

822  
Catherine  
Street

304  
Langford  
Street

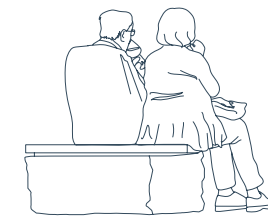
We acknowledge with respect the Ləkʷəŋən peoples on whose traditional territory the property stands and the Songhees, Esquimalt and W̱SÁNEĆ peoples whose historical relationships with the land continue to this day.

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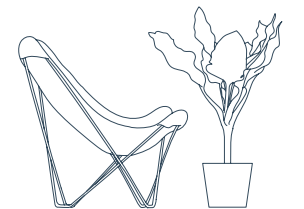
# Aryze Philosophy

Aryze's mission is to gather the best people, use our business to create healthy, resilient places for our community to call home, and realize projects that shape our city in a positive way. Aryze today is just that—a group of educated, experienced, and skilled professionals working to create a new type of company; a constructor built on a foundation of advocacy, innovation, and performance.



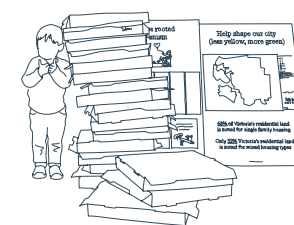
## Diversity

Housing choice is key to affordability, neighbourhood diversity, and vibrancy. Townhouses and apartments allow new households to form, young families to grow, and folks looking to downsize and stay in their community. Everybody wins.



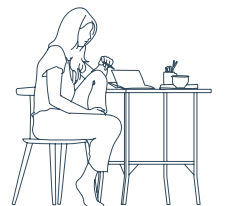
## Design

We are planners, builders, urban designers, and entrepreneurs. We are a close, cohesive team that is aiming to make a big impact to our urban form. Fundamentally, we believe that diverse, creative architecture is a value-add to the urban fabric that makes our city more interesting, creative, and fun.



## Engagement

We believe that community discussions are a value-add rather than a hurdle in the process. Members of the community are an excellent repository of the aspirations, secrets, and challenges of the neighbourhoods we are working in. Tapping into this braintrust is critical to our projects successful integration for the benefit of the current and future residents.



## Analytics

Building something for the sake of building isn't good enough. We use a series of aggregated data sets to inform our development process to ensure that we identify appropriate housing needs. Every Aryze home is created for its neighbourhood; to serve the community rather than detract from it.



# Aryze Development

Aryze is an infill development and construction company that approaches the built environment as an ongoing search for knowledge. They blend traditional construction practices, intelligent design, and high performance building technologies— always striving to push the future forward.

Aryze likes to think of themselves as entrepreneurs with an underlying goal of building better communities. They would like to shape the city they live in and help Victorians live in their ideal neighbourhood. This has led Aryze to build homes and develop sites that are in line with their creative and social values.

**411 Kingston Street**  
Victoria, BC



**2910 Shelbourne Road**  
Victoria, BC



**1712 Fairfield Road**  
Victoria, BC



**609-629 Speed Avenue**  
Victoria, BC



# 5468796 Architecture

5468796 Architecture is a Winnipeg-based, full-service architecture studio founded in 2007. The practice questions the status quo through new architectural propositions and specializes in projects that require design innovation.



**Mixed-Use Tower**  
Ottawa, ON



**3435 Pembina Highway**  
Winnipeg, MB



**548 Stradbrook Avenue**  
Winnipeg, MB



**2240 33rd Avenue SE**  
Calgary, AB



**1230 9th Avenue SE**  
Calgary, AB

# Landscape Architect: Biophilia

**941 Sutcliffe Road**  
Saanich, BC



Biophilia Design Collective is a landscape architecture firm with 13 years experience in landscape design, urban planning, and project management. Through their experience in project management of the installations of residential, commercial, and civic projects, they understand the value of achieving project goals through innovative design, conservative planning and estimation, and cost effective implementation measures.

Biophilia believes that exterior landscape and interior green space should respect, enhance, and work symbiotically with the architecture of a building and be accessible to people of all abilities to help improve health and well-being. Their focus is to create synergies between the soft plantings and the hardscape aspects of the built environments they create that both relate to and enhance the architecture of the building while ensuring accessibility.

**Private Residence**  
Salt Spring Island, BC



**Private Residence**  
Saanich, BC



**634 Campbell Street**  
Tofino, BC



**Private Residence**  
Oak Bay, BC



# Area Context & History

This is the land of the Lək̓ʷəŋən (Lekwungen) People, known today as the Esquimalt and Songhees Nations. As you travel through the city, you will find seven carvings that mark places of cultural significance. To seek out these markers is to learn about the land, its original culture, and the spirit of its people.

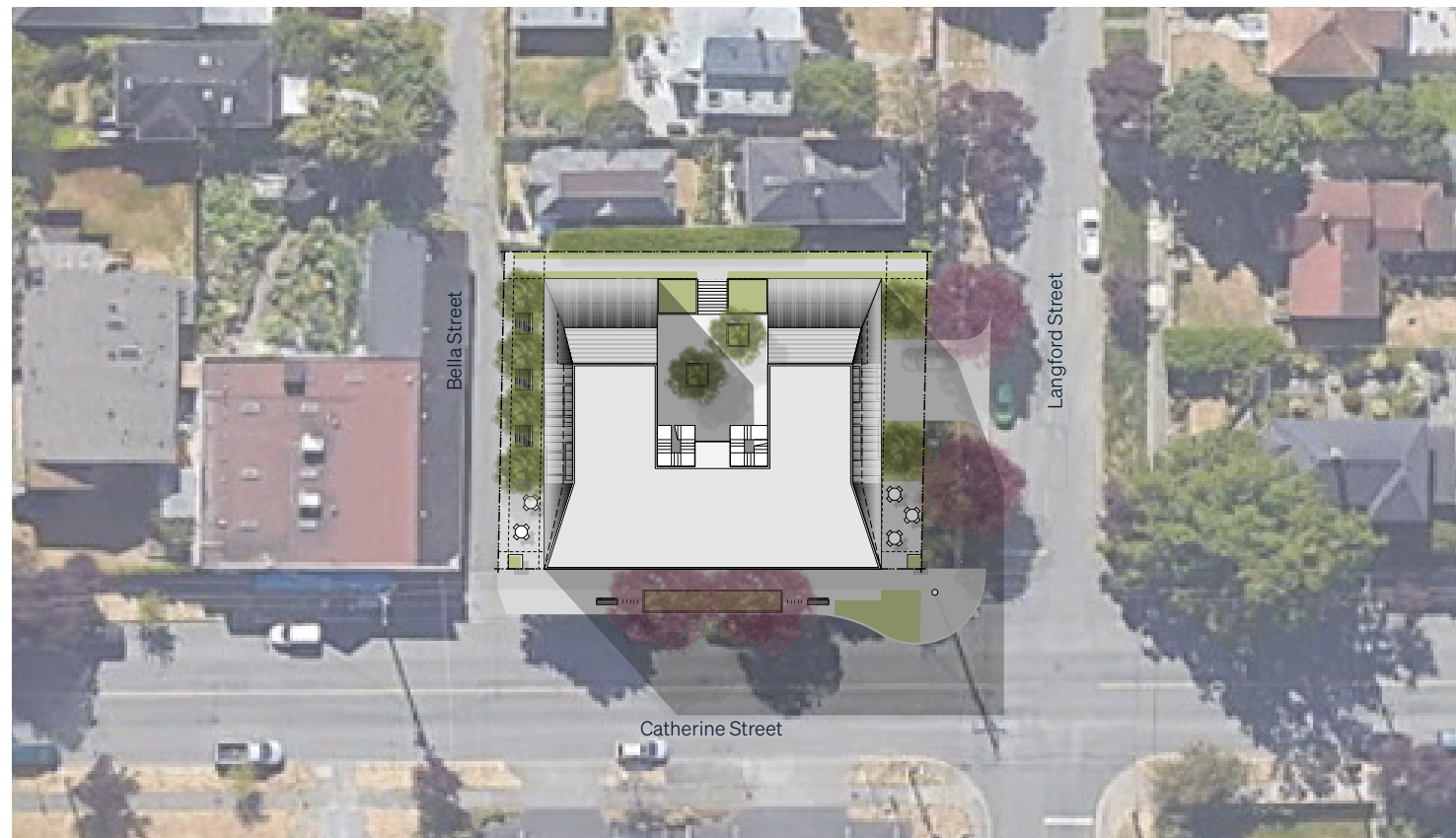
Victoria West, as it is known today, is of cultural and historical importance as it was once the site of the Songhees village. Canadian National Railways introduced rail service in 1922 and a further blossoming of industry followed as entrepreneurs took advantage of access to railyards, steamship terminals, and a growing base of employment. Victoria West was crucial to the economic and industrial hub for early Victoria and in the years following, the area grew into a popular residential area. This was an early example of a modern mixed-use neighbourhood, with amenities and work situated within an easy commute from residential areas.

The building design responds to this diversity through a sensitive massing that defers to the less-dense blocks to the west and east while enhancing the urban 'village heart' on Catherine Street.



# Site Layout

This proposal seeks to provide a more urban, street-oriented building that is compatible with the evolving neighbourhood. The building will be positioned at the intersection of Catherine Street and Langford Street. The building is shaped as a four storey building along Catherine Street stepping down to three stories as it meets the neighbouring residential buildings. The building is set back along Bella Street and Langford Street to align and maintain the continuity of the street frontage with neighbouring residences while allocating space for the future reconciliation of the street width along Bella Street. Best efforts will be made to retain the existing boulevard trees along Catherine Street and Langford Street, with the building design and positioning taking this into account.



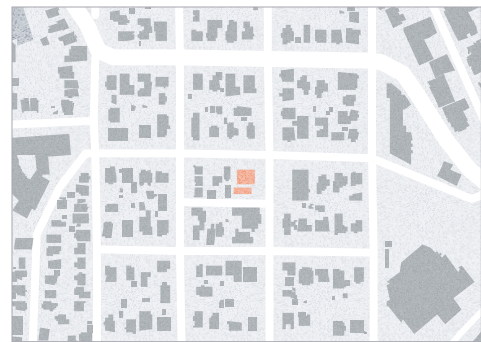
# Building Form

The building will be a landmark along the border of the Catherine at Edward Small Urban Village. The building is oriented to mimic neighbouring commercial properties with commercial units at grade along Catherine Street, enhancing the public realm and village heart. As the subject site slopes down from Catherine Street along Langford Street, this allows for the parking to be concealed under the building with access from Langford Street.





# Neighbourhood Grain



The Existing Buildings



Proposed Project

This area of the Victoria West neighbourhood includes a heterogeneous mix of commercial and residential uses, from single-family character homes to multi-family apartment and condominium buildings. Neighbouring the subject site is a mix of single-family character homes located to the north and west, with commercial uses to the south and east. As per the Neighbourhood Plan, “A mix of historic older homes and new development in a greatly varied lot pattern is a characteristic of the neighbourhood.” These buildings include a range of building styles, composed mainly of stucco and painted wood cladding, with some brick accents.

