

By email to: Michael Angrove,  
City of Victoria mangrove@victoria.ca

22 March 2018

Dear Michael Angrove:

Re: Community Meeting for 2566-2570-2580 Fifth Street

### Community Meeting Details

Date: 28 February 2018

Location of meeting: Quadra Village Community Centre, 901 Kings Avenue

Meeting facilitated by: Hillside Quadra Neighbourhood Action Committee (NAC)

Number of people in attendance: 16 community members; 3 members of NAC Executive

Meeting Chair: Jenny Fraser

Note taker: Janis LaCouvee

### Proposed Development Details

The proponents—Luke Mari of the Purdey Group and Ryan Goodman, ARYZE—delivered a presentation, made handouts available, and answered questions.

Currently 2566-2570-2580 Fifth Street are three individual lots with single family homes, zoned R2-2 Family Dwelling District. The proponents are seeking a site-specific Comprehensive Development Zone in order to build two rental buildings, facing an internal courtyard and connected by walkways, with external staircases. There will be a green roof on the east building with an outdoor patio accessible to all the residents. The east building is three storeys (9.3m height) and the west building is five storeys (15.5m height).

The proposed development would provide 56 units—consisting of: seven two-bedroom, two-bathroom, two-storey townhouses with ground-floor entrances on Fifth Street; as well as studio, one-bedroom, and two-bedroom apartments. All units would include laundry. The proponents indicate they have been in discussion with BC Housing concerning an agreement to offer 51% of the units (29 units) at 12% below market rent. In addition they propose an annual subsidy of \$25,000 for the next ten years (\$250,000 total) that could be used to subsidize additional units. The proponents indicate they would be willing to enter into a ten-year Housing Agreement with the City of Victoria regarding this subsidy. They would also be willing to establish a covenant prohibiting stratification of the units for 20 years.

The proposed design would include 24 parking stalls located under the building at the back of the lot – a parking ratio of 0.43. The proponents provided the results of their own research suggesting that this would be an adequate amount of on-site parking, based on the expected

demographic of building residents and its location. They are offering to purchase a Modo car, and establishing a trust fund to subsidize memberships, BC transit passes, mobility scooters and bicycles. The current building plan includes 37 bicycle parking stalls and it may be possible to add parking for 30 more bicycles on a vertical hanger in the courtyard.

The proponents also showed results from shadow studies. Particularly in winter, the building will shade the back of the existing apartment building to the north of the site, and the east side of the existing strata building to the northwest of the site.

## Discussion

### Overall reaction

Many community meeting participants stated that the construction of townhouses facing onto Fifth Street would have a positive impact on the streetscape, and that they liked the concept of a green inner courtyard, and the 'stepped' relationship of the two buildings. They also expressed approval for the efforts of the proponent to provide affordable rental accommodation for a range of tenants and for listening to the views of the community in this regard. Several meeting participants described the proposal as appropriate for the neighbourhood and 'an awesome concept'.

### Parking

A number of meeting participants stated that the plans do not include enough parking for the number of units. They indicated that staff of Quadra Village businesses park on this block of Fifth Street. They expressed concern that if the proponents charge residents of the proposed apartments for parking, residents will park on the street which is already crowded. One meeting participant suggested that as younger people own fewer vehicles there would be adequate parking. The proponents indicated that they would be willing not to charge future tenants of larger units for parking. They indicated, however, that the proposed design would not work with more onsite parking as it would mean loss of the inner courtyard; in addition, the economics of building new rental housing do not work with more parking.

### Traffic/Street Improvements

Meeting participants noted that this block of Fifth Street is narrow with no sidewalks. It already experiences a significant amount of cut-through traffic and neighbours expressed concern about the impact of an additional 56 units on the volume of traffic on the block. It is already difficult for residents to back out of their driveways safely with cut-through traffic. Residents expressed concern about construction traffic on this busy, narrow street. Some residents would like to see the street widened and sidewalks built prior to construction.

### Impact on neighbours

The building owner and residents of 1025 Quadra – a rental apartment building to the north of the site – and residents of 2559 Quadra – a strata complex with eight residential and two commercial units – expressed concern about potential:

- Loss of privacy as the proposed new buildings would overlook their buildings;

- Noise related to construction;
- Residents of 1025 Quadra could be exposed to noise from balconies on the north end of the proposed buildings;
- Partial shading (a concern also expressed by residents on the east side of Fifth Street);
- The proposed height of the westernmost building at four storeys above a parkade; and
- Loss of view—in particular residents of 2559 Quadra expressed concern about replacing their current view of green space with ‘a five-storey wall’ and asked the proponents to think about how to minimize the impact of the proposed wall.

The proponents indicated they are willing to work on the placement of windows and on landscaping to mitigate these impacts to the extent possible. They will look into moving the elevator to the south end of the development to reduce shading. They also noted that the market is changing and that these older adjacent buildings will likely be upgraded in future.

#### *Sustainability Features*

Meeting participants indicated that they would like the proposed development to be built to high standards of energy efficiency and soundproofing; the proponents indicated that it would be built above code; the main sustainability feature of the development, however, will be its location close to work, shopping, and transit. The proponents intend to demolish the three existing single family homes on the lot as moving and renovating them would not be cost effective.

Thank you on behalf of the neighbourhood for the opportunity to comment on this proposed development

Jenny Fraser  
CALUC Chair  
Hillside Quadra Neighbourhood Action Committee

cc. Hillside Quadra NAC, Luke Mari

By email to: Michael Angrove,  
City of Victoria mangrove@victoria.ca

9 December 2018

Dear Michael Angrove:

Re: Community Meeting for 2566-2570-2580 Fifth Street

### Community Meeting Details

Date: 9 October 2018

Location of meeting: Quadra Village Community Centre, 901 Kings Avenue

Meeting facilitators: Hillside Quadra Neighbourhood Action Committee (NAC): 3 members

Attendance: 35: 18 in notification distance, 16 outside notification area;

Meeting Chair: Jon Munn

Note taker: Deborah McCarron

### Proposed Development Details

The proponents—Luke Mari of the Purdey Group and Ryan Goodman, ARYZE—delivered a presentation, made handouts available, and answered questions.

