

2. **Committee of the Whole – June 9, 2016**

5. **Update on Rezoning Application #00301 and Concurrent Official Community Plan Amendment Application for 605-629 Speed Avenue and 606-618 Frances Avenue**

1. It was moved by Councillor Young, seconded by Councillor Loveday, that Council consider giving first and second reading to the Zoning Regulation Bylaw, Amendment Bylaw (No. 1036) and Official Community Plan, Amendment Bylaw (No. 14) at the June 9, 2016, Council Meeting.
2. That Council consider giving first, second and third reading to the Housing Agreement (605-629 Speed Avenue & 606-618 Frances Avenue) Bylaw at the June 9, 2016, Council Meeting.
3. That Council consider referring Zoning Regulation Bylaw, Amendment Bylaw (No. 1036) and Official Community Plan, Amendment Bylaw (No. 14) for consideration at a Public Hearing.
4. Following the Public Hearing and subject to adoption of the OCP and Zoning Regulation Bylaw Amendments for 605-629 Speed Avenue and 606-618 Frances Avenue, that Council consider the following motions:  
"That Council authorize the issuance of Development Permit Application No. 000302 in accordance with:
  - a. Plans stamped July 8, 2013
  - b. Development meeting all Zoning Regulation Bylaw requirements
  - c. The Development Permit lapsing two years from the date of this resolution."  
"That Council consider the adoption of Housing Agreement (605-629 Speed Avenue & 606-618 Frances Avenue) Bylaw"
5. That Council endorse the recommendations in the community amenity contribution analysis dated September 13, 2013, and that the monetary contribution be split equally between the Victoria Housing Fund and neighbourhood amenities with the Burnside-Gorge neighbourhood.

**Carried**

**For:** Mayor Helps, Councillors Alto, Isitt, Loveday, Lucas, Thornton-Joe, and Young  
**Opposed:** Councillor Madoff





- (b) establish conditions in accordance with subsection (2) that will entitle an owner to a higher density under paragraph (a).
- (2) The following are conditions that may be included under subsection (1) (b):
- (a) conditions relating to the conservation or provision of amenities, including the number, kind and extent of amenities;
  - (b) conditions relating to the provision of affordable and special needs housing, as such housing is defined in the bylaw, including the number, kind and extent of the housing;
  - (c) a condition that the owner enter into a Housing Agreement under Section 483 before a Building Permit is issued in relation to property to which the condition applies.

## EXECUTIVE SUMMARY

The purpose of this report is to update Council on the response to the request for comments on the proposed amendments to the Official Community Plan and the staff review of the applicant's request for payment of the community amenity contribution at building occupancy rather than at building permit.

Residents and property owners within 200m of the subject site were notified of the proposed Official Community Plan Amendment. The comments received to date are a mixture of strong support, conditional support and strong opposition. Almost all comments express concern regarding possible traffic and parking impacts.

The applicant's request to pay the community amenity contribution at Occupancy Permit rather than at Building Permit with a covenant committing the applicant to payment before occupancy is not recommended by staff for the following reasons:

- The City's current practice is the common practice of BC municipalities with some municipalities, such as Vancouver, requiring the community amenity contribution upon approval of a Rezoning Application.
- The City would be assuming the risk of non-payment should the project stall or not be completed.
- Should the buildings be completed, with purchasers expecting to move in, refusing occupancy due to non-payment of the community amenity contribution would put the City in a difficult position despite the covenant.
- With payment of the community amenity contribution at the Occupancy Permit stage of development, the provision of public facilities and amenities needed for the increased number of residents would have to follow completion of the buildings rather than be concurrent with or before construction of the buildings.
- A departure from the City's standard practice may influence other future applicants to make similar requests and be seen as inconsistent by applicants who have made community amenity contributions at the Building Permit stage of their developments.
- The collection of the community amenity contribution at the Building Permit stage is inline with collection of Development Cost Charges and other fees.
- The amount of the contribution in relation to the total cost of the project is small (between one and two percent) and is normally factored into a proforma and construction financing.

## **PURPOSE**

The purpose of this report is to update Council on the response to the request for comments on the proposed amendments to the Official Community Plan and the staff review of the applicant's request for payment of the community amenity contribution at building occupancy rather than at the Building Permit stage of development.

## **BACKGROUND**

At its meeting on October 29, 2015, Council passed an updated motion (relevant minutes and report attached) related to consultation requirements pertaining to the Official Community Plan Amendment, the Development Permit Application and the community amenity contribution.

At its meeting on April 14, 2016, Council passed a motion (relevant minutes and report attached) reconfirming the motion of October 29, 2015, endorsing the recommendation of the motion of October 29, 2015. As part of finalization of the policy on Amenity Contribution and Inclusionary Housing for Density Bonus Projects, Council also requested that staff bring forward a policy for timing of payment of amenity contributions. It is expected that the staff report will be presented to Council in the fall of this year.

## **SUMMARY OF FEEDBACK**

The City received 14 email responses to the notification letter sent out on April 26, 2016 to residents and property owners within 200m of the subject site; the responses are attached. The responses can be categorized as follows: four expressing strong support, four expressing conditional support, five expressing strong opposition and one response expressing views on paving and parking requirements needed for Speed Avenue.

Of the responses expressing strong support, three are from business owners in the area. Comments include: the need for more food/coffee places, the improvement in the area in the long run and the provision of much needed rental apartment units. Three of these responses include concerns regarding the current lack of parking in the area with one response expressing concern about disruption during construction.

The responses expressing conditional support also express concerns about traffic and parking particularly on Speed Avenue with suggestions that the height and number of units the proposed development be reduced.

The responses expressing strong opposition include all the concerns expressed by those with a more supportive stance but with a stronger focus on impacts such as shadowing, the adequacy of the existing infrastructure for the additional residents and the need to fit in with lower profile and lower density buildings in the area.

## **TIMING OF THE COMMUNITY AMENITY CONTRIBUTION PAYMENT**

The applicant has requested that payment of the Community Amenity Contribution (letter attached) be at the Occupancy Permit stage rather than at the Building Permit stage with a covenant committing the applicant to payment before occupancy. The City's current practice is to obtain Community Amenity Contributions at the Building Permit Application stage of a development. This is the common practice of BC municipalities with some, such as Vancouver,



requiring the community amenity contribution upon approval of a Rezoning Application. Collection of the Community Amenity Contribution at the Rezoning or Building Permit stage of an application ensures funds are available for the provision of public facilities and amenities in advance of the completion and occupation of a building. It is also consistent with the collection of Development Cost Charges and other fees at the Building Permit stage. It should be noted that the amount of the Community Amenity Contribution in relation to the total cost of the project is small (between one and two percent) and is normally factored into a proforma and construction financing. If the contribution is not made until the occupancy stage of the building, the City would be assuming the risk of non-payment should the project stall or not be completed. Should the buildings be completed, with purchasers expecting to move in, refusing occupancy due to non-payment of the Community Amenity Contribution would put the City in a difficult position despite the covenant. This could result in a situation where the density may have been achieved through the construction and residents ready to move in and no simple method available for triggering payment of the Community Amenity Contribution. A departure from the City's standard practice may influence future applicants to make similar requests and be seen as inconsistent by applicants who have made Community Amenity Contributions at the Building Permit stage of their developments.

