AGENDA

For the Council Meeting to be Held
At the Saanich Municipal Hall,
770 Vernon Avenue
MONDAY, FEBRUARY 6, 2017

I 6:00 P.M., COMMITTEE ROOM NO. 2
Motion to close the meeting to the public in accordance with Section 90 (1) (c) and (g) of the *Community Charter*.

II 7:00 P.M., COUNCIL CHAMBERS

A. DELEGATIONS

P. 3

1. **Glenlyon Norfolk School Environmental Club/Surfrider Vancouver Island**

B. ADOPTION OF MINUTES

1. Council meeting held January 23, 2017
2. Committee of the Whole meeting held January 23, 2017
3. Special Council meeting held January 24, 2017

C. BYLAWS FOR FIRST READING (SUBJECT TO A PUBLIC HEARING)

1. **ZONING BYLAW AMENDMENT – NEW ZONE CD-5AH**

P.5 First reading of "Zoning Bylaw, 2003, Amendment Bylaw, 2017, No. 9415". To create a new Comprehensive Development Affordable Housing Zone CD-5AH.

2. **1550 ARROW RD – REZONING TO NEW ZONE CD-5AH**

P. 8 First reading of "Zoning Bylaw, 2003, Amendment Bylaw, 2017, No. 9416". To rezone from Zone RA-1 (Apartment) to new Zone CD-5AH (Comprehensive Development Affordable Housing Zone).

D. PUBLIC INPUT (ON BUSINESS ITEMS E & F)

E. RESOLUTIONS FOR ADOPTION

1. **INFRASTRUCTURE PLANNING GRANT APPLICATION FOR THE BOWKER CREEK DAYLIGHTING FEASIBILITY STUDY**

P. 10 Report of the Director of Engineering dated January 30, 2017 recommending that Council endorse an application for $10,000 in grant funds through the Provincial Government Infrastructure Planning Grant Program to conduct the Bowker Creek Daylighting Feasibility Study in collaboration with the Capital Regional District, City of Victoria and the District of Oak Bay.

F. RECOMMENDATIONS FROM COMMITTEES

1. **BOLLARD USE**

P. 18 Recommendation from the January 19, 2017 Bicycle and Pedestrian Advisory Committee meeting that Council request a review of Saanich's bollard usage policy, specifically to consider alternatives to bollard usage similar to policies in other jurisdictions such as California; and that this request be forwarded to Larisa Hutcheson, General Manager, CRD Parks, for consideration of reducing or eliminating bollard use on all CRD trails, and that this be made a priority by the CRD in 2017.

2. **REQUEST TO NAME LAMBRICK PARK BASEBALL DIAMOND**

P. 50

Recommendation from the January 26, 2017 Parks, Trails and Recreation Advisory Committee meeting that Council support the naming of the full-sized baseball diamond at Lambrick Park as Joe Stephenson Field.

* * * Adjournment * * *

AGENDA

For the Committee of the Whole Meeting
** IMMEDIATELY FOLLOWING**
The Council Meeting in the Council Chambers

1. **4247 DIEPPE ROAD – DEVELOPMENT PERMIT AMENDMENT**

P. 57

Report of the Director of Planning dated January 3, 2017 recommending that Council approve Development Permit Amendment DPA00888 to incorporate changes to the site plan, landscaping and building façade for the previously approved warehouse, processing plant and office building for Islands West Produce.

2. **3959 SHELBOURNE STREET – DEVELOPMENT PERMIT**

P. 111

Report of the Director of Planning dated January 23, 2017 recommending that Council approve new Development Permit DPR00647; discharge the previous Development Permit DPR2008-00023 and subsequent amendments DPA00705 and DPA00739 and associated covenant CA1339318 and modification CA2045076; and that ratification of the Development Permit be withheld pending registration of a covenant securing the construction to a LEED Silver or equivalent energy efficient standard for a proposed new two-storey commercial building for a bank. A form and Character Development Permit is required and variances are requested for setback, parking, landscaping and signage.

3. **955 & 961 PORTAGE ROAD – SUBDIVISION, REZONING, DEVELOPMENT PERMIT AMENDMENT, DEVELOPMENT VARIANCE PERMIT AND ENVIRONMENTAL DEVELOPMENT PERMIT**

P. 146

Report of the Director of Planning dated December 19, 2016 recommending that Council not support the application to amend the Tillicum Local Area Plan policy 7.2(a), and not support the application to rezone from Zone A-1 (Rural) to Zone RS-12 (Single Family Dwelling) for a proposed subdivision to create four additional lots for a total of six bare land strata lots for single family dwelling use.

* * * Adjournment * * *

"IN CAMERA" COUNCIL MEETING IMMEDIATELY FOLLOWS

Council Feb 6/17

District of Saanich
Legislative Division
770 Vernon Ave.
Victoria BC V8X 2W7

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f. 250-475-5440
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Application to Appear as a Delegation

Personal information you may provide on this form is collected under s. 26(c) of the FIPPA and will be used for the purpose of processing your application to appear as a delegation before Saanich Council. The application will form part of the meeting's agenda and will be published on the website. Your personal telephone number and e-mail address will not be released except in accordance with the *Freedom of Information and Protection of Privacy Act*. Questions about the collection of your personal information may be referred to the Saanich FOI Team, 770 Vernon Ave, Victoria, BC, V8X 2W7 or by telephone at 250-475-1775.

General Information

Name of Organization or Association: GNS environmental club/Surfrider Vancouver Island

Meeting Date Requested (Except the last meeting of the month): 06 (Day) 02 (Month) 2017 (Year)

Application must be submitted by 12:00 noon at least 10 days prior to the meeting date.

Contact Information

Name of Contact Person *(for Organization or Association)*: Margaret McCullough

Telephone Number: [redacted]

E-mail: [redacted]

Presentation Information

Please be specific and attach additional information if required. Maximum presentation time is 10 minutes.

Topic of Discussion
Please describe the topic of your presentation:

Reduction of single use plastic checkout bags- environmental impact of plastic bags, plan of action going forward as presented to Victoria, Oak Bay and Esquimalt councils.

I have attached background materials: Yes (●) No ( ) — Printed background information should be submitted for distribution with the agenda, or bring 13 copies to the meeting.

Audio/Visual Presentation: Yes (●) No ( ) — Presentation materials need to be submitted by noon on the Friday before the meeting and tested on Saanich equipment.

For Office Use

Delegation for Meeting: February 6, 2017

Refer to Committee: _____

Refer to Department: _____ Direct Action: ____ Response: ____

Copy to Council

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Plastic bag reduction the way forward:
Stage 1

-Public education/outreach to stakeholders. Pamphlets in mailboxes/ businesses outlining the issue and proposed solutions (short term and long term).
Students could help in the writing of these.

-Meetings with business association/ neighbourhood groups- possible pilot programs with willing businesses agreeing to not give out plastic bags for a period of time- monitor and report back on reactions.

-Media coverage- CFax already have agreed to follow the students in this campaign. CTV would also likely do the same. Shaw Channel 4?? Great if the students could be on TV with the mayor to speak about what they are doing.

-Students around Saanich design a Saanich re-useable bag – contest run on the media. Source locally (are makers of organic cotton bags in Vancouver).
Bags could be distributed to stores to give out?

-Levy on plastic checkout bags. Money collected pays for the Saanich bags and the public education campaign.

-Need some kind of monitoring of the possible reduction in use- 6 months?? Need to find out from the UK government how they did this as they claim a large % in reduction- not sure about this, however.

Stage 2
-Move to an increased fee, along with continued public education/outreach.

- Sufficient notification of when plastic bags will no longer be given out. Thrifty foods gave several months notice, same with Mother Nature's on Cook St. Thrifty foods gave out re-useable bags for several months - then charged for them.

-

- Finally eliminate checkout bags altogether

Cncl Feb 6/17

THE CORPORATION OF THE DISTRICT OF SAANICH

BYLAW NO. 9415

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**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 adding to Subsection 4.1 – Zones, the following new classification under Comprehensive Development:

      "CD-5AH"

   (b) By deleting Subsection 4.2 – Zone Schedules and replacing it with the following Subsection 4.2:

      "**4.2 Zone Schedules**

      The Zone Schedules numbered 101 to 1740 containing the uses and regulations pertaining to the zones referred to above, form an integral part of this bylaw."

   (c) By adding to Subsection 4.2 – Zone Schedules, a new Zone Schedule 1740 – Comprehensive Development Affordable Housing Zone - CD-5AH, attached hereto as Schedule "A".

2) This Bylaw may be cited for all purposes as the "**ZONING BYLAW, 2003, AMENDMENT BYLAW, 2017, NO. 9415**".

Read a first time this day of

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

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

Municipal Clerk

Mayor

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1740.1 Development Areas

Development Areas:
This zone contains regulations that apply to all areas within the zone and in addition the zone is divided into Development Areas A and B as shown on the attached plan forming part of this zone schedule.

1740.2 Definitions

Definitions:
In this zone:
"Affordable Housing" means a dwelling unit operated by a non-profit organization or government agency providing rental accommodation for seniors, persons with disabilities, or low income households, and where all rental rates are at the 80th percentile or lower of market rents as published by Canada Mortgage and Housing Corporation (Level 1 Affordability).

"Accessory Dwelling Unit" means a dwelling unit of 93 m2 in floor area or less which is used for the accommodation of the owner, operator, manager, or caretaker providing on-site services

"Floor Space Ratio" means the gross floor area of all buildings on a Development Area excluding those portions located more than 1.5 m below finished grade, divided by the area of the relevant Development Area.

"Motor Scooters" means a power operated mobility aid similar to a wheelchair but configured with a flat area for the feet and handlebars for steering.

"Seniors" means any person aged 55 years of age or older.

1740.3 Uses Permitted

Uses Permitted:
(a) Apartment for the provision of Affordable Seniors Independent Rental housing
(b) Accessory Dwelling Unit
(c) Accessory Buildings and Structures

1704.4 Development Area A

Lot Coverage:
(a) The maximum coverage of all buildings and structures shall not exceed 25% of the area of Development Area A

Density:
(a) Buildings and structures shall not exceed a Floor Space Ratio of 0.7

(b) The maximum density shall be one dwelling unit per 85 m^2 of the area of Development Area A

(c) Only one accessory dwelling unit is permitted

Buildings and Structures:
(a) Shall be sited not less than 100.0 m from a front lot line

(b) Shall be sited not less than 17.75 m from a rear lot line

(c) Shall be sited not less than 13.0 m from an interior side lot line

(d) Shall not exceed a height of 9.0 m.

1740.5 Development Area B

Lot Coverage:
(a) The maximum coverage of all buildings and structures shall not exceed 25% of the area of Development Area B

Density:
(a) Buildings and structures shall not exceed a Floor Space Ratio of 0.5

(b) The maximum density shall be one dwelling unit per 110 m^2 of the area of Development Area B

Buildings and Structures:
(a) Shall be sited not less than 10.0 m from a front lot line

(b) Shall be sited not less than 50.0 m from a rear lot line

(c) Shall be sited not less than 7.0 m from an interior side lot line

(d) Shall not exceed a height of 7.5 m.

**Bylaw No. 9415
Schedule "A"**

1740.6 Accessory Off-Street Parking

Accessory Off-Street Parking:
Despite Section 7.4 of this Bylaw, 0.1 spaces per dwelling unit of the required parking spaces shall be designated and clearly marked as "Visitor Parking" and shall be freely accessible at all times.

1740.7 Bicycle Parking

Bicycle Parking:
Bicycle parking shall be provided in accordance with Table 7.4, except that where parking is provided for motor scooters the number of scooter parking spaces may be counted toward the bicycle parking requirement.

For the purpose of this section, motor scooter parking spaces must be secured, have electrical services for recharging, and have a minimum width of 1 m and length of 1.5 m.

1740.8 Accessory Buildings and Structures

Accessory Buildings and Structures

(a) Shall be sited not less than 10.0 m from any lot line which abuts a street

(b) Shall be sited not less than 1.5 m from an interior side lot line and rear

(c) Shall not exceed a height of 3.75 m.

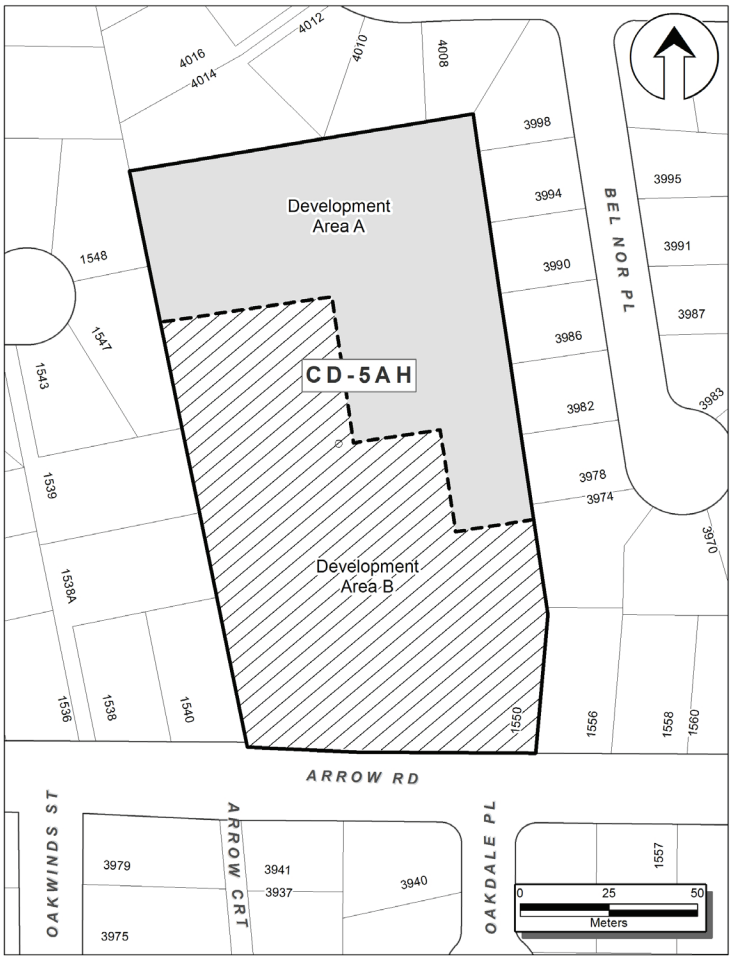
(d) Together shall not exceed a lot coverage of 10%

1740.9 General

General:
The relevant provisions of Sections 5, 6, 7 and Schedule B and F of this Bylaw shall apply.

1740.10 Plan of Development Areas

Plan of Development Areas:



Bylaw No. 9415
Schedule "A"

cncl Feb 6 17

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THE CORPORATION OF THE DISTRICT OF SAANICH

BYLAW NO. 9416

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 RA-1 (Apartment) and adding to Zone CD-5AH (Comprehensive Development Affordable Housing) the following lands :

   Lot A, Section 56, Victoria District, Plan 23817, Except Part in Plan 27015

   (1550 Arrow Road)

   Zoning Map Attached hereto as Schedule "A"

2) This Bylaw may be cited for all purposes as the "**ZONING BYLAW, 2003, AMENDMENT BYLAW, 2017, NO. 9416**".

Read a first time this day of

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

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

Municipal Clerk

Mayor

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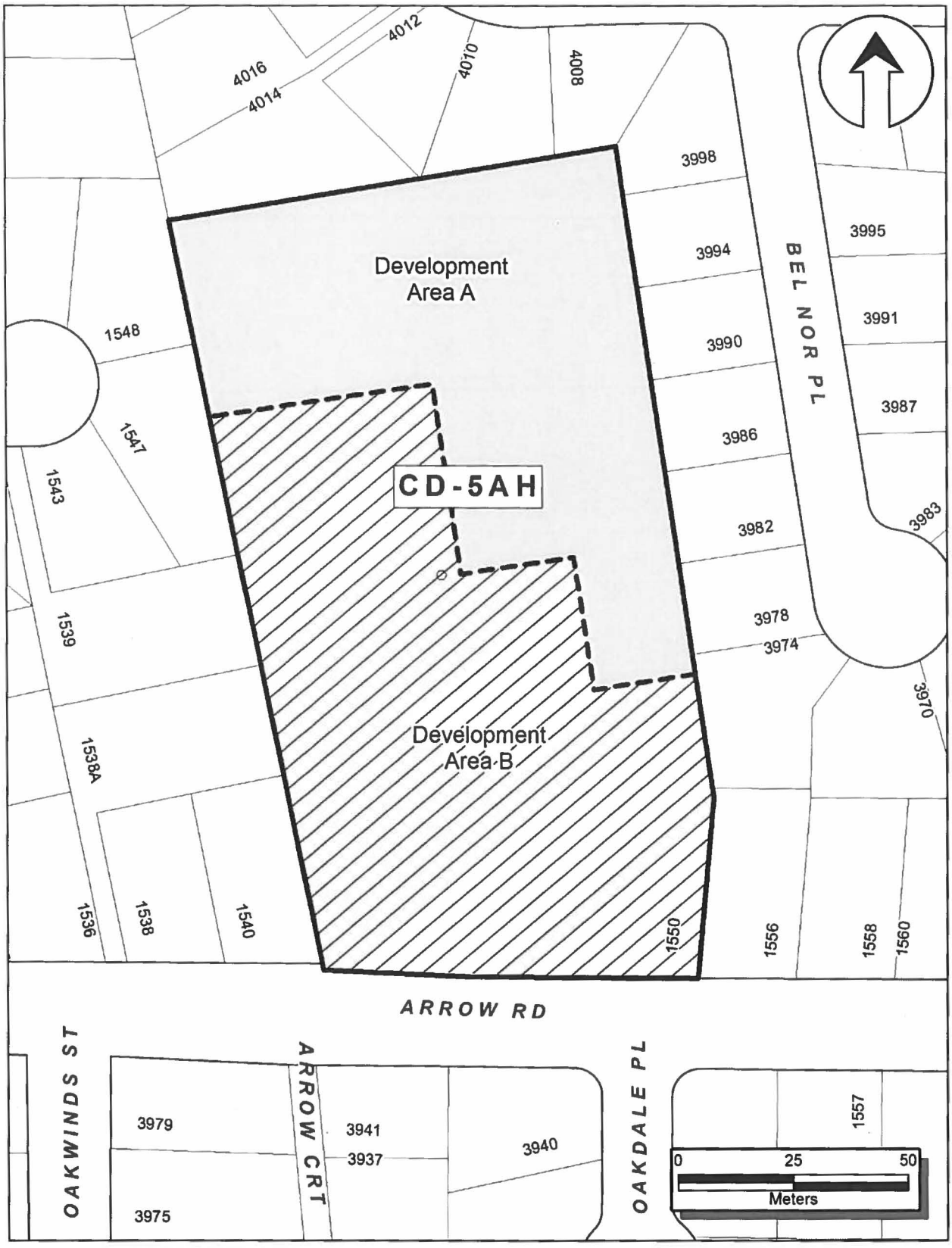
Bylaw No. 9416
Schedule "A"



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Council Feb 6/17

The Corporation of the District of Saanich

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Report

To: Mayor and Council

From: Harley Machielse, Director of Engineering

Date: 1/30/2017

Subject: Report to Mayor and Council – Infrastructure Planning Grant Application for the Bowker Creek Daylighting Feasibility Study

RECOMMENDATION

That Council endorse Saanich's application for $10,000 in grant funds through the Infrastructure Planning Grant Program to conduct the Bowker Creek Daylighting Feasibility Study in collaboration with the Capital Regional District, City of Victoria, and the District of Oak Bay.

PURPOSE

The purpose of this report is to obtain Council's support for a grant application to the Ministry of Community, Sport and Culture Development's Infrastructure Planning Grant (IPG) program. The grant application requests funding support for an inter-jurisdictional watershed daylighting feasibility study of Bowker Creek sponsored by the Bowker Creek Initiative (BCI).

DISCUSSION

Background

Saanich staff have submitted an application to the BC Ministry of Community, Sport & Cultural Development Infrastructure Planning Grant (IPG) program for $10,000 in funding towards the Bowker Creek Initiative's Daylighting Feasibility Study, a collaborative project of the CRD, District of Saanich, City of Victoria and District of Oak Bay. The purpose of this project is to create a tool to facilitate the establishment of a daylighting corridor for Bowker Creek to ensure future daylighting can occur as properties are redeveloped or major infrastructure renewal work is undertaken.

For past collaborative BCI projects, each local government partner has contributed $5000 in project dollars or in-kind support to receive a $10,000 IPG; these funds are then pooled and administered by the CRD. This approach was used by the BCI partners to obtain $60,000 in funding towards both the Bowker Creek Master Drainage Plan in 2007 and the Bowker Creek Blueprint: A 100 year plan to restore the Bowker Creek Watershed in 2010. The BCI partners wish to pursue a similar funding approach to complete a Daylighting Feasibility Study for Bowker Creek.

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Current Project Overview

The BCI and its partner local governments (Capital Regional District, District of Saanich, City of Victoria and District of Oak Bay) are collaborating on an integrated project to identify a feasible daylighting corridor for the enclosed sections of Bowker Creek. At a high level, the work for this project will include the following: (a) Documenting the role of land planning and redevelopment planning on the daylighting effort; (b) Identifying the best long term corridor for daylighting the enclosed sections of Bowker Creek (c) Assessing options for incorporating multi-use and pedestrian greenways corridors adjacent to the creek; (d) Assessing detention pond options

The total project cost for the Daylighting Feasibility study is approximately $70,000, of which $60,000 will requested through the IPG ($10,000 grant funding plus $5000 from each of the 4 local government partners). The remaining funds will come from existing BCI project budget.

In support of the grant application, the Province requires each applicant to obtain endorsement from their respective council's (or board) for participation in the IPG program. The Province will publicly announce successful grant applicants in spring of 2017.

ALTERNATIVES

1. That Council endorse Saanich's application for $10,000 in grant funds through the Infrastructure Planning Grant Program to conduct the Bowker Creek Daylighting Feasibility Study in collaboration with the Capital Regional District, City of Victoria, and the District of Oak Bay.
2. That Council not endorse a grant application for this purpose.
3. That Council provide alternate direction to Staff.

FINANCIAL IMPLICATIONS

The IPG program provides for 100% funding on the first $5,000 and 50% funding for the remainder up to a total funding contribution of $10,000. In order to obtain the full $10,000 benefit of the grant funding, the District must put forward $5,000 toward the project. Funds are available in support of this project from the Drainage Capital Budget.

STRATEGIC PLAN IMPLICATIONS

The Bowker Creek Daylighting Feasibility Study and IPG funding opportunity align with the Corporate Strategic Plan Objectives to:

C4 PROTECT AND ENHANCE AIR, WATER AND LAND QUALITY: Restore and protect air, land and water quality to support healthy local ecosystems for plants, animals and people.

F3 BUILD NEW PARTNERSHIPS FOR FUNDING AND SERVICES: Seek out cost-sharing or service delivery partnerships to reduce costs and improve services.

OTHER IMPLICATIONS

The Bowker Creek Daylighting Feasibility Study and IPG funding opportunity also align with a variety of Regional and Community based planning documents and policies including:

Regional Growth Strategy

The Capital Region's Regional Growth Strategy (2003, updated in 2016/17) contains a "commitment to work toward regional sustainability" and the following RGS objectives support this daylighting project: protect regional green and blue spaces, manage natural resources and the environment sustainably; increase transportation choice; and build complete communities.

Official Community Plan

4.0 Environmental Integrity

4.2.10 Public Infrastructure (Policies – Stormwater Management)

> 23. Pursue "day-lighting" of watercourses as part of the watercourse restoration, where practical and feasible.

Shelbourne Local Area Plan

5.0 Environment (Policies)

> 5.4 Seek opportunities to restore and daylight sections of Bowker Creek.

Shelbourne Valley Action Plan

Section 4 Environment

> Environmental Objectives
>
> B. Restore watershed health and rehabilitate Bowker Creek.

Section 4.2 Watersheds and Stormwater Management

Policies – Bowker Creek Watershed

> 4.2.7 Support the Bowker Creek Initiative in the development of a study to assess the technical opportunities and constraints of daylighting Bowker Creek in the Shelbourne Valley.

Bowker Creek Blueprint: A 100-year action plan to restore the Bowker Creek Watershed

Derived from the Bowker Creek Watershed Management Plan (2003) and Bowker Creek Master Drainage Plan (2007), this Blueprint contains 10 Key Actions that are supported by the proposed daylighting project. More specifically, action 6 will be advanced by this project:

> 6. Develop a strategy to acquire key properties as they become available.

CONCLUSIONS

The Bowker Creek Initiative and its partner local governments (Capital Regional District, District of Saanich, City of Victoria and District of Oak Bay) are collaborating on an integrated project to identify a feasible daylighting corridor for the enclosed sections of Bowker Creek. This project aligns with many regional and local policy documents and plans. In support of this project, the 4 member partners are applying for an Infrastructure Planning Grant from the Ministry of Community Sport and Cultural Development for potential funding amount of $10,000 with a $5,000 municipal contribution. These funds will be pooled to engage a consultant to undertake the project with the Capital Regional District staff leading the project and administering the grant funding. The grant application requires Council's endorsement.

Prepared by

Lesley Hatch, P.Eng.

Manager of Underground Services

Reviewed by

Valla Tinney

Director of Finance

Approved by

Harley Machielse

Director of Engineering

LH/lh

Attachments

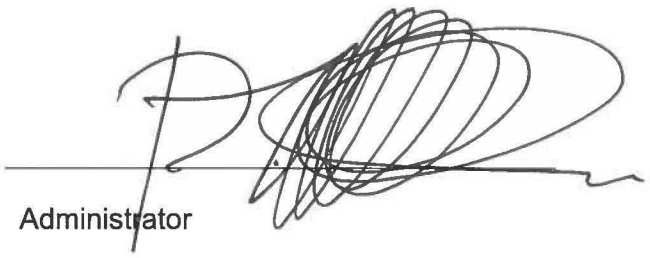
Bowker Creek Feasibility Study Overview

Map – Bowker Creek Watershed Land Uses and Soil types

cc: Sharon Hvozdanski, Director of Planning

ADMINISTRATOR'S COMMENTS:

I endorse the recommendation from the Director of Engineering.



Administrator

Bowker Creek Daylighting Feasibility Study

OVERVIEW

Bowker Creek flows from its headwaters at the University of Victoria, through the Shelbourne Valley in the District of Saanich (DoS), then through the City of Victoria (CoV) and the District of Oak Bay (DoOB) to its discharge into Oak Bay. Bowker Creek, including the Cedar Hill tributary, is 9.4 km long; 3.4 km (36%) remains as open channel, the remaining 64% has been enclosed in pipes and culverts. Its watershed covers 1028 hectares and has been highly altered through extensive urbanization resulting in 56% of the land covered in impervious surfaces.

The Bowker Creek Initiative (BCI), a multi-jurisdictional, community collaborative, has developed long-term plans which support efforts to daylight Bowker Creek. To date, daylighting has only been moderately successful; municipalities continue to choose pipe options over daylighting options in redevelopment and storm sewer upgrade projects. Key reasons for this include the absence of a well-defined, long-term, daylighted creek layout and insufficient long-term planning needed to capitalize on redevelopment opportunities. This feasibility study will help to address these issues.

The BCI and its partner local governments (Capital Regional District, District of Saanich, City of Victoria and District of Oak Bay) are collaborating on an integrated project to identify a feasible daylighting corridor for the enclosed sections of Bowker Creek. The purpose of this project is to create a tool to facilitate the establishment of a daylighting corridor for Bowker Creek to ensure daylighting can occur as properties are redeveloped or major infrastructure renewal work is undertaken over the next few decades. At a high level, the work for this project will include the following: (a) Documenting the role of land planning and redevelopment planning on the daylighting effort; (b) Identifying the best long term corridor for daylighting the enclosed sections of Bowker Creek (c) Assessing options for incorporating multi-use and pedestrian greenways corridors adjacent to the creek; (d) Assessing detention pond options

The overall goal of the project is to identify a daylighting corridor for Bowker Creek. Specific project objectives are to:

- Demonstrate leadership in sustainable environmental management, planning and design through developing a multi-jurisdictional, integrated plan to define a corridor to daylight all enclosed creek reaches.
- Engage municipal planning, engineering and parks staff to provide input into potential creek corridors, land use plans and development plans
- Explore opportunities for large detention ponds in the upper watershed in an effort to reduce downstream flows and hence the space needed to daylight in the future
- Create innovative options to divert partial creek flows for daylighting in areas where space or depth constraints are likely prevent full daylighting options
- Create innovative options to create healthy riparian and aquatic habitat in conjunction with daylighting for various right-of-way widths (i.e. 15 m, 20 m, 25 m)

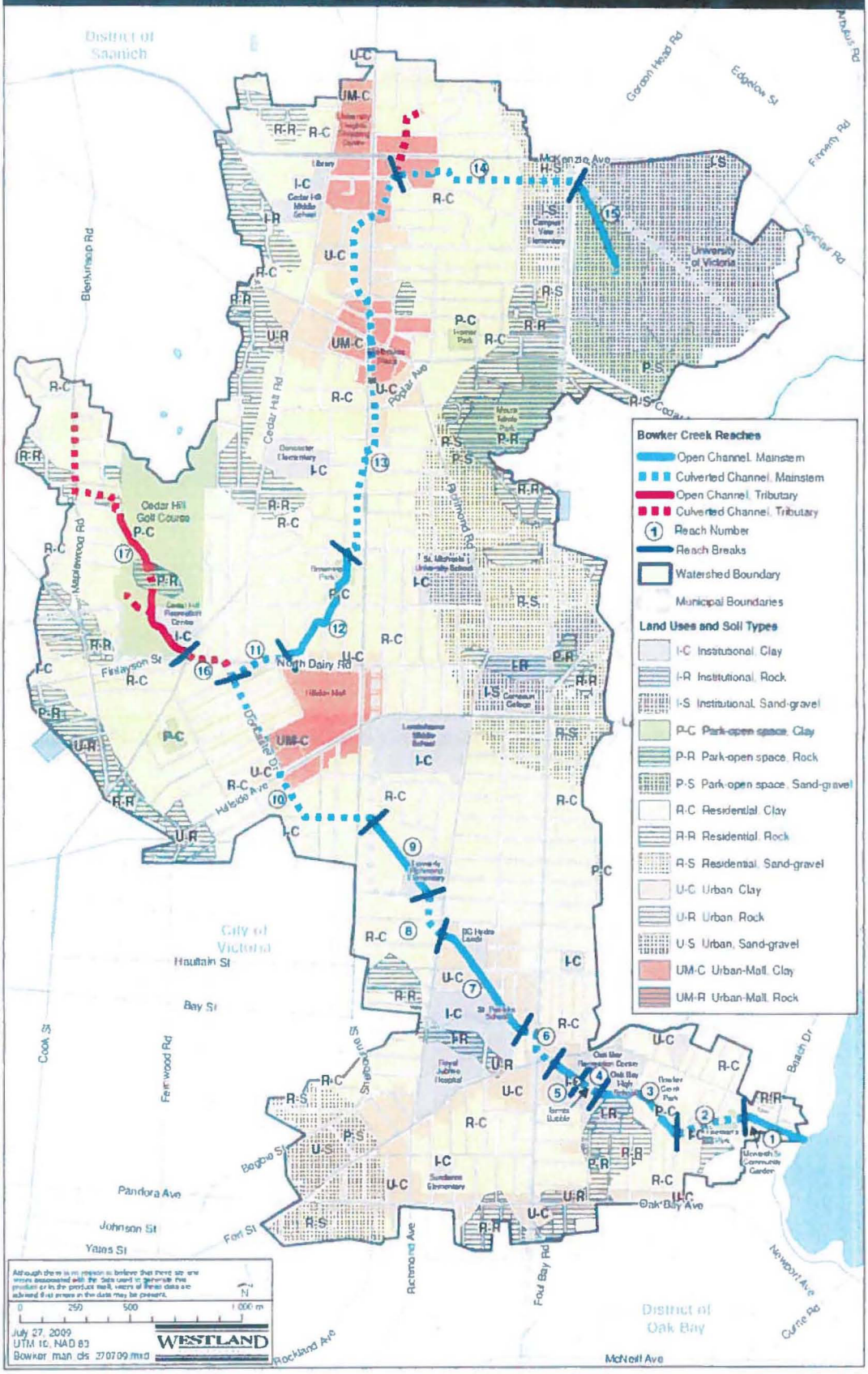
- Develop explanatory cross sections for proposed daylighting that incorporate greenways adjacent to the creek where feasible
- Develop a property acquisition plan for each municipality to obtain the lands (through purchase or obtaining right-of-way) necessary to achieve future daylighting of Bowker Creek
- Determine considerations related to timing and phasing of proposed daylighting activities
- Provide high level cost estimates for project implementation

This project will be a partnership of 4 local government partners in the BCI (CRD, DoS, CoV and DoOB). A consultant will be hired to complete the study. A Daylighting Subcommittee will be established with representation from Parks, Engineering and Planning departments of each municipality. The consultant will hold workshops with municipal staff to obtain significant input into the most feasible routing of a daylighted creek, location of detention pond and a multi-use greenway. They will be responsible for ensuring that the project aligns with their OCPs and other guiding policies (i.e. Shelbourne Valley Action Plan), involved in reviewing and approving the final report, and to obtain their respective council approval of the project for implementation.

The CRD will perform the role of project manager, engage and manage the contractor, and administer the funds for this collaborative project between the CRD, Oak Bay, Saanich and Victoria.

The final deliverable for the study will be a report that identifies a feasible route for daylighting the enclosed sections of Bowker Creek. The report will summarize current and future land use and redevelopment plans adjacent to the creek corridor, provide plan and profile views of existing closed sections and proposed daylighted sections for 3 different potential right-of-way widths (i.e. 10 m, 15 m, 25 m), identify properties that may need to be obtained (purchase or right-of-way) to daylight the creek. Cost estimates and overall recommendations for implementation will also be provided.

Bowker Creek Watershed Land Uses and Soil Types



MAP 2. LAND USES, SOIL TYPES AND REACH LOCATIONS

1420-30

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Memo

File 1420-30 Biped

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To: **Donna Dupas, Legislative Manager**

From: **Tania Douglas, Senior Committee Clerk**

Date: **January 25, 2017**

Subject: **Bollard Use**

At the January 19, 2017 Bicycle and Pedestrian Mobility Advisory Committee meeting, the committee discussed the issue of bollards and the safety concerns surrounding them. Committee members resolved as follows:

> **"Recognizing the use of bollards on cycling trail-road interfaces to block motor vehicle entry to prevent hypothetical bicycle-motor collisions versus the documented large number of accidents with serious injury caused by bollard-cyclist collisions, the Bicycle and Pedestrian Mobility Advisory Committee recommends that:**
>
> **a) Council request a review of Saanich's bollard usage policy; specifically to consider alternatives to bollard usage similar to policies in other jurisdictions such as California; and,**
> **b) This request be forwarded to Larisa Hutcheson, General Manager, CRD Parks, for consideration of reducing or eliminating bollard use on all CRD trails, and that this be made a priority by the CRD in 2017."**

An excerpt of the draft January 19, 2017 meeting minutes, along with supporting documents, is attached for information.

T Douglas

Tania Douglas
Senior Committee Clerk
/td

e-copy: Councillor Derman, Chair BiPed
Manager, Transportation & Development

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BOLLARDS

Committee members discussed the dangers of bollards to cyclists; the following was noted:

- Very serious injuries have occurred because of cyclists hitting, or trying to avoid bollards. This information is not usually collected because it is not usually reported.
- Suggestion for flexible bollard was made but it was pointed out that if a handlebar hits one, the cyclist will likely still fall.
- There is a lot of information about bollards and solutions (eg. California and Europe); a few committee members noted that there are no bollards in Europe and no problems with automobiles in those areas.
- It is the Capital Regional District's (CRD) policy to have bollards on their trails; they need to re-examine this policy.
- They are also a danger for people with trailers and cargo bikes. Kids sitting in trailers with their feet sticking out can be injured.
- It would be best to start off with no bollards and only install them if and when an issue arises.
- Bollards are dangerous to inexperienced cyclists.
- Speed is not necessarily the issue; dogs and/or children darting on the trail, as well as unaware pedestrians, can cause cyclists to have to react and hit bollards.

Motion: **MOVED by D. Wick and Seconded by A. Nagelbach, "Recognizing the use of bollards on cycling trail-road interfaces to block motor vehicle entry to prevent hypothetical bicycle-motor collisions versus the documented large number of accidents with serious injury caused by bollard-cyclist collisions, the Bicycle and Pedestrian Mobility Advisory Committee recommends that:**

a) Council request a review of Saanich's bollard usage policy; specifically to consider alternatives to bollard usage similar to policies in other jurisdictions such as California; and,

b) This request be forwarded to Larisa Hutcheson, General Manager, CRD Parks for consideration of reducing or eliminating bollard use on all CRD trails, and that this be made a priority by the CRD in 2017."

The Manager of Transportation and Development noted that the majority of bollards in use today in Saanich are located on CRD trails and that, in general, it is Saanich's policy to not over-use bollards. They are placed very strategically for particular instances to restrict vehicle entry.

The Police liaison noted that the trails are multi-use and suggested perhaps cyclist speed is an issue. The only imposed speed limit is for electric bikes and the maximum for that is 32 km/h. He noted that BikeMaps.org may have some data about bollard accidents and also that it could potentially be a liability issue for Saanich if bollards are removed and a vehicle ends up on a trail causing an accident.

The Chair stated that he could bring a Notice of Motion regarding this item to the CRD Board, and speak to the item on behalf of the committee. Committee members requested that all supporting evidence be provided to the CRD and to Council for information.

The Motion was then Put and CARRIED

Bollards - A Danger to Cyclists

Through her role on the CRD Parks Committee, Saanich Councilor Judy Brownoff received a couple of emails expressing concerns about bollards on trails at road interfaces and the danger they posed to cyclists. She was told that cyclists were colliding with them with resulting serious injuries. Evidently no agency compiles any statistics on such accidents; generally there is no police report and no ICBC claim. To obtain more information she asked for reports of accidents on a local talk show and also by sending out an email request for reports to several local cycling club email lists.

Twenty-five reports quickly followed detailing serious injuries (broken legs, hips, pelvis, arms, collar bones) resulting from bollard collisions on the CRD Galloping Goose, Lochside trails and a couple more on trails such as the airport circle trail or the cycling approach to Schwartz Bay Ferry Terminal. Interestingly, speed was not a factor in these accidents. The most common reason was that the bollard was not visible until the last moment because of walkers or another cyclist in front blocking the view. A couple other accidents resulted from the rider being distracted by others in the vicinity of the bollard area or automobiles.

Some have suggested replacing the fixed bollards with flexible ones, but some accidents were caused by handlebars hitting the bollard. Hitting even a flexible bollard with one's handlebar can quickly cause the cyclist to lose control and fall.

There appears to be two reasons for bollards; to warn trail users that they are approaching a road crossing and also to block automobiles from entering the trail.

And internet search of how to address the trail - road interface indicates many jurisdictions acknowledge the bollard danger and view them as a very last resort. Their policies state the first approach is to do nothing unless there is a clearly established problem, then to implement a sequence of solutions with bollards being the very last and least recommended solution.

Appendix A is a compilation of the accident reports received by Councilor Brownoff.

Appendix B is the bollard policy from California, CALTrans.

Appendix C is the current CRD Regional Parks policy regard road/trail intersections and an email from Mike Walton, senior Manager, CRD Regional Parks.

Appendix D: Examples of existing problematic bollards installations

Appendix A

Summary of injuries:

- Bent front fork, chped shoulber bone, lots of pain
- Hit post with handle bar, bruised hand, broken geat shifter
- Wrecked bike, ambulance to hosptital
- 8 years of rides trails almost daily, never seen motorcycle on trail (surmise motorcyclists no more law abiding than car drivers.)
- $7000 bike destroyed, 4th degree AC separation, dropped shoulder.
- Two crashes with bollards, serioulsly hit head on pavement
- Three people injured with one accident, permanently injured thumb, another to hospital, another cyclists injured
- Solo crash, no longer rides
- 7 year old hit bollard with triangle flanges
- tore bone off of top of thumb.
- Centre Bollard removed, leaving 6" collar
- Hit handlebars, fellheavily breaking arm
- Badly broken leg
- Front wheel damaged beyond repair
- Broke pelvis in 3 places, 4.5 hours surgery, 12 days in hospital
- Concussion, separated shoulder broken rib, road rash.
- Broken wrist
- Dislocated finger, laceration of finder, dental fracture, mild concussion
- Multiple fractures and moderate concussion
- Shattered head of my ulnar requiring surgical reconstruction with plate and five pins.
- Aluminum frame dented, bruised knee
- Bike frame ruined, sent to hospital, serious sprained ankle
- Report of four different bollard accidents no further details
- Broken left femur
- a level 2/3 separation of my right shoulder, which resulted in lost work, medical expenses and lots of pain

Judy

What follows is information on my accident in October 2012 (description from emails written at the time) and images from Google Earth/Street View of the site of the accident. I have also included comments about a few other bollards that have caused concern for me over the years. Basically the fixed solid ones are extremely dangerous to cyclists (and runners) riding solo and even more so when riding in a group. This has taken a few hours to put together so please take this seriously. Thank you.

1) Bike accident Oct 4, 2012 at about 6:35-6:40 AM Lockside Trail north Hunt road intersection at end of car ride able section going North. Here are the contents of two emails related to the incident and an image of the site.

On October 4, 2012 at 6:16PM, I in part wrote:

"I've been doing the annual CRD cycle survey this week so have spend a fair amount of time at intersections. I've seen a few old friends and newer ones like (name removed). Over 400 cycles in 3 hours downtown and 300 at Lockside and Royal Oak. I'm impressed.

Well, going out to Central Saanich this morning to do an intersection there, I hit one of those road barriers (added in 16-bollard), you know the ones that took out cyclists on the STP bike trails, Hit hard, bent front fork of folder bike and have chipped shoulder bone and have lots of pain. Doc says again I was lucky but maybe should give up cycling (are you kidding). He said with rehab I could have most function back in month. The last crash took three months so I'm realistic.(note added in 16-three months earlier coming off east side Swan lake trestle my front forks on a bike collapsed and I hit the ground hard-shoulder bruised but other wise ok. This was not related to bollards but more poor rough cycling surface of the bridge and age of the bike forks)"

The bike repairs cost me $250 to repair and another $60 for a new front tire-$300 total. The doctor costs were about $80 for prescription pain killers, $90 for shoulder slings and wrist guard and about 2 years for most of my shoulder function to return. I still have residual aches. I did not do the bike survey that day and did not volunteer again for the survey until this year.

2) Image of site (1) and description along with other bollard hazards: (note I have used the terms bolons and posts to refer to bollards).

3) bollards are inconsistently placed, (for example -sometimes one in centre and sometimes 3) painted-(for example- white, red, yellow or chipped) and often the same colour as trail separator lines so they disappear when approached straight on.

I hope this information is useful and will indicate to the CRD committee that accidents with bollards are real and have long lasting consequences. I am lucky to be alive after hitting the bollard. I had a helmet on and my pack absorbed some of the impact. Trail users were quick to my assistance and it was not a very cold day.

Best of luck with your cycle trail work.

Jim

Hi Judy,

I would like to comment with my feed back around Bollards and their use on the local bike trails.

I do see a need to restrict vehicle traffic on the bike trails and I also endorse the use of bollards for the purpose of traffic calming at intersections. As a cyclist I believe that bollards help keep cyclists more engaged and aware of surroundings, especially when entering an intersection, and therefore preventing potential accidents.

Wendy

Victoria Cycling Adventures

Tyee at Kimsit, the old trail from the Johnson Street Bridge, click for street view picture.

2012, Summer evening. My batteries were low so my front light was a bit dim, which I suppose makes it my fault!

Hit the post on the right with my right handle bar. Bruised hand, broken gear shifter.

Also, riding North on the Galloping Goose to the Switch Bridge and observed a cyclst with a wrecked bike being loaded in to an ambulance. Spoke to his friend. They had been travelling South and the other one had hit one of these bollards, click for street view picture.

Comment: The purpose of bollards is to prevent cars from driving on the trails. I have been riding on them for 8 years almost daily and have never seen a motorcyle on the trails. Unless there are figures that prove that motorcyclists are more law abiding that motorists, then cars driving on the trails is just not an issue. Bollards are far more of a hazard to cyclists that the rare car that might accidentally drive on them in their absence. Bendable plastic markers and signage would prevent even these rare occurrences.

Are there any studies done anywhere that show that motorists will drive on trails in the absence of solid metal bollards? That they are automatically stuck everywhere on our trails where the only consequence of their presence is to injure cyclists is bordering on criminal negligence.

Thanks for doing this!

