

7. DEVELOPMENT APPLICATION REPORTS

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

Committee received a report regarding an update for Rezoning Application No. 00301 and Development Permit No. 000302 for 605-629 Speed Avenue and 606-618 Francis Avenue. The proposal is to construct a commercial/residential complex consisting of two residential towers of 12 storeys each.

Committee recessed at 12:00 p.m.

Committee reconvened at 12:05 p.m.

Committee discussed:

- Differences between the original application and the current one.
 - The original proposal involved non-profit rentals and market rentals, while the current application calls for strata ownership with no non-profit rentals. There will be no restriction on allowing the strata units to be rented.
- Concerns over parking, pedestrian access and the loss of light industrial use on the site.

Action:

It was moved by Councillor Alto, seconded by Councillor Isitt, that Committee recommends 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, 202, 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 allocated to the Victoria Housing Fund.

Committee discussed:

- That the application is a good use for the property and the need to look at more mixed-use for these types of sites.
- The area is a major transportation corridor and expansion will be inevitable.
- Concerns about losing employment lands and replacing them with high density residential.
- The amenity contribution and if any monetary contribution would stay in the neighbourhood or be dispersed throughout the area.

Amendment: It was moved by Councillor Young, seconded by Councillor Isitt, that Committee amend the motion as follows:

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 within 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 allocated **to be split between** the Victoria Housing Fund **and neighbourhood amenities**.

On the amendment:

CARRIED UNANIMOUSLY 15/PLUC251

Committee discussed the amendment:

- There is an acute housing need and any contribution to the Housing Fund would have significant benefits.
- The Burnside-Gorge neighbourhood feels they have contributed their share of affordable housing.
- Creating housing is important but the neighbourhood feels that an investment in community amenities would improve the quality of life for all.

Amendment: It was moved by Councillor Loveday, seconded by Councillor Thornton-Joe, that Committee amend the motion as follows:

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 to be split between the Victoria Housing Fund and neighbourhood amenities **within the Burnside-Gorge**.

Committee discussed:

- There will be a neighbourhood action plan that will identify easy wins for implementing amenities.

Amendment to the amendment: It was moved by Councillor Isitt, seconded by Councillor Alto that Committee amend the amendment:

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 of **\$250,000 be allocated to the Burnside-Gorge neighbourhood and the remainder to the Victoria Housing Fund.** and ~~neighbourhood amenities within the Burnside Gorge.~~

On the amended amendment:
DEFEATED UNANIMOUSLY 15/PLUC252

Committee discussed:

- If the amount is too small to do any significant work.

Amendment to amendment: It was moved by Councillor Young seconded by Councillor Coleman, that Committee amend the amendment.

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, 202, 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**.

On the amended amendment:
CARRIED 15/PLUC253

For: Mayor Helps, Councillors Alto, Coleman, Lucas, Madoff, Thornton-Joe and Young.

Against: Councillors Isitt and Loveday

On the amendment:
CARRIED 15/PLUC254

For: Mayor Helps, Councillors Alto, Coleman, Lucas, Madoff, Thornton-Joe and Young.

Against: Councillors Isitt and Loveday

Discussion of the main motion:

- The area is what we expect will become a village of the future of mixed-use, residential and light industrial.
- There is significant risk to undertake the challenges this application proposes.
- Uncertainty that this is the highest and best use for this area and what the visual impact will be upon entering the City.

On the main motion as amended:
CARRIED 15/PLUC255

For: Mayor Helps, Councillors Alto, Coleman, Isitt, Loveday, Lucas, Thornton-Joe and Young.

Against: Councillor Madoff



Planning and Land Use Committee Report

For the meeting on October 29, 2015

To: Planning and Land Use Committee **Date:** October 14, 2015
From: Jonathan Tinney, Director, Sustainable Planning and Community Development
Subject: **Update on Rezoning Application No. 00301 and concurrent Development Permit Application No. 000302 for 605-629 Speed Avenue and 606-618 Frances Avenue**

RECOMMENDATIONS

Staff recommend that Committee forward this report to Council and that Council consider the 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 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* and *Capital Regional District Solid 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 within 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 to Council 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 motion:
"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 allocated to the Victoria Housing Fund.

LEGISLATIVE AUTHORITY

In accordance with Section 876 of the *Local Government Act*, Council may adopt one or more Official Community Plans. Pursuant to Section 137(1) (b) of the *Community Charter*, the power to amend an Official Community Plan is subject to the same approval and other requirements as the power to adopt a new Official Community Plan Bylaw.

EXECUTIVE SUMMARY

The purpose of this report is to present Council with updated information, analysis and recommendations regarding a request for an Official Community Plan (OCP) Amendment Application, a Rezoning Application and a concurrent Development Permit Application for the properties at 605-629 Speed Avenue and 606-618 Frances Avenue.

On September 20, 2012, the Planning and Land Use Committee (PLUC) reviewed a revised Application for the site and recommended that the Advisory Design Panel (ADP) review it with attention to building massing, height and green space as well as the streetscape and landscaping treatments on the Frances Avenue frontage. The Committee's recommendations also included a requirement that the applicant undertake further public consultation through the Burnside-Gorge Community Association and that staff report back to PLUC prior to the Public Hearing.

Following the review by the ADP on May 15, 2013, staff provided an update report to PLUC on August 22, 2013, providing information from the ADP review and a recommendation that the Development Permit be issued, should approval of the Rezoning Application be given.

The applicant has now met, after a lengthy passage of time, the remaining conditions for the Application to proceed to a Public Hearing and the Zoning Regulation Bylaw and Official Community Plan Amendment Bylaw have been drafted.

Updated information on the status of these conditions is summarized as follows:

- The community amenity contribution analysis undertaken by an independent third party consultant shows an increase in land value of \$1.3 million due to the proposed lift in

density. Based on recovering 75% of this value to support and advance the City's objectives and policies, the provision of an amenity or monetary contribution of \$975,000 is required at the time of construction. In this instance, it is recommended for Council's consideration that the monetary contribution be made to the Victoria Housing Fund since the proposal originally included a significant component of non-market, affordable housing.

- The applicant contacted the Burnside-Gorge Community Association regarding further consultation in 2014. The Association advised that an additional Community Meeting was not required as no substantive design changes had been made to the proposal following a Community Meeting held August 7, 2012.
- The Housing Agreement ensuring that the rental of units is not prohibited, a public walkway linking Speed Avenue and Frances Avenue, a covenant ensuring sewage attenuation and plans for streetscape improvements on Frances Avenue have all been finalized.

The previous City Council, Governance and Planning Committee, Planning and Land Use Committee minutes and staff reports are attached for background information. Also attached is a letter from the applicant with staff and consultant responses regarding the community amenity contribution analysis as well as the summary of the community amenity contribution analysis provided by the consultant. The Housing Agreement, Statutory Right-of-Way Covenant and Sewage Attenuation Covenant are also attached

BACKGROUND

Description of Proposal

The proposal is to construct a commercial/residential complex consisting of two residential towers of 12 storeys each. The residential component is comprised of 176 units including 10 ground-oriented townhouses along Speed Avenue. The commercial component consists of 2438m² of commercial floor space on the Frances Avenue side of the site as well as surface parking for 39 vehicles. In addition, 195 spaces of vehicle parking are proposed in two underground levels of parking accessed from Speed Avenue and Frances Avenue.

Updated Information

Land Lift Analysis

The third-party land lift analysis, undertaken by Rollo & Associates, was prepared and submitted to the City in September 2013 (attached). The land lift was taken from an average base density of 1.5:1 for the site, which has an Urban Residential land-use designation on Speed Avenue and General Employment on Frances Avenue. The residual land value analysis resulted in a lift of \$1.3 million. Council's current practice for properties outside Downtown is to recover 75% of the land lift value (\$975,000) either as a monetary contribution or through the provision of a public amenity identified by the City to support and advance objectives and policies. In the absence of public amenities identified by the City, it is recommended for Council's consideration that the monetary contribution be made to the Victoria Housing Fund as the original proposal included a significant component of non-market, affordable housing.

In a letter dated February 12, 2014, the applicant has raised objections to the findings of the land lift analysis and stated a willingness to pay an amenity contribution of \$200,000.00. The applicant has not provided a supporting analysis or rationale for this figure.

Further Public Consultation

In response to the PLUC's motion that the applicant undertake further public consultation through the Burnside-Gorge Community Association, the applicant contacted the Burnside-Gorge Community Association. In an email dated August 26, 2014 (attached), the Association advised that an additional Community Meeting was not required as no substantive design changes were made to the proposal following a Community Meeting held August 7, 2012.

Housing Agreement

A Housing Agreement to be adopted by bylaw and registered on title ensures there will be no rules or regulations that would restrict an owner of a dwelling unit from renting it to a non-owner.

Public Walkway Easement

The applicant has registered an Easement (Statutory Right-of-Way) for a public walkway between Speed Avenue and Frances Avenue.

Sewage Attenuation

The applicant has registered a Covenant ensuring sewage attenuation measures are implemented should the development proceed to construction.

Streetscape Improvements

The proposed streetscape improvements to the Frances Avenue frontage, including the replacement of boulevard trees, will be installed to the City's Right-of-Way standards and specifications.

Statutory Consultation

The *Local Government Act* (LGA), Section 879(1), requires a Council to provide one or more opportunities it considers appropriate for consultation with persons, organizations and authorities it considers will be affected. Consistent with Section 879 (2) (a) of the LGA, Council must further consider whether consultation should be early and ongoing. This statutory obligation is in addition to the Public Hearing requirements. In this instance, staff recommend for Council's consideration, that appropriate notice would include mailing a notice to the owners and occupiers of property within 200m of the subject site and posting a notice on the City's website inviting affected persons, organizations and authorities to ask questions of staff and provide written or verbal comments to Council for their consideration.

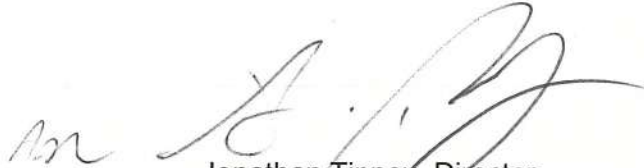
Waste Management Plan, Financial Plan and Statutory Consultation

As a result of the proposed OCP Amendment, the *Local Government Act* requires that Council consider Financial Plan implications, Waste Management Plan implications and statutory consultation requirements as part of any proposed OCP Amendments. In this instance, staff recommend to Council that there are no Financial Plan or Waste Management Plan implications anticipated.

Respectfully submitted,



Brian Sikstrom
Senior Planner
Development Services Division



Jonathan Tinney, Director
Sustainable Planning and Community
Development Department

Report accepted and recommended by the City Manager:



Date:

October 23, 2015

List of Attachments

- Minutes of the Planning and Land Use Committee Meeting of August 22, 2013
- Staff report with attachments dated August 1, 2013
- Email dated August 26, 2014, from Burnside-Gorge Community Association Chair waiving an additional Community Meeting
- Letter dated September 12, 2013, from Rollo & Associates outlining the amenity contribution analysis
- Letter dated February 12, 2014, from M.H. Johnston & Associates Inc. regarding the amenity contribution analysis
- Draft Official Community Amendment Bylaw
- Draft Zoning Regulation Amendment Bylaw
- Draft Housing Agreement Bylaw
- Housing Agreement
- Covenant securing Statutory Right-of-Way
- Covenant securing sewage attenuation
- Council minute of October 11, 2012, and GPC minute of September 20, 2012, with September 6, 2012, staff report with attachments
- Council minute of April 14, 2011, GPC minute of April 7, 2011, and PLUSC minute of February 3, 2011, staff reports of March 24, 2011, and January 27, 2011.

4.5 Development Permit Application # 000302 for 605-629 Speed Avenue and 608-618 Frances Avenue

Committee received a report dated August 1, 2013, from Development Services regarding Development Permit # 000302 for 605-629 Speed Avenue and 608-618 Frances Avenue. The applicant proposes a commercial/residential complex consisting of two multi-unit residential towers of 12 storeys each. The residential component is comprised of 176 units including 10 ground-oriented townhouses along Speed Avenue. The commercial component consists of 2438m² of commercial floor space on the Frances Avenue side of the site with surface parking for 39 vehicles. In addition, a minimum of 195 spaces of vehicle parking are proposed in two underground levels accessed from Speed Avenue and Frances Avenue.

The following issues were highlighted for this project:

- Building massing
- Building height
- Green space and landscaping treatments on Frances Avenue

Committee discussed:

- This application has had much discussion and careful consideration as it will be a landmark building.
- It would be helpful to have the long views from other parts of the city. Should the application move forward that document would be useful to have.
- The application will provide a dramatic change to the neighbourhood.

Action: Councillor Helps moved that Committee recommends that following consideration of the Rezoning Application, that Council authorize the issuance of a Development Permit for building design and landscaping for 605-629 Speed Avenue and 606-618 Frances Avenue, accordance with:

1. Plans stamped "Development Permit # 000302 dated July 8, 2013".
2. Development meeting all *Zoning Regulation Bylaw* requirements
3. Final plans to be in accordance with the plans identified above with the provision of high-quality materials for the surface parking area, to the satisfaction of the Director of Planning and Development.

For: Mayor Fortin, Councillor Helps
Against: Councillor Madoff

CARRIED 13/PLUSC0126

Planning and Land Use Standing Committee Report

Date: August 1, 2013 From: Brian Sikstrom, Senior Planner
Subject: **Development Permit # 000302 for 605-629 Speed Avenue and 608-618 Frances Avenue** – Application to construct a commercial/residential complex consisting of two residential towers of 12 storeys with ground floor commercial and ground-oriented townhouses.