As part of the April 18, 2016 motion on Amenity Contribution and Inclusionary Housing for Density Bonus Projects, Council has requested that staff bring forward a policy on the timing of payment of amenity contributions. It is expected that the staff report will be presented to Council in the fall of this year. Despite this, and the rationale for maintaining the current practice of receiving Community Amenity Contributions at the Building Permit stage of an application, Council could agree to the applicant's request. This would require adding a fifth paragraph to the recommendation in this report which states:

- "5. That prior to consideration of adoption of the Zoning and Official Community Plan Amendment Bylaws, a Section 219 covenant be registered to secure payment of the Community Amenity Contribution by the applicant prior to building occupancy."

The alternate recommendation provided in this report includes this suggested wording.

## CONCLUSIONS

The comments received to date on the proposed amendment to the Official Community Plan are a mixture of strong support, conditional support and strong opposition. Almost all comments express concern regarding possible traffic and parking impacts. Responses strongly opposed also focus on the density and height of the proposed apartment buildings in the context of lower profile and smaller buildings in the area.

The City's current practice of requiring payment of the community amenity contribution at the Building Permit Application stage is the common practice of BC municipalities (Note: Vancouver requires payment at approval of a Rezoning Application). The collection of the Community Amenity Contribution at the Building Permit stage is inline with collection of Development Cost Charges and other fees. Should Council agree to the Community Amenity Contribution payment at the Occupancy Permit stage, even with a Section 219 covenant, the risk of non-payment is increased and Community Amenity Contribution funding for infrastructure and other improvements for the increased number of residents would follow rather than precede or be concurrent with the completion of the project.

## ALTERNATIVE MOTION

1. That Council consider giving first and second reading to the Zoning Regulation Bylaw, Amendment Bylaw (No. 1036) and Official Community Plan, Amendment Bylaw (No. 14) at the June 9, 2016, Council Meeting.
2. That Council consider giving first, second and third reading to the Housing Agreement (605-629 Speed Avenue & 606-618 Frances Avenue) Bylaw at the June 9, 2016, Council Meeting.
3. That Council consider referring Zoning Regulation Bylaw, Amendment Bylaw (No. 1036) and Official Community Plan, Amendment Bylaw (No. 14) for consideration at a Public Hearing.
4. Following the Public Hearing and subject to adoption of the OCP and Zoning Regulation Bylaw Amendments for 605-629 Speed Avenue and 606-618 Frances Avenue, that Council consider the following motions:  
"That Council authorize the issuance of Development Permit Application No. 000302 in accordance with:  
d. Plans stamped July 8, 2013  
e. Development meeting all Zoning Regulation Bylaw requirements  
f. The Development Permit lapsing two years from the date of this resolution."  
"That Council consider the adoption of Housing Agreement (605-629 Speed Avenue & 606-618 Frances Avenue) Bylaw"
5. That Council endorse the recommendations in the Community Amenity Contribution analysis dated September 13, 2013, and that the monetary contribution be split equally between the Victoria Housing Fund and neighbourhood amenities with the Burnside-Gorge neighbourhood.
6. That prior to consideration of adoption of the Zoning and Official Community Plan Amendment Bylaws, a Section 219 covenant be registered to secure payment of the Community Amenity Contribution by the applicant prior to building occupancy."

Respectfully submitted,



Brian Sikstrom, Senior Planner  
Development Services



Jonathan Tinney, Director  
Sustainable Planning and Community  
Development Department

Report accepted and recommended by the City Manager:



Date: June 1, 2016

## List of Attachments

- Letter from the Applicant dated May 21, 2016
- Council motion of October 29, 2015
- Council motion of April 14, 2016
- Letter requesting feedback on the Official Community Plan Amendment dated April 26, 2016
- Feedback on the Official Community Plan Amendment



STRONGITHARM CONSULTING LTD.

May 21, 2016

Mayor Helps and Council  
City of Victoria  
1 Centennial Square,  
Victoria B.C., V8W 1P6

**RE: Speed and Frances Avenue Proposed Development – Community Amenity Contribution  
Payment Schedule – Land-Use Application No. 00302**

The writer acts for Oakwood Parks Estates Ltd., owners of the Speed and Francis Street development application that is subject to the \$975,000 cash Community Amenity Contribution, that most recently came before Council at it's April 14th, 2016 meeting.

Given the size of the cash contribution, (the writer understands it is the largest cash contribution provided to the City), Council agreed to consider an alternate payment schedule rather than having to "front-end" it at time of building permit.

Several options were examined that could relate the cash contribution to revenue secured through post construction sales, however, in the interests of simplifying the CAC payment process and keep the payment schedule tied to the City's permitting authorizations, we would ask that the cash payment be required as a condition of obtaining an Occupancy Permit, with full payment made prior to the issuance of the permit. Prior to the adoption of the Zoning Bylaw amendment related to the application, the owner will further agree to the registration of a Section 219 Covenant committing to the payment prior to issuance of the Occupancy Permit.

We believe that this is fair and reasonable solution, where the City maintains control over payment and some important financing flexibility to the owner is achieved.

Thank you for your favourable and timely consideration.

Your truly,

Deane Strongitharm, MCIP  
Strongitharm Consulting Ltd.

Oakwood Parks Estates, Ltd. Att: Mr. Brad Martin  
Jonathan Tinney, City of Victoria  
Brian Sikstrom, City of Victoria



## REPORTS OF THE COMMITTEE

### **3. Planning and Land Use Committee – October 29, 2015**

#### **1. Rezoning Application No. 00301 and Development Permit Application No. 000302 for 605-629 Speed Avenue and 606-618 Francis Avenue - Update**

It was moved by Councillor Coleman, seconded by Councillor Thornton-Joe, that Council consider the following updated motion related to consultation requirements pertaining to the proposed Official Community Plan Amendment, the Development Permit Application and the community amenity contribution:

1. That Council consider giving first reading to the Official Community Plan Amendment Bylaw, 2012, Amendment Bylaw (No. 14).
2. That Council consider the Official Community Plan Amendment Bylaw, 2012, Amendment Bylaw (No. 14) in conjunction with the *City of Victoria 2014 Financial Plan* and the *Capital Regional District Liquid Waste Management Plan* pursuant to Section 882(3)(a) of the *Local Government Act* and deem those plans to be consistent with the proposed Official Community Plan Amendment Bylaw.
  - a. That Council determine pursuant to Section 879(1) of the *Local Government Act*, that the affected persons, organizations and authorities are those property owners and occupiers with 200m of the subject properties and determine that the appropriate consultation measures would include a mailed notice of the proposed OCP Amendment to the affected persons; posting of a notice on the City's website inviting affected persons, organizations and authorities to ask questions of staff and provide written or verbal comments for their consideration;
  - b. That Council determine pursuant to Section 879(2)(a) of the *Local Government Act*, that having regard to the holding of the previous Community Association Land Use Committee (CALUC) Community Meeting, the consultation proposed at this stage is an adequate opportunity for consultation;
  - c. That Council consider consultation under Section 879(2) of the *Local Government Act* and determine that no referrals are necessary with the Capital Regional District Board, Councils of Oak Bay, Esquimalt and Saanich, the Songhees and Esquimalt First Nations, the School District Board, and the provincial and federal governments and their agencies due to the site specific nature of the proposed amendment;
  - d. That Council consider giving second reading to the Official Community Plan Amendment Bylaw, 2012, Amendment Bylaw (No. 14);
  - e. That Council consider referring the Official Community Plan Amendment Bylaw, 2012, Amendment Bylaw (No. 14) for consideration at a Public Hearing;
  - f. That Council consider giving first and second reading to the Zoning Regulation Bylaw, Amendment Bylaw (No. 1036);
  - g. That Council consider referring Zoning Regulation Bylaw, Amendment Bylaw (No. 1036) for consideration at a Public Hearing.
3. Following the Public Hearing and subject to the adoption of the OCP and Zoning Regulation Bylaw Amendments for 605-629 Speed Avenue and 606-618 Frances Avenue, that Council consider the following motions:

"That Council authorize the issuance of Development Permit Application No. 000302 in accordance with:

  - a. Plans date stamped July 8, 2013.
  - b. Development meeting all Zoning Regulation Bylaw requirements.
  - c. The Development Permit lapsing two years from the date of this resolution."
4. That Council endorse the recommendations in the community amenity contribution analysis dated September 13, 2013, and that the monetary contribution be split equally between the Victoria Housing Fund and neighbourhood amenities within the Burnside-Gorge neighbourhood.

