

H. REPORTS OF COMMITTEES

H.1 Committee of the Whole

H.1.c Report from the May 21, 2020 COTW Meeting

H.1.c.c750 and 780 Summit Avenue: Development Permit with Variance Application No. 00136 (Burnside)

Moved By Councillor Thornton-Joe
Seconded By Councillor Young

That Council, after giving notice and allowing an opportunity for public comment at a meeting of Council, consider the following motion:

“That, subject to the proposed metal panels being reviewed and determined to be to the satisfaction of the Director of Sustainable Planning and Community Development, Council authorize the issuance of Development Permit with Variance Application No. 00136 for 750 and 780 Summit Avenue, in accordance with:

1. Plans date stamped April 14, 2020.
2. Development meeting all Zoning Regulation Bylaw requirements, except for the following variance:
 - i. No provision of a loading space (Part 7.2, Section 9).
3. Provision of a short-term bike rack (6 spaces) in a location to the satisfaction of the Director of Engineering and Public Works.
4. The Development Permit lapsing two years from the date of this resolution.”

CARRIED UNANIMOUSLY

H.2 750 and 780 Summit Avenue: Development Permit with Variance Application No. 00136 (Burnside)

Committee received a report dated May 7, 2020 from the Director of Sustainable Planning and Community Development regarding the proposed Development Permit with Variance Application for 750 and 780 Summit Avenue in order to construct a four-storey car storage facility.

Committee discussed the following:

- *Electric car charging stations*
- *Maintenance of proposed landscaping*

Moved By Mayor Helps

Seconded By Councillor Loveday

That Council, after giving notice and allowing an opportunity for public comment at a meeting of Council, consider the following motion:

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CARRIED UNANIMOUSLY



Committee of the Whole Report

For the Meeting of May 21, 2020

To: Committee of the Whole **Date:** May 7, 2020

From: Karen Hoese, Director, Sustainable Planning and Community Development

Subject: Development Permit with Variances Application No. 00136 for 750 and 780 Summit Avenue

RECOMMENDATION

That Council, after giving notice and allowing an opportunity for public comment at a meeting of Council, consider the following motion:

“That, subject to the proposed metal panels being reviewed and determined to be to the satisfaction of the Director of Sustainable Planning and Community Development, Council authorize the issuance of Development Permit with Variance Application No. 00136 for 750 and 780 Summit Avenue, in accordance with:

1. Plans date stamped April 14, 2020.
2. Development meeting all *Zoning Regulation Bylaw* requirements, except for the following variance:
 - a. No provision of a loading space (Part 7.2, Section 9).
3. Provision of a short-term bike rack (6 spaces) in a location to the satisfaction of the Director of Engineering and Public Works.
4. The Development Permit lapsing two years from the date of this resolution.”

LEGISLATIVE AUTHORITY

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

Pursuant to Section 491 of the *Local Government Act*, where the purpose of the designation is the revitalization of an area in which a commercial use is permitted, a Development Permit may include requirements respecting the character of the development, including landscaping, and the siting, form, exterior design and finish of buildings and other structures.

EXECUTIVE SUMMARY

The purpose of this report is to present Council with information, analysis and recommendations for a Development Permit with Variance Application for the property located at 750 and 780 Summit Avenue. The proposal is to construct a four-storey car storage facility.

The variance is related to the provision of loading space for vehicles. The access, design and function of the building do not easily facilitate the provision of a loading space that complies with the bylaw, therefore the applicant has requested the ability to eliminate the loading space.

BACKGROUND

Description of Proposal

The proposal is for a four-storey car storage facility. Specific details include:

- Vehicle storage will be located on every level of the building, including the basement level and roof top. An internal elevator will move vehicles from floor to floor.
- Individual vehicles will be driven to the site from local car dealerships. Vehicle access to the facility will be from Summit Avenue. An egress onto Nanaimo Street is provided.
- The main building material is pre-cast concrete, with vertical decorative metal panels from ground level to the roof. A mural (car image) is proposed on the west elevation.
- Landscaping within the setback area includes a mix of trees, shrubs and perennials, in addition to a green wall feature.
- Two street trees along Summit Avenue will be removed due to conflicts with building access and servicing. Four street trees will be planted in this area.
- The proposed variance is related to eliminating the requirement to provide a loading space which is a standard requirement of the industrial zones.

Sustainability

As indicated in the applicant's letter dated April 13, 2020, rooftop solar panels will be used to supplement the energy required to illuminate the basement during the day.

Active Transportation

The application satisfies the Bylaw requirements for the provision of short- and long-term bicycle parking.

Public Realm

No public realm improvements beyond the City's standard requirements are proposed in association with this application.

Accessibility

The British Columbia Building Code regulates accessibility as it pertains to buildings. This storage facility is intended for car storage only and will only be accessed by staff.

Existing Site Development and Development Potential

The site was occupied by the Royal Canadian Legion and paved parking lot. The Legion ceased operations in 2019 and sold the property the same year.

Under the current M2-1 Zone, Douglas-Blanshard Industrial District, the property could be developed at a density of 3:1 Floor Space Ratio (FSR). This zone accommodates a broad range of uses, as it includes all the uses permitted in the M-2 Zone, Light Industrial District, such as garages, storage lots for vehicles and warehouses.

Data Table

The following data table compares the proposal with the existing M2-1 Zone, Douglas-Blanshard Industrial District. An asterisk is used to identify where the proposal does not meet the requirements of the existing Zone.

Zoning Criteria	Proposal	M2-1 Zone	Notes
Site area (m ²)	2031	Not specified	
Density (Floor Space Ratio) – maximum	2.6:1	3:1	
Total floor area (m ²) – maximum	5039	6093	
Height (m) – maximum	13.45	15	
Storeys – maximum	4	Not specified	Enclosed rooftop stairwell is deemed 4th storey
Setbacks (m) – minimum	Satisfies the 3 m requirement	3 m sight triangle required at corner	Setback from street required for corner lots
Parking stalls – minimum	7	7	Dimensioned parking only
Loading space – minimum	0 *	1	Variance required
Bicycle parking stalls – minimum			
Short term	6	6	Location to be finalized at building permit stage
Long term	1	1	Internal – basement level

Relevant History

Community Consultation

Consistent with the *Community Association Land Use Committee (CALUC) Procedures for Processing Rezoning and Variance Applications*, on November 20, 2019, the application was referred for a 30-day comment period to the Burnside Gorge CALUC. An email dated December 11, 2019 from the CALUC is attached.

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

ANALYSIS

Development Permit Area and Design Guidelines

The *Official Community Plan* (OCP, 2012) designates the area as General Employment, consisting of primarily employment-generating uses. The OCP identifies this property within DPA 7A: Corridors, Douglas Street and Blanshard Street. The main applicable design guidelines are *Design Guidelines for Multi-Residential, Commercial and Industrial* and *Revitalization Guidelines for Corridors, Village and Town Centres*.

Both design guidelines encourage a high quality pedestrian environment with human-scale proportions. This is achieved as follows:

Pedestrian Environment - Design

- visual interest is created through a mix of materials and textures (concrete and perforated metal panels)
- articulation at street level is provided by the four steel and glass canopies over entrances, with the largest canopy over the main entrance on Summit Avenue
- landscaping along the building frontage includes several trees (in addition to the four street trees), shrubs and perennials. A green wall feature on the corner of Summit Avenue and Nanaimo Street, created by climbing clematis vines planted at ground level, is proposed as vertical green relief to break up the massing and provide a focal point at the corner. The effect shown in the rendering may take several seasons to achieve.

Pedestrian Environment - Lighting

Lighting is an important design feature in this project adding visual interest, and which also serves to illuminate the area to address security concerns:

- the glazed entry doors have sidelights
- the entry glass canopy is lit from underneath
- lighting along the building face on the concrete panels provides continuous lighting along the sidewalk at street level
- a number of the metal panels will be backlit with coloured LED lighting, creating visual interest at night.

Building proportions

- In order to break up the horizontal elements and create articulation, decorative metal panels have been added. The renderings and material board provide a conceptual visual representation of how these panels will look. As these panels will be the defining architectural feature of this building and as specific details of these panels have not been provided, it is recommended that further details of the metal panels be provided prior to issuance of the Development Permit.
- The stair towers will serve to further break up the façade as the pre-cast concrete for the stairwells is a darker tint. Window elements are placed in these towers, which create visual interest.
- The panels create an articulate effect along the parapet.
- The guidelines encourage response to the rhythm and pattern of existing buildings in the surrounding context. The surrounding context is industrial with many uses not contained within buildings, with a BC Hydro substation directly across Summit Street from the proposal. The proposal creates an addition to the neighbourhood that is not out of context with the mix of land uses and building forms.

Other design elements

- An art mural of a car is proposed on the west elevation to limit the effect of a blank wall. The potential of having a mural painted by a local artist was discussed with the applicant; however, the applicant decided to retain the image as proposed, noting that some point in the future this wall could be obscured by a new building along this lot line.

CPTED measures

- downward focussed lighting has been included that will address nighttime visibility and security
- areas of entrapment have been reduced and sightlines around the building are improved by using a curved wall. Metal security screens will be installed on the interior of the ground floor openings, as well as on the vehicle entrance to the building.

Burnside Gorge Neighbourhood Plan (2017)

The subject property is within the Douglas Corridor sub-area and identified as a General Employment area. Relating to industrial building form, the policies recommend that light industrial buildings be built up to the edge of the street. The proposed development satisfies this requirement.

There are no specific Action Plan items relating to this area as most of the policies and actions focus on the Douglas Street corridor.

Tree Preservation Bylaw and Urban Forest Master Plan

There are no bylaw-protected trees on the subject property or on adjacent private property. Within the proposed building footprint, there are three small cypress trees which will be removed. There is no opportunity for relocating these trees on the lot.

Within the public realm, the following trees are affected by this proposal:

- two cherry trees on the Summit Avenue frontage require removal due to the proposed driveway access. The arborist report indicates that these trees are in poor health.
- a London plane tree located on the Summit Avenue frontage, in front of the property to the west, can be retained with appropriate mitigation measures for excavation, sidewalk installation and servicing.

There are four new street trees proposed along Summit Avenue, with the species to be determined by the Parks department. In addition, there will be two new trees planted on private property within the setback on the Nanaimo Street frontage.

The arborist report is attached to this report.

Regulatory Considerations - Variance

The applicant has indicated that the parking storage structure will be used by local car dealerships. Operationally, the vehicles will not be unloaded on Summit Street; the vehicles will be unloaded on a nearby dealers' lot and driven to the building. With this operational plan in place, the entrance to the facility and car elevator in effect serves as loading bay. Although this entrance does not technically meet the requirements of a loading bay, it is considered to be sufficient for this building. The variance to eliminate the provision of a loading bay is therefore considered supportable.

CONCLUSIONS

The proposed car storage facility is in general compliance with the *Design Guidelines for Multi-Residential, Commercial and Industrial* and *Revitalization Guidelines for Corridors, Village and Town Centres*. There are a number of architectural features and landscaping (on the property and within the public realm) that will contribute to overall pedestrian environment in the area and at the same time address security considerations. As the metal panels will provide the main architectural interest for this facility, staff are recommending that material samples be provided for staff review and approval prior to the issuance of the Development Permit. The request to eliminate the loading space is considered supportable as loading will be dealt with internally within the building.

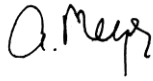
ALTERNATE MOTION

That Council decline Development Permit with Variance Application No. 00136 for the property located at 750 and 780 Summit Avenue.

Respectfully submitted,



Lucina Baryluk
Senior Planner
Development Services



Karen Hoese, Director
Sustainable Planning and Community
Development Department

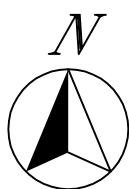
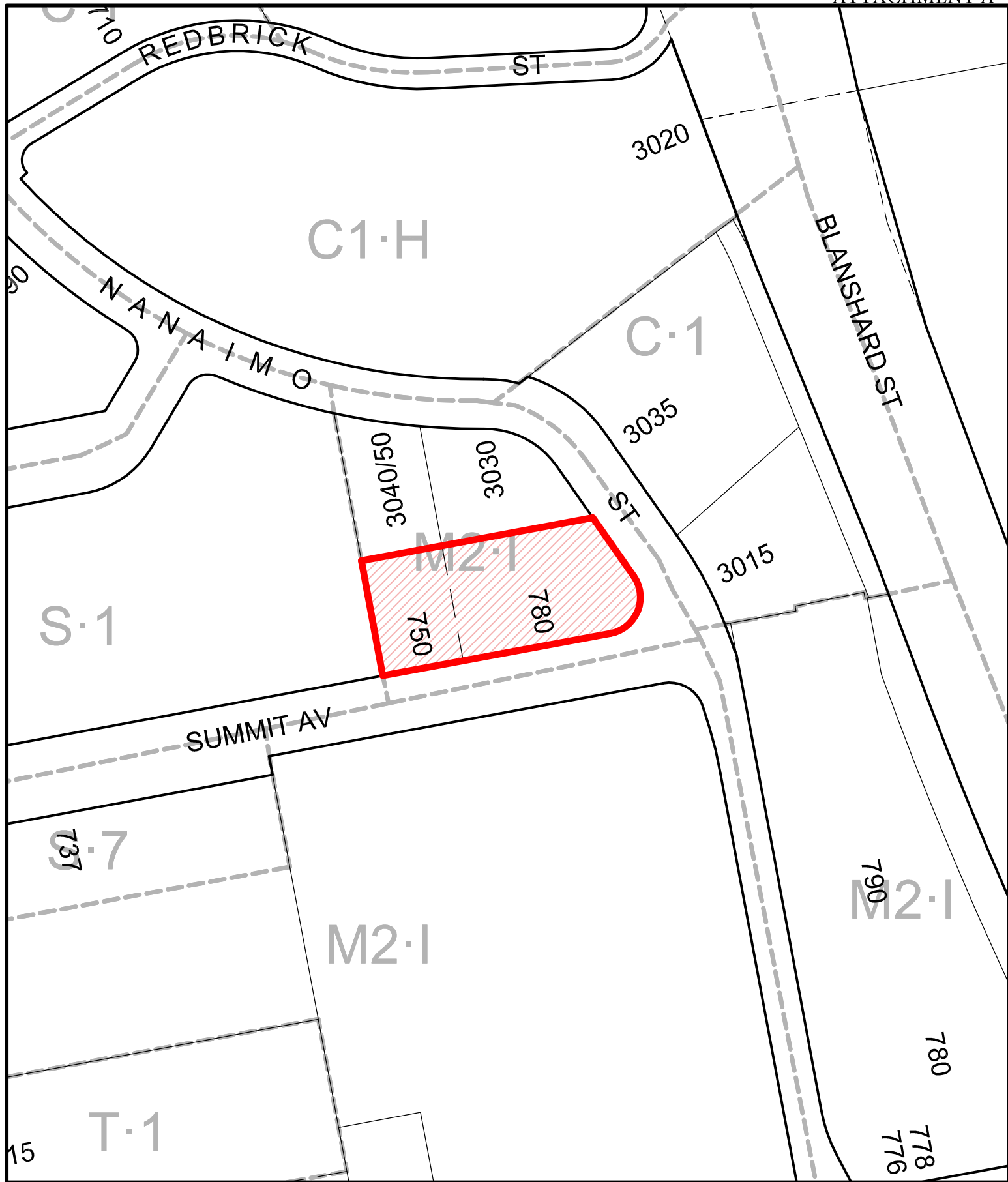
Report accepted and recommended by the City Manager:



Date: May 12, 2020

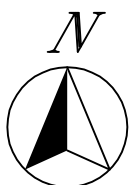
List of Attachments

- Attachment A: Subject Map
- Attachment B: Aerial Map
- Attachment C: Plans date stamped April 14, 2020
- Attachment D: Letter from applicant to Mayor and Council dated April 13, 2020
- Attachment E: Talbot Mackenzie and Associates, Arborist Report, dated January 31, 2020:
- Attachment F: Letter from the CALUC dated December 11, 2019.



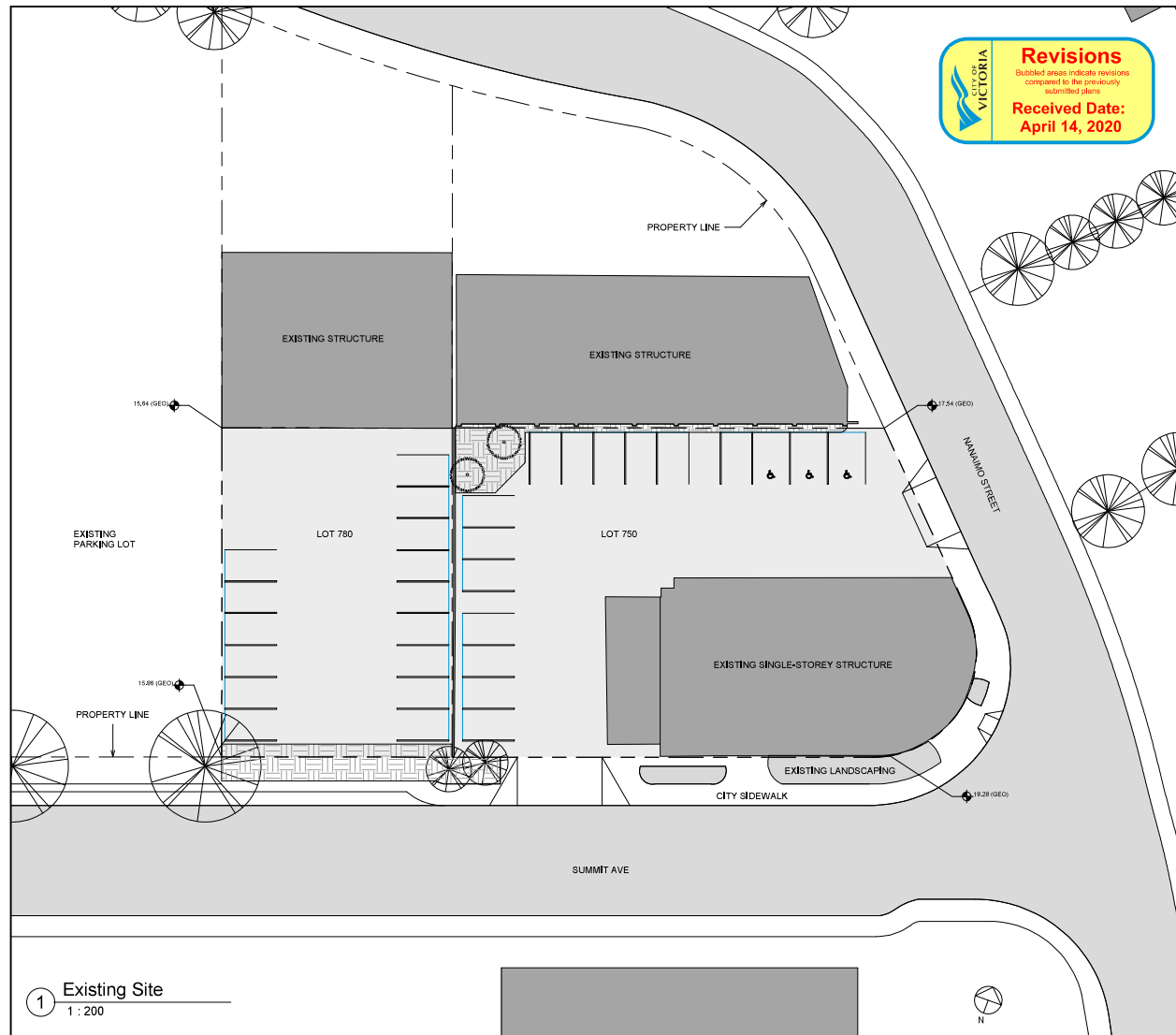
750 and 780 Summit Avenue
Development Permit with Variance # 00136





