

1693 FORT

APPLICATION BRIEF

ARYZE

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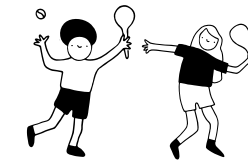
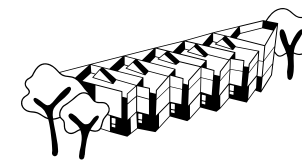
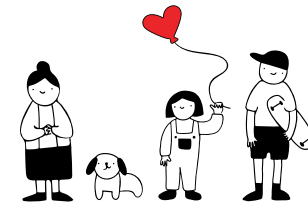
1693 FORT

APPLICATION BRIEF

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

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

2910 SHELBOURNE ROAD

Victoria, BC



1712 FAIRFIELD ROAD

Victoria, BC



931 MCCLURE STREET

Victoria, BC



2570 FIFTH STREET

Victoria, BC



1628 EDGEWARE ROAD

Victoria, BC



430 PARRY ROAD

Victoria, BC



956 HEYWOOD AVENUE

Victoria, BC



609-629 SPEED STREET

Victoria, BC



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

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

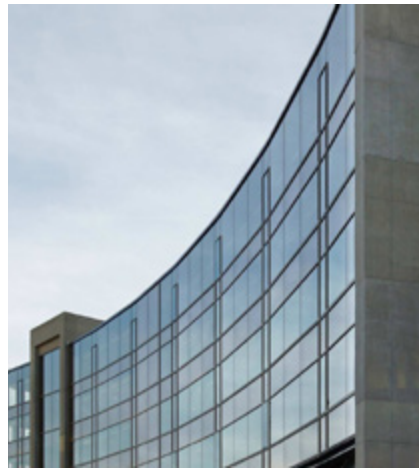
ARYZE

D'Ambrosio Architecture + Urbanism

VILLAGE WALK (1969 OAK BAY AVENUE)
Victoria, BC



2950 JUTLAND ROAD
Saanich, BC



SOUTH CIRCLE
Victoria, BC



ALDER STREET
Saanich, BC



D'Ambrosio architecture + urbanism (DAU) is a Victoria-based architectural practice with an established record of creating functional and inspiring buildings and places. In 30 years of professional practice in Victoria, the firm has delivered successful community plans and buildings that emphasize functionality, occupant comfort, environmental responsibility, architectural beauty and contextual fit.

Our passions are twofold: to perform beyond expectations and to contribute to the making of the urban place that is our home. We are professionally committed to creating built works that optimize the user experience, but also enhance and contribute to the public realm. In the process of turning design into reality we enjoy working closely with the team to achieve the best possible building within the established time and budget constraints. We believe our responsibility as designers extends beyond the building to include care for the natural landscape and urban context, as well as for the lasting experience of the building's users and the general public.

D'AMBROSIO
architecture + urbanism

Landscape Architect: Biophilia

TOFINO RESORT + MARINA

Tofino, BC



HERITAGE GARDEN RESTORATION

Saanich, BC



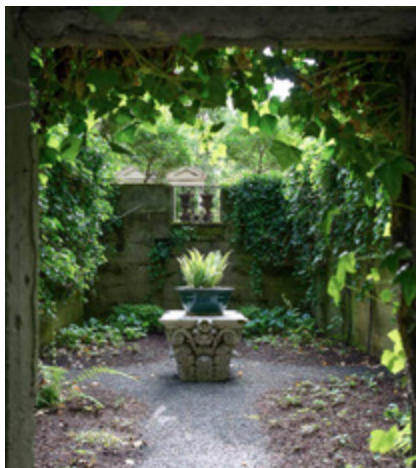
MODERN FARMHOUSE BY THE SEA

Salt Spring Island, BC



INTIMATE URBAN INFILL GARDEN

Oak Bay, 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.



Project Vision



The project is a compact housing concept that will provide innovative rental accommodation for students, within close walking distance of both the Jubilee and Stadacona Large Urban Villages.

The compact form will be an urban marker at this Fort Street pedestrian node, and presents neighbourly and fine-grained contemporary façades on the Fort and Belcher street frontages.



Project Design Vision

Project Design Principles



**CONTEMPORARY
& NEIGHBOURLY
ARCHITECTURAL
DESIGN**



**COMPACT INFILL ON
ARTERIAL CORRIDOR**



**STREET ORIENTED &
PEDESTRIAN FRIENDLY**



**CAR-LITE
LIFESTYLE**



**INNOVATIVE RENTAL
HOUSING**

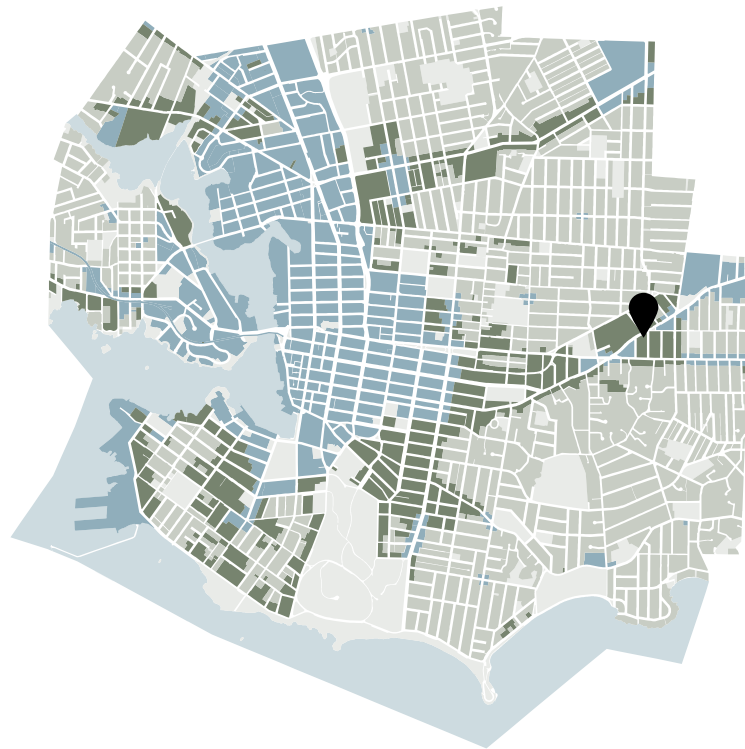





Policy Context

The subject property is located on the border of the Jubilee Large Urban Village and near the Stadacona Large Urban Village, in an Urban Residential area. 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. It is for this reason that 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 up to six storeys including townhouses and apartments, freestanding commercial and mixed-use buildings.

The density envisioned for the Large Urban Villages areas is up to 2.5 FSR. Our project, as proposed, is at 2.78 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 our case, the objectives are rental housing, affordable housing, and public art.

This project is supported by not only the current OCP but also the Housing Strategy Phase 1 & 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 intent of these plans working in synthesis can be summarized as follows: increased housing choice near transit, amenities, and post-secondary institutions.



-  1693 Fort Project Site
-  Traditional Residential
-  Urban Residential
-  Others

Why Student Rental?

Each year, more than 52,000 students attend a post-secondary institution within the Capital Region, approximately 7,000 of which are international students. Two of the three major post-secondary institutions do not have any provisions for on-campus housing and the University of Victoria only has the capacity to house about ten percent of their total student population. With the insufficient availability of on-campus housing, the vast majority of university students are independent renters. The unregulated, off-campus housing that is scattered throughout the region does not necessarily provide an environment to foster education and has little to no control on housing conditions or rental rates. International students often fell prey to scams while looking for off-campus housing online. A rental building dedicated to students will not only help to mitigate the issues faced by students but will help to establish a benchmark for future off-campus options within the region.