Simon
(Founder and ride organizer: Victoria Cycling Adventures Meetup group.)

Dear Ms Brownoff;

I was asked by my cycling club to provide information in regards to an accident involving one of the bollards on the Galloping Goose trail.

It occurred May 31st, 2015 near the end of a group ride. I was in a closely connected paceline of about 6 riders and approaching the intersection - looked off to the side of the trail at a police cruiser that was unusually positioned next to the trail and before I could look back I was hitting the bollard that the person in front of me swerved around. He might have signaled with his arm that it was there but I didn't catch it. I hit the bollard with such force that my frame was broken in half and forks broken on a $7000.00 bike. :-(

I went over the handlebars, landing on my shoulder and got an 4th degree AC separation (this dropped shoulder still looks bad). The policeman called the ambulance and they took me and my broken bike to RGH. I would love it if we could find some alternative way to manage the intersections that didn't involve bollards that don't move no matter how hard you hit 'em! I included a jpeg of the bike post crash...

Thanks;

Alan

Bollard caused bike accidents on the goose

Hi Judy

In the past I've hit them and crashed twice. It was kind of my fault, I guess, but they are still pretty stupidly designed and placed. It must suck trying to get past them in a wheel chair. I crashed hard enough to break a cycling mirror once and both times hit my already brain-injured head on the pavement. It was years ago, so I'm not sure where, but

they happened on the Goose between Recylistas and the Blue Bridge. Oh wait, one was around Quadra and Mackenzie, and the other was near Recyclistas.

Danna

Hi Judy

The Cuthbert Holmes one is at the eastern end, so away from the new construction. Maybe it was from something to do with the campers in the park? Anyways, it's quite dangerous. Thanks for getting someone to look at it.

As an aside, Saanich Parks (and anyone) can create an account with BikeMaps.org and then define a "riding area". Parks could create areas around each of their parks (that have biking). When something gets reported in those parks, they would receive an alert from BikeMaps.org. It's a free way to keep on top of their infrastructure. Public works could do the same for the entire municipality.

Karen

Hi Judy,

I wanted to comment on the use of bollards on the bike paths.

I find them to be very dangerous and have witnessed several crashes. I was also in

One while going between the bollards on the correct side. A runner stepped in front of us and I was trapped by the bollards with nowhere to go. Three people were injured. I have a permanently injured thumb as a result of this crash. The runner required an ambulance. The other cyclist also was injured. The only one who did not get hurt was

Far enough back to avoid the bollards.

My usual training partner also had a solo crash. My neighbour also has crashed and no Longer rides.

I run and ride on the bike paths several times per week. I hate the bollards for the risks they pose. Solid steel with no give whatsoever. Surely there is a better safer option.

One idea would be to at least remove the middle one. That's the most often hit in my

Experience.

Thanks for hearing me on this. I hope some changes are made to improve safety.

Kim

Dear Judy Brownoff:

I, and my fellow cyclists from the Wednesday Morning Coffee Ride (WMCR) cycling group, are pleased that the CRD is looking at the use of bollards from a cycling safety point of view.

As a large informal group of mature and experienced cyclists, we are concerned about the safety of all our community's citizens and we welcome the opportunity to advise the CRD with regard to the safe use of bollards and potential safe alternatives.

One of the WMCR cyclists ended up in the hospital as a result of an encounter with a bollard and he has sent you a note about this incident.

Below is a note from another WMCR cycling couple, which includes an interesting review of the use of bollards, mainly in the Netherlands.

If, as the bollard review process progresses, you would like further input from members of the WMCR cycling group, please let me know. I have about 70 members of the WMCR group on my private distribution list.

Keep moving as long as you can .... Ken

Hi Ken,

There is quite a lot on the internet about bollards and cycling safety.

Here is one from Europe - mostly Dutch experience I think.

What about rumble strips before and after the bollards?

http://www.aviewfromthecyclepath.com/2013/08/the-fifty-bollard-game-how-bollards-on.html

David O.

Hi Judy,

2 years ago my 7 year old grandson ran into a bollard in beacon Hill park. These are the ones with the triangular flanges on both sides. My handlebars are high enough to go over the flanges but a 7 year old's bike is too short and the widest part of the protruding flange catches the handlebar and down goes the child. A very stupid design.

I spend a lot of time out on our trails every week. Thanks for doing such a good job, for such a long time, on connecting our neighbourhoods.

Chris

Hello Judy,

It was recommended I reach out to you regarding my experience hitting one of the poles. I was on a bike ride with my cycling team about seven years ago when I hit one head on because the cyclist in front of me was blocking my view so that I couldn't see it.

The only injury was to my thumb, the top of which including some bone was torn off. Fortunately, I have doctors and nurses on my team, but this is an injury I will always be reminded of, as the doctor was unable to reattach it. I consider myself a very skilled cyclist. But my momentary glance away, and not being able to see ahead at this precise moment was all that was required. The location was on the lochside trail next to the Pat Bay Highway just about 2km passed Michell's Farm at the border of the first nations reserve on the right as you drive towards Sidney.

When we are on our bike rides, we always signal them because they can be dangerous!

Best regards,

Eileen

Joe & Guest

There are bollards and delineators available to users that are designed to withstand impact and protect people from injury.

Take a look at the link and related study.

Please feel free to contact me for further information.

http://www.trafficsignsolutions.com/shop.php?store_cat_id=4&id=1

(Chris)

Hi Judy,

Noon, Sunday, October 30th, the bollard from the centre of the Interurban Rail-Trail, south side of Prospect Lake Road, had been removed, thereby leaving a potentially dangerous bollard-collar, in the middle of the trail, for an attention-diverted cyclists to encounter.

Perhaps, either Saanich Engineering or Saanich Parks could take appropriate action to re-mount the bollard without unnecessary delay.

Jim

Hi - You have asked for reports from people who have had a bollard accident. Mine happened some years ago. I was with my regular Friday biking group and we were travelling south on the Lochside trail having started at Blue Heron Park. We were approaching the Sidney intersection of the Pat Bay Hwy with Beacon Ave. We were travelling in single file and I was following a biker fairly closely and did not realise there was a bollard ahead as I could not see it and it was in the shade. I hit it with the left side of my handlebars and fell heavily on my right side breaking my right arm. The usual six weeks before it healed.

I have wondered out loud many times why they have to be such dangerous barriers placed very close together. I hope this helps future designs.

Brenda

Hi Judy,

I understand that you are collecting information on the above. I know of two incidents, one involving me and another a former colleague at the Ministry of Environment. I'm travelling in Europe at the moment and don't have access to the exact dates and other specific details of these events. If you need more information I could obtain it in mid November.

Incident 1

Where the accident occurred

At the south end of the Switch Bridge. Bob L was commuting to work [redacted] near the Selkirk Trestle) and was travelling south on the Switch Bridge.

When the accident occurred (date/time of day)

Approximately 7 to 8 years ago, in the morning around 7 to 8 am.

A brief description of any injuries and/or bike damage

Badly broken leg. Unknown damage to bicycle.

Any other comments about the accident or about bollards

It took several years and surgery for the broken leg to heal. Bob sustained a serious injury and was affected for a number of years.

Incident 2

Where the accident occurred

On the Galloping Goose trail, on the west side where it crosses Atkins Road, west of Six Mile Road. I was riding and was distracted by a truck approaching the crosswalk.

When the accident occurred (date/time of day)

About 8 years ago, in the early afternoon.

A brief description of any injuries and/or bike damage

Front wheel was bent so badly it had to be replaced.

Any other comments about the accident or about bollards

About a year after this incident the bollards were set back further from Atkins Road at his location.

I hope this helps. Please let me know if you would like any further information.

John

On July 8/16 about 12:30 pm I collided with the bollards on the Lochside trail behind the Saanich Municipality Complex. I was turning right exiting the municipal parking lot when the collision occurred. I was checking for trail traffic to the left and then found myself too close to the bollards to avoid a collision.

The bike was not damaged but I broke my pelvis in 3 places requiring a 4.5hr. operation and 12 days in the hospital.

I am a very experience cycling and many of my fellow cyclists have either had a mishap with the bollards or near misses.

I suggest as a temporary solution removing the side bollards and leaving the centre bollard installed. Then cyclists would know if they keep right they will not collide with a bollard, as many times these bollards are obscured by cyclists and pedestrians ahead.

Norm

Hi Judy

I not sure if this information will be useful to you or not given it occurred on the airport path and not one of CRD's trails but it does involve bollards.

In May of 2015, a Saturday about 2:30, I was riding with my wife on the airport path, I decided I would do three laps and she would do two. We went in opposite directions, not really relevant except for the direction I was going. I was heading west on the path and at the bottom of Cresswell Rd. where it meets the path there are two sets of three bollards about 10 metres apart. I have no memory of the actual crash due to the fact I was concussed but I will reconstruct as best I can. The path at this point has a curve in it to the left as well as sloping to the right, wrong way for gravitational forces, there was also small bits of gravel and dust from the Cresswell rd intersection. I believe as I approached the first set of bollards, I was likely going about 20-25 kph, my rear wheel skidded out and I bumped the first bollard putting me down leaning to the left and onto the path where I slid into the next set of bollards hitting them full on with the side of my head, yes I was wearing a helmet but I hit just below it close to the temple. There was no damage to the bike apart from a mis-aligned brake lever. I was fortunate that two young girls, around 12-13 where coming by and found me laying on the ground moaning, they had a cell phone and the presence of mind to call 911. A police car arrived shortly and when I came to the officer was looking down at me and telling to stay where I was an ambulance was on it's way. I wanted to get back on the bike but the officer said "I don't think that is a good idea sir". In the hospital I was diagnosed with a concussion, separated shoulder, broken rib, bruised kidney,(blood in urine), a small tear in my right MCL, the other injuries where all on my left side, and a lot of road rash. Like I mentioned I don't have a memory past coming up to the bollards and being found on the ground. This would be consistent with the injuries and where I was found, I had to have been down when I hit the second bollard because of the location of the injuries and the height of the bollards. I dislike the use of the bollards, they don;t really seem to prevent what they are meant to, easy to drive around if one is so inclined, at the very least they could be made of hard rubber or other material that has some give to it.

This past summer I was in hospital for an unrelated problem but was waiting to go in for an x-ray and there was a woman in full bike kit also waiting, I asked her what happened and she said she hit a bollard just past McDonalds by Mt. Newton on the Lockside trail. She said she was riding with a group and didn;t see it and the next thing she was

on the ground, suspected broken wrist. Her group was visiting from Toronto and was just at the end of their holiday. Bummer.

I hope this helps and if you have any questions please ask away.

Regards

Terry

This is general info plus wording in Trails Mgmt Plan on Bollards

GG 2015 close to 2,000,000 users

Lochside 1,200,000

Regional trail mgmt plan

Bollards

. Bollards will be used in advance of trail-road intersections to preclude motor vehicles fromaccessing the trail and to alert trail users that they are approaching an intersection.

. Generally, bollards will be located approximately 5 m back from the edge of road or edge ofsidewalk. Depending on the terrain, in some cases bollards may be located differently or chicanesmay be used in place of bollards to slow trail users.

. Bollard placement will be such that they allow for wheelchair and mobility scooter access andstandard child bike trailer (1.3 m maximum width) access.

. Reflective tape will be used on bollards to increase visibility.

. Bollards will be silver or white in colour.

Thank you for the opportunity to comment on the use of bollards on our cycling trails. I have first hand knowledge of the dangers of these posts. I broke my wrist (twist fracture) about five years ago. I was following my cycling friends and the person ahead, swerved to miss the post, and I did not have time to swerve. The post hit my handlebar and hand, causing a severe twist in my wrist. (left wrist). It was very painful, and upon examination and x-ray at the hospital, it was determined to be a fracture. It required a cast. The time of day was about 10 am. We were cycling a normal, safe speed. The accident occurred close to the Saanich Historical Society, close to the road entering the Tsawout First Nations. (Jus Kun Road)

I would be pleased to provide additional information if you wish.

Ken

Dear Judy,

I am told that: The CRD Parks committee, through their Regional Trails Management Plan for the Lochside, Galloping Goose and E&N, has included a priority action to review the use of bollards and trail / road interfaces with respect to user (cyclist) safety. Currently the installation of bollards is the default treatment for these interfaces, but there are other jurisdictions that utilize other approaches to block or discourage motor vehicles from entering trails.

They have heard unsubstantiated reports about cyclists hitting these bollards. If you know of someone who can provide a first-hand report, it would be very helpful. We would like to know:

--where the accident occurred. LOCHSIDE TRAIL AT HERITAGE PARK

--when the accident occurred (date/time of day) JULY 28, 2016

--a brief description of any injuries and/or bike damage. DISLOCATED FINGER, LACERATION OF FINGER, DENTAL FRACTURE, MILD CONCUSSION

--any other comments about the accident or about bollards.

ADDITIONAL HAZARD:

I witnessed a crash on the Lochside Trail just North of the pedestrian overpass at MacDonald Park Road. The cyclist fell as a result of hitting a section of the path that has been pushed up by a tree root or something similar. It a daytime accident on Wednesday, August 16, I believe. The gentleman had multiple fractures and a moderated concussion. He was admitted to ICU and was in hospital about 3 weeks. He is a very experienced cyclist. The Trail needs maintenance in that area.

Thanks,

Ron

Good afternoon Judy,

I am a female cyclist aged

October 2014 when aged

Heading south on do

Loch side trail on a dark rainy day heading south just past Royal Oak drive just past the school the trail abruptly changes from paced to hard pack where there are unmarked bollards.

I was not paying close attention just rushing home did not see the bollard fortunately my handle bars hit the bollards and turned me to my right.

On impact I shattered the head of my ulnar requiring surgical reconstruction with plate and five pins.

I had full recovery was back riding in less than two months.

Bollards are a hazard

Jean

Hi Judy, I hear you are looking for information about cyclists colliding with bollards on trails. I have passed this request to a couple of my friends who have also collided with bollards on the trails so I will let them tell you there details.

--where the accident occurred: Entering the BC ferries Swartz bay terminal on the bike path off Dolphin Road

--when the accident occurred: summer of 2015 in the morning

--a brief description of any injuries and/or bike damage: The aluminum frame was dented when I hit the bollard and luckily I only had a bruised knee

--any other comments about the accident or about bollards: This accident occurred entering the ferries paying area were their were a lot of cars driving up to the tellers. I was watching the cars to make sure I didn't ride out in front of any of them and didn't see the bollard because it was lower than where I was looking.

Cheers

Dewain

Hi Judy,

A friend said you were collecting info on bicycle-bollard collisions.

I hit a bollard on the E&N trail at Intervale on 6 January of this year. I was distracted by a pedestrian, and directly hit the bollard in the middle of the entrance to the E&N trail. The bike frame was bent (and ruined) and I went to the Victoria General Hospital ER where it was determined I had a serious sprained ankle.

Sprocket marks left on the bollard from my bike

Since that accident, I have heard about several other people who have either hit, or had near misses with bollards. While visiting Ucluelet this summer, I noticed that they had stiff nylon bollards which can bend. Something I think would be an improvement for Victoria.

It is unfortunate that a device which is supposed to make cycling safer actually causes serious accidents. If you need any additional information, please let me know.

thank you,

Craig...

I live in Broadmead and cycle approx 5000k a year with maybe 25-45 % on lock side/galloping goose. Over the last years I personally know of many cyclist being seriously hurt by hitting those tank stopping cast iron posts on the

entrance to the trail. My brother hit one at 18 km/hour as the cyclist he was following temporally blocked his view. I clipped one and needed medical attention. Two other cyclist broke their arms/wrists on a ride I was one. There has to be a better way.

The second issue is the muddy trail portion just north of the soccer field. I agree with the multiple use of the trail but it becomes very muddy for about 4 months of the year. It becomes very dangerous and slippery as I have witnessed cyclist falling hard on the loose gravel by the soccer field and on the poorly drained muddy trail. If this could be better drained and crushed stone similar to the trail just south of Royal Oak, the fuss would blow over.

I may even consider holding off running on "Make CRD trails great again" slogan campaign and starting a mud fight with the horsy set for a few more weeks if action is taken.

Thank u Mrs. Clinton-North.

Dr. Michael

I wish you would get rid of these metal bollards that are situated on the Galloping Goose. I was forced into the one located on the Galloping Goose at Saanich Road. The accident happen on September 7th, 2016 at approximately 0:9:15. As a result of hitting the pole I fell off my bike and broke my Left femur. If the bollard wasn't there I would have been able to get off my bike without incident.

Ken

It has been brought to my attention that you are gathering information concerning cyclist vs bollard incidents. My initial accident was a collision that took place in 1998 on the Lockside trail adjacent to the skate board park in Sidney. It was at 5:00 pm on a partly overcast day with good visibility during my commute from work. My attention was drawn to the park for a moment where my son was skateboarding and in that moment of inattention I drifted slightly to the centre of the path and hooked my handle bar on the bollard. The result of the accident was a level 2/3 separation of my right shoulder, which resulted in lost work, medical expenses and lots of pain. The bollard at that time was not brightly painted or adorned with reflective tape and was rather randomly placed as there was no access from a road to the path anywhere near it. I have since had a few occasions where I clipped a bollard at various locations on the trails in the CRD region but other than some minor scrapes and bruises have not sustained further injury due to these hazardous contraptions. The use of bollards to control automobile access to cycling trails is a ludicrous idea as it creates a constant hazard for cyclists due to several factors; low visibility, the bollards are short and hard to see if there are other trail users, they are located to create choke points at intersections so when you are looking up and ahead for automobiles, cyclists and pedestrians one must also look down to make certain you don't collide with one of these trail hazards.
If a driver should take a car onto a trail it is the same as if they are driving on a sidewalk , which is an extremely rare occurrence and can be delt with under the motor vehicle act or criminal code. In short , my opinion is to remove bollards from all cycling trails to increase the safety and decrease the hazard to cyclists. I also have fellow cycling club members who have suffered injury due to bollards who I will encourage to contact you with their story's.
I am a year round cyclist who regularly cycles 7-10,000 km per year in the CRD.
Yours Sincerely
Craig

Appendix B

CHAPTER 1000 BICYCLE TRANSPORTATION DESIGN

CalTrans Highway Design Manual
December 30, 2015
http://www.dot.ca.gov/hq/oppd/hdm/pdf/english/chp1000.pdf

(3) **Clearance to Obstructions.** A minimum 2-foot horizontal clearance from the paved edge of a bike path to obstructions shall be provided. See Figure 1003.1A. 3 feet should be provided. Adequate clearance from fixed objects is needed regardless of the paved width. If a path is paved contiguous with a continuous fixed object (e.g., fence, wall, and building), a 4-inch white edge line, 2 feet from the fixed object, is recommended to minimize the likelihood of a bicyclist hitting it. The clear width of a bicycle path on structures between railings shall be not less than 10 feet. It is desirable that the clear width of structures be equal to the minimum clear width of the path plus shoulders (i.e., 14 feet).

(17) **Entry Control for Bicycle Paths.** Obstacle posts and gates are fixed objects and placement within the bicycle path traveled way can cause them to be an obstruction to bicyclists. **Obstacles such as posts or gates may be considered only when other measures have failed to stop unauthorized motor vehicle entry.** Also, these obstacles may be considered only where safety and other issues posed by actual unauthorized vehicle entry are more serious than the safety and access issues posed to bicyclists, pedestrians and other authorized path users by the obstacles.

The 3-step approach to prevent unauthorized vehicle entry is:

(a) Post signs identifying the entry as a bicycle path with regulatory signs prohibiting motor vehicle entry where roads and bicycle paths cross and at other path entry points.

(b) Design the path entry so it does not look like a vehicle access and makes intentional access by unauthorized users more difficult. Dividing a path into two one-way paths prior to the intersection, separated by low plantings or other features not conducive to motor vehicle use, can discourage motorists from entering and reduce driver error.

(c) Assess whether signing and path entry design prevents or minimizes unauthorized entry to tolerable levels. **If there are documented issues caused by unauthorized motor vehicle entry, and other methods have proven ineffective, assess whether the issues posed by unauthorized vehicle entry exceed the crash risks and access issues posed by obstacles.**

If the decision is made to add bollards, plantings or similar obstacles, they should be:

- Yielding to minimize injury to bicyclists and pedestrians who may strike them.
- Removable or moveable (such as gates) for emergency and maintenance access must leave a flush surface when removed.
- Reflectorized for nighttime visibility and painted, coated, or manufactured of material in a bright color to enhanced daytime visibility.
- Illuminated when necessary.
- Spaced to leave a minimum of 5 feet of clearance of paved area between obstacles (measured from face of obstacle to face of adjacent obstacle). Symmetrically about the center line of the path.

- Positioned so an even number of bicycle travel lanes are created, with a minimum of two paths of travel. An odd number of openings increase the risk of head-on collisions if traffic in both directions tries to use the same opening.
- Placed so additional, non-centerline/lane line posts are located a minimum of 2 feet from the edge of pavement.
- Delineated as shown in California MUTCD Figure 9C-2.
- Provide special advance warning signs or painted pavement markings if sight distance is limited.
- Placed 10 to 30 feet back from an intersection, and 5 to 10 feet from a bridge, so bicyclists approach the obstacle straight on and maintenance vehicles can pull off the road.
- Placed beyond the clear zone on the crossing highway, otherwise breakaway.

When physical obstacles are needed to control unauthorized vehicle access, a single non removable, flexible, post on the path centerline with a separate gate for emergency/maintenance vehicle access next to the path, is preferred. The gate should swinging away from the path,

Fold-down obstacle posts or bollards shall not be used within the paved area of bicycle paths. They are often left in the folded down position, which presents a crash hazard to bicyclists and pedestrians. When vehicles drive across fold-down obstacles, they can be broken from their hinges, leaving twisted and jagged obstructions that project a few inches from the path surface.

Obstacle posts or gates must not be used to force bicyclists to slow down, stop or dismount. Treatments used to reduce vehicle speeds may be used where it is desirable to reduce bicycle speeds.

For obstacle post visibility marking, and pavement markings, see the California MUTCD, Section 9C.101(CA).

Appendix C

Regional Trails Management Plan
Capital Regional District / October 2016
Appendix 3: Trail Development Guidelines

Bollards

- Bollards will be used in advance of trail-road intersections to preclude motor vehicles from accessing the trail and to alert trail users that they are approaching an intersection.
- Generally, bollards will be located approximately 5 m back from the edge of road or edge of sidewalk. Depending on the terrain, in some cases bollards may be located differently or chicanes may be used in place of bollards to slow trail users.
- Bollard placement will be such that they allow for wheelchair and mobility scooter access and standard child bike trailer (1.3 m maximum width) access.
- Reflective tape will be used on bollards to increase visibility.
- Bollards will be silver or white in colour.

Communication from Mike Walton, Senior Manager, CRD Regional Parks:

When and why CRD Regional Parks uses bollards at road/trail intersections

CRD Regional Parks' operational practice over the past 29 years has been to install bollards at road-trail crossings along the regional trails to prevent vehicles (cars/ATVs) from driving on the trails and to alert trail users that they are approaching a road crossing. Given that the road-trail intersections could be mistaken for laneways, that the trails have high use, and that there are potentially very high consequences if vehicles were to travel down the trails unchecked, bollards are considered necessary to mitigate this risk.

In most cases along the 90+ km of regional trail, motor vehicles on roads have priority over trail users crossing the roads (trail users are to yield to road users) so the bollards also provide a visual cue, in addition to trail signage, to alert users that they are approaching an intersection. The fact that bollards are at all road-trail crossings provides consistency for trail users.

Design and specifications

The CRD (Regional Planning) developed Design Guidelines in 2011 as part of the Pedestrian and Cycling Master Plan (PCMP) project. These design guidelines were developed based on best management practices gathered from various government agencies in Canada and the US. The guidelines relating to bollards state that where bollards are installed, odd numbers of bollards should be used to reduce conflicts among users. The number of bollards on a trail and the space between them is dependent on the trail width (e.g., a 2 m wide trail may be managed with 1 bollard, a 3 m wide (or greater) trail width requires at least 3 bollards to preclude vehicles). In most of the urban areas of the regional trails system, the trail width is at least 3 m, so in these locations, 3 bollards are used. The bollards are installed with a minimum of 1.5 m and a maximum of 2.2 m between the posts to have enough space to allow the passage of recumbent bicycles, standard bicycle trailers for children, and wheelchairs, as well as standard bicycles.

Bollards on the regional trails have a reflective band at the top of the post to improve visibility for cyclists during conditions of poor visibility. Further, the bollard guidelines includes a paint design to be used on paved trails with bollards to make them more visible (a solid yellow line in advance of the bollard to indicate no passing and a diamond around the center bollard). This design has been required on the more recently constructed sections of the E&N Rail Trail and is being implemented along the Goose and the Lochside as line re-painting is conducted.

The Regional Trails Management Plan, in the Trail Planning and Development section (2.4.3), indicates that the trail development guidelines provided in Appendix 3 will be used to guide regional trail development. The guidance regarding bollards indicates they will be used in advance of trail-road intersections to preclude motor vehicles and to alert trail users of the upcoming intersection. It does not specify the number of bollards to be used because, as noted above, that varies depending on the width of the trail surface.

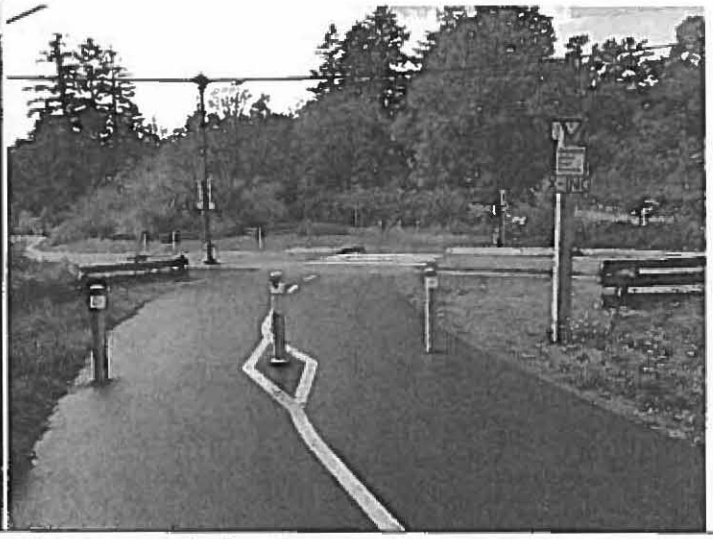
I hope this information assists in your discussions with trail users about why CRD Regional Parks uses bollards on the regional trails system.

Appendix D

Lochside at Saanich Rd.
Bollards block travel path

Gordon Head Local Connector
Connection between San Juan Ave and Columbia Dr

Lochside at Blenkinsop Rd.
No bollards on far side but bollards at every road and driveway along Mt Douglas X Rd despite the fact cars could easily cross gravel boulevard between road and trail.



Why are outer bollards placed within path.
Silver bollards are not very visible compared to white bollards.

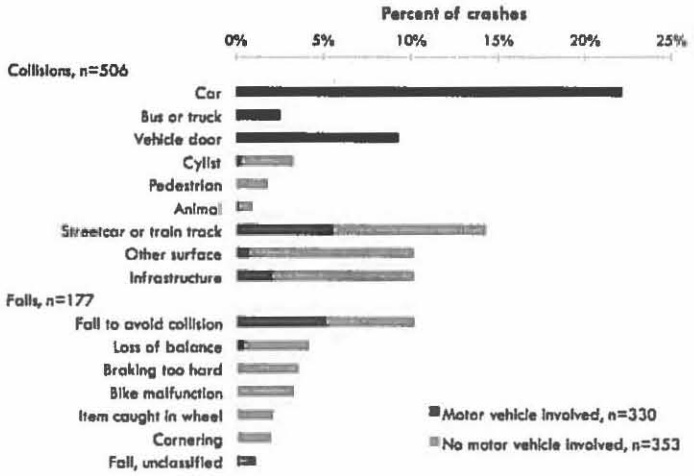
Lochside at McKenzie and Borden.
Why have any bollards here?

An interesting approach to warn of approaching road interface

INJURY CIRCUMSTANCES, SEVERITY & ROUTE INFRASTRUCTURE

injury circumstances

Data from interviews with 683 participants of the **BICE study** was used to classify injury crash circumstances.



Most crashes (74%) were collisions. Collisions included those with motor vehicles, streetcar or train tracks, other surface features, infrastructure, and pedestrians, cyclists, or animals. Although direct collisions with motor vehicles represented about 1/3 of the crashes, many additional crashes occurred because the cyclist was attempting to avoid a motor vehicle, so the total proportion that involved motor vehicles was about 1/2.

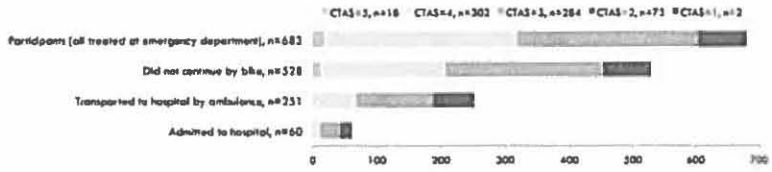
Crash circumstances were distributed differently by route type, for example

- collisions with motor vehicles, including "doorings", were overrepresented on major streets with parked cars
- collisions involving streetcar tracks were overrepresented on major streets
- collisions involving infrastructure (curbs, posts, bollards, street furniture) were overrepresented on multi-use paths and bike paths

injury severity

Data from the **BICE study** was also used to determine what factors were related to the severity of the bicycling injuries of the 690 study participants. Injury severity was classified using the following 4 metrics:

- able to continue trip by bike or not
- transported to hospital by ambulance or not
- admitted to hospital or not
- treatment urgency as assessed by Emergency Department personnel ("CTAS", where 1 = most urgent and 5 = least)



The following factors were consistently associated with increased severity:

- older age
- collision with a motor vehicle
- bicycling on downhill grades
- routes with higher motor vehicle speeds
- cycling on sidewalks, multi-use paths or local streets

Collisions with motor vehicles and higher motor vehicle speeds have been found to be related to injury severity in many other studies.

When taken together with the main BICE study results, these results show that facilities that separate cyclists from motor vehicle traffic and pedestrians, minimise slopes, and lower motor vehicle speeds would reduce both the risk of being in a crash and injury severity after a crash.

publications

These results were published as follows in the scientific literature:

- BMC Public Health – crash circumstances by route type
- BMJ Open – injury severity by personal, trip, route, and crash characteristics

Last updated on November 3, 2015 @1:52 pm

Teschke et al. BMC Public Health 2014, 14:1205
http://www.biomedcentral.com/1471-2458/14/1205

BMC Public Health

RESEARCH ARTICLE Open Access

Bicycling crash circumstances vary by route type: a cross-sectional analysis

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Abstract

Background: Widely varying crash circumstances have been reported for bicycling injuries, likely because of differing bicycling populations and environments. We used data from the Bicyclists' Injuries and the Cycling Environment Study in Vancouver and Toronto, Canada, to describe the crash circumstances of people injured while cycling for utilitarian and leisure purposes. We examined the association of crash circumstances with route type.

Methods: Adult cyclists injured and treated in a hospital emergency department described their crash circumstances. These were classified into major categories (collision vs. fall, motor vehicle involved vs. not) and subcategories. The distribution of circumstances was tallied for each of 14 route types defined in an earlier analysis. Ratios of observed vs. expected were tallied for each circumstance and route type combination.

Results: Of 690 crashes, 683 could be characterized for this analysis. Most (74%) were collisions. Collisions included those with motor vehicles (34%), streetcar (tram) or train tracks (14%), other surface features (10%), infrastructure (10%), and pedestrians, cyclists, or animals (6%). The remainder of the crashes were falls (26%), many as a result of collision avoidance manoeuvres. Motor vehicles were involved directly or indirectly with 48% of crashes. Crash circumstances were distributed differently by route type, for example, collisions with motor vehicles, including "doorings", were overrepresented on major streets with parked cars. Collisions involving streetcar tracks were overrepresented on major streets. Collisions involving infrastructure (curbs, posts, bollards, street furniture) were overrepresented on multiuse paths and bike paths.

Conclusions: These data supplement our previous analyses of relative risks by route type by indicating the types of crashes that occur on each route type. This information can guide municipal engineers and planners towards improvements that would make cycling safer.

Keywords: Bicycling injuries, Bike lanes, Traffic accidents

Background

There is renewed interest in promoting bicycling around the world – to increase physical activity in the population, promote city vitality, and reduce traffic congestion, air pollution and greenhouse gases [1]. Evidence shows that the safety and motivators of utilitarian and leisure cycling are influenced by route infrastructure [2-10]. Bike-specific facilities that reduce interactions with motor vehicle traffic have lower crash risk for cyclists [2-6]. Such facilities also encourage cycling [7-10]. As this evidence has grown, many cities have begun to build new facilities that offer dedicated space for cyclists [1,11]. Crashes may occur on any route type, but the circumstances (e.g., falls, collisions) may differ. Understanding these differences will help planners and engineers select and design cycling routes in a way that maximizes safety.

A number of cycling injury studies have reported crash circumstances. Most report whether a crash was a collision with a motor vehicle or not [12-18]. Many report other collisions (e.g., with pedestrians, cyclists, animals, or objects) and falls [12,14,16-19]. There is considerable

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variance in the proportions of various crash circumstances reported from study to study. This may be a result of different cycling infrastructure in the locations studied, but this has rarely been investigated or described [18,20].

Differences in crash circumstances may also be related to study design, for example the population or mode of cycling being investigated. Bicycling is a term that represents an array of activities that includes not only cycling as a mode of utilitarian or leisure travel where safety is desired and expected, but also as a sport (e.g., road racing, mountain biking, cyclo-cross, BMX, trick riding) where risk-taking is intentional and part of the challenge [21]. Crashes that occur during these very different activities are best examined separately. Unfortunately most administrative data on bicycling injuries offer two extremes: a narrow focus on motor vehicle crashes or a breadth that includes all types of cycling together. Transportation data typically only count collisions with motor vehicles [13,22]. Hospitalization data usually captures all cyclist crashes, including injuries incurred in deliberately risky cycling sports and in utilitarian or leisure cycling [15,23]. Studies using primary data collection may also mix these [2,16].

We previously conducted a study of 690 cyclists injured in two of Canada's largest cities, Toronto and Vancouver: the Bicyclists' Injuries and the Cycling Environment Study [3,4]. Its primary purpose was to examine the relative risks of cycling injury by route type and other infrastructure features. Data were collected from cyclists who were injured seriously enough to be treated in a hospital emergency department. We excluded crashes incurred in mountain biking, racing and trick riding, so the study focused on cycling as a mode of utilitarian and leisure travel using urban transportation infrastructure designed by planners and transport engineers. The relative risk results are outlined in detail elsewhere [3,4], but in brief, we found that injury risks were highest on major streets with car parking and no bike infrastructure, and were lower on cycle tracks, bike lanes, local streets and bike paths.

To understand how the injuries occurred, here we describe elements of the crash circumstances observed in the study and examine whether the circumstances differed on 14 route types defined in the main study analysis [3].

Methods

The study methods were reviewed and approved by the human subjects ethics review boards of the University of British Columbia, the University of Toronto, St. Paul's Hospital, Vancouver General Hospital, St. Michael's Hospital, and the University Health Network (Toronto General Hospital and Toronto Western Hospital). All participants gave written informed consent before taking part in the study.

Study procedures have been described in detail elsewhere [3,24]; the following is a summary. The study population consisted of adult (≥19 years) residents of Toronto and Vancouver who were injured while riding a bicycle in the city and treated within 24 hours in the emergency departments of the hospitals listed above between May 18, 2008 and November 30, 2009. All hospitals were located in central business districts, and one in each city was a regional trauma centre.

Eligible participants were interviewed in person by trained interviewers, using a structured questionnaire (http://cyclingincities.spph.ubc.ca/files/2011/10/InterviewFormFinal.pdf) as soon as possible after the injury to maximize recall. Crash circumstances were derived from participants' answers to the following questions:

- In your own words, please describe the circumstances of the injury incident. (response open-ended)
- Was this a collision between you and a motor vehicle, person, animal or object (including holes in the road)? (response options: yes, no)
- If yes, what did you collide with? (response options: car, SUV, pick-up truck, or van; motorcycle or scooter; large truck; bus or streetcar; pedestrian; cyclist; animal; other non-motorized wheeled transport; pot hole or other hole; streetcar or train track; other (specify))

A classification system for the crash circumstances (Figure 1) was developed based on a review of other systems in the injury literature [12-19] and the range of responses to the questions above. Each participant's answers to the questions were reviewed and classified by two study investigators (TF, KT), blind to route type. Differences in initial classifications were reviewed and adjudicated (KT).

We determined features of the crash site and of a randomly selected control site located along the route of the trip during which the injury occurred. The probability that specific route types would be selected as controls was proportional to their relative lengths on the trips (e.g., on a 4-km trip, there would be a 25% chance of selecting a control site on a 1-km section that was on a bike path). Cumulated over all trips, the control sites provide an estimate of study participants' exposure to the various route types.

Data were collected at every injury and control site via structured observations by trained personnel blinded to site status (http://cyclingincities.spph.ubc.ca/files/2011/10/SiteObservationFormFinal.pdf). These observations were used to classify the sites into 14 route types

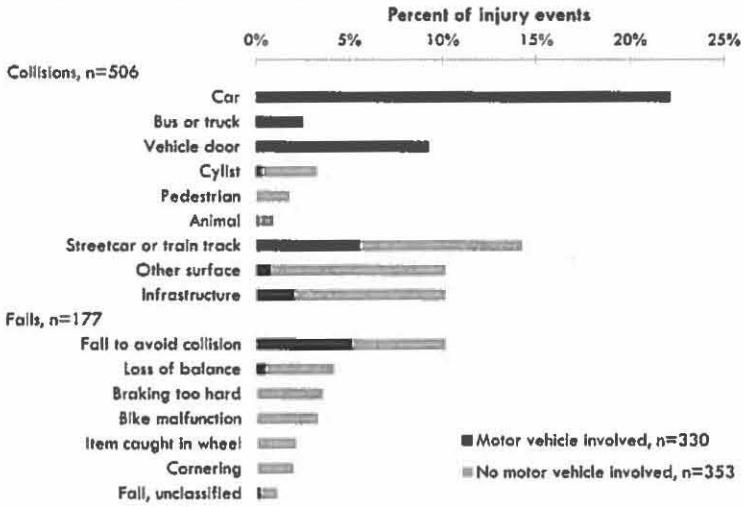

Figure 1 Crash circumstances, stratified by collisions and falls, and by motor vehicle involvement or not.

(Figure 2) and provide contextual information such as traffic volumes and speeds [3]. Observations were conducted at a time that conformed as closely as possible to the time of the crash (i.e., season; weekday vs weekend; morning rush, midday, afternoon rush, evening, night).

Data analyses were performed using JMP 10 (SAS Institute, Cary, NC) and R (http://www.r-project.org). We tallied the crash circumstances and cross-tabulated them with route type. We examined associations between crash circumstances and route type by calculating the ratio of observed to expected injury events for each crash circumstance and route type combination. Expected events were calculated two ways: 1) using the distribution of controls sites (reflecting exposure) by route type, and 2) using the distribution of injury sites by route type:

$Expected_1$ = all control sites with that route type * all injury events with that crash circumstance/all injury events

$Expected_2$ = all injury sites with that route type * all injury events with that crash circumstance/all injury events

Confidence intervals (95%) for the ratio of observed to expected events were calculated using the R function prop.test. Since there were zero injury events for some circumstances and route types, the commonly used

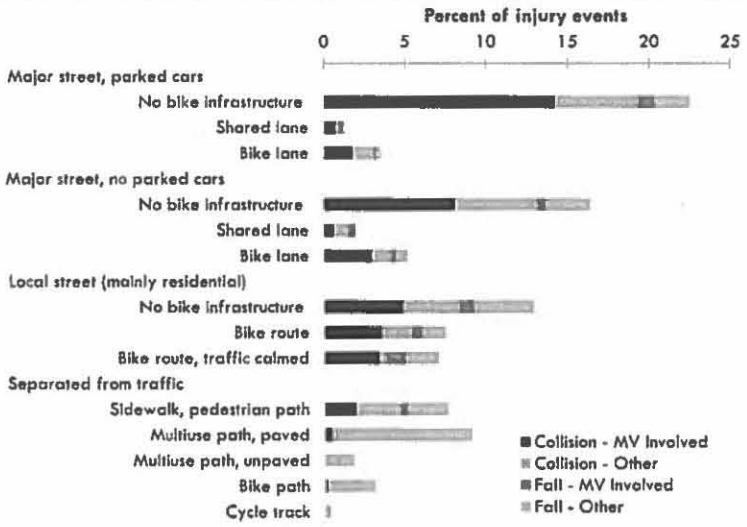

Figure 2 Route types where the 683 injury events occurred, stratified by broad crash circumstance categories. MV = motor vehicle

normal approximation was not appropriate. Instead, the Wilson score with continuity correction was used to obtain the 95% CI for each proportion [25,26].

Results

The study recruited 690 injured cyclists (414 in Vancouver, 276 in Toronto). Most participants were men (59%), younger than 40 years (62%), well-educated (75% with a post-secondary diploma or degree), employed full time (69%), regular cyclists (88% cycled ≥52 times per year). Most of the trips during which the injuries occurred were utilitarian in nature (74%), on weekdays (77%), during daylight hours (78%), and short (68% <5 km) [3].

Seven of the 690 injured cyclists could not recall enough about their crash to classify it for this analysis. Of the available 683 crashes, 506 were classified as collisions and 177 as falls. Figure 1 lists 16 detailed crash circumstance categories, and further stratifies them according to whether a motor vehicle was involved. Motor vehicles were involved directly in 231 (33.8%) collisions, with cars, buses, trucks or vehicle doors. They were also involved indirectly when cyclists took avoidance manoeuvres that resulted in other collisions or falls (99 additional crashes, 14.5%). The top crash circumstances were collisions with cars (22.1% of crashes), streetcar (tram) tracks (14.2%), other surfaces (10.1%), infrastructure (10.1%), vehicle doors (9.2%), and falls to avoid collisions (10.1%). Crashes with other cyclists, pedestrians or animals were rare (total = 5.9%).

Figure 2 and Table 1 list the 14 route types where the 683 injury events occurred. To describe these route types, we measured traffic and speeds. Median motor vehicle traffic and median speeds were higher on major streets than local streets (~900 vs. 50 vehicles/hour and ~40 vs. 30 km/h, respectively). Median bike traffic was highest on cycle tracks (114/h), then bike lanes and multi-use paths (60-78/h), then shared lanes, local street bikeways and bike paths (36-48/h), and lowest on streets with no bike infrastructure (0-24/h).

The dominant route types where crashes occurred were major streets with no bike infrastructure (with or without parked cars, 22.5% and 16.4% respectively), residential streets with no bike infrastructure (12.9%), and off-street multiuse paths (9.1%). Note that the distribution of injury events by route type was influenced both

Table 1 Observed injury events classified by crash circumstance and route type

	Injury sites	Motor vehicle (excluding door)	Motor vehicle door	Pedestrian, cyclist or animal	Streetcar (tram) or train tracks	Other surface	Infrastructure	Fall to avoid collision	Other fall
	683	168	63	40	97	69	69	69	108
Major street, with parked cars									
No bike infrastructure	155	42	31	2	49	6	3	8	14
[A]Shared lane	9	3	2	-	-	-	1	2	1
Bike lane	24	8	4	1	2	4	2	2	1
Major street, no parked cars									
No bike infrastructure	112	24	12	5	28	9	12	4	18
[A]Shared lane	13	1	2	2	2	2	1	3	-
Bike lane	35	14	1	1	5	2	5	2	5
Local street (mainly residential)									
No bike infrastructure	88	24	5	4	5	13	6	5	26
Bike route	51	18	4	1	1	7	6	5	9
Bike route, with traffic calming	48	19	2	2	-	2	1	12	10
Separated from traffic									
Sidewalk or other pedestrian path	52	12	-	2	2	7	9	9	11
Multiuse paths, paved	61	3	-	12	3	9	13	13	8
Multiuse paths, unpaved	12	-	-	1	-	7	2	1	1
Bike path	21	-	-	6	-	-	8	3	4
[B]Cycle track	2	-	-	1	-	1	-	-	-

- no injury events with this crash circumstance on this route type.
[A]Shared lanes include traffic lanes marked with sharrows or shared HOV lanes.
[B]Cycle tracks run alongside major streets but are physically separated from them, except at intersections. They are also called "separated bike lanes" or "protected bike lanes".

by where people cycled and the risk of a specific route type (relative risks by route type are described in detail in our earlier paper and reported in brief in Table 2 here) [3]. Motor vehicle involvement in collisions and falls featured most prominently on major streets with parked cars, and almost not at all on routes separated from traffic. A minority of all crashes occurred at intersections (31%), though a higher proportion of motor vehicle collisions were at intersections (53%) (data not shown).

