

Subject **CBA Response to Saanich Referral For DPA00900, 5120 and 5144 Cordova Bay Road**

From <cba.president@cbasn.com>

To <planning@saanich.ca>

Cc Neil Findlow <neil.findlow@saanich.ca>, David Cronkhite <cronkhite@shaw.ca>, Mary Lynn Reimer <mlreimer@shaw.ca>

Reply-To <cba.president@cbasn.com>

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Date 2017-04-02 14:34



Dear Saanich Planning:

The Cordova Bay Association for Community Affairs (CBA) **DOES NOT SUPPORT** this project as currently proposed. We have the following concerns with the proposed development:

Form and Character Concerns

(key guidelines from Saanich Planning include massing and scale that is compatible with adjacent development, and village-like character)

1. The relationship of the proposed buildings to the neighbouring properties and to our main street, Cordova Bay Road, is troubling. The effect of the built-up underground parking structure along the street is to create a barrier. The Cordova Bay Road frontage should be at grade.
2. Massing at Cordova Bay Road at [4] four storeys and the build-up of soil on Building #1 from existing grades gives an overpowering presence in contrast to other developments such as Cordova Bay Estates and Matticks that are set back from the road. This grade increase creates the appearance of [5] storeys. A maximum of 2 storeys at the road edge for both Buildings #1 and #3 would be more inviting.
3. Massing at Building #3 is overpowering at the corner of Doumac and Cordova Bay and would be more in scale at a total maximum of [3] three storeys. It too appears to be elevated above the natural grade.
4. Building #3 has garage parking that backs out into exiting traffic raising safety concerns.
5. The south wall of Building #1 creates a tunnel effect that overshadows Cordova Bay Estates and as a service corridor may generate excessive noise into the strata during off hours. This wall is a blank barrier and should not be used to post advertising and could be improved with murals or graphic relief. It is also noted that garbage bins are located backing up to a residence in Cordova Bay Estates. The juxtaposition of service lane and residential is unfortunate. This is even worse at the west end of the property with the large, unbuffered service lane for the grocery store.
6. There is no left hand turn from Cordova Bay Road into the Residential section of Building #1 which then requires all residents to enter into Doumac and travel through the shopping area before going underground. This mix of resident traffic driving through and the Commercial traffic and pedestrians should be a concern as residents drivers are passing through.
7. There is no left hand turning lane exiting from Building #1 onto Cordova Bay Road which requires Residents to either turn right and travel to Claremont, Royal Oak or possibly do illegal U-turns to go north to their originally intended destination. Or alternatively go back though the shopping area and the pedestrians there.
8. All A/C equipment is located close to some residents in Cordova Bay Estates and might be better situated elsewhere.
9. The entrance to the Underground Parking for both residents and shoppers is located in the center of the plaza causing more traffic and pedestrian interaction.
10. A sidewalk on the east side of Building # 2 would add to the safety of shoppers.
11. A larger Community space near Building #4 with seating, bike racks to make it more of a Landmark entrance would be more inviting.
12. A drop off area near the proposed restaurant would assist customers to off load passengers that might have mobility issues.
13. A bus pull-on on Cordova Bay Road is required so as not to cause traffic backup at both Doumac and Cordova Bay Road.
14. There are no provisions for pedestrians leaving the plaza and crossing Cordova Bay Road to access the beach. This is a common occurrence and a sidewalk and possibly a crossing light with money coming from the Amenities Fund would improve safety particularly in that Doumac is the primary exit and entrance for the plaza.
15. More detail of the overall signage design and a stronger sense of entrance under the 3888, Doumac and the TRU VALUE marquees would be more appealing.
16. The lower walls of the [3] three main buildings are blank barriers, with the lack of fenestration giving an institutional feel. More relief would add character and be more aesthetically pleasing. Perhaps more troubling is the lack of "eyes on the street" at grade, which makes such an area feel unsafe.
17. It appears the trucks are required to back up on Doumac to unload at Building #2. This seems to be unsafe.

18. There is no safe pedestrian access into the plaza from Doumac.
19. There is only one main exit into and out of the Plaza, at Doumac, which could restrict emergency access and egress. It could also lead to traffic congestion and impatience when turning left.

In summary, the current overall feel is more urban shopping center than village plaza. The development is unsympathetic to the neighbours on the south and west. Recognizing the site is zoned as C-3, more work is still required to give an appealing, village look with consideration for transition from it to Cordova Bay Road and the neighbouring residential areas. There are also a number of safety and noise concerns and areas that have limited sight lines that might lead to unwanted activities.

Sincerely,

Larry Gontovnick, President
Cordova Bay Association for Community Affairs (CBA)