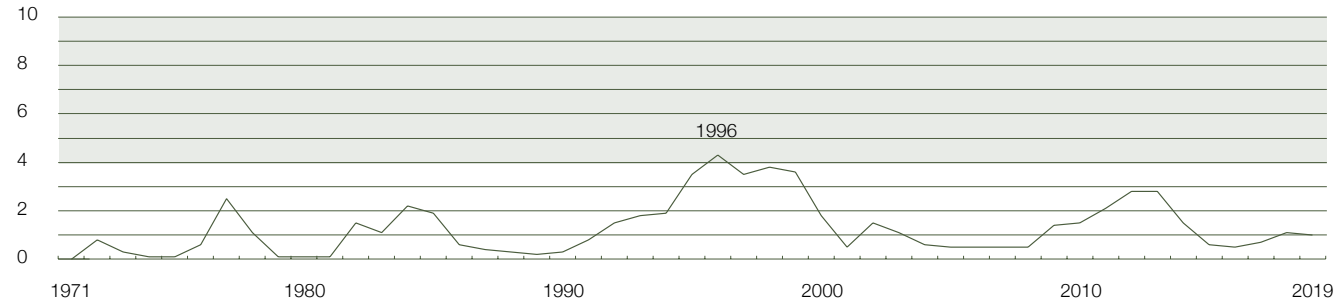
VICTORIA'S YELLOW BELT (APARTMENT BAN)



Current Landscape

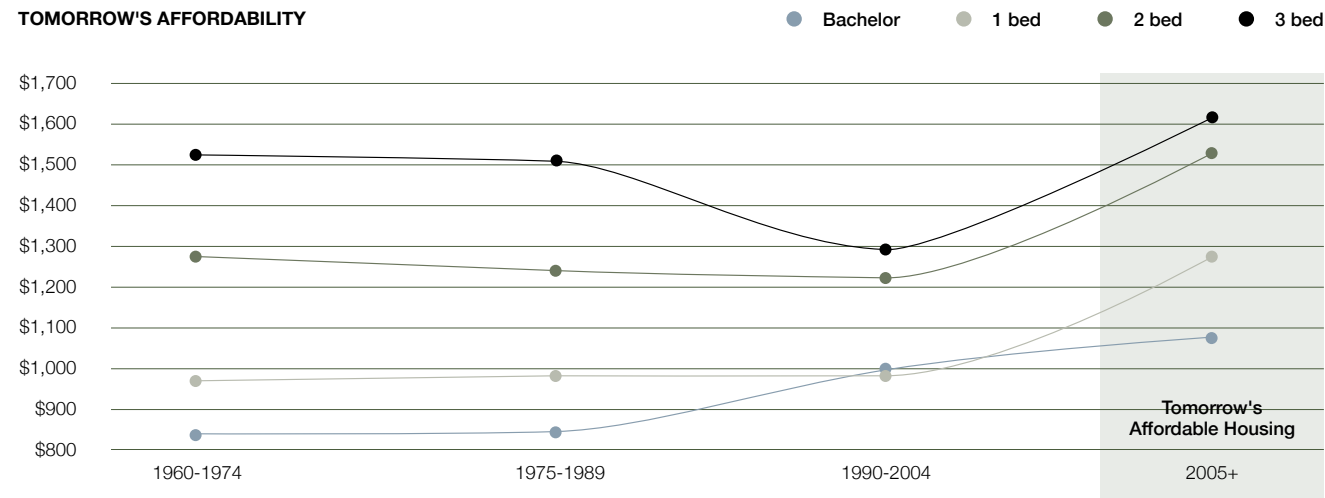
In the last 48 years, the rental vacancy rate has gone above 4% once (in 1996). This problem is central to the affordability and health of our cities.

CANADA MORTGAGE & HOUSING CORPORATION, VACANCY RATES, 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 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



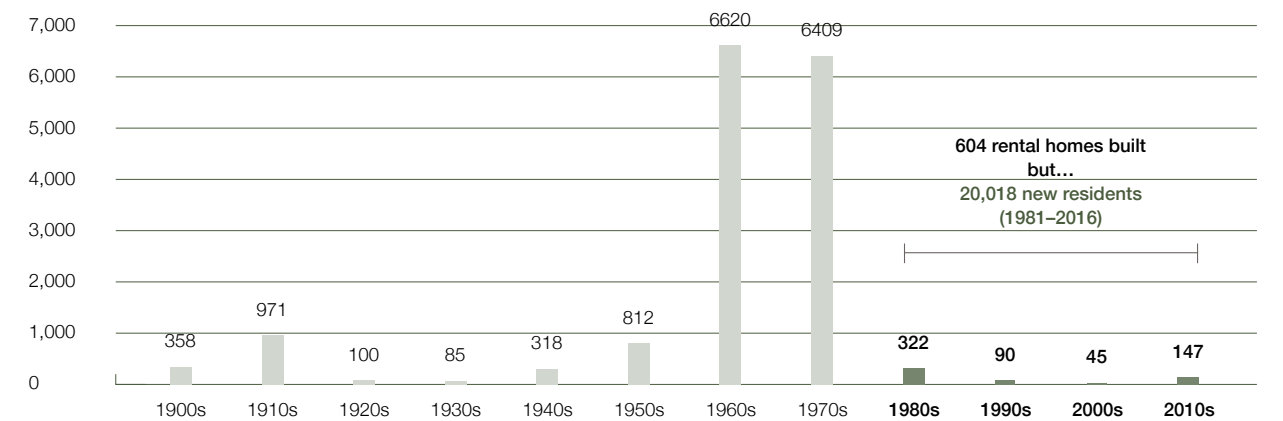
VACANCY RATE VS % RENT CHANGE (CITY OF VICTORIA)



This relationship between supply and demand is directly correlated to affordability as when we look at fluctuations in rent rates expressed as a percentage, whether up or down, is 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.

Between 1890 and the end of the 1950's, approximately 2644 PBR homes were constructed which equates to roughly 38 per year. During the Federally incentives multi-unit residential building (MURB) program, Victoria's rental stock skyrocketed to 13029 PBR homes in a twenty-year period which averaged out at 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.

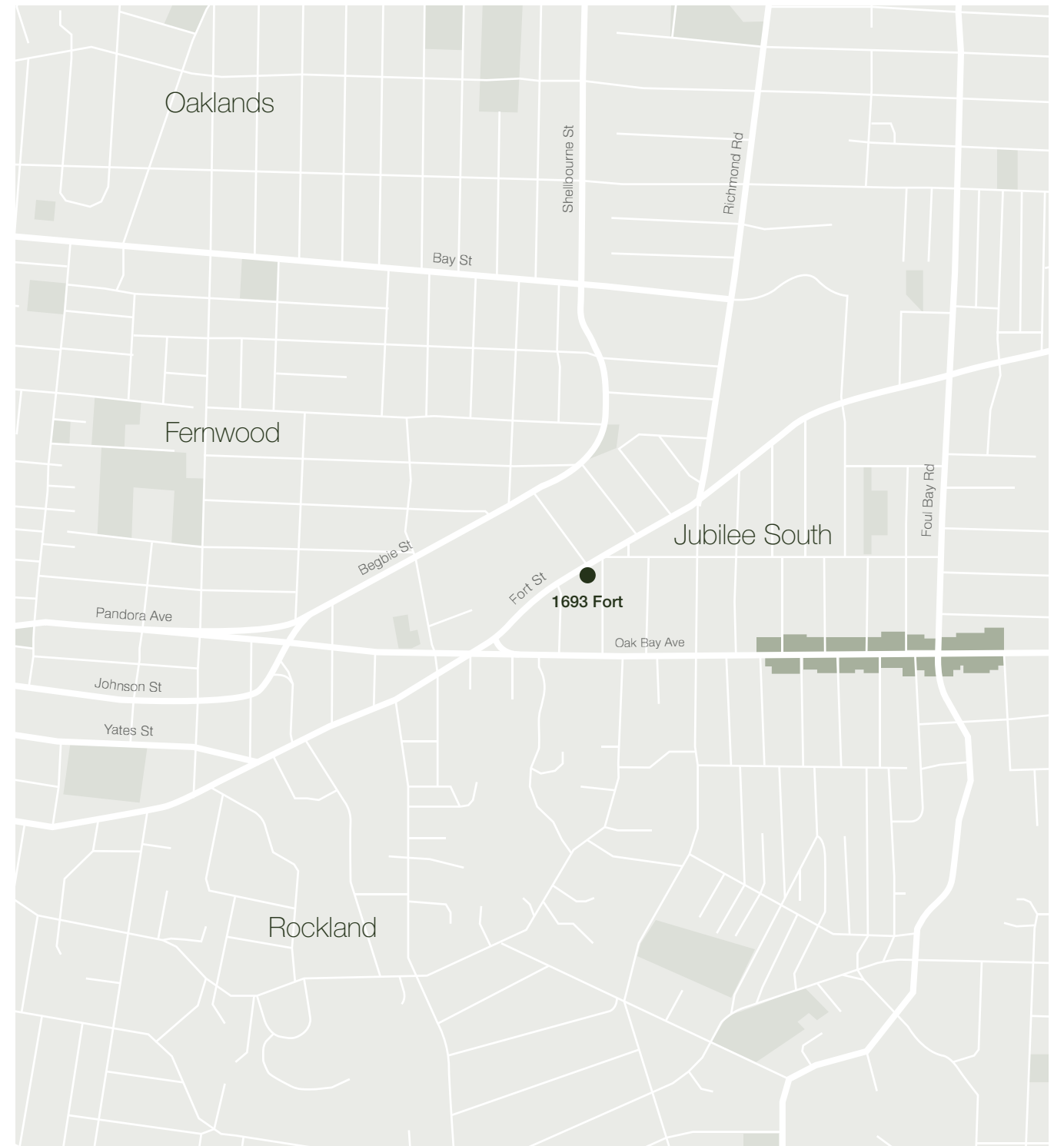
PBR BUILT BY YEAR (CITY OF VICTORIA)



