

I. REPORTS OF COMMITTEES

I.1 Committee of the Whole

I.1.b Report from the August 8, 2019 COTW Meeting

I.1.b.h 605-629 Speed Avenue and 606-618 Frances Avenue - Development Permit with Variance Application No. 00115 (Burnside)

Moved By Councillor Alto

Seconded By Councillor Potts

1. That prior to giving notice and giving an opportunity for public comment at a meeting of Council:
 - a. That Council instruct staff to work with the applicant to provide a functional road design and appropriate cross-sections to demonstrate that the proposed buildings, installation of underground utilities, driveway crossings and ramp grades will accommodate the existing London Plane trees located on Speed Avenue.
 - b. That Council instruct staff to prepare and execute a housing agreement that secures ten dwelling units (seven studios, two 1-bedroom and one 2-bedroom) in the six-storey building as rental in perpetuity and affordable as per the City's definition of Affordable Housing for a period of ten years.
2. That Council, after giving notice and allowing an opportunity for public comment at a meeting of Council, consider the following motion:

"That Council authorize the issuance of Development Permit with Variances Application No. 00115 for 605-629 Speed Avenue and 606-618 Frances Avenue, in accordance with:

- a. Plans date stamped July 18, 2019.
- b. Development meeting all Zoning Regulation Bylaw requirements, except for the following variances:
 - i. increase the height of building from 37m to 45.34m;
 - ii. reduce the front yard setback of the 14-storey portion of the building from 6m to 1.60m to allow for a canopy projection only;
 - iii. reduce the front yard setback of the six-storey portion of the building from 6m to 1.52m to allow for a canopy projection only;
 - iv. reduce the side yard (east) setback from 5.90m to 0.00m for a parkade projection only;
 - v. reduce the required number of residential parking spaces from 237 to 151;
 - vi. reduce the required number of visitor parking space from 25 to 17;

- vii. reduce the separation space between an accessory building (timber pavilion) and the principal building from 2.40m to 1.30m;
 - viii. reduce the separation space between an accessory building (bicycle storage building) and the principal building from 2.40m to 1.40m and locate the accessory building in the side yard.
- c. The Development Permit lapsing two years from the date of this resolution."

CARRIED UNANIMOUSLY

C. LAND USE MATTERS

E.2 605-629 Speed Avenue and 606-618 Frances Avenue - Development Permit with Variance Application No. 00115 (Burnside)

Committee received a report dated July 25, 2019 from the Acting Director of Sustainable Planning and Community Development regarding the proposed Development Permit with Variances Application No. 00115 for 605-629 Speed Avenue and 606-618 Frances Avenue in order to construct a 14-storey and 6-storey multi-unit residential building.

Committee discussed:

- *The applicants proposed contribution to the housing reserve fund*
- *The advantages and disadvantages of the site's soil*

Moved By Mayor Helps

Seconded By Councillor Alto

1. That prior to giving notice and giving an opportunity for public comment at a meeting of Council:
 - a. That Council instruct staff to work with the applicant to provide a functional road design and appropriate cross-sections to demonstrate that the proposed buildings, installation of underground utilities, driveway crossings and ramp grades will accommodate the existing London Plane trees located on Speed Avenue.
 - b. That Council instruct staff to prepare and execute a housing agreement that secures ten dwelling units (seven studios, two 1-bedroom and one 2-bedroom) in the six-storey building as rental in perpetuity and affordable as per the City's definition of Affordable Housing for a period of ten years.
2. That Council, after giving notice and allowing an opportunity for public comment at a meeting of Council, consider the following motion:

"That Council authorize the issuance of Development Permit with Variances Application No. 00115 for 605-629 Speed Avenue and 606-618 Frances Avenue, in accordance with:

 - a. Plans date stamped July 18, 2019.
 - b. Development meeting all Zoning Regulation Bylaw requirements, except for the following variances:
 - i. increase the height of building from 37m to 45.34m;
 - ii. reduce the front yard setback of the 14-storey portion of the building from 6m to 1.60m to allow for a canopy projection only;
 - iii. reduce the front yard setback of the six-storey portion of the building from 6m to 1.52m to allow for a canopy projection only;
 - iv. reduce the side yard (east) setback from 5.90m to 0.00m for a parkade projection only;

- v. reduce the required number of residential parking spaces from 237 to 151;
- vi. reduce the required number of visitor parking space from 25 to 17;
- vii. reduce the separation space between an accessory building (timber pavilion) and the principal building from 2.40m to 1.30m;
- viii. reduce the separation space between an accessory building (bicycle storage building) and the principal building from 2.40m to 1.40m and locate the accessory building in the side yard.

3. The Development Permit lapsing two years from the date of this resolution."

CARRIED UNANIMOUSLY



Committee of the Whole Report

For the Meeting of August 8, 2019

To: Committee of the Whole **Date:** July 25, 2019

From: Andrea Hudson, Acting Director, Sustainable Planning and Community Development

Subject: Development Permit with Variances Application No. 00115 for 605-629 Speed Avenue and 606-618 Frances Avenue

RECOMMENDATION

1. That prior to giving notice and giving an opportunity for public comment at a meeting of Council:
 - a. That Council instruct staff to work with the applicant to provide a functional road design and appropriate cross-sections to demonstrate that the proposed buildings, installation of underground utilities, driveway crossings and ramp grades will accommodate the existing London Plane trees located on Speed Avenue.
 - b. That Council instruct staff to prepare and execute a housing agreement that secures ten dwelling units (seven studios, two 1-bedroom and one 2-bedroom) in the six-storey building as rental in perpetuity and affordable as per the City's definition of Affordable Housing for a period of ten years.
2. That Council, after giving notice and allowing an opportunity for public comment at a meeting of Council, consider the following motion:

"That Council authorize the issuance of Development Permit with Variances Application No. 00115 for 605-629 Speed Avenue and 606-618 Frances Avenue, in accordance with:

 - a. Plans date stamped July 18, 2019.
 - b. Development meeting all *Zoning Regulation Bylaw* requirements, except for the following variances:
 - i. increase the height of building from 37m to 45.34m;
 - ii. reduce the front yard setback of the 14-storey portion of the building from 6m to 1.60m to allow for a canopy projection only;
 - iii. reduce the front yard setback of the six-storey portion of the building from 6m to 1.52m to allow for a canopy projection only;
 - iv. reduce the side yard (east) setback from 5.90m to 0.00m for a parkade projection only;
 - v. reduce the required number of residential parking spaces from 237 to 151;
 - vi. reduce the required number of visitor parking space from 25 to 17;

- vii. reduce the separation space between an accessory building (timber pavilion) and the principal building from 2.40m to 1.30m;
 - viii. reduce the separation space between an accessory building (bicycle storage building) and the principal building from 2.40m to 1.40m and locate the accessory building in the side yard.
- c. The Development Permit lapsing two years from the date of this resolution.”

LEGISLATIVE AUTHORITY

In accordance with Section 489 of the *Local Government Act*, Council may issue a Development Permit in accordance with the applicable guidelines specified in the *Community Plan*. A Development Permit may vary or supplement the *Zoning Regulation Bylaw* but may not vary the use or density of the land from that specified in the Bylaw.

EXECUTIVE SUMMARY

The purpose of this report is to present Council with information, analysis and recommendations for a Development Permit with Variances Application for the property located at 605-629 Speed Avenue and 606-618 Frances Avenue. The proposal is to construct a 14-storey and 6-storey multi-unit residential building. The requested variances are associated with height, setbacks, parking and the accessory buildings.

The following points were considered in assessing this application:

- In 2016, Council approved a Development Permit for two 12-storey buildings at this location; however, this new proposal is more sympathetic to the neighbourhood and existing context.
- The subject property is within Development Permit Area 4 (DPA 4): Town Centre, where 40% of Victoria’s anticipated population growth would be accommodated in order to encourage and support a mix of commercial and community services primarily serving the surrounding residential areas. The DPA also encourages high quality architecture, landscape and urban design.
- DPA 4 emphasizes that off-street parking must be underground, at the rear of buildings or otherwise screened. The majority of proposed parking is provided underground and the proposed surface parking is surrounded by substantial soft landscaping.
- The *Burnside Gorge Neighbourhood Plan* designates the subject properties “Town Centre,” which supports mixed-use buildings up to 6-12 storeys, upper floors above the street wall generally set back and parking located in structures or underground. The proposed building is considered 14-storeys. This proposed height variance is supportable for reasons outlined in the report concerning the architecture, geotechnical constraints and the technical aspects of the Zoning Bylaw interpretation.
- The applicant is proposing heavy-mass timber construction, which has environmental benefits.
- The applicant is proposing to reduce the front yard setbacks of the 14-storey and 6-storey portions of the building to allow for canopy projections and to create strong connections to Speed Avenue. The buildings are setback beyond the minimum 6m setback requirement. The underground parkade projects slightly above grade along the eastern boundary, which is triggering a side yard setback variance. These setback variances are supportable.
- The variances associated with the timber pavilion and bicycle storage building are supportable and would not impact the 6-storey portion of the building.

- The applicant is proposing to reduce the required number of residential parking spaces from 237 to 151 and visitor parking spaces from 25 to 17. The applicant has provided a Transportation Study prepared by Bunt & Associates to justify the parking variance. The anticipated overall parking shortfall for this development, based on current Schedule C requirements, is 54 parking spaces. To help offset some of this anticipated shortfall, the applicant has offered two carshare vehicles, two designated on-site parking spaces for the car share vehicles and 105 carshare memberships. The subject property is also within walking distance to the Douglas Street transit corridor and bicycle infrastructure. For these reasons, staff support the proposed parking variances.

BACKGROUND

Description of Proposal

The proposal is for a 14-storey and 6-storey multi-unit residential building. Specific details include:

14-storey, multi-unit residential building:

- high-rise building form consisting of contemporary architectural features including a flat roofline, floor to ceiling glazing along the ground level plane, contemporary-style windows and horizontal and vertical reveals
- exterior materials include brick, prefinished metal panel, composite panel, architectural concrete and clear glazing
- main residential entryway fronting Speed Avenue
- ground-oriented units with individual entryways and private outdoor patios bordered by soft landscaping
- articulated eighth floor horizontal reveal
- framed balconies and covered private roof top patios for the dwelling units on the thirteenth storey
- common roof top amenity space.

6-storey, multi-unit residential building:

- mid-rise building form consisting of contemporary architectural features including a flat roofline and contemporary-style and angular framed windows
- exterior materials include brick, composite panel, prefinished metal panel, cementitious panel and clear glazing
- main residential entryway fronting Speed Avenue
- ground-oriented units with individual entryways and private outdoor patios bordered by soft landscaping.

Landscaping, vehicle and bicycle parking, loading and access:

- public pathway linking Speed Avenue and Frances Avenue
- common outdoor amenity space on the south side of the 6-storey building
- a timber pavilion with outdoor seating
- a dog walk area on the north west corner of the site adjacent to Speed Avenue
- permeable landscaping within the critical root zones of the London Plane trees along Speed Avenue
- approximately 48 new trees to be planted on-site
- planting and fencing around the perimeter of the site

- long-term bicycle room on the east side of the 6-storey building
- a driveway linking Speed Avenue and Frances Avenue with surface parking
- access off Speed Avenue to one-level of underground parking with secure and enclosed bicycle parking.

The proposed variances are related to:

- increasing the height of building from 37m to 45.34m
- reducing the front yard setback of the 14-storey portion of the building from 6m to 1.60m to allow for a canopy projection only
- reducing the front yard setback of the 6-storey portion of the building from 6m to 1.52m for a canopy projection only
- reducing the side yard (east) setback from 5.90m to 0.00m for a parkade projection only
- reducing the required number of residential parking spaces from 237 to 151
- reducing the required number of visitor parking space from 25 to 17
- reducing the separation space between an accessory building (timber pavilion) and the principal building from 2.40m to 1.30m
- reducing the separation space between an accessory building (bicycle storage) and the principal building from 2.40m to 1.40m and locate the accessory building in the side yard.

Affordable Housing Impacts

The applicant proposes the creation of 247 new residential units which would increase the overall supply of housing in the area. The applicant has voluntarily offered to provide ten dwelling units (seven studios, two 1-bedroom and one 2-bedroom) in the 6-storey building as rental in perpetuity and affordable as per the City's definition of Affordable Housing for a period of ten years. These units will be secured in a Housing Agreement.

Sustainability Features

The following sustainability features are associated with this application:

- heavy mass-timber system
- Step 1 BC Energy Step Code requirements
- energy and water efficient building systems and appliances
- high performance glazing and passive solar shading in dwelling units
- drought-resistant landscaping and permeable surface treatments
- service rough-in for electric vehicle charging stations
- carshare memberships and two carshare vehicles on-site
- secure and enclosed bicycle storage.

Active Transportation Impacts

The applicant is proposing to provide 285 long-term and 25 short-term bicycle parking spaces as part of this development.

Public Realm Improvements

No public realm improvements are proposed in association with this Development Permit Application.

Accessibility Impact Statement

The British Columbia Building Code regulates accessibility as it pertains to buildings. The design guidelines encourage a high standard of accessibility on-site, including buildings and landscape design. Six dwelling units on the ground level of the 14-storey building would be accessible from the exterior. The outdoor communal areas would be accessible as well.

Existing Site Development and Development Potential

The subject properties on Frances Avenue are presently vehicle storage. The properties at 605 and 607 Speed Avenue are presently vacant and 609 Speed Avenue is presently occupied by a single family dwelling.

Under the current R-81 Zone, the consolidated properties could be developed at a density of 3.08:1 Floor Space Ratio (FSR) with the proposed uses; however, it could also be developed as two 12-storey buildings.

Data Table

The following data table compares the proposal with the existing R-81 Zone, Speed and Frances Multiple Dwelling District. An asterisk is used to identify where the proposal is less stringent than the existing zone.

Zoning Criteria	Proposal	Existing R-81 Zone
Site area (m ²) – minimum	5349	5340
Density (Floor Space Ratio) – maximum	2.99:1	3.08:1
Height (m) – maximum	45.34* (west portion – 14-storey) 19.54 (east portion – 6-storey)	37
Storeys – maximum	14 – west portion 6 – east portion	n/a
Site coverage % – maximum	64	66
Open Site Space % – minimum	24	14
Setbacks (m) – minimum		
Front (Speed Avenue)	6.50 (east portion to building) 1.60* (canopy east portion) 7.90 (west portion to building) 1.52* (canopy west portion)	6.00

Zoning Criteria	Proposal	Existing R-81 Zone
Rear (Frances Avenue)	12 (east portion to building) 3.50 (east side parkade projection) 1.20 (west portion)	0
Side (west)	5.13 (building) 0.50 (parkade projection)	0
Side (east)	9.30 (building) 0* (parkade projection)	5.90
Parking – minimum		
Residential as per the R-81 Zone	151*	237
Residential as per Schedule C	151*	195
Visitor	17*	25
Bicycle parking stalls – minimum		
Long-term	286	285
Short-term	26	25
Accessory Building – Timber Pavilion		
Location	Rear yard	Rear yard
Floor area (m ²) – maximum	n/a	37
Side yard setback (m) – minimum	n/a	0.60
Rear yard setback (m) – minimum	0.60	0.60
Site coverage – Rear yard (%) – maximum	9	n/a
Separation from main building (m) – minimum	1.30*	2.40
Height (m) – maximum	3.28	3.50

Zoning Criteria	Proposal	Existing R-81 Zone
Accessory Building – Bicycle Storage		
Location	Side yard *	Rear yard
Floor area (m ²) - maximum	33	37
Side yard setback (m) - minimum	1.83	0.60
Rear yard setback (m) - minimum	10	0.60
Site coverage – Rear yard (%) – maximum	3.40	n/a
Separation from main building (m) – minimum	1.40*	2.40
Height (m) – maximum	3.28	3.50

Relevant History

At the June 23, 2016 meeting, Council approved a Development Permit to construct a mixed-use development consisting of ground floor commercial space and two multi-unit residential towers of 12 storeys each on the subject property.

Community Consultation

Consistent with the *Community Association Land Use Committee (CALUC) Procedures for Processing Rezoning and Variance Applications*, on March 27, 2019 the application was referred for a 30-day comment period to the Burnside Gorge CALUC. At the time of writing this report, a letter from the CALUC had not been received.

This application proposes variances, therefore, in accordance with the City's *Land Use Procedures Bylaw*, it requires notice, sign posting and a meeting of Council to consider the variances.

ANALYSIS

Development Permit Area and Design Guidelines

The Official Community Plan (OCP, 2012) identifies these properties within Development Permit Area 4 (DPA 4): Town Centre. The OCP supports buildings up to approximately 12 storeys. The objectives of this DPA are to accommodate 40% of Victoria's anticipated population growth in the Town Centres in order to encourage and support a mix of commercial and community services, primarily serving the surrounding residential areas. This DPA also encourages high quality architecture, landscape and urban design with the inclusion of new landmarks in order to achieve a unique character and sense of place. The proposal would add 247 new dwelling units

to the housing supply in the City. This proposal would be the first mid to high-rise development in the Mayfair Town Centre and would be quite prominent until the area builds up over time.

The applicant is proposing two buildings of different scales, but they share a complimentary architectural expression. The contemporary-style buildings have prominent ground-level entryways, flat rooflines, floor to ceiling glazing along the ground level planes and contemporary-style and accentuated windows. The applicant is also proposing high quality and durable materials. The 14-storey building is one vertical plane; however, the applicant has incorporated some lateral shifts in the building, vertical reveals at the corridor windows, a dynamic arrangement of windows and an eighth-storey reveal to break up the massing, especially along the east and west elevations.

The applicant is proposing substantial soft and hard landscaping throughout the site in order to provide a sense of place. The prominent landscaping features of this development proposal include private patio space, a public pathway linking Speed and Frances Avenue (a requirement of the rezoning), a timber pavilion with outdoor seating, communal green space and dog walk area. Rooftop amenity space would be provided for the 14-storey building. There would also be substantial tree planting throughout the site. Overall, the proposal is consistent with the design guidelines.

Local Area Plans

The subject properties are designated Town Centre in the *Burnside Gorge Neighbourhood Plan, 2017*. The Plan supports residential building up to 6 to 12 storeys and parking located in structures or underground.

Tree Preservation Bylaw and Urban Forest Master Plan

An arborist report was submitted with 19 trees inventoried and their health and structural conditions assessed. Recommendations and mitigation measures for the protection of the four mature London Plane trees located on Speed Avenue were made for the construction phase of the project. The London Plane trees range in size between 70cm and 126cm diameter of breast height (DBH). The project arborist does not feel the construction of new sidewalks, curbs and raised grades on Speed Avenue will significantly impact these trees. Staff recommend that additional construction details and a site meeting be held at building permit review stage to discuss the sidewalk design in detail with regards to these trees. Some pruning of limbs will be required at construction phase due to the location of the north facades of the two buildings if setback variances are approved, which will increase City maintenance costs due to managing regrowth. Four public trees that have been severely pruned for hydro lines along Francis Avenue will be replaced with four new boulevard trees. A non-bylaw Western red cedar and Douglas fir on the subject site are proposed for removal as they fall within the parkade excavation envelope.

Six non-bylaw trees on neighbouring properties are proposed for removal as they are in conflict with the underground parkade excavation - four trees at 643 Speed and two at 600 Frances. Prior to public hearing, the applicant should discuss these tree removals with the affected neighbours. An offsite weeping willow at 643 Speed, in good health, with poor structure, will require root pruning for the parkade excavation. Willows have good tolerance to root pruning.

57 small-canopy trees (less than 10m at maturity), are proposed on the subject site. Their size at maturity can be expected to be less than typical, as they are all planted on top of the parkade.

However, there will be a significant increase in the tree canopy compared to what currently exists on the site.

The demolition of some of the existing homes has already taken place and it is understood further demolition will take place in September. No trees have been removed from the site or off-site during demolition.

Regulatory Considerations

Height Variance

The existing R-81 Zone supports buildings up to 37m (approximately 12 storeys). The applicant is proposing a building height of 45.34m (14-storey building). On the plans, the building appears to be 12 storeys of habitable space; however, the dwelling units on the second storey contain a mezzanine level, which is considered a storey in the *Zoning Regulation Bylaw*, and the covered amenity space and elevator overrun to access the rooftop amenity space is also considered a storey. The requested height variance is supportable for the following reasons:

- it accommodates the dropped and exposed wood beams characteristic of the mass-timber structural system
- it provides three-metre ceiling heights throughout the building to enhance the livability of the units
- it provides lofty-style, ground-oriented units and covered amenity roof deck
- the covered roof is set back and not visible at street level.

In addition to the above, the proposed tall and slender building form is to take advantage of the benefits of mass timber, reduce the seismic forces of the building and mitigate the effects of the poor soil conditions. The applicant has provided a letter by a third-party consultant explaining the reasons for the proposed building form from a seismic and geotechnical perspective at this location.

Parking Variance

The applicant is proposing to reduce the required number of residential parking spaces from 237 to 151 (includes two car share vehicle stalls) and visitor parking spaces from 25 to 17. The applicant has provided a Transportation Study prepared by Bunt & Associates to justify the parking variance. Due to the poor soil conditions and in turn the financial implications associated with providing underground parking, the applicant is providing one level of underground parking and some surface parking at this location. The single level of underground parking is also limited in area by the critical root zone requirements of the London Plan trees on Speed Avenue.

The existing R-81 Zone, Speed and Frances Multiple Dwelling District, contains a residential parking ratio which is greater than the parking requirements in new Schedule C: Off-street Parking. For comparison, under new Schedule C, the total parking requirement would be 222 parking spaces compared to 262 parking spaces under the existing zone. The anticipated overall parking shortfall for this development, based on the Schedule C requirements, would be 54 parking spaces. To help offset some of this anticipated shortfall, the applicant has offered two carshare vehicles, two designated carshare parking spaces on-site and 105 carshare memberships available to residents who do not have a parking space. The subject property is also within close proximity to the Douglas Street transit corridor and bicycle infrastructure. For these reasons, staff support the proposed parking variances.

Setback Variances

The applicant is requesting front yard setback variances for each building along the Speed Avenue frontage to allow for canopy projections. These canopy projections accentuate the main entryways and provide weather protection. For these reasons, the variances are considered supportable.

On the east side of the building, the parkade projects slightly above grade at approximately 100mm, which triggers a setback variance. Since it is a minimal projection and would have no impacts on the neighbouring property, the variance is supportable.

Variances for Accessory Buildings

The applicant is requesting a variance to reduce the separation space between the proposed timber pavilion and the 6-storey building from 2.40m to 1.30m. The proposed location would not impact the ground-level units to the east of the pavilion or obstruct views from the second-storey dwelling units. This outdoor feature would be an amenity for the development. Given these reasons, the proposed variance is supportable.

The applicant is also requesting two variances associated with the bicycle storage building located on the east side of the property and behind the ramp to the underground parkade. The variances include reducing the separation space between the bicycle storage building and the 6-storey building from 2.40m to 1.40m and locating the building in the side yard. The bicycle storage building would have a flat roof and the exterior materials would include clear and translucent glazing, clear-finished wood and a wood door to ensure that this building is aesthetically-pleasing and matches the architectural expression of the principal building. The building is not adjacent to ground level dwelling units and is located in the side yard so that there is easy access to the street. For these reasons, the proposed variances are supportable.

Other Considerations

The Advisory Design Panel recommended to Council that Development Permit with Variances Application No. 00115 for 605-629 Speed Avenue and 606-618 Frances Avenue be approved with the following change:

- that the project comply with the height limit as prescribed within the zone.

The applicant considered the ADP's recommendation above; however, for the architectural and geotechnical reasons outlined above, the applicant has concerns with adjusting the height of the building and the overall impacts this would have on the development, and therefore has not made any changes to this aspect of the design.

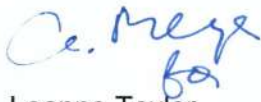
CONCLUSIONS

The proposal to construct a 14-storey and 6-storey multi-unit residential building is generally consistent with the design guidelines. This proposal would be the first mid to high-rise development in the Mayfair Town Centre and would be quite prominent until the area builds up over time; however, it would add 247 new dwelling units in the neighbourhood, including ten affordable rental units. The proposed variances to facilitate this development are supportable as well. Staff recommend for Council's consideration that the application proceed to an Opportunity for Public Comment.

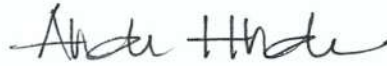
ALTERNATE MOTION

That Council decline Development Permit with Variances Application No. 00115 for the property located at 605-629 Speed Avenue and 606-618 Frances Avenue.

Respectfully submitted,

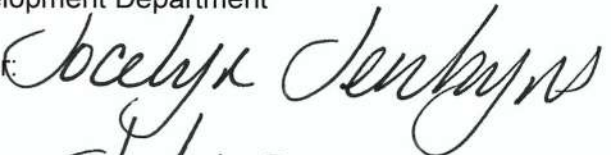


Leanne Taylor
Senior Planner
Development Services Division

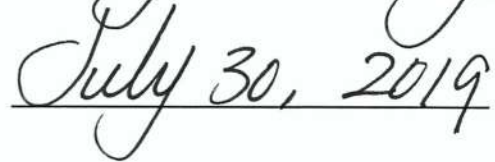


Andrea Hudson, Acting Director
Sustainable Planning and Community
Development Department

Report accepted and recommended by the City Manager:

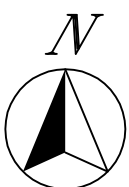
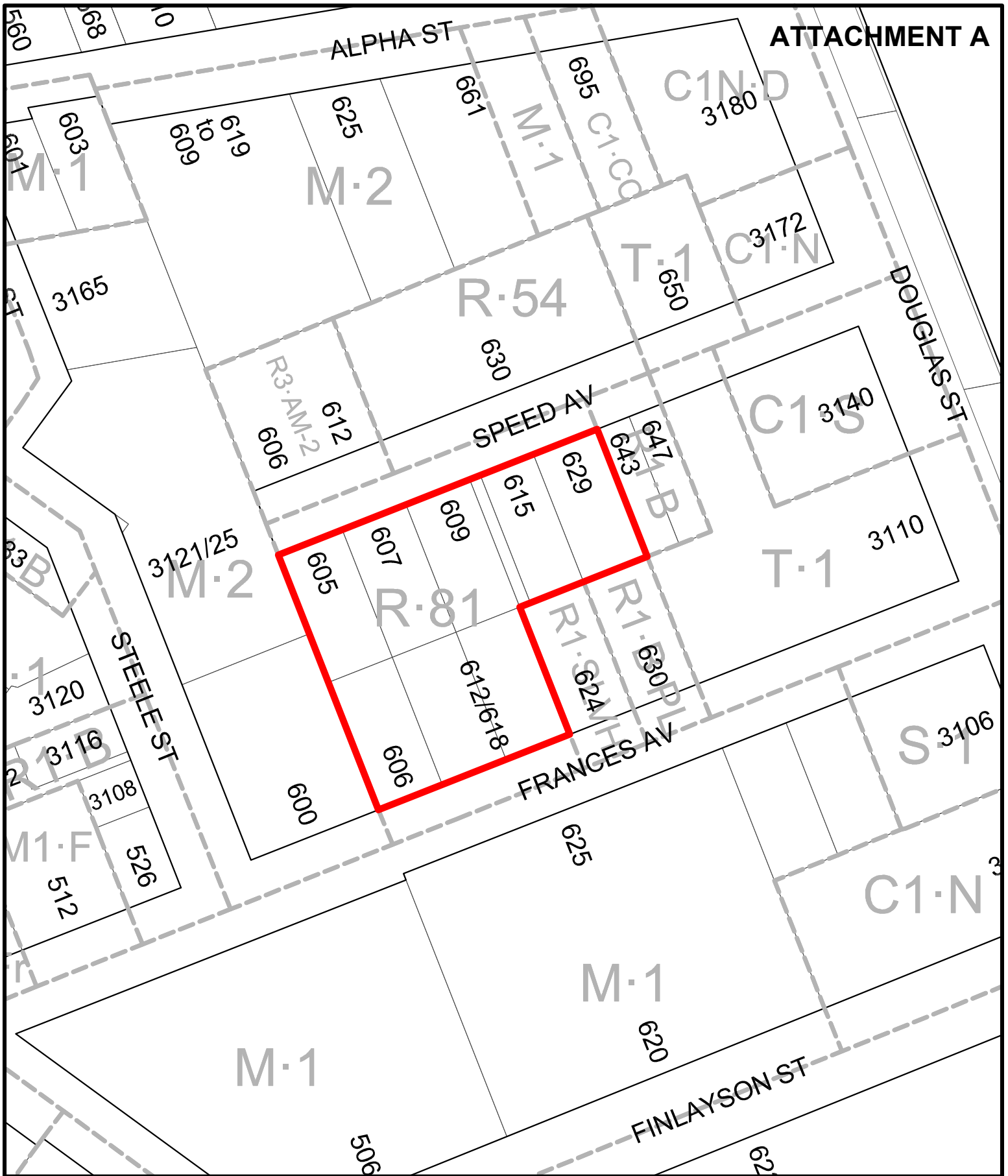


Date:



List of Attachments

- Attachment A: Subject Map
- Attachment B: Aerial Map
- Attachment C: Plans dated/date stamped July 18, 2019
- Attachment D: Letter from applicant to Mayor and Council dated July 16, 2019
- Attachment E: Letter from applicant to Mayor and Council dated July 16, 2019
- Attachment F: Arborist Report dated July 16, 2019
- Attachment G: Transportation Assessment
- Attachment H: Letter from Modo dated February 7, 2019
- Attachment I: Letter from Civil Engineer dated July 17, 2019
- Attachment J: Minutes from ADP dated June 26, 2019
- Attachment K: Correspondence.

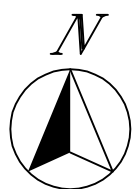


605-629 Speed Avenue and
606-618 Frances Avenue
Development Permit with Variance #00115





ATTACHMENT B



605-629 Speed Avenue and
606-618 Frances Avenue
Development Permit with Variance #00115



Speed / Frances Redevelopment
Victoria, B.C.

D'AMBROSIO
architecture + urbanism

2960 Jutland Road
Victoria BC Canada V8T 5K2
tel 250.384.2400
web fdarc.ca

Re-issued for Development Permit
July 16, 2019

Contacts

Registered Owner

Mike Genic Construction
4320 West Saanich Road
Victoria, BC
V8Z 3G4
250.858.6940
Greg Gillespie - greg@genicconstruction.com

Architect

D'Ambrosio architecture + urbanism
2960 Jutland Road
Victoria, BC
V8T 5K2
250.384.2400 x103
Erica Sangster - esangster@fdarc.ca

Landscape

Keith N. Grant Landscape Architecture
303-2605 Windsor Road
Victoria, BC
V8S 5H9
250.688.7872
Keith Grant - kgrant@knlus.net

Civil

J.E. Anderson Inc.
4212 Glenford Avenue
Victoria, B.C. V8Z 4B7
250.727.2214
Carl Wilkinson - cwilkinson@jeanderson.com

Surveyor

Island Land Surveying Ltd.
1-15 Cassler Avenue
Victoria, B.C. V8Z 1T3
250.475.1315
Peter Broeren - peter@islandsurveying.ca

Architectural

- A0.1 Survey Plan
- A0.2 Average Grade Calculations
- A0.3 Sketch Views
- A0.4 Context Sketch Views
- A0.5 Shadow Studies

- A1.1 Site Plan + Project Information

- A2.0 P1 Underground Parking Plan
- A2.1 West Building - L1 Main Floor Plan
- A2.2 West Building - L2 Mezzanine + L3/L9 Floor Plans
- A2.3 West Building - L4/L10 + L5/L11 Floor Plans
- A2.4 West Building - L7 + L6/L12 Floor Plans
- A2.5 West Building - L8 + L13 Floor Plans
- A2.6 West Building - L14 Roof Deck Plan
- A2.10 East Building - L1 Floor Plan
- A2.11 East Building - Typical Upper Floor Plan
- A2.12 East Building - Roof Plan

- A3.0 Context Elevations +
Wood Pavilion + Bike Storage Bldg. Detail Elevations
- A3.1 West Building - Elevations
- A3.2 East Building - Elevations

- A4.1 NS Building Section
- A4.2 EW Building Section

Landscape

- L1 Landscape Plan

Civil

- Site Servicing Concept Plan





Revisions

Received Date:
July 18, 2019

SCALE=1:400 All distances are in metres

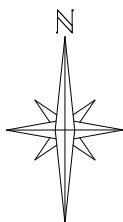
NOTE: Lot dimensions and areas shown may vary upon completion of a comprehensive Legal Survey. Elevations shown are based upon geodetic datum.

LEGEND

- | | |
|---|---|
|  | Denotes utility pole |
|  | Denotes anchor |
|  | Denotes water meter |
|  | Denotes water valve |
|  | Denotes fire hydrant |
|  | Denotes catch basin |
|  | Denotes storm drain manhole |
|  | Denotes sewer manhole |
|  | Denotes sign |
|  | Denotes driveway |
|  | Denotes tree location, diameter and species |
|  | Denotes ground elevation |

Field survey dated September 24
and 29, 2010.

Lot 16 is subject to charges:
- Covenant P101490 & R24969
Lot 18 is subject to charge:
- Easement 110669G
Lot 23 is subject to charge:
- Right of Way 108241G



STEELE STREET

File: 33-MARTIN-SP
Date: October 1, 2010
Island Land Surveying Ltd.
1-15 Cadillac Avenue
Victoria, B.C. V8Z 1T3
Tel 250.475.1515 Fax 250.475.1516
www.islandsurveying.ca



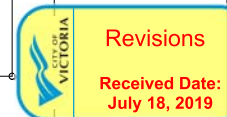
Revisions

Received Date:
July 18, 2019

2	DP Application-Resubmission	19.07.18	
1	DP Application-Resubmission	19.06.17	
0	D.P. Application	19.03.15	
rev no	description	date	
©2018 reserved. These drawings and designs are all the intellectual property of the applicant and are to be used for the project shown and may not be reproduced without the written consent of the applicant.			
project name			
Speed/Francis RoadDevelopment			
605 & 615 Speed Ave, Victoria			
sheet title			
Survey Plan			
project no.		1832	
drawing file		1832 Speed Base Plan	
date		19.07.18	
scale		as shown	
drawn by			
checked by		ES	
revision no.		sheet no.	
2		A0	

General information, dimensions and specifications on these drawings are subject to confirmation and are not to be used as part of construction contract documentation.

Average grade calculations based on survey provided by Island Land Surveying. Existing grades noted in red text.



2	DP Application-Re-submission	19.07.16
1	DP Application-Re-submission	19.05.17
0	DP Application	19.03.15

rev no description date

copyright reserved. these drawings and designs are not to be used for any project other than that for which they were prepared without written consent.

project name

Speed/Francis Redevelopment

605 & 615 Speed Ave, Victoria

sheet title

Average Grade Calcs.

project no. 1832

drawing file 1832 Speed Base Plan

date 19.07.16

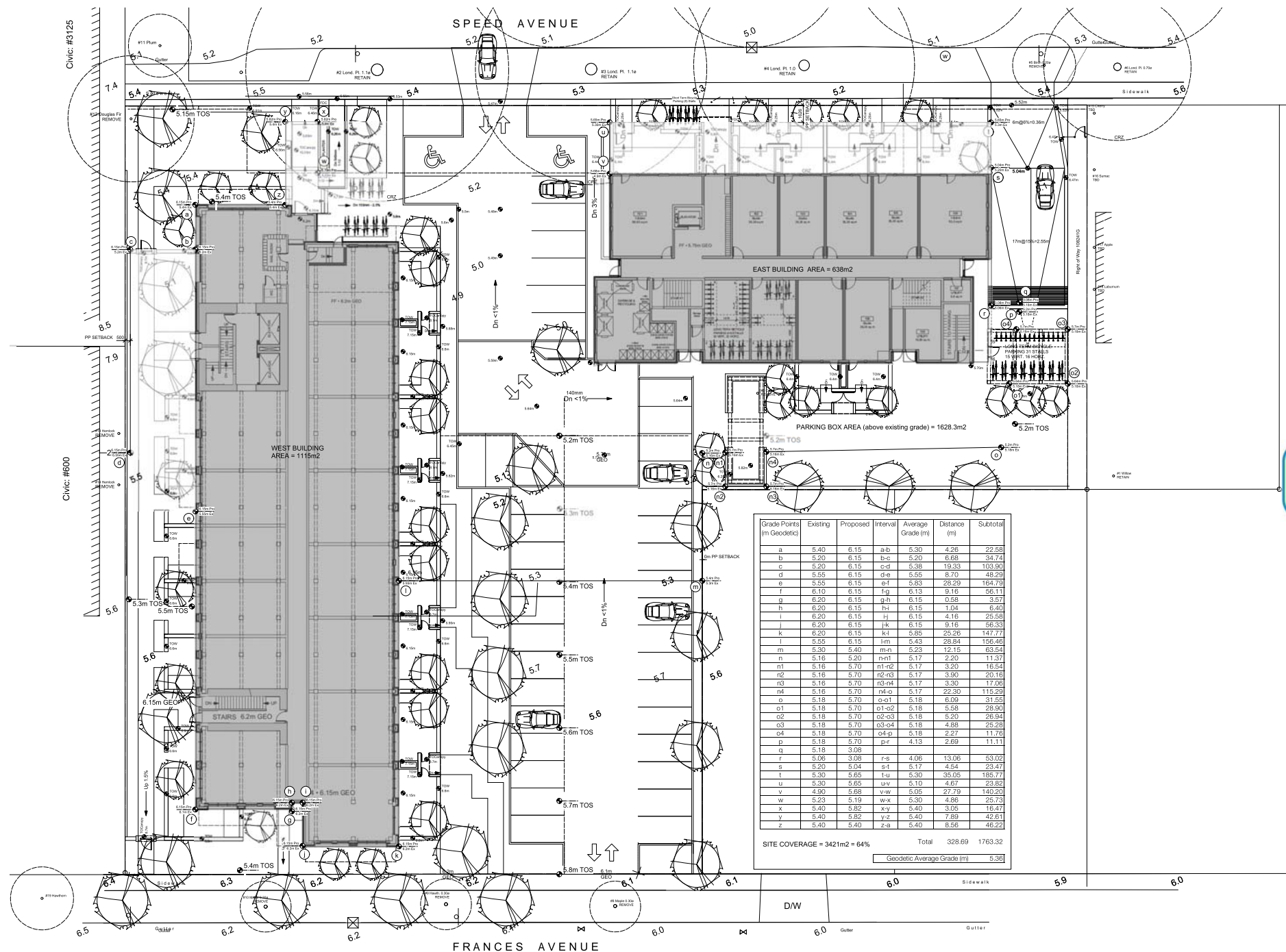
scale 1:150

drawn by -

checked by ES

revision no. sheet no.