Table 1 shows a cross-tabulation of crash circumstances by route type. To ensure numbers for subsequent analyses, some circumstances shown in Figure 1 were grouped into larger categories (circumstances with <5% of crashes). There were no collisions involving motor vehicle doors on any of the route types separated from traffic. There were no collisions with motor vehicles or with streetcar or train tracks on unpaved multiuse paths, bike paths, or cycle tracks.

Table 2 reports associations between crash circumstance and route type via the ratio of observed to expected injury events, using the distribution of controls sites (reflecting exposure) by route type ($Expected_1$). All crash circumstances except "other fall" were associated with route type. Collisions involving motor vehicles, including motor vehicle doors, were consistently higher than expected for all major street route types with parked cars, significantly so where there was no infrastructure for bikes. This excess was not observed on major streets without parked cars. Streetcar and train track collisions were significantly higher than expected on major streets without bike infrastructure, whether or not there were parked cars. Local street bike routes with traffic calming had significantly more motor vehicle collisions and falls to avoid collisions than expected. Paved multi-use paths and bike paths had more collisions than expected involving infrastructure and pedestrians, cyclists or animals. Paved multi-use paths had more falls to avoid collisions than expected. Unpaved multi-use paths had more collisions involving surfaces than expected.

We also calculated observed to expected injury events using the distribution of injury sites by route type ($Expected_2$, data not shown). Using this method, associations between crash circumstance and route type did not differ substantively from those described above.

Discussion

In this study, we examined a large number of crash circumstances and considered their distributions across 14 route types. Of the 683 crashes characterized, 34% were direct collisions with motor vehicles, 6% were collisions with pedestrians, cyclists, or animals, 34% were collisions with infrastructure or surface features, and 26% were falls. Crash circumstances were distributed differently by route type, for example, motor vehicle and tram track collisions were overrepresented on major streets, and infrastructure or other surface collisions were overrepresented on off-street routes. Below, our results for each circumstance type is considered in light of other research.

Crashes involving motor vehicles

Understanding collisions with motor vehicles is particularly important because they typically result in more severe injuries [2,15,27] and concern about collisions with motor vehicles deters cycling [8,9]. In this study, 34% of the injury events were direct crashes with motor vehicles. Studies of hospital visits in comparable jurisdictions with little specialized bicycling infrastructure have found similar proportions: 27% in the US [15]; 31% in France [12]; and 34% in New Zealand [17]. Others have reported lower proportions of collisions with motor vehicles: 9% in Sweden [14]; 14% in Australia [16]; 18% in the Netherlands [19]; and 21% in South Korea [18]. These lower proportions may result from different case definitions (inclusion of less serious injuries and sports cycling injuries, as in the Australian study) [16] or the bicycling facilities available in the area (routes that separate cyclists from motor vehicles, as in Sweden, the Netherlands and Korea) [14,18,19].

The potential for cycling infrastructure to reduce crashes between cyclists and motor vehicles is observed in our results. Collisions with motor vehicles represented 40% of all crashes on streets. Major streets with parked cars had more crashes with vehicles than expected, including those with vehicle doors. In contrast, collisions with motor vehicles on routes separated from traffic were rare (10%). There has been concern that cycle tracks and other separated infrastructure might pose a special risk to cyclists when they eventually meet traffic at intersections [5]. Our results show that even if that were the case, the overall benefit of separation is maintained. Other studies found similar benefits to separated infrastructure. A study in South Korea [18] found that 40% of bike crashes on regular roadways were with motor vehicles, compared to only 4.4% of those on bike lanes (typically separated). A study in Australia found that 35% of bike crashes in traffic involved motor vehicles, compared to only 11% of those on other facilities (bike lanes, shared paths, footpaths) [20].

A number of studies have tallied collisions with opening doors of parked vehicles ("doorings"). In a Swedish study, "doorings" accounted for 4.3% of collisions with motor vehicles [22], in a Dutch study, 3% of single party crashes [19] and in Australian studies, 2.2% of surveyed cyclists, 3.1% of hospital presentations, and 8.1% of police reported crashes [16,28]. These proportions are all

Table 2 Ratio of observed to expected injury events for each crash circumstance and route type combination

	Odds Ratio (relative risk of injury) by route type [3][A]	Control sites	Ratios of observed to expected, injury events (and 95% confidence intervals)[B]							
			Motor vehicle (excluding door)	Motor vehicle door	Pedestrian, cyclist or animal	Streetcar (tram) or train track	Other surface	Infrastructure	Fall to avoid collision	Other fall
		683	168	63	40	97	69	69	69	108
Major street, with parked cars										
No bike infrastructure	1.0 reference	114	**1.5 [B](1.1-1.9)**	**3.0 (2.1-4.0)**	0.3 (0.1-1.2)	**3.0 (2.4-3.7)**	0.5 (0.2-1.2)	**0.3 (0.1-0.8)**	0.7 (0.3-1.4)	0.8 (0.5-1.3)
[C]Shared lane	0.78	7	1.7 (0.5-3.2)	3.1 (0.6-7.6)	0 (0–7.5)	0 (0–3.1)	0 (0–4.4)	1.4 (0.1-5.7)	2.8 (0.5-6.9)	0.9 (0.1-3.7)
Bike lane	0.53	27	1.2 (0.6-2.1)	1.6 (0.5-3.8)	0.6 (0–3.6)	0.5 (0.1-1.8)	1.5 (0.5-3.4)	0.7 (0.1-2.6)	0.7 (0.1-2.6)	0.2 (0–1.3)
Major street, no parked cars										
No bike infrastructure	*0.65	116	0.8 (0.6-1.2)	1.1 (0.6-1.9)	0.7 (0.3-1.8)	**1.7 (1.2-2.3)**	0.8 (0.4-1.5)	1.0 (0.6-1.8)	0.3 (0.1-0.9)	1.0 (0.6-1.5)
[C]Shared lane	0.66	12	0.3 (0–1.6)	1.8 (0.3-5.3)	2.9 (0.5-8.4)	1.2 (0.2-3.5)	1.7 (0.3-4.9)	0.8 (0–4.0)	2.5 (0.7-5.7)	0 (0–1.9)
Bike lane	*0.47	46	1.2 (0.7-1.9)	0.2 (0–1.4)	0.4 (0–2.2)	0.8 (0.3-1.7)	0.4 (0.1-1.6)	1.1 (0.4-2.4)	0.4 (0.1-1.6)	0.7 (0.3-1.5)
Local street (mainly residential)										
No bike infrastructure	*0.44	115	0.9 (0.6-1.2)	0.5 (0.2-1.1)	0.6 (0.2-1.6)	**0.3 (0.1-0.7)**	1.1 (0.6-1.9)	0.5 (0.2-1.1)	0.4 (0.2-1.0)	1.4 (0.9-2.0)
Bike route	*0.53	56	1.3 (0.8-1.9)	0.8 (0.3-2.0)	0.3 (0–1.9)	**0.1 (0–0.8)**	1.2 (0.6-2.4)	1.1 (0.4-2.2)	0.9 (0.3-2.0)	1.0 (0.5-1.8)
Bike route, with traffic calming	0.59	46	**1.7 (1.1-2.3)**	0.5 (0.1-1.7)	0.7 (0.1-2.7)	**0 (0–0.7)**	0.4 (0.1-1.6)	0.2 (0–1.3)	**2.6 (1.5-4.1)**	1.4 (0.7-2.3)
Separated from traffic										
Sidewalk, pedestrian path	0.73	47	1.0 (0.6-1.7)	0 (0–1.0)	0.7 (0.1-2.7)	0.3 (0.1-1.1)	1.5 (0.7-2.9)	1.9 (1.0-3.3)	1.9 (1.0-3.3)	1.5 (0.8-2.4)
Multiuse paths, paved	0.75	55	**0.2 (0.1-0.7)**	**0 (0–0.9)**	**3.7 (2.1-6.0)**	0.4 (0.1-1.1)	1.6 (0.8-2.9)	**2.3 (1.4-3.7)**	**2.3 (1.4-3.7)**	0.9 (0.4-1.7)
Multiuse paths, unpaved	0.63	11	0 (0–1.3)	0 (0–3.5)	1.6 (0.1-7.3)	0 (0–2.3)	**6.3 (3.1-8.7)**	1.8 (0.3-5.2)	0.9 (0.1-4.2)	0.6 (0–2.7)
Bike path	0.54	21	**0 (0–0.8)**	0 (0–2.1)	**4.9 (2.1-8.9)**	0 (0–1.4)	0 (0–1.9)	**3.8 (1.9-6.1)**	1.4 (0.4-3.7)	1.2 (0.4-2.7)
[D]Cycle track	*0.12	10	0 (0–1.4)	0 (0–3.7)	1.7 (0.1-7.8)	0 (0–2.4)	1.0 (0.1-4.5)	0 (0–3.4)	0 (0–3.4)	0 (0–2.2)

[A]Odds ratios (relative risks of injury) by route type are from a previous analysis [3] and are provided for reference only. Asterisks indicate risk of injury for this route type was significantly lower than on major streets with parked cars and no bike infrastructure (the reference category).
[B]Ratios of observed to expected, injury events and confidence intervals in bold when statistically significantly different from 1.0. Expected, based on exposure to route type, estimated via randomly selected control sites on the trip route.
[C]Shared lanes include traffic lanes marked with sharrows or shared HOV lanes.
[D]Cycle tracks run alongside major streets but are physically separated from them, except at intersections. They are also called "separated bike lanes" or "protected bike lanes".
Statistical significance, $p \leq 0.05$.

considerably lower than we found (10% of all crashes, 27% of motor vehicle collisions). The Australian study included mountain biking and racing injuries, likely influencing the low proportion there [16]. In Sweden and the Netherlands, the prevalence of well designed, usually separated facilities on major streets likely made collisions with vehicle doors rare.[19,22] In Vancouver and Toronto at the time of our study, cycling between parked and moving cars was often the only option on major roads, even where there were painted bike lanes or shared lanes.

Tallying direct collisions with motor vehicles may not provide a complete picture of motor vehicles' influence on cycling injuries. In the Australian survey, cyclists reported that 5% of crashes involved motor vehicle collision avoidance [16]. In our study, 15% of cases involved crashes to avoid a motor vehicle, so in total, motor vehicle interactions were responsible for half the crashes. Separated routes prevent these interactions (except at intersections) and can prevent whole classes of crashes such as doorings [3,5].

Crashes involving people or animals

A common concern with separated and off-street bike facilities is collisions with other cyclists, pedestrians, or animals. Only 5.9% of the injury events in this study involved such collisions. Similar low proportions were identified in France and New Zealand [12,17], but in South Korea where cycle lanes were more common, 15% of crashes were with other cyclists and 3% with pedestrians [18]. An Australian survey also reported a higher proportion of crashes between cyclists (11%), though one-quarter of their survey cohort were racing cyclists who may collide during training and races [16].

We found more crashes involving people or animals than expected on multi-use paths. Multi-use paths are designated for both pedestrians and cyclists, so this result is not a surprise. Multi-use paths also had more falls to avoid collisions than expected, most to avoid other cyclists or pedestrians. Another study reported higher proportions of cyclist and pedestrian collisions or collision-avoidance crashes on multi-use paths [20].

Bike only paths also had more collisions than expected with cyclists and pedestrians (in equal numbers), suggesting that the delineation of the path for cyclists may not have been clear or that heavy pedestrian traffic overflowed to the cyclist side. Bike paths did not have a problem with falls to avoid collisions, suggesting they did function better than multi-use paths.

Crashes with infrastructure and surface features

Much more common than collisions with people or animals were those with infrastructure or surface features. These contributed 34% of injury events, the same as motor vehicle collisions. This group comprised many crash circumstances, most related to route type, and likely preventable via design solutions.

Crashes on streetcar (tram) or train tracks made up 14% of all events, and were in excess on major streets. Toronto has an extensive streetcar system in its central business district, not separated from traffic along most streets. In our previous analyses, we found greatly increased relative risk where streetcar tracks were present [3,4]. Streetcar track crashes involved wheels being caught in the slot or slipping on the rail surface. Two recent reports from Europe noted the issue of tram tracks [19,29]. Physically separated bike lanes or streetcar lanes are potential design changes that would greatly reduce this type of crash. Crossings would still be needed at intersections, but in our study two-thirds of the crashes involving tracks were not at intersections.

While streetcar or train tracks were a problem on major city streets, other surfaces (10% of crash circumstances) were involved in crashes across all route types, with unpaved multi-use paths showing a strong excess. Crashes with surfaces involved bumps, potholes, gravel, icy or wet surfaces, and vegetation such as roots or leaves, pointing to the importance of route maintenance. Some studies tallied surface feature crash circumstances: 18% in Australia [16]; 23% (including tram rails) in the Netherlands [19]; and 21% (including tracks) in Belgium [29]. These proportions are similar to the total of streetcar track and other surface crashes we found (24%).

Infrastructure such as curbs, concrete barriers, walls, fences, railings, furniture, boulders, speed bumps, and stairs contributed 10% of crash circumstances, and were overrepresented particularly on paved multi-use paths and bike paths. In our previous analyses of relative risks by route type, we found that multi-use and bike paths were not as safe as cycle tracks and local street bikeways with traffic diversion [4]. A reason may be that such paths were often designed to be interesting (e.g., with street furniture and curves) and to direct traffic (using bollards, signage, curbs and fences to prevent motor vehicle ingress or to separate pedestrians and cyclists). In measurements taken at injury and control sites, 5 to 10% of bike and multi-use paths had poor forward visibility, but this was not a problem on on-street routes. The crashes with infrastructure suggest a rethink of multi-use and bike path design to provide straight, wide and obstacle-free passage for cyclists. In other studies, infrastructure was involved in 8 to 31% of crashes [12,16,18,19]. A South Korean study tallied crashes with obstacles by route type; it found similar proportions (~10%) on both bike lanes and roads [18].

Falls

Falls to avoid collisions contributed 10% of crash circumstances. About half (N = 34) were to avoid motor

vehicles, 16 to avoid pedestrians, 8 to avoid other cyclists, 10 to avoid infrastructure or surface features, and 1 to avoid an animal. Excesses were observed on shared facilities (shared lanes on streets, multi-use paths) and sidewalks, reinforcing the importance of bike-specific infrastructure [2-4].

Collision avoidance falls were also in excess on local street bike routes with traffic calming, most to avoid motor vehicles. Two types of traffic calming were observed in our study: traffic diversion (full or partial barriers to motor vehicles at intersections with arterials) and traffic slowing (speed humps, traffic circles) [4]. Traffic circles are small diameter (6–8 m) roundabouts used at local street intersections. They had higher relative risk of injury in our earlier analyses [4], in part because drivers did not observe cyclists or did not know who had the right of way. Traffic circles also presented a difficult-to-negotiate obstacle to cyclists. In contrast, bike routes with traffic diversion had very low relative risk of injury in our earlier analyses [4], suggesting this is a better traffic calming method. A British study found a benefit to cyclists of traffic slowing; techniques used (speed humps, chicanes, raised junctions) only partly overlapped with those observed in our study, reinforcing the importance of understanding the effects of specific elements [30]. Raised junctions have been shown to greatly reduce cycling injuries at intersections [19], but these were not observed in our study.

Our category "other falls" (16% of crash circumstances) included loss of balance, braking too hard, bike malfunctions, having an item caught in the wheel and cornering. This crash category was the only one not related to route type. This is reasonable, since these falls represented either problems with the bicycle itself or with bicycling operations.

Single party (bicyclist only) crashes

Some studies classify crashes as multi-party vs. single party (bicyclist only) crashes. Single party is interpreted as any crash not involving a direct collision with a motor vehicle, pedestrian, cyclist or animal. By this standard, 60% of the crashes in our study were single party crashes. Schepers [19] reviewed data from several countries and reported that 60 to 90% of crashes involving hospital treatment were single cyclist crashes. Our study is at the low end of these results, likely reflecting both the case definition (urban cycling) and the types of routes available to cyclists in Toronto and Vancouver (typically on street mixed with motor vehicle traffic). The above definition of single party omits collision avoidance crashes that do not result in direct collisions with other parties. If we include collision avoidance crashes as multi-party crashes, only 42% remain single party in our study. An Australian study [20] also found that single party crashes were considerably lower once collision avoidance was taken into account (52%).

Strengths and limitations

This study adds to the small base of evidence examining the distribution of crash circumstances in an urban cycling context [12,18,20]. It is the first to report observed to expected crash circumstances by route type (controlling for exposure). It examined 14 route types, many more than previous studies, though this meant that some route types had small numbers of injury events, so that confidence intervals were wide for observed to expected ratios.

We included injuries serious enough to require a hospital visit: treatment in an emergency department or hospital admission, but the most serious injuries (including deaths) were not included because routes and circumstances could not be reported. Hospital-based case identification allowed a broad array of crash circumstances to be captured beyond motor vehicle collisions. Others have reported injuries with hospital identification, providing a basis for comparison [12-15,17-19]. We restricted cases to those injured while cycling for utilitarian or leisure travel by excluding cases injured during risk-taking sports like mountain biking and racing. This restriction provided a clear delineation of the focus: on cycling for which urban transportation engineers design route infrastructure. Other studies did not have such restrictions and sports injuries may have been substantial, particularly in countries such as the United States, Australia and New Zealand [13,15,16,23].

We classified crash circumstances using classes similar to those in other studies, although each study had variations [12-19]. Collisions with motor vehicles or not is the most frequent basis for classification. We tallied crashes with vehicle doors as a separate category and also tallied motor vehicle involvement in crashes that did not end in a direct collision with a vehicle. Another common basis for classification is collision vs. fall. In collisions, we included crashes with surface features because most of these crashes involved a dramatic change in motion after striking the feature. Some might consider these falls; our separate tally of streetcar track and other surface crashes allows others to do their own calculations. There are other methods of classifying crashes, for example, based on travel movements or collision partner responsibility, but our data did not allow these [31].

Crash circumstances in this study were based on a description of the event by the injured cyclist. This is true of most studies classifying crashes, including surveys of cyclists and studies using hospital coding of injury events [12,14-18]. The results therefore rely on the accuracy of participants' recall. To minimize problems

related to recall, we excluded cyclists who could not remember their injury event, we interviewed subjects as soon as possible after the crash (50% completed within 4.9 weeks, 75% within 7.7), and we did not ask for comments about fault. Some injury data, particularly from police or transportation agencies, may include reporting by all parties in the crash, witnesses, and investigators [13,22].

Conclusions

In the Bicyclists' Injuries and the Cycling Environment study in Toronto and Vancouver, about one-third of crashes were collisions with motor vehicles (including "doorings"), one-third collisions with infrastructure and surface features, and a small proportion collisions with cyclists, pedestrians and animals. All collision circumstances, and falls to avoid collisions, were related to route type. Our results reinforce the importance of providing bicycle-specific facilities such as cycle tracks alongside major streets and bike paths off-street. They demonstrate the value of not placing cyclists between parked and moving vehicles on major streets to reduce the chance of being hit by a door. They show the value of separation from streetcar (tram) tracks, via cycle tracks or separated streetcar lanes. They shed light on problems with off-street bike paths and multi-use paths, where collisions with infrastructure and surface features were elevated. Such facilities are very attractive to people of all ages and abilities; removing obstacles, providing clear sight lines and ensuring routine maintenance should improve their safety.

Many cities are trying to encourage cycling, and safety is a key motivator [7,9]. Understanding crash circumstances on the various routes types will help transportation planners and engineers target improvements to make cycling safer.

Competing interests

KT, CCOR, PAC, MW have held consultancies to related to their transportation or injury biomechanics expertise. PAC has stock in a company developing a helmet that he co-invented. All other authors have no financial or other relationships or activities that could appear to have influenced the submitted work.

Authors' contributions

KT, MAH, CCOR, and PAC were responsible for initial conception and design of the study. KT, MAH, CCOR, PAC, MW, MC, MDC, JB, GH, SB and SMF were responsible for the funding proposal. MAH, CCOR, MW, MM, MDC, LV and KT designed and tested data collection instruments. JB, GH, SMF, and MDC contributed to identification of injured cyclists at the study hospitals. HS was responsible for data analyses. KT drafted the article. All authors contributed to study design and implementation, analysis decisions, interpretation of results, and critical revision of the article. All authors read and approved the final manuscript.

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Memo

To: Donna Dupas, Legislative Manager **File: 1420-30**

From: Elizabeth van den Hengel, Committee Clerk

Date: January 27, 2017

Subject: REQUEST TO NAME LAMBRICK PARK BASEBALL DIAMOND

At the January 26, 2017 the Parks, Trails and Recreation Advisory Committee heard presentations from The Chair of the Greater Victoria Baseball Association Victoria Eagles and the Senior Manager, Parks, on the request to name the Lambrick Park Baseball diamond. Accordingly the Committee resolved as follows:

> **"That the Parks, Trails and Recreation Advisory Committee recommends that Council support the naming of the full-sized baseball diamond at Lambrick Park as Joe Stephenson Field."**

Background materials and an excerpt from the minutes is attached for your information.

E van den Hengel

Elizabeth van den Hengel
Committee Clerk

/evdh

ecopy: Mayor Atwell
Paul Thorkelsson, CAO
Councillor Murdock
Director of Parks and Recreation
Director of Finance

Attachments (3)

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DISTRICT OF SAANICH

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F.2

REQUEST TO NAME LAMBRICK PARK BASEBALL DIAMOND

The Chair of the Greater Victoria Baseball Association Victoria Eagles and the Senior Manager Parks presented the Committee with the request to name the full sized baseball diamond at Lambrick Park. The highlights are noted:

- The main diamond at Lambrick Park is one of the premier baseball diamonds in the province.
- Many young baseball players aspire to play on this highly regarded diamond.
- One individual has been instrumental in developing the main diamond into the fantastic facility that it is today. Mr. Joe Stephenson has volunteered tirelessly for 18 years in multiple roles within the baseball community.
- The Victoria Eagles and the Gordon Head at Lambrick Park Baseball Association strongly believe that Mr. Stephenson deserves recognition for his immense contributions to Lambrick Park and the Municipality of Saanich.
- Saanich has a number of sports fields that are named after individuals that have had a significant impact on a particular sport.
- There are no anticipated financial implications to Saanich for the naming of the main baseball diamond at Lambrick Park.
- Saanich Park naming guidelines have been met.
- Saanich should consider female athletes for recognition in future park/venue naming.

MOTION: **Moved by T. Hatcher and Seconded by T. Austin "That the Parks, Trails and Recreation Advisory Committee recommends that Council support the naming of the full-sized baseball diamond at Lambrick Park as Joe Stephenson Field."**

CARRIED

The Corporation of the District of Saanich

Report

To: Council

From: Dean Murdock, Chair, Parks, Trails and Recreation Advisory Committee

Date: 1/26/2017

Subject: Lambrick Park Baseball Diamond Naming

RECOMMENDATION

That the Parks, Trails and Recreation Advisory Committee recommends that Council support the naming of the full-sized baseball diamond at Lambrick Park as Joe Stephenson Field.

PURPOSE

The purpose of this report is to recommend to Council that the full-sized baseball diamond at Lambrick Park be named as "Joe Stephenson Field" following the direction outlined in the council policy on Park Naming.

DISCUSSION

Background

The Victoria Eagles Baseball Club (Eagles) and the Gordon Head at Lambrick Park Baseball Association (GHLPBA) have made a joint request to the Director of Parks and Recreation to name the full-sized baseball diamond in Lambrick Park after a long time volunteer, Joe Stephenson (see Appendix 1).

According to the council policy on Park Naming,

> *Significant features within a park may be named separately based on a recommendation from a community organization, review by the Parks and Recreation Committee [PTR], and approval by Council.*

Both the Eagles and GHLPBA have been long standing sports user groups in Saanich, specifically in Lambrick Park, offering a variety of baseball programs for Saanich residents. Joe Stephenson volunteered to ensure the success of these programs for 18 years.

The clubs would ideally like to announce the naming of the field at the 2017 Opening Ceremonies on April 2, 2017.

Saanich has a number of sports fields, soccer and baseball, that are named after individuals. Examples include: Doug Day, Wilf Sadler and Frank Leversedge fields.

ALTERNATIVES

1. That Council supports the recommendation from the Parks, Trails and Recreation Advisory Committee.
2. That Council does not support the recommendation from the Parks, Trails and Recreation Advisory Committee.

FINANCIAL IMPLICATIONS

It is anticipated that the Clubs would like to place a sign at the diamond with the name. Costs associated with this will be the responsibility of the clubs, with some input from Saanich Parks staff related to optimal sign placement and standards. There is no anticipated financial implications to Saanich of naming this baseball diamond.

CONCLUSIONS

The Eagles and GHLPBA baseball clubs have requested that the full-size baseball diamond in Lambrick Park be named after long-time volunteer Joe Stephenson. The Parks, Trails and Recreation Advisory Committee recommends that Council support the naming following the direction outlined in Council's policy on Park Naming.

Approved by

Dean Murdock

Dean Murdock

Chair, Parks, Trails and Recreation Advisory Committee

EV

Attachment 1: Letter from clubs

for file

Victoria Eagles Baseball
GVBA High Performance Division
BC Premier League & BC Minor Baseball

GORDON HEAD
AT
LAMBRICK PARK BASEBALL ASSOCIATION

Suzanne Samborski
Director of Parks and Recreation
1040 McKenzie Avenue
Victoria, B.C. V8P 2W7
Tel: 250-475-5421
Email: Suzanne.samborski@saanich.ca

January 3, 2017

Dear Ms. Samborski,

Request to Name Lambrick Park Baseball Diamond

The Victoria Eagles Baseball Club ("Eagles") and the Gordon Head at Lambrick Park Baseball Association ("GHLPBA") jointly request that the full-size diamond at Lambrick Park be named "Joe Stephenson Field". GHLPBA holds the permit for the field and their community-based teams share the field with the Eagles high performance baseball program.

The Lambrick Park diamond is the most highly used baseball facility in the Greater Victoria area. The reason for this is simple – it is not only the best diamond in Victoria, it is one of the best places to watch a baseball game in B.C. Its lights, scoreboard, dugouts, batting cage, concession, and the fantastic setting foster the ambience of a minor-league ballpark to the delight of the thousands of players and fans who frequent the field every year beginning in March and ending in October.

The credit for this belongs to one person above all others – Joe Stephenson. It would not have happened without the vision, tenacity and leadership he displayed during the eighteen years he volunteered for baseball programs based at Lambrick Park. Joe first served on the Gordon Head Little League for four years before joining the Lambrick Park Babe Ruth Baseball Association ("LPBA") in 1997. In the Fall of 1998, he accepted the nomination to serve as President of LPBA and he immediately set to work on improving the diamond.

In 1999, LPBA applied and received a grant from the Saanich Kinsmen to complete the clubhouse flooring and Joe solicited another donation to finish its interior window coverings. That same year, Joe lead the initiative to install a new scoreboard outside the fence in right field. He secured sponsors to cover $24,000 of the $32,000 purchase price and got free installation from Don Mann Excavating. To install the new scoreboard, Joe spearheaded the campaign to obtain approval from the Saanich Parks and Recreation Advisory Committee, conduct a survey of local neighbours, and get approval from Saanich Council. His efforts paid off when Saanich Council voted unanimously in favour of the new scoreboard which was installed in time for the BC Summer Games in July, 2000. The scoreboard was not the only improvement Joe implemented in 2000. That year the LPBA funded a new batting cage with a rubber floor, lights, and a storage facility. He persuaded a local commercial lighting company to donate the batting cage lights and the cost of installation.

Joe was just as busy in 2001 when he approached Saanich Kinsmen to fund $10,000 cost of a new permanent fence extending from dugout to dugout around the outfield, replacing a temporary fence that was old, rusty and dangerous. A new backstop was also erected. 2001 was the year that Joe began to articulate his vision of establishing the Lambrick Park field as the first dedicated full time youth baseball field in Greater Victoria to have field lights. The cost of this project was estimated at $150,000 which was significant for a youth baseball program. Joe made presentations to Saanich Parks, the Gordon Head Residents Association, the Saanich Parks and Recreation Advisory Committee, attended two separate public meetings, and dealt with opposition from many nearby residents. The public consultation culminated in a Saanich Council meeting where, after several presentations, Council voted unanimously to support the Lambrick Park lights. Funding for the project came from provincial grants, corporate donations, cash and in-kind donations from Saanich Parks, and from LPBA fundraising efforts and in 2003, the outdoor lights were installed. The field could now be used during the early evening darkness and 2003 saw the advent of Fall Ball in Victoria with Lambrick Park as the feature diamond for evening games.

Joe's drive to improve the Lambrick Park diamond continued. In 2005, the worn-out wooden bleachers on the 3rd base side were scheduled for demolition by Saanich Parks. Rather than lose the home side spectator seats, Joe and Saanich Parks agreed to replace them with new concrete bleachers. The LPBA shouldered the cost of about $45,000. The bleachers not only gave baseball fans new permanent seats, but also much needed storage space for field equipment and supplies.

Joe's tenure as Lambrick Park President saw many additional smaller improvements but he saw one further major project as necessary and important. In 2008, under Joe's leadership, the LPBA began fund raising and applying for grants to replace the field's existing dugouts. These dugouts were very old, flooded in the winter and were frequently vandalized. Moreover, they were too small to hold the larger rosters of the higher calibre teams using the diamond. Joe wanted the dugouts to be of matching quality to the other assets of the field. At personal expense, he visited spring training and major league parks, taking many pictures of Major League Baseball dugout features such as bat racks, washrooms, change rooms which he incorporated into the design of the new Lambrick Park dugouts. Joe was also instrumental in having New Era Caps, a sponsor of many MLB dugouts, design the dugouts (and donate hats for the kids in succeeding years!). After months of designing, corporate fundraising, applying for provincial grants, meeting with Saanich Parks and civil engineers and more visits to the Parks

and Recreation Advisory Committee, Saanich Council gave its unanimous approval for the construction of new dugouts and they were built at a cost of about $150,000.

2009 also saw Joe play a central role in the securing of a new BCPBL franchise based at Lambrick Park. The excellent home park facilities were an important factor in the BCPBL's decision to award the franchise and in 2010 the Victoria Eagles played their first home game on the Lambrick diamond. Today, all three midget age Eagles teams call Lambrick Park home.

After 18 years of volunteering in youth baseball, Joe stepped down from the LPBA in 2012 when it merged with the Gordon Head Baseball Association to form the GHLPBA. During Joe's tenure, the LPBA received municipal, provincial, corporate and private donations totaling more than $500,000, all of which was spent making Lambrick Park a better place for our kids to play baseball. The field is the crown jewel of Saanich baseball parks and it is one of the premier baseball venues in this province. None of this would have happened without Joe Stephenson's leadership and commitment. The Victoria Eagles and the GHLPBA strongly believe that Joe deserves recognition for his immense contributions to Lambrick Park and the Saanich community. We believe that naming the diamond "Joe Stephenson Field" is a fitting tribute and we urge Saanich Parks and Recreation to recommend a motion by Saanich Council to this effect. We are hoping that Mayor Atwell can announce the naming of the field at our 2017 Opening Ceremonies at Lambrick Park on April 2, 2017.

Thank you for your consideration. Please let us know if you have any questions.

Sincerely,

[redacted]

Martin Winstanley
Chair
GVBA Victoria Eagles

[redacted]

Stephen Gaskin
President
GHLPBA

1410-04
ref: 28660-20

CW Feb 6/17

The Corporation of the District of Saanich

Mayor
Councillors
Administrator

Council
Administrator
Media

Report

To: Mayor and Council

From: Sharon Hvozdanski, Director of Planning

Date: January 3, 2017

Subject: Development Permit Amendment Application
File: DPA00888 • 4247 Dieppe Road

PROJECT DETAILS

Project Proposal:	The applicant proposes to amend Development Permit DPR00543 to incorporate changes to the site plan, landscaping and building façade for the previously approved warehouse, processing plant and office building for Islands West Produce.
Address:	4247 Dieppe Road
Legal Description:	Lot D (DD 234442I), Sections 11 and 100, Lake District, Plan 2611 Except Part in Plan 2395 RW
Owner:	Fatt's Poultry Farm Ltd., Inc. No. 31205
Applicant:	de Hoog and Kierulf Architects (Peter de Hoog)
Parcel Size:	2.38 ha
Existing Use of Parcel:	Food Processing and Single Family Dwellings
Existing Use of Adjacent Parcels:	North: RS-8 (Single Family Dwelling) Zone South: RS-8 (Single Family Dwelling) Zone and RD-1A (Two-Family Dwelling) Zone East: RS-8 (Single Family Dwellings) Zone West: M-3 (Patricia Bay Highway, Industrial Park) Zone
Current Zoning:	CD-4DR (Comprehensive Development Dieppe Road) Zone
Minimum Lot Size:	N/A
Proposed Zoning:	N/A
Local Area Plan:	North Quadra
LAP Designation:	Potential Mixed-Residential

RECEIVED
JAN 04 2017
LEGISLATIVE DIVISION
DISTRICT OF SAANICH

CW
1

Community Assn Referral: North Quadra Community Association • Referral sent September 26, 2016. Letter of non-support received October 4, 2016.

PROPOSAL

The applicant proposes to amend Development Permit DPR00543 to incorporate changes to the site plan, landscaping and building façade for the previously approved warehouse, processing plant and office building for Islands West Produce.

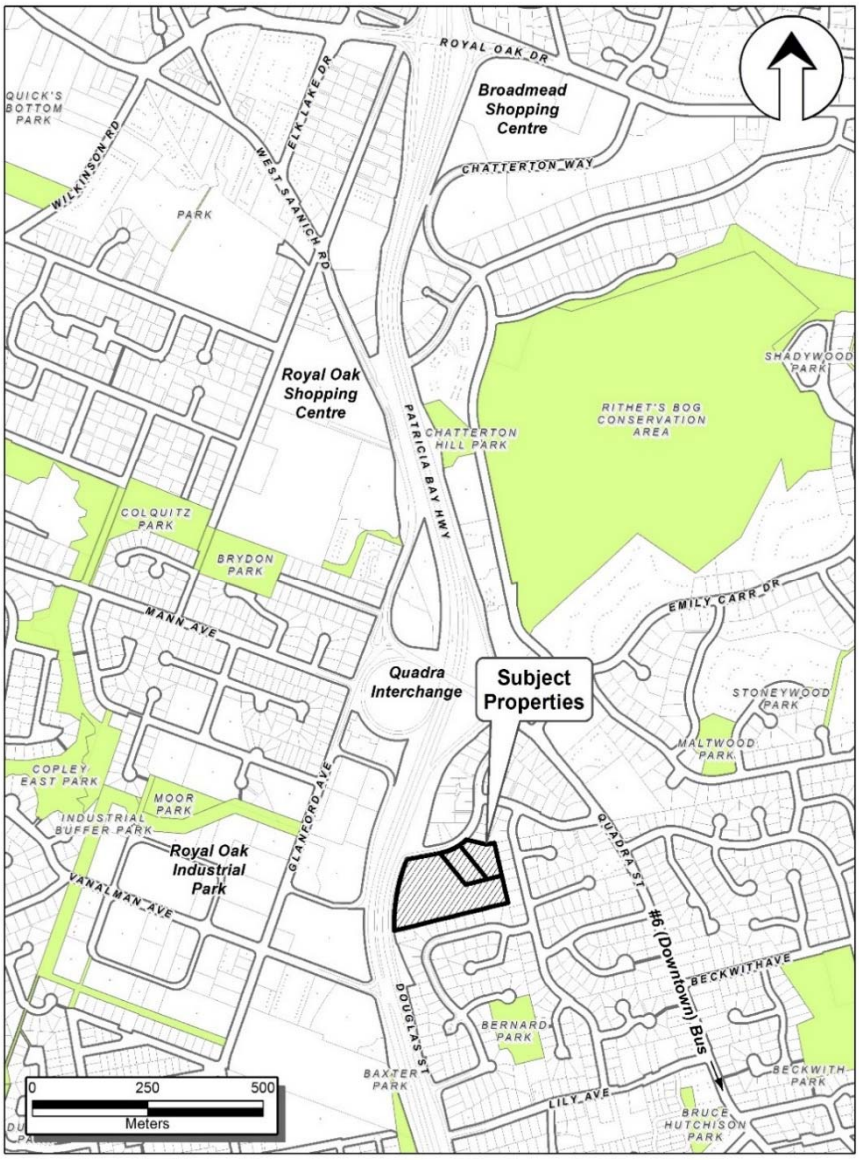

Figure 1: Context Map

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 new buildings."

4.2.3.1 "Focus new multiple family residential, commercial, institutional and civic development in Major and Neighbourhood "Centres", as indicated on Map 4."

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 4 storeys); and
- mixed-use (commercial/residential) (up to 4 storeys)."

1.1.3.3 "Work cooperatively with the Greater Victoria Development Agency to retain and enhance existing businesses, and attract new environmentally friendly businesses to the region."

6.2.5 "Support a balanced economy by encouraging a broad range of commercial, service, research, high tech and industrial uses."

North Quadra Local Area Plan (2003)

5.3 a) "Consider mixed residential use for the Fatt's farm on Dieppe Road at a base density of 10 units per gross hectare."

b) "Consider a density bonus for mixed residential use to a maximum 15 units per gross hectare where a development proposal provides substantial amenities."

Saanich General Development Permit Area Guidelines

Relevant guidelines relate to integrating new development with adjacent land uses and the streetscape, providing attractive and well-landscaped street frontages and high quality architecture, balancing the needs of all transportation modes, and retaining healthy trees and other natural vegetation.

DISCUSSION

Background

In March, 2016 Council approved Development Permit DPR00543 to allow construction of a 2-storey warehouse, processing plant and office building for Islands West Produce. The Development Permit and complementary Rezoning and Subdivision applications were part of a comprehensive proposal to redevelop three properties at 4247, 4253 and 4255 Dieppe Road for a mixed-use development which also includes 33 attached housing units, as well as eight

bareland strata lots and one fee-simple lot for single family dwelling use. The food processing facility is the first phase of this comprehensive development.

Neighbourhood Context

The 3.1 ha site is located at the corner of Douglas Street and Dieppe Road. The site has been used by the Fatt Family for agriculture and food production since the land was purchased in 1922. It currently accommodates a food processing business operated by Islands West Produce, as well as a single family dwelling. A right-of-way containing a major hydro transmission line is located along the south side of the site. Surrounding land use consists of single family dwellings on three sides and the Royal Oak Industrial Park to the west across Patricia Bay Highway.

Proposed Design Changes

Through the design development process for the processing plant building, the applicant has identified a number of design changes. These changes are in response to Building, Fire, Life Safety, and Health Code requirements; evolving function and operational requirements; sustainability and environmental performance initiatives; and the desire to keep costs low, improve efficiency, and achieve a high level of performance for the facility. Building siting, location of loading bays, access location and overall character have not changed from the approved Development Permit.

Site Design

The applicant has redesigned the south east parking area and drive aisle to improve safety and efficiency, and reduce the amount of pavement required. The landscape buffer to the existing Garry oak tree to be retained has been increased, the height and extent of proposed retaining walls have been reduced, and the distance and amount of landscape buffer to the common property line with the proposed attached housing development has been increased. An internal exit stair to the north east corner of the building has been added eliminating an external walkway stair and retaining wall from the east 3 m property line setback. The remaining retaining wall has been moved from the north and east property line to the setback line and reduced in height allowing for landscaping both above and below. Dumpsters, screened by the retaining wall and landscaping were added in this location (see Figure 2).

Landscaping

The Health Code prohibits vegetation on or within 60 cm (2 ft.) of the building exterior necessitating removal of the majority of landscaping directly adjacent to the building, including the green screens and vines that were features on the building. Moveable planter boxes have been substituted for the previously proposed green roof terraces. Landscaping has been substituted for the proposed small rain garden at the northwest corner of the building and a new larger rain garden has been added at the south east corner. A transformer and generator have been added in the area of the northwest rain garden, both oriented towards the parking area and screened from the street and neighbours (see Figure 2).

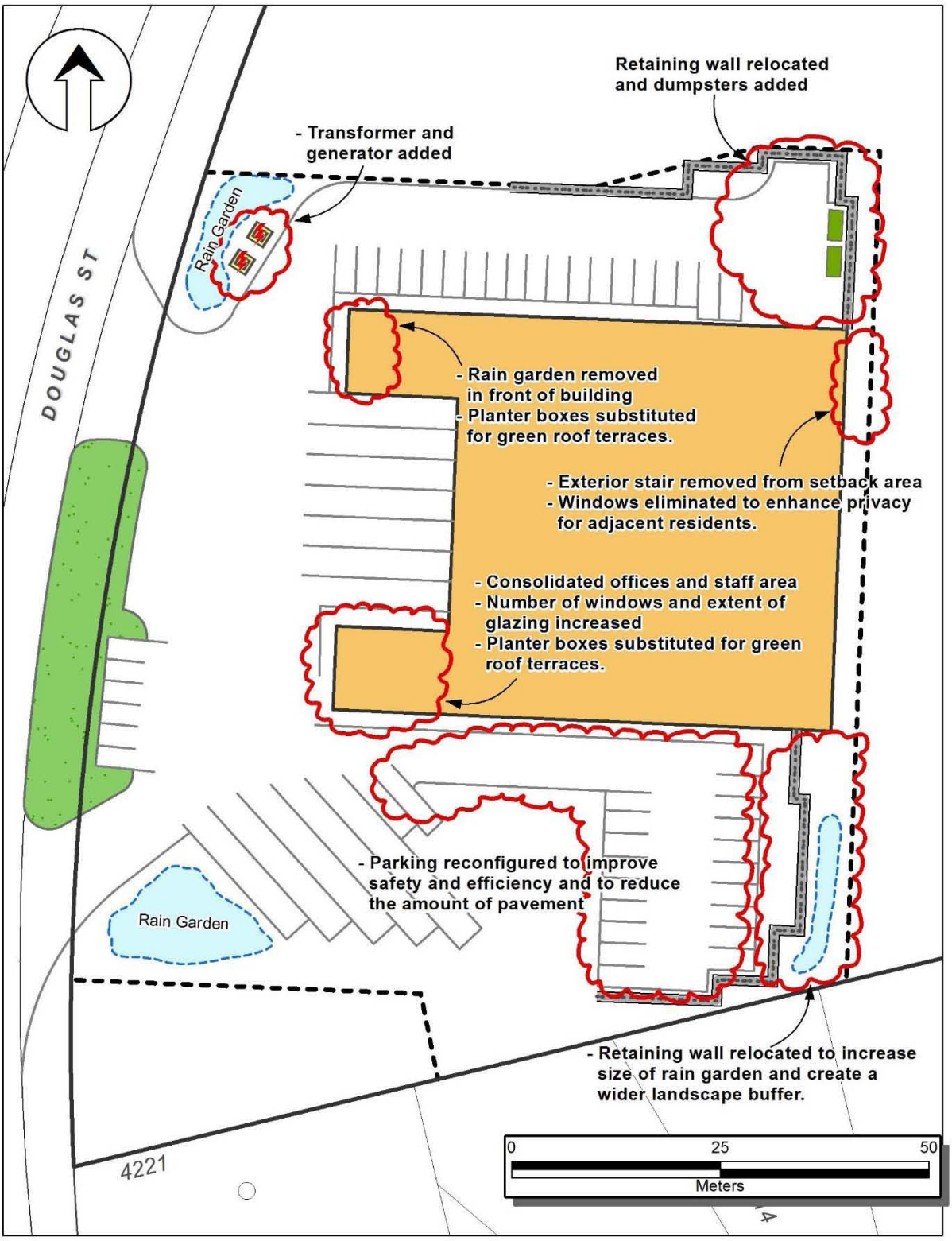

Figure 2: Proposed Site Plan Showing Areas of Change

Building Facade

The interior spaces of the proposed building have been reorganized to create consolidated office, warehouse, and refrigeration zones to reduce construction costs, reduce energy use, and improve overall building performance and efficiency. In doing so, most of the office and staff areas have been relocated to the perimeter of the building. The number of windows and extent of glazing have been increased to provide employees with greater access to natural light, ventilation, and views. Windows have been added in all doors and glazing has been added or increased in stairs and hallways so that employees working in windowless areas of the facility would have access to natural light and views when moving through the facility. Privacy for neighbouring properties has been preserved or enhanced by eliminating the windows from the east elevation that looked directly onto the future townhouses. Most of the windows have been concentrated in the north and southwest areas of the building where they overlook the parking areas and the street.

