

# Quebec and Montreal Mixed Use Residential

Official Community Plan Amendment, Rezoning and Development Permit Application

Letter to Mayor and Council

November, 2024

Proudly Submitted By:



November 6, 2024

**Attn:**           **Mayor Alto and Victoria Council**

**Cc:**           **Ms. Karen Hoes**  
Director of Sustainable Planning and Community Development  
Mr. Robert Bateman  
Senior Planner

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

**Re:**           **Montreal and Quebec – Revised Submission for Rezoning and Development Permit**  
597 Montreal St., 205 Quebec St., and 210, 214 & 224 Kingston St.

On behalf of Mike Geric Construction (MGC), D'Ambrosio Architecture + Urbanism, Murdoch deGreeff Landscape Architecture and our entire project team are pleased to present you with the resubmission of our application for the proposed redevelopment of the surface parking lot and adjoining residential property bordered by Quebec, Montreal and Kingston Streets in James Bay.

As a local development and construction team, we understand the significance of this location and have established project principles to provide a foundation which will ensure this proposal will provide value for both the immediate neighbourhood and for the entire City of Victoria. Following the initial feedback provided by the City's Committee of the Whole on the July 27<sup>th</sup> meeting and upon further review of the City's planning department feedback, we are proud to provide you with this resubmission.

We have listened to the feedback, worked diligently with our team, and have revised our proposal to reflect the following updates:

1. **Reduction in Height** – Council identified that the proposed building height of 17-storeys was the most significant resounding concern from the neighbourhood. Our updated application has reduced the building height by 3-storeys (or 9 meters) to a total maximum building height of 14-storeys.
2. **Reimagined Townhouses** – Our team has redesigned the Kingston Street block of townhouses to increase our offering from 10 to 12 townhouses following feedback to include more family households and to better reflect the design inferences provided by the City's Missing Middle zoning policy.
3. **Commitment to Family Homes** – MGC is prepared to commit via covenant to 11 of the 12 townhouses being offered as three-bedroom family dwellings and that another 15% of the tower dwelling mix will be two and a half (two bedroom plus den) or three-bedroom family-oriented homes.

4. **Maintaining the Commitment to Housing, Public Realm and Daycare** – While this application has shifted to reflect feedback from the community and direction from the City, we maintain our commitment to build nearly 3.0 : 1 FSR of new housing, to maintain our outstanding offering of high-quality outdoor space and to provide a purpose-built indoor and outdoor daycare space for the James Bay Neighbourhood.
5. **Site Pathway Refinement** – The ground-level site pathway has been refined by MDI Landscape Architecture to reflect feedback to increase the number of benches and seating areas and to also include a meandering pet play path. This will help ensure that this development contains its uses and does not create undue stress on existing municipal park amenities.

While we have made some significant changes to this proposal in working to address the City's feedback, the fundamental attributes of this proposal have been upheld. These project attributes include:

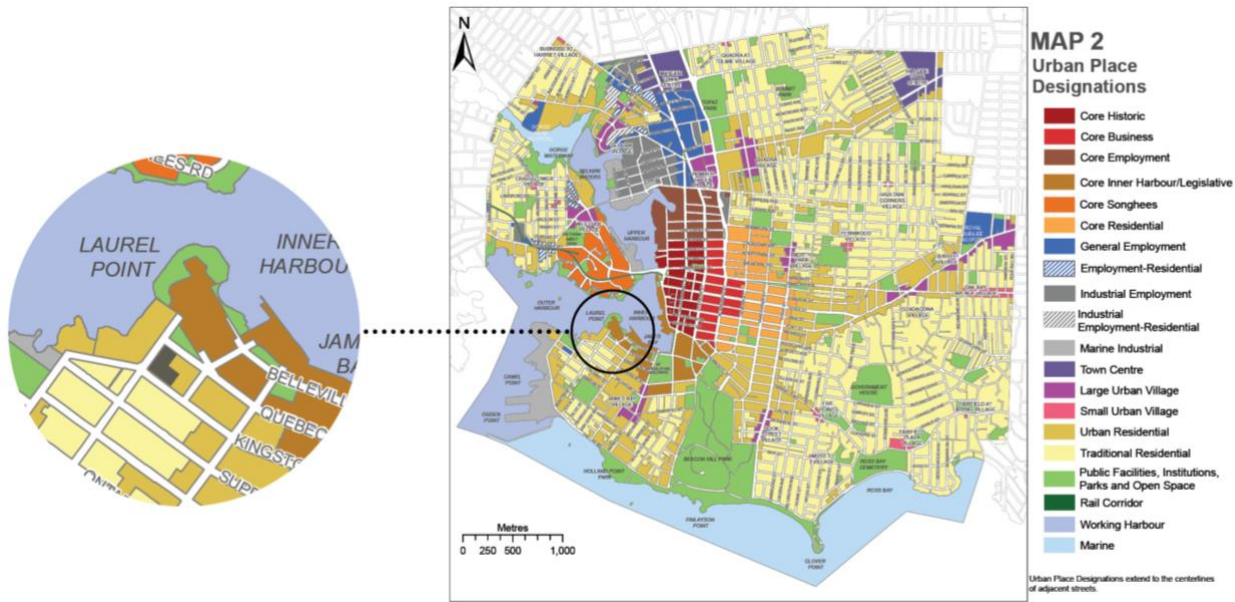
1. **Creating a Landmark Building** – this location is within a key gateway for pedestrians, cyclists, and tourists alike. The building will capture prominence from both the pedestrian-level streetscape as well across the Victoria skyline. The building massing, character and public realm offering is designed to create a positive frame to support the James Bay neighbourhood as well as the City's defined "Legislative Precinct."
2. **Define an Exceptional Public Realm** – a significant component of our in-kind amenity contribution is the move to go above and beyond the typical road classification standard for the subject road cross sections. We challenged our team to borrow from the City's newly implemented AAA cycling lane and streetscape standards to create a public realm which is beautiful, safe and pedestrian-oriented.
3. **Create Homes for People** – the application still features the creation of 105 new homes (108 gross) of varying sizes, layouts and tenures. Housing diversity, accessibility and family-sized dwellings are key components of the unit mix and design.
4. **Provide A Responsive Built Form** – while the height and tower width has been amended to foster further contextuality around surrounding buildings, the overall built-form in support of a point-tower design with a 3-storey podium and 3-storey townhouses along Kingston Street still works to reduce our overall impact on the neighbouring homes' views, shadows and wind.

## Project Overview

The proposal provides a long-awaited reimagining and redevelopment opportunity of this prominent James Bay location that for decades has been an under-utilized asphalt parking lot. Further to the housing, public realm and placemaking contributions provided by this proposal, this development will provide approximately \$400,000.00 in additional annual property tax revenue to the City (based on City of Victoria mill rate and 2023 land values).

The proposed development was designed with a focus on contributing to the community in three pillars: Housing, Placemaking and Transportation & Safety. The table below summarizes the development's main attributes and further details of our comprehensive Community Amenity Contributions can be found in the attached "*Community Amenity Summary*".

HOUSING	PLACEMAKING	TRANSPORTATION/SAFETY
105 New Homes (total 108 created)	Public Corner Plaza & Cafe	Crosswalk @ Quebec/Montreal
1-Bedroom (37 + 2 Studios)	Signature tree @ Kingston St	AAA Bike Lanes
2-Bedrooms (41 Condos, 1 Townhouses)	Lush landscaping and redesigned street frontages (40 NEW Trees)	Improved Visibility & Pedestrian Safety
3-Bedrooms (16 Condos, 11 Townhouses)	Neighbourhood & Multigenerational Connections	Traffic Calming
Adaptive Homes	Childcare Centre (sold to a not for profit provider for \$1) Community / Volunteer Space	2 MODO Carshare EVs
	Public Park Enhancements	



## Policy Context

The subject property is in the James Bay neighbourhood, on the boundary of the Core Inner Harbour area. While in the OCP the properties are identified as 'Urban Residential', the proposal takes a nuanced and site-specific approach: the architectural design makes a transition in building massing and character between the Core Inner Harbour and James Bay Residential areas.