Site Context & History

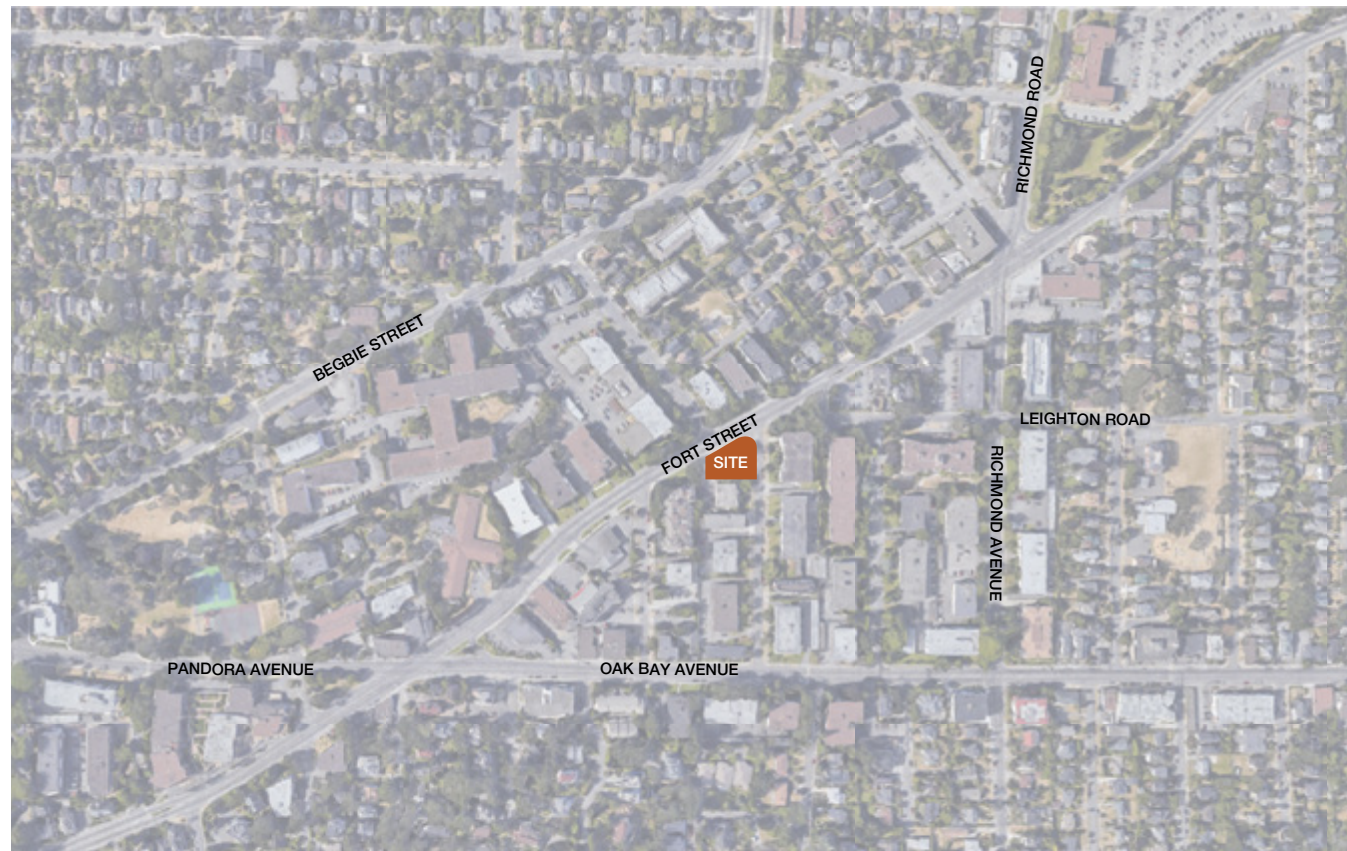
This is the land of the Lekwungen People, known today as the Esquimalt and Songhees Nations. As you travel through the city, you will find seven carvings that mark places of cultural significance. To seek out these markers is to learn about the land, its original culture, and the spirit of its people.

Within this traditional territory, the project is located at the western edge of Jubilee Village, the center of the South Jubilee neighborhood. Like other parts of the City, the Jubilee Neighbourhood has passed from agricultural land use stages to suburbanization to its current form, a mixed-use vibrant urban neighborhood on the edge of the Victoria and Oak Bay border. Made up of mostly low dense single-family housing in the 1920s to 1950s, the 1960s and 1970s saw the first series of apartment buildings built under the Federal Multi-unit Residential Building (MURB) program that incentivized many of the rental apartments build in the neighborhood. In the 1980s, apartment construction shifted towards condominium ownership, this form of tenure has represented the majority of new homes built in the area since.



Site Layout

The building concept has been custom fit to both the neighbourhood and the student lifestyle. This area of South Jubilee is a heterogeneous mix of commercial and residential uses, from single family character homes to multi-family and long-term care. Neighbouring buildings are characterized by an informal relationship to Fort Street and are of a range of building styles, composed mainly of stucco and painted wood cladding, (with some brick accents).



This proposal seeks to provide a more urban, street-oriented building that is compatible with the surrounding, evolving neighbourhood. The building will be positioned where several streets come together: Fort, Belcher, Fern and Leighton. Shaped as a 5 story building with a setback 6th floor penthouse, the building will be a modest marker at this node along the Fort Street arterial. The massing is shaped to reconcile the oblique orientation of Belcher and Fort Streets, with a ground floor of shared amenity spaces that will connect with and provide oversight to its sidewalk frontages.



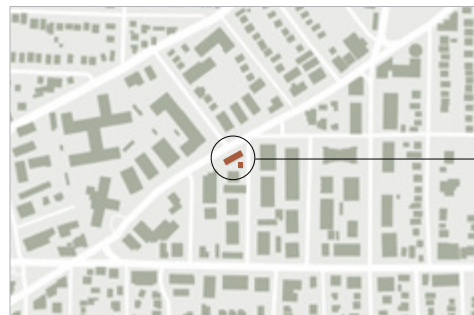
Neighbourhood Grain

The site is located within the South Jubilee neighbourhood, with many services and amenities within typical walking distance thresholds. Neighbouring the site is a mix of multi-family residential buildings. Also near the site, Jubilee Village offers a wide range of retail, commercial businesses, and services. The site is also less than 750 metres from Royal Jubilee Hospital.

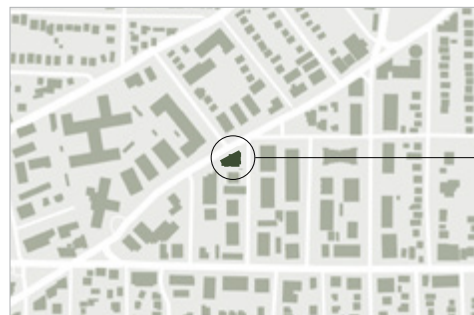
The building grain peaks along Fort Street and tapers as you move North and South off this main road which is a typical land use pattern for the City. The footprint of the existing building is symptomatic of its era with larger setbacks from the street and underutilized density which results in a fragmented 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 student rental utility for project efficiency and affordability.



