

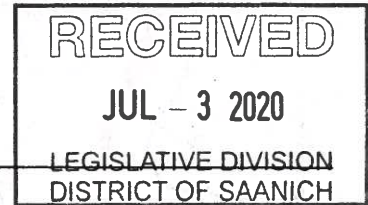


The Corporation of the District of Saanich

Report

To: Mayor and Council
From: Sharon Hvozdanski, Director of Planning
Date: July 2, 2020
Subject: Development Permit Amendment Application
File: DPA00936 • 3351 Douglas Street

SpC 20 Jul 20



RECOMMENDATION

- 1. That Development Permit Amendment DPA00936 be approved.
2. That ratification of the Development Permit Amendment be withheld pending the registration of a reciprocal access easement to and from the subject property from the neighbouring parcel at 3342 Oak Street, and a Section 219 covenant in favour of the District of Saanich, prohibiting the modification or discharge of that easement without the District of Saanich's consent.

PURPOSE

The purpose of this report is to seek direction from Council on the subject application. The application is for a Form and Character Development Permit Amendment to construct an expansion of the parkade structure for the existing Land Rover Victoria dealership at the corner of Douglas and Audley Street, under the existing C-6DE (Douglas East Highway Commercial) zoning. A variance for building setback to a property line abutting a street is requested. The applicant is Jordan Levine (collabor8 Architecture + Design Inc).

DISCUSSION

Neighbourhood Context

The subject property is located on the northeast corner of Douglas Street and Audley Street, and is within the Uptown Major "Centre". The subject parcel, like most of the other parcels on this block, is zoned C-6DE (Douglas East Highway Commercial) Zone, and much of the block is composed of automotive dealerships, of which the subject parcel forms a part. There is a C-7 zoned A&W Restaurant across on Audley Street to the South and a Shell service station at the corner of Douglas Street and Saanich Road (see Figure 1).

Proposed Land Use

The subject parcel is zoned C-6DE (Douglas East Highway Commercial) Zone, and as such the proposed parkade structure is permitted.

On August 16, 2010, Council approved the original Development Permit application that created the Jaguar and Land Rover showroom. A modern office building with concrete and glazed curtain walls was constructed at the corner, with a parkade structure located behind the building

that continued down a portion of Audley Street. Both the office building and parkade are permitted uses under the current C-6DE Zone, as would be the proposed parkade expansion.

The applicant has stated that the increased need for parking is due to the operational requirements of existing tenants, which includes a car dealership.

