April 13, 2020

Regarding: Development Permit Application - Summit Ave. Car Storage Facility
730 & 780 Summit Ave. Victoria BC

To Mayor and Council,

Description of Proposal
This project is a redevelopment and amalgamation of two existing sites, formerly occupied by the Canadian Legion building and an adjacent surface parking lot.
The proposed building is a Car Storage Facility to be used by the car dealerships in the immediate area. There is no public component to the building. 'Car Jockeys' will move vehicles in and out of this building daily. No other occupants are expected or allowed into the secure facility.
The building will be a 3 story, precast concrete parking structure with access from both Nanaimo St. and Summit Ave. The roof will be occupied with vehicle storage.

Project Benefits and Amenities
No public amenities are planned for the development however, one façade of the building will receive a 3-story art piece applied to the building exterior. This two-dimension work is located on the west elevation, facing the adjacent parking lot.

Neighborhood
The project is industrial in nature, as is the neighborhood. A BC Hydro sub-station is located across Summit Ave. Single story concrete block commercial buildings are located immediately to the north with surface parking lots throughout the area. The vacant Canadian Tire store is immediately to the west. There are no residential developments in the immediate area.

Design and Development Permit Guidelines
The Design Guidelines for: Multi-Unit Residential, Commercial and Industrial (July 2012) and the Revitalization Guidelines for Corridors, Villages and Town Centers (July 2017), were considered in preparing this design.

Overall Design Concept
The building is meant to provide a secure storage facility without giving an unwelcoming industrial building appearance. As is the nature of a multi-story parking facility, the concrete structure is exposed, and the building is open to the exterior. There is no building envelope per se.
The structure has been engineered to provide the most cost-effective solution which in itself has a certain beauty. However, in its raw form, the character of the concrete structure appears very utilitarian. Therefore, a second more unifying layer of decorative metal screens has been added to the facades.

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Streetscape and Edge Condition
The street facades of the building have been clad with a series of full height metal-screen panels. These panels are attached to the exterior face of the concrete structure, with an inner layer of screens on the ground floor openings for security purposes. These panels provide a consistent appearance, a rhythm to the façade and visual interest along the parapet line. These panels also help to unify the façade while accommodating the building articulation elements such as the stair towers, elevator and vehicle entry doors.
The corner of the building has been rounded to soften the transition between the Nanaimo St. and Summit Ave. facades. This curved section is planned to be a 'green wall', with climbing plants starting at grade.

The building is set back from the street property lines and is fully landscaped within these setbacks. Trees and sod are proposed for the city property between the sidewalk and the property line.

Human Scale and Architectural Features
The exterior metal screen panels are intended to break the façade into smaller blocks, which are again broken down with entrance ways and canopies. Transition in massing to the human scale at the sidewalk level has been considered in this approach. Glazed canopies (tempered glass in metal frames) are included at each vehicle entrance and pedestrian exit doors to the street. These person-doors are glazed aluminum entrance doors with sidelights, to provide an inviting, pedestrian scale appearance.
Punched windows are included on the façade sections that are not clad with the metal screens. These windows provide an indication of human scale on the upper levels.
The 'back of house' features such as vehicle entrances, fire exit doors and utility room doors are all located along Summit and Nanaimo as the other property lines are shared with the adjacent properties and without setbacks. These have been carefully considered and have been designed with pedestrian interest and scale in mind.

Exterior Finishes
The exterior finishes of the building are planned to be of a high quality. The precast concrete panels will have an 'architectural grade' finish of smooth concrete, white in colour. Darker tinted panels are planned for elevator and stair towers. The large graphic on the west elevation will be made using a form-lining technique that will create a 'relief' of the graphic.
The metal screen cladding components will be perforated panels with metal framed edges, attached directly to the precast concrete panels.
Black anodized aluminum storefront doors, frames and canopies structures are planned.
Lastly, the green of the climbing plants will provide a colour and textural counter-point to the concrete, glass and metal.

Open Spaces and Landscaping
The setbacks from the streets provide open area and offer landscaping opportunities. The space is defined by the city sidewalks and the building façade. All ground plane surfaces are either soft-landscaped or paved for vehicle / exit purposes. Site specific, drought resistant planting is planned as well as 6 new street trees. 4 on city property and 2 on private property.