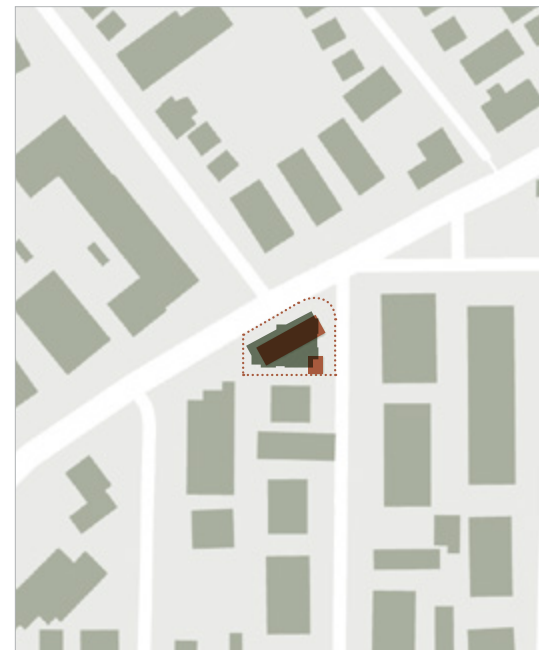
Site



The Existing Building



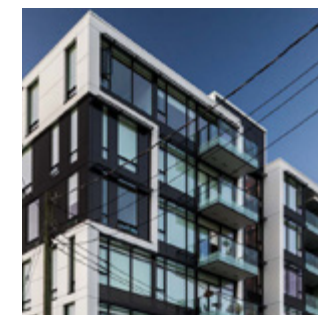
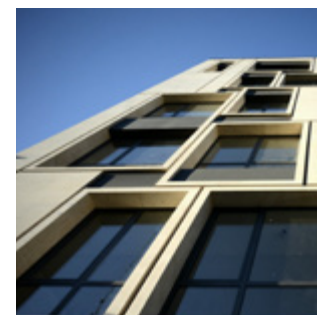
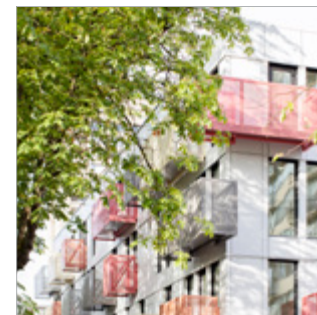
Proposed Project



Design Inspiration

The building expression is both contemporary and dignified. The main palette of the building is light-toned and neutral, comprised of light and medium grey metal panels, charcoal window frames, and architectural concrete. A commissioned artwork is to be integrated with the architecture, and will be visible at the building entrance, through the bike room glazing, and at the penthouse roof overhang. With the curated artwork as an accent, the building materials will compliment rather than compete with the surrounding mix of building styles.

While the materials palette is restrained, the expression of the building has a subtle playfulness, which took inspiration from a student's bookcase. The facades at Levels 2-5 are designed so that each storey reads as a horizontal 'shelf'. Vertically proportioned bedroom windows are arrayed on these 'shelves' in a randomized pattern; these elements are set within a field of textured profiled metal panels conceived as the paper edges of a book, turned backwards on the shelf. These patterned lengths are bracketed by the living room window bays, which project out from the main façade and tie the storeys visually together. One feature bay projects out at an angle, marking the main building entrance below on Fort Street.

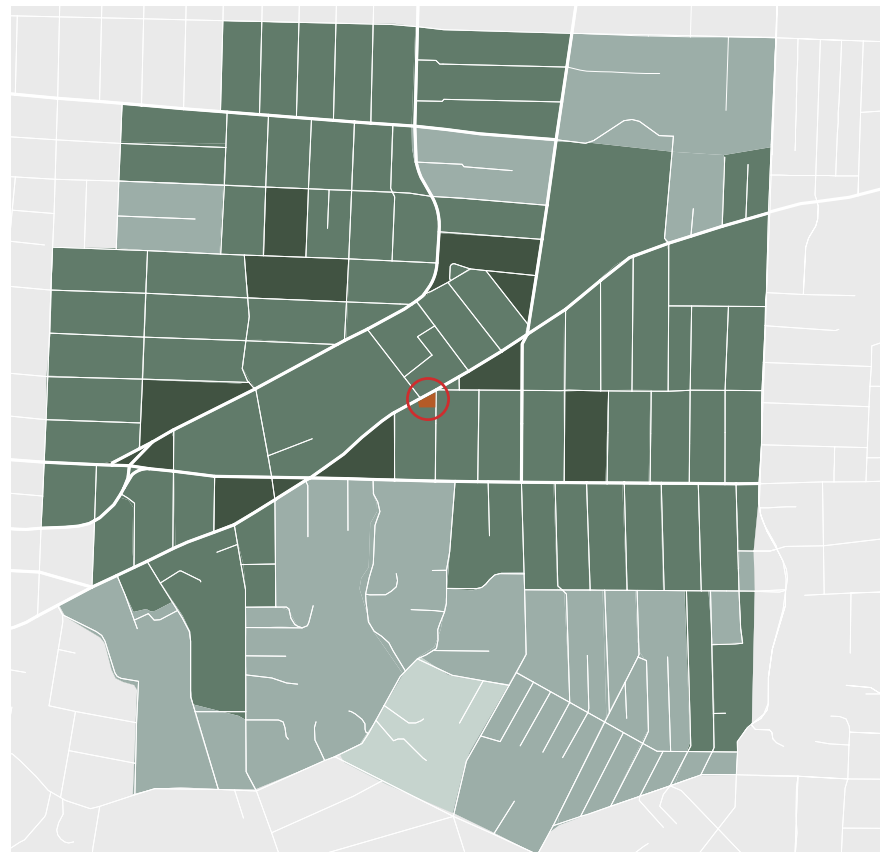


Neighbourhood Proximity Indices

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.

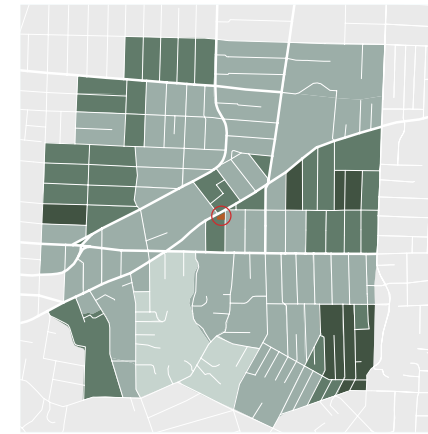
ALL PROXIMITY INDICES



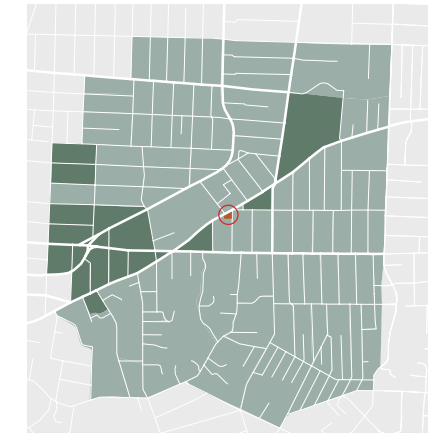
We have tabulated and mapped 1693 Fort Street using the following layers:

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

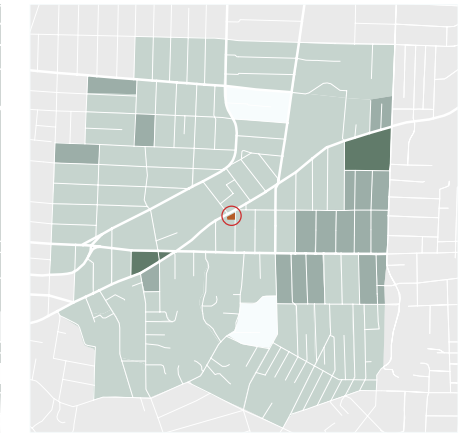
- 1693 Fort Project Site
- Very High
- High
- Moderate
- Low
- Very Low