Carried Unanimously



## 2. Committee of the Whole – April 14, 2016

### 4. Amenity Contribution and Inclusionary Housing for Density Bonus Projects

It was moved by Councillor Isitt, seconded by Councillor Loveday, that Council direct staff to:

1. Create a Density Bonus policy outside of the Downtown Core Area, which:
  - a. sets a fixed-rate target for amenity contribution to be requested when considering additional floorspace (bonus density) above the base density as part of rezonings within Large Urban Village and Urban Residential place designations;
  - b. establishes a fixed-rate target of \$5.00 per square foot (\$53.82 per square metre) for additional floor space that is permitted over the base density;
  - c. identifies the base density as the greater of the OCP base FSR or the existing zoning FSR (whichever is higher) within Large Urban Villages and Urban Residential place designations;
  - d. specifies that amenity contribution requests would not apply to purely commercial or industrial development, or to development of purpose built rental housing secured for the life of the building by a rental housing agreement;
  - e. provides guidance that bonus density contributions be directed to funding amenities within neighbourhoods or urban villages near the development generating the contribution, with amenity priorities to be identified by Local Area Plans;
  - f. provides for an applicant to retain a third party consultant to conduct an economic analysis if the applicant does not find the fixed-rate target supportable for a standard rezoning;
  - g. provides that a third-party economic analysis be used as a basis of negotiation for amenity contribution when bonus density is requested as part of rezonings within the Town Centre designations, and for major rezonings (defined as rezonings above the maximum density within the OCP, that are required to provide significant on-site amenities, that are generally larger than a single city block, or that are rezonings from industrial or institutional uses to residential or mixed-use), and,
  - h. establishes- a reserve fund for improvements within neighbourhoods and urban villages, to which amenity contributions can be directed.
2. Develop an Inclusionary Housing Density Bonus Policy within the Downtown Core Area and amend the Downtown Core Area Plan to reflect this policy which:
  - a. sets a threshold of 30,000 square feet of bonus floorspace (floorspace above the base density in the Downtown Core Area Plan) below which bonus density projects in the Downtown Core Area may elect to contribute amenities according to a fixed rate schedule of \$12.00 per square foot of bonus residential density. Monetary contributions should continue to be directed to the Downtown Core Area Public Realm Improvement Fund (75%) and Downtown Heritage Buildings Seismic Upgrade Fund (25%).
  - b. provides the ability to negotiate amenity contributions for projects seeking 30,000 square feet or more of bonus density floorspace, considering third party economic analysis regarding the supportable contribution. The City may elect to seek on-site non-market housing as part of a package of amenity contributions on a site-by-site basis.
  - c. considers opportunities for additional bonus density in the Downtown Core Area Plan (DCAP) Bonus Density Area, up to 10% above the maximum density, for development projects which include on-site affordable housing. The City would seek at least 15% of this additional 10% incremental floorspace, as non-market housing secured by a housing agreement limiting rents to no more than Housing Income Limits (HILs) rents as defined by the Province. Alternatively, the City would consider an equivalent contribution of rental or affordable homeownership units as proposed by the developer, secured by a housing agreement for the life of the building, and defining maximum rents or sales prices and qualified renters or buyers. In some areas, the OCP may need to be amended to support this additional density.
  - d. exempts bonus density commercial floorspace from amenity contributions.
3. Incorporate the proposed amenity contribution target and affordable housing policies into the Downtown Zoning Bylaw which is under preparation.

4. Forward the report and recommendation to the Affordable Housing Task Force, the industry and non-profit housing providers, and the neighbourhood associations, inviting comment by May 31, 2016.
5. Adjust the target rate annually based on an indicator of construction cost inflation in the Victoria market, and undertake a comprehensive update of the target rate every three to five years, or in response to major market changes.

**Carried Unanimously**

## **2. Committee of the Whole – April 14, 2016**

### **5. Concerns Raised by the Applicant Regarding the Density Bonus Land Lift Analysis and Amenity Contribution for 605 -629 Speed avenue and 606 – 618 Frances Avenue**

It was moved by Councillor Madoff, seconded by Councillor Young, that Council reconfirm its motion of October 29, 2015, that endorses the recommendations in the density bonus community amenity contribution analysis dated September 13, 2013, and that the monetary contribution due to a density bonus be split equally between the Victoria Housing Fund and neighbourhood amenities within the Burnside-Gorge neighbourhood.

*Council discussed the motion:*

- *Concerns related to stalling potential affordable housing projects and the fee associated with the amenity contribution.*
- *Concerns related to converting industrial land to residential use.*
- *Support for a schedule of payment for amenity contributions and options for a policy to this end.*

**Carried**

**For:** Mayor Helps, Councillors Isitt, Loveday, Madoff and Young

**Against:** Councillors Alto, Coleman and Lucas

## **2. Committee of the Whole – April 14, 2016**

### **6. Reconsideration of Amenity Contribution and Inclusionary Housing for Density Bonus Projects**

It was moved by Councillor Young, seconded by Councillor Coleman, that Council reconsider Item # 4 – *Amenity Contribution and Inclusionary Housing for Density Bonus Projects*.

**Carried Unanimously**

#### **Amendment:**

It was moved by Mayor Helps, seconded by Councillor Isitt, that Council amend the motion by adding a sixth (6<sup>th</sup>) point:

**That staff bring forward a policy for timing of payment of amenity contributions.**

**Carried Unanimously**

#### **On the main motion as amended:**

That Council direct staff to:

1. Create a Density Bonus policy outside of the Downtown Core Area, which:
  - i. sets a fixed-rate target for amenity contribution to be requested when considering additional floorspace (bonus density) above the base density as part of rezonings within Large Urban Village and Urban Residential place designations;
  - j. establishes a fixed-rate target of \$5.00 per square foot (\$53.82 per square metre) for additional floor space that is permitted over the base density;
  - k. identifies the base density as the greater of the OCP base FSR or the existing zoning FSR (whichever is higher) within Large Urban Villages and Urban Residential place designations;
  - l. specifies that amenity contribution requests would not apply to purely commercial or industrial development, or to development of purpose built rental housing secured for the life of the building by a rental housing agreement;