Figure 3: Food Processing Facility with Proposed Changes

Figure 4: Food Processing Facility as per Approved Development Permit

The main entrance canopy has been increased in size, canopies have been added at the staff and loading area entrance doors, and guardrails have been added as required by Code. Given the loss of the green screens and vines and the increase in the number of windows and amount of glazing, the elevations have been re-composed while maintaining the same material and

colour palette, and the same scale, detail and compositional interest as the previously approved plans.

CONSULTATION

A referral was sent to the North Quadra Community Association (NQCA), and a letter of non-support from the Association was received October 4, 2016. NQCA has stated that they did not support the project in the first place, and therefore, do not support the amendment for the following reasons:

1. The approval was based on flawed Planner's reports and very poor reasoning from Council.
2. The development and density did not comply with the North Quadra Local Area Plan.
3. Excessive density and major height variances were granted without seeking substantial amenity.
4. A right-of-way for future bicycle lanes along Dieppe Road was not sought, and therefore, not secured.
5. No sidewalk along Dieppe to Quadra was considered, and therefore, not obtained.
6. But most importantly, a fair Community Amenity Contribution was not asked for, and therefore, not received.

As noted in the April 14, 2015 Planner's report, the single family and attached housing components of the development are consistent with the North Quadra Local Area Plan which designates the site for mixed-residential use. While not strictly in accordance with the future land use vision of the local area plan, the commercial/industrial component would maintain the historic use of the site for food production and support the local economy by allowing a long standing local business to remain on the site.

The total Community Contribution attributed to this development is $168,500 or $4,011.90 per residential unit. While there is no specific Council policy respecting community contributions, the benchmark for recent residential development is ±$1500.00 per unit. The contribution for this development includes provision of curb, gutter, and sidewalk upgrades extending beyond the parcel frontage along the east side of Dieppe Road to Caen Road and then as far up Caen Road as funds allow, two additional street lights on Caen Road, a contribution to the Saanich Affordable Housing Fund, and a contribution for Gabo Creek environmental enhancement and awareness. Respecting the priority for sidewalk improvements, NovaTrans Engineering Inc. undertook a comparison of the Dieppe to Quadra and Caen to Quadra routes. The consultant's report recommended Caen Road as the priority due to traffic volume and speed.

Dieppe Road is a residential street and part of a local bikeway connector extending from Lochside Trail at Saanich Municipal Hall to Quadra Street at Dieppe Road. Provision for future bicycle lanes on Dieppe Road was not a Development Servicing Requirement based on the residential road designation and the number of users.

SUMMARY

Changes are proposed to the approved Development Permit for a food processing facility in response to Building, Fire, Life Safety, and Health Code requirements; evolving function and operational requirements; sustainability and environmental performance initiatives; and the desire to keep costs low, improve efficiency, and achieve a high level of performance for the

facility. Staff have reviewed the proposed site, landscaping, and building changes. These changes, which are mostly minor in nature, are positive enhancements to the design and building function, and can be supported.

RECOMMENDATION

That Development Permit Amendment DPA00888 amending Development Permit DPR00543 be approved.

Report prepared by:
Neil Findlow, Senior Planner

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

Report reviewed by:
for
Sharon Hvozdanski, Director of Planning

NDF/jp
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Attachment

cc: P. Thorkelsson, CAO
G. 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. DPA00888
AMENDS DPR00543

AMENDMENT TO DEVELOPMENT PERMIT

TO: **Fatt's Poultry Farm Ltd., Inc. No. 31205**
4251 Dieppe Road
Victoria, BC V8X 2N2

(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 D (DD 234442I), Sections 11 and 100, Lake District, Plan 2611 Except Part in Plan 2395 RW

4247 Dieppe Road

(herein called "the lands")

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

   (a) By supplementing the provisions of the Zoning Bylaw 2003 to require the warehouse, food processing plant, and office building and lands to be constructed and developed in accordance with the plans prepared by de Hoog & Kierulf architects, Murdoch de Greeff Inc. Landscape Architect, and Westbrook Consulting Ltd. received on September 16, 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) 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.

   (b) 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 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 MUNICIPALCOUNCIL ON THE

_____ DAY OF _____ 20 _____

ISSUED THIS _____ DAY OF _____ 20 _____

_____
Municipal Clerk

APPENDIX X

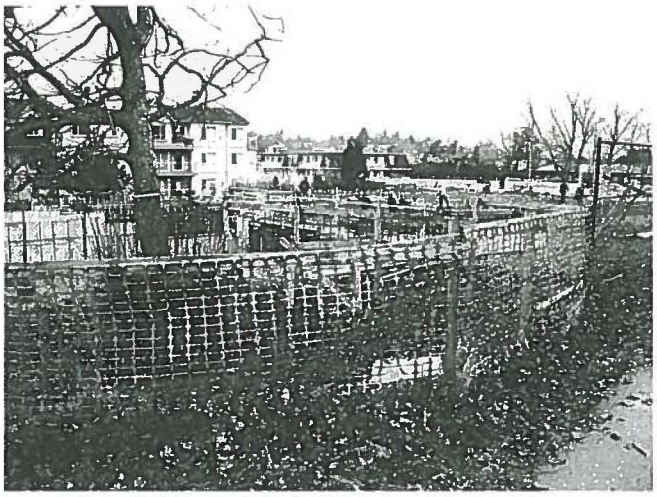
PROTECTIVE FENCING FOR TREES AND COVENANT AREAS

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

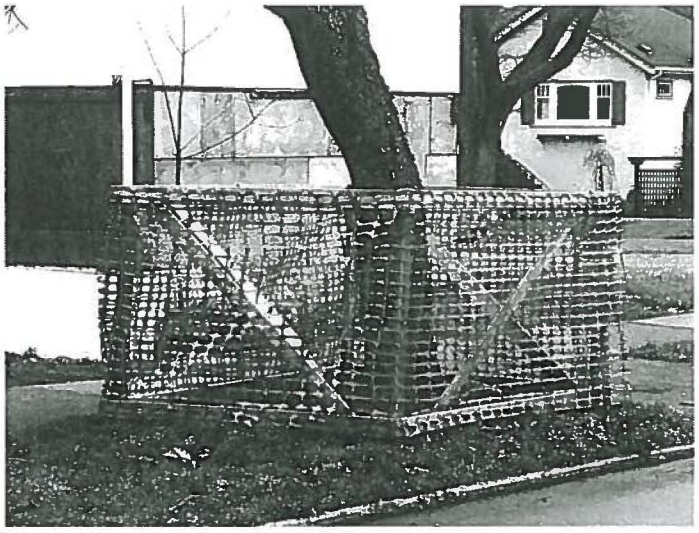
Prior to any activities taking place on a development site, the applicant must submit a photo showing installed fencing and "WARNING – Habitat Protection Area" signs to the Planning Department.

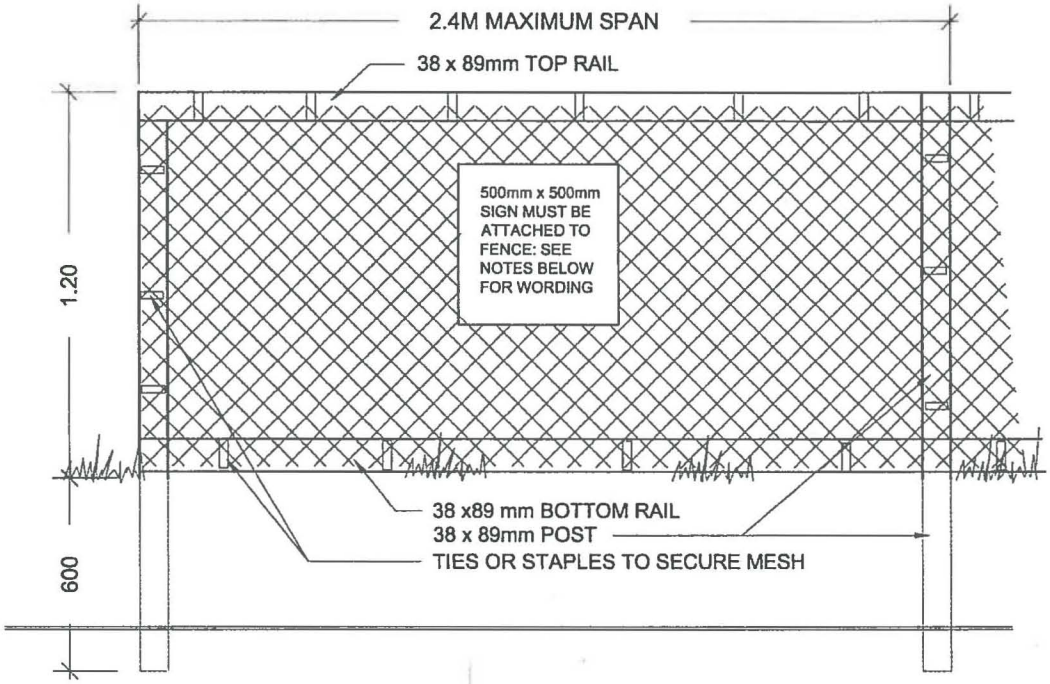
Specifications:

- 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 GALVANZIED 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.

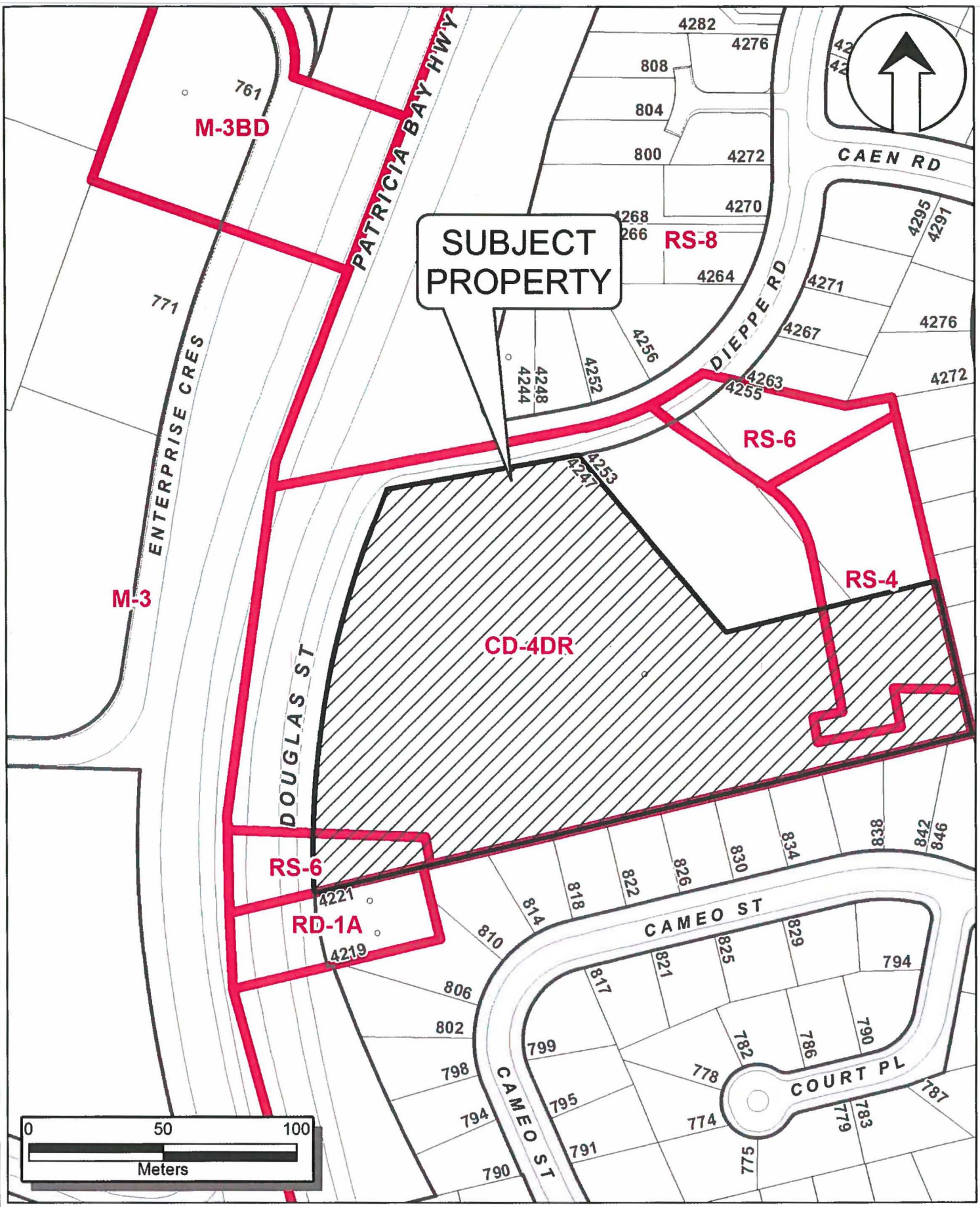
* IN ROCKY AREAS, METAL POSTS (T-BAR OR REBAR) DRILLED INTO ROCK WILL BE ACCEPTED

Saanich

DETAIL NAME: TREE PROTECTION FENCING

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

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



District of Saanich Planning Dept. July 19 2016

advicas
Professional Quantity Surveyors
Sustainability Consultants

#100–31 Bastion Square
Victoria, BC Canada
V8W 1J1
Office: 250.383.1008
Toll Free: 888.383.1008
Fax: 250.383.1005
admin@advicas.com
www.advicas.com

September 9, 2016

Project: 2012021

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

Attention: Neil Findlow
Senior Planner

Dear Mr. Findlow:

Re: Islands West Office and Food Processing Warehouse
4247 Dieppe Road, Covenant Item #6: Sustainability Requirements
Building Permit Application

Per the requirements of the project Covenant, *"The Covenantors agree to design and construct any commercial/industrial buildings on the Lands to a minimum LEED® Silver standard or an equivalent energy and environmental performance standard, as determined by the Director of Planning of the Covenantee, and to submit design plans and LEED checklist or LEED equivalency report for the review and approval of the Director of Planning prior to the issuance of a building permit."*

As the project's Sustainability Consultant and as a LEED® Accredited Professional, it is my opinion the proposed Islands West Office and Food Processing Warehouse has met this requirement in that it has followed a process and pursued sustainability strategies generally consistent with what we infer the District of Saanich intends by "LEED® Silver standard or an equivalent energy and environmental performance standard".

Based on our phone conversation on December 1, 2015, it is Advicas' understanding that it is acceptable to the District of Saanich that this project not pursue LEED® certification with the Canada Green Building Council (CaGBC), as long as we demonstrate suitably high levels of sustainability. The project team has opted not to pursue certification with LEED® or an alternate third-party rating system and instead to use as consideration the concept of "suitably high levels of sustainability", working toward this goal for the good of the project and environment, and to satisfy Saanich's requirements for this facility.

There is no industry consensus on what constitutes LEED Equivalency, so to address this, Advicas has used its experience with the LEED rating system to engage the team in a design collaboration process focused on sustainability, with the LEED Canada New Construction v2009 rating system Silver level rating as a basis for discussion and guidance. As a result of this process, the team has developed a number of sustainability initiatives in keeping with this facility and its intended use. The design incorporates water efficiency measures, high efficiency lighting systems, and mechanical systems selected for efficiency, occupant comfort and reclaim of waste heat. Considerable improvements are planned for the site in the way of stormwater management and landscaping, treating rainwater runoff through rain gardens prior to its introduction into Gabo Creek, and restoring native grass species and camas flowers to the meadow around the retained Garry Oak tree.

We attach a checklist with brief descriptions of:

- Targeted sustainability strategies including additional strategies under consideration. Individuals familiar with the LEED rating system will recognize relationships between our project's targeted sustainability strategies and LEED credits, however the checklist is not intended to imply precise correlation and achievement of specific LEED credit requirements. Attached letters from the Design Team provide more detailed information about the sustainability strategies in their respective designs.

- Company name of discipline which provides additional description of the sustainability strategy in this Building Permit stage Sustainability Submission.

- Proposed Occupancy Permit Submission documentation. Note that, in most cases, we propose the Occupancy Permit Sustainability Submission be of similar structure to this Building Permit submission. The primary difference will be that, for many of the sustainability strategies, the individual(s) responsible for the design associated with the strategy will provide a letter confirming the strategy has been constructed per design intent. By this we mean individual(s) responsible will review construction through the typically expected practices of shop drawing review and/or site reviews, as they deem appropriate, to confirm construction is in general accordance with design intent, drawings and specifications.

From Advicas' experience, the systems and sustainability strategies in the design for this project are strategies we would expect in a building meeting Saanich's requirements. As Sustainability Consultant for this project, I will continue to support the sustainability strategies through the construction process and will provide an update on these strategies as a part of this project's submission for Occupancy Permit.

We are hopeful we have interpreted your requirements correctly and this package demonstrates compliance with the Building Permit stage sustainability requirements. We look forward to your response and confirmation.

Yours truly
per: Advicas Group Consultants Ltd.

PROFESSIONAL ENGINEER
PROVINCE OF BRITISH COLUMBIA
W. C. MACDONALD
29444

Wendy C. Macdonald, PEng, LEED® AP
Sustainability Consultant
(250) 995-5423
wmacdonald@advicas.com

enclosures (16 pages)

RECEIVED
SEP 16 2016
PLANNING DEPT.
DISTRICT OF SAANICH

4251 DIEPPE SUSTAINABILITY SCORECARD

Building Permit Application Stage

Sept 9/16

This checklist is intended to be used for the purposes of outlining the project's sustainability strategies and identifying how project intends to meet District of Saanich Covenant re: sustainability requirements.

Sustainability Strategies Checklist		Strategies	Sustainability Submission Building Permit (BP) Proposed for Occupancy Permit (OP)
	Construction Activity Pollution Prevention	A Construction Activity Pollution Prevention Plan (CAPPP) and Erosion and Sediment Control plan (ESC) will be developed based on approved guidelines. The Contractor will be responsible for maintaining measures to limit suspended solids in site runoff to prescribed levels using a variety of tools such as settling ponds/tanks, filtration systems, filter bags, silt fence, hay bales, etc. Regular sampling and reporting of water quality will be submitted by the Contractor. Westbrook will include in specifications the requirement for Erosion & Sediment Control Plan with requirement that E&S plan be approved by Westbrook.	BP: Westbrook letter OP: Westbrook letter based on E&S reporting from Contractor
	Site Selection	Project is on predeveloped land which is not ALR, parkland, ecologically sensitive, habitat for rare/endangered species, nor near a wetland. Project site area defined as limits of construction.	BP: Westbrook letter OP: None proposed
	Development Density and Community Connectivity	Confirmed 10 services within 800m radius. Also, residential development on site will increase density	BP: None proposed OP: None proposed
	Alternative Transportation: Public Transportation Access	#6 Quadra bus stop is 650m from building. IW tracked distance to work for in-town employees (Jan 2014). 78 of 103 employees live less than 10km, 42 live less than 5km. IW open to funding bus pass and bike to work programs and will look positively on helping funding purchases for adjacent residential properties for long time employees.	BP: None proposed OP: None proposed
	Alternative Transportation: Bicycle Storage & Changing Rooms	Rough calculations based on 10 office FTEs at 8 hrs/day and 5 days/wk, plus 40 manufacturing staff in building from 4am-7pm (15 hrs/day) and 6.5 days/wk = approximately 120 FTEs. Since this aligns with max occupancy load, will use this figure. 5 bike racks at employee area (each with 2 spots), and 4 racks at main entrance (each with 2). In basement, 4 hangers with each. Total: 18 outside and 8 inside. Showers located in locker room.	BP: deHoog & Kierulf letter OP: deHoog & Kierulf letter confirming constructed per design intent*
	Alternative Transportation: Low-Emitting & Fuel-Efficient Vehicles	Based on approximately 44 parking stalls, will install 2@120V charging stations, with controls from inside, signage. Locate one in private, one in public areas.	BP: Triumph letter OP: Triumph letter confirming constructed per design intent
	Site Development: Maximize Open Space	We have 25% vegetated open space. This site is spot zoned (we are our own zone). Credit available will pursue via Case 3 - sites with zoning but no open space requirements which requires min. 20% vegetated open space.	BP: Murdoch deGreeff letter OP: Murdoch deGreeff letter confirming constructed per design intent*
	Stormwater Design: Quantity Control	We have confirmed we are detaining what we need using the on site raingardens. We are slowing and storing required amounts (though all ultimately goes to the infrastructure). Strategy meets Saanich stormwater bylaw requirements re: storage. Existing conditions are largely impervious. Design is for 100% of hardscape and roof areas are to be drained to raingardens for storage and infiltration. Raingardens are oversized for requirements. MdG developed the stormwater strategy for the comprehensive site and submitted stormwater statement to Saanich. MdG and Westbrook to work together to produce required Saanich documents.	BP: Westbrook letter, Murdoch de Greeff letter OP: Westbrook letter, Murdoch de Greeff letter confirming constructed per design intent*
	Stormwater Design: Quality Control	Water is treated through the raingardens. Islands West and Advicas to discuss cleansing agents for truck washdown (1x/wk). Washdown at loading bay (outside), drains to raingarden. No ongoing fertilizer program. IW will develop Nutrient Management Plan which minimizes use of phosphates on site. This would apply to fertilizers (if used) and exterior cleaners (review re: truck cleaning products). Raingardens will handle Total Suspended Solids.	BP: Westbrook letter, Murdoch de Greeff letter OP: Westbrook letter, Murdoch de Greeff letter confirming constructed per design intent*
	Heat Island Effect: Roof	Select roof with an SRI of at least 58.5. (Note: Standard SBS roofing with high SRI is available.)	BP: deHoog & Kierulf letter OP: deHoog & Kierulf letter confirming constructed per design intent*
	Light Pollution Reduction	Good neighbour policy. Select fixtures with cutoff lighting. Preference to not produce photometric analysis to prove out specifics o point.	BP: Triumph letter OP: Triumph letter confirming constructed per design intent*

Sustainability Strategies Checklist		Strategies	Sustainability Submission Building Permit (BP) Proposed for Occupancy Permit (OP)
	Water Use Reduction	Select plumbing fixtures for water efficiency	BP Avalon letter OP Avalon letter confirming constructed per design intent*
	Water Efficient Landscaping	Irrigation efficiency using smart controllers and appropriate, drought tolerant plantings	BP Murdoch deGreeff letter OP Murdoch deGreeff letter confirming constructed per design intent*
	Fundamental Commissioning of Building Energy Systems	Requirement for commissioning of systems will be included in project specifications	BP Avalon letter OP Avalon letter confirming systems commissioning activities
	Minimum Energy Performance	Variable Refrigerant Flow (VRF) system within heated spaces Heat recovery ventilation from locker room exhaust VRF ability to provide heat recovery (between North/South exposures as well as between floors) and simultaneous heating/cooling without reheat Use waste heat from refrigeration system for comfort heating of otherwise unheated warehouse Extensive use of LED lighting, occupancy controls Opportunities to fine tune this system to allow for user controllability, optimization and energy efficiency Overhead lighting in offices, each with own control and vacancy sensors In process general areas overhead LED lighting with built-in occupancy sensors	BP Avalon letter, Triumph letter OP Avalon letter, Triumph letter confirming constructed per design intent*
	Fundamental Refrigerant Management	Refrigerants in HVAC systems not CFC based	BP Avalon letter OP Avalon letter confirming constructed per design intent*
	Optimize Energy Performance	See notes under Minimum Energy Performance	See notes under Minimum Energy Performance
	Enhanced Refrigerant Management	Base building refrigeration systems utilise HFC refrigerant (e g R410a)	BP Avalon letter OP Avalon letter confirming constructed per design intent*
	Measurement and Verification	Will include water meters to track water usage of different systems Meter process water, domestic water, irrigation Will have electricity, gas utility meters Will have DDC system for environmental (thermal, humidity) monitoring of food processing areas	BP Avalon letter OP Avalon letter confirming constructed per design intent*
	Storage and Collection of Recyclables	Area at back of building (NE corner) process waste room for cardboard, food waste (goes to farmer for beef cattle) Cardboard goes for recycling, plastic goes to CRD recycling Bins in employee areas for recycling	BP deHoog & Kierulf letter OP deHoog & Kierulf letter confirming constructed per design intent*
	Construction Waste Management	Construction Waste Management Plan to be implemented with a target diversion rate of at least 75% With careful deconstruction of the existing facilities and reuse of concrete as subbase, a 95% diversion rate is likely Spec section to require separation of waste streams Bins on site	BP deHoog & Kierulf letter OP deHoog & Kierulf letter based on tracking information provided by waste receiver
	Materials Reuse	Concrete from the existing building was crushed on site and re used as structural fill below the footings Where possible, lumber from deconstructed building was sold or will be reused in new building	BP deHoog & Kierulf letter OP None proposed
	Recycled Content	Proposed structure is tilt-up concrete and steel Structure and envelope constitute the vast majority of the material cost of the project due to its use Experience indicates with such a large amount of concrete and steel, project will achieve good results of recycled content Propose not track during construction due to intensity of effort of tracking with minimal effect on affecting results	BP Skyline letter OP None proposed
	Regional Materials	Proposed structure is tilt-up concrete and steel Structure and envelope constitute the vast majority of the material cost of the project due to its use Experience indicates with such a large amount of concrete and steel, project will achieve good results of regional content Propose not track during construction due to intensity of effort of tracking with minimal effect on affecting results	BP Skyline letter OP None proposed
	Minimum Indoor Air Quality Performance	Ventilation system to be designed to meet ASHRAE 62 1-2007 requirements	BP Avalon letter OP Avalon letter confirming constructed per design intent*

Sustainability Strategies Checklist		Strategies	Sustainability Submission Building Permit (BP) Proposed for Occupancy Permit (OP)
	Environmental Tobacco Smoke (ETS) Control	No smoking allowed within building or within 7.5m of operable windows, doors and air intakes. IW has an incentive program for quitting smoking	BP: None proposed OP: None proposed
	Increased Ventilation	Avalon will design for 30% above required outdoor airflow rates required by ASHRAE for office and warehouse applications.	BP: Avalon letter OP: Avalon letter confirming constructed per design intent*
	Construction IAQ Management Plan: During Construction	Contractor implement an Indoor Air Quality (IAQ) Management Plan during construction which requires implementation of the design approaches described in the Sheet Metal and Air Conditional Contractor's National Association (SMACNA) IAQ Guidelines for Occupied Buildings Under Construction for the pre-occupancy stage of construction. Requirement will be included in Sustainability Spec section.	BP: None proposed OP: Letter from Contractor confirming implementation of IAQ Management Plan
	Low-Emitting Materials: Adhesives and Sealants	Credit applies to all adhesives and sealants used inboard of the weatherproofing system and applied on site. 'Contract Documents include a Sustainability Specification Section which describes maximum VOC levels for adhesives and sealants used inside the building and applied on site. Green Material Information Sheets as provided in that specification section will be used to inform suppliers and trade consultants regarding the VOC content of the relevant products. NOTE: it is our intent to use low emitting materials and our specifications are written as such. Special attention will be given to areas affected by industrial processes and products found historically to be effective may be selected. Due to concerns re: complications with industrial processes, preference to not perform ongoing verification and tracking of products on-site, instead relying on appropriate specifying of products and Contractor compliance with Contract Documents.	BP: deHoog & Kierulf letter OP: Letter from Contractor confirming products in general compliance with sustainability specification section and Green Material Information Sheets.
	Low-Emitting Materials: Paints and Coatings	Credit applies to all paints and coatings used inboard of the weatherproofing system and applied on site. 'Contract Documents include a Sustainability Specification Section which describes maximum VOC levels for adhesives and sealants used inside the building and applied on site. Green Material Information Sheets as provided in that specification section will be used to inform suppliers and trade consultants regarding the VOC content of the relevant products NOTE: it is our intent to use low emitting materials and our specifications are written as such. Special attention will be given to areas affected by industrial processes and products found historically to be effective may be selected. Due to concerns re: complications with industrial processes, preference to not perform ongoing verification and tracking of products on-site, instead relying on appropriate specifying of products and Contractor compliance with Contract Documents.	BP: deHoog & Kierulf letter OP: Letter from Contractor confirming products in general compliance with sustainability specification section and Green Material Information Sheets.
	Low-Emitting Materials: Flooring Systems	Credit applies to all flooring systems. Carpet systems must be Green Label Plus certified, resilient flooring to be FloorScore certified, adhesives and coatings to comply with VOC requriements. See LEED Reference Guide for other specific requirements. 'Contract Documents include a Sustainability Specification Section which describes maximum VOC levels for adhesives and sealants used inside the building and applied on site. Green Material Information Sheets as provided in that specification section will be used to inform suppliers and trade consultants regarding the VOC content of the relevant products NOTE: it is our intent to use low emitting materials and our specifications are written as such. Special attention will be given to areas affected by industrial processes and products found historically to be effective may be selected. Due to concerns re: complications with industrial processes, preference to not perform ongoing verification and tracking of products on-site, instead relying on appropriate specifying of products and Contractor compliance with Contract Documents.	BP: deHoog & Kierulf letter OP: Letter from Contractor confirming products in general compliance with sustainability specification section and Green Material Information Sheets
	Low-Emitting Materials: Composite Wood and Agrifibre Products	Credit applies to all composite wood products used on the interior of the building and affixed to the building. Laminating adhesives used to fabricate on-site and shop-applied composite wood and agrifibre assemblies must not contain added urea-formaldehyde. This includes (but is not limited to): plywood, MDF board, millwork, door cores, elevator cabs, washroom partitions. Material considered fixtures, furniture, and equipment are exempt. 'Contract Documents include a Sustainability Specification Section which describes maximum VOC levels for adhesives and sealants used inside the building and applied on site. Green Material Information Sheets as provided in that specification section will be used to inform suppliers and trade consultants regarding the VOC content of the relevant products. NOTE: it is our intent to use low emitting materials and our specifications are written as such. Special attention will be given to areas affected by industrial processes and products found historically to be effective may be selected. Due to concerns re: complications with industrial processes, preference to not perform ongoing verification and tracking of products on-site, instead relying on appropriate specifying of products and Contractor compliance with Contract Documents.	BP: deHoog & Kierulf letter OP: Letter from Contractor confirming products in general compliance with sustainability specification section and Green Material Information Sheets.
	Indoor Chemical and Pollutant Source Control	Specific chemical mixing rooms, chlorination rooms appropriately ventilated, hardlid ceilings. MERV 13 filters on offices spaces. Will have walkoff mat (carpet squares) in vestibule at main entry	BP: Avalon letter OP: Avalon letter confirming constructed per design intent*
	Controllability of System: Lighting	Overhead lighting in offices, each with own control and vacancy sensors. In process general areas overhead LED lighting with built-in occupancy sensors. 30/70 approach likely	BP: Triumph letter OP: Triumph letter confirming constructed per design intent*
	Controllability of System: Thermal Comfort	High degree of comfort and control in the offices via mechanical system zoning and operable windows. Not available for process areas as these are unheated and/or refrigerated spaces. For unheated but not refrigerated process spaces, waste heat to be provided to support comfort of occupants.	BP: Avalon letter OP: Avalon letter confirming constructed per design intent*

Sustainability Strategies Checklist		Strategies	Sustainability Submission Building Permit (BP) Proposed for Occupancy Permit (OP)
	Thermal Comfort: Design	High degree of comfort and control in the offices via mechanical system zoning and operable windows. Not available for process areas as these are unheated and/or refrigerated spaces. For unheated but not refrigerated process spaces, waste heat to be provided to support comfort of occupants.	BP: Avalon letter OP: Avalon letter confirming constructed per design intent*
	Daylight and Views: Daylight	Daylight provided in office areas. Not available for process space. Windows provided in corridors, lunchroom, stairwell, locker rooms. Windows in overhead doors to process area and mandoors to outside. Windows in office areas. Windows provided as much as possible to facilitate daylight, views and connection to outdoors.	BP: deHoog & Kierulf letter OP: deHoog & Kierulf letter confirming constructed per design intent*
	Daylight and Views: Views	Views provided in office areas. Not available for process space. Windows provided in corridors, lunchroom, stairwell, locker rooms. Windows in overhead doors to process area and mandoors to outside. Windows in office areas. Windows provided as much as possible to facilitate daylight, views and connection to outdoors.	BP: deHoog & Kierulf letter OP: deHoog & Kierulf letter confirming constructed per design intent*
	Innovation in Design -Educational Outreach	Signage program to describe sustainable strategies incorporated into project.	BP: None. OP: Photographs of installed signage
	Innovation in Design -Water Use Reduction target >35%	See Water Efficiency	BP: See Water Efficiency OP: See Water Efficiency
	Innovation in Design -Construction Waste diversion target >95%	See Construction Waste Management	BP: See Construction Waste Management OP: See Construction Waste Management
	Innovation in Design -Reduced Mercury in Lamps	Will be using LED strategy (no fluorscents), therefore low-mercury. IW to commit to lamp replacement policy which utilizes same low mercury strategy as initial installation.	BP: Triumph letter OP: Triumph letter confirming constructed per design intent*
	Innovation in Design -Water Performance Measurement - 80%	Will include water meters to track water usage of different systems. Meter process water, domestic water, irrigation.	BP: Avalon letter OP: Avalon letter confirming constructed per design intent*
	LEED® Accredited Professional	Wendy C. Macdonald of Advicas Group Consultants is a LEED AP with specialization in Building Design & Construction.	BP: None proposed OP: None proposed
	Regional Priority Credit -Water Use Reduction target >35%)	See Water Efficiency	BP: See Water Efficiency OP: See Water Efficiency
	Regional Priority Credit -Construction Waste Management target >=75%	See Construction Waste Management	BP: See Construction Waste Management OP: See Construction Waste Management

*"constructed per design intent": Individual(s) responsible will review construction through the typically expected practices of shop drawing review and/or site reviews, as they deem appropriate, to confirm construction is in general accordance with design intent, drawings and specifications.

de Hoog & Kierulf architects

dHKa

July 19, 2016

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

Attention: Neil Findlow
Senior Planner

Re: **Islands West Office and Food Processing Warehouse**
4247 Dieppe Road, Covenant Item #6: Sustainability Requirements
Architectural Items

It is the intent of this project to achieve a high level of energy and environmental performance, as determined by the Director of Planning of the Covenantee. Per the requirements of the Covenant for the submission for Building Permit, we submit design plans and the following reporting of the sustainability strategies for review and approval. The undersigned gives assurance that the design incorporates strategies to improve the energy and environmental performance of the project, described as follows:

Site Sustainability

Alternative Transportation: Bicycle Storage & Changing Rooms

Eight Class II bicycle parking spaces are provided in the north basement adjacent to the staff entry and sixteen Class I bicycle parking spaces equally divided between the staff and main entries. Showers and changing facilities for bicycle commuters are provided in each of the staff bathrooms located in the staff area on the north side of the second floor.

Heat Island Effect: Roof

The specified roof membrane will have a solar reflectance index (SRI) greater than 58.5.

Materials and Responsible Resource Use

Storage and Collection of Recyclables

Areas for the storage and collection of recyclables are provided in both the staff/office and process areas of the facility. Process recyclables are collected and stored in the Process Waste Room. Pallets are reused, plastic and cardboard is broken down for recycling, and food waste is collected for use as animal feed and for composting. Recycling containers for normal staff waste are located with the dumpsters in the north east corner of the site with collection areas in the Lunch Room, office areas, and throughout the facility.

Construction Waste Management

A Construction Waste Management Plan will be implemented with a minimum target diversion rate of 75%. Bins will be provided on site for the separation and recycling of construction waste.

Victoria
977 Fort Street V8V 3K3
T 250-658-3367
www.dhk.ca

Nanaimo
102-5190 Dublin Way V9T 2K8
T 250-585-5810

Materials Reuse

The existing facilities have been careful deconstructed to separate materials for salvage and reuse. Lumber from the existing building has been sold for reuse and the existing concrete slabs, foundation walls, and footings will be ground up and used as sub-base under the new parking areas and drive aisles.

Indoor Environmental Quality for Occupants

Low-Emitting Materials:

Adhesives and Sealants, Paints and Coatings, Flooring Systems, and Composite Wood and Agrifibre Products – The Contract Documents include a Sustainability Specification Section which outlines emission limits/requirements for these materials. Specifically: adhesives, sealants, paints and coatings applied onsite and inside the building will be selected to adhere to maximum VOC levels, flooring systems will meet low VOC standards, and composite wood products used inside the building will contain no added urea-formaldehyde resins.

Daylight and Views:

Windows providing access to daylight and views are provided throughout the facility where not limited by Operation and/or Food Safety requirements. Windows are provided in all occupied office areas, staff support areas (the lunch and locker rooms) the walkway, all stairwells and in all exterior man and overhead doors.

We trust this narrative adequately demonstrates how the Architectural design for the Islands West Office and Food Processing Warehouse meets the sustainability requirements and intent of the project Covenant.

Sincerely,

Flemming Petersen
dHKa

Murdoch de Greeff INC
Landscape Architects

200-524 Culduthel Road
Victoria BC V8Z 1G1
p. 250.412.2891
f. 250.412.2892

July 20, 2016

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

Attention: Neil Findlow
Senior Planner

Dear Mr. Findlow:

Re: Islands West Office and Food Processing Warehouse
4247 Dieppe Road, Covenant Item #6: Sustainability Requirements – Landscape Items

It is the intent this project achieve a high level of energy and environmental performance, as determined by the Director of Planning of the Covenantee. Per the requirements of the Covenant for the submission for Building Permit, we submit design plans and the following reporting of the sustainability strategies for review and approval. The undersigned gives assurance the design of the building incorporates strategies to improve the energy and environmental performance of the project, described as follows:

Site Sustainability

Site Development: Maximize Open Space

The existing site consists of a commercial operation at the low end of the property along Douglas Street with a wide high tension power line corridor running along the property's south edge. One large Garry Oak tree exists on site, with most other vegetation having been removed and replaced with non-native grasses.

The proposed development will be 25% vegetated open space. New landscapes will consist of rain garden and mixed planting areas which will be planted with a combination of native and adapted non-native shrubs and trees. Buffer zones (adjacent to proposed and existing residential areas) include a variety of native trees including *Acer macrophyllum, Crataegus douglasii, Pseudotsuga menziesii, Rhamnus purshianus*, and *Thuja plicata*. The existing large Garry Oak tree will be retained, on the south side of the property, and native grass species and camas bulbs will be reintroduced to the meadow area beneath the tree.

The intent is to create a more functional landscape that integrates stormwater management and environmental values, and that contributes to the livability of the local neighbourhood.

Stormwater Design: Quantity and Quality Control

Drainage from the existing commercial area is currently conveyed by roadside ditches directly to Gabo Creek, which flows under the Patricia Bay Highway on its way to the Colquitz River. The stormwater management plan for the Dieppe Road development project uses rain gardens to infiltrate water through soil, both cleansing runoff water and slowing runoff delivery to Gabo Creek.

Runoff from all proposed impervious surface areas on the site (roofs, roads, parking, and driveways) will be redirected into rain gardens that are strategically located throughout the site to manage pollution and slow water

flow. The rain gardens are sized to accommodate 200 m^3 of runoff per hectare of impervious area (as per District of Saanich Stormwater Bylaw-Schedule H).

Rain gardens will be designed with underdrains and a high-capacity overflow drain (beehive grates) that will be connected to the onsite piped drainage system. Although designed with underdrains, the rain gardens are expected to also infiltrate some water into the existing native site soils and supplement base flows to Gabo Creek.

The bottom of the rain gardens will be planted, rather than covered with rock, to maximize the water's contact with living plants and soils and thereby maximizing the ability of the plants and soils to filter pollutants from runoff. The rain garden planting are sedges, rushes, and other plants that are adapted to winter inundation and summer droughts.

Water Efficiency

Water Efficient Landscaping

Native and adapted non-native (non-invasive) plant material will be used in proposed landscape improvements to enhance vegetation cover and increase on-site rainwater interception. The plant selections for this project are adapted to the site microclimates, and consume less water than typical ornamental landscape plants.

A high efficiency irrigation system will be installed for all new planting areas. The irrigation system will comply with IIABC and BCSLA standards, and include the efficiency-improving elements such as:

- Separate zones for different types of plant material, based on watering needs.
- High efficiency nozzles or drip line with pressure-compensating inline emitters.
- Moisture sensor.
- Smart Control system.
- Central shut-off ball valve.
- Pressure-regulating device.
- Head to head coverage.

We trust this narrative adequately demonstrates how this discipline's design for Islands West Office and Food Processing Warehouse meets the sustainability requirements and intents of the project Covenant.

Best regards,

Paul de Greeff, RLA

WESTBROOK Consulting Ltd.

July 12, 2016

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

Attention: Neil Findlow
Senior Planner

Dear Mr. Findlow:

Re: Islands West Office and Food Processing Warehouse
4247 Dieppe Road, Covenant Item #6: Sustainability Requirements - Civil Items

It is the intent this project achieve a high level of energy and environmental performance, as determined by the Director of Planning of the Covenantee. Per the requirements of the Covenant for the submission for Building Permit, we submit design plans and the following reporting of the sustainability strategies for review and approval. The undersigned gives assurance the design of the building incorporates strategies to improve the energy and environmental performance of the project, described as follows:

Site Sustainability

Construction Activity Pollution Prevention

A Construction Activity Pollution Prevention Plan (CAPPP) and Erosion and Sediment Control plan (ESC) will be developed based on approved guidelines. The contractor will be responsible to establish and maintain measures to limit suspended solids in site runoff to prescribed levels using a variety of tools such as settling ponds/tanks, filtration systems, filter bags, silt fence, hay bales, etc. Regular sampling and reporting of water quality will be submitted by the Contractor. Westbrook will include in specifications the requirement for Erosion & Sediment Control Plan with requirement that E&S plan be approved by Westbrook.

Site Selection

The project site is a previously developed site with defined limits of construction. The project site has not been identified as a sensitive ecosystems, wetland, woodland, or environmental development area by the District of Saanich.

Storm Water Quantity Control

All onsite storm water runoff will be direct to onsite rain gardens. Storm water will be allowed to infiltrate through the growing medium and be collected in a perforated pipe along the bottom of the rain garden. The proposed storm water management plan meets District of Saanich Schedule H of the Subdivision Bylaw 7452. Westbrook will prepare a storm water management plan as part of the detailed design drawings submission.

#115 - 866 Goldstream Ave., Victoria, BC V9B 0J3 Phone: (250) 391-8592 Fax: (250) 391-8593 www.wbrook.ca

Storm Water Quality

100% of the storm water runoff from the onsite impervious areas will be directed to rain gardens. The velocity of the storm water runoff will be reduced and the water will be filtered through the growing medium before being released into the municipal drain along Douglas Street.

We trust this narrative adequately demonstrates how this discipline's design for Islands West Office and Food Processing Warehouse meets the sustainability requirements and intents of the project Covenant.

Best regards,

Nicole Vagle, EIT
Project Engineer

PROFESSIONAL ENGINEER
PROVINCE OF BRITISH COLUMBIA
M. W. WIGNALL

Mike Wignall, P. Eng., LEED AP
Project Manager

WESTBROOK Consulting Ltd.

SKYLINE ENGINEERING LTD

July 25, 2016

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

Dear Mr. Findlow:

RE: Island West Office and Food Processing Warehouse 4247 Dieppe Rd
Covenant Item #6: Sustainability Requirements – Structural Items **Project: 10225.01**

It is the intent this project achieve a high level of energy and environmental performance, as determined by the Director of Planning of the Covenantee. Per the requirements of the Covenant for the submission for Building Permit, we submit design plans and the following reporting of the sustainability strategies for review and approval. The undersigned gives assurance the design of the building incorporates strategies to improve the energy and environmental performance of the project, described as follows:

Materials and Responsible Resource Use

Recycled and Regional Content

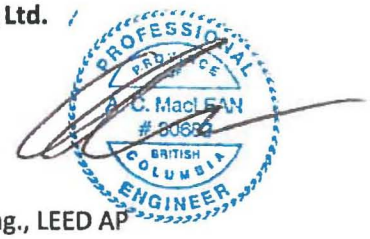
Proposed structure is tilt-up concrete and steel. Structure and envelope constitute the vast majority of the material cost of the project due to its use. Concrete will be specified with a recycled content of fly-ash added to reduce overall cement use to approximately 75% of standard concrete without fly-ash. This benefits in 2 ways, 1st a re-use of a waste product from the energy sector. 2nd the reduction of cement in the concrete reduces overall CO2 off-gassing from the concrete curing process. Steel will be specified with a minimum of 75% recycled content.

380-4243 Glanford Avenue, Victoria, BC V8Z 4B9 (PH) 250-590-4133 www.skylineengineering.ca

We trust this narrative adequately demonstrates how this discipline's design for Islands West Office and Food Processing Warehouse meets the sustainability requirements and intents of the project Covenant.

Yours truly,

Skyline Engineering Ltd.



