



May 4, 2022

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

Attention: Mayor and Council

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

On behalf of Mike Geric Construction, 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 Kingston residential lot located on the three distinct frontages of Quebec, Montreal and Kingston Streets in James Bay.

As a local development and construction team, we understand the significance of this location and neighbourhood and have established project planning principles to ensure our application, community consultation and City approach are thoughtful, inclusive and focused on meeting the needs of our growing City and dynamic region. This application is the product of careful study of the property, the neighbourhood and other precedent developments within the region, as well as extensive consultation with the immediate neighbourhood, which began as soon as this land was purchased.

This parking lot property represents a significant convergence of land-uses, urban form, public realm and transportation interests and objectives. The Quebec and Montreal corner aspires to serve as a significant commercial gateway to the Legislative Precinct and Inner Harbour as well as a key connector for neighbours, commuters, cyclists and tourists alike, whereas the Montreal and Kingston block represents a gentle transition to a traditional residential condition.

Our team has carefully and deliberately designed this development to handle this transition from an urban gateway along Quebec and Montreal Streets all while working to deliver upon and exceed the City of Victoria's ambitious housing, climate leadership, active transportation and significant public realm objectives.

Project Overview

The project provides a much-needed redevelopment opportunity of a prominent James Bay and City of Victoria location that for decades has been an under-utilized asphalt-paved parking lot. The proposed buildings will bring a diverse mix of 112 new condominium residences, neighbourhood and tourist commercial shops and a not-for-profit childcare centre to the neighbourhood, as well as richly landscaped streetscapes, a significant sidewalk and cycling network facility as well as a distinguished corner plaza space. Finally, support for this application will enable the successful delivery of a 46 dwelling, purpose-built affordable rental building in the Menzies corridor of the James Bay village neighbourhood.

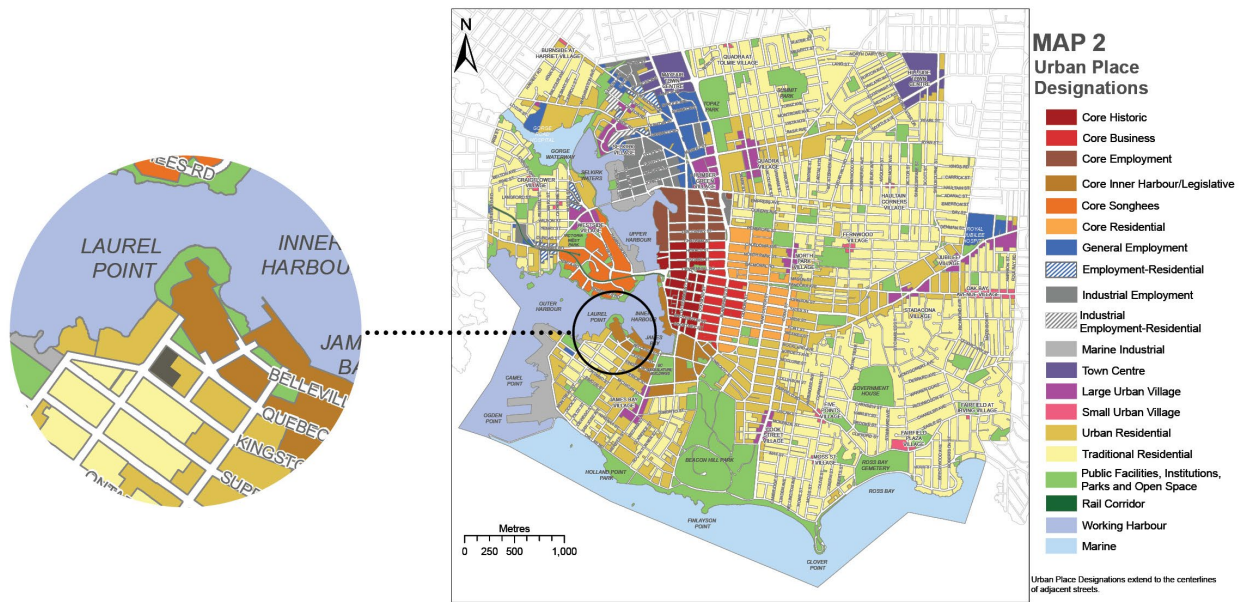


Sketch view of the proposed townhouses on Kingston Street, and the Quebec Street multi-family building beyond.