- m. provides guidance that bonus density contributions be directed to funding amenities within neighbourhoods or urban villages near the development generating the contribution, with amenity priorities to be identified by Local Area Plans;
  - n. provides for an applicant to retain a third party consultant to conduct an economic analysis if the applicant does not find the fixed-rate target supportable for a standard rezoning;
  - o. provides that a third-party economic analysis be used as a basis of negotiation for amenity contribution when bonus density is requested as part of rezonings within the Town Centre designations, and for major rezonings (defined as rezonings above the maximum density within the OCP, that are required to provide significant on-site amenities, that are generally larger than a single city block, or that are rezonings from industrial or institutional uses to residential or mixed-use), and,
  - p. establishes- a reserve fund for improvements within neighbourhoods and urban villages, to which amenity contributions can be directed.
- 2. Develop an Inclusionary Housing Density Bonus Policy within the Downtown Core Area and amend the Downtown Core Area Plan to reflect this policy which:
    - e. sets a threshold of 30,000 square feet of bonus floorspace (floorspace above the base density in the Downtown Core Area Plan) below which bonus density projects in the Downtown Core Area may elect to contribute amenities according to a fixed rate schedule of \$12.00 per square foot of bonus residential density. Monetary contributions should continue to be directed to the Downtown Core Area Public Realm Improvement Fund (75%) and Downtown Heritage Buildings Seismic Upgrade Fund (25%).
    - f. provides the ability to negotiate amenity contributions for projects seeking 30,000 square feet or more of bonus density floorspace, considering third party economic analysis regarding the supportable contribution. The City may elect to seek on-site non-market housing as part of a package of amenity contributions on a site-by-site basis.
    - g. considers opportunities for additional bonus density in the Downtown Core Area Plan (DCAP) Bonus Density Area, up to 10% above the maximum density, for development projects which include on-site affordable housing. The City would seek at least 15% of this additional 10% incremental floorspace, as non-market housing secured by a housing agreement limiting rents to no more than Housing Income Limits (HILs) rents as defined by the Province. Alternatively, the City would consider an equivalent contribution of rental or affordable homeownership units as proposed by the developer, secured by a housing agreement for the life of the building, and defining maximum rents or sales prices and qualified renters or buyers. In some areas, the OCP may need to be amended to support this additional density.
    - h. exempts bonus density commercial floorspace from amenity contributions.
  - 3. Incorporate the proposed amenity contribution target and affordable housing policies into the Downtown Zoning Bylaw which is under preparation.
  - 4. Forward the report and recommendation to the Affordable Housing Task Force, the industry and non-profit housing providers, and the neighbourhood associations, inviting comment by May 31, 2016.
  - 5. Adjust the target rate annually based on an indicator of construction cost inflation in the Victoria market, and undertake a comprehensive update of the target rate every three to five years, or in response to major market changes.
  - 6. **That staff bring forward a policy for timing of payment of amenity contributions.**

**On the main motion as amended:**  
**Carried Unanimously**

# It's Your Neighbourhood

April 26, 2016

The City of Victoria is seeking your input on the proposed changes to 605-629 Speed Avenue and 606-618 Frances Avenue and amendments to the Official Community Plan.

The City of Victoria is considering an application to amend the Official Community Plan (OCP) Bylaw for 605-629 Speed Avenue and 606-618 Frances Avenue that would enable the construction of a mixed use commercial/residential development with 176 units in two 12-storey towers.

Under the Official Community Plan, the properties at 650-629 Speed Avenue and 606-618 Frances Avenue have, respectively, Urban Residential and General Employment urban place designations. The proposed amendment would change these urban place designations to the Town Centre urban place designation.

Detailed information on this proposal is available at [www.victoria.ca/devtracker](http://www.victoria.ca/devtracker). Launch the tracker and search for the property by address.

Please provide your feedback by end of day May 20, 2016 to:

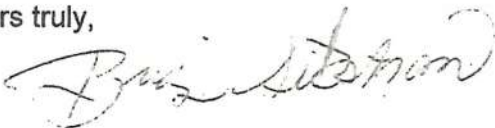
Brian Sikstrom, Senior Planner  
P: 250.361.0085  
E: [bsikstrom@victoria.ca](mailto:bsikstrom@victoria.ca)

All input received will be shared with City Council for their consideration prior to the public hearing. Once a date for the public hearing has been set, notice will be posted at [www.victoria.ca/publicnotices](http://www.victoria.ca/publicnotices).

If you would like to be notified of future development proposals in your neighbourhood, you can sign up for PlaceSpeak at [www.placespeak.com](http://www.placespeak.com).

We look forward to hearing from you.

Yours truly,

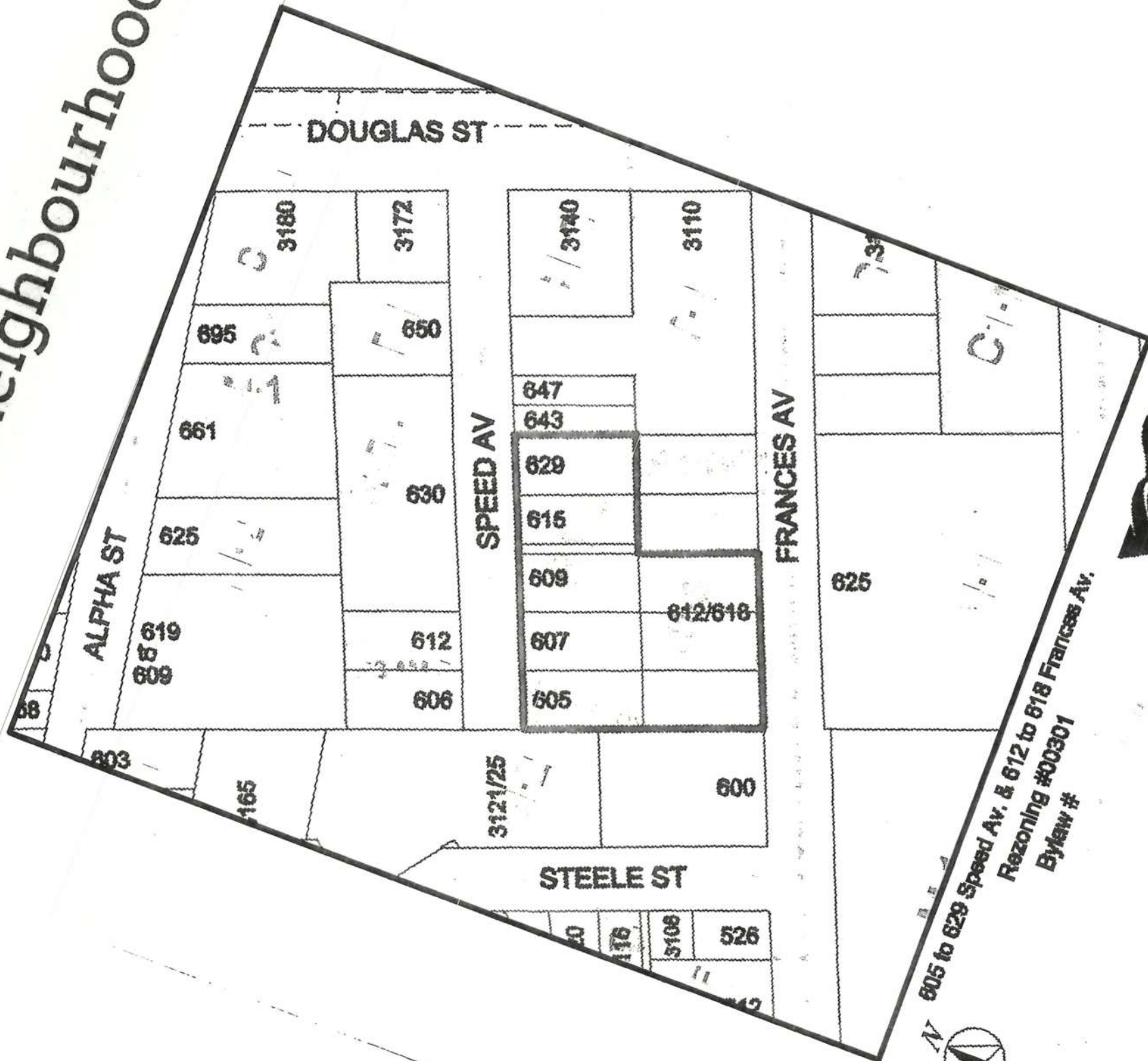


Brian Sikstrom, Senior Planner  
City of Victoria  
1 Centennial Square  
Victoria, BC V8W 1P6  
[www.victoria.ca](http://www.victoria.ca)

Encl.



