

MINUTES
ADVISORY DESIGN PANEL MEETING
Saanich Municipal Hall, Council Chambers
July 8, 2020, at 3:00 pm

Chair: Keith Davidoff

Present: Jerry Blake, Illarion Gallant, Greg Gillespie, Doran Musgrove, Erica Sangster,

Regrets: Megan Walker

Staff: Gina Lyons, Planner; Chuck Bell, Planner; and Tara Da Silva, Senior Committee Clerk

CALL TO ORDER

The Chair called the meeting to order at 3:00. p.m.

MINISTERIAL ORDER NO. M192 – APPLICATION TO JULY 8, 2020 ADVISORY DESIGN PANEL MEETING

The intent of this application is for a resolution of Council, pursuant to Ministerial Order No. M192, made by the Minister of Public Safety and Solicitor General pursuant to the *Emergency Program Act* on June 17, 2020.

MOVED by G. Gillespie and Seconded by D. Musgrove: “That the Advisory Design Panel pass the resolution in the memo dated July 8, 2020 from the Manager, Legislative Services.”

CARRIED

ADOPTION OF MINUTES

MOVED BY G. Gillespie and Seconded by D. Musgrove: “That the Minutes of the Advisory Design Panel meeting held on February 19, 2020, be adopted as amended.”

CARRIED

CASE #2020/05 – 3956 Shelbourne Street

Application by Wesbild (Bentley Harris). Rezoning and Development Amendment application to construct a mixed use development with 618 dwelling units.

Legal Description: Lot A, Section 56 and 57, Victoria District Plan EPP84722
Planning File: REZ00605, DPA00931
Planner: Gina Lyon, Planner

Comments from the Planner:

The Planner provided an overview of the proposal as follows:

- The site falls into the Shelbourne Valley Action Plan policy area, which designates the site for mixed-use development up to eight storeys.
- The application proposes a shopping centre use at grade with residential above. The development consists of four 6-storey buildings with 618 residential units.
- The development site includes the Home Depot to the north; however, no change is proposed to the Home Depot and associated parking area.
- Variances are proposed for:
 - Number of trees required for landscape and screening;
 - Parking for the shopping centre as well as residential parking;
 - Disability parking stalls;
 - Loading;
 - Parking design;
 - Various projection; and
 - Various sign bylaw

Comments from applicant / owner / applicant representative(s):

Bentley Harris, Wesbild; Joel Smith, WA Architects; and Cam Woodruff, PMG Landscape Architects; presented to the committee and highlighted:

- Shelbourne Valley Action Plan (SVAP) calls for high-density mixed-use zoning up to eight storeys developing economically vibrant and attractive centers and villages.
- The proposal responds to the needs of all ages and improves accessibility while enhancing cycling, walking and transit opportunities.
- Improves housing choices and affordability and strengthens the network of community spaces and facilities.
- It provides a lively interface between sidewalks and building frontages with high-quality architecture and urban design, improving physical and visual linkages.
- This project is consistent with the SVAP. It will provide new retail and commercial area anchored by Home Depot, a major grocery store and a drug store. The development will contain both upscale and fast food options and revitalize the existing shopping amenities.
- The neighbouring gas station on McKenzie Avenue and Shelbourne Street is not included in this development. Home Depot has 15 years left on its lease and has approval rights as part of the agreement.
- The agreement with Home Depot is:
 - Maintain continuous operation;
 - Maintaining existing signalized driveway/intersection;
 - Maintaining existing Shelbourne driveway configuration; and
 - Maintaining existing north/south alignment to McKenzie.
- The grading of the site is one of the greatest challenges; there is a significant grade differential between Cedar Hill Road and Shelbourne Street.
- The traffic analysis of existing junctions, forecasting for the site with and without development has been submitted. There are benefits of mixed-use density to reduce car reliance.
- The intersection can be congested at times; we propose restricting new vehicle traffic onto Cedar Hill Road and providing additional parkade parking.
- Public realm inspiration:
 - Mixed-use with activated street frontage
 - Public spaces for events