Cord MacLean, P.Eng., LEED AP

Principal

Encl.

AVALON MECHANICAL CONSULTANTS LTD.

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

Attn: Neil Findlow
Senior Planner

Dear Mr. Findlow:

Re: Islands West Office and Food Processing Warehouse
4247 Dieppe Road, Covenant Item #6: Sustainability Requirements - Mechanical Items

It is the intent this project achieve a high level of energy and environmental performance, as determined by the Director of Planning of the Covenantee. Per the requirements of the Covenant for the submission for Building Permit, we submit design plans and the following reporting of the sustainability strategies for review and approval. The undersigned gives assurance the design of the building incorporates strategies to improve the energy and environmental performance of the project, described as follows:

Water Efficiency

Water Use Reduction

Water use in the building will be reduced by installing flow restrictors or reduced flow aerators on lavatory, sink, and shower fixtures. Automatic faucet sensors will be used on all lavatories to minimize waste, and high-efficiency water closets and urinals will be installed.

Measurement and Verification

Water sub-meters will be installed at all large points of water consumption, including, at a minimum, sub-meters for process water, domestic water, irrigation water.

Energy and Atmospheric Considerations

Commissioning of Building Energy Systems

Comprehensive commissioning of mechanical systems and associated controls, lighting and daylighting controls, and domestic hot water systems will be specified by the consulting team. The commissioning agent will verify the owner's environmental, sustainability and energy efficiency goals; indoor environmental quality requirements; equipment expectations; and building occupant and O&M personnel requirements. The commissioning agent will develop pre-start and startup checklists to clarify these requirements, and perform functional testing and system performance.

Minimum Energy Performance

The prescriptive measures of the ASHRAE publication *Advanced Energy Design Guide for Small Warehouses and Self-Storage Buildings* will be followed. In accordance with these measures, the building will feature extensive use of energy recovery equipment, including a variable-flow refrigerant (VRF) heat recovery system. Heat will be recovered from zones requiring cooling, and used to heat zones which require heating, requiring minimal net input from the

building's variable speed air-to-air heat pumps. Energy recovery ventilators (ERV) will be used to recover heat from exhaust air, and used to preheat incoming ventilation air for the building. Waste heat from the refrigeration system will be used for comfort heating of otherwise unheated warehouse spaces. LED lighting and occupancy controls will be used to minimize lighting energy use and cooling requirements.

Refrigerant Management

No CFC-based refrigerants will be used.

Indoor Environmental Quality

Indoor Air Quality Performance

To enhance indoor air quality in the building, all parts of the building will be designed to exceed the requirements of ASHRAE 62.1-2007 *Ventilation for Acceptable Indoor Air Quality*.

Indoor Chemical and Pollutant Source Control

Chemical storage and mixing rooms, chlorination rooms, and janitorial rooms will be maintained at negative space pressures using self-closing doors and exhaust air equipment. High-efficiency (MERV 13+) filters will be installed on ventilation equipment. Walk-off mats (carpet squares) will be used in vestibules at main entry points.

Thermal Comfort

A high level of thermal comfort control will be provided to occupants by using small thermostatic zones and operable windows. HVAC systems shall be designed to meet ASHRAE 55-2004 *Thermal Comfort* except for production areas where specific environmental conditions are required (refrigerated spaces, etc).

We trust this narrative adequately demonstrates how this discipline's design for Islands West Office and Food Processing Warehouse meets the sustainability requirements and intents of the project Covenant.

Sincerely,

Kevin Jackson, P.Eng.
Avalon Mechanical Consultants Ltd.

TRIUMPH ELECTRICAL CONSULTING ENGINEERING LTD

To: The Corporation of the District of Saanich From: Randal J. Slade, P. Eng.

Attn: Neil Findlow, Senior Planner Date: July 20, 2016

Re: Islands West Office and Food Processing Warehouse,
4247 Dieppe Road, Covenant Item #6: Sustainability Requirements- Electrical Items

It is the intent of this project to achieve a high level of energy and environmental performance. We will follow with plans and specifications detailing those strategies for approval at the Building Permit stage of the Project. For now we summarize the design strategies for your comment;

1. Site Lighting and Controls thereof.
    a. It is the intent of the Design to incorporate lighting on the site that is not intrusive on the local community or the nearby Highway. This will include designed luminaires that feature sharp cut-off optics and controls to limit their use to the use of the Building.
    b. The Lighting will be aimed towards the Building and not the off-site areas and will be of intensity, height and color to reduce overall appearance at the property line while being effective on site.
2. Transportation Strategy
    a. There will be two EV car charging stations included on site- one in Visitor's and one in Staff Parking.
3. Energy Performance- Lighting Systems in the Building
    a. The intent of the Design is to illuminate the various areas of the Building with good performance while reducing the energy consumption and operational costs.
    b. The lighting will feature LED design through-out and will include operational controls for overall energy reduction.
    c. Offices will look typical with LED troffers but will feature occupancy controlled fixtures to reduce the impact of the energy costs.
    d. The Warehouse and areas will also feature LED high-bay lighting with controls to reduce the energy loads.

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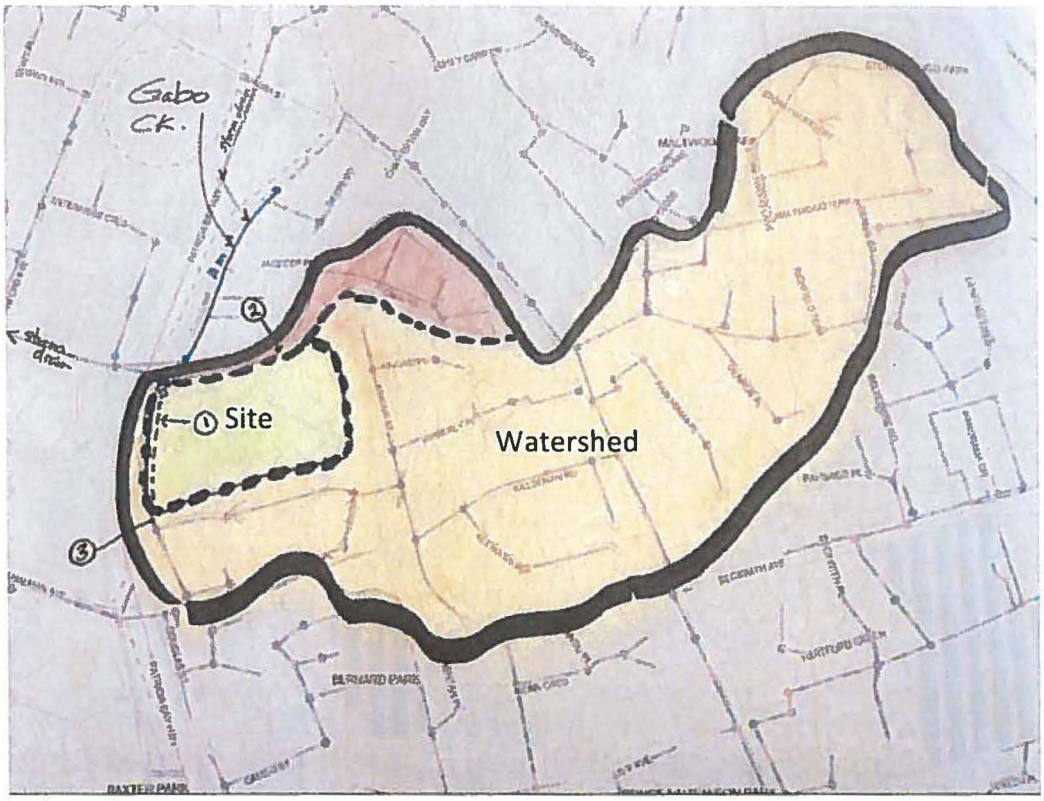
4. Environmental
    a. As the basic lighting will be LED it is also anticipated that the environmental impact of mercury will be reduced to near zero or zero.

Yours truly,

Randal J. Slade, P. Eng.

4247 Dieppe Road Development – Stormwater Statement

Stormwater management for the Dieppe Road development project centers on the use of rain gardens to infiltrate water through soil, both cleansing runoff water and slowing runoff delivery to Gabo Creek. The rain gardens have been strategically located to work with existing topography on the site such that grading and disruption of existing soils is minimized. The stormwater management plan has been designed to integrate and support natural features (i.e.: existing specimen Garry Oaks and healthy site soils), mimic the existing hydrological processes and drainage patterns of the site, and protect neighbouring properties from large storm events. Flow paths, stormwater management features and calculations are shown on the Rainwater Management Plan (L1.02). The following plan illustrates drainage in the area surrounding the site. The following items describe drainage adjacent to the site (i.e. in the watershed, of which the site is a part).



Local Area Drainage Plan (from District of Saanich web map data)

1. The small ditch running along Douglas Street drains intercepted runoff (water that flows through the soil and discharges into the swale) from the site. It also collects runoff from half of Dieppe Road along its length. It does not drain the larger watershed (yellow area) which is conveyed by a large storm drain (identified as 3 on the drawing).
2. The ditch on Dieppe Road drains runoff from the Caen Road catchment area. It conveys water to a drain that flows under the road before discharging into Gabo Creek.
3. This storm drain system collects runoff from the yellow catchment area. Eventually the collection system runs under Douglas Street and then is diverted under the Pat. Bay Highway. The site does not discharge into this system.

The site currently consists of an existing commercial operation at the low end of the property along Douglas Street, sloping grassed areas with two residential units and a few out buildings at

the centre of the site, and a wide high tension power line corridor running along the property's south edge. Three large Garry Oak trees exist on site, with most other vegetation having been removed and replaced with non-native grasses.

Building Drainage Management Intent:

Water collected from building roofs will be piped to the rain gardens positioned strategically throughout the site (see Sheet L1.02). The rain gardens are sized to accommodate 200 m^3 of runoff per hectare of impervious area (as per District of Saanich Stormwater Bylaw-Schedule H). Rain gardens will be designed with underdrains and a high-capacity overflow drain or beehive grates that will be connected to the onsite piped drainage system. Although designed with underdrains, the rain gardens are expected to also infiltrate some water into the existing native site soils – this is a positive system process that will aid in supplementing base flows to Gabo Creek.

Road and Landscape Drainage Management Intent:

The existing swales along Douglas and Dieppe Roads will be filled in to allow construction of the sidewalk and expansion of the roadway. The Douglas Road swale is very shallow and probably functions to remove pollutants from the road runoff. The Dieppe Road swale is very deep and sees large flows from the Caen Road catchment area, with limited water treatment potential. The rebuilt streetscape will include rain gardens to manage pollution loads and volume from the road runoff. The sections of Dieppe Road and Douglas Street adjacent to the site, will be drained towards two large rain gardens positioned in the boulevard strip between the curb and sidewalk on the south and east sides of the roads respectively.

Water collected from roads and driveways within the site will be directed to the same rain gardens as roof drainage. Landscape areas are considered to be 'absorptive landscapes' and largely expected to manage rain water inputs, however, these surfaces will also be sloped towards rain gardens. In essence, the vast majority of surface drainage on the site will drain to rain gardens for water quality treatment and volume control.

The stormwater system was collaboratively designed with input from landscape architects, arborists, civil engineers and architects. Wetlands and ponds will not be used since the site is relatively steep. Rain gardens are an ideal infrastructure type for this site from an aesthetic perspective, and also from a functional/hydrological perspective, and we expect that they will provide optimal water quality treatment performance, as well as effective volume management.

Existing and Proposed Drainage – Key Elements:

a) The existing site is 3.14 hectares and supports a commercial operation with one large warehouse and several outbuildings, and two single family homes. Approximately 60% of the site is currently covered in grasses that are frequently mowed, and the existing buildings cover 3,973m^2, or 13% of the site area. Total Existing Impervious Surface Area (ISA) is estimated at 29%, which includes several large gravel parking areas and driveways on the existing site. A major power line right-of-way runs along the south edge of the property, where buildings and tall vegetation will be restricted. Drainage from the existing commercial area and upland areas of the site are currently conveyed

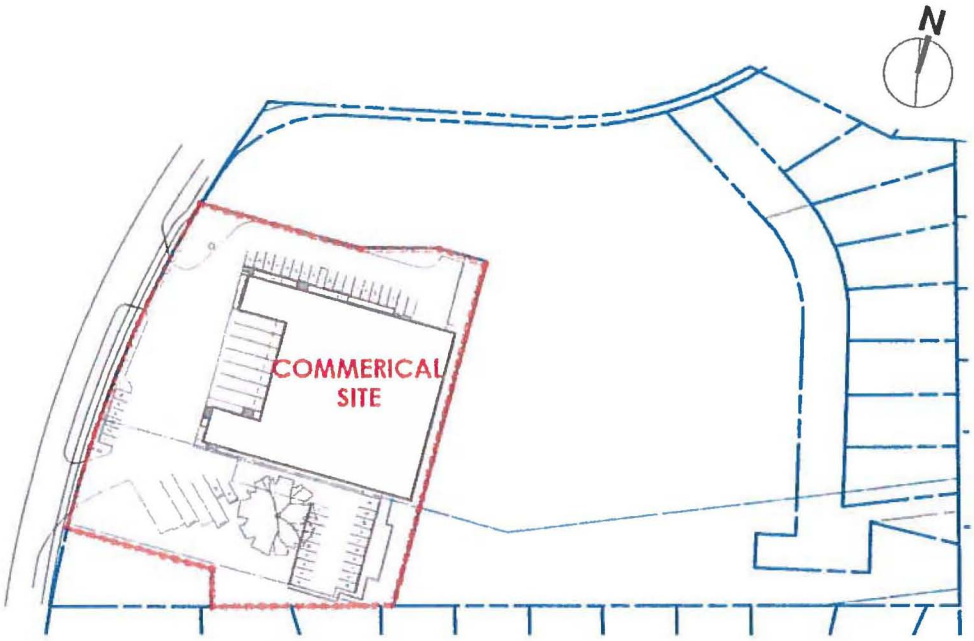
through roadside ditches directly to Gabo Creek, which flows under the Patricia Bay Highway on its way to the Colquitz River.

b) Runoff from all impervious surface areas on the site (roofs, roads, and driveways) and from municipal roads fronting the property will be redirected into rain gardens strategically located throughout the site to manage pollution and slow water flow. Runoff from sidewalks and decks/patios will be managed in adjacent absorptive landscape. The rain gardens will treat runoff water for quality, and will provide storage to meet or exceed Saanich's Schedule H requirements.

c) The proposed development will have approximately 15,528 m^2 of Impervious Surface Area (or 49.4%). Runoff produced by the townhouse and single family home roof areas (6,815 m^2) and all driveway, parking area, road, and patio areas (8,713 m^2) within the site will discharge into rain gardens. The exception is a small section of Road A that will use permeable paving to manage runoff to meet District of Saanich standards. The remaining walkway areas and patios that are exposed to rain will drain to Absorbent Landscape areas. Runoff from Fee Simple Lot will be managed to meet District of Saanich Stormwater Bylaw Standards, using a rain garden or bioswale (to be detailed at time of Building Permit application).

d) Native and adapted non-native (non-invasive) plant material will be used in proposed landscape improvements to enhance vegetation cover and increase on-site rainwater interception. The three existing mature Garry Oaks will be retained and will also contribute positively to help reduced site runoff.

Islands West Commercial Site: Existing and Proposed Drainage – Key Elements:



a) The existing commercial site is 0.9 hectares and supports a commercial operation with one large warehouse and associated outbuildings. Total Existing Impervious Surface Area (ISA) is estimated at 47%, which includes a large gravel parking areas and driveways on the existing site.

b) The proposed commercial property will have approximately 5329 m^2 of Impervious Surface Area (or 59%). All runoff produced by roof and parking areas within the site will discharge into rain gardens. The exception is a small section of parking that will use permeable paving to manage runoff to meet District of Saanich standards.

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RECEIVED
SEP 16 2016

BUILDING CODE INFORMATION SHEET

In order to reduce or eliminate costly design changes later in the development review process, please complete this form and attach a reduced site plan or key plan with a separate information sheet for each building in the project.

SITE ADDRESS: 4247 Dieppe Road SUITE #: ____

PROJECT: Islands West Processing Facility

PERMIT #: ____

ISD FILE: ____

INTERNAL USE ONLY

TYPE OF WORK: NEW BUILDING ☑ ADDITION ☐ ALTERATIONS ☐ TENANT IMPROVEMENTS ☐

EQUIVALENCY REPORT: YES ☐ NO ☑ DESCRIPTION: ____

DEVELOPMENT PERMIT: YES ☑ NO ☐

BC BUILDING CODE (CURRENT EDITION): BC Building Code - 2012 PART 3 ☑ PART 9 ☐

BUILDING AREA (S) (AS DEFINED BY THE BC BUILDING CODE): 2575 m2

GROSS FLOOR AREA: 3930m2 NO. OF STOREYS: 2

FIREWALL(S) YES ☐ NO ☑ RATING OF FIREWALL(S): ____

NO. OF STREETS FACING: 1

CONSTRUCTION REQUIREMENTS

MAJOR OCCUPANCY CLASSIFICATIONS (*CIRCLE ONE OR MORE*): A-1, A-2, A-3, A-4, B-1, B-2, B-3, C, (D), E, F-1, (F-2), F-3

BUILDING CLASSIFICATION (S) (ARTICLES 3.2.2.20 TO 3.2.2.88 OR SUBSECTION 9.10.8)
73 - Group F up to 4 storeys, increased area, sprinklered
3.2.2. 59 - Group D up to 3 storeys sprinklered OR 9.10.8 ____

SPRINKLERED YES ☑ NO ☐ NFPA STANDARD: NFPA-13

NON-COMBUSTIBLE CONSTRUCTION REQUIRED? YES ☐ NO ☑

FIRE RESISTANCE RATING OF BUILDING COMPONENTS:

FLOORS: 1hr ROOFS: n/a MEZZANINES: 1hr

SUPPORTING STRUCTURE: 1hr

NO. OF SUITES: n/a FIRE RESISTANCE RATING BETWEEN SUITES: n/a

FIRE RESISTANCE RATING OF CORRIDOR: n/a

Saanich PLANNING

SPATIAL SEPARATION (SUBSECTION 3.2.3 OR 9.10.14)

	AREA OF EXPOSING BUILDING FACE	RATIO L/H H/L	LIMITING DISTANCE (M)	OPENING % PERMITTED	OPENING % PROPOSED	CONSTRUCTION OF EXPOSING BUILDING FACE		
						F.R.R.	NON-COMBUSTIBLE CONSTRUCTION	NON-COMBUSTIBLE CLADDING
NORTH	-	-	>9m	-	-	-	-	-
SOUTH	-	-	>9m	-	-	-	-	-
EAST	380m2	n/a	3m	22%	0%	-	-	-
WEST	-	-	>9m	-	-	-	-	-

MEZZANINE: YES ☑ NO ☐ INTERCONNECTED FLOORS: YES ☑ NO ☐

FIRE ALARM SYSTEM: YES ☑ NO ☐ STANDPIPE SYSTEM: YES ☐ NO ☑

EMERGENCY POWER: YES ☑ NO ☐ OCCUPANT LOAD: (SUBSECTION 3.1.17) 203*

ACCESSIBLE FOR PERSONS WITH DISABILITIES? YES ☑ NO ☐

WATER CLOSETS PROVIDED, IN TOTAL (SUBSECTION 3.7) MALE 4 FEMALE 3
+ 3 non-gendered w/c

NUMBER OF ACCESSIBLE WATER CLOSETS 1 water closet
+ 1 accessible toilet compartment per sex provided

ACCESSIBLE TOILET ROOM PROVIDED (SUBSECTION 3.8.2.3) YES ☑ NO ☐

EXPLANATORY INFORMATION:

*Please see sheet A001 for occupant load calculation breakdown.

FORM COMPLETED BY: Nicole Basich DATE: September 1st, 2016

PHONE : OFFICE 250-658-3367 CELL

GYE + ASSOCIATES
Consultants in Urban Forestry and Arboriculture

January 21, 2014

District of Saanich
Parks and Recreation

Attention: Brent Ritson, Park Referral Coordinator

Dear Brent:

Re: **4247/4253 and 4255 Dieppe Road; REZ00515 & DPR00543**

As requested in your deficiency memo of October 17, 2013, I am writing to confirm that I have reviewed the most current architectural, landscape, site servicing and grading plans for this project with the design team and that all tree-related conflicts have been resolved satisfactorily.[1] I have embedded our response to each of the points within the text of your memorandum (see attached).

I have also revised the Gye and Associates Tree Plan drawing to reflect several new building, site servicing, rain-garden and pathway adjustments away from affected trees.

Also attached are a sheet of tree x-sections from the Landscape drawings and a sheet of elevations of Building 9 from the Architectural drawings, which illustrate the adjustments we have made to grades within the protected tree root zones.

Yours truly,

Jeremy Gye - Consulting Arborist
I.S.A. Certification # PN-0144
I.S.A. Municipal Specialist Certification # PN-0144AM
PNW-ISA Certified Tree Risk Assessor Certification # 0016

[1] All drawings current as of January 16, 2014

Urban Forests by Design

T (250) 544-1700
jgye@shaw.ca
www.gyeandassociates.ca

PARKS AND RECREATION
Parks

Memo

To: Shari Holmes-Saltzman, Planner
From: Brent Ritson, Park Referral Coordinator
CC: Park ReferralTeam, JB, Plansec
Date: October 17, 2013
Subject: 4247/4253 and 4255 DIEPPE ROAD; REZ00515& DPR00543 - PARK REFERRAL RESPONSE

Description:
To rezone from A-1 & M-5 to RS-4 and RS-6 for nine SFD and to a new site specific zone for 33 townhouses and one parcelfor food processing warehouse use.
The Information P.ackage included an arborist report written by Jeremy Gye of Gye and Associates Ltd. dated January 28, 2013.
In accordance with our Service Level Agreement with Planning, Parks has reviewed this application and provide the following response:

I Site/Tree/Servicing Plans:

1. The Site plan showing existing trees and other features appears accurate for the information shown. Existing trees important to Saanich are the three Garry Oak trees.
2. The existing and future servicing Information provided by the applicant is more thorough than we typically receive at the early application stage.
3. Landscape drawing L1.01 shows the future planting over top of a ghosted site servicing plan. In some locations there appears to be proposed trees located in conflict with proposed services. ***Architectural, Landscape and Civil Engineering (site servicing and grading) drawings have all been reviewed as of January 16, 2013. All conflicts, including those identified herein, have been successfully resolved.***

II Trees and Landscaping:

Note: all existing trees in a development permit area are protected by Section 3(c) of the Tree Preservation bylaw. All trees shown to be retained when the DP Is approved are also bylaw protected. Newly planted trees are protected through the development permit.

1. The applicant's ISA certified arborist is Gye and Associates. They have provided a Tree inventory and mitigation report dated January 28, 2013 for the preservation of the three Garry Oaks based on site Investigation to determine impacts to the oaks.
2. The methodology of Gye's assessment has included working with the design team of Architect, Engineer, and Landscape Architect to design with preservation of the Garry Oaks In mind including the repositioning and reduction of townhouse units, and relocation of underground services. The January 28, 2013 report included the following statements: "Based upon the results of this assessment, we recommended changes to the original site plan..." and "These recommendations have been accepted by the design team and are reflected in the current site layout. It is not clear as to whether the drawings received by Saanich Planning on August 22, 2013 and are the subject of this memo are the drawings supported by the arborist. We recommend the project arborist is asked to review the current plans and if appropriate provide a letter indicating his support. ***Completed. See note above, p.1***
3. In the previous memo Saanich Parks requested X-sectional details to be shown through the centre of each of the 3 oaks. The Information Is now shown on L3.01. The X sections satisfy our concerns with the exception that detail FF appears to use existing grades Instead of the proposed grades. Please revise section FF to show proposed grades. ***Completed. See revised Landscape sheet L3.01, which corrects x-section FF and includes an additional x-section of tree 622.***
4. On Oct. 9, 2013 Rob Hughes and Brent Ritson visited the site to Inspect the 3 Garry oak trees. We met with Scott Murdoch and Wayne Fatt The following was noted:
    a. Garry oak # 605: Extension of canopy towards proposed building #1 - 10.0 m, distance of proposed building #1 from oak 14 m = no clearance issue. Extension of canopy towards proposed truck parking bay - 11.5 m, distance of proposed truck parking bay 12.25 m = no clearance Issue. Two lower limbs on the building side that are approx .25 m & .15 m in diameter will likely need to pruned off to provide

clearance over the driveway to the upper parking area. This is acceptable. One lower limb on the easterly side that is approx .25 m In diameter will likely need to be pruned off to provide clearance over the upper parking area. This Is acceptable. We agree with the recommendations provided in the Gye report to mitigate construction Impacts within oak # 605's root zone.

b. Garry oak # 622: Planted by Wayne Fatt. Extension of canopy easterly towards proposed building #2 - 5.2 m. distance of proposed building #1 from oak 7.0 m = close, but workable. Storm water retention area to west scales off the drawing to be 6.25 m from oak #622, which has a PRZ of 9 metres. Please either relocate the storm water retention area so it is outside of the PRZ or prove to Saanich the Incursion into the oak's root zone will not impact the tree. ***Drain line has been relocated.*** ~~Drain line from building #9 scales off the drawing to be 7.0 m from oak #622. Please either relocate the storm water retention area so it is outside of the PRZ or prove to Saanich the incursion into the oak's root zone will not Impact the tree.~~ ***Deletion authorized by Brent January 9th, 2014, by e-mail. See item 4e below.***

c. Garry oak # 622: Drawing A2.1 Northwest comer of building 2 - existing grade 18.33 finished grade 18.80, therefore grade increase of .47 m. Southwest comer of building 2- existing grade 18.48 finished grade 18.75, therefore grade increase of .27 m. The proposed grade increase is not acceptable; please change the finished grades so there is no fill placed in the oak's root zone. ***Finished grades have been so adjusted.***

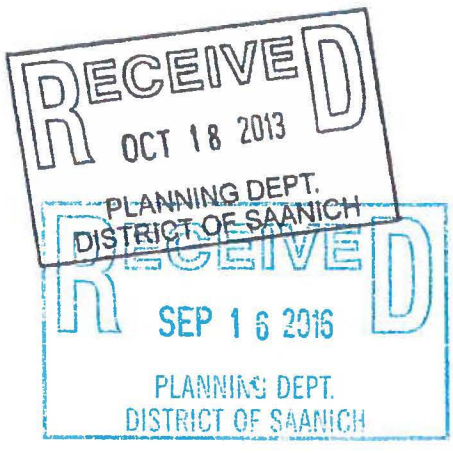
d. Garry oak# 613: Drawing A9.1 Extension of canopy towards proposed building #9 - 7.8 m, distance of proposed building #9 from oak 8.5 m = very tight and likely Insufficient space for construction and likely to be unacceptably close for future owners. Can the building be shifted to provide at least 2 m of clearance from the canopy? ***Building 9 has been adjusted to a distance 10.25m from Tree 613.*** The tree is an excellent specimen that has branches that extend to within approx 1.5 metres of the ground. The low canopy will make construction of the proposed path way difficult. We recommend the path way is not placed under the tree but extended directly towards Dieppe Rd. ***Pathway has been so re-routed.*** Northerly comer of building 9 - existing grade 21.84 finished grade 22.50, therefore grade increase of .66 m. The proposed grade Increase is not acceptable; please change the finished grades so there Is no fill placed in the oak's root zone. ***Finished grade of Building 9 has been adjusted to avoid fill.***

e. Garry oak# 613: Drawing L1.01 A storm drain line is proposed through the tree's protected root zone that has a radius of 10 metres. The proposed drain line scales to be approx 6 metres from the oak. Saanich Parks preference is to have the drain line relocated to be totally outside of the PRZ. If that can not be accomplished the drain line must be shifted as close as possible to the building and excavation for the trench to accommodate the pipe shall be done by an arborist using an Air-Spade. ***Drain line has been relocated outside protected root zone of Tree 613.*** The proposed sidewalk on the public road allowance is approx 3.5 m from oak #613. The portion of the sidewalk within the oak's root zone shall be "floated" over the area and built under the supervision I direction of the project arborist. ***Confirmed.***

5. Schedule I requirements for the existing public boulevards are for one medium to large growing shade tree for every 15 linear meters. Adequate clearance from driveways, sidewalks and utilities will be required to accommodate the greatest number of properly spaced trees. ***Confirmed.***
6. Saanich Parks is pleased to see Garry oak chosen as a tree to be planted on the public boulevard. We would prefer to have the Garry oak trees be specimens that are from local stock.
7. Drawing L1.01 states all street trees to be watered with drip irrigation on a separate zone. We recommend boulevard Irrigation is supplied from the manufacturing / warehouse property. Continuity of ownership makes it less likely the irrigation will be turned off before the trees are established. ***Confirmed.***
8. The development of the site will require a large amount of re-grading which means native soil will, in some situations, not be undisturbed or available for tree planting. Care will need to be taken to ensure there is adequate soli volume available to each tree as per the recommendations found in the current edition of the BCSLA Landscape Standards eg 10 cubic metres per tree. It is noted that the Tree Planting Detail shown on L3.01 states "Place 2 cubic metres of growing medium per tree" Please confirm the BCSLA Landscape Standards will prevail. ***Soil volumes specified on Tree Planting Detail has been updated to reflect current BCSLA standards of 10 cubic metres per tree.***

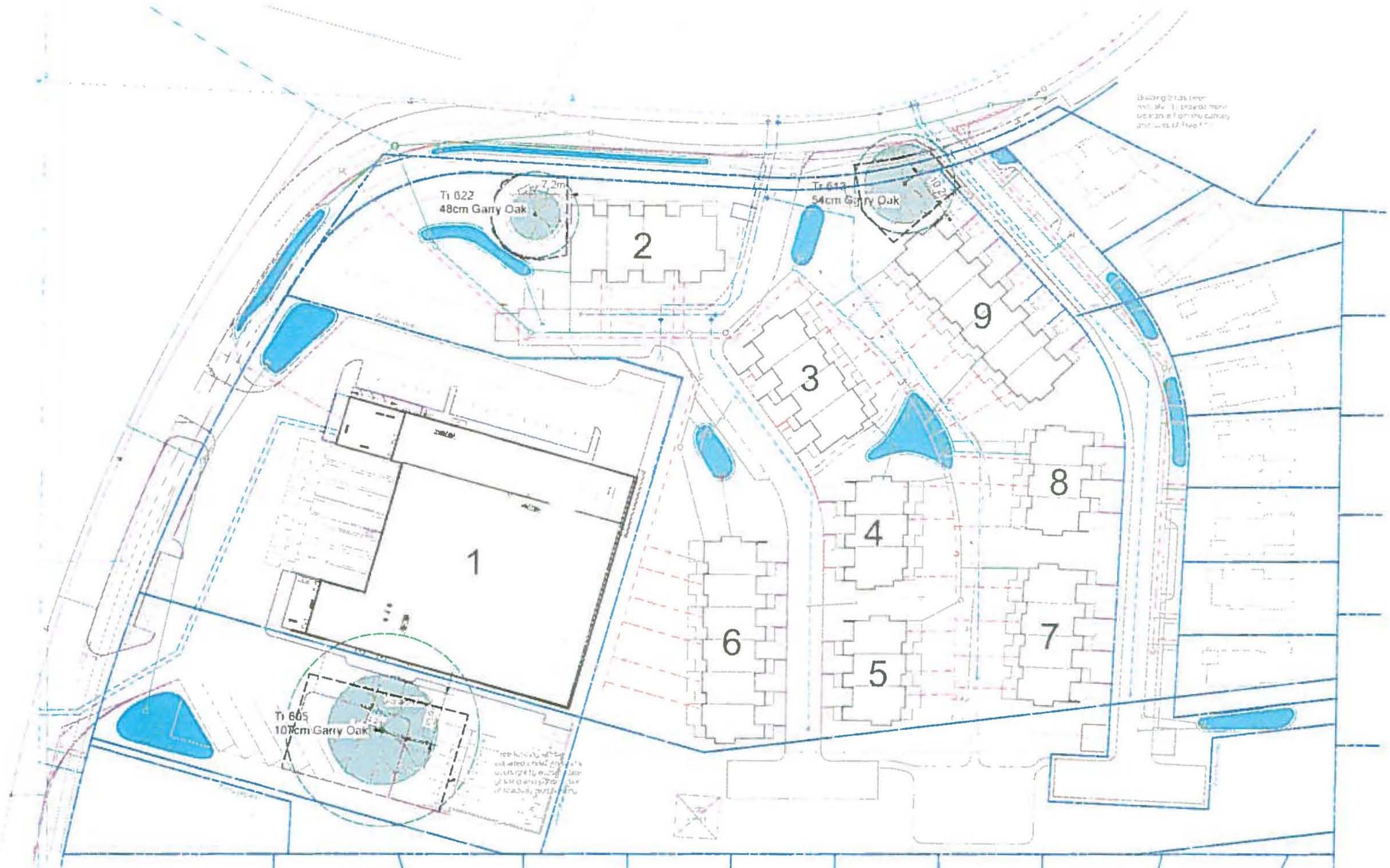
Park and Trail:

- There are no parkland or trail opportunities on this site.



- A cash-in-lieu parkland contribution is recommended.
- Further discussion on amenity contribution is required.

Brent Ritson, Park Referral Coordinator,
Saanich Parks

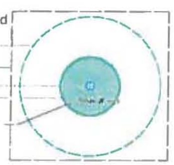


Tree Protection Fencing Detail

Raised Tree Protection Fencing shall be constructed with a 2x4 frame and supports. (See photo below.) Snow fencing will then be affixed to the frame using zip-ties, staples wire or nails. All-weather signage will be attached, clearly designating the area within as a TREE PROTECTION AREA – NO TRESPASSING

LEGEND

Trees to be Retained Undisturbed



Proposed Rain Garden

TREE PRESERVATION MEASURES

1. [illegible]

2. [illegible]

3. [illegible]

4. [illegible]

Architect:
de Hoog & Kierulf architects

Landscape Architect:
Murdoch de Greeff Inc.

Civil Engineer:
Westbrook Consulting

Consulting Arborist:
Gye & Associates Ltd.

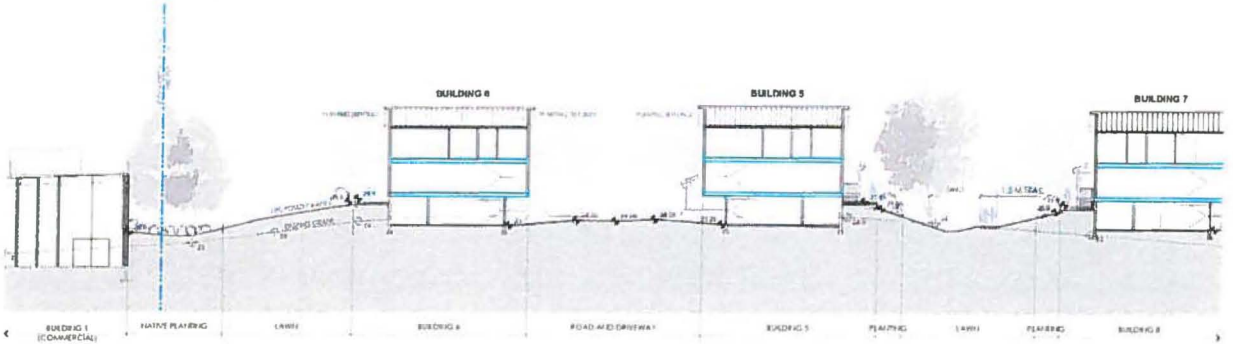
GyeandAssociates.ca

4247 Dieppe Rd
Saanich, BC

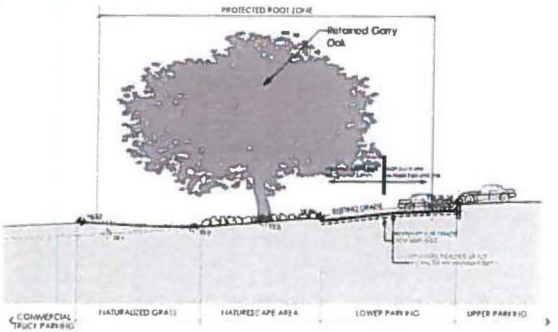
Tree Plan

T-1

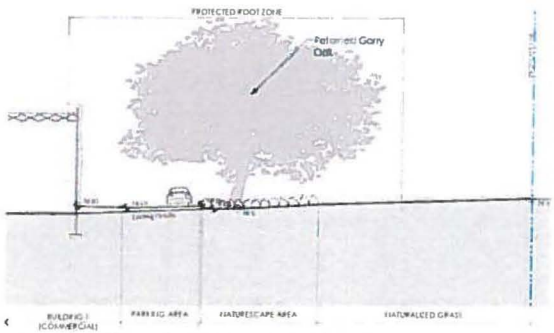
SECTION AA' - SCHEMATIC SECTION THROUGH BUILDINGS 4 & 8



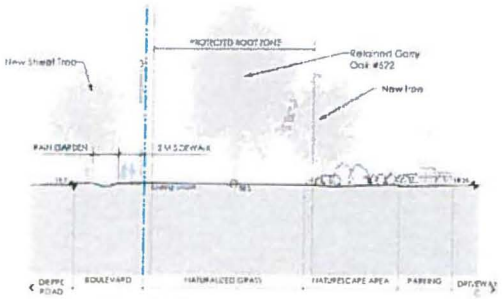
SECTION BB' - SCHEMATIC SECTION THROUGH BUILDINGS 1, 5, 6 & 7



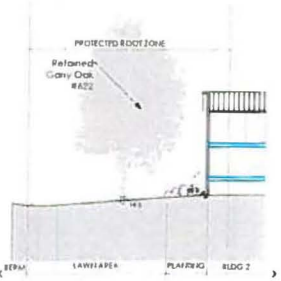
SECTION CC' - SCHEMATIC SECTION THROUGH EXISTING GARRY OAK #605 TO BE RETAINED



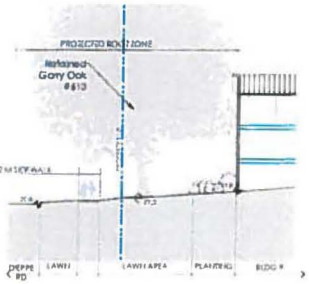
SECTION DD' - SCHEMATIC SECTION THROUGH EXISTING GARRY OAK #605 TO BE RETAINED



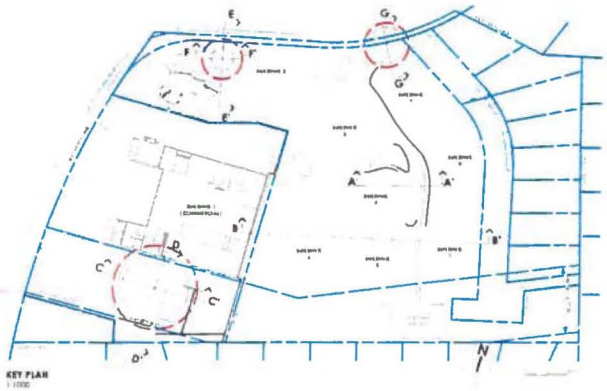
SECTION EE' - SCHEMATIC SECTION THROUGH EXISTING GARRY OAK #622 TO BE RETAINED



SECTION FF' - SCHEMATIC SECTION THROUGH EXISTING GARRY OAK #622 TO BE RETAINED



SECTION GG' - SCHEMATIC SECTION THROUGH EXISTING GARRY OAK #613 TO BE RETAINED



KEY PLAN

PRELIMINARY
NOT FOR CONSTRUCTION

rev no	description	date
4	DEV PERMIT REV	14.01.26
3	DEV PERMIT REV	13.12.23
2	TEAM REVIEW	13.08.16
1	DEV PERMIT	13.01.25

Murdoch de Greeff Inc
Landscape Planning & Design

client
Dieppe Rd Hldgs
4247 Dieppe Rd
Victoria B.C. V8X 2H2

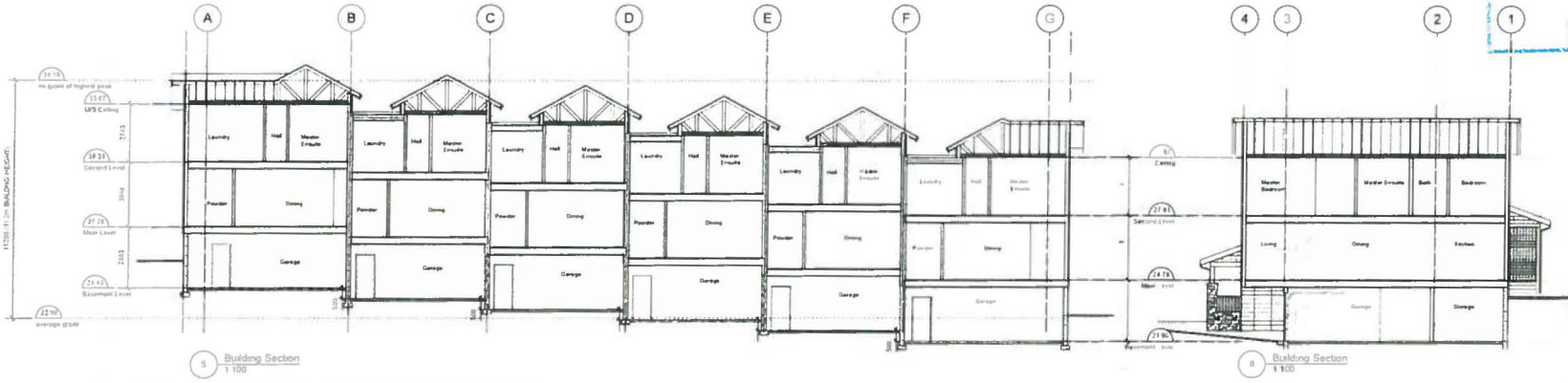
project
4247 Dieppe Road
Saanich, BC

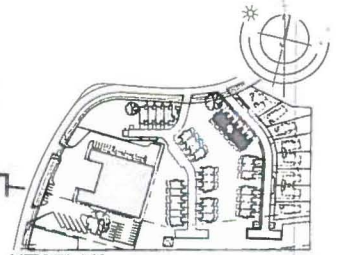
sheet title
Landscape Sections

project no.	1412.22
scale	1:200
drawn by	SM/MA
checked by	SM/PdG
revision no	sheet no.
4	**L3.02**

MATERIALS SCHEDULE

1. ASPHALT SHINGLES
2. PAINTED WOOD FASCIA WINDOW TRIM WOOD POSTS & LATTICE
3. PREFINISHED ALUMINUM SOFFIT
4. DIRECT PEARL FIELD CLADDING SYSTEM
5. DIRECT PEARL ACCENT CLADDING SYSTEM
6. VINYL WINDOWS
7. PAINTED WOOD FRONT ENTRY DOOR / GLAZED PATIO DOOR
8. LEDGESTONE VENEER
9. PREFINISHED ALUMINUM & GLASS DH GARAGE DOOR
10. PREFINISHED ALUMINUM SCUPPER GUTTER & DOWNSPOUT
11. PAINTED WOOD DOOR
12. PREFINISHED ALUMINUM GUARD & HANDRAIL
13. EXPOSED CONCRETE
14. PAINTED WOOD POST ON LEDGESTONE PIER





KEY PLAN

4247 Dieppe Road

Building 9 Elevations & Sections

A9.3

SCALE as noted

Project No. 1213
January 15, 2014

de Hoog & Kieruff architects

Gye and Associates Ltd.

Consultants in Urban Forestry and Arboriculture

January 28, 2013

District of Saanich
Parks Department
Attention: Ron Carter
Park Referral Coordinator

Dear Ron:

Re: 4247 Dieppe Rd.
Tree Protection Planning

Background:
A rezoning and development permit application is being prepared for this site by de Hoog & Kierulf Architects on behalf of Dieppe Road Holdings Ltd. Currently the site is made up of a commercial building with two single family homes. The redevelopment application will propose one commercial building, 9 strata single family lots, and 33 strata town homes (see attached Tree Plan drawing).

Protected Tree Resource:
This site is sparcely treed. There are three trees of significance, all Garry Oaks protected under the Saanich Tree Protection Bylaw. The three oaks in question are located on the accompanying Tree Plan drawing. All three trees are in good health and structural condition and worthy of preservation.

TABLE-1

Tag #	Common Name	DBH (cm)	PRZr (m)	Canopy Spread (m)	Health	Structural Condition	Action
605	Garry Oak	107	19	22	Good	Sound. No significant defects	Retain
613	Garry Oak	54	10	12	Good	Sound. No significant defects	Retain
622	Garry Oak	48	9	16	Good	Sound. No significant defects	Retain

Proposed Site Plan:
Preliminary site planning has been reviewed by Gye and Associates Ltd (G&A) for potential conflicts with the three protected oaks. In response to our comments, the architects, engineering and landscape consultants have worked with G&A to revise the original site plan to minimize impacts to the three protected oaks as much as possible. Adjustments have been made to the site layout and proposed grading around the trees, as well as to the placement and alignment of some site servicing.