In the OCP, these are categorized as two districts with characteristics summarized as follows:

	CORE INNER HARBOUR/ LEGISLATIVE	PROJECT SITE URBAN RESIDENTIAL
BUILT FORM:	<ul style="list-style-type: none"> <li>1-5 storeys adjacent to the harbour.</li> <li>Up to <b>approximately 15 storeys</b> in select locations.</li> </ul>	<ul style="list-style-type: none"> <li>1-3 storeys</li> <li>Up to <b>approximately 6 storey</b> multi-unit buildings.</li> </ul>
PLACE CHARACTER FEATURES:	<ul style="list-style-type: none"> <li>Formal building &amp; site design to respect the form and character of signature landmarks</li> <li>Formal public realm of wide sidewalks, pedestrian promenades, regularly spaced tree planting, and formal squares and greens</li> </ul>	<ul style="list-style-type: none"> <li>Variable yard setbacks with primary doorways facing the street.</li> <li>Variable front yard landscaping, boulevard and street tree planting.</li> <li>On-street parking and collective driveway access to rear yard or underground parking.</li> </ul>
USES:	<ul style="list-style-type: none"> <li>Public institutional and assembly.</li> <li>Commercial, including office, retail, and visitor accommodation.</li> </ul>	<ul style="list-style-type: none"> <li>Ground-oriented multi-unit residential.</li> <li>Low to mid-rise multi-unit residential.</li> </ul>

	<ul style="list-style-type: none"> <li>• Recreation and tourism-related uses.</li> <li>• Multi-unit residential and mixed-use.</li> </ul>	
DENSITY / FLOOR SPACE RATIO:	<ul style="list-style-type: none"> <li>• Generally up to <b>1:1</b></li> <li>• Increased density up to a total of <b>4:1</b> may be considered in strategic locations for the advancement of plan objectives.</li> </ul>	<ul style="list-style-type: none"> <li>• Generally up to <b>1.2:1</b></li> <li>• Increased density up to a total of approximately <b>2:1</b> may be considered in strategic locations for the advancement of plan objectives.</li> </ul>

In a well-designed city, the experience of places does not stop at geo-political or policy boundaries that are invisible to the eye. The urban design goal of this proposal is to realize the full potential of this James Bay site. The design is custom fit to the unique location that, while being an integral part of the Laurel Point neighbourhood, is an active part of Victoria's Legislature Precinct and Fisherman's Wharf tourism district. To be successful, the project must help reconcile the scale and character of the waterfront development along Quebec and Montreal Streets, with that of the single-family houses to the South. The proposal integrates these widely varied adjacencies by making the scale transition between them, with townhouses and a mixed-use apartment building, within its property boundaries.



*Aerial context view with OCP Urban Place Designations*

The site's adjacency to the higher density waterfront area suggests the proposed 3:1 FSR is reasonable for a development that advances key objectives in the OCP. This density is mid-way between the maximums anticipated in the OCP for Urban Residential and the Core Inner Harbour categories. We believe that the land-use, urban design and streetscape objectives do not stop in the centre of the street where the local plan does. For the general public, these

considerations need to be thoughtfully blended into the fabric of the neighbourhood and we believe that this plan and this proposed density achieves just that.

At this quantitative density, the project can achieve a greater number of policy objectives, positive attributes and public amenities, including:

### **Housing Amenities**

- Range of housing types and sizes from studio to 3-bedroom and ground-oriented townhouses that contribute to more than 41 two-plus bedroom family-sized dwellings.
- Enhanced accessibility in residential units with several adaptable condominiums and townhouses designed to accommodate residential lifts.
- Significant cash contribution to the City's Affordable Housing Grant Fund.

### **Neighbourhood Placemaking Amenities**

- A dedicated neighbourhood childcare space located on Montreal Street frontage with rear courtyard (playground) space.
- Service commercial space at the ground level for gathering, neighbourhood program use and placemaking.
- Employ a universal public realm design to create accessible open space for people of all ages and abilities.
- Allocation of commercial meeting space for up to 12-hours per week of free meeting space allocated for use by the James Bay Community Project.

### **Urban Design**

- Integration of high-quality urban design, architecture, and landscape.
- Enhanced public realm & placemaking, including a public social space.
- Dedication of land at the corner of Quebec and Montreal Street for the creation of a public gathering space for neighbourhood placemaking and improved sight lines around this prominent corner.
- The design and construction of a safe, lit crosswalk at the corner of Quebec and Montreal Streets.
- Positive contribution to the Inner Harbour / James Bay skyline by creating variety, striking design, and carefully framing the view corridors within the Legislative Precinct.