# It's Your Neighbourhood



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**FEEDBACK ON  
THE OFFICIAL COMMUNITY PLAN AMENDMENT  
APPLICATION  
FOR  
605-629 SPEED AVE. AND 606-618 FRANCE AVE.**

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**Brian Sikstrom**

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**From:** Kyle Gilmar <kyle@pacificaudio.com>  
**Sent:** Monday, May 02, 2016 1:39 PM  
**To:** Brian Sikstrom  
**Cc:** [REDACTED]  
**Subject:** 606 Frances Avenue rezoning

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Hi! We just want to put our support behind this project. The current condition of those Speed Street lots is deplorable and this development will be excellent for our neighbourhood. We are especially eager to have some additional food/coffee service places within easy walking distance of the shop. Also, given that we service commercial AV systems, it gives us a chance at some business!

Our only concern is parking. As it is, Frances Avenue is so densely parked on weekdays that it is essentially single lane traffic. There could be serious issues trying to get construction equipment in/out without some sort of action plan. The parking in the building's parkade seems adequate for the residents, but it would be nice to know if there is any plan for overflow due to the businesses.

Also, we're interested in knowing how the blasting would be carried out. Our shop is immediately west of the proposed site, and in an older, non-seismic building (slab, cinderblock, wood beam). We would appreciate a schedule indicating blasting so we could relocate sensitive equipment and personnel.

Thanks again for asking for community input and I wish you the best of luck on the new development!

Kyle Gilmar, CET  
Sales Associate  
Pacific Audio Works  
3121 Steele St.

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Victoria, BC V8Z 3N7

250-380-7291

[kyle@pacificaudio.com](mailto:kyle@pacificaudio.com)

[www.pacificaudio.com](http://www.pacificaudio.com)

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**Brian Sikstrom**

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**From:** Mary Lou Newbold <ml.newbold@mayfairptometric.com>  
**Sent:** Monday, May 02, 2016 10:59 PM  
**To:** Brian Sikstrom  
**Cc:** Stephen Taylor  
**Subject:** Feedback Frances Avenue Development Plans

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Hello Brian,

Thank you for your letter soliciting feedback on the proposed development on Frances Avenue near our commercial building 3196 Douglas Street.

I'm cc'ing my husband Dr. Stephen Taylor on this as he and I jointly own our building. You may receive additional comments from him but here is my feedback on the project.

Stephen and I both agree that any development in the area will only improve the area in the long run, however, we have real concerns about parking as well as construction disruption.

We have lived through a full year of road construction that has inconvenienced our patients and clients, first with the Douglas Street changes in preparation for the bus lanes and most recently with the much needed re-paving of Alpha Street. Our commercial tenants both complained about decreases in business with the construction and we had patients cancelling and choosing not to return to purchase eyewear from us because of the "hassle of the construction".

So, further disruption to our business for construction is of course top of mind.

~~The real concern for us, however far outweighs the construction and that is of parking, which has always been a~~  
problem in our area but is even more so now. We do not have enough spaces ourselves for our staff and clients so our staff are relegated to street parking which is at a premium as ALL the businesses around us ban their employees from parking. Alpha Street as well as side streets all around us are completely full all day and the situation is getting worse not better.

We actually had a potential hire turn down working for us because of the parking predicament in our area. Given the competitive nature of our business and the difficulty finding good employees, this is quite a concern.

With a proposed 176 units, it is our sincere hope that there is a plan for 176 parking spots and if not, we expect the City of Victoria to have a proposal in place for where the additional cars will end up in an already over utilized area. This problem only magnifies in December when Mayfair Shopping Centre bans all the employees of the mall from parking on the property, what will happen then?

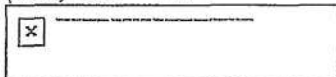
We appreciate our feedback moving forward to the City Council as outlined in your letter and look forward to hearing back from you.

Warm regards,

---



Mary Lou Newbold  
Chief Eyecare Officer  
3196 Douglas Street, Victoria, BC V8Z 3K6  
(250) 361 - 4444



3

## Brian Sikstrom

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**From:** obrienwoodworking@shawbiz.ca  
**Sent:** Tuesday, May 03, 2016 8:52 AM  
**To:** Brian Sikstrom  
**Subject:** Speed St. and Frances St. Condos

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Brian

I,m responding to your request for feed back on the Condo development on Speed and Frances.

My name is Chris O'Brien.

I am the owner of O'Brien Woodworking on Alpha St.

I have worked in the area for over 30 years.

I have seen the area become more and more a commercial and light industrial.

Most of the building are very well kept.

It's a nice little commercial community that runs very well.

I find it shocking that you are even considering this proposal in any form!

There are large trucks delivering goods in the area all day and also in the evenings

As you know Douglas St. would be the only exit for the Speed St Condo's and it already is gridlock in that area most of the day.

The other streets Frances, Gamma, Beta etc. in the area are very small, mostly one 1 lane.

Not one lane each way just one lane.

There are no tall building in this area at all.

The tallest buildings are only 3 or 4 stories.

The infrastructure already has difficulty handle the traffic, parking etc. it has to deal with presently.

Adding hundred of people and cars in this small area seems very impractical.

Generally speaking I'm all for development, but it must be done in such a way that it complements the existing neighbourhood.

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During my conversations with businesses in the neighbourhood, I see that there is a consensus that we are completely against this proposal in any form.

Thanks for taking the time to listen to my concerns.

I hope you take them into consideration and reject this proposal.

Chris O'Brien



4

**Brian Sikstrom**

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**From:** Shahn Torontow <draco@steelwheels4x4.com>  
**Sent:** Tuesday, May 03, 2016 8:37 AM  
**To:** [REDACTED] Brian Sikstrom; localnews@timescolonist.com  
**Subject:** OurCity Folder Details

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To Whom it may concern.

How very sad that a developer proposing much needed rental units, to improve an area and very much increase tax revenues for a Municipality has been trying to no avail for over five years to get a project started!

<https://tender.victoria.ca/tempestprod/ourcity/Prospero/Details.aspx?folderNumber=REZ00301>. If traffic flow is a problem make Alpha one way and Frances one way opposite and have all entrances and exits on Frances with no access on Speed. The surrounding area has been deteriorating for decades, half of Alpha Street finally got paved and broken sidewalks repaired but Delta Frances and Beta are dangerous to drive and walk down full of broken asphalt and potholes.

There is an abandoned derelict building at 3120 Steele Street that has been used as auxiliary parking contrary to permitted use for a decade and a half. The useless security fencing does not even totally surround the building homeless people sleep in the back yard and often stash "stuff" within the fenced enclosure. The property should be fenced from the sidewalk completely with "real" chain link fencing installed by a professional, how is "temporary" fencing allowed for "years"?

What is wrong with The City of Victoria that things like this exist in a so called Capital City?