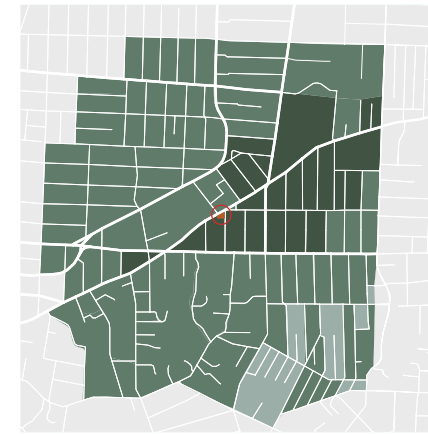
CHILDCARE



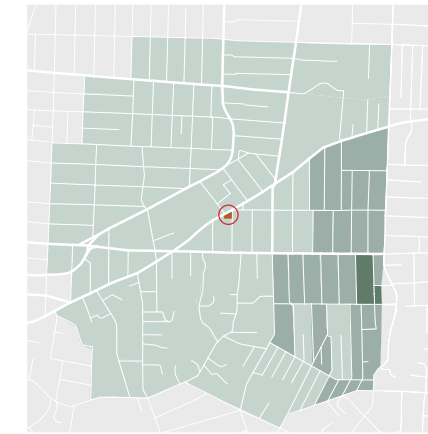
EMPLOYMENT



GROCERY



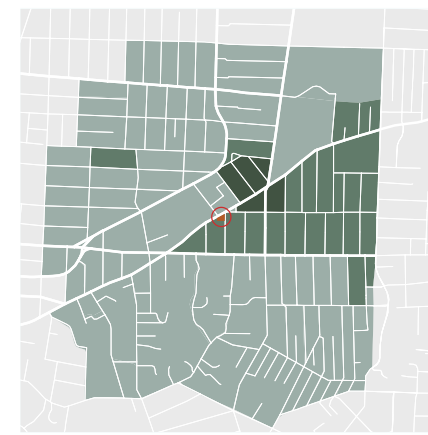
HEALTHCARE



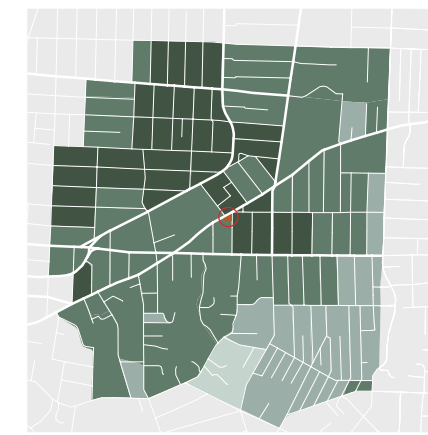
LIBRARY



PARK



PHARMACY



SCHOOL



TRANSIT

Project at a Glance



Height
**Stepped
6 storeys**

Site Area
9,644 sf

Floor Area
26,813 sf

FSR
2.78 FSR



Number of Homes
23 Homes

4 Bedroom Pod
12 Units (52%)

2 Bedroom Pod
7 Units (30%)

3 Bedroom Pod
4 Units (18%)



Car Parking Stalls
7 Stalls

Pre-wired for Electric
7 Stalls



Car Share
**74 Modo
Memberships**



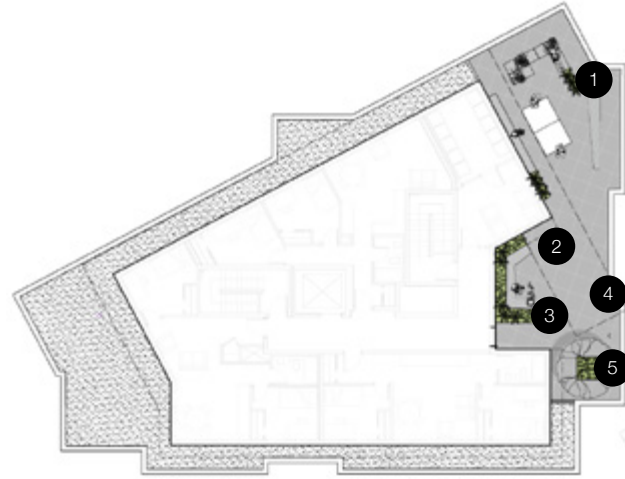
Bike Stalls
88 Stalls

Long Term Bike Stalls
85 Stalls

Short Term Stalls
3 Stalls



Landscape Design



1. Built-in wood and metal benches, metal planters with low maintenance full sun plants
2. Outdoor BBQ
3. Built-in wood and metal benches, metal planters with low maintenance shade tolerant plants
4. Concrete Pavers
5. Vine maple in raised planter with shade tolerant underplanting

The landscape design creates a pedestrian friendly engaging planted interface that complements the expression of the contemporary architecture. The plant material selection has a strong native focus as well as attractive flowering perennials to encourage pollination, all plants are drought tolerant. The landscape design strives to envision an outdoor space that is engaging to its users, complimentary of the architecture and provides as much outdoor amenity space to encourage and foster community interaction. The plant palette is sensitive to the local ecosystem and to the population that is engaging with it.

LEGEND

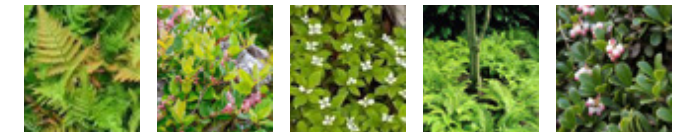
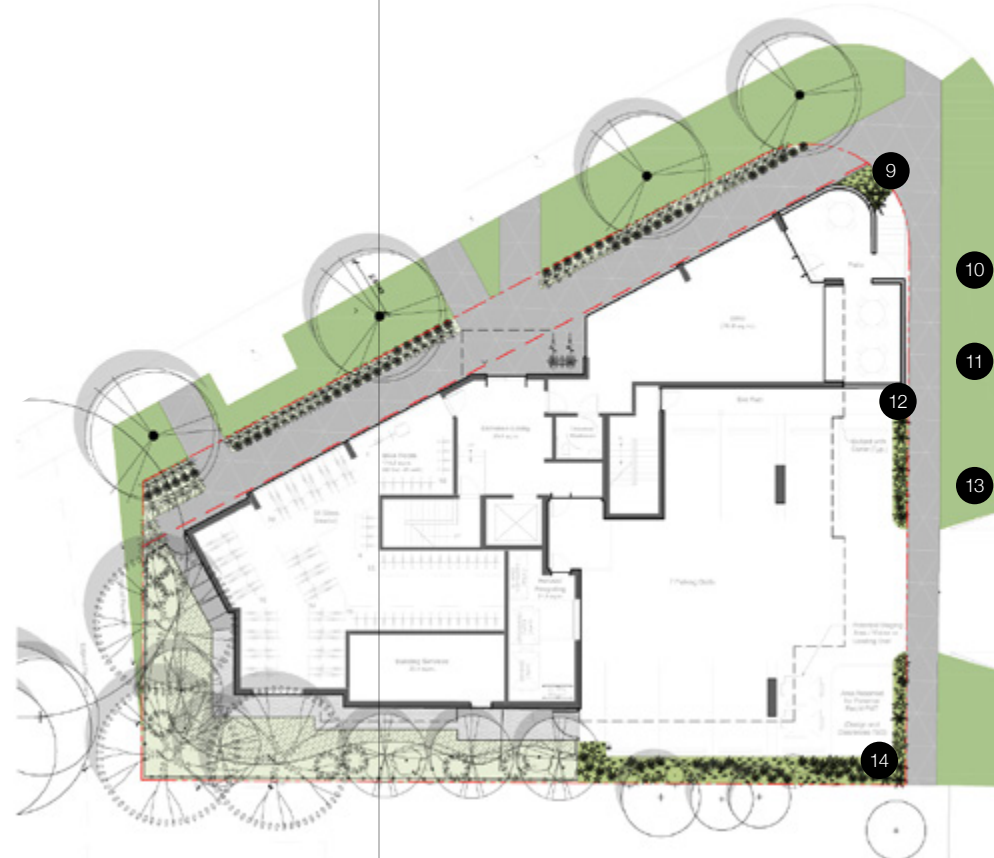
- PROPERTY LINE
- ROOF OVERHANG
- WEST COAST FOREST PLANTINGS
- GARRY OAK PLANTINGS
- MEADOW SEED MIX
= AREA: 35 m²
= 1 lb for 1000 m² @ 0.35 lbs required
- PERMEABLE GRAVEL MAINTENANCE AREA
- ROOFLINE OVER PATIO
- CONCRETE PAVER
- CONCRETE IN SAW CUT/PAVER DESIGN
- 500 MUNICIPAL BOULEVARD AREA BY OTHERS
- PROPOSED SITE TREES
- PROPOSED BOULEVARD TREES TO BE INSTALLED BY CITY OF VICTORIA IN ACCORDANCE WITH THE CITY OF VICTORIA - SUPPLEMENTARY SPECIFICATIONS FOR STREET TREES AND IRRIGATION SCHEDULE C BYLAW
- IRRIGATION
= SEE IRRIGATION PLAN
= MUNICIPAL BOULEVARD TO BE IRRIGATED BY A SEPARATE SYSTEM FROM A SEPARATE CITY SOURCE CONFORMING TO THE CITY OF VICTORIA SUPPLEMENTARY SPECIFICATIONS FOR STREET TREES AND IRRIGATION SCHEDULE C TO BYLAW 12-042, SUBDIVISION BYLAW



6. Boulevard Trees: Prunus Cerasafera (black cherry plum)
 - Tree species chosen from city of victoria recommended tree list. Small
 - Tree species chosen in accordance with bc hydro requirements for trees
 - Within 5 m of overhead power lines
7. Low maintenance ornamental grass plantings to soften
 - 8 Edge of sidewalk. Full sun/drought tolerant



8. Garry oak ecosystem plantir
 - Low maintenance garry oa dogwood
 - Understory (replacement tr
 - Wildlife shrubs: red flowerir snowberry
 - Garry oak meadow seed n flowering forbs



9. Low maintenance west coast forest themed
 - Plantings: Salal, Bunchberry and Fern
10. No trees proposed on Belcher Avenue due to conflicts with services
11. Existing utility pole anchor
12. Low maintenance shade tolerant West Coast forest plantings: Kinnikinnick, Dwarf Salal, Sword Fern, Tassle Fern, Oregon Grape, Bunchberry
13. Existing utility pole
14. Low maintenance shade tolerant West Coast forest plantings: Kinnikinnick, Dwarf Salal, Sword Fern, Tassle Fern, Oregon Grape, Bunchberry

Elevations



NORTH ELEVATION



SOUTH ELEVATION



WEST ELEVATION



EAST ELEVATION

Streetviews



A: FORT STREET LOOKING EAST

The main façade of the building clearly expresses the grounding base of the building, the patterned main body of the building, and the set back penthouse with its roof overhang & artwork soffit.