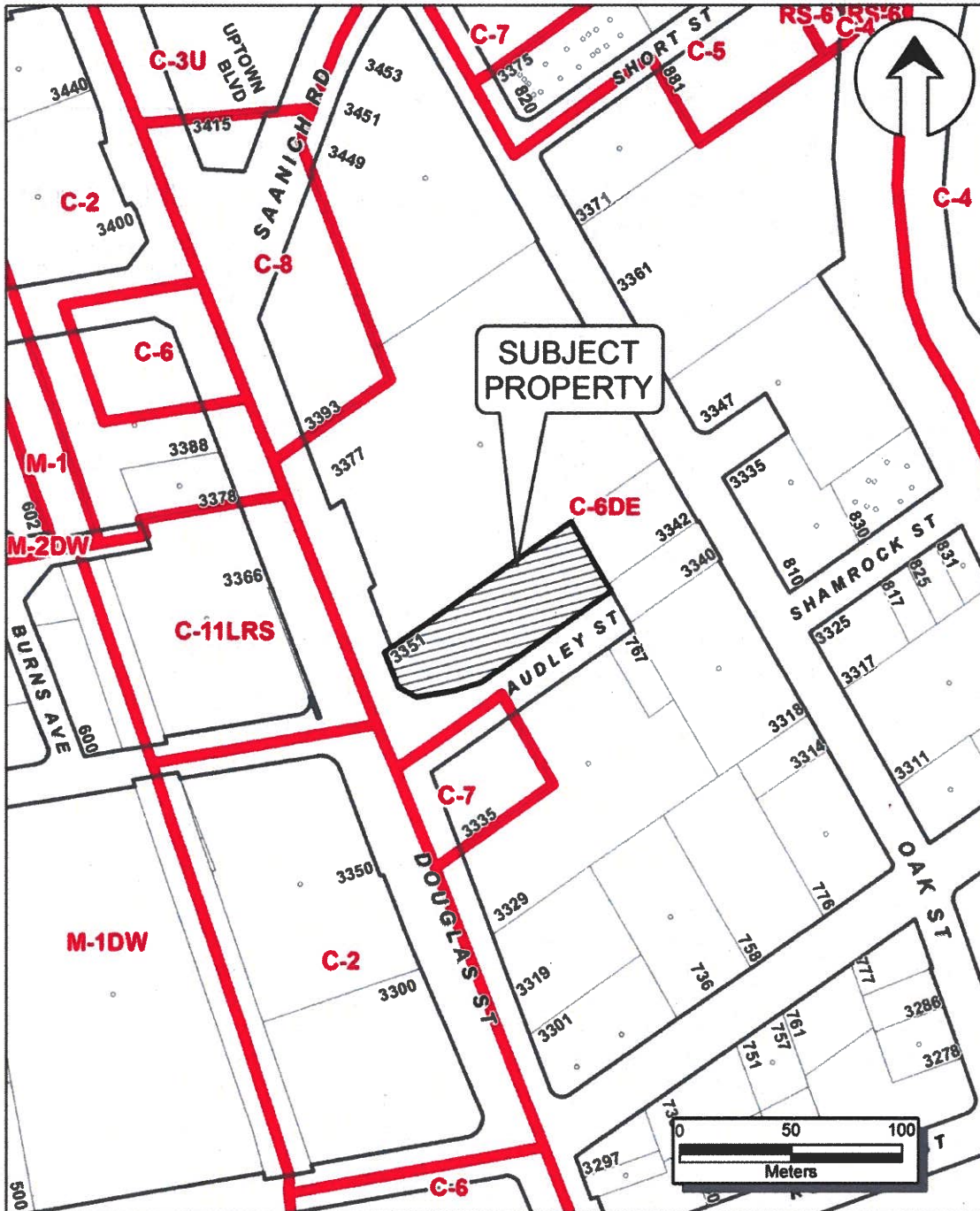


Figure 1: Neighbourhood Context Plan

Site and Building Design

The proposed parking deck expansion would function as an extension of the existing parkade structure, and would be the same height, consisting of one level above grade and two levels below grade (see Figures 2 and 3). No changes are proposed to the existing Douglas Street frontage.



Figure 2: Site Plan (from Plans by collabor8 Architecture + Design Inc.)

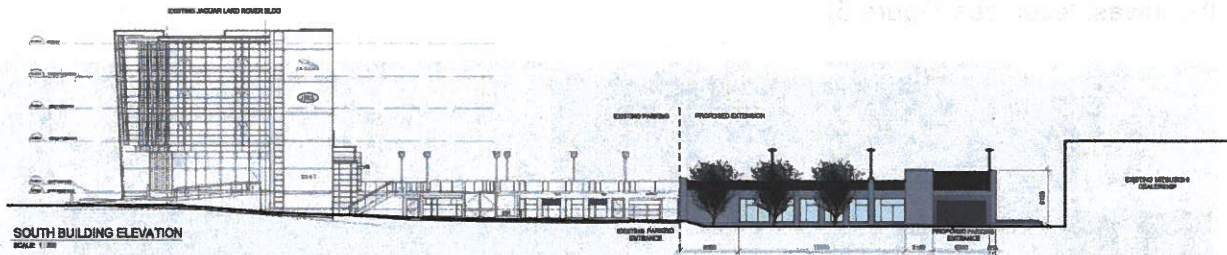


Figure 3: Streetscape Elevation from Audley Street (from Plans by collabor8 Architecture + Design Inc.)

The internal floor-to-floor height (4.5 m) is taller than usual for a parkade, however, this is a deliberate part of the design and is intended to provide flexibility in order to potentially accommodate a different use in the future.

The proposed parkade expansion would provide an additional 97 parking spaces with 40 spaces on the roof, 25 spaces on each of the ground and lower levels, and a further 7 spaces at grade on the eastern edge of the building, accessed from the rear of the Mitsubishi Dealership at 3342 Oak Street (both of these properties are owned by Victoria Ford Alliance). At the northeast corner of the parkade, and also accessed from 3342 Oak Street, would be a

covered display podium for the display of vehicles. Underground stormwater retention facilities are proposed under this podium.

It is worth noting that the original Development Permit for the site included a 19 space parking variance; 84 spaces were required and 65 were provided. With the proposed additional 97 spaces that form the subject application, the required parking would be more than adequately provided.