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"> 1-5 storeys adjacent to the harbour. Up to approximately 15 storeys in select locations. | <ul style="list-style-type: none"> 1-3 storeys Up to approximately 6 storey multi-unit buildings. |
| PLACE CHARACTER FEATURES: | <ul style="list-style-type: none"> Formal building & site design to respect the form and character of signature landmarks Formal public realm of wide sidewalks, pedestrian promenades, regularly spaced tree planting, and formal squares and greens | <ul style="list-style-type: none"> Variable yard setbacks with primary doorways facing the street. Variable front yard landscaping, boulevard and street tree planting. On-street parking and collective driveway access to rear yard or underground parking. |
| USES: | <ul style="list-style-type: none"> Public institutional and assembly. Commercial, including office, retail, and visitor accommodation. Recreation and tourism-related uses. Multi-unit residential and mixed-use. | <ul style="list-style-type: none"> Ground-oriented multi-unit residential. Low to mid-rise multi-unit residential. |
| DENSITY / FLOOR SPACE RATIO: | <ul style="list-style-type: none"> Generally up to 1:1 Increased density up to a total of 4:1 may be considered in strategic locations for the advancement of plan objectives. | <ul style="list-style-type: none"> Generally up to 1.2:1 Increased density up to a total of approximately 2:1 may be considered in strategic locations for the advancement of plan objectives. |



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

- Beneficial mix of vital, street-level uses including commercial, childcare and a café
- Range of housing types and sizes including ground-oriented townhouses, studio homes all the way up to three bedroom family-oriented dwellings.
- Enhanced accessibility in residential units with a number of adaptable condominiums and townhouses designed to accommodate residential lifts.
- Inclusion of a concurrent 46 suite purpose-built rental apartment application at 131-139 Menzies Street in the heart of the James Bay Village Centre.

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 not-for-profit and neighbourhood association meeting / activity use(s).

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.



Sketch view from across the Harbour

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 (MOD0), 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 either a proposed crosswalk at Montreal and Kingston Streets or at a newly proposed crosswalk at the corner of Quebec and Montreal Streets.
- Enhanced bike facilities, including:
 - Charging for e-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 cycling infrastructure
 - 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 St. 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 to further David Foster Harbour Walkway and/or connectivity improvements.
- 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 (1993) with an increased amount of housing and a wider mix of uses. 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.
- 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.
- 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 are also engaging in the formal land lift analysis process with the City of Victoria. These findings and recommendations will help further articulate the amenity contribution summary and will form part of the public record.



Townhouses fit the neighbourhood scale on Kingston Street

Neighbourhood & Impacts

The project imperative is to create a high-quality building that optimizes housing yield and makes a positive contribution to the City and the host neighbourhood. The project seeks to improve the local urban environment through thoughtful programming and intentional placemaking. To that end, the proposed café and childcare centre, (identified by local residents as desirable and welcome uses to the area), are positioned and designed to provide positive services and activity to the neighbourhood. It is expected that the people using the new spaces will foster a vibrant, multi-generational social character for the surrounding sidewalks and proposed corner plaza. Along with other aspects of the design guided by CPTED principles, users of these new facilities will provide visual oversight to Redfern Park, and thereby encourage more positive activity there.

To gather early feedback from the community, we hosted two neighbourhood open houses on August 17th and 19th, 2021. There, early project information was shared with residents, and feedback from the community on the general development approach was obtained. These outdoor events were held on the parking lot on the property and were well-attended. More than 150 immediate neighbours attended the events and shared their thoughts and questions with the project team, through engagement activities and formally with feedback forms.

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. Following the input obtained through community open houses, surveyed feedback and ongoing meetings with neighbours and the community association, various aspects of the project were 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 our November 10th, 2021 CALUC meeting, where concern was expressed about the creation and location of affordable rental housing in James Bay, Mike Geric Construction moved forward with the purchase of three properties on Menzies Street, in the heart of the James Bay Village. We're proposing a concurrent Menzies rental and affordable rental project, which we will work to apply and build concurrently with this market condominium application. We maintain that the subject property is more suited to a market condominium site as we have proposed and the Menzies property is better situated to support a purpose built rental building with below market units. While both proposals may stand on their own, we will suggest

preparing a Master Development Agreement which encourages the shared and comprehensive redevelopment of these two sites.