750 and 780 Summit Avenue
Development Permit with Variance # 00136





LIST OF DRAWINGS

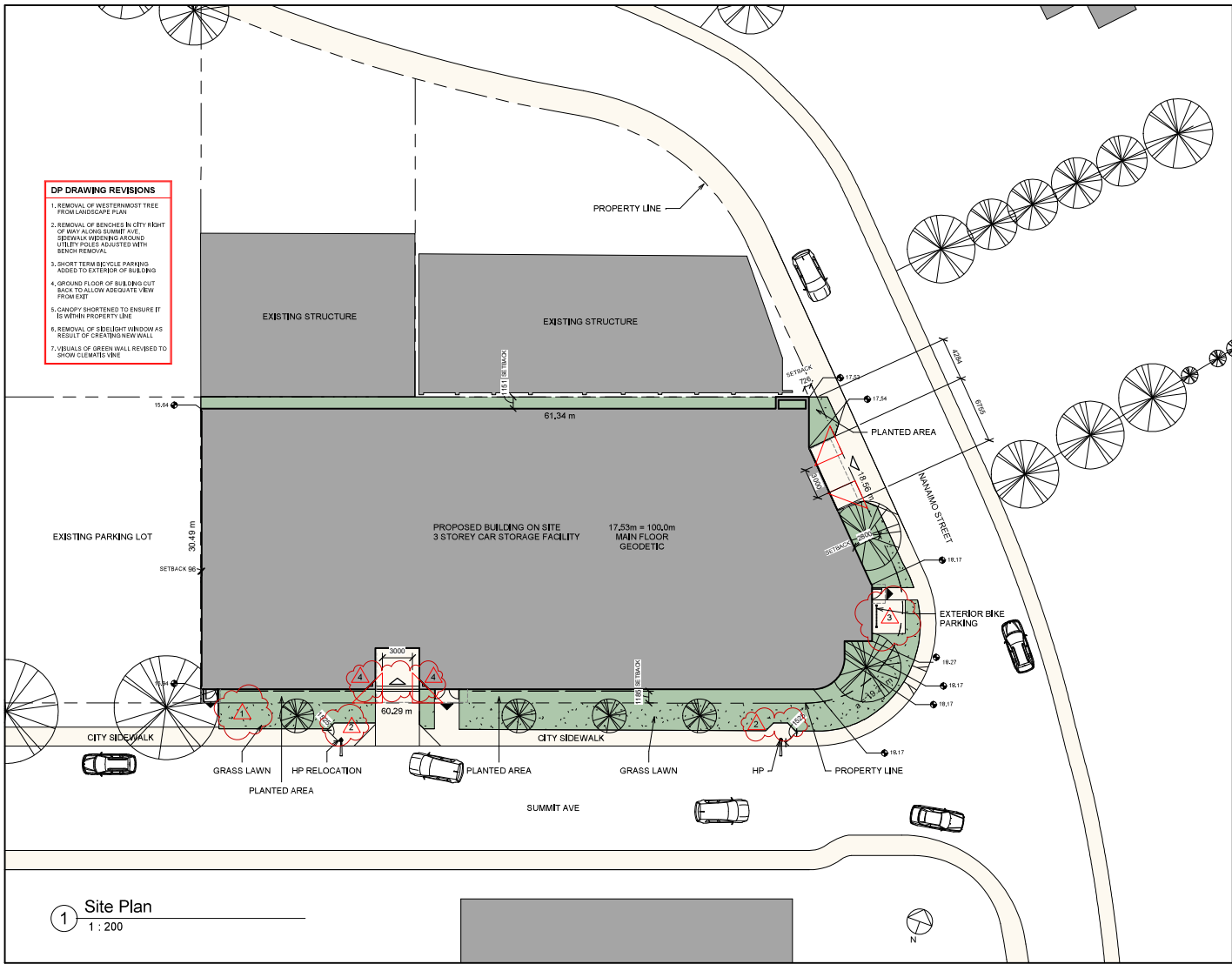
SHEET NUMBER	SHEET NAME
A1,1	EXISTING SITE PLAN
A1,2	ARCH SITE PLAN
A2,1	BASEMENT LEVEL PLAN
A2,2	GROUND LEVEL PLAN
A2,3	LEVEL 2 PLAN
A2,4	LEVEL 3 PLAN
A2,5	LEVEL 4 - ROOF PLAN
A3,1	ELEVATIONS - FRONT + REAR
A3,2	ELEVATIONS - SIDES
A3,3	MATERIALS BOARD - SOUTH
A3,4	MATERIALS BOARD - EAST + WEST
A4,1	SECTIONS
A6,1	SITE CONTEXT IMAGES
A6,2	SITE CONTEXT IMAGES

CODE DATA

PRELIMINARY CODE ANALYSIS	
BUILDING AREA (FOOTPRINT)	1951 m ²
NO. OF STORES	4
BASEMENT	YES
USE AND OCCUPANCY	
	F3 STORAGE GARAGE
ARTICLE	
3.2.2.84	F3 UP TO 4 STORES - SPRINKLERED
NO. OF STREETS	2
MAXIMUM BUILDING AREA	3600 m ²
CONSTRUCTION TYPE	NON - COMBUSTIBLE
FIRE RESISTANCE RATING	FLOOR TO BE NON-RATED FIRE SEPARATIONS
OCCUPANT LOAD	NONE - VEHICLE PARKING ONLY
SPRINKLERED	YES
TRAVEL DISTANCE (45m ALLOWED)	MAXIMUM = 26.37m

SITE AERIAL VIEW








PROJECT INFORMATION

SITE DATA + ZONING	
CIVIC ADDRESS	750 & 780 SUMMIT AVENUE
LEGAL DESCRIPTION	LOT 16 - SECTION 4, VICTORIA, PLAN 21108
	LOT 15 - SECTION 4, VICTORIA, PLAN 21108
CURRENT USE	CLUB
PROPOSED USE	GARAGE
ZONE (EXISTING)	M2-1
DP AREA	DPA 7A - CORRIDOR
SITE AREA (m²)	2031 m²
LOT WIDTH	30.49m
FLOOR AREA	m²
	APPLICABLE TO FSR
BASEMENT	638
MAIN FLOOR	1546
SECOND FLOOR	1679
THIRD FLOOR	1679
ROOFTOP STAIRS	32
TOTAL	5674
	5036
FLOOR SPACE RATIO	2.47
BUILDING HEIGHT	13.451 m
NUMBER OF STOREYS	4
SETBACKS	
LOT BOUNDARY (SUMMIT)	1185 mm
LOT BOUNDARY (NANAIMO)	726 mm
LOT BOUNDARIES - WEST	96 mm
LOT BOUNDARIES - NORTH	1151 mm
SITE COVERAGE	m²
	%
BUILDING FOOTPRINT	1745
	86
DRIVEWAYS	61
	3
SOFT LANDSCAPE + SIDEWALK	225
	11
TOTAL SITE	2031
	100
LOADING SPACE	NONE PROVIDED
	VARIANCE REQUESTED
PARKING SPACES	
BIKE PARKING STALLS	LONG TERM = 1
	SHORT TERM = 6
	TOTAL = 7

LEGEND

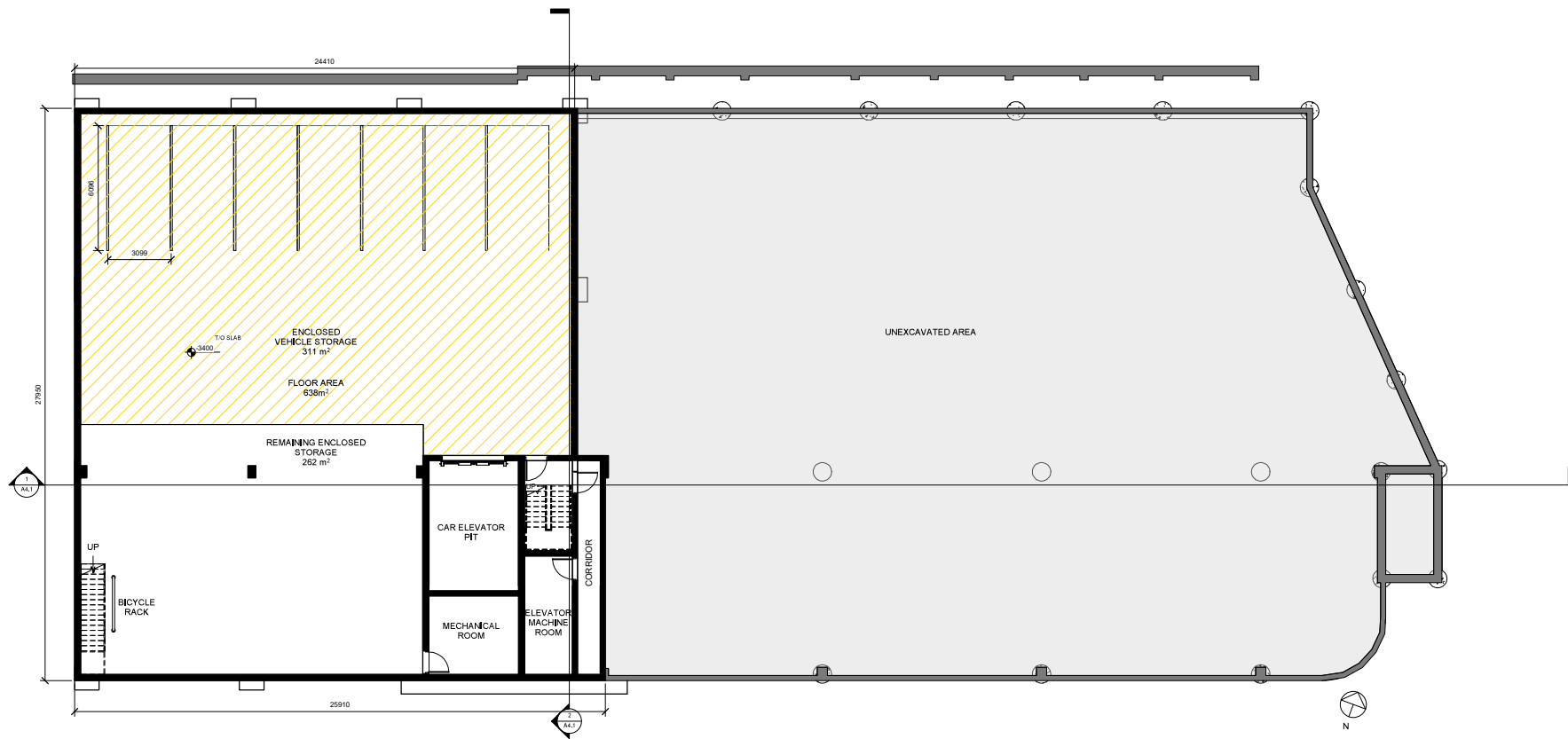
VEHICLE ACCESS

PEDESTRIAN EXIT

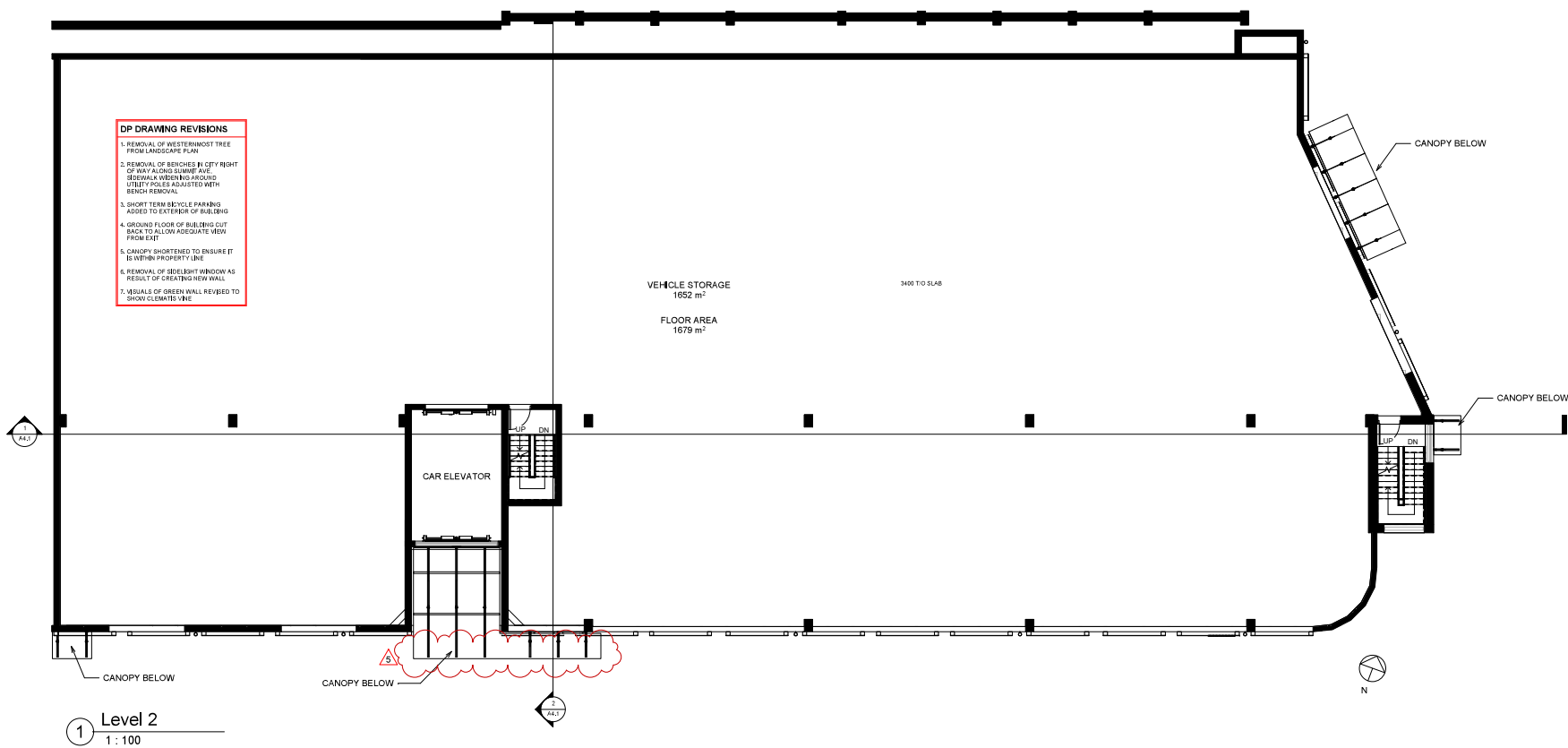
EXISTING AVERAGE GRADE

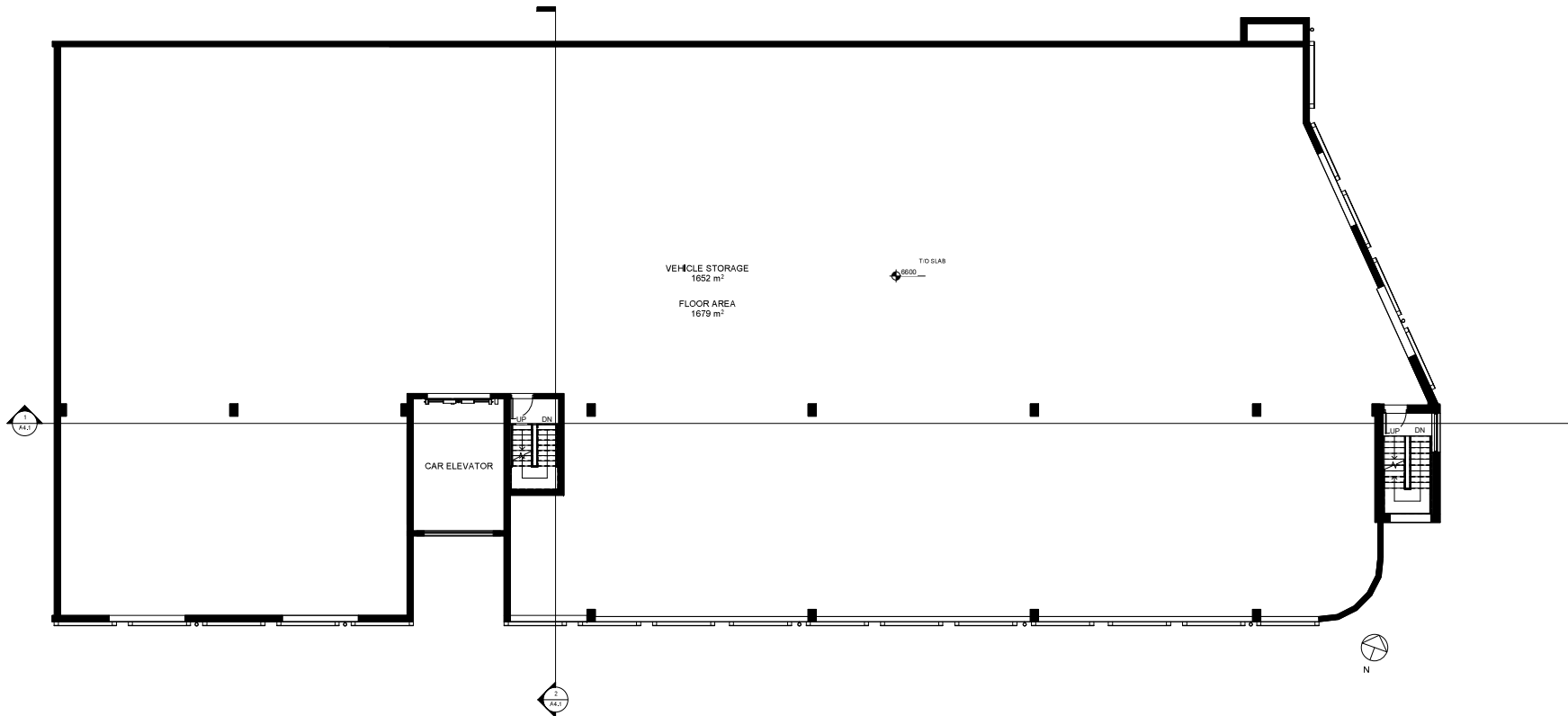
AVERAGE GRADE

GRADE POINTS	CALCULATIONS	AVERAGE	DISTANCE	TOTAL
A-B	(15.84+17.53)/2	16.586	80.45	1002.583
B-C	(17.53+17.54)/2	17.535	3.85	67.510
C-D	(17.54+18.17)/2	17.855	14.947	265.879
D-E	(18.17+18.27)/2	18.22	5.415	98.661
E-F	(18.27+18.17)/2	18.22	2.64	48.101
F-G	(18.17+18.21)/2	18.19	1.985	36.107
G-H	(18.21+18.19)/2	18.2	4.869	88.616
H-I	(18.19+15.84)/2	17.065	60.91	1036.426
I-A	(15.84+15.64)/2	15.79	27.95	441.331
				3089.196
BUILDING PERIMETER	183.018			
AVERAGE GRADE				16.879
MAIN FLOOR GEODETTIC	17.53			
MAIN FLOOR SLAB	100			
TOP OF STAIR TOWER	112.8			
HEIGHT OF STAIR TOWER	12.8			
TOP OF STAIR GEODETTIC	30.33			
BUILDING HEIGHT:	13.451			