Executive Summary

The purpose of this report is to present Council with information, analysis and recommendations regarding an application for a Development Permit at 605-629 Speed Avenue and 608-618 Frances Avenue in conjunction with a Rezoning Application.

The applicant proposes a commercial/residential complex consisting of two multi-unit residential towers of 12 storeys each. The residential component is comprised of 176 units including 10 ground-oriented townhouses along Speed Avenue. The commercial component consists of 2438 m² of commercial floor space on the Frances Avenue side of the site with surface parking for 39 vehicles. In addition, a minimum of 195 spaces of vehicle parking are proposed in two underground levels accessed from Speed Avenue and Frances Avenue.

The following points were considered in analyzing this application:

- The applicant has responded to all the comments and recommendations of the Advisory Design Panel. The major changes to the proposal include the addition of a roof top patio space for the residents and the replacement of stucco on the multi-unit residential towers with brick veneer and pre-finished metal panels. In addition, the differing colour treatments distinguish the towers from each other and add greater visual interest to the overall scheme.
- The applicant has responded to Council and staff concerns regarding the landscape treatment on the Frances Avenue frontage with the provision of additional boulevard trees in consultation with City staff. A recessed bay in the commercial frontage has also been provided to accommodate possible outdoor seating.
- The proposed surface parking area is large and unbroken by landscaping and this should be improved with the provision of high quality materials, e.g. brick pavers, brushed concrete.
- The applicant has not altered the height of the towers. The proposed tower heights are above the "up to approximately 10-storeys" building height in the *Official Community Plan* Town Centre Urban land use designation. However, staff note that if lowered tower heights are traded off for larger tower footprints in order to maintain floor areas, there may be no improvement in the appearance of the proposal.

Recommendations

Following consideration of the Rezoning Application, that Council authorize the issuance of a Development Permit for building design and landscaping for 605-629 Speed Avenue and 606-618 Frances Avenue, in accordance with:

1. Plans stamped "Development Permit # 000302 dated July 8, 2013.
2. Development meeting all *Zoning Regulation Bylaw* requirements.
3. Final plans to be in accordance with the plans identified above with the provision of high-quality materials for the surface parking area, to the satisfaction of the Director of Planning and Development.

Respectfully submitted,



Brian Sikstrom
Senior Planner
Development Services



Deb Day
Director
Planning and Development

Report accepted and recommended by the City Manager:

Jocelyn Jenkyns

BMS:aw

1.0 Purpose

The purpose of this report is to present Council with information, analysis and recommendations regarding an application for a Development Permit at 605-629 Speed Avenue and 608-618 Frances Avenue in conjunction with a Rezoning Application, which Council considered and directed that further actions be taken prior to proceeding to a Public Hearing.

2.0 Background

2.1 Description of Proposal

The proposal is to construct a commercial/residential complex consisting of two residential towers of 12 storeys each. The residential component is comprised of 176 units including 10 ground-oriented townhouses along Speed Avenue. The commercial component consists of 2438 m² of commercial floor space on the Frances Avenue side of the site with surface parking for 39 vehicles. In addition, a minimum of 195 spaces of vehicle parking are proposed in two underground levels accessed from Speed Avenue and Frances Avenue.

The building and site design elements include:

- siting of the residential towers perpendicular to one another
- variation in the tower roof heights
- clear differentiation of the base, body and top of the towers
- differentiation of the towers by colours of pre-finished metal panels
- two-storey townhouses with individual entrances from Speed Avenue
- a public walkway proposed between Speed Avenue and Frances Avenue
- commercial ground floor on the Frances Avenue frontage with surface parking
- screening/enclosure of roof top mechanical equipment
- underground parking and bicycle storage for residential units accessed from Frances Avenue and Speed Street.

The building materials Include:

- brick veneer cladding up to a band level on the residential towers and on the front and sides of the townhouses
- pre-finished metal panels above the band level on the towers
- projecting areas of curtain wall, window wall and punched windows on the towers
- storefront glazing on the commercial ground floor.

Landscaping elements include:

- preservation of the boulevard trees on Speed Avenue
- a landscaped forecourt for each townhouse unit
- a courtyard area (for possible use by a day care centre) on the east side yard with trees planted along the property line
- a green roof over a portion of the townhouse and retail floor space
- large roof top patios for apartments at this level
- a roof top patio space for residents on the podium near Speed Avenue
- landscaping improvements on the Frances Avenue frontage, e.g. additional boulevard trees

- a 1.85 m high wire mesh with posts for an in-ground green wall is proposed on the east property line to screen the surface parking for commercial uses fronting on Frances Avenue.

2.2 City Council Motion – September 20, 2012 (ADP referral highlighted)

Revised Submission for Rezoning Application # 00301 for 605-629 Speed Avenue and 606-618 Francis Avenue

It was moved by Councillor Alto, seconded by Councillor Helps, that Council approve that Rezoning Application # 00301 be considered at a Public Hearing and that staff prepare the necessary Official Community Plan (OCP) and Zoning Regulation Bylaw amendments subject to completion of the following conditions:

1. *Amending the Official Community Plan to change the land-use designation covering the site to the appropriate designation and to include the properties in the appropriate Development Permit Area.*
2. *Amending the Burnside Neighbourhood Plan to include the properties in the Mayfair Major Commercial Area.*
3. *Concurrent consideration of a Development Permit Application.*
4. ***Advisory Design Panel review with attention to building massing, height and green space, as well as the streetscape and landscaping treatments proposed on the Frances Avenue frontage.***
5. *Registration of a Housing Agreement on title, secured by bylaw, to ensure there are no restrictions on rental.*
6. *Registration of an easement for a public walkway between Speed and Frances Avenues.*
7. *The applicant paying for a third party economic analysis to be conducted by a consultant, agreed to by the City, to establish the value of the land lift and monetary contribution for the provision of public amenities.*
8. *Proposed streetscape improvements to the City's Right-of-Way to be secured and constructed to the satisfaction of the Director of Engineering and Public Works.*
9. *Applicant providing a sanitary sewer impact assessment study to the satisfaction of the Director of Engineering and Public Works.*
10. *The applicant undertakes further public consultation through the Burnside Gorge Community Association.*
11. *Staff report back to Committee prior to the Public Hearing.*

2.3 Data Table

The following is data table providing updated project information and a draft Zone standard based on it.

Zoning Criteria	Proposal	New Zone Standard
Site area (m ²) - minimum	5349.4	5340
Total floor area (m ²) - maximum	16433	16500
Density (Floor Space Ratio) - maximum	3.07:1	3.1:1
Number of Buildings	2	2

Height (m) - maximum	36.8	37
Site coverage (%) - maximum	66	66
Open site space (%) - minimum	14.3	14
Storeys - maximum	12	12
Setbacks (m) - minimum		
North (Speed Avenue)	6	6
South (Frances Avenue)	Nil	Nil
East (Side)	4.9	4.9
West (Side)	Nil	Nil
Parking (stalls) - minimum	235* 195 parkade, 39 surface	235* 195 parkade, 39 surface
Parking for Visitors - minimum	19	19
Bicycle storage (stalls) - minimum	195 class 1 + 16 class 2	195 class 1 +16 class 2
Surface parking landscape strip width (m) - minimum	Nil**	Nil

Note: * The plans show a total of 241 parking stalls but the Building Permit plans may show a reduction in stalls due to construction, design and engineering details.

** In-ground green wall is proposed on the east property line of the surface parking lot.

2.4 Design Guidelines

The site is currently covered by the City-wide Development Permit Area 16, General Form and Character. However, Council recommended that the *Official Community Plan* be amended to include it in an appropriate Development Permit Area. The most appropriate Development Permit Area is DPA 4, Town Centres which covers the nearby Mayfair Mall and other nearby properties. The inclusion in DPA 4 will enable Council to review and approve the character of the development, including landscaping and the siting, form, exterior design and finish of buildings.

The objectives of this designation are to:

- revitalize the Mayfair Mall site, Hillside Mall site and adjacent lands within this designation as Town Centres
- accommodate 40% of Victoria's anticipated population growth in the Town Centres and support a mix of commercial and community services primarily serving the surrounding residential areas
- realize Douglas Street as a significant transportation corridor with rapid transit, designed as a "complete street" that serves all transportation modes – pedestrians, cyclists, public transit passengers and vehicles, commercial vehicles and automobiles, with adjacent development to support and advance this objective
- revitalize the Mayfair Mall and Hillside Mall sites and adjacent lands in this designation into rapid and frequent transit service hubs with urban design that supports this function, encourages pedestrian and cycling use, and enhances the experiences of pedestrians and cyclists

- achieve a unique character and sense of place in the design of each Town Centre through high quality architecture, landscape and urban design with the inclusion of new landmarks
- include special design features within the Mayfair Mall and Hillside Town Centres to mark each as gateways into Victoria to enhance a sense of arrival and departure.

The guidelines to be considered and applied for Town Centres are the following:

- *Advisory Design Guidelines for Buildings, Signs and Awnings (1981)*
- *Guidelines for Fences, Gates and Shutters (2010)*
- buildings are encouraged to have three to five storey facades that define the street wall with shop windows and building entrances that are oriented to face the street
- off-street parking must be underground, at the rear of buildings or otherwise screened.

3.0 Issues

The following issues are associated with this project:

- building massing
- building height
- green space and landscaping treatments on Frances Avenue.

4.0 Analysis

4.1 Advisory Design Panel Review and Revisions

The proposal was presented to the Advisory Design Panel on May 15, 2013. The Panel made the following recommendations:

- revision to the material finishes with specific focus on extending the treatment of the townhouses to the towers above and that the design of the towers be complimentary yet distinct
- revisiting the Frances Avenue streetscape to consider an improved landscape treatment in the public right-of-way and that the commercial units consider building elements that respond positively to the street
- consideration for future rooftop mechanical equipment above the podium level in order to mitigate its visual and acoustic impact on residences above
- consideration of the inclusion of a useable common rooftop patio space on the building podium level
- revisions to the design of the main building entrances to each of the towers such that they are provided with equal merit.

The applicant has responded to all of these recommendations as outlined in the architect's letter dated July 3, 2013. These changes include:

- extending the brick treatment of the townhouses upward on the towers to the band level and replacing the stucco treatment above this with a pre-finished metal-panel system of similar colour to the brick
- improving the landscape treatment along Frances Avenue in consultation with City staff
- providing a bay in the commercial frontage to accommodate café seating
- providing detailed design for roof top screening for mechanical equipment
- providing a common roof top patio space
- shifting the eastern townhouses to increase the entrance area on Speed Avenue for the east tower to match that of the west tower.

4.2 Building Massing

The proposed massing is that of two matching towers set perpendicularly to each other over a common base occupied by townhouses on Speed Avenue and commercial floor area at the rear accessed from Frances Avenue. The perpendicular siting of the towers lessens their overall massing from both Speed Avenue and Frances Avenue. The applicant has not altered the height of the towers but the differing colour treatments distinguishes them from each other and adds greater visual interest to the overall scheme. In addition, the quality and durability of the materials have been improved.

4.3. Building Height

The proposed height of 12 storeys for both towers is above the "up to approximately 10-storeys" building height in the *Official Community Plan* Town Centre Urban land use designation. A lowering of the tower heights and differing heights for each would lessen the overall massing, add more visual interest and be more in keeping with the Town Centres guidelines. However, the applicant has not chosen to change the tower heights. Staff note that, if lowered tower heights are traded off for larger tower footprints in order to maintain floor areas, there may be no improvement in the appearance of the proposal.

4.3. Green Space and Landscaping Treatments on Frances Avenue

The proposal's landscaping and green space are limited by the building site coverage of 66% and reduced building setbacks resulting in a landscaped area of 14% (not including a green roof area and the common patio area). The proposed landscaping has been improved by the addition of a common roof top patio space for residents of both towers. Other aspects of the landscaping remain the same.

A small landscaped area at the end of Speed Avenue has been constructed as part of an apartment building recently completed across the street.

Without a reduction in the building footprint or the provision of additional underground parking for commercial uses, the applicant has taken the only option for increasing the landscaping and green space by adding the rooftop common patio space.

To accommodate the proposed surface parking on Frances Avenue, the provision of trees on the east property line was initially proposed by the applicant. This was not seen as functional by staff and the alternative of a fence and in-ground green wall, as now proposed, is acceptable. Screening notwithstanding, the proposed surface parking area is large and unbroken by landscaping and this should be improved with the provision of high quality materials, e.g. brick pavers, brushed concrete.

The applicant has consulted with staff on improvements to the landscape treatment on Frances Avenue and staff are satisfied with the proposed improvements.

5.0 Resource Impacts

There are no resource impacts anticipated.

6.0 Options

Option 1

Following consideration of the Rezoning Application, that Council authorize the issuance of a Development Permit for building design and landscaping for 605-629 Speed Avenue and 606-618 Frances Avenue, in accordance with:

1. Plans stamped "Development Permit # 000302 dated July 8, 2013.
2. Development meeting all *Zoning Regulation Bylaw* requirements.
3. Final plans to be in accordance with the plans identified above with the provision of high quality materials for the surface parking area to the satisfaction of the Director of Planning and Development.

