUC process for the latter – the developers have been secretive about their plans and as a resident I have only found out about them after the fact and/or accidentally.

I feel as though the developers have not been forthcoming with James Bay residents about changes to their plans, minor *or* major. Here are four specific examples of this behaviour:

- The increase in height of the proposed tower from 14 to 17 storeys: the tower presented at the public information sessions about the project in August 2021 was 14 storeys and the first that residents heard of the greater tower height was at the CALUC meeting in November 2021.
- The purchase of the property at 224 Kingston and its addition to the development site: the initial public information sessions about the project (August 2021) did not reflect this acquisition, which developers revealed only on the plans presented at the CALUC meeting in November 2021. Residents had no prior knowledge that the project's footprint had increased.

- The purchase of the properties at 131 / 135 / 139 Menzies Street and the plans to link this project to the Montreal/Quebec/Menzies project: the acquisition of these properties by the developers was underway at the time of the November 2021 CALUC meeting, and yet nothing about it was mentioned at the meeting. In fact, the developers neither consulted nor informed residents of surrounding properties on Menzies and Medana Streets about the acquisition and in fact only found out about it when the developer attempted to bypass normal procedure (CALUC consultation), despite its profound impacts on their properties (e.g., its height/shadow profile, overlook/privacy impacts, and proximity to existing lots).
- The developer's proposed shift of the "affordable" (priced below market) suites from the Montreal/Quebec/Kingston project to the Menzies project: again residents did not hear about this plan until the (forced) CALUC meeting on the Menzies proposal, held in July of 2022.

The developers have repeatedly assured James Bay residents of their respect for, and support of, the neighbourhood and its residents. Despite this, their actions do reflect nothing but apparent disdain for both due process and any opposition to their vision. As a resident, I am neither an afterthought nor a "necessary evil."

Please understand that I am in no way opposed to the redevelopment of the parking lot at Montreal/Quebec/Kingston: there are far better uses for the land than its current purpose.

That said, I feel that the scale, scope, and density of the proposed development are extreme, do not fit with the surrounding neighbourhood, and in no way honour or even acknowledge local residents' concerns. The developers will not have to live with the results of their project; James Bay residents will do, for years to come.

My concerns about the project have not changed since my letter of November 2021, and have in fact increased as a result of what feels like a bad-faith approach from the developers to residents' input. I continue to feel disappointed, dismayed, and betrayed.

I urge you to listen to, hear, and genuinely consider the voices of James Bay residents when this project comes before Council.

Sincerely,



Adrienne Brown Canty, BA, MLIS

:abc

Attachment (202111 CALUC.pdf)

To: Mayor and Council

**Re: Application for Rezoning and Development Permit CLC 00358
(Property addresses 597 Montreal Street, 205 Quebec Street, and 210, 214, 218 and 224 Kingston Street)**

March 28th, 2023

Dear Mayor and Council members,

It is my understanding that the development involving the Kingston St., Montreal St and Quebec St. project being proposed by Mike Geric Construction will be discussed at a Committee Of The Whole very soon. I hope that my opinions of this project, along with the opinions of many others in the immediate vicinity, will be considered seriously by all Council members, and especially by Mr. Caradonna – the Council Representative for the James Bay Community constituents, as you decide if or how this project will proceed.

My name is John Canty. I am a resident of James Bay. I am very much opposed to the project being proposed for the block described above being allowed to proceed as it now stands. My reasons for this opposition are manifold. I have attached the letter I sent to the previous Mayor and Council, detailing the concerns I have about this project. None of these have been resolved over the course of time. The development now being brought forth by Geric has remained substantially unchanged (with respect to the scale of the project) since the initial presentation of their plans after they had acquired the parking lot property.

Given interactions with Geric representatives I distrust many of their claims regarding various aspects of this project – particularly their claims about respecting the neighbourhood. In addition to my statements below, a large portion of my basis for this distrust is detailed in the attached letter.

Last year, in the latter part of spring, Geric and some on the previous Council appeared to have attempted to bypass consulting the community and having a CALUC meeting by linking the later proposed Menzies project with the Quebec, Montreal and Kingston project. Such behavior is not respectful. It was only through the actions of our then representative – Stephen Andrew - that the neighborhood was made aware of this significant development. Though they claimed they were not, my perception was that Geric was forced into holding a CALUC meeting regarding their “revised” plans. They did eventually drop the notion of coupling these two projects in James Bay.