A0.2



General information, dimensions and specifications on these drawings are subject to confirmation and are not to be used as part of construction contract documentation.



1
A0.3 Sketch View of West Building Entrance



2
A0.3 Sketch View of West Building Frances Frontage



5
A0.3 Sketch View of Driveway Entrance on Speed Ave.



4
A0.3 Sketch View of East Building Entrance



5
A0.3 Sketch View Up Speed Avenue



3
A0.3 Sketch View Up Frances Avenue

Revisions

Received Date:
July 18, 2019

2	DP Application Resubmission	19.07.16
1	DP Application Resubmission	19.05.17
0	DP Application	19.03.15
rev no	description	date
copyright reserved. these drawings and designs are not to be used for any other project without written consent.		
project name		
Speed/Francis Redevelopment		
605 & 615 Speed Ave, Victoria		
sheet title		
Sketch Views		
project no.		1832
drawing file		1832 Speed Base Plan
date		19.07.16
scale		1:150
drawn by		-
checked by		ES
revision no.	sheet no.	
2	A0.3	

General information, dimensions and specifications on these drawings are subject to confirmation and are not to be used as part of construction contract documentation.



Revisions

Received Date:
July 18, 2019



1
A0.4 Sketch View South-West Across Douglas From Mayfair Mall



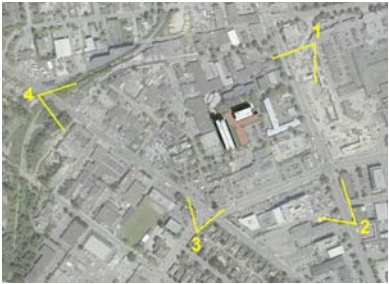
2
A0.4 View North-east across Burnside at Jutland Road



3
A0.4 View North-west across Douglas Street



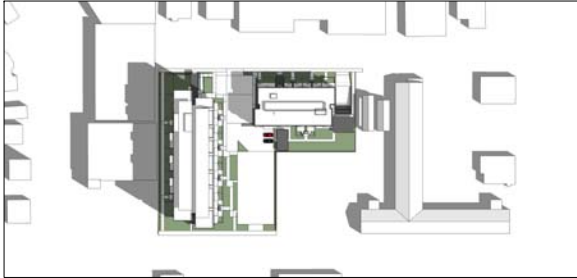
4
A0.4 View South-east down Burnside Road



5
A0.4 Sketch View Key Plan

2	DP Application Re-submission	19.07.16
1	DP Application Re-submission	19.05.17
0	DP Application	19.03.15
issue no	description	date
copyright reserved: these drawings and designs are used as is and are not to be reproduced or modified without written consent.		
project name		
Speed/Francis Redevelopment		
605 & 615 Speed Ave, Victoria		
sheet title		
Context Sketch Views		
project no.		1832
drawing file		1832 Speed Base Plan
date		19.07.16
scale		N/A
drawn by		-
checked by		ES
revision no.	sheet no.	
2	A0.4	

General information, dimensions and specifications on these drawings are subject to confirmation and are not to be used as part of construction contract documentation.



JUNE 20 - 10 A.M.



JUNE 20 - 12 P.M.



JUNE 20 - 3 P.M.



SEPTEMBER 20 - 10 A.M.



SEPTEMBER 20 - 12 P.M.



SEPTEMBER 20 - 3 P.M.



Revisions

Received Date:
July 18, 2019



2	DP Application Re-submission	19.07.16
1	DP Application Re-submission	19.05.17
0	DP Application	19.03.15
issue no	description	date

copyright reserved, these drawings and designs are and all of them design the property of d'ambrosio architecture to be used for the project shown and may not be reproduced without written consent.

project name
Speed / Frances Residential
605 & 615 Speed Ave, Victoria

sheet title
Shadow Studies

project no. 1832
drawing file 1832 Shadow Studies
date 19.07.16
scale NTS
drawn by MZ
checked by FDA

revision no.  sheet no. A0.5

	A1.1
---	------

General information, dimensions and specifications on these drawings are subject to confirmation and are not to be used as part of construction contract documentation.

Revisions
Received Date:
July 18, 2019

0 5m
SCALE IN METRES

REV	NO	DESCRIPTION	DATE
1	2P Application Resubmission	19.07.16	
1	2P Application Resubmission	19.08.17	
0	D/P Application	19.08.18	

REV NO DESCRIPTION DATE

project name
Speed/Francis Redevelopment
605 & 615 Speed Ave, Victoria

sheet title

project no. 1832

drawing file 1832 Speed Base Plan

date 19.07.16

scale 1:100

drawn by

checked by ES

revision no. sheet no.

A2.1

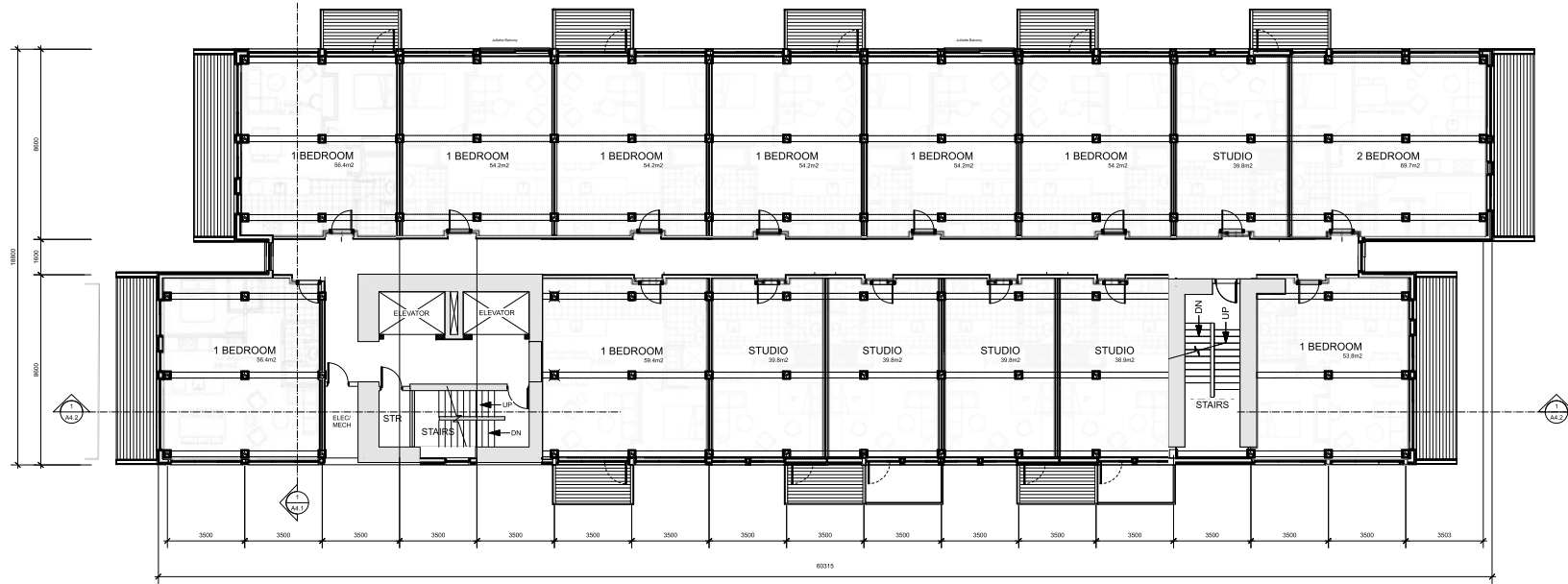
West Building - Area Calculations + Unit Count

GFA by Floor Level	STUDIOS	1 BEDRMS	2 BEDRMS	2 BEDRMS
(GROSS AREA)	(GROSS AREA)	(GROSS AREA)	(GROSS AREA)	(GROSS AREA)
sqm	sqm	sqm	sqm	sqm
Level 1	10,011	1,204	0	0
Level 2 - Mezzanine	0,000	0,000	0	0
Level 3	10,004	0,000	0	0
Level 4	10,004	0,000	0	0
Level 5	10,004	0,000	0	0
Level 6	10,004	0,000	0	0
Level 7	10,004	0,000	0	0
Level 8	10,004	0,000	0	0
Level 9	10,004	0,000	0	0
Level 10	10,004	0,000	0	0
Level 11	10,004	0,000	0	0
Level 12	10,004	0,000	0	0
Level 13	10,004	0,000	0	0
Level 14 - Roof	950	0,000	0	0
TOTAL	133,778	12,428	00	100

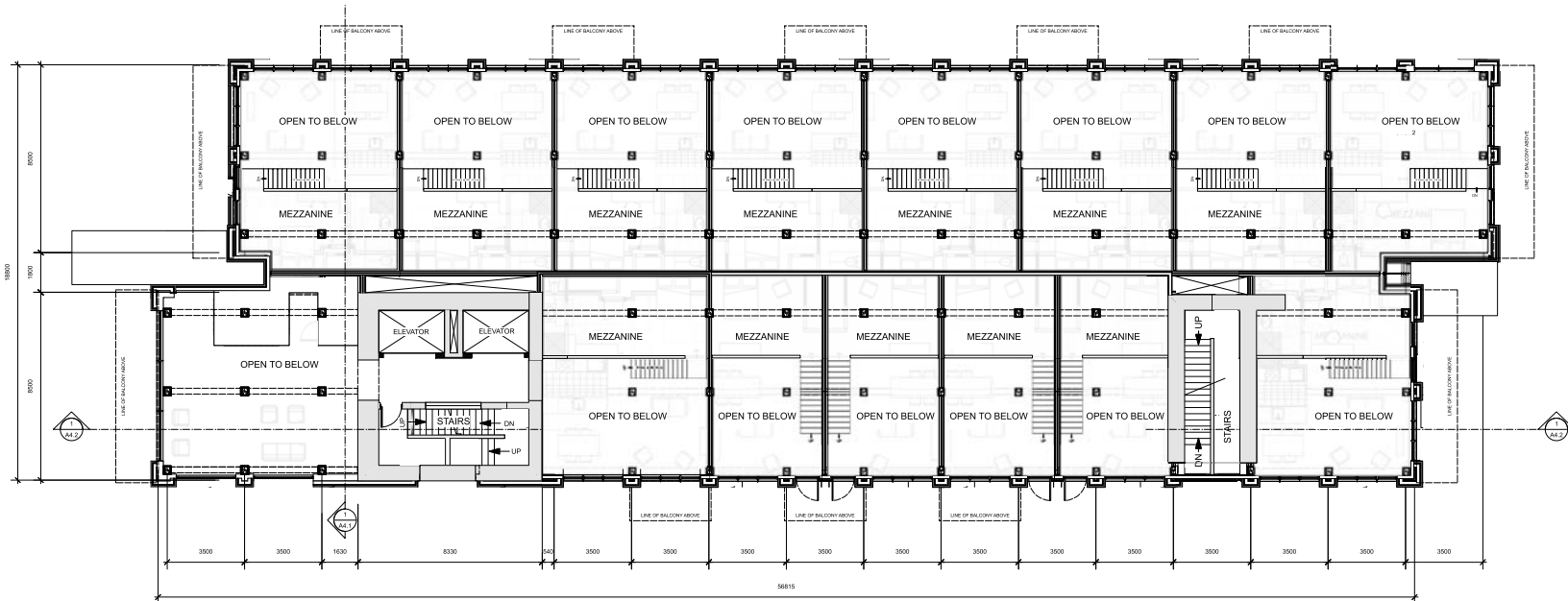
Schedule C Parking Rates	0.7	0.85	0.85	1.3
Schedule C 4 Units	38.5	87.6	8.5	14.3
Total Schedule C				149
Schedule C Visitor	9.5	10.3	1	1.1
Total Schedule C Visitor				18
Total Schedule C Parking				167

Total Units 179

General information, dimensions and specifications on these drawings are subject to confirmation and are not to be used as part of construction contract documentation.



1 West Building - L3 + L9
1:100



2 West Building - L2 Mezz
1:100

Revisions

Received Date:
July 18, 2019



REV	NO	DESCRIPTION	DATE
2	2P Application Resubmission	19.07.16	
1	2P Application Resubmission	19.06.17	
0	D/P Application	19.05.19	

project name
Speed/Francis Redevelopment
605 & 615 Speed Ave, Victoria

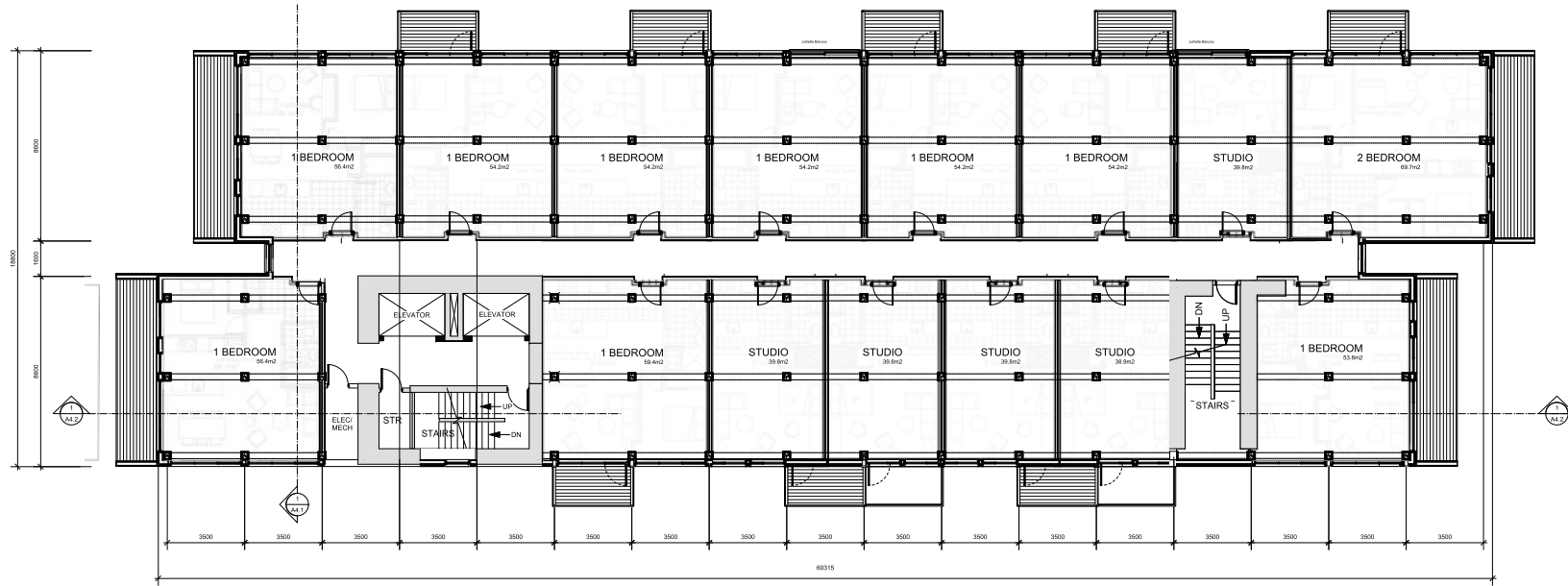
sheet title
West Building
L2 Mezzanine + L3/L9
Floor Plans

project no. 1832
drawing file 1832 Speed Base Plan
date 19.07.16
scale 1:100
drawn by -
checked by ES
revision no. sheet no. A2.2

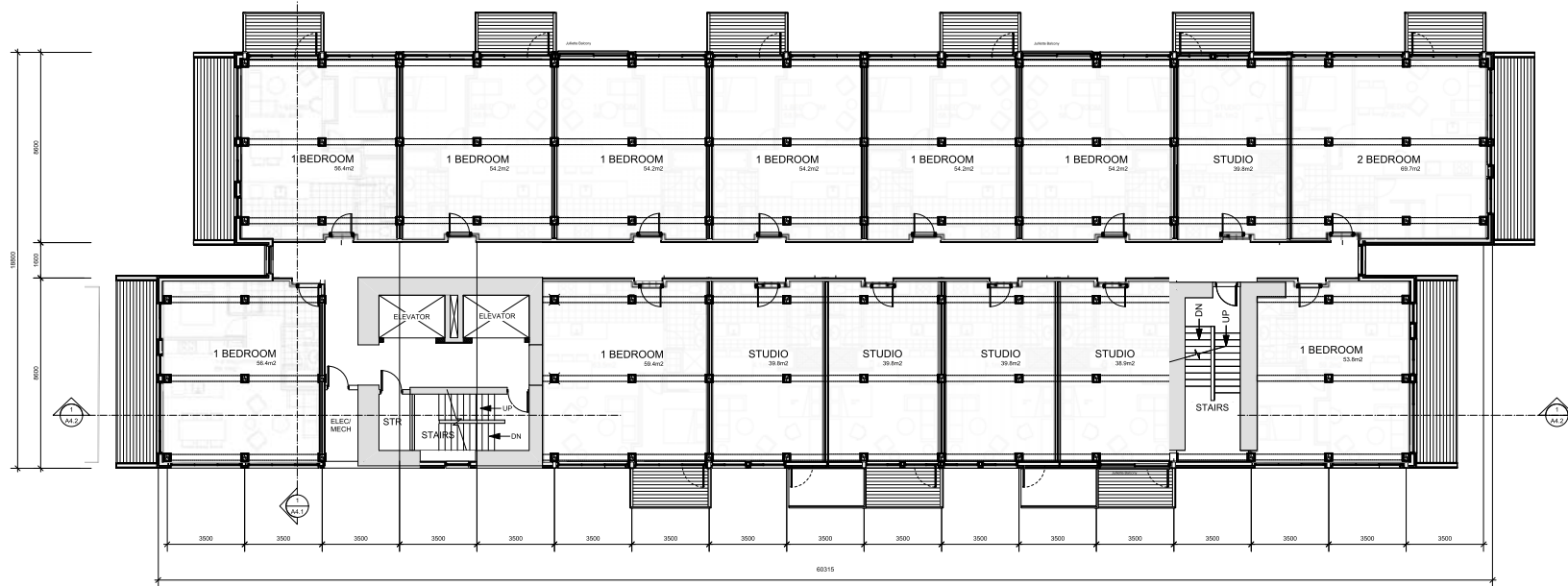


A2.2

General information, dimensions and specifications on these drawings are subject to confirmation and are not to be used as part of construction contract documentation.



1 West Building - L5 + L11
1:100



2 West Building - L4 + L10
1:100

Revisions

Received Date:
July 18, 2019

0 5m
scale in metres

rev no	description	date
2	2P Application-Resubmission	19.07.16
1	2P Application-Resubmission	19.05.17
0	0P Application	19.03.19

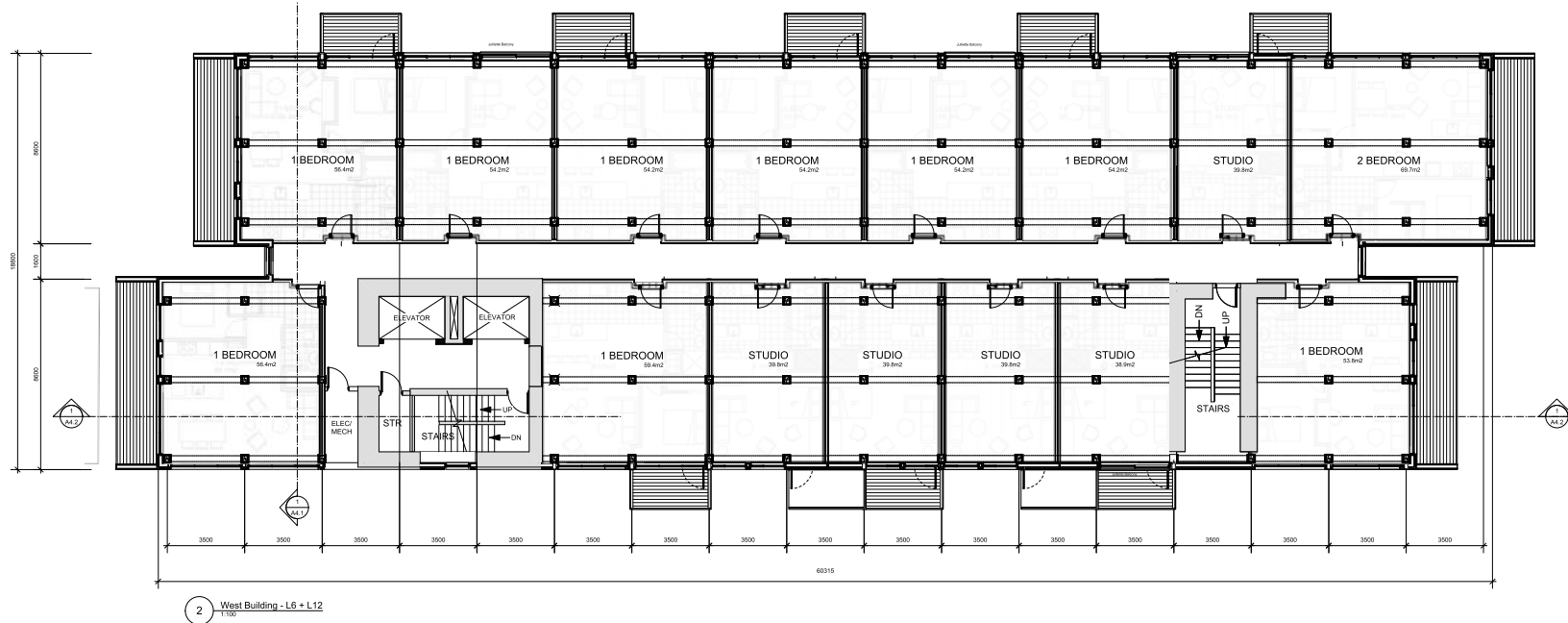
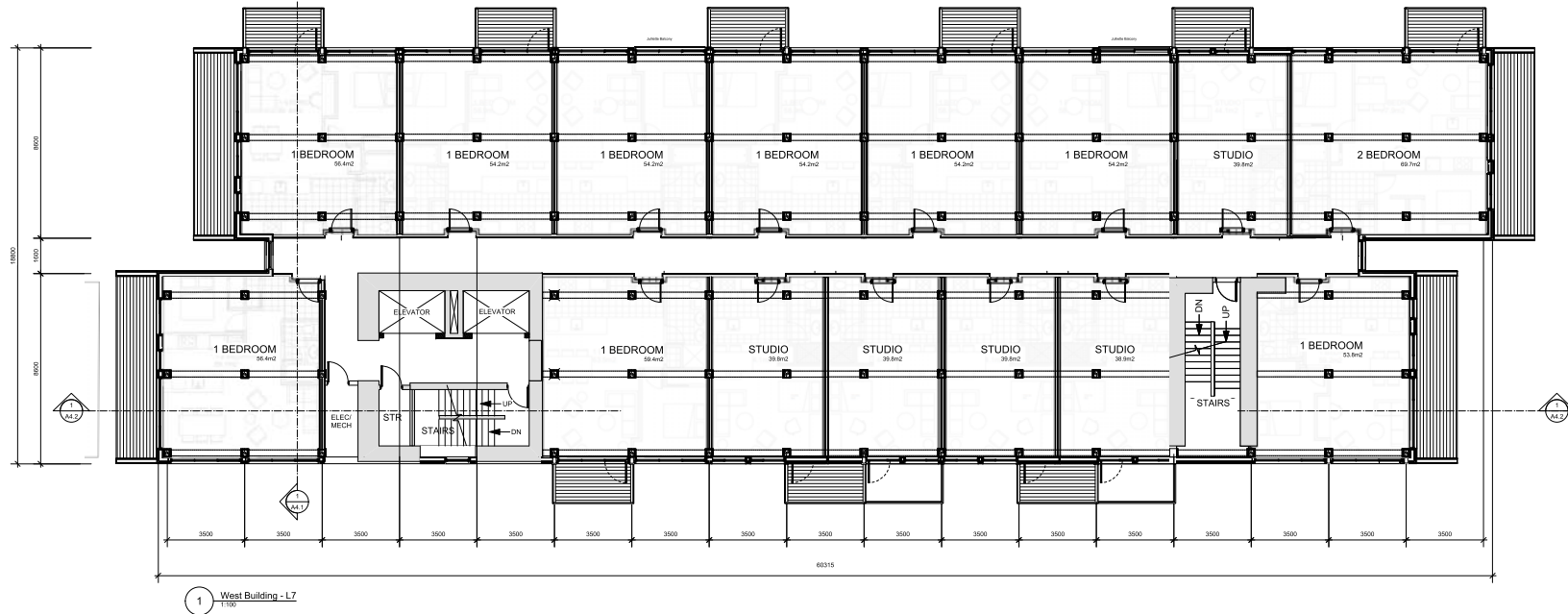
project name
Speed/Francis Redevelopment
605 & 615 Speed Ave, Victoria

sheet title
West Building
L4/L10 + L5/L11
Floor Plans

project no. 1832
drawing file 1832 Speed Base Plan
date 19.07.16
scale 1:100
drawn by -
checked by ES
revision no. sheet no.

A2.3

General information, dimensions and specifications on these drawings are subject to confirmation and are not to be used as part of construction contract documentation.



Revisions

Received Date:
July 18, 2019



rev no	description	date
2	2P Application-Resubmission	19.07.16
1	2P Application-Resubmission	19.05.17
0	0P Application	19.05.17

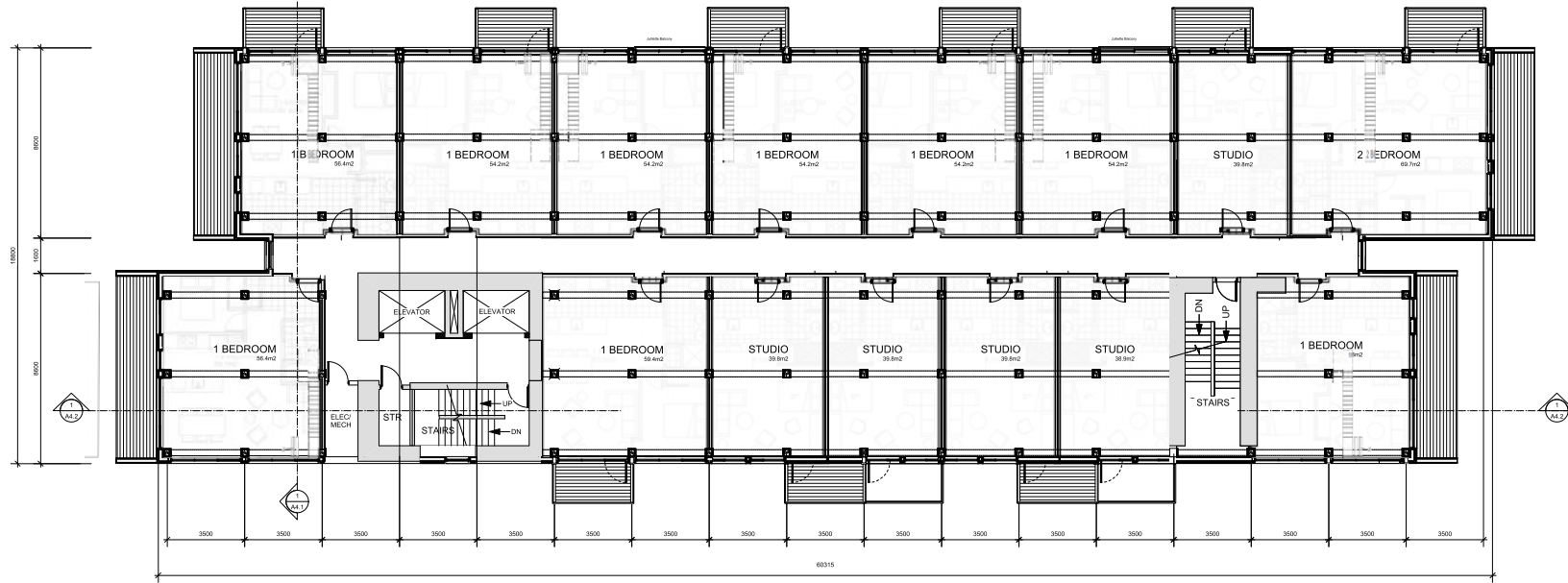
project name
Speed/Francis Redevelopment
605 & 615 Speed Ave, Victoria

sheet title
West Building
L7 + L6/L12
Floor Plans

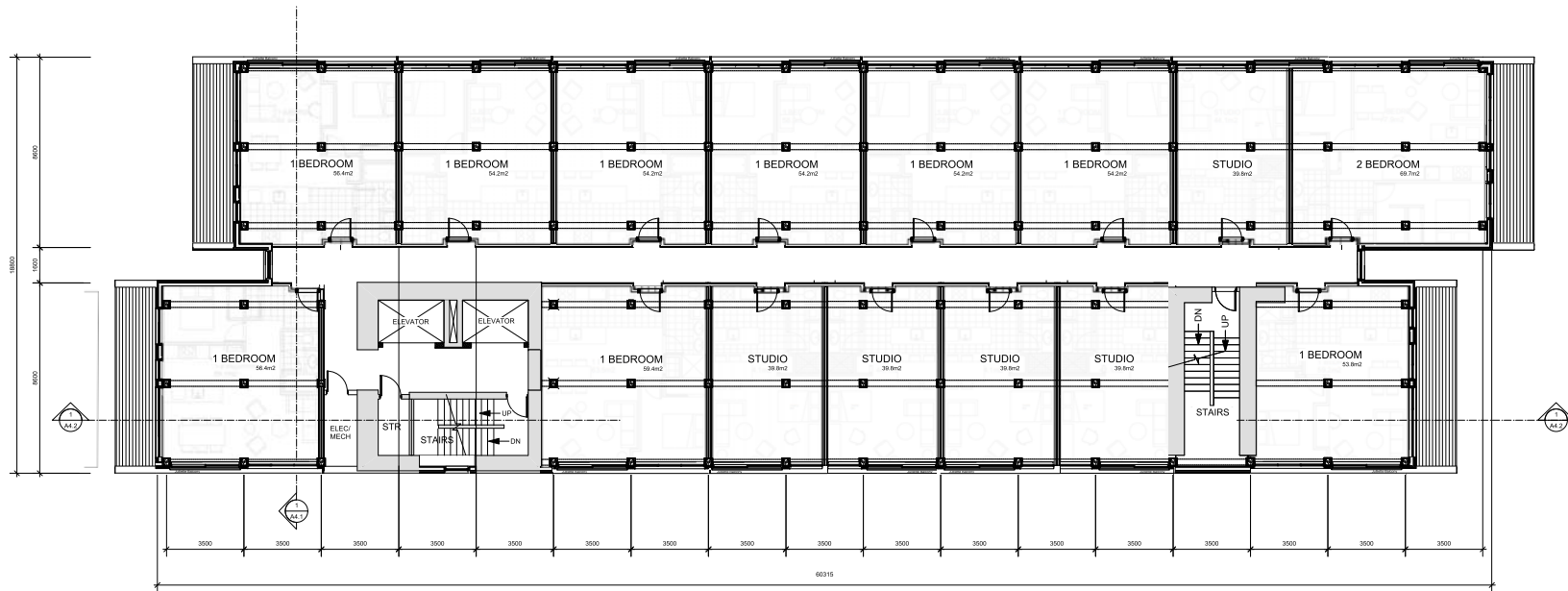
project no. 1832
drawing file 1832 Speed Base Plan
date 19.07.16
scale 1:100
drawn by -
checked by ES
revision no. sheet no.

A2.4

General information, dimensions and specifications on these drawings are subject to confirmation and are not to be used as part of construction contract documentation.



1 West Building - L13
1:100



2 West Building - L8
1:100

Revisions

Received Date:
July 18, 2019



rev no	description	date
2	2P Application Amendment	19.07.16
1	2P Application Amendment	19.05.17
0	0P Application	19.03.16

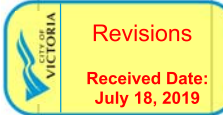
project name
Speed/Francis Redevelopment
605 & 615 Speed Ave, Victoria

sheet title
West Building
L13 + L8
Floor Plans

project no. 1832
drawing file 1832 Speed Base Plan
date 19.07.16
scale 1:100
drawn by -
checked by ES
revision no. sheet no.



A2.5

Received Date:
July 18, 2019

2	DP Application-Resubmission	19.07.16
1	DP Application-Resubmission	19.05.17
0	D.P. Application	19.03.15
rev no	description	date

copyright reserved. these drawings and designs are and at all times remain the property of dambrosio architecture to be used for the project shown and may not be reproduced without written consent.

project name
Speed/Frances Redevelopment
605 & 615 Speed Ave, Victoria

sheet title

West Building
L14 Roof Plan

project no.	1832
drawing file	1832 Speed Base Plan
date	19.07.16
scale	1:100
drawn by	-
checked by	ES
revision no.	sheet no.

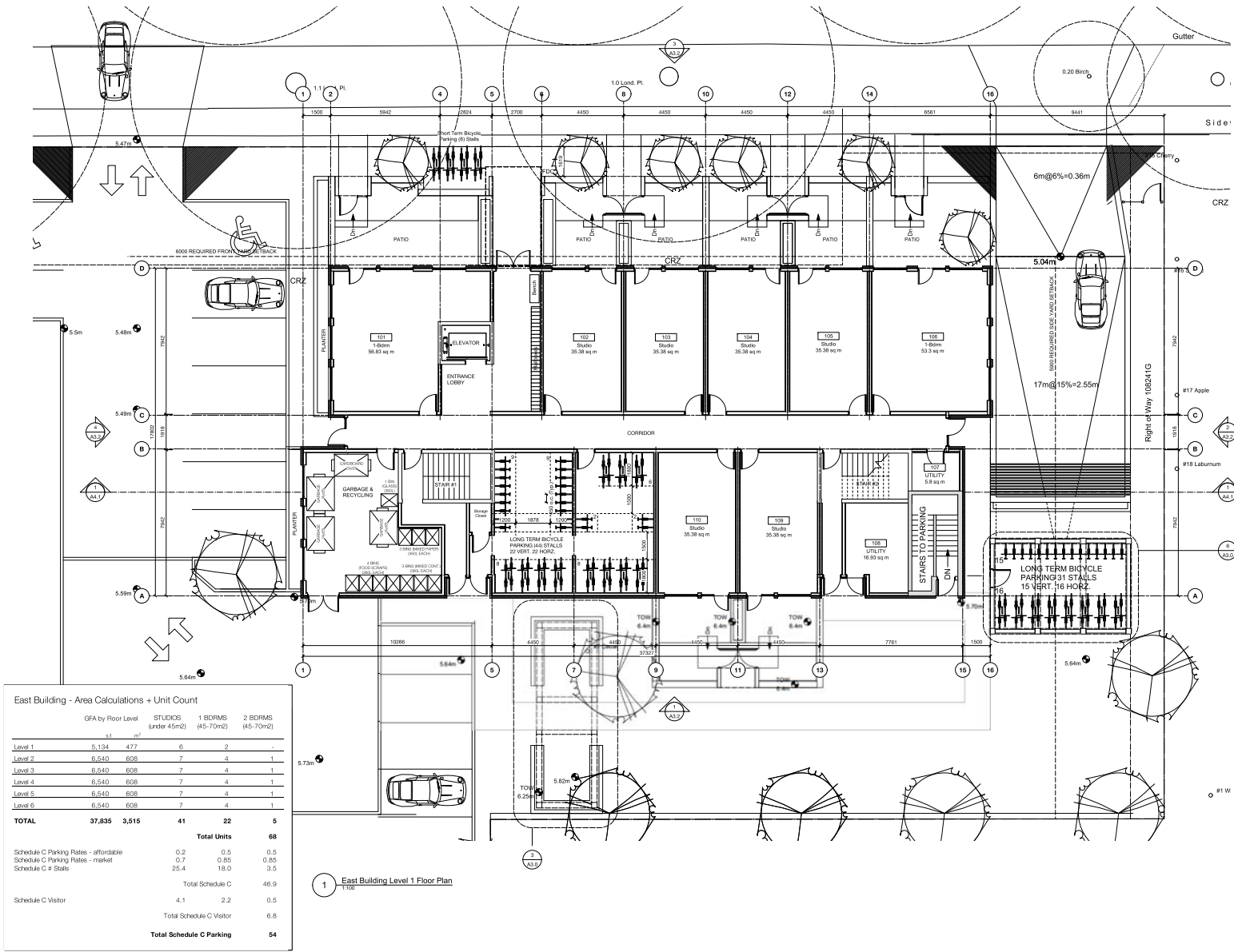
2 | A2.6

General information, dimensions and specifications on these drawings are subject to confirmation and are not to be used as part of construction contract documentation.