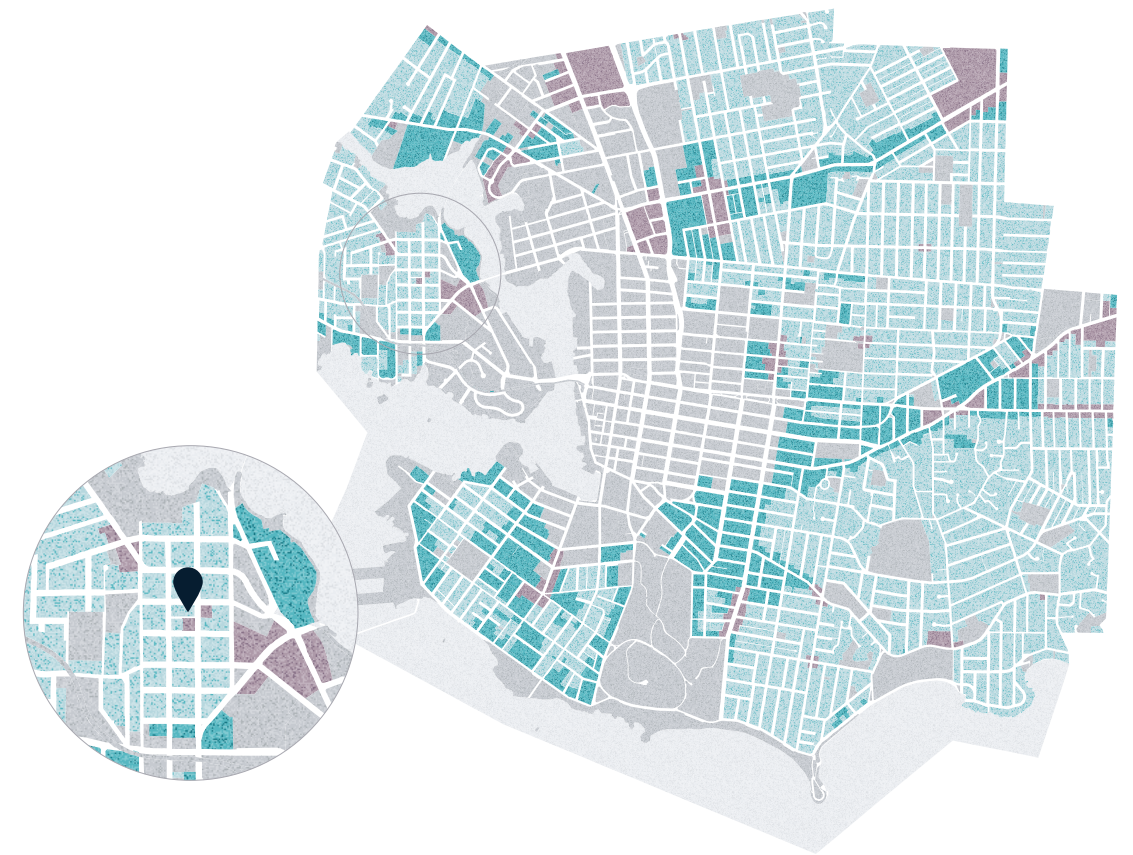
The building grain peaks along Catherine Street and tapers as you move east and west which is a typical land use pattern for the city. The footprint of the existing building is symptomatic of its

era, with larger setbacks from the street and underutilized density, resulting in a fragmented urban design program. Modern design narratives seek to bring more intimacy to the street with tighter urban setbacks with the balance of the design program being driven by the rental utility and the relationship to neighbouring residential properties.

As well as directly bordering the Catherine at Edward Small Urban Village, the subject site is less than 500 metres from the Westside Large Urban Village and 500 metres from the Craigflower Small Urban Village which offers a wide range of local retail, commercial businesses, and services. Opportunities for recreational activities exist within a short walking distance from the subject site and include Banfield Park, Vic West Elementary, Victoria West Park, Songhees Walkway, and the Galloping Goose Trail.

# Policy Context

- 822 Catherine Street | 304 Langford Street Project Site
- Urban Residential
- Traditional Residential
- Urban Villages & Town Centres
- Others



The subject property is located in the heart of Victoria West, directly boarding the Catherine at Edward Street Village. The Victoria West Neighbourhood Plan envisions this area as an opportunity for ‘neighbourhood gathering, shops, and services’. The Neighbourhood Plan also identifies several ‘big moves’, the first of which is to ‘Create Strong Village Hearts’, which has guided the planning of this proposal. In the Official Community Plan (OCP), urban villages are envisioned to absorb 40% of all population growth, yet they only make up 3.5% of the city’s land base. As such, we need to be careful about redevelopment to ensure these scarce lands are utilized appropriately.

The housing forms characterizing these areas are low-rise and mid-rise multi-unit buildings including townhouses and apartments, freestanding commercial, and mixed-use buildings. Our project, a

proposed, lies just under 2.0 FSR, which is above the OCP allowance. There are provisions in the OCP to exceed the stated density for the advancement of certain plan objectives; in this case, the provision of rental housing in perpetuity and strengthening this village heart through providing local employment and business opportunities through the commercial spaces on the ground floor. This project is supported by not only the current OCP but also by the Housing Strategy Phase 1 and 2, Go Victoria Mobility Plan, Climate Leadership Plan, upcoming Missing Middle Housing Study, and dozens of action items in the 2019–2022 Strategic Plan.

The proposal also meets several other objectives within the neighbourhood plan, including “Big Move 5: create more places to live near transit and amenities”. The immediate area, within a two-block radius, is home to an elementary school, a

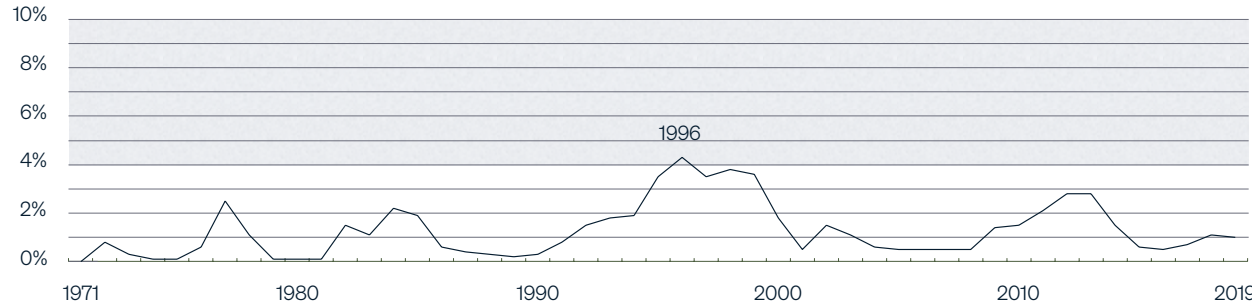
local food market—popular not only with residents of Victoria West but citywide—as well as four bus stops that provide access to most, if not all of the major regional employment centres within a 25-minute ride.

The surrounding neighbourhood is full of diverse building forms, ranging from heritage stock to industrial warehouses, and newly built condominiums. The Vic West Neighbourhood Plan emphasizes that the residents of the area value this eclectic aesthetic, and we aim to add to this interesting built environment while transitioning gracefully to the lower-density housing neighbouring the site.

# Current Landscape

In the last 48 years, the rental vacancy rate has gone above 4% once (in 1996). This problem is central to the affordability and health of our cities.

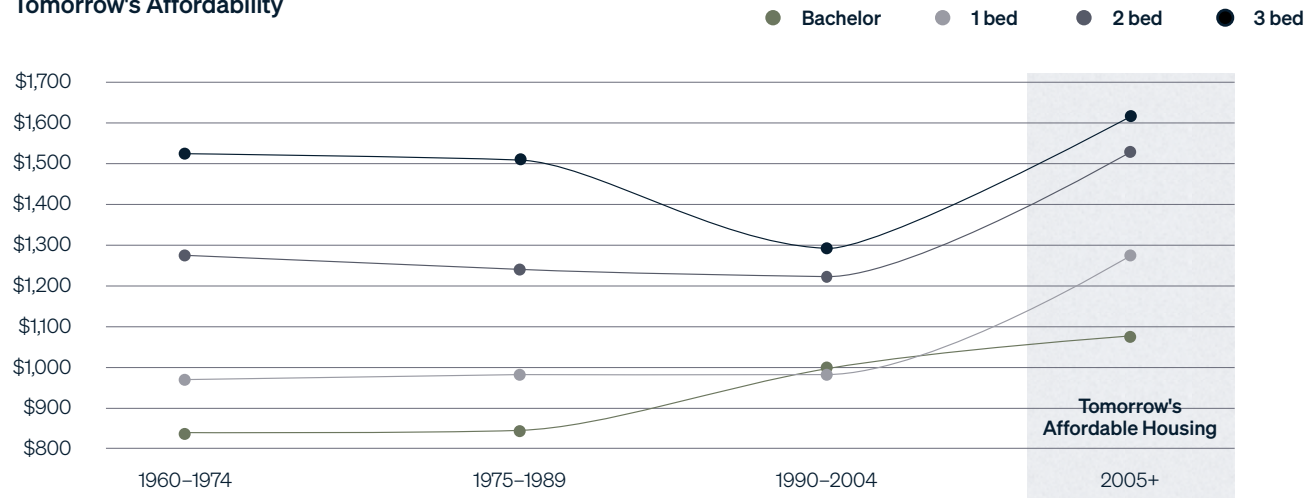
Canada Mortgage & Housing Corporation: Vacancy Rates of Apartment Structures of Six Units & Over



Will all of these new homes be affordable? No. That's not the point. When we look at rental rates by unit type and age, the older stock is Victoria's affordable housing stock. We unfortunately had a 35-year gap in rental housing construction that we need to make up for. What we build today, is tomorrow's affordable housing. If

we don't build it today, we perpetuate the problem and learn nothing from the past. This, paired with the reality that many of the purpose-built rental (PBR) homes built in the 1960's and 1970's are nearing end of life, means we need to have new housing options for residents.

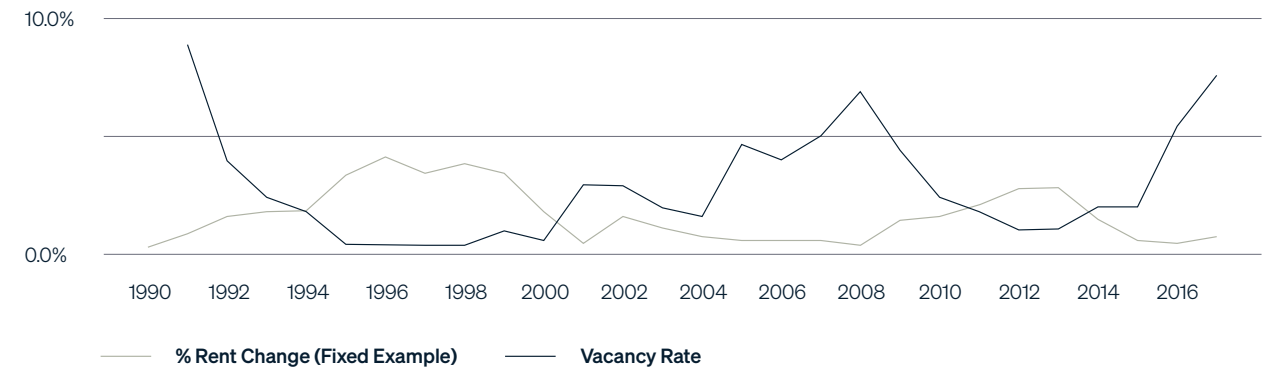
Victoria Age vs Rate: Tomorrow's Affordability



The relationship between supply and demand is directly correlated to affordability; positive or negative fluctuations in rent rates expressed as a percentage are inversely connected to the vacancy rate. In summary, when the

vacancy rate is low, meaning low supply, rents go up. When supply increases, rents flatten or go down. This teaches us the best thing we can do for affordability across the board is to build more housing, period.

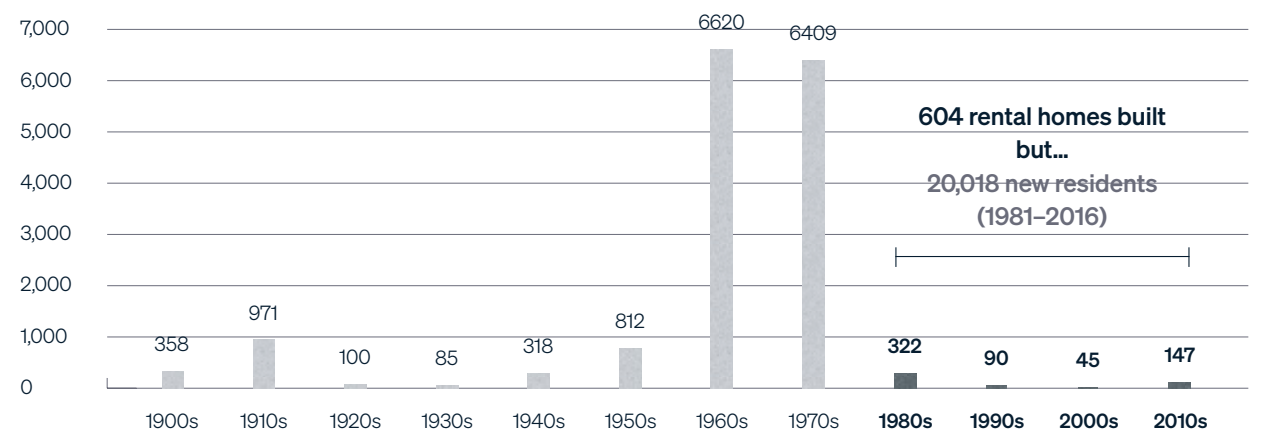
Vacancy Rate vs % Rent Change (City of Victoria)



Between 1890 and the end of the 1950's, approximately 2,644 PBR homes were constructed, equating to roughly 38 per year. During the Federally incentives multi-unit residential building (MURB) program, Victoria's rental stock skyrocketed to 13,029 PBR homes in a 20-year period, averaging 651 per year. As this program

was phased out, only 604 PBR homes were built between 1980 and 2011, however, the city's population grew by 20,018 residents. Herein lies the problem; population growth outnumbered rental housing construction 20 to 1, even adjusted for Victoria's proportionate share of rental households.