The façade of the proposed parkade section would consist of concrete with an architectural finish, and glazed panels of tempered glass on a steel structure, with a 2" to 3" gap between the glazing and the wall behind. Behind these glazed panels would be openings in the wall allowing one to see through in either direction. These are not sealed as the proposed parkade would not be a heated space (see Figure 4).



Figure 4: View looking North from Audley Street (from Plans by collabor8 Architecture + Design Inc.)

At the eastern edge, a recessed overhead door would open on to a ramp leading down to P-2, the lowest level (see Figure 5).



Figure 5: View looking northwest from Audley Street (from Plans by collabor8 Architecture + Design Inc.)

Access to P-1, the middle level, would be via the existing parking on that level, or from a ramp on the eastern edge of the building, accessed from 3342 Oak Street. Access to the roof top deck would be from the existing parking at that level, entry to which is off of Douglas Street. Stairwells would provide pedestrian access to all levels.

To accommodate access from the neighbouring property, the applicant is proposing a 'blanket easement', i.e. one not confined to just a portion of the burdened parcel, but one that encumbers or affects the entire parcel. The applicant stated that was the simplest to put into effect since both parcels are owned by the same party. Saanich would be granted a Section 219 covenant by the owner as part of this easement, prohibiting modification or discharge of the easement without Saanich's consent, so that this agreement would remain in place in the future should one of the parcels be sold.

Consultation

Community

A referral was sent from the Planning Department to the Mount View Colquitz Community Association (MVCCA). A response was received, stating that MVCCA has no objection to the Development Permit Amendment, noting that the proposed parkade fits within the current zoning uses. The MVCCA also noted that despite the fact they did not object to the proposal, the proposed parkade ran counter to the aims of the Uptown Douglas Corridor Plan, the vision for which is to see the Douglas Street and Oak Street corridors to eventually become a high density, mixed-use urban centre. A copy of the detailed referral comments from the MVCCA is included in the agenda package.

Advisory Design Panel

The proposal was considered by the Advisory Design Panel. Due to lack of a quorum, a motion was not made but the consensus of the members of the panel that were present was that the design is supportable, stating that "the proposed deck expansion is a handsome addition to the existing parkade."

ALTERNATIVES

1. That Council approve the recommendations as outlined in the staff report.
2. That Council reject the recommendations as outlined in the staff report.
3. That Council provide alternate direction to Staff.

FINANCIAL IMPLICATIONS

The proposal has no immediate implications related to the District of Saanich Financial Plan.

STRATEGIC PLAN IMPLICATIONS

The subject proposal works towards achieving some of Council's key Strategic Plan goals, namely; enhancing economic development in Saanich and nurturing existing businesses.

PLANNING IMPLICATIONS

Policy

The following Saanich Planning Policies are most applicable to the subject proposal:

Official Community Plan (2008)

- 6.1.9 “Encourage and support economic development within “Centres” and “Villages” by coordinating capital improvement projects with the projected growth of these areas.”
- 6.2.4 “Support a balanced economy by encouraging a broad range of commercial, service, research, high tech and industrial uses.”
- 6.2.5 “Focus new commercial development primarily to “Centres” and “Villages”.”

Saanich Core Local Area Plan (1999)

There are no applicable policies in the Saanich Core Local Area Plan.

DRAFT Uptown – Douglas Corridor Plan (2019)

The draft Uptown Douglas Corridor Plan (UDCP) notes that in the future, this area will see significant intensification, including more housing, which would balance out the high concentration of commercial uses and support the long term introduction of rapid transit.

Douglas Street would be emphasized as the primary commercial and transit corridor in the region, while Oak Street is envisioned as a special street with a blend of commercial activity and medium to high density residential.

Development Permit Guidelines

The site is located within the Saanich Core Development Permit Area. Relevant Development Permit Area Guidelines call for high quality architecture that is contemporary and authentic, the incorporation of varied architectural elements and landscaping in elevations of buildings adjacent to a street to avoid big blank walls, and well landscaped and lit pedestrian amenities appropriate to an urban environment, that create a safe walking environment for people of all ages and levels of mobility.

The guidelines also call for buildings for commercial or mixed use to be designed for a human scale to increase street level opportunities for social interaction and the creation of a vibrant pedestrian environment. This may include expanding the pedestrian environment on the development site, treating the building as an integral component of the streetscape and ensuring windows are provided and not blanked out. The scale of new development should reflect the urban character of the Saanich Core.