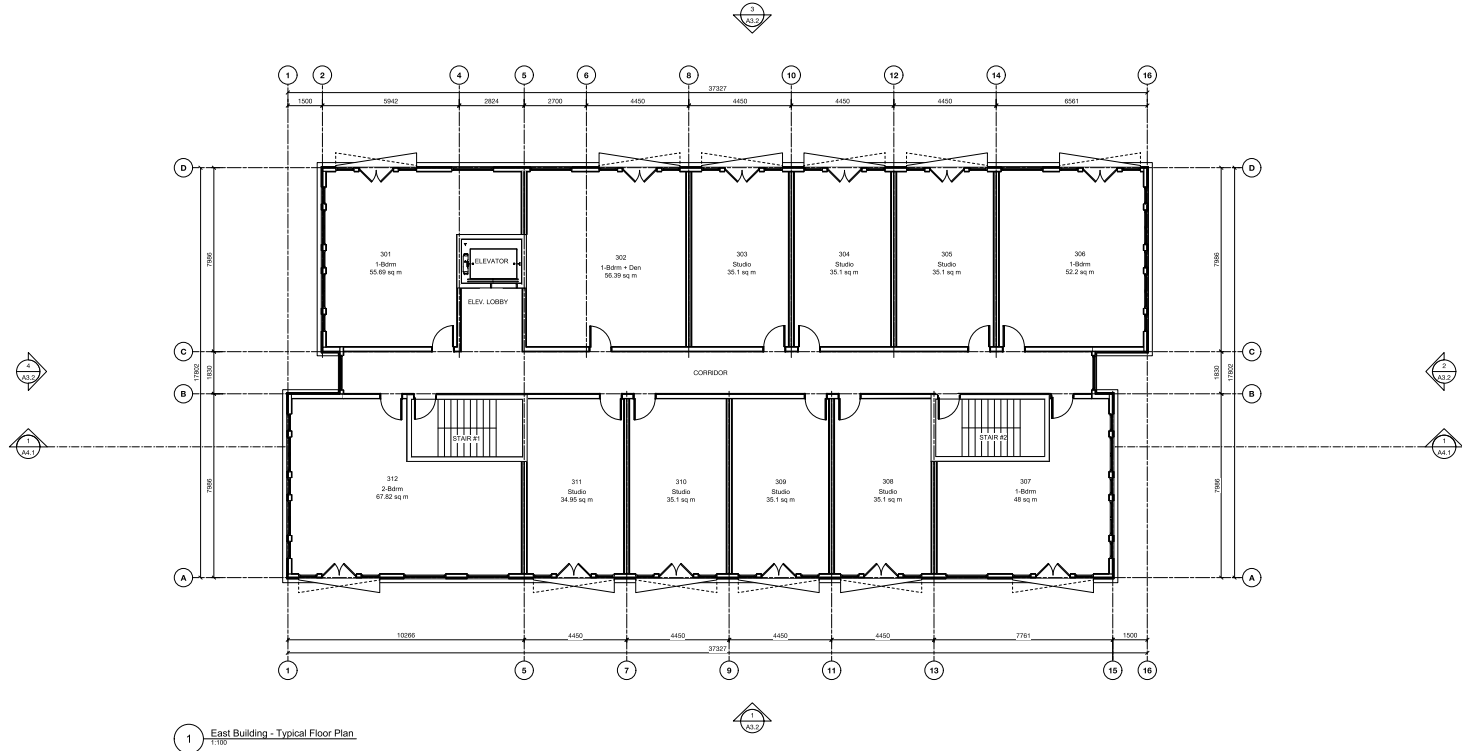
Revisions
Received Date:
July 18, 2019

0 5m
scale in metres

2	DP Application Resubmission	19.07.16	
1	DP Application Resubmission	19.05.17	
	D.P. Application	19.03.15	
rev no	description	date	
copyright reserved: these drawings and designs are and will be the property of d'ambrosio architecture + urbanism and may not be reproduced without permission.			
project name			
Speed / Frances Residential 605 & 615 Speed Ave, Victoria			
sheet title			
East Building Level 1 Floor Plan			
project no.		1832	
drawing file		1832 East Building Plans	
date		19.07.16	
scale		1:100	
drawn by		MZ	
checked by		ES	
revision no.		sheet no.	
2		A2.10	



General information, dimensions and specifications on these drawings are subject to confirmation and are not to be used as part of construction contract documentation.



1 East Building - Typical Floor Plan
1:100

Revisions

Received Date:
July 18, 2019

0 5m
scale in metres

rev no	description	date
2	DP Application Resubmission	19.07.16
1	DP Application Resubmission	19.05.17
0	DP Application	19.03.16

copyright reserved. these drawings and designs are not to be used for any other project without written consent.

project name
Speed / Frances Residential
605 & 615 Speed Ave, Victoria

sheet title
East Building
Typical Floor Plan

project no. 1832

drawing file 1832 East Building Plans

date 19.07.16

scale 1:100

drawn by -

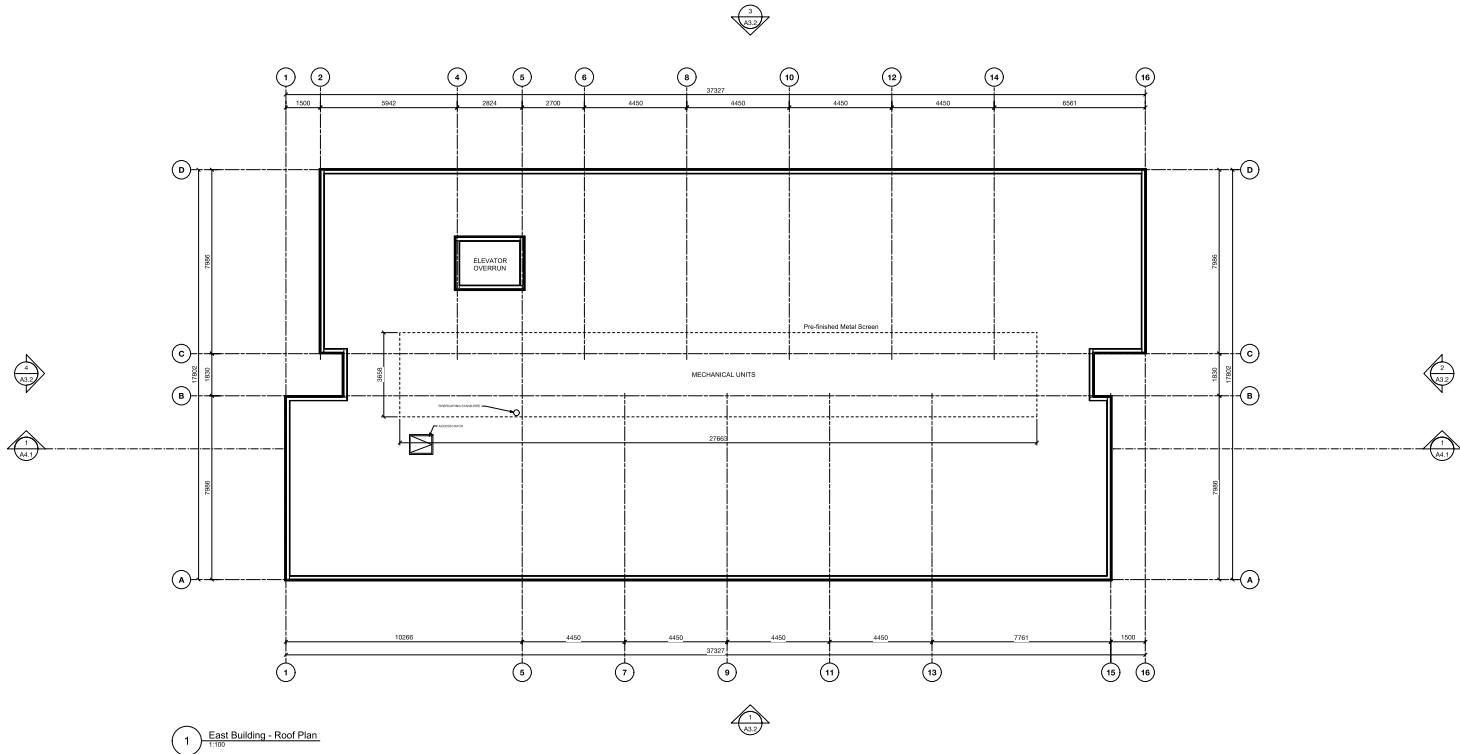
checked by ES

revision no. sheet no.

2

A2.11

General information, dimensions and specifications on these drawings are subject to confirmation and are not to be used as part of construction contract documentation.



1 East Building - Roof Plan
1:100

Revisions

Received Date:
July 18, 2019

0 5m
scale in metres

rev no	description	date
2	DP Application Resubmission	19.07.16
1	DP Application Resubmission	19.05.17
0	D.P. Application	18.03.16

copyright reserved. these drawings and designs are and as all other forms the property of D'ambrosio Architecture and are not to be reproduced without written consent.

project name

Speed / Frances Residential

605 & 615 Speed Ave, Victoria

sheet title
East Building
Roof Plan

project no. 1832

drawing file 1832 AHOP Base Plans

date 19.07.16

scale 1:100

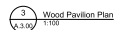
drawn by -

checked by ES

revision no. sheet no.

2

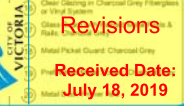
A2.12



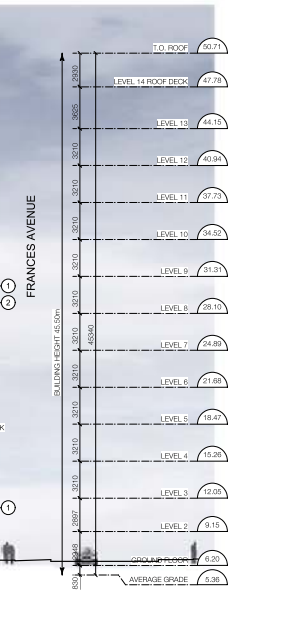
General information, dimensions and specifications on these drawings are subject to confirmation and are not to be used as part of construction contract documentation.

ELEVATION MATERIALS KEY:

- 1 Metal Panel: Warm White
- 2 Metal Panel: Charcoal Grey
- 3 Composite Panel: Walnut
- 4 Wood Door
- 5 Metal Door: Charcoal Grey
- 6 Cementitious Panel: Warm White
- 7 Brick: Stack Bond, Iron Mountain
- 8 Prefinished Metal Panel: Cambridge White
- 9 Prefinished Metal Flashing: Cambridge White
- 10 Prefinished Metal Panel: Charcoal Grey
- 11 Prefinished Metal Flashing: Charcoal Grey
- 12 Architectural Concrete: Clear Sealed
- 13 Glulam Structure: Clear Finish
- 14 Wood Grille: Clear Finish
- 15 Clear Glazing in Charcoal Grey Aluminum System



0	10m
scale in metres	
2	DP Appl. Resubmission 19.05.17
1	D.P. Application 19.03.15
rev no	description date
copyright reserved. These drawings and designs are not to be used for any other project without the written consent of the architect.	
project name	
Speed / Frances Residential - West Building 605 & 610 Speed Avenue	
sheet title	
West Building Elevations	
project no.	1832
drawing file	1832 Speed Elevations
date	19.05.17
scale	1:200
drawn by	-
checked by	-
revision no.	sheet no.
△	A3.1



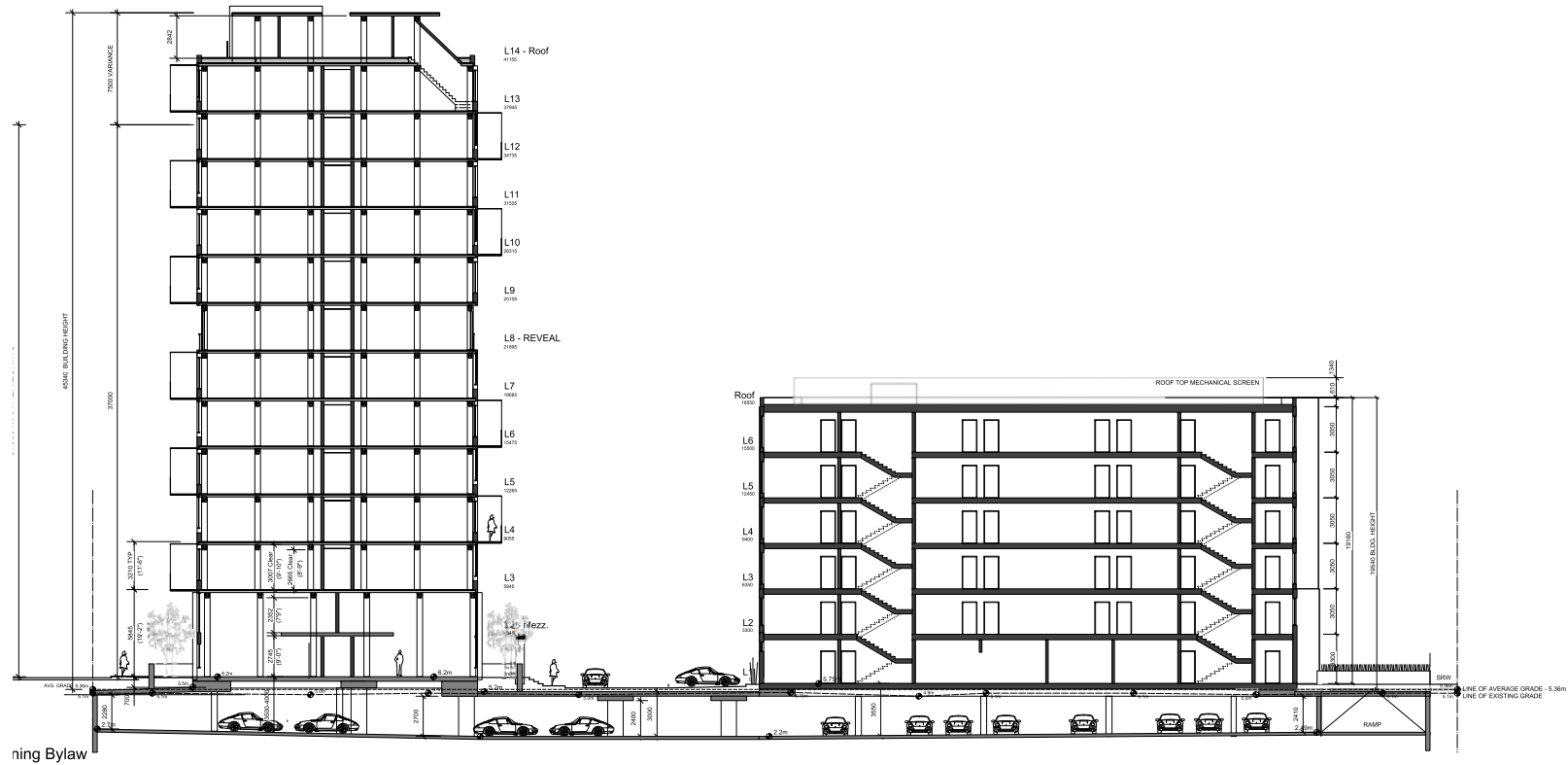
- 1 Metal or Composite Panel: Warm White
- 2 Metal or Composite Panel: Chemical Grey
- 3 Composite Panel: Walnut
- 4 Wood Door
- 5 Metal Door: Chemical Grey
- 6 Composite Panels: Warm White
- 7 Brick: Black Bond, Iron Mountain
- 8 Polished Metal Panel: Cambridge White
- 9 Polished Metal Panel: Chemical White
- 10 Polished Metal Panel: Chemical Grey
- 11 Polished Metal Panel: Charcoal Grey
- 12 Architectural Concrete: Clear Sealed
- 13 Blown Glass: Clear Panels
- 14 Wood Grille: Clear Finish
- 15 Clear Glazing in Chemical Grey Aluminum System

scale in metres

project no.	1832
drawing file	AHOP DP Elevations
date	19.03.15
scale	1:200
drawn by	-
checked by	ES
revision no.	sheet no.



General information, dimensions and specifications on these drawings are subject to confirmation and are not to be used as part of construction contract documentation.



ning Bylaw

1 East-West Section
1:100

Revisions

Received Date:
July 18, 2019

0 5m 10m
Scale in metres

rev no	description	date
2	3P Application Re-submission	19.07.16
1	3P Application Re-submission	19.05.17
9	D/P Application	19.03.18

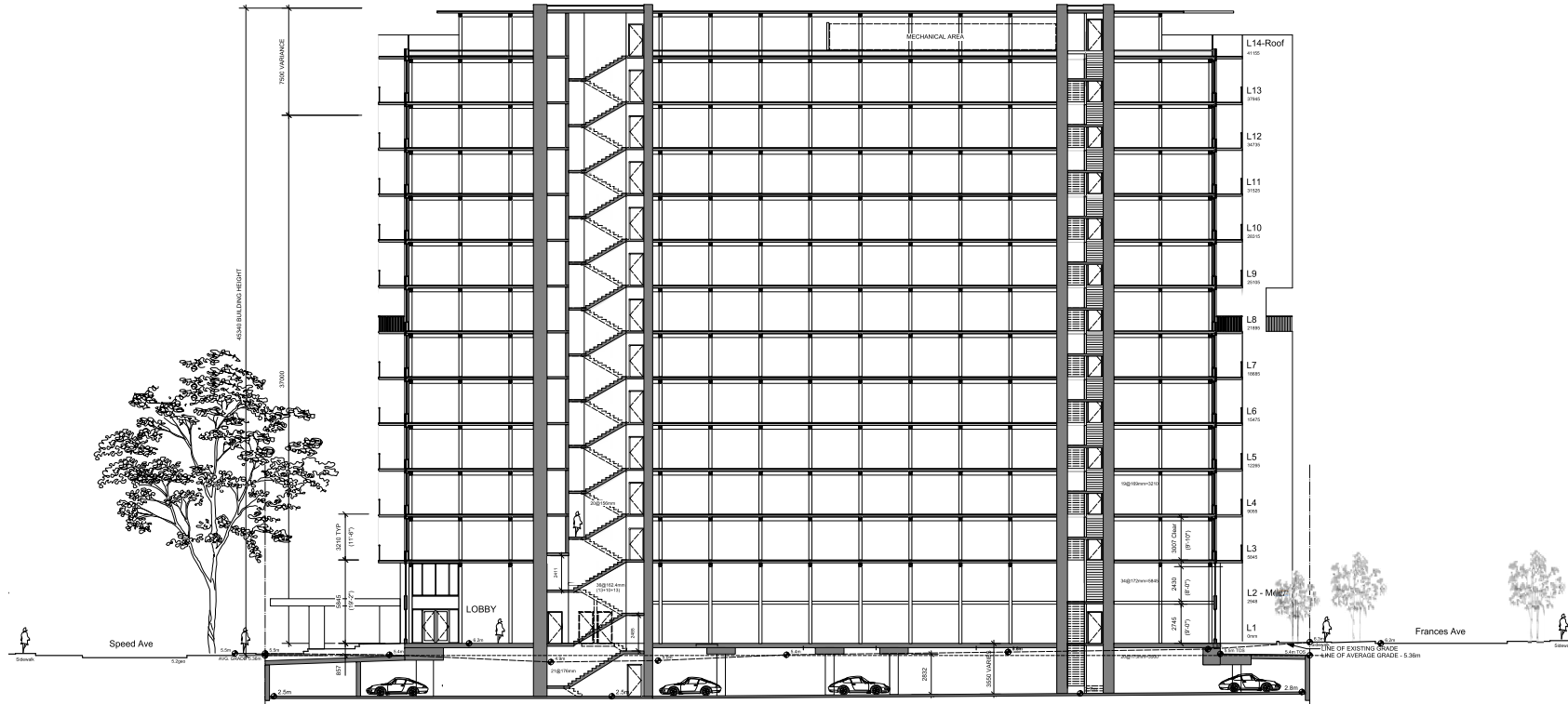
project name
Speed/Francis Redevelopment
605 & 615 Speed Ave, Victoria

sheet title
East-West Section

project no. 1832
drawing file 1832 Speed Base Plan
date 19.07.16
scale 1:100
drawn by -
checked by ES
revision no. sheet no.

A4.1

General information, dimensions and specifications on these drawings are subject to confirmation and are not to be used as part of construction contract documentation.



1 West Building - North-South Section
1:100

Revisions

Received Date:
July 18, 2019

0 0 5m 10m
scale 1/4" = 1'-0"

rev no	description	date
2	2P Application Resubmission	19.07.16
1	2P Application Resubmission	19.05.17
9	D/P Application	19.03.18

copyright reserved. these drawings and designs are not to be used without the written permission of the architect. modifications to be used for the project must be approved by the architect within context.

project name
Speed/Francis Redevelopment
605 & 615 Speed Ave, Victoria

sheet title
West Building
North-South Section

project no. 1832
drawing file 1832 Speed Base Plan
date 19.07.16
scale 1:100
drawn by tk
checked by ES

revision no. sheet no.



A4.2

General information, dimensions and specifications on these drawings are subject to confirmation and are not to be used as part of construction contract documentation.

Revisions

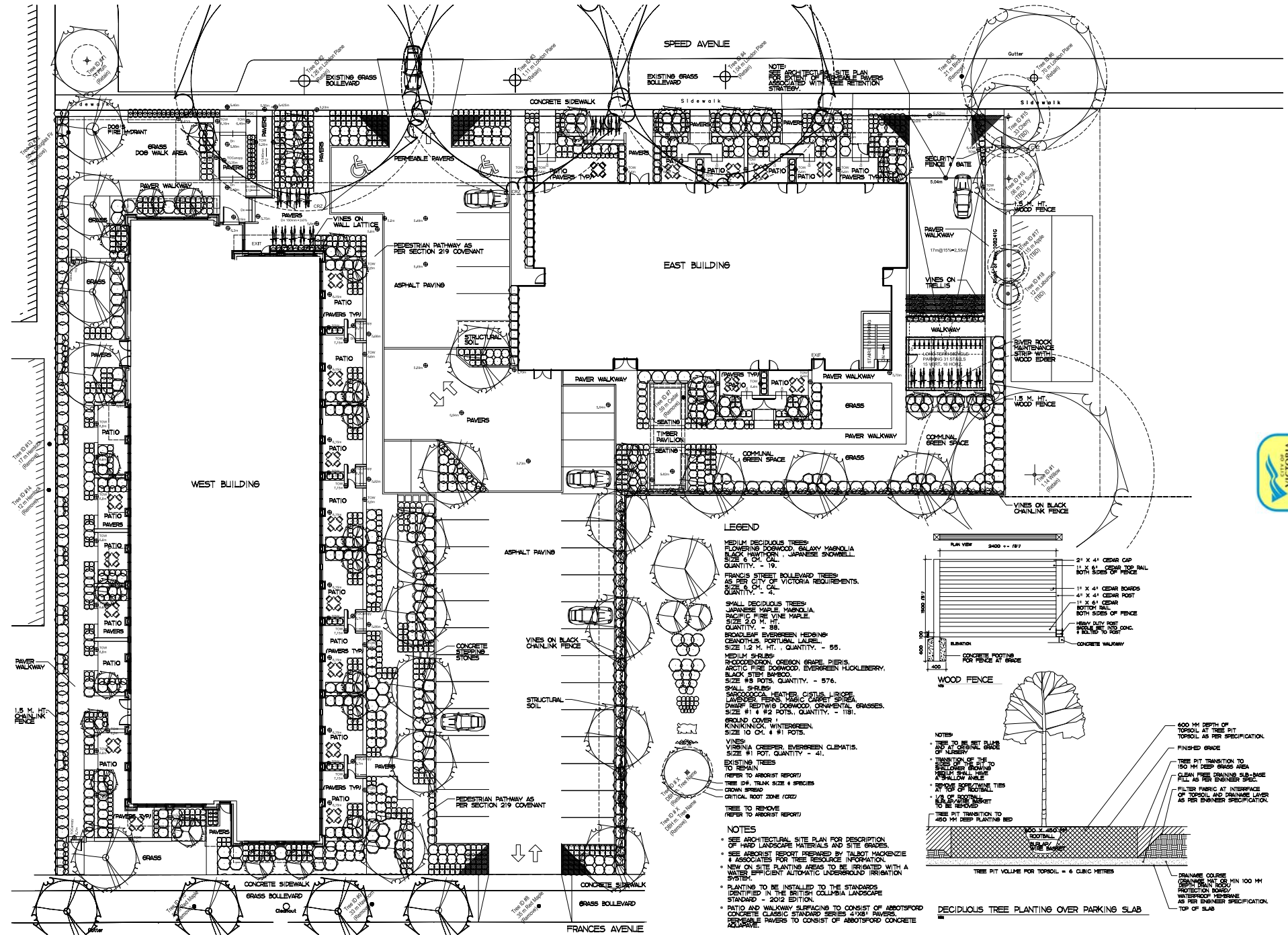
Received Date:
July 18, 2019

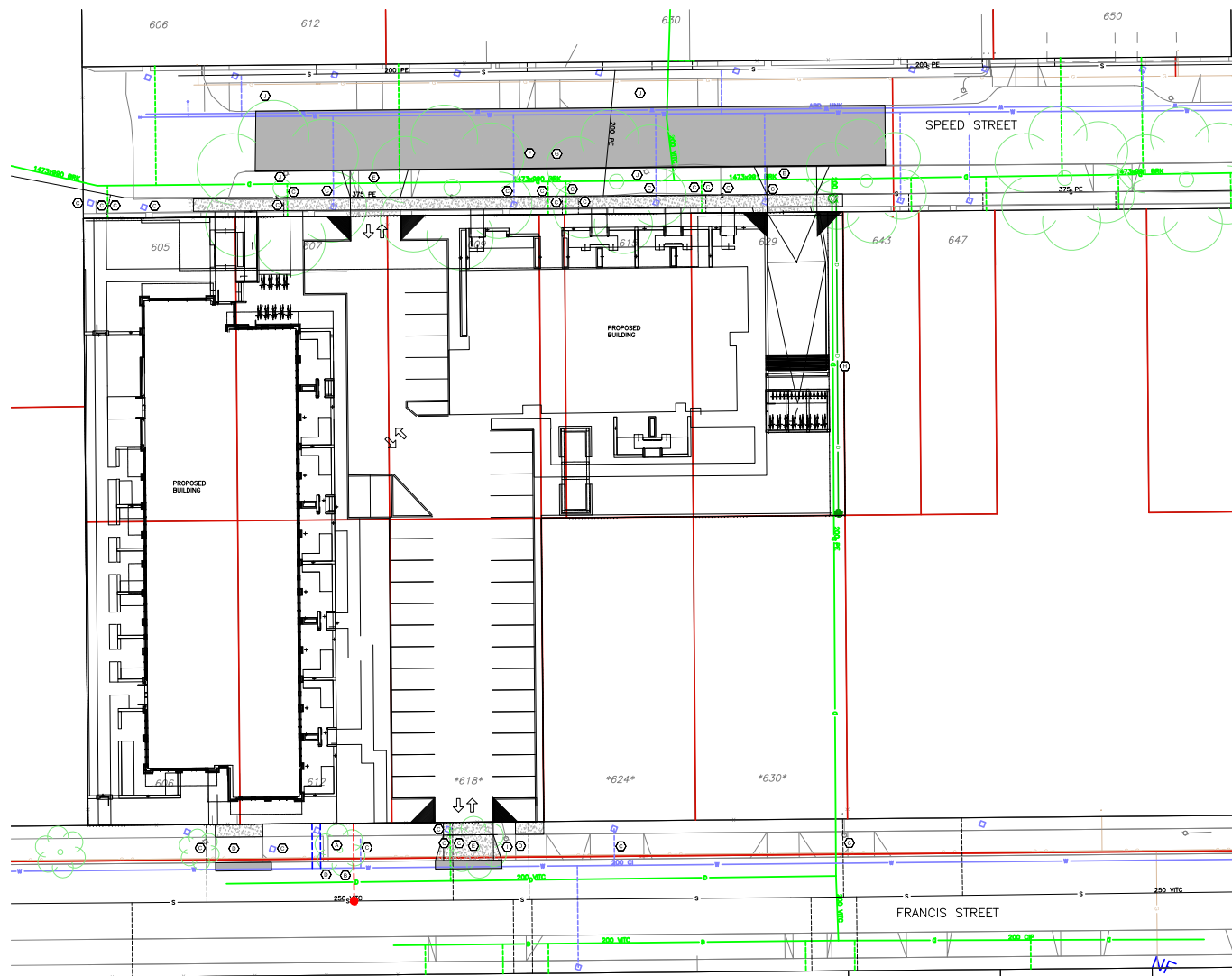
	
0	metres
1	metres
2	metres
3	metres
4	metres
5	metres
6	metres
7	metres
8	metres
9	metres
10	metres
11	metres
12	metres
13	metres
14	metres
15	metres
16	metres
17	metres
18	metres
19	metres
20	metres
21	metres
22	metres
23	metres
24	metres
25	metres
26	metres
27	metres
28	metres
29	metres
30	metres
31	metres
32	metres
33	metres
34	metres
35	metres
36	metres
37	metres
38	metres
39	metres
40	metres
41	metres
42	metres
43	metres
44	metres
45	metres
46	metres
47	metres
48	metres
49	metres
50	metres
51	metres
52	metres
53	metres
54	metres
55	metres
56	metres
57	metres
58	metres
59	metres
60	metres
61	metres
62	metres
63	metres
64	metres
65	metres
66	metres
67	metres
68	metres
69	metres
70	metres
71	metres
72	metres
73	metres
74	metres
75	metres
76	metres
77	metres
78	metres
79	metres
80	metres
81	metres
82	metres
83	metres
84	metres
85	metres
86	metres
87	metres
88	metres
89	metres
90	metres
91	metres
92	metres
93	metres
94	metres
95	metres
96	metres
97	metres
98	metres
99	metres
100	metres
101	metres
102	metres
103	metres
104	metres
105	metres
106	metres
107	metres
108	metres
109	metres
110	metres
111	metres
112	metres
113	metres
114	metres
115	metres
116	metres
117	metres
118	metres
119	metres
120	metres
121	metres
122	metres
123	metres
124	metres
125	metres
126	metres
127	metres
128	metres
129	metres
130	metres
131	metres
132	metres
133	metres
134	metres
135	metres
136	metres
137	metres
138	metres
139	metres
140	metres
141	metres
142	metres
143	metres
144	metres
145	metres
146	metres
147	metres
148	metres
149	metres
150	metres
151	metres
152	metres
153	metres
154	metres
155	metres
156	metres
157	metres
158	metres
159	metres
160	metres
161	metres
162	metres
163	metres
164	metres
165	metres
166	metres
167	metres
168	metres
169	metres
170	metres
171	metres
172	metres
173	metres
174	metres
175	metres
176	metres
177	metres
178	metres
179	metres
180	metres
181	metres
182	metres
183	metres
184	metres
185	metres
186	metres
187	metres
188	metres
189	metres
190	metres
191	metres
192	metres
193	metres
194	metres
195	metres
196	metres
197	metres
198	metres
199	metres
200	metres
201	metres
202	metres
203	metres
204	metres
205	metres
206	metres
207	metres
208	metres
209	metres
210	metres
211	metres
212	metres
213	metres
214	metres
215	metres
216	metres
217	metres
218	metres
219	metres
220	metres
221	metres
222	metres
223	metres
224	metres
225	metres
226	metres
227	metres
228	metres
229	metres
230	metres
231	metres
232	metres
233	metres
234	metres
235	metres
236	metres
237	metres
238	metres
239	metres
240	metres
241	metres
242	metres
243	metres
244	metres
245	metres
246	metres
247	metres
248	metres
249	metres
250	metres
251	metres
252	metres
253	metres
254	metres
255	metres
256	metres
257	metres
258	metres
259	metres
260	metres
261	metres
262	metres
263	metres
264	metres
265	metres
266	metres
267	metres
268	metres
269	metres
270	metres
271	metres
272	metres
273	metres
274	metres
275	metres
276	metres
277	metres
278	metres
279	metres
280	metres
281	metres
282	metres
283	metres
284	metres
285	metres
286	metres
287	metres
288	metres
289	metres
290	metres
291	metres
292	metres
293	metres
294	metres
295	metres
296	metres
297	metres
298	metres
299	metres
300	metres
301	metres
302	metres
303	metres
304	metres
305	metres
306	metres
307	metres
308	metres
309	metres
310	metres
311	metres
312	metres
313	metres
314	metres
315	metres
316	metres
317	metres
318	metres
319	metres
320	metres
321	metres
322	metres
323	metres
324	metres
325	metres
326	metres
327	metres
328	metres
329	metres
330	metres
331	metres
332	metres
333	metres
334	metres
335	metres
336	metres
337	metres
338	metres
339	metres
340	metres
341	metres
342	metres
343	metres
344	metres
345	metres
346	metres
347	metres
348	metres
349	metres
350	metres
351	metres
352	metres
353	metres
354	metres
355	metres
356	metres
357	metres
358	metres
359	metres
360	metres
361	metres
362	metres
363	metres
364	metres
365	metres
366	metres
367	metres
368	metres
369	metres
370	metres
371	metres
372	metres
373	metres
374	metres
375	metres
376	metres
377	metres
378	metres
379	metres
380	metres
381	metres
382	metres
383	metres
384	metres
385	metres
386	metres
387	metres
388	metres
389	metres
390	metres
391	metres
392	metres
393	metres
394	metres
395	metres
396	metres
397	metres
398	metres
399	metres
400	metres
401	metres
402	metres
403	metres
404	metres
405	metres
406	metres
407	metres
408	metres
409	metres
410	metres
411	metres
412	metres
413	metres
414	metres
415	metres
416	metres
417	metres
418	metres
419	metres
420	metres
421	metres
422	metres
423	metres
424	metres
425	metres
426	metres
427	metres
428	metres
429	metres
430	metres
431	metres
432	metres
433	metres
434	metres
435	metres
436	metres
437	metres
438	metres
439	metres
440	metres
441	metres
442	metres
443	metres
444	metres
445	metres
446	metres
447	metres
448	metres
449	metres
450	metres
451	metres
452	metres
453	metres
454	metres
455	metres
456	metres
457	metres
458	metres
459	metres
460	metres
461	metres
462	metres
463	metres
464	metres
465	metres
466	metres
467	metres
468	metres
469	metres
470	metres
471	metres
472	metres
473	metres
474	metres
475	metres
476	metres
477	metres
478	metres
479	metres
480	metres
481	metres
482	metres
483	metres
484	metres
485	metres
486	metres
487	metres
488	metres
489	metres
490	metres
491	metres
492	metres
493	metres
494	metres
495	metres
496	metres
497	metres
498	metres
499	metres
500	metres

Speed/Francis Redevelopment
607 & 629 Speed Ave, Victoria

sheet title
Landscape Plan

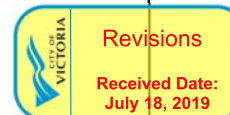
project no. 1832
drawing file 1832 Speed Base Plan
date 19.07.16
scale 1:150
drawn by KNG
checked by KNG
revision no. sheet no. L1





CONCEPTUAL WORKS AND SERVICING PLAN NOTES:

- ① CITY OF VICTORIA TO INSTALL 150mm FIRE AND 100mm DOMESTIC WATER SERVICES TO PROPERTY LINE AT DEVELOPERS EXPENSE. SIZES TO BE CONFIRMED.
- ② CITY OF VICTORIA TO INSTALL 200mm SEWER SERVICES TO PROPERTY LINE AT DEVELOPERS EXPENSE.
- ③ CITY OF VICTORIA TO CAP AND ABANDON EXISTING SERVICES AT DEVELOPERS EXPENSE.
- ④ CONTRACTOR TO REMOVE EXISTING DRIVEWAYS AND REINSTATE BOULEVARD.
- ⑤ CONTRACTOR TO INSTALL DRIVEWAY IN ACCORDANCE WITH C&V SPECIFICATIONS.
- ⑥ CONTRACTOR TO RECONSTRUCT ENTIRE FRONTAGE OF SPEED STREET, PAVING TO NORTH CURB, CURB AND GUTTER, BOULEVARD AND SIDEWALKS.
- ⑦ SPEED STREET ROAD CROWN TO BE REPLACED WITH FULL CROSS FALL TO NORTH SIDE. RE GRADING WILL ALLOW FOR MINIMAL IMPACT TO LARGE TREES ALONG FRONTAGE AND INCREASE COVER OVER HEAVING ROOT SYSTEMS THROUGHOUT THE ROAD CORRIDOR. 3m WIDE PAVING SHOWN.
- ⑧ STORM MAIN IN SWM TO BE PROTECTED DURING CONSTRUCTION. POTENTIAL REPLACEMENT REQUIRED TO BE DETERMINED DURING DETAILED DESIGN. IF POSSIBLE, EXISTING STORM PIPE TO REMAIN AT C&V REQUEST.
- ⑨ 80' HYDRO POLE TO BE RELOCATED OUT OF POTENTIAL CONFLICT WITH DRIVEWAY. PREFERRED LOCATION FOR HYDRO SERVICE ENTRANCE.
- ⑩ EXISTING HYDRO POLE TO BE COME REDUNDANT AND REMOVED.



JULY 16 2019
**APPROVAL
SUBMISSION**

**SPEED STREET / FRANCIS STREET
REDEVELOPMENT SERVICING
CONCEPT**

Scale: 1:250
Sheet: 1 of 1
Eng. Project No: 31734

JEA J E ANDERSON & ASSOCIATES
SURVEYORS - ENGINEERS
VICTORIA NANAIMO PARKSVILLE
PHONE: 250-727-2214 FAX: 250-727-3395

D'AMBROSIO
architecture + urbanism

2960 Jutland Road
Victoria, BC, Canada, V8T5K2

tel 250.384.2400
eml mail@fdarc.ca
web www.fdarc.ca

City of Victoria
1 Centennial Square
Victoria BC V8W 1P6
Attn: Mayor and Council

July 16th 2019

Re: Development Permit with Variance Application for the Speed / Frances Redevelopment

We are pleased to submit, on behalf of Mike Geric Construction and in collaboration with Aryze Developments Inc., this letter and the enclosed documents that form part of the application for Development Permit with Variances for the properties at 605-629 Speed Avenue and 606-618 Frances Avenue. This exciting proposal will introduce 247 new homes to the Burnside Gorge neighbourhood and will feature progressive contemporary architecture and high-quality integrated site redevelopment.

Project Summary The Proposal consists of two multi-family residential buildings over one level of underground parking. The East Building, located at 615 Speed Avenue, will be a 6-storey wood-framed building containing 68 units. The West Building, located at 605 Speed Avenue, will be a 14-storey mass timber building containing 179 market condominium units. These construction systems have been selected for their environmental benefits as well as for their structural advantages. In order to meet the seismic requirements of the 2018 BC Building Code for this particular site, wood-based structural systems are more efficient and economical, thereby contributing to cost control and housing affordability.

Site Design & Landscape Architecture The site has been conceived holistically as a fine-grained ground plane that integrates landscaped areas, private patios, pedestrian paths, vehicle lanes and parking for bicycles and cars. The main site frontage on Speed Avenue has been designed to retain and complement the beautiful London Plane trees that form the character of this neighbourhood street. Both the East & West Buildings have main entrances on Speed Avenue, and the frontage is further activated by the arbor entrances and patios for the East Building's ground-oriented units. Between the two buildings, a through-block lane connects Speed and Frances Avenues and functions as an informal local street, complete with sidewalks, boulevard plantings and entrances to the ground-oriented residential units.

Plant material proposed for the project will consist of hardy native and adaptive ornamental species of trees, shrubs and groundcovers. Planting areas have been designed to enhance the pedestrian experience by providing an overhead plane of tree canopies and a variety of understory shrub material. Pedestrian entry points to the buildings and patio spaces will be highlighted with plant material that will evoke visual interest and assist in wayfinding. Plant material selection will allow for surveillance and sightlines to public and private spaces. Attention to the scale the plant material and species selection will be undertaken to ensure the design will complement the form of the building architecture.

Planting and fencing around the perimeter of the site will create a green buffer to the neighbouring properties and tree planting will provide a larger scale landscape element to help define the property and visually soften the development.

Landscape irrigation for the project will consist of a water efficient underground system to help ensure establishment of the plant material as well as ongoing plant health and reducing future maintenance requirements.