Currently 2566-2570-2580 Fifth Street are three individual lots with single family homes, zoned R2-2 Family Dwelling District. The proponents are seeking a site-specific Comprehensive Development Zone in order to build a mixed-use apartment and institutional/ commercial project in two buildings of four and five storeys on top of one floor of underground parking.

The proposed residential part of the development consists of 64 apartment units of four types: studio, one-bedroom, two-bedroom and two-bedroom townhouse style units with individual street entrances. The proposed tenure is rental for all units. The proponents indicate they have been in discussion with BC Housing concerning an agreement to offer a majority of the units at a below market rate. In addition, the proponents indicate they would be willing to enter into a Housing Agreement with the City of Victoria regarding the level of affordability. A covenant prohibiting strata conversion (ownership) of the units for 20 years was noted in a previous presentation. No draft agreements were presented.

The proposed institutional/ commercial use is the Vancouver Island School of Art (VISA), the former tenant at the adjacent School District 61 property. VISA would occupy the first floor of the westerly building.

The proposed design includes 20 vehicle parking stalls, 69 class 1 bicycle spaces and 12 class 2 bicycle spaces (half residential and half commercial), located in underground parking. A parking study was not available.

The proponents also showed results from shadow studies. The south side of apartment building to the north was shown as most the affected neighbour, highly shaded in winter.

## Discussion

### Issues

A number of issues were discussed.

### Mix of Uses

The addition of VISA to the previous 56-unit 26-parking space apartment building proposal met with divided opinions. The great majority of attendees were in support of VISA in general, but the lack of dedicated parking or any sign of collaboration with the school district to support the use met with disapproval. Several people raised the issue of a future tenant if VISA vacated the space. The question was raised regarding a method such as a covenant or wording in the zoning bylaw to restrict the use to a non-profit which would have similar community benefits.

To accommodate VISA, the proponent increased the number of units from 56 to 64, which many residents felt exacerbated the transportation issues and took away the appeal of the project. Half of the attendees indicated they were not from the neighbourhood and were specifically there to support VISA. Wendy Welch, the principal for VISA spoke in favour of the proposal and the vibrancy it will continue to provide to the neighbourhood. She mentioned that many of her students come by transit or on foot.

### Transportation/ Parking

Many meeting participants stated that the 20 parking spaces is not adequate for the 64 units. Questions were raised about how parking would be allocated, and if the proponents charge residents of the proposed apartments for parking, residents will park on the street which is already crowded. They indicated that staff of Quadra Village businesses park on this block of Fifth Street. The proponents indicated that the proposed design would not work with more onsite parking because of: a high water table, loss of the inner courtyard/ first floor space, and the tight economics of building new rental housing.

Many attendees were disappointed that there was no formal agreement for any number of parking spaces for VISA attendees and this was a major reason for disapproval. In addition, proponents mentioned an access easement for pedestrians across the school district land, but there were no details to support the viability. Residents did note that people now freely walk across the school district land.

### Traffic/Street Improvements

Meeting participants noted that this block of Fifth Street is narrow with no sidewalks. It already experiences a significant amount of cut-through traffic and neighbours expressed concern about the impact of an additional 64 units on the volume of traffic on the block. It is already difficult for residents to back out of their driveways safely with cut-through traffic. Residents expressed concern about construction traffic on this busy, narrow street. Some residents would like to see the street widened and sidewalks built prior to construction and other residents like the fact that cars can park parallel and perpendicular to the street.

### *Affordability*

Most participants liked the proponent's ideas for making units affordable, but unfortunately attendees were disappointed by the lack of certainty. The proposed agreements were unsupported by documentation, unclear in depth and short term. There was no guarantee if the zoning would ensure rental because there was likelihood units could be converted to strata ownership in 20 years.

### *Design – Building Form and Character*

Participants were provided with the applicable design guidelines at the beginning of the meeting, as City of Victoria staff indicated that a development permit would be considered with the rezoning. There was little discussion the numerous specific details. The proponents said the guidelines had been satisfied without a specific explanation. Opinions were mixed on the form and character of the design. The townhouse streetscape was noted as a good emphasis of the existing residential character. People also liked the concept of a green inner courtyard, and the 'stepped' relationship of the two buildings. The buildings were described as lacking in character but not too different from adjacent older multi-unit buildings. Some people liked the modern clean lines.

At least one neighbour was unsupportive of the easterly/ front building at four storeys. They could support a previous three-storey proposal.

The issue of family housing was also raised. Some attendees were disappointed that there was no plan to include three-bedroom units to accommodate families. A resident noted that there are a growing number of young families in the neighbourhood, but many find it unaffordable to stay long term and this would be good accommodation for such small families with children.

Residents of 2559 Quadra expressed concern about replacing their current view of green space with 'a five-storey wall.'

### *Sustainability Features*

Meeting participants indicated that they would like the proposed development to be built to high standards of energy efficiency and soundproofing; the proponents indicated that it would be built above code; the main sustainability feature of the development will be its location close to work, shopping, and transit.

In conclusion, when asked for an overall opinion, all but one or two of the neighbourhood residents at the meeting were against the proposal. Those from outside the neighbourhood indicated support.

Jon Munn  
CALUC Co-Chair  
Hillside Quadra Neighbourhood Action Committee

cc. Hillside Quadra NAC, Luke Mari