



# Agenda

Special Council Meeting  
Council Chambers, Saanich Municipal Hall, 770 Vernon Avenue  
**MONDAY, JANUARY 24, 2017 AT 7:00 PM**

## NOTICE OF PUBLIC HEARING JANUARY 24, 2017

### A. PROPOSED REZONING FOR A 14-UNIT TOWNHOUSE DEVELOPMENT (1032, 1042 & 1052 CLOVERDALE AVENUE)

1.	Reports: <ul style="list-style-type: none"><li>▪ Supplemental Report from the Director of Planning dated November 22, 2016</li><li>▪ Report from the Director of Planning dated August 18, 2016</li></ul>	Pg. 1 Pg. 10
2.	Engineering Servicing Requirements	Pg. 29
3.	Bylaw No. 9410	Pg. 32
4.	Excerpt from the Committee of the Whole meeting held September 12, 2016	Pg. 33
5.	Other Reports: <ul style="list-style-type: none"><li>▪ Storm Water Management Statement</li><li>▪ Sustainability Statement</li><li>▪ Advisory Design Panel Report</li></ul>	Pg. 37 Pg. 39 Pg. 42
6.	Correspondence: <ul style="list-style-type: none"><li>▪ Email from the Ministry of Transportation and Infrastructure</li><li>▪ Letter from the Quadra Cedar Hill Community Centre</li><li>▪ 27 Letters from Residents</li></ul>	Pg. 44 Pg. 45 Pg. 49

### B. PROPOSED REZONING FOR A DUPLEX (814 MANN AVENUE)

1.	Report from the Director of Planning dated December 08, 2016	Pg. 101
2.	Engineering Servicing Requirements	Pg. 123
3.	Bylaw No. 9413	Pg. 125
4.	Excerpt from the Committee of the Whole meeting held December 19, 2016	Pg. 126
5.	Other Reports: <ul style="list-style-type: none"><li>▪ Storm Water Management Report</li><li>▪ Advisory Design Panel Report</li></ul>	Pg. 128 Pg. 134
6.	Correspondence: <ul style="list-style-type: none"><li>▪ Email from the Ministry of Transportation and Infrastructure</li><li>▪ Letter from the Royal Oak Community Association</li><li>▪ 6 Letters from Residents</li></ul>	Pg. 136 Pg. 137 Pg. 138

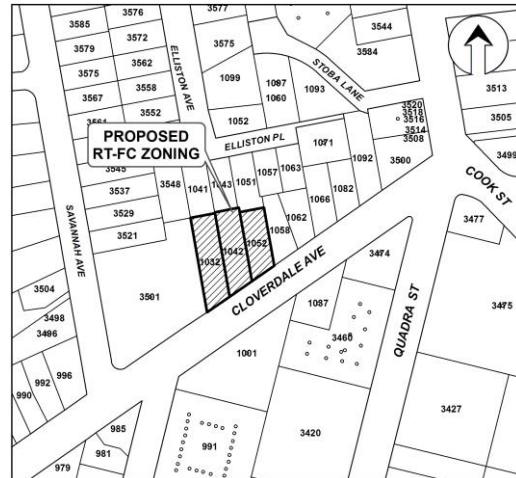


THE DISTRICT OF SAANICH  
NOTICE OF PUBLIC HEARING ON ZONING BYLAWS

NOTICE IS HEREBY GIVEN that a SPECIAL COUNCIL MEETING for the purpose of a PUBLIC HEARING will be held in the SAANICH MUNICIPAL HALL COUNCIL CHAMBERS, 770 Vernon Avenue, Victoria, BC, V8X 2W7, on **TUESDAY, JANUARY 24, 2017 at 7:00 P.M.**, to allow the public to make verbal or written representation to Council with respect to the following proposed bylaws and permits.

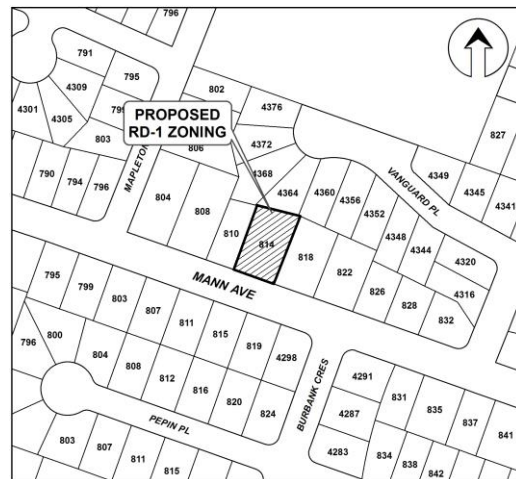
A. ZONING BYLAW, 2003, AMENDMENT BYLAW, 2017, NO. 9410”  
**PROPOSED REZONING FOR A 14-UNIT TOWNHOUSE DEVELOPMENT ON CLOVERDALE AVENUE**

To rezone Lot 9, Section 63, Victoria District, Plan 4628, except that Part in Plan 15395 (**1032 CLOVERDALE AVENUE**), Lot 8, Section 63, Victoria District, Plan 4628, except that Part in Plan 14267 (**1042 CLOVERDALE AVENUE**), and Lot 7, Section 63, Victoria District, Plan 4628, except that Part in Plan 14267 (**1052 CLOVERDALE AVENUE**) from Zone RS-6 (Single Family Dwelling) to Zone RT-FC (Attached Housing Four Corners) to construct a 14-unit townhouse development. A **DEVELOPMENT PERMIT** will be considered for form and character, with variances to visitor parking, building separation, and rear yard setback. A **COVENANT** will also be considered to further regulate the use of the lands and buildings.



B. ZONING BYLAW, 2003, AMENDMENT BYLAW, 2017, NO. 9413”  
**PROPOSED REZONING FOR A DUPLEX ON MANN AVENUE**

To rezone Lot 4, Section 8A, Lake District, Plan 9811, except that Part in Plan 43838 (**814 MANN AVENUE**) from Zone RS-6 (Single Family Dwelling) to Zone RD-1 (Two Family Dwelling) for the purpose of converting an existing single family dwelling into a duplex. A **DEVELOPMENT PERMIT** will be considered for form and character, with variances for non-basement area, combined side yard setback, allowable projections and the interior side yard setback for two accessory buildings. A **COVENANT** will also be considered to further regulate the use of the lands and buildings.



The proposed bylaws, permits and relevant reports may be inspected or obtained from the Legislative Division between 8:30 a.m. and 4:30 p.m., from January 13, 2017 to January 24, 2017 inclusive, except for weekends and statutory holidays. The reports from the Director of Planning regarding the above applications are available on the Saanich website at [www.saanich.ca](http://www.saanich.ca) under Local Government/Development Applications.

Enquiries and comments may be submitted by mail or by e-mail and must be received no later than 4:00 p.m. on the day of the meeting. All correspondence submitted will form part of the public record and may be published in a meeting agenda.



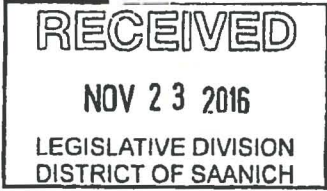


The Corporation of the District of Saanich

Mayor: ✓  
Council: ✓ *all: Dec. 14/16*  
CAO: ✓  
Director of Engineering: ✓  
Applicant: ✓  
Community Associations: ✓

# Supplemental Report

To: Mayor and Council  
From: Sharon Hvozdzanski, Director of Planning  
Date: November 22, 2016  
Subject: Development Permit and Rezoning Application  
File: DPR00619; REZ00562 • 1032, 1042, & 1052 Cloverdale Avenue



## BACKGROUND

On September 12, 2016, a Committee of the Whole meeting was held to consider an application to rezone the subject property from the RS-6 (Single Family Dwelling) Zone to the RT-FC (Attached Housing Four Corners) Zone in order to construct a fourteen-unit townhouse development.

During the discussion, Council made a number of comments regarding aspects of the proposal including:

1. The number of units proposed; and
2. Amount of parking provided including lack of visitor parking and potential for increased on-street parking on neighbouring streets.

At this meeting Council resolved to forward the application to a Public Hearing. The purpose of this Supplemental Report is to provide Council with information regarding the above noted items.

## ADDITIONAL INFORMATION

Subsequent to the Committee of the Whole meeting, the applicant provided a response to the concerns raised by Council.

### 1. Number of Units

The applicant noted that the proposed density of this project, in terms of units per square metre, is identical to the recently completed townhouse development at 3440 Linwood Avenue which is 205 m from the subject site. With eight units on a smaller lot, the density of that project was one unit per 186.25 m<sup>2</sup>, this proposal would be one unit per 187.3 m<sup>2</sup>. The current proposal's Floor Space Ratio (FSR) of 0.82 and site coverage of 33.2% would be lower than the 0.88 FSR and 36% site coverage of the Linwood development.

From the applicant's perspective, the discussion at the Committee of the Whole meeting was more concerned with parking, and their response (and revised site plan) reflect this, as described under item 2, below.

### 2. Parking

The applicant notes that they have provided the full complement of overall required parking spaces, but have only designated three of these spaces for visitor parking, as opposed to

the five required under the Zoning Bylaw. They explored moving the townhouse blocks on the site to accommodate additional parking, but determined that this would come at the expense of the buffer area and rear pathway proposed for the site.

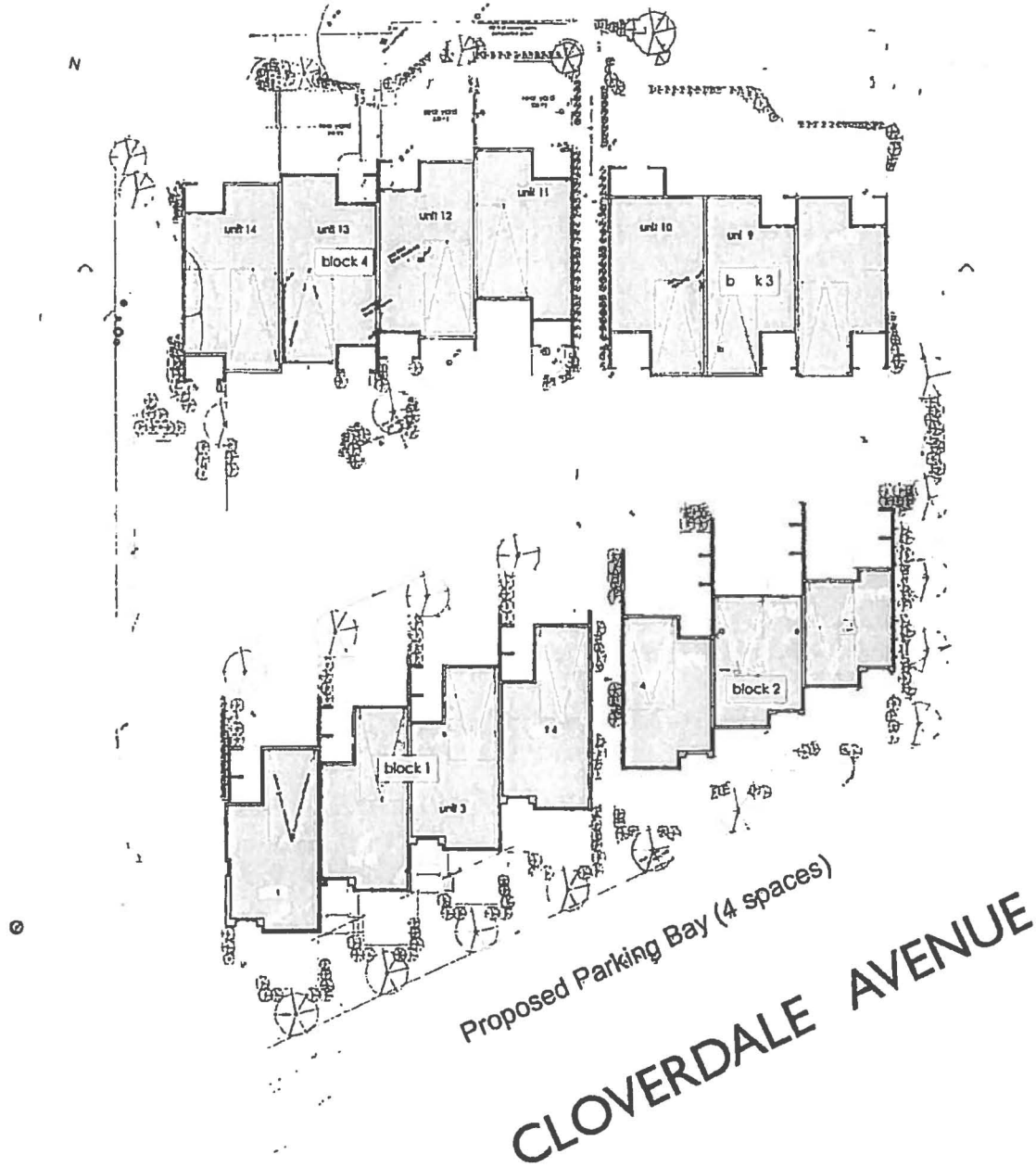


Figure 1: Revised Site Plan showing proposed on-street Parking Bays (from plans provided by Outline Home Design)

As an alternative, the applicant is proposing to provide additional parking on the street in front of the property (see Figure 1). What is proposed is four parallel parking spaces in a bay, available to the public and marked with "two-hour limit" signage. Saanich Engineering and Planning staff support the proposal as it is similar to parking bays on other nearby streets, such as Tattersall Drive and Cook Street (see Figure 2). These additional parking



spaces cannot be counted towards the total amount of parking for the project as they are located off site, therefore the requested variance to allow three visitor parking stalls, instead of five, would remain. However, these additional parking stalls in front of the proposed townhouse project may help relieve pressure for parking on adjacent streets, and for this reason the variance for visitor parking can be supported.

The presence of underground services would preclude the planting of trees in the boulevard, therefore the proposed parking bays would not result in a loss of any trees for this development. The six deciduous trees proposed to be planted in the frontage of the subject property still remain under this revised proposal.



**Figure 2: Aerial Photo showing Existing Parking Bays In Vicinity**

## SUMMARY

At the September 12, 2016 Committee of the Whole meeting Council resolved to forward the subject application to a Public Hearing. At the meeting Council made a number of comments regarding the number of units proposed and the amount of parking provided.

The applicant noted that the proposed density of this project (one unit per 187.3 m<sup>2</sup>) is similar to the recently completed townhouse development at 3440 Linwood Avenue (one unit per 186.25 m<sup>2</sup>). The current proposal's Floor Space Ratio (FSR) of 0.82 and site coverage of 33.2% would be lower than the 0.88 FSR and 36% site coverage of the Linwood development.

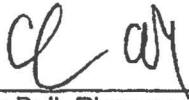
From the applicant's perspective, the discussion at that meeting was more concerned with parking, and they are now proposing to provide additional parking on the street in front of the property in the form of four parallel parking spaces in a bay, available to the public and marked

with "two-hour limit" signage. The requested variance to allow 3 visitor parking stalls instead of 5 would remain, as these additional parking spaces are located off-site and cannot be counted towards the total amount of parking for the project. However, they may help relieve pressure for parking on adjacent streets and therefore the variance for visitor parking can be supported. The proposed parking bays would not result in a loss of any trees for this development.

**RECOMMENDATION**

1. That the application to rezone from the RS-6 (Single Family Dwelling) Zone to the RT-FC (Attached Housing Four Corners) Zone be approved.
2. That Development Permit DPR00619 be approved.
3. That Final Reading of the Zoning Amendment Bylaw and ratification of the Development Permit be withheld pending registration of a covenant for:
  - BUILT GREEN® Gold or EnerGuide 82 (or equivalent), including the installation of heat pumps for each dwelling unit;
  - Installation of the necessary conduit and piping to be considered solar ready for the future installation of solar photovoltaic or hot water heating systems;
  - \$1000 per unit (\$14,000) to be provided to Saanich for use in the construction of a Children's water spray pad and permanent washrooms at Rutledge Park;
  - \$500 per unit to the Saanich Affordable Housing Fund; and
  - \$500 per unit to either a new Saanich Transportation Fund, or to the Saanich Affordable Housing Fund.


Report prepared by:

  
 \_\_\_\_\_  
 Chuck Bell, Planner

Report prepared & reviewed by:

  
 \_\_\_\_\_  
 Jarret Matanowitsch, Manager of Current Planning

Report reviewed by:

  
 \_\_\_\_\_  
 Sharon Hvozdzanski, Director of Planning

CWB/ads  
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cc: Paul Thorkelsson, CAO  
Graham Barbour, Manager of Inspection Services

**CAO'S COMMENTS:**

I endorse the recommendation of the Director of Planning.



Paul Thorkelsson, CAO

## DISTRICT OF SAANICH

DPR00619  
REZ00562

### DEVELOPMENT PERMIT

To: **Jagtej Singh Gill and Selina Justine Kaur Gill**  
**1820 Beach Drive**  
**Victoria BC V8R 6J3**

*(herein called "the Owner")*

1. This Development Permit is issued subject to compliance with all of the Bylaws of the Municipality applicable thereto, except as specifically varied by this Permit.
2. This Development Permit applies to the lands known and described as:

**Lot 9, Section 63, Victoria District, Plan 4628, Except that Part in Plan 15395**  
**Lot 8, Section 63, Victoria District, Plan 4628, Except that Part in Plan 14267**  
**Lot 7, Section 63, Victoria District, Plan 4628, Except that Part in Plan 14267**

**1032 Cloverdale Avenue**  
**1042 Cloverdale Avenue**  
**1052 Cloverdale Avenue**

*(herein called "the lands")*

3. This Development Permit further regulates the development of the lands as follows:
  - (a) By varying the provisions of the Zoning Bylaw 2003, Section 7.4 (a) to permit the attached housing to be constructed with a total of three visitor parking spaces (five spaces required).
  - (b) By varying the provisions of the Zoning Bylaw 2003, Section 1420.5 (a) to permit the attached housing to be constructed with a building separation of 1.83 m between Blocks 1 and 2, and 2.11 m between Blocks 3 and 4 (2.13 m required).
  - (c) By varying the provisions of the Zoning Bylaw 2003, Section 1420.6 (a) (iii) to permit the attached housing to be constructed with a rear yard setback of 4.56 m for Block 3 (5.5 m required).
  - (d) By requiring the buildings and lands to be constructed and developed in accordance with the plans prepared by Outline Home Design and Lombard North Group (BC) Inc. received on January 19, 2016 and October 14, 2016 copies of which are attached to and form part of this permit.
4. The Owner shall substantially start the development within 24 months from the date of issuance of the Permit, in default of which the Municipality may at its option upon 10 days prior written notice to the Owner terminate this Permit and the Permit shall be null and void and of no further force or effect.



5. Notwithstanding Clause 4, construction of driveways and parking areas, and delineation of parking spaces shall be completed prior to the issuance of an Occupancy Permit.
6.
  - (a) Prior to issuance of a Building Permit, the Owner shall provide to the Municipality security by cash, certified cheque, or an irrevocable letter of credit in the amount of \$41,280 to guarantee the performance of the requirements of this Permit respecting landscaping.
  - (b) A Landscape Architect registered with the British Columbia Society of Landscape Architects must be retained for the duration of the project until the landscaping security has been released. Written letters of assurance must be provided at appropriate intervals declaring the registered Landscape Architect, assuring that the landscape work is done in accordance with the approved landscape plan, and indicating a final site inspection confirming substantial compliance with the approved landscape plan (BCSLA Schedules L-1, L-2 and L-3).
  - (c) All landscaping must be served by an automatic underground irrigation system.
  - (d) The owner must obtain from the contractor a minimum one-year warranty on landscaping works, and the warranty must be transferable to subsequent owners of the property within the warranty period. The warranty must include provision for a further one-year warranty on materials planted to replace failed plant materials.
  - (e) Any protective fencing of trees or covenant areas must be constructed, installed and signed according to the specifications in Appendix X.
  - (f) No site activity shall take place prior to the installation of any required tree or covenant fencing and the posting of "WARNING – Habitat Protection Area" signs. The applicant must submit to the Planning Department a photograph(s) showing the installed fencing and signs. Damage to or moving of, any protective fencing will result in an immediate stop work order and constitute a \$1,000 penalty.
  - (g) The landscaping requirements of this Permit shall be completed within four months of the date of issuance of the Certificate of Occupancy for the development, in default of which the Municipality may enter upon the lands, through its employees or agents, and complete, correct or repair the landscaping works at the cost of the Owner and may apply the security, interest at the rate payable by the Municipality for prepaid taxes.
  - (h) In the event that any tree identified for retention is destroyed, removed or fatally injured, a replacement tree shall be planted in the same location by the Owner in accordance with the replacement guidelines as specified within the Saanich Tree and Vegetation Retention, Relocation and Replacement Guidelines. The replacement tree shall be planted within 30 days of notice from the Municipality in default of which the Municipality may enter upon the lands and carry out the works and may apply the security provided herein in payment of the cost of the works. For the purpose of this section, existing trees identified for retention and new trees planted in accordance with the landscape plan attached to and forming part of this permit shall be deemed to be "trees to be retained".

- 7. The lands shall be developed strictly in accordance with the terms and conditions and provisions of this Permit and shall comply with all Municipal bylaws except for those provisions specifically varied herein. Minor variations which do not affect the overall building and landscape design and appearance may be permitted by the Director of Planning or in her absence, the Manager of Community Planning.
- 8. Notwithstanding the provisions of Section 7 of this Permit the following changes will be permitted and not require an amendment to this Permit:
  - (a) When the height or siting of a building or structure is varied 20 cm or less provided, however, that this variance will not exceed the maximum height or siting requirements of the Zoning Bylaw.
  - (b) Changes to the relative location and size of doors and windows on any façade which do not alter the general character of the design or impact the privacy of neighbouring properties following consultation with the Director of Planning, or Manager of Community Planning in her absence.
  - (c) Where items noted under Section 8(b) are required to comply with the Building Code and/or the Fire Code and those changes are not perceptible from a road or adjacent property.
  - (d) Changes to soft landscaping provided the changes meet or exceed the standards contained on the landscape plans forming part of this Permit.
- 9. The terms and conditions contained in this Permit shall inure to the benefit of and be binding upon the Owner, their executors, heirs and administrators, successors and assigns as the case may be or their successors in title to the land.
- 10. This Permit is not a Building Permit.

AUTHORIZING RESOLUTION PASSED BY THE MUNICIPAL COUNCIL ON THE

\_\_\_\_\_ DAY OF \_\_\_\_\_ 20 \_\_\_\_\_  
 ISSUED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_ 20 \_\_\_\_\_

\_\_\_\_\_  
 Municipal Clerk

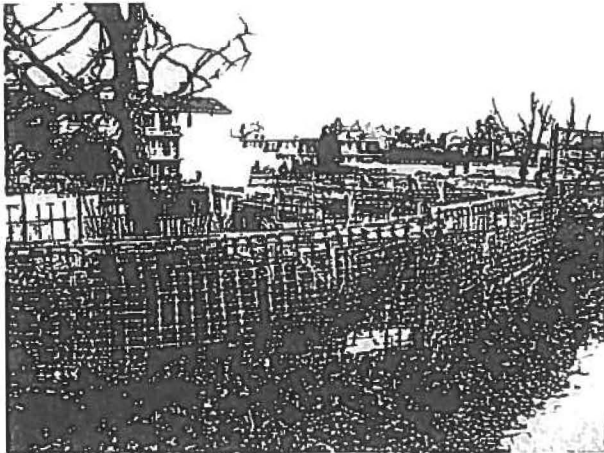
### PROTECTIVE FENCING FOR TREES AND COVENANT AREAS

Protective fencing around trees and covenant areas is an important requirement in eliminating or minimizing damage to habitat in a development site.

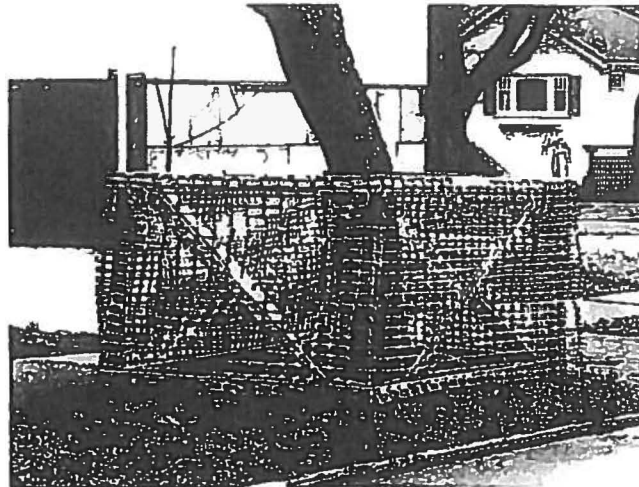
Prior to any activities taking place on a development site, the applicant must submit a photo showing installed fencing and "WARNING – Habitat Protection Area" signs to the Planning Department.

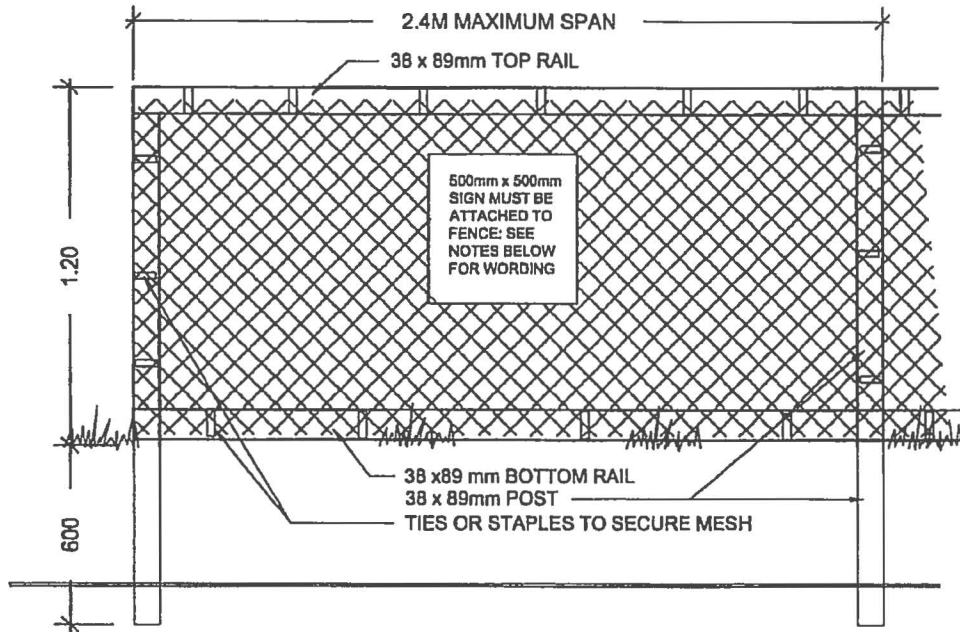
#### Specifications:

- Must be constructed using 2" by 4" wood framing and supports, or modular metal fencing
- Robust and solidly staked in the ground
- Snow fencing to be affixed to the frame using zip-ties or galvanized staples
- Must have a "WARNING – HABITAT PROTECTION AREA" sign affixed on every fence face or at least every 10 linear metres



Damage to, or moving of, protective g will result in a stop work order and a 0 penalty.





**TREE PROTECTION FENCING**

**NOTES:**

1. FENCE WILL BE CONSTRUCTED USING 38 X 89 mm (2"X4") WOOD FRAME: TOP, BOTTOM AND POSTS. \*  
 USE ORANGE SNOW-FENCING MESH AND SECURE TO THE WOOD FRAME WITH "ZIP" TIES OR GALVANIZED STAPLES.

2. ATTACH A 500mm x 500mm SIGN WITH THE FOLLOWING WORDING:  
**WARNING-HABITAT PROTECTION AREA.** THIS SIGN MUST BE AFFIXED ON EVERY FENCE FACE OR AT LEAST EVERY 10 LINEAR METRES.

\* IN ROCKY AREAS, METAL POSTS (T-BAR OR REBAR) DRILLED INTO ROCK WILL BE ACCEPTED



DETAIL NAME:

**TREE PROTECTION FENCING**

DATE:	March08
DRAWN:	DM
APP'D:	RR
SCALE:	N.T.S.

1410-04 Planning  
X: 2870-30 cloverdale

CW Sept 12/16

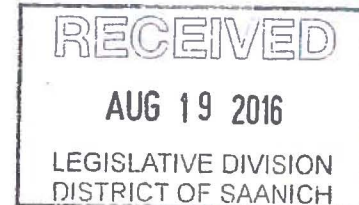


Mayor  
Councillors  
Administrator  
Com. Assoc.  
Applicant  
Council Administrator  
Media  
Aug 30/16 DA

## The Corporation of the District of Saanich

# Report

**To:** Mayor and Council  
**From:** Sharon Hvozanski, Director of Planning  
**Date:** August 18, 2016  
**Subject:** Development Permit and Rezoning Application  
**File:** DPR00619; REZ00562 • 1032, 1042 & 1052 Cloverdale Avenue



### PROJECT DETAILS

**Project Proposal:** The applicant proposes to rezone the subject property from the RS-6 (Single Family Dwelling) Zone to the RT-FC (Attached Housing Four Corners) Zone in order to construct a fourteen-unit townhouse development. A Development Permit is also required. Variances are requested for visitor parking, building separation, and rear yard setback.

**Address:** 1032, 1042, & 1052 Cloverdale Avenue

**Legal Description:** Lot 9, Section 63, Victoria District, Plan 4628, Except that Part in Plan 15395  
Lot 8, Section 63, Victoria District, Plan 4628, Except that Part in Plan 14267  
Lot 7, Section 63, Victoria District, Plan 4628, Except that Part in Plan 14267

**Owners:** Jagteg (Jamie) Singh Gill and Selina Justine Kaur Gill

**Applicant:** Seba Construction Ltd. (Jamie Gill)

**Parcel Size:** 2622 m<sup>2</sup>

**Existing Use of Parcel:** Single Family Dwelling

**Existing Use of Adjacent Parcels:** North: RS-6 (Single Family Dwelling) Zone.  
South: C-4 (Office & Apartment) Zone.  
East: RS-6 (Single Family Dwelling) Zone.  
West: RD-1 (Two Family Dwelling) Zone, actual use is apartment.

**Current Zoning:** RS-6 (Single Family Dwelling) Zone.

**Minimum Lot Size:** 560 m<sup>2</sup>

**Proposed Zoning:** RT-FC (Attached Housing Four Corners Zone)  
**Local Area Plan:** Saanich Core



**LAP Designation:** Single Family Dwelling

**Community Assn Referral:** Quadra Cedar Hill Community Association referral response received November 19, 2015 indicated no objections if concerns of neighbours were addressed.

**PROPOSAL**

The applicant proposes to rezone the subject property from the RS-6 (Single Family Dwelling) Zone to the RT-FC (Attached Housing Four Corners) Zone in order to construct a fourteen-unit townhouse development. A Development Permit is also required. Variances are requested to: reduce the rear yard setback for Block 3 from 5.5 m to 4.56 m; to reduce the building separation between Blocks 1 and 2 from 2.13 m to 1.83 m and between Blocks 3 and 4 from 2.13 m to 2.11 m; and to reduce the number of visitor parking spaces from 5 to 3.



Figure 1: Site Plan

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## PLANNING POLICY

### Official Community Plan (2008)

4.2.1.1 "Support and implement the eight strategic initiatives of the Regional Growth Strategy, namely: Keep urban settlement compact; Protect the integrity of rural communities; Protect regional green and blue space; Manage natural resources and the environment sustainably; Build complete communities; Improve housing affordability; Increase transportation choice; and Strengthen the regional economy."

4.2.1.14 "Encourage the use of 'green technologies' in the design of all new buildings."

4.2.3.9 "Support the following building types and uses in 'Villages':

- Small lot single family houses (up to 2 storeys);
- Carriage/coach houses (up to 2 storeys);
- Town houses (up to 3 storeys);
- Low-rise residential (3-4 storeys);
- Mixed-use (commercial/residential) (3-4 storeys); and
- Civic and institutional (generally up to 3 storeys)."

5.1.2.1 "Focus new multi-family development in 'Centres' and 'Villages'."

5.1.2.2 "Evaluate applications for multi-family developments on the basis of neighbourhood context, site size, scale, density, parking capacity and availability, underground service capacity, school capacity, adequacy of parkland, contributions to housing affordability, and visual and traffic/pedestrian impact."

### Saanich Core Local Area Plan (1999)

4.1 Maintain single-family dwellings as the principal form of development outside the Cloverdale triangle.

4.2 Consider infill housing only where the scale and massing is appropriate and the environmental, social, and traffic impacts would be within acceptable neighbourhood limits.

4.3 Consider rezoning for new multi-family housing as indicated on Map 4.2.

### Development Permit Area Guidelines

The development is subject to the applicable guidelines for the Saanich Core Development Permit Area. Guidelines include high-quality contemporary and authentic architecture, designing multifamily housing to be in keeping with the general form and character of surrounding development, incorporation of street level entrances, landscaped courtyards and urban porches, integration of paving with sidewalks or other architectural or landscape features, and the creation of public spaces and pedestrian linkages.

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## DISCUSSION

### Neighbourhood Context

The 2622 m<sup>2</sup> site is located on the periphery of the Four Corners Village "Centre". Cloverdale Traditional School is located 300 m away on foot, and the Thrifty Foods supermarket at the corner of Cook Street and Quadra Street is less than 200 m distant. Existing properties near the Village "Centre" include a mix of land uses, including commercial and some multifamily properties. Properties adjacent to the subject lands contain single family dwellings, although the property immediately to the west is an RD-1 (Duplex) Zoned property with a four-storey

apartment building on it that is subject to a Land Use Contract. Nearby parks include Glasgow, Rutledge, and Tolmie Parks, all of which are less than 500 m away. Recently, the property at 3440 Linwood Avenue was also developed with attached housing, utilizing the same RT-FC (Attached Housing Four Corners) Zone being sought for this proposal.