Offsite treatment of the boulevard space along the Speed Avenue frontage has focused on preservation of the significant London Plane trees and grass boulevard. The Frances Avenue streetscape will be enhanced with new street tree planting and grass boulevards.

Building Architecture

The East and West Buildings are of different scales yet have a shared architectural expression. They are characterized by richly coloured brick-clad bases and luminous warm white facades. The massing of both buildings arises from the organization of residential units around a daylit double-loaded corridor. Lateral shifts along these corridors offset the ends of each building from each other, creating a vertical reveal at the corridor windows and proportioning the narrower building faces into elegant vertical facades. The longer and more visually dominant facades have a more horizontal expression, which is made dynamic through the arrangement of balconies (on the West Building) and angular frames (on the East Building). The contrasting colour of these building projections animates these facades, as will the interplay of shadows. The taller West Building is further articulated by the 8th floor horizontal reveal and a dramatic wood-lined canopy over the level 14 roof deck.

Proposed Variances

The proposal conforms to the R-81 Speed and Frances Multiple Dwelling District, with three proposed variances: building height, parking and entrance canopy setbacks.

Building Height

The R-81 Zone allows a building height of 37m, or approximately 12 residential storeys. This application includes a variance request to increase the allowable height - for the West Building only - to 45.5m. The additional 8.5m in height would accommodate the dropped and exposed wood beams characteristic of the mass-timber structural system being used. The resulting technically necessary height, also creates gracious 3m ceiling heights throughout the building as well as features that distinguish the architecture: the covered amenity roof deck at Level 14 and the building base of loft-style ground-oriented units (with mezzanine level bedrooms). As demonstrated by shadow studies, the impact of the additional building height has been mitigated by the building's slender footprint and its orientation perpendicular to the Speed Avenue frontage.

Parking

The provision of vehicle parking has been optimized in response to the characteristics of the site and the Developer's goal to provide affordable, entry-level residential units. The underground parking structure is restricted to a single level by very challenging site conditions, and that single level has been limited in area by the critical root-zone requirements of the Speed Avenue London Plane Trees. At the surface, space for

vehicles has been balanced with the pedestrian and landscape components that are necessary to a pleasant and appropriately scaled neighbourhood development. As a result of these factors, the application requests a parking reduction from 262 (per the R-81 Zone) to 166 stalls provided, (with an additional 2 stalls on-site for car share parking). For reference, the parking requirements for this Proposal per the current Schedule C are 220 stalls including visitor parking. The mitigation of the impacts of this parking variance are detailed in the included report by Bunt & Associates.

Building Entrance Canopies

The positioning of both the East and West Buildings conforms to the required setbacks of the R-81 Zone, and in consideration of the additional building height the North-facing façade of the West Building has been pulled an additional 2.6m away from the Speed Avenue frontage. In order to create a strong connection to Speed Avenue, the application proposes an entrance canopy for each building that extends to the front property line. These canopies provide sheltered protection to the sidewalk and, more importantly, make clearly visible these main entrances along the Speed Avenue streetscape.

Green Building Features

The building will incorporate sustainable building features as follows:

Rating System

While the building is not registered with Canadian Green Building Council, and not intended to apply to be LEED certified, the design team includes experienced, LEED accredited professionals, enabling environmental responsibility to be a natural priority throughout the design.

Site Selection

- i. Redevelopment of a brownfield site.
- ii. Site located in the Mayfair Town Centre, within walking distance of commercial and personal services and public transit.

Innovation and Design

- i. Multi-disciplinary, integrated design team.
- ii. Innovative use of mass timber high rise structure
- iii. Durable building & cladding materials

Transportation

- i. Service rough-in for electric vehicle charging stations
- ii. Provision of car share program membership and 2 car share vehicles, with parking accommodated on-site
- iii. At-grade bicycle storage in the 6-story East Building

Energy Efficiency / Renewable Energy

- i. Whole-building energy modelling to meet BC Energy Step Code requirements
- ii. Energy efficient building systems (HRVs)
- iii. Incorporate 'Energy Star' rated appliances.
- iv. Incorporate motion sensors in common area LED lighting to reduce energy consumption.
- v. Programmable thermostats.
- vi. Buildings are designed to manage solar heat gains:
 - High performance glazing
 - Balconies provide passive solar shading

Water

- i. Low flow plumbing fixtures and water efficient appliances will be specified.
- ii. Selection of native and adaptive planting and water efficient irrigation techniques (drip, rainwater catchment in planted areas and swales) to reduce demand on the city's water service.

Site Permeability

- i. Increase in open site space beyond zone requirements (14% minimum required, 24% provided)
- ii. Plantings and trees integrated into parking areas to provide shade and screening for residential uses and along shared property lines

Landscape Urban Forest / Urban Agriculture

- i. Retention of London Planes trees on Speed Ave.
- ii. Hardy native and adaptive ornamental species of trees, shrubs and groundcovers. Plant selections will help reduce water use and require less chemical maintenance.
- iii. High efficiency irrigation system – A water efficient irrigation system will be implemented to reduce water use. High efficiency irrigation features will include:
- iv. Rain sensor delay and evapotranspiration module.
- v. Water efficient nozzles.
- vi. Drip irrigation components.
- vii. Programmable "Smart Irrigation Controller".
- ix. Reduced Heat Island Effect – Deciduous tree planting will help reduce solar gain to paved areas during warm summer months and allow light and heat gain during the cooler winter months.

Materials & Resources

- i. Provision of facilities for storage & collection of recyclables & compost on site for residents.

In conclusion, the Owners and the design team have worked collaboratively to bring forward a design concept that will add 247 new homes into the Mayfair Town Centre, mainly constructed with a progressive heavy mass-timber system. In preparing this application, careful consideration has been given to the objectives of the City guidelines and thoughts expressed by the surrounding community. We look forward to working with staff through the Development Permit process and will be happy to provide additional information as needed.

Sincerely,



Franco D'Ambrosio, Architect AIBC MRAIC LEED AP
Principal
D'AMBROSIO architecture + urbanism



Erica H. Sangster, Architect AIBC MRAIC
Principal
D'AMBROSIO architecture + urbanism



15 March 2019

Revised 17 July 2019

Mayor and Council
City of Victoria
1 Centennial Square
Victoria, BC V8W 1P6

**RE: DEVELOPMENT PERMIT WITH VARIANCES SUBMISSION
FOR 605, 607, 609, 615, 629 SPEED AVENUE AND 606, 612-618
FRANCES AVENUE**

Mayor and Council,

Mike Geric Construction (MGC) in collaboration with Aryze Developments (Aryze) is pleased to submit this development permit with variances (DPV) application for the development of a 14-storey Mass Timber building (12-storey under the BC Building Code) and a 6-storey building with an affordable rental portion. This document outlines the core content of our application for this innovative solution to urban infill development.

TABLE OF CONTENTS

Introduction Letter	1	Burnside Gorge Neighbourhood Plan	6
Project Team	2	Contribution to a Sustainable City	7
Project Overview	3	Community Consultation	7
Mass Timber Primer	4	Conclusion	8

PROJECT TEAM

WE HAVE ASSEMBLED A TALENTED, INNOVATIVE TEAM TO DEVELOP THE CALIBER OF PROJECT THIS COMMUNITY DESERVES

MIKE GERIC CONSTRUCTION (MGC)

DEVELOPER & CONSTRUCTOR

The Geric family has been building quality homes in Victoria and Saanich for over 50 years. With a strong reputation as a trusted local developer, MGC uses a hands-on approach to develop projects that contribute to their communities. Thoughtful and responsible planning, design, and construction go into everything they do so every home MGC builds is one that they themselves would want to call home.

MGC uses Built Green Gold standards to create healthy living spaces and energy efficient homes. In each project they build, they 'up their game' when it comes to cost-effective, smart technologies that provide savings for their homeowners.

D'AMBROSIO ARCHITECTURE + URBANISM (DAU)

ARCHITECT

DAU is an award-winning practice in architecture, research, planning, and urban design and has provided professional services in Victoria and Vancouver Island since 1991. Their work is based on proven design principles as well as original design thinking. With both public and private clients, DAU makes architecture and urban projects that are beautiful, meaningful and long-lasting, emphasizing the long-term fit of the designs into their place, ecological region, and cultural context.

RJC ENGINEERS

STRUCTURAL

RJC Engineers is one of North America's leading engineer firms and specializes in structural engineering, building science, structural restoration, structural glass and façade engineering, and parking facility design and restoration.

ARYZE

COLLABORATOR

Aryze is a local Victoria-based group of millennials trying to shape our city with homes designed by the best architects and constructed by the best craftsmen to bring Victorians a space worthy of being called home.

Aryze likes to think of themselves as entrepreneurs with an underlying goal of building better communities: this includes experimenting with a fledgling coffee shop, restoring historical heritage projects, and engaging in Victoria's political conversations. Naturally, this expanded to include tackling the mystifying real estate industry, where they see an opportunity to build homes that are more in line with their creative and social values.

KEITH GRANT

LANDSCAPE ARCHITECT

Keith N. Grant Landscape Architecture Ltd. was established in Victoria in 1984 and provides a high standard of creative, functional, and sustainable landscape design for a wide range of projects. Their firm recognizes the importance of working together as a "team" with the client, consultants, neighbourhood groups, and approving agencies to obtain the goal of a successfully completed project.

BUNT & ASSOCIATES ENGINEERING LTD. (BUNT)

TRAFFIC

Bunt offers innovative and cost effective solutions on all components of integrated transportation systems including roadway networks, public and private transit, parking, alternative transportation, and airports. With an emphasis on sustainability, Bunt provides multi-modal solutions to urban transportation planning challenges.

PROJECT OVERVIEW

In 2016, Council approved the rezoning of this 1.3 acre land assembly to allow higher density in the form of apartments and limited commercial. This site specific R-81 zone allows for the development of two 12-storey buildings with a maximum density of 3.08 floor space ratio (FSR), which by Victoria's standards is middle to high density. This proposal was approved under the vision of a Mayfair Town Centre designation envisioned in the City of Victoria (CoV) Official Community Plan (OCP) and was further affirmed by the adoption of the Burnside Gorge Local Area Plan in 2017.

Our revised proposal for Speed and Frances has been carefully amended to feature a single 14-storey strata building and a single 6-storey strata building proposed to feature a portion as affordable rental homes. This proposed change does not require any new zoning or OCP changes. Our application to the CoV is for a Development Permit with Variances of which the following are meaningful :

PARKING REDUCTION



When adopted in 2016, the R-81 zone required 0.96 parking stalls per home. This is problematic because a future homeowner is paying for the cost of parking, whether or not they own a car. Since then, the Province of BC, CRD, and CoV have invested millions in additional bus and cycling infrastructure in the area.

Due to the very poor soil conditions and the properties underlying high water table, the cost to build 1 underground parking stall can exceed \$60,000. We are proposing to detach the availability of parking from every home so that future residents can choose to live

Height: Instead of constructing two 12-storey buildings, we are proposing a lesser visual impact by designing a smaller 6-storey building in conjunction with a single 12-storey condominium building. The height variance for the 12-storey building is largely due to a double height ground floor to allow work/live townhomes at the street level, provision of a rooftop amenity spaces for residents, and structural designs related to mass timber and the very poor soil conditions. A more detailed letter from RJC Structural Engineering is included in our submission detailing the requirements for additional height.

Parking: Homes are aimed at first-time home buyers and parking makes these homes less affordable. We are proposing to de-couple parking from the homes to extend consumer choice for parking.

a car-lite lifestyle whereby the homeowner gets to keep the savings. As such, the development would sell parking spaces separate from the homes and limit the number of parking spaces purchased by each household to one; second parking spaces would only be available if there are unsold spaces. This strategy facilitates understanding of the full cost of vehicle ownership and will be attractive for non-vehicle owners. On site, we will be providing a total of 166 stalls, which is a 54 parking stall variance off the revised Schedule C (2017) parking requirements.

AFFORDABLE HOUSING



A portion of the 6-storey strata building will provide affordable strata rental homes to future residents. We are proposing to holdback ten homes as rental units and define them as affordable as per the City of Victoria's affordability guidelines. These rental homes will be comprised of seven studios, two 1bed, and one 2bed homes. These rental homes will be rental in perpetuity and be affordable for a secured period of ten years. As reflected in Schedule C of Victoria's Zoning Regulation Bylaw, affordable housing requires fewer parking spaces compared to market homes due to decreased car ownership.

CAR SHARE PROGRAM



Studies show that vehicle ownership is reduced by 27% when residents are part of a two-way car-sharing service. Two parking spaces in the development will be allocated to the Modò Car Share program and the buildings will become a Partner Member of the program with a 105 free lifetime memberships available to homeowners or residents. MGC will also be providing Modò with a cash contribution to purchase two vehicles for the site.

MASS TIMBER PRIMER

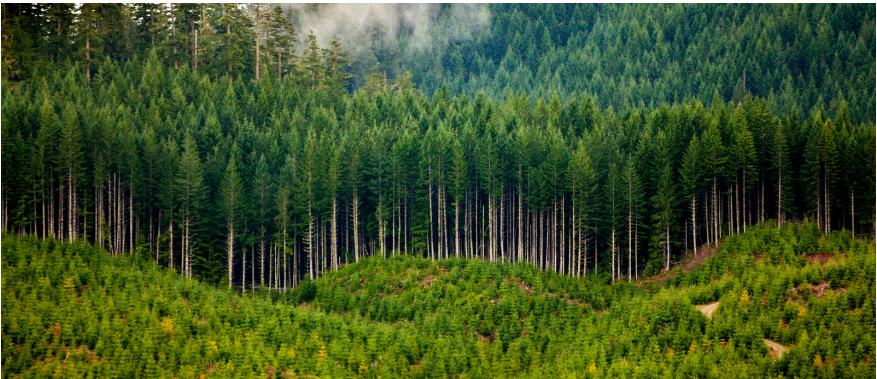
A CENTURIES OLD CONCEPT OFFERS A SOLUTION TO THE MOST PRESSING 21ST CENTURY PROBLEM

SUSTAINABILITY

Wood is the most abundant and naturally renewable building material on the planet and has the lowest embodied energy of any primary building material. Mass Timber materials are produced using fibre from small second-growth Douglas-fir and fast growing deciduous species. Fibre from beetle-killed timber from the interior of BC also make excellent feed stock for the production of Mass Timber material.

Because these second-growth stands are in their juvenile periods of maximum growth, the benefit in terms of carbon sequestering is maximized. Use of beetle-killed timber speeds up the time that is required for these stands to again become green, fast-growing forest, further increasing the amount of carbon sequestering these forests can accomplish.

This represents a value-added option for both the BC and Canadian economy, building on our foundation of sustainable and renewable forestry.



A recently harvested and replanted second-growth stand of Douglas-fir in coastal Oregon.



Aerial photograph of the beetle-killed pine trees in the dry interior of BC east of Prince George. At the height of the outbreak from 1990 to 2005, tens of thousands of hectares of pine and spruce forests were being killed each summer.

THE BENEFITS OF MASS TIMBER

Mass timber offers all the engineering benefits of traditional reinforced concrete construction while at the same time reducing the carbon emissions on production and with the added capacity to store carbon long-term (centuries) rather than emit carbon as concrete and steel do. As more and more Mass Timber suppliers enter the market and competition increases, the cost of many of these building materials will fall. Federal and provincial carbon pricing is expected to significantly impact the price for both concrete and steel, both of which are carbon intensive building materials.

MASS TIMBER CONSTRUCTION

- reduces building weight by 25-30% which in turn reduces seismic load by 25-30%
- is cost competitive to traditional concrete construction in tall buildings up to 30 stories in height
- is 25% faster to assemble compared to traditional concrete construction
- requires a smaller build site
- is quieter than concrete construction because most building elements can be assembled off-site
- has a lower impact on the surrounding neighborhood
- has an extended material longevity, as wood is well suited to deconstruction and re-use

MASS TIMBER PRIMER

SAFETY + CODE COMPLIANCE

- Mass Timber Laminated Strand Lumber (LSL) columns and beams and Cross-Laminated Timber (CLT) floor and wall panels are stronger than 35 Mpa reinforced concrete in shear capacity, tension, and compression.
- Mass Timber behaves very well in fire and is significantly more resistant to failure during fire events than light wood frame construction using dimensional lumber.
- Fire protection and building code compliance for wind and seismic events can be readily addressed without increasing costs beyond those for reinforced concrete construction.
- Mass Timber buildings are 25% lighter than the equivalent reinforced concrete building, making them much more appropriate as a construction method in areas of poor soils.



Before and after picture of a 5-ply glu-laminated panel wall. The panel was subjected to temperatures exceeding 980°C for a total of 3 hours and 6 minutes. This test shows that such a CLT wall panel would easily exceed the 2-hour fire rating required by the building and fire codes. Studies have shown that structural steel will begin to lose strength at 350°C, the typical ignition temperature of wood, and that by 550°C steel is reduced to 60% of its original strength.

PROCESS

- 1 **Material Procurement** – Kinsol has strong relationships with multiple glulam and CLT manufacturers in Canada, the US, and Europe, and are experienced in procuring this material for delivery regardless of origin country.
- 2 **Shop Fabrication** – Prefabrication from final drawings happens at the Kinsol factory at Bamberton in the Cowichan Valley; individual members are assembled into prefabricated building modules, where appropriate. The precision of these components directly contributes to the overall accuracy, quality, and speed of site installation.
- 3 **Site Assembly/Installation** – Site personnel assemble the various prefabricated members and modules into large assemblies on site for final erection. Prefabrication and preassembly greatly enhance site safety as it increases the amount of work that can be performed under ideal conditions.



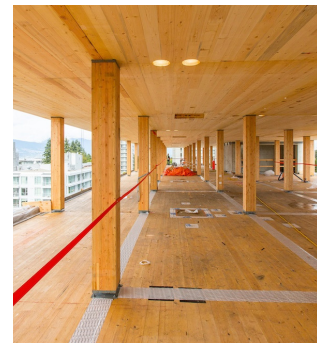
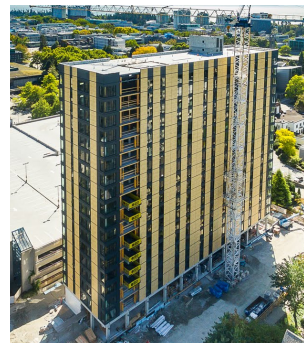
The 330 foot long Glulam Mass Timber beams at the Richmond Speed Skating Oval in 2009.



CLT floor panels at the Brock Commons Tall Wood House on the UBC Campus

PRECEDENT

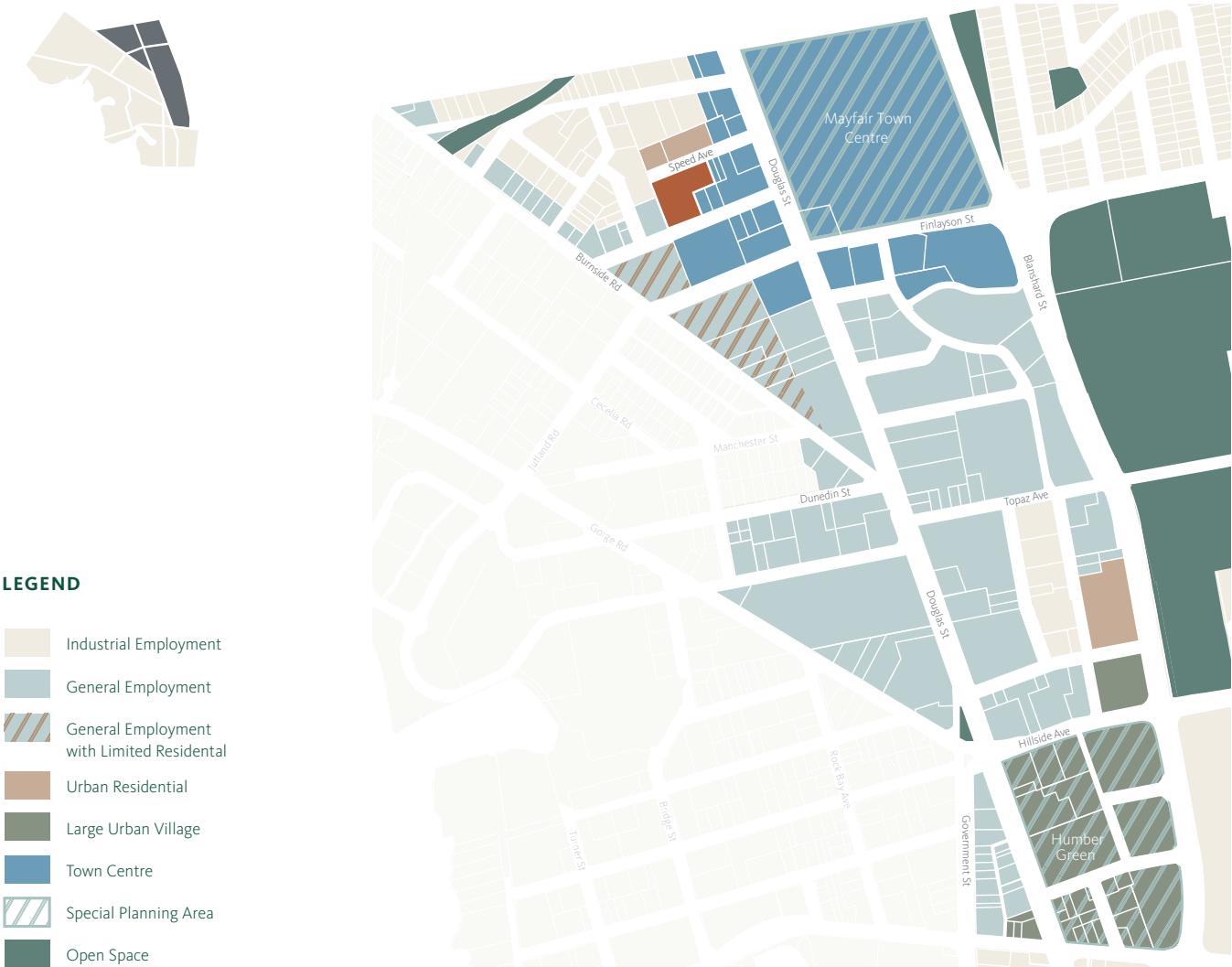
At 18 stories tall, the Brock Commons Tallwood House on the campus of UBC is currently the tallest Mass Timber building in the world.



BURNSIDE GORGE NEIGHBOURHOOD PLAN

THE HOME THAT YOU WANT, THE DEVELOPMENT THAT VICTORIA NEEDS

The Mayfair Town Centre area is envisioned for redevelopment centred around a future transit node at Douglas and Finlayson, making it a logical location to include new housing that takes advantage of the transportation, employment, and community services within the area.



CONTRIBUTION TO A SUSTAINABLE CITY

VICTORIANS ARE QUICKLY MOVING BEYOND THE ATTACHMENT TO CARS AS THE PRIMARY MODE OF URBAN TRANSPORTATION

Reducing automobile trips is a significant component of reducing greenhouse gas emissions. The development's central location in relation to multiple local amenities including Mayfair Mall, Topaz Park, the Galloping Goose Regional Trail, among many other commercial and industrial offerings encourages a pedestrian and bicycle oriented lifestyle. Accordingly, the project has been designed assuming walking, cycling, and transit as primary transportation options for future residents.

Bunt completed a Traffic Impact Assessment (TIA) on the proposed development. The assessment looked at the impact of reducing the number of required parking stalls under the R-81 zoning requirement and to be more inline with the revised Schedule C Parking Bylaw which was adopted by the CoV in 2017 after the initial project was approved. In assessing the location and the proposed use, a number of factors were considered including:



1. WALKSCORE OF 80

Indicating that Speed Avenue is 'very walkable' and that 'most errands can be accomplished on foot.' There are a variety of commercial destinations nearby and Topaz Park, the largest park in the area, is located 550m from the development site.



2. CYCLING

The site is in close proximity to the existing bike/bus lanes on Douglas, painted bike lanes on Blanshard and Finlayson, and the multi-use Galloping Goose Regional Trail, 400m from the project.



3. TRANSIT

Bus routes operate on Douglas, Finlayson, and Burnside, providing access to 18 bus routes within a 300m walk of the site. BC Transit intends to implement a rapid bus route on Douglas and Hwy 1, which would likely include a stop between Tolmie and Finlayson.

COMMUNITY CONSULTATION

MGC and Aryze, in concert with D'Ambrosio Architecture + Urbanism have undertaken a multi-phase community consultation process. This process was intended to ensure that all parties affected by the proposed project were given a chance to review the proposal and provide feedback, and that feedback would then influence the development of the project. Community engagement events to-date include:

1. **05 November 2018:** Introductory Burnside Gorge Community Association (BGCA) Meeting
2. **07 January 2019:** Second BGCA Meeting
3. **06 March 2019:** Delivery of 150+ flyers to households in the immediate area
4. **12 March 2019:** Community Open House at the BGCA
5. **26 May 2019:** Engagement event at the Selkirk Waterfront Festival where 77 letters of support were sent to Mayor & Council.

CONCLUSION

Mike Geric Construction in collaboration with Aryze has put a significant amount of energy and resources into a redesign of a town centre development in the Burnside Gorge neighbourhood. Rather than pursuing the traditional approach of higher density development, we have chosen to voluntarily increase the provision of attainable housing with an affordable rental holdback—which is in addition to our \$1,000,000 affordable housing contribution—shifting away from homes for cars and focus on homes for people, and introduce a new form of sustainable construction that will be the largest of its kind in North America. These efforts, combined with the CoV's progressive mandate, will put Victoria at the forefront of a continent-wide revolution in reducing greenhouse gases associated with transportation and construction.

Sincerely,

Ed Geric
President,
Mike Geric Construction

Luke Mari + Ryan Goodman
Partners,
Aryze

July 17, 2019

Luke Mari
Purdey Group
1839 Fairfield Road
Victoria, BC V8S 1G9

Dear Luke,

RE: Speed and Frances – Mass Timber

RJC No. VIC.101398.0004

The proposed building form for Speed and Frances has been developed specifically to take advantage of the benefits of mass timber, to reduce the seismic forces on the building, and to mitigate the effects of the very poor soil conditions.

In areas such as southern Vancouver Island, with very high seismic loads, the seismic force resisting system is a significant portion of building costs. Designing taller, more flexible buildings allows us to reduce the seismic design forces on the buildings and the foundations.

Due to the poor soil conditions, a reduction in building weight and increase in height is critical to project success. Replacing concrete floors with mass timber allows us to save approximate 30% of the building weight, reducing the cost of the transfer slabs and deep foundations. The increase in height also creates a more flexible and ductile structure, reducing the cost of the seismic system.

The building form takes advantage of the economy of mass timber by optimizing spans and using repetition to minimize material and reduce fabrication and erection costs.

We trust the above helps to clarify the design approach for the structure at Speed and Frances. Please don't hesitate to contact us with any questions.

Yours truly,

READ JONES CHRISTOFFERSEN LTD.

Leon Plett, P.Eng, Struct. Eng., MStructE, LEED AP
Managing Principal

LP/hr





Talbot Mackenzie & Associates

Consulting Arborists

1832 Speed Ave Development, Victoria

Construction Impact Assessment & Tree Preservation Plan

Prepared For: Luke Mari
Aryze Developments
1839 Fairfield Road
Victoria BC V8S 1G9

Prepared By: Talbot, Mackenzie & Associates

Date of Issuance: TPP #1: March 15, 2019
TPP #2: May 14, 2019
TPP #3: May 15, 2019

TPP#4: July 16, 2019
(see revisions marked with an asterisk (*) within
sections #14, 15, 17, 22, 23 and TPP site plan)

Box 48153 RPO - Uptown Victoria, BC V8Z 7H6
Ph: (250) 479-8733
Fax: (250) 479-7050
Email: tmtreehelp@gmail.com



Talbot Mackenzie & Associates

Consulting Arborists

Jobsite Property: Civic addresses on Speed Ave, Victoria: #605, 607, 609, 615, 629
Civic addresses on Frances Ave, Victoria: #606, 612, 618

Date of Site Visits: March 8, 2018 - March 12, 2019

Site Conditions: Speed Ave residential lots with evidence of front yard vehicle parking (soil compaction and disturbance). Parking lot at 605 Speed Ave and on Frances Ave. Two houses have recently been demolished.

Summary: The proposal involves constructing an underground parkade on most of the property. We do not anticipate this will have an impact on the health of the London Plane trees (#2, 3, 4, or 6) on Speed Ave if excavation is limited to 5.5m from the property line. The overall canopy loss could be up to 20% from London Planes #3 and 15% from #4 if 1m of clearance is required from the front of the 6 storey building.

Municipal boulevard trees #5, 8, and 10 would be removed as part of the proposal. Municipal Hawthorn #9 could be removed or retention could be attempted; it is our understanding the city would prefer a new replacement planting instead of retention. New services are to be installed all on the Frances Ave frontage, with the exception of one storm drain within the CRZ of London Plane #6. Excavation associated with removing existing services and replacement of sidewalks, curbs and the roadway resurfacing on Speed Ave should be completed under arborist supervision and conventional depths of excavation will likely have to be minimized if the mature London Plane trees are to be retained.

6 small neighbour's trees (#13-18) will likely require removal if excavation to the property line occurs for the underground parkade.

Scope of Assignment:

- To inventory the existing bylaw protected trees and any trees on municipal or neighbouring properties that could potentially be impacted by construction or that are within three metres of the property line.
- Review the proposal to demolish the existing houses and construct one 12 storey tower and one 6 storey building. The proposal will include an underground parking structure, frontage improvements and updated services.
- Comment on how construction activity may impact existing trees
- Prepare a tree retention and construction damage mitigation plan for those trees deemed suitable to retain given the proposed impacts

Methodology:

- We visually examined the trees on the property and prepared an inventory in the attached Tree Resource Spreadsheet.
- No trees were tagged.
- Information such as tree species, DBH (1.4m), crown spread, critical root zone (CRZ), health, structure, and relative tolerance to construction impacts were included in the inventory.
- The conclusions reached were based on the information provided within the attached Landscape Plan (Keith N. Grant Landscape Architecture Ltd, dated May 17, 2019), the preliminary Servicing Plan (May 14, 2019) and the Site Plan from D'Ambrosio Architecture (dated May 17, 2019)
- A Tree Protection Site Plan was created by adding comments and fencing to the Landscape Plan provided.
- Exploratory excavations were conducted in the locations specified within the CRZs of London Planes #2-4 and #6

Limitations:

- Where trees were not surveyed on the plans provided, we have added their approximate locations. The accuracy of our estimated locations has not been verified by a professional surveyor.
- Exploratory excavations were conducted in the locations specified within the CRZs of London Planes #2-4. No other exploratory excavations have taken place within the CRZs of other trees and thus the conclusions reached are based solely on critical root zone calculations and our best judgement using our experience and expertise. The location, size and density of roots are often difficult to predict without exploratory excavations and therefore the impacts to the trees may be more or less severe than we anticipate.

Summary of Tree Resource:

Four London Plane trees are located along the south side of Speed Avenue. Three of the London Plane trees (#2,3,4) are located along the municipal frontage of 607, 609 and 615 Speed Avenue while one plane (#6) and one Birch tree (#5) located on the frontage of 643 Speed Avenue. A single bylaw-protected Weeping willow tree (#1) is located in the rear garden of the 643 Speed Avenue. Two Red maple trees (#8 and 10) and one Paul's Scarlet Hawthorn tree (#9) are located along the Frances Avenue frontage of the development.

Trees to be Removed:

1. **European Birch #5:** This municipal tree will require removal due being located within the driveway entrance for the underground parkade on Speed Ave.
2. **Western Red Cedar #7 and Douglas-fir #12:** Cedar #7 is 1cm under bylaw protected size and we believe Douglas-fir #12 (not bylaw protected) is on the subject property. Both are located within the footprint of the underground parkade.

3. **Red Maple #8:** This municipal tree will require removal due to being located within the driveway entrance on Frances Ave.
4. **Hemlocks #13 and 14:** These small trees are located in close proximity to the property line on the neighbouring property of 600 Frances St. We anticipate they will require removal for the excavation associated with constructing the underground parkade located almost to the property line in this location. The neighbour should be notified ahead of time regarding the potential impacts to their trees.
5. **Cherry #15, Sumac #16, Columnar Apple #17, Laburnum #18:** These small neighbour's trees are located within 20cm of the fence line in the front yard of #643 Speed Ave. The trees and the fence line have not been surveyed. The replacement of the storm drain within the right-of-way and excavation for the underground parking will likely result in excavation to the property line and significant impacts to these trees as a result of the root loss. The trees will either require immediate removal or their health will likely decline in the future. The neighbour should be informed of the impacts to their trees and shrubs.
6. **Red Maple #10 (38cm DBH)** - This municipal tree has poor structure as a result of pruning wounds and cavities associated with clearance pruning for the hydro lines above. It is a poor candidate for retention in our opinion.

Trees with Retention Status "To Be Determined"

7. **Hawthorn #9 (33cm DBH)** - This municipal tree is located between the proposed sanitary and water lines on the Frances Ave frontage and may be impacted depending on the extent of excavation and roots encountered. Through conversations with City Parks staff, it is our understanding that they prefer the removal of both Hawthorn #9 and Red Maple #10 in favour of new plantings. If the city decides they would prefer to retain this tree, barrier fencing should be constructed and the excavations associated with the sidewalk, curb, sewer and water supervised by the project arborist.

Potential Impacts on Trees to be Retained and Mitigation Measures

8. **Underground Parkade**

London Planes #2, 3 and 4 (126cm, 111cm, 104cm DBH, respectively)

The underground parkade wall will be 6.4m from the property line and the trunks of these three municipal boulevard trees are located 2.5 - 3m from the property line. Exploratory excavations were conducted 5.5m from the property line directly across from the trunks of London Planes #2, 3 and 4 (8 to 8.5m from each tree). The trenches were hand dug to a depth of 45-75cm, as conditions allowed. Each trench was approximately 4.5m in total length (not including walkways which prevented excavation in areas of the trenches).

The largest roots encountered within the CRZ of London Plane #2 were three roots measuring 3-4cm in diameter. Only one 2cm root and a low density of smaller roots were encountered from London Plane #3 and one 1cm root was encountered in the trenches across from London Plane #4. Pictures #1-5 of the excavation are included at the end of this report.

If shoring or sheet-piling is used to restrict the extent of excavation to 5.5m from the property line, we do not anticipate a significant health impact to these trees as a result of the underground parkade excavation.

9. Canopy Pruning of London Planes #3 and 4

The front of the 6 storey building will be located 6m from the property line. It is our understanding that balconies will not extend more than 0.5m past the facade of the building on the north side. There is a high density of foliage on the south side of the trees facing the building.

The building ends east of the trunk of London Plane #3, therefore only the south-east portion of the canopy will be impacted. If one metre of building clearance is required (5m from the property line) within the area where the building and branches conflict, we estimate four limbs measuring between 10-15cm will require pruning. This pruning could reduce the overall canopy by an estimated 15-20%.

For London Plane #4, if one metre of building clearance is required, we estimate that up to 15% of the overall canopy will be removed with the pruning cuts being 10cm or less in diameter.

All pruning requirements and potential canopy loss percentages are our best estimations taken from the ground. The diameter of the cuts will depend where on the stems the reduction or removal cut is made. It is difficult to estimate the amount of canopy loss without knowing the exact laterals that will be cut back to, which we recommend be determined at the framing stage. Final pruning cuts should be made by an ISA Certified Arborist.

If scaffolding is necessary and this requires additional working room, this could result in additional canopy loss. Depending on the extent of pruning required, the project arborist may recommend that alternatives to full scaffolding be used, such as hydraulic lifts, ladders or platforms. The applicant has indicated their willingness to avoid scaffolding, if necessary. Methods to avoid soil compaction may also be recommended (see "Minimizing Soil Compaction" section).

Ideally, to prevent health stress, the canopy of mature trees should not be pruned more than 10% without justification. London Planes are a tolerant and hardy tree species and London Planes #3 and 4 are in fair to good health. Some health stress is likely if 15-20% of the canopy is removed. We do not anticipate the trees will decline as a result of this canopy loss, especially if root loss is minimal.

10. Speed Ave West Driveway & London Plane #2

The new driveway on Speed Avenue leading to above ground parking (the west driveway) will be mostly within the footprint of the existing driveway, but will be shifted west by 1-2m. Maintaining the existing driveway footprint would result in a diagonal driveway in relation to the parking lot entrance. Because the grade of the roadway and sidewalk will rise by approximately 15cm, the letdown for the new driveway will be approximately at existing grade and therefore excavation will be minimal. See “Paved Surfaces Above Tree Roots” section for recommendations within this area and within the existing driveway footprint.

11. London Plane #6 (70cm DBH)

A relatively small portion on the periphery of the CRZ of this municipal tree will be impacted by the excavation for the corner of the underground parkade designated as bicycle parking. Additional excavation within the CRZ will also be required for the storm drain replacement which will be tying into the existing manhole 4.3m south-west from the tree within the sidewalk. Considering this species’ tolerance to root loss and the remaining undisturbed CRZ, we do not anticipate a significant impact to the health or stability of the tree.

Excavation for the let-down is expected to be minimal as a result of the grade of the existing road and sidewalk being raised approximately 15cm. As per the City of Victoria’s Parks Department request, exploratory digging was conducted to determine the potential root loss as a result of the excavation for the driveway let-down, now shown as 5m west from the trunk (perpendicular to the roadway). Due to tree protection fencing installed for the demolition, access was restricted in this location. Therefore, exploratory digging was conducted slightly closer to the tree, at approximately the location of the dashed line shown on the site plan. A trench approximately 10cm in depth was hand-dug and no roots were encountered. Any roots encountered below, can be retained as per our recommendations in the “Paved Surfaces Above Tree Roots” section. Pictures #6-8 are included at the end of this report.

12. Removal of Existing Services

There are multiple existing underground services (water, storm and sanitary sewers) within the CRZs of the London Planes on Speed Ave, which will be abandoned and will require removal and/or capping. In many cases, we may recommend capping and abandoning the services instead of complete removal of the pipes, as this will result in less root loss. We recommend capping the services as far from the trees as possible. The supervising arborist may recommend the use of less invasive digging methods such as the use of a hydro-vac or hand-digging in combination with machine excavation.

If the grade of the sidewalk is raised, manholes to be retained within the sidewalk will need to be raised. It is our understanding that this will not require removal of the existing manholes, but new fittings will be installed to extend the height of the existing manholes. This will require excavation around the existing manhole cover which may result in some root loss if roots are growing in close proximity.