PBR Built by Year (City of Victoria)



# Project Vision



The proposed development is guided by a desire to enhance the 'village heart', while respecting the established neighbourhood and increasing the diversity of housing in the area. Water, railways, and now multi-modal transportation links have shaped the neighbourhood and the design attempts to distill this into a built form. Driven by the rich amenities and dynamic energy of Victoria West, a community defined by motion in all forms, this building will provide a landmark and a sense of place at the Catherine at Edward Small Urban Village.

# Project Design Principles



Street Oriented and Pedestrian Friendly



Compact Infill



Car-Lite Lifestyle



Thoughtful and Eclectic Modern Design



Innovative Rental Housing



# Project at a Glance



**Height**  
Stepped  
4 storeys



**North Setback**  
Langford Street  
3.5m



**Number of Homes**  
31 Homes



**Car Parking Stalls**  
14 Stalls

**Site Area**  
10,795 sf

**East Setback**  
Catherine Street  
0.0m–1.5m

**Bachelor**  
4 Units (13%)



**Car Share**  
1 Modoo Stall

**Floor Area**  
21,356 sf

**South Setback**  
Bella Street  
3.5m

**1 Bedroom**  
12 Units (39%)



**Long Term Bike Stalls**  
38 Stalls

**FSR**  
1.98 FSR

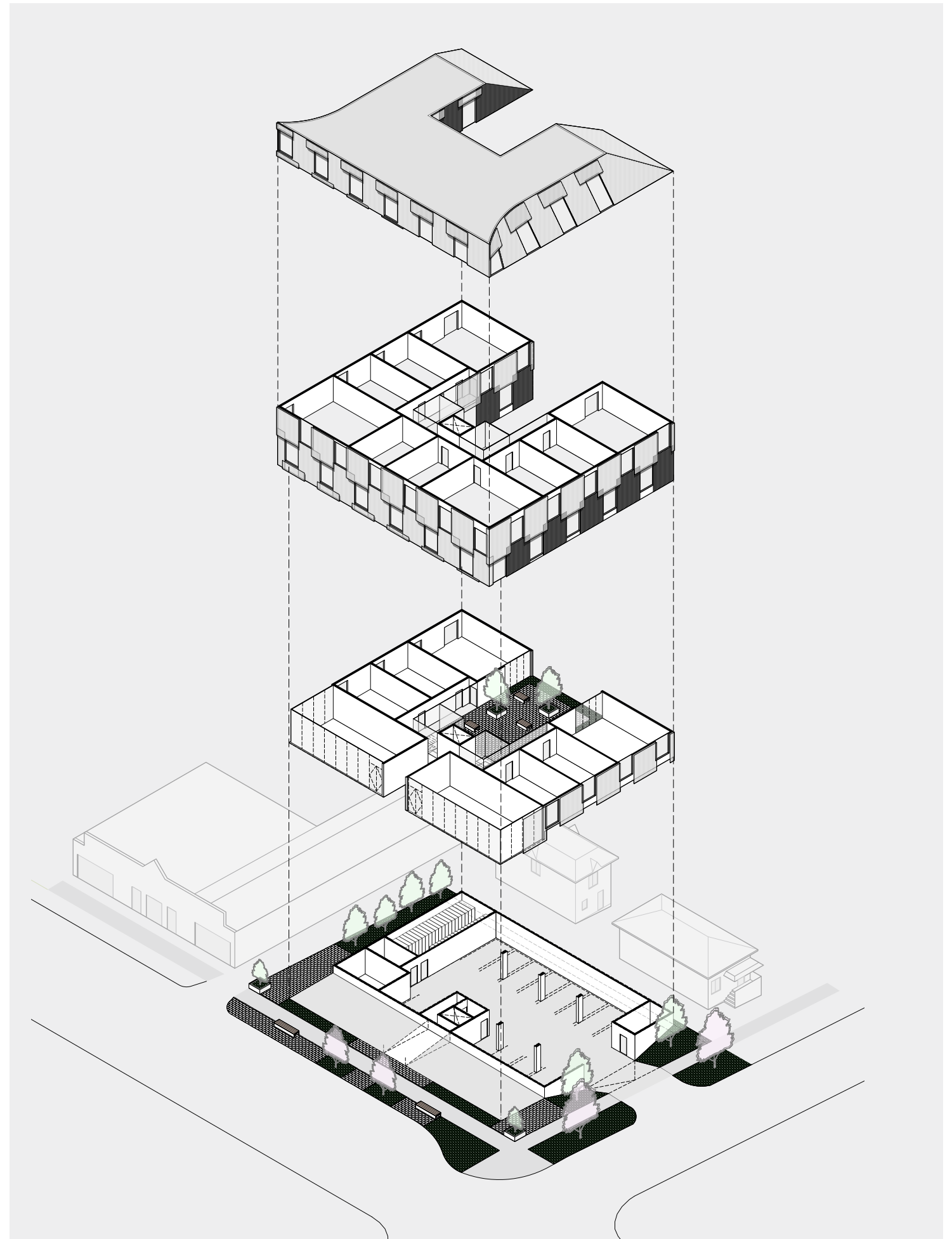
**West Setback**  
2.3m

**2 Bedroom**  
15 Units (48%)

**Cargo Bike Stall**  
1 Stall

**Site Coverage**  
72.9%

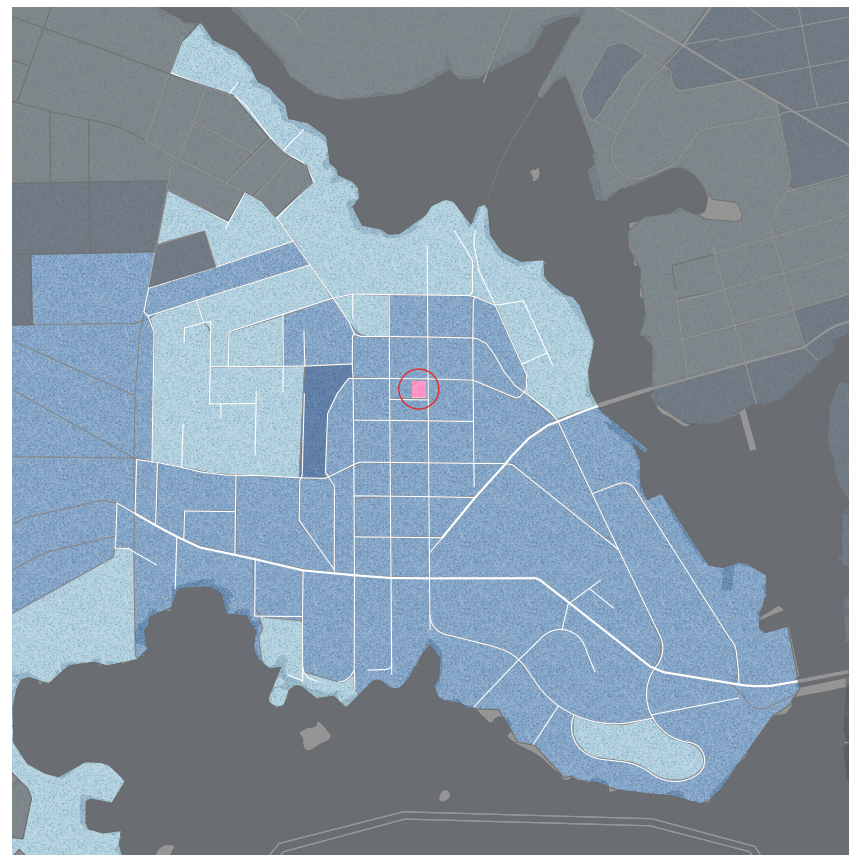
**Short Term Stalls**  
6 Stalls



# Neighbourhood Proximity Indices

StatCan and CMHC have released a new dataset that provides a spatial proximity analysis of key urban services/amenities.

These scores are normalized across the area's dissemination blocks and indicate that the project is well serviced by all key service metrics. This type of analysis enhances the existing literature on the social, environmental, and financial benefits of locating density near services and amenities.



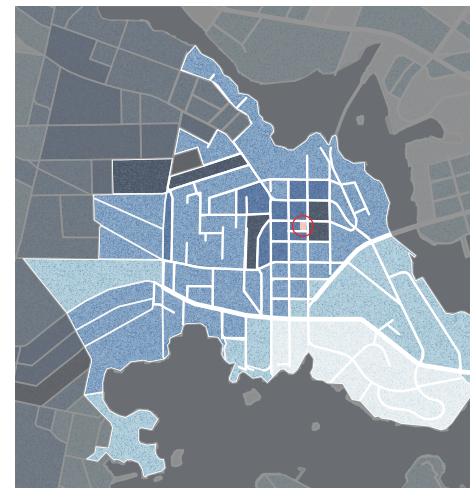
All Proximity Indices

We have tabulated and mapped 822 Catherine Street | 304 Langford Street using the following layers:

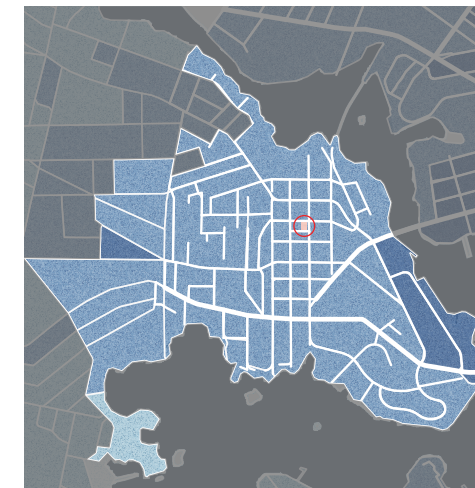
- Employment Opportunities
- Grocery Stores
- Pharmacies
- Health Care
- Child Care
- Primary Education
- Secondary Education
- Public Transportation
- Parks
- Libraries