1 Basement Level
1 : 100





① Level 3
1 : 100

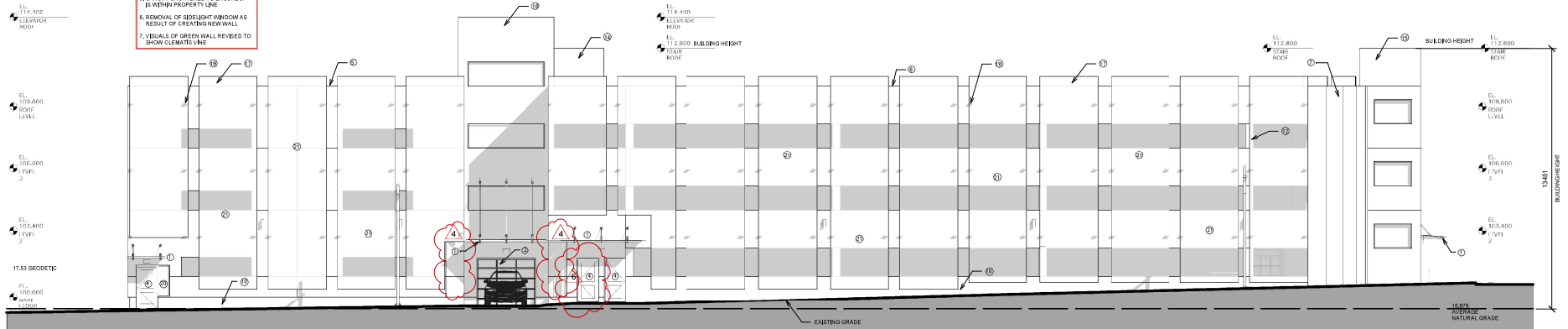
KEY NOTES

- | | |
|---|--------------------------------------|
| 1 GLASS + STEEL CANOPY OVER ENTRY | 11 SLOPED TOPPING SLAB ON DBL TEES |
| 2 3050 x 2600 OH DOOR | 12 400 x 600 PRECAST COLUMN W CORBEL |
| 3 3660 x 2134 OH DOOR | 14 STAIR #1 |
| 4 1000 x 2200 DOOR | 15 STAIR #2 |
| 5 300 PRECAST WALL PANELS | 16 CAR ELEVATOR |
| 6 250 PRECAST WALL PANELS | 17 DECORATIVE METAL PANEL |
| 7 250 C.I.P OR PRECAST WALL FULL HEIGHT / OR GREEN WALL | 18 METAL PANEL WALL SUPPORTS |
| 8 400 PRECAST "LITE WALL" PANELS | 19 610 x 1950mm SIDE LIGHT |
| 9 VERTICAL + HORIZONTAL WALL PANEL JOINTS | 20 610 x 1600mm SIDE LIGHT |
| 10 CONCRETE FOUNDATION WALL | 21 LED ILLUMINATED ACCENT PANEL |

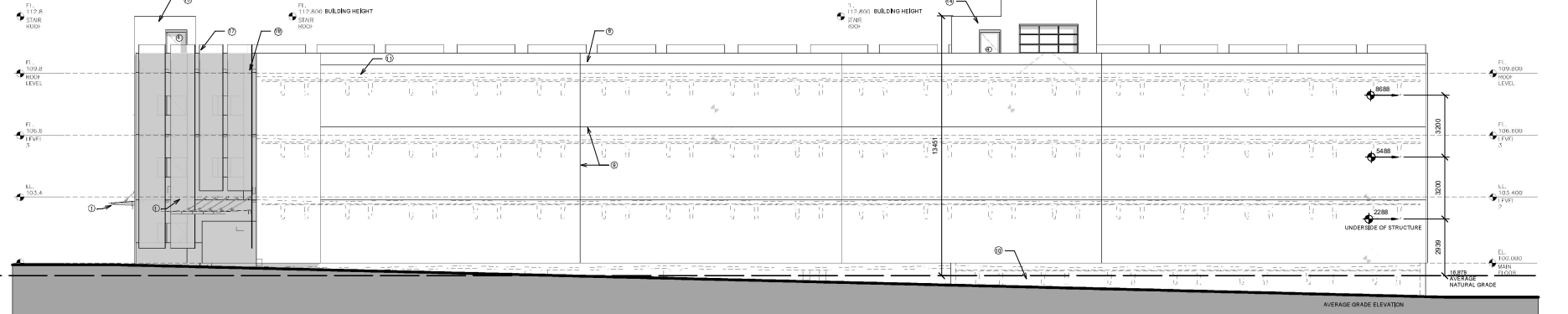
DP DRAWING REVISIONS

1. REMOVAL OF WESTERMOST TREE FROM LANDSCAPE PLAN
2. REMOVAL OF BENCHES IN CITY RIGHT OF WAY ALONG SUMMIT AVE. SIDEWALK UNDERING AROUND UTILITY POLES ADJUSTED WITH BENCH REMOVAL
3. SHORT TERM BI-CYCLE PARKING ADDED TO EXTERIOR OF BUILDING
4. GROUND FLOOR OF BUILDING CUT BACK TO ALLOW ADEQUATE VIEW FROM LOT
5. CANOPY SHORTENED TO ENSURE IT IS WITHIN PROPERTY LINE
6. REMOVAL OF SIDE LIGHT WINDOW AS RESULT OF CREATING NEW WALL
7. VISUALS OF GREEN WALL REVISED TO SHOW CLIMATE LINE

1 South
1:100



2 North
1:100



bjk
architecture inc.

2122 Brandon Road, Shawangen Lake, BC
250-277-2296

HEROLD
ENGINEERING

SUMMIT AVENUE CAR STORAGE FACILITY

750 - 780 SUMMIT AVE

ELEVATIONS

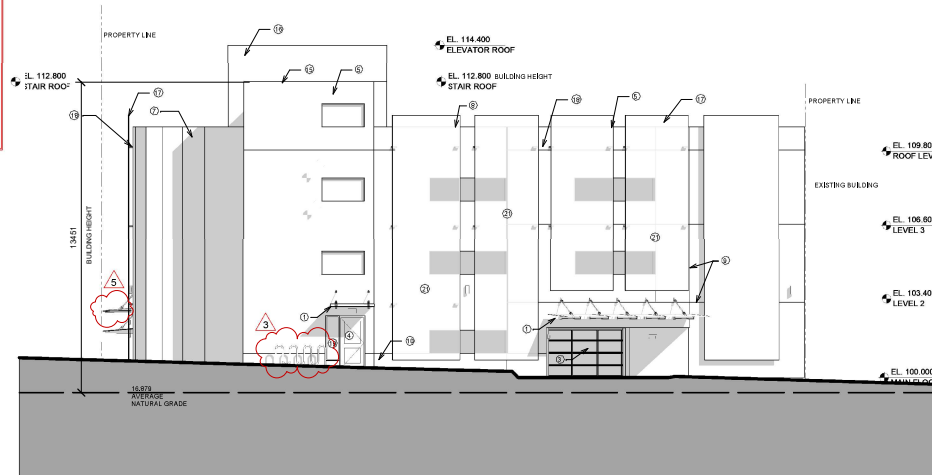
ISSUE: DP APPLICATION
DATE: 04/08/2020

A3.1

DP DRAWING REVISIONS

1. REMOVAL OF WESTERNMOST TREE FROM LANDSCAPE PLAN
2. REMOVAL OF BENCHES IN CITY RIGHT OF WAY ALONG SUMMIT AVE SIDEWALK WIDENING AROUND UTILITY POLES ADJUSTED WITH BENCH REMOVAL
3. SHORT TERM BICYCLE PARKING ADDED TO EXTERIOR OF BUILDING
4. GROUND FLOOR OF BUILDING CUT BACK TO ALLOW ADEQUATE VIEW FROM WEST
5. CANOPY SHORTENED TO ENSURE IT IS WITHIN PROPERTY LINE
6. REMOVAL OF SIDEWALK WINDOW AS RESULT OF CREATING NEW WALL
7. VISUALS OF GREEN WALL REVISED TO SHOW CLIMATE VINE

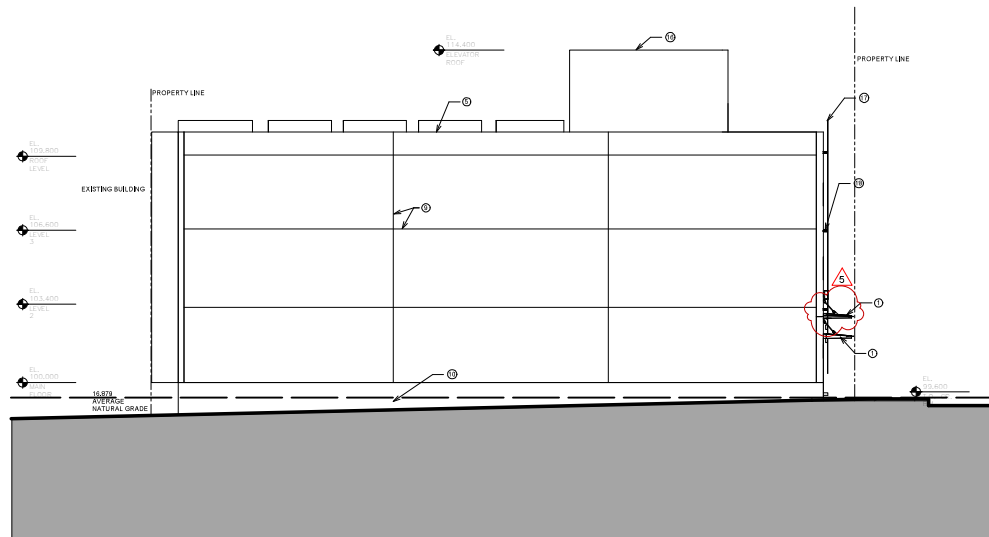
1 East
1 : 100



KEY NOTES

- 1 GLASS + STEEL CANOPY OVER ENTRY
- 2 3050 x 2600 OH DOOR
- 3 3660 x 2134 OH DOOR
- 4 1000 x 2200 DOOR
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- 19 610 x 1950mm SIDEWALK
- 20 610 x 1600mm SIDEWALK
- 21 LED LIGHT ILLUMINATED PORTIONS

2 West
1 : 100



ELEVATIONS

ISSUE: DP APPLICATION
DATE: 04/08/2020

A3.2

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HEROLD
ENGINEERING

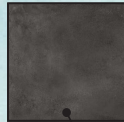
SUMMIT AVENUE CAR STORAGE FACILITY

750 - 780 SUMMIT AVE

METAL AND GLASS
OVER-HEAD DOOR
DARK GREY METAL



PRECAST CONCRETE WALL
PANELS - DARK TINT
250mm / 300mm THICK



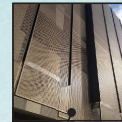
STEEL AND GLASS
CABLE AWNINGS
DARK GREY METAL



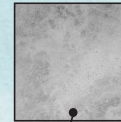
METAL + GLASS DOORS
1000mm x 2200mm
WITH SIDELIGHT



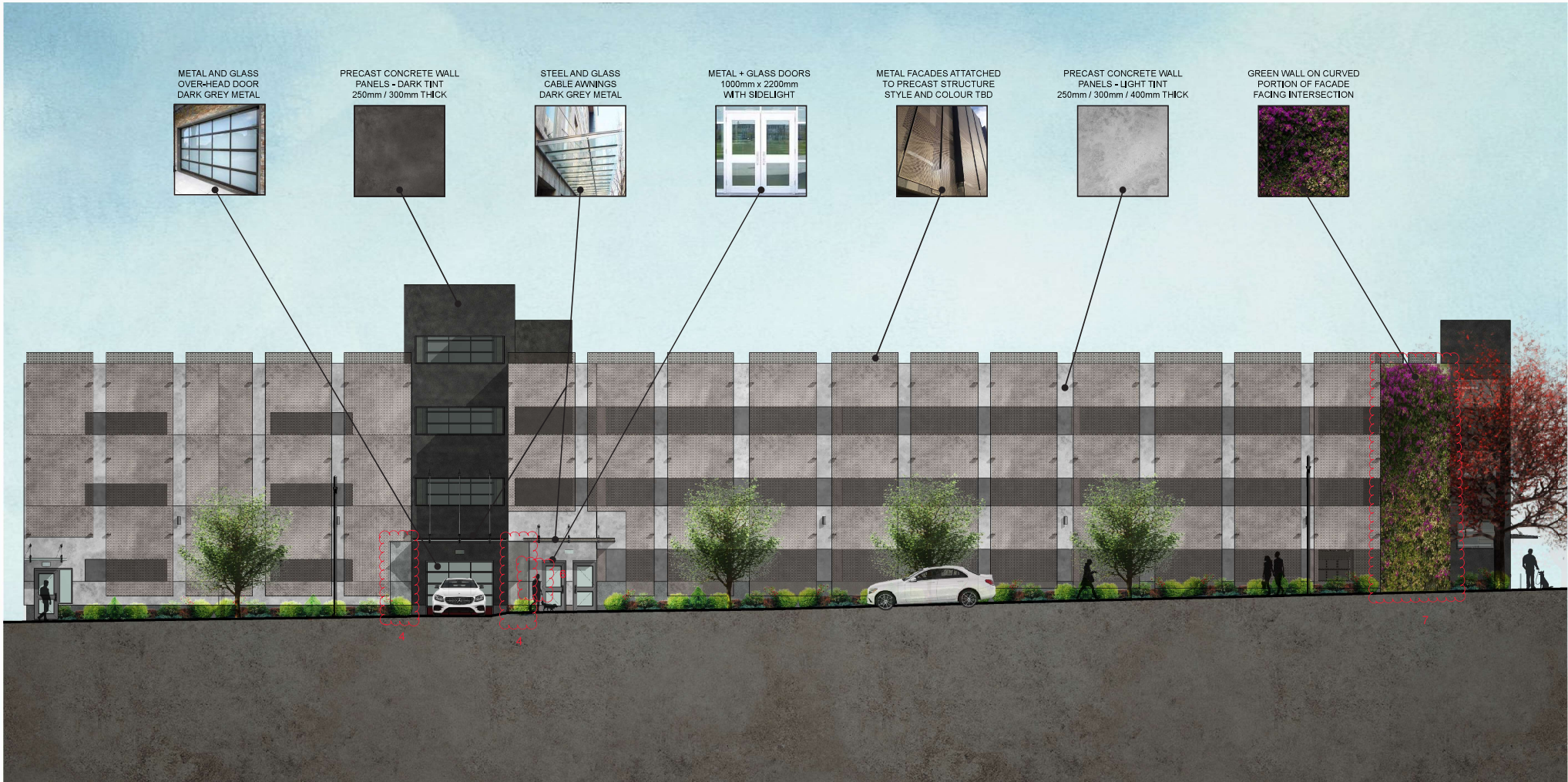
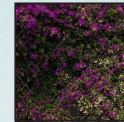
METAL FACADES ATTACHED
TO PRECAST STRUCTURE
STYLE AND COLOUR TBD



PRECAST CONCRETE WALL
PANELS - LIGHT TINT
250mm / 300mm / 400mm THICK

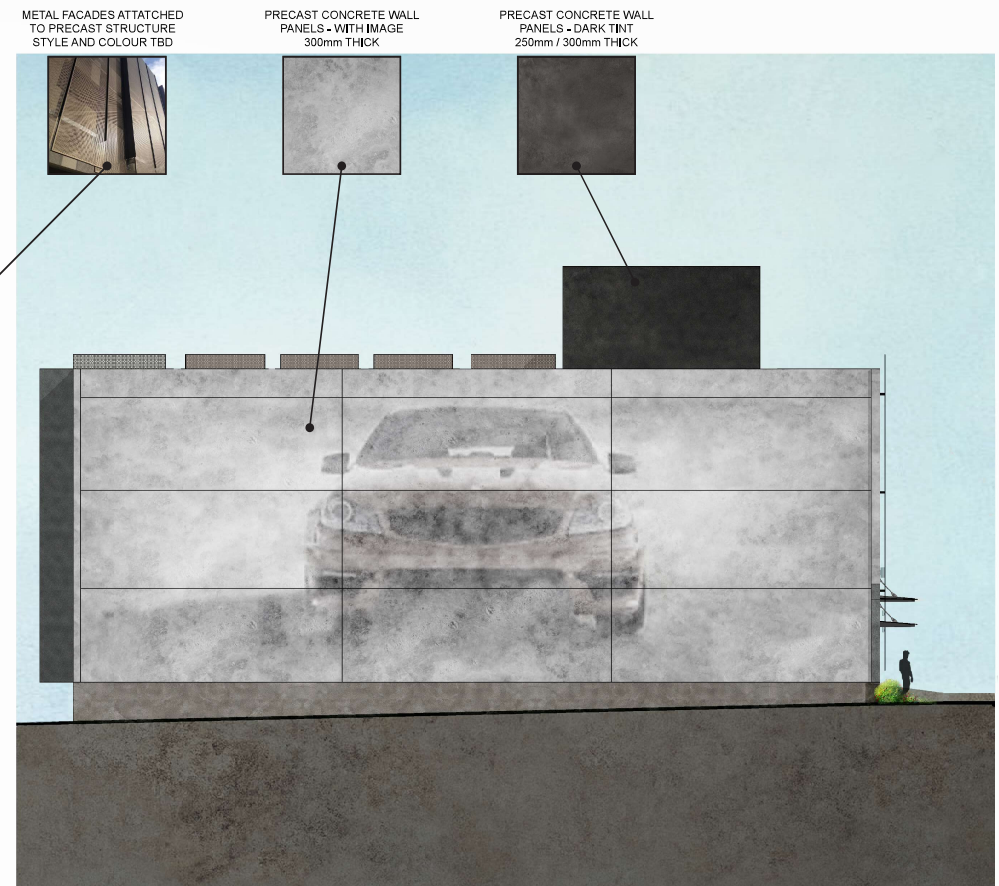


GREEN WALL ON CURVED
PORTION OF FACADE
FACING INTERSECTION

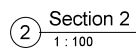
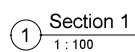




