

MINUTES
SAANICH ADVISORY DESIGN PANEL MEETING
Committee Room No. 2
June 17, 2009 at 3:10 pm

Present: I. Salo, Chair; M. Carpenter; B. Forth; S. McGhee; L. Melchior; C. Rupp.

Staff: C. Bell, Planner; and A. Park, Senior Committee Clerk.

MINUTES

MOTION: MOVED by L. Melchior and Seconded by C. J. Rupp: "That the minutes of the Advisory Design Panel meeting of June 3, 2009 be adopted."

CARRIED

CASE NO. 2009/007

Application by Chandler Associates Architecture Inc. to amend a development permit for the proposed Real Canadian Superstore - Oakview Shopping Centre at 760 Tolmie Avenue.

Mr. C. Bell, Planner outlined the revised proposal and advised the panel of outstanding design considerations.

Mr. S. Chandler, Architect, and Mr. J. Saliken, Project Architect, Chandler Associates Architecture Inc.; Mr. S. Gardner, Transportation Planning Specialist with Ward Consulting Group ; Ms. D. Wingerak, Senior Director Real Estate, Western Canada, and Mr. M. Olson, Manager Real Estate, Western Canada, Loblaw Properties West Inc.; and Mr. J. Partlow, Landscape Architect, Lombard North Group (BC) Inc.; attended to present the design plans for the proposed centre.

In response to questions from the Panel, the applicants stated:

- The project has been reworked since receiving development approval from Council in 2006; it will be smaller than other Superstores - designed specifically to suit this site; the building area has been reduced; one level of underground parking is now proposed (instead of two) and will be accessible and visible at grade on the west side; a new access street is located at the front of the building; height has been reduced; the loading bays have been relocated to Tolmie Avenue, sunk into the ground and screened by trellis; CRUs have been moved to the northeast corner; some at grade parking will be offered on the north and west sides; a glazed oversize elevator has been added so that patrons may enter via stairs, ramp or elevator.
- Building exteriors will be of anodized aluminum in a mix of flat and reflective, smooth and grooved surfaces with clear glass and black fencing for a low maintenance, modern, sophisticated look different from the traditional big box store.
- Extensive hard and soft landscaping is planned and includes: the plantings for the long Oak Street facade, distinguished by groupings of columnar trees close together which add drama and give articulation to the facade; a small plaza with picnic tables at the front corner; green walls; permeable decorative paving; benches; covered bike racks and a bike locker for staff; mini plazas to anchor the Roderick and Oak Street corners, a curved trellis at Tolmie Avenue and Oak Street.
- They are willing to ensure the store is barrier free and offers a pleasant shopping experience to all.
- They could not design a functional superstore with an entrance off Oak street; Douglas Street is the main commercial and transportation thoroughfare.
- The store has been designed using the expertise of the Loblaw company; it will be successful with this footprint and entrance.

- Although a full transportation management study was done three years ago, the area is changing and it was felt necessary to reconsider the results; the original traffic generation data was considered appropriate for the store, new bus services planned for Douglas Street were taken into account along with parking demand analyses gained from other Superstores across Canada; it was concluded that the amount of parking proposed for this site will be adequate; a transit pass program for employees will be offered and new bike lanes are under consideration.

Comments from Panel members:

- There is a missed opportunity to create a sense of arrival; entry to the store at grade is preferable and could make the very long entrance ramp unnecessary; understanding that it is a difficult site, the building still seems massive and cold; more entrances would be better if possible; lighting the ramp wall would animate it.
- It is unfortunate that the surface parking spaces on the north side will require patrons to go down a set of stairs to access the elevator or ramp to go back up into the store; the building has too big a footprint for the site; the long empty facade on Oak Street feels lifeless.
- The store should be entered at ground level, eliminating the long ramp; the relocation of the loading zone to Tolmie Avenue works well for the site; the two commercial retail units appear tacked on; it would be preferable to wrap them around the building to the property line; the landscape plan is effective, with the Oak Street plantings improving the street's appearance; the corner of the building at Oak Street and Tolmie Avenue could be made more dynamic; a detailed planting plan of the main entrance facade would be helpful to the Panel; permeable paving in the parking lot is desirable.
- It appears that wheelchair users effectively have to access the store via the one elevator, competing with shoppers, carts, strollers, etc.; a second elevator is advisable; cart returns are not well located; improvements to the wheelchair parking spots underground are needed to allow space for side loading vans; curb cuts are needed in the parking lot so wheelchair users aren't forced to use traffic lanes.
- The Oak Street facade is an improvement to the existing streetscape; the north side of the property is not the best location for surface parking spaces; the long entry ramp will discourage older shoppers - easier access is desirable.
- Emergency exits onto Oak Street may not meet CPTED standards.

MOTION: MOVED by S. McGhee and Seconded by C.J. Rupp: "That it be recommended that:

- "1) consideration of the design of the proposed Superstore at 760 Tolmie Avenue be postponed;**
- 2) the applicant be requested to revise and resubmit the design plans after considering the comments of the Advisory Design Panel, particularly with respect to:**
 - a) the design of the main entrance;**
 - b) accessibility concerns;**
 - c) the design of the building at Tolmie Avenue and Oak Street;**
 - d) the blank facade along Oak Street;**
 - e) ensuring the project meets CPTED standards."**

**CARRIED,
with L. Melchior opposed.**

ADJOURNMENT

The meeting adjourned at 6:00 p.m.

NEXT MEETING

The next Advisory Design Panel meeting is scheduled for July 8, 2009.

CHAIR

I hereby certify these Minutes are accurate.

Committee Secretary