822 Catherine Street | 304 Langford Street Project Site

- Very High
- High
- Moderate
- Low
- Very Low



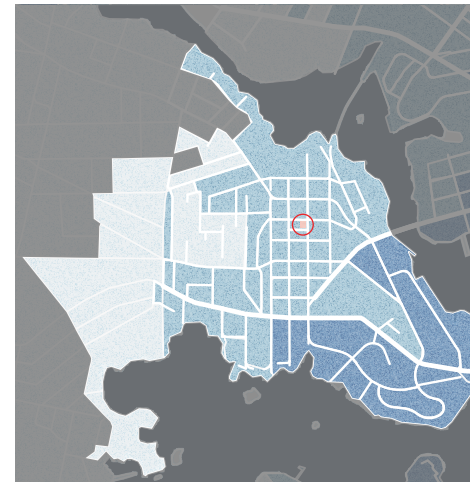
Childcare



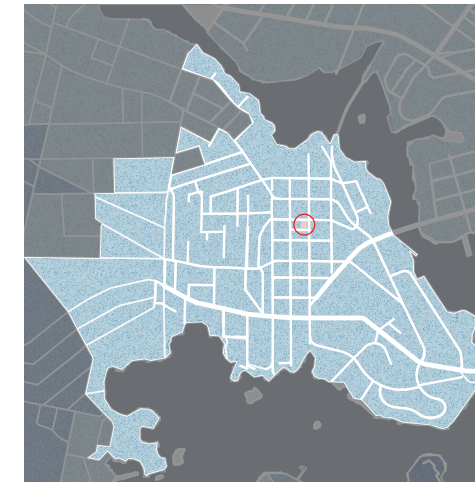
Employment



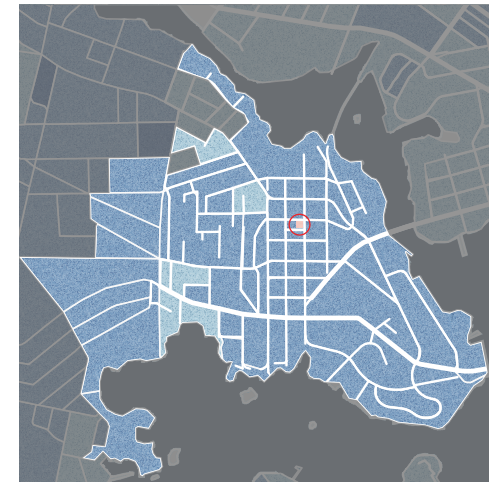
Grocery



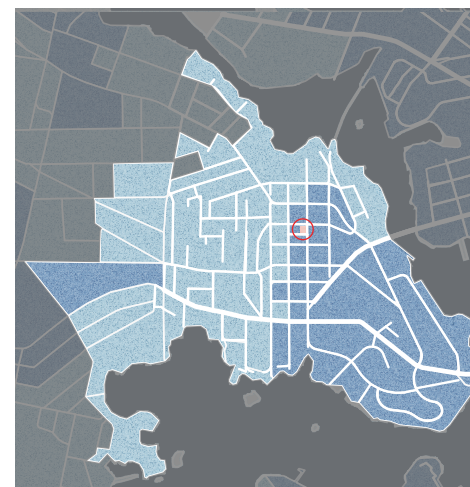
Healthcare



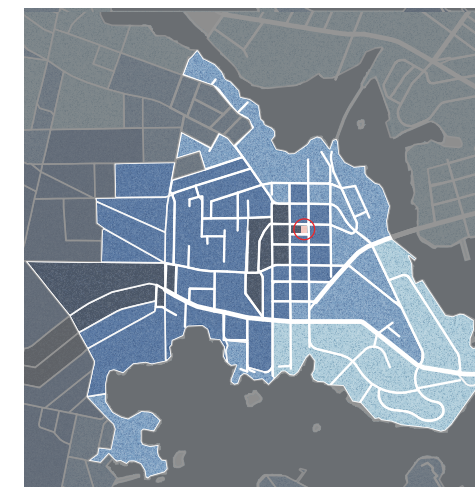
Library



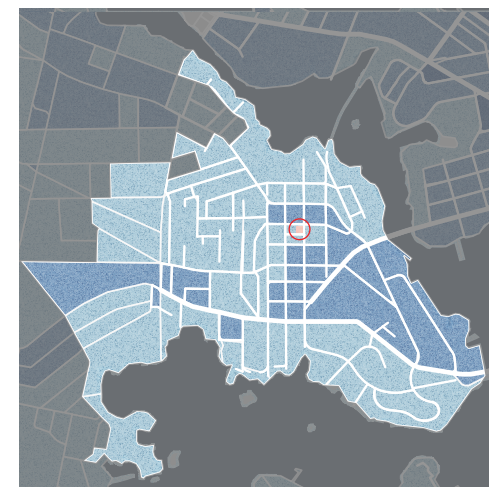
Park



Pharmacy



School



Transit

# Why Rental?

Housing is a human right and with homeownership increasingly out of step with local incomes, Purpose Built Rental (PBR) housing is the strongest form of tenure and represents a possible, and sometimes beneficial, alternative to homeownership. Common benefits to rental housing are the lack of maintenance or repair costs, increased access to amenities, no property taxes, more flexibility where you live, predictable monthly payments, and no requirement for a downpayment.

The 1960s and 1970s introduced the first series of apartment buildings built under the Federal multi-unit residential building (MURB) program that incentivized many of the rental apartments built throughout the Capital Region. As this program was phased out, only 604 purpose built rental homes were built between 1980 and 2011, however, the city's population grew by 20,018 residents. Herein lies the problem; population growth outnumbered rental housing construction by more than 20 to 1 creating a significant shortage of supply.

As shown on the map, the yellow zoning area prohibits multi-family homes. Since 60% of Victoria residents are renters, and of these renters, 86% live in multi-family housing, the map shows us that 67% of the city is off limits to 24,000 people. If we are going to make urban progress in affordability, climate change, and social equity, we need to increase rental housing across the city in areas well connected to walk, bike, and transit corridors.



Victoria's Yellow Belt (Apartment Ban)

# Design Inspiration

Comprised of metal panels, charcoal window frames, and architectural concrete, the building has been designed to mark the transition from the traditional residential form to an urban village building typology. The main palette of the building is traditional to the industrial legacy of the area while allowing a modern architectural form to express itself.

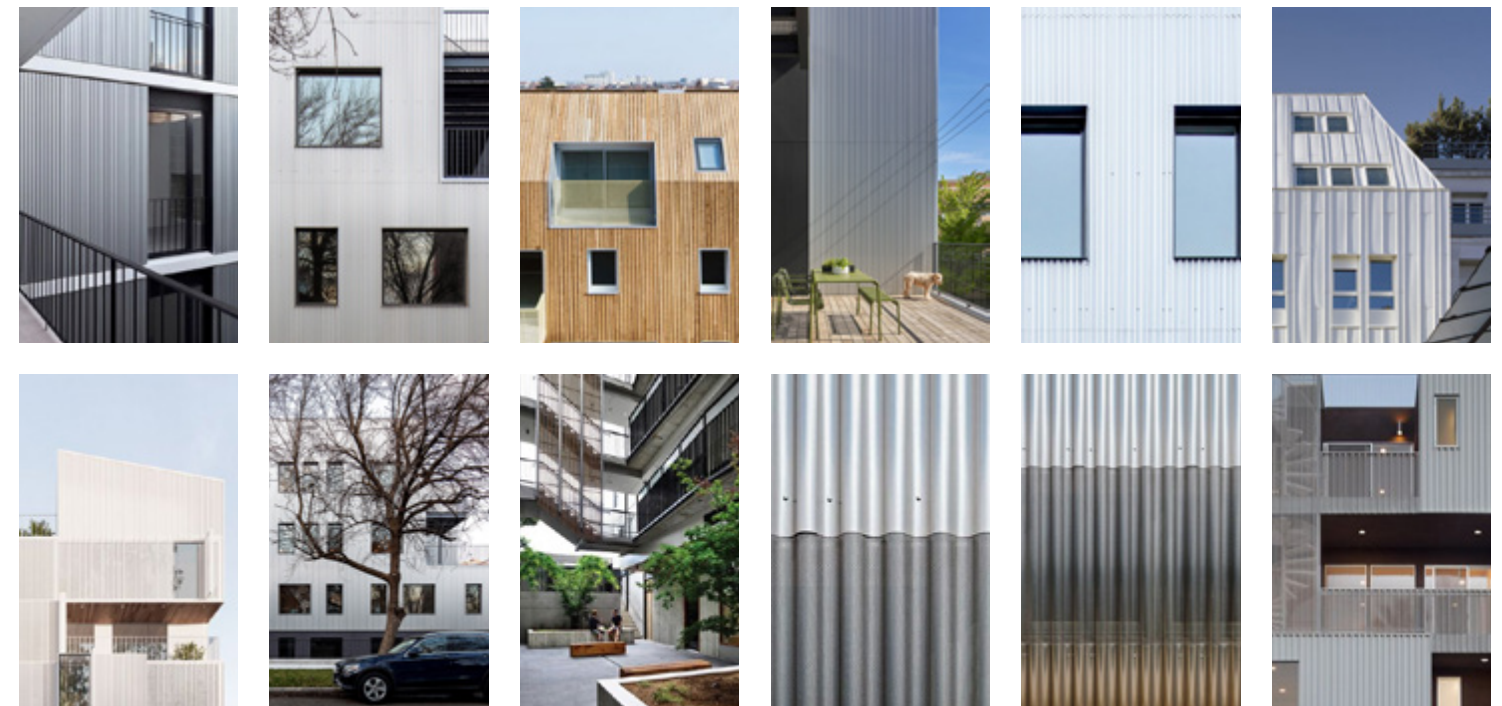
While the materials palette is restrained, the expression of the building has a subtle playfulness. Vertically proportioned windows are arrayed in an attentive pattern; these elements are set within a field of textured metal panels reflecting the eclectic nature of the current Victoria West building forms. These patterned sections are grounded by a lively planting

materiality which extends into the public realm. The mansard inspired roof design allows the fourth floor of the building to dissolve away from the neighbouring properties, giving the appearance of a three storey building. The building entrance is flanked by two commercial units which glazing and outdoor patios serve to enliven the streetscape and the pedestrian experience and provide a clear differentiation of the residential and commercial uses. Taking advantage of the existing topography, the parkade entrance is 'tucked' underneath the first floor of residential use at the lowest point of the site along Langford Street.

Envisioned as an outdoor living room, a shared courtyard can be found nestled in

the middle of the building and provides a place for residents to relax and connect. To provide relief to the overall building massing and privacy to the neighbouring properties, the courtyard has been positioned in alignment with the adjacent open space. Extending upwards from this central courtyard, the exterior corridors give residents access to their units and activate the exterior building form.

This building as proposed is seen as expressing, through form and materials, the local eclectic context of the neighbourhood. We envision this building as an elevation of the 'rental building' stereotype, and an interesting addition to an historic and dynamic neighbourhood.



# Streetviews



## A: Catherine Street Looking South

The ground floor glazing along Catherine Street juxtaposed with the patterned body of the building clearly delineates the commercial units from the residential units above. The adjacent patio spaces serve to enliven the streetscape, with additional boulevard planting and seating designed to enhance the public experience.



## B: Bella Street Looking East

The building relates to the scale of adjacent single-family buildings with a mansard inspired roof design and a generous setback at the 4<sup>th</sup> floor. At four storeys, the proposed building provides an urban termination to the block and forms a threshold between this quiet street and the more busy Catherine Street.



## C: Langford Street Looking East

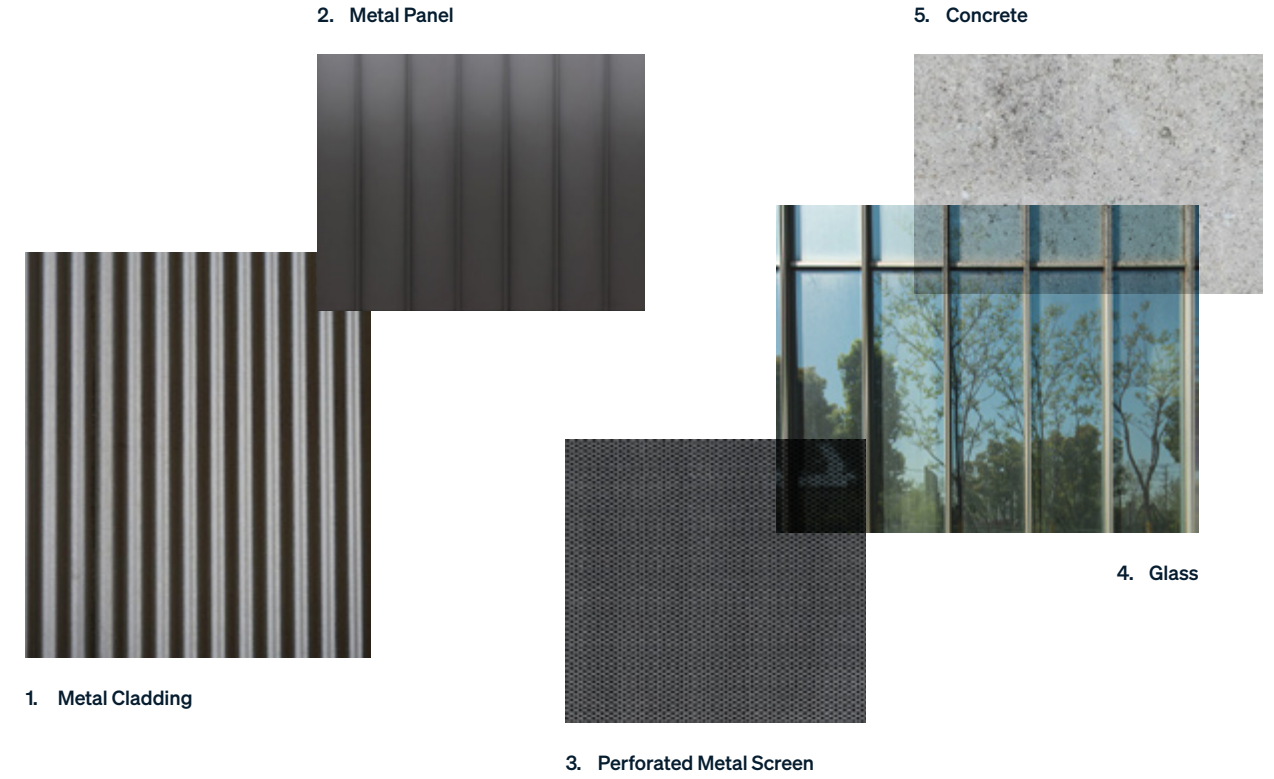
Taking advantage of the existing topography, the building mass is set into the slope along Langford Street. The parkade entrance is 'tucked' underneath the first floor of residential use along Langford Street, the lowest point of the site.