*Perspective of the proposed building from Bastion Square*

## **Transportation and Safety**

- Underground parking, meeting expected parking demand for all uses on the site (refer to the Parking Study for proposed Transportation Demand Management strategies).
- The creation of additional, safely placed on-street lay-by parking stalls along Quebec and Montreal Streets.
- Provision of 2 EV car-share vehicles (MODO), located for neighbourhood access.
- Creation of a visual Statutory Right of Way across the inset corner of Quebec and Montreal Streets.
- Addition of a publicly available level-2 EV car charger along the Quebec Street frontage.
- 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).
- Install rapid flashers at a newly proposed crosswalk at the corner of Quebec and Montreal Streets.
- Enhanced bike facilities, including:
  - Secure charging for e-bikes and cargo bikes
  - A tenant bike repair station
  - Protected bike lanes and connectivity to the City's contemplated north – south AAA network

## **Public Park and Pathway**

- Completely redesigned enhanced adjacent public street-frontages along Montreal and Kingston Streets which includes:
  - Protected boulevard trees, innovative rain gardens and landscape planting
  - Separated sidewalk and enhanced pedestrian realm
  - Animated public gathering space at a proposed plaza at the corner of Quebec and Montreal Streets
  - Existing above ground utility lines on Montreal Street rebuilt underground
  - Addition of street furniture and legislative precinct lighting standards
- A new pedestrian Montreal Street crosswalk connecting west toward the David Foster Harbour Walkway and the newly reimagined Peter Pollen Waterfront Park.
- Creation of a significant 'feature tree' at the corner of Montreal and Kingston Street.
- Design and deployment of a cycling and pedestrian network connection between the newly adopted James Bay AAA cycling network and the existing Inner Harbour connectivity network.
- Contribute enhancements to offsite public spaces such as the David Foster Harbour Walkway and/or Peter Pollen Waterfront Park.
- Off-site improvements of the dated Montreal Street storm water facilities.

While the project achieves the broader policy objectives in the OCP, the proposal does move beyond the level of development anticipated in the James Bay Neighbourhood Plan - which was adopted in 1993 - with an increased amount of housing and a wider mix of uses and public benefits.

Accordingly, the project makes progress toward other key strategic directions of the local area plan, including:

- Adding to the variety of housing types and tenures for a range of age groups and incomes, with a focus on family-sized housing.
- Contributing to the neighbourhood's heterogeneity of land use, housing types and character.
- Providing a high-quality design and public realm condition, which both complements and enhances the overall neighbourhood.
- Improving pedestrian and cycling public infrastructure as an enhanced gateway to and from the Victoria Harbour.
- Framing historic Victoria and Legislative Precinct view corridors.

The density increase is requested considering the project's contribution to these neighbourhood amenities and municipal goals. The increase is also rationalized by how successfully the design responds to the site's unique adjacencies and mitigates impacts of the proposed density on the surrounding older multi-family developments (detailed in 'Design and Development Permit Guidelines' below). We have also engaged in a formal land lift analysis process with the City of Victoria and further details of our comprehensive Community Amenity Contributions can be found in the attached "*Community Amenity Summary*".



*Rhythm of townhouses along Kingston Street*

## Community Consultation

To date, we have held three open house events. In-person events were held on our site on August 17 & 19, 2021 and an online meeting was held on November 23, 2022. We have also met with hundreds of our neighbours and stakeholders throughout the city to share our vision and gather feedback, which we have gathered through surveys, conversations and correspondence.

Our 2021 survey to residents received more than 100 responses. More than 70% of respondents indicated support for redevelopment of the parking lot and confirmed the importance of key project attributes: a mix of residential unit types, adequate vehicle parking, improved pedestrian safety and comfortably scaled building frontages on the street edges.

There was a positive response to the mixed-use aspects of the project, in particular the proposed corner café, and to the pedestrian-focused urban design approach to the public realm. Concerns were raised around density and building height, with respect to potential view, shadow and traffic impacts to the surrounding neighbourhood.

Based on this ongoing feedback, various aspects of the project have been adjusted:

- The commercial space at the corner of Montreal & Quebec Streets was further developed as a neighbourhood café space with an expanded outdoor patio and public square while improving sight lines at this prominent corner;
- The property at 224 Kingston Street was added to the subject property in response to suggestions that the project would be improved by extending the low-rise portion and increasing the number of townhouses;
- The majority of proposed townhouses were adjusted to include residential lift capacity in order to reduce barriers and enhance accessibility;
- A number of the residential units were replanned to adaptable design standards, to better accommodate people aging-in-place; and
- The building's massing was adjusted to have a lower podium height, with the tower reshaped to have a more tapered form, oriented North/South to reduce shadow and view impacts on the surroundings.

