

Vanguard Projects Inc.

**820 Esquimalt Road
Esquimalt, BC**

May 12, 2016

Mayor and Council
Township of Esquimalt

Re: Development Permit 826 Esquimalt Road



Dear Mayor and Council,

Thank you for unanimously supporting adoption of the rezoning bylaw for 826 Esquimalt Road.

As an Esquimalt resident and business person for nearly 30 years I look forward to again bringing a value project to such an important focal location.

As you are aware the DRC did not support the project design. Contrary to the views of the DRC, I firmly believe that this building will provide a positive impact on redevelopment to the entry corridor to Esquimalt. A company I operate also owns the property at 820 Esquimalt Road and it is important for this property's future development success that neighbouring buildings be attractive and successful.

At the May 11th meeting DRC recommended rejection of the Development Permit and proposed that Vanguard come back with a plan that would take a parking ramp off the east side of the building at a slope of 15% from the property line. I don't believe that I could find an architect that would say that designing a parking access at 12% or 15% starting at the property line (back of sidewalk) is good design, neither do I believe the building inspection department would allow such a design. An approach apron of no more than 5% slope is generally recommended especially when entering or exiting from a busy road such as Esquimalt Road.

The attached diagram shows what changes occur when bringing the main living floor to 1ft above sidewalk grade (minimum necessary for wheelchair access) and pushing parking completely underground when considering that at a minimum good design should incorporate the following:

- Minimum of 3m of apron at 5% slope at intersection of property line
- 3m of apron at 5% slope at intersection of ramp with parking level
- Maximum slope of 12% for parking access ramp from 5% apron

Almost half of the very attractive front elevation is lost along with nearly half of the podium landscape area. The neighbouring property to the east (already artificially sunk below sidewalk grade) would look at a driveway for 1/3 of the length of the building before it was lost underground and 8ft of concrete wall (above ground parking structure and above podium concrete planter) thereafter. Parking would be reduced to 8 units. Certainly not an improvement.

I believe that the architectural work performed by Kristin Schulberg of Praxis Architects is excellent and the form and character of the proposed building is exciting, modern and inviting. The entry, with its water feature and open concept porte cochere is pleasing and welcoming.

After the April Design Review Committee meeting we made some further refinements that we feel further strengthens the design. These refinements are in the latest drawings before you.

The main area of discussion at the April DRC related to the parking structure and podium. The amendments to the plan were all focussed on these areas. Please note the following changes:

1. East and West Podium Planters have been recessed entirely into the parking structure and the above slab concrete retaining wall/railing has been replaced with a railing along each elevation. Replacing concrete with railings has reduced the "apparent" height of the parking structure by 25% from the east and west elevations and provides a better opportunity for plants to cascade over the side of the parking structure.
2. The expansion of the East Parking Grill has provided for a greater amount of planting area from within the parking structure that will allow more greening of the East Parking area. (The final amount of grill expansion will be dependent on structural engineering requirements)
3. The southeast grill area that separates the visitor surface parking from the below slab visitor parking has been increased in size to incorporate the entire available area that is not required for structural concrete posts

The above changes can be incorporated into the design within the limits imposed by the approved zoning.

It is my hope that Council sees that the recommendations of the DRC are not well thought out, practical, supportable or consistent with the approved zoning and that council approves the Development Permit Application as presented. Vanguard is anxious to move forward with starting construction.

Regards

Mark Eraut
Vice President
250-213-3230



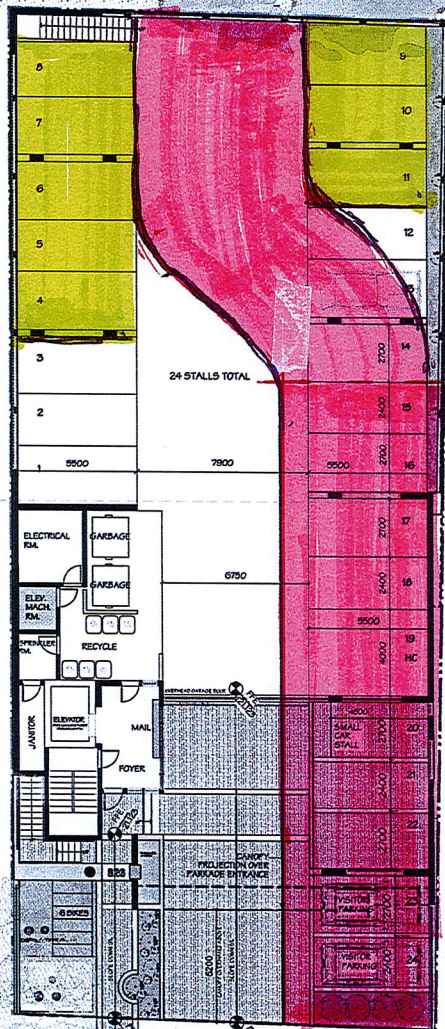
**CORP. OF TOWNSHIP
OF ESQUIMALT
DEVELOPMENT SERVICES**



* FOLLOWING ENTRY THROUGH SECURITY GATE REQUIRED 32 FT FOR
JOG IN PARKING ACCESS TO BRING ACCESS INTO CENTRE OF PARKING
AREA.