# Material Palette

The proposed development is designed using Crime Prevention through Environmental Design (CTPED) principles to engage and promote safety and security for tenants and visitors. To minimize opportunities for concealment, the building footprint is uncomplicated, with minimal alcoves and recesses. Landscaping is similarly articulated with a combination of low ground cover and high crown plant species that provide clear sight lines into front, rear, and side yards eliminating blind spots. Appropriate levels of shielded lighting provide safe, well-lit pathways, and garden areas around the building, specifically at entry and exit doors.

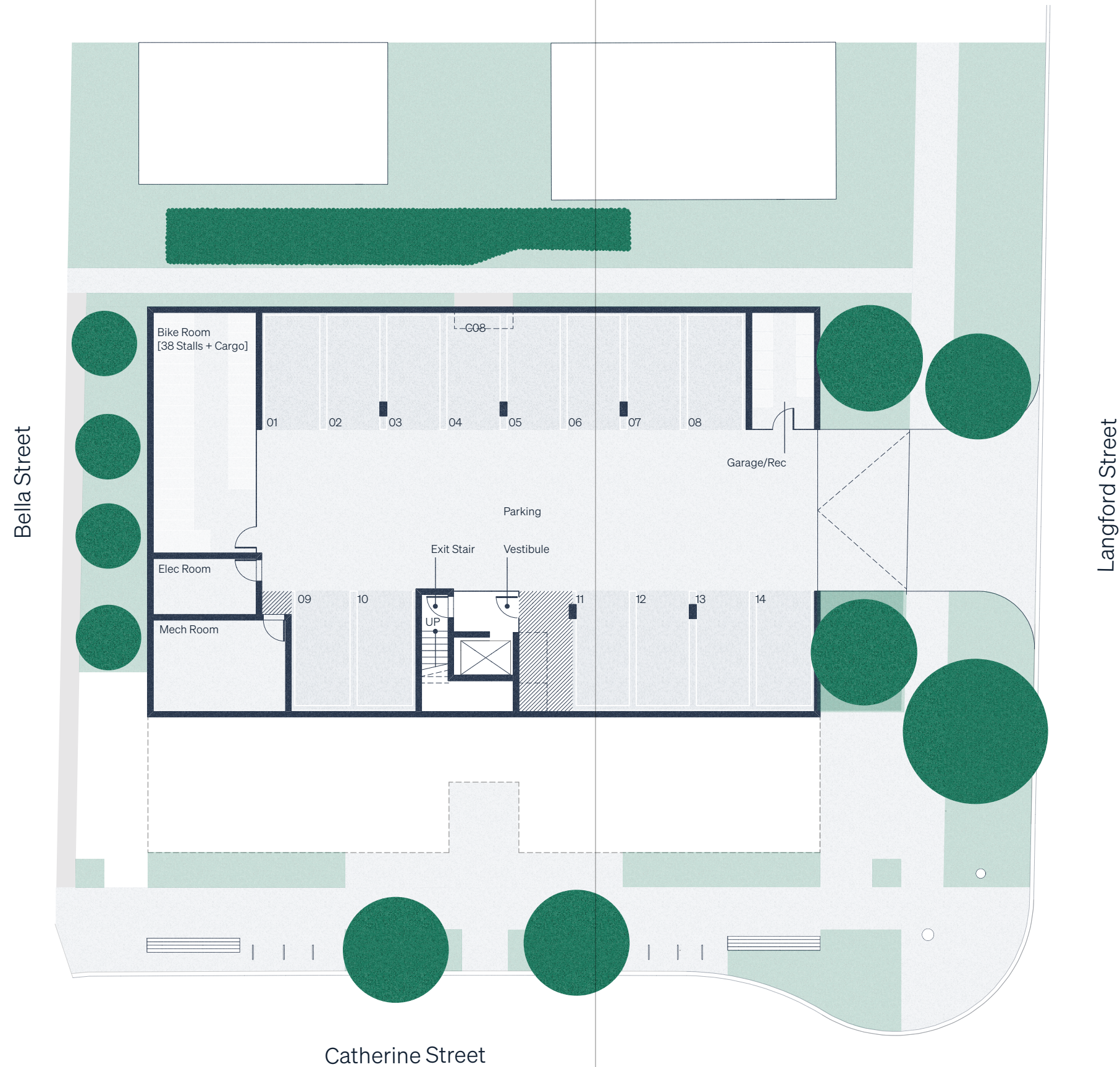
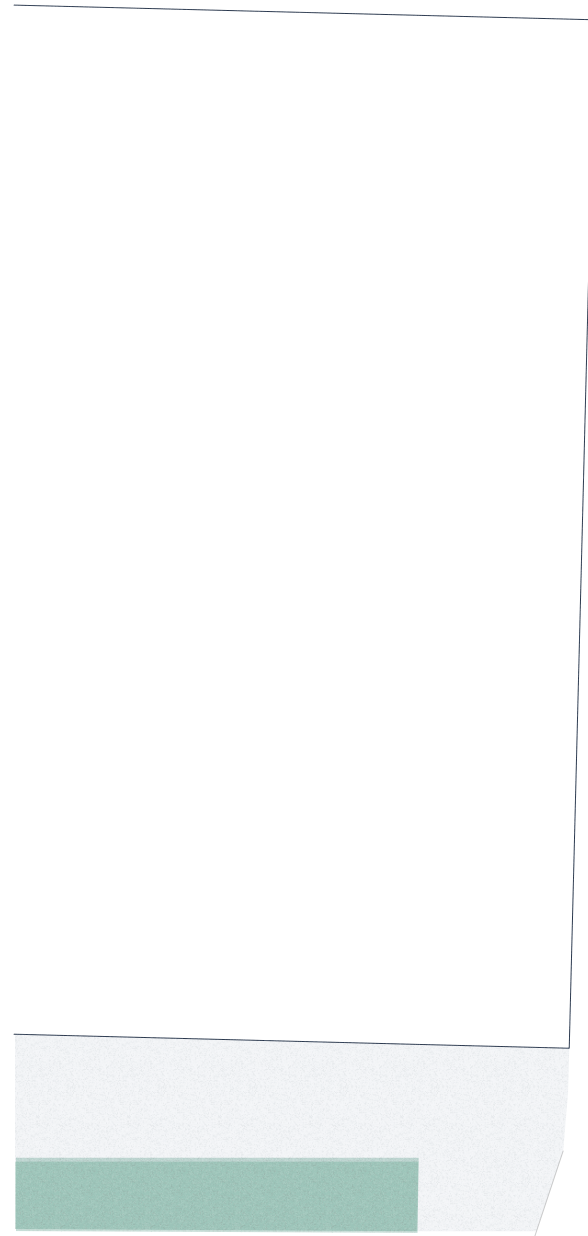


Catherine Street



Langford Street

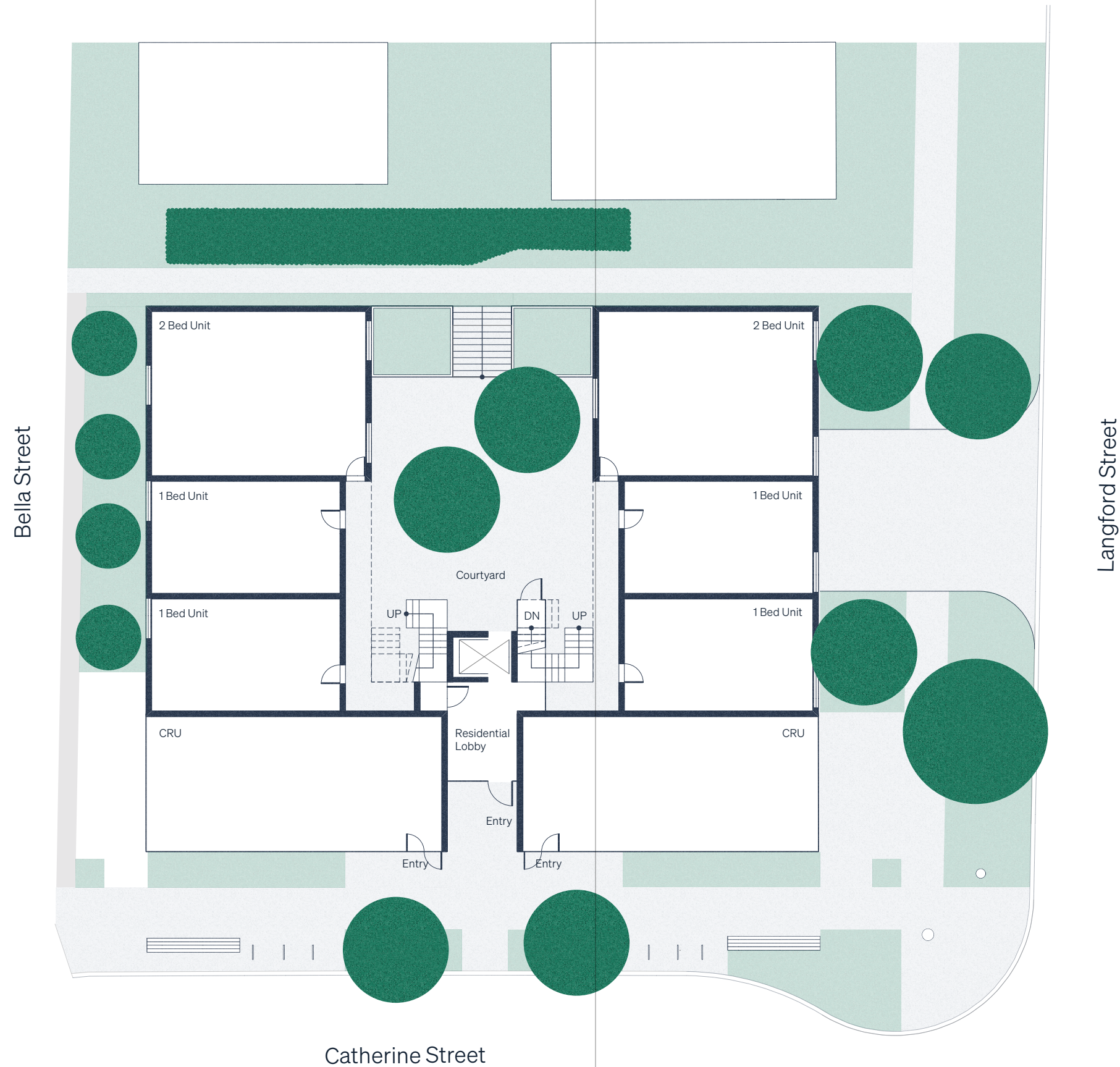
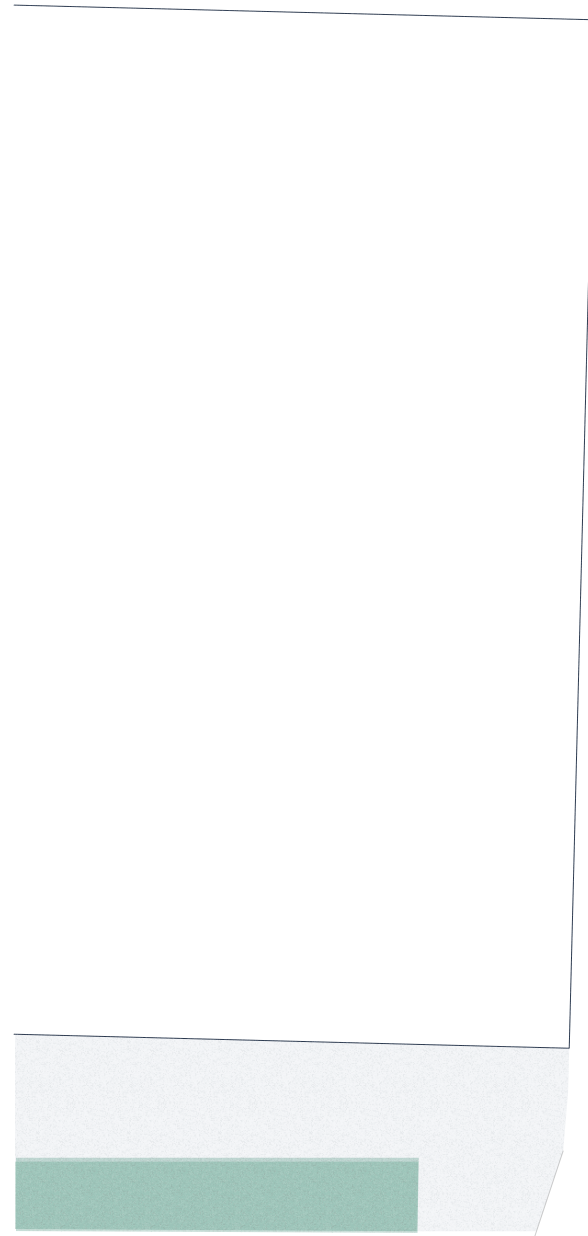
# Floor Plates