B: FORT STREET LOOKING SOUTH

The building mass is set into the sloping topography on Fort Street, which rises by 2m (6'-6") across this frontage. The building angles away from the side property line to provide space for a landscaped buffer.

D: BELCHER AVENUE LOOKING NORTH

The building relates to the scale of adjacent multi-family buildings with vertically proportioned window bays and a generous setback at the 6th floor. At 6 storeys the proposed building provides an urban termination to the block and forms a threshold between this quiet street and the busy Fort Street arterial.



C: FORT STREET LOOKING WEST

Urban gestures are visible from Fort Street, including the ground floor amenity pati



Floor Plans

Ground Floor Plan: Ground floor uses are oriented towards Fort Street and include the main building entrance, secure bike storage (which will feature vision glazing onto the sidewalk and custom artwork), an amenity social space and semi-private patio. The project includes a new sidewalk at the building face, coordinated with City of Victoria standards for future expansion of the Fort Street Right-of-Way.

Vehicle parking and building services are tucked under the building at the rear, and will be accessed by a minimum width driveway off Belcher Street. Access to the interior side and rear yards is limited to a small maintenance path, maximizing landscaped area.



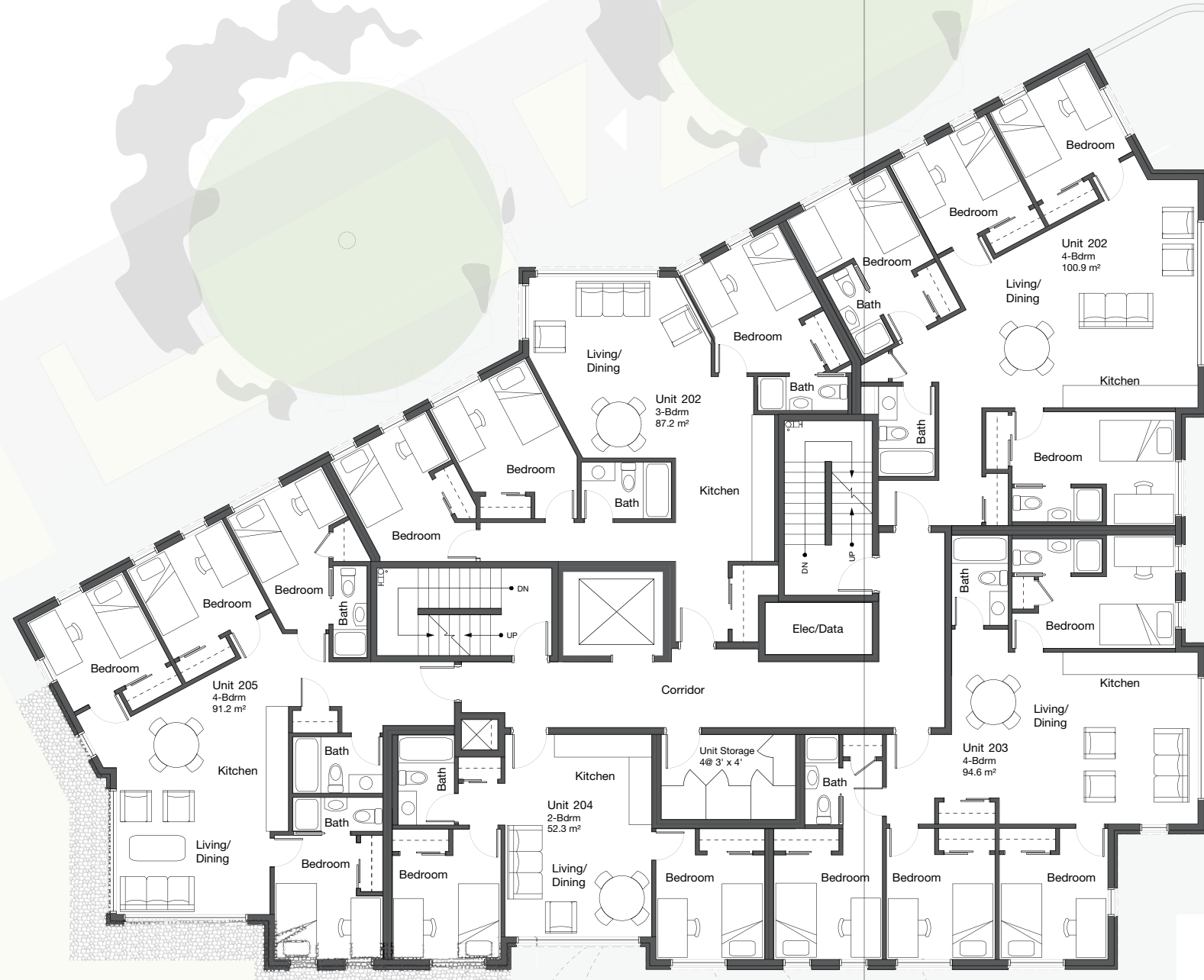
GROUND FLOOR PLAN



Floor Plans

Levels 2 & 3 Plans: The typical upper floor level is comprised of 5 residential suites. Each suite is made up of individual bedrooms and a kitchen / living / dining room for shared use by the suite occupants. The shared spaces project out from the building walls as glazed window bays, designed to optimize natural daylight for these larger rooms. On each floor there are: one 2-bedroom unit, one 3-bedroom unit, and three 4-bedroom units.