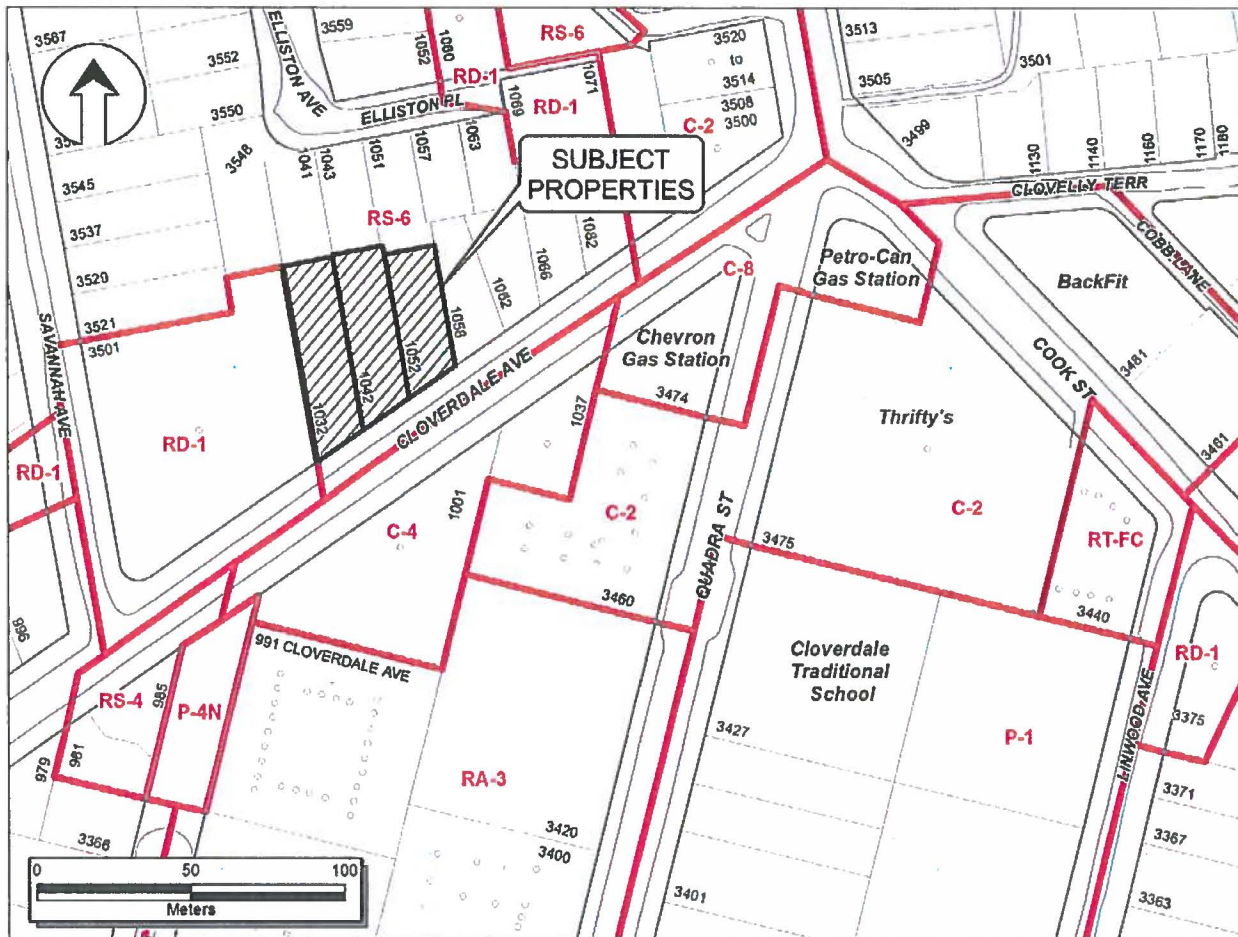


Figure 2: Context Map

**Land Use and Density**

The 2622 m<sup>2</sup> site is zoned RS-6 (Single Family Dwelling) Zone, and is designated in the Saanich Core Local Area Plan as "General Residential".

The Official Community Plan (2008) designates the area around the Quadra Street/Cook Street intersection as a "Village Centre". "Village Centres" are intended to accommodate a mixture of small lot single family houses, coach houses, townhouses, low-rise residential, mixed-use commercial/residential, and civic/institutional uses. The site is on the periphery of the "Village Centre", and is the same distance from the intersection from the recently approved townhouse development at 3440 Linwood Avenue.

The rezoning of this lot for attached housing would be consistent with the intent of the Official Community Plan, which promotes a sustainable community by keeping the built environment more compact and relieving pressure to build on rural and environmentally sensitive lands. Locating multi-family housing near existing businesses and services in the "Village Centre" would make walking, cycling, and transit more attractive options.



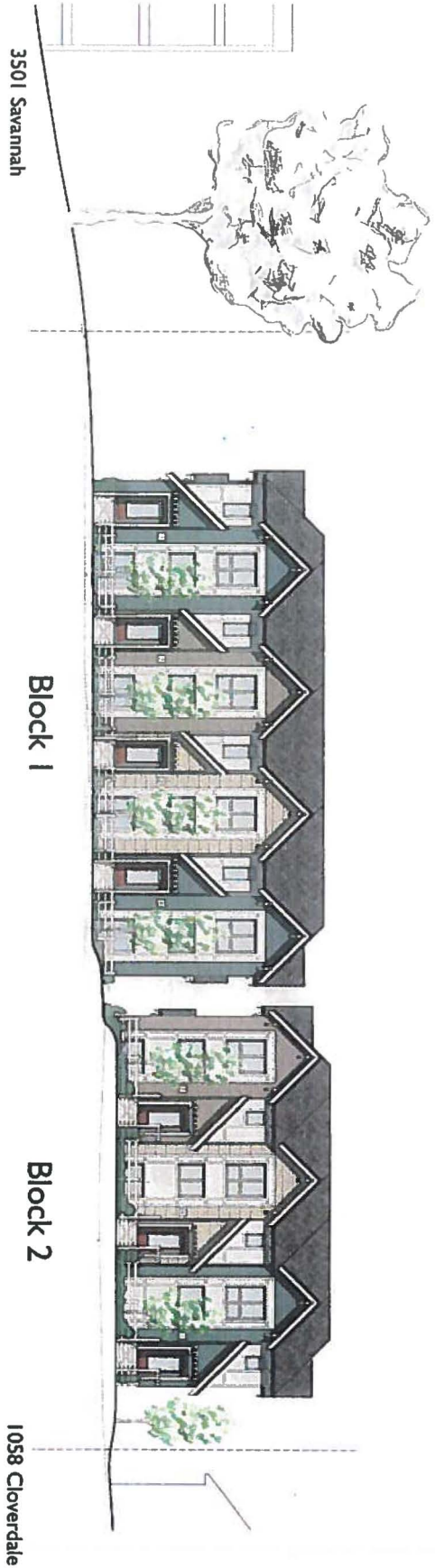


Figure 3: Streetscape Elevation (from plans by Outline Home Design)



Figure 4: View looking West (from plans by Outline Home Design)

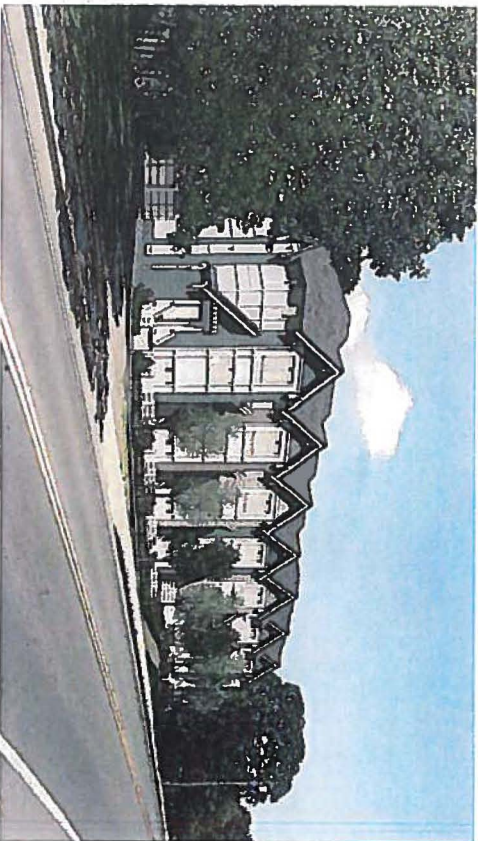


Figure 5: View looking East (from plans by Outline Home Design)

The existing single family dwellings would be deconstructed and salvaged through a reclamation sale with items not sold being donated to the Habitat for Humanity building program.

**Site and Building Design**

The proposal is to construct a total of 14 townhouse units in four blocks, with two blocks containing four units and two blocks containing three units. The makeup of the units would consist of eleven 3-bedroom units and three 2-bedroom units. Each unit contains a one-car garage, and all but three units also have an exterior parking space in a tandem arrangement. Units facing Cloverdale Avenue would have a private fenced patio in the front yard, units at the rear would have back yards with lawn screened by fences and plantings.

Vehicular access to the site would be from Cloverdale Avenue. A central manoeuvring aisle/courtyard would be located between the front and rear townhouse blocks, with individual garages & driveways opening out on to this central space.

The rear (northerly) two blocks would have their main pedestrian entrances fronting on to this central courtyard. The front two blocks (facing Cloverdale Avenue) would have their main pedestrian entrances accessed via individual walkways connecting from a new separated sidewalk along Cloverdale Avenue. A low open rail fence would separate private patios in the front yard of each unit from the public sidewalk, with entry to each unit demarcated by a gate.

The blocks, particularly those facing Cloverdale Avenue, are staggered so as to break up the massing. Each unit is further articulated with a three-storey central bay under a gabled roof and a recessed portion that contains the main entry door. Each unit is further differentiated by the use of different coloured Hardie Shingle siding, in either 'Boothbay Blue', 'Monterey Taupe', or 'Cobble Stone'. The side and centre of each bay, as well as the recessed portion of each unit would be clad in a combination of Hardie Panel and trim pieces, both in 'Arctic White'. Garage doors would be composed of white laminate glass in a clear anodized aluminum frame, and entry doors would be painted in an accent colour, 'Garrison Red'.



West Elevation



South (Cloverdale) Elevation



East Elevation



North Elevation

**Figure 6: Proposed Elevations (typical)—Block 2 (from plans by Outline Home Design)**



The proposed materials, colours and staggering would add visual interest to the Cloverdale Avenue street frontage. Moving parking areas to the rear would help foster a pedestrian-oriented frontage, which would be further enhanced by the incorporation of patios for the units fronting on the street. This would also provide “eyes on the street”, an important CPTED (Crime Prevention Through Environmental Design) principle.

### **Requested Variances**

Zoning Bylaw variances are requested for visitor parking, building separation, and rear yard setback.

#### Parking

The Zoning Bylaw requires 0.3 spaces per dwelling unit of the required parking spaces to be designated as visitor parking. Required parking for this proposed development would be 28 spaces, including 5 visitor parking spaces. The applicant has provided the required overall number of parking spaces, but has designated three spaces for visitor parking, a deficiency of two visitor parking spaces.

The Official Community Plan envisions focusing new development in “Centres” and “Villages” to make walking, cycling and transit more viable. For this reason, and given that the applicant has provided the total required number of parking spaces, this variance for visitor parking can be supported.

#### Building Separation

The Zoning Bylaw requires that, where one wall faces another wall of the same building or another building on the same lot, the buildings be separated 2.13m (7.0 ft.) from the centre of all windows, from walls, and from outside corners of buildings. Plans provided show a separation between Blocks 1 and 2 of 1.83 m, and between Blocks 3 and 4 of 2.11 m, a deficiency of 0.3 m and 0.02 m respectively.

The Building Separation requirement of the Zoning Bylaw was intended to improve liveability of developments where one building faces another, but envisioned windows facing on to another nearby building. In this instance, there are no windows on either of the walls adjacent to these spaces, and so impacts to liveability are not a concern. For this reason, the variance can be supported.

#### Building Setback

The Zoning Bylaw requires that buildings and structures for attached housing be sited not less than 5.5 m (18.0 ft) from a rear lot line which does not abut a street. Plans provided show a rear yard setback of 4.56 m for Block 3 (a deficiency of 0.94 m). Since this is due to an irregular rear lot line, and only impacts a small portion of the building, it can be supported. The majority of Block 3 and all of Block 4 would be located the required 7.5 m or more from the rear lot line, and adjacent properties to the north would be screened from this development by trees, plantings, and two sets of fences (one for the proposed rear pathway, and one for each of the proposed townhouse developments' rear yards).

### **Environment**

An arborist report prepared by Talbot Mackenzie & Associates identified a total of 17 trees on the property, consisting of 5 bylaw-protected trees (3 Cedar and 2 Grand-fir) and 12 non-bylaw protected trees, mainly fruit and/or ornamentals. According to the arborist's report, one bylaw protected tree (a Deodar Cedar) and 6 non-bylaw protected trees would be impacted by the proposed townhouse footprints and would require removal. Parks department staff advise that a Western Red Cedar is not a good candidate for retention and recommend its removal with two trees that have potential to become large trees planted as replacement.

Work done for a water connection within the critical root zone of a Garry Oak on the neighbouring property at 3501 Savannah Avenue will need to be performed under the supervision of the project arborist, as will some pruning to provide adequate clearance for the proposed driveway.

The applicant is proposing to plant a total of 22 new trees including 16 deciduous and 9 coniferous trees. The presence of underground services preclude the provision of trees in the boulevard, however the applicant is proposing six of the deciduous trees to be planted in the frontage on the subject property. Seven more trees are proposed in the areas flanking the drive aisle, and the remainder would be planted along the rear and side yards. An extensive number of shrubs are also proposed, which would provide additional screening for patio spaces along the Cloverdale frontage, and back yards for the units in the rear.

Interlocking brick pavers would be used for the driveway and outdoor parking areas, as well as the patio areas. The proposed development would result in an increase in impervious surfacing from 19.2% to 53.8%, including the areas covered by pavers. The site is within the Cecelia Creek watershed. It is a Type II watershed area which requires stormwater storage, oil/grit separator or grass swale and sediment basin. Development Services notes that the conceptual design prepared by McElhanney Consulting Services Ltd. utilizing stormwater detention tanks meets the requirements of Schedule H of the Subdivision Bylaw.

### **Mobility**

The subject property is located 90 m away from a south-bound and 125 m away from a north bound transit stop on Quadra Street. These stops are serviced by Route 6, with service approximately every 10 minutes on weekdays. The site is also within easy walking distance of shops and services at the Four Corners Village "Centre", as well as schools and parks. Cloverdale Avenue is classified as a Major road, and the additional traffic generated by 14 townhouses is expected to be negligible. The proposed driveway would be restricted to right turn in, right turn out only movements, and 'No Parking' signs would be required on one side of the proposed driveway on site.

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## **CLIMATE CHANGE AND SUSTAINABILITY**

### **Policy Context**

The Official Community Plan (OCP) adopted in 2008 highlights the importance of climate change and sustainability. The OCP is broadly broken down into the pillars of sustainability including environmental integrity, social well-being, and economic vibrancy. Climate change is addressed under the environmental integrity section of the OCP and through Saanich's Climate Action Plan.

Climate change is generally addressed through mitigation strategies and adaptation strategies. Climate change mitigation strategies involve actions designed to reduce the emissions of greenhouse gases, primarily carbon dioxide from combustion, while climate change adaptation involves making adjustments and preparing for observed or expected climate change, to moderate harm and to take advantage of new opportunities.

The following is a summary of the Climate Change and Sustainability features and issues related to the proposed development. It is important to note that this summary is not, and cannot be, an exhaustive list of issues nor a detailed discussion on this complex subject matter. This section is simply meant to ensure this important issue is a key part of the deliberations on the subject application.

## **Climate Change**

This section includes features of the proposal related to mitigation and adaptation strategies. Considerations include: 1) Project location and site resilience; 2) Energy and the built environment; 3) Sustainable transportation; 4) Food security; and 5) Waste diversion.

The proposed development includes features related to mitigation and adaptation, such as:

- The proposal is in-fill development located within the Urban Containment Boundary that is able to use existing roads and infrastructure to service the development.
- The proposal should result in reduced vehicle distance travelled by being centrally located and close to the Four Corners "Village Centre".
- The site is less than 200 m from the commercial services in the Four Corners "Village Centre", as well as being 650 m from the Uptown "Major Centre". Cloverdale Traditional School is within 300 m of the site. Glasgow, Rutledge and Tolmie Parks are all within 500 m.
- The applicants have committed to sustainable building practices and the proposed development would be constructed to meet the BUILT GREEN® Gold or EnerGuide 82 level, or equivalent, which would include individual heat pumps.
- The proposed development will include the necessary conduit and piping to be considered solar ready for the future installation of solar photovoltaic or hot water heating systems.
- Increasing the permitted density, having smaller residential units, and having shared walls in the proposed attached housing would contribute to a decline in greenhouse gas emissions relative to an equal number of single family dwellings.
- The proposed development includes gas-fired tankless water heaters, and individual heat pumps.
- The subject property is located near public transit with bus stops on Quadra Street less than 100 m from the site. These stops are on Route # 6, with 15 minute or better service on weekdays.
- Several additional bus routes are available at either the Uptown or Mayfair Shopping Centres, both located less than 1 km from the subject property.
- The proposed development would encourage alternative forms of transportation by being close (just over 1 km) to the regional Galloping Goose Trail and having sidewalks on both sides of Cloverdale Avenue in this area.
- The applicant has stated that a deconstruction process would be used for removal of the existing dwelling with any hazardous materials removed, salvageable parts of the building would sold through a reclamation sale, and items not sold donated to the Habitat for Humanity building program.

## **Sustainability**

### ***Environmental Integrity***

This section includes the key features of the proposal and how they may impact the natural environment. Considerations include: 1) Land disturbance; 2) Nature conservation; and 3) Protecting water resources. The proposed development includes features related to the natural environment, such as:

- The proposal is a compact, infill development in an already urbanized area without putting pressures onto environmentally sensitive areas or undisturbed lands.
- Interlocking brick (but not specifically permeable) pavers will be used for the driveway and parking areas, patios and pathways to help reduce the amount of impervious area.
- The proposal includes stormwater detention tanks for stormwater management.
- The arborist report and Saanich Parks identified eight trees impacted by the development and which would be removed, nine trees would be retained and 22 new trees would be planted.

***Social Well-being***

This section includes the key features of the proposal and how they may impact the social well-being of the community. Considerations include: 1) Housing diversity; 2) Human scale pedestrian oriented developments; and 3) Community features. The proposed development includes features related to social well-being, such as:

- Residential design incorporates outdoor yard space that is suitable for active use and seating.
- The proposal would provide new residential units in the area, which would enhance safety in the neighbourhood by increasing passive surveillance.
- The proposal increases the diversity of housing stock in the neighbourhood.
- A range of outdoor, community and recreation opportunities are available within reasonable walking/cycling distance.

***Economic Vibrancy***

This section includes the key features of the proposal and how they may impact the economic vibrancy of the community. Considerations include: 1) Employment; 2) Building local economy; and 3) Long-term resiliency. The proposed development includes features related to economic vibrancy, such as:

- The development would create short-term jobs during the construction period.
- The development would site additional residential units within the commercial catchment/employment area for the businesses and services located within/near the Four Corners "Village Centre" and Uptown "Major Centre".
- Home based businesses, limited to Office Use and Daycare, would be permissible in this development.

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**COMMUNITY CONTRIBUTION**

Generally, when there are rezoning applications of this nature proponents have offered a community contribution to enhance the public benefits associated with redevelopment. With multi-family developments that contribution has generally been a financial contribution per unit with the funds going to a locally identified need, such as improvements to a local park, or the Saanich Affordable Housing Fund.

The Quadra Cedar Hill Community Association (QCHCA) has been consulting with Saanich Parks for the past 18 months on the construction of a children's water spray pad and permanent washrooms at Rutledge Park. The applicant has stated that they would provide \$1000 per unit (\$14,000) to Saanich Parks for use in this project. The applicant is also willing to provide a contribution of \$500 per unit (\$7,000) to the Saanich Affordable Housing Fund.

To promote the reduction of the carbon footprint, the applicant is proposing a \$500 per unit cash contribution to a Saanich Transportation Fund, similar to the Saanich Affordable Housing Fund. The concept of this fund was previously discussed at Council as a means to further support the improvement of alternative mobility infrastructure and/or programs (ie extra transit shelters, bike parking, bike kitchens, etc). If approved, this would be the first such contribution to this fund. If this is not considered desirable, the applicant would put these funds towards the Saanich Affordable Housing Fund instead.

The total Community Contribution being offered would be \$2000 per unit. These commitments would be secured through a covenant.

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## CONSULTATION

### Advisory Design Panel

The Advisory Design Panel considered the application and recommended that the design be approved subject to a "strong recommendation that a greater separation between the buildings be incorporated into the plans for the front and rear of the development, and the courtyard and pathways be constructed with a solid material and be well lit."

The applicant has subsequently provided revised plans that incorporate a widened rear pathway between Blocks 3 and 4 that is now 2.11 m (6'-11") wide as opposed to 1.5 m (4'-11"), and pathway illumination for both paths. Pathway material between blocks is now shown as concrete, with compacted gravel retained for walking paths in the rear of the property.

### Community Association

A referral response was received noting that the QCHC Association has "had numerous on-site meetings with the proponents and two public meetings have been held with the neighbours of this site." The QCHCA outlined concerns of the neighbours as follows:

1. Traffic safety regarding the single entrance/exit, in particular with regards to schoolchildren walking to Cloverdale Traditional School, and large vehicle access such as garbage trucks and moving vans;
2. Parking issues, specifically the potential for residents and guests using on-street parking; and
3. Impact on the existing "single family neighborhood" and concern by neighbours over loss of the current sense of neighbourhood.

The Association concluded by stating that they did "not object to the proposed townhouse development on site, providing that the above concerns of the neighbours be addressed."

In terms of traffic safety, the proposal is reducing three driveway crossings with one. Moving vans would be an intermittent situation and likely to visit the site on weekends, and garbage removal in private developments is often conducted by smaller pickup-sized trucks.

The applicant is providing the required amount of residential parking and seeking a variance to reduce the number of visitor parking spaces. They note the proximity to public transit, and are also proposing measures to reduce the reliance on vehicular usage by providing alternative transportation solutions.

The townhouses have been designed to provide both a street presence and a sense of place.

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## SUMMARY

The applicant proposes to rezone the subject property from the RS-6 (Single Family Dwelling) Zone to the RT-FC (Attached Housing Four Corners) Zone in order to construct a fourteen-unit townhouse development. A Development Permit is also required. Variances are requested to: reduce the rear yard setback for Block 3 from 5.5 m to 4.56 m; to reduce the building separation between Blocks 1 and 2 from 2.13 m to 1.83 m and between Blocks 3 and 4 from 2.13 m to 2.11 m; and to reduce the number of visitor parking spaces from 5 to 3.



The existing single family dwellings would be deconstructed and salvaged through a reclamation sale with items not sold being donated to the Habitat for Humanity building program.

The proposal complies with Official Community Plan policies which support a range of housing types within "Village Centres", including townhouses up to 3 storeys in height.

The proposed development project would address sustainability objectives by providing moderately higher density housing within walking and cycling distance of commercial services, schools, and public transit.

**RECOMMENDATION:**

1. That the application to rezone from the RS-6 (Single Family Dwelling) Zone to the RT-FC (Attached Housing Four Corners) Zone be approved.
2. That Development Permit DPR00619 be approved.
3. That Final Reading of the Zoning Amendment Bylaw and ratification of the Development Permit be withheld pending registration of a covenant for:
  - BUILT GREEN® Gold or EnerGuide 82 (or equivalent), including the installation of heat pumps for each dwelling unit;
  - Installation of the necessary conduit and piping to be considered solar ready for the future installation of solar photovoltaic or hot water heating systems;
  - \$1000 per unit (\$14,000) to be provided to Saanich for use in the construction of a Children's water spray pad and permanent washrooms at Rutledge Park;
  - \$500 per unit to the Saanich Affordable Housing Fund; and
  - \$500 per unit to either a new Saanich Transportation Fund, or to the Saanich Affordable Housing Fund

Report prepared by:   
 Chuck Bell, Planner

Report prepared by:   
 Jarret Matanowitsch, Manager of Current Planning

Report reviewed by:   
 Sharon Hvozdzanski, Director of Planning

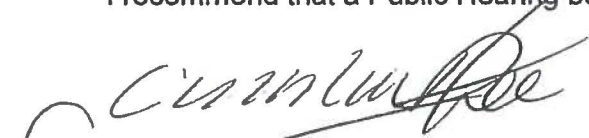
CWB/gv  
 H:\TEMPEST\PROSPERO\ATTACHMENTS\DPR\DPR00619\REPORT.DOCX

Attachment

cc: Paul Thorkelsson, CAO  
 Graham Barbour, Manager of Inspection Services

**ADMINISTRATOR'S COMMENTS:**

I recommend that a Public Hearing be called.

  
 Paul Thorkelsson, CAO

COPY

**DISTRICT OF SAANICH**

DPR00619  
REZ00562

**DEVELOPMENT PERMIT**

**To: Jagteg Singh Gill and Selina Justine Kaur Gill  
1820 Beach Drive  
Victoria BC V8R 6J3**

*(herein called "the Owner")*

1. This Development Permit is issued subject to compliance with all of the Bylaws of the Municipality applicable thereto, except as specifically varied by this Permit.
2. This Development Permit applies to the lands known and described as:

**Lot 9, Section 63, Victoria District, Plan 4628, Except that Part in Plan 15395  
Lot 8, Section 63, Victoria District, Plan 4628, Except that Part in Plan 14267  
Lot 7, Section 63, Victoria District, Plan 4628, Except that Part in Plan 14267**

**1032 Cloverdale Avenue  
1042 Cloverdale Avenue  
1052 Cloverdale Avenue**

*(herein called "the lands")*

3. This Development Permit further regulates the development of the lands as follows:
  - (a) By varying the provisions of the Zoning Bylaw 2003, Section 7.4 (a) to permit the attached housing to be constructed with a total of three visitor parking spaces (five spaces required).
  - (b) By varying the provisions of the Zoning Bylaw 2003, Section 1420.5 (a) to permit the attached housing to be constructed with a building separation of 1.83 m between Blocks 1 and 2, and 2.11 m between Blocks 3 and 4 (2.13 m required).
  - (c) By varying the provisions of the Zoning Bylaw 2003, Section 1420.6 (a) (iii) to permit the attached housing to be constructed with a rear yard setback of 4.56 m for Block 3 (5.5 m required).
  - (d) By requiring the buildings and lands to be constructed and developed in accordance with the plans prepared by Outline Home Design and Lombard North Group (BC) Inc. received on January 19, 2016 copies of which are attached to and form part of this permit.
4. The Owner shall substantially start the development within 24 months from the date of issuance of the Permit, in default of which the Municipality may at its option upon 10 days prior written notice to the Owner terminate this Permit and the Permit shall be null and void and of no further force or effect.

5. Notwithstanding Clause 4, construction of driveways and parking areas, and delineation of parking spaces shall be completed prior to the issuance of an Occupancy Permit.
6.
  - (a) Prior to issuance of a Building Permit, the Owner shall provide to the Municipality security by cash, certified cheque, or an irrevocable letter of credit in the amount of \$41,280 to guarantee the performance of the requirements of this Permit respecting landscaping.
  - (b) A Landscape Architect registered with the British Columbia Society of Landscape Architects must be retained for the duration of the project until the landscaping security has been released. Written letters of assurance must be provided at appropriate intervals declaring the registered Landscape Architect, assuring that the landscape work is done in accordance with the approved landscape plan, and indicating a final site inspection confirming substantial compliance with the approved landscape plan (BCSLA Schedules L-1, L-2 and L-3).
  - (c) All landscaping must be served by an automatic underground irrigation system.
  - (d) The owner must obtain from the contractor a minimum one-year warranty on landscaping works, and the warranty must be transferable to subsequent owners of the property within the warranty period. The warranty must include provision for a further one-year warranty on materials planted to replace failed plant materials.
  - (e) Any protective fencing of trees or covenant areas must be constructed, installed and signed according to the specifications in Appendix X.
  - (f) No site activity shall take place prior to the installation of any required tree or covenant fencing and the posting of "WARNING – Habitat Protection Area" signs. The applicant must submit to the Planning Department a photograph(s) showing the installed fencing and signs. Damage to or moving of, any protective fencing will result in an immediate stop work order and constitute a \$1,000 penalty.
  - (g) The landscaping requirements of this Permit shall be completed within four months of the date of issuance of the Certificate of Occupancy for the development, in default of which the Municipality may enter upon the lands, through its employees or agents, and complete, correct or repair the landscaping works at the cost of the Owner and may apply the security, interest at the rate payable by the Municipality for prepaid taxes.
  - (h) In the event that any tree identified for retention is destroyed, removed or fatally injured, a replacement tree shall be planted in the same location by the Owner in accordance with the replacement guidelines as specified within the Saanich Tree and Vegetation Retention, Relocation and Replacement Guidelines. The replacement tree shall be planted within 30 days of notice from the Municipality in default of which the Municipality may enter upon the lands and carry out the works and may apply the security provided herein in payment of the cost of the works. For the purpose of this section, existing trees identified for retention and new trees planted in accordance with the landscape plan attached to and forming part of this permit shall be deemed to be "trees to be retained".



- 7. The lands shall be developed strictly in accordance with the terms and conditions and provisions of this Permit and shall comply with all Municipal bylaws except for those provisions specifically varied herein. Minor variations which do not affect the overall building and landscape design and appearance may be permitted by the Director of Planning or in his absence, the Manager of Community Planning.
- 8. Notwithstanding the provisions of Section 7 of this Permit the following changes will be permitted and not require an amendment to this Permit:
  - (a) When the height or siting of a building or structure is varied 20 cm or less provided, however, that this variance will not exceed the maximum height or siting requirements of the Zoning Bylaw.
  - (b) Changes to the relative location and size of doors and windows on any façade which do not alter the general character of the design or impact the privacy of neighbouring properties following consultation with the Director of Planning, or Manager of Community Planning in his absence.
  - (c) Where items noted under Section 8(b) are required to comply with the Building Code and/or the Fire Code and those changes are not perceptible from a road or adjacent property.
  - (d) Changes to soft landscaping provided the changes meet or exceed the standards contained on the landscape plans forming part of this Permit.
- 9. The terms and conditions contained in this Permit shall inure to the benefit of and be binding upon the Owner, their executors, heirs and administrators, successors and assigns as the case may be or their successors in title to the land.
- 10. This Permit is not a Building Permit.

AUTHORIZING RESOLUTION PASSED BY THE MUNICIPAL COUNCIL ON THE

\_\_\_\_\_ DAY OF \_\_\_\_\_ 20 \_\_\_\_\_

ISSUED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_ 20 \_\_\_\_\_

\_\_\_\_\_  
Municipal Clerk

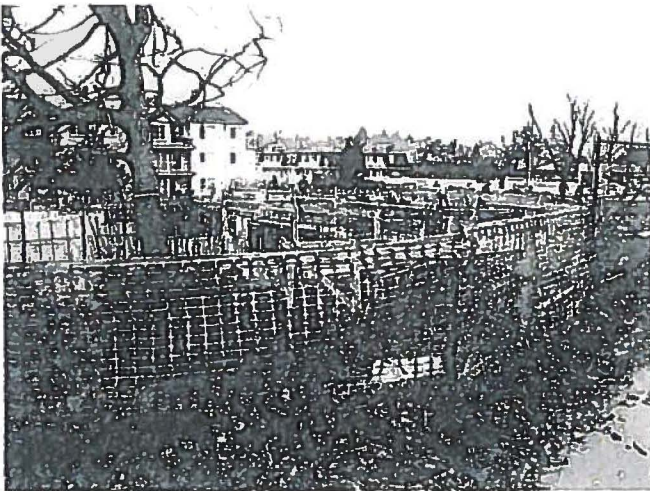
### PROTECTIVE FENCING FOR TREES AND COVENANT AREAS

Protective fencing around trees and covenant areas is an important requirement in eliminating or minimizing damage to habitat in a development site.

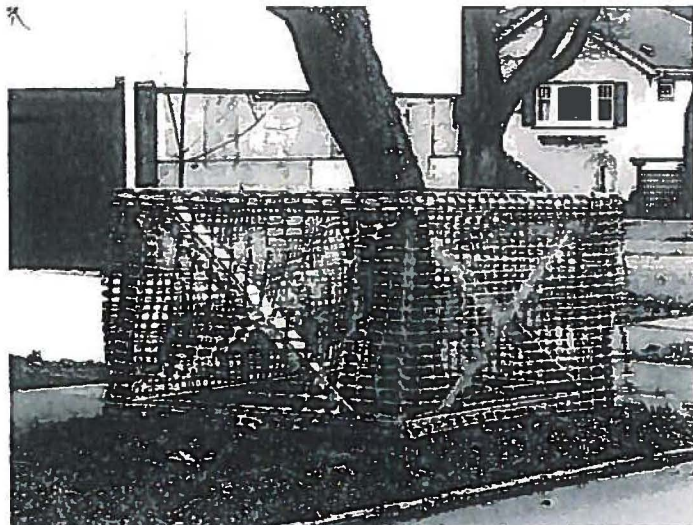
Prior to any activities taking place on a development site, the applicant must submit a photo showing installed fencing and "WARNING – Habitat Protection Area" signs to the Planning Department.

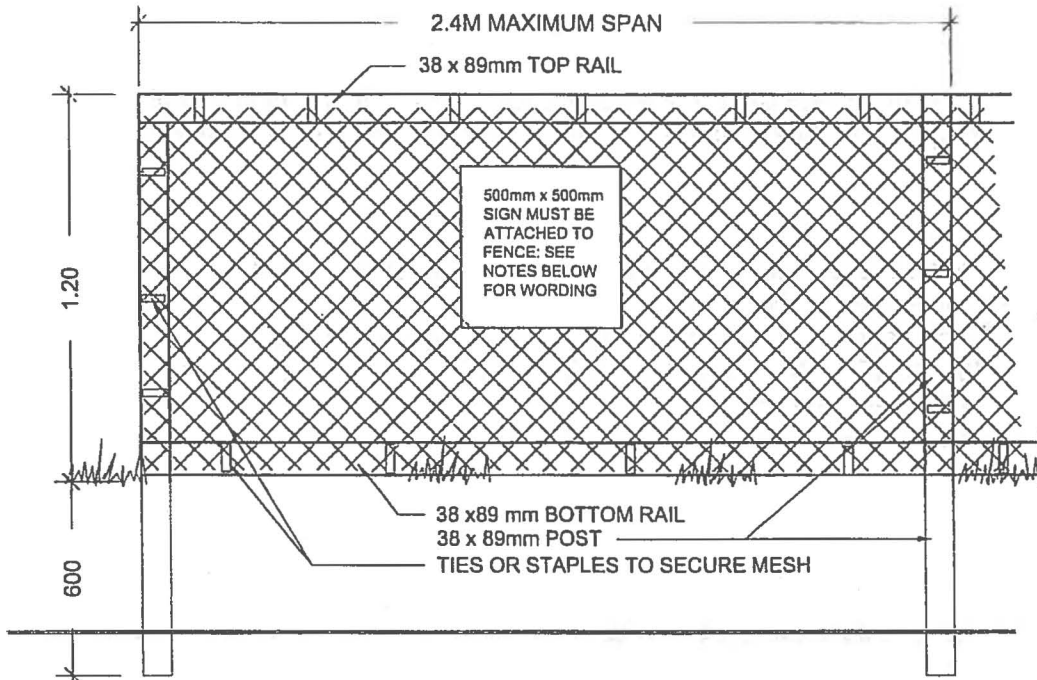
#### Specifications:

- Must be constructed using 2" by 4" wood framing and supports, or modular metal fencing
- Robust and solidly staked in the ground
- Snow fencing to be affixed to the frame using zip-ties or galvanized staples
- Must have a "WARNING – HABITAT PROTECTION AREA" sign affixed on every fence face or at least every 10 linear metres



Note: Damage to, or moving of, protective fencing will result in a stop work order and a \$1,000 penalty.