It is our understanding that existing overhead hydro lines and poles on both sides of the street will be removed as they are only servicing buildings on the south side of the street. We recommend this be completed under arborist direction and that the holes be backfilled with a suitable soil under arborist direction. If new lighting is installed, this should be completed in consultation with the project arborist.

13. Demolition of the Existing Buildings and Removal of Hard Surfaces:

Two houses have already been demolished. The following recommendations apply for the removal of the remaining buildings.

A pre-demolition meeting should take place between the contractor and project arborist to determine the best access points while avoiding compaction on the root systems of the London Plane trees. Where possible, machinery and trucks should be restricted to hard surfaces and building footprints within CRZs to avoid compaction. Removal of building foundations, walkways, and trees within the CRZ of the London Plane trees should be done under arborist supervision. The machine operator must be aware of the tree canopies at all times, to avoid damage during demolition.

If any excavation or machine access is required within the critical root zones of trees to be retained, it must be completed under the supervision and direction of the project arborist. Barrier fencing must be erected immediately after the supervised demolition. Barrier fencing on the boulevard should be completed prior to demolition.

We recommend certain hard surfaces such as the existing sidewalk and driveways be left in place until the end of construction or until they are removed at the same time as replacement in order to protect the root systems underneath from potential damage once exposed.

14. Road, Sidewalk and Curb Replacement

Replacement of the south side of the road, curb and sidewalk is required as part of frontage improvements on Speed Ave. The roadway on Speed Ave will be raised approximately 15cm on the south side. This will help reduce root loss from the mature London Plane trees as it will allow the new road, curb, sidewalks and driveways to be raised above roots encountered. Even so, city engineering and transportation departments should be aware that conventional specified depths for excavations will very likely have to be minimized if health and structural impacts to the trees are to be avoided.

* The consulting engineer has informed us that the road grade could be raised between 15-30cm (if large roots are encountered close to the surface of the existing roadway), but that it is more likely to be closer to 15cm. Even if the curb is raised 30cm and fill soil is placed on the boulevard between the curb and trees (so that the boulevard soil is close to the same grade as the top of the curb), minimal to no soil would touch the trunks of the trees. This is because the trees have been planted at a higher grade than the existing curb.

15. Speed Ave Front Yards: Patios, Walkways, Planters and Walls

Numerous walls are proposed in the front yards within the CRZs of the London Plane trees #2-4. These walls must be constructed in such a way that avoid root loss; excavation to bearing soil will not likely be possible in most cases. The project arborist should supervise any excavations.

We have recommended the patios and the walkways within the CRZs be constructed using permeable surfacing materials and in accordance with recommendations in the “Paved Surfaces Above Tree Roots” section. Permeable pavers in these areas have now been shown on the site plan with the exception of the walkway areas underneath overhangs, as we do not anticipate water to infiltrate within these areas.

We have also recommended the amount of paved surfaces be reduced where possible. It's our understanding the pathway south-east of London Plane #2 is necessary in order to allow wheelchair access from the pathway on the east side of the building to the sidewalk. The ramp south-west of the tree is required for accessibility to the front entrance, which the direct pathway does not allow enough room for, with the desired slope. One pathway north of the parking lot has been removed.

*If the overhangs within the front yards cannot be constructed in such a way without significant root loss, the supervising project arborist will recommend they be redesigned to avoid excavation into existing grades or that they not be built. The largest overhangs to the main entrances are at the edge of the CRZs.

16. Speed Ave Front Yards and Boulevard: Grading

The existing road, curb and sidewalk grades will be raised approximately 15cm as explained previously. This will result in approximately 15cm of fill soil on municipal property on the boulevards and road. The existing grades slope down south from the sidewalks in the front yards, especially within the CRZ of London Plane #3, where standing water was observed during the winter in the front yard area already compacted by vehicles.

During the planning process, we recommended that fill soil be reduced in the remaining CRZs where possible and an effort was made to achieve this, while acknowledging the limitations posed by the desired ground floor elevations.

For London Plane #2, the majority of the CRZ on private property outside the parkade will be covered by approximately 40cm of fill (5.1m existing to 5.5m finished in the south and east areas). The ground floor elevation and therefore the front entrance area of the tower will be approximately 1m above existing grade (5.1m existing vs. 6.2m finished), however this area will be within the parkade excavation. In the area outside the parkade, the ramp will slope from approximately 1m of fill to 40cm of fill (6.1m to 5.5m, from an existing grade of around 5.1). There will be approximately 60cm of fill in the area underneath the overhang.

For London Planes #3 and 4, the existing grade in the front yards is between 4.8 and 5m. The 6-storey ground floor patios located on the periphery of the CRZs will be 5.7m, which is approximately 70-90cm of fill. Stairs will quickly bring the grade to 5.4m, resulting in fill soil of approximately 40-60cm within the majority of the CRZs on private property.

17. Aeration Measures

Excessive fill soil, especially poorly draining soils high in clay content, can deprive roots of water and air. The amount of fill soil in certain areas of the CRZs is certainly more than ideal and the overhangs will redirect water away from the areas beneath. Roots within these areas will receive less water and this may cause some health stress. London Plane trees typically have aggressive and wide-spread root systems, which we have observed growing both deeply and shallowly in compacted soils underneath paved surfaces. Therefore, it is possible roots will eventually grow into the fill soil.

* To mitigate the impacts of the fill in areas below pavement, we have recommended the use of a geogrid to displace the weight of the permeable pavers and fill soil. Within the areas to be converted to landscape, in our opinion, the benefit of making this fill soil available for future root growth outweighs the displacement of weight provided by a geogrid (especially when considering the aggressive root growth of London Plane trees). Placing a geogrid within landscaping areas also prevents the planting of new trees in the future. A well-draining sandy-loam soil should be used to fill the landscape areas.

*Any existing sod and or pavement within the front yards should be removed under arborist supervision and the existing soil scarified with a metal rake or air-spade prior to the placement of sandy-loam soil or the geogrid. We have recommended that the areas already compacted in the front yards by vehicles be de-compacted prior to fill soils being placed in order to increase water infiltration within the interface between the fill soil and existing grade. Decompaction of the surface and vertical mulching can be accomplished with the use of an air-spade under arborist supervision.

*Specifications #1-3 are attached with all three being used in various locations depending on the context and amount of fill soil. We may recommend specification #3 be used between the main entrance and ramp of the west tower.

18. Above Ground Parking Lot (between London Planes #2 and 3)

We recommended the above ground parking lot, north of the footprint of the parkade be constructed using permeable surfaces and be raised above any roots encountered in accordance with recommendations in the “Paved Surfaces Above Tree Roots” section. Permeable pavers in this area have now been shown on the site plan.

19. Weeping Willow #1 (114cm DBH)

This neighbour's tree, located in the backyard of 643 Speed Ave, has significant decay within its trunk and has a high-risk of failure in our opinion. If the neighbour decides to retain the tree, root loss is expected as a result of the storm drain replacement within the right-of-way. The tree is approximately 2.5m to 3m from the fence line. It is our understanding the storm drain will not be replaced on the neighbour's portion of the right-of-way at 624 Frances Ave. We do not anticipate a significant stability impact to the tree as a result of the storm drain replacement considering the tree's current risk of failure at the trunk (which is more likely than root plate upheaval). Willows typically have a good health tolerance to root pruning.

Other Mitigations Measures:

20. Site Access: As shown in the Tree Protection Site Plan, we recommend the areas both within the boulevard and in the front yards be fenced to protect roots from the London Planes. Where possible, we recommend the majority of construction access occur off of the Frances Ave frontage.

21. Arborist Supervision: All excavation occurring within the critical root zones of protected trees should be completed under supervision by the project arborist. In particular, the following activities should be completed under the direction of the project arborist:

- a) Demolition of the existing houses and hard surfaces within the CRZs of the London Planes (including driveways)
- b) Excavation associated with the removal of any underground services and hydro poles within the CRZs of the London Planes
- c) Excavation associated with the underground parkade within the CRZs of the London Planes
- d) Removal of existing driveways and excavation associated with the two new driveways within CRZs of London Planes #2, 3 and 4
- e) Excavation associated with the above ground parking lot, north of the underground parkade footprint (within CRZs of London Planes #2 and 3)
- f) Excavation on the north and east property line for the underground parkade, within the CRZ of London Plane #6 and neighbour's trees Willow #1 and trees #15-18 (if retention is attempted)
- g) Construction of landscape walls, patios, planters and walkways in the front yards within CRZs of London Plane trees
- h) Replacement of the sidewalk, curb and roadway within the CRZs of the London Planes

22. Paved Surfaces Above Tree Roots Specifications:

The objective is to avoid root loss and to instead raise the paved surface and its base layer above the roots. This may result in the grade of the paved surface being raised above the existing grade (the amount depending on how close roots are to the surface and the depth of the paving material and base layers). Final grading plans should take this potential change into

account. This may also result in soils which are high in organic content being left intact below the paved area.

Within the CRZs, the project arborist should supervise any excavation associated with constructing these hard surfaces, including the removal of the existing paving or turf. If an excavator machine is used, the project arborist may recommend this be completed in combination with hand-digging and using a flat-edged bucket to avoid accidental root damage.

*If significant roots are encountered, excavation should be stopped and a geogrid material (such as CombiGrid 30/30 or similar) placed over the area to reduce compaction and to disperse weight over soils high in organics and roots. The base material for the paving should be placed above this material and should be well-draining (filter cloth or geotextile fabric may be recommended to separate coarse and fine layers in order to ensure this layer is well-aerated). Ultimately, a geotechnical engineer should be consulted and in consultation with the project arborist, may specify their own materials and methods that are specific to the site's grading, soil conditions and requirements, while also avoiding root loss, reducing compaction to the sub-grade and ensuring long-term permeability.

*See paving detail attached.

23. **Sidewalk:** The City of Victoria Parks department has asked for our recommendation regarding using alternative permeable paving materials on the municipal sidewalk "if needed." We generally recommended permeable materials, such as permeable paving stones, be used within the CRZs of retained trees. However, it's our understanding that Transportation and Engineering departments will not approve of any other surface materials besides concrete, except in extreme circumstances. In this case, the new sidewalk will be within the footprint of the existing concrete and asphalt sidewalk.

*A geogrid may be recommended underneath the new sidewalk, depending on the conditions below the existing sidewalk (roots observed, compaction level, existing base material etc.).

24. **Pruning Roots:** Any severed roots must be pruned back to sound tissue to reduce wound surface area and encourage rapid compartmentalization of the wound. Backfilling the excavated area around the roots should be done as soon as possible to keep the roots moist and aid in root regeneration. Exposed roots should be kept moist until the area is backfilled, especially if excavation occurs during a period of drought. This can be accomplished in a number of ways, including wrapping the roots in burlap or installing a root curtain of wire mesh lined with burlap, and keeping the area moist throughout the construction process.

25. **Barrier Fencing Specifications:** The areas surrounding the trees to be retained should be isolated from the construction activity by erecting protective barrier fencing. The barrier fencing must be a minimum of 4 feet in height, of solid frame construction that is attached to wooden or metal posts. A solid board or rail must run between the posts at the top and the bottom of the fencing. This solid frame can then be covered with plywood, or flexible snow fencing. The fencing must be erected prior to the start of any construction activity on site (i.e. demolition, excavation, construction), and remain in place through completion of the project.

Signs should be posted around the protection zone to declare it off limits to all construction related activity. The project arborist must be consulted before this fencing is removed or moved for any purpose.

26. **Minimizing Soil Compaction:** In areas where construction traffic must encroach into the critical root zones of trees to be retained, efforts must be made to reduce soil compaction where possible by displacing the weight of machinery and foot traffic. This can be achieved by one of the following methods:
 - Installing a layer of hog fuel or coarse wood chips at least 20 cm in depth and maintaining it in good condition until construction is complete.
 - Placing medium weight geotextile cloth over the area to be used and installing a layer of crushed rock to a depth of 15 cm over top.
 - Placing two layers of 19mm plywood.
 - Placing steel plates.
27. **Mulching:** Mulching can be an important proactive step in maintaining the health of trees and mitigating construction related impacts and overall stress. Mulch should be made from a natural material such as wood chips or bark pieces and be 5-8cm deep. No mulch should be touching the trunk of the tree. See “methods to avoid soil compaction” if the area is to have heavy traffic.
28. **Blasting:** Care must be taken to ensure that the area of blasting does not extend beyond the necessary footprints and into the critical root zones of surrounding trees. The use of small low-concussion charges and multiple small charges designed to pre-shear the rock face will reduce fracturing, ground vibration, and overall impact on the surrounding environment. Only explosives of low phytotoxicity and techniques that minimize tree damage should be used. Provisions must be made to ensure that blasted rock and debris are stored away from the critical root zones of trees.
29. **Landscaping and Irrigation Systems:** The planting of new trees and shrubs should not damage the roots of retained trees. The installation of any in-ground irrigation system must take into account the critical root zones of the trees to be retained. Prior to installation, we recommend the irrigation technician consult with the project arborist about the most suitable locations for the irrigation lines and how best to mitigate the impacts on the trees to be retained. This may require the project arborist supervise the excavations associated with installing the irrigation system. Excessive frequent irrigation and irrigation which wets the trunks of trees can have a detrimental impact on tree health and can lead to root and trunk decay.
30. **Arborist Role:** It is the responsibility of the client or his/her representative to contact the project arborist for the purpose of:
 - Locating the barrier fencing
 - Reviewing the report with the project foreman or site supervisor
 - Locating work zones, where required
 - Supervising any excavation within the critical root zones of trees to be retained
 - Reviewing and advising of any pruning requirements for machine clearances

31. **Review and site meeting:** Once the project receives approval, it is important that the project arborist meet with the principals involved in the project to review the information contained herein. It is also important that the arborist meet with the site foreman or supervisor before any site clearing, tree removal, demolition, or other construction activity occurs and to confirm the locations of the tree protection barrier fencing.

32. **Exploratory Excavation Photos** (December 20, 2019):



Photos 1 and 2: Adjacent to London Plane #4.



Photo 3: Adjacent to London Plane #4.



Photos 4 and 5: Excavation adjacent to London Plane #3. Compaction as a result of vehicles is already present on-site.

Photos #6-8: Exploratory trench for the driveway flare adjacent to London Plane #6.



Photo #6



Photo #7

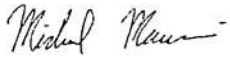


Photo #8

Talbot Mackenzie & Associates

Please do not hesitate to call us at (250) 479-8733 should you have any further questions.

Thank you,



Michael Marcucci
ISA Certified # ON-1943A
TRAQ – Qualified



Graham Mackenzie
ISA Certified # PN-0428
TRAQ – Qualified

Talbot Mackenzie & Associates
ISA Certified Consulting Arborists

Encl. 2-page tree resource spreadsheet, 1-page Tree Protection Site Plan, 1-page Site Plan, 1-page Preliminary Servicing Plan, 1-page existing survey, 1-page Landscape Plan, 3-page Paving Above Roots diagrams, 1-page barrier fencing specifications, 2-page tree resource spreadsheet methodology and definitions

Disclosure Statement

The tree inventory attached to the Tree Preservation Plan can be characterized as a limited visual assessment from the ground and should not be interpreted as a "risk assessment" of the trees included.

Arborists are professionals who examine trees and use their training, knowledge and experience to recommend techniques and procedures that will improve their health and structure or to mitigate associated risks.

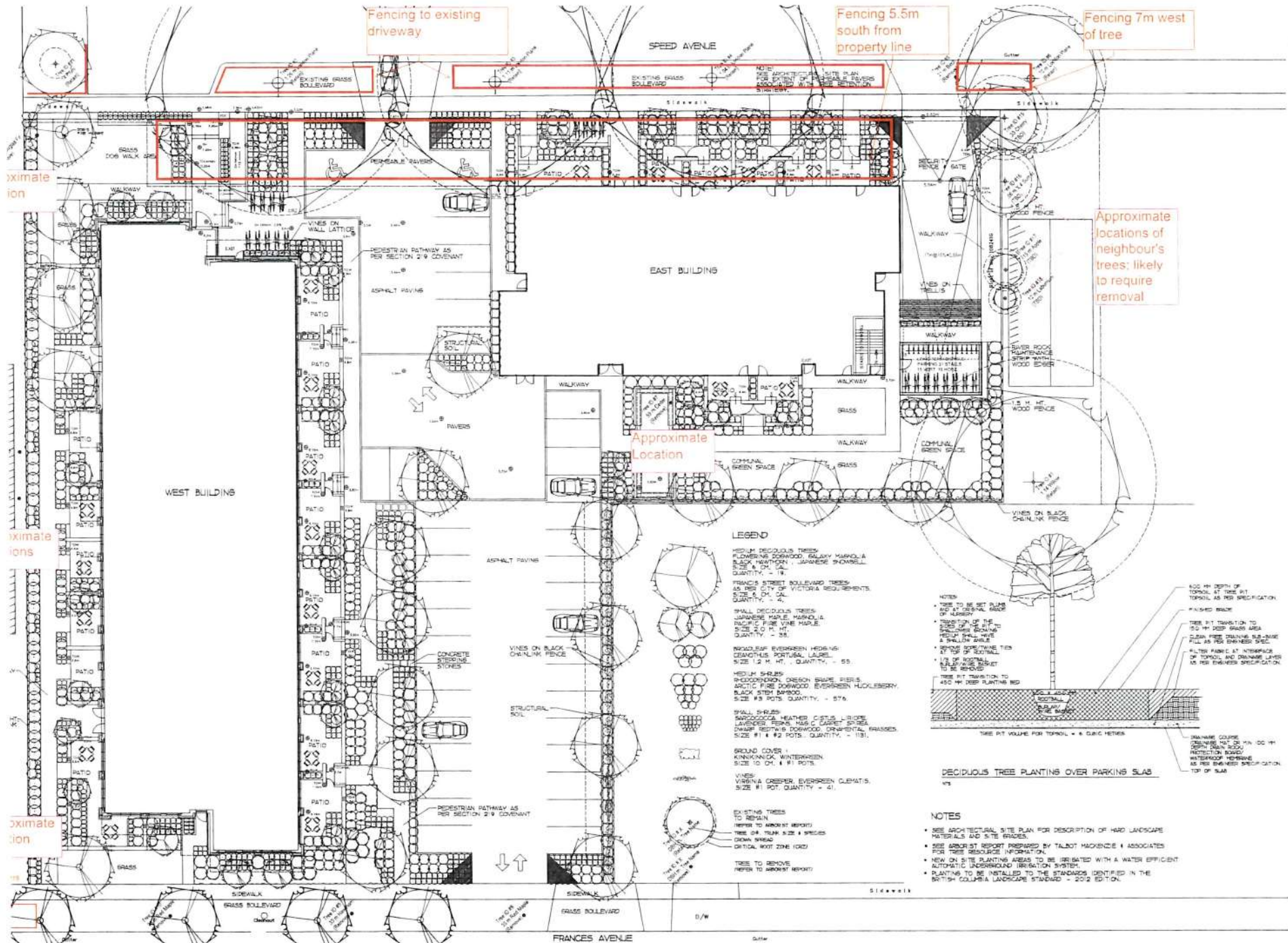
Trees are living organisms, whose health and structure change, and are influenced by age, continued growth, climate, weather conditions, and insect and disease pathogens. Indicators of structural weakness and disease are often hidden within the tree structure or beneath the ground. It is not possible for an Arborist to identify every flaw or condition that could result in failure or can he/she guarantee that the tree will remain healthy and free of risk.

Remedial care and mitigation measures recommended are based on the visible and detectable indicators present at the time of the examination and cannot be guaranteed to alleviate all symptoms or to mitigate all risk posed.



sheet title
Landscape Plan

project no.	18
drawing no. 832 Speed Base P	
date	19.05
scale	1:1
drawn by	K
checked by	K
revision no.	sheet no.
	L1



Tree ID	Common Name	Latin Name	DBH (cm) ~ approximate	Crown Spread (m)	CRZ (m)	Relative Tolerance (Good, Moderate, Poor)	Health	Structure	Remarks and Recommendations	Retention Status
1	Weeping willow	<i>Salix alba 'Tristis'</i>	114.0	16	11.5	G	Good	Poor	Neighbour's. Located in rear garden of 643 Speed Avenue. Extensive cavity and decay within main trunk. Trunk and canopy topped approximately 3 metres above base historically, to compensate for decay. Extensive canopy regrowth above cavity. Failure risk high.	Retain if desired (high likelihood of failure)
2	London plane	<i>Platanus X acerifolia</i>	126.0	22	12.5	G	Fair	Fair	Municipal. Located on municipal frontage of 607 Speed Avenue. Numerous pruning wounds with decay throughout the canopy.	Retain
3	London plane	<i>Platanus X acerifolia</i>	111.0	19	11.0	G	Fair	Fair	Municipal. Located on municipal frontage of 609 Speed Avenue. Numerous pruning wounds with decay throughout the canopy. Significant decay visible from south side between large scaffold limb and smaller 20cm limb, with horizontal crack visible. Further assessment and pruning recommended.	Retain
4	London plane	<i>Platanus X acerifolia</i>	104.0	19	10.5	G	Good	Fair	Municipal. Located on municipal frontage of 615 Speed Avenue. Some pruning wounds with decay within the canopy. Several poorly tapered stems due to shading on street side of canopy	Retain
5	European Silver Birch	<i>Betula pendula alba</i>	21.0	6	2.5	M	Fair	Fair	Municipal. Located on municipal frontage of 629 Speed Avenue. Basal injury, epicormic growth. Flat top	Removal
6	London plane	<i>Platanus X acerifolia</i>	70.0	12	7.0	G	Fair	Fair	Municipal. Located on municipal frontage of 643 Speed Avenue. Some anthracnose infection in canopy.	Retain
7	Western Red cedar	<i>Thuja plicata</i>	59.0	14	9.0	P	Good	Fair	1cm under bylaw protected size. Located in rear garden between the properties at 609 and 615 Speed Street. 1m long by 20cm wide wound on lower trunk. Likely topped at apex	Remove
8	Red Maple	<i>Acer rubrum</i>	35.0	10	5.5	P	Good	Fair	Municipal. Located along east end of Frances Street municipal frontage. Pruned below hydro primary lines.	Remove
9	Hawthorn	<i>Crataegus oxyacantha 'Paul's Scarlet'</i>	33.0	8	3.5	G	Fair	Fair	Municipal. Located near centre of Frances Street municipal frontage. Pruned below hydro lines	TBD by municipality/ Removal
10	Red Maple	<i>Acer rubrum</i>	38.0	8	5.5	P	Fair	Poor	Municipal. Located at west end of Frances Street municipal frontage. Pruned below hydro primary lines. Large pruning wound and cavity.	Removal recommended

Tree ID	Common Name	Latin Name	DBH (cm) ~ approximate	Crown Spread (m)	CRZ (m)	Relative Tolerance (Good, Moderate, Poor)	Health	Structure	Remarks and Recommendations	Retention Status
11	Purple Leaf Plum	<i>Prunus cerasifera</i>	14	6	1.5	M	Good	Fair	Municipal. Located at end of Speed Ave.	Retain
12	Douglas-fir	<i>Pseudotsuga menziesii</i>	53	13	8.0	P	Good	Fair:poor	Very likely on private property (605 Speed Ave). Not surveyed or listed as city tree on VicMap. Not bylaw protected. Codominant union at 2m	Removal
13	Western Hemlock	<i>Tsuga heterophylla</i>	17	4	2.5	P	Poor	Good	Neighbour's (600 Frances Ave). Sparse branching, 2m from building. Beside parking lot.	Removal
14	Western Hemlock	<i>Tsuga heterophylla</i>	~12	2	2.0	P	Fair	Fair	Neighbour's (600 Frances Ave), between parking lot and building.	Removal
15	Cherry	<i>Prunus spp</i>	33	6	4.0	M	Fair	Fair	Front yard of 643 Speed. Potentially shared between neighbour and municipality. Suppressed; growing underneath larger canopy of London Plane.	Removal
16	Sumac	<i>Rhus spp</i>	6, 6, 6, 6	6	2.5	P	Good	Fair	Neighbour's (643 Speed). Two stems growing through fence. Two trees.	Removal
17	Columnar Apple	<i>Malus spp</i>	15*	3	2.0	M	Good	Fair	Neighbour's (643 Speed). *Multistem, diameter measured below union, 1m AGL	Removal
18	Laburnum	<i>Laburnum x watereri</i>	12*	2	1.5	M	Fair	Fair	Neighbour's (643 Speed). *Multistem, diameter measured below union, 1m AGL	Removal
19	Hawthorn	<i>Crataegus spp</i>	35	8	3.5	G	Fair	Fair	Municipal. 4m West of WPL on boulevard	Retain

**SITE PLAN OF LOT 16, 17, 18, 19, 20, 21,
LOT 22 EXCEPT THE WESTERLY 10 FEET,
THE WESTERLY 10 FEET OF LOT 22, AND
LOT 23, ALL IN SECTION 4, VICTORIA
DISTRICT, PLAN 358.**

SCALE=1:400 All distances are in metres
0 10 20 30 40

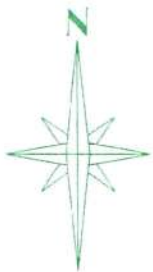
NOTE: Lot dimensions and areas shown may vary upon completion of a comprehensive Legal Survey. Elevations shown are based upon geodetic datum.

LEGEND

- ⊙ Denotes utility pole
- + Denotes anchor
- WM Denotes water meter
- WV Denotes water valve
- ⊙ Denotes fire hydrant
- ⊙ Denotes catch basin
- ⊙ Denotes storm drain manhole
- ⊙ Denotes sewer manhole
- ⊙ Denotes sign
- Denotes driveway
- Denotes tree location, diameter and species
- 0.25 Birch
- Denotes ground elevation

Field survey dated September 24 and 29, 2010

- Lot 16 is subject to charges:
 - Covenant P101490 & R24969
- Lot 18 is subject to charge:
 - Easement 1106690
- Lot 23 is subject to charge:
 - Right of Way 108241G

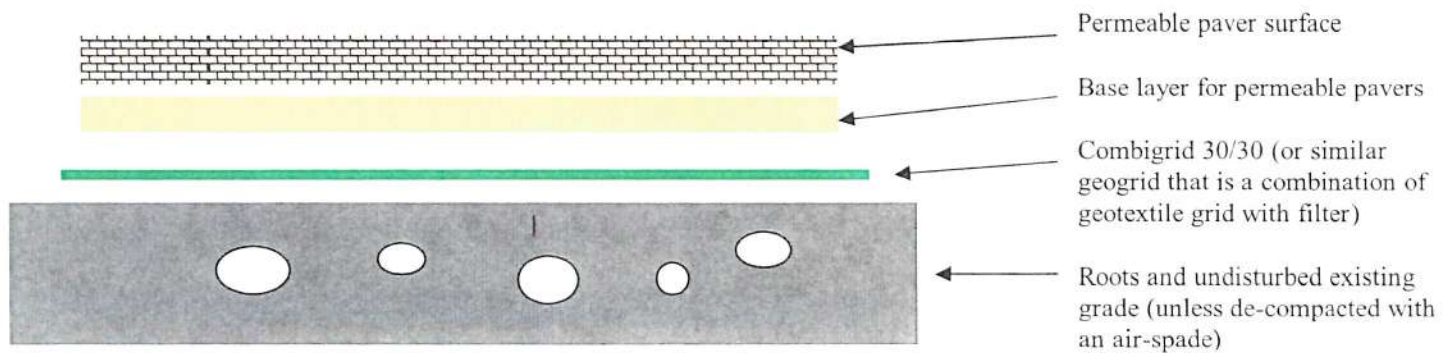


File: 33-MARTIN-SP
Date: October 1, 2010
Inland Land Surveying Ltd.
1-15 Cadillac Avenue
Victoria, B.C. V8Z 1T3
Tel: 250 475 1515 Fax: 250 475 1516
www.inlandsurveying.ca

Talbot Mackenzie & Associates

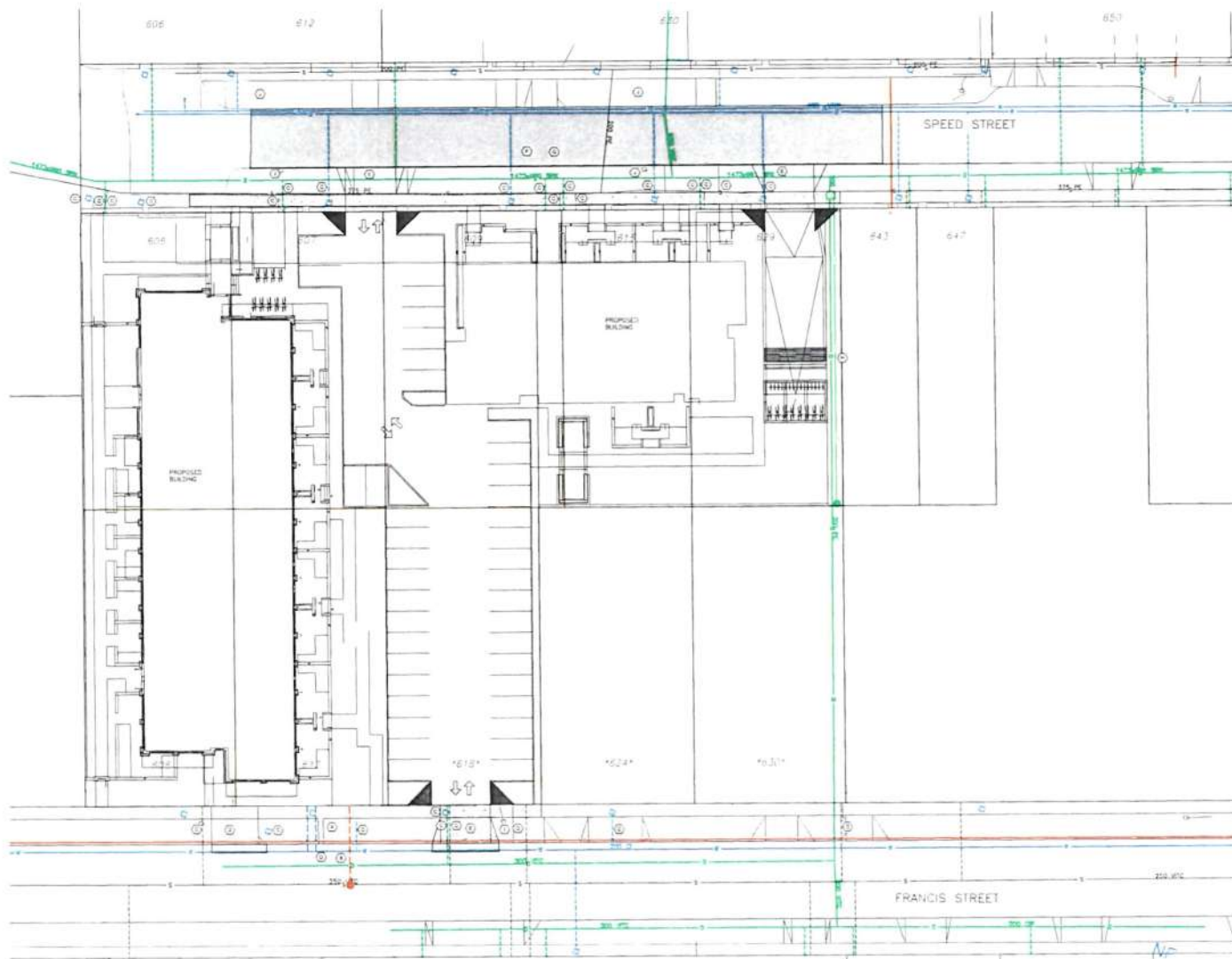
Consulting Arborists

Diagram – Permeable paver surface crossing over Critical Root Zone



Specification #1 for Paved Surfaces Over Critical Root Zones (driveway, parking or walkway areas)

1. Minimal excavation to remove turf and loose soil for the required permeable surface, under the supervision of the project arborist. Root loss to be avoided.
2. A layer of Combigrd 30/30 geotextile is to be installed over the existing grade.
3. Construct base layer of well-draining material and permeable surface over geogrid layer to required grade.



CONCEPTUAL WORKS AND SERVICING PLAN NOTES

- ① CITY OF VICTORIA TO INSTALL 150mm FIRE AND 150mm DOMESTIC WATER SERVICES TO PROPERTY LINE AT DEVELOPERS EXPENSE. SIZES TO BE CONFIRMED.
- ② CITY OF VICTORIA TO INSTALL 300mm SEWER SERVICES TO PROPERTY LINE AT DEVELOPERS EXPENSE.
- ③ CITY OF VICTORIA TO CAP AND MENDON EXISTING SERVICES AT DEVELOPERS EXPENSE.
- ④ CONTRACTOR TO REMOVE EXISTING DRIVEWAYS AND REINSTATE BOUNDARIES.
- ⑤ CONTRACTOR TO RECONSTRUCT ENTIRE FRONTAGE OF SPEED STREET PAVING TO NORTH CURB CURB AND GUTTER, BELLEVUE AND SIDEWALKS.
- ⑥ SPEED STREET ROAD CROWN TO BE REPLACED WITH FULL CROSS FALL TO NORTH SIDE. RE DRAINAGE WILL ALLOW FOR MINIMAL IMPACT TO LARGE TREES ALONG FRONTAGE AND INCREASE COVER OVER HEAVY ROOT SYSTEMS THROUGHOUT THE ROAD CORRIDOR. 3m WIDE PAVING SHOWN.
- ⑦ STORM MAIN IN USE TO BE PROTECTED DURING CONSTRUCTION AND REPLACED WITH NEW SECTION DURING CONSTRUCTION. SIZE TO BE DETERMINED.
- ⑧ NO HYDRO PILE TO BE RELOCATED OUT OF POTENTIAL CONFLICT WITH DRIVEWAY. PREFERRED LOCATION FOR HYDRO PILE TO BE DETERMINED.
- ⑨ EXISTING HYDRO PILE TO BE COME REDUNDANT AND REMOVED.



SPEED STREET / FRANCIS STREET REDEVELOPMENT SERVICING CONCEPT

Scale: 1:250
 Sheet: 1 of 1
 City Project No: 31734

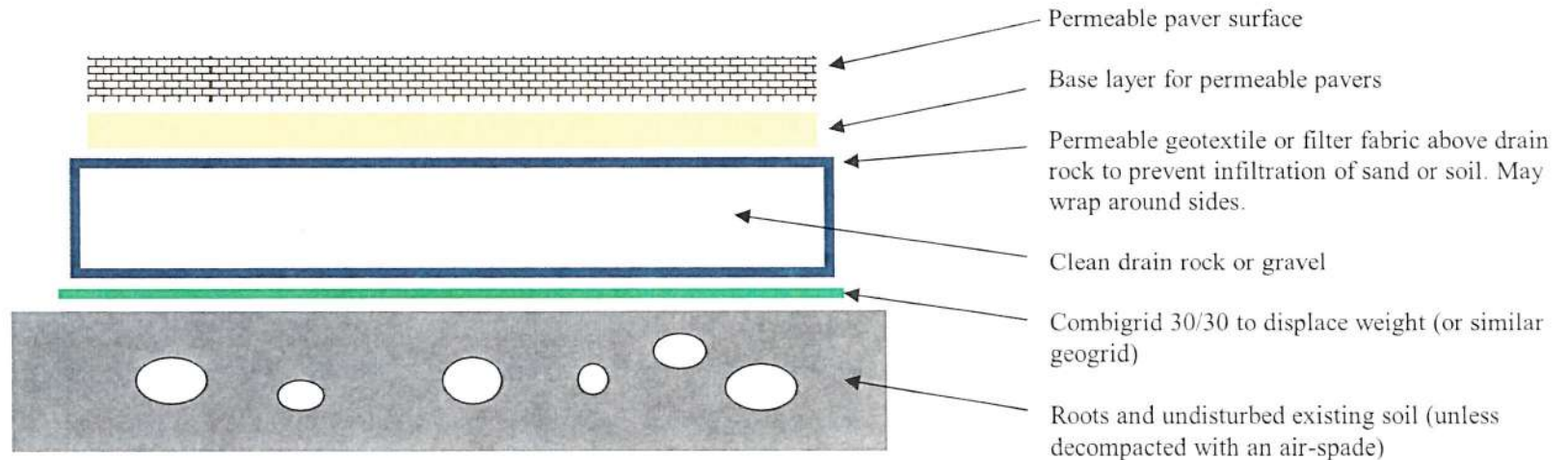
JEA J E ANDERSON & ASSOCIATES
 SURVEYORS ENGINEERS
 VICTORIA NANAIMO PARKVILLE
 PHONE: 250-727-0214 FAX: 250-727-3355

PRELIMINARY ONLY

Talbot Mackenzie & Associates

Consulting Arborists

Diagram – Paved surfaces with aeration layer over Critical Root Zone



Specification #2 for Paved Surfaces Over Critical Root Zone (Driveway, Parking and Walkway areas)

1. Minimal excavation to remove turf and loose soil for the required permeable surface, under the supervision of the project arborist. Root loss to be avoided.
2. A layer of Combigrid 30/30 geotextile is to be installed over the existing grade.
3. If necessary, geotextile fabric to be used above drain layer to prevent infiltration of fines into drainage and aeration layer.
4. Construct base layer of well-draining material and permeable surface over geogrid layer to required grade.
5. A geotechnical engineer can also be consulted and in consultation with the project arborist may specify their own materials and methods that are specific to the site's soil conditions and requirements, while also avoiding root loss and reducing compaction to the sub-grade.