- Building urban edge
- Safe pedestrian and cycle paths
- Universal design:
 - Design of the environment to be accessed to the greatest extent possible by all people
 - Pedestrian paths friendly for all ages and abilities
 - Ample public seating and resting spaces
 - Barrier-free entrances and access to retail
 - Convenient accessible parking
 - Variety of seating for all abilities
 - Publicly accessible elevators
- Sustainability
 - Energy & conservation – meeting Step 3 for residential and Step 2 for commercial
 - Envelope – high-performance window wall system, highly insulated and cool roofing
 - Design – local distributors, high-quality durable materials, wood construction for residential uses, stormwater management, retention and upgrade of existing structure reduces waste and resource usage.
- Pedestrians and cyclists have multiple site access points. There are new, enhanced separated bike lanes, access to bike lanes with ramps or runnels, and cyclists are required to either dismount or cycle in designated areas.
- Vehicle access has evolved through the design process. Home Depot has mandated that the Shelbourne Street access be maintained. There are new driveways on Shelbourne and Cedar Hill.
- New limited access Podium driveway off of Cedar Hill Road.
- Commercial parking is located in the unsecured parkade on level 1 during office hours.
- Residential parking is located in a secured area of parkade level 1 and level 2.
- Three separate bike access points to multiple secured bike rooms with electric bike chargers and separate showers.
- The main level contains the new “High Street,” retail units and public elevators, and residential lobbies at grade.
- Podium – Level 2 contains:
 - Buildings B1, B2 & C – the first level of residential & indoor & outdoor amenity facility
 - Building A – the first level of residential & indoor and outdoor amenity space
 - Building D – Daycare & daycare outdoor play area
- Typical residential levels:
 - Buildings B1, B2, & C – Levels 3-6 residential
 - Building A – Levels 3-6 residential
 - Building D – Levels 3-5 residential, level 3 indoor & outdoor amenity facility
- The view from Shelbourne Street is an active street frontage, residential massing setback, commercial interface and an urban street edge provided by Building B1 and Building D.
- McKenzie Avenue features the separated vehicle and bike paths, active street frontages and an urban street edge. Building A fronts McKenzie Avenue and parallels a three bay bus stop. The massing of the buildings is broken down by the finishes and contains a breezeway.
- There is a residential interface on Cedar Hill Road with a stepping down of massing with landscape buffer and public spaces provided.

- Public spaces overview provides wide sidewalks, stairs that are highly articulated, expansive public parks, and short term loading drop offs. High Street can be barricaded for public markets and festival spaces.
- Public Podium Park is fully accessible to the public and has robust landscape screening for patios. The park contains a playground, dog run, open lawn and public seating.
- Materials used for the buildings:
 - Shelbourne Street - charcoal raised metal panel, spandrel glass, woodgrain phenolic panel, orange frosted glass, grey brick and architectural concrete.
 - McKenzie/Cedar Hill – black and white raised metal panel, white frosted glass, grey and light blue metal panel, and brown brick.
- Landscape concept based on “which direction do you want to go.”
- Direct visual bands and large planters help identify public plaza spaces and flank park space.
- Seventy-nine trees have been proposed; ten will be London Plane trees to enhance Shelbourne Street’s “Memorial Avenue,” the remainder consisting of adapting species for pollinators with fruits and flowers.
- Trees and shrubs used as features to highlight entries and key areas

In response to questions, the applicant stated:

- Wayfinding signage is not shown in the presentation. This is still a neighbourhood rather than an urban area, more than likely it will be members of the surrounding community and people that are familiar with the area that will frequent the site.
- We are installing 20 electric car chargers versus just the conduit for future installation; this allows us to increase our electrical room capacity.

Comments from the Panel:

- Wayfinding signage is going to be very important.
- This development provides a great opportunity and an excellent venue for up and coming artists to display their work in art niches.
- More consideration should be given to the number of disabled parking stalls allocated to the residential parking.
- The level of detail is appreciated.
- This proposal has reached urban design objectives and is durable and dignified.
- The texture and richness of the landscape and site treatments are suitable.