5965 Wallace Drive Victoria BC V9E 2G7
Phone: (250)544-1700 Fax: (250) 544-2059 Toll Free (800) 667-4187
jgye@shaw.ca www.gyeandassociates.ca

Oak # 605:

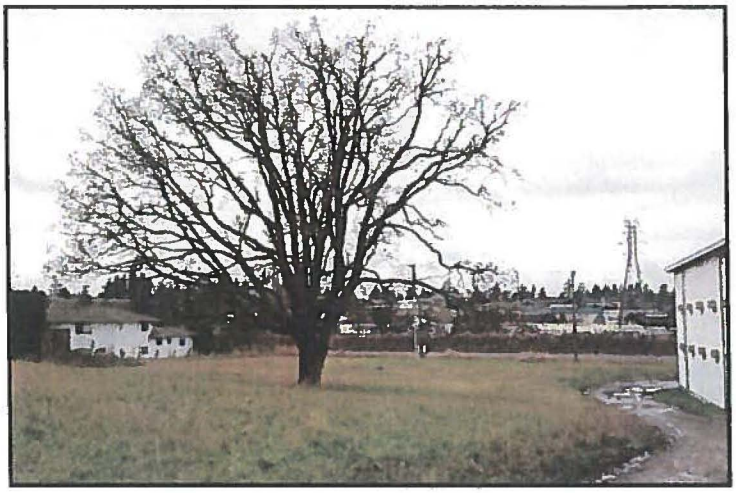


Fig-1 (Oak # 605)

This tree faces the greatest challenges arising from the site plan. The tree is located within the building envelope in an area that must accommodate a new commercial building, two parking areas (one for semi-trucks and another for employee parking) and a drive-aisle connecting these three site elements (see attached Tree Plan drawing). It is impossible, given the size of the tree, to avoid encroaching within its protected root zone (PRZ); however, the current site plan represents the project design team's best efforts to minimize encroachment and associated impacts to the PRZ.

In developing the current design, we began by investigating the soil conditons and root structure (extent, depth, size etc.) within the PRZ. This was done in order to evaluate how much encroachment the tree could tolerate and to assist in developing appropriate mitigation measures. Accordingly, the soil profile, root depth and root extent were investigated through a series of soil pits on the north (must vulnerable) side of the tree. (See Appendix-2 for assessment methodology and details.)

Our investigation revealed a deep horizon of silty-loam soil, approximately 1m in depth, overlying a more consolidated clay soil. Small woody roots were present in the upper metre of soil at a low density. No roots greater than 20mm were found in the upper metre of soil. Larger roots began to emerge just below the transition point from silt-loam to clay. Rainwater seepage was observed along the top of the clay horizon.

Based on the results of this assessment, we recommended changes to the original site layout that included relocating a number of parking stalls, narrowing raising the grade of the drive-aisle using a pervious surface treatment within the PRZ. These recommendations have been accepted by the design team and are reflected in the current site layout. (See also attached Aqua-pave section detail.) Additionally, we recommend the following:

1. Excavation depth for the drive-aisle and parking areas should be minimized as much as possible and compaction of the native soils beneath the excavated sub-base should be avoided (or minimized). Use of geo-grid and a more generous lift of aggregate may be required to effect this outcome.
2. Site preparation within the PRZ must be supervised by the Project Arborist and carried out in such a manner as to minimize unnecessary rutting, compaction or displacement of growing-soils within the PRZ.

3. Protective tree-fencing should remain in place until site preparation with the PRZ commences under the supervision of the arborist and must be restored once work is complete.

Oak # 613:

The building placement of the townhomes to the south of this tree have been adjusted to minimize the encroachment into the PRZ. The drain from the catchbasin in the roadway located east of the tree feeds into a rain-garden to the west of the tree. Its alignment has been modified to minimize encroachment within the PRZ.

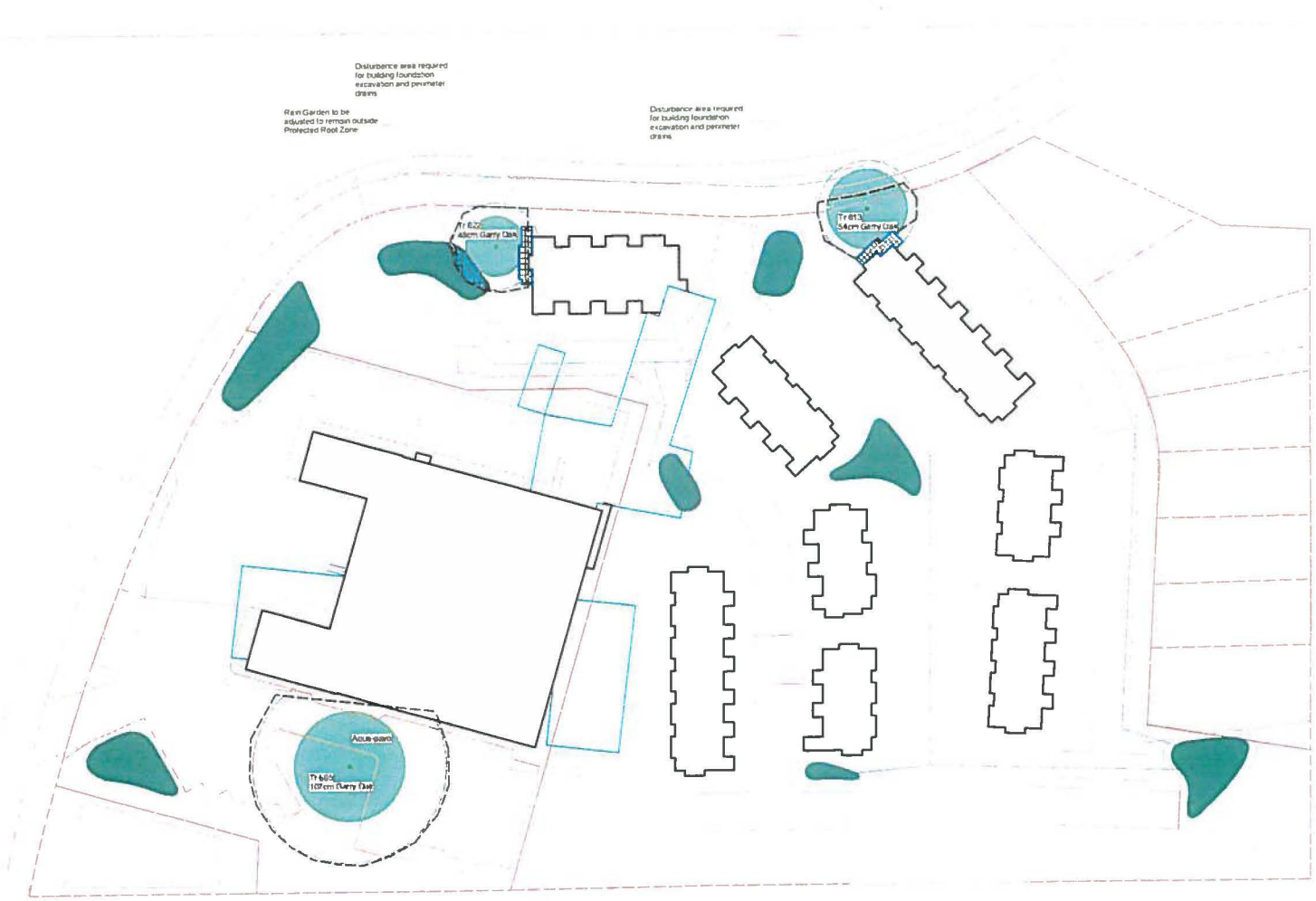
Oak # 622:

A townhome originally located to the south of this tree, which encroached within the PRZ, has been deleted. The placement of the remaining townhome to the east of the tree has been adjusted as much as possible to minimize encroachment. The raingarden to the west of the tree will be moved and/or reconfigured to stand outside the PRZ.

Tree Protection Measures:
Tree Protection Measures and a fencing detail have been included on the Tree Plan drawing.

Respectfully submitted,

Jeremy Gye - Consulting Arborist
I.S.A. Certification # PN-0144



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DISTRICT OF SAANICH

TREE PRESERVATION MEASURES

1. Tree fencing to be erected prior to site preparation or construction and remain in good condition throughout the duration of the project. Consult with Arborist to verify fence alignment prior to erecting it
2. Any excavation within or adjacent to Tree Protection Areas (including underground services) must be approved and supervised by the Arborist
3. No dumping of fill, concrete or paint belongs within TPAs
4. No storage of materials within TPA

106

Tree Protection Fencing Detail

Robust Tree Protection Fencing shall be constructed with a 2x4 frame and supports (See photo below). Snow-fencing will then be affixed to the frame using zip-ties, stapled wire or nails. All-weather signage will be installed, clearly designating the area within as a TREE PROTECTION AREA – NO TRESPASSING.

LEGEND

Trees to be Retained Undisturbed

SAANICH BYLAW PRZ (15x DBH)

TREE FENCING

TREE CENTRE

TREE CANOPY

TREE LABEL

Proposed Rain Garden

DRAIN

GEE & ASSOCIATES LTD

PROJECT
4247 Dieppe Rd,
Saanich, BC

SHEET TITLE
Tree Plan

REV NO	DESCRIPTION	DATE
0	ISSUED FOR DP	19/09/2015

PROJECT NO	12-825
DATE	January 29, 2013
SCALE	1:400
DRAWN BY	JG & EP
SHEET NO	T - 1

APPENDIX - 2

Root and Soil Assessment:
Two soil pits were excavated with the assistance of a mechanical digger on the north side of Oak # 605. Understorey conditions were field grass.

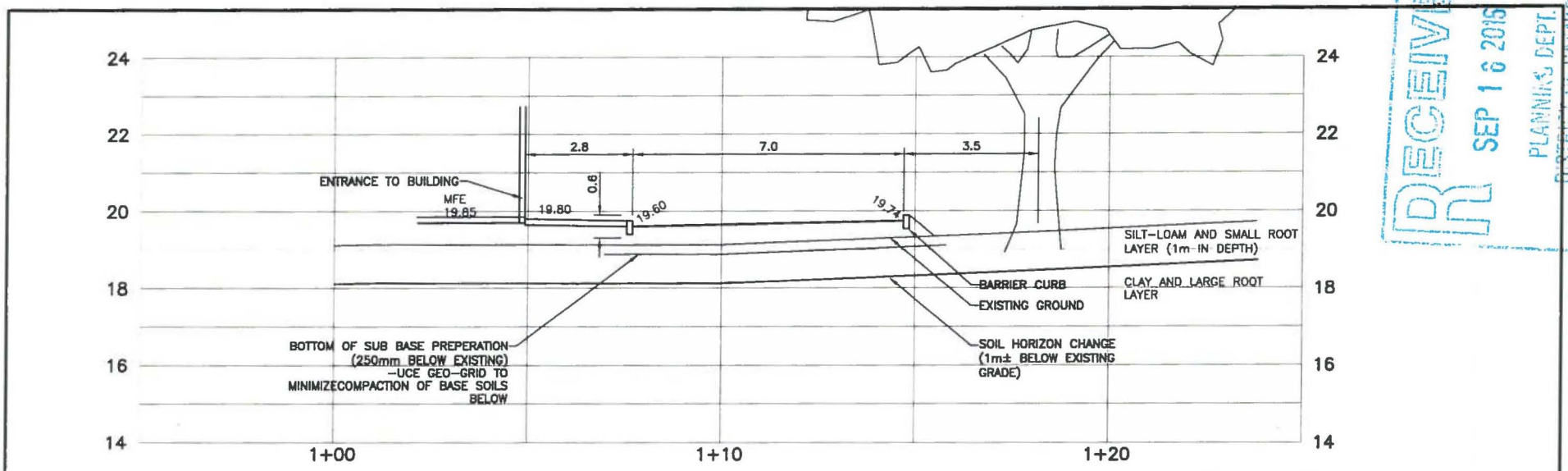
The first pit was located 7.5m distance from the tree *(Fig-2)*. The pit was dug to depth of 1m and was 3m in length. A 300mm horizon of displaced soil was observed, likely spread on top of the field surrounding the tree at the time the nearby Patrica Bay Highway was constructed. (This overburden diminishes in depth to meet the pre-existing or undisturbed grade at the base of the tree.) The soil texture of both the overburden and sub-soils to a depth of 700mm is a uniform silt loam with a narrow, nutrient-rich, Ah layer and a darkish brown sub-soil. A few number of small woody roots (<20mm) were observed in this layer of soil (*Fig-3*). No large woody roots (i>20mm) were found in the upper 700mm of soil. A clay-dominated soil emerges below this layer, with a higher number of larger roots (20 – 40mm in diameter) observed just below the interface, along with seeping interflows of groundwater (*Fig-4*).

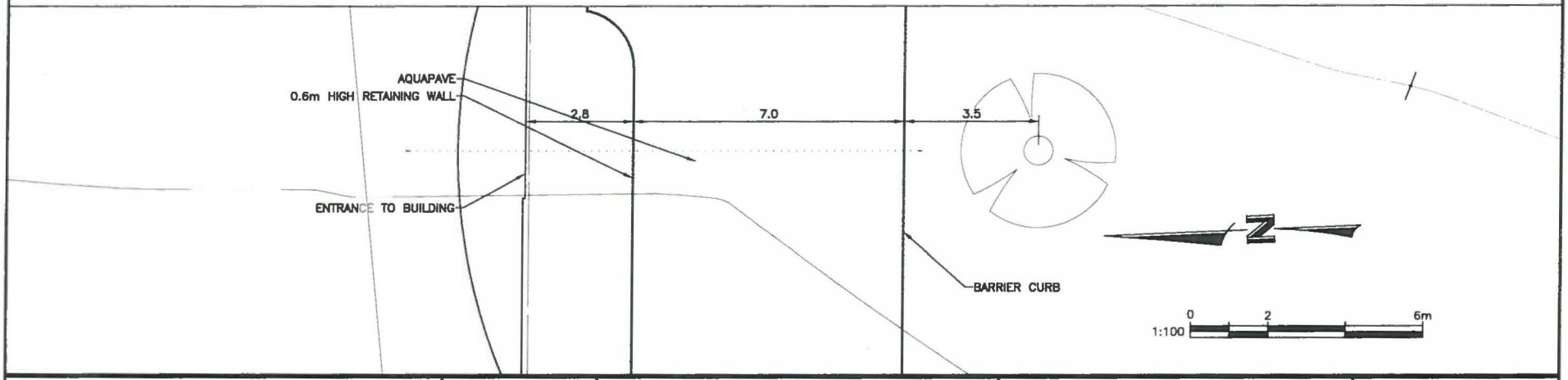
Fig-2 (Oak # 605)

Fig-3 (Small roots from soil pit #1, Oak # 605)

Fig-4 (Soil pit #1, Oak # 605)

Based on the results of the first soil pit, a second soil pit closer to the tree at a measured distance of 4.35m to a depth of 1m, with similar results. No large roots were found in the first 700mm of soil. A pressurized copper water pipe was uncovered at this depth, measured 4.34m from the base of the tree, aligned on a vector toward the centre of the base of the transmission tower at the top of the field.





REVISIONS				DESIGNED	PC
				DRAWN	PC
				CHECKED	
				DATE	2013-01-08
				B.M.	
				ELEV.	
1	REVISED AS PER COMMENTS FROM GYE AND ASS.	13/01/28	PC	SCALE Horz.	1:100
No.	DESCRIPTION	DATE	SIGN	Vert.	

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

PROJECT
DIEPPE
ISLAND WEST PRODUCE
AQUAPAVE SECTION

WESTBROOK PROJECT No.	
2660	
GOVERNING AUTHORITY FILE No.	
SHEET 1 OF 1	REV. 1
WESTBROOK DRAWING No.	
FIG 1	

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SUB00717

Planning - Amend DPR00543 - 4247 Dieppe Road

✓ Clerks

From: "Haji Charania" [redacted]
To: <planning@saanich.ca>
Date: 10/4/2016 6:36 PM
Subject: Amend DPR00543 - 4247 Dieppe Road
CC: "'Neil Findlow'" <Neil.Findlow@saanich.ca>, "Jarret Matanowitsch" <Jarre...

Hello Saanich Planners,

While the proposed amendments seem minor, we at North Quadra Community Association are not going to support these amendments. The staff and Council know that we have not supported the original project. Our reasons for not supporting the project t in the first place, and therefore, not supporting any amendments are very well known to Saanich staff and Council. The reasons are summarised below:

1. The approval was based on flawed Planners reports and very poor reasoning from Council.
2. The development and density did not comply with the North Quadra Local Area Plan.
3. Excessive density and major height variances were granted without seeking substantial amenity.
4. A right-of-way for future bicycle lanes along Dieppe Road was not sought, and therefore, not secured.
5. No sidewalk along Dieppe to Quadra was considered, and therefore, not obtained.
6. But most importantly, a fair Community Amenity Contribution was not asked for, and therefore, not received.

We have been extremely disappointed with the Planner's flawed reports and Council's poor decision. We believe this was one of the worst decisions Saanich council has made in the past 44 years for the North Quadra Area. A very meager and unfair Community Amenity Contribution was accepted; that left the existing community very impoverished. Very disappointing decision indeed!

Best regards. Haji Charania for North Quadra Community Associations.

SEEN BY

JM	✓
NF	

PLEASE INITIAL AND RETURN TO ADMIN

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DISTRICT OF SAANICH

1410-04
xref 3860-30

CW Feb 6, 2017

The Corporation of the District of Saanich

Mayor
Councillors
Administrator

Council
Administrator
Media

Report

To: Mayor and Council

From: Sharon Hvozdanski, Director of Planning

Date: January 23, 2017

Subject: Development Permit Application
File: DPR00647 • 3959 Shelbourne Street
(Cancels DPR00384, DPA00705, and DPA00739)

PROJECT DETAILS

Project Proposal:	The applicant proposes to construct a new two-storey commercial building for a bank use. A Form and Character Development Permit is required. The applicant is also requesting variances for setbacks, parking, landscaping and signage.
Address:	3959 Shelbourne Street
Legal Description:	Lot A, Section 57, Victoria District Plan EPP61288
Owner:	First Capital Corporation
Applicant:	Stantec Consulting Ltd. c/o Ross Roy
Parcel Size:	1,567 m^2
Existing Use of Parcel:	Vacant
Existing Use of Adjacent Parcels:	North: RA-3 (Apartment) Zone South: C-8 (Service Station) Zone East: C-3L (Shopping Centre/Major Liquor Retail) Zone West: C-8 (Service Station) Zone and C-3 (Shopping Centre) Zone
Current Zoning:	C-2S (General Commercial Shelbourne) Zone
Minimum Lot Size:	n/a
Proposed Zoning:	n/a

CW
2

Proposed Minimum Lot Size: n/a

Local Area Plan: Gordon Head

LAP Designation: Commercial

Community Assn. Referral: Referred to Gordon Head Residents' Association on May 9, 2016.
• Response received June 14, 2016 indicating generally no objections, however concerns were expressed that the proposal did not include a pedestrian entrance off Shelbourne Street and that the façade facing Shelbourne Street was unattractive.

PROPOSPAL

The applicant proposes to construct a new two-storey commercial building for a bank use. A Form and Character Development Permit is required. The applicant is also requesting variances for setbacks, parking, landscaping and signage.

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."

4.2.1.2 "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."

4.2.2.3 "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."

4.2.2.4 "Through the development review process consider the use of variances and density bonusing to secure public amenities such as; open space, playgrounds, landmarks, focal points, activity centres or cultural features."

4.2.3.1 "Focus new multiple family residential, commercial, institutional and civic development in Major and Neighbourhood "Centres", as indicated on Map 4."

4.2.3.7 "Support the following building types and land uses in Major and Neighbourhood "Centres":

- Townhouses (up to 3 storeys)
- Low-rise residential (up to 4 storeys)

- Mid-rise residential (up to 8 storeys)
- Live/work studios & Office (up to 8 storeys)
- Commercial and Mixed-Use (generally up to 8 storeys)"

4.2.8.10 "Encourage publicly accessible open spaces in new developments, such as plazas, walkways or small park nodes."

4.2.9.15 "Ensure the pedestrian and cycling network in "Centres" and "Villages" is designed to accommodate projected population densities and associated activities such as, sidewalk cafes, public art, street furniture, and boulevard plantings."

4.2.9.21 "Support the development and enhancement of transit in order to reduce the reliance on automobiles."

4.2.9.25 "Support the use of Transportation Demand Management (TDM) by schools, institutions and major employers, to help reduce the reliance on automobiles, and make more efficient use of available parking and transportation resources."

4.2.9.37 "Consider parking variance where one or more of the following apply:
- transportation demand strategies (TDM) are implemented;
- a variety of alternative transit options exist within the immediate vicinity of the proposed development;
- there is a minimal reduction in required parking;
- the development is located in a "Centre";
- the availability of on-street parking."

6.2.4 "Support a balanced economy by encouraging a broad range of commercial, service, research, high tech and industrial uses."

6.2.5 "Focus new commercial development primarily to "Centres" and "Villages" (Map 4)."

Gordon Head Local Area Plan (1997)

6.1 "Restrict commercial development to existing commercially zoned sites identified on Map 6.1." Note: the site is identified as 'potential commercial' on Map 6.1."

6.3 "Consider rezoning 3959 Shelbourne Street for general office use."

6.4 "Use development permits to ensure that new commercial development respects the scale of adjacent uses and the environmental character of Gordon Head."

Draft Shelbourne Valley Action Plan
The subject property is within the study area for the draft Shelbourne Valley Action Plan (SVAP). Although the SVAP has not yet been adopted, draft policies relevant to this proposal should be considered.

4.3.11 "Where feasible, plant London Plane trees on boulevards along Shelbourne Street as an acknowledgement of the street's designation as a Road of Remembrance."

5.1.1 "Consider changes to use, density and height in the Shelbourne Valley based on designations identified on Map 5.1."
Note: Map 5.1 identifies the site as Mixed Use/Commercial at eight storeys.

5.3.2 “For properties designated as mixed-use / commercial require retail or other pedestrian-oriented commercial use on the main floor.”

5.3.3 “Encourage residential above the first floor in all properties designated for mixed-use/ commercial.”

5.7.2 “Locate all surface parking to the rear of new development and screen from view.”

5.7.3 “Locate short-term bicycle parking in convenient locations near primary building entrances.”

5.7.4 “Consider parking variances where contributions are made to enhance cycling, walking and transit infrastructure.”

6.1.13 “Provide pedestrian amenities such as benches and drinking fountains on major pedestrian routes and greenways, with a focus on linking higher density developments and seniors’ housing with major destinations.”

6.4.8 “Remove bus bays, where feasible, along Shelbourne Street to improve transit efficiency, improve bus stop areas, and create more ‘people space’ between the road edge and buildings.”

6.5.12 “Promote the use of electric vehicles, including through encouraging charging facilities in higher density developments.”

6.6.9 “Provide wide (4 to 6 metre), accessible pedestrian areas in front of buildings in the Valley’s Centres and Village, located within the right-of-way or partly on private property where direct building access is provided.”

7.2.1 “Evaluate development applications within the Planning Area (Map 7.1) using the Shelbourne Valley Design Principles.”

The Design Principles Include:

1 a) “Align building facades with the street to create a defined street edge.”

1 b) “Plant trees to create a continuous “green street” edge.”

1 c) “Encourage development where buildings and entrances are oriented towards the street.”

1 e) “Ensure commercial development is visually interesting, active, and scaled to human proportions. Blank walls and or dark or mirrored glazing is discouraged at street level.”

4 a) “Design and orient building entrances so they face, and can be seen from, the street.”

4 d) “Define pathways to lead pedestrians to building entrances.”

4 e) “Encourage the design of building entrances to support the comfort and pleasure of people through the inclusion of weather protection, seating and accessibility features.”

10 c) "Encourage buildings with commercial uses on the ground floor to have generous amounts of clear glass at ground level (>80%) facing the street."

10 d) "Discourage the use of reflective coatings and films."

16 a) "Include signs, lights, refuse and recycling containers, and weather protection in the design of bus stops and shelters."

16 b) "Consider pavement treatments that differentiate bus stop areas from sidewalks."

21 a) "Use architectural detailing in paving in the public realm as a strategy to help define and delineate public spaces."

22 a) "Design commercial and mixed-use buildings to include weather protection in the form of overhangs, canopies, arcades and awnings along their frontages."

Development Permit Area Guidelines
The development proposal falls within the Shelbourne/McKenzie Development Permit Area. Relevant guidelines include: screening of parking areas, landscaping of Shelbourne Street frontage, a 20 m building setback from the centre line of Shelbourne Street, commercial buildings at a human scale to increase social interaction and create a vibrant pedestrian environment, treating buildings as an integral component of the streetscape and ensuring windows are not blanked out, creating public spaces, balancing all modes of transportation, and high quality architecture that incorporates varied elements and avoids large blank walls.

DISCUSSION

Neighbourhood Context
The 1,567 m^2 lot is currently vacant and located one lot north of the McKenzie Avenue and Shelbourne Street intersection. The property falls within the core of the University major "Centre". The proposed two-storey building would be adjacent to a one-storey gas station building to the south, and a four-storey mixed-use building to the east (Tuscany Village). A care facility (The Kensington) and residential strata (The Cumberland) are located on the adjacent property to the north.

Access to the subject lot would be from Shelbourne Street, via a "stub end" section of Teakwood Road. This western section of Teakwood Road services the subject site and Tuscany Village, but does not allow for through vehicle movement to the eastern section of Teakwood and the residential neighbourhood. A pedestrian pathway is provided for between the two sections of Teakwood.

The subject site is adjacent to an existing bus stop that serves approximately 1,000 riders per weekday. The Shelbourne corridor is one of the highest demand areas in the Victoria Regional Transit System with this bus stop being one of the busiest. Due to ridership demands, the Shelbourne corridor has a higher level of service at almost twice that of BC Transit's "Frequent Transit" standards. Improvements to the pedestrian and cycling infrastructure along the Shelbourne corridor are also anticipated as a result of the draft Shelbourne Valley Action Plan.

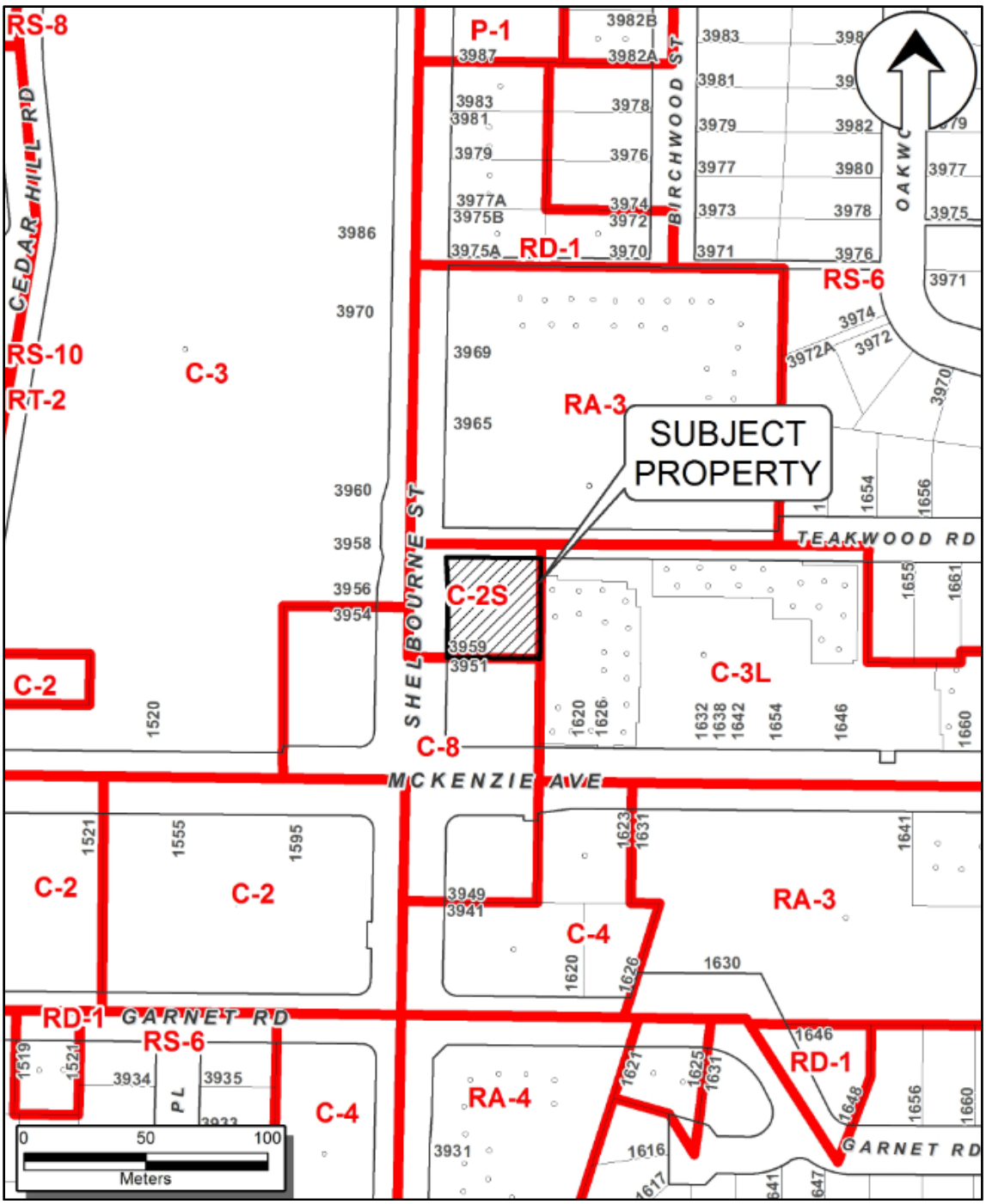


Figure 1: Context Map

Land Use and Density

The property is zoned C-2S (General Commercial Shelbourne) Zone and the proposed financial institution use is permitted. The tenant (Canadian Imperial Bank of Commerce) CIBC is proposing to relocate from their existing location at the University Heights Shopping Centre.

In terms of policy, the Official Community Plan (OCP) supports higher density (up to eight storeys) within the core of major “Centres”, where more compact development with a broader range of residential, community and commercial services is strongly encouraged. The draft Shelbourne Valley Action Plan also identifies the site for higher density land use, specifically a

six-storey mixed-use/commercial development. A higher density proposal was discussed with the applicant, however the applicant's preference is for a two-storey building with surface parking.

The subject site was rezoned in 2009 for a four-storey office/retail building with underground parking. If the subject development proposal is supported, the 2009 Development Permit and associated covenant would need to be discharged from the property's Title.

Site and Building Design

The proposed development would be for the sole occupancy by the CIBC. The first floor would include traditional bank customer service and office areas, and the second floor, which would be a partial floor that is approximately 60% of the main level floor area, would be used for offices. The proposed building is based on a typical CIBC design and the exterior would include a brick veneer with metal accent panels in the standard CIBC red colour (see figures 2- 5).

The building has two entrances from the glazed entry vestibule, one oriented towards Shelbourne Street and the other oriented eastwards towards the parking lot. Glazing is proposed for all other elevations to a lesser amount, which is generally tinted along the lower level for privacy purposes.

A key consideration in the site design was accommodating improvements to public transit and pedestrian infrastructure. No improvements to the constructed vehicle portion of the roadway are required, however the frontage along Shelbourne has been designed to provide adequate waiting area for transit riders and a wider pedestrian pathway. A variety of options were explored, including the preferred option for an integrated approach where wide overhangs from the building face serve as bus shelters. The integrated approach was not acceptable to the CIBC for the following reasons: a preference to maintain a clear separation of the bus shelter from the building to simplify ongoing operations or future changes, uncertainty with respect to ongoing maintenance responsibilities, increased risk of misuse of the building face (i.e.; flyers, notices), security concerns, legal risks, and maintaining distinct branding/signage from transit service.

The current streetscape proposal would provide larger standalone bus shelters than currently exist, additional seating, and approximately 5 m of pedestrian/transit waiting area between the curb and building face. New boulevard trees would be incorporated into the main bus shelter area. Additional trees, an intensive planting area, seating and bike racks would be installed at the intersection of Shelbourne Street and Teakwood Road, to further enhance the public realm. Vehicle access would be off Teakwood Road with surface parking on the north and east portion of the site.

Typically having the most prominent elevation facing a main corridor, such as Shelbourne Street, would be encouraged. However, the applicant has chosen to design the project so that the Teakwood Road (north) elevation facing the parking lot is the more prominent façade. Although the Shelbourne Street frontage would not have the same level of architectural prominence as the north elevation, there would be an enhanced public realm along Shelbourne Street through the improved transit facility, a doorway into the bank directly off Shelbourne Street, improved landscaping, and an enhanced pedestrian environment.

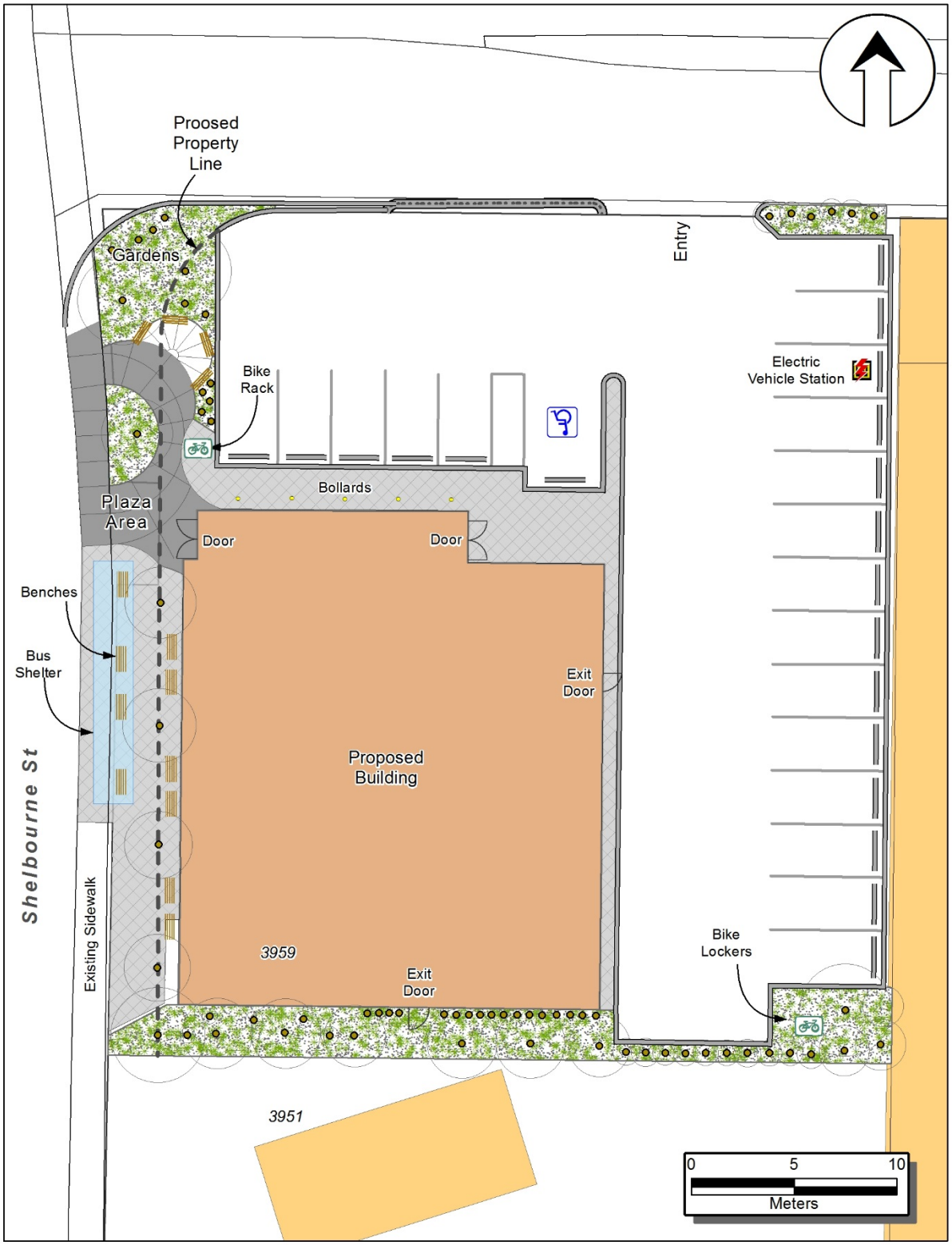


Figure 2: Site Plan

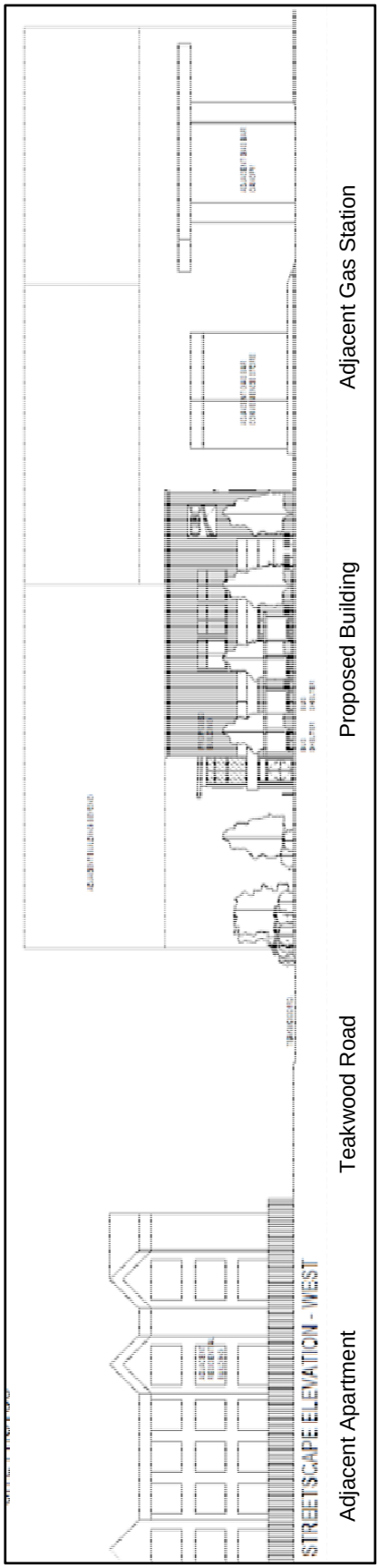


Figure 3: Streetscape of Proposed Commercial Building *(Provided by Stantec Architecture Ltd.)*

Figure 4: Rendering of Proposal – North East Corner *(Provided by Stantec Architecture Ltd.)*

Figure 5: Proposed Building Elevations *(Provided by Stantec Architecture Ltd.)*

Requested Variances
The proposal includes variances for setbacks, landscaping, parking, and signage.

Setback – Shelbourne Street:
A 2.75 m variance to the required setback from Shelbourne Street is requested. Where the setback area is landscaped and not used for parking the required setback is 3.75 m. The applicant is proposing a setback of 1 m. The proposed variance is in large part required due to the land dedication needed along Shelbourne Street for mobility improvements, and the comparatively smaller size of the subject commercial parcel. In an attempt to mitigate the variance, the area between the proposed building and the street has been designed to create a substantially improved pedestrian and transit stop area. For the above-noted reasons, the variance can be supported.

Setback – Interior Side Yard (Building):
A variance is requested to reduce the interior side yard (south) setback from 3 m to 2.5 m. The Zoning Bylaw allows a building to be set back either between 0 m to 0.5 m from the lot line, or at 3 m or more. The proposed interior side yard setback variance relates to the property area between the subject development and the adjacent gas station. The subject side yard area would be landscaped. Shifting the building southward by 0.5 m would allow for more space in the northwest corner of the site for pedestrian improvements, and as such can be supported.

Setback – Interior Side Yard (Bike Locker):
A bike locker is proposed in the southeast corner of the site. A variance is requested to site the locker 1 m from the interior side lot line. The Zoning Bylaw allows a building to be setback between 0 m to 0.5 m from the lot line, or at 3 m or more. The requested variance would allow for valuable secure bike parking while enabling a landscaping strip to extend along the bike locker to the rear property line. The locker would be a relatively small structure located in corner of the parking area and have negligible impact on either neighbouring property. Given the above-noted reasons the variance can be supported.

Landscaping – North Property Line:
A variance is requested in regard to the landscaping strip along the north property line. The Zoning Bylaw requires that where commercially zoned properties abut a street opposite an RA (Apartment) Zone, a 1.75 m wide landscape area must be provided along the facing property line. The property to the north is zoned RA (the Kensington), therefore the landscape area is required along the northern boundary.

A small landscape area that is 1.5 m wide and 6.5 m long would be planted on the northeastern portion of the lot line, however no landscape area is proposed on the northwestern portion of the lot line adjacent to a drive aisle (approximately 17 m length).

The required width for a maneuvering aisle would not be achievable if the landscape area on the northwestern portion of the lot line adjacent to the drive aisle was required. In regard to the intent of the policy, namely visual buffering, the adjacent residential property across Teakwood Road does not face toward the subject site and there is a wooden fence and landscaping along the development's property line.

Given that a more intensive landscaped area would be provided at the corner of Teakwood Road and Shelbourne Street, the subject residential development backs onto Teakwood, and there is a solid panel fence and established landscaping along its property line, the variance can be supported.

Landscaping – Number of Trees in Parking Area:
A variance is requested for the number of trees required within the parking area. The Zoning Bylaw requires a certain number of trees based on lot area, and that 50% of these trees are in parking areas. Based on the subject lot area 13 trees are required. Thirteen on-site trees are proposed, however only one (7.5%) would be located in a parking area. The majority of the trees would be planted along the west and south property lines.

Given the relatively small commercial site, that landscaping is focused toward Shelbourne Street where it will be of most benefit to the public realm, and the addition of more trees in the parking area on this small site would further reduce the amount of parking, the variance can be supported.

Parking - Total Number of Stalls:
For a financial institution the Zoning Bylaw parking requirement is based on gross floor area. In the case of this property, the Bylaw requires 49 parking stalls, and 20 stalls are proposed (variance of 29 stalls).

The applicant has stated that as part of their lease agreement, the owner of the property would provide 15 underground parking spaces for CIBC staff to use at the adjacent Tuscany Village, which they also own. Approximately 18 to 20 staff would be working at any given time. The property owners have stated that the underground parking spaces at Tuscany Village are consistently underutilized and that a shared parking arrangement would not impact their operations on this site. Given existing lease conditions with key Tuscany Village client(s), a formal agreement to secure the shared parking in perpetuity is not possible. That being said, the single user of the proposed building is in a very good position to oversee and manage the parking of its staff, should this shared parking agreement ever cease to exist. In addition, the bank has a vested interest in ensuring its clients can easily find onsite parking.

Customer parking at banks typically has a high turnover rate. Finding parking on a one-use, stand-alone property, such as this one is generally not a problem. As more people do their banking online the number of in-person visits is also changing. As staff parking has been addressed through an offsite sharing agreement, concern over parking demands not being met on site is minimal.

The site location is also well serviced by alternative modes of travel, and as major “Centres” evolve to become higher density walkable neighbourhoods, travel by walking and cycling would become increasingly more attractive than travel by automobile. Both Shelbourne Street and McKenzie Avenue are key transit corridors. The Shelbourne Corridor is designated as a Frequent Transit Corridor with transit service every 15 minutes or better between 7 am and 7 pm Monday to Friday. McKenzie Avenue is designated as a Regional Route and is a Rapid Transit Priority Corridor. Service is provided every 15-60 minutes, with limited stops. Future improvements along the Shelbourne Street corridor will certainly enhance opportunities for these alternative modes of travel.

Given the above-noted reasons, the parking variance can be supported.

Parking - Number of Small Car Stalls:
The Zoning Bylaw allows up to 30% of the required parking spaces to be designated for small cars. The proposal includes seven, or 35% of the total parking spaces to be designated for small cars and nine would be standard size spaces. It is recognized that the Zoning Bylaw requirements in terms of number and size of parking spaces is dated and does not reflect current automotive trends. It would not be anticipated that the proposed business (bank) would

attract larger than average vehicles. Given the above and the central location in a major "Centre" the variance can be supported.