**TREE PROTECTION FENCING**

**NOTES:**

1. FENCE WILL BE CONSTRUCTED USING 38 X 89 mm (2"X4") WOOD FRAME: TOP, BOTTOM AND POSTS. \*  
USE ORANGE SNOW-FENCING MESH AND SECURE TO THE WOOD FRAME WITH "ZIP" TIES OR GALVANIZED STAPLES.
  2. ATTACH A 500mm x 500mm SIGN WITH THE FOLLOWING WORDING:  
**WARNING-HABITAT PROTECTION AREA.** THIS SIGN MUST BE AFFIXED ON EVERY FENCE FACE OR AT LEAST EVERY 10 LINEAR METRES.
- \* IN ROCKY AREAS, METAL POSTS (T-BAR OR REBAR) DRILLED INTO ROCK WILL BE ACCEPTED

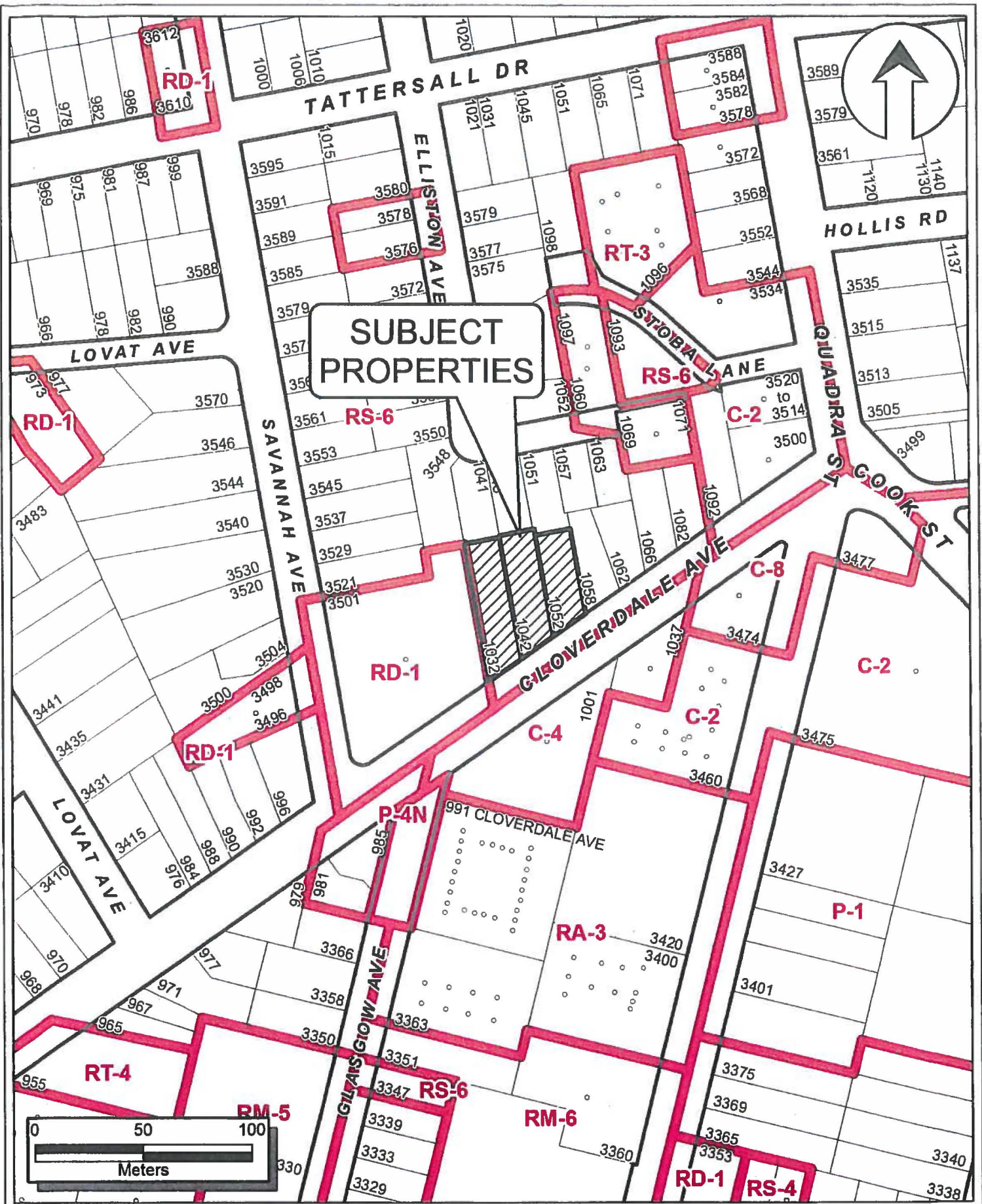


DETAIL NAME:

**TREE PROTECTION FENCING**

DATE: March/08  
DRAWN: DM  
APP'D: RR  
SCALE: N.T.S





**SUBJECT PROPERTIES**



# Memo

**To:** Planning Department  
**From:** Jagtar Bains – Development Coordinator  
**Date:** December 22, 2016  
**Subject:** Servicing Requirements for the Proposed Development- REVISED

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**PROJECT: TO REZONE FROM RS-6 SINGLE FAMILY DWELLING TO RT-FC ATTACHED HOUSING TO CONSTRUCT A 14 UNIT TOWNHOUSE**

**SITE ADDRESS: 1032 CLOVERDALE AVE  
PID: 004-974-271  
LEGAL: LOT 9 SECTION 63 VICTORIA DISTRICT PLAN 4628  
DEV. SERVICING FILE: SVS01960  
PROJECT NO: PRJ2015-00515**

The above noted application for rezoning & Development Permit has been circulated to the Engineering Department for comment. A list of servicing requirements has been attached on the following page(s). To allow Council to deal effectively with this application, we would appreciate confirmation, prior to the Public Hearing, that the applicant agrees to complete the servicing requirements. Should there be any disagreement with any of these requirements, it should be discussed with the undersigned prior to the Public Hearing.



Jagtar Bains  
DEVELOPMENT COORDINATOR

Cc: Harley Machielse, Director of Engineering  
Catherine Mohoruk, Manager of Transportation & Development,

General Information on Development Servicing

Servicing requirements are stated at this time for the applicant's information. The requirements must be met prior to building permit issuance, including consolidation or subdivision, payments and/or deposits.

Services which must be installed by a developer must be designed by a Professional Engineer hired by the developer and installed under the Engineer's supervision. The design must be approved prior to building permit issuance. The approval process may take up to 30 working days of staff time to complete circulations and request revisions of the Engineer. Certain circumstances can lengthen the approval process.

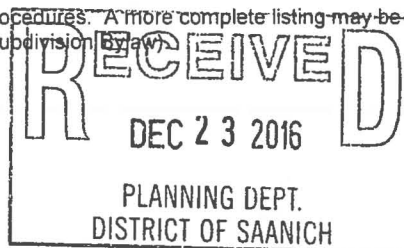
A Financial sheet is issued with the design drawing which will state:

- 1) The estimated cost of developer installed servicing plus 20% which must be deposited.
- 2) The estimated cost of Municipal installed servicing which must be paid.
- 3) The Development Cost Charges payable.
- 4) Any special conditions which must be met.

This information is not intended to be a complete guide to development procedures. A more complete listing may be found in Section 2 of the Engineering Specifications, Schedule H to Bylaw 7452 (Subdivision Bylaw).

ENTERED  
IN CASE

29



## Drain

1. AN APPROPRIATELY SIZED STORM DRAIN CONNECTION IS REQUIRED TO SERVE THIS DEVELOPMENT FROM THE EXISTING MAIN ON CLOVERDALE AVENUE.
2. ALL PROPOSED BUILDING AND PARKING AREAS MUST BE DRAINED IN ACCORDANCE WITH THE B.C. BUILDING CODE REQUIREMENTS.
3. THE EXISTING SERVICE CONNECTIONS ARE TO BE CAPPED.
4. STORM WATER MANAGEMENT MUST BE PROVIDED IN ACCORDANCE WITH THE REQUIREMENTS OF SCHEDULE H "ENGINEERING SPECIFICATIONS" OF SUBDIVISION BY-LAW. THIS SUBDIVISION/DEVELOPMENT IS WITHIN TYPE II WATERSHED AREA WHICH REQUIRES STORM WATER STORAGE, OIL/GRIT SEPARATOR OR GRASS SWALE AND SEDIMENT BASIN. FOR FURTHER DETAILS, REFER TO SECTION 3.5.16, STORM WATER MANAGEMENT AND EROSION CONTROL OF SCHEDULE H "ENGINEERING SPECIFICATIONS" OF SUBDIVISION BY-LAW. SUBMITTED CONCEPTUAL DESIGN MEETS THE REQUIREMENTS.

## Gen

1. THIS PROPOSAL IS SUBJECT TO THE PREVAILING MUNICIPAL DEVELOPMENT COST CHARGES.
2. THE BUILDING IS REQUIRED TO COMPLY WITH THE 2012 BC BUILDING CODE AND MUNICIPAL BYLAWS. BUILDING AND PLUMBING PERMITS WILL BE REQUIRED FOR ALL WORKS.

## Hydro/tel

1. UNDERGROUND WIRING SERVICE CONNECTION IS REQUIRED TO SERVE THIS DEVELOPMENT.

## Road

1. THE PROPOSED DRIVEWAY WILL BE RESTRICTED TO "RIGHT TURN" MOVEMENTS ONLY. SIGNAGE WILL BE INSTALLED BY SAANICH AT THE DEVELOPER'S EXPENSE.
2. NEW 2.0 M WIDE SEPARATED CONCRETE SIDEWALK MUST BE CONSTRUCTED ON CLOVERDALE FRONTING THIS DEVELOPMENT. THIS SIDEWALK IS TO BE ADJACENT TO NON-MOUNTABLE CURB ALONG THE PROPOSED PARKING BAY SO PASSENGERS EXIT ONTO HARD SURFACE.
3. THE EXISTING CURB, GUTTER AND SIDEWALK ON CLOVERDALE AVENUE, FRONTING THIS DEVELOPMENT, MUST BE REMOVED. NEW GUTTER AND NON-MOUNTABLE CURB MUST BE CONSTRUCTED.
4. PROPOSED DRIVEWAY CROSSING IS TO BE CONSTRUCTED AS PER SAANICH STANDARD DRAWING NO. C7SS.
5. "NO PARKING " SIGNS ARE REQUIRED ON ONE SIDE OF PROPOSED DRIVEWAY ON SITE.

## Sewer

1. AN APPROPRIATELY SIZED SEWER CONNECTION IS REQUIRED FROM THE EXISTING MAIN ON CLOVERDALE AVENUE TO SERVE THIS DEVELOPMENT.
2. SANITARY SEWER LOADING CALCULATIONS ARE REQUIRED FOR THIS PROJECT FROM A CONSULTING ENGINEER, BASED ON THE CURRENT B.C. BUILDING CODE REQUIREMENTS, TO DETERMINE WHETHER THE EXISTING SYSTEM CAN PROVIDE THE REQUIRED FLOW OR UPGRADING IS REQUIRED.
3. THE EXISTING CONNECTIONS ARE TO BE CAPPED.

# Development Servicing Requirements

Development File: SVS01960  
Civic Address: 1032 CLOVERDALE AVE  
Page: 2

Date: Dec 22, 2016

## Water

1. A FIRE HYDRANT WILL BE REQUIRED ON CLOVERDALE AVENUE NEAR THE EAST SIDE OF PROPOSED DRIVEWAY.
2. FIRE FLOW REQUIREMENT CALCULATIONS FOR THIS PROJECT MUST BE SUBMITTED BY THE CONSULTING ENGINEER BASED ON FIRE UNDERWRITERS SURVEY TO ALLOW THE MUNICIPALITY TO DETERMINE WHETHER THE EXISTING WATER SYSTEM CAN PROVIDE THE REQUIRED FLOW OR UPGRADING IS REQUIRED.
3. A SUITABLY SIZED WATER SERVICE MUST BE INSTALLED TO SERVE THE PROPOSED DEVELOPMENT FROM THE EXISTING 200 MM MAIN ON CLOVERDALE AVENUE.
4. THE EXISTING WATER SERVICES MUST BE REMOVED.

THE CORPORATION OF THE DISTRICT OF SAANICH

BYLAW NO. 9410

TO AMEND BYLAW NO. 8200,  
BEING THE "ZONING BYLAW, 2003"

---

The Municipal Council of The Corporation of the District of Saanich enacts as follows:

- 1) Bylaw No. 8200, being the "Zoning Bylaw, 2003" is hereby amended as follows:
  - a) By deleting from Zone RS-6 (Single Family Dwelling) and adding to Zone RT-FC (Attached Housing Four Corners) the following lands:

Lot 9, Section 63, Victoria District, Plan 4628, except that Part in Plan 15395  
(1032 Cloverdale Avenue)
  - b) By deleting from Zone RS-6 (Single Family Dwelling) and adding to Zone RT-FC (Attached Housing Four Corners) the following lands:

Lot 8, Section 63, Victoria District, Plan 4628, except that Part in Plan 14267  
(1042 Cloverdale Avenue)
  - c) By deleting from Zone RS-6 (Single Family Dwelling) and adding to Zone RT-FC (Attached Housing Four Corners) the following lands:

Lot 7, Section 63, Victoria District, Plan 4628, except that Part in Plan 14267  
(1052 Cloverdale Avenue)
- 2) This Bylaw may be cited for all purposes as the "**ZONING BYLAW, 2003, AMENDMENT BYLAW, 2017, NO. 9410**".

Read a first time this 9<sup>th</sup> day of January, 2017.

Public Hearing held at the Municipal Hall on the day of

Read a second time this day of

Read a third time this day of

Approved under Part 4 of the *Transportation Act* on the

Adopted by Council, signed by the Mayor and Clerk and sealed with the Seal of the Corporation on the

---

Municipal Clerk

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Mayor



1410-04  
Report –  
Planning

xref: 2870-30  
Cloverdale  
Avenue

**1032, 1042 & 1052 CLOVERDALE AVENUE – DEVELOPMENT PERMIT AND REZONING APPLICATION**

Report of the Director of Planning dated August 18, 2016 recommending that Council approve the application to rezone the property from RS-6 (Single Family Dwelling) zone to RT-FC (Attached Housing Four Corners) zone for a proposed 14 unit townhouse development; approve Development Permit DPR00619; and that Final Reading of the Zoning Bylaw Amendment and ratification of the Development Permit be withheld pending registration of a covenant to secure the items outlined in the report. Variances are requested for visitor parking, building separation and rear yard setback.

\*\*\*\*\*

Councillor Haynes left the meeting at 8:05 p.m.

\*\*\*\*\*

In response to questions from Council, the Acting Director of Planning stated:

- There is a requirement for six outdoor and 14 indoor bicycle parking spots.
- There are guidelines in terms of reducing impervious surfaces but no Zoning Bylaw requirements.
- A commitment to deconstruction of the existing dwelling could be included in the recommendations to the applicant.

\*\*\*\*\*

Councillor Haynes returned to the meeting at 8:10 p.m.

\*\*\*\*\*

**APPLICANT:**

T. Rodier, Outline Home Design, presented to Council and highlighted:

- The proposed development is close to a village centre with shopping, parks, public transit, the Galloping Goose and schools; the location may lessen the need for residents to have more than one vehicle.
- The development is designed to attract families to the neighbourhood.
- This is a good location for infill; the character of the neighbourhood will be maintained.
- Each unit would have a ground level patio which would integrate the residents with the neighbourhood; a crushed rock walkway would surround the development and create a buffer between the neighbouring properties.
- Each unit would have a dedicated place inside the unit for bike parking; there is also a dedicated location on site for recycling and garbage.
- There would be a mix of two and three bedroom units and a commitment to construction to BUILT GREEN® Gold or equivalent.

In response to questions from Council, the applicant stated:

- A full size garbage truck would not attend the site; the roadway is 25 feet wide and there is room to maneuver a regular sized vehicle.
- Two of the existing entrances on Cloverdale Avenue would be eliminated; access to and from the proposed development would be restricted to "right turn" movements only.
- There are no separate storage rooms in the homes but the design includes large closets.
- Eleven units have parking for two vehicles; three units have one garage parking



stall.

- The intent is to deconstruct and recycle the existing dwelling.
- The smaller units would be approximately 1,300-1,500 square feet and the larger 1,700-1,800 square feet.

In response to a question from Council, the Acting Director of Planning stated:

- A covenant could be registered to restrict residential use of the garage however the Zoning Bylaw already prohibits this.

In response to questions from Council, the Director of Engineering stated:

- The restriction for the "right turn" movement only is included in the servicing requirements; the driveway would have signage to that effect.

#### **PUBLIC INPUT:**

J. Schmuck, Rock Street, stated:

- The village centre has deteriorated over time; densification may result in revitalization.
- The Official Community Plan and Local Area Plan support density close to village centres; concerns of neighbours include traffic safety, increased on-street parking and the impact on the single family neighbourhood.
- The community amenity for Rutledge Park is appreciated.

D. Stubbington, Downham Place, stated:

- The development offers suitable homes to downsize or for families; it is in close proximity to shopping and services.

Saanich Resident, Quadra Street, stated:

- The proposal is supportable.

N. Stepushyn, Cloverdale Avenue, stated:

- Neighbours have concerns with the appropriateness of the location for multi-family housing; this is a neighbourhood of single family dwellings.
- Saanich commits to protecting urban forests; the proposed development will result in seven mature trees being removed.
- The proposed development is too much density and does not fit within the character of the neighbourhood.
- There are two new developments currently under construction that will add approximately 100 new multi-family units to the neighbourhood.

P. Ferguson, Savannah Avenue, stated:

- The number of parking stalls is not adequate and that may result in residents parking on Savannah Avenue; there is also concern that traffic would increase on Savannah Avenue due to the right turn only.
- The single entrance/exit on Cloverdale Avenue may be dangerous; the design needs more thought.

M. Webb, Savannah Avenue, stated:

- On-street parking and increased traffic flow on Savannah are concerns; right turn only has been attempted at another development on Cloverdale Avenue and it has not been effective.
- The concept of families having only one vehicle is great but may not be realistic;

the number of visitor parking stalls is not adequate and will result in increased on-street parking on Savannah Avenue.

B. Morton, Lovat Avenue, stated:

- The in-suite storage proposed is not adequate, one vehicle families is not realistic.
- The proposal is not supportable; this is not the right development for the location.

M. Ikonen, Whittier Avenue, stated:

- This project would provide affordable housing options for young families; there is only a small supply of townhomes in Saanich.

G. Nash, Tattersall Drive, stated:

- This property is outside the village centre; the Local Area Plan says that this area should be maintained with single family dwellings.

J. McCaw, Ellston Place, stated:

- The proposed density is not appropriate; a few less units may give more room for parking and driveways.

W. Marcinkovic, Vantreight Drive, stated:

- Townhomes are attractive to singles, young couples, young families and retirees; the proposed development gives residents an affordable opportunity to buy a home.
- Most condo buildings only offer residents one parking stall, therefore it is not unreasonable to offer one parking stall; moving trucks would only be on the property occasionally.
- The proposed development is well thought out and the applicant has addressed the neighbours' concerns; it may help to revitalize the community.

#### **APPLICANT'S RESPONSE:**

- Crawl spaces could be used for extra storage.
- The applicant would commit to a covenant that the garages be used solely for vehicle parking.

In response to questions from Council, the Acting Director of Planning stated:

- Secondary suites are not permitted in townhomes.

#### **COUNCIL DELIBERATIONS:**

In response to questions from Council, the Director of Engineering stated:

- It would be difficult to estimate if there would be an increase of traffic on Savannah as a result of the proposed development.

#### **Motion:**

**MOVED by Councillor Haynes and Seconded by Councillor Plant: "That a Public Hearing be called to further consider the rezoning application on Lot 9, Section 63, Victoria District, Plan 4628, Except that Part in Plan 15395 (1032 Cloverdale Avenue); Lot 8, Section 63, Victoria District, Plan 4628,**

**Except that Part in Plan 14267 (1042 Cloverdale Avenue); and Lot 7, Section 63, Victoria District, Plan 4628, Except that Part in Plan 14267 (1052 Cloverdale Avenue).”**

Councillor Haynes stated:

- Neighbours are concerned with the potential change of the character of the neighbourhood and the impacts of parking; infill near a village centre is appropriate.
- It is becoming more difficult to maintain larger unaffordable lots without subdividing.

Councillor Wergeland stated:

- This is an attractive development; there is a need for more affordable housing units.
- The potential increase of on-street parking impacts adjacent neighbours.

Councillor Sanders stated:

- The amenity package is appreciated; although the location for infill is appropriate, there may be too many units proposed.
- There is also concern with the lack of space between units and lack of green space; consideration should be given to construction of fewer units.

Councillor Brice stated:

- There may be too many units proposed for this property; the location is appropriate for infill.
- The applicant should address the concerns of neighbours including the on-street parking and increased traffic.

Councillor Brownoff stated:

- The proposed development is close to services and may help to revitalize the village centre; there is concern with the number of units, the amount of parking available and the increased traffic on Savannah Avenue.
- This may not be the right number of units for the property; the applicant needs to address the concerns identified.

Mayor Atwell stated:

- Although future uses of the property should be considered, the proposal should be addressed on its current merits.

Councillor Murdock stated:

- The proposed development is close to public transit and parks; there is concern with the lack of visitor parking and the potential for increased on-street parking on neighbouring streets.

**The Motion was then Put and CARRIED  
with Councillor Sanders OPPOSED**





# TECHNICAL MEMORANDUM 1

## STORMWATER MANAGEMENT STATEMENT

**TO:** District of Saanich  
770 Vernon Avenue  
Victoria, BC  
V8X 2W7

**FROM:** McElhanney Consulting Services Ltd.  
#500-3960 Quadra Street  
Victoria, BC  
V8X 4A3

**ATTN:** WHOM IT MAY CONCERN

**DATE:** August 7, 2015

**McElhanney File Number:** 15-310 (10)

**RE:** TECHNICAL MEMORANDUM 1 - STORMWATER MANAGEMENT STATEMENT  
1032, 1042, 1052 Cloverdale Avenue - Townhouse project

The following are the details to address the requirements of Schedule "H" of the Subdivision Bylaw 7452 and to provide information in accordance with Saanich Planning Form APPL8, with respect to the Development Permit Application Storm Water Management Statement. The project site is within the Type II Watershed requirements under Schedule "H". The questions noted in italics are as shown on the application form.

*a) Will there be an increase or decrease in impervious area compared to existing conditions?*

The total site area is approximately 2,600 square meters. The existing properties contain a combination of homes, sheds, asphalt and gravel drives, and landscaping. The existing properties have a total impervious area of approximately 500 square meters.

The proposed townhouses will have an impervious area of approximately 800 square meters.

The area of the proposed paver access road will be approximately 600 square meters.

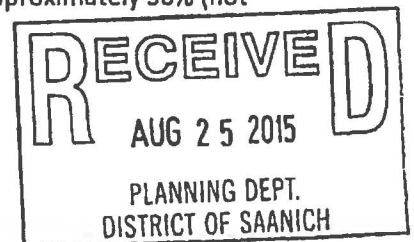
The proposed sidewalk that interconnects the units throughout the site has an impervious area of approximately 130 square meters.

The proposed development will increase the impervious area compared to the existing conditions.

*b) What percentage of the site will be impervious cover compared to existing conditions?*

The percentage of impervious cover on the existing site is approximately 20%.

The percentage of impervious cover on the proposed development is approximately 36% (not including the paver access road).



- c) ***How will impervious surface area be minimized (e.g. minimized paved area and building footprints, pervious paving, green roofing, absorbent landscaping)?***

Impervious surface area has been minimized by proposing a minimum building footprint as well as pavers to minimized hard surfaces. Pavers have not only been proposed within the roadway, but also in the driveway areas.

Sidewalks will be sloped to drain towards adjacent landscape areas where practical.

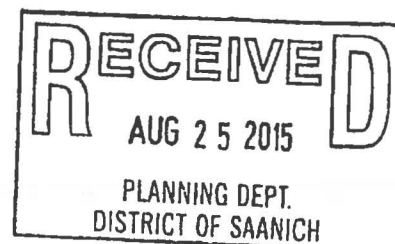
- d) ***How will the proposed system detain and regulate flows and improve storm water quality (e.g. Infiltration systems, engineered wetlands, bioswales)?***

Live storage volume will be provided in accordance with Schedule H, Section 3.5.16.3.2 of the Engineering Specifications to Bylaw 7452. For a Type II Watershed, this would be 100 cu.m/ha for the impervious area. Since the proposed development has an impervious area of approximately 950 sq.m, not including pavers, the resulting storage volume required is 9.5 cu.m. This volume will be confirmed during detailed design. This volume will be accommodated using storm water detention tanks.

Infiltration will also be utilized to the extent possible as permissible by the Geotechnical Engineer to reduce this volume. The release rate of 0.95 L/s (equivalent to 10 L/s/ha as per Saanich specifications) will be achieved using a flow control manhole to the extent possible.

- e) ***If the intent of the guideline cannot be met, explain why.***

n/a



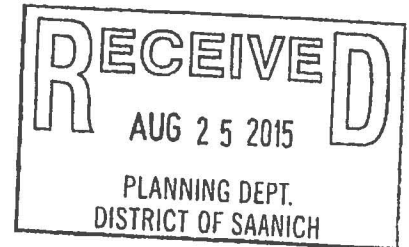
## SUSTAINABILITY STATEMENT

**Parcel Address:** 1032/1042/1052 Cloverdale  
Victoria, BC

**Proposed Development:** 14 Unit Town Homes

**Applicant:** Seba Construction  
1167 Jolivet Cre  
Victoria, BC V8X 3P3

**Contact Person:** Jamie Gill  
Seba Construction  
250-516-1224  
[sebaconstruction1@gmail.com](mailto:sebaconstruction1@gmail.com)



### **Sustainable Development Objective**

To develop the site in a manner that, while being economically viable, provides for quality housing which will complement and enhance the surrounding neighborhood and become a valued asset to its residents and the community as a whole.

### **Social Indicators**

#### Location and Density

The Quadra Action Plan states that further redevelopment in the Cloverdale Triangle, south of Cloverdale Avenue and west of Quadra Street, for multi-family housing would be desirable. It recognizes, however, that a broader range of housing types and densities should be encouraged through zoning and design considerations. The four corners village, which encourages diversity of lifestyle, housing, economic and cultural opportunities, is a suitable location for townhouses given the close proximity to shopping, services, parks, schools and major transportation routes.

To the north of the property, the townhouses are located 7.5 meters from the neighboring single family lots on Elliston Place, maintaining the typical single family separation. To the south, the townhouses are close to the street, encouraging pedestrian level interaction between the residences and the neighborhood. The development will act as a transition from the high density apartment use to the west at 3501 Savannah Ave. and the single family residential remaining to the east of the subject property along Cloverdale Ave.

## Transportation

The surrounding area is well served by transit with main bus routes running on Quadra and Cloverdale. Bus stop locations are within easy walking distance. Bike lanes currently front this property thus making bicycle commuting easier. The proposed development encourages the use of bicycles by having bicycle storage in each unit and short-term bicycle parking for visitors. The location of the project, next to shops, services and schools, make it ideal for walking.

To encourage non-vehicular transportation, Seba Construction will also be offering a \$500.00 cash contribution to the homeowners of each unit for alternative transportation solutions of their choice. The funds will be placed in our lawyers trust account until the homeowner produces a receipt for some sort of transportation (bike, buss pass etc.) at which point they will be reimbursed for their investment. We hope this helps the homeowner understand the ease of transportation around the area, thus minimizing their carbon footprint.

## Community Character and Livability

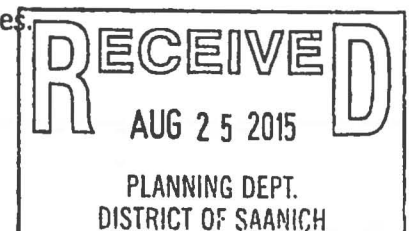
The townhouse property is surrounded by an apartment building to the west, single family dwellings to the east, single family dwellings to the north and commercial to the south. Our development provides additional quality housing opportunities while keeping in line with the traditional look of the neighborhood.

The units range from two bedroom to four bedroom units and have ample living spaces for families. The site lends itself to families given its relationship to the school, shops and services. The back townhouses (blocks 3,4) have access to a private outdoor space in the rear yard and the front blocks (1,2) have dedicated outdoor space along the street side. All the units will have access to a walking path that surrounds the property. This will be a nice place to take a short stroll with pets, kids etc., while interacting with the local community.

The townhouses will meet the mandatory adaptable building guidelines with the voluntary guidelines implemented where possible.

## **Economic Indicators**

The proposed project will significantly raise the assessed value of these properties and contribute to the Saanich tax base. All municipal infrastructure is presently in place. The proposal aims to enhance the neighborhood and provide a positive effect on the area. It will create employment during the construction phase and the eventual homeowners will support local business in the established commercial area. All suppliers and trades that are used by Seba Construction are local, further benefitting the local economy through the support of local businesses.



## **Environment Indicators**

Each unit will consist of low E windows, low flush toilets, power smart appliances, tank less water heater on gas and individual heat pumps. This will allow us to satisfy the requirements for the Built Green Gold or the Energuide 82 program. Further to this, each home will be made solar ready.

## Storm Water Protection

Ground water will be controlled through the use of interlocking brick, which enables ground water recharge. This element will play a major role in the storm water retention system. A professional engineer has designed a storm water management system and storm water tanks will be used on site to control excess water.

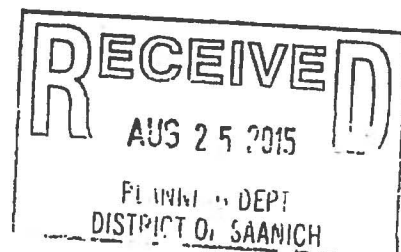
## Sustainable Design and Construction

### Materials and Resources

The existing homes will have an environmental report completed before removal. Prior to deconstruction, the home we will have all the hazardous materials removed. The remainder of the home will be salvaged through a reclamation sale and items not sold will be donated to the Habitat for Humanity building program. The existing concrete will be used as clean fill under the supervision of the project geotechnical engineer. The goal of this project, as it is with all Seba Construction projects, is to reduce the amount of material that is sent to the landfill.

### Energy Efficiency

The building envelope will be constructed to energy efficient standards and include a high quality rain screen. We are also adding a provision to allow for conduit in the construction assemblies to accommodate future incorporation of solar energy use in the home. Energy efficiency will be a major factor in the selection of all fixtures and appliances used within the development. In material selection, locally sourced materials and supplies will be favored, along with products that are determined to be produced with energy efficient methods using non-hazardous, environmentally conscious manufacturing methods.





**THE CORPORATION OF THE DISTRICT OF SAANICH**

**TO: MAYOR AND MEMBERS OF COUNCIL**

**DATE: DECEMBER 23, 2015**

**FROM: ADVISORY DESIGN PANEL**

**SUBJECT: APPLICATION BY SEBA CONSTRUCTION LTD. FOR REZONING AND DEVELOPMENT PERMIT TO CONSTRUCT A 14-UNIT TOWNHOME PROJECT CONSISTING OF TWO BLOCKS OF 4 UNITS AND TWO BLOCKS OF 3 UNITS AT 1032, 1042 AND 1052 COVERDALE AVENUE  
PLANNING FILES: DPR00619 / REZ00562  
CASE #2015/014**

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**BACKGROUND AND PRESENTATION**

Jamie Gill, SEBA Construction Ltd., Tim Rodier, Outline Home Design, and James Partlow, Lombard North Group (B.C.) Inc., attended to present design plans and answer questions from the Panel.

C. Bell briefly outlined the application.

T. Rodier, Outline Home Design, stated:

- The design of the townhome project adds character to and augments the existing neighbourhood and creates a buffer between the village centre, the nearby large apartment building and the subject property.
- The townhomes are small in scale and would be ideal as a starter home.
- Prefinished, cement fibre board would be used in most of the development as it has a longer life span than wood products and should represent as new in 10-15 years.
- Four colours are proposed in a muted palette that repeats and alternates along the length of the townhome project.
- Transition space is an important factor to the development proposal. The courtyard space will serve as a connection area for residents.
- The courtyard and pathways will incorporate finished concrete.
- Due to the smaller scale of the development and mass transit opportunities nearby, an increase in vehicular traffic is not anticipated.
- Each unit will provide parking for one vehicle; one handicapped space will be provided for the development. Electric vehicle chargers are also proposed.
- Larger trucks or emergency vehicles will need to back out of the site due to space constraints.

J. Partlow, Lombard North Group:

- A fair amount of structure was incorporated in the approach to the Landscape Plan; the interphase between the proposed units and the sidewalk proposes to retain trees that will assist in preserving the character of the neighbourhood.
- The courtyard will contain medium sized trees including red sunset maples and hedge maples.
- The front entry will have a fairly simple scheme; however, the interior of the site will contain a lot of green canopy. Each unit is proposed to have specimen shrubs installed, which will grow and become a point of interest. Entry patios will be surrounded by broadleaf evergreens.

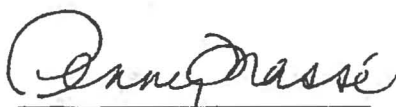
- Existing conifers will be retained and additional conifers will be added in the corner and rear property line of the site.
- A single red oak will provide canopy in the rear of the development and a solid board, cedar fence is proposed to secure the site on three sides.
- Ground cover will include large masses of heather in various colours.
- Landscaping will have an architectural approach and will include many opportunities that will read well from the interior and public spaces.
- Consideration will be given to plantings that grow in an area lacking ambient light.
- No plantings can be considered for the new boulevard as it has been identified for future road widening and will therefore be paved, existing overhead wires prohibit any planting in the boulevard.

Comments from Panel members:

- The angle of the roofline accentuates the height and is quite steep; if dropped slightly it would make the homes look wider and reduce the impression of height.
- The colour palette is attractive; however, the lightest colour is used on the side of the buildings and results in a noticeable contrast.
- The wall that is incorporated into the upper and main floor at the rear of the units creates discontinuity from the living room.
- Darker areas of the site, including the garbage / bench area and portions of the pathway are too dark; controlled exterior lighting should be considered. This proposal does not adequately consider the policies of Crime Prevention through Environmental Design (CPTED).
- The site plan is too tight; if at all possible the buildings should incorporate larger separations.
- The west elevation indicates there is no separation between the driveway and the windows of the washroom and laundry room in the units.
- The site plan needs to be revisited; one additional foot into the setbacks or otherwise would provide the needed separation between the buildings.
- There is a claustrophobic impression to the current site plan.
- Mature plantings should be utilized throughout to help with screening.
- More separation and protection in the front of the buildings would be appreciated.
- An increase in the density of plantings proposed for the front of the units would be beneficial.
- The walkway may not be utilized as much as anticipated and the space could be used to create some separation.