MOTION:

MOVED by G. Gillespie and Seconded by I. Gallant: “That it be recommended that the design to construct a mixed use development with 618 dwellings at 3956 Shelbourne Street be approved subject to consideration of:

- 1. Increasing number of accessible parking stalls as it relates to the residential parking requirements; and**
- 2. Provision of units that meet universal design requirements.**

CARRIED

CASE #2020/06 – 3700 Cedar Hill Road

Application by M'akola Development Services (Lindsay Monk). Rezoning and Development Permit application to construct a 4 storey, 85 unit apartment building with surface parking.

Legal Description:

Planning File: REZ00654, DPR00775

Planner: Gina Lyon, Planner

Comments from the Planner:

The Planner provided an overview of the proposal as follows:

- This is a rezoning and development permit application to construct a four storey, 85 unit affordable senior housing apartment building with surface parking.
- The site is located in the Quadra Local Area and also falls into the Shelbourne Valley Action Plan policy area, which designates the site for a four storey apartment building.
- The Shelbourne Valley Design Principles states that surface parking should be located at the rear of buildings and screened from view.
- Variances are proposed for:
 - The horizontal width of the building;
 - Parking; and
 - Visitor parking

Comments from applicant / owner / applicant representative(s):

Lindsay Monk, Manager of Development, M'akola Development, Don Brown, Jensen Group Architects; Keith Grant, Keith Grant Landscape Architecture; presented to the committee and highlighted:

- The organization is a non-profit housing provider that currently oversees a housing complex made up of multiple buildings containing 183 units for seniors and now has over 100 people on its waitlist.
- The campus consists of three buildings: “The Cottages”, “The Cedars” and “The Dawson.”
- The vision, look and feel is parklike and peaceful to fit in with the existing campus. This project was initiated in 2016 and design adjustments have been made based on community feedback.
- This development is a publicly funded project with rents ranging from \$375.00/month to \$1000/month.
- Single storey cottages currently occupy the site, the new building will consist of studio, one and two-bedroom units.
- The units have met the universal design standard, with four units being fully accessible. There is a shared lounge and laundry room.
- A quiet environment must be fostered and maintained so tenants can use their balconies.
- The parking is situated before the main entrance to discourage a busy entryway,
- There is a covenant on the Garry Oak trees; it is a natural area site and helps maintain privacy.
- By reducing the parking and turnaround area, the amount of asphalt and paving is reduced. The ground is heavy in clay, and there is a retention tank underneath the parking areas.

- Public realm improvements include:
 - a new sidewalk, curb/gutter and boulevard from the south property line to the driveway;
 - a new crosswalk and pedestrian controlled crosswalk light on Cedar Hill road at the intersection of Church Avenue and an island refuge provided in the lane divider;
 - Road improvements to accommodate bike lanes;
 - Provision of left turn lane to Church Avenue from Cedar Hill Road and includes landscaped island;
 - Culvert existing storm water ditch and connection to storm drain in right of way; and
 - Relocation of BC Hydro poles and street lighting.
- Soft landscape design along the Cedar Hill Road frontage. On the traffic island, there will be two large deciduous trees. Due to utility lines, the boulevard will have grass, not trees. Opposite the parking area, on-site, there will be larger scaled trees
- The northern portion of the grass will contain a bioswale to deal with stormwater management issues.
- Concrete planters will provide separation from the street on the south side of the site.
- The evergreen screening will extend the full length of the property, and the patio spaces will be screened by landscaping.
- The four accessible suites are on the ground floor, the remainder of the units meet or exceed Saanich's standards of accessibility design. There are laundry facilities on every floor.
- The dining space and amenities are shared with the Phase 2 building.
- The ground floor has secure scooter and bike parking.
- The first floor contains four studios, 6 one-bedroom units, four accessible units, and 2 two-bedroom units.
- The second, third and fourth floors are a mixture of studios, one and two-bedroom units.
- The lobby is spacious to allow for peak times, extra traffic and resident socialization.
- There has been extensive community engagement with the community via community associations, open houses, community meetings, newsletters and FAQs on our website.