1 East Elevation
1 : 80



2 West Elevation
1 : 80

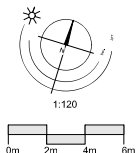
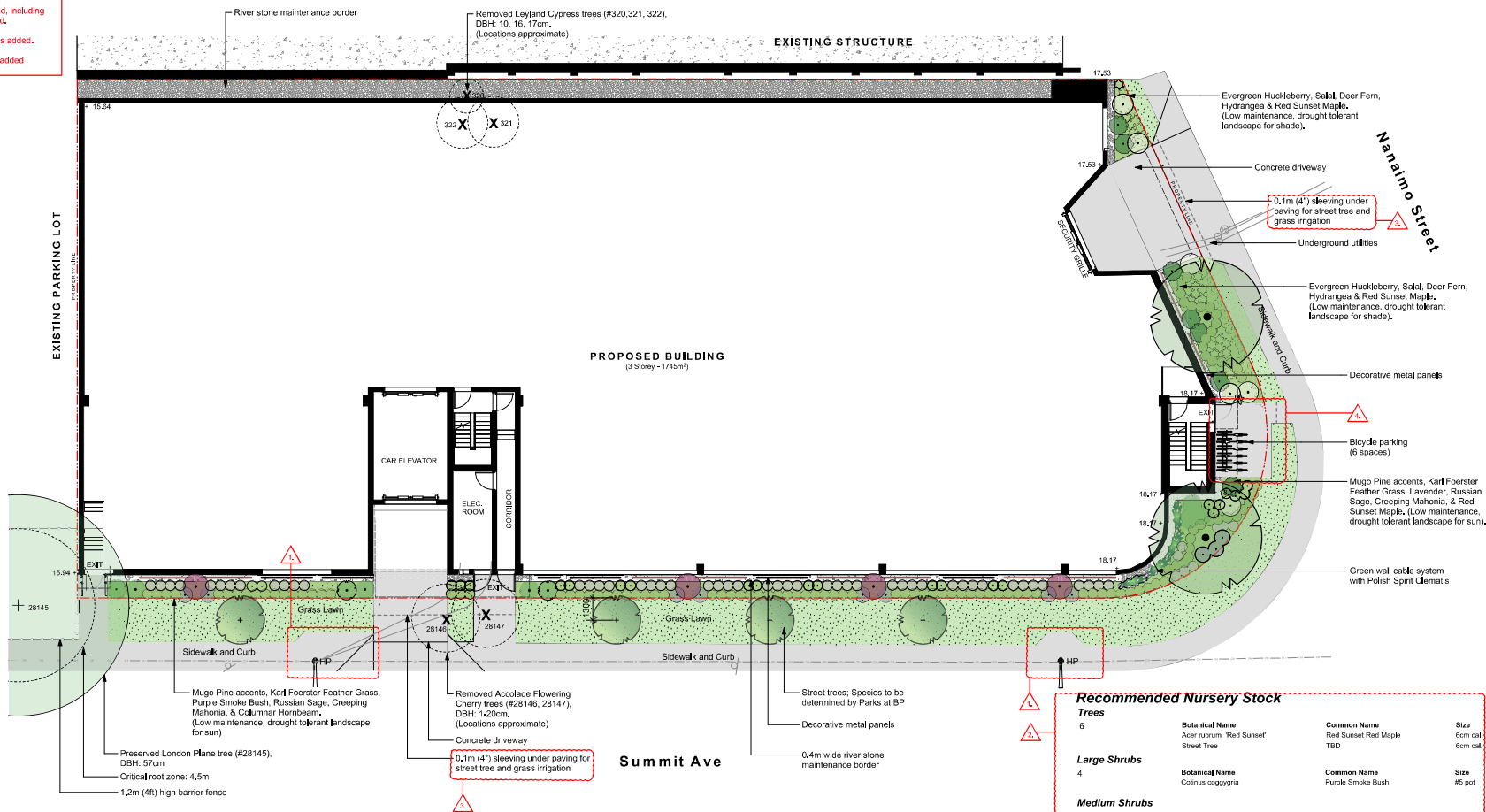






DP DRAWING REVISIONS

1. Benches removed, and sidewalk revised.
2. Plant list updated, including street tree removal.
3. Irrigation sleeves added.
4. Bicycle parking added



CHARACTER IMAGES

Recommended Nursery Stock

Trees	Botanical Name	Common Name	Size
6	Acer rubrum 'Red Sunset'	Red Sunset Red Maple	6cm cal
	Street Tree	TBD	6cm cal
Large Shrubs	Botanical Name	Common Name	Size
4	Cotinus coggygia	Purple Smoke Bush	#6 pot
Medium Shrubs	Botanical Name	Common Name	Size
22	Hydrangea arborescens 'Annabelle'	Annabelle Hydrangea	#6 pot
	Penus mugo pumilo	Dwarf Mugo Pine	#6 pot
	Vaccinium ovatum	Evergreen Huckleberry	#6 pot
Small Shrubs	Botanical Name	Common Name	Size
191	Gaithria shallon	Salal	#1 pot
	Lavandula officinalis	English Lavender	#1 pot
	Mahonia repens	Creeping Oregon Grape	#1 pot
Perennials, Grasses and Ferns	Botanical Name	Common Name	Size
62	Blechnum spicant	Deer Fern	#1 pot
	Callamagrostis x acutiflora 'Karl Foerster'	Karl Foerster Feather Reed Grass	#1 pot
	Perovskia atriplicifolia	Russian Sage	#1 pot
Vines	Botanical Name	Common Name	Size
23	Clematis viticella 'Polish Spirit'	Polish Spirit Clematis	#6 pot

- Notes:
1. All work to be completed to current BCSLA Landscape Standards
 2. Boulevard soft landscape to be irrigated with an automatic irrigation system

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REVISIONS

REVISIONS	DATE	DESCRIPTION
E	Apr 8-20	DP Re-submission
D	Feb 11-20	DP Re-submission
C	Nov 8-19	DP Re-submission
B	Oct 23-19	Minor Plant Rev due to drafting error
A	Sept 9-19	DP Re-submission



#3-864 Queens Ave., Victoria B.C. V6T 1M5
Phone: (250) 598-0105

PROJECT
**750-780 Summit Avenue
Car Storage Facility
Victoria, BC**

TITLE
Landscape Concept Plan

SCALE: 1:120
DRAWN: S.L.
CHECKED: B.W.

PROJECT No. 1916

DATE: April, 18, 2019
1 of 1
SHEET

Landscape Concept - Summit Ave. Car Storage Facility

bjk architecture inc.

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.

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.

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.

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,



Brian Kapuscinski
Architect AIBC, MRAIC, LEED®AP
Principal, BJK Architecture Inc.

bjk architecture inc.
Brian Kapuscinski, Architect AIBC, MRAIC, M. Arch., LEED®AP

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Talbot Mackenzie & Associates
Consulting Arborists

Arborist Report

750 and 780 Summit Avenue, Victoria

PREPARED FOR: LADR Landscape Architects
3 – 864 Queens Avenue
Victoria, BC
V8T 1M5

PREPARED BY: Talbot, Mackenzie & Associates
Tom Talbot – Consulting Arborist
ISA Certified # PN-0211A
TRAQ - Qualified

Date submitted: January 31 2020

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Talbot Mackenzie & Associates

Consulting Arborists

Jobsite Property: 750 and 780 Summit Avenue

Date of Site Visit: January 16, 2020

Site Conditions: Existing abandoned building and surrounding paved parking areas

Summary: For the purpose of this report we reviewed landscape and architectural drawings for the site and the proposed development.

There is no by-law protected trees located within the boundaries of the property or the adjacent properties where they could be impacted. Three young Leyland cypress trees grow within the footprint of the proposed building and where their removal will be required

Two Accolade cherry trees are located on the municipal frontage, but within the footprint for the parkade entrance and where their removal and replacement will be required.

A single London plane tree is located along the frontage of the adjacent property but where its canopy and defined Critical root zone encroach within the boundaries of the subject property.

In our opinion it will be possible to complete the excavation for the building footprint and canopy pruning without having a detrimental impact on the health, structure or stability of the municipal London plane tree if the recommendations outlined in this report are implemented and adhered to.

The arborist must be contacted and consulted to:

- Locate the barrier fencing
- Review this report and retention plans with the project foreman or site supervisor
- Locate work zones, where required
- Supervise excavation, when required within, the root zones of trees that are to be retained, a distance extending approximately 5 metres out from the base of each tree.
- Monitor and supervise pruning that is to be completed by an ISA Certified arborist, to ANSI A300 standards.

Scope of Assignment: Provide arborist services to examine and document the tree resource on the properties at, 750 and 780 Summit Avenue and on the Summit Avenue municipal frontage. Prepare an impact and mitigation report for trees designated for retention

Method: During our January 16, 2020 site visit we reviewed the site, landscape and architectural drawings that show the proposed scope of the subject property redevelopment.

For this purpose, we documented the trees located within the boundaries of the 750 and 780 Summit Avenue properties and the municipal frontages.

There are no trees on adjacent properties that are located where they could potentially be impacted by this proposal

The trees within the property are identified with numbered metal tags attached to their trunks, while the trees on the municipal frontage are identified by the number that has been assigned to that tree in the Municipal GIS maps. The tree locations have been added to the attached copy of the landscape drawing.

The information that was compiled was entered into a tree resource spreadsheet that is attached to this report and includes: the tree tag or identity number, size (d.b.h.), species, calculated critical root zone (CRZ), crown spread, health and structural condition, bylaw and retention status, relative tolerance to construction impacts and general comments and recommendations.

Tree resource: The tree resource that was documented includes:

- Three (3) non bylaw-protected Leyland cypress #320, 321 and 322. The canopies of all three trees have had most of their live canopies removed or is dead. These trees are located within the proposed building footprint and where they cannot be retained.
- Three (3) trees are located on this or an adjacent municipal frontage.
 - Two (2) Accolade Flower cherry # 323(28147) and 324(28146). These trees have both structural and health concerns and are located within the proposed site access driveway and where their removal and replacement will be required.
 - One (1) London plane tree (28145) – identified in the municipal GIS maps as a Sycamore maple. This tree is located on the frontage of an adjacent property, but where it could potentially be impacted and has been designated to be protected and retained.
- There are no bylaw-protected trees located within the property boundaries or on the adjacent properties, where they could be impacted.

Potential Impacts: The single Municipal London plane tree that is to be retained could potentially be impacted by:

- Excavation for the footing and stairwell at the Southwest building corner.
- Any excavation required across the municipal frontage to install a sidewalk between the exit stairwell and the municipal sidewalk.

Mitigation of Impacts: We recommend the following procedures be implemented, to reduce the impacts on the municipal tree that is proposed to be retained on this site.

Barrier fencing: We recommend erecting protective barrier fencing along the municipal and adjacent property boundaries out to the edge of the tree canopy or Critical root zone spread, as defined in our tree resource spreadsheet.

The barrier fencing to be erected must be a minimum of 4 feet in height, of solid frame construction that is attached to wooden or metal posts. A solid board or rail must run between the posts at the top and the bottom of the fencing. This solid frame can then be covered with plywood, or flexible snow fencing (see attached diagram). The fencing must be erected prior to the start of any construction activity on site (i.e. excavation and construction) and remain in place through completion of the project.

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

Building Footprint: The building footprint is located 1.5 metres back from the municipal property boundary. The existing site grade in the location of the proposed structure is also lower than the grade of the tree, the adjacent street grade and the proposed main floor level.

In this location the building encroaches into a limited portion of only one quadrant of the Critical Root zone that has been defined for this tree. Excavation for the footings can be limited to the level of weight bearing soils required to support the structure. Pier footings are to be used at this corner of this structure and all excavation required can be contained within the property boundaries.

In our opinion excavation that is contained within the property boundaries will not have a detrimental impact on either the health or stability of this tree.

Sidewalk location: It is our understanding that the sidewalk connecting the building and the municipal sidewalk will be at the main floor grade, which will be at or above the existing soil grade of the municipal frontage. It should be possible to install this sidewalk with limited or no excavation beneath the existing grade.

Servicing: We were not supplied with or reviewed the civil drawings for this site, however the municipal GIS maps show the sanitary and water service mains located on the Nanaimo Street frontage and where connection to these service can be made without impacting the municipal London plane tree. There are also locations along the municipal frontages where the electrical, communications and gas services can be installed where they do not encroach within the Critical Root zone of this tree.

The Municipal GIS maps shows that the storm drain main is located on Summit Avenue but terminates to the west of the subject property and the municipal London plane. An extension of this main to the property could potentially impact this tree. The project arborist should review the location for the storm connection and any extension of the Municipal Storm main. The service connection at the property boundary should be located where it does not encroach within the Critical Root zone of the municipal London plane tree.

Municipal infrastructure: The plans reviewed did not show any upgrades or replacement of the municipal infrastructure in the location of the municipal London plane tree.

It may however be necessary to extend the Storm drain along Summit Avenue and past this tree.

The project arborist should review any plans for upgrades or construction of municipal services or infrastructure in the vicinity of the plane tree.

Excavation: The project arborist must supervise any excavation occur within 5 metres of the base of the London plane tree that is retained. Any excavation that is within the property boundaries can be completed without having a detrimental impact on the municipal tree.

Pruning: The canopy of the municipal plane tree is in trespass over the property boundary.

It will be necessary prune this tree to remove the limbs that are in trespass and additional light pruning for construction access around the footprint. A single limb that is approximately 20 cm in diameter at its union with the main stem will be difficult to prune at the property boundary while leaving a suitably structured and appealing form. We recommend pruning this limb back to where it arises from its parent stem. The remaining limbs that extend over the property boundary should

be pruned where they arise from the stem or limb outside the boundary and where they will provide sufficient construction clearance without risking future accidental limb breakage during construction. In our opinion this pruning can be completed without having a detrimental impact on the health or structure of the tree. All pruning should be completed by an ISA Certified arborist to ANSI A300 standards. The project arborist must monitor and supervise the recommended pruning.

Landscape Installation:

The landscape plans that were reviewed indicate that within the critical root zone of the plane tree, turf is to be installed on the municipal frontage and low growing drought tolerant plants between this boundary and the building footprint.

- Possible options for addressing and mitigating the impacts related to establishing plant material within the critical root zones of protected trees include;
 - Restricting the planting within this 5-metre zone to ground cover or perennial plants that can be planted in SP4 container size.
 - Planting trees and larger plant material a minimum distance of 5 metres from the base of the subject tree.
 - Raising the level of the planting site so that larger plants can be installed within a raised soil bed without any excavation beneath the existing site grade.
 - Installing smaller plant material supplied in #1 container size or smaller and allowing this material to grow up to the required size over a longer timeframe.

Arborist Role: The arborist must be contacted and consulted to:

- Locate the barrier fencing
- Review this report and retention plans with the project foreman or site supervisor
- Locate work zones, where required
- Supervise excavation, when required within, the root zones, a distance extending approximately 5 metres out from the base of each tree.
- Monitor and supervise pruning that is to be completed by an ISA Certified arborist, to ANSI A300 standards.

It is the responsibility of the client or his/her representative to contact the project arborist when required to review or supervise the activities outlined above.

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

Thank you,

Talbot Mackenzie & Associates



Tom Talbot & Graham Mackenzie
ISA Certified, & Consulting Arborists

Enclosures: Tree Resource Spreadsheet, Barrier Fencing Specifications, Tree Location Diagram Plans reviewed.

Disclosure Statement

The tree resource assessment conducted is a Level 1 limited visual assessment of the aboveground portions of trees located within the 750 and 780 Summit Avenue properties and municipal frontage by way of a ground level walking inspection of all sides of the trunk canopy and root collar.

The opinions and recommendations provided are based on the circumstances and observations as they existed at the time of the site inspection of the Client's Property on January 16, 2019 and the trees situate thereon by and upon drawings and information provided by the Client. The opinions are given based on observations made and using generally accepted professional judgment, however, because trees and plants are living organisms and subject to change, damage and disease, the results, observations, recommendations, and analysis as set out are valid only as at the date any such testing, observations and analysis took place and no guarantee, warranty, representation or opinion is offered as to the length of the validity of the results, observations, recommendations and analysis.

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Tree Resource Spreadsheet for 750 780 Summit Avenue

Tree ID	Common Name	Latin Name	DBH (cm) * over ivy ~ approximate	Crown Spread (m)	CRZ (m)	Health	Structure	Relative Tolerance	Remarks and Recommendations	Bylaw Status	Retention Status
320	Leyland cypress	<i>Cupressocyparis leylandii</i>	10.0	3	1.0	Fair	Fair	Good	Foliage in lower canopy dead due to previous growth competition. Located within the proposed building footprint	Not Protected	Remove (NS)
321	Leyland cypress	<i>Cupressocyparis leylandii</i>	17.0	3	1.5	Poor	Poor	Good	Most of live canopy removed. Located within the proposed building footprint.	Not protected	Remove (NS)
322	Leyland cypress	<i>Cupressocyparis leylandii</i>	16.0	3	1.5	Poor	Poor	Good	Most of live canopy removed. Located within the proposed building footprint.	Not Protected	Remove (NS)
28147 (323)	Accolade Flowering cherry	<i>Prunus accolade</i>	20.0	4	2.0	Fair	Poor	Moderate	Stem removed previously, weak attachment to main stem. Cherry Bark Tortrix infestation. Root suckers at base.	Municipal	Remove
28146 (324)	Accolade Flowering cherry	<i>Prunus accolade</i>	5,7,9,10,11,12	5	2.0	Fair	Poor	Moderate	Weakly attached stems, Cherry Bark Tortrix infestation. Root suckers at base	Municipal	Remove
28145	London plane	<i>Platanus X acerifolia</i>	57.0	13	4.5	Good	Fair	Good	Located 3 metres from boundary of subject property. Canopy overhang, Canopy asymmetry due to pruning for hydro clearance. Tree incorrectly identified in municipal inventory. Located where its protection during construction is possible.	Municipal	Retain



Talbot Mackenzie & Associates
Consulting Arborists

Key to Headings in Tree Resource Spreadsheet – Page 1

Tag: Tree identification number on a metal tag attached to tree with nail or wire at eye level. Trees on municipal or neighboring properties are not tagged and are identified on the site plans usually starting from the number one.

NT: No Tag due to inaccessibility or separate ownership.

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

* Measured over ivy.

~ Approximate because of inaccessibility or on neighbouring property.

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

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

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

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

For this purpose, the DBH of multiple stems is considered the sum of 100% of the diameter of the largest trunk and 60% of the diameter of each additional trunk. It should be noted that these measures are solely mathematical calculations that do not take into account crown spread, soil depth, age, health, or structure (such as lean).

Health Condition

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

Structure Condition

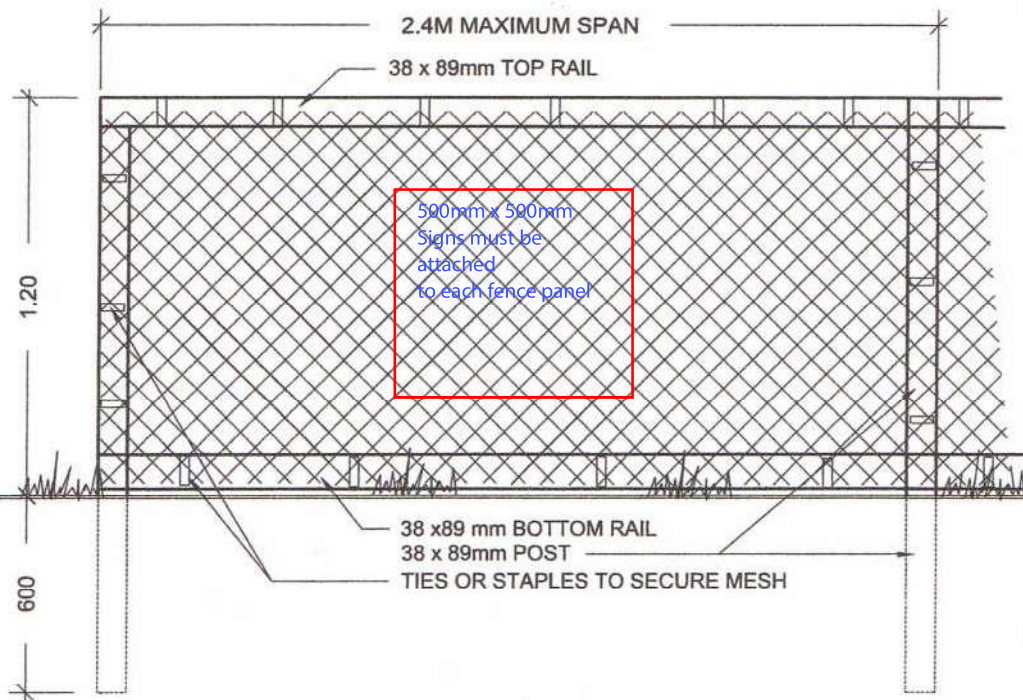
- Very Poor – Potentially imminent hazard that requires immediate action such as large dead hanging limbs or an unstable root plate
- Poor - Poor structural defects that have been in place for a long period of time to the point that mitigation measures are limited
- Fair - Structural concerns such as codominant stems that are still possible to mitigate through pruning
- Good - No visible or only minor structural flaws that require no to very little pruning

Tree Status:

- Bylaw-protected – Tree that is of a size or species that is protected under the current municipal Tree Protection Bylaw.
- Not Protected – Tree that is of a size or species that is not protected under the current municipal Tree Protection Bylaw.
- Municipal – Tree that is located on the municipal frontage.