**RECOMMENDATION:**

**That it be recommended that the design of the proposed 14-unit townhome project at 1032, 1042 and 1052 Cloverdale Avenue be approved subject to a strong recommendation that a greater separation between the buildings be incorporated into the plans for the front and rear of the development, and the courtyard and pathways be constructed with a solid material and be well lit.**



Penny Masse, Secretary  
Advisory Design Panel

## Planning - DPR00619 Approval

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**From:** "Evanoff, Ryan TRAN:EX" <Ryan.Evanoff@gov.bc.ca>  
**To:** "chuck.bell@saanich.ca" <chuck.bell@saanich.ca>  
**Date:** 9/21/2015 12:19 PM  
**Subject:** DPR00619 Approval

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Chuck,

Please accept this email as an official response to your development referral for 1032 Cloverdale Ave (DPR00619), Ministry file 2015-04844.

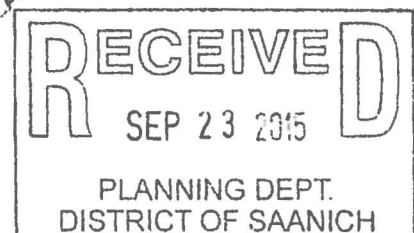
The Ministry has no objections to the proposed rezoning and has no additional requirements for approval.

Certified bylaw adoption forms can be forwarded for stamp and signature at your convenience.

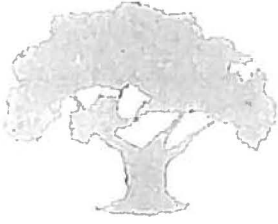
Thank you,

RYAN EVANOFF | SENIOR DISTRICT DEVELOPMENT TECHNICIAN | BC MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE | VANCOUVER ISLAND DISTRICT |  
240-4460 CHATTERTON WAY, VICTORIA, BC V8X 5J2  
T: 250.952.4495 | F: 250.952.4508  
WEBSITE FOR DEVELOPMENT APPROVALS:  
[www.th.gov.bc.ca/Development\\_Approvals/home.htm](http://www.th.gov.bc.ca/Development_Approvals/home.htm) | MINISTRY WEBSITE: <http://tranbc.ca/>

ENTERED  
IN CASE



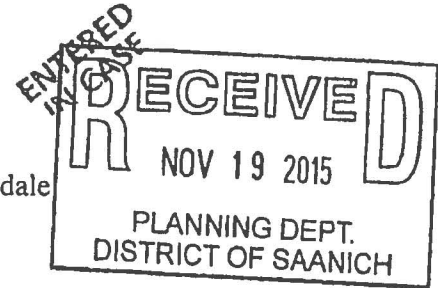
November 19, 2015



## QUADRA CEDAR HILL COMMUNITY ASSOCIATION

To Mr. Chuck Bell, Planner, Municipality of Saanich;  
Re proposed townhouse development at 1032/1042/1052 Cloverdale

Dear Chuck,



Our association has been consulting on this project since March of 2014. We have had numerous on-site meetings with the proponents and two public meetings have been held with the neighbors of this site on June 1<sup>st</sup>, 2015 and October 22<sup>nd</sup>, 2015. While our association is generally in support of this development, the following issues have been identified during our consultation:

- 1) Traffic safety re the single entrance/exit – there is concern over safety for pedestrians walking along the Cloverdale sidewalks when vehicles enter/exit this property. It is to be noted that this is a current walking route for many students attending Cloverdale Traditional School. Special concern was noted over large vehicle access such as garbage trucks and moving vans. Has Saanich Engineering thoroughly assessed the safety impact for this design and the expected increase in vehicle traffic on Cloverdale ?
- 2) Parking Issues – neighbors expressed concern over residents of this complex and their guests using existing on-street parking along both the south side of Cloverdale and also along Savannah Avenue. There is existing competition now for these spaces between neighbors, residents of the apartment complex at 3501 Savannah, and also the various commercial businesses in the Quadra/Cook/Cloverdale village centre. We recommend that at a minimum Savannah Avenue be designated as “Residential Only Parking” if this development is to proceed. Also a suggestion was made for a covenant to be included instructing these townhouse owners that their covered garages must be used for parking as opposed to storage, to avoid owners using street parking.
- 3) Impact on the existing “single family neighborhood” from this multi-family development. There was a strong turnout by neighbors at the two public meetings who expressed concern over losing their current sense of neighborhood.

We do acknowledge that this proposed development conforms to the Saanich Official Community Plan allowing for densification close to Village Centers and along major transit corridors. As well this densification could provide impetus for the desired redevelopment of the Quadra/Cook/Cloverdale “Four Corners” village center. It is also to be noted that the recent eight unit townhouse development at the corner of Linwood and Cook Street has been very well received by the neighborhood and all of the units sold very quickly.

In summary, we do not object to the proposed townhouse development at this site, providing that the above concerns of the neighbors be addressed.

Sincerely,

John Schmuck  
President, Quadra Cedar Hill Community Association  
c/o 1180 Rock Street, Victoria, B.C. V8P 2B8  
Phone (250) 384-5190  
Email: [johnschmuck@shaw.ca](mailto:johnschmuck@shaw.ca)



**Planning - RE: Saanich Referral re 1032-1042-1052 Townhouses**

**From:** "John Schmuck" <johnschmuck@shaw.ca>  
**To:** Chuck.Bell@saanich.ca; Planning.Mun\_Hall.Saanich@saanich.ca  
**Date:** 11/19/2015 1:52 PM  
**Subject:** RE: Saanich Referral re 1032-1042-1052 Townhouses  
**CC:** sebaconstruction1@gmail.com  
**Attachments:** QCHCA Letter re 1032-1042-1042 Cloverdale.doc

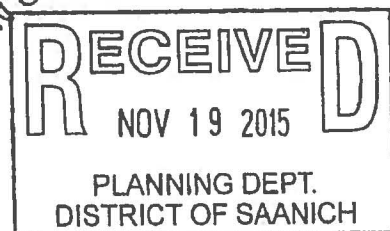
Hello Chuck - attached is the QCHCA response on this application. We are hoping that the issues identified by the neighbors can be addressed.

John Schmuck

President, Quadra Cedar Hill Community Association

Phone (250) 384-5190

EXTERND  
IN CASE



**From:** Planning Planning [mailto:Planning.Mun\_Hall.Saanich@saanich.ca]  
**Sent:** Thursday, September 03, 2015 3:11 PM  
**To:** Quadra Cedar Hill Community Association  
**Subject:** Saanich Referral

September 3, 2015

Dear Quadra/Cedar Hill Community Association:

**Re: Application for Development:**

**Applicant:** Seba Construction  
**Site Address:** 1032 CLOVERDALE AVE  
1042 CLOVERDALE AVE  
1052 CLOVERDALE AVE  
**Legal:** LOT 9 SECTION 63 VICTORIA LAND DISTRICT PLAN 4628  
EXCEPT THAT PART IN PLAN 15395.  
LOT 8 SECTION 63 VICTORIA LAND DISTRICT PLAN 4628  
EXCEPT PLAN 14267.  
LOT PT7 SECTION 63 VICTORIA LAND DISTRICT PLAN 4628  
**Folder No.:** DPR00619  
**Description:** TO REZONE FROM RS-6 SINGLE FAMILY DWELLING TO RT-FC ATTACHED HOUSING TO CONSTRUCT A 14 UNIT TOWNHOUSE PROJECT CONSISTING OF TWO BLOCKS OF

**FOUR UNITS AND TWO BLOCKS OF 3 UNITS.**

The District of Saanich has received an application for a site within your Community Association area. The Planning Department is referring the proposed plans and relevant information to your Community Association for review and comment. Please note that any requested variances may be subject to change based on the Planners detailed review of the file.

In a written letter or email to [planning@saanich.ca](mailto:planning@saanich.ca), please provide your comments to the Planning Department indicating if your Community Association:

- Has no objection to the project
- Generally has no objection with suggested changes or concerns
- Does not support the project (please provide reason).

We would appreciate receiving your comments by October 2, 2015 so that they can be included in the package that is forwarded to Council. If you cannot meet this time frame, please email or call our office to indicate if and when you might be able to respond to the referral.

**If you require further information about the proposed development please contact CHUCK BELL Local Area Planner at 250-475-5494 ext.3467.**

It is suggested that you periodically check our website, [www.saanich.ca](http://www.saanich.ca) *Active Planning Applications* as any revised site plans for this application will be posted there.

Sincerely,

Chuck Bell  
Planner

cc: Clerks Department

**Penny Masse - Fwd: 1032/1042/1052 Cloverdale**

**From:** Seba Construction <sebaconstruction1@gmail.com>  
**To:** Penny Masse <Penny.Masse@saanich.ca>  
**Date:** 1/19/2017 1:38 PM  
**Subject:** Fwd: 1032/1042/1052 Cloverdale  
**CC:** Chuck Bell <Chuck.Bell@saanich.ca>

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COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>
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ACKNOWLEDGED:	

Hi Penny

Could you please add this correspondence below to council with regards to our public hearing for Cloverdale.

The owners live at [REDACTED] Savannah.

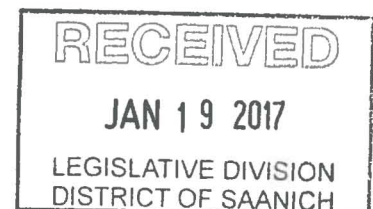
Thanks

Jamie Gill  
 Seba Construction  
 250-516-1224  
[www.sebaconstruction.com](http://www.sebaconstruction.com)

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Begin forwarded message:

**From:** Simon Button [REDACTED]  
**Subject:** Re: 1032/1042/1052 Cloverdale  
**Date:** January 19, 2017 at 1:20:30 PM PST  
**To:** Seba Construction <sebaconstruction1@gmail.com>



Hi Jamie,

I do not have any major concerns regarding your development and am supportive of townhouses along Cloverdale Ave. If it moves forward I hope the construction phase is as short and quiet as possible.

Good luck,

Simon Button

On 19 January 2017 at 09:27, Seba Construction <[sebaconstruction1@gmail.com](mailto:sebaconstruction1@gmail.com)> wrote:

Hi

We are gearing up for our public hearing regarding our townhouse proposal on Cloverdale.

Just going through the feedback sheets from our community meetings and noted no comments were put forward on your sheet.

If there is anything you would like to add, I would appreciate it.

Thank You

Jamie Gill  
Seba Construction  
250-516-1224  
[www.sebaconstruction.com](http://www.sebaconstruction.com)

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**Clerksec - Proposed rezoning for 14-unit townhouse development on Cloverdale Avenue**

**From:** Doreen Sultana [REDACTED]  
**To:** "clerksec@saanich.ca" <clerksec@saanich.ca>  
**Date:** 1/16/2017 8:45 PM  
**Subject:** Proposed rezoning for 14-unit townhouse development on Cloverdale Avenue

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To Whom It May Concern,

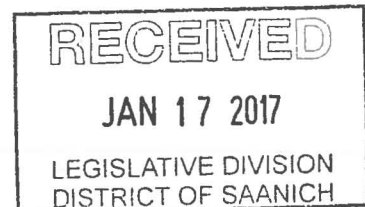
This is in regard to the proposed townhouse development on Cloverdale Ave. My question is: If we can't attend the meeting on January 24th, is it possible to vote on this on-line? We would like it to be known that we are against this proposal.

Thank you,

Regards,

Mrs. S. Sultana

Mr.&



**Clerksec - Proposed Rezoning of 1032, 1042 and 1052 Cloverdale**

**From:** Paul Ferguson  
**To:** <clerksec@saanich.ca>, Vicki Sanders <vicki\_sanders@telusnet>  
**Date:** 1/14/2017 5:02 PM  
**Subject:** Proposed Rezoning of 1032, 1042 and 1052 Cloverdale

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ACKNOWLEDGED:	

Hello

I won't be able to attend the public hearing about the rezoning of 1032, 1042 and 1052 Cloverdale on January 24th, so I'm emailing my views instead.

As the project proposal stands now, I'm against it. My main reasons are:

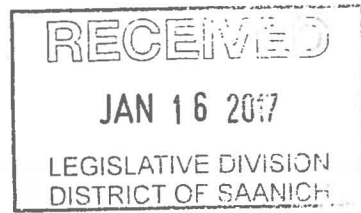
\* There are too many units proposed for the available space. It will be overcrowded, and the single traffic entrance/exit will be difficult, inconvenient and dangerous. This section of Cloverdale is extremely busy during peak hours, and a single entrance/exit, with cars trying to enter and leave during rush hour, is a very bad idea. Two gates - one entrance, one exit - would be much better.

\* The proposal doesn't provide enough parking for residents and guests. The developers are touting the project as one which will attract people who will either bus or bike. I don't believe it. I believe that some households will have more than one car. I believe the guest parking the project proposes will not come close to being adequate to the needs of visitors to the townhouse. The overflow will inevitably spill into Savannah Ave first. I live near the Cloverdale end of Savannah Ave, and parking is already a sore issue. There is presently an apartment building across the street from us, and there exists constant and repeated friction between the residents living in single-family houses along this end of Savannah and both residents and visitors of the apartment building over parking problems. The last thing this street needs is more people trying to park their cars here.

I would not be opposed to the development if these issues were addressed satisfactorily. However, as it stands, it's unacceptable.

Regards

Paul Ferguson  
Savannah Ave



**Clerksec - Proposed Rezoning of 1032, 1042 and 1052 Cloverdale Avenue**

**From:** Gill Atkinson [redacted]  
**To:** <clerksec@saanich.ca>  
**Date:** 1/14/2017 5:03 PM  
**Subject:** Proposed Rezoning of 1032, 1042 and 1052 Cloverdale Avenue  
**CC:** <vicki\_sanders@telus.net>

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Dear Mayor and Council,

I will be unable to attend the public meeting regarding the proposed rezoning of 1032, 10443 and 1052 Cloverdale Avenue, so I would like to submit my views by email instead.

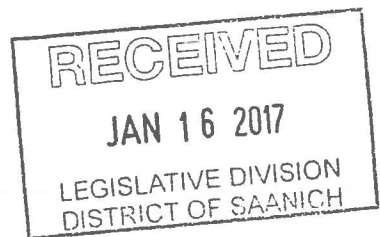
As a local resident, I do not support this proposal. The proposed development for 14 units is too dense and will lead to further problems in the neighbourhood with parking, traffic congestion and safety. There are too few parking spaces for the residents and their visitors, which means that inevitably they will look for parking elsewhere. I live on Savannah Avenue, and we already have a serious problem with parking, mainly due to the residents of the apartment block on the corner of Savannah and Cloverdale. Tenants of this building have to pay for parking on site, so instead, some choose to park on Savannah. This can mean blocked driveways, poor vision when leaving driveways and damage to boulevards.

In addition, Coverdale is a busy road, especially during rush hour. It has been proposed that residents of the new town house development will have to turn right on exiting the complex. In my experience of the condo building across the road from the proposed development, where they already have this rule, it is not adhered to causing problems. The proposed development is close to Cloverdsle School. Many children walk to and from school along this section of Cloverdale. I am concerned for their safety given the density of traffic and possible problems with just a single exit for the complex.

I hope you will reject this proposal for the sake of our neighbourhood.

Sincerely,

Gill Atkinson  
[redacted] Savannah Ave.



5870-30 Cloverdale

**Clerksec - The rezoning of 1032, 1042 and 1052 Cloverdale Avenue**

**From:** "Brian" [REDACTED]  
**To:** <clerksec@saanich.ca>  
**Date:** 1/13/2017 3:10 PM  
**Subject:** The rezoning of 1032, 1042 and 1052 Cloverdale Avenue  
**CC:** "Vicki Sanders" <vicki\_sanders@telus.net>

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Dear Mayor and Council,

After thinking about the feasibility of the Seba Construction Company project, and the rezoning of 1032, 1042 and 1052 Cloverdale Avenue; I have some concerns with the construction of the 14 unit townhome complex. These concerns are related to density, parking, and traffic.

My first concern is with the number of town homes that are to be squeezed onto those three lots. In my opinion, there are too many of them. Going from three single family dwellings to fourteen families living on the same amount of land is excessive. No doubt the residents will be crammed together. This project needs to be scaled down to a reasonable number of units. For example, there are only eight residences in the town house complex that is located on the corner of Cook Street and Linwood beside Thrifty Foods. It is a well thought out quality development that has plenty of on site and street parking for its residents and visitors.

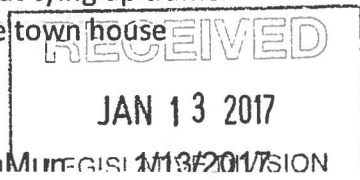
Secondly, the Seba development doesn't allow for enough on-site parking. The lack of on-site parking will inevitably cause parking problems on Cloverdale Avenue and Savannah Avenue as the town house owners look for other places to park their vehicles and those of their visitors. People close to the Seba complex are presently parking their vehicles on the grass boulevards on that section of Cloverdale because there is not enough street parking available for them. (See Photo)

Furthermore, it is wishful and delusional thinking for Seba Construction to speculate that the residents of the townhouses, and their visitors will give up their vehicles in favour of biking and walking.

Also, it is doubtful the town house owners will park their vehicles in their garages. The Seba townhouses have garages to accommodate one vehicle, but I've observed that most people convert their garages into workshops or storage areas. If this happens some of their vehicles will most likely be parked on Cloverdale and Savannah Avenue.

Cloverdale already has it's fair share of parked vehicles so there is little room for more of them. (See Photo) Businesses that are located along Cloverdale Avenue, and their customers, park their vehicles on Cloverdale. Also, people who work downtown park their cars on Cloverdale during working hours so they can take the bus to work. In addition to this, a number of apartment dwellers who reside at the corner of Cloverdale and Savannah park their vehicles on the Cloverdale and Savannah in order to avoid paying for parking. If they want to use the apartment parking lot there is a monthly charge. All of these scenarios are putting parking pressure on the residents at the corner of Cloverdale and Savannah Avenue.

Cloverdale is already congested with traffic at certain times of the day. Almost ten thousand cars travel the street daily. Around five o'clock traffic is usually backed up from Quadra all the way down to Rutledge Park. Since the traffic light at Quadra and Cloverdale only lets about seven vehicles across the intersection before the light turns red, it keeps that traffic backed up for a long time. The residents of the Seba development will need to be entering and exiting their property without tying up traffic. Seba Construction's solution to the problem is to put a traffic sign at the exit of the town house





driveway allowing residents to only turn right on Cloverdale. However, it won't work. Directly across the street from the Seba Construction complex there is such a sign forbidding a right hand turn on Cloverdale, but I've observed no one obeys it.

Please do not allow fourteen townhouses to be crammed on to the properties at 1032, 1042 and 1052 Cloverdale Avenue. I think that if the project is approved it needs to be scaled down to a reasonable number units with plenty of on-site parking in order to allow for a quality life style for the residents, and to prevent additional traffic congestion and parking problems on Cloverdale and Savannah. As I have already mentioned, the town house development at the corner of Cook and Linwood beside Thrifty Foods has only eight units. It is a quality development with lots of on-site and street parking available. Please follow that example.

Sincerely, Brian Butterfield

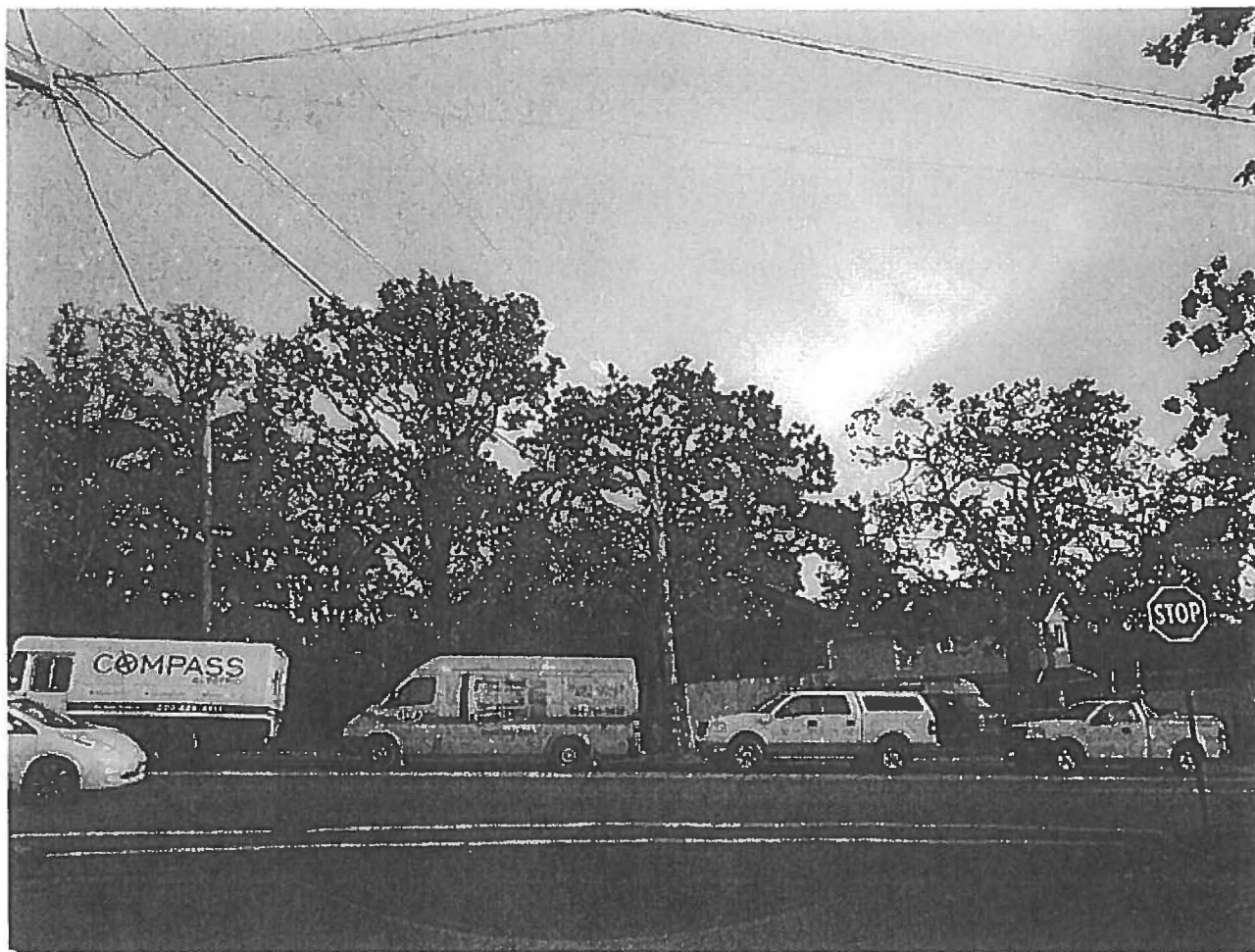
**The first two photos show residents at the top of Cloverdale having to illegally park on the grass boulevard because there isn't enough street parking available on Cloverdale. These properties are adjacent to the proposed Seba Construction complex.**

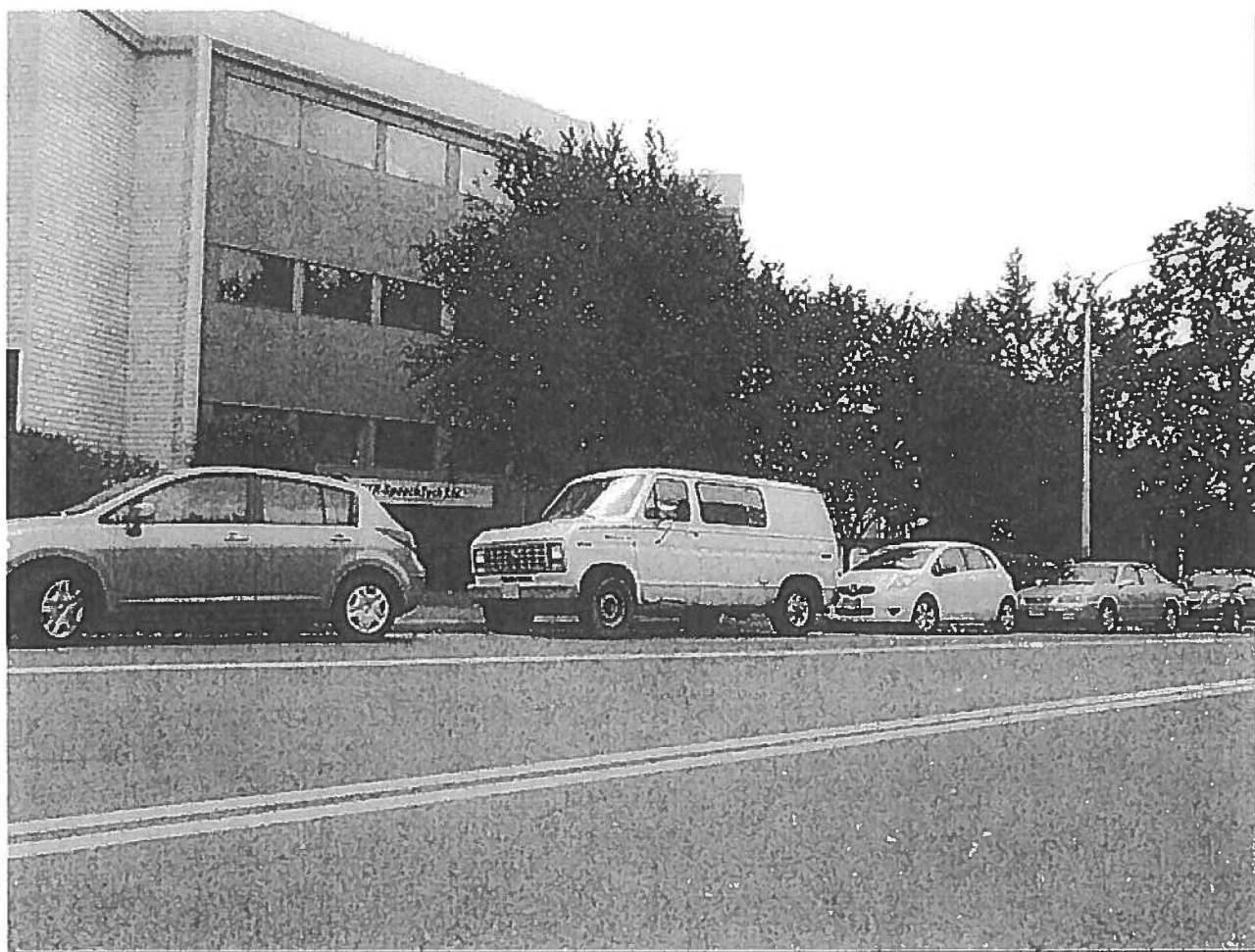
**The remaining photos show the amount of parking that is taking place along the south side of Cloverdale.**

**There is no street parking allowed on the entire length of the north side of Cloverdale.**









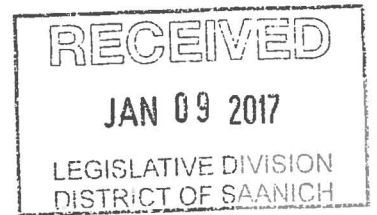




██████████ Cloverdale Ave.  
Victoria BC V8X 2T4

January 9<sup>th</sup>, 2017

POST TO <i>Seba</i>	POSTED <b>JAN 12 2017</b>
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INFORMATION <input checked="" type="checkbox"/> <i>for PHea. inc.</i>	
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Mayor Richard Atwell and Saanich Council:

As you may be aware, there is a proposal by Seba Construction to Saanich to rezone 1032, 1042 & 1052 Cloverdale Ave. to permit the construction of a 14-unit town home complex where three single family homes currently exist. This matter has been before the Saanich council and they have recommended that a public hearing be held to better judge the neighbourhood response to the project.

The general feeling of the neighbourhood tends toward opposing the project for a number of reasons; it is too big and too dense, parking variances have been requested meaning an increase in on-street parking, traffic control and access for municipal vehicles will be an issue with the current design, it contravenes the Local Area Plan which encourages the retention of existing single family neighbourhoods, and there is no benefit to the immediate community.

I recognize however, that Cloverdale Avenue cannot stand still; there is a genuine need to redevelop the Four Corners village area. If it is the will of the council that this proposal go through I would like to propose a few extras for the immediate community that would make such a project easier to bear.

The issues of parking and traffic are central to this development. Cloverdale Avenue cannot support any more on-street parking. What little there is is taken up by staff of local businesses who park there during the day. This is not the point of on-street parking. There should be a posted time limit along the North side of Cloverdale, and any residents issued with parking permits. Furthermore the small side streets of Savannah and Lovat should be posted as "residents only." This will leave plenty of space available for patrons of these businesses.

The proposed access to Cloverdale for the development is to be Right turn only. This will put extra pressure on Savannah, which must now handle all traffic leaving the complex and travelling East or North. I propose some sort of traffic calming measures on Savannah, either in the form of speed humps, or a roundabout (traffic circle) at Savannah and Lovat. This will at least slow down any extra traffic to a speed appropriate for a small residential street.

Seba Construction has made much of the fact that their development is family-friendly, and that they comprise much of their target market. I applaud their desire to provide affordable homes for families, but I think Saanich can also do their part. The prime draw for families in this neighbourhood is Rutledge Park. It is a fantastic green space and a prime recreational area. Sadly, it is also across the street and three blocks down. Residents of this development do not have the easy access to parkland like the recently completed complex at 3440 Linwood, which is adjacent to Cloverdale School.

I propose that a walking "corridor" be established to allow families access to Rutledge Park. This corridor would include a mid-block lighted crosswalk adjacent to the entrance to Glasgow Park, as well as improvements to Glasgow Park itself.

The crosswalk would have pedestrian-controlled lighting as well as a landscaped median, similar in design to that at 3440 Linwood. This would be an effective traffic calming measure on Cloverdale Avenue, as well as providing a visual cue that you are entering a village environment. Suitable signage or banners could be added as the vision of the Four Corners Village is realized.

The walking path through Glasgow Park provides access to the North end of Rutledge Park, however the park itself is in need of some attention. As the park is predominantly Garry Oak meadow, perhaps some split-rail fencing sectioning off the more sensitive areas, along with some informational signage would be appropriate. Improvements to the walking path and additional seating would also be appreciated.

Seba Construction has already allotted \$2000 from the sale of each unit to projects within the community, so the funding for these improvements already exists in part. I propose that a matching contribution from Saanich will nearly cover all of these items.

I think it is very important that in cases such as these, where the will of the neighbourhood is predominantly against the project, that there be some contribution from the municipality if the development goes through; some means of compensating those who will have to put up with more traffic, less parking and less privacy on a daily basis. If council decides to allow this project, I think they would do well to consider my points as an olive branch and a way of saying thank you to the community.

Respectfully,

Nick Stepushyn  
[redacted] Cloverdale Ave.  
Victoria BC [redacted]  
[redacted]

**From:** Nick Stepushyn [REDACTED]  
**To:** Chuck Bell <chuck.bell@saanich.ca>, John Schmuck <johnschmuck@shaw.ca>  
**Date:** 10/16/2016 2:04 PM  
**Subject:** Fw: 1032/1042/1052 Cloverdale

On Sunday, October 16, 2016 2:03 PM, Nick Stepushyn [REDACTED] wrote:

Hi Jamie, I'm sorry it has taken so long to reply; we have had a tough time with the baby this week-teething and such.

Thank you for forwarding me your revised drawings- I think the four parking bays are a positive addition to the project. By posting 2 hour signage you will not have all day commuter parking and they will be used as intended- for visitors to the complex. Well done.

I am sad to hear that Saanich engineering was unreceptive to the idea of a mid-block crosswalk. I think with that small addition, and a few improvements to Glasgow park, you would really have the whole package as far as a safe, family-friendly development despite the fact we are on a busy road. Would you be so good as to provide me with your contact in the engineering department? Perhaps I can also apply a little bit of pressure; it seems like it's not a lot to ask. It would also be an excellent traffic calming measure and a visual cue that one is entering the Four Corners village.

Jamie, ultimately you know my animosity toward the project is mainly directed at Saanich planning and council, who have chosen to disregard their own policies toward development North of Cloverdale. That has not changed, and I intend to remind them of this breach at the public hearing. This is very much the thin edge of the wedge, and I will not stand by idly while they chip away at our neighbourhood integrity. I do not want large-scale development to creep steadily Westward down Cloverdale simply because of their village concept. The line has to be drawn somewhere.

Having said that, we are very close to a solution here with your particular project. I think if Saanich wants this project they will have to provide the neighbourhood with a few amenities like the crosswalk. I realize that you are committed to improvements in Rutledge park proper, but now Saanich need to come to the table with something all the residents can see and use on a daily basis; a reminder that there can be give as well as take when it comes to dealing with the city.

Perhaps between the two of us we can compel the city to come forward with something for the neighbourhood before we go to public hearing. It would certainly go a long way toward bringing us all on board.

With respect, Nick

On Wednesday, October 12, 2016 11:29 AM, Seba Construction <sebaconstruction1@gmail.com> wrote:

Hi Nick

We met with Saanich planning and have come up with a revised site plan. The only change to the plan is that we have added four additional parallel bay parking spots out front with maximum 2 hour parking signs.

I have attached the revised drawing.

We feel that this adds additional parking to our project and the community. This also adds a buffer in between the front units and the road.

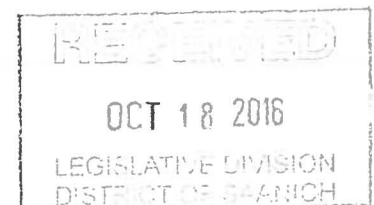
Our next discussion was with Saanich engineering regarding the possible cross walk from Savannah. They were not in favour of this because they felt two blocks down there is already a cross walk in place to connect to the park.

Our next steps are to resubmit the drawings and get on a public hearing date.

Nick, if you have had any change in your thoughts toward the project, I would appreciate if you could write a letter.

Thank You

Jamie Gill Seba Construction 250-516-1224 www.sebaconstruction.com



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Nick Stepushyn  
Cloverdale Ave.  
Victoria, BC

September 15, 2016

Mayor Richard Atwell & Saanich Council,

I was in attendance at the meeting of the whole on Monday, September 12th when the application to rezone 1032, 1042 & 1052 Cloverdale Avenue to permit the construction of a 14-unit townhome complex came before council. I would like to thank you for the discretion you showed in sending this matter through a public consultation process. Clearly this is a contentious issue, and it is my firm belief that two public meetings hosted by Seba Conatruction were insufficient in allaying public concern about the project. I look forward to again presenting our case against the proposal.

I was, however, disappointed that the council did not address the biggest issue at stake here, the apparent major change in policy towards development of multi-family homes outside the Cloverdale triangle.

The Local Area Plan of 1999 clearly presents a vision for the neighbourhood backed by the council of the day. It clearly defines the Cloverdale triangle and limits of the Four Corners village. Furthermore, it safeguards the existing area North of Cloverdale saying "the integrity of existing single family dwelling neighbourhoods will not be compromised" (Section 4.0). The Official Community Plan backs up this policy, saying in Section 5.1; Community Values, "Respect for the character of existing neighbourhoods"

The Official Community Plan is deliberately vague about the size and extent of the Four Corners village, saying only that "the scale and extent of... villages will be determined through a separate planning process"

The Official Community Plan therefore does not supersede the Local Area Plan on this matter, and only serves to reinforce the intent to maintain the existing neighbourhood.