Following additional feedback from the public and direction from the City of Victoria Committee of the Whole on July 27<sup>th</sup>, 2023, our proposal was amended to:

- Reduce our overall proposed height from 17-storeys to 14-storeys or 48m in height;
- Grow the number of family-oriented townhouse-dwellings.
- Commitment to providing 15% of multi-family homes as two bedroom plus den or three bedroom dwellings.
- Refining the internal pathway to provide additional street furniture and a residential pet area.
- Evaluating our dwelling-layouts to ensure that, with our changes in height and tower design, we will still be compliant with the impending structural BC building code structural changes.



*Montreal streetscape at the entrance to the Childcare Centre*

### **Public Interest**

The Northern edge of James Bay's low-density housing area is dominated by tourist services and the associated vehicle traffic. While tourism is an important economic driver in the City, its impacts must be balanced with the comfort and safety of residents.

This proposal seeks to support both the local residential and tourism experience by contributing a landmark building to the harbour skyline that is uniquely of James Bay; at the same time, the project provides needed housing and comfortable social space for the neighbourhood. The human scale, active uses, ample beautiful furnishings and rich landscaping will greatly improve what is now a desolate corner parking lot.

### **Public Realm and Safety**

The high-quality integration of intentional programming, landscape architecture and urban design is intended to create a neighbourhood magnet for multi-generational activity for the foreseeable future. This proposal seeks to repair the current 'abrupt' sidewalk and streetscape condition by dedicating a significant amount of ground level space and creating an interesting, active and protected public realm on all street frontages. We are also integrating a series of timeless street furniture, street lighting and rainwater management components throughout the public realm.

The inset plaza space at the corner of Quebec and Montreal Street is a key design feature that emerged from our neighbourhood consultation. Our design team has worked to create a space that activates this street corner, creates an interesting outdoor gathering hub for neighbours and residents, improves sight lines with the establishment of a visual statutory right of way and creates a visual gateway for residents and visitors entering the City of Victoria.



*View of the corner plaza at Montreal & Quebec Streets*

In addition to our proposed on-site streetscape enhancements, we are also proposing a significant number of off-site improvements. These include the further expansion of the City's AAA protected bike lane facilities along Quebec and Montreal Streets, the addition of a pedestrian activated flashing crosswalk across Montreal Street and a comprehensive series of visual, pedestrian and vehicular flow improvements at the busy corner of Quebec and Montreal Streets. Finally, this project will create an impetus for the City's review of speed limits in the area. Our traffic consulting team will continue to provide technical feedback and support through this review.

### **Parks and Open Space**

In addition to the dedicated public realm space, this project will provide a significant amount of relief or buffer between the existing townhomes on Quebec and Kingston Streets by introducing an outdoor playground and amenity space at the ground level. This open space will include a significant amount of landscape planting and the expansion of our proposed rain garden network. The playground space will primarily serve the proposed childcare provider; however, we will explore additional users and partnership opportunities with the neighbourhood and community as this application progresses.



*Landscape & Public Realm Precedents*

Beyond our on-site dedications and improvements, we are proposing a financial contribution to the further development and completion of the David Foster Walkway and/or Peter Pollen Waterfront Park or Charles Redfern Parks. This significant pathway and these park spaces define the James Bay waterfront for neighbours and visitors alike. We believe that connection and enhancement of this space will provide current and future neighbours with a significant legacy.

### **Design & Development Permit Guidelines**

The project is comprised of four distinct buildings: one mixed-use tower and three groups of two and three-storey townhouses. The tower is positioned on the Northern corner of the site, proximate to the taller buildings along the waterfront. The townhouses are located along the Southern boundary of the site, reflecting the height and scale of the houses and townhouses across Kingston Street. Through the distribution of the building floor area and height on the property, the architectural forms make an effective transition from the Inner Harbour District to the Urban Residential area.



*Kingston Street Renderings*



A relatively slender tower form lands on a 3-storey base; while the podium is scaled to define a comfortable street frontage on Montreal and Quebec Streets, the tower is pivoted off the street grid to align with compass North. This position narrows its shadow and will reduce its view impact on the surrounding apartment and townhouse buildings. 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. These modifications resulted in a sculptural architectural composition that will be an attractive addition to the skyline. We hope that, in the words of the OCP, the new buildings will *“enhance the visual identity and appearance of the City”*.



The project takes an urban approach to building form, both in the sculptural aspects of the tower massing and, even more critically in this location, in how the building and its functions meet the ground level. Through the synthesis of architecture, landscape architecture and urban design, the project will integrate with and enliven the surrounding social space of the City, being the public rights-of-way, streetscape and landscape of adjacent properties.