# Ground Floor

The parkade is accessed from Langford Street and houses various building services, such as: vehicular parking, secure bicycle storage, waste and recycling collection, and mechanical and electrical rooms. An elevator and stair connect this level to the entrance lobby and residential floors above.

# Floor Plates

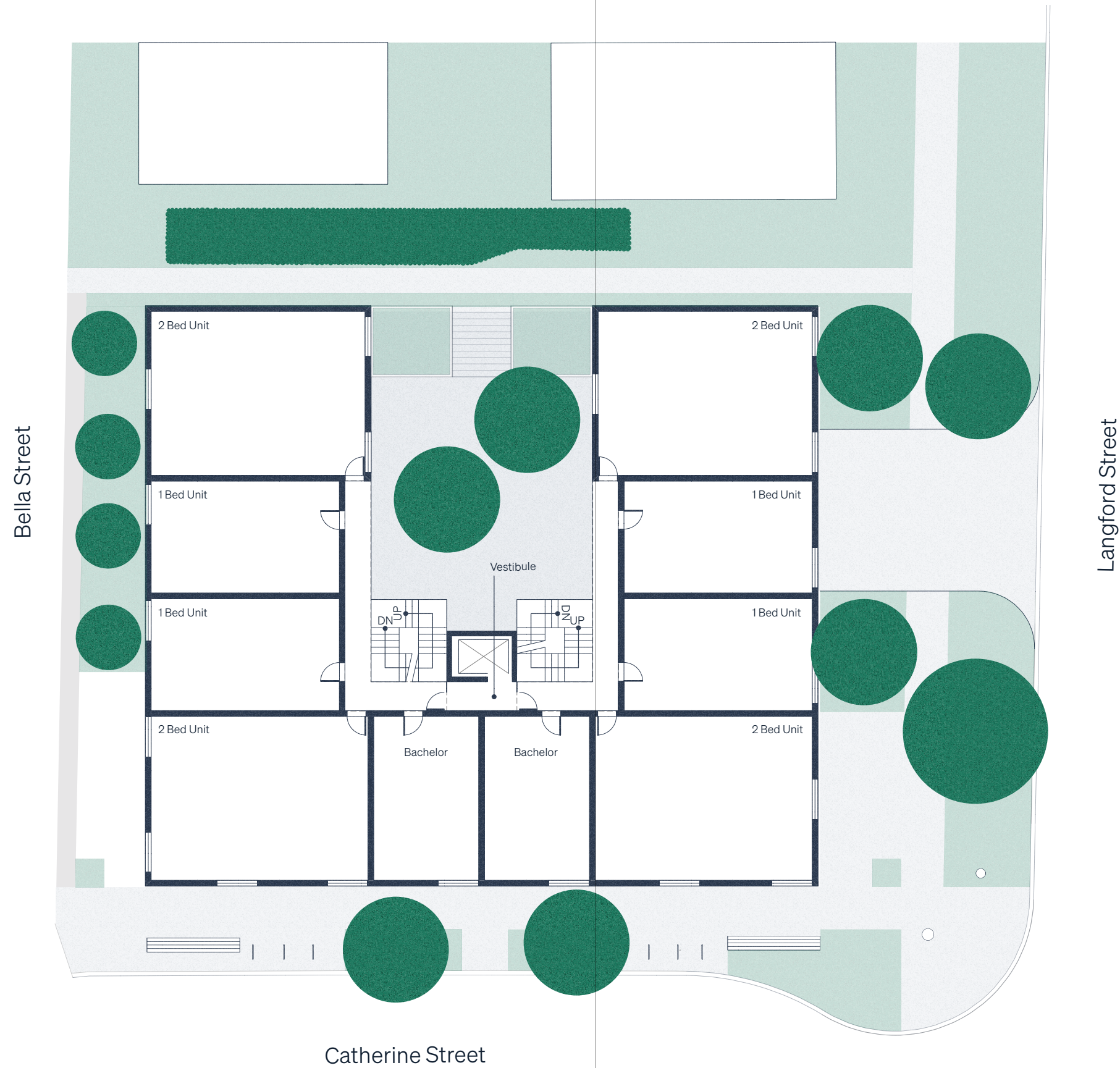
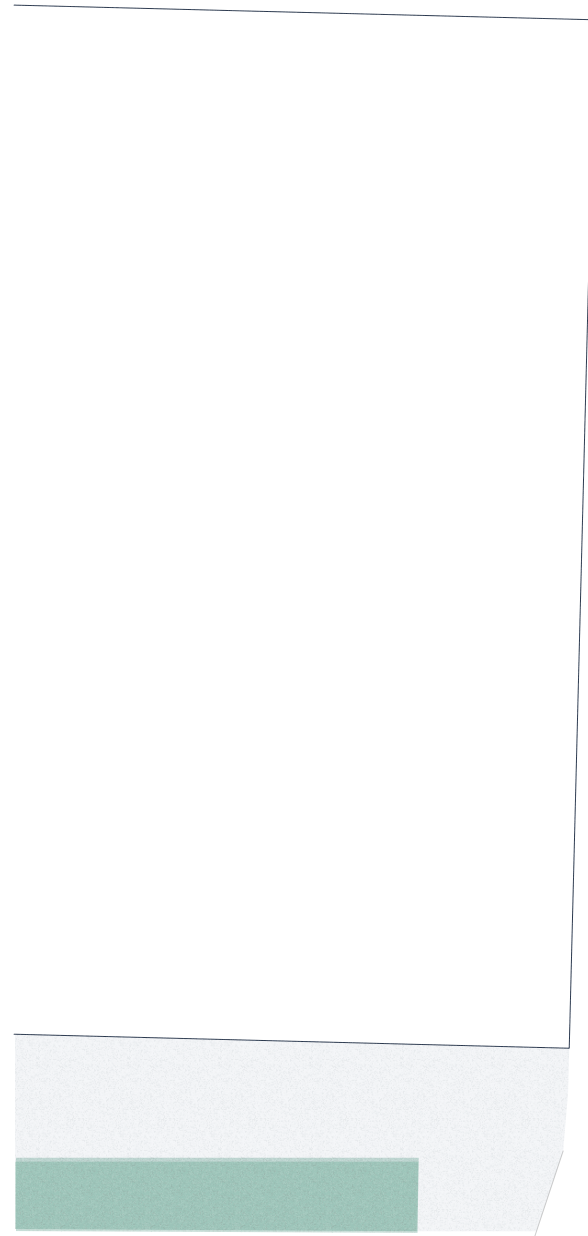


## Level 1

The ground floor is split into two levels to accommodate the grades of the site and the parkade below. Along Catherine Street, the building steps in at the ground floor to broaden the pedestrian realm and highlight the commercial units with streetfront glazing. Patios at either building corners and enhanced landscaping will further improve the public experience.

From Catherine Street, building tenants can access the residential lobby, which is located between the two commercial units and serves to clearly delineate residential realm from the commercial spaces. Directly to the rear of the lobby, the building opens onto a landscaped courtyard which will provide tenants with a common outdoor space designed to encourage lingering and social interaction. From here, ground floor residents will enter directly into one of six units and access will be provided to upper floors via twin staircases flanking either side of the residential elevator.

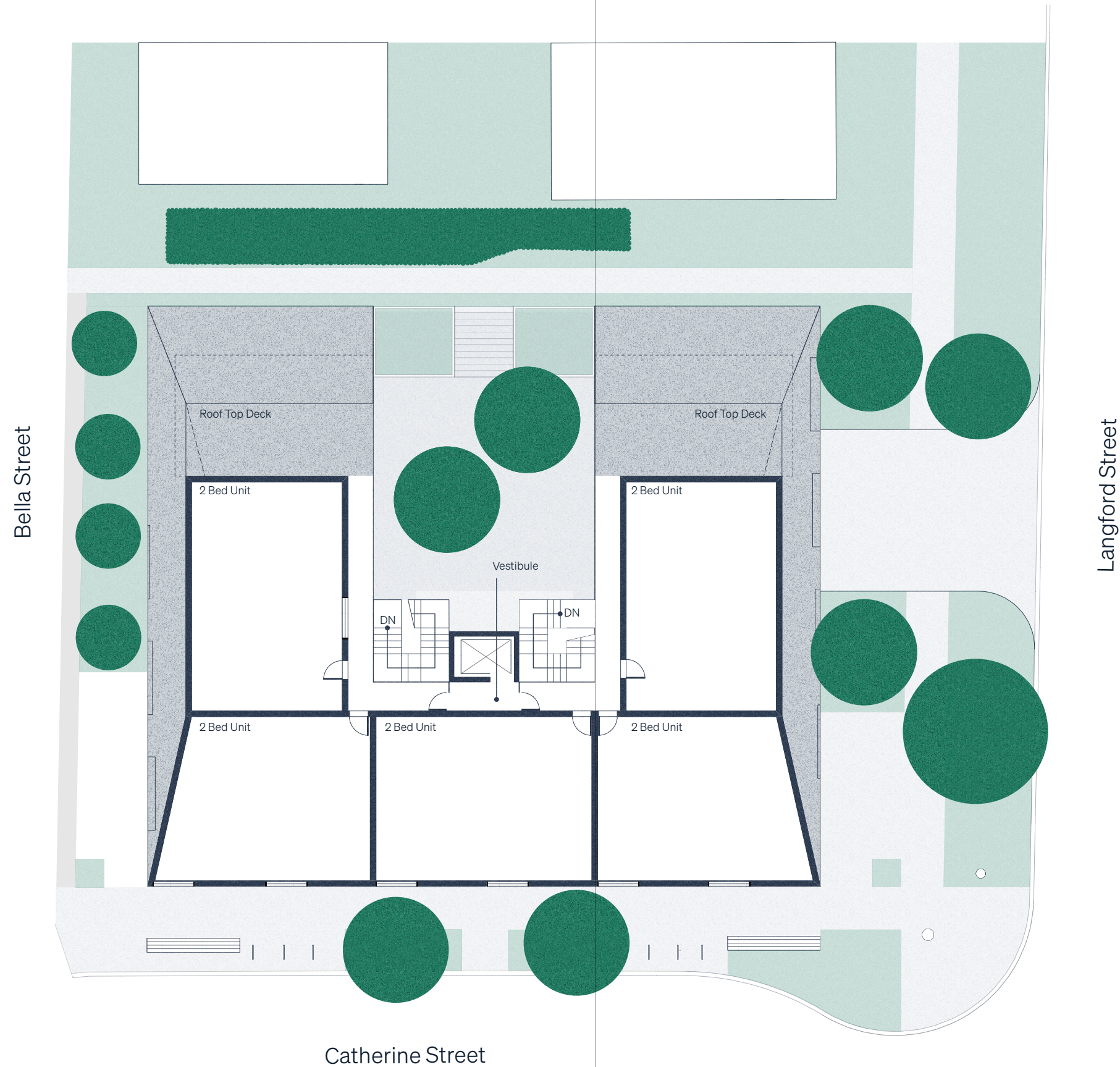
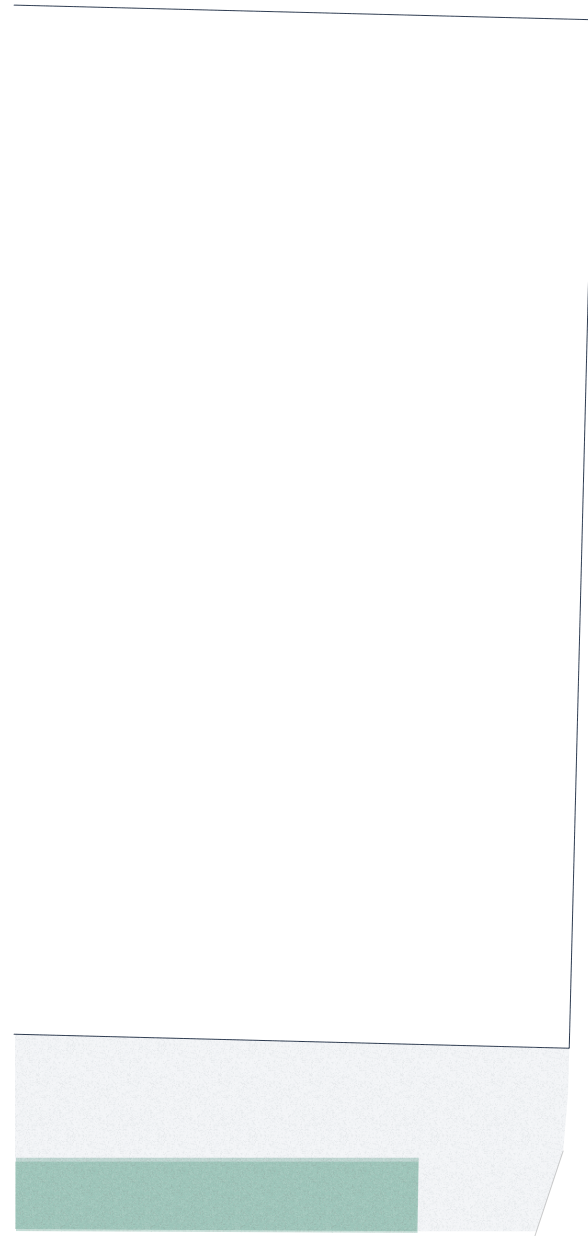
# Floor Plates