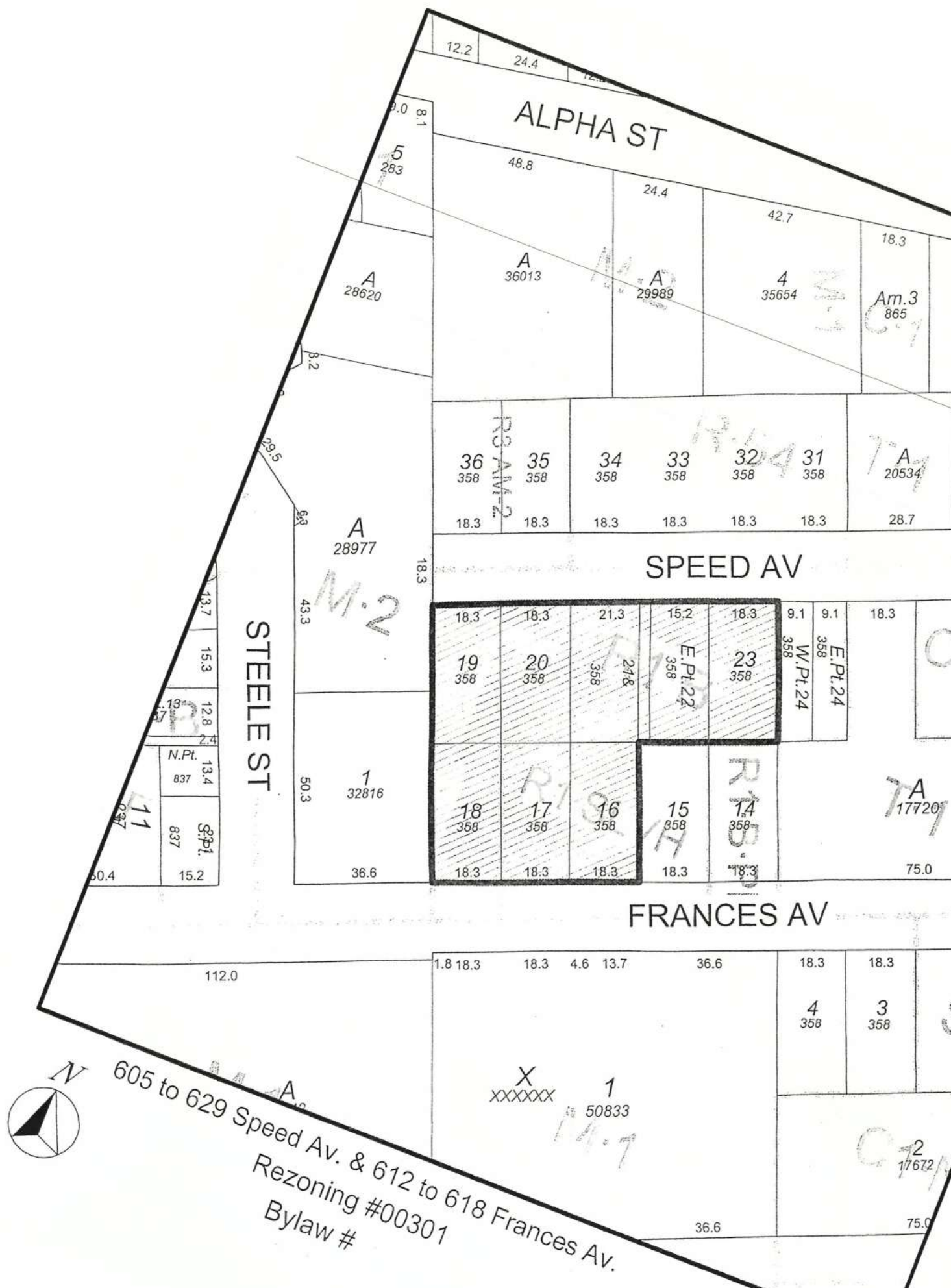
Option 2

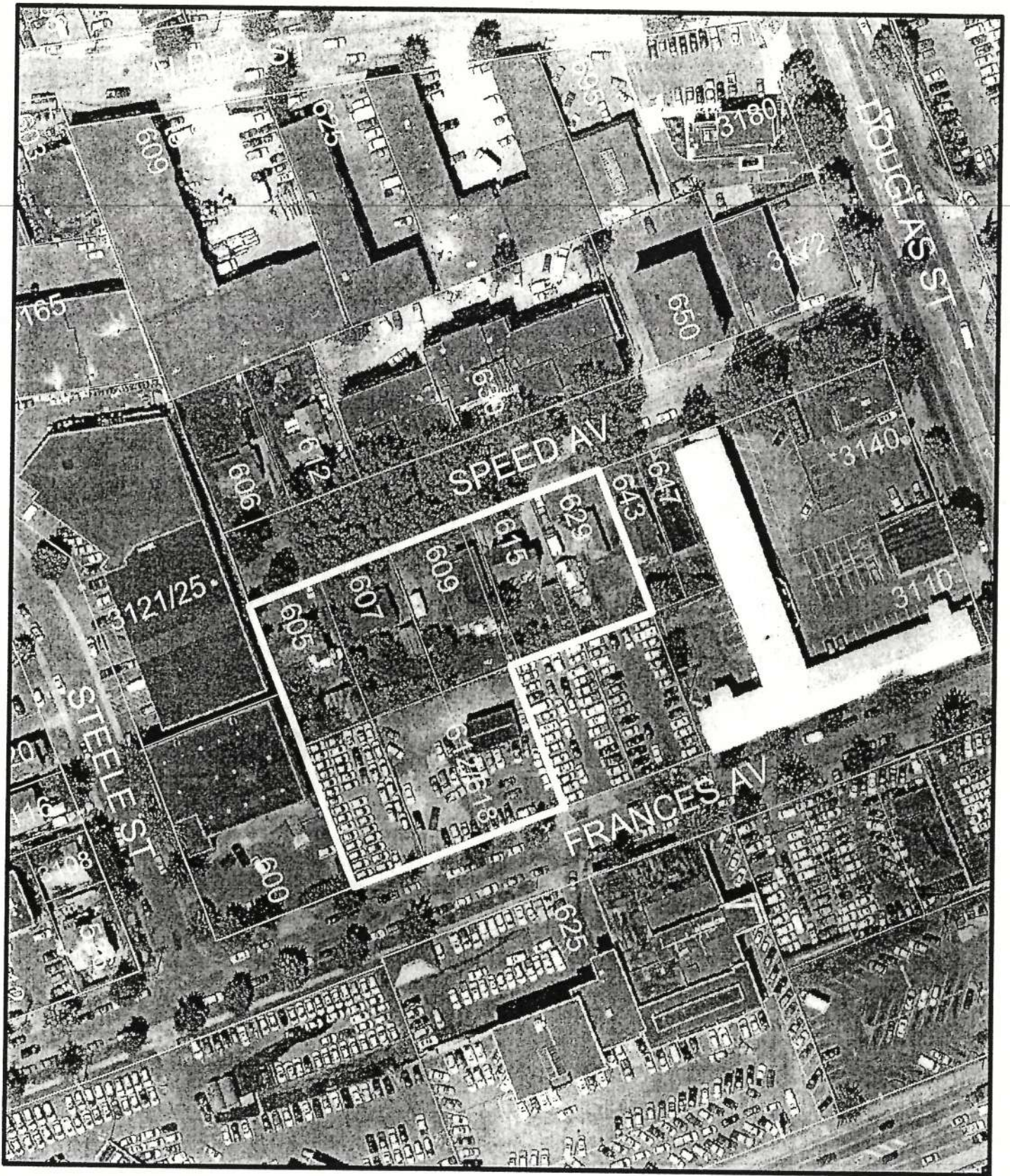
That Council decline the application.

7.0 Conclusions

The applicant has responded to all the comments and recommendations of the Advisory Design Panel. The major changes to the proposal include the addition of a roof top patio space for the residents and the replacement of stucco on the multi-unit residential towers with brick veneer and pre-finished metal panels. In addition, the differing colour treatments distinguish the towers from each other and add greater visual interest to the overall scheme.

The applicant has responded to Council and staff concerns regarding the landscape treatment on the Frances Avenue frontage with the provision of additional boulevard trees in consultation with City staff. A recessed bay in the commercial frontage has also been provided to accommodate possible outdoor seating. However, the proposed surface parking area is large and unbroken by landscaping and this should be improved with the provision of high quality materials, e.g. brick pavers, brushed concrete.





605 to 629 Speed Av. & 612 to 618 Frances Av.

Rezoning #00301

Bylaw #



City of Victoria

February 18th 2013

Attn. Director of Planning and Development

Re: Development Permit Application – 605-629 Speed Ave. and 606-618 Frances Ave.

Attached is our application for a development permit for our properties on Speed and Frances Ave.

Council has forwarded our rezoning application to public hearing subject to concurrent consideration of a development permit application and Advisory Design Panel review with attention to building massing, height and green space, as well as the streetscape and landscape treatment proposed for Frances Ave. frontage.

We have attempted to integrate the site by connecting the Speed Ave. residential to Frances Ave. which then allows residents to connect to many of the amenities in Burnside without going out on to Douglas St.

A Green Roof area has been developed over the ground floor commercial to allow large patios for the residential units at this level, with additional Green Roofs over the Townhomes on Speed Ave.

The townhomes on Speed Ave. will all have private garden patios which will enhance the green street/sidewalk experience along Speed Ave. The front yards on Speed Ave. will be 6m and should make the sidewalk experience pleasant and comfortable. The existing trees and streetscape along Speed Ave will be preserved and coordinated with the proposed 'pocket' park at the end of the street to mollify the dead end wall of the existing industrial building.

There will be a net gain of trees on site and along the frontages with boulevard trees being planted along Frances Ave. and as a buffer on the east edge of the parking lot as shown in the landscape plan.

We believe our plans have addressed Council's concerns and if you need further information please contact me or Bob Rocheleau at Praxis Architects.



Mark Johnston

M.H. Johnston & Associates Inc.



July 03, 2013

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

Re: Development Permit 000302
Rezoning Application 00301
Proposed Development
605 – 629 Speed Ave. and 606 – 618 Frances Ave.

Advisory Design Panel – Minutes May 15, 2013

To Whom It May Concern:

We have responded as follows to suggestions and recommendations made at our presentation to Advisory Design Panel on May 15, 2013:

Revised materials and finishes as follows:

- Changing the proposed stucco rainscreen areas by extending the treatment of the townhouses (brick) to the band level of the towers, and above that level to a prefinished metal panel system in similar colour. There are two colours of brick proposed.
- Modifying the colour scheme so that the towers are complimentary but distinct. The composite panel system areas called for now are treated differently at each tower (Trespa Mahogany and Swisspearl Black Opal 7021).

Revised the Frances Street streetscape:

After meeting with parks and engineering staff at the City the following was agreed to:

- Provision of improved landscape treatment in the public right-of-way (refer to revised landscape drawings);
- Provision of a recessed bay in the commercial frontage to accommodate café seating. This is intended to compliment the improved landscape treatment in the public right-of-way and anticipate future changes at Frances Street.

Future Rooftop Mechanical Equipment (Commercial):

- Provided detail design of proposed screening / enclosure for anticipated roof top mechanical equipment to mitigate visual and acoustic impact for residential occupants - reviewed with planning staff on June 27th.

Common Rooftop Patio Space

- Provided a useable common rooftop patio space at the roof level of the building podium near Speed Street. This is accessible by occupants of both towers. Exiting is provided per building code requirements, and a stair lift is proposed to provide barrier free access when required.

Building Entrances

- The townhouses at the east end of the Speed Street elevation have been moved approximately 1.1 meters to facilitate main entrances to each of the towers having the same presence on the street.

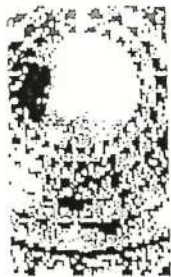
Trust this to be of assistance,

PRAXIS ARCHITECTS INC

per:



Robert Rocheleau, Architect AIBC
Director



P R A X I S
architects inc.

Michael D. Levin, Architect AIBC
Robert Rocheleau, Architect AIBC

401-1245 Esquimalt Road, Victoria, BC V9A 3P2
Tel: (250) 475-2702 • Fax: (250) 475-2701
robert.rocheleau@praxisarchitectsinc.com

April 29, 2013

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



Re: Development Permit 000302
Rezoning Application 00301
Proposed Development
605 – 629 Speed Ave. and 606 – 618 Frances Ave.

To Whom It May Concern:

CONTEXT

In the first iteration of the project the height proposed was one building of 14 storeys, another of 8, totalling 224 units. At that time this facilitated the economics to provide the lower building as rental, with a significant portion below market (to be owned and operated by an independent non-profit agency). Council however felt that the building mass and height were unacceptable as presented, and requested that the scheme be revised to reduce both. At that time the Official Community Plan was also not in place.

The current scheme is our response to this request.

It is comprised of two 12 storey buildings (10 storeys over commercial space / townhouses). The total number of units proposed is 176, of which 10 are townhouses fronting Speed Street.

It is anticipated that the easterly building will be rental and the westerly building a condominium or investment rental building. All units will be covenanted to permit rental.

SITE

Over the past thirty eight years the owner has assembled this property.

The Proposed site is currently occupied by several existing single family houses (rented) on the Speed Street side, and empty lots on the Frances side, now used for car storage serving dealerships across the road.

Historically this is a low area prone to drainage issues. The city has in the recent past installed updated storm drainage to address this problem. Existing sub surface conditions require special consideration re. foundation design and accommodating existing hydrological systems. The existing water table is to be maintained.

An import feature of this property are the existing London Plane trees along Speed Street. They provide a unique canopy of significant scale (surveyed height in the range of 25 m (80 feet), and will provide a natural screen between the new residential on the north side of Speed and these proposed buildings.

The construction of the proposed buildings will maintain these trees with the guidance of our arborist. The existing root zone is to be protected, the foundation being set back sufficiently to facilitate this. Where necessary there will be shoring to protect the existing root system during construction.