Retention Status:

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



TREE PROTECTION FENCING
 FENCE WILL BE CONTRUCTED USING
 38 X 89 mm (2"X4") WOOD FRAME:
 TOP, BOTTOM AND POSTS. *
 USE ORANGE SNOW-FENCING MESH AND
 SECURE TO THE WOOD FRAME WITH
 "ZIP" TIES OR GALVANZIED STAPLES

* IN ROCKY AREAS, METAL POSTS (T-BAR
 OR REBAR) DRILLED INTO ROCK WILL BE
 ACCEPTED

500mmx500mm signs must be attached to each fence panel
 at 10 metre intervals

DETAIL NAME:

TREE PROTECTION FENCING

DATE: Oct 30/07
 DRAWN: DM
 APP'D. RR
 SCALE: N.T.S.

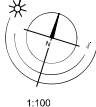
E105
 DRAWING

REVISIONS

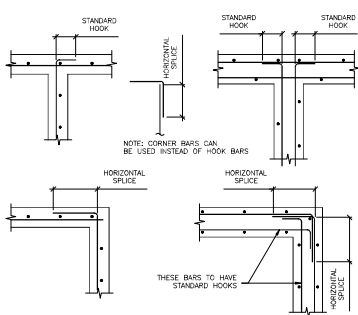
#3-864 Queens Ave., Victoria B.C. V8T 1M5
Phone: (250) 598-0105

750-780 Summit Avenue
Car Storage Facility
Victoria, BC

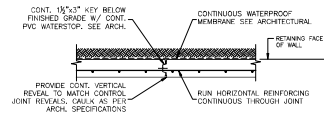
PROJECT No. 1916



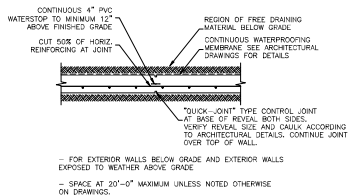
Landscape Concept - Summit Ave. Car Storage Facility



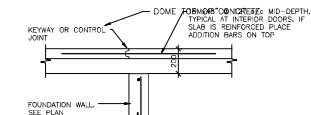
TYPICAL WALL REINFORCING AT CORNERS
NOT TO SCALE



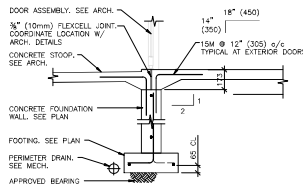
FOUNDATION WALL CONSTRUCTION JOINT
1/2"=1'-0"



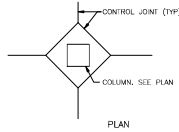
FOUNDATION WALL CONTROL JOINT
1/2"=1'-0"



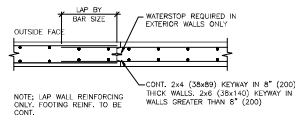
AT INTERIOR DOOR OPENING
TYPICAL SLAB ON GRADE
NOT TO SCALE



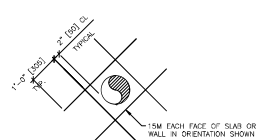
TYPICAL THRESHOLD DETAIL
NOT TO SCALE



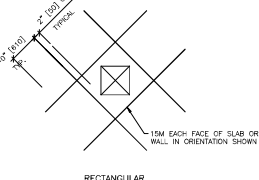
TYPICAL CONTROL JOINTS AT COLUMN
NOT TO SCALE



TYPICAL WALL CONSTRUCTION JOINT
NOT TO SCALE

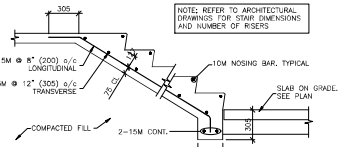


CIRCULAR

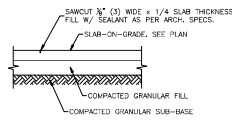


RECTANGULAR

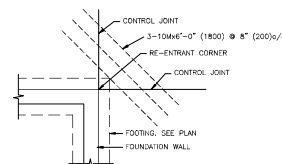
FOR OPENINGS UP TO 24"x24"
TYPICAL REINFORCING AROUND OPENINGS
NOT TO SCALE



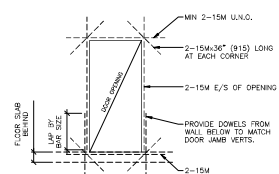
TYPICAL ON-GRADE STAIR DETAIL
NOT TO SCALE



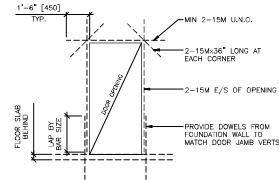
TYPICAL SLAB-ON-GRADE CONTROL JOINT
NOT TO SCALE



AT RE-ENTRANT CORNER
TYPICAL CONTROL JOINT
NOT TO SCALE

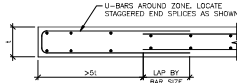
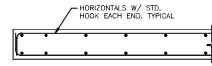


AT UPPER FLOORS

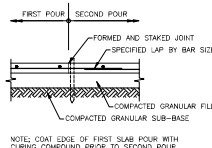


AT SLAB ON GRADE

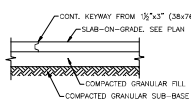
TYPICAL REINFORCING AT DOOR OPENINGS
NOT TO SCALE



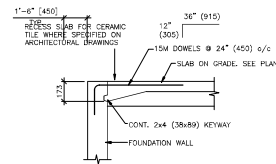
TYPICAL REINFORCING AT WALL ENDS
NOT TO SCALE



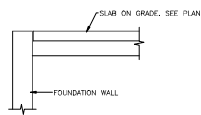
REINFORCED SLAB
TYPICAL SLAB-ON-GRADE CONSTRUCTION JOINT
NOT TO SCALE



UNREINFORCED SLAB
TYPICAL SLAB-ON-GRADE CONSTRUCTION JOINT
NOT TO SCALE

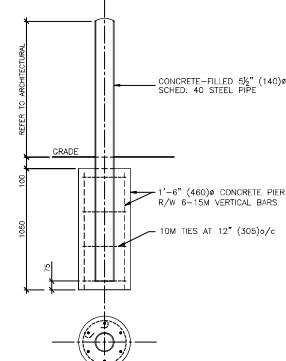


DETAIL AT SEAMLESS OR CERAMIC TILE FLOORS

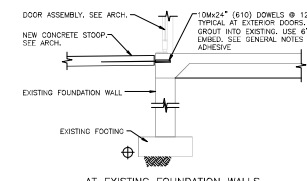


TYPICAL DETAIL

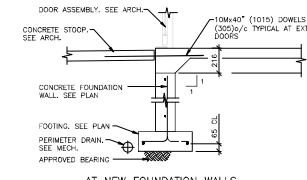
AT FOUNDATION WALL
TYPICAL SLAB ON GRADE DETAILS
NOT TO SCALE



TYPICAL BOLLARD DETAIL
NOT TO SCALE



AT EXISTING FOUNDATION WALLS



AT NEW FOUNDATION WALLS

TYPICAL CONCRETE STOOP TO FOUNDATION DETAIL
NOT TO SCALE

ISSUES		
No.	DATE	ISSUED FOR
1	10/10/2019	STOP PROGRESS
3	2019.09.19	INTERNAL REVIEW
4	2019.11.19	CONSULTANT COORDINATION
5	2020.01.09	REVIEW

ISSUED FOR REVIEW

NOT FOR CONSTRUCTION

SUMMIT AVENUE CAT STORAGE FACILITY

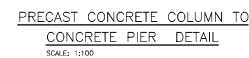
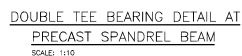
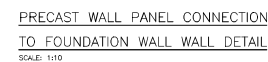
750 - 780 SUMMIT AVENUE AND NANAIMO STREET

SUPERB CONSTRUCTION LTD.

HEROLD ENGINEERING LIMITED
Consulting Engineers
3701 Shelton Rd, Nanaimo, BC V9T 2H1
Tel: 250-751-8558 Fax: 250-751-8559
Email: mail@heroldengineering.com
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TYPICAL DETAILS	
DESIGNED GB	ENGINEERS SEAL
DESIGN REVIEW JAH	
DRAFTED SJM/YH	
DRAFTING REVIEW SJM	
PROJECT No. 0366-028	CLIENT DRAWING No. n/g
SCALE NONE	PERMIT No. n/g
HEL DRAWING No. S102	REVISION 5

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CONSTRUCTION

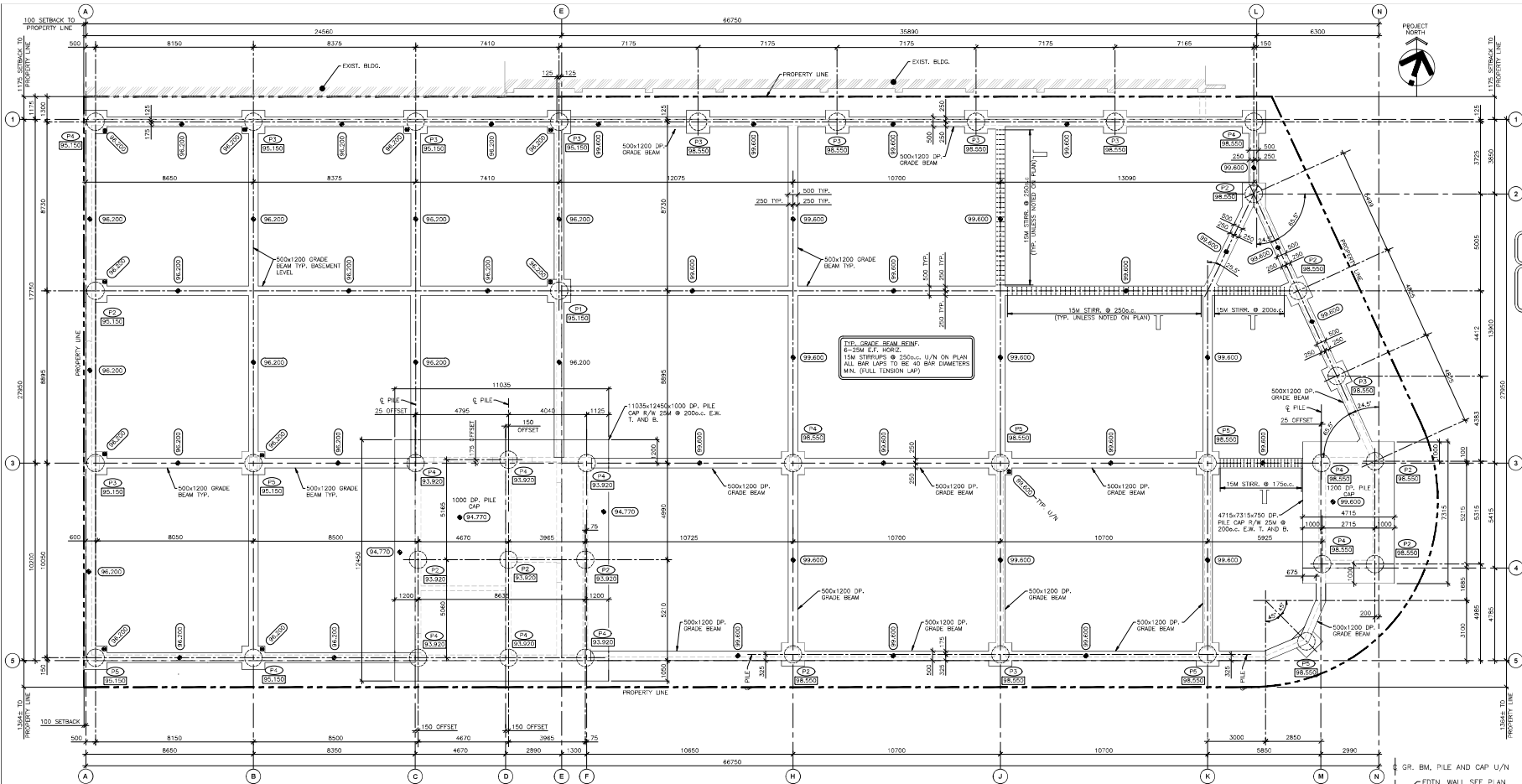
750 - 780 SUMMIT AVENUE AND NANAIMO STREET
SUPERB CONSTRUCTION LTD.

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ENGINEERING LIMITED
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TYPICAL PRECAST DETAILS

DESIGNED GB	ENGINEERS SEAL	
DESIGN REVIEW AMH		
DRAFTED SJM/YH		
DRAFTING REVIEW SJM		
PROJECT No. 0360-028	CLIENT DRAWING No. n/a	
SCALE NONE	PERMIT No. n/a	
HEL DRAWING No. S103	REVISION 5	

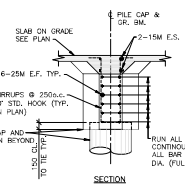


CAISSON AND GRADE BEAM LAYOUT

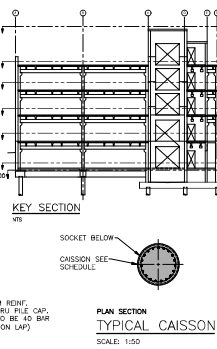
SCALE: 1:100

NOTE: THIS DWG. TO BE READ IN CONJUNCTION WITH DWGS. S201 AND S202.

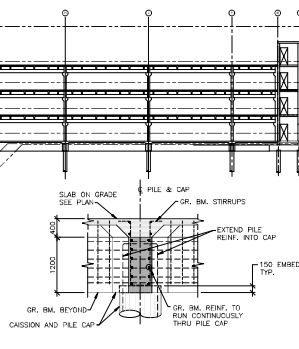
- LEGEND:
- G6.100 INDICATES ELEVATION TOP OF GRADE BEAM AND PILE CAP
 - P2 INDICATES PILE TOP SEE SCHEDULE THIS DWG.
 - G3.920 INDICATES ELEVATION TOP OF CAISSON
 - CAISSON PILE SEE PILE SCHEDULE THIS DWG.



TYPICAL GRADE BEAM
SCALE: 1:50



TYPICAL CAISSON
SCALE: 1:50

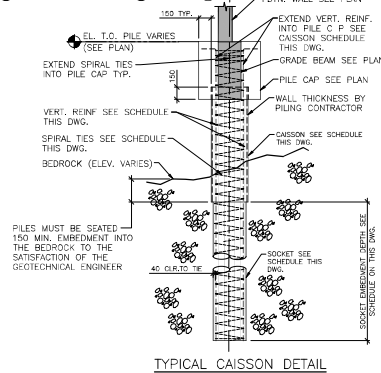


GRADE BEAM INTERSECTION AT PILE CAP
SCALE: 1:50

CAISSON PILE SCHEDULE

MARK	CAISSON DIAMETER (mm)	SOCKET DIAMETER (mm)	ESTIMATED EMBEDMENT LENGTH INTO BEDROCK (mm)	VERTICAL REINFORCING	LOAD (kN)	SPIRAL TIES
P1	900	885	1500	20-25M	-	10M @ 80c.c. PITCH
P2	900	885	2000	20-25M	-	10M @ 80c.c. PITCH
P3	900	885	2500	20-25M	-	10M @ 80c.c. PITCH
P4	900	885	3000	20-25M	-	10M @ 80c.c. PITCH
P5	900	885	4000	20-25M	-	10M @ 80c.c. PITCH

NOTES:
CAISSON PILE WALL THICKNESS TO BE DETERMINED BY PILING CONTRACTOR.
PROVIDE 90° STD. HOOK TO VERT. REINF. EXTEND VERT. REINF 1000 INTO 1200 DP. PILE CAP AND 800 INTO 1000 DP. PILE CAP



TYPICAL CAISSON DETAIL
SCALE: 1:50

ISSUES	DATE	ISSUED FOR
1	2019.09.23	STOP PROGRESS
2	2019.09.19	PROGRESS SET
3	2019.09.19	INTERNAL REVIEW
4	2019.11.19	CONSULTANT COORDINATION
5	2020.01.06	REVIEW

SUB CONSULTANT

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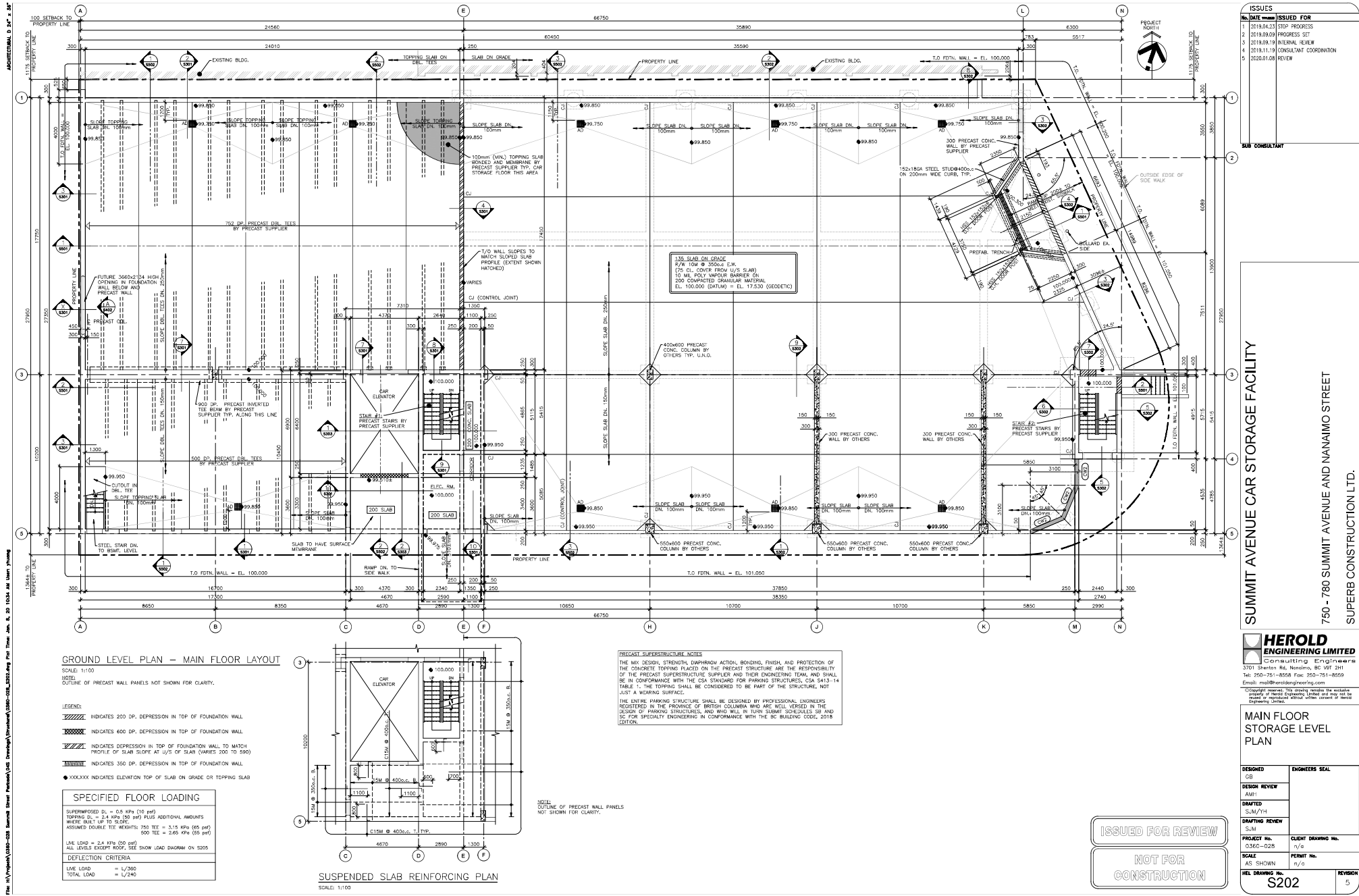
SUMMIT AVENUE CAR STORAGE FACILITY
750 - 780 SUMMIT AVENUE AND NANAIMO STREET
SUPERB CONSTRUCTION LTD.