If this council truly believes that the community is better served by development in this area then the appropriate way to proceed is to first amend the Local Area Plan to reflect the new vision. This would need to be an impartial and open legislative process with public consultation. This council is not serving its constituents by railroading through such a major policy change on the back of a building permit application.

I would welcome the opportunity to participate in such a process, but until such time I would remind council that it is bound by the policies laid out and by the will of the people, who have clearly spoken.

I urge council to reject this application on the basis that it is an idea whose time has not yet come.

With kindest regards,

Nick Stepushyn



DEAR COUNCILLORS,

FIRSTLY, MY APOLOGIES FOR NOT BEING PRESENT,  
AND MY THANKS TO MR. STEPUSHYN FOR RELAYING THIS  
NOTE.

I ADMIT TO NOT BEING FULLY VERSED IN THE DETAILS OF  
THIS PROJECT. BUT THEN AGAIN, THE CHANCE FOR ME  
AND MY NEIGHBOURS TO LEARN AND MAKE OUR INPUT  
VIA A PUBLIC HEARING IS ALL I AM ~~SEE~~ HOPING FOR.

THE ISSUES OF INCREASED TRAFFIC AND DEMAND FOR  
STREET PARKING ON SAVANNAH AND LOVAT ARE  
SERIOUS CONCERNS FOR ME, A FATHER OF TWO YOUNG  
BOYS WHO LIKE TO PLAY AND RIDE BIKES. I  
ALSO DISAGREE IN PRINCIPAL WITH DEVIATIONS  
FROM THE ESTABLISHED LOCAL AREA PLAN.

THANK YOU FOR YOUR TIME AND CONSIDERATION ON  
THIS ISSUE.

  
TYLER WILSON

 LOVAT AVE

Dear Neighbour,

You may be aware of the proposal to by Seba Construction rezone 1032, 1042 & 1052 Cloverdale Avenue to permit the demolition of the three single family homes and construction of a 14-unit townhome complex. This matter will come before the Saanich council on Monday, September 12<sup>th</sup> at 7:00PM at the municipal hall.

There is a strong feeling among many of the neighbours that this development is not the right project for our area; that there are concerns about increased traffic and parking, and the suitability of the project itself.

Seba Construction proposes a right-turn only exit from the complex which would direct traffic down Cloverdale. Anyone wishing to head East would have to take Savannah and then turn right onto Tattersal. Seba is also seeking a parking variance as they propose to include only three visitor spots for the complex, which would exacerbate the parking problems on Savannah and Lovat.

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Thank you in advance,



Nick Stepushyn

█ Cloverdale Ave. █



Monday 12<sup>th</sup>, 2016

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Carol Reid

█ Cloverdale Avenue, Victoria, █

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Kevin Spencer

█ Cloverdale Avenue, Victoria █





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Basma Eddiani

█ Cloverdale Avenue, Victoria, █  
█  
█

PH

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Nick Stepushyn

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Rec'd Sep 12/16  
@ Council mtg

Monday 12<sup>th</sup>, 2016

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Salma Eddiani

█ Cloverdale Avenue, Victoria, █  
█  
█

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Farida Selki

█ Cloverdale Avenue, Victoria █

█

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Abdelwahed Eddiani

█ Cloverdale Avenue, Victoria, █

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█  
█

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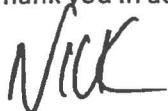
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Nick Stepushyn

■ Cloverdale Ave. ■

Rec'd. Sept. 12/16.  
@ Council Mtg.

Kai Michaluk  
[redacted] Cloverdale Avenue  
Victoria, BC

September 12, 2016

To Whom It May Concern:

My name is Kai Michaluk and I have lived at 979 Cloverdale Avenue for two years now while attending the University of Victoria. I would like to express my distaste at the notion of building another apartment complex on this street. Simply put, it doesn't need it. For the sake of those of us who already live here, don't change this street. Cloverdale Avenue already attracts enough traffic as a major connecting road. The addition of another gaudy apartment block on this already busy street would not only be an eyesore, but also decrease available parking to all surrounding residents, all the while increasing traffic to the area all around. Please, attempt to reconsider any building plans.

Sincerely,

Kai Michaluk

[redacted]

(PH)



2870 - 30 Cloverdale

Council  
Administration  
Media

**From:** Alex Nagelbach [redacted]  
**To:** <council@saanich.ca>  
**CC:** <sharon.hvozdanski@saanich.ca>  
**Date:** 9/12/2016 2:35 PM  
**Subject:** Development at 1032, 1042 and 1052 Cloverdale

Dear Mayor and Council,

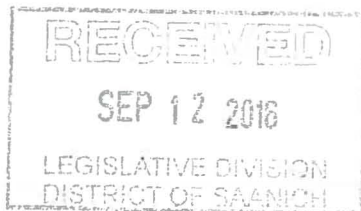
I grew up on Savannah Ave right around the corner from the proposed development at 1032, 1042 and 1052 Cloverdale. I generally support projects that add density within the urban core, and I believe this will be a good addition to the neighbourhood. I personally believe our parking minimum requirements are too strict and undermine our multi-modal goals. Therefore, I recommend approving the parking variance requested for this project.

What was not clear to me from the report for this project is what bike parking and/or bike storage amenities will be provided as part of the project. Obviously residents can store bikes in their own units, but this isn't always practical (e.g., if units open up directly to a staircase). I recommend asking the developer:

1. Where are residents reasonably expected to store/park their bikes?
2. Where can visitors safely and securely park their bikes?

Finally, I have seen correspondence related to this development that discusses increased traffic on Cloverdale and Savannah. Increased traffic on Savannah Ave between Cloverdale and Tattersall has been a problem for years, both in terms of volume and average speed, as motorists run to avoid congestion along Quadra. I used to play street hockey on Savannah, and with young children of my own, I see how this would be impossible given the current state of traffic on Savannah. Traffic calming measures including speed bumps are long overdue and have general support from residents on Savannah.

Thanks for your consideration,  
Alex Nagelbach, CPA, CGA  
[redacted] Lavender Ave



2870-30

Council  
Administrato  
Media

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Thank you in advance,

  
Nick Stepushyn

█ Cloverdale Ave. █

RECEIVED  
SEP 12 2016  
LEGISLATIVE DIVISION  
DISTRICT OF SAANICH

The housing concept for the Saanich Core is indicated on Map 4.2. The concept generally directs new development to areas already subject to change to ensure that the integrity of established single family dwelling neighbourhoods will not be compromised.

The Quadra Corridor Action Plan supports further redevelopment in the Cloverdale triangle, south of Cloverdale Avenue and west of Quadra Street, for multi-family housing. It recognizes, however, that a broader range of housing types and densities should be encouraged through zoning and design considerations.

North of Cloverdale Avenue and west of Quadra Street retention of the existing housing stock is encouraged.



**LEGEND**

- 1 Single-Family & Duplex
- 2 Multi-family
- 3 Potential Multi-Family
- Cloverdale Triangle

**MAP 4.2  
HOUSING CONCEPT**

© 1999, Saanich Local Area Plan/Saanich Community Council/Multi-Sector Core Housing Concept  
Rev. 04/1999

2870-30

██████████ Cloverdale Ave.  
Victoria BC  
██████████

Council  
Administrato  
Media

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An open letter to Saanich zoning & planning  
Re: proposed development at 1032, 1042 & 1052 Cloverdale Ave.

To whom it may concern,

Last week a letter was circulated to residents of the 1000 block of Cloverdale Ave, and Savannah St. by Seba Construction regarding a plan to demolish three private, detached homes on Cloverdale and replace them with a 14-unit townhouse complex. They are seeking public input at a meeting on Monday, June 15 from 7-9 in the library of Cloverdale Traditional School. Their letter states that, as of this time, they have not yet applied for changes to zoning to permit this development. This proposal has raised some serious concerns from residents in the area. We see few benefits to the project and many potential problems.

Cloverdale Ave. is a unique street. It is a commuter road, it is home to commercial properties both office and light industrial, it connects two major North/South arteries, and it has two major apartment/condo buildings, yet despite all that it still manages to retain a mix of low density housing and pockets of single family homes. It has the feel of a neighbourhood street with mature trees, bike lanes and sidewalks.

Having detached housing along all parts of the street is key to maintaining that neighbourhood-feel. By tearing down three single family units to make way for another large complex we are in danger of becoming just another busy road. I can think of many streets in this city where I would rather not spend time because they are lined with faceless, lifeless & overbearing buildings with only token amounts of green space. I shudder to think that my own street may become one of them.

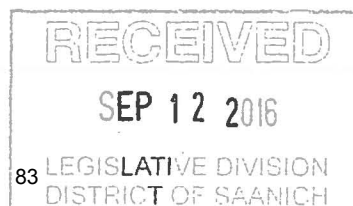
Traffic management is another big concern. If the proposed complex is to have 14 units, that makes for a conservative 24 cars; twenty-four cars coming and going all day, struggling to find parking or turning left over a double yellow line to go up Cloverdale, all within a few hundred meters of the Quadra/Cloverdale intersection.

Notwithstanding the above, allowing this project to proceed would set a dangerous precedent on the street. It would send a clear message to any would-be developer that if Seba Construction can get away with it, so can they.

Policy-makers in Saanich would seem to agree with me on these points; I might point out the policy laid out in the Saanich Core Local Area Plan, August 1999, section 4.0 which states "North of Cloverdale Avenue... retention of the existing housing stock is encouraged." The proposed development is on the North side of Cloverdale.

I urge you to consider these points, and strongly encourage a representative to attend the meeting to be held on Monday evening. Together we can put a stop to this unwanted and inappropriate development.

Sincerely,  
Nick Stepushyn





- Compose
- Add Gmail, Outlook, AOL and more
- Inbox (7)
- Drafts (45)
- Sent
- Archive
- Spam (11)
- Trash (6)
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  - Important
  - Unread
  - Starred
  - People
  - Social
  - Shopping
  - Travel
  - Finance
- Folders
- Recent

Archive Move Delete Spam Collapse All

RE: Saanich Referral re 1032-1042-1052 Townhouses (8) People

John Schmuck <johnschmuck@shaw.ca> 11/19/15 at 1:52 PM  
 To: 'Planning Planning', 'Chuck Bell'  
 CC: 'Seba Construction'

Hello Chuck - attached is the QCHCA response on this application. We are hoping that the issues identified by the neighbors can be addressed.  
 John Schmuck  
 President, Quadra Cedar Hill Community Association  
 Phone (250) 384-5190

From: Planning Planning [mailto:Planning.Mun.Hall.Saanich@saanich.ca]  
 Sent: Thursday, September 03, 2015 3:11 PM  
 To: Quadra Cedar Hill Community Association  
 Subject: Saanich Referral

September 3, 2015

Dear Quadra/Cedar Hill Community Association:

Re: Application for Development:

**Applicant:** Seba Construction  
**Site Address:** 1032 CLOVERDALE AVE  
 1042 CLOVERDALE AVE  
 1052 CLOVERDALE AVE  
**Legal:** LOT 9 SECTION 63 VICTORIA LAND DISTRICT PLAN 4628 EXCEPT THAT PART IN PLAN 15395.  
 LOT 8 SECTION 63 VICTORIA LAND DISTRICT PLAN 4628 EXCEPT PLAN 14267.  
 LOT PT7 SECTION 63 VICTORIA LAND DISTRICT PLAN 4628 DPR00619  
**Folder No.:** DPR00619  
**Description:** TO REZONE FROM RS-6 SINGLE FAMILY DWELLING TO RT-FC ATTACHED HOUSING TO CONSTRUCT A 14 UNIT TOWNHOUSE PROJECT CONSISTING OF TWO BLOCKS OF FOUR UNITS AND TWO BLOCKS OF 3 UNITS.

The District of Saanich has received an application for a site within your Community Association area. The Planning Department is referring the proposed plans and relevant information to your Community Association for review and comment. Please note that any requested variances may be subject to change based on the Planners detailed review of the file.

In a written letter or email to [planning@saanich.ca](mailto:planning@saanich.ca), please provide your comments to the Planning Department indicating if your Community Association:

- o Has no objection to the project
- o Generally has no objection with suggested changes or concerns
- o Does not support the project (please provide reason).

We would appreciate receiving your comments by October 2, 2015 so that they can be included in the package that is forwarded to Council. If you cannot meet this time frame, please email or call our office to indicate if and when you might be able to respond to the referral.

If you require further information about the proposed development please contact CHUCK BELL Local Area Planner at 250-475-5494 ext.3487.

It is suggested that you periodically check our website, [www.saanich.ca](http://www.saanich.ca) Active Planning Applications as any revised site plans for this application will be posted there.

Sincerely,

Chuck Bell  
 Planner

cc: Clerks Department

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RE: Saanich Referral re 1032-1042-1052 Townhouses (8)

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Nick Stepushyn  
To John Schmuck  
CC chuck.bell@saanich.ca, Seba Construction

11/19/15 at 9:43 PM

Hi John, thank you for copying me on your official community response to the proposed development on Cloverdale Avenue. I think you brought up most of the major points we talked about at the two information meetings. I am particularly touched that you included our concerns about the loss of the "neighbourhood feel" as that is an important issue for me, but might I remind you of a few more that were missed?

There was considerable talk about the siting of the front row of townhouses and their proximity to the road. In this neighbourhood we have considerable setbacks both for commercial and residential properties and this new development will stick out like the proverbial sore thumb. I know you have spoken at length about projects in the Western communities being built immediately adjacent to the sidewalk, but we are not in Colwood or Langford.

To say that this will engage the passing public is simply not true; I cannot recall ever having felt engaged while walking past a row of buildings with lots of hardscaping and minimal greenery- front lawns and open sight lines will do a far better job of this.

The issue of tree cover also needs to be addressed. This proposed project lies within a Saanich designated "significantly treed area." Although Seba Construction does not propose removing any protected species, the loss of the large Fir tree will detract significantly from the neighbourhood. I will of course allow that replacement greenery will be planted, but I do not have the patience to wait the twenty or so years for it to mature. I would strongly urge Saanich to respect their own commitment to maintaining urban tree cover.

In short, I feel it is premature at this time to say that the QCHCA can support this project as it is designed, if indeed at all. The response from the neighbours at both meetings was stand-offish at best; the feeling being that this was a project neither necessary nor desired.

I am not opposed to change; I realize that ultimately the Quadra/Cloverdale intersection will need to be redeveloped, but this project is too big, too dense and too soon. I believe I have the interests of my neighbours in mind and would strongly urge Saanich to consider our views as it is we, ultimately, who will have to live with their decision.

Respectfully,  
Nick Stepushyn  
Cloverdale Ave.

Show original message

Reply Reply to All Forward More

John Schmuck <johnschmuck@shaw.ca>  
To 'Nick Stepushyn'

11/20/15 at 1:35 PM

Hi Nick - and thank you for this response to our letter to Saanich re the Cloverdale townhouse proposal. I reviewed the notes in our file at length before writing our QCHCA response. It can be challenging to walk that fine line in trying to

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RE: Saanich Referral re 1032-1042-1052 Townhouses (8)

People

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Reply Reply to All Forward More

John Schmuck <johnschmuck@shaw.ca> 11/20/15 at 1:35 PM  
To 'Nick Stepushyn'

Hi Nick – and thank you for this response to our letter to Saanich re the Cloverdale townhouse proposal. I reviewed the notes in our file at length before writing our QCHCA response. It can be challenging to walk that fine line in trying to communicate the neighborhood issues, while at the same time allowing some latitude for the proponent. In this case we do respect the process that Seba Construction has followed in this 18 month process, even though they may not have been as thorough as we would have liked in broadcasting the notices for the neighborhood meetings. And we do look at this proposal as part of the process for the revitalization of the "Cloverdale Village".

I'm pleased that you copied your email to Saanich Planning and to planner Chuck Bell. This should add it to the information package which will be considered by Planning in their report to council. And I do encourage you to attend the Saanich council meeting once it is scheduled for this proposal. I'll do my best to copy to you on the scheduling date once I receive it from Saanich.

Thanks for being an active part of the process ..

John Schmuck  
President, Quadra Cedar Hill Community Association  
Phone (250) 384-5190

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Reply Reply to All Forward More

Nick Stepushyn [redacted] 11/20/15 at 10:42 PM  
To John Schmuck  
CC Chuck Bell

Hi John, thanks again for letting me voice my opinions- as you can tell I have some dally strong feelings about the subject.

I guess where I'm coming from is that when my wife and I bought our house six years ago she had some reservations about the area, so I actually did a little research, found the then current Local Area Plan, and saw for myself that Saanich identified the houses along the North side of the street were to be retained. Interestingly enough, they had identified my lot in particular, as well as the three to the south of me as potential medium density.

What I find a little difficult to take is that the new Official Community Plan supersedes the old Area Plan and has very different goals for the area in question. We moved here with a particular idea of what our neighbourhood would look like for the foreseeable future, and now that future has been put in jeopardy.

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RE: Saanich Referral re 1032-1042-1052 Townhouses (8) People

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 Thanks for being an active part of the process ..

John Schmuck  
 President, Quadra Cedar Hill Community Association  
 Phone (250) 384-5190

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Nick Stepushyn 11/20/15 at 10:42 PM  
 To John Schmuck  
 CC Chuck Bell

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What I find a little difficult to take is that the new Official Community Plan supersedes the old Area Plan and has very different goals for the area in question. We moved here with a particular idea of what our neighbourhood would look like for the foreseeable future, and now that future has been put in jeopardy.

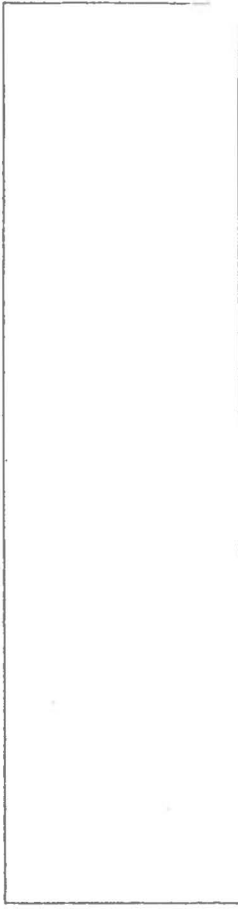
I do not want to live on a street lined with mid-rise multi-family buildings. If I did, I could have have bought a house where that sort of street-scape already existed. I want to look out my front window and see single family homes with front lawns and owners that I can relate to. I want to live in a neighbourhood.

Another potential problem I see is that approval for this project opens the door to anyone hoping to do likewise further down the street. Without getting into specifics, I have heard rumblings about a project at the corner of Cloverdale and Lovat along the same lines as what Seba proposes. That would be the death knell for the neighbourhood.

If it crosses your mind at the time, please let me know when this proposal will go before council. I have registered my interest with the municipal clerk's office so I should receive that information from them, but it never hurts to be reminded. I am eager to attend the meeting and speak my views in person.

Thank you again,  
 Nick Stepushyn  
 Cloverdale Avenue

> Show original message





2870-30

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To the Members of the Saanich Planning Department and Saanich Council

*Our Concerns Regarding a Development Proposal  
Properties - 1032, 1042 and 1052 Cloverdale Ave*

We recently became aware of the plan to redevelop the above mentioned properties into a 14 unit townhouse complex and the approval from the Saanich Planning Department. Frankly we are shocked that the department would approve such a development practically contradicting and violating its own policies. This is the case since the Local Area Plan of 1999 states that the section of single family homes north of Cloverdale Ave. should be preserved as such.

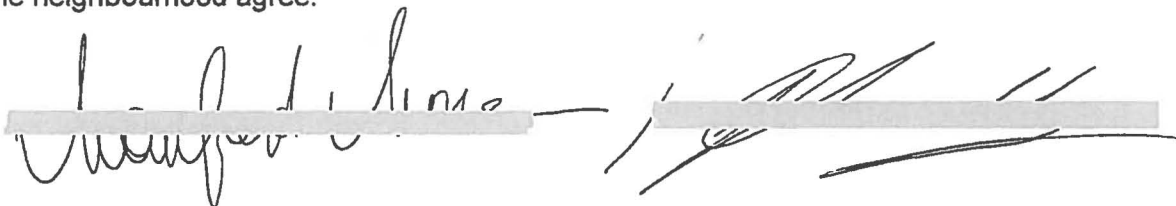
Granting the development to go ahead violates this area plan and sets a dangerous precedent for further proposals. With such a trend continuing further developments are likely to proceed ultimately completely undermining and circumventing the area plan to the detriment of all members of the neighbourhood. This would negatively affect the lifestyle as well as the financial circumstances for everyone here.

Redevelopment of the properties should keep them as separate properties with one dwellings each.

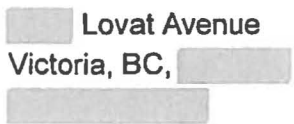


If there is a strong desire to change the designation of the area this should only be done via a revamp of the Local Area Plan, following due process with public consultations and everything else involved and not by simply ignoring the plan by granting exemptions.

We therefore ask the members of the Saanich Council to step up and oppose this and any further similar developments in the area, representing all the home-owners and voters in the area instead of the financial interests of a single developer.

In summary, we **strongly oppose** the proposal to develop the existing 3 single dwelling properties into a massive multi family complex. We are certain the large majority of people in the neighbourhood agree.



Manfred Moser and Yen Pham

  
Lovat Avenue  
Victoria, BC,   


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DISTRICT OF SAANICH

To Whom It May Concern:

I live on Savannah Ave, near Cloverdale. Twice a day I walk my dog down Savannah. Many people use Savannah, to walk their dogs, children walking to and from school, and many others to get to where they are going.

There is a lot of traffic that uses Savannah to cut across and avoid the traffic lights at Quadra and Cloverdale. Most are in a hurry and only slow down because Savannah is so narrow they need to carefully pass by oncoming traffic. The local neighbourhood people usually drive a decent speed.

Every time I am out walking on Savannah, I feel I take my life in my hands. I walk most of the way facing traffic so I can leap out of the way and keep both myself and my dog safe. The only sidewalk along the way is in front of the apartment directly opposite where I live.

People often pull up beside this sidewalk and stop, leaving one very narrow lane for traffic to pass on either side of them. Alternately, they stop across my driveway and if there is someone already parked in front of the apartment, passing is very limited.

I am horrified to think that even more traffic will be directed down Savannah if this project goes ahead. As the volume of traffic increases the safety issues increase. The people living in this neighbourhood will be adversely affected even further.

At the very least, a study of the traffic use and volume on Savannah Ave should be undertaken before final decision is made.



Leslie Kallen  
 Savannah Ave.

2870-30

Council  
Administration  
Media

■ Cloverdale Ave.  
Victoria, BC  
V8X 2T4

June 18, 2015

Jamie Gill c/o Seba Construction  
2284 Cadboro Bay Rd.  
Victoria, BC  
V8R 5G9

Dear Mr. Gill,

I was in attendance at the meeting held on Monday, June 15 seeking neighbourhood consultation regarding your proposed plan to rezone 1032, 1042 & 1052 Cloverdale Avenue to permit the construction of a 14-unit townhome complex. I would like to thank you for your time, your concise presentation, and above all for involving the public at this early stage. As you may have gathered from the general tone of the meeting, your proposal has garnered very mixed reactions. All of the area residents had valid concerns regarding increased density, traffic handling, building siting and setbacks, tree preservation and even the viability of the project itself. Perhaps you will let me share some of my views on the subject.

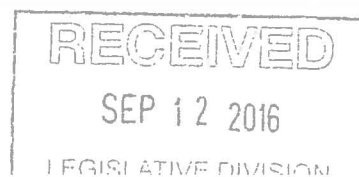
Cloverdale Avenue is a unique street. It is a commuter road, it is home to commercial properties both office and light industrial, it connects two major North/South arteries, and it has two major apartment/condo buildings. Despite all that it manages to retain a mix of low-density housing and pockets of single-family homes. It has the feel of a neighbourhood street with mature trees, bike lanes and sidewalks.

Having detached housing along all parts of the street is key to maintaining a neighbourhood-feel. By tearing down three single-family units to make way for another large complex we are in danger of becoming just another busy road. I can think of many streets in this city where I would rather not spend time because they are lined with faceless, lifeless & overbearing buildings with only token amounts of green space. I shudder to think that my own street may become one of them.

Traffic management is a big concern. If the proposed complex is to have 14 units, that makes for a conservative 24 cars; twenty-four cars coming and going all day, struggling to find parking or turning left over a double yellow line to go up Cloverdale, all within a few hundred meters of the Quadra/Cloverdale intersection. During the afternoon rush hour, cars are frequently backed up as far as Savannah, which would make access to the complex difficult if not downright dangerous.

The proposed complex lies within a designated "significantly treed area" and yet Seba Constuction would like to remove several specimens, including an ancient Fir to make way for buildings and hardscape. In fairness, you do propose planting new trees to screen the fronts of the buildings, but I don't have the patience to wait the fifty-odd years it will take for them to mature.

The siting of the town homes themselves raises concern; they are minimally set back from the road to allow for two rows of buildings. At three stories in height, they





would stand out from all the other nearby buildings and loom over the street. Residential set-backs in the area are all 25 feet or greater, and because most of the commercial and apartment buildings were built long ago, they have similar siting, creating the impression of a broad and easy Avenue. This new development would stand out like a sore thumb.

Notwithstanding the above, allowing this project to proceed would set a dangerous precedent on the street. It would send a clear message to any would-be developers that if Seba Construction can get away with it, so can they.

Policy-makers in Saanich would seem to agree with me on these points, and I again point out the policy laid out in the Saanich Core Local Area Plan, August 1999, section 4.0 which states "North of Cloverdale Avenue... retention of the existing housing stock is encouraged." The proposed development is on the North side of Cloverdale.

The question of saleability also needs to be addressed. In recent years there have been many large-scale condo units built in the area defined by Saanich planning as the "Cloverdale triangle." The most recent to be built, Midtown Park, a high-end project which includes such features as geothermal heating, underground parking, bicycle storage and top-shelf finishes, has been sluggish to sell, and still hasn't reached full occupancy. The Shire development on Quadra St. has been struggling to get off the ground for as long as I have lived in the area. A proposed condo unit at the corner of Glasgow and Inverness still has not progressed further than the application for re-zoning. Taken together, the writing is on the wall for future development, and I believe the saturation point has been reached for this area.

As a whole, this project is the wrong solution for a problem that doesn't exist, it is completely out-of-keeping with the rest of the neighbourhood, and it would incite a good deal of ill will among area residents. We have a good deal more to lose than to gain in this matter. Carry on if you must, but you will have a keen adversary in me.

Kindest regards,

Nick Stepushyn

█ Cloverdale Ave.  
Victoria, BC  
█

Council  
Administrat  
Media

Mayor Richard Atwell & Saanich Council

On Monday, June 15, I attended a meeting held by Seba Construction seeking neighbourhood input into a proposed redevelopment of 1032, 1042 & 1052 Cloverdale Avenue. They propose the rezoning of those three lots to permit the construction of a 14-unit townhome complex. At this point, they have not formally started the redevelopment application process.

The meeting was well attended by residents of Cloverdale Avenue itself, and the adjoining streets, Lovat, Savannah and Tattersal. The president of the Quadra Cedar Hill Community Association, John Schmuck was also in attendance.

The presentation was met with a very cool reaction. Many of us expressed legitimate concerns about the increased density, the siting of the units themselves, access for municipal and emergency vehicles, and most disappointingly, the complete disregard for the policies laid out in the Saanich Core Local Area Plan. Allow me to explain my views on the proposal.

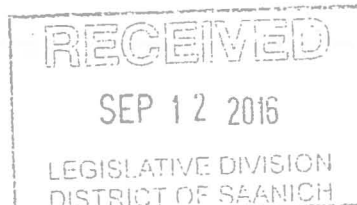
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I urge you to consider these points when the project comes up for redevelopment. It is the wrong solution for a problem that doesn't exist, it is completely out-of-keeping with the rest of the neighbourhood, and it would incite a good deal of ill will among area residents. We have a good deal more to lose than to gain in this matter.

Sincerely,  
Nick Stepushyn

**Brian**

---

**From:** "Brian" [REDACTED]  
**Date:** Sunday, September 11, 2016 1:55 PM  
**To:** "Brian Butterfield" [REDACTED]  
**Subject:** Seba Construction Project Final Draft.

Dear Mayor and Council,

I think the traffic and parking problems need to be addressed and resolved before the fourteen unit townhome project on Cloverdale Avenue is approved.

After thinking about the feasibility of the Seba Construction project for many months, and the rezoning of 1032, 1042 and 1052 Cloverdale Avenue; I have some concerns. With the construction of a 14 unit townhome complex, I think that number of townhomes on those three lots will cause significant traffic and parking problems for our neighbourhood. For example, Cloverdale Avenue won't be able to offer the amount of residential parking that might be needed for their vehicles and their visitor's vehicles especially since most families own two vehicles.

The traffic on Cloverdale can be extremely congested at times, especially during rush hour. The 14 unit townhomes will only add to this situation. During rush hour the traffic is usually backed up from the Quadra, Cook and Cloverdale intersection all the way down to Rutledge Park. Even though I like the idea of creating a village at Four Ways, I'm not sure this project is going to favour our neighbourhood in the long run because of the traffic and parking problems it will create.

I think the project needs to be scaled down in order to provide more on-site parking. If you look at the buildings across the street from the Seba townhouse proposal, they have lots of on-site parking on their properties. And, if you look down Cloverdale during the day, vehicles are parked on it all the way down to Rutledge Park. The residents living in the houses along that stretch of the street appear to be using Cloverdale Avenue for their vehicles, and their guest's vehicles to be parked. There isn't any more room for additional street parking along Cloverdale Avenue.

A major concern is the lack of visitor parking that is being designated for the 14 unit townhome complex. Three visitor parking spaces are not enough for a 14 unit townhouse project. The solution is to reduce the number of townhouses in order to have plenty of additional parking spaces on the property. Most families own two vehicles, and most people have visitors with vehicles calling on them on a regular basis. Ignoring this fact should not be overlooked. The lack of on-site parking alone will cause parking and traffic problems to occur on both Cloverdale Avenue and Savannah Avenue.

On the corner of Savannah and Cloverdale there is an apartment located there, which is already causing parking problems for the home owners that are located across the street from them on Savannah Avenue. The residents of the apartment have to pay a monthly fee in order to park on the property of the apartment, so many of them choose to park on the street corner of Savannah Avenue and Cloverdale in order to avoid paying the parking fee. This is already causing big problems for the home owners that are located across from the apartment on Savannah Avenue. Furthermore, the home owners believe the residents of the townhomes and their visitors will start parking on Savannah Avenue because they will have no where else to park their vehicles on Cloverdale Avenue. This will clog up that narrow section of the street on Savannah Avenue causing tension between the apartment dwellers, home owners, and town house owners.

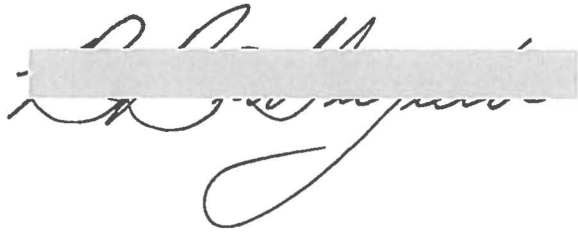
Seba Construction is proposing a right turn only exit from the complex in order to prevent traffic problems from occurring. The businesses and condominium on the opposite side of the street have those same signs posted on their property preventing vehicles from turning left on Cloverdale Avenue. There is also a double line running down the middle of the street in front of those properties, however, hardly anyone heeds the signs and the double lines. I have witnessed many people disobeying the no turning left sign, and then crossing the double line on a daily basis as I travel up and down Cloverdale. In fact, my son was involved in a traffic accident when a vehicle was illegally turning left as it came out of a condominium complex on Cloverdale. The driver crossed the double line, crashing into my son's car as he was exiting Savannah Avenue onto Cloverdale Avenue. My son was legally turning left in order to travel down Cloverdale Avenue. My point is many people will ignore the right turn only exit sign, especially if they are in a hurry, or if they think the coast is clear for them to turn right.

Furthermore, it is wishful thinking that the residents of the townhouses, and their visitors will give up their cars in favour of biking, taking a bus, and walking in order to reduce their carbon footprint as Seba Construction told us at a community meeting. Seba is speculating the owners of the townhouses will mainly be using public transit, walking and biking to get around the town. I'm not sure that is going to hold true because people love their vehicles.

In conclusion, I think the traffic and parking problems that the townhome complex will create need to be addressed and solved before the project is advanced any further. One way of solving the problem would be to reduce the number of townhome units to a reasonable number in order to allow for on-site parking.

9/11/2016

Sincerely, Brian Butterfield

A handwritten signature in black ink, appearing to read "Brian Butterfield". A horizontal grey rectangular redaction box covers the middle portion of the signature, obscuring the name. The signature is written in a cursive style.

9/11/2016



Cloverdale

Planning Department,  
Municipality of Saanich  
770 Vernon Street,  
Saanich, B.C.  
V8X 2W7

Tattersall Drive  
Saanich, B.C.

December 10<sup>th</sup>, 2015

✓ Reby

DPR00619

REZ00562

Re: Development application DPR00619

To whom it may concern,

I am writing this letter in response to the proposal by Seba Construction, to build a multi-unit residential development at the site of the current single family residences of 1032, 1042 and 1052 Cloverdale Avenue.

The application details are as follows:

**Applicant:** Seba Construction  
**Site Address:** 1032 CLOVERDALE AVE  
 1042 CLOVERDALE AVE  
 1052 CLOVERDALE AVE  
**Legal:** LOT 9 SECTION 63 VICTORIA LAND DISTRICT PLAN 4628 EXCEPT THAT PART IN PLAN 15395.  
 LOT 8 SECTION 63 VICTORIA LAND DISTRICT PLAN 4628 EXCEPT PLAN 14267.  
 LOT PT7 SECTION 63 VICTORIA LAND DISTRICT PLAN 4628  
**Folder No.:** DPR00619  
**Description:** TO REZONE FROM RS-6 SINGLE FAMILY DWELLING TO RT-FC ATTACHED HOUSING TO CONSTRUCT A 14 UNIT TOWNHOUSE PROJECT CONSISTING OF TWO BLOCKS OF FOUR UNITS AND TWO BLOCKS OF 3 UNITS.

This location is described by Saanich as the "Saanich Core" and therefore development therein is to be in accordance with the "Local Area Plan" for this location.

1032, 1042 and 1052 Cloverdale Avenue are located on the North Side of Cloverdale Avenue, between Quadra Street and Savannah Avenue.

Saanich Core Local Area Plan Housing Stock policy 4.1, page 21 (see attached) reads:

"Maintain single family dwellings as the principal form of development outside the Cloverdale triangle."

The properties subject to this development proposal are north of, and outside of, the "Cloverdale Triangle" which is bounded by Cloverdale Avenue, Quadra Street, Tolmie Avenue, and Blanshard Street.