OFFICIAL COMMUNITY PLAN

The town centre designation of the Mayfair Mall area, as well as the Douglas Street transportation corridor means that with this site there is an opportunity to begin the densification process that is anticipated along Douglas, reinforcing a less car dependent lifestyle and more sustainable urban fabric. Public transportation and major retail are within easy walking distance. This project offers an opportunity to make the only remaining residential site along the Douglas Corridor the starting point for building the 'walkable village' Mayfair Town Centre.

DESIGN

TRANSITION

The project's commercial component inflects to the commercial nature of Frances, and at the same time provides a buffer between this busy commercial area and the residential enclave of Speed Street. It anticipates the future re-development of the properties fronting Finlayson.

SPEED STREET STREETSCAPE

The intent at Speed Street is to reinforce the existing residential quality of this street.

The Speed Street building frontage is a plinth of ground level oriented townhouses, rhythmically interrupted by entries to the two apartment buildings and one of the vehicle access points to underground parking levels, with a pedestrian walkway adjacent leading to the commercial frontage and on to Frances. The grain and scale of the townhouses is intended to respect the street and reinforce the street edge.

Townhouses

The townhouses are set at an elevation approximately a meter above sidewalk level, reinforcing privacy, yet providing oversight / activity for the sidewalk and boulevard area. Proposed are small landscaped forecourts separated from the sidewalk with low walls. Individual gate access, steps and raised patios fronting the living / entry area modulate the transition between sidewalk and entry.

Two tones of brick veneer are proposed for the townhouse wall finish, This finish is to be continued around corners of the project to a point of logical transition (different use).

Stained wood pergolas cover each patio area.

Coloured awnings are to be provided at entries, with window sill flower boxes.

Individual secure bike parking is to be provided for the townhouses with weather proof storage off each patio.

Lighting of entry pathways is to be with wall embedded step lights.

Apartment Buildings

The west building placement is set back approximately 7 meters to open up the Speed Street elevation, yet not so far as to make its address on Speed Street illogical.

The east building is sited marginally behind the face of the townhouses below to offset the two buildings and provide adequate set back at the south side. A broad horizontal cornice caps the townhouse roof line and separates the townhouse podium from the buildings above.

Pedestrian entry to both apartment buildings is restrained enough to be in balance with the adjacent townhouses, yet corresponds to clear breaks in this street elevation.

The two storey glazed lobbies open to the street with interior overview from 2nd level.

The intent for the residential buildings is that the units be sized and be simple enough in plan form so that the economics of rental will work. The units in the westerly building are slightly larger to be more marketable as condominiums.

The massing of the buildings is conservative yet sufficiently articulated to be attractive, with corner and projecting areas of curtainwall / window wall, and punched windows at other wall areas.

Upper level loft units facilitate variation in roof height to further animate upper storeys.

The finishes proposed in addition to curtain wall / window wall with pre-finished metal panel spandrels include rain screen stucco (self cleaning), and glass French rail balustrades with aluminum cap rail at living rooms.

Refuse / Recycling

Located so that access is off Frances, not Speed Street, yet convenient to occupants.

The intention is that refuse etc. can be deposited without having to pass through lobby areas or leave the building.

FRANCES STREETSCAPE

Commercial Space

The commercial space fronts both related surface parking (49 stalls) and Frances Street. Building elevations are largely storefront glazing, with composite panel rainscreen above and where vertical elements extend from sidewalk to roof line.

Cantilevered canopies protect walkways adjacent to the frontages facing the parking area.

Glazing is maximized on the Frances Street frontage.

It is intended that finished ceiling height be sufficient to satisfy current retail requirements (16'). Anticipated retail uses are smaller grocery store, etc.

~~The easterly elevation of commercial space is configured to accommodate a daycare, with the adjacent exterior available as playground space.~~

Additional underground parking access is provided off Frances.

The roof of the commercial area provides patio space for those residential units at this level, with green roof area beyond, and an area finished with concrete faced insulation to accommodate access to anticipated mechanical systems related to the commercial area below. At perimeter areas additional planting is proposed, providing a softer roof edge from the street, and screening commercial related mechanical equipment. Additional louvred screens will be provided as required specific to mechanical equipment when extent and location is known.

Floor to Floor Heights

Primary entrance to major commercial oriented to sidewalk, cross property pedestrian link to Speed Street to reinforce other commercial frontages.

ENERGY CONSERVATION / BUILDING ENVELOPE

Windows and doors will be selected to meet the new code requirement (AAMA/WDMA/CSA 101/I.S.2/A440-08 NAFS – North American Fenestration Standard/Specification for Windows, Doors, and Skylights (NAFS). The wall and roof systems contemplated are to be rain screen, and are to satisfy ASHRAE 90.1 (2010) for energy performance.

ACOUSTIC PERFORMANCE

One of the chronic issues with apartment construction is acoustic performance. The revisions to the National Building Code (2015 cycle) are contemplated to address the measurement of acoustic performance, including flanking sound. These residences will be designed to reflect the anticipated changes.

Also special attention will be paid to impact sound. With the current fashion for hard surface floor coverings such as ceramic tile and wood laminates, this also has created perceived problems that need to be addressed.

SUSTAINABILITY

The project is proposed to be designed and constructed to LEED Certified standard.

EXTERIOR FINISHES

See above.

OPEN SPACES / LANDSCAPING

Low level landscaping is proposed at Speed Street at townhouse forecourts, with new trees parallel to the east property line to enhance the play area for the anticipated day care. A privacy fence will be installed at the east property line off Frances Street, separating surface parking and the adjacent property to the east (car lot).

LIGHTING

Exterior lighting will be selected / directed to avoid spillage, yet provide levels of illumination in the public domain that supports safe travel and provides visual interest. LED sources will be used where possible for energy conservation.

Low walls proposed along the Speed Street sidewalk and entries will be utilized to provide recessed low level walkway illumination. Also to be considered is careful highlighting of the existing London Plane trees from below.

In surface parking area, cantilevered canopies over commercial sidewalks above storefront windows will serve to both light the parking area and shield upward light spillage from the storefront windows.

UNIVERSAL ACCESSIBLE DESIGN

Access off Speed Street is part of main entrances to lobbies and elevators, and integrated into overall building design. Residential elevators serve parking levels for residents and visitors, and a separate elevator provides for barrier free access between underground parking and the commercial area.

SAFETY

Townhouses provide 'eyes on the street'.

Commercial surface parking / frontages have overview from the apartment buildings.

PARKING

The balance of parking provided is underground, with surface parking only to support commercial uses off Frances.

The Speed Street parking entry is recessed behind main building line. Additional access to the underground parking off Frances provides a easy alternative to relieve traffic on Speed Street.

ACCESS AND CIRCULATION

Short term bicycle parking off Speed Street sidewalk is provided for convenience and visibility.

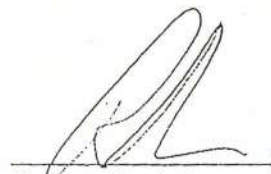
Pedestrian access is street oriented and easily understood.

Elevator and stair access to underground parking / internal bicycle storage – option separate from residential entry.

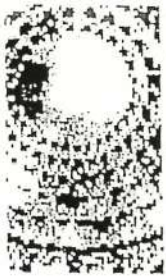
Trust this to be of assistance,

PRAXIS ARCHITECTS INC

per:



Robert Rocheleau, Architect AIBC
Director



P R A X I S
architects inc.

Michael D. Levin, Architect AIBC
Robert Rocheleau, Architect AIBC

401-1245 Esquimalt Road, Victoria, BC V9A 3P2
Tel: (250) 475-2702 • Fax: (250) 475-2701
robert.rocheleau@praxisarchitectsinc.com

April 29, 2013

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



Re: Development Permit 000302
Rezoning Application 00301
Proposed Development
605 – 629 Speed Ave. and 606 – 618 Frances Ave.

To Whom It May Concern:

Response – Application Review Summary March 27, 2013:

DEVELOPMENT SERVICES DIVISION COMMENTS

Information previously supplied. Mark Johnston met with Brian Sikstrom to clarify.

ENGINEERING AND PUBLIC WORKS DEPARTMENT COMMENTS

Transportation Review

- Revised Site Plan to coincide with 606 Speed (JE Anderson & Assoc. info).
- Landscaping / Architectural coordinated.
- Suggested improvements at Frances removed from drawings.
- 3 m site triangle indicated at all driveway crossings. No obstruction above 1 m in height. Site Plan.
- Driveway grades revised per 6.0 m at 8%.
- Site Plan / Main Floor Plan / Building Elevation / Section.
- Additional information re. grades at curb, front of sidewalk, property line and face of building provided.

Landscape Development Review

- Revised per Transportation Review.

Parks Division Comments

- Trees removed from plans at east edge of surface parking.
- Site Plan / Landscape Plane revised re. 606 Speed Ave. and Frances Ave. frontage.

PERMITS AND INSPECTIONS

- Exposure conditions to comply with BC Building Code.
- Travel distance at underground parking is per BC Building Code.
- Units at 10th level have means of egress at upper level and at main level, complying with BC Building Code.

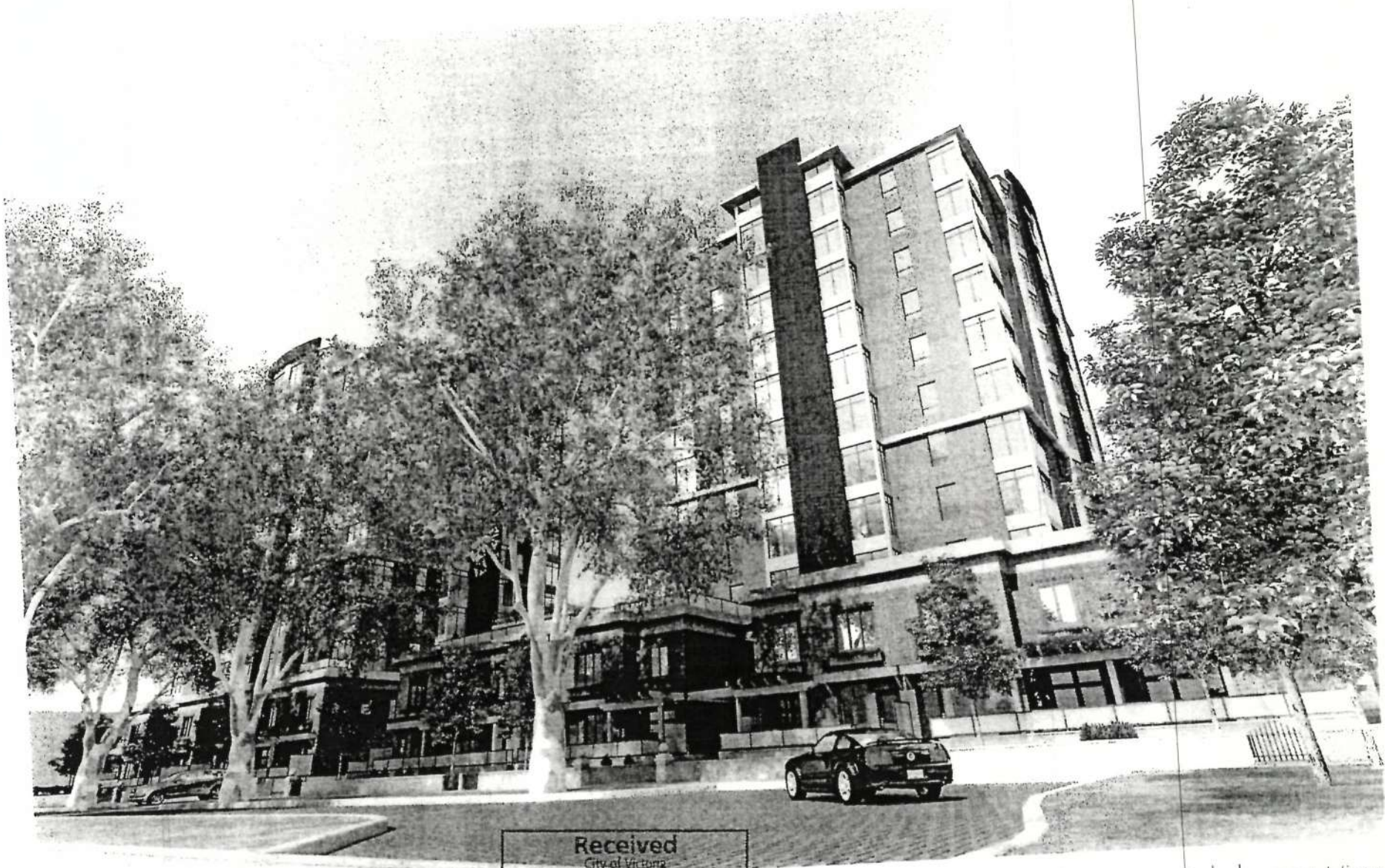
Trust this to be of assistance,

PRAXIS ARCHITECTS INC

per:



Robert Rocheleau, Architect AIBC
Director



Received
City of Victoria

JUL - 8 2013

Planning & Development Department
Development Services Division

Speed & Frances - Cul-de-sac View



PRINIS
Architects



Received
City of Victoria

JUL - 8 2013

Planning & Development Department
Development Services Division

Speed & Frances - East Aerial View



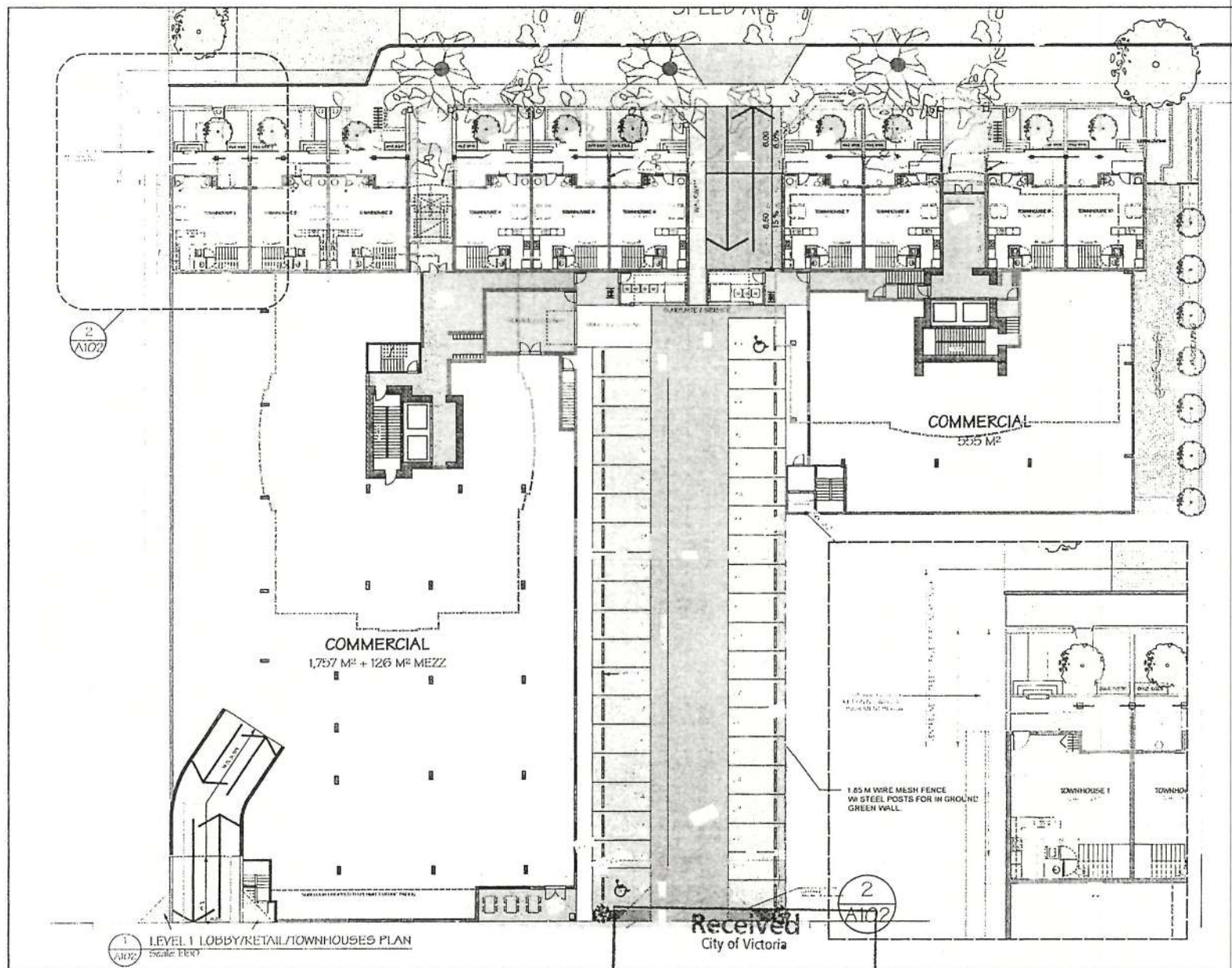
FRANCES

Received
City of Victoria

JUL - 8 2013

Planning & Development Department
Development Services Division

Speed & Frances - West Aerial View

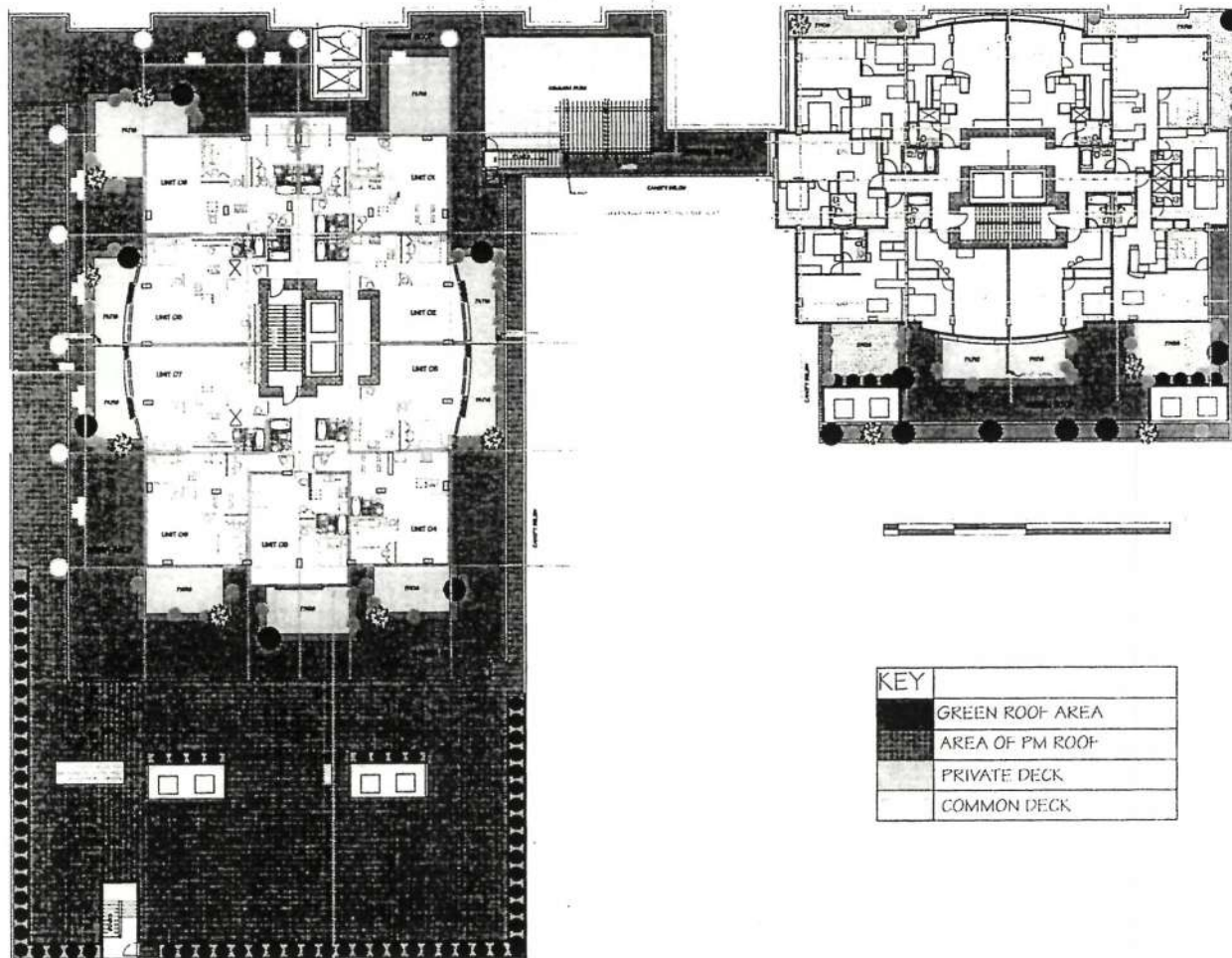


Received
City of Victoria

JUL - 8 2013

Planning & Development Department
Development Services Division

PROPOSED DEVELOPMENT SPEED & FRANCES VICTORIA BRITISH COLUMBIA	
TOWERS 1 & 2 - LEVEL 1 LOBBY/RETAIL/TOWNHOUSE PLAN	
DATE: 07/08/2013 BY: [Signature]	A102



KEY	
	GREEN ROOF AREA
	AREA OF PM ROOF
	PRIVATE DECK
	COMMON DECK

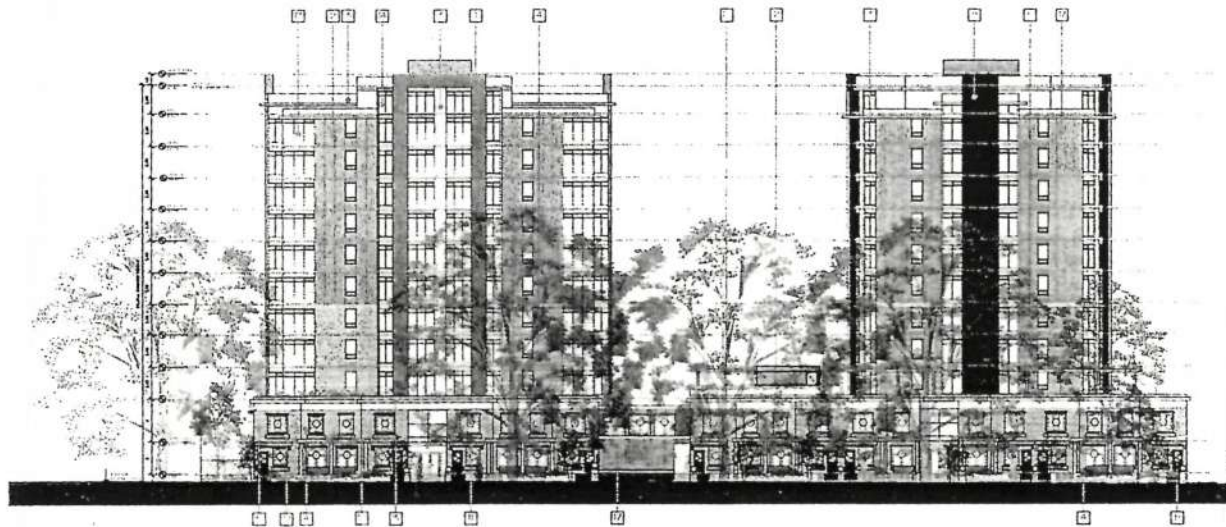
Received
City of Victoria

JUL 8 2013

Planning & Development Department
Development Services Division

LEVELS 3-8 PLANS
Theater: 11/10/12

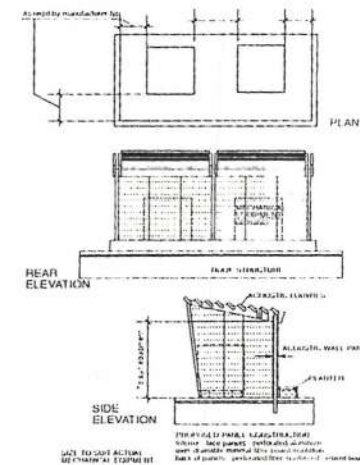
PRAXIS	
PROPOSED DEVELOPMENT	
SPEED & FRANCES	
VICTORIA	
DUFFIN COLUMBIA	
TOWERS 1 & 2	
LEVELS 3-8 PLANS	
DATE	NO. 104
DATE	NO. 104
DATE	NO. 104
A104	



1 TOWERS 1 & 2 - NORTH ELEVATIONS
Scale: 1/200

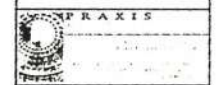


2 TOWERS 1 & 2 - SOUTH ELEVATIONS
Scale: 1/200



3 ROOF TOP MECH. SCREEN
Scale: 1/500

MATERIALS LIST



PROPOSED DEVELOPMENT
SPEED & FRANCES
VICTORIA
BRITISH COLUMBIA

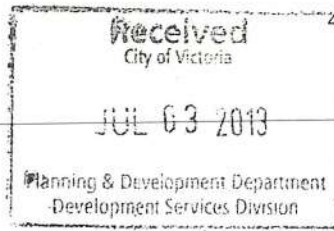
NORTH & SOUTH
ELEVATIONS

A200

Received
City of Victoria

JUL - 8 2013

Planning & Development Department
Development Services Division



401-1245 Esquimalt Road, Victoria, BC V9A 3P2
Tel: (250) 475-2702 • Fax: (250) 475-2701
robert.rocheleau@praxisarchitectsinc.com

July 03, 2013

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

**Re: Development Permit 000302
 Rezoning Application 00301
 Proposed Development
 605 – 629 Speed Ave. and 606 – 618 Frances Ave.**

Advisory Design Panel – Minutes May 15, 2013

To Whom It May Concern:

We have responded as follows to suggestions and recommendations made at our presentation to Advisory Design Panel on May 15, 2013:

Revised materials and finishes as follows:

- Changing the proposed stucco rainscreen areas by extending the treatment of the townhouses (brick) to the band level of the towers, and above that level to a prefinished metal panel system in similar colour. There are two colours of brick proposed.
- Modifying the colour scheme so that the towers are complimentary but distinct. The composite panel system areas called for now are treated differently at each tower (Trespa Mahogany and Swisspearl Black Opal 7021).

Revised the Frances Street streetscape:

After meeting with parks and engineering staff at the City the following was agreed to:

- Provision of improved landscape treatment in the public right-of-way (refer to revised landscape drawings);
- Provision of a recessed bay in the commercial frontage to accommodate café seating. This is intended to compliment the improved landscape treatment in the public right-of-way and anticipate future changes at Frances Street.

Future Rooftop Mechanical Equipment (Commercial):

- Provided detail design of proposed screening / enclosure for anticipated roof top mechanical equipment to mitigate visual and acoustic impact for residential occupants - reviewed with planning staff on June 27th.

Common Rooftop Patio Space

- Provided a useable common rooftop patio space at the roof level of the building podium near Speed Street. This is accessible by occupants of both towers. Exiting is provided per building code requirements, and a stair lift is proposed to provide barrier free access when required.

Building Entrances

- The townhouses at the east end of the Speed Street elevation have been moved approximately 1.1 meters to facilitate main entrances to each of the towers having the same presence on the street.

