



- Provision of a legal undertaking (to the satisfaction of the Director of Engineering) to register a private easement over the Statutory Right of Way on the property to provide the adjacent parcel with sewer access prior to release of the Statutory Right of Way; and
  - Consolidation of the lots.
- 5) That prior to Final Reading of the Zoning Bylaw Amendment and ratification of the Development Permit, a covenant be registered to secure the following:
- Construction of the mixed use building to a minimum BuiltGreen™ Gold (or equivalent) energy and environmental performance standard;
  - Provision of \$60,000 towards an Affordable Housing contribution: either the applicant's Attainable Housing Initiative, or, the Saanich Affordable Housing Fund;
  - Permit only one of the commercial units to be used for retail at any given time. The remaining units would be restricted to general office use;
  - Construction of end of trip facilities (showers, change rooms, lockers) for employees who wish to cycle to work;
  - Creation of an Alternative Mobility Fund for the commercial unit employees;
  - The reverting of Commercial parking spaces to Residential Visitor parking after business hours; and
  - The right-of-first refusal for Commercial tenants to lease vacant parking stalls from Residential owners at the prevailing market lease rate.
- Advisory Design Panel report dated July 11, 2013 recommending approval of the design subject to the Panel's recommendations.
  - Letter dated October 14, 2013 from the applicant providing further information on the Attainable Housing Initiative.
  - Parking Study of the proposed development prepared by Boulevard Transportation Group dated December 2013.
  - Letter from the Gorge Tillicum Community Association dated March 28, 2013 providing comments on the proposal.
  - 7 letters from residents and businesses commenting on the application.

**APPLICANT:**

Mr. A. James, Warner James Architects, stated:

- The proposed mixed-use building was designed to fit the location; it has a contemporary look and will consist of 60, one and two bedroom units on four wood-framed residential floors above one level of commercial space and two levels of under storey parking; the three lower levels will be constructed of concrete.
- The commercial floor will be limited to one retail space at the front and two office spaces at the rear.
- The entrance to the main residential lobby has elements in natural stone, glass, architectural concrete as well as green walls and planters.
- Trip facilities have been added to the development and include showers, lockers and bike storage.
- Green walls are now proposed on four sides of the structure to soften the massing.

Mr. S. Murdoch, Murdoch de Greeff Inc., stated:

- On Boleskine Road, streetscape improvements will enhance the pedestrian environment and include a separated sidewalk with large trees on both sides, a corner urban plaza with benches, and permeable pavers, decorative concrete, and a variety of plantings to add interest.
- On Whittier Avenue, a new landscaped boulevard is proposed.
- Planters will be installed around the perimeter of the building for both stormwater management and to support vines on the green walls.

Mr. M. Miller, President, Abstract Developments Inc.(Abstract), stated:

- Abstract has worked with the Saanich Planning and Engineering Departments, the community association and residents over the past 14 months to arrive at the development proposal as it is today.
- They have tried to address the concerns raised.
- With respect to affordable housing, a \$60,000 contribution will be made either to the Saanich Affordable Housing Fund or to a new Attainable Housing Initiative which Abstract Developments is spearheading; should this Initiative not be workable, the monies will be redirected to the Saanich Fund.
- The proposed covenant will now restrict commercial units to one retail and two office units at any time.
- End of trip facilities have been added for employees.
- An Alternative Mobility Fund will be established for commercial employees.
- Commercial units will have the right of first refusal for vacant residential parking spaces; after business hours, the commercial spaces will revert to residential visitor parking; also, four of the underground parking stalls will be designated for visitor parking.
- Parking space is available for lease in the area.

Mr. D. Casey, Boulevard Transportation Group, stated:

- They were retained to do a parking study for the development.
- The expected parking demand was determined using parking statistics from similar developments in the area.
- This proposal will offer 71 parking spaces - 7 on the surface fronting the commercial space and 64 underground, with four of those spaces designated for visitors.
- In addition, four new public stalls will be created on the street.
- Their study concluded that residential demand will be met, although, during peak times, there may be a shortfall of commercial spaces.

Mr. Miller stated:

- The proposed development is consistent with the goals of the Saanich Official Community Plan for this major centre and with the CRD Regional Growth Strategy.
- The Uptown development nearby has stimulated growth and once the planned transportation node at Uptown is in place, growth will continue.
- They have offered a development with a contemporary design for its urban location.

In response to questions from Council, the applicant stated:

- The alternative mobility fund features were not deemed necessary for the residential units as their study found that one parking space per unit was more than adequate.
- They consulted with Victoria Car Share and were advised that the Car Share was not willing to participate in this development, focusing on the downtown area only.
- They attempted to identify visitor parking demand and expect that it can be met.
- About 50% of the under storey parking space will be exposed.

**PUBLIC INPUT:**

J. Merrick, Boleskine Road, stated:

- The design of the proposed building is attractive but the parking is inadequate at half of what is normally required; the area does not have surplus parking spaces.
- Another level of underground parking would be desirable.

M. Goodfellow, Whittier Avenue, stated:

- Densification is supportable but this development is not consistent with the area; the height is excessive, as is the proposal for 60 residences where four exist today.
- Piecemeal zoning such as this is unacceptable, as is the parking variance requested.
- The construction phase of the project will be a problem.