There was some disingenuous argument by the proponents of the development that the properties on the north side of Cloverdale Avenue are also part of the "Cloverdale Triangle", but this cannot be the case any more than the properties on the north side of Tolmie Avenue are actually part of Victoria (Tolmie Avenue being one of the southern boundaries of Saanich where it borders Victoria, as you certainly know).

Therefore Saanich Council must reject this development proposal since Saanich is obliged to respect its Local Area Plan, whose policy is to retain single family dwellings at that location.

Sincerely,

~~Craig Nash~~

Craig Nash.

	ACKNOWLEDGED
✓	CLERKS
	REPLIED

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 PLANNING DEPT.  
 DISTRICT OF SAANICH

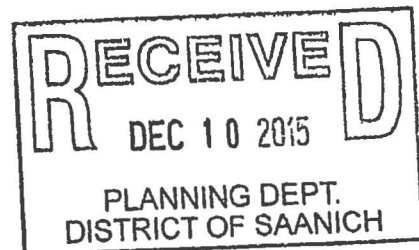
**TABLE 4.1  
Housing Stock**

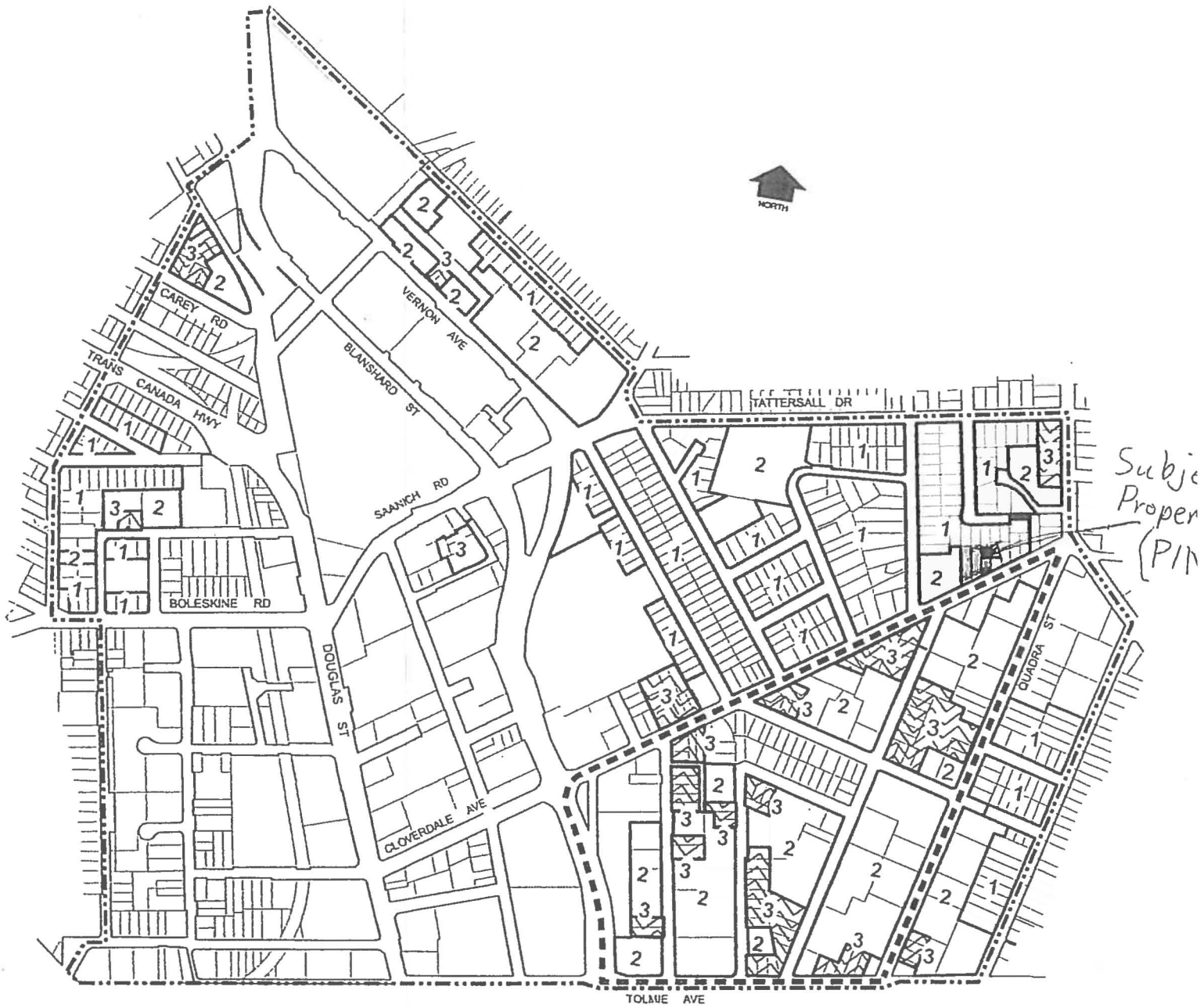
	<b>1988</b>	<b>June, 1998</b>	<b>Estimated Build-Out</b>
Single & Two-Family	594	510	320
Multi-Family	1581	2235	2650
<b>Total</b>	<b>2175</b>	<b>2745</b>	<b>2970</b>
Population	4785 *	5215 **	5643 **

\* @ 2.2 persons per unit  
\*\* @ 1.9 persons per unit

**POLICIES**

- 4.1 Maintain single family dwellings as the principal form of development outside the Cloverdale triangle.
- 4.2 Consider infill housing only where the scale and massing is appropriate and the environmental, social, and traffic impacts would be within acceptable neighbourhood limits.
- 4.3 Consider rezoning for new multi-family housing as indicated on Map 4.2.
- 4.4 Encourage residential use above the ground floor, when considering new commercial development or redevelopment within the Quadra-Cloverdale village commercial area as shown on Map 3.8.
- 4.5 Consider the proposed LRT station locations (see Map 9.4) identified in the *Victoria Light Rail Transit Implementation Study, 1996* when reviewing rezoning applications containing a housing component.





**LEGEND**

- 1 Single-Family & Duplex
- 2 Multi-family
- Potential Multi-Family
- Cloverdale Triangle

**MAP 4.2  
HOUSING CONCEPT**

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**RECEIVED**  
DEC 10 2004

Cloverdale (3)

█ Cloverdale Ave.  
Victoria, BC

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REPORT

FOR

ACKNOWLEDGED: blm

Mayor Richard Atwell & Saanich Council

On Monday, June 15, I attended a meeting held by Seba Construction seeking neighbourhood input into a proposed redevelopment of 1032, 1042 & 1052 Cloverdale Avenue. They propose the rezoning of those three lots to permit the construction of a 14-unit townhome complex. At this point, they have not formally started the redevelopment application process.

The meeting was well attended by residents of Cloverdale Avenue itself, and the adjoining streets, Lovat, Savannah and Tattersal. The president of the Quadra Cedar Hill Community Association, John Schmuck was also in attendance.

The presentation was met with a very cool reaction. Many of us expressed legitimate concerns about the increased density, the siting of the units themselves, access for municipal and emergency vehicles, and most disappointingly, the complete disregard for the policies laid out in the Saanich Core Local Area Plan. Allow me to explain my views on the proposal.

Cloverdale Avenue is a unique street. It is a commuter road, it is home to commercial properties both office and light industrial, it connects two major North/South arteries, and it has two major apartment/condo buildings. Despite all that it manages to retain a mix of low-density housing and pockets of single-family homes. It has the feel of a neighbourhood street with mature trees, bike lanes and sidewalks.

Having detached housing along all parts of the street is key to maintaining a neighbourhood-feel. By tearing down three single-family units to make way for another large complex we are in danger of becoming just another busy road. I can think of many streets in this city where I would rather not spend time because they are lined with faceless, lifeless & overbearing buildings with only token amounts of green space. I shudder to think that my own street may become one of them.

Traffic management is a big concern. If the proposed complex is to have 14 units, that makes for a conservative 24 cars; twenty-four cars coming and going all day, struggling to find parking or turning left over a double yellow line to go up Cloverdale, all within a few hundred meters of the Quadra/Cloverdale intersection. During the afternoon rush hour, cars are frequently backed up as far as Savannah, which would make access to the proposed complex difficult if not downright dangerous.

The proposed complex lies within a designated "significantly treed area" and yet Seba Constuction would like to remove several specimens, including an ancient Fir to make way for buildings and hardscape. In fairness, they do propose planting new trees to screen the fronts of the buildings, but I don't have the patience to wait the fifty-odd years it will take for them to mature.

The siting of the town homes themselves raises concern; they are minimally set back from the road to allow for two rows of buildings. At three stories in height, they would stand out from all the other nearby buildings and loom over the street. Residential set-backs in the area are all 25 feet or greater, and because most of the commercial and

apartment buildings were built long ago, they have similar siting, creating the impression of a broad and easy Avenue. This new development would stand out like a sore thumb.

Notwithstanding the above, allowing this project to proceed would set a dangerous precedent on the street. It would send a clear message to any would-be developer that if Seba Construction can get away with it, so can they.

Policy-makers in Saanich would seem to agree with me on these points, and I again point out the policy laid out in the Saanich Core Local Area Plan, August 1999, section 4.0 which states "North of Cloverdale Avenue...retention of the existing housing stock is encouraged." The proposed development is on the North side of Cloverdale.

I urge you to consider these points when the project comes up for redevelopment. It is the wrong solution for a problem that doesn't exist, it is completely out-of-keeping with the rest of the neighbourhood, and it would incite a good deal of ill will among area residents. We have a good deal more to lose than to gain in this matter.

Sincerely,  
Nick Stepushyn



410-04  
xref: 2860-30



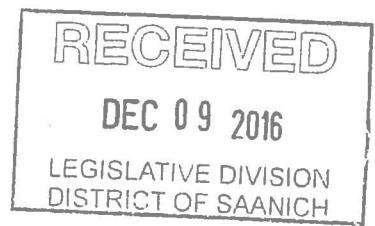
The Corporation of the District of Saanich

# Report

Mayor  
Councillors  
Administrator

Coun  
Administrator  
Media

**To:** Mayor and Council  
**From:** Sharon Hvozdanski, Director of Planning  
**Date:** December 8, 2016  
**Subject:** Development Permit and Rezoning Application  
File: DPR00624; REZ00563 • 814 Mann Avenue



## PROJECT DETAILS

**Project Proposal:** The applicant proposes to rezone from the RS-6 (Single Family Dwelling) Zone to the RD-1 (Two Family Dwelling) Zone in order to convert an existing single family dwelling into a duplex. A Form and Character Development Permit is also required. Variances are requested for: non-basement area; the combined side yard setback; allowable projections; and the interior side yard setback for two accessory buildings (sheds).

**Address:** 814 Mann Avenue

**Legal Description:** Lot 4, Section 8A, Lake District, Plan 9811 Except that Part in Plan 43838.

**Owner:** Douglas and Nancy Snowsell

**Applicant:** Aaron Yager Construction

**Parcel Size:** 964 m<sup>2</sup>

**Existing Use of Parcel:** Single Family Dwelling

**Existing Use of Adjacent Parcels:**  
North: RS-6 (Single Family Dwelling) Zone  
South: RS-8 (Single Family Dwelling) Zone  
East: RS-6 (Single Family Dwelling) Zone  
West: RS-6/RS-8 (Single Family Dwelling) Zones and A-1 (Rural) Zone

**Current Zoning:** RS-6 (Single Family Dwelling) Zone

**Minimum Lot Size:** 750 m<sup>2</sup>

**Proposed Zoning:** RD-1 (Two Family Dwelling) Zone

**Proposed Minimum Lot Size:** n/a

**Local Area Plan:** Royal Oak

**LAP Designation:** General Residential

**Community Assn Referral:** Royal Oak Community Association. Referral sent October 7, 2015. Response received August 25, 2016, indicating no objections.

## PROPOSPAL

The applicant proposes to rezone from the RS-6 (Single Family Dwelling) Zone to the RD-1 (Two Family Dwelling) Zone in order to convert an existing single family dwelling into a duplex. A Form and Character Development Permit is also required. Variances are requested for: non-basement area; the combined side yard setback; allowable projections; and the interior side yard setback for two accessory buildings (sheds).

## PLANNING POLICY

### Official Community Plan (2008)

- 4.2.1.1 "Support and implement the eight strategic initiatives of the Regional Growth Strategy, namely: Keep urban settlement compact; Protect the integrity of rural communities; Protect regional green and blue space; Manage natural resources and the environment sustainability; Build complete communities; Improve housing affordability; Increase transportation choice; and Strengthen the regional economy."
- 4.2.1.2 "Maintain the Urban Containment Boundary as the principal tool for growth management in Saanich, and encourage all new development to locate within the Urban Containment Boundary."
- 4.2.1.18 "Encourage new development to achieve higher energy and environmental performance through programmes such as "Built Green", LEED or similar accreditation systems."
- 4.2.1.20 "Require building and site design that reduce the amount of impervious surfaces and incorporate features that will encourage ground water recharge such as green roofs, vegetated swales and pervious paving material."
- 4.2.2.3 "Consider the use of variances to development control bylaws where they would achieve a more appropriate development in terms of streetscape, pedestrian environment, view protection, overall site design, and compatibility with neighbourhood character and adjoining properties."
- 4.2.4.3 "Support the following building types and land uses in Neighbourhoods:
- Single family dwellings;
  - Duplexes, tri-plexes, and four-plexes;
  - Townhouses;
  - Low-rise residential (up to four storeys); and
  - Mixed-use (commercial/residential) (up to four storeys)."

- 5.1.2.3 "Evaluate zoning applications for two-family dwellings on the basis of neighbourhood context, lot size, building scale and design, access, and parking."
- 5.1.2.4 "Two-family dwelling lots should be 1.3 times the minimum area of the largest adjacent single family dwelling zone. However, where a local area plan policy supports a zone with a minimum lot area that is smaller than the existing minimum lot area, then the local area plan policy shall apply for the purpose of calculating the minimum area for a two-family dwelling lot."

### **Royal Oak Local Area Plan (2001)**

- 9.1 "Maintain single family housing as the predominant land use and promote appropriately located and designed small lot single family, multi-family and mixed residential housing."
- 9.6 "Consider applications for two-family dwellings in accordance with General Plan 1993 Policies 6.5 and 6.6."

### **Development Permit Area Guidelines**

The development proposal is subject to the Saanich General Development Permit Area. Relevant guidelines include: retaining existing trees and native vegetation where practical, reducing impervious site cover, buildings to reflect character of surrounding development, balancing all modes of transportation, and high quality architecture that incorporates varied elements and avoids large blank walls.

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## **DISCUSSION**

### **Neighbourhood Context**

The subject property is located at the southern extent of the Viewmont area in the Royal Oak neighbourhood. The 964 m<sup>2</sup> lot is relatively flat and the surrounding neighbourhood is largely developed with single family dwellings. The site is one block south of Brydon Park and the Centennial Trail.

The site is within 700 m walking distance of the Royal Oak major "Centre" where a full range of retail and commercial services are located. The Royal Oak Middle School is located approximately 1 km distant; Northridge Elementary and Glanford Elementary schools in the Carey Local Area are within 2 km. Recreational facilities at Saanich Commonwealth Place are slightly over 2 km distant.

The site is well connected to a number of interconnected parks that form part of the Centennial Trail system, including Colquitz Park, Brydon Park, Copley Park East, and Copley Park West. Other parks in the area include Quick's Bottom, Layritz Park, and Rithet's Bog, which are all within 2 km.

### **Land Use**

The Official Community Plan (OCP) supports a range of housing types within neighbourhoods, including two-family dwellings.

The site is currently developed with a modest single family dwelling. At 964 m<sup>2</sup> in lot area the property meets the OCP policy for a two-family dwelling zone, which requires that the lot have an area of at least 1.3 times the minimum area of the largest adjacent single family dwelling zone. Given the size of the lot and existing house, a duplex addition would be consistent with respect to mass and scale of development in the neighbourhood.







Photograph 1: Existing Single Family Dwelling



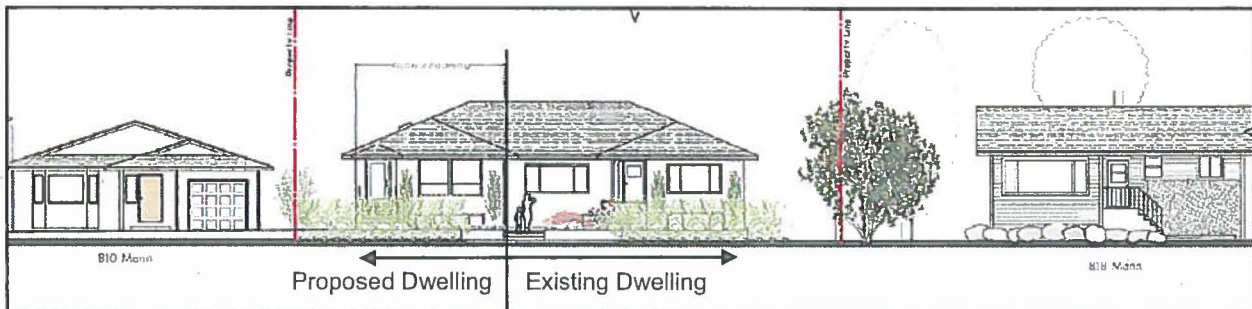
Figure 2: Aerial View of Surrounding Neighbourhood



### Site and Building Design

An important consideration with infill developments is that the scale, massing and design of any proposed infill housing respects neighbourhood character.

There is no consistent dwelling height, massing, or architectural style in the immediate neighbourhood. Nearby dwellings are a mix of one and two-storey homes of varying ages and designs. A conceptual streetscape has been provided in order to illustrate how the proposed duplex addition would present to the street (see Figure 3).



**Figure 3: Conceptual Streetscape** (Provided by Robert Fisher Design)

Municipal records indicate the existing 230 m<sup>2</sup> dwelling was built in 1955. The proposed duplex would be created through an addition to the existing single family dwelling. The addition would be sited in the existing generous side yard that is primarily lawn area and the building height would be consistent with the existing home. Vinyl siding would be removed from the existing dwelling with new cement board siding to be installed.

### Front Yard Parking & Character of the Neighbourhood and Street

There is no garage for the existing home, nor is one proposed for the duplex. On-site parking for four vehicles is proposed in front of the duplex, which would be constructed with permeable pavers. The driveway has been designed to provide a turn-around area so that vehicles can exit frontwards onto Mann Avenue. Landscaping and a low fence along the front lot line is proposed in an effort to soften the appearance of the front yard parking area from the street (see Figure 6).

Turning a significant portion of the front yard into a parking area, reduces the amount of valuable green space and changes the typical single family land use pattern found in Saanich neighbourhoods, namely a prominent planted/grassed front yard with a driveway to one side of the lot. In many neighbourhoods separate paths are also provided between the street and the front door which further enhances and promotes the pedestrian environment and creates a more human scale of development that people find desirable. No matter how well designed, walking through what is effectively a parking lot in the front yard to get to a home's front door is not desirable from a pedestrian's point of view, nor does it add value to the neighbourhood.

Policy wise, duplexes are supported as a valuable form of housing in Saanich neighbourhoods. However, the siting and design of duplexes are obliged to fit with the existing single family character. This is one reason duplexes are encouraged on corner lots, as they are more conducive to a design that maintains a single family appearance on each street frontage. Council has supported a few mid-block duplexes but not with a layout that effectively has the front yard taken over by parking.

One example of how driveways were configured on recently approved mid-block duplex can be seen on the following page (see Figures 4 and 5). In the Doncaster Drive example, the



driveways have been separated, the front yard is substantially landscaped and the front doors to the units are a prominent feature of the design.

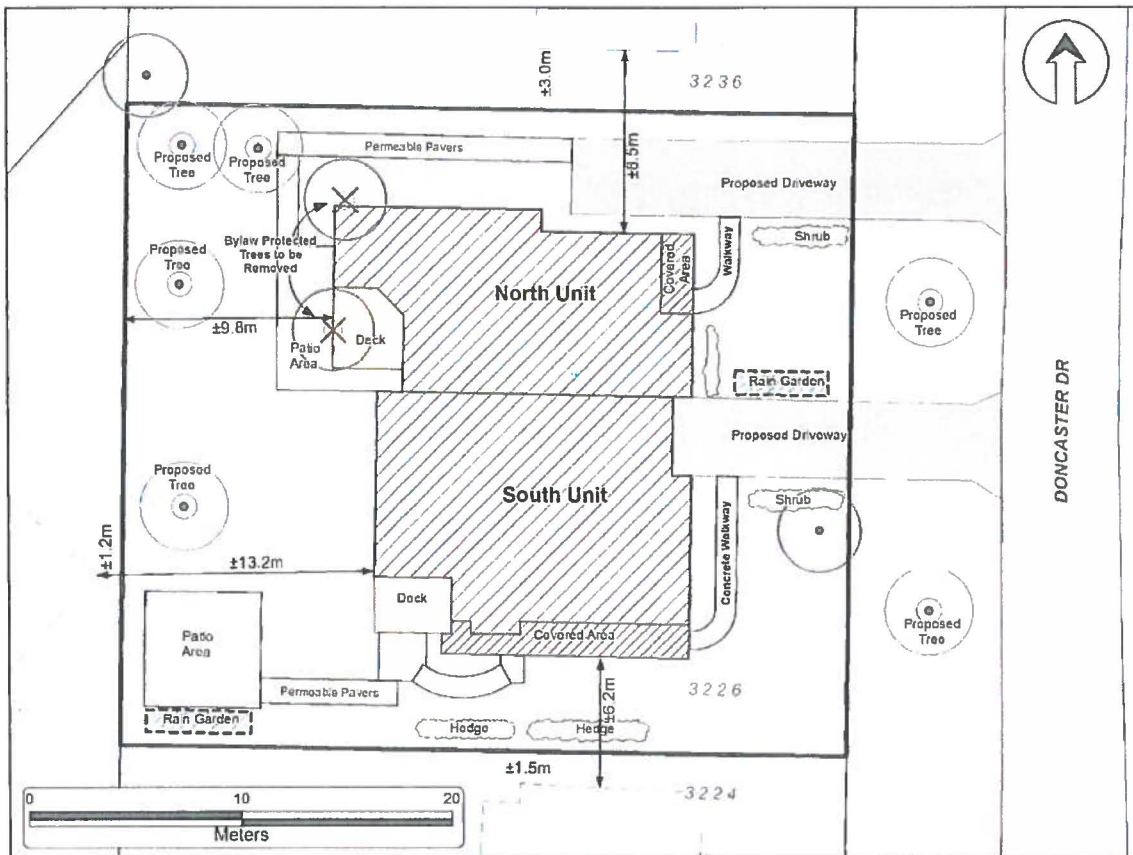


Figure 4: 3226 Doncaster Drive, recently approved duplex development

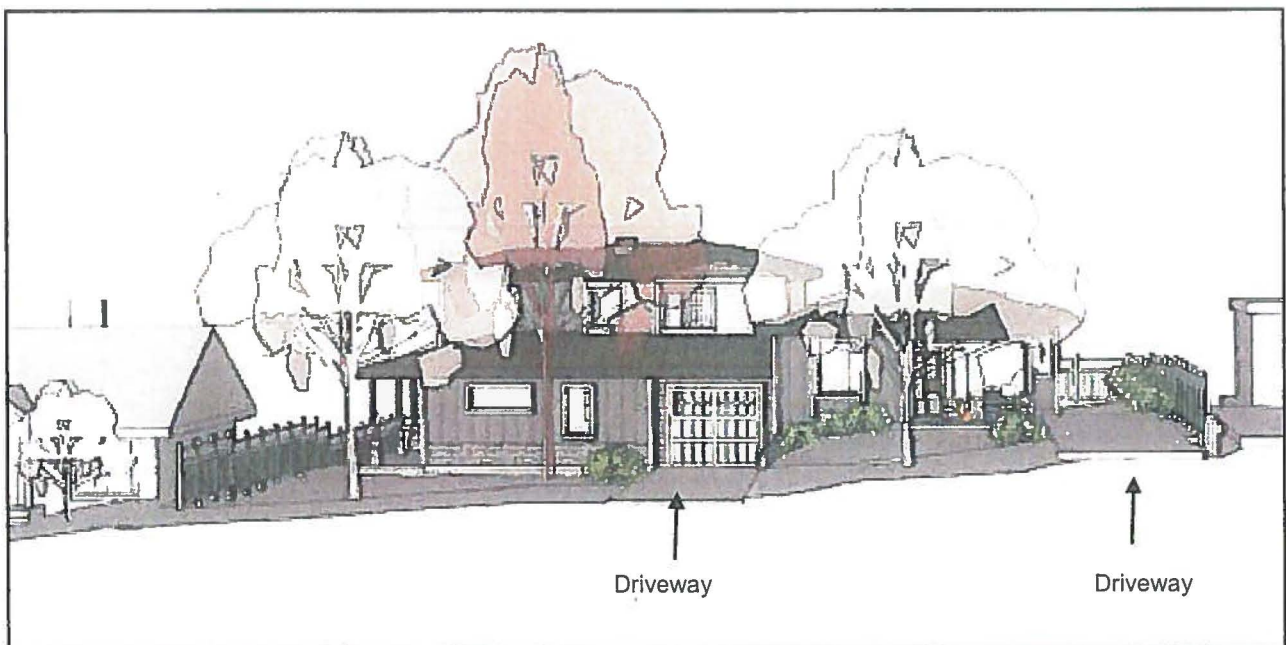


Figure 5: Streetscape Presentation of Doncaster Drive Duplex

A “green” front yard of a single family house plays many roles in terms of forming neighbourhood character and improving the natural environment, such as:

- Enhancing the appearance from the street;
- Better supporting a healthy natural environment;
- Helping to address the effects of climate change; and
- Creating a strong pedestrian and more human scale of development by reducing the prominence of the automobile.

When considering design objectives, examples from other communities can provide further insight. In Auckland, New Zealand, the following guidelines are used to help form more human scaled neighbourhoods:

- “Maintaining a connection between the house and the street, and making sure the street has an attractive landscaped appearance, is key to design outcome. Therefore, parking between the house and the road should be avoided wherever possible. If other parking solutions have been considered and ruled out, it is crucial to consider the impact of front-of-house parking on the wider area, and to the design with this in mind.”
- “When poor driveway and parking design is repeated across many houses on one street, many of the street characteristics people enjoy, such as being able to see the houses, planting and trees can be compromised.”

The City of White Rock regulations note:

- “The amount of pavement on the front yard should be as limited as possible and therefore driveway widths should be minimized.”

While the City of Victoria regulations note:

- “A positive street appearance includes features such as front doors (preferably with windows or window sidelights), porches and bay windows facing the street.”
- “Driveways and garages should have a minimum impact on a pedestrian's enjoyment of the street. As a general rule, the street appearance should be dominated by “people” features such as windows, doors & porches. Car features e.g. garage doors and carports should be minimized.”

All of the above guidelines show that there is consistency in communities trying to achieve high quality design by minimizing the impact of parking on the streetscape.

#### Alternative Options

Various alternative parking design options were explored with the applicant based on initial feedback from staff. A more standard approach that includes two single wide driveways with tandem parking is recommended by staff (see Figure 7). The design approach recommended by staff would reduce the amount of paving in the front yard, would enhance the view to the dwellings and connectivity to the front doors from the street, and would enhance the streetscape by allowing for an improved landscape design.

At this point, the applicant does not wish to change their site plan and has asked that the application proceed forward to Council for review and consideration in its current form (see Figure 6). The applicant consulted with the surrounding neighbours specifically regarding this issue and no objections or concerns were noted.

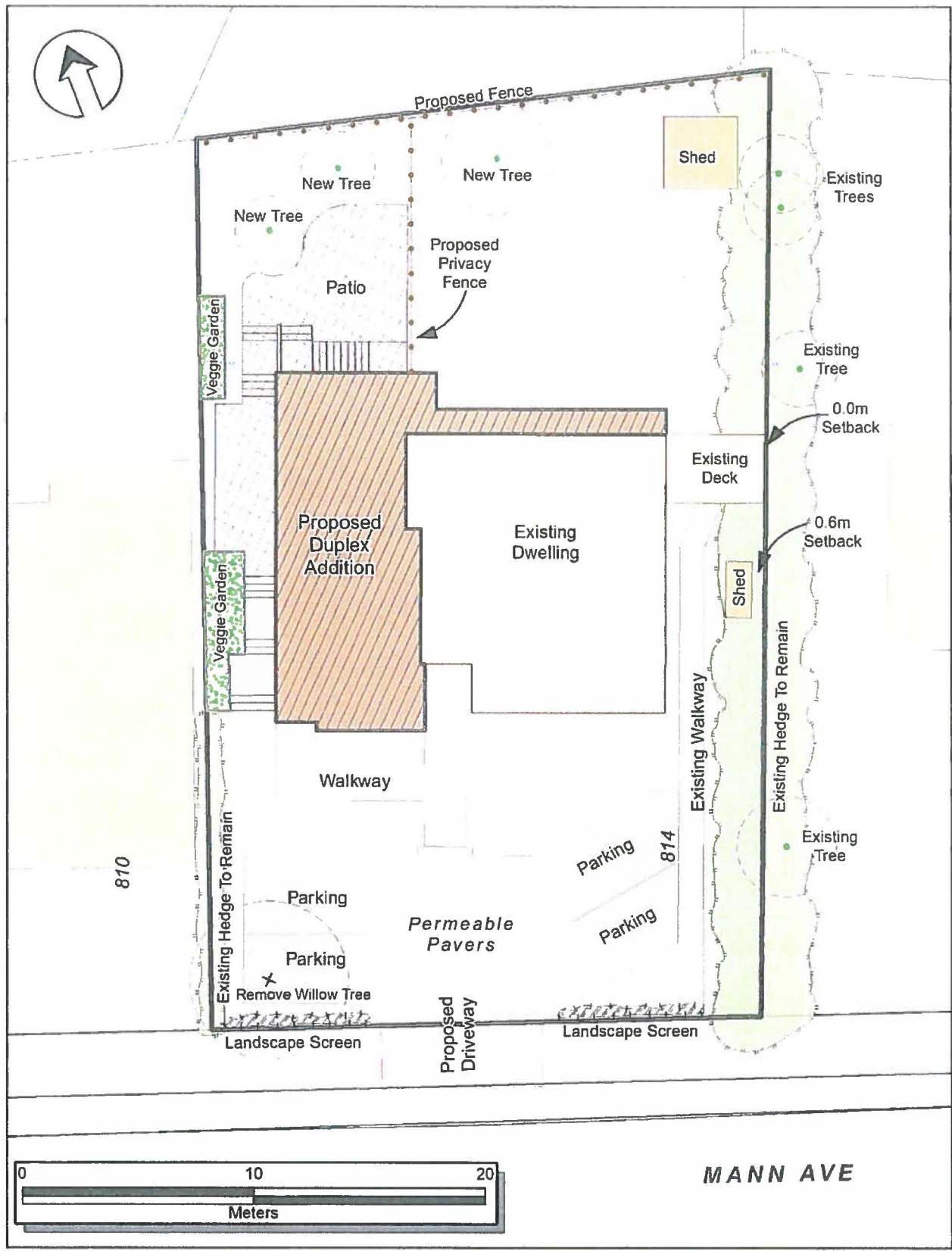


Figure 6: Proposed Site Plan



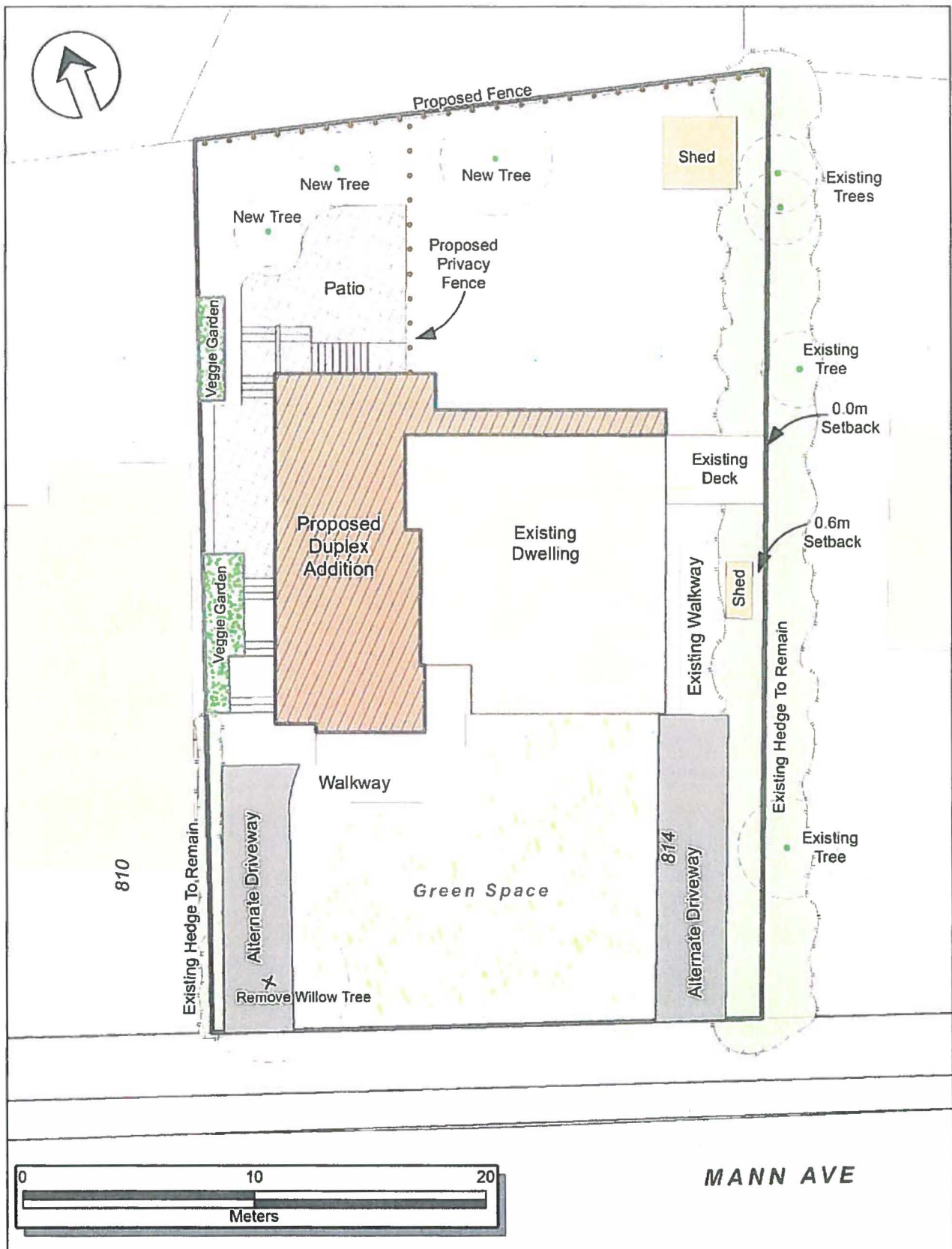


Figure 7: Example of an Alternative Parking Configuration

### Traffic Safety

The applicant noted that having to reverse onto Mann Avenue has been a safety concern, particularly when vehicles parked on-street obstruct sight lines. It is important to note that the majority of houses along Mann Avenue have standard driveways that result in residents backing out onto the street. Although being able to exit frontwards onto the street can be preferable for some drivers, most driveways do not include a turnaround area in their front yard, and reversing onto a public street is common practice. Alternatively, reversing from traffic onto the driveway is often preferred as it would be more apparent to other vehicles on the road and easier for them to accommodate the manoeuver.