Policy Analysis

The proposal is consistent with Official Community Plan policies that support new and existing commercial development in this area. The proposed land use is permitted within the zone, and is in fact an extension of an existing and established business on the site.

Although by function the proposed parkade is a utilitarian structure, the applicant has given thoughtful consideration to continuing the materiality and rhythm of the existing structure and proposed landscaping would meet the guidelines related to improvements to the pedestrian environment.

The vision for this area as laid out in the Draft UDCP envisions higher density and a mix of uses, including both commercial and residential. While this current proposal does not meet that future vision, it is permitted under the existing zoning and has been designed as a transitional use that could be easily converted in the future.

Variance

The Zoning Bylaw requires a building setback of 7.5 m, where a property line abuts a street. The Zoning Bylaw reduces this requirement to 3.75 m if the area is landscaped. In this case the proposed parkade extension would have a setback of 0 m along the Audley Street frontage, requiring a variance of 7.5 m, given the landscaping area is not being provided onsite.

This is consistent with the identical variance granted for the previous parkade, and extensive efforts have been made to make the new parkade appear as a seamless extension of the original. For this reason the requested variance can be supported.

Servicing

Existing storm drain and sewer connections that formerly served 748 Audley Street are to be capped, and the existing 13 mm water service must be disconnected. An appropriately sized storm drain connection is required to serve this development from the existing 600 mm main traversing this property along the eastern property line, and grease/oil interceptors must be installed on site.

This development is within a Type II watershed area which requires stormwater storage, oil/grit separator or grass swale and sediment basin. Calculations will be required for proposed on-site stormwater management facility.

The existing Municipal storm drain and sewer mains on Audley Street and traversing this property must be protected during the construction of the proposed parkade expansion. A geotechnical report outlining proposed excavation and shoring details adjacent to these mains would be required. Video inspection of these mains pre and post construction will also be required.

The proposed turnaround at the end of Audley street does not meet Municipal Specifications, however, the District of Saanich is prepared to accept the proposed alternative turnaround if the applicant is willing to construct the entire turnaround as shown on their Engineer's drawings. The existing pavement must be reconstructed to meet current specifications. No parking signs would be required on Audley Street, the disused hydro/telephone pole on the north side of Audley Street is to be removed, and the existing street light on Audley Street, fronting the BC Hydro transformer, must be relocated eastwards by approximately 32 m.

Landscape

Landscape plans call for three Columnar Hornbeam trees to be planted on the boulevard fronting the proposed development. This would be consistent with plantings that were installed as part of the construction of the original building and parkade, and the Parks Department supports this tree selection. The proposed plant list also calls for feather reed grass and red meidland rose.

Parks expressed concern that the landscape plans show a curb, gutter and sidewalk on the south side of Audley Street which may impact the two Red Maple trees recently planted as part of DPA00768 at 3329 Douglas Street (Speedway Motors). Depending on the scope of work, if construction is required next to the trees, a Tree Management Plan may be required. Tree

Protection Fencing may be required for these trees depending on where the construction staging area is proposed for this development. These items can be clarified as part of the Building Permit process.

As noted previously, Development Services is expecting the applicant to complete the turnaround on the south side of Audley Street as well, but this would only extend to the frontage of 767 Audley Street; the recent improvements in front of 3329 Douglas Street.

CONCLUSION

The applicant is seeking an Amendment to the existing Development Permit to enable the expansion of the parkade structure for the Land Rover Victoria dealership at the corner of Douglas Street and Audley Street. A variance for building setback to a property line abutting a street is requested. As this would be in line with the same variance granted under the original development permit, the variance is supportable.

The proposed parkade expansion is a logical extension of the existing parkade structure, and is design to match the existing as closely as possible. Improvements to the streetscape include new trees and plantings, and construction of a turnaround at the end of Audley Street.

While it is hoped that over time the businesses in the area will transition from car dealerships to a denser, mixed-use urban form as identified in the Draft Uptown Douglas Corridor Plan, at present the businesses on the site serve a viable commercial function and are permitted under the existing zoning. The above average internal floor-to-floor height of the proposed parkade provides flexibility in order to potentially accommodate a different use in the future.

For the above noted reasons, Staff support the Development Permit Amendment application, subject to the recommendations outlined on page 1 of this Report.

