

MINUTES
ADVISORY DESIGN PANEL MEETING
Saanich Municipal Hall, Committee Room No. 2
February 17, 2016 at 3:00 pm

Present: Mr. Ron Drane, Chair; Mr. John Gauld, Vice-Chair; Mr. Eric Barker, Mr. Art Beck, Mr. Sorin Birliga, Ms. Pat Danforth, Mr. Illarion Gallant, Mr. Cory Lee

Staff: Ms. Andrea Pickard, Planner; Mr. Neil Findlow, Senior Planner; and Ms. Penny Masse, Senior Committee Clerk

Guest(s): Ms. Marsha Henderson, Royal Oak Community Association

ELECTION OF CHAIR AND VICE-CHAIR:

- Chair of the Advisory Design Panel: Mr. Ron Drane – by Acclamation
- Vice-Chair of the Advisory Design Panel: Mr. John Gauld – by Acclamation

ADOPTION OF MINUTES:

MOVED by S. Birliga and seconded by I. Gallant: “That the minutes of the Advisory Design Panel meeting held on December 16, 2015 be adopted as circulated.”

CARRIED

CASE #2016/001

Application by Tri-Eagle Plaza Inc. for a Development Permit Amendment to DPR2006-00027 in order to construct a 60-unit, 6-storey apartment building with underground parking at 4396 West Saanich Road. Variances are requested.

Legal(s): Lot 1, Section 8-A, Lake District, Plan VIP84197
Planning File(s): DPA00852
Planner: Ms. Andrea Pickard

Mr. Travis Lee and Mr. Oliver Tennant, Tri-Eagle Plaza Inc.; Mr. Charles Kierulf and Ms. Morgan Power, de Hoog & Kierulf Architects; Mr. David Jawl, Jawl Residential Ltd., and Ms. Bev Windjack, LADR Landscape Architects attended to present design plans and answer questions from the Panel.

Ms. Pickard briefly outlined the proposal.

The applicants highlighted:

- The original application proposed a commercial office building; however, market viability for office space has declined. The current application proposes a 60-unit, 6-storey apartment building with a slightly larger footprint and a decrease in the originally proposed height. The residential building would be situated on its own parcel with a reciprocal agreement for access purposes.
- All parking requirements have been met or exceeded.
- Pedestrian walkways through the site have been included in the design plans and will be secured via easement for use by the neighbouring property.

- A 2m path on the north edge of the property connecting to West Saanich Road and the commercial mall would be secured for public use via a Right-of-Way.
- No setback variances are requested; the building will be situated a generous distance away from setback lines.
- Variance requests include a height variance of 4.2m (from 15m to 19.2m) and to allow residential uses on the first floor, which is not permitted in the C-2 zone.
- The development will see quality, ground-oriented units with private backyards. Ten units per floor are proposed with a total of six storeys
- The entrance will connect off of an internal lane.
- Underground parking will be provided with bicycle storage located beneath the underground ramp.
- Storage lockers and service rooms are to be placed around the perimeter of the building.
- A generous elevator lobby is proposed.
- One and two-bedroom units are included; all corner units would be two-bedroom units.
- The Uptown development on Rowland Avenue near Blanshard Street will serve as a model for the design template, including materials.
- The entranceway will incorporate a bench, small wing walls with a cedar post entry and a green roof canopy. The green roof would form a pleasing visual for units located above the entrance.
- The Landscape Plan is extensive and will serve as a buffer between the proposed suites, the entranceway and West Saanich Road.
- 46 trees will be planted on-site in order to create a buffer against West Saanich Road and will include Fir, Garry oaks and Pacific Sunset Maples.
- Permeable pavers, rain gardens and a green roof will be installed as part of storm water management.
- A Thunderbird head design has been incorporated into the south end of the landscape plan and a feather design has been incorporated into the landscape of the entranceway.

Comments from Panel Members:

- The north rear yards have a larger suburban feel to them, which creates a nice balance with the smaller urban feel of the south yards.
- The proposed density is favourable yet the design still provides ample privacy to the homes.
- The landscape plan is attractive with good fence detail; however, a sidewalk, seating area and a covered bicycle parking area could be installed to enhance and fortify the main entrance.
- The driveway appears to be slightly too narrow and could be problematic for larger vehicles; a small lay-by could be considered.
- The second elevator is appreciated should it be needed in the future in the case one elevator fails, the pedestrian exit from the lobby going north to the pathway is also appreciated.
- Underground parking should consider an additional accessible parking stall.

MOTION:

MOVED by S. Birliga and Seconded by I. Gallant: "That the design of the proposed 60-unit, 6-storey apartment building at 4396 West Saanich Road be approved as presented."