Need & Demand, Benefits and Amenities

The project team reviewed several key documents in assessing demand for housing and childcare in James Bay including the City of Victoria's Housing Needs Assessment (2020) and the Childcare in Victoria Report from Urban Systems (October 2020).

Housing Needs Assessment

Projected number of new households needed by 2025 is estimated to be 2900, with owner households projected to grow more quickly than renter households. The project addressed projected demand with a focus on smaller homes (83% studios to 2 bedrooms) while ensuring adequate provision of larger family homes as well (16%).

Another key area of need identified in the report was affordable housing. During our initial open houses and during our preliminary CALUC meetings, we had proposed up to 15% below market home ownership dwellings. Through further work with the neighbours, City of Victoria planning and affordable housing representatives and through consultation, we have decided that it is more appropriate to allocate our affordable housing contribution in the form of rental housing at our 131-139 Menzies proposal. This apartment building application will be made concurrently with the Quebec and Montreal rezoning and will introduce 46 purpose-built rental dwellings into the James Bay Village Centre.

Childcare

There is a minimum waitlist time of 1-2 years for childcare spaces in Victoria and James Bay has the third highest rate of unmet demand for licenced childcare (250 spaces). To address this critical need, we are proposing 49 childcare spaces for infant/toddler and preschool children and are seeking a non-profit partner to operate the childcare centre. Our intent is to design a ground-level indoor and outdoor courtyard space that is programmable, desirable, and flexible so that we can attract a high-quality not-for-profit provider.

As part of this development application, Mike Geric Construction will provide the selected provider with rent on a cost-recovery basis if the provider can demonstrate to the City that the rent savings will be passed onto the end-user families.



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 by how it lands on its site. Here, 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

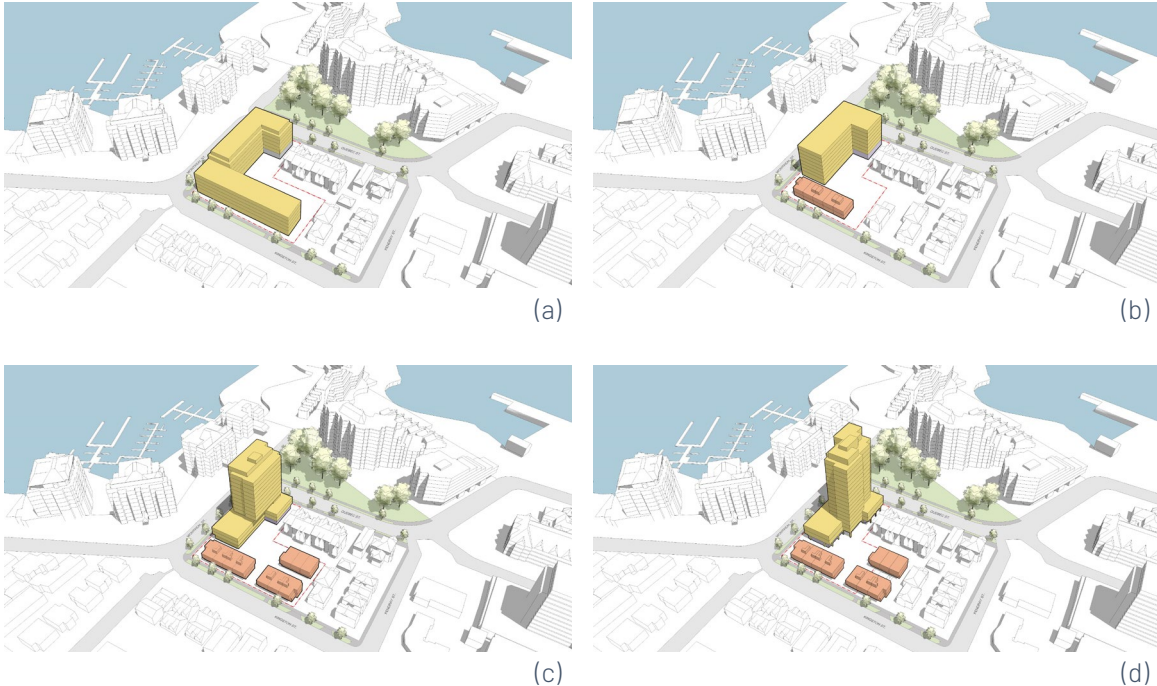
In addition to the dedicated public realm space, this project will provide a significant amount of relief or buffer between the existing townhomes on Quebec and Kingston Streets by introducing an outdoor playground and amenity space at the ground level. This open space will include a significant amount 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.