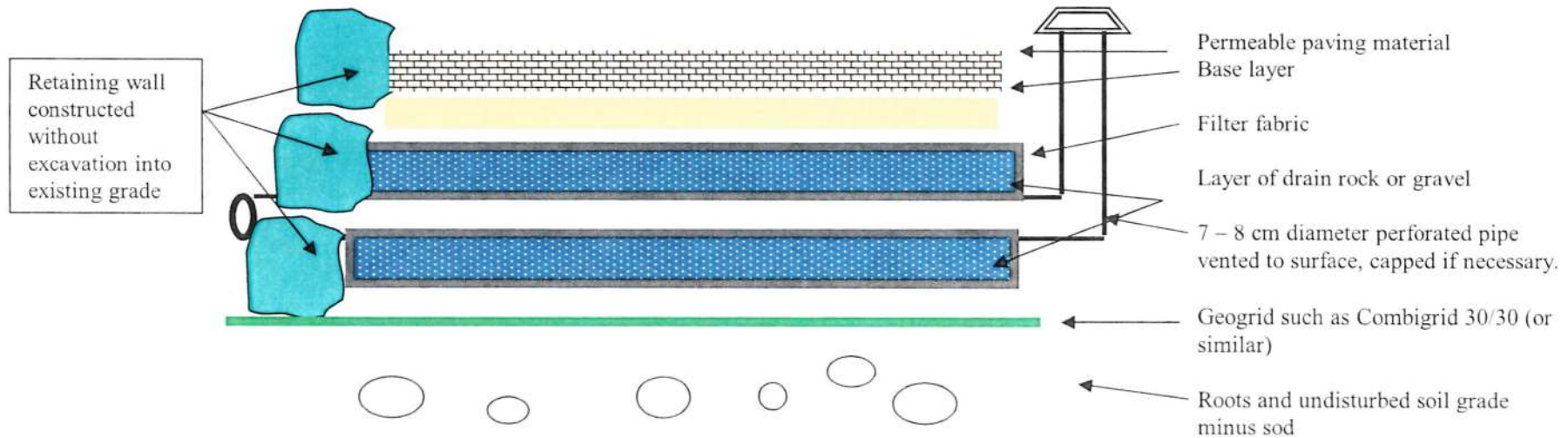
Talbot Mackenzie & Associates

Consulting Arborists

Talbot Mackenzie & Associates

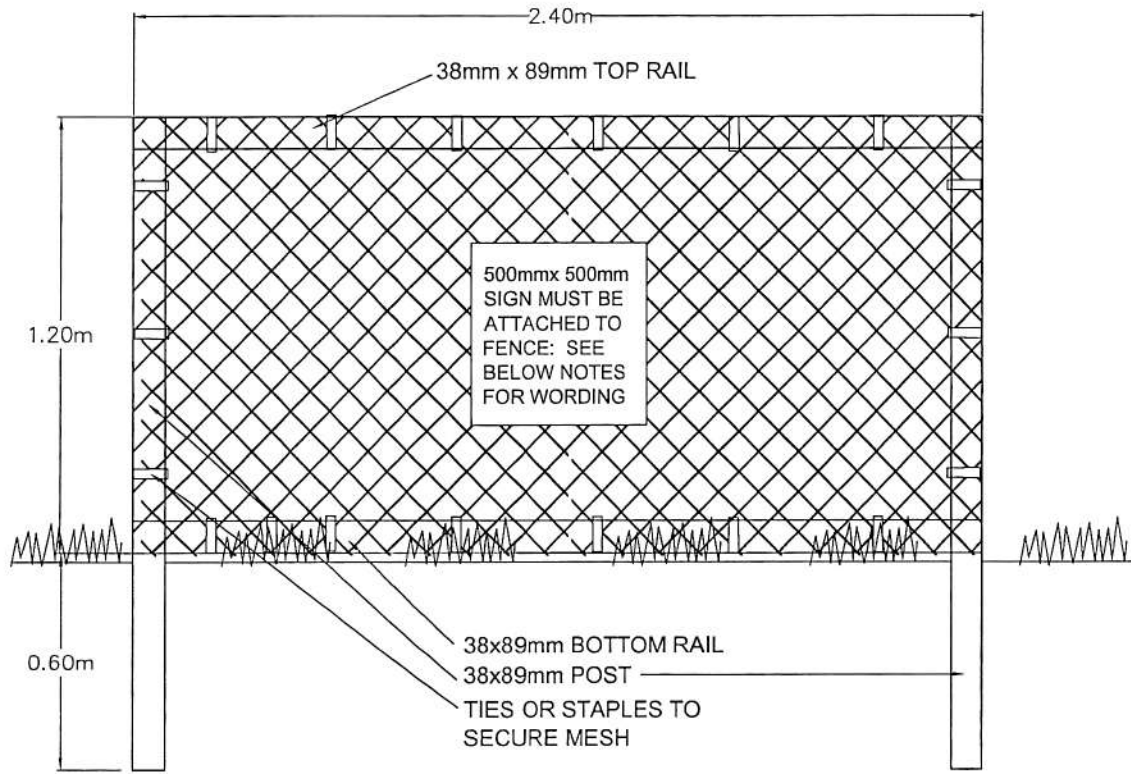
Consulting Arborists

Diagram – Paved Surface with Aeration Pipes



Specification #3 for Aerated Fill Area with Pipes

1. Minimal excavation to remove turf and loose soil for the required permeable surface, under the supervision of the project arborist. Root loss to be avoided.
2. Layer of Combigrid 30/30 geotextile is to be installed over the existing grade.
3. Lengths of 7 to 8 cm diameter perforated pipe must be installed across the width of the fill at 2-metre intervals. An aeration layer of drain rock or gravel, to be used to cover the perforated pipe. The pipe must be vented at either end to allow air exchange within this aeration layer and one end must be tilted and able to drain water away from the fill layer.
4. A layer of felted filter fabric is to be installed over the aeration layer to prevent fine particles of sand and soil from infiltrating this layer.
5. The base layer and permeable paving material can be installed directly on top of this aeration layer
6. If applicable, a rock wall that does not require excavation into the existing grade, should be constructed to prevent fill soil from touching the trunk of the tree.



TREE PROTECTION FENCING

1. FENCE WILL BE CONSTRUCTED USING 38 mm X 89mm WOOD FRAME: TOP, BOTTOM AND POSTS * USE ORANGE SNOW-FENCING MESH AND SECURE THE WOOD FRAME WITH "ZIP" TIES OR GALVANIZED STAPLES.
 2. ATTACH A 500mm X 500mm SIGN WITH THE FOLLOWING WORDING: WARNING- TREE PROTECTION AREA. THIS SIGN MUST BE AFFIXED ON EVERY FENCE OR AT LEAST EVERY 10 LINEAR METERS.
- * IN ROCKY AREAS, METAL POSTS (T-BAR OR REBAR) DRILLED INTO ROCK WILL BE ACCEPTED



Talbot Mackenzie & Associates

Consulting Arborists

Box 48153 RPO - Uptown Victoria, BC V8Z 7H6
Ph: (250) 479-8733
Fax: (250) 479-7050
Email: tmtreehelp@gmail.com

Tree Resource Spreadsheet Methodology and Definitions

Tag: Tree identification number on a metal tag attached to tree with nail or wire, generally at eye level. Trees on municipal or neighboring properties are not tagged.

NT: No tag due to inaccessibility or ownership by municipality or neighbour.

DBH: Diameter at breast height – diameter of trunk, measured in centimetres at 1.4m above ground level. For trees on a slope, it is taken at the average point between the high and low side of the slope.

* Measured over ivy

~ Approximate due to inaccessibility or on neighbouring property

Crown Spread: Indicates the diameter of the crown spread measured in metres to the dripline of the longest limbs.

Relative Tolerance Rating: Relative tolerance of the tree species to construction related impacts such as root pruning, crown pruning, soil compaction, hydrology changes, grade changes, and other soil disturbance. This rating does not take into account individual tree characteristics, such as health and vigour. Three ratings are assigned based on our knowledge and experience with the tree species: Poor (P), Moderate (M) or Good (G).

Critical Root Zone: A calculated radial measurement in metres from the trunk of the tree. It is the optimal size of tree protection zone and is calculated by multiplying the DBH of the tree by 10, 12 or 15 depending on the tree's Relative Tolerance Rating. This methodology is based on the methodology used by Nelda Matheny and James R. Clark in their book "Trees and Development: A Technical Guide to Preservation of Trees During Land Development."

- 15 x DBH = Poor Tolerance of Construction
- 12 x DBH = Moderate
- 10 x DBH = Good

To calculate the critical root zone, the DBH of multiple stems is considered the sum of 100% of the diameter of the largest stem and 60% of the diameter of the next two largest stems. It should be noted that these measures are solely mathematical calculations that do not consider factors such as restricted root growth, limited soil volumes, age, crown spread, health, or structure (such as a lean).

Health Condition:

- Poor - significant signs of visible stress and/or decline that threaten the long-term survival of the specimen
- Fair - signs of stress
- Good - no visible signs of significant stress and/or only minor aesthetic issues

Structural Condition:

- Poor - Structural defects that have been in place for a long period of time to the point that mitigation measures are limited
- Fair - Structural concerns that are possible to mitigate through pruning
- Good - No visible or only minor structural flaws that require no to very little pruning

Retention Status:

- X - Not possible to retain given proposed construction plans
- Retain - It is possible to retain this tree in the long-term given the proposed plans and information available. This is assuming our **recommended mitigation measures are followed**
- Retain * - See report for more information regarding potential impacts
- TBD (To Be Determined) - The impacts on the tree could be significant. However, in the absence of exploratory excavations and in an effort to retain as many trees as possible, we recommend that the final determination be made by the supervising project arborist at the time of excavation. The tree might be possible to retain depending on the location of roots and the resulting impacts, but concerned parties should be aware that the tree may require removal.
- NS - Not suitable to retain due to health or structural concerns



Speed & Frances
Market and Affordable Housing
Transportation Impact
Assessment

Version 5

Prepared for
Mike Geric Construction

Date
May 15, 2019

Project No.
04-18-0490

May 15, 2019
04-18-0490

Ed Geric
Mike Geric Construction
4250 West Saanich Road
Victoria, BC, V8Z 3G4

Dear Mr. Geric:

**Re: Speed & Frances Market and Affordable Housing Development
Transportation Impact Assessment – Draft Report**

Please find attached our Transportation Impact Assessment final report, for circulation to the City of Victoria. The purpose of this study was to assess the on- and off-site transportation considerations for the redevelopment of Speed & Frances site containing both market strata and affordable rental residences buildings. A particular focus of the study was to assess the suitability of the proposed vehicle parking supply. We are supportive of the proposed vehicle parking supply as it is anticipated to accommodate the anticipated demand as well as facilitating the economics of constructing an affordable housing building.

Please contact us if we can be of any further assistance.

Yours truly,
Bunt & Associates



Jason Potter, PTP
Associate, Senior Transportation Planner



Simon Button, P.Eng.
Transportation Engineer

CORPORATE AUTHORIZATION

Prepared By: Simon Button, P.Eng.

Bunt & Associates Engineering Ltd.

530 – 645 Fort Street

Victoria, BC V8W 1G2

Canada

Reviewed By: Jason Potter, PTP
Senior Transportation Planner

Telephone: +1 250 592 6122

Facsimile: +1 604 685 6579

Date: 2019-05-15

Project No. 04-18-0490

Status: Draft

This document was prepared by Bunt & Associates for the benefit of the Client to whom it is addressed. The copyright and ownership of the report rests with Bunt & Associates. The information and data in the report reflects Bunt & Associates' best professional judgment in light of the knowledge and information available to Bunt & Associates at the time of preparation. Except as required by law, this report and the information and data contained are to be treated as confidential and may be used and relied upon only by the client, its officers and employees. Any use which a third party makes of this report, or any reliance on or decisions made based on it, are the responsibilities of such third parties. Bunt & Associates accepts no responsibility for damages, if any, suffered by any third party as a result of decisions made or actions based on this report.

TABLE OF CONTENTS

1. INTRODUCTION	1
1.1 Study Purpose & Objectives	1
1.2 Study Scope & Area	1
1.3 Proposed Development	1
2. LOCAL CONTEXT	4
2.1 Land Use	4
2.2 Street Network	4
2.3 Walking	4
2.4 Cycling	4
2.5 Transit	4
2.6 On-street Vehicle Parking	5
3. DEVELOPMENT PLAN REVIEW	7
3.1 Bicycle Parking	7
3.2 Vehicle Parking	7
3.2.1 Bylaw Requirement & Proposed Supply	7
3.2.2 Variance Rationale	7
3.2.3 Summary	9
3.3 Design Review	9
4. TRAFFIC OPERATIONS ASSESSMENT	10
4.1 Traffic Operations Assessment Methodology	10
4.2 Existing Conditions	10
4.3 Future Conditions	11
4.3.1 Development Generated Traffic	11
4.3.2 Traffic Operations Results	11
5. SUMMARY & RECOMMENDATIONS	15

EXHIBITS

Exhibit 1.1: Study Area 2

Exhibit 1.2: Site Plan..... 3

Exhibit 2.1: Existing Street Network 6

Exhibit 4.1: Existing Vehicle Volumes & Operations..... 12

Exhibit 4.2: Site Vehicle Volumes 13

Exhibit 4.3: Future (with Development) Vehicle Volumes & Operations 14

TABLES

Table 3.1: Off-Street Parking Requirement..... 7

Table 4.1: Peak Hour Vehicle Trip Rates and Trip Generation 11

Table 4.2: Trip Distribution 11

1. INTRODUCTION

1.1 Study Purpose & Objectives

Mike Geric Construction is seeking approval to develop the properties at 605, 607, 609, 615, and 629 Speed Avenue as well as 606, 612, and 618 Frances Avenue within the existing R-81 zoning in the City of Victoria (City). The property currently contains four single-family houses and vehicle storage for car dealerships. The developer wishes to construct two multi-family residential buildings; one market strata, one affordable / market. The development will include surface and underground vehicle parking. The surface parking will be accessible from both Speed Avenue and Frances Avenue, whereas the underground parking will only be accessible from Speed Avenue. The proposed vehicle parking supply is less than the requirement stated in the R-81 zoning regulations.

Mike Geric Construction has retained Bunt & Associates Engineering Limited (Bunt) to prepare a Transportation Impact Assessment (TIA) to assess the suitability of the proposed vehicle parking supply and review the current and future vehicle traffic operations at project build-out.

1.2 Study Scope & Area

The site location and study area are illustrated in **Exhibit 1.1**. The site is located west of Douglas Street and the Mayfair Shopping Centre.

There are two primary objectives of this study. The first objective is to assess the suitability of the proposed vehicle parking supply given that it is less than the requirement for R-81 zoning. The second objective is to review the existing street network to determine if off-site roadway and/or intersection control upgrades are required at the Douglas Street & Speed Avenue intersection to accommodate the proposed development. In addition to this, the report also reviews the site's design.

1.3 Proposed Development

The development's site plan is shown in **Exhibit 1.2**. The development contains two buildings with a total of 247 residential units. The western building will contain a market residential tower with 179 market condo units. The eastern building will contain 68 housing units. The 10 affordable rental units will be available in the eastern building.

The development includes 168 vehicle parking spaces: 41 at surface level and 127 underground. The surface parking lot connects to both Speed Avenue and Frances Avenue. The entrance to the underground parkade is located directly off of Speed Avenue at the east end of the site.



Exhibit 1.1 Site Location

04-18-0490

Speed & Frances
February 2019

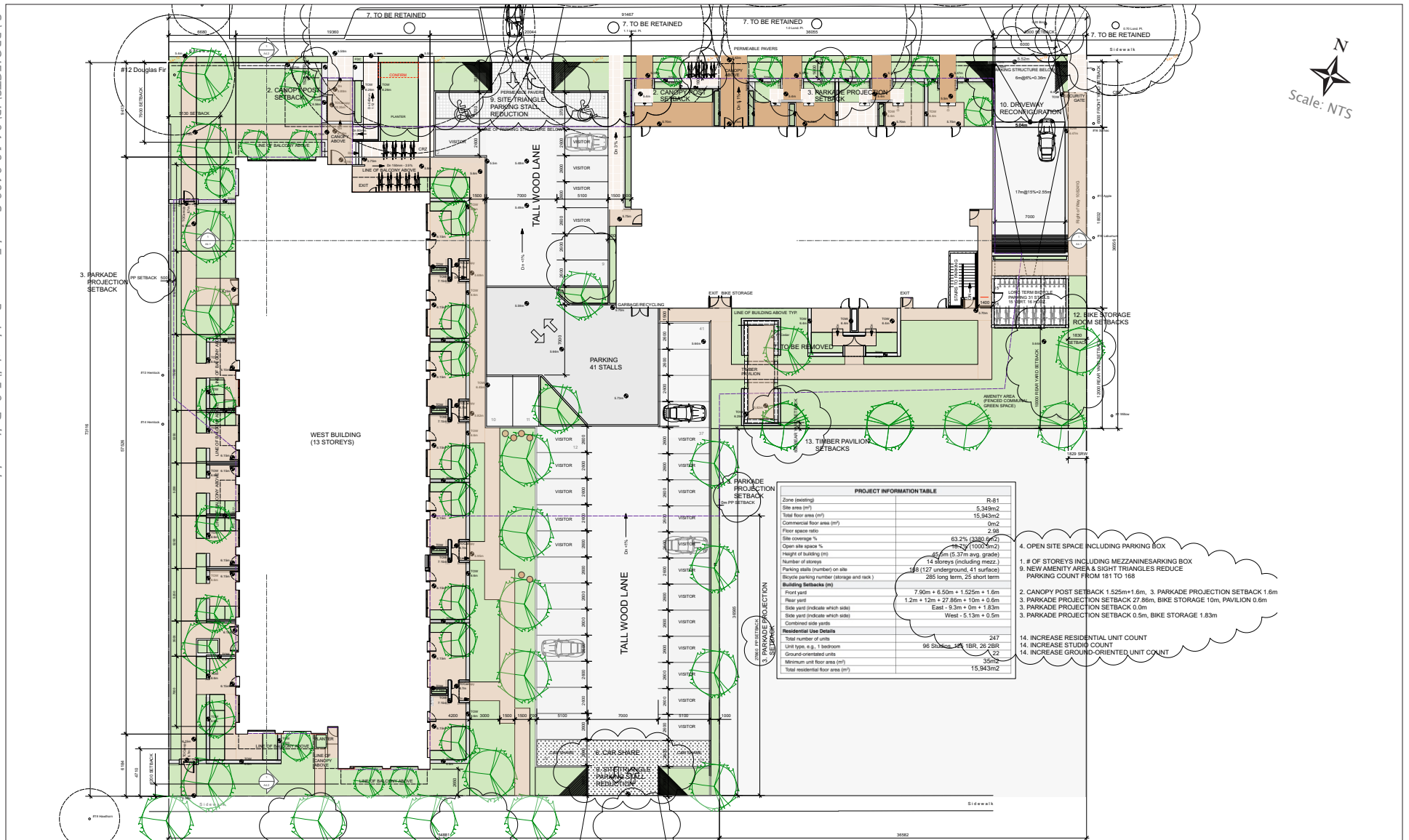


Exhibit 1.2 Site Plan

Speed & Frances
May 2019

2. LOCAL CONTEXT

2.1 Land Use

The site's surrounding land use is a mix of residential, commercial and light-industrial. A number of retail and service businesses are located at Mayfair Shopping Centre (located directly east of Douglas Street) as well as on Douglas Street. The City's Official Community Plan designates the development site as part of the Mayfair Town Centre which allows buildings up to 12 storeys in height and a mix of residential, office, and retail uses.

2.2 Street Network

The proposed development will be located between Speed Avenue and Frances Avenue which are both local streets. Douglas Street, Finlayson Street and Burnside Road are arterial roads, providing regional connectivity. A traffic signal was recently installed at the intersection of Douglas Street and Speed Avenue which greatly improves the vehicle accessibility of the proposed development. **Exhibit 2.1** shows the existing street network including the laning of the one study intersection.

2.3 Walking

The development site has a WalkScore¹ of 80, indicating that it is 'Very Walkable' and that 'Most errands can be accomplished on foot'. As previously noted, there are a variety of commercial destinations nearby. Topaz Park is the largest park in the area is located 550 metres from the development site. All nearby streets have sidewalks on both sides and crosswalks are provided at all signalized intersections. Frequent marked crossings are provided on Douglas Street and Finlayson Street in the proximity of the development site, however, the distance between crossings on Burnside Road tend to be farther apart. For example, the nearest crossings surrounding Finlayson Street are 300 metres to the north (near Alpha Street) and 400 metres to the south (at Douglas Street).

2.4 Cycling

The site is in close proximity to the existing bike/bus lanes on Douglas Street, painted bike lanes on Blanshard Street and Finlayson Street, as well as the multi-use Galloping Goose Regional Trail. The closest access point to the Galloping Goose is located on Alpha Street, approximately 400 metres from the site.

2.5 Transit

The site is well connected to the BC Transit network. Bus routes operate on Douglas Street, Finlayson Street, and Burnside Road, providing access to 18 bus routes within a 300 metre walk of the site. BC

¹ WalkScore is a walkability index based on the distance to the closest amenity in each category. If the closest amenity in a category is within 400 metres, the location receives the maximum number of points.

Transit intends to implement a rapid bus route on Douglas Street and Highway 1 which would likely include a stop between Tolmie Avenue and Finlayson Street.

2.6 On-street Vehicle Parking

Speed Avenue is limited to Residential Parking Only (i.e. parking for residents and their guests) on both sides. Frances Avenue provides a mix of time-limited parking and unrestricted parking between Douglas Street and Burnside Road. There is no on-street parking on Douglas Street.



Exhibit 2.1 Existing Street Network

04-18-0490

Speed & Frances
February 2019

3. DEVELOPMENT PLAN REVIEW

3.1 Bicycle Parking

Well managed, secure, accessible and covered bicycle parking will be provided as part of the development plan. The development will satisfy the bylaw bicycle parking requirements. Schedule C of the City's Zoning Regulation Bylaw states that multi-family buildings must provide at least 1 long-term space for units less than 45 m² and 1.25 long-term spaces for units 45 m² or more. The proposed development contains 96 units less than 45 m² and 151 units 45 m² or more which equates to a minimum requirement of 285 long-term spaces. The greater of 6 short-term spaces per building or 0.1 short-term spaces per unit is also required which equates 18 short-term spaces for the market building and 7 short-term spaces for the affordable housing building.

3.2 Vehicle Parking

3.2.1 Bylaw Requirement & Proposed Supply

Table 3.1 summarizes the development's bylaw required vehicle parking supply and proposed supply. The site's existing R-81 zoning requires developments to provide 0.96 vehicle spaces per dwelling unit for residential parking as well as 0.1 vehicle spaces per dwelling unit for visitors (as per Schedule C of the Zoning Regulation Bylaw). The development intends to supply 168 vehicle spaces in order to facilitate the economic feasibility of providing affordable housing.

Table 3.1: Off-Street Parking Requirement

LAND USE	QUANTITY	BYLAW RATE	BYLAW REQUIREMENT
Residents	247	0.96	237
Visitor	247	0.10	25
TOTAL			262

3.2.2 Variance Rationale

The development is seeking a variance to supply a total of 168 vehicle parking spaces which is 94 spaces below the bylaw requirement of 262 spaces. We support the requested variance due to the following four reasons:

1. Affordable Housing

The development will be providing affordable housing. The homes will be sold below market value and their resale values will be limited. The affordable housing units will be reserved for people with lower incomes which would result in them being less likely to own a vehicle. This causation is accounted for in Schedule C of Victoria's Zoning Regulation Bylaw which requires fewer parking spaces for affordable housing units compared to market housing units.

Table 3.2 summarizes the Schedule C parking requirement which the development would follow if it was not in a zone such as R-81 which has a specific parking requirement (regardless of the housing being affordable or market). Assuming the affordable housing units achieved the Zoning Regulation Bylaw's affordable housing definition², the revised requirement is 220 spaces. In addition to affordable housing residents owning fewer vehicles, in order to facilitate the economics of building affordable housing, construction costs need to be lower than market housing through initiatives such as constructing fewer parking spaces which can cost on average \$50,000 per space to build underground.

Table 3.2: Schedule C Parking Requirement

LAND USE	DWELLING SIZE	QUANTITY	BYLAW RATE	BYLAW REQUIREMENT
Condominium	< 45 m ²	89	0.70 spaces per dwelling	62
	> 45 m ² , < 70 m ²	137	0.85 spaces per dwelling	116
	>70 m ²	11	1.30 spaces per dwelling	14
Affordable Housing	< 45 m ²	7	0.20 spaces per dwelling	1
	> 45 m ² , < 70 m ²	3	0.50 spaces per dwelling	2
	>70 m ²	0	0.75 spaces per dwelling	0
Visitor	-	247	0.10 spaces per dwelling	25
TOTAL				220

2. Reduced Visitor Parking

The City of Victoria requires 0.1 parking spaces per dwelling unit to be reserved for visitors. However, based on Bunt's previous experience for similar village centres in municipalities across Greater Victoria and Metro Vancouver, a visitor parking supply rate of 0.06 spaces per unit is considered appropriate which results in 15 visitor parking spaces. This recommendation is supported by the Metro Vancouver Residential Apartment Parking Study³ which found that visitor parking demand never exceeded 0.06 vehicles per dwelling unit during the study period.

3. Car Share Provisions

The development has offered two parking spaces and will purchase and provide two car-share vehicles to MODO which will allow MODO to grow its presence in the local area. It will also allow the future residents of the proposed development to have very convenient access to car share vehicles and will, therefore, be less reliant on private vehicle ownership and parking. The Metro Vancouver Car Share Study found that residents who joined a two-way car-sharing service (where car reservations begin and end at the car's

² The Bylaw definition of "Affordable" is "Total costs for rent or mortgage plus taxes (including a 10% down payment), insurance and utilities must equal 30% or less of a household's annual income". Even though the development aims to meet this target, since the total mortgage costs is unknown due to varying interest rates, it is difficult to guarantee.

³ The visitor parking demand results from the Metro Vancouver Residential Parking Study were obtained from suburban sites in Burnaby, Port Coquitlam and Richmond which had varying levels of transit service. The visitor parking demand was not correlated with proximity to the Frequent Transit Network; in fact the site with the worst transit service had the lowest peak visitor parking demand of 0.02 visitor vehicles per dwelling. Therefore the results from the Metro Vancouver Residential Parking Study are seen as applicable to the proposed development.

'home location') such as Modo reduced their vehicle ownership by 27%. This indicates that people are willing to join a two-way car-sharing service such as Modo and own fewer vehicles.

All units that do not have a parking space will be given lifetime Modo membership, which will be tied to the strata unit.

4. Parking Management Strategy

The development is proposing 168 parking spaces, of which 15 are recommended to be reserved for visitors and two will be for car share vehicles. Therefore, 151 parking spaces remain for residents. Residents buying a 1-bedroom or 2-bedroom (151 units available) will be given the first right of refusal to purchase one parking space. All residential parking spaces not purchased by 1-bedroom and 2-bedroom home owners will be made available for purchase by studio home owners. At first, the developer will limit the number of parking spaces purchased by each household (regardless of size) to one and only allow households to purchase a second parking space if there are unsold spaces.

The development will separate the cost of vehicle parking by selling parking spaces separate from the dwelling units. This will have two impacts on the parking demand. First, residents will understand the full cost of vehicle ownership and may choose to own fewer vehicles. Second, the development will be attractive for non-vehicle owners since the purchase cost will be lower (since parking costs are excluded). Twenty percent of Victoria households do not own a vehicle⁴, so there is a substantial portion of the population that would be attracted to purchase a condo at a reduced cost from not having a parking space.

3.2.3 Summary

We recommend that the Schedule C parking requirement summarized in Table 3.2 (220 spaces) be used as the 'base' requirement for this development since it is providing affordable housing and the R-81 Zone vehicle parking requirement does not account for this characteristic. We also recommend that the development provide 0.06 visitor spaces per unit (15 visitor spaces) which meets our anticipated peak visitor parking demand. This adjusts the parking requirement to a total of 210 spaces. The development is proposing to supply 168 spaces which we believe is reasonable due to its commitment to reducing vehicle ownership through an effective parking management strategy and providing two spaces to a car share operator.

3.3 Design Review

Bunt worked with the project architect to ensure the design was accessible to appropriately sized vehicles. The development's drive aisle connecting Frances Avenue and Speed Avenue provides easy access for large vehicles such as waste collection vehicles.

⁴ Obtained from the Capital Regional District Origin-Destination 2017 Household Travel Survey.

4. TRAFFIC OPERATIONS ASSESSMENT

4.1 Traffic Operations Assessment Methodology

The traffic operations were assessed at the Douglas Street & Speed Avenue intersection during the weekday AM and PM peak hours. The operations were assessed using the methods outlined in the 2010 Highway Capacity Manual (HCM), using the Synchro 9 analysis software. The traffic operations were assessed using the performance measures of Level of Service (LOS) and volume-to-capacity (V/C) ratios.

The LOS rating is based on average vehicle delay and ranges from “A” to “F” based on the quality of operation at the intersection. LOS “A” represents minimal queuing time conditions while a LOS “F” represents an over-capacity condition with considerable congestion and/or queuing time. A queuing time of fewer than 10 seconds receives a LOS A whereas queuing times greater than 50 seconds receive a LOS F. In downtown and Town Centre contexts, during peak demand periods, queuing times greater than 50 seconds (LOS F) are common.

The volume to capacity (V/C) ratio of an intersection represents the ratio between the demand volume and the available capacity. A V/C ratio less than 0.85 indicates that there is sufficient capacity to accommodate demands and generally represents reasonable traffic conditions in suburban settings. A V/C value between 0.85 and 0.95 indicates an intersection is approaching practical capacity; a V/C ratio over 0.95 indicates that traffic demands are close to exceeding the available capacity, resulting in saturated conditions. A V/C ratio over 1.0 indicates a congested intersection where drivers may have to wait through multiple signal cycles. In urban downtown and town centre contexts, during peak demand periods, V/C ratios over 0.90 and even 1.0 are common.

4.2 Existing Conditions

Bunt collected the AM peak period traffic data on Thursday, January 24, 2019, and the PM peak period traffic data on Wednesday, January 23, 2019. 8:00 to 9:00 am was identified as the AM peak hour and 4:15 – 5:15 pm was identified as the PM peak hour.

Bunt observed approximately 2,000 vehicles (two-way) on Douglas Street during the AM peak hour and 2,400 vehicles during the PM peak hour. Bunt observed 30 vehicles on Speed Avenue during the AM peak hour and 50 vehicles during the PM peak hour. No vehicles entered/exited the Mayfair Mall underground parkade located off of the east leg of the intersection during the AM peak hour since it is closed during this time.

Exhibit 4.1 illustrates the vehicle volumes and traffic operations for the two peak hours. There are no traffic operations concerns with the existing conditions. All movements operate within their capacity and have reasonable queuing times and lengths. Some movements, including the minor leg approaches and the left turns off of Douglas Street operate at LOS E with a low V/C ratio. This indicates that although there is additional capacity (low V/C ratio) these movements have moderate delays in order to reduce delays for the intersection’s primary movements (northbound and southbound on Douglas Street).

4.3 Future Conditions

4.3.1 Development Generated Traffic

The vehicle trip generation for the proposed development was estimated using the ITE Trip Generation Manual, 10th Edition. **Table 4.1** shows the utilized trip rates. Bunt utilized the average ITE trip rate for high-rise multi-family buildings in a 'dense multi-use urban' for both the market and affordable housing buildings. Although the site location is beyond the geographic area that would be considered to be categorized as 'dense multi-use urban' in Victoria, the development's affordable housing component and low vehicle parking supply will cause its vehicle trip generation to be lower than if the development was all market housing and provided vehicle parking in line with the Zoning Bylaw. The resulting vehicle trip generation for the 247 dwelling units is approximately 50 total vehicle trips per peak hour (less than one vehicle per minute).

Table 4.1: Peak Hour Vehicle Trip Rates and Trip Generation

LAND USE	AM PEAK HOUR			PM PEAK HOUR		
	TOTAL	IN	OUT	TOTAL	IN	OUT
Trip Rate (vehicles per dwelling)	0.21	12%	88%	0.19	70%	39%
Trip Generation (vehicles)	52	6	46	47	33	14

The trips were assigned to the network based on existing travel patterns and the assumed trip distribution is shown in **Table 4.2**. In order to complete a 'worst-case analysis', all vehicle trips were assumed to go through the Douglas Street & Speed Avenue intersection. In reality, some vehicle trips will utilize the site's driveway on Frances Avenue and thus the development's impact to the Douglas Street & Speed Avenue intersection will be lower than shown in this study. **Exhibit 4.2** illustrates the resulting site vehicle forecasts.

Table 4.2: Trip Distribution

ORIGIN/DESTINATION	AM PEAK HOUR		PM PEAK HOUR	
	IN (%)	OUT (%)	IN (%)	OUT (%)
Douglas Street – North	70	50	35	50
Douglas Street – South	30	50	65	50
TOTAL	100%	100%	100%	100%

4.3.2 Traffic Operations Results

Exhibit 4.3 demonstrates the future (with development) vehicle volumes and operations. There are no traffic operational concerns at the study intersection and the development does not significantly impact the intersection. The development's impact is estimated to cause vehicles queues to increase by no more than one vehicle and vehicle delays to increase by less than two seconds.

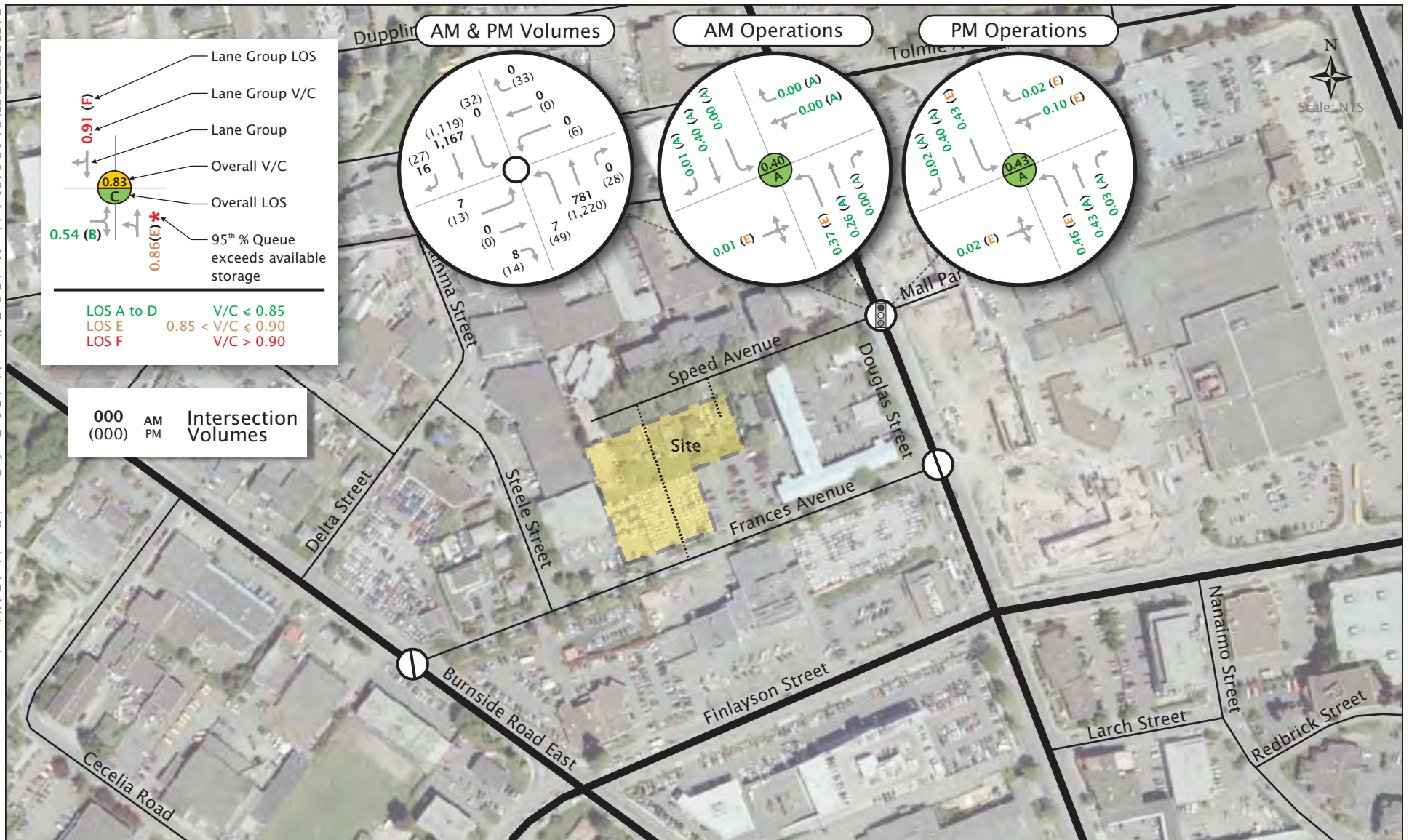


Exhibit 4.1 Existing Volumes and Traffic Operations

04-18-0490

Speed & Frances
February 2019

S:\PROJECTS\SB\04-18-0481 Ashley Mar\5.0 Deliverables\5.1 Draft Report\Graphics\Exhibits.cdr