Mann Avenue is a collector street with on-street parking. The current traffic volumes on Mann Avenue are well within what would be anticipated for a collector street and there are no anticipated changes to the current road design for traffic calming. Should traffic speed and volume become an issue on Mann Avenue in the future, traffic calming measures could be considered, such as curb bulges that both help to slow traffic and reduce pedestrian crossing distances. A curb bulge can be seen at the intersection of Mann Avenue and Mapleton Place.

### **Requested Variances**

Variances are requested for; the percentage of non-basement area, the combined side yard setback, the allowable projections, and the interior side yard setback for two accessory buildings (sheds).

#### Non-Basement Area:

The Zoning Bylaw allows a maximum gross floor area of 482 m<sup>2</sup> with a maximum of 70% or 337.4 m<sup>2</sup> as non-basement area. The proposed duplex would have 357.2 m<sup>2</sup> of non-basement area, which represents 74% of the maximum gross floor area. The variance is required since all of the lower level of the existing house does not qualify as basement area and the proposed addition would have a walk-out lower level at the rear, therefore the proportion of non-basement area is increased. The slightly sloped topography of the site is conducive to having a walk-out lower level with the adjacent side and rear yard utilized for private outdoor space.

The impact of the additional non-basement area would be mitigated due to it being partially sunken below grade and because the additional floor area would not increase the height of the dwelling above the existing roofline. Given the above and that the gross floor area of the duplex would be approximately 85% of the maximum allowed in the Zoning Bylaw the variance is supportable.

#### Interior Side Setback:

The duplex itself would comply with the required setback of 3.0 m from the interior side lot line, however there is an existing deck that is constructed up to the lot line. The deck is adjacent to a side entrance and is constructed just above the existing grade at an elevation of approximately 10-13 cm. A variance to allow the deck to be sited 0 m from the interior side lot line is requested.

The deck would be entirely within the required setback and therefore impacts the requirement for a combined side yard setback of 30% lot width. The duplex itself, excluding the deck, would result in a combined side yard setback of 30.5% lot width, however the attached deck reduces that to 12%. Given the setback is for the purpose of an existing low profile deck near grade, the variances are supportable.



**Allowable Projection:**

The proposal includes rear steps from the proposed addition that would exceed the allowable projections. The steps would be accessed from the main floor and run parallel to the exterior rear wall, with the lower two steps turned 90 degrees resulting in an overall projection of 2.5 m; a projection of 1.2 m is permitted for steps. The proposed steps would provide access to the patio area in the rear yard from the main floor, in addition to a side door from the lower level.

The applicant proposes to enclose the area below the steps to create a storage area, which is not a permitted type of projection. The underside of steps can often provide a semi-protected area that gets used for the storage of goods or materials. Allowing the underside of the steps to be enclosed to provide a storage area would improve functionality of an area that would otherwise have limited use.

As the steps would only function to provide outdoor access at the rear of the dwelling, no impacts to neighbours would be expected. Allowing the underside to be enclosed for storage would be beneficial for outdoor maintenance/tidiness. Given the reasons above, the variance is supportable.

**Accessory Buildings:**

Two small accessory buildings (sheds) are proposed. One shed would be approximately 2.5 m<sup>2</sup> (27 ft<sup>2</sup>) and sited as close as 0.6 m from the side lot line. The other shed would be approximately 9.4 m<sup>2</sup> (100 ft<sup>2</sup>) and sited as close as 1.5 m from the side lot line. The Zoning Bylaw requires a 3.0 m setback for accessory buildings in the RD-1 Zone. Both would be sited adjacent to an existing hedge which would provide screening for the neighbouring property. Given the two accessory buildings are relatively small and reflect typical accessory buildings utilized on many residential lots, the variances are supportable.

**Environment**

No concerns were identified with respect to habitat loss or environmental impacts. Most of the existing vegetation along the property lines (hedge and trees) would be retained. One Weeping willow tree, which has previously been topped since it is located below the electrical lines, and an overgrown hedge along the rear lot line would be removed. The proposed landscaping includes planting of fruit trees, vertical vegetable walls, and landscaping beds adjacent to lawn and parking areas.

As the proposal is for an addition to an existing structure applying an energy efficient building performance standard can be difficult. Although the applicant has not committed to an energy standard, by installing new high efficiency gas fireplaces, improving the building envelope and insulation, there would be a significant improvement to the existing dwelling.

The proposed dwelling would also be constructed solar ready for the future installation of photovoltaic or solar hot water systems. This commitment would be secured covenant.

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**CLIMATE CHANGE AND SUSTAINABILITY****Policy Context**

The Official Community Plan (OCP) adopted in 2008 highlights the importance of climate change and sustainability. The OCP is broadly broken down into the pillars of sustainability including environmental integrity, social well-being and economic vibrancy. Climate change is addressed under the environmental integrity section of the OCP and through Saanich's Climate Action Plan.

Climate change is generally addressed through mitigation strategies and adaptation strategies. Climate change mitigation strategies involve actions designed to reduce the emissions of greenhouse gasses, primarily carbon dioxide from combustion, while climate change adaptation involves making adjustments and preparing for observed or expected climate change, to moderate harm and to take advantage of new opportunities.

The following is a summary of the Climate Change and Sustainability features and issues related to the proposed development.

### **Climate Change**

This section includes the specific features of a proposal related to mitigation and adaptation strategies. Considerations include: 1) Project location and site resilience, 2) Energy and the built environment, 3) Sustainable transportation, 4) Food security, and 5) Waste diversion.

The proposed development includes the following features related to mitigation and adaptation:

- The proposal is located within the Urban Containment Boundary and approximately 1 km walking distance of the commercial services at the Royal Oak major "Centre".
- Royal Oak Middle School is approximately 1 km distant and Northridge Elementary School is approximately 1.8 km distant.
- Recreation facilities at Saanich Commonwealth Place are approximately 2 km distant.
- The site is well connected to a number of trails and parks that include tennis courts, playing fields, play equipment and natural areas.
- The proposal is an in-fill development that is able to use existing roads and infrastructure to service the development.
- The applicant has committed to constructing the new dwelling as solar ready for the future installation of solar photovoltaic or hot water heating systems. This commitment would be secured by covenant.
- The property is located approximately 350 m from public transit stops on Glanford Avenue and 550 m from bus stops on Vanalman Avenue.
- The current level of public transit service in the area includes three routes: one available on Vanalman Avenue (Rte # 30) which runs between the Royal Oak Exchange and downtown Victoria, and two routes (Rte # 31, 32) on Glanford that run between downtown Victoria and Cordova Bay. Buses travel along these routes at an average of every 29 minutes during week days.
- The proposed development would encourage alternative forms of transportation by its proximity to the cycling and pedestrian network.
- The development is readily accessible via all modes of alternative transportation including walking, cycling, and public transit.
- Food security will be improved with a landscaping plan that includes garden beds, vertical vegetable walls, and a variety of fruit trees and berry bushes.
- The proposed development includes sufficient area suitable for backyard gardening.
- Demolition waste would be reduced by the existing dwelling being retained rather than demolished.

### **Sustainability**

#### ***Environmental Integrity***

This section includes the specific features of a proposal and how it impacts the natural environment. Considerations include: 1) Land disturbance, 2) Nature conservation, and 3) Protecting water resources.

The proposed development includes the following features related to the natural environment:

- The proposal is a compact, infill development in an already urbanized area without putting pressures on environmentally sensitive areas or undisturbed lands.
- The proposed stormwater management practices includes a grass swale, permeable pavers, and an underground detention gallery.
- The proposal will require the removal of one Weeping willow, which has previously been topped due to conflict with overhead power lines, and an overgrown hedge at the rear lot line.

### ***Social Well-being***

This section includes the specific features of a proposal and how it impacts the social well-being of our community. Considerations include: 1) Housing diversity, 2) Human-scale pedestrian oriented developments, and 3) Community features.

The proposed development includes the following features related to social well-being:

- The proposal improves housing diversity increasing the mix of housing form in the area.
- The residential design incorporates outdoor patio and yard space areas that are suitable for active use and seating.
- A range of outdoor, community and recreation opportunities are available within reasonable walking/cycling distance.

### ***Economic Vibrancy***

This section includes the specific features of a proposal and how it impacts the economic vibrancy of our community. Considerations include: 1) Employment, 2) Building local economy, and 3) Long-term resiliency.

The proposed development includes the following features related to economic vibrancy:

- The development would create short-term jobs during the construction period.
- The proposal would be within the commercial catchment/employment area for the businesses and services located within the Royal Oak major "Centre".

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## **COMMUNITY CONSULTATION**

### **Applicant Consultation**

Prior to submitting an application the owners consulted with the surrounding neighbours by delivering an information letter, holding an open house on the property, and providing contact information for any additional questions. The applicant attended two meetings of the Royal Oak Community Association, once as a general introduction and then subsequently to present the proposal.

### **Community Association**

The application was referred to the Royal Oak Community Association on October 7, 2015. A response was received August 25, 2016, indicating no objection to the application.

### **Advisory Design Panel**

The application was considered by the Advisory Design Panel (ADP). The ADP recommended the proposal be accepted as presented.

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**OPTIONS**

Three basic options are presented for Council's consideration.

**Option 1**

Support the application in its current form.

**Option 2**

Postpone a decision on the development proposal and ask the applicant to explore alternative parking configurations that better address neighbourhood character and the desire to maintain as much greenspace as possible in the front yard.

**Option 3**

Reject the application based on the proposed land use and/or site design.

**Staff Recommendation:**

Staff recommend Option 2. Accommodating well-designed on-site parking can often be a challenge, particularly where an existing dwelling is retained. Ideally parking and access can be designed that provides accessibility to the dwellings, is safe and practical to use, does not dominate the site or dwelling, and enhances the streetscape. Turning a significant portion of the front yard into a parking area is not desirable due to impacts on the character of both the neighbourhood and street; therefore, staff believe alternative configurations should be explored.

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**SUMMARY**

The applicant proposes to rezone from the RS-6 (Single Family Dwelling) Zone to the RD-1 (Two Family Dwelling) Zone in order to convert an existing single family dwelling into a duplex. Variances are requested for the percentage of non-basement area, the combined side yard setback, the allowable projections, and the interior side yard setback for two accessory buildings (sheds).

At 964 m<sup>2</sup> in area the property meets the Official Community Plan (OCP) policy for a two-family dwelling zone. Given the size of the lot and existing house, a duplex addition would be consistent with respect to mass and scale of development in the neighbourhood. The proposed infill development would be compatible with the neighbourhood character. The site is conveniently located close to the Royal Oak major "Centre", public transit and a number of connected parks and trails.

Turning a significant portion of the front yard into a parking area is not desirable due to impacts on the character of both the neighbourhood and street. A specific OCP policy supports well designed duplexes on corner and double fronting lots since more lot frontage is available to address this issue. With narrower mid-block lots the impacts of front yard parking would be exacerbated.

Concerns about the parking configuration were raised with the applicant, but given they believe the immediate neighbours support the proposal they wanted to proceed to Council with the proposal in its current form.

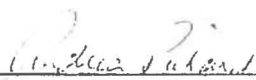
Staff are of the opinion that the proposed parking arrangement could be improved to enhance the front yard and streetscape, so that the front yard area does not look substantially paved and covered by parking.

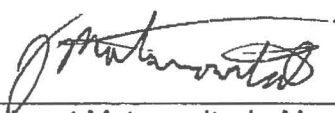
**RECOMMENDATION**

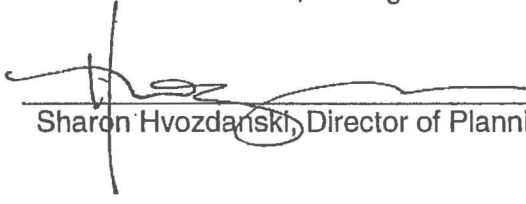
That Council support Option 2 and postpone further consideration of the application to allow the applicant to reconsider the proposed parking configuration.

Note: Should Council support the application the following actions are recommended:

1. That the application to rezone the subject property from RS-6 (Single Family Dwelling) Zone to RD-1 (Two Family Dwelling) Zone be approved;
2. That Development Permit DPR00624 be approved; and
3. That Final Reading of the Zoning Amendment Bylaw and ratification of the Development Permit be withheld pending registration of a covenant requiring that the new dwelling be constructed solar ready.

Report prepared by:   
 Andrea Pickard, Planner

Report prepared and reviewed by:   
 Jarret Matanowitsch, Manager of Current Planning

Report reviewed by:   
 Sharon Hvozdaniski, Director of Planning

APK/gv  
 H:\TEMPEST\PROSPERO\ATTACHMENTS\DPR\DPR00624\REPORT.DOCX

Attachment

cc: Paul Thorkelsson, CAO  
 Graham Barbour, Manager of Inspection Services

**CAO'S COMMENTS:**

I endorse the recommendation of the Director of Planning.



Paul Thorkelsson, CAO



COPY

DISTRICT OF SAANICH

NO. DPR00624

DEVELOPMENT PERMIT

TO: Nancy Marjorie Snowsell and Douglas Alve Snowsell  
814 Mann Avenue  
Victoria BC V8Z 3C4

*(herein called "the Owner")*

1. This Development Permit is issued subject to compliance with all of the Bylaws of the Municipality applicable thereto, except as specifically varied by this Permit.

2. This Development Permit applies to the lands known and described as:

**Lot 4, Section 8A, Lake District, Plan 9811 Except That Part in Plan 43838  
814 Mann Avenue**

*(herein called "the lands")*

3. This Development Permit further regulates the development of the lands as follows:

- (a) By varying the provisions of Zoning Bylaw 2003, Section 5.8 c) to permit exterior steps to project up to 2.5 m into the rear yard setback (1.2 m permitted),
- (b) By permitting the underside of steps projecting into the rear yard to be enclosed for the purpose of providing a storage area,
- (c) By varying the provisions of Zoning Bylaw 2003, Section 301.4 a) iii) to permit an attached deck less than 0.3 m in height to be sited as close as 0 m from the interior side lot line (3.0 m required) and for the sum of both side yards to be 12% of the lot width for the purpose of allowing the attached deck (30% required),
- (d) By varying the provisions of Zoning Bylaw 2003, Section 301.4 c) to permit a duplex to have a non-basement area of 358 m<sup>2</sup> (337 m<sup>2</sup> permitted), which represents 74% of the maximum allowable gross floor area as non-basement area (70% permitted),
- (e) By varying the provisions of Zoning Bylaw 2003, Section 301.5 a) iii) to permit two accessory buildings (sheds) to be sited at 0.6 m and 1.5 m from the interior side lot line (3.0 m required), and
- (f) By requiring the buildings and lands to be constructed and developed in accordance with the plans prepared by Robert Fisher Design and Land Story Design Associates date stamped received August 9, 2016, copies of which are attached to and form part of this permit.

4. The Owner shall substantially start the development within 24 months from the date of issuance of the Permit, in default of which the Municipality may at its option upon 10 days prior written notice to the Owner terminate this Permit and the Permit shall be null and void and of no further force or effect.
5. Notwithstanding Clause 4, construction of driveways and parking areas, and delineation of parking spaces shall be completed prior to the issuance of an Occupancy Permit.
6.
  - (a) Prior to issuance of a Building Permit, the Owner shall provide to the Municipality security by cash, certified cheque, or an irrevocable letter of credit in the amount of \$ 27,770 to guarantee the performance of the requirements of this Permit respecting landscaping.
  - (b) A Landscape Architect registered with the British Columbia Society of Landscape Architects must be retained for the duration of the project until the landscaping security has been released. Written letters of assurance must be provided at appropriate intervals declaring the registered Landscape Architect, assuring that the landscape work is done in accordance with the approved landscape plan, and indicating a final site inspection confirming substantial compliance with the approved landscape plan (BCSLA Schedules L-1, L-2 and L-3).
  - (c) All landscaping must be served by an automatic underground irrigation system.
  - (d) The owner must obtain from the contractor a minimum one-year warranty on landscaping works, and the warranty must be transferable to subsequent owners of the property within the warranty period. The warranty must include provision for a further one-year warranty on materials planted to replace failed plant materials.
  - (e) Any protective fencing of trees or covenant areas must be constructed, installed and signed according to the specifications in Appendix X.
  - (f) No site activity shall take place prior to the installation of any required tree of covenant fencing and the posting of "WARNING – Habitat Protection Area" signs. The applicant must submit to the Planning Department a photograph(s) showing the installed fencing and signs. Damage to, or moving of, any protective fencing will result in an immediate stop work order and constitute a \$1,000 penalty.
  - (g) The landscaping requirements of this Permit shall be completed within four months of the date of issuance of the Certificate of Occupancy for the development, in default of which the Municipality may enter upon the lands, through its employees or agents, and complete, correct or repair the landscaping works at the cost of the Owner and may apply the security, interest at the rate payable by the Municipality for prepaid taxes.
  - (h) In the event that any tree identified for retention is destroyed, removed or fatally injured, a replacement tree shall be planted in the same location by the Owner in accordance with the replacement guidelines as specified within the Saanich Tree and Vegetation Retention, Relocation and Replacement Guidelines. The replacement tree shall be planted within 30 days of notice from the Municipality in default of which the Municipality may enter upon the lands and carry out the works and may apply the security provided herein in payment of the cost of the works. For

COPY

the purpose of this section, existing trees identified for retention and new trees planted in accordance with the landscape plan attached to and forming part of this permit shall be deemed to be "trees to be retained".

- 7. The lands shall be developed strictly in accordance with the terms and conditions and provisions of this Permit and shall comply with all Municipal bylaws except for those provisions specifically varied herein. Minor variations which do not affect the overall building and landscape design and appearance may be permitted by the Director of Planning or in her absence, the Manager of Current Planning.
- 8. Notwithstanding the provisions of Section 7 of this Permit the following changes will be permitted and not require an amendment to this Permit:
  - (a) When the height or siting of a building or structure is varied 20 cm or less provided, however, that this variance will not exceed the maximum height or siting requirements of the Zoning Bylaw.
  - (b) Changes to the relative location and size of doors and windows on any façade which do not alter the general character of the design or impact the privacy of neighbouring properties following consultation with the Director of Planning, or Manager of Current Planning in her absence.
  - (c) Where items noted under Section 8(b) are required to comply with the Building Code and/or the Fire Code and those changes are not perceptible from a road or adjacent property.
  - (d) Changes to soft landscaping provided the changes meet or exceed the standards contained on the landscape plans forming part of this Permit.
- 9. The terms and conditions contained in this Permit shall enure to the benefit of and be binding upon the Owner, their executors, heirs and administrators, successors and assigns as the case may be or their successors in title to the land.
- 10. This Permit is not a Building Permit.

AUTHORIZING RESOLUTION PASSED BY THE MUNICIPAL COUNCIL ON THE

\_\_\_\_\_ DAY OF \_\_\_\_\_ 20 \_\_\_\_\_  
 ISSUED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_ 20 \_\_\_\_\_

\_\_\_\_\_  
Municipal Clerk



## APPENDIX X

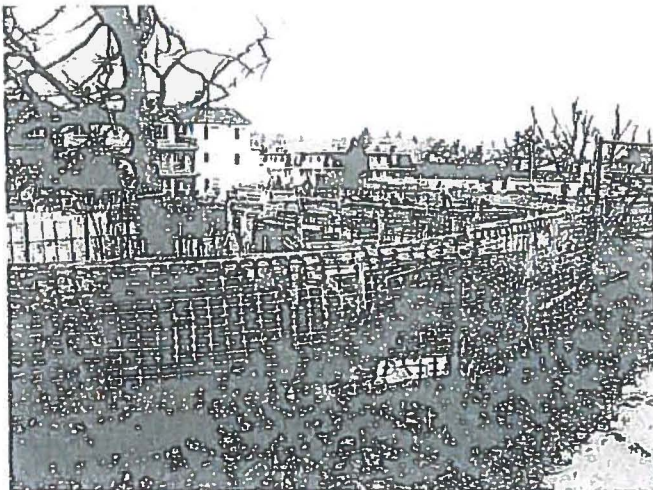
## PROTECTIVE FENCING FOR TREES AND COVENANT AREAS

Protective fencing around trees and covenant areas is an important requirement in eliminating or minimizing damage to habitat in a development site.

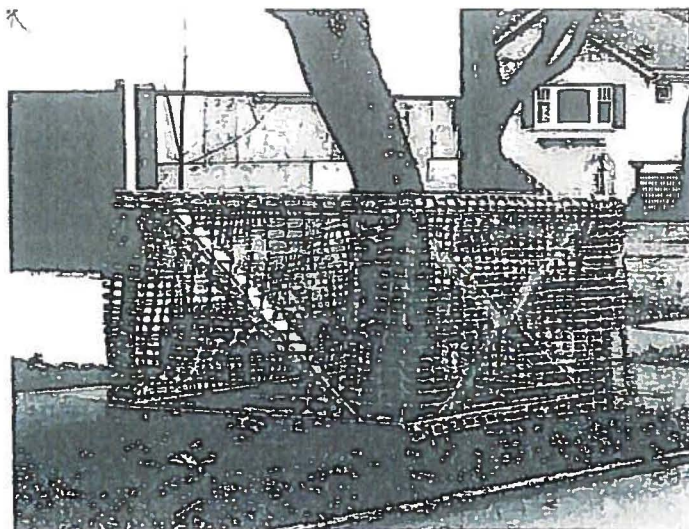
Prior to any activities taking place on a development site, the applicant must submit a photo showing installed fencing and "WARNING – Habitat Protection Area" signs to the Planning Department.

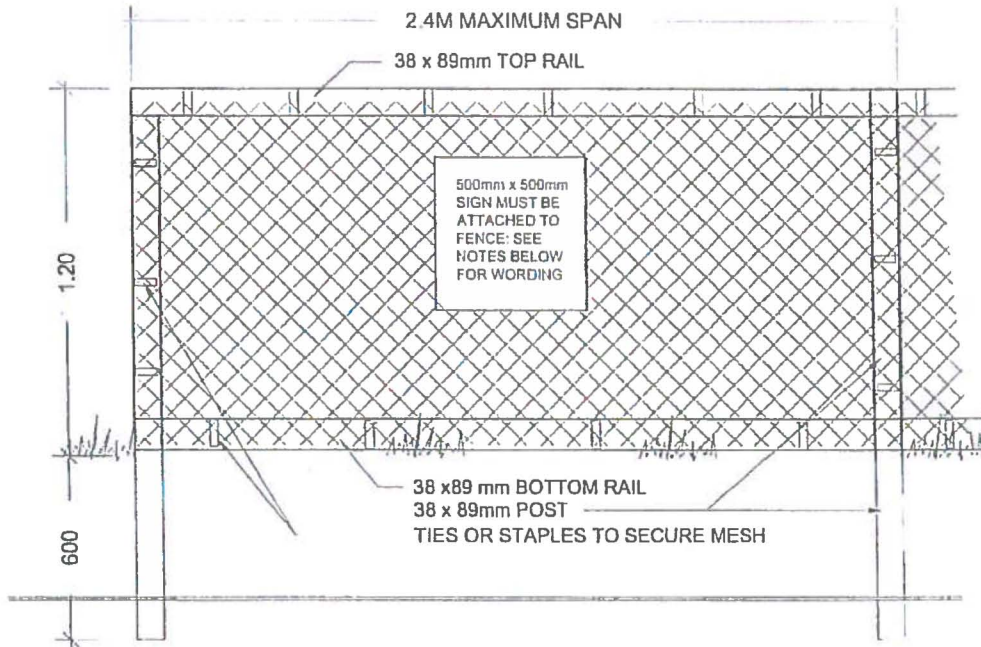
**Specifications:**

- Must be constructed using 2" by 4" wood framing and supports, or modular metal fencing
- Robust and solidly staked in the ground
- Snow fencing to be affixed to the frame using zip-ties or galvanized staples
- Must have a "WARNING – HABITAT PROTECTION AREA" sign affixed on every fence face or at least every 10 linear metres



Note: Damage to, or moving of, protective fencing will result in a stop work order and a \$1,000 penalty.





**TREE PROTECTION FENCING**

**NOTES:**

1. FENCE WILL BE CONSTRUCTED USING 38 X 89 mm (2"X4") WOOD FRAME: TOP, BOTTOM AND POSTS. \*  
USE ORANGE SNOW-FENCING MESH AND SECURE TO THE WOOD FRAME WITH "ZIP" TIES OR GALVANIZED STAPLES.
2. ATTACH A 500mm x 500mm SIGN WITH THE FOLLOWING WORDING:  
**WARNING-HABITAT PROTECTION AREA.** THIS SIGN MUST BE AFFIXED ON EVERY FENCE FACE OR AT LEAST EVERY 10 LINEAR METRES.

\* IN ROCKY AREAS, METAL POSTS (T-BAR OR REBAR) DRILLED INTO ROCK WILL BE ACCEPTED



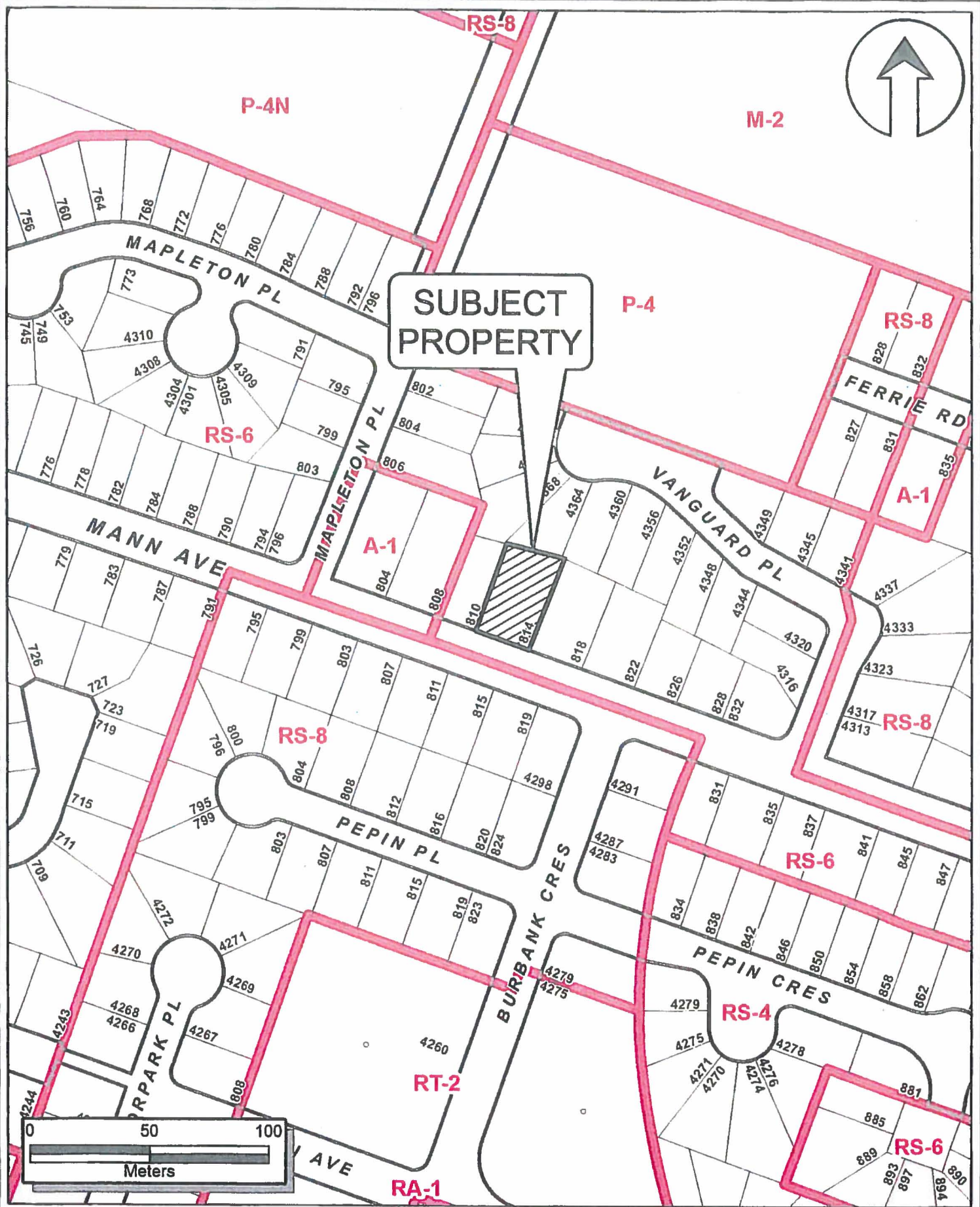
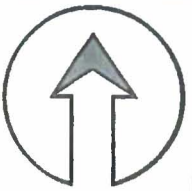
DETAIL NAME:

**TREE PROTECTION FENCING**

H:\shared\parks\Tree Protection Fencing.pdf

DATE	March/08
DRAWN	DM
APP'D	RR
SCALE	N.T.S





**SUBJECT  
PROPERTY**

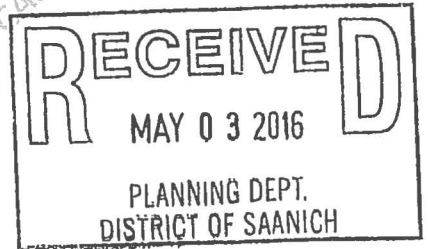
District of Saanich

Planning Dept.

Sept 5, 2015



ENTERED  
IN CASE



# Memo

**To:** Planning Department  
**From:** Jagtar Bains – Development Coordinator  
**Date:** May 3, 2016  
**Subject:** Servicing Requirements for the Proposed Development- REVISED

**PROJECT: TO REZONE FROM RS-6 (SINGLE FAMILY DWELLING) ZONE TO RD-1 (TWO FAMILY DWELLING) ZONE IN ORDER TO CONVERT AN**

**SITE ADDRESS: 814 MANN AVE  
 PID: 004-361-610  
 LEGAL: LOT 4 SECTION 8A LAKE DISTRICT PLAN 9811 EXCEPT  
 DEV. SERVICING FILE: SVS01971  
 PROJECT NO: PRJ2015-00599**

The above noted application for rezoning & Development Permit has been circulated to the Engineering Department for comment. A list of servicing requirements has been attached on the following page(s). To allow Council to deal effectively with this application, we would appreciate confirmation, prior to the Public Hearing, that the applicant agrees to complete the servicing requirements. Should there be any disagreement with any of these requirements, it should be discussed with the undersigned prior to the Public Hearing.

Jagtar Bains  
 DEVELOPMENT COORDINATOR

cc: Harley Machielse, DIRECTOR OF ENGINEERING  
 Catherine Mohoruk, MANAGER OF TRANSPORTATION & DEVELOPMENT

**General Information on Development Servicing**

Servicing requirements are stated at this time for the applicant's information. The requirements must be met prior to building permit issuance, including consolidation or subdivision, payments and/or deposits.

Services which must be installed by a developer must be designed by a Professional Engineer hired by the developer and installed under the Engineer's supervision. The design must be approved prior to building permit issuance. The approval process may take up to 30 working days of staff time to complete circulations and request revisions of the Engineer. Certain circumstances can lengthen the approval process.

A Financial sheet is issued with the design drawing which will state:

- 1) The estimated cost of developer installed servicing plus 20% which must be deposited.
- 2) The estimated cost of Municipal installed servicing which must be paid.
- 3) The Development Cost Charges payable.
- 4) Any special conditions which must be met.

This information is not intended to be a complete guide to development procedures. A more complete listing may be found in Section 2 of the Engineering Specifications, Schedule H to Bylaw 7452 (Subdivision Bylaw).

## Development Servicing Requirements

Development File: SVS01971  
Civic Address: 814 MANN AVE  
Page: 1

Date: May 3, 2016

### Drain

1. STORM WATER MANAGEMENT MUST BE PROVIDED IN ACCORDANCE WITH THE REQUIREMENTS OF SCHEDULE H "ENGINEERING SPECIFICATIONS" OF SUBDIVISION BY-LAW. THIS SUBDIVISION/DEVELOPMENT IS WITHIN TYPE 1 WATERSHED AREA WHICH REQUIRES STORM WATER STORAGE, CONSTRUCTION OF WETLAND OR TREATMENT TRAIN AND SEDIMENT BASIN. FOR FURTHER DETAILS, REFER TO SECTION 3.5.16, STORM WATER MANAGEMENT AND EROSION CONTROL OF SCHEDULE H "ENGINEERING SPECIFICATIONS" OF SUBDIVISION BY-LAW. STORM WATER MANAGEMENT PLAN, DATED MARCH 21, 2016 FROM WESTBROOK CONSULTING LTD., IS ACCEPTABLE.
2. SUBSEQUENT DRAIN CONNECTION WILL BE REQUIRED FOR PROPOSED UNIT FROM THE EXISTING MAIN ON MANN AVENUE.
3. THE EXISTING CONNECTION IS TO BE PROVIDED WITH AN INSPECTION CHAMBER.

### Gen

1. THE BUILDING IS REQUIRED TO COMPLY WITH THE 2012 BC BUILDING CODE AND MUNICIPAL BYLAWS. BUILDING AND PLUMBING PERMITS WILL BE REQUIRED FOR ALL WORKS.
2. ALL RELEVANT PRECAUTIONS IN PART 8 OF THE BC BUILDING CODE "SAFETY MEASURES AT CONSTRUCTION AND DEMOLITION SITES" MUST BE PROVIDED BY THE CONTRACTOR PRIOR TO ISSUANCE OF THE BUILDING PERMIT.

### Road

1. NEW DRIVEWAY DROP IS TO BE CONSTRUCTED IN ACCORDANCE WITH SAANICH STANDARD DRAWINGS NO. C7SS AND C15SS. THE EXISTING DROP IS TO BE REPLACED WITH THE STANDARD SECTION OF NON-MOUNTABLE CURB.

### Sewer

1. SUBSEQUENT SEWER CONNECTION WILL BE REQUIRED FOR PROPOSED UNIT FROM THE EXISTING MAIN ON MANN AVENUE.
2. THE EXISTING CONNECTION MUST BE PROVIDED WITH AN INSPECTION CHAMBER.

### Water

1. THE EXISTING 13 MM WATER SERVICE MUST BE UPGRADED TO 19 MM.
2. NEW WATER SERVICE IS REQUIRED FOR THE PROPOSED UNIT.

THE CORPORATION OF THE DISTRICT OF SAANICH

BYLAW NO. 9413

TO AMEND BYLAW NO. 8200,  
BEING THE "ZONING BYLAW, 2003"

---

The Municipal Council of The Corporation of the District of Saanich enacts as follows:

- 1) Bylaw No. 8200, being the "Zoning Bylaw, 2003" is hereby amended as follows:
  - a) By deleting from Zone RS-6 (Single Family Dwelling) and adding to Zone RD-1 (Two Family Dwelling) the following lands:

Lot 4, Section 8A, Lake District, Plan 9811, except that Part in Plan 43838  
(814 Mann Avenue)
  
- 2) This Bylaw may be cited for all purposes as the "**ZONING BYLAW, 2003, AMENDMENT BYLAW, 2017, NO. 9413**".