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Lighting
Lighting will be provided at the underside of each canopy to highlight the vehicle entrances and pedestrian exits. These lights will be mounted below the canopies and will aim down to avoid overspill and glare.
Street level lighting will be installed, mounted along the face of the building. These fixtures will illuminate the areas adjacent to the building, reducing the opportunity for criminal activities.
Some ornamental lighting is planned to give the metal screen panels a soft presence. All lighting will respect the 'dark sky' concept and will light from the top down. Glare from all lighting will be avoided.

Universal accessible design and Safety
This building is not open to the public and the physical requirements of the employees are such that physically disabled people will not visit or work at this facility. Therefore, accessible design was not a consideration in the design.

Safety and CPTED Considerations
The building footprint includes recessed areas required as a part of the vehicle storage operations at the vehicle entrances. These areas include an operable security gate, common in parking structures and are designed to deter overnight campers in these recesses.
The building will be adequately lit at the ground level for pedestrian safety.
The ground floor openings in the concrete façade will be fitted with security screens (black in colour) and mounted on the interior surface of the concrete structure. This will provide a secure building interior. Entrapment spots (areas shielded on three sides) and poor pedestrian sightlines have been avoided in the building design.

Vehicle Parking
No surface parking is planned. All parking stalls are within the building.

Bicycle Parking
Short term bicycle parking will be provided along Nanaimo St., located at the base of the exit stair. All long-term stalls are within the building.

Access and Circulation
A 'vehicle holding spot' has been included at both vehicle entrances. This spot is 6m deep and located entirely within the property lines. This is intended to allow the operator to temporarily park while waiting to enter or exit the structure, without blocking the city sidewalk. Vehicle and pedestrian conflicts can be avoided in this manner.
Short concrete sidewalks are planned to connect the emergency exit doors to the city sidewalk. These will be clearly delineated through the use of canopies, lighting and landscaping. No steps or ramps are planned in these areas.

Loading and Service Areas
Due to the use of this building, no Loading Space is planned. This is the only Variance being requested as a part of this application.
The elevator penthouse has been included in the treatment of the façade and forms an integral part of the building. Windows have been included in the elevator shaft to add visual interest and human scale to an otherwise blank wall.
No rooftop mechanical equipment is planned.

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An internal Electrical Room is planned. All hydro utility meters will be located within the building, not mounted to the exterior. The hydro service to the building will be underground.
No exterior storage is planned.

Street Wall
The 'building height to street width ratio' along Summit Ave. is approximately 1:1.5. The width of Nanaimo St. and the east setback is similar to Summit Ave. Therefore, both street walls are similar in ratio. Guidelines suggest that a 'Street Wall' be between 1/2 to 1/3 as high as the street is wide. In order to meet this recommendation, the building height would need be reduced by approximately 3 meters (or one floor). This is not a viable option from a business perspective to this building Owner.
The highest section of the building (the vehicle elevator penthouse) is set back an additional 4 meters in order to mitigate this condition.

Area Specific Guidelines – Douglas Blanshard Corridor
Although there is no residential component to this building, Guidelines suggest that the building should not 'turn its back' either Douglas or Blanshard streets. This building will be visible from both corridors and the General Guidelines for Building Design have been considered for all visible facades, other than the north elevation which faces another zero-lot-line development.

Transportation
All vehicle and bicycle parking bylaw requirements are being met with this design. No variances are being requested.

Heritage
There is no heritage component to this development.

Green Building Features
This building will consume very little energy while in operation. The basement area is 'mildly conditioned' to avoid moisture concerns but all other areas are open to the exterior or not heated such as exit stairs. The elevator, lighting and mechanical ventilation (fans) are the only electrical components planned. The use of Natural Gas will not be a part of this project.
Rooftop solar collectors are planned to supplement the energy used to illuminate the basement during the day. No electrical storage is planned.

Infrastructure
The existing city infrastructure is adequate to accommodate this development. The building will produce less waste and consume less water and energy than the existing development on this site.
City sidewalks will be rebuilt and modified to accommodate the development.

Yours truly,



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