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Consulting Engineers
3701 Shelton Rd, Nanaimo, BC V9T 2H1
Tel: 250-751-8558 Fax: 250-751-8559
Email: mail@heroldengineering.com

CAISSON AND GRADE BEAM LAYOUT

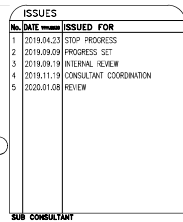
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GB	
DESIGN REVIEW	
AMH	
DRAFTED	
SJM/YH	
DRAFTING REVIEW	
SJM	
PROJECT NO.	CLIENT DRAWING NO.
0306-028	n/a
SCALE	PERMIT NO.
AS SHOWN	n/a
HEL DRAWING No.	REVISION
S200	5

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LEVEL 2 STORAGE
LEVEL PLAN

DESIGNED GB	ENGINEERS SEAL
DESIGN REVIEW AMH	
DRAFTED SJM/YH	
DRAWING REVIEW SJM	
PROJECT No. ROGRESS SET	
SCALE AS SHOWN	PERMIT No. n/a
HEL DRAWING No. S203	REVISION 5

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LEVEL 2 STORAGE LEVEL PLAN

SCALE: 1:100

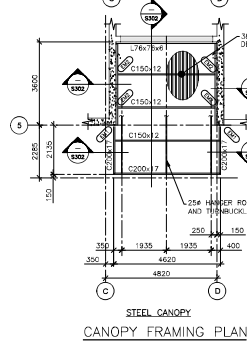
● XXX.XXX INDICATES ELEVATION TOP OF SLAB OR TOPPING SLAB

SPECIFIED FLOOR LOADING

SUPERIMPOSED DL = 0.5 KPa (10 psf)
TOPPING DL = 2.4 KPa (50 psf) PLUS ADDITIONAL AMOUNTS
WHERE BUILT UP TO SLOPE.
ASSUMED DOUBLE TEE WEIGHTS: 750 TEE = 3.15 KPa (65 psf)
500 TEE = 2.65 KPa (55 psf)
LIVE LOAD = 2.4 KPa (50 psf)
ALL LEVELS EXCEPT ROOF, SEE SNOW LOAD DIAGRAM ON S205

DEFLECTION CRITERIA

LIVE LOAD	= $L/360$
TOTAL LOAD	= $L/240$



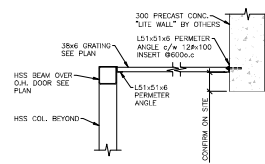
STEEL CANOPY
CANOPY FRAMING PLAN

SCALE: 1:100

PRECAST SUPERSTRUCTURE NOTES

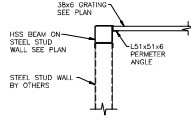
THE MIX DESIGN, STRENGTH, DIAPHRAGM ACTION, BONDING, FINISH, AND PROTECTION OF THE CONCRETE TOPPING PLACED ON THE PRECAST STRUCTURE ARE THE RESPONSIBILITY OF THE PRECAST SUPERSTRUCTURE SUPPLIER AND THEIR ENGINEERING TEAM, AND SHALL BE IN CONFORMANCE WITH THE CSA STANDARD FOR PARKING STRUCTURES, CSA S413-1 TABLE 1. THE TOPPING SHALL BE CONSIDERED TO BE PART OF THE STRUCTURE, NOT

THE ENTIRE PARKING STRUCTURE SHALL BE DESIGNED BY PROFESSIONAL ENGINEERS REGISTERED IN THE PROVINCE OF BRITISH COLUMBIA WHO ARE WELL VERSED IN THE DESIGN OF PARKING STRUCTURES, AND WHO WILL IN TURN SUBMIT SCHEDULES SB AND SC FOR SPECIALTY ENGINEERING IN CONFORMANCE WITH THE BC BUILDING CODE, 2018 EDITION.



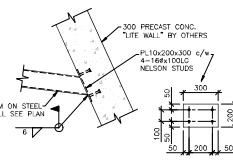
1 SECTION
1:20

1:20



2 SECTION
1:20

1:2

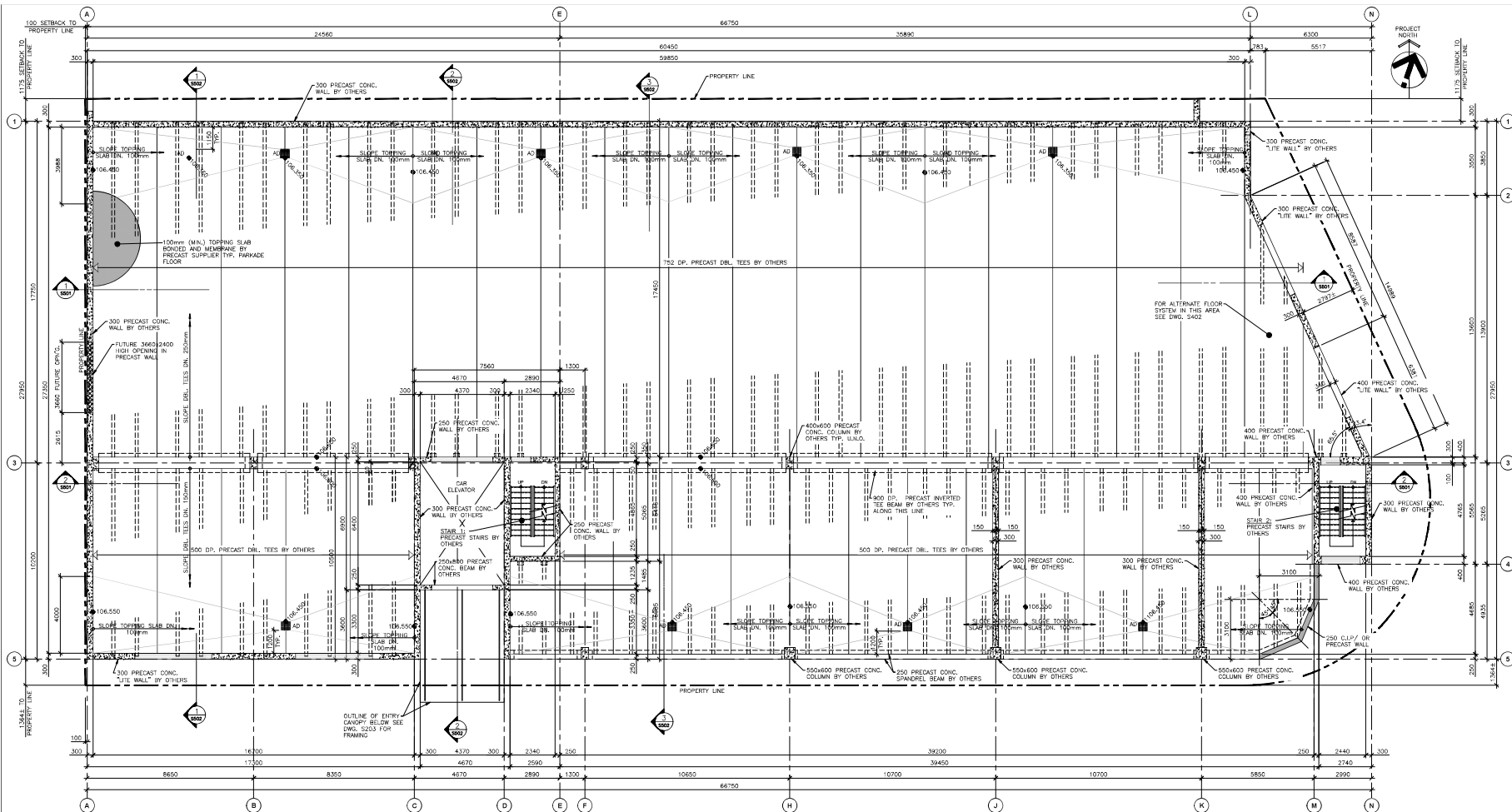


3
-
DETAIL
1:20

1:28

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CONSTRUCTION



LEVEL 3 STORAGE LEVEL PLAN

SCALE: 1:100

SPECIFIED FLOOR LOADING

SUPERIMPOSED DL = 0.5 KPa (10 psf) TOPPING DL = 2.4 KPa (50 psf) PLUS ADDITIONAL AMOUNTS WHERE: DL = 2.4 KPa (50 psf) ASSUMED DOUBLE TEE WEIGHTS: 750 TEE = 3.15 KPa (65 psf) 500 TEE = 2.65 KPa (55 psf)	
LIVE LOAD = 2.4 KPa (50 psf) ALL LEVELS EXCEPT ROOF, SEE SNOW LOAD DIAGRAM ON S205	
DEFLECTION CRITERIA	
LIVE LOAD	= L/360
TOTAL LOAD	= L/240

PRECAST SUPERSTRUCTURE NOTES

THE MIX DESIGN, STRENGTH, DRAFFHARM ACTION, BONDING, FINISH, AND PROTECTION OF THE CONCRETE TOPPING PLACED ON THE PRECAST STRUCTURE ARE THE RESPONSIBILITY OF THE PRECAST SUPERSTRUCTURE SUPPLIER AND THEIR ENGINEERING TEAM, AND SHALL BE IN CONFORMANCE WITH THE CSA STANDARD FOR PARKING STRUCTURES, CSA 5413-14. TABLE 1. THE TOPPING SHALL BE CONSIDERED TO BE PART OF THE STRUCTURE, NOT JUST A WEARING SURFACE.

THE ENTIRE PARKING STRUCTURE SHALL BE DESIGNED BY PROFESSIONAL ENGINEERS REGISTERED IN THE PROVINCE OF BRITISH COLUMBIA WHO ARE WELL VERSED IN THE DESIGN OF PARKING STRUCTURES, AND WHO WILL IN TURN SUBMIT SCHEDULES 5B AND 5C FOR SPECIALTY ENGINEERING IN CONFORMANCE WITH THE BC BUILDING CODE, 2018 EDITION.

THE ENTIRE PARKING STRUCTURE SHALL BE DESIGNED BY PROFESSIONAL ENGINEERS REGISTERED IN THE PROVINCE OF BRITISH COLUMBIA WHO ARE WELL VEPSED IN THE DESIGN OF PARKING STRUCTURES, AND WHO WILL IN TURN SUBMIT SCHEDULES SB AND SC FOR SPECIALTY ENGINEERING IN CONFORMANCE WITH THE BC BUILDING CODE, 2018 EDITION.

ISSUED FOR REVIEW

NOT FOR
CONSTRUCTION

ISSUES		
No.	DATE	ISSUED FOR
1	2019.04.23	STOP PROGRESS
2	2019.09.09	PROGRESS SET
3	2019.09.19	INTERNAL REVIEW
4	2019.11.19	CONSULTANT COORDINATION
5	2020.01.08	REVIEW

3 4 5
SUMMIT AVENUE CAR STORAGE FACILITY

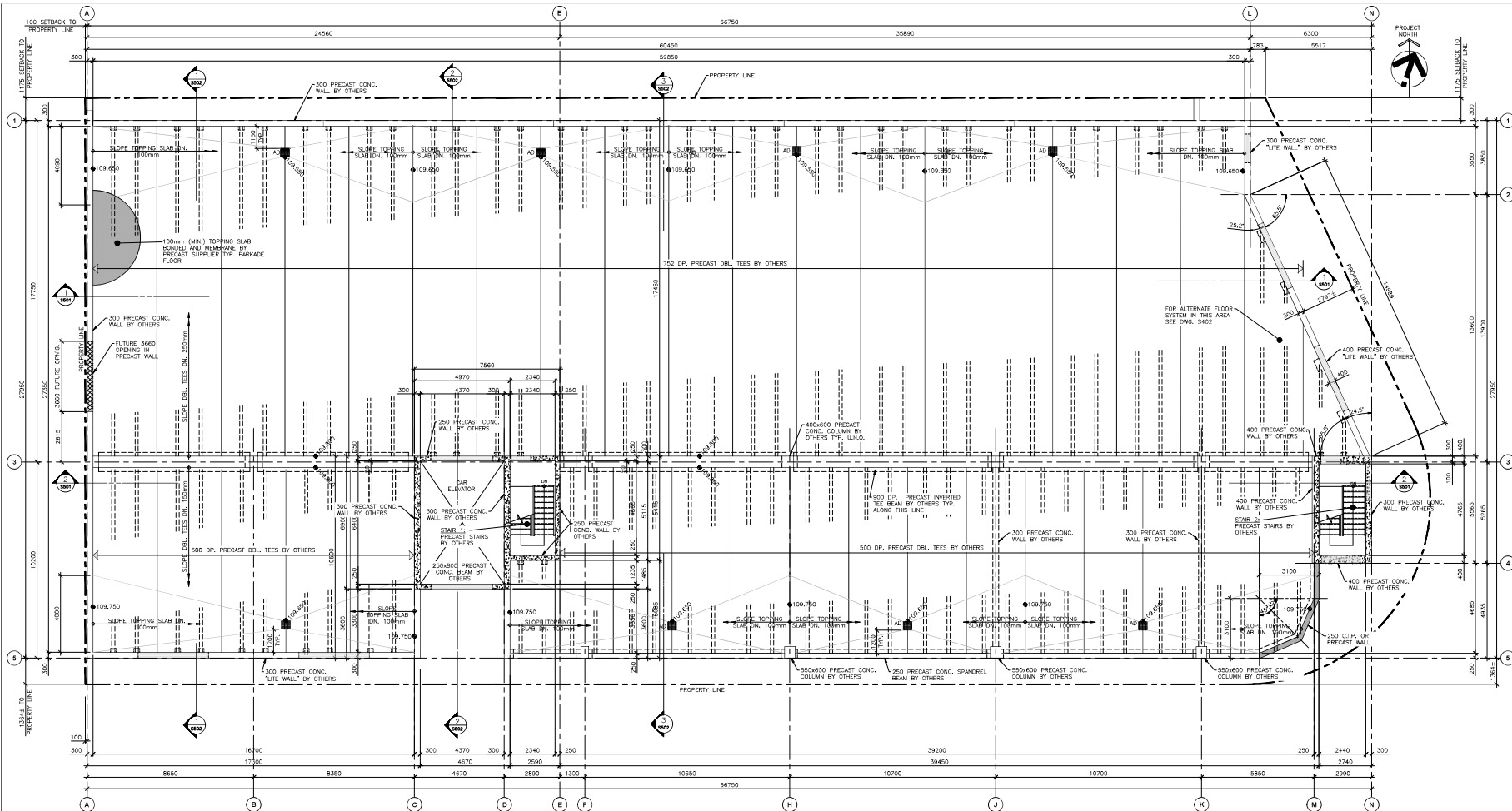
750 - 780 SUMMIT AVENUE AND NANAIMO STREET
SUPERB CONSTRUCTION LTD.



LEVEL 3 STORAGE
LEVEL PLAN

DESIGNED GB	ENGINEERS SEAL
DESIGN REVIEW AMH	
DRAFTED SJM/YH	
DRAFTING REVIEW SJM	
PROJECT No. 0360-025	
SCALE AS SHOWN	CLIENT DRAWING No. n/a
	PERMIT No. n/a
HEL DRAWING No. S204	REVIS 5

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ROOF LEVEL STORAGE LEVEL PLAN

SCALE: 1:100

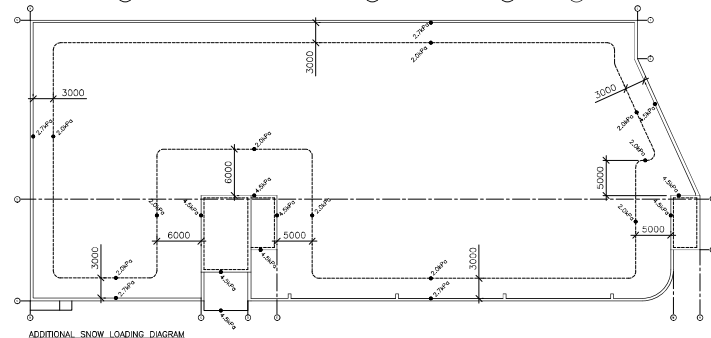
LEGEND:
● XXXXXX INDICATES ELEVATION TOP OF SLAB OR TOPPING SLAB

SPECIFIED ROOF LOADING	
DEAD LOAD	= DBL. TEES + TOPPING SLAB (SEE PRECAST SUPPLIER)
SNOW LOAD	= 2.0kPa (40psf) + ACCUMULATED SNOW LOAD = 2.4kPa (50psf)
LIVE LOAD	= 2.4kPa (50psf)
DEFLECTION CRITERIA	
LIVE LOAD	= L/360
TOTAL LOAD	= L/240

PRECAST SUPERSTRUCTURE NOTES
THE MIX DESIGN, STRENGTH, DIMENSIONAL ACTION, BONDING, FINISH, AND PROTECTION OF THE CONCRETE TOPPING PLACED ON THE PRECAST STRUCTURE ARE THE RESPONSIBILITY OF THE PRECAST SUPERSTRUCTURE SUPPLIER AND THEIR ENGINEERING TEAM, AND SHALL BE IN CONFORMANCE WITH THE CSA STANDARD FOR PARKING STRUCTURES, CSA S413-14 TABLE 1. THE TOPPING SHALL BE CONSIDERED TO BE PART OF THE STRUCTURE, NOT JUST A WEARING SURFACE.
THE ENTIRE PARKING STRUCTURE SHALL BE DESIGNED BY PROFESSIONAL ENGINEERS REGISTERED IN THE PROVINCE OF BRITISH COLUMBIA WHO ARE WELL VERSED IN THE DESIGN OF PARKING STRUCTURES, AND WHO WILL IN TURN SUBMIT SCHEDULES SB AND SC FOR SPECIALTY ENGINEERING IN CONFORMANCE WITH THE BC BUILDING CODE, 2018 EDITION.