Sincerely  
Shahn Torontow  
3112 Steele Street  
Victoria, BC  
[REDACTED]

**Brian Sikstrom**

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**From:** Mandy Farmer <mandy@accentinns.com>  
**Sent:** Tuesday, May 03, 2016 1:26 PM  
**To:** Brian Sikstrom  
**Subject:** Speed & Frances Ave.

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Hi Brian,

As owners of Hotel Zed on 3110 Douglas Street, we are in full support of the amendments to the OCP with regards to 605-629 Speed and 606-618 Frances to place these properties into Town Centre urban place designations.

Thanks for consulting us!

All the best,  
Mandy



Mandy Farmer  
**PRESIDENT**  
**Bike Lover!**  
Email: [mandy@accentinns.com](mailto:mandy@accentinns.com)  
Phone: 250-360-1511



*Rebels Against the Ordinary*



6

Brian Sikstrom

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**From:** [REDACTED]  
**Sent:** Tuesday, May 03, 2016 4:00 PM  
**To:** Brian Sikstrom  
**Subject:** Fw: proposal to develop Speed/Frances lots...WHAT I MEAN TO SAY is...

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some corrections to my language Brian! sorry I didn't edit before sending!! (ouch!)

What I mean to say, Brian, **I am against amending the Official Community Plan Bylaw** for 605-629 Speed Avenue and 606-618 Frances Avenue to enable construction of a mixed use commercial residential development with 196 units in two twelve storey towers.

**I think Speed should stay low rise residential, the our land is very low to sea level and doesn't get much sun as is,, so putting towers would block it all the more and reduce its liveability.**

Again, I think keep that zoning for higher buildings on the block that is in between Finlayson, Douglas and Frances, as Finlayson and Douglas are multilane streets and don't have a residential feel,,, but our little street DOES have a residential feel,,, but please keep Frances Street northside smaller such as 6 storey or less,,, to allow us to keep our neighbourhood healthy – we love our green-friendly, sun-friendly, tree-friendly Speed Avenue.

Speed Ave is narrow, dead end and needs to stay as residential as possible to support the health of the people living in the 49 condos/townhouse who already live there,,, and to support healthy living of the new people who may live across the street.

----- Original Message -----

**From:** [REDACTED]  
**To:** 'Brian Sikstrom'  
**Sent:** Tuesday, May 03, 2016 3:45 PM  
**Subject:** proposal to develop Speed/Frances lots...

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Hi Brain, re the Speed / Francis proposed development,,

Attached are 4 documents that I sent at various times to council (including Pam Madoff, and you, I think) over the years,

One is a diagram of how tall 11 stories would be and the shadow they would create over our very narrow Speed Ave.

We are a narrow street (1 & 1/2 metres narrower than Frances), and a dead end, and we already hold a bldg of 30, plus a bldg of 19, for a total of 49 units, we have little street parking and our building has only 2 guest parking spots (carshare took their car away because nobody was using it, so the one guest spot became two). This is a case that proves offering a car share program (which allowed the developer of OUR building) to go ahead and 'short' the plan of sufficient guest parking,,, including a carshare in our building plan did not add value to reducing cars and carparking density.

Our street is very narrow, a meter and 1/2 narrower than Francis, and the shadow of two twelve storey buildings would be HUGE.

There would be chronic parking issues.

We would not get any sun. I believe our street would become a GHETTO,,, nobody would want to live in our buildings, fewer people would buy in to the life on our street....., people and gardens need sun,,, the big lovely trees in the summer do create natural shade but having dappled sunlight through the leaves is so much healthier than having two 12 storey buildings.

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The integrity of the owner and developer is questionable. I will try to be diplomatic in these stories below,,, a difficult task! Here I go...

I met the owner, who I found nasty / rude in person. He hired a smooth talker to be his representative, likely for good money, to sell his huge development to the city and questioning public,,,,. They have, for years, tried to get maximum dollar for their development, telling us all these two towers 'fit exactly what the city wants to see in this area??'. NO. They are not considering a healthy balance for existing and future residents -- For the owner, it is ALL about turning a big profit. I hope, that he would not want to see his grandchildren living in one of our buildings, if there were two huge towers across the street, it would be sunless and no green space and in such squashed quarters, renters become questionable in lifestyle and demographics can attract people with unhealthy lifestyles...

We NEED to keep the green and sun on our street, to keep a healthy neighbourhood for us!

TWICE they lied or 'stretched the truth' Here's where: they FIRST proposed two 12 storey buildings, each with a huge foot print. When the city asked them for a reduced foot print and fewer stories, they changed to ONE tower of 8 storeys AND one tower of 14 stories,,, which totaled 26 stories, actually MORE stories, not LESS than the first proposition that totalled 24 stories!

They lied when presenting this amended design to the city, saying 'we've reduced footprint and stories' (I attended the public presentation).

Then, they were called on it by the city (I had been one advocate to point it out, and I feel my letters made a difference). And THEN they re-configured the design and resubmitted;

they re-submitted presenting TWO TEN STOREY buildings,,,, with ground level condos AND a penthouse on top. Amazing, they PRESENTED it as TEN stories, when it was STILL TWELVE when you included the 2 levels in addition to the 10 storeys!

Today, here they are again, a THIRD TIME, pleading that 'they can't afford this'? Like they are being 'put out' and 'turned down unfairly' multiple times,,, that it is costing THEM tooooo much money??? They are the ones with the millions, just trying to make MORE.

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So, they are asking for two TWELVE STORIES again....

I am so saddened by this kind of person, who does not have a heart and understand supporting and growing healthy communities!!

At the core of good business practice, is a healthy person who cares for the overall good of all folks, even those they do not know.

I hope City will turn them down again, and try only to encourage towers like this on the MAIN roads such as Finlayson and Douglas, and to leave lots of space in between buildings so that the sun can get through and so people can grow gardens and enjoy some sunshine.

Again, I'd be okay with a 5 storey or even 6 storey (if set back enough).... Brizo 19 is a great example of a lovely 6 storey design, that considers what the street can support,,

Thanks Brian, I hope you can see some of the logic in my reasoning,,

from Joy Kruger  
owner of 201 - 630 Speed Avenue

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## Brian Sikstrom

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**From:** [REDACTED]  
**Sent:** Wednesday, May 04, 2016 1:27 PM  
**To:** Brian Sikstrom  
**Subject:** 12 storey towers Frances/Speed

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Brian, the representation of the proposed development on narrow Speed avenue is grossly misrepresented in what was published in the TC a few weeks ago.

It looks as if our little street is really really wide!! and it looks as if the trees are as tall as the 12 storeys beyond them!!

and it looks as if the 12 storeys are set 'far back' from the front of the underlying 'townhouses', but in the actual DESIGN, they are NOT,,, they are pretty much directly on top of the 'townhouses', and all are quite CLOSE to the sidewalk, overshadowing the narrow street and our 3 storey Mayfair Walk building and the 3/4/5 storey Brizo 19.

<http://www.timescolonist.com/news/local/city-s-975-000-fee-too-high-developer-1.2101013>

I know they want to make their money, I hope WE can keep Speed Avenue's residential feel, we are afraid of turning into a Ghetto!