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 Park expansion. This significant pathway and park space defines 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.



*Sequence of massing studies illustrating the proposed density shaped into four building forms:
 (a) 5-7 storey perimeter block; (b) 8 storey mid-rise with townhouses; (c) 14 storey podium / tower with townhouses; (d) 17 storey podium / tower with townhouses.*

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 podium shapes a human-scaled interface with the public realm, with a strong connection between the multi-family residential entrance and Montreal Street.

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.



Landscaping softens and defines the front entrance porches on Kingston Street.

Site Design & Landscape Architecture

An integrated design approach has been used for the site in an effort 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.



Landscape and public realm precedent images

Urban Forest

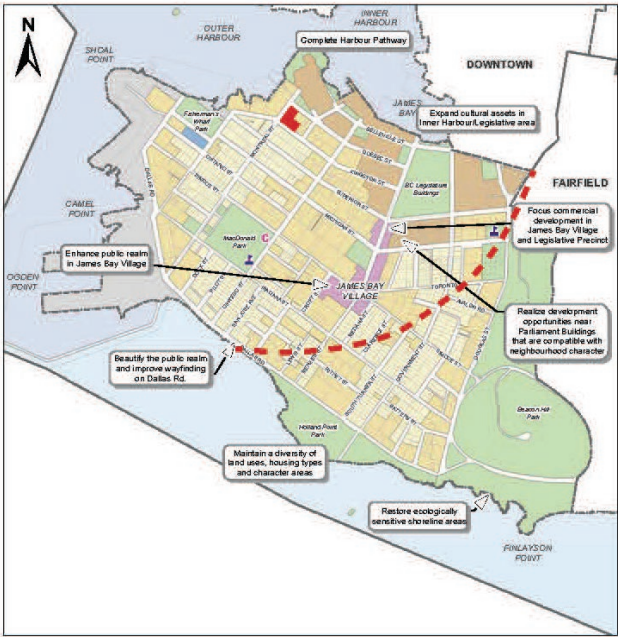
The integrated design team for this project has used the City of Victoria's Urban Forestry Master Plan as a guide and will incorporate tree values in a proactive manner. A key element of the landscape plan is the renewal of the urban forest. Proposed new tree plantings will re-establish urban biodiversity and offer

improved habitat value in the long term. The plan includes 29 new tree plantings (small, medium and large) on the ground level, including four large trees on municipal frontages and 12 small tree plantings in the roof top planting areas. Generous soil volumes provided in the design for each tree will support these trees long into the future.

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 project's parking requirements were analyzed based upon bylaw standards and research of available local data. The findings of this analysis are summarized as follows:

| Land Use | Bylaw Standards | | Expected Demand | Proposed Supply |
|--|-----------------|-----------|-----------------|--|
| | 'Other' Area | Core Area | | |
| Residential Condominium (102 units) | 131 | 107 | 107 | 109 |
| Residential Townhouses (10) | 14.5 | 10 | 12 | 13 |
| Day Care (312m ²) <ul style="list-style-type: none">• Staff• Visitors | 4 | 3 | 5 10 | 5 |
| Commercial Retail Unit (152m ²) | 4 | 2 | 2 | 15 (shared between complimentary uses) |
| Café (85m ²) | 5 | 1 | 3 | |
| Residential Visitor | 11 | 11 | 11 | |
| Total | 169 | 134 | 150 | 142 |

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. It is anticipated that parking spaces will be available for short term loading (of particular importance to the childcare centre and café) as well as general public use. The number and location of street parking spaces is subject to ongoing discussions with City of Victoria staff.