The building podium is where the transition between the vertical tower and the public ground plane is made and what predominantly will be experienced by people; the podium defines and gives scale to the street space. What enlivens the streets and adjacent spaces is the activity of those that inhabit and use the spaces within. Above the ground floor, windows and balconies are cut into the brick facades, in a circular and rectangular pattern that give the facades a human scale and a playful, distinctive character. The circular motif is carried around to the lower scaled townhouses.

The palette of colour and material is contextually responsive, picking up on the textures and tones of the Inner Harbour District and historic buildings of brick and stone. Similar to the adjacent brick clad residential buildings the podium is clad in clay brick; however, the selected colour is a lighter, warm 'wheat' colour, complemented by warm wood-toned soffits. The tower is clad in larger-scale cementitious panels with a limestone-grain finish, referencing the materiality of historic buildings in the area. These panels help to visually lighten the tower and accentuate the shadow play on its angled form. The townhouse clusters continue with brick walls, however there it is integrated with wood cladding and soffits for a more domestic character. The townhouses and podium are further softened by the integration of extensive landscaped planters, which wrap around the buildings on Kingston Street and help to define public outdoor areas along Montreal and Quebec Streets.



*Rendering of the Commercial Space and Podium from Quebec Street*

### **Site Design & Landscape Architecture**

An integrated design approach has been used for the site to create a high-quality public realm that incorporates the seven best practices identified in the City's Downtown Public Realm Place, providing quality green spaces, leveraging opportunities to enhance urban forestry values and integrating rainwater management.

The landscape plan includes a variety of plaza and seating spaces, a play area for a childcare center and a variety of pathways to provide pedestrian connectivity through the site. The plaza area at the intersection of Montreal and Quebec Streets includes built-in benches, covered patio

seating and bicycle parking. Hard surface materials for this space will consist of materials from the Inner Harbour Character Area from the Downtown Public Realm Plan, including granite pavers and basalt entry banding with a sandblasted street name insert. The parkade structure has been pulled back at the intersection of Kingston and Montreal Streets to create a space for a specimen tree planting area on grade.

Streetscape bulges along Montreal Street and Quebec Street help calm traffic, provide a safe pedestrian realm and add green space and stormwater management to the road right-of-way. Amenity plantings along these sidewalks, including within rain garden areas, will help scale and frame the pedestrian environment around the proposed development. The townhomes along Kingston Street use grade separation, low landscape walls and amenity plantings to delineate private spaces from the public sidewalk.

The landscape plan also proposes a series of rooftop amenities for residents. This includes private patio spaces defined by planting areas as well as shared amenity space with a variety of seating areas, fire pit and other features for residents. This amenity area will contribute to the connectivity of residents with each other while offering fantastic viewing opportunities to the surrounding landscape.

### **Urban Forest**

The integrated design team for this project has used the City of Victoria's Urban Forestry Master Plan as a guide and will incorporate tree values in a proactive manner. A key element of the landscape plan is the renewal of the urban forest. Proposed new tree plantings will re-establish urban biodiversity and offer improved habitat value in the long term. The plan includes 40 new tree plantings (small, medium and large) with four large trees on municipal frontages and 12 small tree plantings in the roof top planting areas. Generous soil volumes provided in the design, including a signature tree planted directly in the ground at Kingston and Montreal will support these trees long into the future.

A recent exploratory root dig at the eastern property line revealed that the parkade construction will not negatively impact the neighbouring strata's protected rear-yard tree. This is verified in a supplemental arborist report.

## Transportation

The new buildings are well-located to advance Victoria's priorities for multi-modal travel, having a Walk Score of 72 ('Very Walkable'), Transit Score of 69 ('Good Transit') and Bike Score of 88 ('Very Bikeable'). Within a convenient 15-minute walk of the services and amenities of Fisherman's Wharf, the James Bay Village and Capital Park. The future residents will be also, of course, very well located for access to outdoor recreation facilities and parks. Walking, rolling and cycling will be supported around the new buildings with landscape and special paving, integrated with enhancements to foster social interaction.



*James Bay Plan annotated to show a 15-minute walking radius from the proposal site.*

## Vehicle Parking

A total of 142 parking spaces are proposed for the development, located within two levels of underground parkade. Parking is organized as 107 residential spaces for the main building, 13 spaces exclusively for townhouse residents, 5 spaces for daycare staff parking, 2 stalls for car share (Modo) vehicles and 15 stalls for shared use between residential and commercial visitors.