I think we should NOT change the bylaws to allow this to go as is. The owner of the property is already rich, owning 6 lots outright for many many years. Our health is at stake... We could create more neighbourhood here with more moderate sized buildings with green space, picnic tables,,, a neighbourhood that people can call home...

from Joy Kruger

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This email has been checked for viruses by Avast antivirus software.  
<http://www.avast.com>

**Brian Sikstrom**

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**From:** Jesse Pereira [REDACTED]  
**Sent:** Saturday, May 07, 2016 12:42 PM  
**To:** Brian Sikstrom  
**Subject:** Proposed Changes 605-629 Speed Avenue

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Hello Brian,

I am the owner of unit 201 - 606 Speed Ave and a member of our buildings council.

Regarding the proposed changes to 605-629 Speed Avenue, here are my thoughts:

- Speed Ave needs to be repaved, the street is in poor condition.
- Speed Ave is not wide enough for our buildings garbage truck and service is sometimes missed due to excessive parking on both sides of the street blocking access.
- Speed Ave street parking should only be allowed on one side of the street.

Thanks,

Jesse Pereira  
[REDACTED]

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8

**Brian Sikstrom**

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**From:** Gerry walsh [REDACTED]  
**Sent:** Sunday, May 08, 2016 7:45 PM  
**To:** Brian Sikstrom  
**Subject:** Proposed amendments to the OCP for 605-629 Speed Ave and 606-618 Francis Ave.

---

Dear Mr. Sikstrom

I strongly object to the above proposal. This is not a development that fits with the vision for this neighbourhood; it is not even close. This is not a development which is substantially consistent with the OCP and simply seeks an accommodation. This is not even an amendment to the OCP. To approve this development is to take the OCP, light it on fire and throw it out the window. To approve this is to simply let the developer build whatever they wish, wherever they wish - making the OCP a waste of taxpayers' time and money.

I believe this is the third version of this proposal (all of them essentially the same) and none of them addresses a single concern raised by the community. The developer seems to think that by proposing the same thing over and over we will eventually stop objecting.

regards

Gerry walsh

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## Brian Sikstrom

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**From:** Jamie Van Delft [REDACTED]  
**Sent:** Sunday, May 15, 2016 4:06 PM  
**To:** Brian Sikstrom  
**Cc:** Lexi Iulianella; [REDACTED]  
**Subject:** Speed/Frances Avenue Rezoning/Development - REZ00301

Good day Mr. Sikstrom,

I'm contacting you as a home-owner on Speed Ave WRT the rezoning and potential development of Speed and Frances Avenue.

I first would like to say that, overall, I am excited for this development. I believe it will bring welcome upgrades/repair to our street in the way of a new and better designed road and upgraded city services. This is in addition to the outstanding potential that the commercial businesses will potentially provide, and that small community niche feel that currently exists throughout the city of Victoria i.e. Cook Street Village, Fernwood. I truly feel that this is what makes Victoria such a desirable place to live!

We are, however, very concerned and **against the size** of the development being proposed: "176 units in two 12-storey towers".

The following is what we feel to be "not in step" with how this community was initially designed, and a few suggestions(for the developer):

**1. Sun:** From the Mayfair Walk and Brizo buildings, most of the units are South Facing. The sun provides the buildings and the street with the necessary light conducive to healthy living. It enables residents of the street to enjoy the sun without having to leave. It's good for the mind and is an excellent way to decompress at the end of the day or start your morning without having to travel anywhere.

I believe that the two 12 storey towers will cast a large shadow on the street, preventing the south facing units from receiving sun most of the day. Although there are large trees, which, in the late spring/summer block out some of the sun, I think we can agree that it would be a different feel than if it were two large towers doing the sun-blocking. Not the same feel.

**Suggestion:** Reduce the the height of the proposed building. Talking with some residents, a **5 or 6 storey(total)** would be generally in step with the community, and the way it "feels" now. Obviously this comes at a cost to the developer: not as many units to sell, but like anything, a "social" and city license to develop is much better than just a city license. I feel with the current housing market in Victoria, that having too many units will cheapen the value of the street. LESS IS MORE!

**2. Parking:** The street and buildings are already limited in their parking. The streets are both incredibly narrow, and an increase in traffic flow with this many units(176) will undoubtedly cause traffic nightmare in the morning, and at the end of the work day; moreover, this will discourage children and adults from using the street(Speed ave) recreationally ie. Basketball, biking, walking dogs etc. We would have to cross two very busy streets over to Topaz park to safely enjoy small recreational activities.

**Suggestion:** Build the entrance(s) on Frances. There are no residential units on that segment of the street, just commercial businesses which are North facing. Again, reduce the number of units by reducing the height.



**3. The Proposal:** The way I see this from a planning perspective, is that the size of the proposed development is coming 10 years too late, and 70 years too early. Had ALL buildings on Speed Avenue been 60-100 years old, nearing a re-development phase, most residents would of probably felt that it was time to capitalize on their investments, and sell to developers; natural city progression/growth. IF a 12 storey building is built on Speed and Frances, the residents who are living in their very young and much smaller buildings, would now have to live with this 12 storey building for several decades to come. As mentioned earlier, this would cheapen the value of the street, not just monetarily, but aesthetically as well. The proposed development is out-of-step with current structures in place.

**Suggestion:** Keep the development within the confines of "natural city growth" by reducing the number of units being proposed.

In conclusion, we are excited and not against development, but please keep the aforementioned in mind when considering the proposal: The size of the proposal and the effect it would have on the community.

I look forward to hearing back from you!

Jamie Van Delft  
[REDACTED]

**Brian Sikstrom**

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**From:** Beverley Wright [REDACTED]  
**Sent:** Monday, May 16, 2016 12:03 PM  
**To:** Brian Sikstrom; Lisa Helps (Mayor); Marianne Alto (Councillor); Chris Coleman (Councillor); Ben Isitt (Councillor); Jeremy Loveday (Councillor); Margaret Lucas (Councillor); Pam Madoff (Councillor); Charlayne Thornton-Joe (Councillor); Geoff Young (Councillor)  
**Subject:** Re: Parking for proposed building for Speed Ave/Frances Ave.  
**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Dear Brian, Lisa Helps, and Victoria City Council members,

Although I support in general the idea of an attractive multi-unit housing building between Speed and Frances Avenues, especially one with commercial offerings, I have specific concerns about what the developer wants to provide in terms of parking.

Both Speed and Frances are narrow streets, particular Speed Ave. Currently there is parking on both sides of Speed, with room for only one vehicle to move cautiously between the parked cars, so often it's necessary to wait at the dead end until the way is clear to get back out to Douglas. Therefore, I understand and agree with the desire of the Traffic Division to eliminate parking on the south side of Speed.

However, the parking that will then be available 'does not compute'. The developer of our building, at 630 Speed, was allowed to "short" parking spaces because there was a car share vehicle provided. It was later removed because it was not used, so now we have only two visitor parking stalls. All other visitors and extra vehicles associated with the existing multi-unit dwellings have to park on the street. Right now there are several small houses on the south side, and most have driveways where they park their vehicles. It looks like the 8 proposed condo units facing Speed will not have driveways, so owners will likely choose to park on Speed Ave. as well. Essentially, the available street parking will be halved and the need will be more than doubled.

In talking with Brian Sikstrom I learned that the developer wants to provide only .9 parking spaces per housing unit, rather than the 1.4 usually required. I hope council will NOT approve this request, unless there is great flexibility in the 65 commercial spaces being provided. In other words, I hope that visitors and, if necessary, owners with extra vehicles, will be permitted to park in the commercial spaces for several hours if need be.

I also hope that the developer will be required to provide a large bike storage room (something that the developer of Mayfair Walk did not provide).

