

Re: Rezoning application – 609-629 Speed Ave. and 606-618 Frances Ave.

Our application to rezone the above property is on your PLUC agenda for next Thurs. When our application was initially considered we were required to meet 10 conditions before a public hearing would be set and we have now fulfilled the conditions.

We have a disagreement with the results of the economic analysis and its impact on the development. The analysis indicates that a \$975,000 amenity fee is required, and this is unacceptable and we have proposed that a \$200,000 fee is more appropriate and staff has indicated that our letters of Feb.12/14 and May 14/15 outlining our concerns will be attached to their report for your consideration.

The following information should also be considered in regard to the propose amenity contribution.

1. A \$975,000 amenity fee will result in an increase of \$5540 per unit for purchasers.
2. A \$200,000 fee results in an increase of \$1136 per unit for purchasers a reduction of \$4404 per unit.
3. If rental a \$975,000 amenity fee would result in an annual rental increase of \$332.
4. If rental a \$200,000 fee would result in an annual rental increase of \$68

In a community that is trying to encourage affordability it is evident that the proposed amenity fee of \$975,000 is going in the wrong direction, inflating the costs to both purchasers and renters. The proposed \$200,000 payment may be supported if it is actually used to support the Burnside Community.

Oakwood Park Estates

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.

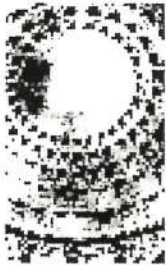
Time of Sales Discount

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



P R A X I S
architects inc.

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



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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.

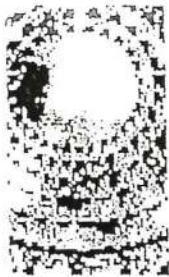
Trust this to be of assistance,

PRAXIS ARCHITECTS INC

per:



Robert Rocheleau, Architect AIBC
Director



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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.

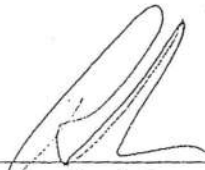
Pedestrian access is street oriented and easily understood.

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

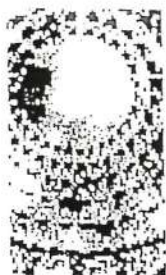
Trust this to be of assistance,

PRAXIS ARCHITECTS INC

per:



Robert Rocheleau, Architect AIBC
Director



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

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.

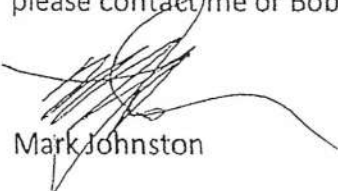
We have attempted to integrate the site by connecting the Speed Ave. residential to Frances Ave. which then allows residents to connect to many of the amenities in Burnside without going out on to Douglas St.

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.

SEP 06 2012

Planning & Development Department
Development Services Division

Mayor and Council

Sept. 1st 2012

City of Victoria

Re; Rezoning application – 600 Block Speed/Frances Ave.

We have submitted our revised application for the proposed development in the 600 Block of Speed and Frances Ave. As you are aware our original proposal was referred back to the Governance/Priorities Committee to allow us to deal with Council's concerns in regard to height, density, massing and greenspace.

During the time we were developing our revised plans Council adopted a new OCP which impacts our site and we will also comment regarding our Project and the new OCP.

We have developed a revised plan that we believe addresses Council's concerns and the following is a synopsis of the changes. We also attach a table comparing the original plan with the new plan.

1. Our new plan has a ground level commercial floor area off of Frances Ave. with approximately 26,000 sq./ft. an increase of approximately 1000 sq./ft
2. The new plan has 10 townhomes on Speed Ave. with two 9 storey plus mezzanine towers above for a total of 12 storeys instead of the original 14.
3. The new plan has 176 units instead of the 224 originally proposed, which dramatically changes the massing of the building.
4. As a result of the changes to the size of the buildings the density has been reduced from a ratio of 3.56 to 3.09
5. The roof area over the commercial space will be a mix of large private patios for the residential units at this level and green roof area as shown on the plan.
6. There will be a public access walkway through the project connecting Speed Ave. with Frances Ave. to allow Speed Ave. residents to connect to the rest of Burnside without going out on to Douglas St.
7. The townhouses 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.

