

August 29,2017

Mayor and Council ,
City of Victoria ,
1 Centennial Square ,
Victoria , BC ,V8W 1P6

Re: 584 John St. / Development Variance Permit Application

Mayor and Council

The building meets the current M2 zone but variances are required and development variance approval is needed.

The location of the project is a 30 x 120 lot located in the Bay Street Industrial Area which is conveniently located close to major traffic arteries and bus routes as well as Downtown Victoria .The OCP refers to it as a General Employment area in which development is being encouraged and variances considered . The M2 industrial zone has generous floor area and height requirements - 3 FSR and 15 M height - to encourage the maximum utilization of the limited industrial land available in the area . The nature of an industrial area , with its highly variable uses ,lends itself , more than many other zones , to a range of sizes , forms and materials that fit through their industrial commonality.

The concept of the building is to stack the various functions of the emergency restoration business of Griffin Restoration ,vertically on a small lot within the key zoning constraints of density and height .The first floor of the building is open to the air and the upper floors fully enclosed . The parking , and bicycle storage is on the open first level / material storage is on the second level / a repair shop is on the third floor / a client meeting area and sample storage is on the fourth level and offices on the top floor .

The design solution is to use a glass stairwell and open decks to shape the street face using the east wall and a large cantilevered roof to frame it. The building is kept off the rear property line to allow light to both ends of each floor .The second floor recedes into the building to enable truck access at the front of the lot . The third floor and deck then fully cover the drive isle and the upper floors tier back to better scale the building to the street and add visual interest .The roof cantilevers off the glass stairwell to " cap " the composition . The walls framing the building on each property line are important features of the building and have been designed with a variety of materials - each wall having a unique composition .There are three variances being requested.

The first is the parking variance – 14 cars required by Schedule C and 5 cars have been provided .We have retained Adept Transportation Planning to study the flow of staff and vehicles through the business day set against the parking provided . The conclusion was the majority of staff worked off site convening at the office for short periods in the early morning or late afternoon . During these periods some on-street parking was required and was available based on street observations of parking behavior .There is not a strong customer flow to the office during a typical work week .The customers are people who have suffered a fire or flood and need to visit the office to select replacement materials. This would occur once or twice over a 6 week period on any given job.


The TDM measures proposed to mitigate the requested variance include Class 1 bicycle storage that significantly exceeds Schedule C - 6 are required whereas 14 have been provided . Subsidized staff bus passes , on-site staff vehicle available for transport to sites and showers to support bicycle users are also proposed .

The second variance is the absence of a loading bay. The demand for loading is intermittent and like customer visits , it is a function of the type of emergency and will occur once every couple weeks depending on the number of projects in the office. A two storey space at the front of the building allows a truck to briefly sit in the driveway while offloading to the elevator immediately beside it .

The final variance is the width of the driveway which is 4.38 M wide versus 5 M required . This dimension occurs at one pinch point 12.3 M from the street for a distance of 3M between the elevator and the stairwell wall . The space in front of that to the street meets the width required .

In the last year we have met with the Burnside Gorge Community Association on two occasions . The first focused only on the building design and at that time we clarified that the building is not being marketed as office space , that the trucks used by my client will not extend into the public ROW when unloading and that the tree on the boulevard would not be removed . There was a question about the location of the garbage container and we have added it onto the L1 plan. The second more recent meeting focused on the medicinal marijuana retail use which is no longer part of the application.

Regards



Eric Barker Architect AIBC / LEED AP

ERIC BARKER ARCHITECT INC.



727 Pandora Avenue Victoria, BC V8W 1N9 | eba@ericbarkerarchitect.ca | 250-385-4565
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