Read a first time this 9<sup>th</sup> day of January, 2017.

Public Hearing held at the Municipal Hall on the day of

Read a second time this day of

Read a third time this day of

Approved under Part 4 of the *Transportation Act* on the day of

Adopted by Council, signed by the Mayor and Clerk and sealed with the Seal of the Corporation on the day of

---

Municipal Clerk

---

Mayor

1410-04  
Report –  
Planning

xref: 2870-30  
Mann Avenue

### **814 MANN AVENUE – DEVELOPMENT PERMIT AND REZONING**

Report of the Director of Planning dated December 8, 2016 recommending that Council support Option 2 as outlined in the report and postpone further consideration of the application to allow the applicant to reconsider the proposed parking configuration for a proposed conversion of an existing single family dwelling into a duplex. Variances are requested for: non-basement area, the combined side yard setback, allowable projections, and the interior side yard setback for two accessory buildings.

#### **APPLICANT:**

D. Snowsell, Mann Avenue, presented to Council and highlighted:

- The driveway has been designed to provide a turn-around so that vehicles can drive off the property, rather than back out onto the street; there is a commitment to removing a line of cedar trees from the rear property line in response to a request from neighbours.
- The proposed design was discussed with neighbours and they are supportive; neighbours are aware of staff's recommendation of an alternate parking configuration.
- Tandem parking would not be considered; the parking has already been redesigned and it was believed the revised configuration was supported by staff.
- Considerable landscaping would be added to the front property line to screen the parking.

#### **PUBLIC INPUT:**

Nil

#### **COUNCIL DELIBERATIONS:**

In response to questions from Council, the Director of Planning stated:

- The impact of parking would be minimized by the addition of landscaping; onsite parking would be constructed with permeable pavers.

#### **Motion:**

**MOVED by Councillor Derman and Seconded by Councillor Murdock: "That it be recommended that Council support Option 2 and postpone further consideration of the application to allow the applicant to reconsider the proposed parking configuration."**

Councillor Derman stated:

- More work is needed to ensure that the parking is less intrusive; parking in a front yard is not appropriate.

Councillor Brice stated:

- This is a sensitive design which doubles the residential capacity without a significant impact to the streetscape.
- Front yard parking needs to be considered on a case-by-case basis.



Councillor Sanders stated:

- Front yard parking is not appropriate; the parking concerns may be compounded when visitors are parked on the property.
- Duplexes can be assets to neighbourhoods; the variances are concerning.
- It may be more appropriate to have two separate driveways.

In response to questions from Council, the Director of Planning stated:

- Other options for parking could be considered such as single-width tandem parking.

Councillor Plant stated:

- Neighbours are supportive; consideration of the proposed development at a Public Hearing should not be delayed.
- The parking space would be constructed with permeable pavers; the other options may mean more on-street parking.

Councillor Murdock stated:

- The proposed duplex design fits with the character of the neighbourhood.
- The proposed parking appears to be the creation of a parking lot in front of a residence and is not appropriate.

Councillor Wergeland stated:

- Tandem parking may result in more on-street parking; the proposed parking design would make it safer and easier to access the property.
- Landscaping will screen the property.

**The Motion was then Put and DEFEATED due to a Tie Vote  
With Mayor Atwell and Councillors Brice, Plant and Wergeland OPPOSED**

**MOVED by Councillor Brice and Seconded by Councillor Plant: "That a Public Hearing be called to further consider the rezoning application on Lot 4, Section 8A, Lake District, Plan 9811, Except That Part in Plan 43838 (814 Mann Avenue)."**

Councillor Murdock stated:

- It is appropriate to move forward to a Public Hearing; the applicant should consider the comments of Council.

Councillor Derman stated:

- Postponement will allow the applicant time to review the application before it goes to Public Hearing.

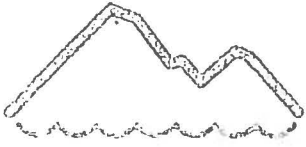
Councillor Wergeland stated:

- Sending the application to a Public Hearing is supportable.

Councillor Brownoff stated:

- The applicant should consider the comments of Council; providing parking in the front yard is not desirable.

**The Motion was then Put and CARRIED  
With Councillors Derman and Sanders OPPOSED**



# WESTBROOK Consulting Ltd.

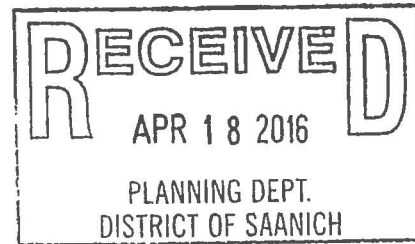
March 21, 2016

3005-02

The District of Saanich  
770 Vernon Avenue  
Victoria, BC  
V8X 2W7

Attn: Jagtar Bains

Re: 814 Mann Avenue – Storm Water Management



Dear Mr. Bains,

The above residence will be renovated and converted from a single family home to a multifamily duplex style residence. As a condition of Building Permit, a storm water management system will have to be installed.

The District of Saanich record information shows an existing drain service to the property, however the condition of the service is unknown. The existing storm drain service connection to the lot will be reused if available, or upgraded at the same location if required. A new municipal drain service connection will also be provided for the new home, at a date yet to be determined.

The proposed storm water management systems will consist of the following:

#### Existing Dwelling

- Roof water and other overland drainage will be directed to a storm water management / detention system beneath the parking area. The intention is drainage will flow into an open grated lawn basin or area drain, which will be connected to the system, and be released at a rate specified by the District. When the runoff rate entering the basin is greater than that which can be released, runoff will collect in the basin and will enter the detention system.
- The driveway / parking area will be graded such that the storm water runoff will be directed to a grassed swale. The swale will help filter out debris and fines prior to entering the storm water management system.
- Excess storm water will accumulate within the detention gallery where it will be released to the adjacent storm drain through a restricted outlet in an adjacent concrete basin. The restricted outlet will consist of a 100 mm diameter tee fitting with a submerged cap and a high level overflow.

Refer to attached Figure 1 and Figure 2.

## Design Criteria

As the site falls within the Type 1 watershed, the following criteria are required in accordance with Schedule H of the District of Saanich Engineering Specifications:

Item	Criteria
Storage	200 m <sup>3</sup> per ha of impervious area
Release Rate	5 l/s per ha of total contributory area

Drainage quality and sediment control must be provided by a constructed wetland, and sediment basin.

## Storm Water Detention Calculations

Required Storage Volume

$$\text{Required Storage Volume (m}^3\text{)} = 200\text{m}^3/\text{ha} \times \text{Impevious Area(ha)}$$

Maximum Release Rate

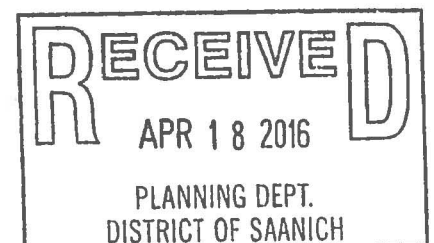
$$\text{Maximum Release Rate (Ls)} = 5\text{L/s/ha} \times \text{Contributory Area (ha)}$$

Number of StormTech SC-740 Chambers

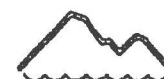
$$\text{Number of SC - 740 Chambers} = \frac{\text{Required Storage Volume (m}^3\text{)}}{1.93\text{m}^3}$$

Orifice Diameter

$$\text{Diameter (mm)} = 2(1000\text{mm/m}) \sqrt{\frac{\text{Maximum Release Rate (m}^3/\text{s)}}{(\text{Orifice Coefficient})\pi\sqrt{2} \times 9.81\text{m/s}^2 \times \text{height(m)}}$$



Property	Existing Dwelling		Proposed Duplex Addition	
	With	Without	With	Without
Permeable Pavers				
Total Impervious Area	250 m <sup>2</sup>	330 m <sup>2</sup>	240 m <sup>2</sup>	290 m <sup>2</sup>
Contributory Area	610 m <sup>2</sup>	610 m <sup>2</sup>	415 m <sup>2</sup>	415 m <sup>2</sup>
Required Storage Volume	5.0 m <sup>3</sup>	6.6 m <sup>3</sup>	4.8 m <sup>3</sup>	5.8 m <sup>3</sup>
Maximum Release Rate	0.3 L/s	0.3 L/s	0.2 L/s	0.2 L/s
Number of SC-740 Chambers	3	4	3	3
Height of Storage	914 mm	914 mm	914 mm	914 mm
Orifice Diameter	12mm	12mm	10mm	10mm



### Storm Water Quality

Rain water leaders will discharge directly to the grassy swales adjacent to the building. Runoff will then flow overland in the swale towards an open grated lawn/sediment basin.

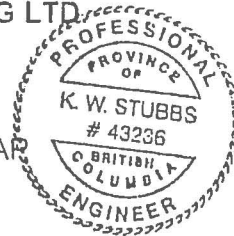
The grassy swale will filter out any fines and contaminants that are not able to settle out in the sediment basin. The grassy swale will have a minimum surface area of 1% of the impervious contributory catchment area (3 sq.m. downstream of the nearest rain water leaders), as per Schedule H of the Districts engineering specifications.

If you have any questions regarding the calculations, please contact our office.

Yours truly,  
**WESTBROOK CONSULTING LTD.**



Kyle Stubbs, P. Eng., LEED AP  
Project Manager

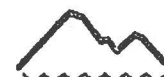
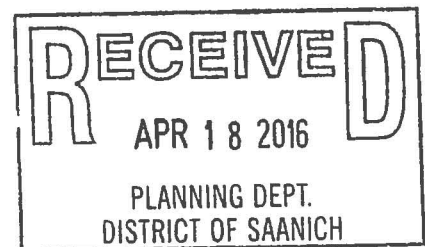


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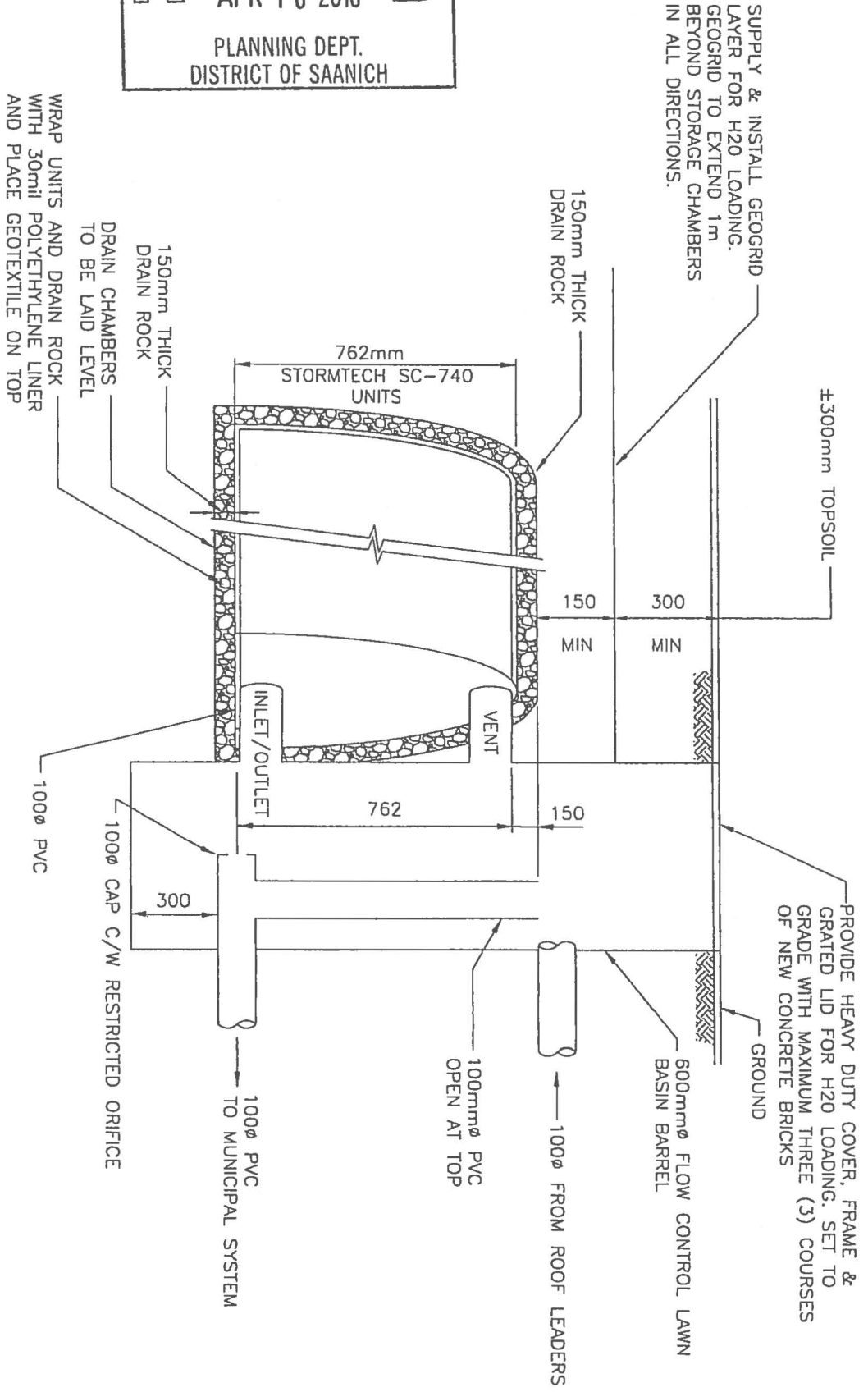
*kstubbs@wbrook.ca*

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3/21/2016 3:21 PM



**WESTBROOK**  
Consulting Ltd.

**RECEIVED**  
 APR 18 2016  
 PLANNING DEPT.  
 DISTRICT OF SAANICH



**WESTBROOK**  
**Consulting Ltd.**

#115 - 866 Goldstream Ave., Victoria, BC V9B 0J3  
 Telephone: 250-391-8592 Facsimile: 250-391-8593

CONSULTANTS

PROJECT

814 MANN AVENUE

DRAWN

MM

SCALE

NTS

CHECKED

DATE

MARCH 2016

SHEET TITLE

STORM WATER MANAGEMENT

PROJECT REF.

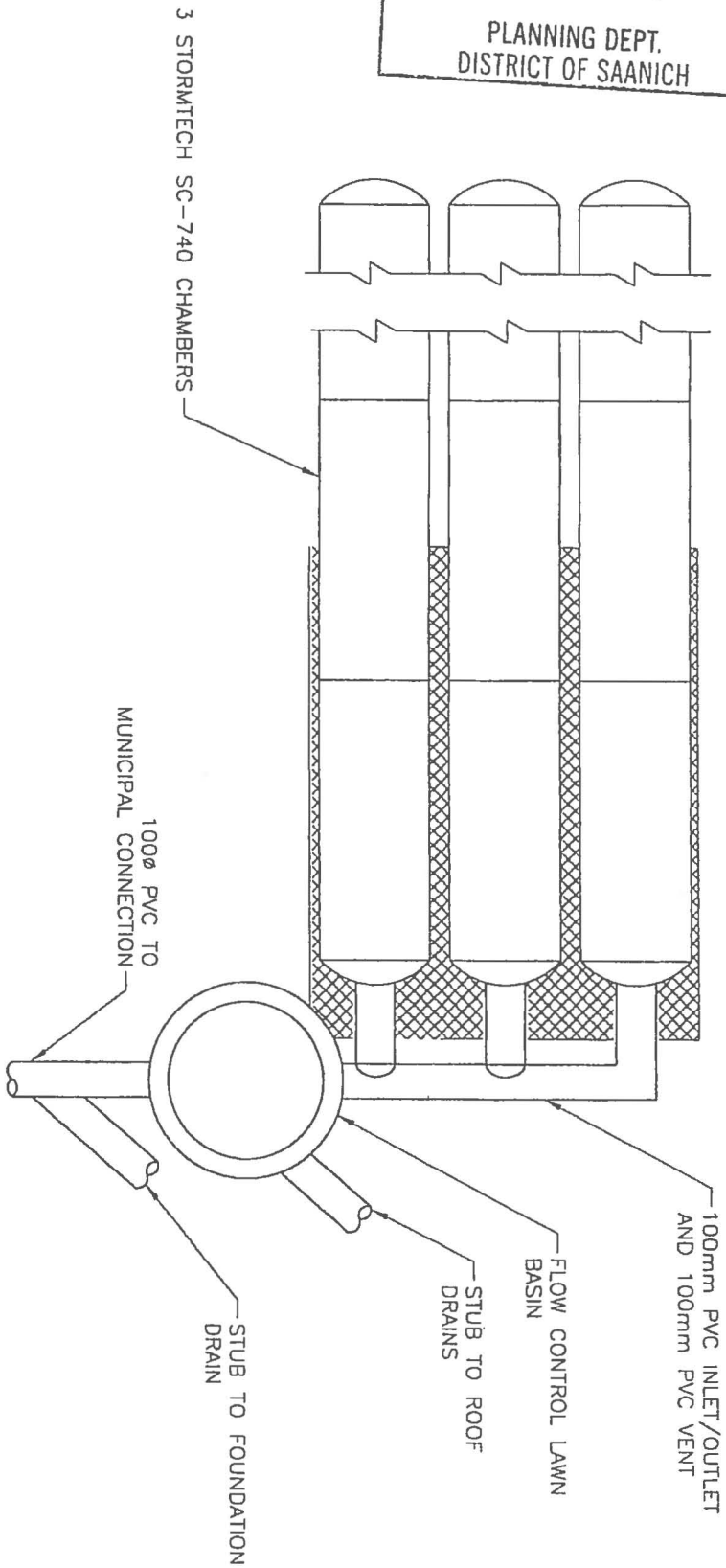
3005

SHEET No.

FIGURE 1



**RECEIVED**  
 APR 18 2016  
 PLANNING DEPT.  
 DISTRICT OF SAANICH



TYPICAL STORMTECH UNIT LAYOUT  
 NTS

CONSULTANTS



**WESTBROOK**  
**Consulting Ltd.**

#115 - 866 Goldstream Ave., Victoria, BC V9B 0J3  
 Telephone: 250-391-8592 Facsimile: 250-391-8593

PROJECT

814 MANN AVENUE

SHEET TITLE

STORM WATER MANAGEMENT

DRAWN

MM

SCALE

NTS

CHECKED

DATE

MARCH 2016

PROJECT REF.

3005

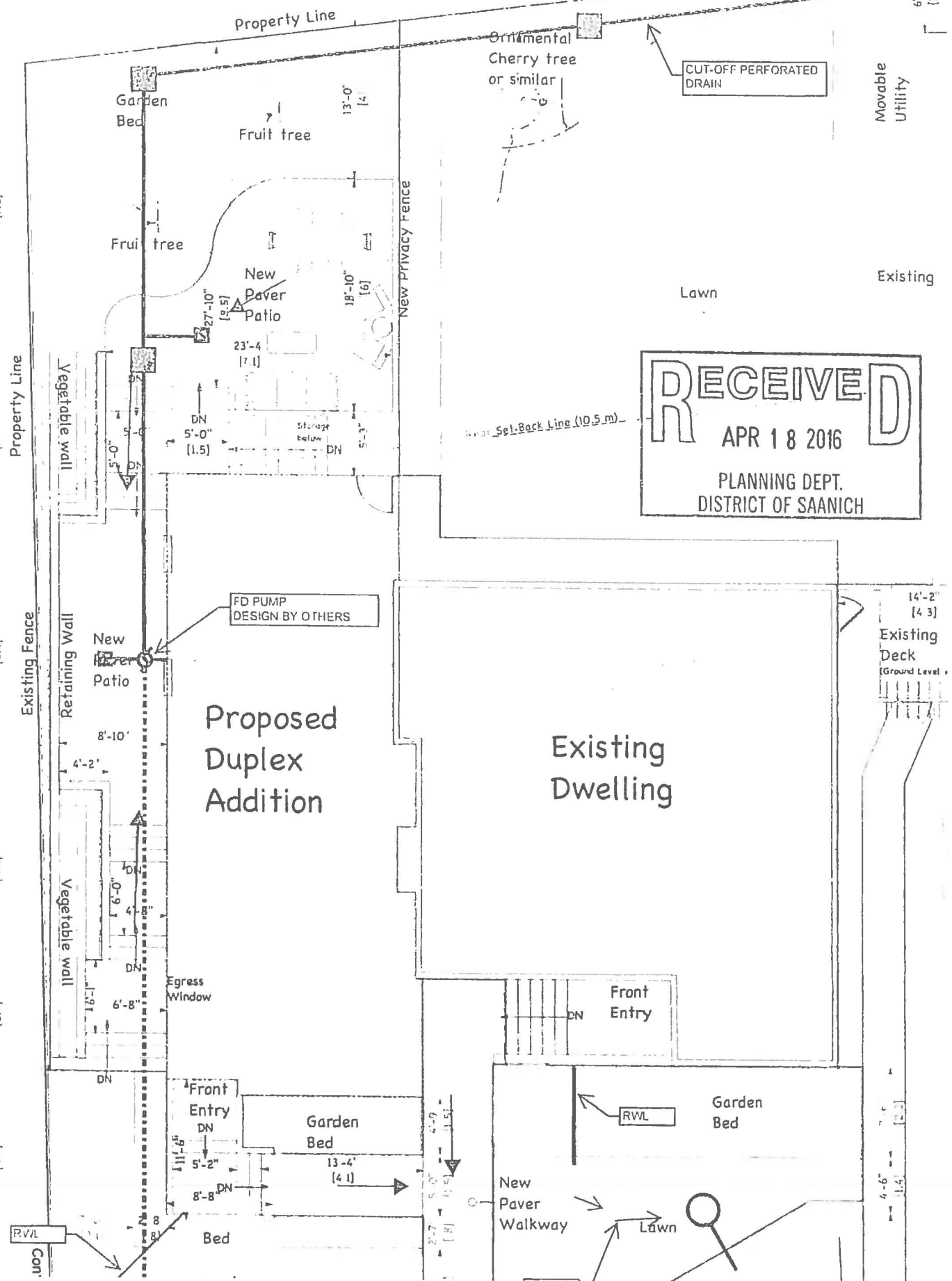
SHEET No.

FIGURE 2

6'-7" [2]      3'-10" [7.3]      3'-6" [1.1]      42'-6" [13]

Existing Hedge      Existing Fence

29.1



**RECEIVED**  
 APR 18 2016  
 PLANNING DEPT.  
 DISTRICT OF SAANICH

THE CORPORATION OF THE DISTRICT OF SAANICH

TO: MAYOR AND MEMBERS OF COUNCIL  
DATE: JUNE 28, 2016  
FROM: ADVISORY DESIGN PANEL  
SUBJECT: APPLICATION BY AARON YAGER CONSTRUCTION TO REZONE FROM ZONE RS-6 (SINGLE FAMILY DWELLING) TO ZONE RD-1 (TWO FAMILY DWELLING) IN ORDER TO CONVERT AN EXISTING SINGLE FAMILY DWELLING INTO A DUPLEX AT 814 MANN AVENUE. VARIANCES ARE REQUESTED.

PLANNING FILES: DPR00624 / REZ00563  
CASE #2016/005

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**BACKGROUND AND PRESENTATION**

The above referenced application was considered by the Advisory Design Panel at its meeting of June 15, 2016.

Doug Snowsell, owner, and Aaron Yager, Aaron Yager Construction, applicant, attended to present design plans and answer questions from the Panel.

Ms. Pickard briefly outlined the proposal:

- The proposal meets the objectives and policies of the Official Community Plan.
- Variance requests include increasing the permitted percentage of non-basement area from 70% to 74% and variances to the combined interior and side yard setbacks to allow for a deck and two utility sheds.
- The subject property is close to a major centre, is located on a collector street and is a suitable form of infill for this area.

The owner and applicant highlighted:

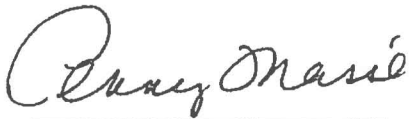
- The owners have lived in the existing home, which includes a basement suite, for twelve years. Planned Improvements to the subject property include removing the secondary suite.
- All neighbours have indicated full support for the proposal.
- Adjacent neighbour (4264 Vanguard Place) shares a common fence; they have agreed to the fence being removed and a hedge being installed at the owners' expense.
- The proposed addition will result in positive impacts to the neighbourhood, including vehicular access and egress improvements and water catchment upgrades.
- Landscaping improvements at an approximate value of \$18,000 will include terraced gardens on the west wall and drip-water irrigation.
- Proposed exterior materials include a hardy plank and concrete composite for aesthetics and durability. The intention is to include integrated shingle work.
- The existing vinyl will be removed from the exterior of the home and new stucco will be installed on the existing home and the addition, the finished product will therefore easily blend into the existing neighbourhood and will be a seamless addition. Windows and insulation will also be upgraded.

Comments from Panel members:

- Improvements to vehicular access and egress will result in a dramatic increase in visible pavement.
- Moving the main entrance to the side of the home could result in a more efficient and attractive proposal as the result would create the impression of a larger house versus a duplex.
- The powder room located in the public space of the dining room should be well insulated.
- The walkway and sidewalk improvements are an added benefit to the proposal.

**RECOMMENDATION:**

**That it be recommended that the conversion of an existing single family dwelling to a duplex at 814 Mann Avenue be approved as presented and that the comments from the Panel be considered.**



Penny Masse, Secretary  
Advisory Design Panel

/pm  
ec: *Director of Planning*  
*Manager of Inspections*  
*Aaron Yager, Aaron Yager Construction*  
*Doug Snowsell, Owner*

**Planning - Re: 814 Mann Ave Referral**

**From:** Andrea Pickard  
**To:** Ryan TRAN:EX Evanoff  
**Date:** 10/15/2015 2:56 PM  
**Subject:** Re: 814 Mann Ave Referral  
**CC:** Planning

thank you

Andrea Pickard

Planner  
Planning Department  
District of Saanich  
770 Vernon Ave Victoria, BC V8X 2W7  
Tel: 250-475-5494, ext 3425  
[andrea.pickard@saanich.ca](mailto:andrea.pickard@saanich.ca)  
[www.saanich.ca](http://www.saanich.ca)

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Please consider the environment before printing this e mail.

>>> "Evanoff, Ryan TRAN:EX" <Ryan.Evanoff@gov.bc.ca> 10/15/2015 2:55 PM >>>

Andrea,

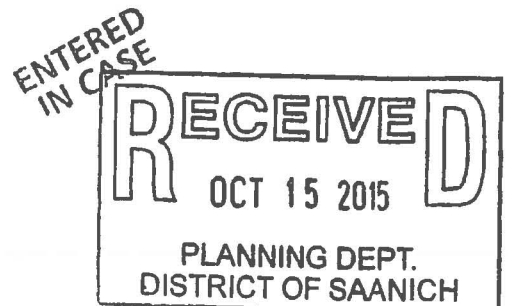
Please consider this email to be an official Ministry response for the proposed development permit at 814 Mann Ave, your file DPR00624, Ministry file [2015-05261](#).

The Ministry has no objections to the proposal and has no additional requirements for approval.

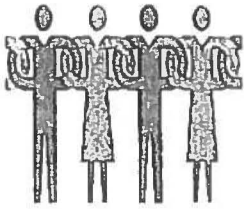
If you require any additional information please feel free to contact myself directly.

Thank you,

RYAN EVANOFF | SENIOR DISTRICT DEVELOPMENT TECHNICIAN | BC MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE | VANCOUVER ISLAND DISTRICT |  
240-4460 CHATTERTON WAY, VICTORIA, BC V8X 5J2  
T: 250.952.4495 | F: 250.952.4508  
WEBSITE FOR DEVELOPMENT APPROVALS:  
[www.th.gov.bc.ca/Development\\_Approvals/home.htm](http://www.th.gov.bc.ca/Development_Approvals/home.htm) | MINISTRY WEBSITE: <http://tranbc.ca/>







## **Royal Oak Community Association**

Box 50, #106 - 4480 West Saanich Road

Victoria, BC V8Z 3E9

[www.RoyalOakCommunityAssociation.ca](http://www.RoyalOakCommunityAssociation.ca)

August 24, 2016

Andrea Pickard  
Planning Department  
District of Saanich  
770 Vernon Avenue  
Victoria, BC

Dear Andrea

Re: DPR00624, REZ00563  
814 Mann Avenue

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The Royal Oak Community Association appreciates the opportunity to comment on this application.

On August 23, 2016 the Association executive voted to generally have no objection to the application to rezone from RS-6 to RD-1 to construct a duplex.

Yours truly,

Marsha Henderson  
President  
Royal Oak Community Association

***Making a Difference***



✓ Clerk's

28 September 2016

Angela Forth  
Mann Ave

Angela you may have been wondering what is happening regarding our plans to duplex our property. Believe us we have had moments we have been tempted to give up the process!

The municipality has not required many modifications in the actual structure but there have been several changings suggested in the parking arrangements.

We started with a proposal to have a circle driveway mainly because of our preference not to have to back out onto Mann—most of you will identify with this.

That was refused as the municipality didn't want two entrances onto Mann.

We then proposed a series of single entrances each in the basic shape of a "y" that would facilitate driving in and being able to turn around thus being able to enter Mann face first. Just as we hoped to get approval the municipality has done a sort of turn around as is asking us to present new plans—wait for it—based on separate entrances from Mann.

Each of these proposals requires a new set of blue prints be made in various sizes and numbers.

We would like to quickly settle this and get on with our project and therefore we are asking you, our neighbours for your support.

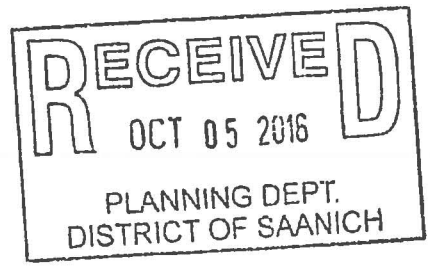
The attached plan, after several prototypes, is our preference. Will you simply sign the second copy of the letter showing you have no objections? We will surely appreciate y our help.

We will keep you advised as to the progress of this project which, once the matter of off street parking has been resolved should proceed quickly.

Yours truly,

*[Handwritten signature]*  
Doug and Nancy Snowsell

Name ANGELA FORTH signature *[Signature]* Date Oct. 2/16



28 September 2016

Devin Johnson  
Mann

Devin you may have been wondering what is happening regarding our plans to duplex our property.

Believe us we have had moments we have been tempted to give up the process!

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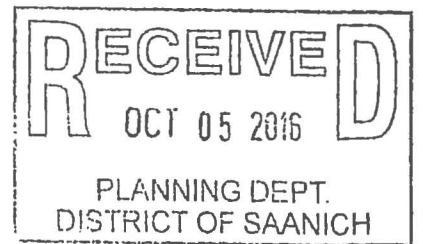
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Yours truly,

*[Handwritten signature]*  
Doug and Nancy Snowsell



Name Alex Wystem

*[Handwritten signature]*  
signature [Handwritten signature]

Date Oct 1/16

Name Devin Johnston

signature! [Handwritten signature]

Date Oct 1/16

1 October 2016

Raphael y familia

Mann Ave

You may have been wondering what is happening regarding our plans to duplex our property.

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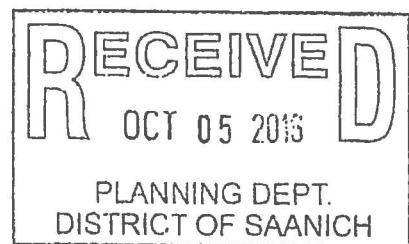
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Yours truly,

*[Handwritten signature]*

Doug and Nancy Snowsell



Name RAFAEL GONZÁLEZ signature [Handwritten Signature] Date OCT 01-2016

Name SARA GONZÁLEZ signature [Handwritten Signature] Date OCT 01-2016

28 September 2016

Bill and Linda Best  
Mann

Although we see each other once in a while you may have been wondering what is happening regarding our plans to duplex our property.

Believe us we have had moments we have been tempted to give up the process!

The municipality has not required many modifications in the actual structure but there have been several changings suggested in the parking arrangements.

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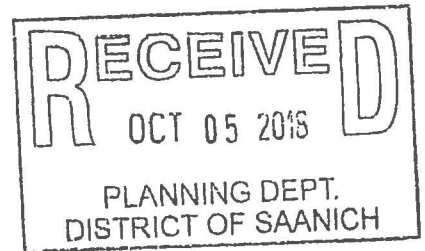
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We will keep you advised as to the progress of this project which, once the matter of off street parking has been resolved should proceed quickly.



Yours truly,  
...m

Doug and Nancy Snowsell

Name Bill Best signature --- Date Oct 2/16

Name \_\_\_\_\_ signature \_\_\_\_\_ Date \_\_\_\_\_



1 October 2016

Prem and Sona

Mann Ave

You may have been wondering what is happening regarding our plans to duplex our property.

Believe us we have had moments we have been tempted to give up the process!

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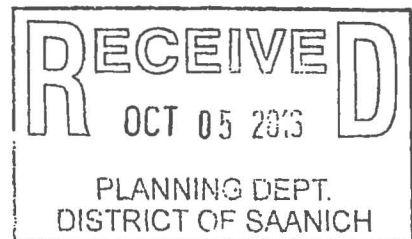
We will keep you advised as to the progress of this project which, once the matter of off street parking has been resolved should proceed quickly.

Yours truly,

*[Handwritten signature]*

1

Doug and Nancy Snowsell



Name PREM PUNNI signature \_\_\_\_\_ Date 2nd Oct 2016

Name \_\_\_\_\_ signature \_\_\_\_\_ Date \_\_\_\_\_

28 September 2016

Morgan and Dustin Clark  
Vanguard Place

Morgan and Dustin you may have been wondering what is happening regarding our plans to duplex our property. Believe us we have had moments we have been tempted to give up the process! The municipality has not required many modifications in the actual structure but there have been several changings suggested in the parking arrangements.

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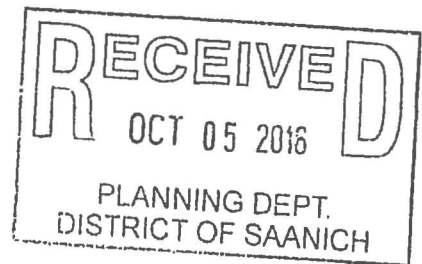
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We will keep you advised as to the progress of this project which, once the matter of off street parking has been resolved should proceed quickly.

FYI once approved we will move quickly on removing the hedge!

Yours truly,  
*Dustin Clark*

Doug and Nancy Snowsell



Name Dustin Clark signature \_\_\_\_\_

Date Oct 1/16

Name Morgan Clark signature \_\_\_\_\_

Date Oct 1/16