Parking - Parking Adjacent to Drive Aisle:
The Zoning Bylaw restricts parking accessed from the drive aisle within 5.5 m of the lot line. The objective is to prevent vehicle stacking on the roadway while vehicles manoeuver into or out of the space. There are two offending parking spaces which are designated for small cars and they would be parked beside the building face of the adjacent commercial property. Due to the lot configuration, the outbound traffic would potentially be impacted more than inbound traffic. Given the adjacent road only provides access to the subject site and Tuscany Village the variance can be supported.

Parking – Loading Spaces:
The Zoning Bylaw specifies the number of required loading spaces based on floor area, and the loading spaces are of a dimension suitable for commercial vehicles. The proposal requires one loading space but given the nature of the business it would not be utilized and therefore, the variance can be supported.

Signs - Number:
The Sign Bylaw permits one sign per building face, however two signs are proposed for each elevation. Each building face has one larger CIBC logo sign (approximately 2.7 m x 2.5 m), as well as the name "CIBC Banking Centre" on a red metal panel above full height windows. As a single-occupant building no additional business signage on the building would be permitted without Council's approval. The proposed signage in comparison with other financial institutions and commercial operations in Saanich is not excessive, and as such, the variance can be supported.

Environment
The subject site is currently vacant with no significant vegetation. Stormwater would be managed through an underground detention tank system with oil/grit separators. The development proposal includes one parking space for EV charging.

The applicant has committed to the project meeting LEED Silver, or a comparative energy efficient standard and has agreed to secure this through a covenant. Constructing the building as solar ready is not proposed and the applicant has focused on achieving a LEED Silver certification through other aspects of the development. Given the open span nature of the building, installation of a solar energy system in the future, could be achieved relatively easily.

CONSULTATION

Applicant
Prior to submitting their proposal, the applicant met with the Gordon Head Residents' Association and the Mount Tolmie Community Association. The applicant noted the proposal was generally well received and that the development would provide a high-quality building that would improve the immediate neighbourhood. Feedback received noted that the west elevation (Shelbourne Street frontage) had insufficient architectural engagement and a similar level of detail as the north elevation should be given to the west elevation.

Community Association
The application was referred to the Gordon Head Residents' Association on May 9, 2016. Response was received June 14, 2016, indicating generally no objections, however concerns

were expressed that the proposal did not include an entrance off Shelbourne Street and that the façade facing Shelbourne Street was unattractive.

Advisory Design Panel
The application was considered by the Advisory Design Panel (ADP) at their November 16, 2016 meeting. The ADP recommended the proposal be accepted subject to:

- Relocating the entry door to the west (Shelbourne Street) frontage;
- Reconfiguring the pedestrian plaza in the northwest corner to better integrate with the entrance;
- Creating a more proportional and cohesive connection between the north and west elevations; and
- Improving the west (Shelbourne Street) elevation.

In response to the ADP and community comments the applicant has revised the proposal as follows:

- A second doorway into the entry vestibule has been added on the Shelbourne Street frontage;
- The landscaping, public benches and surfacing materials have been revised to create a more distinct pedestrian plaza area that integrates better with the building entrance;
- A canopy at the first floor level has been wrapped around from the north elevation to extend along the west elevation, terminating with a vertical element. The canopy would be relatively prominent given the contrast of the stronger CIBC red colour scheme against the more natural, lighter brick facade; and
- Upper level windows on the Shelbourne Street frontage have been enlarged.

OPTIONS

The subject application is a Form and Character Development Permit, with variances. Based on Saanich's Development Permit Guidelines, the proposed building would meet the general intent of these guidelines. The requested variances also need to be adjudicated by Council. In that regard Council has three basic options:

Option 1: Support all of the requested variances as outlined.
Option 2: Support some of the requested variances and ask the applicant reconsider others.
Option 3: Support none of the requested variances.

Staff Comment:
The proposed land use/building design, in conjunction with the small site, are driving the need for the requested variances. It is unlikely that the subject site would be developed in the foreseeable future without the need for some variance(s). While a higher density mixed-use building would be more desirable for this site, the zoning permits the proposed use. For the reasons outlined in the body of this report, staff can support each of the variances, and as such recommend Option 1.

SUMMARY

The applicant proposes to construct a new two-storey commercial building for a bank use. The proposal includes variances for setbacks, landscaping, parking and signage. The property is zoned C-2S (General Commercial Shelbourne) Zone which permits the subject land use.

The proposed bank branch (CIBC) would be relocated from their existing location at the University Heights Shopping Centre.

The vacant property is located one lot north of the McKenzie Avenue and Shelbourne Street intersection within the core of the University major “Centre”. The draft Shelbourne Valley Action Plan identifies the site for six-storey mixed-use/commercial development and the Official Community Plan (OCP) policies support higher density (up to eight storeys) within major “Centres”. A higher density proposal was discussed with the applicant, however given the size of the site and applicant’s preference, a two-storey building with surface parking is what they are proposing.

A key consideration in the site design was accommodating improvements to public transit and pedestrian mobility infrastructure. A small public plaza area would create a focal point at the corner of Teakwood Road and Shelbourne Street, which would integrate the public and private realm and enhance the building entrance presence on Shelbourne Street.

Although the proposal would have the most prominent building face oriented toward Teakwood Road (north) rather than Shelbourne Street (west), the Shelbourne Street frontage would provide an enhanced pedestrian environment with the plaza, improved transit facility, a doorway into the bank directly off Shelbourne Street, and improved landscaping.

As part of the proposal the applicant has agreed to dedicate 2.38 m along the Shelbourne Street frontage and secure by covenant that the building would be constructed to LEED Silver, or a comparative energy efficient standard.

The proposed land use/building design, in conjunction with the small site, are driving the need for the requested variances. It is unlikely that the subject site would be developed in the foreseeable future without the need for some variance(s). For the reasons outlined in the body of this report, staff can support each of the individual variances, and as such recommend the application in its entirety be approved.

RECOMMENDATION

1. That Development Permit DPR2008-00023 (DPR00384) and subsequent amendments DPA00705 and DPA00739 be cancelled and that Development Permit DPR00647 be approved.

2. That covenant CA1339318 currently on Title, along with its subsequent modification CA2045076 be discharged.

3. That ratification of the Development Permit be withheld pending registration of a covenant securing the construction to a LEED Silver or equivalent energy efficient standard.

Report prepared by: for:
Andrea Pickard, Planner

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

Report reviewed by:
Sharon Hvozdanski, Director of Planning

APK/gv
H:\TEMPEST\PROSPERO\ATTACHMENTS\DPR\DPR00647\REPORT.3959SHELBOURNE FINAL.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. DPR00647
CANCELS: DPR2008-00023 (DPR00384) and
Subsequent amendments DPA00705 and DPA00739

DEVELOPMENT PERMIT

TO: **First Capital (3959 Shelbourne Street) Corporation Inc. No. BC0975240**
Mount Royal Village Suite 400, 1550-8th Street SW
Calgary, AB T2R 1K1

(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 A, Section 57, Victoria District Plan EPP61288

3959 Shelbourne Street

(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 817.4 a) i) to permit a building to be sited 1 m from a lot line abutting a street (3.75 m required),

   (b) By varying the provisions of Zoning Bylaw 2003, Section 817.4 iii) to permit a commercial building to be sited 2.5 m from an interior side lot line (3 m required),

   (c) By varying the provisions of Zoning Bylaw 2003, Section 817.4 iii) to permit an accessory building (bicycle locker) to be sited 1 m from an interior side lot line (3 m required),

   (d) By varying the provisions of Zoning Bylaw 2003, Section 6.5 a) to permit a property zoned C (commercial) not to provide a landscape area having a minimum depth of 1.75 m along a property line abutting a street that is opposite an RA (Apartment) Zone,

   (e) By varying the provisions of Zoning Bylaw 2003, Section 6.5 c) to permit a property zoned C (commercial) to provide 7.5% of the required on-site trees to be located within that portion of the lot devoted to parking, (50%) required.

   (f) By varying the provisions of Zoning Bylaw 2003, Section 7.3 a) to permit the minimum number of off-street parking spaces provided to be 20 (49 required),

(g) By varying the provisions of Zoning Bylaw 2003, Section 7.5 b) to permit up to 35% of the off-street parking spaces to be designated as small car spaces (30% permitted),

(h) By varying the provisions of Zoning Bylaw 2003, Section 7.6 d) to permit parking spaces with direct access to the maneuvering aisle within 5.5 m of the lot line common to the lot and a street,

(i) By varying the provisions of Zoning Bylaw 2003, Section 8.3 to permit a property zoned commercial not to provide an off-street loading space (1 required),

(j) By varying the provisions of Sign Bylaw 2006, No. 8789, Section 12 a) ii) to permit two signs (fascia sign, canopy sign or wall sign) per business per building face (1 per building face permitted), and

(k) By requiring the buildings and lands to be constructed and developed in accordance with the building plans prepared by Stantec Architecture Ltd., date stamped received December 2, 2016, and the Landscape Plan prepared by Stantec Architecture Ltd., date stamped received December 13, 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 $300,000 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 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

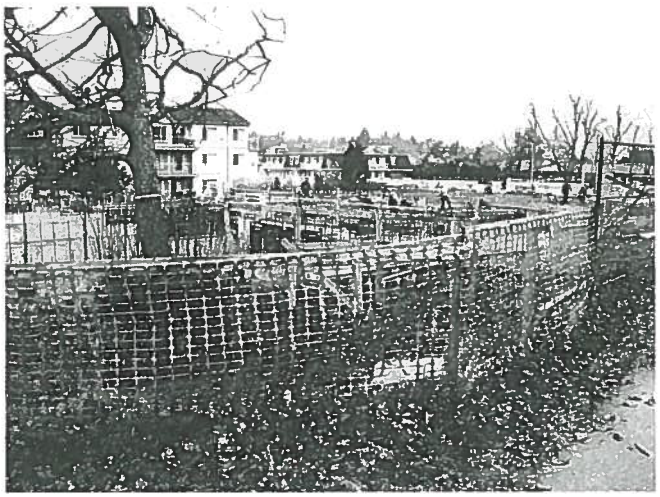
PROTECTIVE FENCING FOR TREES AND COVENANT AREAS

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

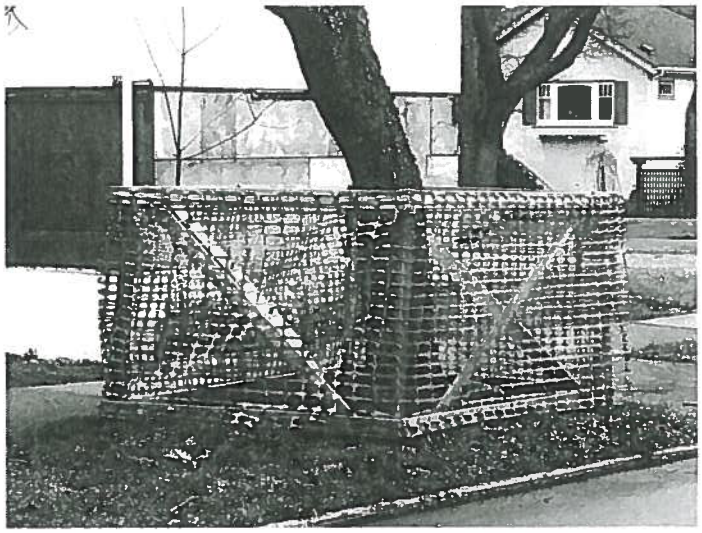
Prior to any activities taking place on a development site, the applicant must submit a photo showing installed fencing and "WARNING – Habitat Protection Area" signs to the Planning Department.

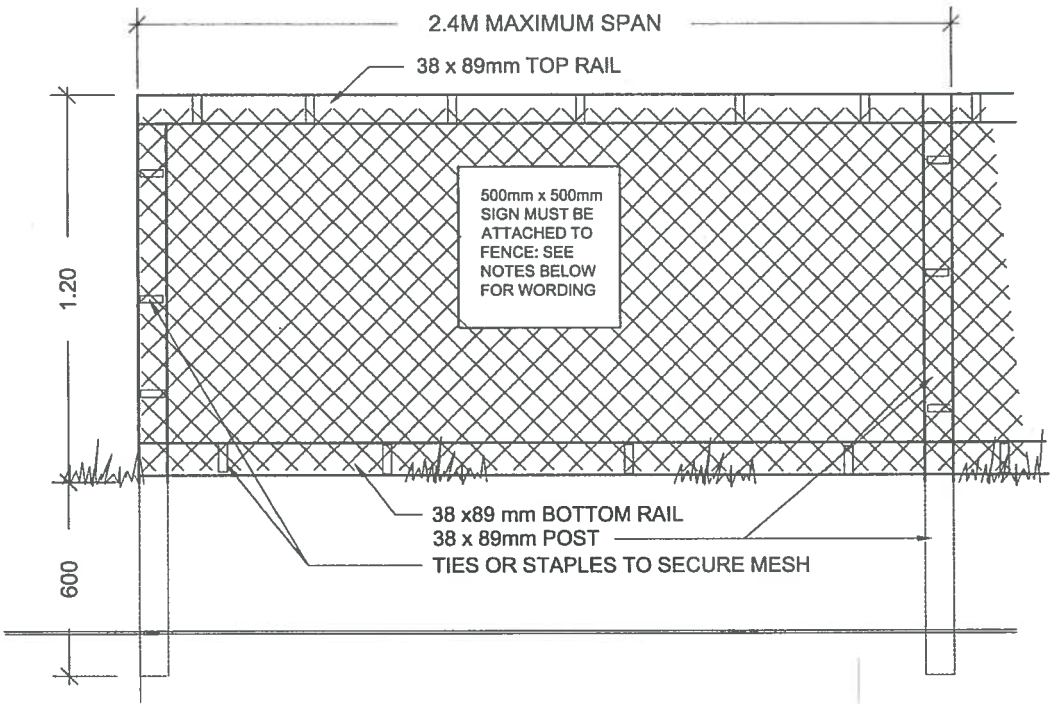
Specifications:

- 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 CONTRUCTED 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 GALVANZIED 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

Saanich

DETAIL NAME:

TREE PROTECTION FENCING

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

Saanich
ENGINEERING

Memo

To: Planning Department

From: Jagtar Bains – Development Coordinator

Date: October 13, 2016

Subject: Servicing Requirements for the Proposed Development- REVISED

PROJECT: **TO CONSTRUCT A NEW 2 STOREY CIBC BRANCH BUILDING, VARIANCES REQUESTED.**

SITE ADDRESS: **3959 SHELBOURNE ST**
PID: **008-280-371**
LEGAL: **LOT K BLOCK 2 SECTION 57 VICTORIA DISTRICT PLAN**
DEV. SERVICING FILE: **SVS02008**
PROJECT NO: **PRJ2016-00274**

The above noted application for Development Permit Amendment 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 Committee of the Whole Meeting, 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 Committee of the Whole Meeting.

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: SVS02008
Civic Address: 3959 SHELBOURNE ST
Page: 1

Date: Oct 13, 2016

Drain

1. AN APPROPRIATELY SIZED STORM DRAIN CONNECTION IS REQUIRED TO SERVE THIS DEVELOPMENT FROM THE EXISTING MAIN ON SHELBOURNE STREET OR ALTERNTIVELY THE EXISTING STORM DRAIN CONNECTIONS MAY BE USED.

2. GREASE/OIL INTERCEPTOR MUST BE INSTALLED ON SITE.

3. ALL PROPOSED BUILDING AND PARKING AREAS MUST BE DRAINED IN ACCORDANCE WITH THE B.C. BUILDING CODE REQUIREMENTS.

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.

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. THIS PROPOSAL IS SUBJECT TO THE PREVAILING MUNICIPAL DEVELOPMENT COST CHARGES.

Hydro/tel

1. UNDERGROUND WIRING SERVICE CONNECTION IS REQUIRED TO SERVE THE PROPOSED DEVELOPMENT.

Road

1. 2.38 M WIDE PROPERTY DEDICATION, ALONG THE ENTIRE FRONTAGE OF SHELBOURNE STREET COMPLETE WITH A 6.0 RADIUS CORNER CUT AT TEAKWOOD ROAD AND SHELBOURNE STREET, IS REQUIRED FOR ROAD ALLOWANCE.

2. NEW DRIVEWAY DROP IS REQUIRED ON TEAKWOOD ROAD AS PER SAANICH STANDARD DRAWING NO. C7SS AND THE EXISTING DRIVEWAY DROP ON TEAKWOOD ROAD IS TO BE REPLACED WITH STANDARD SECTION OF NON-MOUNTABLE CURB AND GUTTER.

3. T4C BUS SHELTERS, BENCHES AND TWO GARBAGE CANS MEETING BC TRANSIT AND MUNICIPAL REQUIREMENTS ARE REQUIRED FRONTING THIS DEVELOPMENT ON SHELBOURNE STREET. IF ADDITIONAL BENCHES ARE INSTALLED WITHIN THE ROAD ALLOWANCE, THEY MUST CONFORM TO MUNICIPAL SPECIFICATIONS.

Sewer

1. THE EXISTING 100 MM SEWER CONNECTION ON TEAKWOOD ROAD IS TO BE USED FOR THIS DEVELOPMENT.

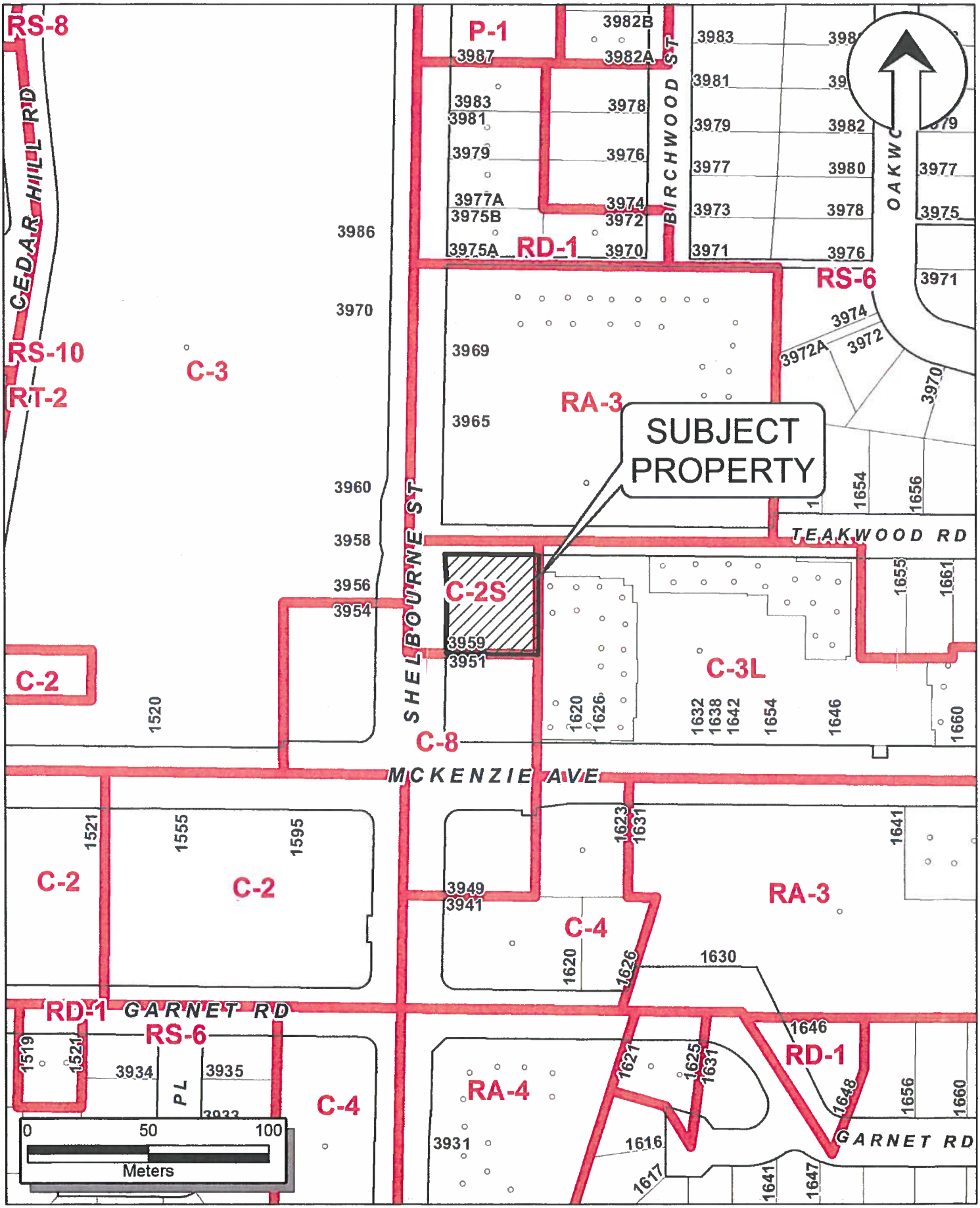
Water

1. A PUMPER CONNECTION FOR THE FIRE SPRINKLER SYSTEM MUST BE PROVIDED AT A LOCATION ACCEPTABLE TO THE FIRE DEPARTMENT AND WITHIN 45 M OF A FIRE HYDRANT. THIS PUMPER CONNECTION IS TO BE FREE-STANDING AND OUTSIDE OF COLLAPSE ZONE OF THE BUILDING.

2. A FIRE HYDRANT IS REQUIRED AT THE SOUTHERN CORNER OF SHELBOURNE STREET AND TEAKWOOD ROAD.

3. A SUITABLY SIZED WATER SERVICE MUST BE INSTALLED AS PER AWWA MANUAL M 22 TO SERVE THE PROPOSED

DEVELOPMENT FROM THE EXISTING MAIN ON TEAKWOOD ROAD. A FIRE LINE WILL BE REQUIRED.



District of Saanich Planning Dept. May 11 2016

Saanich PLANNING

DEVELOPMENT PERMIT APPLICATION
STORMWATER MANAGEMENT STATEMENT

Parcel Address:	3959 Shelbourne St. Victoria, BC
Applicant:	Stantec on behalf of First Capital Realty Inc.
Date:	April 29, 2016
Contact Person:	Ross Roy
Telephone:	403-750-2336

Storm water management is reviewed as part of the Development Permit Review process. Applications are required to meet:

1. The Engineering Specifications detailed in Section 3.5.16 of Schedule "H" of the Subdivision Bylaw, 7452; and

2. The intent of the Development Permit guidelines:

   a) Development Permit Areas #1, 2, 3, 6, through 15, 17, 18, 20, 21, 22, 23
      - The total impervious cover of the site should minimize impact on the receiving aquatic environment. Consideration should be given to reducing impervious cover through reduction in building footprint and paved areas.
      - Storm water runoff controls should replicate the natural runoff regime. The controls could include on-site infiltration, storage in ponds or constructed wetlands, sand filtration and creative road/curb configurations.

   b) Development Permit Area #27

      Maintain pre-development hydrological characteristics should by the following means:
      - minimize impervious surfaces.
      - return the storm water runoff from impervious surfaces of the development to natural hydrologic pathways in the ground to the extent reasonably permitted by site conditions, and treat, store and slowly release the remainder per the specifications of Schedule H to the Subdivision Bylaw.
      - minimize alteration of the contours of the land outside the areas approved for buildings, structures and site accesses by minimizing the deposit of fill and removal of soil, and
      - minimize the removal of native trees outside the areas approved for buildings, structures and site accesses.

Keeping in mind the requirements of Schedule "H", describe how your storm water management concept will meet the intent of the relevant development permit guidelines. Provide details on types of treatment systems that will be used, considering the following questions:

a) Will there be an increase or decrease in impervious area compared to existing conditions?
b) What percentage of the site will be impervious cover compared to existing conditions?
c) How will impervious surface area be minimized (e.g. minimizing paved area and building footprints, pervious paving, green roofing, absorbent landscaping)?
d) How will the proposed system detain and regulate flows and improve storm water quality (e.g. infiltration systems, engineered wetlands, bioswales)?
e) If the intent of the guideline cannot be met, explain why.

Use additional pages if necessary. Attach plans if available; detailed engineering plans will be required as part of the Building Permit process.

NOTE: Meeting the Development Permit guidelines and issuance of a Development Permit does not relieve the requirements of Schedule "H" of the Subdivision Bylaw.

a) It is currently unknown, but assumed that there is an increase in the amount of impervious area from the previous land use. The topographic survey of the existing site provided shows the site has been cleared of all structures and hardscaping prior to commencement of this design.

b) As noted in point a) above, it is not possible to determine the increase in the imperviousness with the information available. The proposed level of imperviousness for the site is 90.2%.

c) Pedestrian accessible areas on the west of the building to be paved with a permeable unit paver system that will allow infiltration to existing ground as deemed acceptable by the Geotechnical Engineer.

d) The proposed stormwater management system will regulate flows per District of Saanich Schedule H to Bylaw 7452 Type II watershed requirements, or LEED Green Building requirements, whichever is more stringent. This will be achieved via flow controlled orifice manhole with an underground detention tank system preceded by an oil/grit separator which will be located on-site predominately in the proposed parking lot area of the site.

e) As the project is also targeting LEED certification we feel that the guidelines will be met or exceeded.

If you require clarification, please contact:
The District of Saanich · Planning Department · 3rd Floor · Municipal Hall
770 Vernon Avenue · Victoria · BC · V8X 2W7
Tel: 250-475-5471 Fax: 250-475-5430

rainwater
MANAGEMENT

To: Stantec

From: Pete Law

Date: May 3, 2016

Pages: 4 (including this page)

Re: CIBC - Saanich, BC – Sizing Estimate Package

Engineering Information:

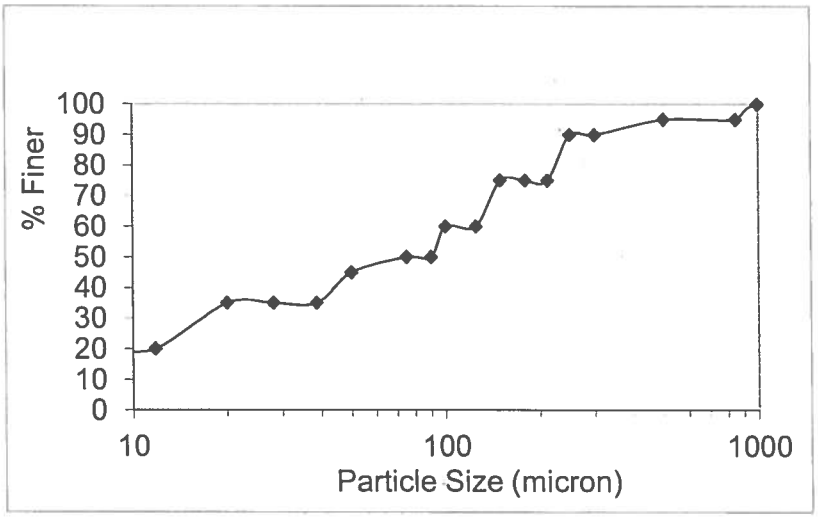
1) Controlled Flow: None

2) Removal Target: 80 % removal of the 50 micron and larger particles (NJDEP PSD).

Drainage Area	Runoff Coefficient	CDS Model	Net Annual Removal	Annual Rainfall Treated
0.16 ha	0.82	CDS2015-4	84.4 %	94.2 %

Design Parameters:

1) The CDS Technologies Stormwater unit for this project has been designed to remove 80 % TSS annually. This is based on the Particle Size Distribution defined by the NJDEP. Please see graph below.



502-1952 Kingsway Ave, Port Coquitlam, BC V3C 6C2 p: 604-347-8758 f: 604-676-2601 e: pete@rainwatermanagement.ca

2) The sediment influent concentration is assumed to be constant over the full range of flows resulting in more accurate predicted removal efficiencies.

3) The peak flows will be conveyed through the unit without re-suspending the previously trapped pollutants. The sediment storage sump is separate from the high flow area.

CDS Technologies Summary:

The CDS Technologies Stormwater Treatment System is a true hydrodynamic (swirl concentrator) oil/grit separator that combines screening and enhanced gravity settling to remove floating, neutrally buoyant and non-buoyant solids from stormwater runoff. The non-blocking screen captures 100 % of the pollutants equal to the screen aperture size (2400 microns and larger) and is proprietary to CDS Technologies. All non-buoyant solids are directed to a sump that separates the captured pollutants from the treatment flow path to prevent the larger storm events from re-suspending previously trapped material. The floatable debris and oil/grease are trapped upstream of the baffle for easy removal.

The CDS Technologies Stormwater Treatment System can be installed as a bend structure, can accommodate multiple inlets, and does not require an elevation difference between the inlet and outlet pipes.

The CDS has been tested in accordance with a number of industry-accepted test protocols including the NJDEP laboratory protocol, the Indianapolis laboratory standard, the Washington Department of Ecology laboratory standard and the TARP Tier II field testing protocol. A number of additional laboratory tests have been executed on the CDS using industry-accepted testing practices and sample analysis procedures. All of the testing conducted on the CDS in order to document performance and refine sizing methodologies has been executed on full-scale CDS units. The vast majority of CDS testing has been executed by or fully overseen by independent 3rd parties. It is standard practice to size the CDS to meet local criteria using the results of full scale laboratory testing across a full range of expected treatment rates.

Maintenance is a key to any oil/grit separator system for proper long-term effectiveness. CDS allows for unobstructed access without confined space requirements. Rainwater Management is available to train a maintenance crew or to provide regular inspection/maintenance services.

Following is a sizing table and general drawing for your review. Please feel free to contact me for further information or clarification.

Kind Regards,

Pete Law, P.Eng.

502-1952 Kingsway Ave, Port Coquitlam, BC V3C 6C2 p: 604-347-8758 f: 604-676-2601 e: pete@rainwatermanagement.ca

rainwater
MANAGEMENT

CDS ESTIMATED NET ANNUAL SOLIDS LOAD REDUCTION
BASED ON THE RATIONAL RAINFALL METHOD
BASED ON NJDEP PARTICLE DISTRIBUTION
CIBC - SAANICH, BC

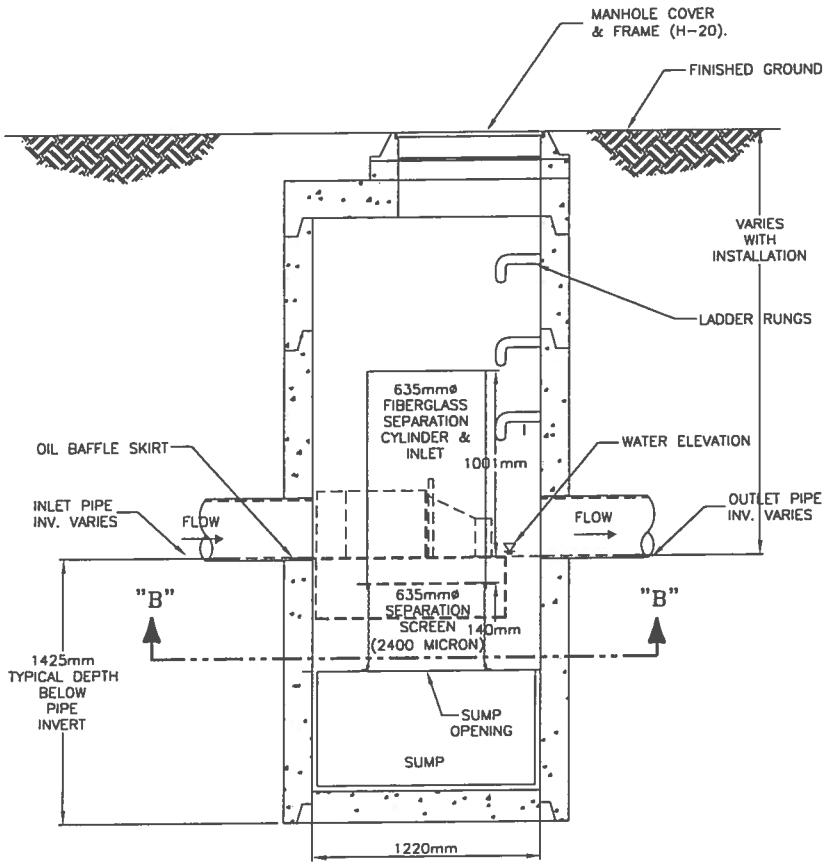
Area: 0.16 ha
Runoff C: 0.82
CDS Model: 2015-4

Rainfall Station* # 22
(*closest rainfall station to site)

Rainfall Intensity[1] (mm/hr)	Percent Rainfall Volume[1]	Cumulative Rainfall Volume	% Rainfall Volume Treated	Total Flowrate (l/s)	Removal Efficiency[2] (%)	Incremental Removal (%)
0.3	11.2%	11.2%	11.2%	0.1	90.2	10.1
0.5	9.3%	20.5%	9.3%	0.2	90.1	8.4
0.8	10.0%	30.5%	10.0%	0.3	90.0	9.0
1.0	8.3%	38.8%	8.3%	0.4	89.9	7.5
1.3	8.3%	47.1%	8.3%	0.5	89.8	7.4
1.5	6.6%	53.7%	6.6%	0.6	89.6	5.9
1.8	6.3%	60.0%	6.3%	0.6	89.5	5.6
2.0	5.4%	65.4%	5.4%	0.7	89.4	4.8
2.3	4.9%	70.3%	4.9%	0.8	89.3	4.4
2.5	4.0%	74.3%	4.0%	0.9	89.2	3.5
2.8	3.7%	78.0%	3.7%	1.0	89.1	3.3
3.0	3.0%	81.0%	3.0%	1.1	89.0	2.7
3.3	3.1%	84.1%	3.1%	1.2	88.8	2.8
3.6	0.6%	84.7%	0.6%	1.3	88.7	0.5
4.1	4.3%	89.0%	4.3%	1.5	88.5	3.8
4.6	2.9%	91.9%	2.9%	1.7	88.3	2.6
5.1	2.3%	94.2%	2.3%	1.9	88.0	2.0
						84.4

Predicted % Annual Rainfall Treated = 94.2%
Predicted Net Annual Load Removal Efficiency = 84.4%

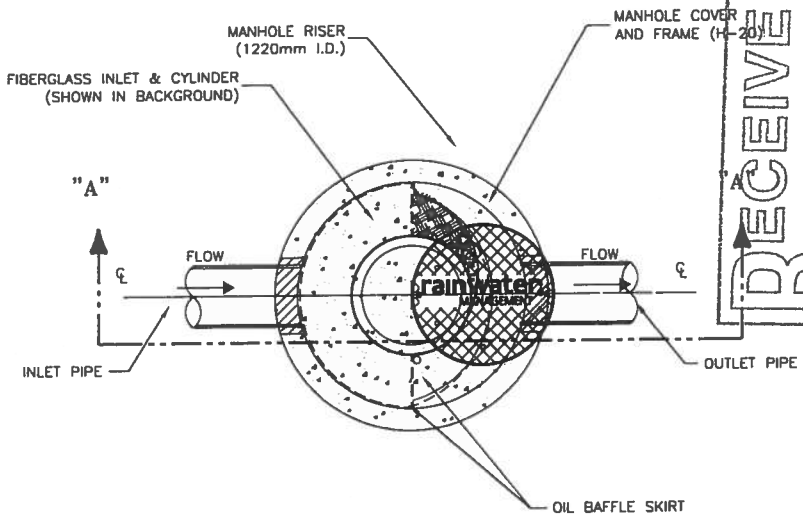
1 - Based on 28 years of hourly precipitation data from Gonzales, Victoria, BC
2- Removal Efficiency based on constant sediment influent concentration at all flow rates



ELEVATION VIEW

"A"-"A"

NOT TO SCALE



PLAN VIEW

"B"-"B"

NOT TO SCALE

142

DESIGN NOTES

1. THE STANDARD CDS2015-4 CONFIGURATION IS SHOWN. ALTERNATE CONFIGURATIONS ARE AVAILABLE, PLEASE CONTACT RAINWATER MANAGEMENT. SOME CONFIGURATIONS MAY BE COMBINED TO SUIT SITE REQUIREMENTS.
2. THE CDS UNIT CAN HANDLE MULTIPLE INLET PIPES, TOP INLET AND CAN ACCOMODATE INLET PIPES AT AN ANGLE TO THE OUTLET.

GENERAL NOTES

1. RAINWATER MANAGEMENT TO PROVIDE ALL MATERIALS UNLESS NOTED OTHERWISE.
2. ALL DIMENSIONS ARE SHOWN IN MILLIMETERS.
3. FOR FABRICATION DRAWINGS WITH DETAILED STRUCTURE DIMENSIONS AND WEIGHTS, PLEASE CONTACT YOUR RAINWATER MANAGEMENT PRODUCTS REPRESENTATIVE. www.rainwatermanagement.ca
4. CDS WATER QUALITY STRUCTURE SHALL BE IN ACCORDANCE WITH ALL DESIGN DATA AND INFORMATION CONTAINED IN THIS DRAWING.
5. STRUCTURE AND CASTINGS SHALL MEET HS20 LOAD RATINGS, ASSUMING GROUNDWATER ELEVATION AT, OR BELOW THE OUTLET PIPE INVERT ELEVATION. ENGINEER OF RECORD TO CONFIRM ACTUAL GROUNDWATER ELEVATION.
6. MANHOLE MANUFACTURED TO ASTM 478 SPECIFICATIONS.

INSTALLATION NOTES

1. ANY SUB-BASE, BACKFILL DEPTH, AND/OR ANTI-FLOTATION PROVISIONS ARE SITE-SPECIFIC DESIGN CONSIDERATIONS AND SHALL BE SPECIFIED BY THE ENGINEER OF RECORD.
2. CONTRACTOR TO PROVIDE EQUIPMENT WITH SUFFICIENT LIFTING AND REACH CAPACITY TO LIFT AND SET THE CDS MANHOLE STRUCTURE (LIFTING CLUTCHES PROVIDED). HEAVIEST LIFT TO PLAN FOR IS 3000kg.
3. CONTRACTOR TO ADD GASKETS OR JOINT SEALANT BETWEEN ALL STRUCTURE SECTIONS, AND ASSEMBLE STRUCTURE.
4. CONTRACTOR TO PROVIDE, INSTALL, AND GROUT PIPES, MATCH PIPE INVERTS WITH ELEVATIONS SHOWN.
5. CONTRACTOR TO TAKE APPROPRIATE MEASURES TO ASSURE UNIT IS WATER TIGHT, HOLDING WATER TO FLOWLINE INVERT MINIMUM. IT IS SUGGESTED THAT ALL JOINTS BELOW PIPE INVERTS ARE GROUTED.

CONTECH STORMWATER SOLUTIONS

CDS

SITE SPECIFIC DATA REQUIREMENTS FOR CDS2015-4

STRUCTURE ID		PIPE DATA:	I.E.	MATERIAL	DIAMETER	ANIT-FLOTATION BALLAST	WIDTH	HEIGHT
WATER QUALITY FLOW RATE (L/S)	*	INLET PIPE 1	*	*	*		*	*
PEAK FLOW RATE (L/S)	*	INLET PIPE 2	*	*	*	NOTES / SPECIAL REQUIREMENTS		
RETURN PERIOD OF PEAK FLOW (YRS)	*	OUTLET PIPE	*	*	*			
SCREEN APERTURE (2400)	*	RIM ELEVATION			*	* PER ENGINEER OF RECORD		

rainwater MANAGEMENT
www.rainwatermanagement.ca
TEL : 604-944-9265

CDS2015-4 INLINE CDS STANDARD DETAIL

Plotted:

Planning - Re: Saanich Referral

(June 15)

From: "Chris Poirier-Skelton" [redacted]
To: "Planning Planning" <Planning.Mun_Hall.Saanich@saanich.ca>
Date: 6/14/2016 5:35 PM
Subject: Re: Saanich Referral
CC: "Peter Ostergaard" [redacted]

Hello Andrea, I do apologize, I thought I had send you our reply to this request. However, after looking through my sent items I see that I had not replied. Please see our note below. Again apologies for being tardy with this.

Chris Poirier-Skelton, President
Gordon Head Residents' Association.

From: Planning Planning
Sent: Monday, May 9, 2016 10:12 AM
To: Ray Travers
Subject: Saanich Referral

May 9, 2016

Dear Gordon Head Residents Association:

Re: Application for Development:

Applicant:	Stantec Consulting
Site Address:	3959 Shelbourne Street
Legal:	LOT K BLOCK 2 SECTION 57 VICTORIA DISTRICT PLAN 901A EXCEPT PLAN 49121, DD C22006.
Folder No.:	DPR00647
Description:	**TO CONSTRUCT A NEW 2 STOREY CIBC BRANCH BUILDING, VARIANCES REQUESTED.**

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, please provide your comments to the Planning Department indicating if your Community Association:

- Has no objection to the project "GHRA representatives met with the proponent and architect in late April. We expressed concerns over the proposed unattractive facade facing Shelbourne and our preference for a customer entrance off of Shelbourne rather than the Teakwood extension. We understand that Saanich staff had expressed similar concerns.

We were subsequently advised that CIBC is considering a revised and improved west (Shelbourne) elevation and facade that would better engage the street. We await these revisions, if any, before finalizing our views on this high profile gateway to Gordon Head

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

We would appreciate receiving your comments by June 10, 2016 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 ANDREA PICKARD Local Area Planner at 250-475-5494 extension 3425.

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

Sincerely,

Andrea Pickard
Planner

2860-30

From: EARL KING
To: <clerksec@saanich.ca>
Date: 2/2/2017 1:21 AM
Subject: Development permit 3959 Shelbourne St.

The following points are conveyed on behalf of a group of Kensington residents: A). The reduced setback should definitely not be permitted. The sidewalk along Shelbourne St. Needs to be widened , not made narrower.. It has a very busy BC Transit bus exchange and transit users need much more space not less. There are already large hydro poles impeding sidewalk traffic.
B). The proposed variation of the lot line should not be allowed. This is the area hat is used by all delivery trucks that deliver food to Thrifty Foods.It is a very busy area with big trucks parking there while drivers deliver the goods. C.) A landscaped area around thebuilding should be required not scuttled. D). Don't allow any reduction in the bylaw parking space requirement. Group of Kensington Retirement residents who regularly use the sidewalks around the subject lot.

1410-04
Xref: 2870-30

CW Feb 6/17

The Corporation of the District of Saanich

Mayor
Councillors
Administrat
Com. Assoc
Applicant

Council
Administrato
Media

Report

To: Mayor and Council

From: Sharon Hvozdanski, Director of Planning

Date: December 19, 2016

Subject: Subdivision, Rezoning, Development Permit Amendment; Development Variance Permit; and Environmental Development Permit Applications
File: SUB00730; REZ00546; DPA00812; DVP00358; DPR00583/DPE00583
955 & 961 Portage Road

PROJECT DETAILS

Project Proposal: The applicant proposes to amend existing Development Permits DPR2008-00008 and DPR90-0033 and rezone two parcels from A-1 (Rural) Zone to RS-12 (Single Family Dwelling) Zone in order to subdivide to create four additional lots for a total of six bare land strata lots for single family dwelling use. An Environmental Development Permit application and an Official Community Plan Amendment application also form part of the application package. Variances for lot width and setbacks are also requested.

Address: 955 & 961 Portage Road

Legal Description: Lot 5, Section 79, Victoria District, Plan 890, Except Part in Plan 3836 RW and Plan 776RW
Lot 6, Section 79, Victoria District, Plan 890, Except Parts in Plans 3836 RW, Plan 50827 and Plan 776RW

Owner: Ian Sutherland and Brian Guy

Applicant: Artificer Development Corporation (Ian Sutherland)

Parcel Size: 8,892 m^2

Existing Use of Parcel: Single Family Dwelling

Existing Use of Adjacent Parcels:
North: A-1 (Rural) Zone •Trans-Canada Highway and Galloping Goose Trail
P-1 (Assembly) Zone • Ecole Marigold Elementary and Spectrum Community Schools
South: P-1 (Assembly) Zone • Portage Inlet and Colquitz River
East: RT-3 (Attached Housing) Zone
P-4N (Natural Park) Zone • Colquitz Park
West: A-1 (Rural) Zone

RECEIVED
JAN 06 2017
LEGISLATIVE DIVISION
DISTRICT OF SAANICH

CW
3

Current Zoning:	A-1 (Rural) Zone
Minimum Lot Size:	2.0 ha
Proposed Zoning:	RS-12, Single Family Dwelling Zone
Proposed Minimum Lot Size:	930 m^2
Local Area Plan:	Tillicum
LAP Designation:	General Residential
Community Assn Referral:	Gorge Tillicum Community Association (GTCA) and Portage Inlet Sanctuary Colquitz Estuary Society (PISCES) – Referrals sent July 7, 2014 ● Letter from GTCA received December 8, 2014 providing general comment. Letter from PISCES received July 24, 2014 indicating no support for the project. In addition, responses were received from Gorge Waterway Action Society (GWAS) indicating that it is not opposed to the proposal and from Gorge Waterway Initiative (GWI) indicating that members could not reach a consensus about the proposal.