## Level 2-3

Levels two and three are the 'typical' floors with identical floor plans of ten units each. The units are accessible via the exterior corridor, with views both towards the boarding streets and towards the internal courtyard. This shared access reinforces the indoor-outdoor character of the building.

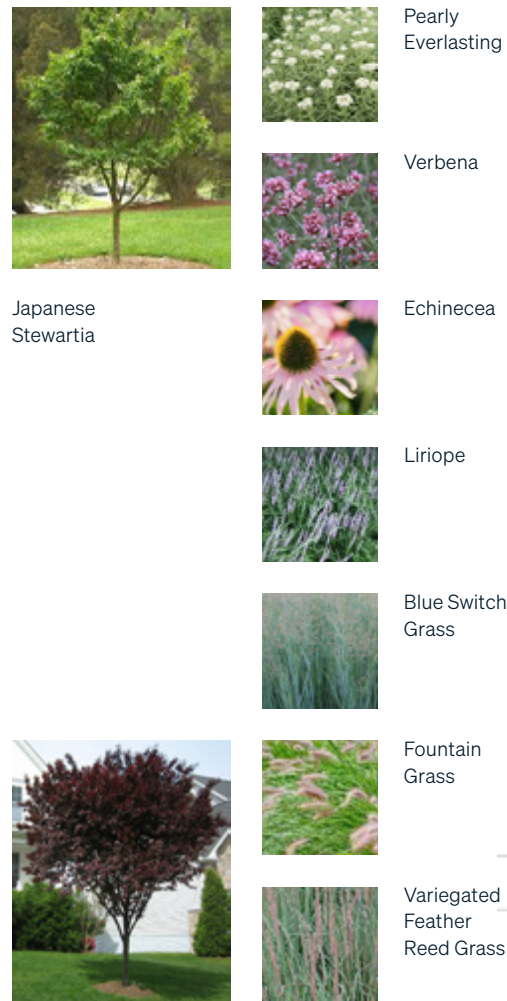
# Floor Plates



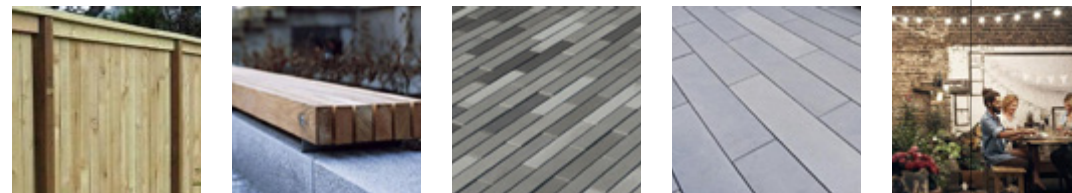
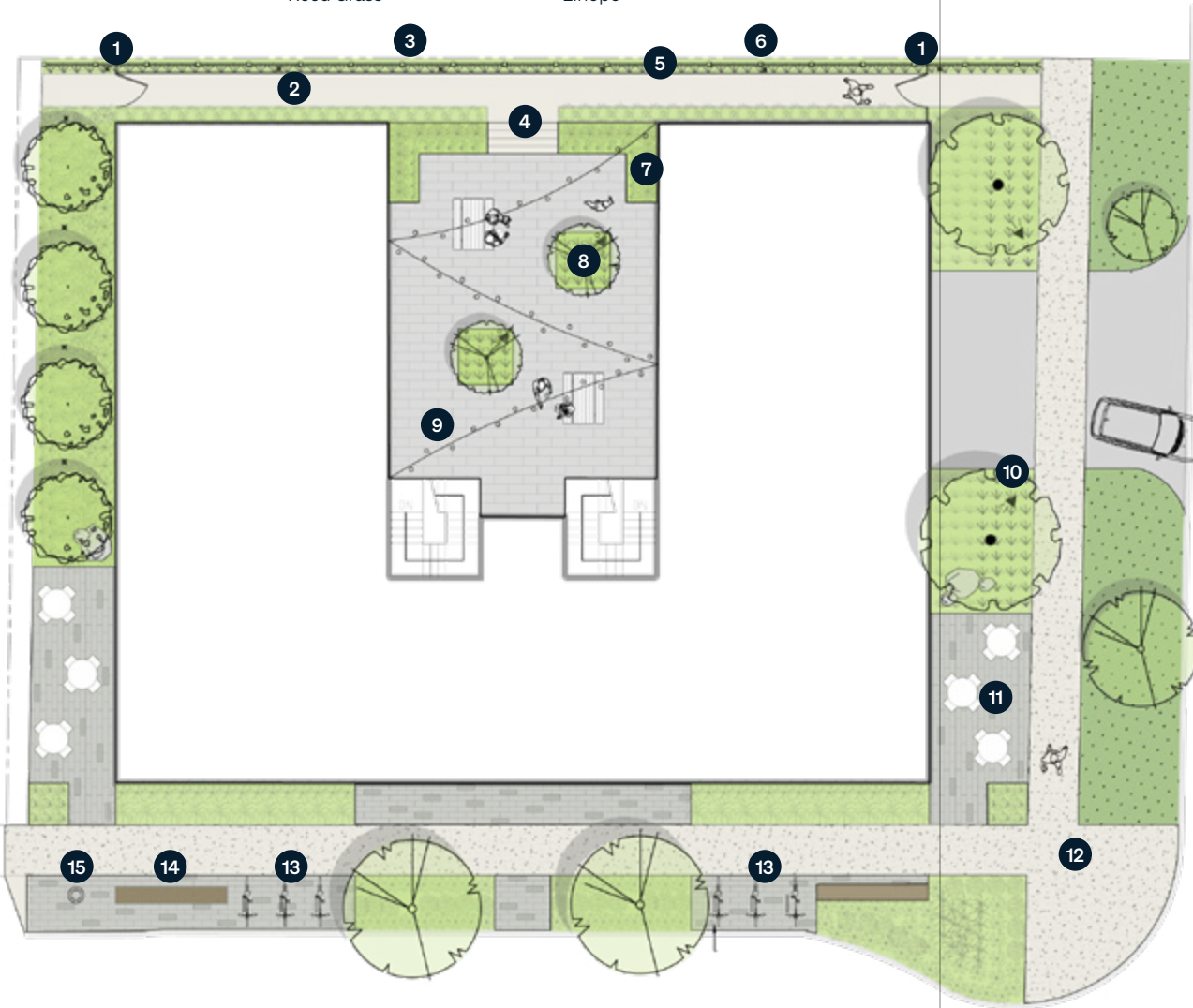
## Level 4

Level four includes five two-bedroom units, all of which are oriented to provide views towards the street and the central courtyard. Defined by the sloped mansard roof line, the fourth floor of the building dissolves away from the neighbouring properties, giving the appearance of a three storey building. This design is an homage to the existing residential buildings throughout the neighbourhood and provides visual relief to the neighbouring residential properties. This level further steps down along the west elevation, reducing its impact to the neighbouring residential properties and creates space for two common patio areas for use by residential tenants.

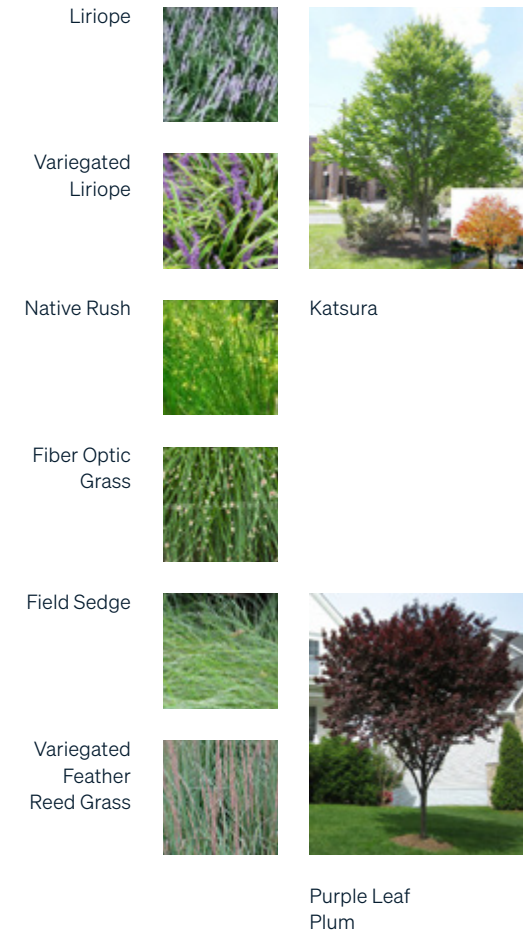
# Landscape Design



Purple Leaf Plum



The landscape is designed to animate the streetscape, foster community interaction, and create a pedestrian friendly and safe environment for residents. Design features include ample bike parking, public seating, pedestrian level lighting, and fob operated locking gates for access to the residential courtyard. The design is intended to compliment the expression of the contemporary architecture with a plant palette that is sensitive to the local ecosystem and to the population that is engaging with it. The plant material selection has a strong native focus, with attractive flowering perennials to support pollinators. All plants are drought tolerant and suited to the site conditions. Best efforts will be made to retain the existing boulevard trees, in addition to adding further boulevard trees and trees on site.