Traffic Impact Analysis

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

AAA Bicycle Facility Improvements

There are existing sidewalks and AAA bicycle facilities planned for 2022 on the local section of Montreal Street that will further promote an active mode shift in the area. The frontage works have been designed to allow for the potential extension AAA bicycle facilities along Montreal Street to Quebec and Pendray Streets. Through detailed consultation with City staff, our Team has developed a frontage design concept consistent with the City's preferred road cross-section, including a separated bike lane on Quebec and Montreal Streets.

Public Safety Improvements

Recommendations to improve pedestrian safety have been integrated into the development proposal, per City staff direction and WATT's Traffic Impact Assessment. At the corner of Montreal Street and Quebec Street, a new signalized pedestrian crossing will connect to the new corner plaza. The proposed Statutory Right of Way at the corner of the development site will maintain clear sight lines to approaching vehicles, addressing professional recommendations and concerns expressed by neighbourhood residents. While the corner plaza will be a pedestrian priority 'mixing zone', paving treatments have been thoughtfully considered to differentiate the bike path within the plaza 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.

Environment

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.
- **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.

View of the proposal
looking South on Montreal
Street



Conclusion

The proposed redevelopment project at Quebec, Montreal and Kingston Streets embodies 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 in the South Island. New condominium apartments and townhouses will contribute to the spectrum of housing affordability, improve multi-modal connectivity and mobility, and contribute to 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 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 advance the application process.

Sincerely,

A handwritten signature in dark ink, consisting of several loops and a long horizontal stroke at the end.

Edward M. Geric
Mike Geric Construction

Appendix A – Community Amenity Summary

| Community Amenity Item | | Estimated Value |
|--|---|--|
| Housing Amenities | | |
| 1 | Mixed-use development with a dynamic range of housing typologies (over 30% achieving universal building design) | N/A |
| 2 | 131-139 Menzies Street Affordable Housing Building | \$5,000,000.00 |
| Neighbourhood Placemaking Amenities | | |
| 3 | Dedicated, purpose-built not-for-profit childcare space with starting 10-year lease at free rent | \$1,460,000 (at \$10 - \$25/square foot CRU valuation) |
| 4 | Neighbourhood and tourist commercial space at the corner of Quebec and Montreal Street | N/A |
| 5 | Dedication of at least 12 hours per week for neighbourhood and volunteer program space with the James Bay Community Project | \$312,000.00 (at \$50/hour space rental over 10 years) |
| Urban Design | | |
| 6 | Dedication of land for safety, visibility, accessibility, and public realm improvements at the corner(s) of Quebec and Montreal Street and at the corners of Montreal and Kingston Streets. | \$1,000 (at \$5/square foot) |
| 7 | Design and construction of a safe, lit cross walk at Quebec and Montreal Street | \$50,000 |
| 8 | Quality, timeless and appropriate architecture, design and built form which supports the fabric of the neighbourhood while creating an iconic skyline enhancement for the City of Victoria | N/A |
| 9 | Elimination of a single-occupancy vehicle-focused, solid-surface, impermeable asphalt parking lot with no sustainable rainwater management, water runoff treatment or heat-surface mitigation measures. | N/A |
| Transportation and Safety | | |
| 10 | 2 x EV-charged and publicly accessible MODO car share vehicles and charging stations | \$76,000 |
| 11 | Development of new, protected on-street parking facilities and the construction of 1 public level 2 EV Charger | \$7,000 |
| 12 | Design and implementation of a new AAA protected cycling network along Quebec and Montreal Street frontages | \$50,000 |
| 13 | Visitor and neighbourhood at-grade cycling storage facilities | \$5,000 |
| Public Park and Pathway | | |
| 14 | Design, dedication and construction of an enhanced public realm and pedestrian network along Quebec, Montreal and Kingston Street frontages. | \$70,000 |
| 15 | Contribute to further David Foster Harbour Walkway, sčəmaθən / Peter Pollen Waterfront Park and/or connectivity improvements | \$100,000 |
| 16 | Off-site improvements of the City's aging Montreal Street storm water facilities | \$100,000 |
| Total Anticipated Project Amenities | | \$7,231,000 |