CARRIED

CASE #2016/002 – 4734, 4744 & 4754 ELK LAKE DRIVE – DORAL FOREST PARK (3:50 pm)

Application by Mr. Tony James, KPL James Architecture Inc., to rezone from Zone RA-3 (Apartment Zone) to a new site-specific zone to develop a 161-unit multi-family project within four separate buildings over an underground parkade.

Legal(s): Parcel "A" (DD S13027), of Lot 1, Section 108, Lake District, Plan 3255
Amended Lot 1 (DD 233499I), Section 110, Lake District, Plan 8316
Amended Lot 2 (DD 233498-I), Section 110, Lake District, Plan 8316
Planning File(s): DPR00573 / REZ00539
Planner: Mr. Neil Findlow

Mr. Tony James, KPL James Architecture Inc. and Mr. Keith Grant, Keith N. Grant Landscape Architecture Ltd., attended to present design plans and answer questions from the Panel.

Mr. Neil Findlow briefly outlined the proposal.

The applicants highlighted:

- The subject properties are surrounded by Elk Lake Regional Park to the west and north, Highway 17 to the east, and residential housing to the south.
- The northwest corner of the property, which includes parkland and trees, is protected within a preservation area.
- Due to the subject properties fronting Highway 17 there is some general impact; however, existing 70-foot Leyland Cypress hedges do provide effective buffering and separation.
- Building A is proposed at six storeys in height, Buildings B, C and D are proposed at four storeys in height; all buildings have a stepped-down effect to soften massing.
- Two entrances are proposed from Elk Lake Drive and underground parking can be accessed from two locations; parking areas were designed to ensure critical trees will not be impacted. Secure bicycle storage will be located below grade.
- All buildings will be designed with a warm colour scheme and will include exterior stone on the bottom two floors for accent, Hardie products will be used in variations of horizontal siding or vertical paneling. Glazed balconies will provide cohesion to the variations.
- This area is designated for higher density and will have minimal impacts to its surroundings. The massing is appropriate and the design is responsible.
- The protected stand of trees at the rear of the site provide a significant and impressive backdrop.
- New curb, gutter and sidewalks will be installed at the Elk Lake Drive frontage, as well as new tree plantings and a 1.5m boulevard strip.
- Landscaping and tree placement will assist in leading vehicles to the entry points of buildings.
- Parking areas will be screened with planting material to create a softer impact. Ornamental planting material will be installed for lower floor patio spaces to ensure privacy.
- Hard surface, lighter coloured concrete will create effective pedestrian circulation around the perimeter of the property and will include bollard lighting for safety and security.
- Storm water management will include bioswales, rain gardens and storm cells.

Comments from Panel Members:

- The separation between all buildings does not appear to be sufficient.
- Some balconies will face each other, which is not ideal.

- The perimeter pedestrian pathway is favourable; however, it should meander around some of the larger trees close to the property line. Pedestrian walkways or connections located in the interior of the site should be more thoroughly considered. Large trucks or emergency vehicles may have a difficult time maneuvering due to the relatively small building separations.
- It should be ensured that the large podium of the parking structure follows grade.
- Light wells should be provided in the parkade to provide some connection to the outside.
- Fire exits should be ensured to be at grade.
- The proposed density may be too extreme as the layout seems overly tight.
- There appears to be a noticeable separation between the ornamental and natural landscaping materials which results in losing the opportunity to carry the natural landscaping toward Maset Place.
- Building separations do not provide for enough room to sufficiently screen or soften edges.
- The entrance to Building D is tight and visually difficult to see, it should be opened up and made more inviting.
- Building B could be reconfigured to six storeys to provide for a smaller footprint and create larger building separations; this height increase would not create any impacts.
- Building massing and its relation to density needs to be more thoroughly examined.
- The depth of soil over the parking structure limits the size and type of trees and other landscaping that can be planted. The parkade plan should be adjusted to provide areas where more substantial trees and other landscaping can be planted to create a better transition from the forested backdrop of Beaver Lake Park.

MOTION:

MOVED by E. Barker and Seconded by P. Danforth: “That it be recommended that the design to develop a 161-unit multi-family project within four separate buildings over an underground parkade at 4734, 4744 and 4754 Elk Lake Drive be approved subject to the following strong suggestions:

- **Reduce the scale and height of Building A relative to Building B;**
- **Separations between buildings should be increased;**
- **Pedestrian and building connections should be improved and better designed;**
- **Reduce the massing of Building B by decreasing the footprint and increasing the height;**
- **Fire exits should be at grade;**
- **The parkade plan should be adjusted to provide areas where more substantial trees and other landscaping can be planted;**
- **The buffers on the south side of Building B and C should be increased;**
- **A second elevator should be included in Building A; and**
- **Consider reducing the overall density of the proposal.”**

CARRIED

The meeting adjourned at 5:34 pm.

NEXT MEETING

The next scheduled meeting date is March 16, 2016.

CHAIR

I hereby certify these Minutes are accurate.

Committee Secretary