T. Zarsadias, owner, The Condo Group, stated:

- He is in the business of selling condos and has seen the market changing; today, buyers appreciate affordable, green developments.
- Businesses will benefit from the increased foot traffic in the area arising from this development..

M. Leaker, Culduthel Road, stated:

- Lack of parking is an issue in the neighbourhood; pictures illustrating this problem were submitted.
- People who bike to work also own cars.

C. Carlsen, Boleskine Road, stated:

- The traffic on Boleskine Road has increased dramatically since the Uptown development opened; crime and loitering have become a problem.
- It is difficult to see the benefit to the community of this proposal.
- There must be a plan to accommodate construction parking.

K. Lintern, business owner on Denison Avenue, stated:

- This building will be a positive development for the area.

L. Edgar and T. Facca, Whittier Avenue, stated:

- Parking will be an issue on Whittier Avenue after this development is completed.
- More parking spaces could be created on the street, by using a financial

contribution from the developer.

- It is likely the buyers of the units will have two cars.

M. Kalsbeek, business owner, Boleskine Road, stated:

- The employees of his business, Hourigans, have sufficient parking.
- There is an opportunity to lease parking space from the School District property nearby.
- They support the application.

M. Ikonen, Whittier Avenue, stated:

- He understands that such a use is allowed under the OCP.
- The owners of the two bedroom units will probably have two cars; therefore, some disincentive will be necessary as only one space per unit is proposed.
- Parking permits for the street could be considered.
- Speeding traffic on Whittier Avenue is another issue.
- He would appreciate a neighbourhood focal point such as a café in the new building.

D. Finnegan, McLaren Lighting, Douglas Street, stated:

- New development will bring vitality to the area; since the Uptown centre opened, business has been thriving.
- He has no problem with traffic at rush hour.
- The School District lot is empty and could be used for construction parking.

T. Green, Starline Windows, Boleskine Road, stated:

- Their business uses spaces in the School District parking lot.
- He supports the application.

P. O'Connor, business owner on Tennyson Place, stated:

- The end of trip facilities proposed for this development are commendable.
- However, the scale of the building is out of place – it appears to dwarf the nearby buildings and residences.

T. Toby, Whittier Avenue, stated:

- This is an attractive building, there is transit nearby and the application can be supported.

R. Wickson, President, Gorge Tillicum Community Association, stated:

- The Association does not consider the parking variance to be a problem; developments can be built differently to discourage car use.
- The remaining pockets of tired structures in the area would benefit from redevelopment.
- They support the application.

**APPLICANTS RESPONSE:**

- The project will be constructed to a BuiltGreen Gold standard.
- Parking has been the common concern; they will prepare a plan for the management of construction traffic and parking.

- The option of Car Share membership was considered but the economics were not workable for such a development.
- They are comfortable with the residential parking proposal of one space per unit; in this transitional period, it is a sustainable goal and their marketing plan will deal with this issue.
- The residences will be affordable.
- They are willing to increase the Alternative Mobility Fund to cover the value of one car share membership per residential unit, while still keeping the flexibility of offering bikes and bus passes.
- They are willing to work with the School District as part of developing a parking plan for the construction phase of the project and this could be submitted at the building permit stage.

#### **COUNCIL DELIBERATIONS:**

**Motion:**

**MOVED by Councillor Gerrard and Seconded by Councillor Brice:**

**“That:**

- a) **the Zoning Bylaw, 2003, be amended, to include a new Boleskine Whittier Commercial / Apartment Zone (C-2BW);**
- b) **the application to rezone Lots 1, 2, 3 & 4, Section 7, Victoria District, Plan 2340 (433 & 437 BOLESKINE ROAD and 3389 & 3385 WHITTIER AVENUE) from Zone RS-6 (Single Family Dwelling) to Zone C-2BW (Boleskine Whittier Commercial / Apartment) be approved; and**
- c) **prior to final reading of the zoning bylaw amendment and ratification of the Development Permit the applicant be required to:**
  - i) **provide a legal undertaking (to the satisfaction of the Director of Engineering) to register a private easement over the Statutory Right of Way on the property to provide the adjacent parcel with sewer access prior to release of the Statutory Right of Way;**
  - ii) **consolidate the lots; and**
  - iii) **register a covenant to secure the following:**
    - **construction of the mixed use building to a minimum BuiltGreen™ Gold or equivalent energy and environmental performance standard;**
    - **provision of \$60,000 towards an affordable housing contribution: either to the applicant’s Attainable Housing Initiative, or, the Saanich Affordable Housing Fund;**
    - **permit only one of the commercial units to be used for retail at any given time. The remaining units would be restricted to general office use;**
    - **construction of end of trip facilities (showers, change rooms, lockers) for employees who wish to cycle to work;**
    - **creation of an Alternative Mobility Fund as outlined in the Supplemental Report from the Director of Planning dated December 3, 2013, and including the addition to the Fund of an amount equivalent to the value of one car share membership for each residential unit;**
    - **the reverting of commercial parking spaces to residential visitor parking after business hours;**

- **the right of first refusal for commercial tenants to lease vacant parking stalls from residential owners at the prevailing market lease rate; and**
- **a Parking Plan for the construction phase of the project, to be submitted prior to the issuance of a building permit, and, in the development of the Plan, the Greater Victoria School District be consulted as a potential parking provider.”**

Councillor Gerrard stated:

- The creative features of this development, such as the end of trip facilities, make it an attractive one.
- The building will be within walking distance to amenities; an affordable housing contribution will be made.
- The Alternative Mobility Fund will now be increased by the applicant to include the value of a car share membership for residential units.
- Saanich staff, the local community association and business owners support the application.
- Work force housing is needed; the parking variance has been a concern but it is also important to promote a change in habits.