Both adequate parking and bike storage for the residential units are essential for a healthy and happy feeling of neighbourhood. (Of course, this could be achieved by making the buildings lower in height, allowing in more sunshine as well as creating fewer residential units. This would be another good solution. )

Sincerely  
 Beverley Wright

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Brian Sikstrom

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**From:** Harvey Kelly [REDACTED]  
**Sent:** Friday, May 20, 2016 1:02 PM  
**To:** Brian Sikstrom  
**Subject:** Development proposal - Speed Ave. and Francis St.

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I am not against redevelopment, however I do feel that this proposal is too big for these on lane streets to handle the increased traffic. If it was only residential without the businesses on the ground floor, I would be more inclined to support it. One of the proposals during the last eight years was to have no parking on the south side of Speed. This would affect me directly as my property does not have off street parking. My house 643 and the house next door 647, have been here since 1914. I realize that this does not guarantee me parking, but after 102 years of existing without off street parking, it should count for something. According to you it does not. Thank you for listening. I will be at the public hearing. Cheers, J. Harvey Kelly resident and owner of 643 Speed Ave



**Brian Sikstrom**

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**From:** Adam Geric [REDACTED]  
**Sent:** Friday, May 20, 2016 2:11 PM  
**To:** Brian Sikstrom  
**Subject:** Proposed changes to 605-629 Speed Ave and 606-618 Frances Ave

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Dear Brian,

As a resident of 606 Speed Ave, two 12-storey towers totalling 176 units is far beyond reasonable. As a family member of the developers of 606 Speed Ave, Brizo 19 was built with the assumption that a development would occur in the proposed area. A similar development of 4-5 stories allowing to maintain the attractive and friendly vibe that Speed Ave has transformed into with its previous developments is completely acceptable and even encouraged. Two 12-storey towers would destroy the positive changes of Speed Ave and completely overpower this area of Victoria.

In addition to the absurdity of these buildings being as large as the proposal, a primary issue that needs to be addressed before any further development is the size and condition of Speed Ave road. With the lack of parking combined with the narrow street, getting in and out of Speed Ave has become increasingly challenging. As an owner of a large vehicle there have been times where I have to get out of my vehicle and move parked vehicle mirrors just get continue down the road. Any type of utility or city vehicle doing maintenance work causes major congestion and lengthy delays. The addition of any development, let alone a 176 unit development, would drastically increase this already existing problem. A primary step in beginning an additional development needs to be improving Speed Ave while maintaining the current privacy to residents.

Please contact me for any further questions.

Sincerely,

**Adam Geric**  
BExSc; BBus (Sport Management)  
Griffith University  
Ph: (250) 889-4656  
e-mail: [adam.geric@griffithuni.edu.au](mailto:adam.geric@griffithuni.edu.au)

**Brian Sikstrom**

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**From:** david allen [REDACTED]  
**Sent:** Friday, May 20, 2016 8:18 PM  
**To:** Brian Sikstrom  
**Subject:** Speed St. building proposal

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Hello,

On behalf of the residents of 201-630 Speed Avenue, I would like to express our concern regarding the proposed 12 story building which is set to be constructed on the other side of the street. We believe that this building would negatively impact not only our neighborhood but also the overall quality of living for the residents of 630 Speed Avenue.

Our building is below the treeline, and as it is, there is already limited sunlight for some condos. On the back side of the building, a white wall reflects the light of the sun overhead which gives us light for several hours of the day -- if a 12 story building were constructed, I'm sure that our building would be largely covered by its shade, leaving us with very little natural light. As a person who suffers from seasonal depression, I can say with certainty that my quality of life we be impacted if building of that scale blocked the sun for much of the day.

Secondly, a twelve story building does not fit with the aesthetics of the neighborhood. All of the buildings are quite short, and a skyscraper would destroy the skyline. If we lived in a more urbanized area such as downtown or uptown, perhaps this would be a welcome addition, but given the fact that we live on a dead-end residential street, I would rather not have such a large-scale building constantly in view.

Finally, the largest issue we have is in regards to the lack of space in this area. The pictures of this proposal are deceptive, and show Speed Avenue to be much wider than it actually is. As it stands, we already have a parking issue on our hands; there is not enough parking to accommodate all the residents of our building, and because people park on the side of the street, it is quite a crowded area. I do not understand how it would be possible not to aggravate this problem by moving another 172 units worth of people into the area. I imagine that either the street would need to be narrowed even more, or more people would be left without parking spaces. Simply put, there is not enough room to accommodate the 300+ people who would be moving in to the new building.

In short, we implore you to reconsider your plans for this building. We want to keep Speed Avenue as a small residential community, and if a 12 story building were constructed, I think that this would be impossible.

Thank you,

- Taryn Lees, David Allen and Bayden Woodland, the residents of 201-630 Speed Avenue.

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Brian Sikstrom

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From: Alex [REDACTED]  
Sent: Sunday, May 22, 2016 3:43 PM  
To: Brian Sikstrom  
Subject: Speed Ave

Hi Brian,

I realize I am late in responding to your call out for feedback re: potential development on Speed Ave. I have been away since Jan on military duties, and only just returned to Victoria on Saturday. I hope you will still take my thoughts into consideration

I am happy to have mixed use buildings in my area. I used to live at Dockside Green on Tyee Rd, and really liked the concept there as well.

I do have two concerns, specifically over the height of the proposed buildings. Firstly, we live in a 4 storey building that is mainly south facing. A building that is 3 times as tall as ours will certainly block out sunlight, which has serious negative effects on my mental health, the viability of my balcony vegetable garden, and my property value. And secondly, buildings that size could potentially draw large amounts of traffic. As you must be aware, Speed Ave is a narrow dead end street in need of work. I hope that you will take steps to minimize or deter vehicle traffic, encourage bike and pedestrian traffic, and maintain safety on my street in conjunction with the proposed building development

Thank you for reaching out to the neighbourhood for input on this, and I hope that you find my comments useful

Alex 🌻

Alex Cape  
[REDACTED]

 Please consider the environment prior to printing this email



**Alicia Ferguson**

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**Subject:** RE: Rezoning application #00301, 605 to 629 Speed Av & 612 to 618 Frances Av.

**From:** Robb Tones

**Sent:** Monday, June 06, 2016 11:39 AM

**To:** Brian Sikstrom <[bsikstrom@victoria.ca](mailto:bsikstrom@victoria.ca)>

**Subject:** Rezoning application #00301, 605 to 629 Speed Av & 612 to 618 Frances Av.

Dear Mr. Sikstrom,

I am writing to express my strong opposition to the proposed rezoning application #00301.

I have been a resident of 630 Speed Ave., across the street from the proposed development since 2007.

I feel that the current OCP should be respected and this property not be included in the Mayfair Town Centre Area.

Problems with the development application include:

Building massing: Shadowing of the existing residences on the north side of Speed Ave will be greatly increased. Height per se is not so much an issue, I would be fine with a single tall and narrow tower. Two massive towers is too much and wholly inconsistent with the neighborhood.

Parking and road infrastructure: Speed and Francis Ave are already extremely congested. Adding this many new residences and businesses will only make the problem worse. In no way should a reduction of allotted parking spaces from 1.4 per unit be permitted.

Lack of green space: For this many new residences, I feel more green space needs to be provided, especially a play area for children. There are no easily accessible parks in the area.

Redevelopment of these properties is entirely appropriate providing it conforms to the existing neighborhood.

Regards,

Robb Tones  
104 - 630 Speed Ave.  
Victoria, BC