FORT STREET



BELCHER AVENUE

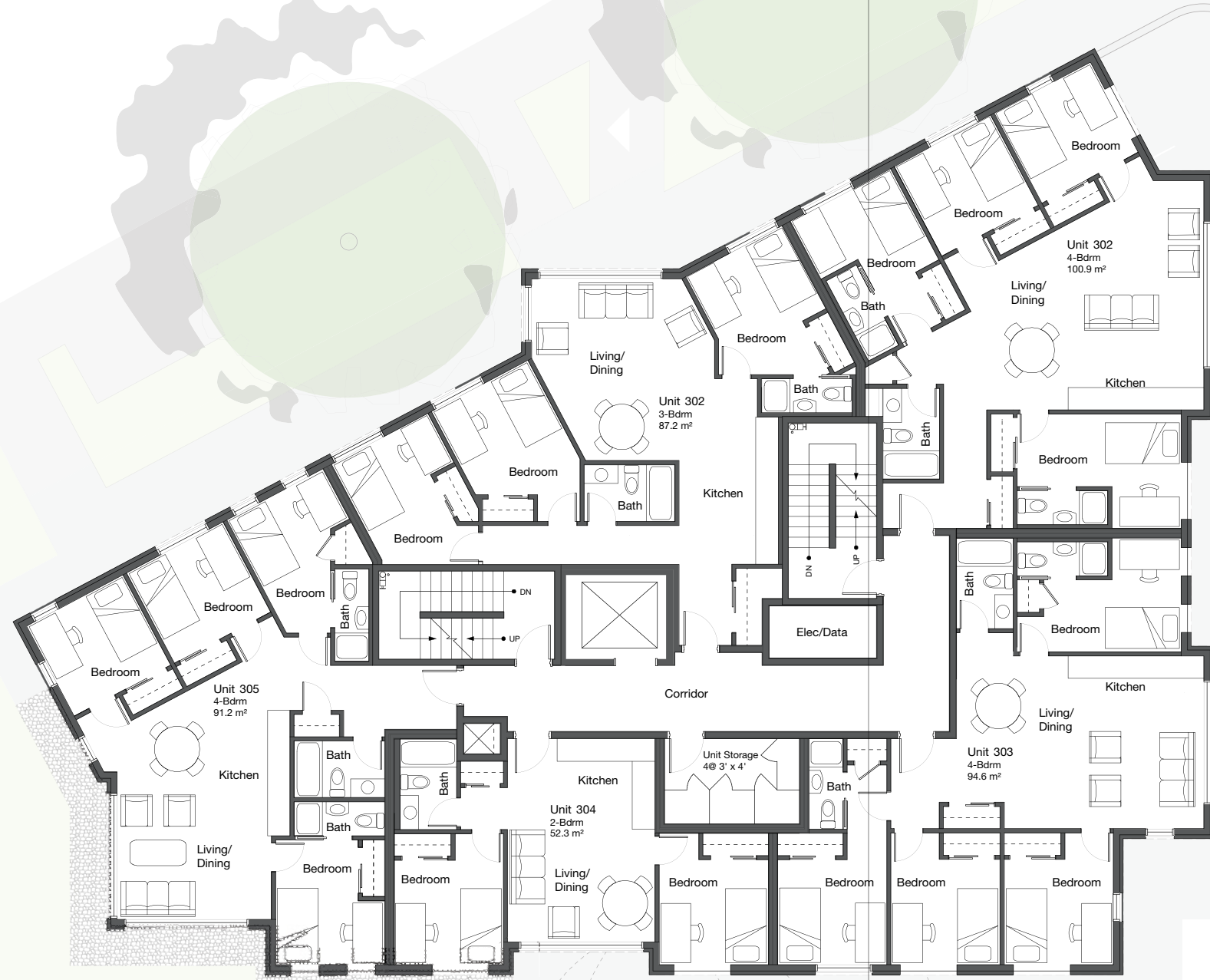
L2 & L3 PLAN



Floor Plans

Levels 4 & 5 Plans: The upper floor plans are consistent in terms of interior layout, distinguished by only the varying position of the randomized bedroom windows.

FORT STREET



BELCHER AVENUE

L4 & L5 PLAN



Floor Plans

Level 6 & Roof Plans: This penthouse level is set back from the main building facades on all four sides, reducing the perceived height of the building to 5 storeys. At this level there are three 2-bedroom units, a laundry room and sitting area for building-wide use, and an accessible amenity deck on the eastern portion of the roof.

FORT STREET



BELCHER AVENUE

L6 PLAN



Renderings





FORT STREET, LOOKING WEST



BELCHER AVENUE, LOOKING NORTH



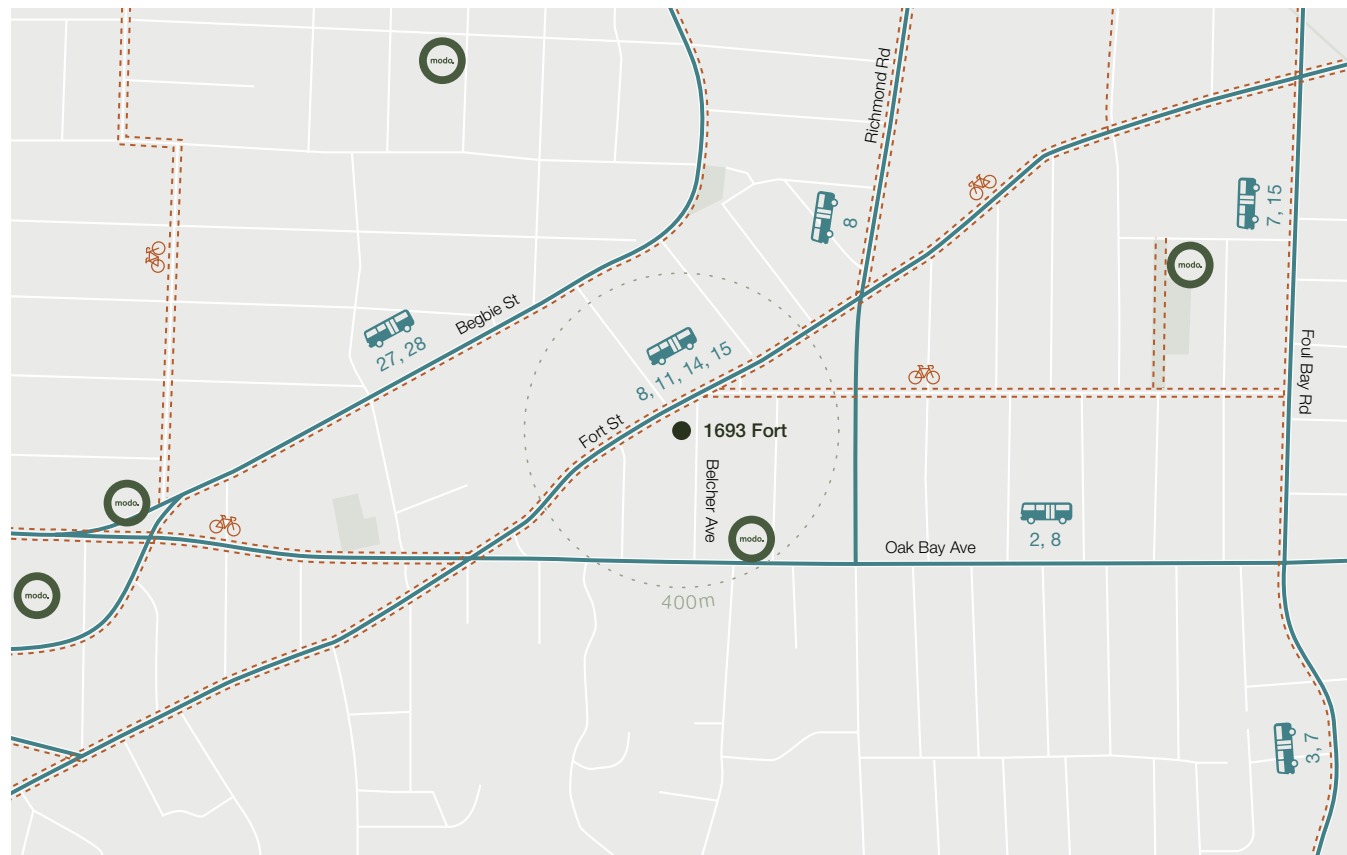


FORT STREET, LOOKING SOUTH

Transportation

STREET NETWORK

Fort Street is a two-way street extending west/east is classified by the City of Victoria as an arterial road. Belcher Avenue is classified as a local road.



ACTIVE TRANSPORTATION

Walking and Cycling: The site is well connected to both walking and cycling networks. Fort street is part of Victoria’s regional cycling network and downtown can be accessed in 10 minutes via bike lanes on Fort Street or the cycle track on nearby Pandora Avenue. Continuous bike lanes on Foul Bay Road and Henderson Road provide students with a direct cycling route to Camosun College Lansdowne Campus and the University of Victoria.

All streets surrounding the development site have sidewalks as well as controlled pedestrian crossings at major intersections.

The City of Victoria is rapidly upgrading its network of All Ages and Abilities (AAA) cycling infrastructure. Plans call for the existing cycling lanes on Fort Street and Pandora Avenue to be upgraded to protected cycling lanes, creating a continuous, AAA cycling route that connects the site to Victoria’s downtown area. In addition, new AAA cycling routes will be created on Leighton Road and Stanley Avenue. These cycling upgrades are scheduled to be under construction in 2021 and completed in 2022. Students are often interested in cycling but concerned for their safety when riding adjacent to heavy traffic, so it is anticipated that these protected AAA cycling facilities will increase the rates of cycling to and from the development. With its large volume of bike parking, the proposed development at 1693 Fort Street is well-positioned to support the anticipated cycling demand.

The location is within a walking distance of most everyday amenities and services, and all daily errands can be accomplished either on foot or on a bike. 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 75 for walkability which it defines as “Very Walkable”.

The location receives a Bike Score of 93 out of 100, placing it in Walk Score’s “biker’s paradise” category. This already high score is expected to improve with the cycling upgrades performed over the next few years.

Car Share: Modo is currently the only car share provider in Victoria with a fleet of over 85 vehicles. Across BC, Modo has over 800 vehicles with car drops at BC Ferry terminals and other transit hubs, allowing for a true car-lite lifestyle. A study completed for the City of Toronto found that on average 21% of car share members were able to shed a vehicle while 45% were able to postpone the purchase of a vehicle. A University of California study found that on average each Modo vehicle removed up to 11 private vehicles due to users selling their vehicles or foregoing the purchase of a vehicle. The site has five Modo vehicles within a 10 minute walk which is commonly regarded as walkable. The closest Modo vehicle is located 200 m away on Jubilee Avenue near Oak Bay Avenue. Approximately 20 other Modovehicles are located in downtown Victoria, which is easily accessible by bike or transit.