Trust this to be of assistance,

PRAXIS ARCHITECTS INC

per:



Robert Rocheleau, Architect AIBC
Director

Brian Sikstrom

From: TJ Schur <landuse@burnsidegorge.ca>
Sent: Tuesday, Aug 26, 2014 11:31 AM
To: Brian Sikstrom
Cc: bgluc@googlegroups.com; Mark Johnson
Subject: Re: FW: Speed Ave.

Hi Brian,

Mark Johnson and team attended the Burnside Gorge Land Use Committee last week and we reviewed the changes requested to be made from design. We reviewed changes to proposal with proponents and found that the changes required were not substantive enough to warrant another Community meeting given that the changes were primarily around improved aesthetic. The Burnside Gorge LUC formally voted that the proponent had met the changes requested by the Planning and Land Use Standing Committee and that another community meeting was not required.

Please consider this email a letter on behalf of Burnside Gorge Land Use Committee.

With thanks,

TJ Schur

Chair, Land Use Committee

Burnside Gorge Community Association

On Mon, Aug 25, 2014 at 10:38 AM, Brian Sikstrom <bsikstrom@victoria.ca> wrote:

Hi, TJ:

Are you going to hold another community meeting or are you satisfied with the meeting you had with Mr. Johnson that one is not necessary? Council's motion is that: "The applicant undertake further public consultation through the Burnside-Gorge Community Association."

Cheers,

From: Mark Johnson [<mailto:markhj@shaw.ca>]
Sent: Monday, Aug 25, 2014 9:28 AM
To: Brian Sikstrom
Subject: Speed Ave.

Last wk we went back to the Burnside Gorge Community Assoc. for review of the plans and I believe they will send you another letter as a result of this meeting. I believe our lawyer is finalizing the required Covenants with you lawyer and those will be done this wk. Thanks

LAND ECONOMISTS — DEVELOPMENT STRATEGISTS

September 13th, 2013

Brian Sikstrom
Senior Planner – Planning and Development
City of Victoria
1 Centennial Square
Victoria, BC, V8W 1P6

Re: Speed and Frances Amenity Contribution Analysis

G.P. Rollo & Associates (GPRA) has been retained by the City of Victoria to complete an Amenity Contribution Analysis for the rezoning of 605, 607, 609, 615, and 629 Speed Avenue and 606, 612, and 618 Frances Avenue (hereafter referred to as 'the Site') in order to determine an estimate of potential fees that could be collected for public amenities from the lift in land values created from rezoning the Site.

Specifically, GPRA has been retained to determine the potential lift in land value from a rezoning of the Site from the current R1-B and R1-SLVH zones with the development rights for single family dwellings (along with vehicle storage, sales, and rentals on the parcel designated R1-SLVH) to a new zone that would allow for development up to 3.073 FSR for a mix of residential strata apartments, rental apartments, and ground level commercial uses. In addition the City has requested that GPRA report on the lift in land value both from the OCP designation for the Site as a mix of 1.2 FSR Urban Residential on the Speed Avenue properties and 2 FSR General Employment on the Frances Avenue properties.

The analysis consisted of preparation of residual land value analyses which determines the maximum value that a developer could afford to pay for the site assuming it already had the new zoning under current market conditions. GPRA used standard developer proformas for each case to model the economics of typical development as proposed/allowed under the new zoning. The 'Lift' is then calculated as the difference in residual land values under both current zoning and the proposed new zoning.

GPRA conducted analyses for the Site under the proposed new zoning and under the OCP designation, while relying upon BC Assessment data for the value of the Site under current zoning.

METHODOLOGY & ASSUMPTIONS

The Site is 5,349.4 square metres in area and can be developed under existing zoning for single family dwellings for the entire Site and vehicle storage, sales and rentals on 612 and 618 Frances only. Proposed new zoning would see 16,436 square metres of GBA, comprised of 6,844 square metres of strata apartments, 1,127 square metres of ground oriented strata townhouses, 6,043 square metres of rental apartments, and 2,423 square metres of ground floor commercial retail space. It has been assumed that all rental space would be offered at market rates. Should there be a rental agreement placed on the rental properties that reduces the rental rates below market the analysis should be revised accordingly.

The analysis using the OCP as the starting point allows for 4,026 square metres of strata apartments (based on a 1.2 FSR) on the Speed Avenue properties and up to 3,982 square metres (up to 2 FSR) of commercial on the Frances Avenue properties. However, it is GPRA's opinion that the market will not support development of 2.0 FSR of commercial on the Site and that doing so would negatively impact the value of the Site. As such, GPRA has also prepared analysis wherein only 955 square metres of ground floor retail was developed, which we feel would be much more marketable.

The analyses are created using a standard developer proforma wherein estimates of revenues and costs are inputs and the remaining variable is the desired output. In typical proformas this output is usually profit, following a revenues minus costs equals profit formula. However, a rental/commercial project is more typically measured for viability based on an Internal Rate of Return (IRR) to account for the ongoing cash flows from the rental component of the development.

For a residual land valuation, however, an assumption on developer's return needs to be included in order to leave the land value as the variable to solve for. For these analyses GPRA has determined the residual value based on the developer achieving an acceptable profit of 15% on total strata project costs (calculated as a representative portion of overall project costs for the proposed development) AND an acceptable IRR on the rental and commercial components of the project as a long-term investment (7% IRR was deemed appropriate for this analysis based on a blended rate derived from observed cap rates in the market for both components). The residual values are the maximum supported land value a developer could pay for the site (under the zoning tested) while achieving an acceptable return for their project.

The residual land value determined from this analysis is then compared to the value of the site under current zoning (as well as the residual value from the OCP analysis) to establish a 'lift' in value that arises from the change in zoning. This lift in value is the total potential monies that are available for public amenities or other public works not considered as part of the analysis. There have not been any significant off-site costs (such as major roadworks, traffic signals, sewer upgrades/extensions, etc.) identified by either the proponent or the City that would need to be provided by this development. Any such improvements that would be required only from the proposed rezoning would impact the lift. Any off-site improvements that would be required in all development scenarios would not affect the lift. Typically there is some sharing of the lift value between the Municipality/District and the developer, but the percentage shared varies by community and by project.

GPRA determined strata revenues used in the analyses from a review of recent sales and offerings for sale of recently developed apartments of concrete construction within roughly 10 km of the Site. Project costs were derived from sources deemed reliable, including information readily available from quantity surveyors on average hard construction costs in the City. Development or soft costs have been drawn from industry standards, and from the City's sources. Revenues and operating cost assumptions for the market rental apartments and the commercial space have been derived from a review of the market and from other sources deemed reliable by GPRA.

CONCLUSIONS & RECOMMENDATIONS

As stated previously, this analysis has been predicated upon the understanding that the rental units would be generating revenue at full market rates. If a housing agreement is entered into with the City that reduces the rents this will subsequently reduce the lift on the parcel. Similarly, any added costs from redeveloping and rezoning the Site that have not been identified and included in this analysis that would only be incurred from rezoning as proposed rather than to the OCP designation would also reduce the lift on the Site from rezoning. GPRA identifies the lift on the Speed and Frances Site from rezoning as being roughly \$1,455,000 when using existing zoning as a starting value.

Were the Site developed as indicated under the OCP to establish the base value the lift would be \$1.79 million. However, this value is not an appropriate measure of lift in the opinion of GPRA as it is due to a diminished base land value that would be supported to develop 2 FSR of commercial on the Frances properties. As stated previously, there is not the market to support this amount of commercial on the Site, so it would be highly unlikely a developer would build this much commercial space. Furthermore, market rents for second and third storey commercial space would be roughly \$10 per square foot, triple net, which is far below the economic rents required to make development viable, which is why the base land value is significantly lower and the lift higher than the value as zoned.

GPRA believes that a much more likely scenario would be for a developer to build a typical 1 storey commercial building with surface parking on the Frances properties as indicated in the OCP designation. When using this option as a base for establishing the lift GPRA has estimated that the lift would be \$1.3 million.

It is our understanding that the City would be seeking 75% of the lift in value, which would be approximately \$1.1 million if the City uses existing zoning as the starting land value, \$1.34 million using the OCP as a base value with a developer building the full 2 FSR of commercial. However, as we have noted, it is GPRA's considered opinion that a developer would not build to the full 2 FSR allowable under the OCP given market conditions and as such the 75% lift based on a 1 storey commercial building would be \$974,250.

I trust that our work will be of use in the City's determination of the Amenity Contribution they will seek as part of rezoning Speed and Frances. I am available to discuss this further at your convenience.



Gerry Mulholland | Vice President
G.P. Rollo & Associates Ltd., Land Economists
T 604 277 1291 | M 778 772 8872 |
E gerrymul@telus.net | W www.rolloassociates.com

February 12th 2014

Mayor and Council

City of Victoria, BC.



Re: Rezoning Speed and Frances Ave. – Amenity Contribution Analysis

We have received a copy of the Speed and Frances Ave. Amenity Contribution Analysis done by Gerry Mulholland of G.P. Rollo and Associates Ltd. dated Sept. 13 2013. Our review of this document and subsequent discussions with Gerry Mulholland have led us to identify a number of issues that impact our development and we believe should be considered by Council.

Transparency and Application of Bonus Density Calculations.

Our application for rezoning was made in October 2010 before the new OCP was adopted and before the bonus density provisions in the Core Area plan were implemented. The bonus density process being applied on our site is contained in the Core Area Plan but I was not able to find these provisions in the Burnside Gorge Local Area Plan, or in the new OCP provisions covering this area or the adjacent Town Center. That leads us to question why the bonus density provisions are being applied to our site. Even the bonus density provisions in a portion of the Core Area have a phased in percentage with only 50% being used in part of the Core Area in 2014.

In regard to the process, which is again outlined in the Core Area Plan, we were required to enter into an agreement with the consultant and pay his bill but were not party to the rules that apply to the consultants work. Mr. Mulholland did prepare a draft report for review but we were denied access to this draft report by staff and directions were unilaterally given to change the report before the final report was completed. We do not know what changes were made to the report but since we are paying for it an improved and transparent process would be appreciated. I found in the City's Strategic Plan a commitment to "Foster informed and open decision making" and in the Core Area Plan the 'Density Bonus objective is to ensure the system is fair and transparent to increase certainty to all parties'

We believe that the Bonus Density Policy should not be applied to our site which is far from the Core Area and we feel the process followed was not fair and transparent. In both the OCP, when we made the application in 2010 and the New OCP our site is shown as potentially commercial and residential and that is exactly what we want to do. Our development gives the City an opportunity to have both condominiums, ground level family

housing and rental housing constructed with ground level commercial to support employment in the neighbourhood.

If Council wishes to follow the G. P. Rollo and Associates recommendation, we request that Council take the following factors into consideration in mitigating the amenity contribution.

Sewer Attenuation

The City is requiring that we include the ability to retain sanitary sewer on site for release into the city sewers at times when flows are lower. This approach requires an additional expenditure in our project of at least \$200,000 which is a general benefit to the City at large as it helps delay or eliminate the need to expend capital on sewer upgrades downstream. The City has the ability to include development cost charges to assist with sewer capital projects but has chosen to require the additional expenditure be paid directly by our development. In addition we see no indication that our ongoing sewer user fees will be reduced to offset this additional expenditure.

We request that our additional sewer costs be deducted from the proposed amenity contribution outlined in the Rollo Report.

Additional Construction Costs – Pilings and Footings

Our Geotechnical review indicates that we must put pilings in the site and provide specially designed and constructed footings because of the soil conditions. Our estimate of the additional costs of construction is over \$3.5M as shown on the attached estimate from our contractor. These costs are beyond the standard/average hard costs referred to in the G P Rollo report and we request that these costs be deducted from the proposed amenity contribution being recommended as this additional cost significantly reduces the value of the site.

Pedestrian Access

We have been required to provide a mid-block pedestrian access through our site which is a public benefit and will require additional costs to construct and maintain and will also impact the property value by increasing pedestrian traffic and negatively impacting security for the tenants. We request that these costs be considered in mitigating the recommended amenity contribution.

Rental Covenant

We have agreed to enter into a covenant to ensure there are no restrictions on rentals in the strata. We have always planned to provide rental accommodation in one of the two towers

We hope that any rental covenant would be considered a community benefit which would be used to mitigate the proposed amenity contribution.

Profit Margin

The G.P. Rollo report uses a profit of 15% but our experience in the development business indicates a value of 20% is more appropriate, especially in a project where in excess of \$40M in construction costs is being risked. Risk has a direct correlation to return and profit and the larger the project the higher the risk and therefore we believe the 20% profit margin is more appropriate.

Taxes

Our project will provide 176 units as homes for more than 300 people in the community. We will also construct 26,000 sq/ft of commercial development to provide additional jobs in Victoria, all within walking distance of the City's major transit corridor. The development takes what is now 4 houses and a parking lot and creates a development which will generate more than \$300,000 annually of additional tax revenue. We request that the additional tax contribution be considered in the mitigation of the proposed amenity contribution.

Time of Sales Discount

We have not been able to determine when the amenity contribution would be paid or if it is to be secured through a restrictive covenant. The report by G.P. Rollo indicates a proposed lift in land value which is only realized on sale of the land. We plan to build the project and sell/rent units and any profit would only be realized at the time of sale. We would only be able to pay an amenity contribution at the time of sale as this is the time at which the increase value of the land is translated into the profit outlined in the Rollo report.

We believe that the factors outlined above have a significant impact on the amenity contribution and propose that a contribution of up to a maximum of \$200,000 towards amenities in the Burnside/Gorge Community would be more appropriate.