Councillor Wergeland stated:

- The proposed building will fit in over time.
- By offering one parking space per unit, the number of cars may be controlled; the variance for residential and commercial parking is acceptable but visitor parking may be a concern.
- The developer has attempted to address the issues raised.

Councillor Derman stated:

- He will not support the motion; the project is not appropriate for the site and may not fit within the Saanich vision for this major centre.
- He expects the parking situation will worsen.
- The Draft Shelbourne Valley Action Plan contains many principles which could be applied to this major centre, such as the requirement for a gradual and sensitive transition of height and density between such centres and neighbourhoods on the periphery.
- Livable, dense centres would be fine accompanied with reasonable amenities; this project does not offer sufficient amenities or a good pedestrian environment.

Councillor Brice stated:

- This is an attractive building with many sustainable and creative features and will be an asset to this area of Saanich.
- Although the change for the neighbourhood may be difficult, it is consistent with the planned vision for the future of the area.
- The Alternative Mobility Fund is a good and flexible measure to mitigate concerns.

Councillor Sanders stated:

- Although large compared to the rest of the neighbourhood, this will be an attractive building consistent with future development expected in the area.

- Parking has been a concern raised by the community and measures to mitigate problems have been offered.

Councillor Brownoff stated:

- The Saanich Strategic Plan states that a Douglas Corridor Uptown Study will be undertaken as part of a review of the Local Area Plan for this area and that enhanced pedestrian safety and mobility measures will be proposed for higher density neighbourhoods.
- Traffic issues on Whittier Avenue are overdue for another review.
- The Uptown development has reinvigorated the area and this project will offer an improved pedestrian environment on Boleskine Road.
- One parking space and bike parking for each unit is appropriate, as is the mixed use; the attainable housing initiative is key.
- It is a disappointment that the local area study has not been started as it is important to define what the community expects for this corridor.
- She supports the motion.

Councillor Murdock stated:

- He will support the motion.
- Parking has been a concern as well as the proposed height of the building, which will be a significant change for the neighbourhood; however, this is the location for such a proposal as the area is targeted for future density.
- The municipality and the applicant must work together on vehicle parking issues on Whittier Avenue.
- He appreciates that the applicant has expanded the Alternative Mobility Fund.

Mayor Leonard stated:

- The concerns expressed by the neighbourhood are taken seriously; Whittier Avenue has always been a unique situation with a residential use on one side facing commercial uses on the other side of the street.
- The municipality will be open to creative ideas for this street as opportunities for redevelopment come up.
- This is not simply a land use change but a demographic and lifestyle change, reflected in the Uptown development.

**The Motion was then Put and CARRIED  
Councillor Derman OPPOSED**

2870-30  
Boleskine Road &  
Whittier Avenue

“ZONING BYLAW, 2003, AMENDMENT BYLAW, 2013, NO. 9255”  
Second and Third Reading

**MOVED by Councillor Gerrard and Seconded by Councillor Brice:  
“ That Bylaw No. 9255 be read a second time.”**

**CARRIED  
Councillor Derman OPPOSED**

**MOVED by Councillor Gerrard and Seconded by Councillor Brice:  
“That Bylaw No. 9255 be now passed.”**

**CARRIED  
Councillor Derman OPPOSED**

2870-30  
Boleskine Road &  
Whittier Avenue

“ZONING BYLAW, 2003, AMENDMENT BYLAW, 2013, NO. 9256”  
Second and Third Reading

**MOVED by Councillor Gerrard and Seconded by Councillor Brice:  
“ That Bylaw No. 9256 be read a second time.”**

**CARRIED  
Councillor Derman OPPOSED**

**MOVED by Councillor Gerrard and Seconded by Councillor Brice:  
“That Bylaw No. 9256 be now passed.”**

**CARRIED  
Councillor Derman OPPOSED**

**MOVED by Councillor Gerrard and Seconded by Councillor Brice:  
“That it be recommended that Council approve Development Permit  
DPR00542 on Lots 1, 2, 3 and 4, Section 7, Victoria District, Plan 2340  
(433 & 437 BOLESKINE ROAD AND 3389 & 3385 WHITTIER  
AVENUE).”**

**CARRIED  
Councillor Derman OPPOSED**

Adjournment

On a motion from Councillor Wergeland, the meeting adjourned at 9:50 pm.

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MAYOR

I hereby certify these Minutes are accurate.

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MUNICIPAL CLERK