In response to questions, the applicant stated:

- This building is situated west. The parking area is located on Cedar Hill Road for sound separation, to share the driveway with The Cedars, minimize the amount of paving, and take advantage of the protected Garry Oak park.
- The step down from four storeys to three is in response to community feedback.
- Although the retaining wall is quite close to the building, the Geotechnical engineer thinks this is the best option in tree retention. The retaining wall slopes from one to five feet from north to south. The site slopes about one metre.
- We recognize the soil conditions along Cedar Hill Road and have taken that into account.
- The parking is located out front in an attempt to maintain a buffer between the street and the parking area. There is limited flexibility.

Comments from the Panel:

- It is unusual having the parking stalls at the front of the building.
- The main concern is how close the building is to the existing retaining wall.
- The protected natural areas is an enormous asset.

- Consideration could be given to lay brick pavers where the parking stalls are and have less perception of asphalt; it will help mitigate the size of the parking lot.
- Where there are raised planted gardens, consideration should be given to providing benches for seating.

MOTION:

MOVED by E. Sangster and Seconded by G. Gillespie: “That it be recommended that the design to construct a four storey, 85 unit apartment building with surface parking at 3700 Cedar Hill Road be approved subject to consideration of repositioning of the building to increase the space between the building and the west slope.

CARRIED

CASE #2020/04 – 1544 Christmas Avenue

Application by Curate Developments (Sam Ganong). Rezoning and Development Permit application to construct a four storey residential apartment building.

Legal Description: Lot B, Section 40, Victoria District, Plan 402C

Planning File: REZ00630, DPR00745

Planner: Gina Lyon, Planner

Comments from the Planner:

The Planner provided an overview of the proposal as follows:

- The site in the Shelbourne Valley Action Plan policy area which designates the site for 4 storey apartment building.
- Staff have concerns regarding the extent of the parking variance and the lack of a disability parking stall.
- Variances are proposed for:
 - Setbacks;
 - Projections;
 - Parking stalls;
 - Visitor parking; and
 - Disability stalls (One disability stall is required, none are being proposed.)

Comments from applicant / owner / applicant representative(s):

Charles Kierulf, dHKarchitects; Scott Murdoch, Murdoch De Greeff Inc. Landscape Architects; presented to the committee and highlighted:

- The site is on the corner of Christmas Avenue and Ophir Street, directly adjacent to Bowker Creek.
- The building consists of a four-storey building with the main and fourth floors setback.
- There is under building parking on the east side of the site.
- There are a total of 24 units. The basement contains the bike storage and service rooms.
- The man floor comprises parking and service rooms, the main office, residence lounge and one 1-bedroom unit.
- The second and third floors are a mix of studio, one and two-bedroom units. The fourth floor features a terrace setback with seven units.

- The material palette is simple and high-quality: white sand float cementitious stucco, dark stained horizontal hardie tapped siding, high performance vinyl windows, glass guard rails, charcoal brick veneer facing on the base to help reduce the appearance of massing, aluminum and wood overhead gate, concrete columns, and prefinished metal flashing.
- The neighbourhood around the site consists of a four-storey building to the east of the development on Christmas Avenue, single-family dwellings on the other side of Christmas, and a two-storey building across the street.
- The parking lot consists of concrete unit pavers that are sloped to drain to into swales and rain gardens. There are wheel stops placed one metre from the end of the parking stall to create more planting space.

In response to questions, the applicant stated:

- Based on the feedback from staff we positioned the bike storage access off of Christmas Avenue. By doing this, we can double our bike parking allowance.
- The units are adaptable but not considered accessible.
- The shared amenity space for the building is on the ground floor and can be used for a shared living room, a meeting room, a dinner party – it has a kitchenette. The ground floor amenity room is a natural place for the bike storage room to be; it is a trade-off.