The proposal is located on the edge of the 'Core Area' and has several characteristics of a Core Area development, such as walkability and proximity to employment, services, transit and cycling infrastructure. Analysis of local parking data suggests expected parking demand is most closely aligned with Core Area parking rates. To ensure parking is managed responsibly, the design optimizes the space available within the two levels of underground parkade. Parking for complimentary uses (residential and commercial visitors) will be combined for efficiency, leading to an aggregate number of stalls that exceeds the anticipated vehicle demand. Furthermore, the project will provide enhanced bicycle storage and MGC is exploring inclusion of two carshare vehicles within the project (a benefit to building residents but also to the larger community).

In addition to the off-street parking provisions, the project will incorporate parking spaces within the public rights-of-way on Montreal and Quebec Streets. A total of 4 on-street, layby parking spaces will be available for short-term loading (of particular importance to the childcare centre and café) as well as public use along Montreal Street.

### **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 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.

### **AAA Bicycle Facility Improvements**

A 2-way AAA bicycle lane has been designed for Montreal and Quebec Streets that will further promote an active mode shift in the area. The frontage works have been designed to allow for the potential extension of the AAA bicycle facilities for better integration with the City's future plans for the nearby Belleville terminal.

### **Public Safety Improvements**

We've designed the public plaza at Quebec and Montreal to ensure improved site lines at the corner and will offer a Statutory Right of Way to secure this visual improvement in perpetuity. A new marked crosswalk with rapid flashers is also planned for this corner to connect to the David Foster Waterfront Pathway and improve pedestrian safety in the area.

### **Infrastructure**

The residents and users of the proposed new buildings will be well serviced with access to and from all three streets, allowing the design to make optimal use of the property both above and below ground. Electrical service will come from Montreal Street, with equipment located underground (rather than a conventional Pad Mounted Transformer at street level). As part of the development, the overhead power lines on Montreal Street will be relocated underground, thereby improving the appearance of the area.

### **Integrated Rainwater Management**

Rain gardens and rain planters have been integrated into the design to manage runoff from the building roof areas where feasible. On street rain gardens treat municipal road runoff within planting bulges in the road right of way. These rainwater features will clean and slow storm water delivery to the city's storm drain network and sensitive downstream habitat. Water from the building and roads and healthy organic soil of the rain gardens will support the local urban forest while sustainably managing stormwater.

### **Water Conservation**

Landscape plantings will include native and appropriate non-native plants that are adapted to site conditions, climate, and design intent. The use of native vegetation and pollinator species promotes regional identity and a sense of place, supports biodiversity, reduces pesticide use, and supports water conservation by minimizing the use of potable water for irrigation. A high-efficiency irrigation system will be used to reduce water demand in the landscape. Rooftop planters would similarly be irrigated with a high efficiency drip irrigation system.

## Environmental Impact

A fundamental principle of environmental sustainability is to optimize resources by minimizing the negative impact of people. This means accommodating more people and their needs in locations that reduces the consumption of arable land and optimizes utilities distribution and transportation networks, all toward reducing resource consumption and waste. This means that housing more people in compact and efficient ways in urban areas is a fundamental strategy to sustainably accommodate population growth.

Naturally, the proposed new buildings' construction, technical systems and operations will comply with current Building and Energy Codes as well as incorporating best practices in energy conservation and limiting of greenhouse gas emissions. Accordingly, the main building (the Montreal daycare space, commercial/retail corner at Quebec and Montreal Street and the residential tower) will be designed to meet Step 2 of the Energy Step Code and the townhouses will be designed to meet Step 3. Key benefits related to BC Step Code, as identified by the City of Victoria, are as follows:

- Health and Comfort - Studies have shown that high-performance homes are more comfortable and healthier, because they effectively manage temperature and fresh air throughout the building.
- Less Energy, Lower Bills - The Step Code improves energy efficiency and lowers energy bills compared to homes and buildings with similar systems designed under the BC Building Code.
- Improved Sound Envelope – Residential dwellings will be less impacted by the noises of the harbor and other adjacent uses due to the improved envelope performance.
- Climate Leadership – Buildings account for 50% of Victoria's greenhouse gas emissions, and the Step Code aligns with the City and Province's target of new construction becoming "net-zero energy ready" by 2032.