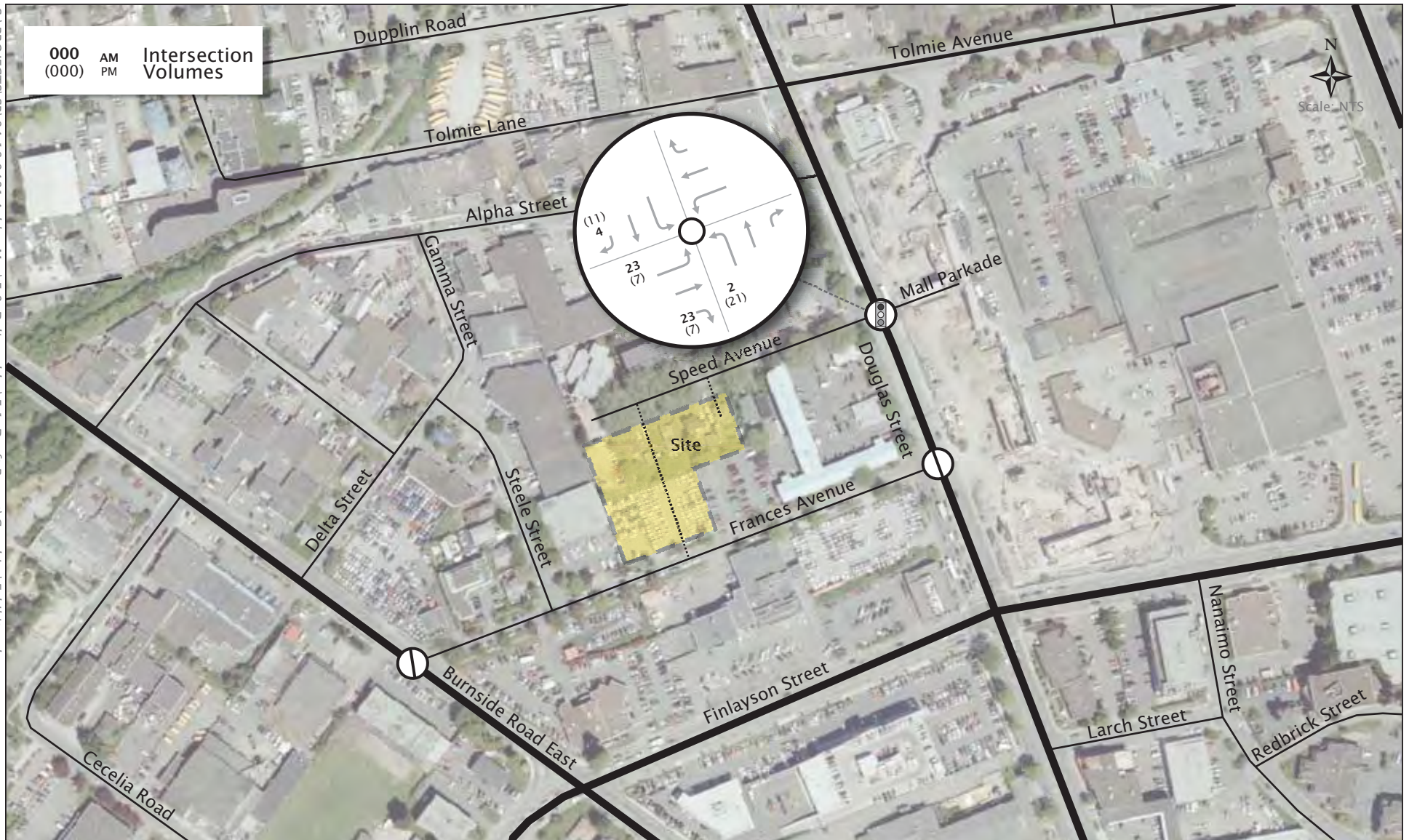


Exhibit 4.2 Site Vehicle Volumes

04-18-0490

Speed & Frances
February 2019



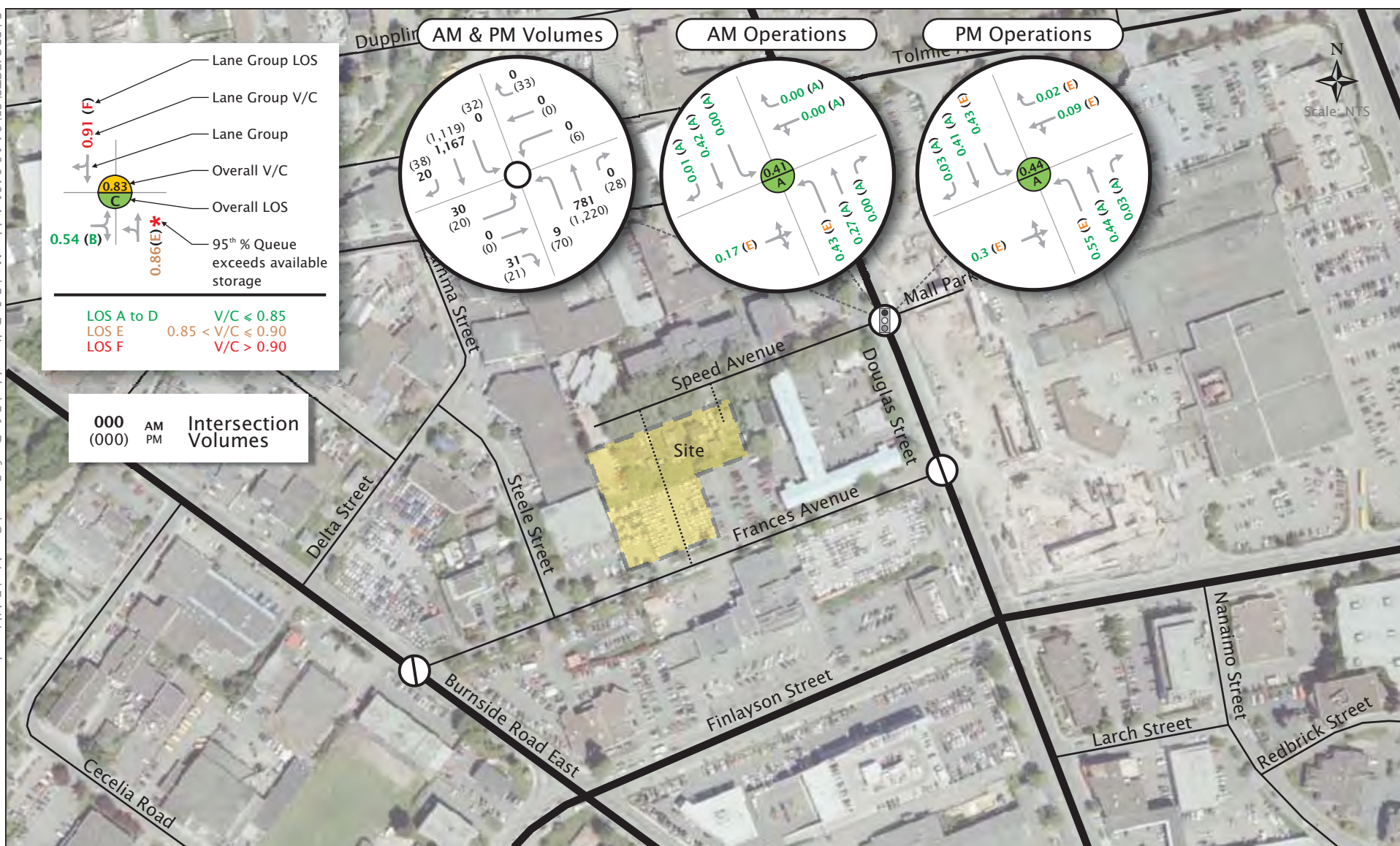


Exhibit 4.3
Future (with Development) Vehicle Volumes & Operations

5. SUMMARY & RECOMMENDATIONS

Development Details

- 1) The proposed development will consist of two buildings with a total of 247 residential units. The western building will contain a market residential tower with 179 market condo units. The eastern building will contain 10 affordable units and 58 market condo units.
- 2) The entrance to the underground parkade is located directly off of Speed Avenue at the east end of the site. The surface parking area will connect to both Speed Avenue and Frances Avenue.
- 3) The development is seeking to reduce its vehicle parking supply to make the affordable units economically feasible. The development proposes to supply 168 parking spaces.
- 4) The development will meet or exceed bicycle parking Bylaw requirements.

Vehicle Parking Variance Rationale

- 5) The proposed vehicle parking supply is anticipated to meet the anticipated demand. Bunt supports the proposed vehicle parking variance since:
 - a) The Bylaw requirement does not consider the affordable nature of one of the buildings.
 - b) The Bylaw requirement for visitor parking is higher than needed.
 - c) The development's commitment to providing Modo car-share memberships to unit owners who do not purchase a parking space. In addition the developer will provide two parking spaces and two vehicles to Modo.
 - d) The development's commitment to reducing vehicle ownership through a parking management strategy, including unbundling parking costs from home costs.

Traffic Operations

- 6) The Douglas Street & Speed Avenue intersection currently operates well, with minimal delays for through vehicles on Douglas Street and modest delays for turning movements.
- 7) The proposed development is anticipated to generate up to 50 vehicle trips per weekday peak hour. The additional traffic will minimally impact the Douglas Street & Speed Avenue intersection.



February 7, 2019

1172873 BC Ltd.
c/o Mike Geric Construction Ltd
4520 West Saanich Road
Victoria, BC
V8Z 3G4

Attention: Katherine Davies

Dear Katherine:

Re: Carshare arrangements at proposed residential development(s) located 605, 607, 609, 615, 629 Speed Avenue and 606, 612, 618 Frances Avenue, Victoria

This letter will confirm that Modo sees the location of the proposed residential development(s) at 605, 607, 609, 615, 629 Speed Avenue and 606, 612, 618 Frances Avenue in Victoria as having good potential for carsharing. Under the following arrangements, Modo is willing to enter into an agreement(s) with 1172873 BC Ltd. to provide carsharing services:

1. Prior to the issuance of a development permit(s) by the City of Victoria for the proposed development(s), 1172873 BC Ltd. and Modo will enter into a legally binding agreement(s) for the provision of carsharing services at the location of the proposed development(s) in compliance with City of Victoria requirements;
2. 1172873 BC Ltd. will provide, at no cost to Modo, two (2) designated parking spaces at location of the proposed development(s) to be accessible to all Modo members on a 24 hours a day, 7 days a week basis;
3. When final parking drawings become available, Modo will review them to ensure that the parking spaces to be provided will be suitable for carsharing and comply with Modo construction standards for shared vehicle parking space (enclosed);
4. 1172873 BC Ltd. will provide to Modo a onetime financial contribution of \$52,500.00 inclusive of taxes and fees (the "Project Fee") for the purchase of two (2) shared vehicles to be located at location of the proposed development(s), in the parking spaces designated for carsharing;
5. Modo will provide 1172873 BC Ltd. with a Partnership Membership in Modo with a public value of \$52,500.00, valid for the lifetime of the proposed building(s) and allowing a maximum of 105 residents of the proposed development(s) to benefit from Modo membership privileges without the need to themselves pay a \$500 membership fee;

6. Modo will provide a promotional incentive worth \$100 of driving credits to each resident of the proposed building(s) joining Modo with an individual account; and
7. Modo will share data with the City of Victoria on the utilization of the onsite vehicles, including the ratio of hours booked by building residents vs non-residents.

Modo is interested in working with 1172873 BC Ltd., and be part of the proposed development(s) at 605, 607, 609, 615, 629 Speed Avenue and 606, 612, 618 Frances Avenue whose residents and nearby neighbours may no longer need to own a car of their own for their personal and business needs.

Thank you for your support of carsharing in the City of Victoria.

Regards,

A handwritten signature in black ink, appearing to read 'Sylvain Cellaire', with a stylized, flowing script.

Sylvain Cellaire
Business Development Manager

Enclosed:

- Modo - Construction Standards For Shared Vehicle Parking Space

July 17, 2019

Luke Mari
Purdey Group
1839 Fairfield Road
Victoria, BC V8S 1G9

Dear Luke,

RE: Speed and Frances – Mass Timber

RJC No. VIC.101398.0004

The proposed building form for Speed and Frances has been developed specifically to take advantage of the benefits of mass timber, to reduce the seismic forces on the building, and to mitigate the effects of the very poor soil conditions.

In areas such as southern Vancouver Island, with very high seismic loads, the seismic force resisting system is a significant portion of building costs. Designing taller, more flexible buildings allows us to reduce the seismic design forces on the buildings and the foundations.

Due to the poor soil conditions, a reduction in building weight and increase in height is critical to project success. Replacing concrete floors with mass timber allows us to save approximate 30% of the building weight, reducing the cost of the transfer slabs and deep foundations. The increase in height also creates a more flexible and ductile structure, reducing the cost of the seismic system.

The building form takes advantage of the economy of mass timber by optimizing spans and using repetition to minimize material and reduce fabrication and erection costs.

We trust the above helps to clarify the design approach for the structure at Speed and Frances. Please don't hesitate to contact us with any questions.

Yours truly,

READ JONES CHRISTOFFERSEN LTD.

Leon Plett, P.Eng, Struct. Eng., MStructE, CED® AP
Managing Principal

LP/hr



3.2 Development Permit with Variances Application No. 00115 for 605-629 Speed Avenue and 606-618 Frances Avenue

The City is considering a Development Permit with Variances Application to construct a 14-storey and a 6-storey multi-unit residential building.

Applicant meeting attendees:

FRANC D'AMBROSIO	D'AMBROSIO ARCHITECTURE + URBANISM
ERICA SANGSTER	D'AMBROSIO ARCHITECTURE + URBANISM
TERRY KOPECK	D'AMBROSIO ARCHITECTURE + URBANISM
MARK ZUPAN	D'AMBROSIO ARCHITECTURE + URBANISM
KEITH GRANT	KEITH N. GRANT
	LANDSCAPE ARCHITECTURE LTD.
GREG GILLESPIE	MIKE GERIC CONSTRUCTION
RYAN GOODMAN	ARYZE DEVELOPMENT
JUSTIN FILUK	ARYZE DEVELOPMENT

Leanne Taylor provided the Panel with a brief introduction of the application and the areas that Council is seeking advice on, including the following:

- height and building mass of the fourteen-storey building
- circular windows on the west elevation of the fourteen-storey building
- application of building materials.

Franc D'Ambrosio and Erica Sangster provided the Panel with a detailed presentation of the site and context of the proposal, and Keith Grant provided details of the proposed landscape plan.

The Panel asked the following questions of clarification:

- why are Juliet balconies proposed on Speed Avenue, rather than full balconies?
 - this was a direction from the owner, due to how the smaller building will be marketed
 - Juliet balconies will not interfere with the London plane trees along Speed Avenue
- what is the clearance between the 14-storey tower and the existing industrial building to the west?
 - 6.8m
- how tall is the neighbouring industrial building to the west?
 - approximately 1.5 to 2 storeys tall
- what is proposed for the first level of the of the 14-storey building at the west?
 - patios and landscape screening is proposed
- how will the balcony boxes be drained to avoid dirt build-up on the surface?
 - this has been considered and adequate drainage is ensured
- what is the design intent behind the lack of curvature in the building design?
 - this has been discussed at length, and the current design highlights the clean lines and form of the building
 - there are curvilinear forms in the landscape design
- how is the entryway along Speed Avenue designed for minimal impact to the London plane trees along the street?
 - the tree canopy is quite tall in this area

- there is no underground parking at this location to protect the root zones
 - there has been much discussion to ensure that the trees are protected
- the 14-storey building has common area but the 6-storey building does not; was the 6-storey building's flat roof considered for use as amenity space?
 - this is not planned at the moment, but could be considered
- were options other than circular windows explored for breaking up the 14-storey building's massing?
 - the round windows add an element of whimsy
- do the applicants anticipate vehicular traffic cutting through the site from Douglas Street, and if so, how has this been mitigated?
 - it is impossible to get from Frances Avenue to Douglas Street without waiting for traffic, so this would never be a shorter route
 - the applicants have worked with the City's transportation staff to locate the parkade entrance
 - the vehicular traffic generated from the site will be managed with a signalized intersection
- is it an accurate statement that there are generally challenges with stepping back a timber-frame building, or are there challenges only in this particular context?
 - this is an accurate statement generally
 - the most significant challenge is in articulating the building's massing, while satisfying structural engineering requirements
 - the proposal can be seen as a prototype for using a timber-frame structure in the most efficient (and interesting) way possible
- what has been done to create a laneway rather than a parking lot?
 - the parking and landscaping layout ensures that there is never a 'shotgun' view of all the parked cars, and there are trees planted every three parking spaces to form a canopy
- is there a different surface material for the laneway?
 - yes
- the proposed 14-storey building would be significantly taller than any others in close proximity. What is the intent for this area?
 - Leanne Taylor noted that the current zoning allows for up to 12 storeys, consistent with the Official Community Plan and neighbourhood plan
 - there are no other applications at present for buildings of 12 storeys in this area, but the intent is for this area to grow with increased height as the Mayfair Town Centre
- is the only variance for height?
 - yes, and the proposal is under the allowable floor space ratio
- what is the rationale for the horizontal band across the east side of the 14-storey building?
 - the band divides the building into two horizontal, visually-digestible pieces, each higher than the average neighbouring building
 - the band will visually reduce the impact of the building face
- what is the design of the separate bicycle parking structure, and why isn't this simply a room within one of the main buildings?
 - there is a schematic drawing in the plans for this building
 - the bicycle parking will aesthetically match the pavilion at the other side of the property
- what cladding is proposed?
 - either high-quality cementitious or composite panel will be used

- if composite panel is used, how would it be joined?
 - the joints would be concealed
 - metal composites and fibre cement composites are also being considered
 - the material will be smooth, white, lustrous, high-quality and fire-rated material.

The Panel discussed:

- there being many examples of well-articulated timber-frame buildings that are stepped back; the need to be honest about technical requirements vs. feasibility
- appreciation for the buildings' strong, clean architectural expression
- the success of the entry canopy on Speed Avenue in bridging between the public and private realms
- recognition that these units will not be affordable
- appreciation for the architecture and materiality
- opportunity to reconsider the whimsical circular windows
- appreciation for the proposed landscaping, internal laneway and Speed Avenue street tree retention
- concern that the tree canopy in the laneway will not fill out as proposed
- the extreme, imposing height of the proposed 14-storey building; desire to see it reduced to 12 storeys for a better aesthetic and contextual fit
- the need to respect the 12-storey zoning for the site
- appreciation for the need for higher-density buildings outside the downtown core
- opportunity to redistribute the density between the 14- and 6-storey buildings to reduce the taller building's height
- the 6-storey building's appropriate scale and the protection of the tree canopy
- the danger of setting a precedent for much taller buildings along Speed Avenue
- if the building were reduced to 12 storeys, it would still fulfill the policy goals of revitalization and would add a landmark and a sense of place
- the need for accessibility given the increased density on a site with challenging access.

Motion:

It was moved by Elizabeth Balderston, seconded by Pamela Madoff, that the Advisory Design Panel recommend to Council that Development Permit with Variances Application No. 00115 for 605-629 Speed Avenue and 606-618 Frances Avenue be approved with the following change:

- that the project comply with the height limit as prescribed within the zone.

Carried (6:1)

For: Elizabeth Balderston, Sorin Birliga, Brad Forth, Pamela Madoff, Karen Sander, Stefan Schulson

Opposed: Jason Niles

From: Katherine Davies <noreply@123formbuilder.io>
Sent: Wednesday, May 22, 2019 11:59 AM
To: Victoria Mayor and Council
Subject: I want to support the project proposed at 605-629 Speed, 606-618 Frances.

Dear Mayor and Council,

I am writing you to show my support for the development proposal DPV No. 00115 at 605-629 Speed Avenue, 606-618 Frances Avenue.

Sincerely,

Katherine Davies

152 Olive Street Victoria BC V8S3H3

Sent from TalktoAryze.ca, talk@talktoaryze.ca

From: Zine alaoui <noreply@123formbuilder.io>
Sent: Sunday, May 26, 2019 11:58 AM
To: Victoria Mayor and Council
Subject: I want to support the project proposed at 605-629 Speed, 606-618 Frances.

Dear Mayor and Council,

I am writing you to show my support for the development proposal DPV No. 00115 at 605-629 Speed Avenue, 606-618 Frances Avenue.

Sincerely,

Zine alaoui

1781 Laval av

Sent from TalktoAryze.ca, talk@talktoaryze.ca

From: Alexis Malinowski <noreply@123formbuilder.io>
Sent: Sunday, May 26, 2019 11:10 AM
To: Victoria Mayor and Council
Subject: I want to support the project proposed at 605-629 Speed, 606-618 Frances.

Dear Mayor and Council,

I am writing you to show my support for the development proposal DPV No. 00115 at 605-629 Speed Avenue, 606-618 Frances Avenue.

Sincerely,

Alexis Malinowski

1601 Yale street

Sent from TalktoAryze.ca, talk@talktoaryze.ca

From: Alexander McCracken <noreply@123formbuilder.io>
Sent: Sunday, May 26, 2019 12:17 PM
To: Victoria Mayor and Council
Subject: I want to support the project proposed at 605-629 Speed, 606-618 Frances.

Dear Mayor and Council,

I am writing you to show my support for the development proposal DPV No. 00115 at 605-629 Speed Avenue, 606-618 Frances Avenue.

Sincerely,

Alexander McCracken

816-160 Wilson St.

Sent from TalktoAryze.ca, talk@talktoaryze.ca

From: Amber McMillan <noreply@123formbuilder.io>
Sent: Sunday, May 26, 2019 1:13 PM
To: Victoria Mayor and Council
Subject: I want to support the project proposed at 605-629 Speed, 606-618 Frances.

Dear Mayor and Council,

I am writing you to show my support for the development proposal DPV No. 00115 at 605-629 Speed Avenue, 606-618 Frances Avenue.

Sincerely,

Amber McMillan

141 Montreal Street

Sent from TalktoAryze.ca, talk@talktoaryze.ca

From: Adrian Mohareb <noreply@123formbuilder.io>
Sent: Sunday, May 26, 2019 11:30 AM
To: Victoria Mayor and Council
Subject: I want to support the project proposed at 605-629 Speed, 606-618 Frances.

Dear Mayor and Council,

I am writing you to show my support for the development proposal DPV No. 00115 at 605-629 Speed Avenue, 606-618 Frances Avenue.

Sincerely,

Adrian Mohareb

409 Langford St

Sent from TalktoAryze.ca, talk@talktoaryze.ca

From: Adele and Brian <noreply@123formbuilder.io>
Sent: Sunday, May 26, 2019 1:36 PM
To: Victoria Mayor and Council
Subject: I want to support the project proposed at 605-629 Speed, 606-618 Frances.

Dear Mayor and Council,

I am writing you to show my support for the development proposal DPV No. 00115 at 605-629 Speed Avenue, 606-618 Frances Avenue.

Sincerely,

Adele and Brian

306-380 Waterfront cresc

Sent from TalktoAryze.ca, talk@talktoaryze.ca

From: Audrey <noreply@123formbuilder.io>
Sent: Sunday, May 26, 2019 2:12 PM
To: Victoria Mayor and Council
Subject: I want to support the project proposed at 605-629 Speed, 606-618 Frances.

Dear Mayor and Council,

I am writing you to show my support for the development proposal DPV No. 00115 at 605-629 Speed Avenue, 606-618 Frances Avenue.

Sincerely,

Audrey

2687 158th street

Sent from TalktoAryze.ca, talk@talktoaryze.ca

From: Bruce Clark <noreply@123formbuilder.io>
Sent: Sunday, May 26, 2019 11:36 AM
To: Victoria Mayor and Council
Subject: I want to support the project proposed at 605-629 Speed, 606-618 Frances.

Dear Mayor and Council,

I am writing you to show my support for the development proposal DPV No. 00115 at 605-629 Speed Avenue, 606-618 Frances Avenue.

Sincerely,

Bruce Clark

385 Selkirk place

Sent from TalktoAryze.ca, talk@talktoaryze.ca

From: Bruce Dean <noreply@123formbuilder.io>
Sent: Sunday, May 26, 2019 2:32 PM
To: Victoria Mayor and Council
Subject: I want to support the project proposed at 605-629 Speed, 606-618 Frances.

Dear Mayor and Council,

I am writing you to show my support for the development proposal DPV No. 00115 at 605-629 Speed Avenue, 606-618 Frances Avenue.

Sincerely,

Bruce Dean

Greater Victoria

Sent from TalktoAryze.ca, talk@talktoaryze.ca

From: Brad <noreply@123formbuilder.io>
Sent: Sunday, May 26, 2019 1:28 PM
To: Victoria Mayor and Council
Subject: I want to support the project proposed at 605-629 Speed, 606-618 Frances.

Dear Mayor and Council,

I am writing you to show my support for the development proposal DPV No. 00115 at 605-629 Speed Avenue, 606-618 Frances Avenue.

Sincerely,

Brad

102-1000 Inverness Rd

Sent from TalktoAryze.ca, talk@talktoaryze.ca

From: Carol Brown <noreply@123formbuilder.io>
Sent: Sunday, May 26, 2019 11:28 AM
To: Victoria Mayor and Council
Subject: I want to support the project proposed at 605-629 Speed, 606-618 Frances.

Dear Mayor and Council,

I am writing you to show my support for the development proposal DPV No. 00115 at 605-629 Speed Avenue, 606-618 Frances Avenue.

Sincerely,

Carol Brown

101c 1115 Craigflower Rd.

Sent from TalktoAryze.ca, talk@talktoaryze.ca

From: Claire danes <noreply@123formbuilder.io>
Sent: Sunday, May 26, 2019 10:22 AM
To: Victoria Mayor and Council
Subject: I want to support the project proposed at 605-629 Speed, 606-618 Frances.

Dear Mayor and Council,

I am writing you to show my support for the development proposal DPV No. 00115 at 605-629 Speed Avenue, 606-618 Frances Avenue.

Sincerely,

Claire danes

Yates st

Sent from TalktoAryze.ca, talk@talktoaryze.ca

From: Carol Fulton <noreply@123formbuilder.io>
Sent: Sunday, May 26, 2019 1:02 PM
To: Victoria Mayor and Council
Subject: I want to support the project proposed at 605-629 Speed, 606-618 Frances.

Dear Mayor and Council,

I am writing you to show my support for the development proposal DPV No. 00115 at 605-629 Speed Avenue, 606-618 Frances Avenue.

Sincerely,

Carol Fulton

3220 Quadra St

Sent from TalktoAryze.ca, talk@talktoaryze.ca

From: Colleen Holden <noreply@123formbuilder.io>
Sent: Sunday, May 26, 2019 12:24 PM
To: Victoria Mayor and Council
Subject: I want to support the project proposed at 605-629 Speed, 606-618 Frances.

Dear Mayor and Council,

I am writing you to show my support for the development proposal DPV No. 00115 at 605-629 Speed Avenue, 606-618 Frances Avenue.

Sincerely,

Colleen Holden

136 Mitchell's place courtesan bc v9 n8p3

Sent from TalktoAryze.ca, talk@talktoaryze.ca

From: Carter laird <noreply@123formbuilder.io>
Sent: Sunday, May 26, 2019 1:43 PM
To: Victoria Mayor and Council
Subject: I want to support the project proposed at 605-629 Speed, 606-618 Frances.

Dear Mayor and Council,

I am writing you to show my support for the development proposal DPV No. 00115 at 605-629 Speed Avenue, 606-618 Frances Avenue.

Sincerely,

Carter laird

550quadra st

Sent from TalktoAryze.ca, talk@talktoaryze.ca

From: Chang Liam <noreply@123formbuilder.io>
Sent: Sunday, May 26, 2019 10:42 AM
To: Victoria Mayor and Council
Subject: I want to support the project proposed at 605-629 Speed, 606-618 Frances.

Dear Mayor and Council,

I am writing you to show my support for the development proposal DPV No. 00115 at 605-629 Speed Avenue, 606-618 Frances Avenue.

Sincerely,

Chang Liam

Fairfield

Sent from TalktoAryze.ca, talk@talktoaryze.ca

From: Colleen Main <noreply@123formbuilder.io>
Sent: Sunday, May 26, 2019 11:15 AM
To: Victoria Mayor and Council
Subject: I want to support the project proposed at 605-629 Speed, 606-618 Frances.

Dear Mayor and Council,

I am writing you to show my support for the development proposal DPV No. 00115 at 605-629 Speed Avenue, 606-618 Frances Avenue.

Sincerely,

Colleen Main

10423 chemainus road

Sent from TalktoAryze.ca, talk@talktoaryze.ca

From: Camila <noreply@123formbuilder.io>
Sent: Sunday, May 26, 2019 11:56 AM
To: Victoria Mayor and Council
Subject: I want to support the project proposed at 605-629 Speed, 606-618 Frances.

Dear Mayor and Council,

I am writing you to show my support for the development proposal DPV No. 00115 at 605-629 Speed Avenue, 606-618 Frances Avenue.

Sincerely,

Camila

5705 pat bay hwy

Sent from TalktoAryze.ca, talk@talktoaryze.ca

From: Christine <noreply@123formbuilder.io>
Sent: Sunday, May 26, 2019 10:40 AM
To: Victoria Mayor and Council
Subject: I want to support the project proposed at 605-629 Speed, 606-618 Frances.

Dear Mayor and Council,

I am writing you to show my support for the development proposal DPV No. 00115 at 605-629 Speed Avenue, 606-618 Frances Avenue.

Sincerely,

Christine

540 Dunedin

Sent from TalktoAryze.ca, talk@talktoaryze.ca

From: Don Brown <noreply@123formbuilder.io>
Sent: Sunday, May 26, 2019 11:26 AM
To: Victoria Mayor and Council
Subject: I want to support the project proposed at 605-629 Speed, 606-618 Frances.

Dear Mayor and Council,

I am writing you to show my support for the development proposal DPV No. 00115 at 605-629 Speed Avenue, 606-618 Frances Avenue.

Sincerely,

Don Brown

1115 Craigflower rd

Sent from TalktoAryze.ca, talk@talktoaryze.ca

From: Danielle Driver <noreply@123formbuilder.io>
Sent: Sunday, May 26, 2019 11:41 AM
To: Victoria Mayor and Council
Subject: I want to support the project proposed at 605-629 Speed, 606-618 Frances.

Dear Mayor and Council,

I am writing you to show my support for the development proposal DPV No. 00115 at 605-629 Speed Avenue, 606-618 Frances Avenue.

Sincerely,

Danielle Driver

240 Tahoe ave

Sent from TalktoAryze.ca, talk@talktoaryze.ca

From: Dana Godley <noreply@123formbuilder.io>
Sent: Sunday, May 26, 2019 12:09 PM
To: Victoria Mayor and Council
Subject: I want to support the project proposed at 605-629 Speed, 606-618 Frances.

Dear Mayor and Council,

I am writing you to show my support for the development proposal DPV No. 00115 at 605-629 Speed Avenue, 606-618 Frances Avenue.

Sincerely,

Dana Godley

370 Ker Avenue

Sent from TalktoAryze.ca, talk@talktoaryze.ca

From: Dan Hofman <noreply@123formbuilder.io>
Sent: Sunday, May 26, 2019 2:03 PM
To: Victoria Mayor and Council
Subject: I want to support the project proposed at 605-629 Speed, 606-618 Frances.

Dear Mayor and Council,

I am writing you to show my support for the development proposal DPV No. 00115 at 605-629 Speed Avenue, 606-618 Frances Avenue.

Sincerely,

Dan Hofman

521 burnside rd e

Sent from TalktoAryze.ca, talk@talktoaryze.ca

From: Danny MacArthur <noreply@123formbuilder.io>
Sent: Sunday, May 26, 2019 11:15 AM
To: Victoria Mayor and Council
Subject: I want to support the project proposed at 605-629 Speed, 606-618 Frances.

Dear Mayor and Council,

I am writing you to show my support for the development proposal DPV No. 00115 at 605-629 Speed Avenue, 606-618 Frances Avenue.

Sincerely,

Danny MacArthur

1475 Banff place

Sent from TalktoAryze.ca, talk@talktoaryze.ca

From: David Olsen <noreply@123formbuilder.io>
Sent: Sunday, May 26, 2019 2:31 PM
To: Victoria Mayor and Council
Subject: I want to support the project proposed at 605-629 Speed, 606-618 Frances.

Dear Mayor and Council,

I am writing you to show my support for the development proposal DPV No. 00115 at 605-629 Speed Avenue, 606-618 Frances Avenue.

Sincerely,

David Olsen

Selkirk

Sent from TalktoAryze.ca, talk@talktoaryze.ca

From: Dan Ryan <noreply@123formbuilder.io>
Sent: Sunday, May 26, 2019 12:01 PM
To: Victoria Mayor and Council
Subject: I want to support the project proposed at 605-629 Speed, 606-618 Frances.

Dear Mayor and Council,

I am writing you to show my support for the development proposal DPV No. 00115 at 605-629 Speed Avenue, 606-618 Frances Avenue.

Sincerely,

Dan Ryan

900 Rankin Road

Sent from TalktoAryze.ca, talk@talktoaryze.ca

From: Davey Sundher <noreply@123formbuilder.io>
Sent: Sunday, May 26, 2019 12:48 PM
To: Victoria Mayor and Council
Subject: I want to support the project proposed at 605-629 Speed, 606-618 Frances.

Dear Mayor and Council,

I am writing you to show my support for the development proposal DPV No. 00115 at 605-629 Speed Avenue, 606-618 Frances Avenue.

Sincerely,

Davey Sundher

Saanich

Sent from TalktoAryze.ca, talk@talktoaryze.ca

From: Deni <noreply@123formbuilder.io>
Sent: Sunday, May 26, 2019 11:40 AM
To: Victoria Mayor and Council
Subject: I want to support the project proposed at 605-629 Speed, 606-618 Frances.

Dear Mayor and Council,

I am writing you to show my support for the development proposal DPV No. 00115 at 605-629 Speed Avenue, 606-618 Frances Avenue.

Sincerely,

Deni

240tahoe ave

Sent from TalktoAryze.ca, talk@talktoaryze.ca

From: Elise McLellan <noreply@123formbuilder.io>
Sent: Sunday, May 26, 2019 12:25 PM
To: Victoria Mayor and Council
Subject: I want to support the project proposed at 605-629 Speed, 606-618 Frances.

Dear Mayor and Council,

I am writing you to show my support for the development proposal DPV No. 00115 at 605-629 Speed Avenue, 606-618 Frances Avenue.

Sincerely,

Elise McLellan

409-380 waterfront crescent

Sent from TalktoAryze.ca, talk@talktoaryze.ca

From: Gerald cole <noreply@123formbuilder.io>
Sent: Sunday, May 26, 2019 2:31 PM
To: Victoria Mayor and Council
Subject: I want to support the project proposed at 605-629 Speed, 606-618 Frances.

Dear Mayor and Council,

I am writing you to show my support for the development proposal DPV No. 00115 at 605-629 Speed Avenue, 606-618 Frances Avenue.

Sincerely,

Gerald cole

300 waterfront crs

Sent from TalktoAryze.ca, talk@talktoaryze.ca

From: Greg <noreply@123formbuilder.io>
Sent: Sunday, May 26, 2019 11:20 AM
To: Victoria Mayor and Council
Subject: I want to support the project proposed at 605-629 Speed, 606-618 Frances.

Dear Mayor and Council,

I am writing you to show my support for the development proposal DPV No. 00115 at 605-629 Speed Avenue, 606-618 Frances Avenue.

Sincerely,

Greg

Colwood

Sent from TalktoAryze.ca, talk@talktoaryze.ca

From: Heather Halliday <noreply@123formbuilder.io>
Sent: Sunday, May 26, 2019 12:34 PM
To: Victoria Mayor and Council
Subject: I want to support the project proposed at 605-629 Speed, 606-618 Frances.

Dear Mayor and Council,

I am writing you to show my support for the development proposal DPV No. 00115 at 605-629 Speed Avenue, 606-618 Frances Avenue.

Sincerely,

Heather Halliday

Cedarhill

Sent from TalktoAryze.ca, talk@talktoaryze.ca

From: Harvinder <noreply@123formbuilder.io>
Sent: Sunday, May 26, 2019 1:26 PM
To: Victoria Mayor and Council
Subject: I want to support the project proposed at 605-629 Speed, 606-618 Frances.

Dear Mayor and Council,

I am writing you to show my support for the development proposal DPV No. 00115 at 605-629 Speed Avenue, 606-618 Frances Avenue.

Sincerely,

Harvinder

317 Burnside Road East

Sent from TalktoAryze.ca, talk@talktoaryze.ca

From: Ian Cunningham <noreply@123formbuilder.io>
Sent: Sunday, May 26, 2019 1:11 PM
To: Victoria Mayor and Council
Subject: I want to support the project proposed at 605-629 Speed, 606-618 Frances.

Dear Mayor and Council,

I am writing you to show my support for the development proposal DPV No. 00115 at 605-629 Speed Avenue, 606-618 Frances Avenue.

Sincerely,

Ian Cunningham

Burnside Gorge

Sent from TalktoAryze.ca, talk@talktoaryze.ca

From: Ian <noreply@123formbuilder.io>
Sent: Sunday, May 26, 2019 1:49 PM
To: Victoria Mayor and Council
Subject: I want to support the project proposed at 605-629 Speed, 606-618 Frances.

Dear Mayor and Council,

I am writing you to show my support for the development proposal DPV No. 00115 at 605-629 Speed Avenue, 606-618 Frances Avenue.

Sincerely,

Ian

371 Vincent ave

Sent from TalktoAryze.ca, talk@talktoaryze.ca

From: Janet besler <noreply@123formbuilder.io>
Sent: Sunday, May 26, 2019 12:26 PM
To: Victoria Mayor and Council
Subject: I want to support the project proposed at 605-629 Speed, 606-618 Frances.

Dear Mayor and Council,

I am writing you to show my support for the development proposal DPV No. 00115 at 605-629 Speed Avenue, 606-618 Frances Avenue.

Sincerely,

Janet besler

697 daffodil ave

Sent from TalktoAryze.ca, talk@talktoaryze.ca

From: Jennifer Fletcher <noreply@123formbuilder.io>
Sent: Sunday, May 26, 2019 2:19 PM
To: Victoria Mayor and Council
Subject: I want to support the project proposed at 605-629 Speed, 606-618 Frances.

Dear Mayor and Council,

I am writing you to show my support for the development proposal DPV No. 00115 at 605-629 Speed Avenue, 606-618 Frances Avenue.

Sincerely,

Jennifer Fletcher

2591 Florence Lake Road

Sent from TalktoAryze.ca, talk@talktoaryze.ca

From: Jeremy guido <noreply@123formbuilder.io>
Sent: Sunday, May 26, 2019 12:29 PM
To: Victoria Mayor and Council
Subject: I want to support the project proposed at 605-629 Speed, 606-618 Frances.

Dear Mayor and Council,

I am writing you to show my support for the development proposal DPV No. 00115 at 605-629 Speed Avenue, 606-618 Frances Avenue.

Sincerely,

Jeremy guido

1488 cook st.

Sent from TalktoAryze.ca, talk@talktoaryze.ca

From: Jessica Holden <noreply@123formbuilder.io>
Sent: Sunday, May 26, 2019 12:15 PM
To: Victoria Mayor and Council
Subject: I want to support the project proposed at 605-629 Speed, 606-618 Frances.

Dear Mayor and Council,

I am writing you to show my support for the development proposal DPV No. 00115 at 605-629 Speed Avenue, 606-618 Frances Avenue.

Sincerely,

Jessica Holden

4105 Cortez place

Sent from TalktoAryze.ca, talk@talktoaryze.ca

From: Jennifer Holder <noreply@123formbuilder.io>
Sent: Sunday, May 26, 2019 12:51 PM
To: Victoria Mayor and Council
Subject: I want to support the project proposed at 605-629 Speed, 606-618 Frances.

Dear Mayor and Council,

I am writing you to show my support for the development proposal DPV No. 00115 at 605-629 Speed Avenue, 606-618 Frances Avenue.

Sincerely,

Jennifer Holder

4829 Cordova Bay Road

Sent from TalktoAryze.ca, talk@talktoaryze.ca

From: Jim Lee <noreply@123formbuilder.io>
Sent: Sunday, May 26, 2019 12:46 PM
To: Victoria Mayor and Council
Subject: I want to support the project proposed at 605-629 Speed, 606-618 Frances.

Dear Mayor and Council,

I am writing you to show my support for the development proposal DPV No. 00115 at 605-629 Speed Avenue, 606-618 Frances Avenue.