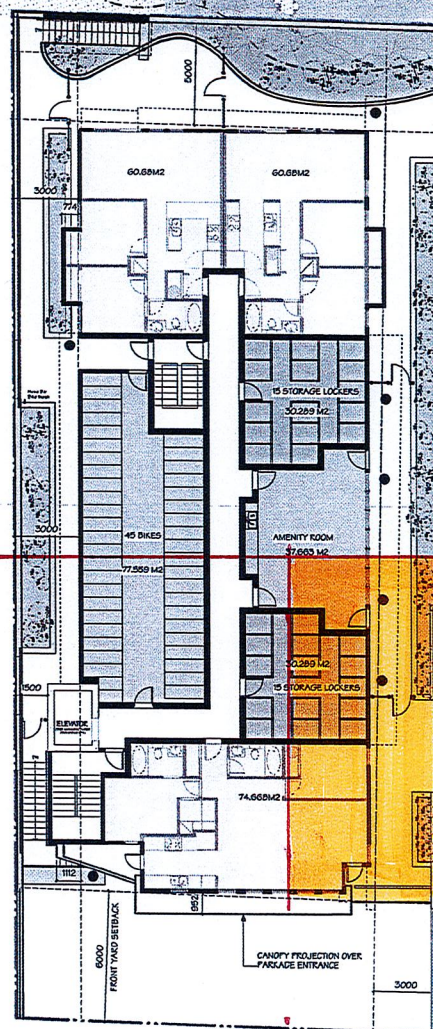


P R A X I S
architects inc.



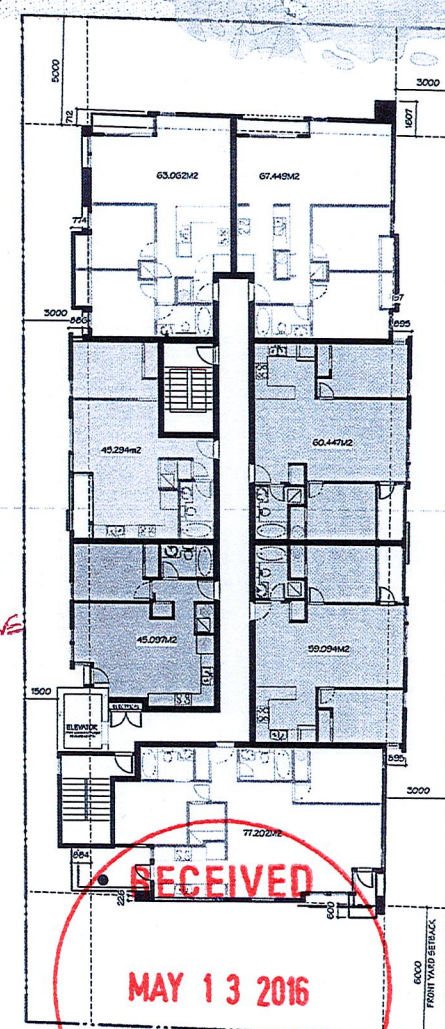
LOBBY / PARKING

① LOBBY / PARKING
SHEET 1000



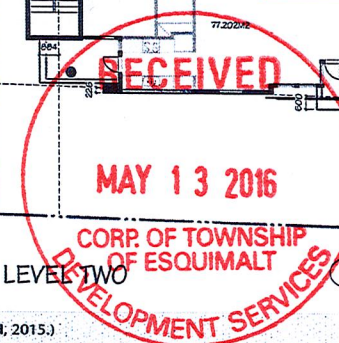
LEVEL ONE

② LEVEL ONE
SHEET 1000



LEVEL TWO

③ LEVEL TWO
SHEET 1000



PRAXIS
architects inc.

826 ESQUIMALT ROAD
VICTORIA B.C.

OCTOBER 28TH 2015 (REVISED FOR DECEMBER 9TH, 2015.)
PLANS: LOBBY-PARKING; LEVEL ONE; LEVEL TWO