Mark Johnston



Received
City of Victoria

JUL - 8 2013

Planning & Development Department
Development Services Division

Speed & Frances - Cul-de-sac View



Received
City of Victoria

JUL - 8 2013

Planning & Development Department
Development Services Division

Speed & Frances - East Aerial View

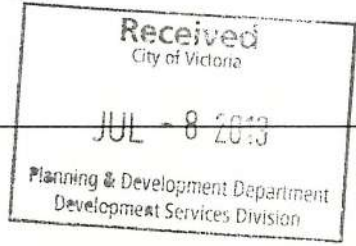


Received
City of Victoria

JUL - 8 2013

Planning & Development Department
Development Services Division

Speed & Frances - West Aerial View



PRAXIS

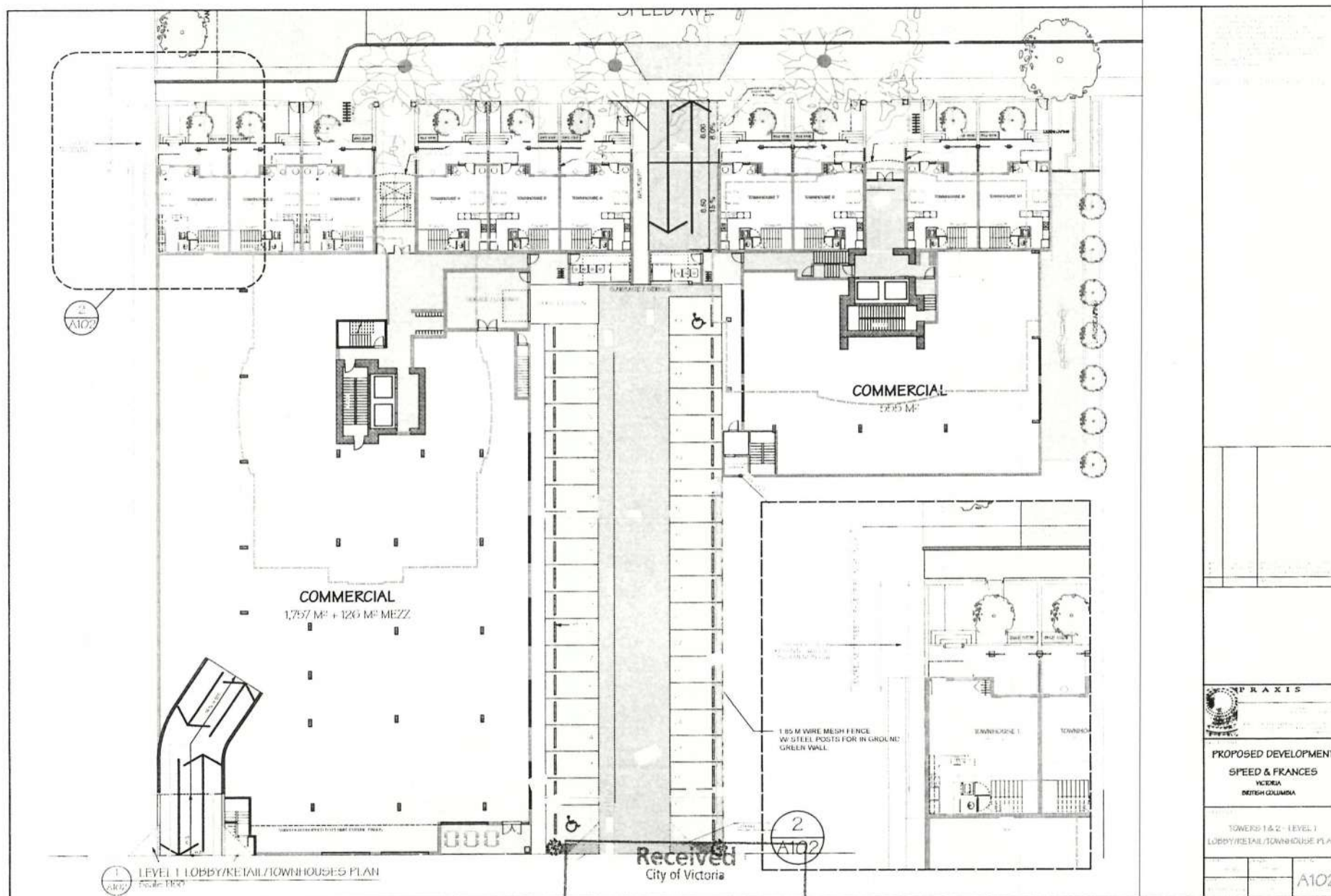
PROPOSED DEVELOPMENT

SPEED & FRANCES

VICTORIA
DUTCH COLUMBIA

SITE/SURVEY PLAN

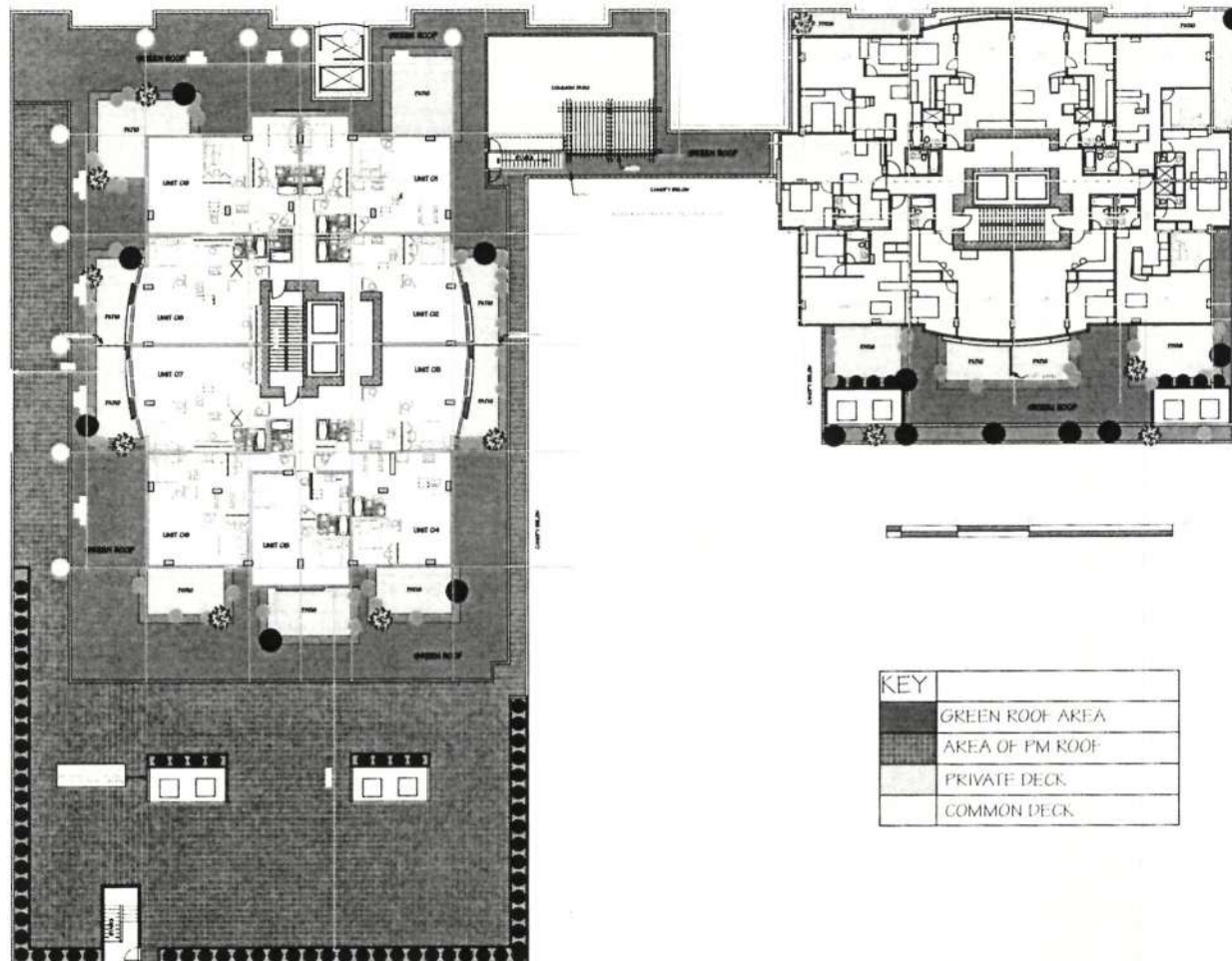
A001



JUL - 8 2013

Planning & Development Department
Development Services Division

PROPOSED DEVELOPMENT SPEED & FRANCES VICTORIA BRITISH COLUMBIA	
TOWERS 1 & 2 - LEVEL 1 LOBBY/RETAIL/TOWNHOUSE PLAN	
SHEET NO. A102	TOTAL SHEETS 10



KEY	
[Pattern]	GREEN ROOF AREA
[Pattern]	AREA OF PM ROOF
[Pattern]	PRIVATE DECK
[Pattern]	COMMON DECK

Received
City of Victoria

JUL 8 2013

Planning & Development Department
Development Services Division

LEVELS 3 & 4 PLANS
Scale: 1/8" = 1'-0"

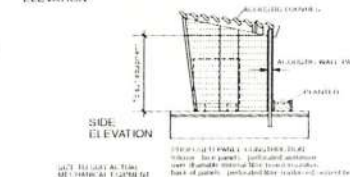
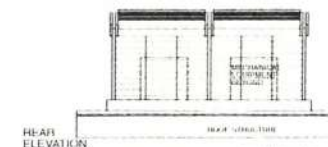
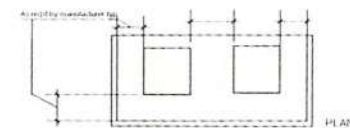
PRAXIS	
PROPOSED DEVELOPMENT	
SPEED & FRANCES	
VICTORIA	
BRITISH COLUMBIA	
TOWERS 1 & 2	
LEVELS 3 & 4 PLANS	
DATE	REVISION
	A104



1 TOWERS 1 & 2 - NORTH ELEVATIONS
Scale: 1:500



2 TOWERS 1 & 2 - SOUTH ELEVATIONS
Scale: 1:500



3 ROOF TOP MECH. SCREEN
Scale: 1:500

MATERIALS LIST



PROPOSED DEVELOPMENT SPEED & FRANCES

VICTORIA
BRITISH COLUMBIA

(NORTH & SOUTH
ELEVATIONS)

A200

Received
City of Victoria

JUL - 8 2013

Planning & Development Department
Development Services Division



P R A X I S
architects inc.

Michael D. Levin, Architect AIBC
Robert Rocheleau, Architect AIBC



401-1245 Esquimalt Road, Victoria, BC V9A 3P2
Tel: (250) 475-2702 • Fax: (250) 475-2701
robert.rocheleau@praxisarchitectsinc.com

July 03, 2013

**Mayor and Council
City of Victoria
1 Centennial Square
Victoria, BC**

**Re: Development Permit 000302
 Rezoning Application 00301
 Proposed Development
 605 – 629 Speed Ave. and 606 – 618 Frances Ave.**

Advisory Design Panel – Minutes May 15, 2013

To Whom It May Concern:

We have responded as follows to suggestions and recommendations made at our presentation to Advisory Design Panel on May 15, 2013:

Revised materials and finishes as follows:

- Changing the proposed stucco rainscreen areas by extending the treatment of the the townhouses (brick) to the band level of the towers, and above that level to a prefinished metal panel sytem in similar colour. There are two colours of brick proposed.
- Modifying the colour scheme so that the towers are complimentary but distinct. The composite panel sytem areas called for now are treated differently at each tower (Trespa Mahogany and Swisspearl Black Opal 7021).

Revised the Frances Street streetscape:

After meeting with parks and engineering staff at the City the following was agreed to:

- Provision of improved landscape treatment in the public right –of-way (refer to revised landscape drawings);
- Provision of a recessed bay in the commercial frontage to accommodate café seating. This is intended to compliment the improved landscape treatment in the public right-of-way and anticipate future changes at Frances Street.

Future Rooftop Mechanical Equipment (Commercial):

- Provided detail design of proposed screening / enclosure for anticipated roof top mechanical equipment to mitigate visual and acoustic impact for residential occupants - reviewed with planning staff on June 27th.

Common Rooftop Patio Space

- Provided a useable common rooftop patio space at the roof level of the building podium near Speed Street. This is accessible by occupants of both towers. Exiting is provided per building code requirements, and a stair lift is proposed to provide barrier free access when required.

Building Entrances

- The townhouses at the east end of the Speed Street elevation have been moved approximately 1.1 meters to facilitate main entrances to each of the towers having the same presence on the street.

Trust this to be of assistance,

PRAXIS ARCHITECTS INC

per:



Robert Rocheleau, Architect AIBC
Director

NO. 15-031

A BYLAW OF THE CITY OF VICTORIA

The purpose of this Bylaw is to amend the Official Community Plan to change the urban place designation for the land known as 605-629 Speed Avenue and 606-618 Frances Avenue from Urban Residential (Speed Avenue) and the General Employment Land (Frances Avenue) to Town Centre and to include the land in Development Permit Area 4: Town Centres as shown on Schedule 1.