Transit: The site is well served by transit. The proposed development site is surrounded by seven major transit corridors, all within 400 metres—a 5 minute walk. The transit table presents nearby transit routes and approximate distances from the development site to bus stops. Buses along these routes are designed to accommodate wheelchairs, strollers, and mobility aids.

Students at the University of Victoria, Camosun College, and Royal Roads University have unlimited, discounted access to public transit through the U-PASS, which is paid for automatically in their student fees. With high service frequency, short travel times, and a low cost, public transit is expected to be a popular option for most student residents.

VEHICLE PARKING DEMAND ANALYSIS

Parking data obtained from the University of Victoria indicate that there is a substantial demographic of post-secondary students who do not own a vehicle and would like to live in a dormitory-like setting.

The University of Victoria parking demand rates for students living off-campus in 2019 was approximately 0.15 vehicles per student, while on-campus residing students had parking rates of just 0.08 spaces per student. These rates indicate post-secondary students have lower than average vehicle ownership rates.

The University of Victoria, through its on-campus residence applications, estimates significant latent demand for on-campus student housing that will not be satisfied with planned supply increases. Currently at UVic, only first year students are guaranteed on-campus housing while many second plus year students are forced to move off-campus due to a shortage of on-campus housing.

TRANSPORTATION DEMAND MANAGEMENT (TDM)

The best TDM strategy is the location efficiency provided by building denser housing forms in compact, walkable neighbourhoods such as the South Jubilee.

- We are also providing significant bicycle parking accessible directly adjacent to the front entrance
- Each tenant will also have a Modo car membership for the length of their tenancy.

ON-STREET PARKING REGULATIONS

- 2 Hour Maximum 8 AM-6 PM Mon-Sat
- 3 Minus Passenger Zone
- Resident Only
- No Parking



Shadow Studies



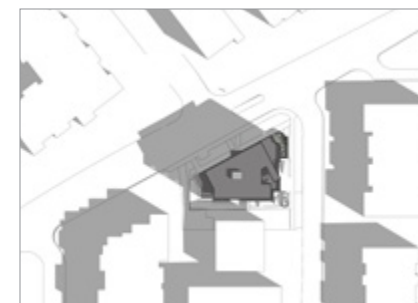
June 21 9:00 AM



June 21 12:00 PM



June 21 5:00 PM



March 20 / September 22 9:00 AM



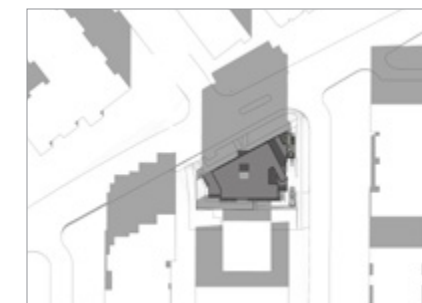
March 20 / September 22 12:00 PM



March 20 / September 22 5:00 PM



December 21 9:00 AM



December 21 12:00 PM



December 21 5:00 PM

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

Talk to Aryze Website
talktoaryze.ca

Aryze Email
info@aryze.ca

Talk to Aryze Email
talk@talktoaryze.ca

Aryze Social Media
@aryzedevelopments

Talk to Aryze Social Media
@talktoaryze

Aryze Phone Line
250-940-3568

Letter Mailouts
Initial audience capture
mail-drop

Email Distribution List
Ongoing email updates

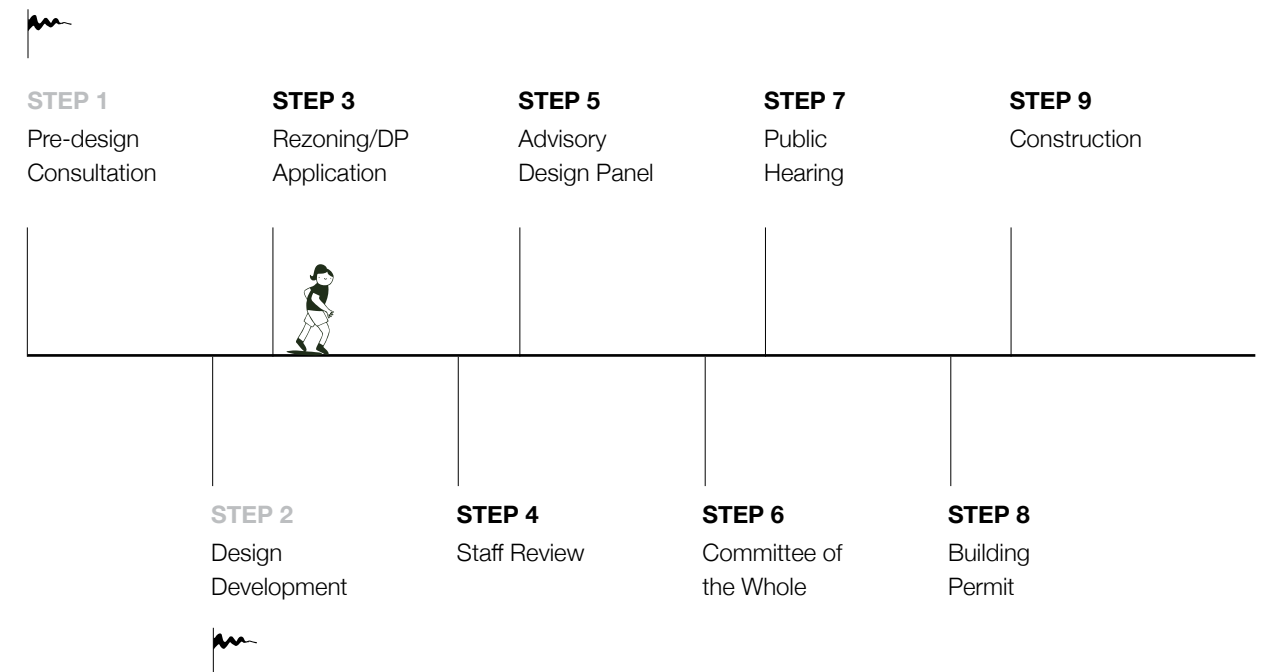
On-site Signage
Project information +
Aryze contact info

Ongoing Public Information Sessions
Email, web, and social media promoted

Face-to-Face Meeting
As requested in residents homes or our office/coffee shop



Application Process

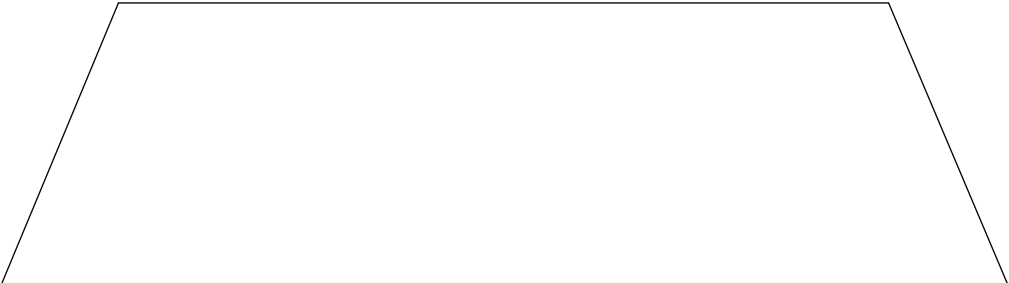
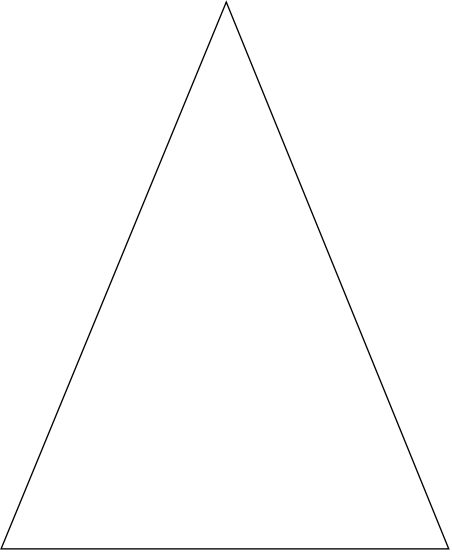


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ARYZE