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ADDITIONAL SNOW LOADING DIAGRAM
S245 (R)

NO.	DATE	ISSUED FOR
1	2018.09.23	STOP PROGRESS
2	2019.09.09	PROGRESS SET
3	2019.09.19	INTERNAL REVIEW
4	2019.11.19	CONSULTANT COORDINATION
5	2020.01.09	REVIEW

SUB CONSULTANT

SUMMIT AVENUE CAR STORAGE FACILITY

750 - 780 SUMMIT AVENUE AND NANAIMO STREET
SUPERB CONSTRUCTION LTD.

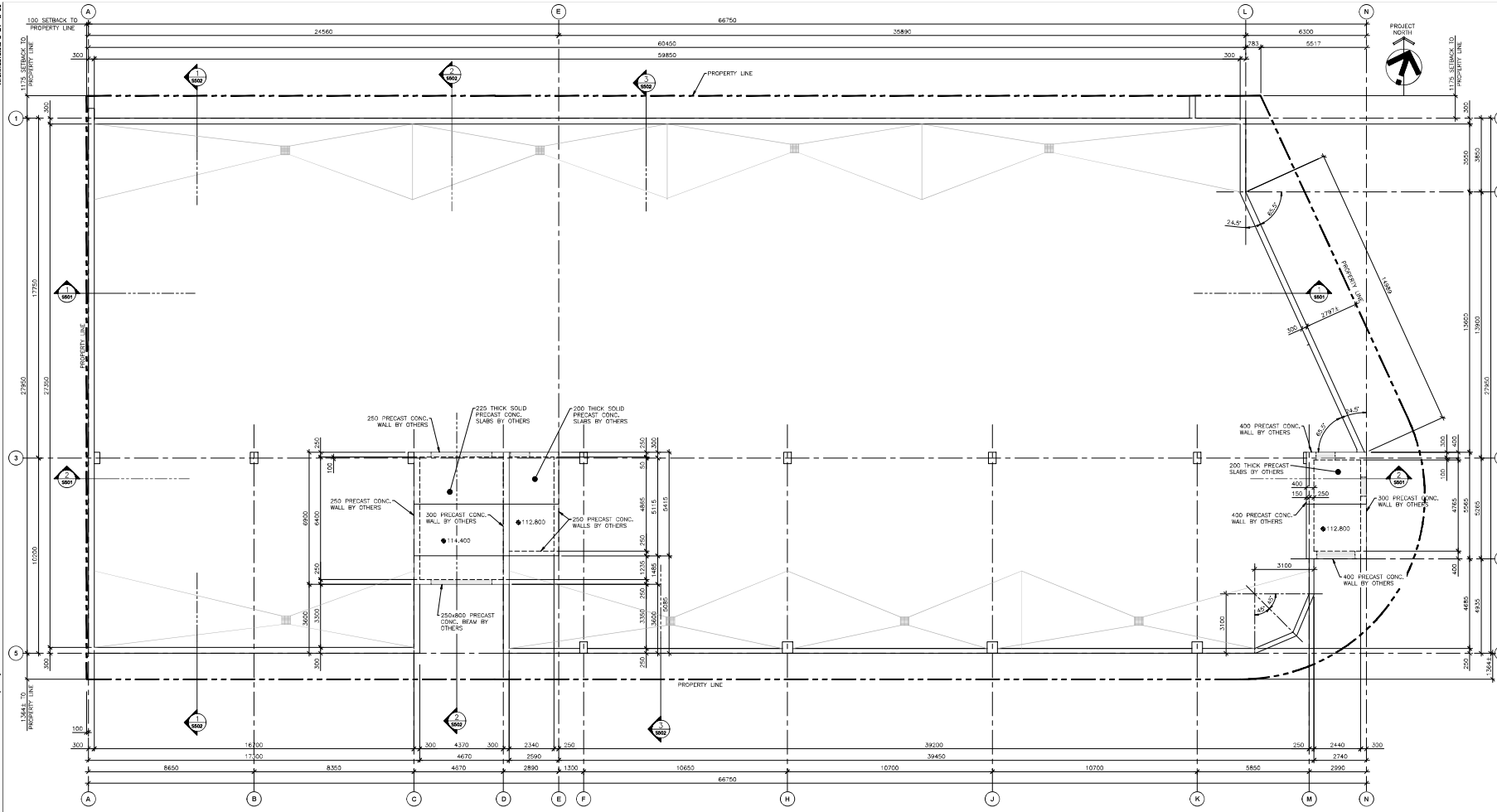
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ENGINEERING LIMITED
Consulting Engineers
3701 Shelton Rd, Nanaimo, BC V9T 2H1
Tel: 250-751-8558 Fax: 250-751-8559
Email: mail@heroldengineering.com

ROOF LEVEL STORAGE LEVEL PLAN

DESIGNED GB	ENGINEERS SEAL	
DESIGN REVIEW AMH		
DRAFTED SJM/YH		
DRAFTING REVIEW SJM		
PROJECT No. 0360-028	CLIENT DRAWING No. n/a	
SCALE AS SHOWN	PERMIT No. n/a	
REL DRAWING No. S205		REVISION 5

DESTROY ALL DRAWINGS SHOWING PREVIOUS REVISION

File: N:\Projects\0360-028 Summit Street Parking\Drawings\Structure\0360-028_S206.dwg Plot Date: Sat, 8, 20 10:38 AM User: jphillips



CAR ELEVATOR AND STAIR ROOF PLAN
SCALE: 1:100

PRECAST SUPERSTRUCTURE NOTES
THE MIX DESIGN, STRENGTH, DAMPHRAG ACTION, BONDING, FINISH, AND PROTECTION OF THE CONCRETE TOPPING PLACED ON THE PRECAST STRUCTURE ARE THE RESPONSIBILITY OF THE PRECAST SUPERSTRUCTURE SUPPLIER AND THEIR ENGINEERING TEAM AND SHALL BE IN CONFORMANCE WITH THE CSA STANDARD FOR PARKING STRUCTURES, CSA 5413-14 TABLE 1. THE TOPPING SHALL BE CONSIDERED TO BE PART OF THE STRUCTURE, NOT JUST A WEARING SURFACE.
THE ENTIRE PARKING STRUCTURE SHALL BE DESIGNED BY PROFESSIONAL ENGINEERS REGISTERED IN THE PROVINCE OF BRITISH COLUMBIA WHO ARE WELL VERSED IN THE DESIGN OF PARKING STRUCTURES, AND WHO WILL IN TURN SUBMIT SCHEDULES SB AND SC FOR SECURITY ENGINEERING IN CONFORMANCE WITH THE BC BUILDING CODE, 2018 EDITION.

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ISSUES		
No.	DATE	ISSUED FOR
1	2018.09.28	STOP PROGRESS
2	2018.09.29	PROGRESS SET
3	2018.09.19	INTERNAL REVIEW
4	2018.11.19	CONSULTANT COORDINATION
5	2020.01.06	REVIEW

SUB CONSULTANT

SUMMIT AVENUE CAR STORAGE FACILITY

750-780 SUMMIT AVENUE AND NANAIMO STREET

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CAR ELEVATOR AND STAIR ROOF PLANS

DESIGNED GB	ENGINEERS SEAL
DESIGN REVIEW AMH	
DRAFTED SJM/YH	
DRAFTING REVIEW SJM	
PROJECT No. 0360-028	CLIENT DRAWING No. n/a
SCALE AS SHOWN	PERMIT No. n/a
HEL DRAWING No. S206	REVISION 5


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SUMMIT AVE

750 - 780 SUMMIT

SUPERB CONSTRUCTION



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ENGINEERING LIMITED

Consulting Engineers

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Tel: 250-751-8858 Fax: 250-751-8859

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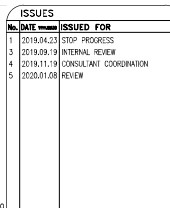
FOUNDATION SECTIONS AND DETAILS

DESIGNED GB	ENGINEERS SEAL
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DRAFTED S.M/TH	
DRAFTING REVIEW S.M	
PROJECT No. 0366-028	CLIENT DRAWING No. n/a
SCALE AS SHOWN	PERMIT No. n/a

HEL DRAWING No.

S301

REVISION
5



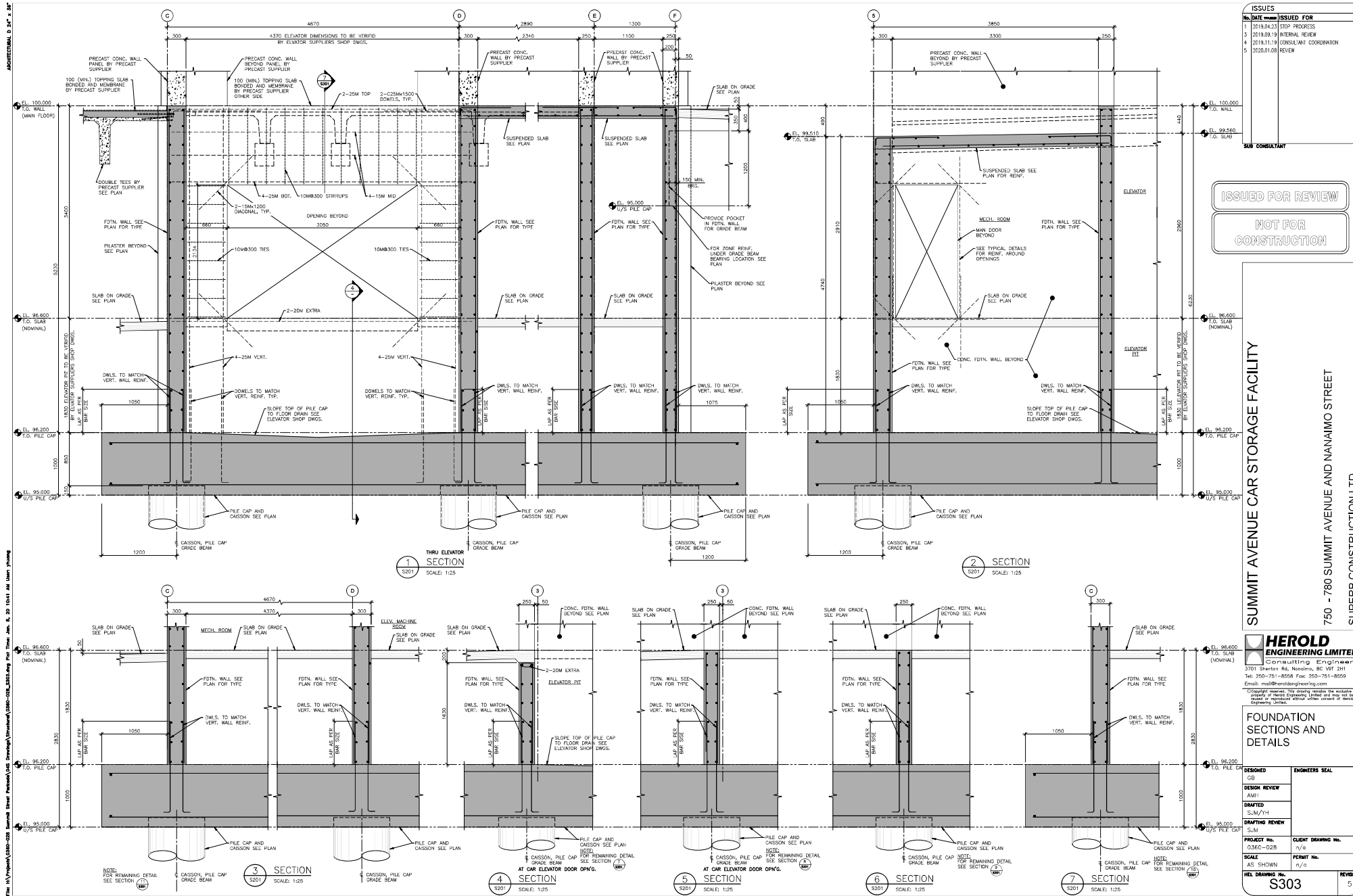
750 - 780 SUMMIT AVENUE AND NANAIMO STREET

SUPERB CONSTRUCTION LTD.

FOUNDATION SECTIONS AND DETAILS

ISSUED FOR REVIEW

NOT FOR
CONSTRUCTION



ISSUES		
No.	Date	Issued For
1	10/10/13	STOP PROGRESS
2	2019.09.19	INTERNAL REVIEW
3	2019.11.19	CONSULTANT COORDINATION
5	2020.01.09	REVIEW

ISSUED FOR REVIEW
NOT FOR CONSTRUCTION

SUMMIT AVENUE CAR STORAGE FACILITY
750 - 780 SUMMIT AVENUE AND NANAIMO STREET
SUPERB CONSTRUCTION LTD.

HEROLD
ENGINEERING LIMITED
Consulting Engineers
3701 Shelton Rd, Nanaimo, BC V9T 2H1
Tel: 250-751-8558 Fax: 250-751-8559
Email: mail@heroldengineering.com

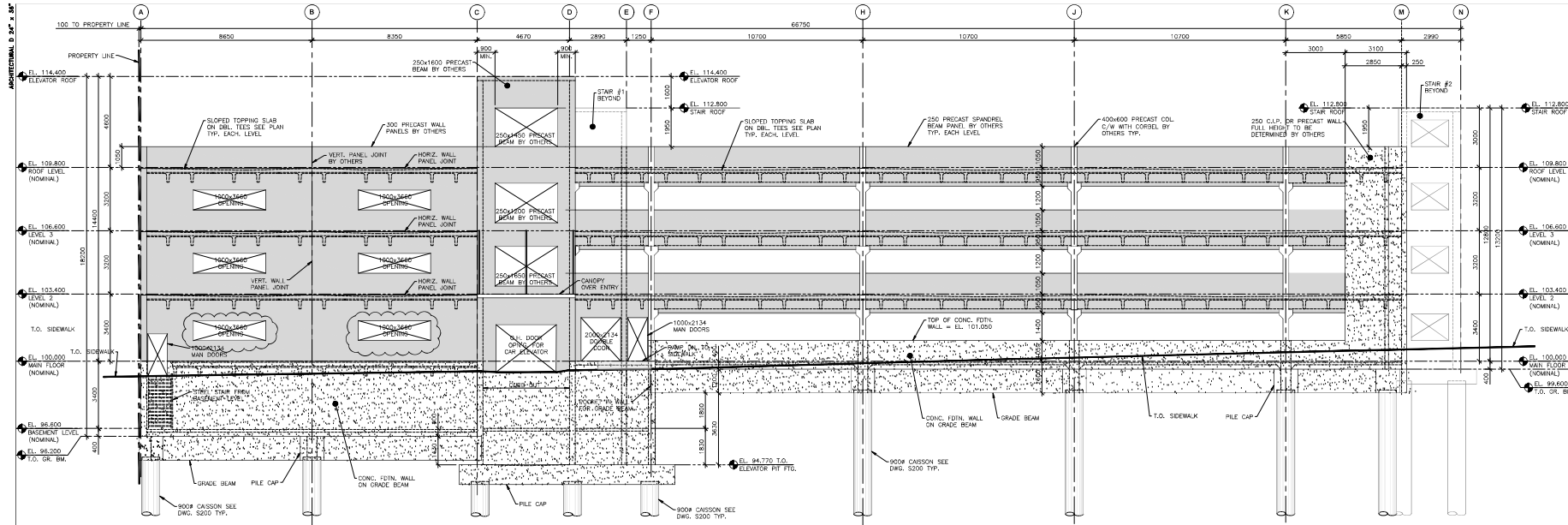
FOUNDATION
SECTIONS AND
DETAILS

DESIGNED GB	ENGINEERS SEAL
DESIGN REVIEW AMH	
DRAFTED SJM/YH	
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PROJECT No. 0366-028	CLIENT DRAWING No. n/a
SCALE AS SHOWN	PERMIT No. n/a
HEL DRAWING No. S303	REVISION 5

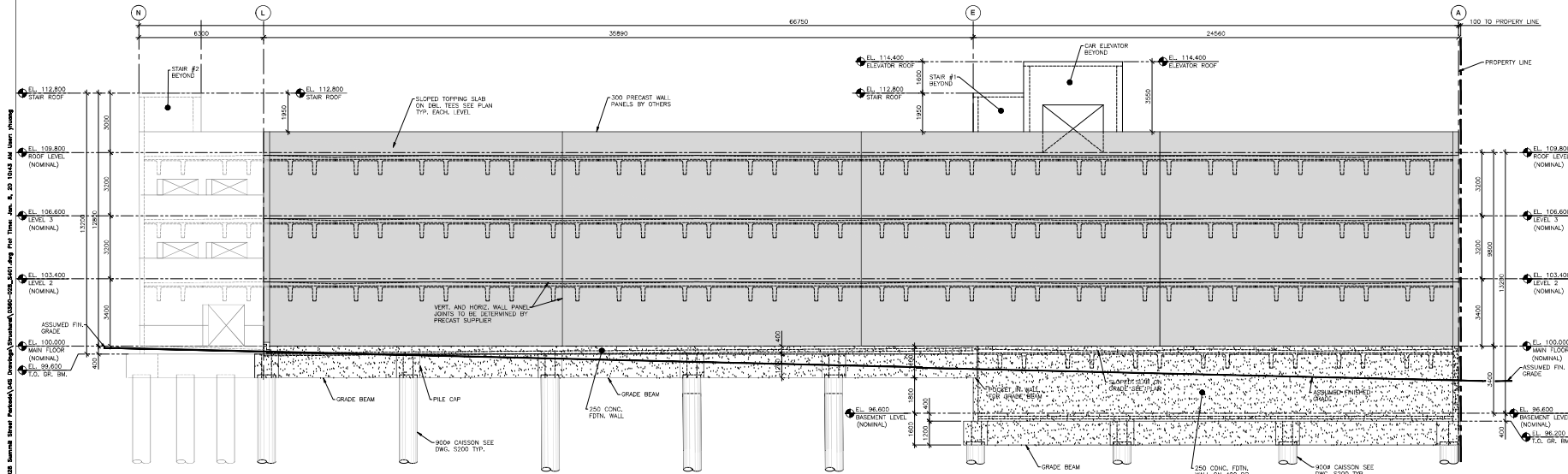
DESTROY ALL DRAWINGS SHOWING PREVIOUS REVISION

VERTICAL D 24' x 14'

File: N:\Projects\0300-038 Summit Street Parking\0300-038.dwg Plot Date: Jan. 8, 2014 10:44 AM User: jphillip



LOOKING NORTH
SOUTH ELEVATION
SCALE: 1/100



LOOKING SOUTH
NORTH ELEVATION
SCALE: 1/100

ISSUES		
NO.	DATE	ISSUED FOR
1	2010.09.23	STOP PROGRESS
2	2010.09.29	PROGRESS SET
3	2010.09.19	INTERNAL REVIEW
4	2010.11.19	CONSULTANT COORDINATION
5	2020.01.08	REVIEW

SUB CONSULTANT

SUMMIT AVENUE CAR STORAGE FACILITY

750 - 780 SUMMIT AVENUE AND NANAIMO STREET

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ENGINEERING LIMITED
Consulting Engineers
3701 Shelton Rd, Nanaimo, BC V9T 2H1
Tel: 250-751-8558 Fax: 250-751-8559
Email: mail@heroldengineering.com