Sincerely,

Jim Lee

223 Robert st. Victoria

Sent from TalktoAryze.ca, talk@talktoaryze.ca

From: Joann macfarlane <noreply@123formbuilder.io>
Sent: Sunday, May 26, 2019 12:37 PM
To: Victoria Mayor and Council
Subject: I want to support the project proposed at 605-629 Speed, 606-618 Frances.

Dear Mayor and Council,

I am writing you to show my support for the development proposal DPV No. 00115 at 605-629 Speed Avenue, 606-618 Frances Avenue.

Sincerely,

Joann macfarlane

Selkirk

Sent from TalktoAryze.ca, talk@talktoaryze.ca

From: Kanne Boehme <noreply@123formbuilder.io>
Sent: Sunday, May 26, 2019 12:08 PM
To: Victoria Mayor and Council
Subject: I want to support the project proposed at 605-629 Speed, 606-618 Frances.

Dear Mayor and Council,

I am writing you to show my support for the development proposal DPV No. 00115 at 605-629 Speed Avenue, 606-618 Frances Avenue.

Sincerely,

Kanne Boehme

Vic west

Sent from TalktoAryze.ca, talk@talktoaryze.ca

From: Katina connolly <noreply@123formbuilder.io>
Sent: Sunday, May 26, 2019 11:54 AM
To: Victoria Mayor and Council
Subject: I want to support the project proposed at 605-629 Speed, 606-618 Frances.

Dear Mayor and Council,

I am writing you to show my support for the development proposal DPV No. 00115 at 605-629 Speed Avenue, 606-618 Frances Avenue.

Sincerely,

Katina connolly

3069 Carroll street

Sent from TalktoAryze.ca, talk@talktoaryze.ca

From: Keith hayton <noreply@123formbuilder.io>
Sent: Sunday, May 26, 2019 12:19 PM
To: Victoria Mayor and Council
Subject: I want to support the project proposed at 605-629 Speed, 606-618 Frances.

Dear Mayor and Council,

I am writing you to show my support for the development proposal DPV No. 00115 at 605-629 Speed Avenue, 606-618 Frances Avenue.

Sincerely,

Keith hayton

Vrystalbiew

Sent from TalktoAryze.ca, talk@talktoaryze.ca

From: Leah berscheid <noreply@123formbuilder.io>
Sent: Sunday, May 26, 2019 2:11 PM
To: Victoria Mayor and Council
Subject: I want to support the project proposed at 605-629 Speed, 606-618 Frances.

Dear Mayor and Council,

I am writing you to show my support for the development proposal DPV No. 00115 at 605-629 Speed Avenue, 606-618 Frances Avenue.

Sincerely,

Leah berscheid

6828a jedora drive

Sent from TalktoAryze.ca, talk@talktoaryze.ca

From: Leo de vuyst <noreply@123formbuilder.io>
Sent: Sunday, May 26, 2019 2:59 PM
To: Victoria Mayor and Council
Subject: I want to support the project proposed at 605-629 Speed, 606-618 Frances.

Dear Mayor and Council,

I am writing you to show my support for the development proposal DPV No. 00115 at 605-629 Speed Avenue, 606-618 Frances Avenue.

Sincerely,

Leo de vuyst

60 Dallas rd Victoria bc

Sent from TalktoAryze.ca, talk@talktoaryze.ca

From: Louise Labonte <noreply@123formbuilder.io>
Sent: Sunday, May 26, 2019 10:37 AM
To: Victoria Mayor and Council
Subject: I want to support the project proposed at 605-629 Speed, 606-618 Frances.

Dear Mayor and Council,

I am writing you to show my support for the development proposal DPV No. 00115 at 605-629 Speed Avenue, 606-618 Frances Avenue.

Sincerely,

Louise Labonte

5 - 330 Waterfront Crescent

Sent from TalktoAryze.ca, talk@talktoaryze.ca

From: Lindsay shearer <noreply@123formbuilder.io>
Sent: Sunday, May 26, 2019 2:19 PM
To: Victoria Mayor and Council
Subject: I want to support the project proposed at 605-629 Speed, 606-618 Frances.

Dear Mayor and Council,

I am writing you to show my support for the development proposal DPV No. 00115 at 605-629 Speed Avenue, 606-618 Frances Avenue.

Sincerely,

Lindsay shearer

2940 earl grey st

Sent from TalktoAryze.ca, talk@talktoaryze.ca

From: Leigh <noreply@123formbuilder.io>
Sent: Sunday, May 26, 2019 1:27 PM
To: Victoria Mayor and Council
Subject: I want to support the project proposed at 605-629 Speed, 606-618 Frances.

Dear Mayor and Council,

I am writing you to show my support for the development proposal DPV No. 00115 at 605-629 Speed Avenue, 606-618 Frances Avenue.

Sincerely,

Leigh

102-1000 Inverness Rd

Sent from TalktoAryze.ca, talk@talktoaryze.ca

From: Murray Campbell <noreply@123formbuilder.io>
Sent: Sunday, May 26, 2019 12:47 PM
To: Victoria Mayor and Council
Subject: I want to support the project proposed at 605-629 Speed, 606-618 Frances.

Dear Mayor and Council,

I am writing you to show my support for the development proposal DPV No. 00115 at 605-629 Speed Avenue, 606-618 Frances Avenue.

Sincerely,

Murray Campbell

230 Robert St, Victoria

Sent from TalktoAryze.ca, talk@talktoaryze.ca

From: Mike Farley <noreply@123formbuilder.io>
Sent: Sunday, May 26, 2019 10:15 AM
To: Victoria Mayor and Council
Subject: I want to support the project proposed at 605-629 Speed, 606-618 Frances.

Dear Mayor and Council,

I am writing you to show my support for the development proposal DPV No. 00115 at 605-629 Speed Avenue, 606-618 Frances Avenue.

Sincerely,

Mike Farley

1554 Gladstone ave

Sent from TalktoAryze.ca, talk@talktoaryze.ca

From: Michael Smith <noreply@123formbuilder.io>
Sent: Sunday, May 26, 2019 11:24 AM
To: Victoria Mayor and Council
Subject: I want to support the project proposed at 605-629 Speed, 606-618 Frances.

Dear Mayor and Council,

I am writing you to show my support for the development proposal DPV No. 00115 at 605-629 Speed Avenue, 606-618 Frances Avenue.

Sincerely,

Michael Smith

402 Skinner

Sent from TalktoAryze.ca, talk@talktoaryze.ca

From: Michael subasic <noreply@123formbuilder.io>
Sent: Sunday, May 26, 2019 12:07 PM
To: Victoria Mayor and Council
Subject: I want to support the project proposed at 605-629 Speed, 606-618 Frances.

Dear Mayor and Council,

I am writing you to show my support for the development proposal DPV No. 00115 at 605-629 Speed Avenue, 606-618 Frances Avenue.

Sincerely,

Michael subasic

856A Ralph St

Sent from TalktoAryze.ca, talk@talktoaryze.ca

From: Nikita sokolov <noreply@123formbuilder.io>
Sent: Sunday, May 26, 2019 11:57 AM
To: Victoria Mayor and Council
Subject: I want to support the project proposed at 605-629 Speed, 606-618 Frances.

Dear Mayor and Council,

I am writing you to show my support for the development proposal DPV No. 00115 at 605-629 Speed Avenue, 606-618 Frances Avenue.

Sincerely,

Nikita sokolov

409-310 Robert street

Sent from TalktoAryze.ca, talk@talktoaryze.ca

From: Nadine <noreply@123formbuilder.io>
Sent: Sunday, May 26, 2019 11:30 AM
To: Victoria Mayor and Council
Subject: I want to support the project proposed at 605-629 Speed, 606-618 Frances.

Dear Mayor and Council,

I am writing you to show my support for the development proposal DPV No. 00115 at 605-629 Speed Avenue, 606-618 Frances Avenue.

Sincerely,

Nadine

207-217 gorge road east

Sent from TalktoAryze.ca, talk@talktoaryze.ca

From: Nathan <noreply@123formbuilder.io>
Sent: Sunday, May 26, 2019 12:52 PM
To: Victoria Mayor and Council
Subject: I want to support the project proposed at 605-629 Speed, 606-618 Frances.

Dear Mayor and Council,

I am writing you to show my support for the development proposal DPV No. 00115 at 605-629 Speed Avenue, 606-618 Frances Avenue.

Sincerely,

Nathan

4829 Cordova bay rd

Sent from TalktoAryze.ca, talk@talktoaryze.ca

From: Olivia McMahon <noreply@123formbuilder.io>
Sent: Sunday, May 26, 2019 12:41 PM
To: Victoria Mayor and Council
Subject: I want to support the project proposed at 605-629 Speed, 606-618 Frances.

Dear Mayor and Council,

I am writing you to show my support for the development proposal DPV No. 00115 at 605-629 Speed Avenue, 606-618 Frances Avenue.

Sincerely,

Olivia McMahon

964 Heywood ave.

Sent from TalktoAryze.ca, talk@talktoaryze.ca

From: Pat Kenny <noreply@123formbuilder.io>
Sent: Sunday, May 26, 2019 12:42 PM
To: Victoria Mayor and Council
Subject: I want to support the project proposed at 605-629 Speed, 606-618 Frances.

Dear Mayor and Council,

I am writing you to show my support for the development proposal DPV No. 00115 at 605-629 Speed Avenue, 606-618 Frances Avenue.

Sincerely,

Pat Kenny

Saanich

Sent from TalktoAryze.ca, talk@talktoaryze.ca

From: Peter martin <noreply@123formbuilder.io>
Sent: Sunday, May 26, 2019 11:23 AM
To: Victoria Mayor and Council
Subject: I want to support the project proposed at 605-629 Speed, 606-618 Frances.

Dear Mayor and Council,

I am writing you to show my support for the development proposal DPV No. 00115 at 605-629 Speed Avenue, 606-618 Frances Avenue.

Sincerely,

Peter martin

8y3b7

Sent from TalktoAryze.ca, talk@talktoaryze.ca

From: Paola Moore <noreply@123formbuilder.io>
Sent: Sunday, May 26, 2019 1:30 PM
To: Victoria Mayor and Council
Subject: I want to support the project proposed at 605-629 Speed, 606-618 Frances.

Dear Mayor and Council,

I am writing you to show my support for the development proposal DPV No. 00115 at 605-629 Speed Avenue, 606-618 Frances Avenue.

Sincerely,

Paola Moore

Mayfair

Sent from TalktoAryze.ca, talk@talktoaryze.ca

From: Rosanna Monteleona <noreply@123formbuilder.io>
Sent: Sunday, May 26, 2019 2:36 PM
To: Victoria Mayor and Council
Subject: I want to support the project proposed at 605-629 Speed, 606-618 Frances.

Dear Mayor and Council,

I am writing you to show my support for the development proposal DPV No. 00115 at 605-629 Speed Avenue, 606-618 Frances Avenue.

Sincerely,

Rosanna Monteleona

105-linburn place Victoria bc

Sent from TalktoAryze.ca, talk@talktoaryze.ca

From: Riley Rambo <noreply@123formbuilder.io>
Sent: Sunday, May 26, 2019 12:07 PM
To: Victoria Mayor and Council
Subject: I want to support the project proposed at 605-629 Speed, 606-618 Frances.

Dear Mayor and Council,

I am writing you to show my support for the development proposal DPV No. 00115 at 605-629 Speed Avenue, 606-618 Frances Avenue.

Sincerely,

Riley Rambo

5001 Wesley Road

Sent from TalktoAryze.ca, talk@talktoaryze.ca

From: Ryan <noreply@123formbuilder.io>
Sent: Sunday, May 26, 2019 12:20 PM
To: Victoria Mayor and Council
Subject: I want to support the project proposed at 605-629 Speed, 606-618 Frances.

Dear Mayor and Council,

I am writing you to show my support for the development proposal DPV No. 00115 at 605-629 Speed Avenue, 606-618 Frances Avenue.

Sincerely,

Ryan

Cortez place

Sent from TalktoAryze.ca, talk@talktoaryze.ca

From: Ryan <noreply@123formbuilder.io>
Sent: Sunday, May 26, 2019 10:10 AM
To: Victoria Mayor and Council
Subject: I want to support the project proposed at 605-629 Speed, 606-618 Frances.

Dear Mayor and Council,

I am writing you to show my support for the development proposal DPV No. 00115 at 605-629 Speed Avenue, 606-618 Frances Avenue.

Sincerely,

Ryan

698 Charmar crescent

Sent from TalktoAryze.ca, talk@talktoaryze.ca

From: Steve Clarke <noreply@123formbuilder.io>
Sent: Sunday, May 26, 2019 1:55 PM
To: Victoria Mayor and Council
Subject: I want to support the project proposed at 605-629 Speed, 606-618 Frances.

Dear Mayor and Council,

I am writing you to show my support for the development proposal DPV No. 00115 at 605-629 Speed Avenue, 606-618 Frances Avenue.

Sincerely,

Steve Clarke

34 Maddox's ave w

Sent from TalktoAryze.ca, talk@talktoaryze.ca

From: Stacey Fitzsimmon <noreply@123formbuilder.io>
Sent: Sunday, May 26, 2019 10:52 AM
To: Victoria Mayor and Council
Subject: I want to support the project proposed at 605-629 Speed, 606-618 Frances.

Dear Mayor and Council,

I am writing you to show my support for the development proposal DPV No. 00115 at 605-629 Speed Avenue, 606-618 Frances Avenue.

Sincerely,

Stacey Fitzsimmon

Burnside gorge

Sent from TalktoAryze.ca, talk@talktoaryze.ca

From: Sharon Guy <noreply@123formbuilder.io>
Sent: Sunday, May 26, 2019 12:02 PM
To: Victoria Mayor and Council
Subject: I want to support the project proposed at 605-629 Speed, 606-618 Frances.

Dear Mayor and Council,

I am writing you to show my support for the development proposal DPV No. 00115 at 605-629 Speed Avenue, 606-618 Frances Avenue.

Sincerely,

Sharon Guy

View Royal

Sent from TalktoAryze.ca, talk@talktoaryze.ca

From: Shirley Marsh <noreply@123formbuilder.io>
Sent: Sunday, May 26, 2019 11:52 AM
To: Victoria Mayor and Council
Subject: I want to support the project proposed at 605-629 Speed, 606-618 Frances.

Dear Mayor and Council,

I am writing you to show my support for the development proposal DPV No. 00115 at 605-629 Speed Avenue, 606-618 Frances Avenue.

Sincerely,

Shirley Marsh

Burnside Gorge

Sent from TalktoAryze.ca, talk@talktoaryze.ca

From: Saige Michel <noreply@123formbuilder.io>
Sent: Sunday, May 26, 2019 1:42 PM
To: Victoria Mayor and Council
Subject: I want to support the project proposed at 605-629 Speed, 606-618 Frances.

Dear Mayor and Council,

I am writing you to show my support for the development proposal DPV No. 00115 at 605-629 Speed Avenue, 606-618 Frances Avenue.

Sincerely,

Saige Michel

Cordova Bay

Sent from TalktoAryze.ca, talk@talktoaryze.ca

From: Sandra Warr <noreply@123formbuilder.io>
Sent: Sunday, May 26, 2019 11:37 AM
To: Victoria Mayor and Council
Subject: I want to support the project proposed at 605-629 Speed, 606-618 Frances.

Dear Mayor and Council,

I am writing you to show my support for the development proposal DPV No. 00115 at 605-629 Speed Avenue, 606-618 Frances Avenue.

Sincerely,

Sandra Warr

366 Waterfront Cres

Sent from TalktoAryze.ca, talk@talktoaryze.ca

From: Sam <noreply@123formbuilder.io>
Sent: Sunday, May 26, 2019 10:49 AM
To: Victoria Mayor and Council
Subject: I want to support the project proposed at 605-629 Speed, 606-618 Frances.

Dear Mayor and Council,

I am writing you to show my support for the development proposal DPV No. 00115 at 605-629 Speed Avenue, 606-618 Frances Avenue.

Sincerely,

Sam

1220 walnut st

Sent from TalktoAryze.ca, talk@talktoaryze.ca

From: Tyler Best <noreply@123formbuilder.io>
Sent: Sunday, May 26, 2019 10:43 AM
To: Victoria Mayor and Council
Subject: I want to support the project proposed at 605-629 Speed, 606-618 Frances.

Dear Mayor and Council,

I am writing you to show my support for the development proposal DPV No. 00115 at 605-629 Speed Avenue, 606-618 Frances Avenue.

Sincerely,

Tyler Best

1066 Summit Avenue, Victoria, BC

Sent from TalktoAryze.ca, talk@talktoaryze.ca

From: Tanner Dobson <noreply@123formbuilder.io>
Sent: Sunday, May 26, 2019 12:01 PM
To: Victoria Mayor and Council
Subject: I want to support the project proposed at 605-629 Speed, 606-618 Frances.

Dear Mayor and Council,

I am writing you to show my support for the development proposal DPV No. 00115 at 605-629 Speed Avenue, 606-618 Frances Avenue.

Sincerely,

Tanner Dobson

7029 flett rd

Sent from TalktoAryze.ca, talk@talktoaryze.ca

From: Tom Rodger <noreply@123formbuilder.io>
Sent: Sunday, May 26, 2019 12:26 PM
To: Victoria Mayor and Council
Subject: I want to support the project proposed at 605-629 Speed, 606-618 Frances.

Dear Mayor and Council,

I am writing you to show my support for the development proposal DPV No. 00115 at 605-629 Speed Avenue, 606-618 Frances Avenue.

Sincerely,

Tom Rodger

409-380 Waterfront Crescent V8t 5k3

Sent from TalktoAryze.ca, talk@talktoaryze.ca

From: Wendy Bennett <noreply@123formbuilder.io>
Sent: Sunday, May 26, 2019 1:08 PM
To: Victoria Mayor and Council
Subject: I want to support the project proposed at 605-629 Speed, 606-618 Frances.

Dear Mayor and Council,

I am writing you to show my support for the development proposal DPV No. 00115 at 605-629 Speed Avenue, 606-618 Frances Avenue.

Sincerely,

Wendy Bennett

6518 throup rd

Sent from TalktoAryze.ca, talk@talktoaryze.ca

From: Yvonne Mostad <noreply@123formbuilder.io>
Sent: Sunday, May 26, 2019 11:59 AM
To: Victoria Mayor and Council
Subject: I want to support the project proposed at 605-629 Speed, 606-618 Frances.

Dear Mayor and Council,

I am writing you to show my support for the development proposal DPV No. 00115 at 605-629 Speed Avenue, 606-618 Frances Avenue.

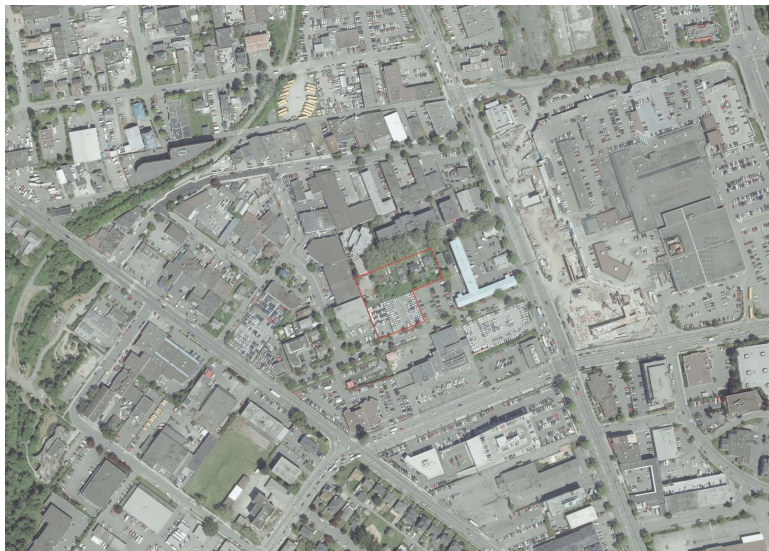
Sincerely,

Yvonne Mostad

2710 Pete Rd

Sent from TalktoAryze.ca, talk@talktoaryze.ca

Development Permit with Variances
Application for
605 - 629 Speed Avenue &
606 -618 Frances Avenue





Subject Properties – Speed Avenue



CONTEXT • Looking west along Speed Ave. from Douglas St.





CONTEXT • Looking West along Speed Ave. from Douglas St.



CONTEXT • Speed Avenue - Multi-Unit Residential



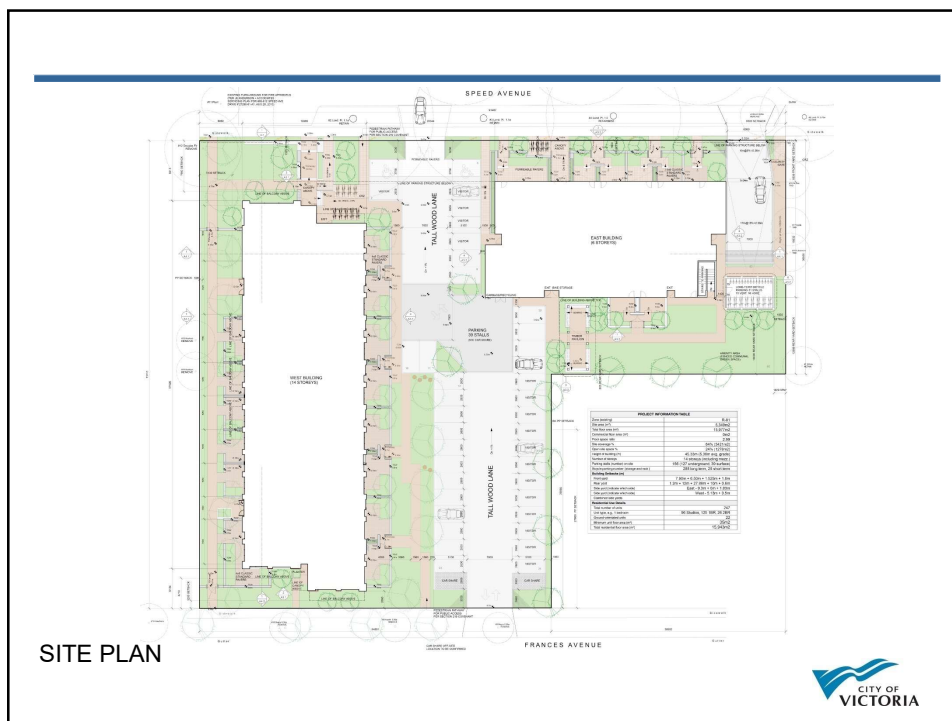


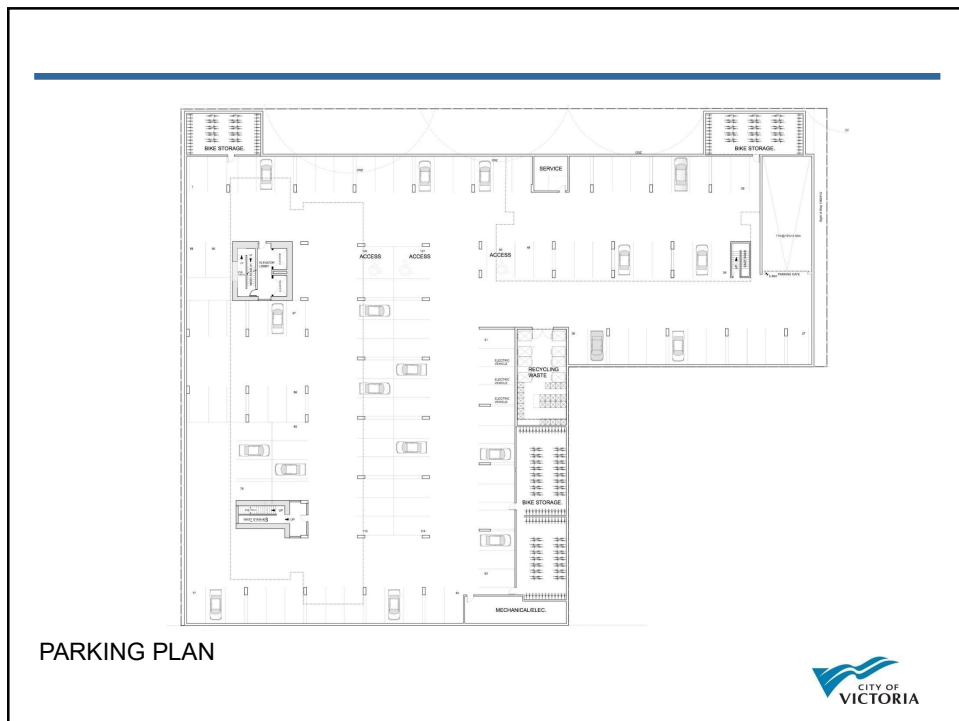
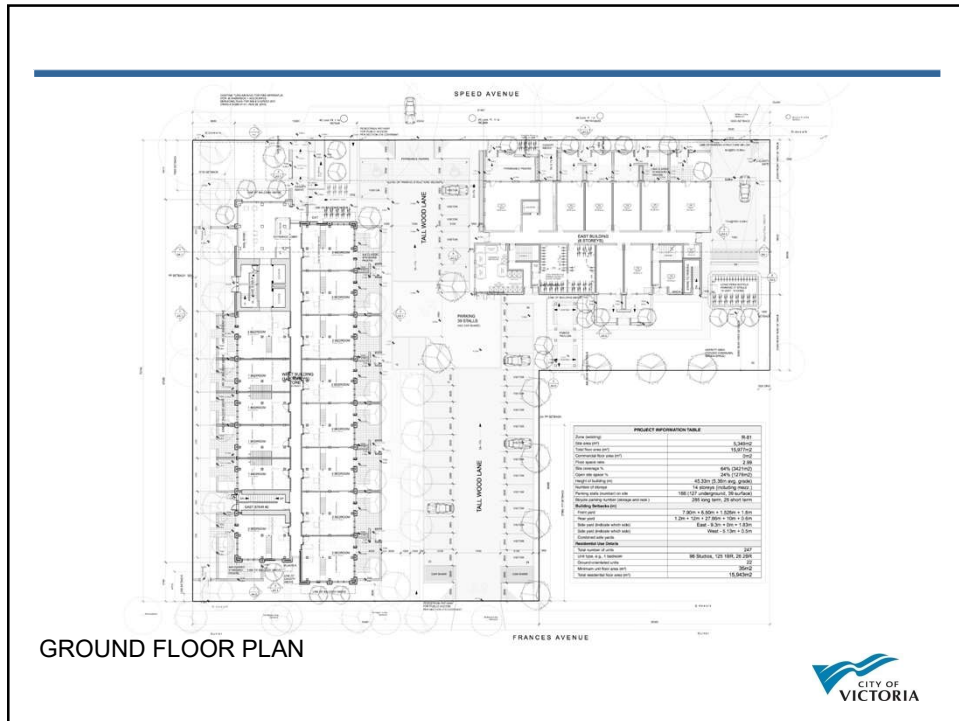
CONTEXT • Frances Ave. looking northwest across site

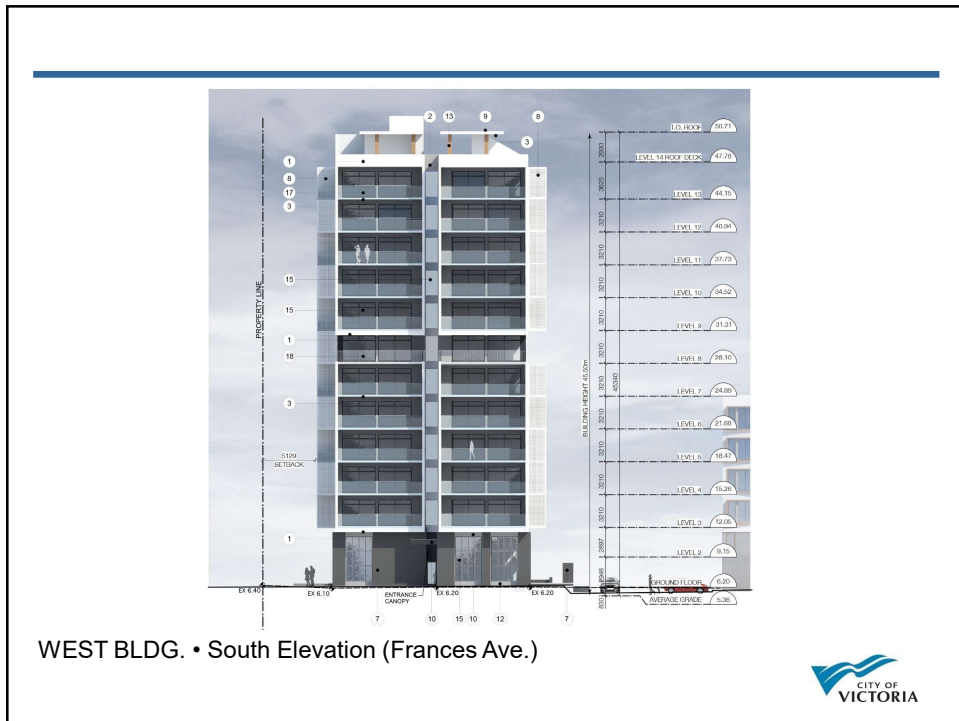
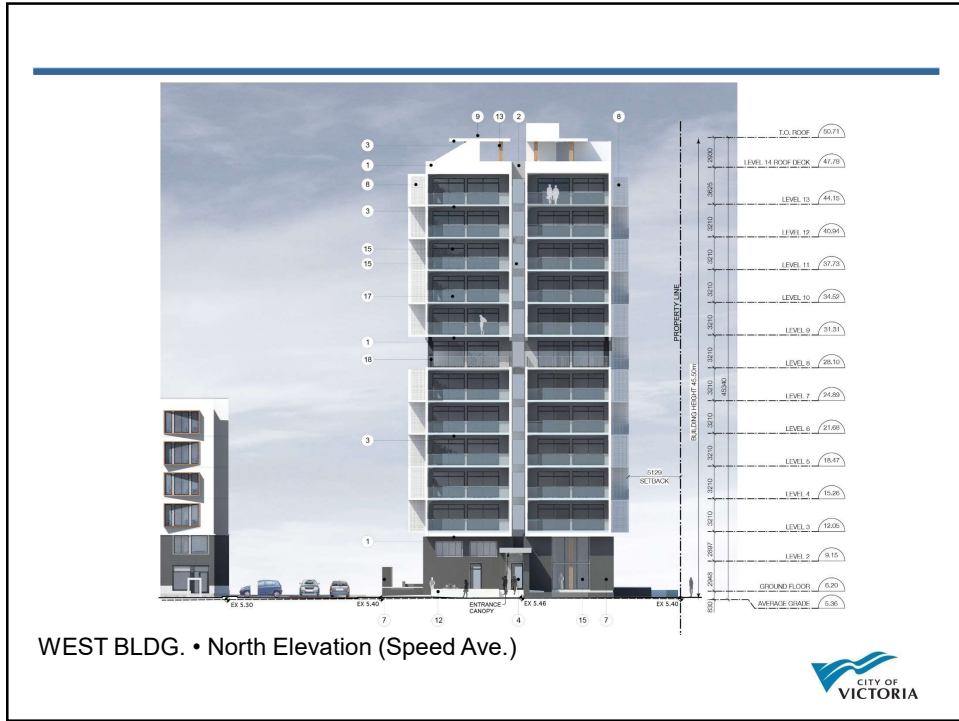


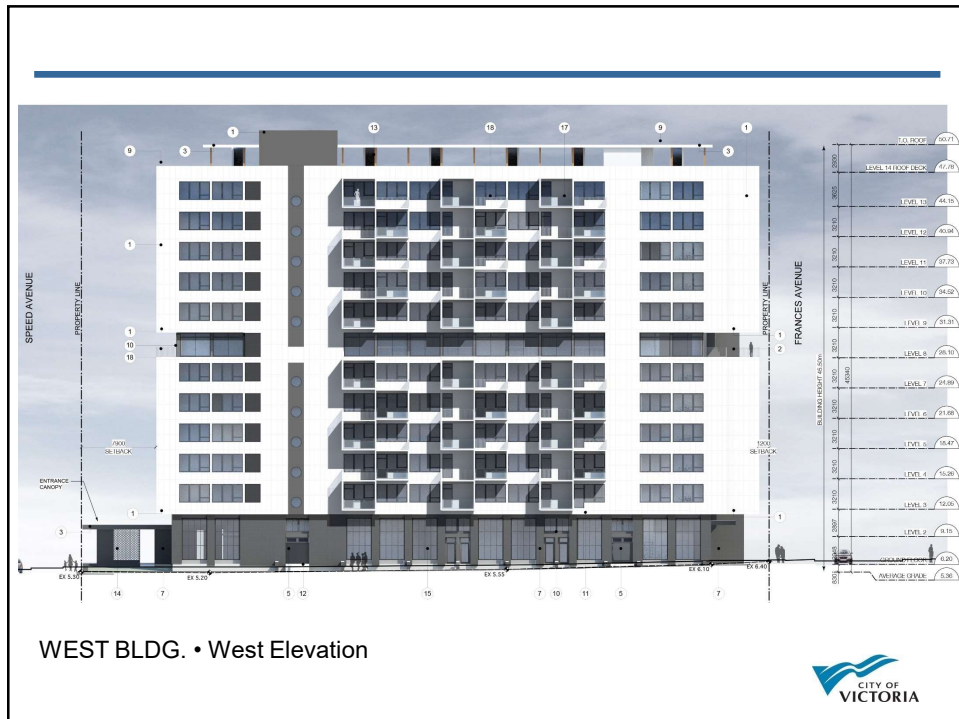
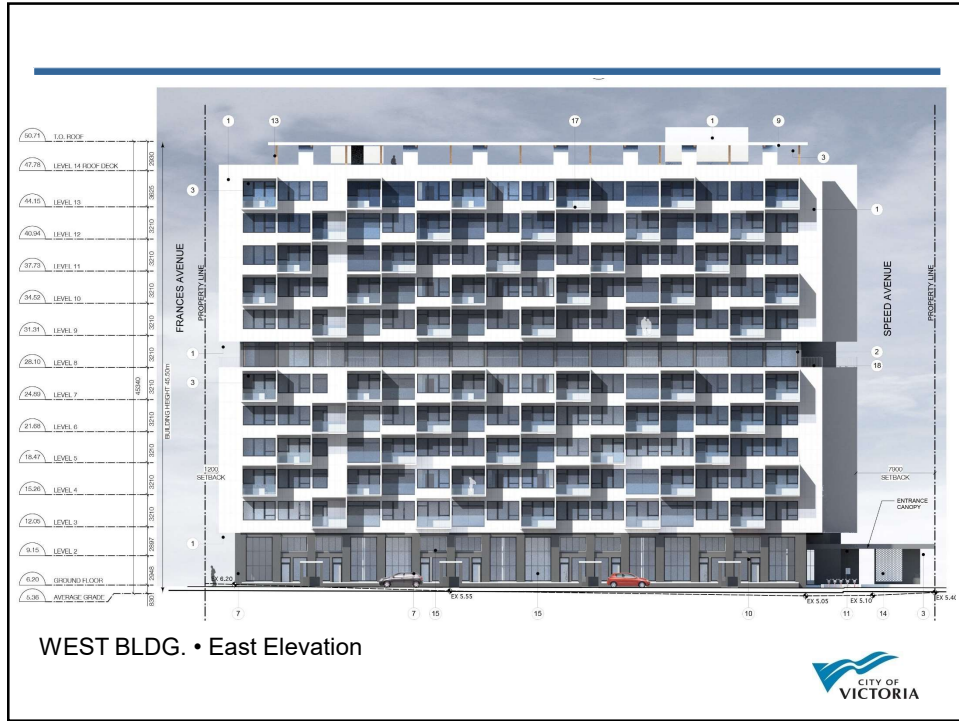
CONTEXT • Frances Ave. looking west toward Burnside Rd.













EAST BLDG. • North Elevation (Speed Ave.)



EAST BLDG. • South Elevation





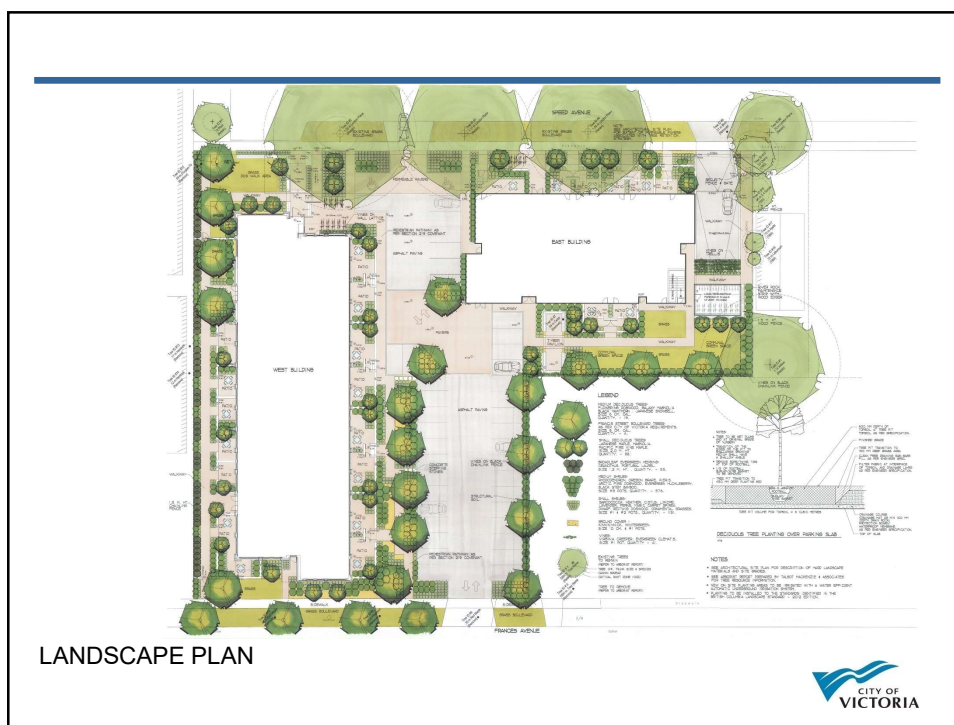
EAST BLDG. • East Elevation



EAST BLDG. • West Elevation









RENDERING – Douglas Street Looking Northwest



RENDERING – Jutland Road at Burnside looking North





RENDERING – Burnside Rd. at Alpha looking Southeast



RENDERING – Mayfair Mall Rooftop Looking West





RENDERING – East Building along Speed Ave.



RENDERING – West Building Entry at Speed Ave.





RENDERING – Speed Ave. Looking West



RENDERING – West Building Exit at Frances Ave.





RENDERING – Frances Ave. Looking West