Comments from the Panel:

- It is unusual having the parking stalls at the front of the building.
- There is quite a significant land dedication.
- There is concern regarding the lack of disability aspects of the proposal, especially the parking. Considerations could be given to moving the main entrance to the kitchenette's location to accommodate a couple of disabled parking stalls.
- Having the entrance on Christmas Avenue is the right choice, Ophir Street is more private than Christmas, and the level of planting on that side will create privacy which neighbours will appreciate.

MOTION:

MOVED by G. Gillespie and Seconded by E. Sangster: “That it be recommended that the design to construct a four storey residential apartment building at 1544 Christmas Avenue be approved subject to consideration of:

- **Ground level access to the bicycle storage; and**
- **The addition of an accessible parking stall.**

CARRIED

CASE #2020/07 – 5229 Cordova Bay Road

Application by Curate Developments (Sam Ganong). Rezoning and Development Permit application to construct a four storey mixed use building.

Legal Description: Lot A, Section 32, Lake District, Plan 14500

Planning File: REZ00638, DPR00761

Planner: Chuck Bell, Planner

Comments from the Planner:

The Planner provided an overview of the proposal as follows:

- This proposal is consistent with the Official Community Plan (OCP).
- Variances are proposed for:
 - Parking;
 - Front, rear and interior setbacks;

Comments from applicant / owner / applicant representative(s):

Peter Johannknecht, Cascade Architects; Scott Murdoch, Murdoch De Greeff Inc. Landscape Architects; presented to the committee and highlighted:

- This site is a former gas station on the corner of Cordova Bay Road and Fenn Avenue, is surrounded by single-family residences, and falls within the Cordova Bay Local Area Plan.
- The property is close to the beach and included in the network of pathways through the village.
- Parking is behind and under the building at grade.
- The street frontage will be improved with a new sidewalk and landscaping.
- The right away along Cordova Bay Road is relatively generous and broad and will accommodate future improvements such as a bicycle path, sidewalk and more landscaping.
- In consultation with the immediate neighbours on the east side, shading and privacy will be ensured with landscaping and planters.
- Cordova Bay Road slightly curves in front of the building. On the main floor, a commercial unit is on the corner, a bicycle room next to the entrance with a protected overhang.
- The second and third floors are one and two-bedroom units. The fourth floor has four units.
- The building materials consist of stone, fibre shiplap siding, cedar (only where it can be protected) and ceramic cladding. The accents include the soffits and timber around the commercial units.
- There are improvements to both sidewalks on the corner of Fenn Avenue and Cordova Bay Road highlighting the street frontage. The recessing on the second and third floors breaks down the massing. The fourth floor has nine-foot ceilings.
- The use of permeable pavement in the parking area will support the trees.
- The large hedge on the neighbour's property will be retained. The cars will nose up to the wheel stop where there will be more landscaping so as not to disturb any root systems.
- Stormwater management will be managed on-site.
- The back east of the property line will be planted with a mix of maple and pine trees to provide a buffer between the single-family units and the development.

In response to questions, the applicant stated:

- The planting beyond the patios on the second floor is mainly for privacy screening. We will do the original planting, and then the strata will take over the maintenance.
- Access to the garbage/recycling facilities is either through the lobby or around the rear of the building.
- There is some privacy screening along the fence line for the neighbours to the east.

Comments from the Panel:

- Appreciate that there is a commercial unit in this location; this is a nice addition to the corner.
- Pleased with the EV charging and the bike storage that is at grade and accessible off the street front.
- Seeing beyond the property line in regards to the hedge is a creative use for a tight site.
- This is a sensitive and neighbourly treatment of the corner.

MOTION:

MOVED by E. Sangster and Seconded by G. Gillespie: "That it be recommended that the design to construct a four storey mixed use building at 5229 Cordova Bay Road be approved as presented."

CARRIED

The meeting adjourned at 7:00 pm.

CHAIR

I hereby certify these Minutes are accurate.

COMMITTEE SECRETARY