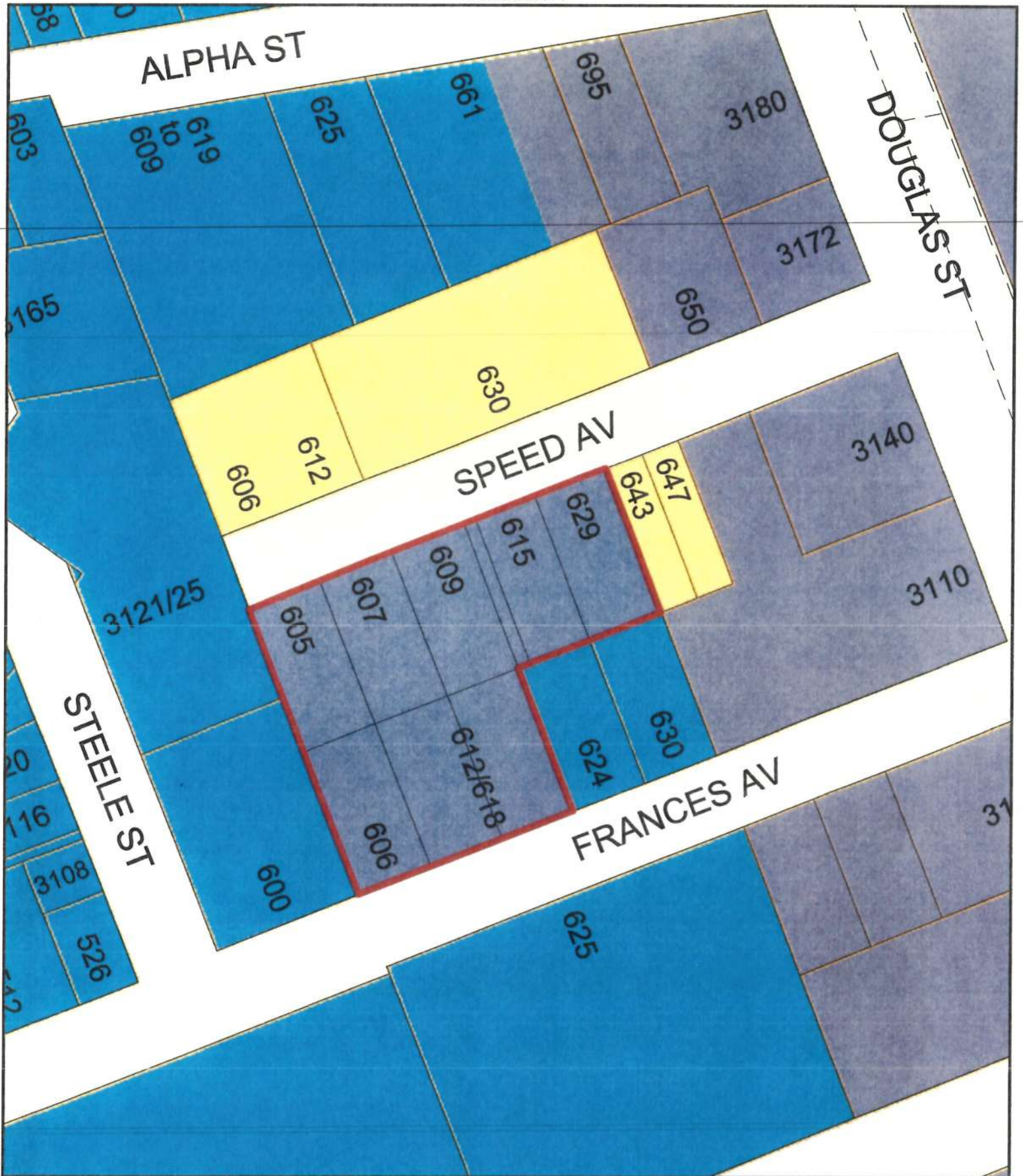
Under its statutory powers, including sections 875 to 878, and 919.1 to 920 of the *Local Government Act*, the Council of the Corporation of the City of Victoria enacts the following provisions:

- 1 This Bylaw may be cited as the "OFFICIAL COMMUNITY PLAN BYLAW, 2012, AMENDMENT BYLAW (NO. 14)".
- 2 Bylaw No. 12-013, the Official Community Plan Bylaw, 2012, is amended as follows:
 - (a) in connection with the land known as 605-629 Speed Avenue and 606-618 Frances Avenue by changing its urban place designation from Urban Residential and General Employment to Town Centre;
 - (b) by repealing Map 2: Urban Place Designations and replacing it with the map attached to this bylaw as Schedule 2;
 - (c) by repealing Map 19: Burnside Strategic Directions and replacing it with the map attached to this bylaw as Schedule 3; and
 - (d) by repealing Map 37: DPA 4: Town Centre - Mayfair and by replacing that map with the Map 37 attached to this bylaw as Schedule 4 in order to include 605-629 Speed Avenue and 606-618 Frances Avenue in Development Permit Area 4: Town Centres.

READ A FIRST TIME the	day of	2015.
READ A SECOND TIME the	day of	2015.
Public hearing held on the	day of	2015.
READ A THIRD TIME the	day of	2015.
ADOPTED on the	day of	2015.

ACTING CORPORATE ADMINISTRATOR

MAYOR.



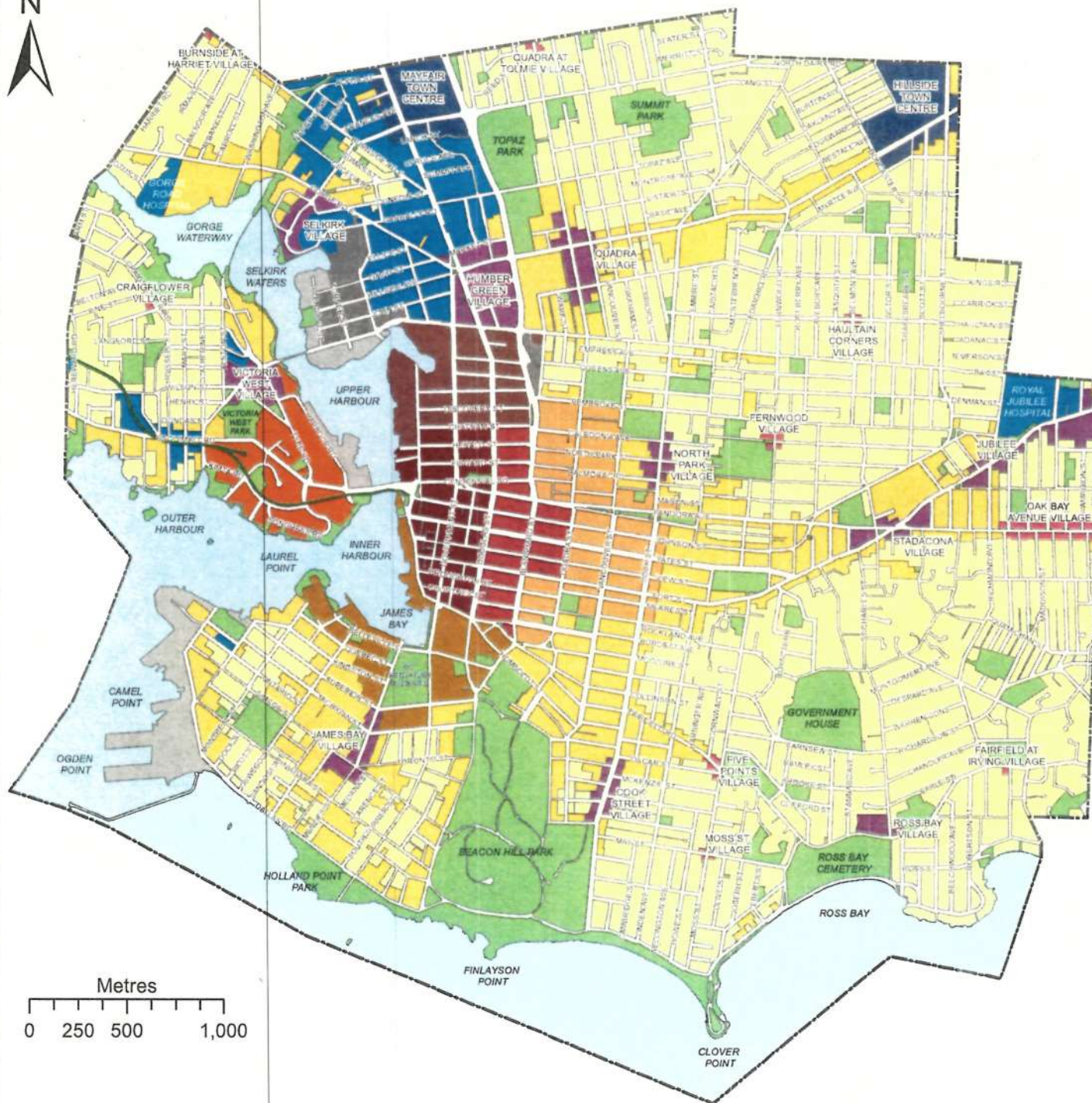
605 to 629 Speed Av. & 606 to 618 Frances Av.

Rezoning #00301, Bylaw #15-031



Amending the Urban Place Designation in the Official Community Plan from Urban Residential and General Employment to Town Centre





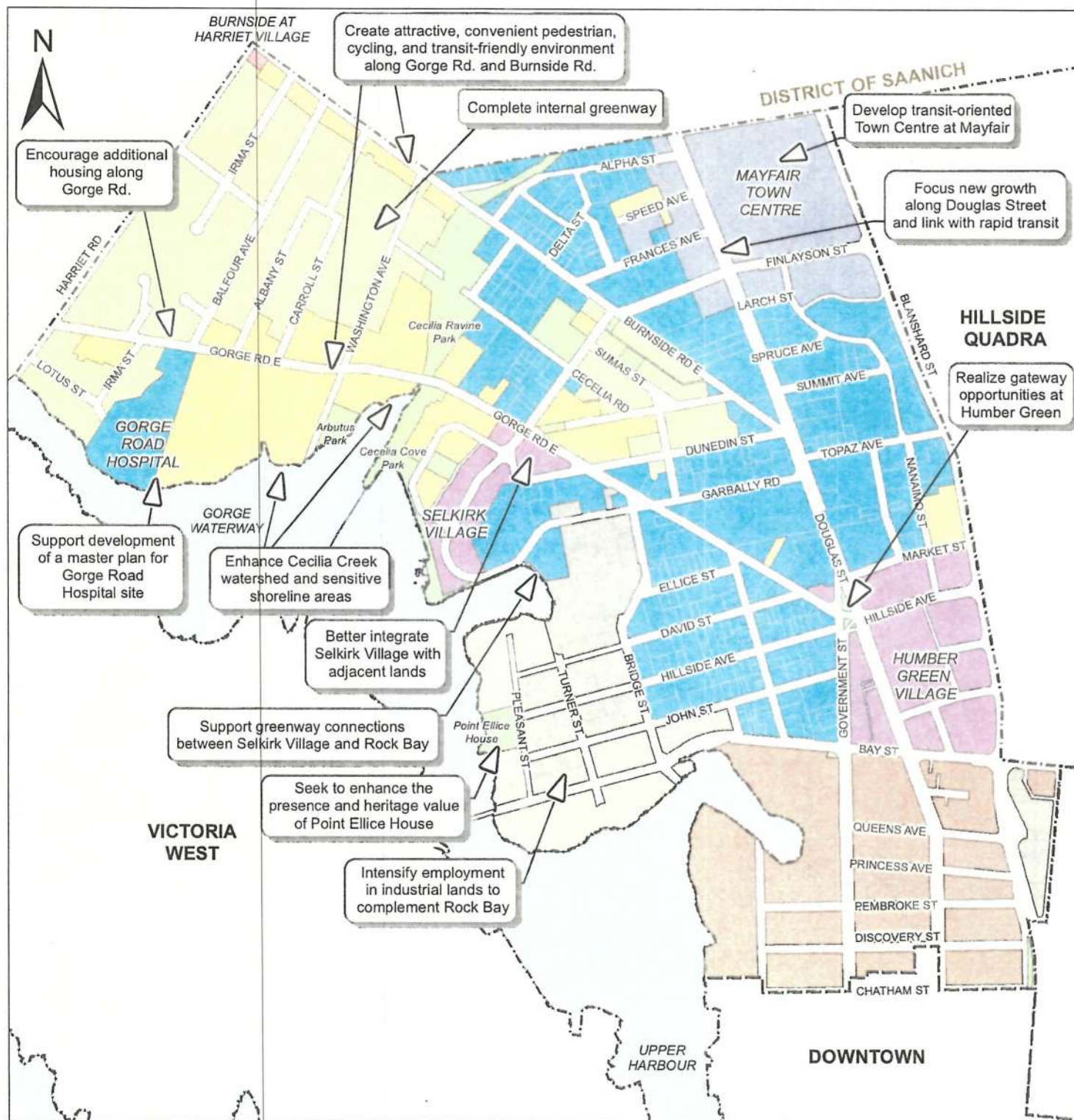
Schedule 2

MAP 2

Urban Place Designations

- Core Historic
- Core Business
- Core Employment
- Core Inner Harbour/Legislative
- Core Songhees
- Core Residential
- General Employment
- Industrial
- Marine Industrial
- Town Centre
- Large Urban Village
- Small Urban Village
- Urban Residential
- Traditional Residential
- Public Facilities, Institutions, Parks and Open Space
- Rail Corridor
- Working Harbour
- Marine

Urban Place Designations extend to the centerlines of adjacent streets.



Schedule 3 MAP 19 Burnside Strategic Directions

Urban Place Designations*

- Core Employment
- General Employment
- Industrial
- Marine Industrial
- Town Centre
- Large Urban Village
- Small Urban Village
- Urban Residential
- Traditional Residential
- Public Facilities, Institutions, Parks and Open Space
- Working Harbour
- Marine

Public Facilities

- Proposed Park (approximate location)
- Community Centre

*Urban Place Designations are provided for information purposes only. Please refer to Map 2 and Figure 8 for designation information.



Schedule 4
Map 37: DPA 4: Town Centre - Mayfair

Map 37: DPA 4: Town Centre - Mayfair