8. The existing 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.
9. We have made provision on the east side of the project for a possible daycare with the related secure outside play area and are prepared to work with the community to identify a potential user.
10. As a result of the reduction in the height and number of units we are no longer able to provide 'affordable rental housing units'. The additional units in the original plan were being used to cross subsidize the affordable units but this opportunity is no longer available.
11. There will be 166 units equally divided in the two towers and it is our intention to sell the condo units in the west tower, and rent the units in the east tower at market rents. All units in the project would be available for rental.
12. Two levels of underground parking will be provided with the commercial parking requirements in the building meeting by-law requirements but a small variance in residential parking is required (ratio 0.97)

OFFICIAL COMMUNITY PLAN

Our properties are identified in the OCP as both General Employment with light industrial and commercial mixed use and Urban Residential. We are proposing to develop approximately 26,000 sq/ft of light industrial/commercial space on the ground floor with access off of Frances Ave. which would provide an employment centre for the area and meets the uses described in the OCP.

Although we are within approximately 50m of Douglas St. surrounded by General Employment designation and adjacent to the Town Centre, this one block of Speed Ave. has been designated Urban Residential in the OCP. The Urban Residential use would require amendment because we do not meet the height and density proposed in this designation. We made our application for rezoning in 2009 and have always proposed a higher density development than is proposed in the OCP and believe our development is an opportunity to begin higher density development along the major Douglas St. transportation corridor.

In the General Development Guidelines of the OCP it indicates that the Council could " give consideration to site specific amendments that are consistent with the intent of the Urban Place Designations and that further the broad objectives and policies of the plan, as appropriate in the site context."

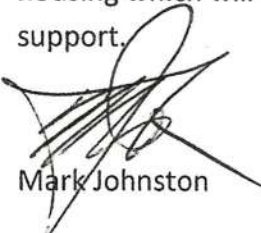
In the section of the OCP on Land Management – Broad Objectives the following statements support our proposed development concept;

1. Growth of 40% in or within walking distance of Town Centers and Large Urban Villages (20,000 new by 2041 with 90% within 400m of Town Centers or the Core)
2. Employment growth in Town Centers Employment Districts and along corridors served by rapid and frequent transit.
3. Encourage the logical assembly of development sites that enables the best realization of permitted development potential for the area.

A review of the Housing Section of the OCP indicates that our proposal meets many of the objectives. We are proposing to rejuvenate an area to supply rental housing. The Plan indicates that areas be designated for additional housing capacity, primarily for apartments units and attached ground oriented housing to ensure that developable capacity is sufficient to meet forecast demand and maintain a healthy housing market. Today the site is a collection of parking lots and housing well past its prime and our development responds to future demand and supports the intent of you OCP.

We have been to the Burnside/Gorge Community Association 4 times and have always been received favourably with support for our proposed commercial and rental housing components. Parking has always been the major issue with the residents and we have advised them that if there are vacant parking spaces in our building we will give them priority for rental of these spaces. We have also indicated that in the evening the parking identified for the commercial would probably be vacant and available for quest parking

We can all see the hundreds of young people who work in Mayfair/Uptown or along the approaches to Downtown and we believe our proposed development will provide affordable housing which will allow them to walk/cycle or take the bus to work and we request your support.



Mark Johnston

SPEED AND FRANCES
Praxis Architects Inc.

May 01-12

	ORIGINAL SCHEME		NEW SCHEME	
Building 1	14 storeys		11 storeys	
Building 2	8 storeys		11 storeys	
Total number of units	224		176	
Commercial floor area	2,317.0 m2	24,931 sq ft	2,423.5 m2	26,077 sq ft
Service Space			102 m2	1097.52
Parking Provided	214	Residential	170	Residential
	0.96	ratio residential	0.97	ratio residential
	62	Commercial	65	Commercial
	276	Total	235	Total
			17	Guests (10% of 168) Included in residential
Bicycle Parking	239		166+10 12 6 3 3 2 1.31	Class 1 Class 2 3 Class 1 3 Class 2 2 Class 1 1 Class 2 Residential Retail Industrial
FA Residential	16,743.8 m2	180,163 sq ft	14,017.8 m2	150,831 sq ft
GFA (Inc. Commercial)	19,060.8 m2	205,094 sq ft	16,543.3 m2	178,006 sq ft
FSR	3.56		3.09	
Open Area	14.3	%	14.3	%
Loading Bays	1		1	
Average Grade	5.561	m	5.561	
CITY ZONING PLAN CHECK				
Site Area	5349.39	m2	5349.39	
Total Floor Area (m2)	19,054.0		16,543.3	
Density (ratio)	3.56		3.09	
Commercial Floor Area	2,316.0	m2	2,423.5	
Lot Width (m)	73		73	
Height (m)	38.05		36.82	
Site Coverage %	66	%	66	%
Storeys	14		11	
Setbacks (m)				
Front (Speed)	6		6	
Rear (Frances)	0		0	
Side (West)	0		0	
Side (East)	6		6	
Parking	See Above		See Above	
Visitor Parking			17	residential
Bicycle Storage	239		181	Class 1
			16	Class 2
Surface parking landscape strip		.6m		
Surface parking street setback				