## Conclusion

The redesigned redevelopment proposal for Quebec, Montreal and Kingston Streets has been refined to reflect the feedback provided by the City and neighbours while still working to embody the principles and aspirations as stated in the Official Community Plan and the Capital Regional Growth Strategy. The addition of new housing proposed also contributes to redressing the housing shortage on the South Island. New condominiums and townhouses will contribute to the spectrum of housing affordability, availability of family-sized housing, improvement of multi-modal connectivity and mobility, and improve the economic health of the community with significant development investment. The location and forms of the new housing comply with Regional / Smart Growth Principles of compact urban settlement, safe & complete communities.

This project is a positive step in building the future City of Victoria, contributing to the beauty and character of BC's Capital as a *"vibrant, diverse and creative city in a maritime setting, while retaining the importance of heritage, history and tradition in defining Victoria's character."*

Thank you for your careful review of this application. We look forward to continuing our work with the community, City staff and Council to deliver this significant building with much-needed housing and community benefits.

Sincerely,

Edward M. Geric  
President and CEO  
Mike Geric Construction

# Quebec and Montreal Street: Community Amenity Contribution Proposal Summary

November 6, 2024

Following our significant stages of neighbourhood engagement, discussions with several advocacy groups and community leaders, and feedback from the City of Victoria, Mike Geric Construction is pleased to resubmit the following Community Amenity Contribution proposal. The items listed above are to be secured via 219 Covenant at the time of bylaw registration. The overall intent of this submission is to best align the City of Victoria’s Inclusionary Housing Policy (2023) update with the significant number of priorities established by this neighbourhood, the opportunities that this specific redevelopment represents, and the previous inclusionary housing policy that guided this application during the initial zoning submission.

The Quebec and Montreal Official Community Plan amendment, zoning bylaw amendment and Development Permit application works to activate three major Council priorities:

**Housing Diversity, Placemaking and Transportation & Safety.**

Mulholland Parker Land Economists has estimated the base value for the site using BC Assessment data for the properties as presently zoned.

The land-economists consultant proformas for the Site as full market strata for the residential and has assigned a nominal market rent for the daycare space at \$20 per square foot which is consistent with other analyses undertaken for the City. When comparing the supported land value for all market strata to the base value, the estimated land lift we arrive at is \$3.07 million, 75% of which would be a total Community Amenity Contribution of \$2.3 million. It was proposed following this analysis that the total CAC package sought by the City from this development not exceed \$2.3 million.

The development application well exceeds the recommended amenity contributions suggested by the consultant due to the daycare contribution and the number of additional on and off-site in-kind contributions.

City Allocation	MGC Proposal	Contribution Value *	Priority	Fund Description
30%	30 %	\$700,000.00	Affordable Housing	Provided as a cash amenity contribution to the Victoria Housing Reserve fund to assist in the development of affordable housing.
70 %	100 %		Community Amenities	Monetary and work in lieu contributions to enhance the public realm surrounding this property and to create community connectivity opportunities through the provision of a daycare and gathering space.

*\* The proposed contribution values equate to 20 % of the recommended upshot amenity contribution and over 100 % of the recommended upshot in in-kind contributions.*

## Summary Table

Below is a summary of our Community Amenity Contribution proposal.

Community Amenity Item	
<b>Housing Diversity</b>	
1	Cash-in Lieu to the City of Victoria Affordable Housing Reserve Fund
2	Family-oriented housing mix protected by a restrictive covenant at time of zoning adoption.
<b>Placemaking</b>	
2	Provision of a daycare of no less than 153.29m <sup>2</sup> , for a minimum period of 10 years, and that the space will be sold to a not-for-profit provider for no more than \$1
3	Provision of no less than 18.5m <sup>2</sup> of indoor meeting space for a minimum of 10 hours per week to the James Bay Community Project.
4	Design, dedication and construction of an enhanced public realm and pedestrian network along Quebec, Montreal and Kingston Street frontages
5	Contribute to the Community Amenity Fund with the intent to further David Foster Harbour Pathway, sčəmaθən / Peter Pollen Waterfront Park and/or connectivity improvements
<b>Transportation and Safety</b>	
6	2 x EV-charged and publicly accessible MODO car share vehicles with 2 charging stations
7	Design and implementation of a new AAA protected cycling network along Quebec and Montreal Street frontages
8	Design and construction of a safe, lit cross walk at Quebec and Montreal Street
<b>Additional offsite improvements</b>	
9	Replace City's failing Montreal Street storm water facilities
10	Undergrounding of BC Hydro lines on Montreal Street