1. Fob Operated Gate
2. Paved Path To Deck
3. Existing Hedge To Remain
4. Deck Entry
5. 6' Solid Wood Fence
6. Bollard Lights
7. Planters
8. Tree Planters
9. Bistro Lights
10. Tree Up-Light
11. Enhanced Paving
12. Municipal Sidewalk
13. Bike Parking
14. Bench
15. Litter Bin

# Shadow Studies

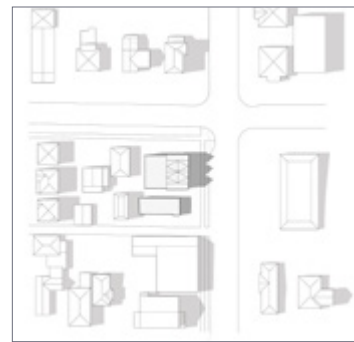
## Existing Building



Jun 21 9:00am



Jun 21 12:00pm



Jun 21 4:00pm



Mar 20/Sep 22 9:00am



Mar 20/Sep 22 12:00pm



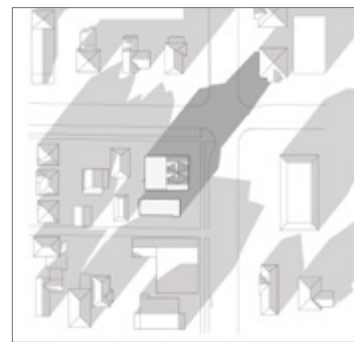
Mar 20/Sep 22 4:00pm



Dec 21 9:00am



Dec 21 12:00pm



Dec 21 4:00pm

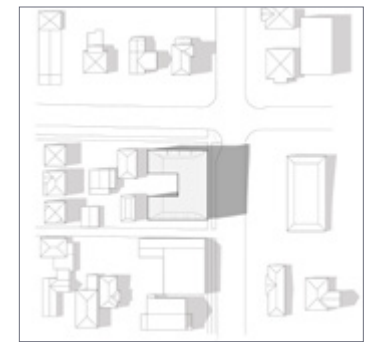
## Proposed Building



Jun 21 9:00am



Jun 21 12:00pm



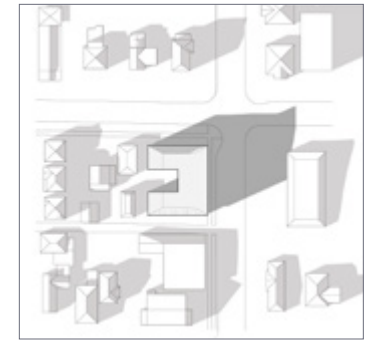
Jun 21 4:00pm



Mar 20/Sep 22 9:00am



Mar 20/Sep 22 12:00pm



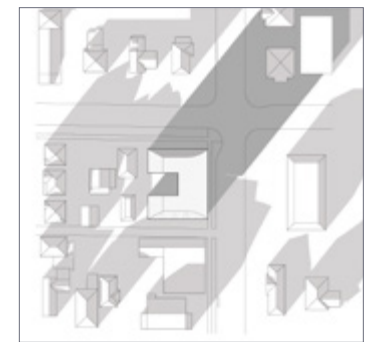
Mar 20/Sep 22 4:00pm



Dec 21 9:00am



Dec 21 12:00pm



Dec 21 4:00pm



Catherine Street, looking southwest





Catherine Street, looking southwest



Broaden pedestrian realm and commercial units with streetfront glazing




Langford Street, looking southeast



# Transportation

## Street Network

Catherine Street is a two-way street extending north/south and is classified by the City of Victoria as a minor collector road. Langford Street and Bella Street both extend east/west and are classified as a local road.

-  Bus Stops
-  Bike Lane
-  Protected Bike Lane
-  Future Protected Bike Lane
-  Trails



## Transit

Route #	Bus Route Name	Approximate Headway (Minutes)				
		AM	Mid-Day	PM	Evening	Weekend
10	James Bay/Royal Jubilee	30	30	30		30
14	Vic General/UVic	12	15	12	15	15
15	Esquimalt/UVic	1-15	15	12	15	15
24	Cedar Hill/Admirals Walk	30	60	40	60	45
25	Maplewood/Admirals Walk	30-60	60	40	90	45

## Cycling and Pedestrian Networks

The site is well connected to both walking and cycling networks. Residents of the proposed development will be able to access most everyday amenities and services either on foot or by bicycle. The site is immediately adjacent to a local food market, and within a 5-minute walking distance of the Westside Village Shopping Centre, which contains a grocery store, pharmacy, and discount store, as well as several other shops and restaurants. Walk Score is an on-line tool that assesses the walkability and bikeability of a location based on distances to a wide variety of amenities and services. The site scores a 76 for walkability which it defines as 'very walkable'. The addition of two CRUs on the ground floor of the development is expected to further enhance the neighbourhood's walkability.

The location receives a Bike Score of 95 out of 100, placing it in Walk Score's 'biker's paradise' category. The site is an approximate 10-minute bike ride from downtown Victoria via the Johnson Street Bridge. This recently completed bridge is part of the City of Victoria's All Ages and Abilities (AAA) cycling network, with a multi use path suitable for all cyclists, including families and children. Faster and more confident cyclists may also choose

to use the bike lanes adjacent to traffic on Esquimalt Road. The site is a short bike ride from the Galloping Goose Regional Trail which connects to the Burnside Neighbourhood and Saanich via the Selkirk Trestle.

Planned AAA cycling network expansions by the City of Victoria will connect the E&N Rail Trail to the Johnson Street bridge over the next few years. These cycling upgrades are expected to improve the neighbourhood's already high Bike Score. With its large volume of bike parking, the proposed development is well-positioned to support the anticipated cycling demand to and from the site.

The proposed development provides for thirty-eight long-term bicycle parking spaces and six short-term spaces, with availability for cargo bicycle parking, electric bicycle charging, and includes a bicycle repair station. This supply exceeds bylaw requirements and is expected to help promote cycling to and from the development.

## Car Share

Modo is a two-way carsharing service; registered members can pick up the vehicle from a parking spot and must return it to the same spot when they are done. Vehicles range from compact cars and sedans to SUVs and minivans, all of

which are present within 800m of the site.

Currently there are five Modco car share vehicles located within 800m of the subject site, the closest of which is located approximately 250m away on Alston Street near Raynor Avenue. Downtown Victoria has approximately twenty additional Modco vehicles, all of which are easily accessible by bike or transit.

As per section 3.9.1 of the Vic West Neighbourhood Plan to 'make at least one on-street location available for car sharing in or near each large and small urban village, and in new multi-unit buildings to reduce single vehicle dependency', we purpose to provide one new car share vehicle located at Catherine Street for easy accessibility. Each tenant will receive a Modco car membership for the length of their tenancy.

## Transit

The site is well served by public transit, with five transit routes within 500m of the site (an approximate six-minute walk).

## Vehicle Trip Generation Estimates

The anticipated vehicle trip generation is anticipated to be in the range of 10 to 20 two-way vehicle trips per peak hour period. This range of vehicle trip generation is typically considered negligible in terms of road capacity and intersection operations.

# Transportation Demand Management

The best transportation demand management strategy is the location efficiency provided by building denser housing forms in compact, walkable/cyclable neighbourhoods with ample access to public transit such as Victoria West.

The proposed development offers wide range of Transportation Demand Management (TDM) offerings such as:

- An on-site bicycle repair station.

- One car share vehicle in coordination with Modo to serve building tenants and the wider community.
- Modo memberships for each residential unit for the term of their tenancy.
- Fourteen parking spaces, be allocated as follows: ten spaces available for residents to lease and four spaces for visitors.
- Electric vehicle charging stations.
- Electric bicycle charging for Long-Term bicycle stalls.



# Contributing to a Sustainable City

According to researchers, densification holds the key for cities fight against climate change, as reducing automobile trips is the most significant component of reducing greenhouse gas emissions. The central location of the subject site in relation multiple local amenities encourages a pedestrian and bicycle oriented lifestyle. The proposed development has been designed assuming walking, cycling, and transit as primary transportation options for future residents.

The building will be designed and constructed to BC Step Code 3, in accordance with the City of Victoria's phased Step Code guidelines which were updated as of January 1st, 2020. Step Code 3 represents a 20% increase in efficiency. This includes designing the building systems in a way that will reach high levels of performance in Thermal Energy Demand Intensity (TEDI), Total Energy Use Intensity (TEUI), and airtightness.

This proposed development is intended to create the kind of sustainable middle density development, carefully positioned in relation to alternate modes of transit, that contributes to a vital, low carbon, sustainable future envisioned for the City of Victoria.



# Community Consultation



## Approach

The Aryze team is committed to being good neighbours and having honest, open dialogues within the communities we do our work. We are available to discuss project details with stakeholders through a variety of channels to build trust and shared vision for the project all while maintaining a respectful and open conversation. Our goal is to create an atmosphere where people feel comfortable to share their ideas, hopes, and aspirations for the community and for them to ultimately see these values reflected in the end project.

## Channels

**Aryze Website**  
aryze.ca

**Aryze Email**  
community@aryze.ca

**Aryze Social Media**  
@aryzedevelopments

**Aryze Phone Line**  
250-940-3568

**Letter Mailouts**  
Initial Audience Capture Mail Drop

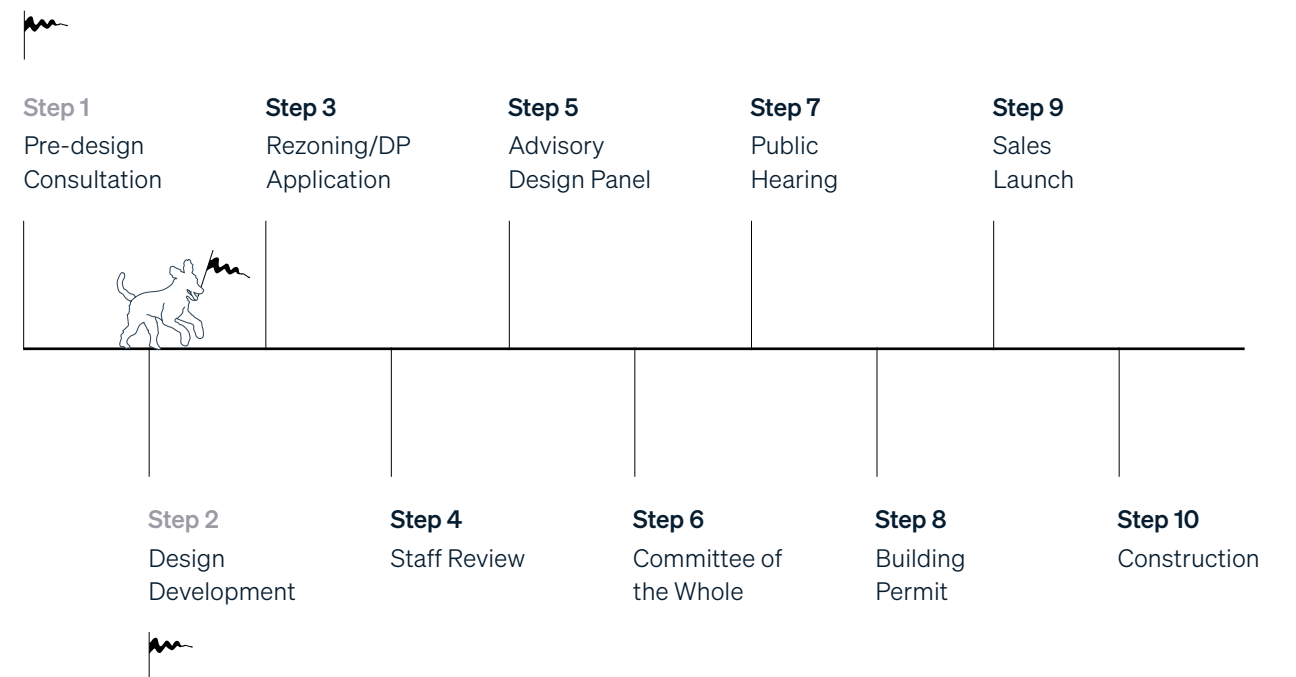
**Email Distribution List**  
Ongoing Email Updates

**On-site Signage**  
Project Information and Aryze Contact Info

**Ongoing Public Information Sessions**  
Email, Web, and Social Media Promoted

**Virtual Meetings**

# Application Process



# Contact

**Carly Abrahams**  
Development Manager

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Victoria, BC V8S 1G9

250-940-3568  
[community@aryze.ca](mailto:community@aryze.ca)

[aryze.ca](http://aryze.ca)





**ARYZE**