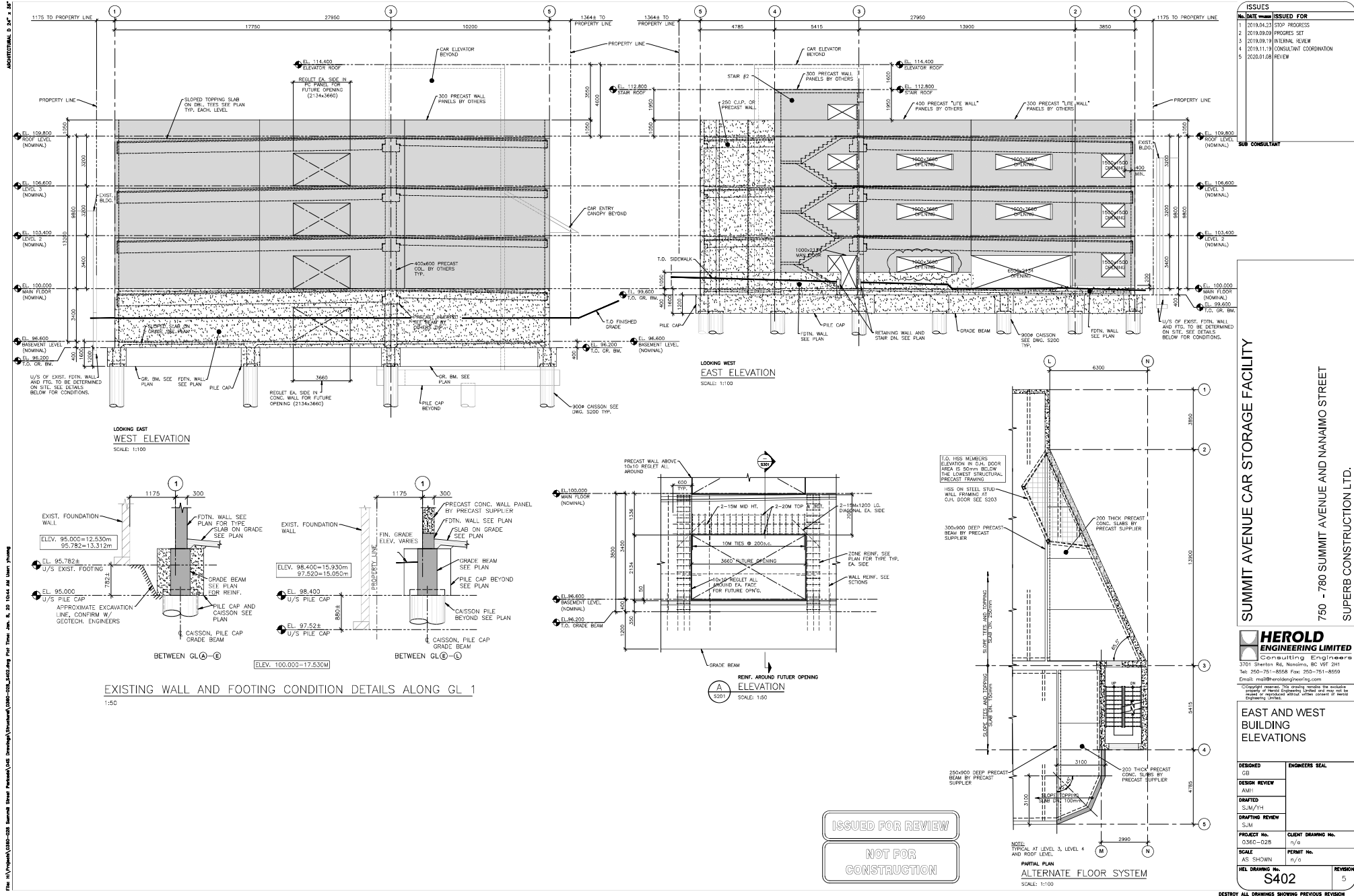
NORTH AND SOUTH
BUILDING
ELEVATIONS

DESIGNED	GB	ENGINEERS SEAL
DESIGN REVIEW	AMH	
DRAFTED	SJM/YH	
DRAFTING REVIEW	SJM	
PROJECT NO.	0300-038	CLIENT DRAWING NO.
PROGRESS SET	n/a	
SCALE	AS SHOWN	PERMIT NO.
HEL DRAWING NO.	S401	REVISION
		5

NOT FOR
CONSTRUCTION

ISSUED FOR REVIEW

DESTROY ALL DRAWINGS SHOWING PREVIOUS REVISION



ISSUED FOR REVIEW

NOT FOR CONSTRUCTION

ISSUES		
NO.	DATE	ISSUED FOR
1	10/10/2010	STOP PROGRESS
2	2010.09.09	PROGRESS SET
3	2010.09.19	INTERNAL REVIEW
4	2010.11.19	CONSULTANT COORDINATION
5	2020.01.08	REVIEW

SUB CONSULTANT

SUMMIT AVENUE CAR STORAGE FACILITY

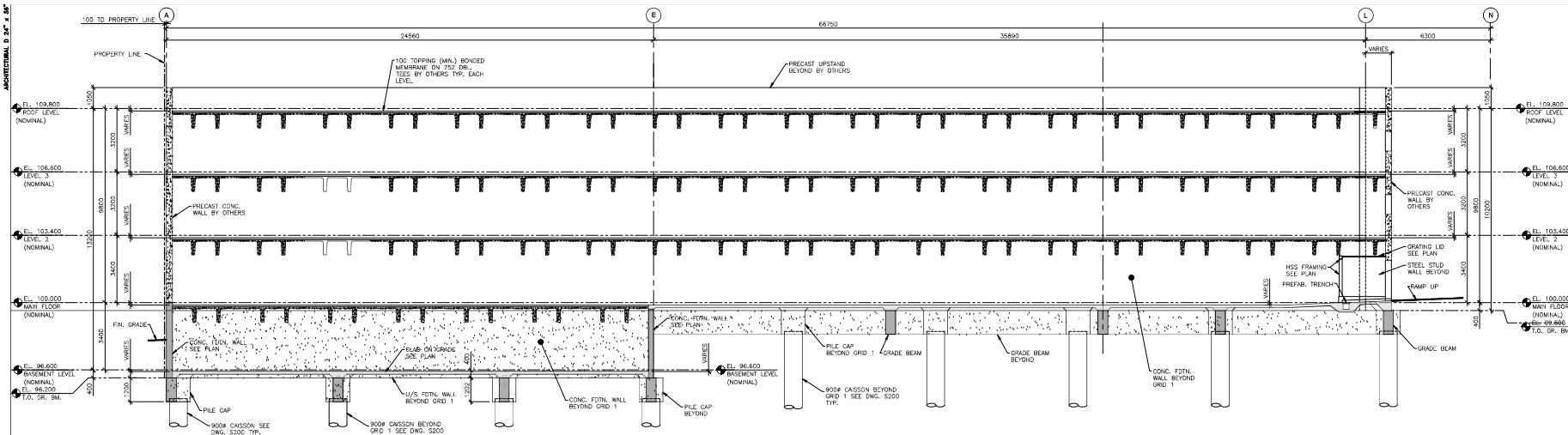
750 - 780 SUMMIT AVENUE AND NANAIMO STREET

SUPERB CONSTRUCTION LTD.

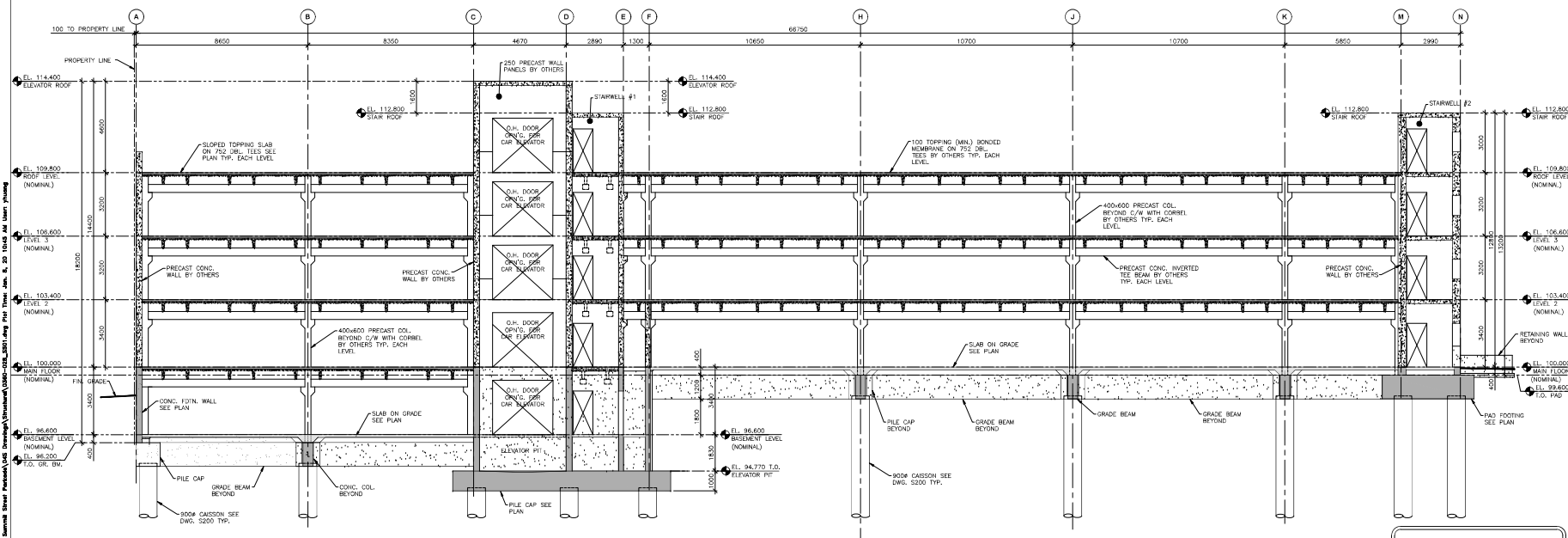
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Consulting Engineers
3701 Shelton Rd, Nanaimo, BC V9T 2H1
Tel: 250-751-8858 Fax: 250-751-8859
Email: mail@heroldengineering.com

EAST AND WEST BUILDING ELEVATIONS	
DESIGNED GB	ENGINEERS SEAL
DRAWN AMH	
DRAFTED SJM/YH	
DRAFTING REVIEW SJM	
PROJECT NO. 0360-028	CLIENT DRAWING NO. n/a
SCALE AS SHOWN	PERMIT NO. n/a
SHEET DRAWING NO. S402	REVISION 5

DESTROY ALL DRAWINGS SHOWING PREVIOUS REVISION



1 EAST - WEST PARKADE SECTION
S201 SCALE: 1:100



2 EAST - WEST PARKADE SECTION
S201 SCALE: 1:100

ISSUES		
No.	DATE	ISSUED FOR
1	2019.04.23	STOP PROGRESS
2	2019.09.09	PROGRESS SET
3	2019.09.19	INTERNAL REVIEW
4	2019.11.19	CONSULTANT COORDINATION
5	2020.01.08	REVIEW

Sub Consultant

SUMMIT AVENUE CAR STORAGE FACILITY

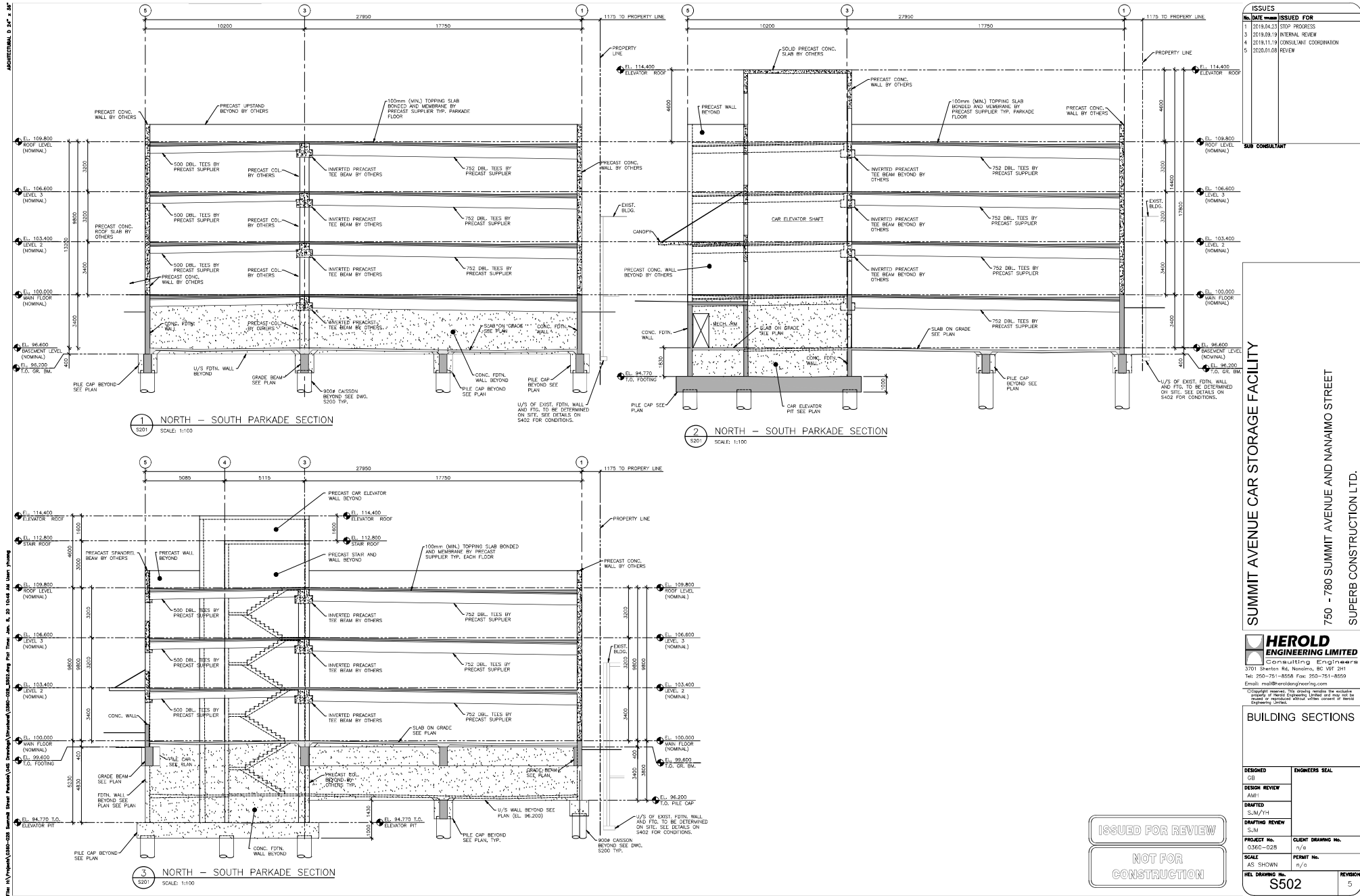
750 - 780 SUMMIT AVENUE AND NANAIMO STREET
SUPERB CONSTRUCTION LTD.



500 BUILDING SECTIONS

DESIGNED GB	ENGINEERS SEAL	
DESIGN REVIEW AMH		
DRAFTED SuM/YH		
DRAFTING REVIEW SuM		
PROJECT No. 0360-028	CLIENT DRAWING No. n/a	
SCALE AS SHOWN	PERMIT No. n/a	
HEL DRAWING No. S501		REVIS 5

DESTROY ALL DRAWINGS SHOWING PREVIOUS REVISION



ISSUES	DATE	ISSUED FOR
1	2019.09.23	DWG. PROCESS
2	2019.09.19	INTERNAL REVIEW
3	2019.11.19	CONSULTANT COORDINATION
4	2020.01.09	REVIEW

SUB CONSULTANT

SUMMIT AVENUE CAR STORAGE FACILITY
 750 - 780 SUMMIT AVENUE AND NANAIMO STREET
 SUPERB CONSTRUCTION LTD.

HEROLD ENGINEERING LIMITED
 Consulting Engineers
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BUILDING SECTIONS	
DESIGNED GB	ENGINEERS SEAL
DESIGN REVIEW AMH	
DRAWN SJM/YH	
DRAWING REVIEW SJM	
PROJECT NO. 0366-028	CLIENT DRAWING NO. n/a
SCALE AS SHOWN	PERMIT NO. n/a
REL. DRAWING NO. S502	REVISION 5

ISSUED FOR REVIEW
 NOT FOR CONSTRUCTION

DESTROY ALL DRAWINGS SHOWING PREVIOUS REVISION

Katie Lauriston

From: Community Planning email inquiries
Sent: December 11, 2019 1:19 PM
To: Katie Lauriston
Subject: FW: 750 & 780 Summit Avenue - DPV No. 00136

FYI

From: LUC Chair <lucchair@burnsidegorge.ca>
Sent: December 11, 2019 12:12 PM
To: caluc@victoria.ca; Community Planning email inquiries <CommunityPlanning@victoria.ca>
Cc: [REDACTED]
Subject: 750 & 780 Summit Avenue - DPV No. 00136

Hi Katie,

The Burnside Gorge Land Use Committee has no objections to this application.

Regards,
Avery Stetski
Chair, BGLUC

1

Development Permit with Variance Application for 750/780 Summit Avenue



1

Aerial View

2



2

Existing building

3



3

Existing building

4



4

Context

5



5

Proposal – Summit Avenue Elevation

6



bik **HEROLD** **ENGINEERING** **SUMMIT AVENUE CAR STORAGE FACILITY** **SITE CONTEXT IMAGES** **DATE OF APPROVAL** **DATE** **REVISION** **A51**



6

Proposal – Elevation from Nanaimo Street 7



bjk **HEROLD ENGINEERING** **SUMMIT AVENUE CAR STORAGE FACILITY** **SITE CONTEXT IMAGES** DATE: 01/11/2020
BY: J. B. J.
100 - 750 SUMMIT AVE. **A32**



7

Proposal – Materials 8



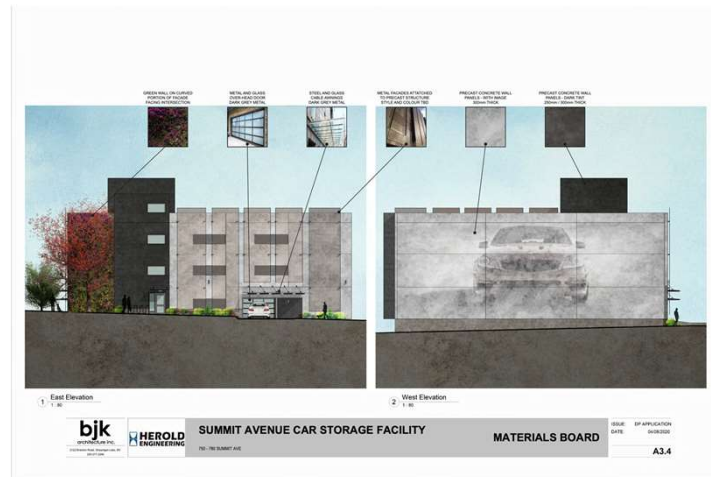
bjk **HEROLD ENGINEERING** **SUMMIT AVENUE CAR STORAGE FACILITY** **MATERIALS BOARD** DATE: 01/11/2020
BY: J. B. J.
100 - 750 SUMMIT AVE. **A33**



8

Proposal - Materials

9



9

Landscape details

10



10

11



11