As detailed in my previous letter to Council, Geric has repeatedly demonstrated a complete lack of respect - by presenting erroneous information. This behaviour has continued through to more recent times. At the latest meeting a Geric representative told us that the block bounded by Pendray, Kingston, Montreal and Quebec is part of the downtown core -with respect to zoning. Though it is included as part of the Downtown Business Association overlay, this block is not, to my knowledge, considered part of the downtown core when it comes to zoning matters.

The lack of respect for the existing neighbourhood is also exemplified in the following statements.

Geric is asking council to wave height restrictions and a number of existing property offsets which currently exist for the block described above - to accommodate the proposed development. Geric is

attempting to completely “rip up” the long-term community plan (OCP) for this block by proposing such a massive project. None of these actions/plans demonstrate respect for the existing neighborhood.

Also, during meetings Geric representatives have become defensive and acted hurt when questioned. Simultaneously, while doing this, they have routinely ignored, dismissed and seemingly purposefully misinterpreted input that is contrary their goals and ideas – hence no substantive changes to the project have been made since it’s first presentation. I would not be surprised to hear that Geric representatives are leading council to believe that the vast majority of the neighbourhood fully supports the project as it exists – and that only a small handful of residents oppose the project. Given the extent of comments and concerns raised by the majority of CALUC meeting attendees/participants, at the various meetings I have witnessed, such comments or assertions by the developer’s representatives would be as self serving, and just as questionable as their comments, assertions and behaviours during meetings.

I only wish that the CALUC meetings and other interactions had been recorded and saved. That way there would be independent and incontrovertible evidence to support my comments in the preceding paragraphs.

I would like to see some sort of development occur at the parking lot. If Geric had proposed even as many as 70-80 affordable housing townhouses, I would be fully onboard with such an endeavour. Similarly, if they had donated the property to a group such as Habitat For Humanity – to build affordable units, I would be happy to help with the project.

However, as the project currently stands, I feel the potential detrimental shot-term and long-term impacts on the local community would not be balanced by the potential social benefits Geric is putting forward. My previous letter to Council details my concerns and arguments regarding this project. Please feel free to read my previous letter (attached) if you wish to gain a fuller understanding of my point of view regarding this proposal under review by Council.

Given what I have written in these two letters, I feel this development should not be allowed to proceed until significant changes are made that do indeed respect the existing local community, and the existing OCP for the block being considered.

Respectfully,

John Canty

DOWNTOWN Victoria

Downtown Victoria Business Association
20 Centennial Square
Victoria, BC
V8W 1P7

May 25, 2023

Mayor & Council
1 Centennial Square
Victoria BC, V8W 1P6

Re: Proposed Development, Quebec + Montreal Streets

Dear Mayor Alto and members of City Council,

On behalf of the Downtown Victoria Business Association (DVBA), I am writing today to enthusiastically support this proposed redevelopment at Quebec + Montreal streets being put forward by Mike Geric Construction. This project will be a welcome addition of market housing, a coffee shop, and a daycare to this James Bay neighbourhood that is part of the DVBA's footprint.

Victoria is a growing city, and there is a need for additional housing of all forms. As we endeavor to keep up with demand, it is rare to find a building site that is available in the heart of a community. The transformation from an underutilized parking lot to 112 new homes in the form of townhomes and condominiums makes sense for our city.

James Bay is a vibrant community within walking distance of downtown and a truly eclectic mix of housing types, green space, and retail offerings. The 'big corner' at Quebec and Montreal is almost a landmark of sorts, enroute of many running and cycling races and a spot passed daily by locals and visitors alike on foot, a bicycle or in a car. This project proposes to add a new public plaza to this corner and provide a gathering space for community members and visitors.

We have been following this project since Mike Geric Construction purchased the land in 2021. Review of the plans shows careful thought has been put into the development of the streetscape with enhanced sidewalks, lighting, and pedestrian safety. The new residents and surrounding neighbourhood will appreciate these overall upgrades.

We are delighted to support this proposal; it is exactly the type of project needed within the DVBA. The improved density and the thoughtful attention to improving upon the sidewalks, bike paths, and providing a community gathering place spaces makes it a truly appealing prospect.

Sincerely,



Jeff Bray

Chief Executive Officer, Downtown Victoria Business Association

Hi,

I am strongly supporting Edyth's recommendations!!!

As well, I think we must address the environmental issues we face - why are we not looking at building wood structures rather than using cement which is so detrimental to our environment.

I have witnessed the demise of the property, Edyth speaks about below and I can't imagine allowing these sorts of things to happen to people. However, the more I listen to people the more I realize that this is what is happening and it is heart breaking.

Thank you,

Priscilla Tumbach