PROPOSAL

The applicant proposes to amend existing Development Permits DPR2008-00008 and DPR90-0033 and rezone two parcels from A-1 (Rural) Zone to RS-12 (Single Family Dwelling) Zone in order to subdivide to create four additional lots for a total of six bare land strata lots for single family dwelling use. Some areas of the site that contain remnants of native trees, including along the shoreline adjacent to Colquitz River estuary, would be preserved in their natural state through registration of a suitable covenant. An Environmental Development Permit Application and an Official Community Plan Amendment Application form part of the application package. Variances for lot width and setbacks are also requested (see Figure 1).

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."

4.2.1.2 "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."

4.2.4.3 "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 4 storeys); and
- mixed-use (commercial/residential) (up to 4 storeys)."

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

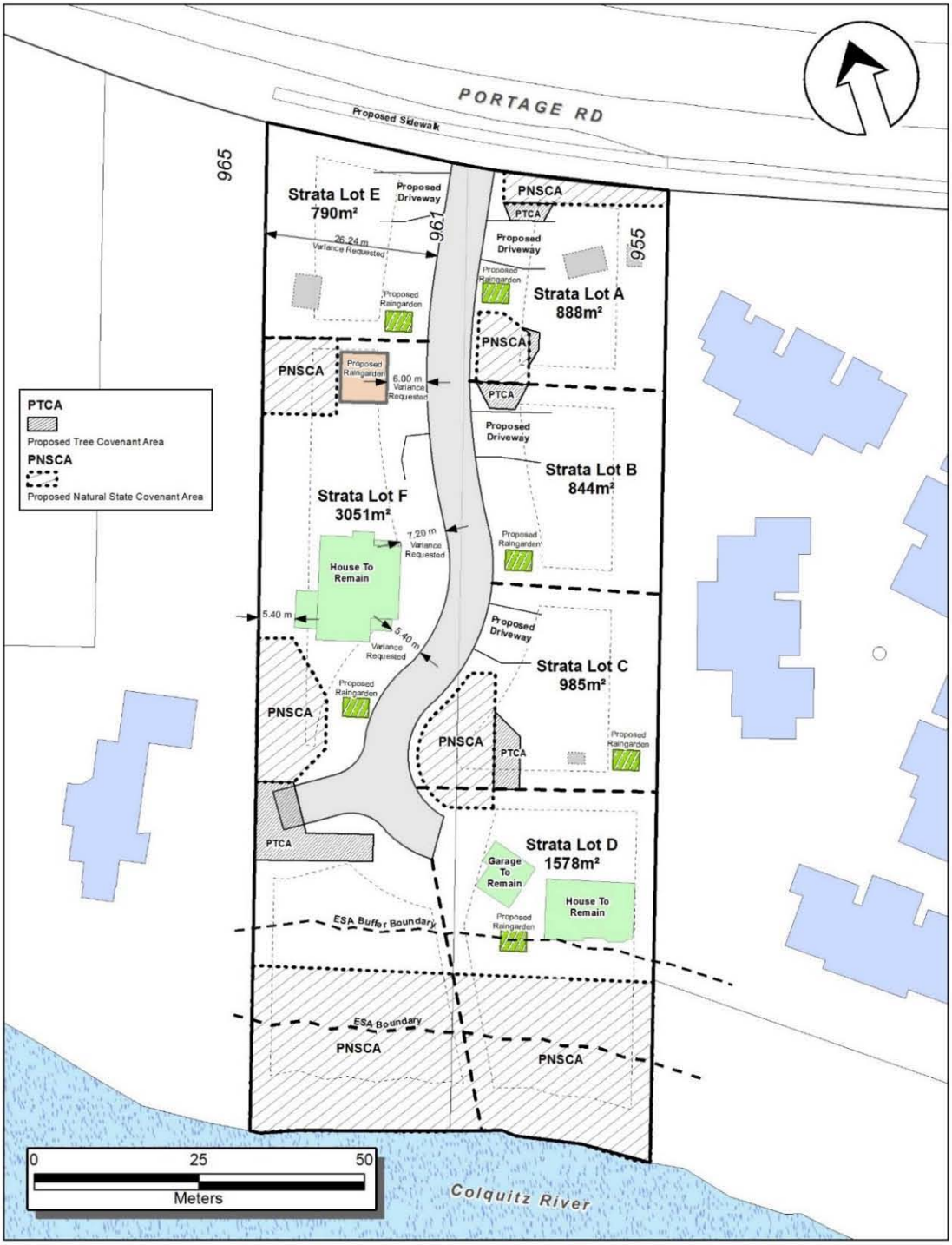


Figure 1: Proposed Bare Land Strata Subdivision

Tillicum Local Area Plan (2000)
The Tillicum Local Area Plan Structure Map identifies the residential area adjacent to Colquitz Creek/Portage Inlet for "General Residential" use. The Local Area Plan policies applicable to this proposal are as follows:

6.1 "Protect and enhance indigenous vegetation, wildlife habitat, and riparian environments as much as possible when considering applications for changes in land use."

6.2 "Preserve indigenous trees, shrubs, plants, and rock outcroppings as much as possible Within parks, boulevards, unconstructed road rights-of-way, and other public lands."

6.3 "When possible, negotiate a minimum 3.0 m protective easement along the riparian boundaries of properties which abut Portage Inlet and Colquitz River to retain or restore the shoreline areas to a natural state."

6.4 "Use development permit legislation to:
a) establish new development permit areas for riparian areas of the Colquitz River and Gorge Waterway foreshore to protect environmentally sensitive areas;
b) amend the Portage Road Development Permit area to include all parcels fronting Portage Inlet;
c) amend the 15 m building setback in the Portage Road Development Permit Area only after consultation with affected property owners and Residents' Association;
d) propose riparian setbacks in development permit areas that take into account existing building locations and developments; and
e) consider restricting future redevelopment to existing building footprints."

7.2 "Minimize the impact to the environment on the Portage Inlet by:
a) Retaining A-1 zoning along the north shore of Portage Inlet…"

8.9 "Continue to work with the Ministry of Transportation and Highways and the Provincial Capital Commission to implement the policies of the Scenic Access Corridor Study with particular attention to mitigating noise and visual disturbance along Portage Road."

Portage Road Development Permit Area
The property is also located within the Portage Road Development Permit Area. Relevant guidelines pertain to preserving wooded areas and native vegetation, minimizing the amount of impervious cover, and maintaining a minimum 15 m setback for buildings and structures from the marine high water mark.

DISCUSSION

Neighbourhood Context
The 8,892 m^2 waterfront site is located within the Urban Containment Boundary and Sewer Service Area on the south side of Portage Road. It comprises two A-1 (Rural) zoned parcels each containing a single family dwelling.

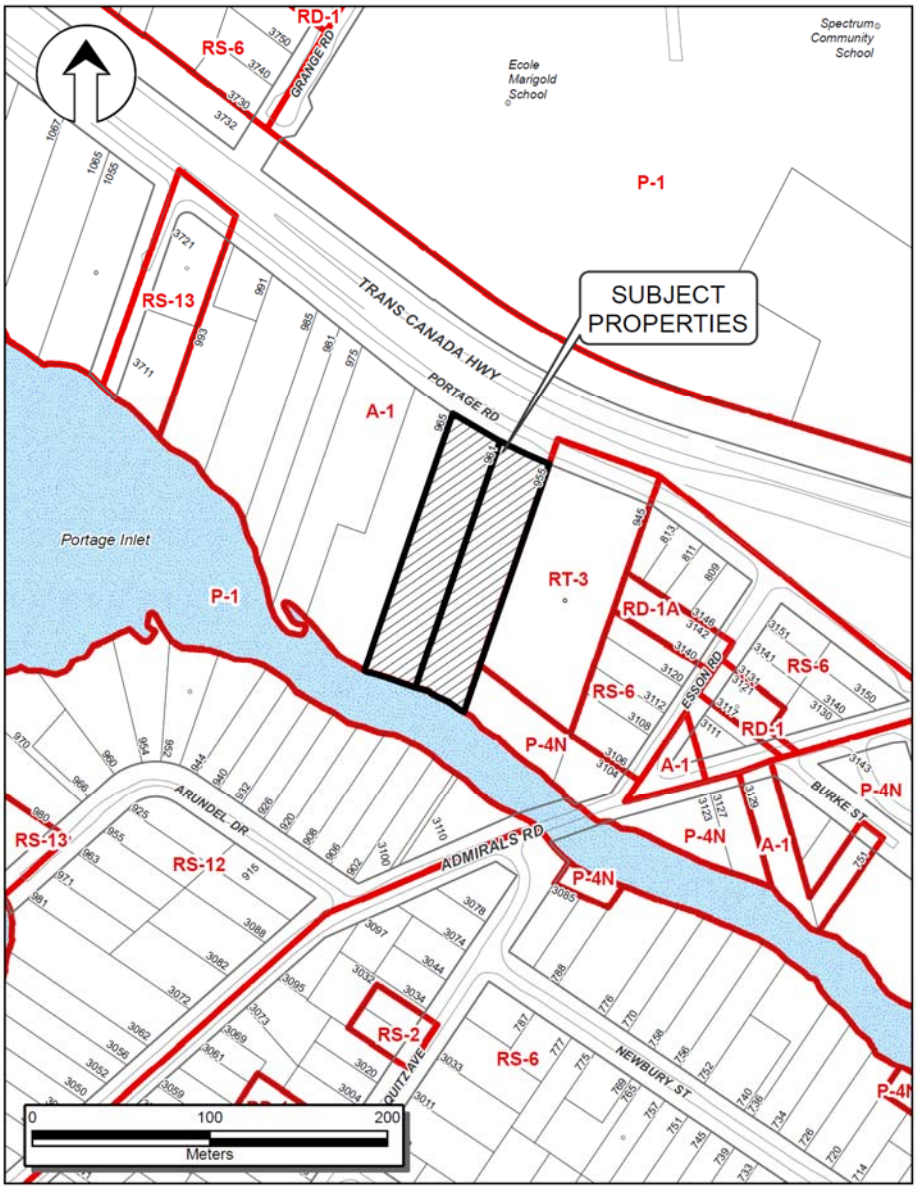


Figure 2: Context Map

Surrounding land use is attached housing to the east, single family dwellings on relatively large lots to the west, Portage Inlet/Colquitz River estuary to the south, and two public schools and a private school to the north across Portage Road and Trans-Canada Highway. Portage Inlet is part of the federally designated Victoria Harbour Migratory Bird Sanctuary.

Land Use

The Official Community Plan directs the majority of future residential densification to areas in and around “Centres” and “Villages”, but also provides consideration for “limited infill” within neighbourhoods. Residential infill projects where variances or rezoning is requested are reviewed on a case-by-case basis with consideration given to impacts on surrounding neighbours and consistency with Saanich’s land use policy.

The proposed subdivision would be consistent with Official Community Plan policies aimed at keeping urban settlement compact and encouraging new development to locate within the Urban Containment Boundary. The site is located inside the Urban Containment Boundary within 1.2 km walking distance of Tillicum Centre and 250 m walking distance of three schools and Cuthbert Holmes Park. The proposal, however, would not comply with Tillicum Local Area Plan policy 7.2(a) to maintain the A-1 zoning along the north side of Portage Inlet.

The A-1 Zoned lots along the north side of Portage Inlet and Colquitz River range in area from 472 m^2 to 4,983 m^2. The average lot area is 2,018 m^2. One-third of the lots are 2,000 m^2 or larger. Subdivision to establish a pattern of relatively deep, narrow lots along the north side of Portage Inlet and Colquitz River west of Admirals Road occurred in the early 1900s. Subdivision to create the waterfront lots along Clarence Avenue (now Bute Street) occurred in 1912. The Skeena Place subdivision occurred in 1948 (see Figure 3). The RS-6 zoned lots west of Esson Road were created by subdivision in 1940. In 1998, a parcel on Portage Road at Grange Road was rezoned from A-1 to RS-13 and subdivided to allow separate ownership of two existing dwellings on the property. In addition, a number of subdivisions have occurred to adjust the boundaries between existing lots. In these cases, no new lots were created.

Early Tillicum Local Area Plans acknowledged the A-1 zoning and low density semi-rural character of the area along the north side of Colquitz River and Portage Inlet which was within the Urban Containment Boundary but mostly outside the Sewer Enterprise Boundary. The 1984 Tillicum Local Area Plan states:

> "In terms of Plan policies it is recommended that riparian properties along the Gorge and Portage Inlet remain low density in order to retain the important elements of openness and natural amenity".

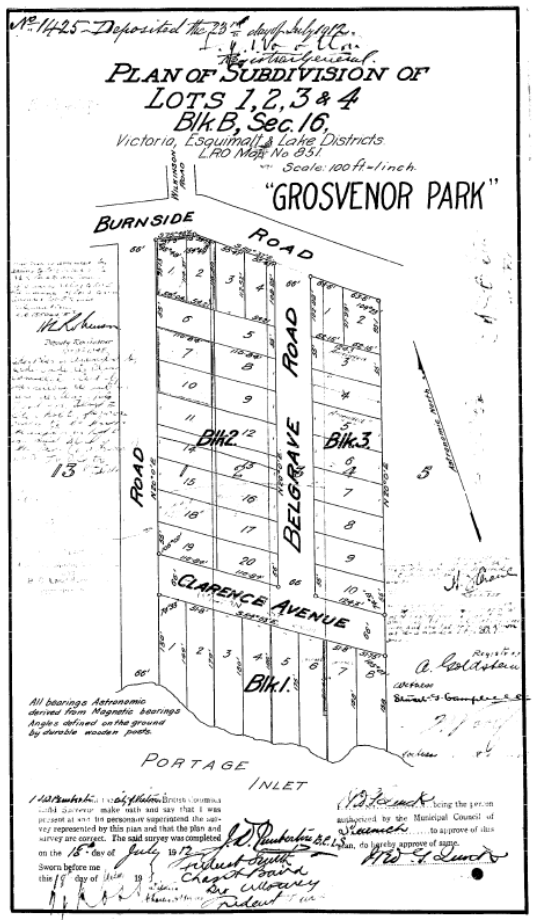
The 1984 Local Area Plan contained the following policies relevant to the Portage Road Area:

2.2 "Consider the inclusion of properties along Portage Road on Portage Inlet into the Sewer Enterprise when existing systems present health problems or upon presentation of a petition."

5.1.1 "Maintain single-family, low profile land uses in the upland areas adjacent to Portage Inlet."

5.1.3 "Consider townhouses on Portage Road when adequate sewer facilities are available and provided all off-street parking is screened from the road and existing streetscapes in terms of landscaping and vegetation are maintained."

Policy 5.1.3 was intended to facilitate the development of the Capital Regional District Housing Corporation owned townhouses at 945 Portage Road. Following completion of the townhouses, the Local Area Plan was amended in 1989 to remove policy 5.1.3 on the basis that it was considered to be an anomaly.



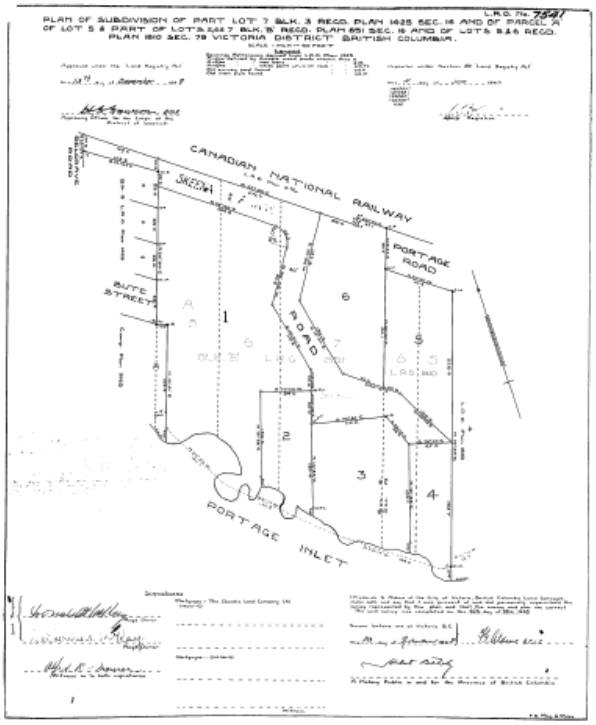


Figure 3: Early Subdivision Plans

The 1993 Tillicum Local Area Plan refers to the area around Portage Inlet as Sub Area 1. It states:

> "This area includes the residential areas surrounding Portage Inlet. Lots in the area are characteristically larger which is reflected in the A-1 (2.0 ha minimum lot size) zoning along Portage Road and the RS-12 (930 m^2 minimum lot size) zoning in the Murray Drive, Arundel Avenue and Glenwood Avenue areas. The presence of, and proximity of this area to Portage Inlet Nature Sanctuary emphasizes the need to consider environmental issues such as impacts on nesting/wintering habitats, vegetation. Generally, policies that are aimed at maintaining lower densities will address many of the aesthetic and environmental concerns."

The 1993 Local Area Plan contained the following policies relevant to Sub Area 1:

> 2.1.1 "Maintain single family land use based on 930 m^2 lot sizes and consider duplex proposals based Official Community Plan policies 6(a) and 6(b)."

In 2000, during the review of the Tillicum Local Area Plan some residents, including members of PISCES, expressed concern that subdivision pressure could occur along the north side of Portage Inlet and Colquitz River estuary if residents successfully petitioned for inclusion of the area within the Sewer Enterprise Boundary. To address this concern, the Local Area Plan contains the following policy:

7.2 "Minimize the impact to the environment on the Portage Inlet by:
a) Retaining A-1 zoning along the north shore of Portage Inlet.
b) Maintaining single family dwelling zoning and standard lot sizes of 930 m^2 along Portage Inlet south of the Colquitz River.
c) Maintaining a minimum lot size for panhandle lots of 1300 m^2 along Portage Inlet south of Colquitz River."

The applicant has argued that Tillicum Local Area Plan policy 7.2(a) is not applicable because the policy refers specifically to properties along the north side of Portage Inlet. His property is located on the north side of Colquitz River estuary. While technically this is true, staff have noted that the term "Portage Inlet" is used generically in the Local Area Plan to refer to the area of Portage Inlet/Colquitz River estuary west of Admirals Bridge. Staff stand by the interpretation that policy 7.2(a) is intended to apply to all of the A-1 zoned lands fronting on Colquitz River and Portage Inlet.

In 2006, Council resolved to extend the Sewer Enterprise Boundary to include the property located at 961 Portage Road. The other property at 955 Portage Road was already within the Sewer Boundary. At the time, Council made clear that inclusion of 961 Portage Road within the Sewer Enterprise Boundary (now Sewer Service Area) was intended only to address a health concern caused by an existing malfunctioning sewer disposal system on the site. Further subdivision or other more intensive development was not supported.

Based on staff's interpretation, the applicant has submitted an application to amend Tillicum Local Area Plan policy 7.2(a) to facilitate the subdivision. Policies to retain the A-1 zoning and semi-rural character of properties along the north shore of Colquitz River and Portage Inlet are long-standing. On this basis, Planning does not support the current application.

Should Council wish to support development on the subject parcels, beyond what is anticipated by existing policy, staff would recommend that one additional residential lot be permitted, for each of the subject parcels. This would allow for some level of additional development on these parcels, but in a form more in keeping with the intent of the existing policy. An example of a subdivision where one additional lot was created fronting Portage Road can be seen in Figure 2: Context Map of this report (see 991 and 993 Portage Road).

Building and Site Design

The applicant proposes to rezone the site from zone district A-1 (Rural) to zone district RS-12 (Single Family Dwelling) and to subdivide under the bare land strata regulations of the "Strata Properties Act" to create four additional lots for a total of six bare land strata lots for single family dwelling use. The lots which would be accessed from Portage Road via a 6.6 m wide private road, mostly built over existing driveways, would range in area from 790 m^2 to 3,051 m^2. The average lot area would be 1,340 m^2 which would comply with the minimum lot area requirement of 930 m^2 for the RS-12 Zone.

In order that the form and character and size of new single family dwellings on the site would be consistent with the character of existing housing along Portage Road, the applicant proposes to register a Statutory Building Scheme with Design Guidelines and to limit the maximum non-basement floor area for a single family dwelling to 290 m^2 which is the maximum permitted for the RS-8 (Single Family Dwelling) Zone. This is a reduction of 210 m^2 from the maximum

500 m^2 non-basement floor area permitted for the RS-12 Zone. In addition, the building scheme would include guidelines to encourage that new buildings would be designed to BUILT GREEN® Gold or equivalent environmental and sustainability standard and are constructed with conduit to be solar ready. Figures 4 to 7 illustrate the form and character of the proposed new dwellings to be constructed on the site. Two existing dwellings would be retained on proposed strata lots D and F. New dwellings of the size and type proposed would generally be consistent with the character of existing houses along Portage Road. Should Council approve the development, suitable covenants for dwelling size, location, and design, BUILT GREEN® level and solar readiness should be secured prior to Final Reading.

Figure 4: Proposed New Residence on Strata Lot A

Figure 5: Proposed New Residence on Strata Lot B

Figure 6: Proposed New Residence on Strata Lot C

Figure 7: Proposed New Residence on Strata Lot E

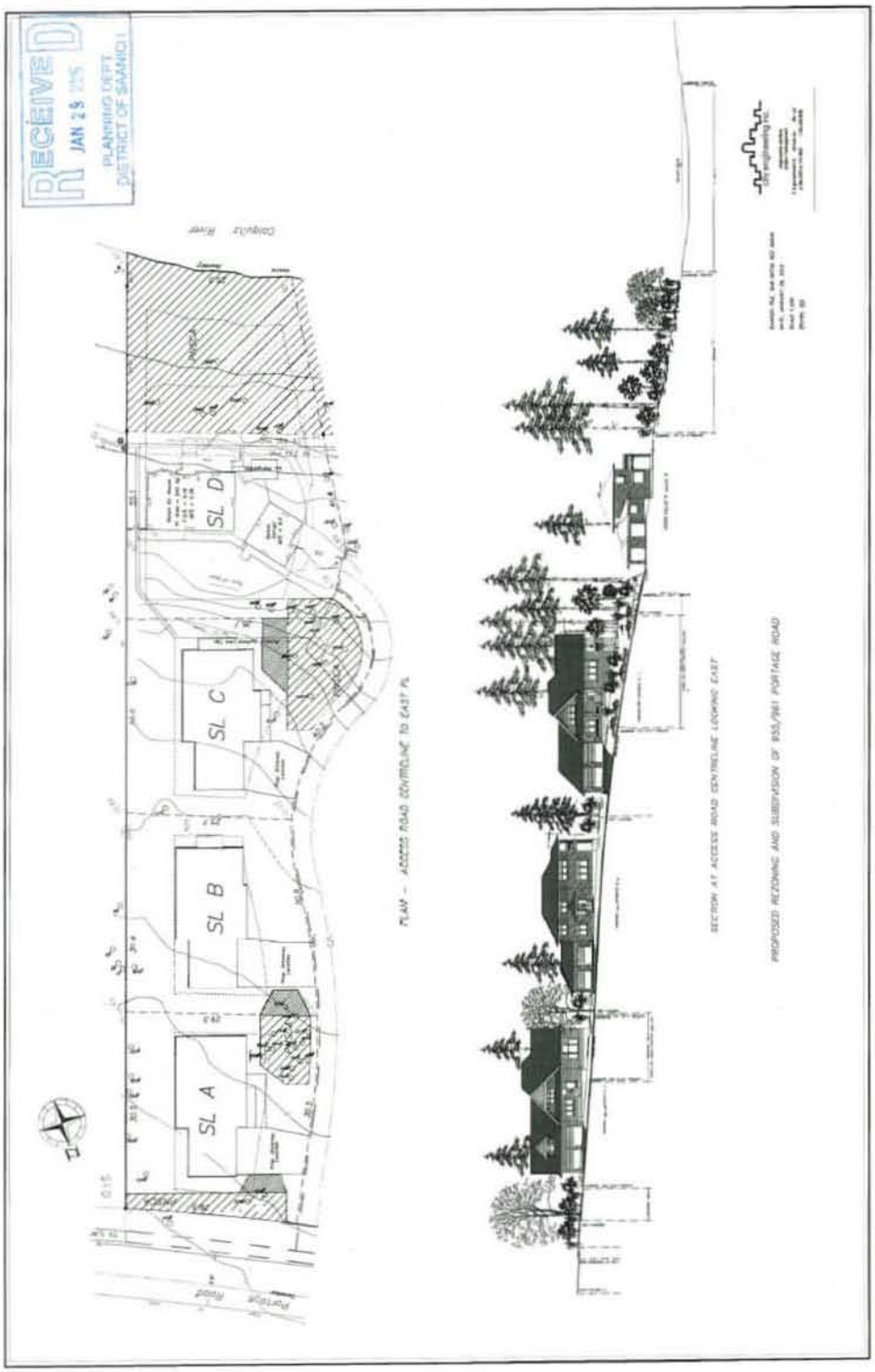


Figure 8: North-South Cross Section Looking West Along the Common Property Access Road

Tillicum Local Area Plan 2000 policy 8.9 encourages that view corridors to Portage Inlet from the Trans-Canada Highway, which is designated as a scenic access corridor into the Capital City, should be maintained. In this case, development on the site would generally not be seen from the Trans-Canada Highway due to the topography which slopes down to Portage Inlet and an existing headlight attenuation fence along the south side of the highway. The most visible feature of the site is the dense tree cover.

Variances
Subdivision Bylaw variances are requested for strata lots E and F. The proposed lots would have depths of 26.24 m and 20.28 m respectively. The minimum lot depth required is 27.5 m. The requested variances are a result of the proposed strata roads irregular alignment, which was chosen to minimize potential tree impacts. In addition, Zoning Bylaw siting variances are requested for strata lots A, B, C, and E to reduce the required rear yard setback from 10.5 m to 7.5 m. Siting variances are also requested for strata lot F to reduce the rear yard setback for the existing house from 10.5 m to 5.3 m, the front yard setback for the existing house from 7.5 m to 5.4 m and the front yard setback for a proposed garage from 7.5 m to 6.0 m. The requested rear yard variance would allow a porch on the existing house to be retained. All other requested siting variances are a result of the applicant's efforts to retain the trees. None of the requested variances would have a significant impact on the adjacent dwellings or the streetscape. For these reasons, the requested variances can be supported.

Environment
The site drops in elevation ±16 m from north to south. In 2008, a tree inventory and condition survey were undertaken for the site by Talbot Mackenzie & Associates, Consulting Arborists. In 2012, the arborists updated the study and also undertook a Windthrow Study for the site. The site contains a total of 281 trees, 55 of which are bylaw protected. The bylaw protected trees are mostly Douglas-firs and Garry oaks, with other tree species scattered among them in small numbers. Other species include Big Leaf maple, Grand fir, Scouler's willow, Arbutus, Pacific yew, and Western red cedar. The project arborists noted that trees on the site are exhibiting indicators of health stress and decline due to infection by root disease. Twenty-five trees were removed from the site in 2012. The trees remaining on the site are relatively well structured with deep root systems. Typically, trees with these characteristics are not a high risk of windthrow or trunk failure during high wind conditions. The tree health, however, will likely continue to decline and should be monitored in future years for any change in health and structure.

An assessment of native and invasive vegetation was undertaken for the site in 2006 and updated in 2014, by Hans Roemer, PhD, Plant Ecologist. The 2006 assessment concluded that the lower shrub and the herbaceous vegetation are highly disturbed and invaded by non-native plants. Armenian blackberry and ivy covers much of the forest floor and has grown up the trees. Very little is left of the native forest floor plants. Since 2006, an old building was removed from the site and a new house was constructed closer to Colquitz River. While this development resulted in removal of some of the original, highly disturbed vegetation, the details of native and invasive vegetation described in the 2006 report have not changed.

In addition to the above noted reports, ENKON Environmental was engaged by the applicant to provide an environmental overview assessment of the site prior to development. The August 24, 2014 report notes that no rare plant communities or sensitive ecosystems as identified by the Sensitive Ecosystems Inventory (ESI) were observed during EKON's survey. Saanich's ESI

identifies the marine backshore as an environmentally sensitive area. The marine backshore is a critical environment that supports many rare species that rely on the specialized habitats found on the coast. The report provides recommendations that, if implemented, would protect the aquatic resources from the impacts of stormwater and erosion and subsequent sedimentation. It also provides recommendations to replant native species in the proposed natural state covenant areas. As replanting works do not form part of a natural state covenant agreement, if the development proceeds, the commitment to replant these covenant areas should be secured through the subdivision approval process.

Of the 55 bylaw protected trees, a total of 23 trees are proposed for removal to accommodate buildings, driveways, and servicing. Of these, 11 trees are rated poor for either health or structure. The applicant proposes to plant 46 replacement trees in accordance with Saanich's Urban Forest Strategy. None of the trees proposed for removal are within the bylaw protected backshore conservation zone. In addition to the bylaw protected backshore, the applicant proposes to designate natural state covenant areas to protect the native plant remnants. Approximately 23% of the site would be preserved in its natural state. In addition, the applicant is committed to continue efforts to remove blackberry and English ivy infestations, which have been ongoing since 2008.

Saanich Parks reviewed the tree related information and proposed natural state covenant areas. They noted that the proposed covenant areas did not appear to have considered the root zones of the trees and as a result, additional tree loss could be expected. In response, the applicant proposes tree covenant areas in addition to the proposed natural state covenant areas. Parks recommends that replacement Garry oaks should be planted in the covenant areas away from utility conflicts. As required by Schedule 1 of the Subdivision Bylaw one tree would be planted on the boulevard fronting this development. If the development proceeds, suitable covenants for tree retention, protection, and replacement can also be addressed by the Approving Officer as part of the subdivision review process.

The backshore portion of the site is within the Environmental Development Permit Area (EDPA). The applicant has submitted an Environmental Development Permit Application for consideration by the Manager of Environmental Services. If the application is approved and a natural state covenant is registered to protect the backshore and other areas of the site, the EDPA application would be cancelled as covenant lands are exempt from the EDPA process.

Development Servicing

The Development Servicing Requirements for this development require that Portage Road fronting the subdivision must be improved to 8.5 m residential road standards complete with concrete curb, gutter, and sidewalk.

The site is within the Sewer Service Area. A suitably designed sanitary sewer system must be installed to service the proposed lots from the existing municipal system traversing this subdivision.

Stormwater management must be provided in accordance with the requirements of Schedule H "Engineering Specifications" of the Subdivision Bylaw. The site is within a Type 1 watershed area which requires stormwater storage, construction of a treatment train, and sediment basin.

The applicant has stated that impervious surfaces would increase from 15.9% based on the existing condition to 16.9%. Permeable paving would be used throughout the development to minimize impervious area and encourage groundwater recharge. A combination of permeable paving, rain gardens, and engineered proprietary filtration systems would be utilized to treat runoff from on-site and from the municipal road fronting this site and neighbouring properties. A rain garden type treatment area is proposed on the boulevard to treat road runoff before it reaches the municipal storm drain system.

Development Permit Considerations
The site is within the Portage Road Development Permit Area which was created for the protection of the natural environment, its eco-systems and biological diversity. Development Permits DPR2008-0008 and DPR90-0033 regulate the current development on the site.

The guidelines support protecting the natural habitat and vegetation adjacent to Portage Inlet/Colquitz River estuary, maintaining the integrity of the shoreline, and minimizing impact on the receiving aquatic environment by reducing impervious cover. Guideline 3 states that, "A 25 m wide strip of land adjacent to Colquitz River and extending west of Admirals Bridge for approximately 250 m should remain undisturbed either through acquisition by the Municipality, or by securing easements".

The current development proposal would address these guidelines through the provision of natural state and tree protection covenants including a natural state covenant to protect the Portage Inlet/Colquitz River backshore, provision of stormwater management in accordance with Saanich requirements, and provision of replacement trees.

Saanich Parks has stated that while there is already some park west of the Admirals Bridge, the rest of the interests can be protected using the more recently adopted Environmental Development Permit Area (EDPA) Guidelines. Parks has no long term plans for park/trail development. For these reasons, the Development Permit Amendment application can be supported.

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 considerations related to mitigation and adaptation:

- The proposal is an in-fill project located within the Urban Containment Boundary and Sewer Service Area that is able to use existing roads and infrastructure to service the development. Nevertheless, rezoning to RS-12 to permit the subdivision would not comply with Tillicum Local Area Plan policies to retain the A-1 zoning and semi-rural character of properties along the north shore of Colquitz River and Portage Inlet.
- The proposal is located within 1.2 km of the Tillicum major "Centre" where a broad range of commercial and personal services are provided, employment opportunities exist, and where future residential and commercial growth is to be focused per the Official Community Plan. The site is also located within 250 m walking/cycling distance of Cuthbert Holmes Park and three schools. As a rough measure, in general a walking distance between 400 - 800 m is considered optimal in encouraging an average person to walk to a service or access public transit, instead of driving to their destination, although health, weather, and the purpose of the trip all play a role in a person choosing a particular travel mode;
- The site is convenient to the Pat Bay and Trans-Canada highways, as well as the Galloping Goose Regional trail, providing quick access to other areas in the Region;
- Bus #50 (Downtown) provides public transit service along Trans-Canada Highway at 10-15 minute intervals with direct connections to downtown Victoria. The nearest bus stop is 250 m walking distance from the site;
- Portage Road fronting the subdivision would be improved to 8.5 m residential road standards complete with concrete curb, gutter, and sidewalk.
- Neighbourhood walkability and access to transit would be enhanced as a result of proposed sidewalk construction. Sidewalk and cycling infrastructure are typical for a low density neighbourhood in Saanich. Obviously, improvements still need to be made to further support and encourage walking and cycling locally and in the Region;
- Parking would be provided in excess of the Zoning Bylaw requirement. Nine visitor parking spaces would be available along one side of the common access road. In addition, on-street parking for three vehicles would be available on the south side of Portage Road fronting the site;
- The applicant has stated that proposed new dwellings would target BUILT GREEN® Gold, Energuide 82 or equivalent energy and environmental performance standard and would be constructed to be solar ready. This commitment would be secured by covenant; and
- The proposed development includes sufficient area for backyard gardening.

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 considerations related to the natural environment, such as:

- The proposal is a compact, infill development at the edge of an already urbanized area. Extending urban development further along Portage Road could negatively impact on

environmentally sensitive areas and the semi-rural character of residential properties adjacent to Portage Inlet;
- There are 281 trees on the site. Twenty-three trees would be removed to facilitate the development. Trees removed would be replaced at a 2:1 ratio with native species. No trees proposed for removal are within the bylaw protected backshore conservation zone;
- The applicant proposes to designate natural state and tree covenant areas to protect the native trees and plant remnants. Replanting of native species in the natural state covenant areas is also proposed;
- Stormwater management would be provided in accordance with the requirements of Schedule H "Engineering Specifications" of the Subdivision Bylaw. This development is within a Type 1 watershed area which requires stormwater storage, construction of wetland or treatment train, and sediment basin;
- Impervious surfaces would increase marginally from 15.9% to 16.9%. Permeable paving surfaces would be used throughout the development to minimize the amount of impervious area and encourage groundwater recharge;
- Where possible, existing structures on the site would be retained and rehabilitated. Structures proposed for removal from the site would be de-constructed. Materials with high recycled content would be used in new construction;
- Naturescaping would be encouraged to minimize the need for irrigation and provide wildlife habitat; and
- On-going efforts to control invasive plants such as English ivy and Blackberry would continue allowing native plants to re-establish.

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 considerations related to social well-being, such as:

- In order that the form and character and size of new single family dwellings on the site would be consistent with the character of existing housing along Portage Road, the applicant proposes to register a Statutory Building Scheme with design guidelines and to limit the maximum non-basement floor area for a single family dwelling to 290 m^2 which is the maximum permitted for the RS-8 (Single Family Dwelling) Zone. This commitment would be secured by covenant prior to Final Reading;
- The residential design incorporates outdoor areas that are suitable for active and passive activity;
- Secondary suites and accommodation for family members would be permitted in the single family dwellings. These housing options provide for alternative forms of rental accommodation and supportive housing for immediate family members. Suites also work to make a home purchased by young couples/families, and home retention by aging seniors, relatively more affordable; and
- A range of outdoor community and recreation opportunities are available within a 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 features related to economic vibrancy, such as:

- The development would provide temporary construction related employment in the short-term;
- During the construction phase the applicant would rely on local building suppliers and tradesmen for the development to help support the local economy;
- The development would site additional residential units within the commercial catchment/employment area for the businesses and services located within the Uptown and Tillicum major "Centres"; and
- Home based businesses would be permissible in this development.

COMMUNITY CONTRIBUTION

The applicant has not offered community contributions beyond the commitments made respecting environmental protection and enhancement and the service upgrades required by the Engineering Department as a condition of the subdivision.

CONSULTATION

Community Association

The applicant has stated that meetings were held with the Gorge Tillicum Community Association (GTCA) and a GTCA facilitated open house was held September 11, 2014. Fourteen residents attended the open house. Most of these residents lived in the Portage Inlet area.

A letter was received December 8, 2014 from the Gorge Tillicum Community Association providing general comment. The letter noted that the majority of residents that attended the open house expressed opposition to the proposed development. Concerns related to precedent, number of lots, lot size, traffic, on-street parking, environment, and wildlife. While GTCA has not taken a position for, or against, the development, it noted that the development is designed to protect the marine backshore and that other areas of native trees and other vegetation would be retained and enhanced. The development would provide an opportunity to consider a new zone that better reflects the existing lot sizes and future expectations for the area in relation to environmental sustainability.

Gorge Waterway Action Society (GWAS), Gorge Waterway Initiative (GWI) and Portage Inlet Sanctuary Colquitz Estuary Society (PISCES)

The applicant has stated that in addition to meetings with GTCA and the community open house, presentations were made to GWAS, GWI and PISCES. In a letter received July 9, 2015, Gorge Waterway Action Society stated that they do not oppose the application to rezone the subject properties to RS-12. Gorge Waterway Initiative did not reach a consensus about the proposal. Members were encouraged to submit individual responses to Saanich. In a letter received August 13, 2014, Portage Inlet Sanctuary Colquitz Estuary Society stated that they oppose the application to rezone the subject properties to RS-12 and support the retention of the current A-1 zoning along Portage Inlet.

Ministry of Transportation and Infrastructure (MoTI)

A referral was sent to Ministry of Transportation and Infrastructure because the proposed subdivision abuts Trans-Canada Highway which has been designated a Controlled Access Highway. MoTI granted Preliminary Layout Approval for a six lot subdivision subject to

submission of the final subdivision plan for approval from the Designated Highway Official and confirmation from Saanich that the proposed natural areas covenant has been accepted and will be registered on title.

OPTIONS

Based on the information provided, the following options are available to Council:

Option 1: Approve the Rezoning, Development Permit Amendment and Development Variance Permit Applications to provide for subdivision to accommodate four additional lots for a total of six lots for single family dwelling use. Staff recommend that Tillicum Local Area Plan Policy 7.2(a) should also be amended to require retention of the A-1 zoning outside the Sewer Service Area along the north shore of Colquitz River estuary and Portage Inlet.

Option 2: Do not support the application.

Option 3: Postpone further consideration of the application in order that the applicant can consider amending his proposal to accommodate two additional lots for a total of four lots for single family dwelling use.

SUMMARY

The applicant proposes to amend existing Development Permits on the site and rezone two parcels from A-1 (Rural) Zone to RS-12 (Single Family Dwelling) Zone in order to subdivide to create four additional lots for a total of six bare land strata lots for single family dwelling use. Variances for lot width and setbacks are also requested. The proposed subdivision would be consistent with Official Community Plan policies aimed at keeping urban settlement compact and encouraging new development to locate within the Urban Containment Boundary. The proposal, however, would not comply with Tillicum Local Area Plan policy 7.2(a) to maintain the A-1 zoning along the north side of Portage Inlet. An application to amend the Tillicum Local Area Plan forms part of the application.

Based on the local area plan policy, Planning does not support the current application. Should Council wish to support development on the subject parcels, beyond what is anticipated by existing policy, staff would recommend that one additional residential lot be permitted, for each of the subject parcels. This would allow for some level of additional development on these parcels, but in a form more in keeping with the intent of the existing policy. An example of a subdivision where one additional lot was created fronting Portage Road can be seen in Figure 2: Context Map of this report (see 991 and 993 Portage Road).

If Council approves the rezoning application and the subdivision proceeds, the applicant proposes to register a Statutory Building Scheme with Design Guidelines and to limit the maximum non-basement floor area for a single family dwelling to 290 m^2 which is the maximum permitted for the RS-8 (Single Family Dwelling) Zone. In addition, the building scheme would include guidelines to encourage that new buildings would be designed to BUILT GREEN® Gold or equivalent environmental and sustainability standard. The applicant has also committed to construct any new dwellings to be solar ready.

The site contains a total of 281 trees, 55 of which are bylaw protected. A total of 23 trees are proposed for removal to accommodate buildings, driveways, and servicing. Of these, 11 trees are rated poor for either health or structure. The applicant proposes to plant 46 replacement trees in accordance with Saanich's Urban Forest Strategy, to replant proposed natural state covenant areas with native vegetation, and to continue efforts to remove invasive species from the site. In addition, the applicant proposes to designate natural state covenant areas to protect areas with native plant remnants and vegetation within the marine backshore. Tree protection covenant areas are also proposed.

Variances are requested for lot depth and siting. None of the requested variances would have a significant impact on the adjacent dwellings or the streetscape. For these reasons, the requested variances can be supported.

If the application proceeds, the following items would be secured by covenant prior to Final Reading:

- Construction of any new houses on the site to a minimum BUILT GREEN® Gold or equivalent environmental and sustainability standard;
- Construction of any new houses on the site to be solar ready;
- Registration of a Building Scheme; and
- Suitable covenants for dwelling size, location, and design.

The following items would be considered by the Approving Officer as part of the subdivision review process:

- Suitable natural state covenants to protect the marine backshore and remnant native vegetation and to require replanting of native vegetation in the proposed natural state covenant areas; and
- Suitable covenants for tree retention, protection, and replacement.

RECOMMENDATION

That Council:

1. Not support the application to amend the Tillicum Local Area Plan policy 7.2(a).

2. Not support the application to rezone from A-1 (Rural) Zone to RS-12 (Single Family Dwelling) Zone.

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

1. That the application to amend the Official Community Plan (Tillicum Local Area Plan policy 7.2(a)) be approved.

2. That the application to rezone from the A-1 (Rural) Zone to the RS-12 (Single Family Dwelling) Zone be approved.

3. That Amended Development Permit DPA00812 be approved.

4. That Development Variance Permit DVP00358 be approved.

5. That Final Reading of the Official Community Plan Amendment Bylaw and the Zoning Amendment Bylaw and ratification of the Amended Development Permit and Development Variance Permit be withheld pending registration of a covenant to secure the following:
   - Construction of any new houses on the site to a minimum BUILT GREEN® Gold or equivalent environmental and sustainability standard;
   - Construction of any new houses on the site to be solar ready;
   - Registration of a Building Scheme; and
   - That dwelling size, location, and design conform to the conceptual building elevations received February 3, 2015.

Report prepared by:

Neil Findlow, Senior Planner

Report prepared and reviewed by:

Jarret Matanowitsch, Manager of Current Planning

Report reviewed by:

Sharon Hvozdanski, Director of Planning

NDF/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

COPY

DISTRICT OF SAANICH

DPA00812
AMENDS DPR2008-00008 and DPR90-0033

AMENDMENT TO DEVELOPMENT PERMIT

To:

Ian Graeme Sutherland
1715 Government Street
Victoria BC V8W 1Z4

Brian Guy
961 Portage Road
Victoria BC V8Z 1K9

(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 5, Section 79, Victoria District, Plan 890 Except Part In Plan 3836 RW and Plan 776RW
and
Lot 6, Section 79, Victoria District, Plan 890, Except Parts In Plans 3836 RW, Plan 50827 and Plan 776RW

955 & 961 Portage Road

(herein called "the lands")

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

   (a) By supplementing the provisions of the Zoning Bylaw 2003, to require the buildings and lands to be constructed and developed in accordance with the tentative plan of subdivision prepared by Richard J. Wey & Associates, Land Surveying Inc. received on June 30, 2014; the Landscape Concept Plan prepared by 4☆Site Landscape Architecture and Site Planning received April 2, 2015; Portage Lane Design Guidelines and Schedule of Restrictions prepared by Artificer Development Corporation, received January 23, 2015; and the Proposed New Dwelling Setbacks and Lot Data prepared by City Engineering Incorporated and received February 3, 2015 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) Any protective fencing of trees or covenant areas must be constructed, installed and signed according to the specifications in Appendix X.

   (b) 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.

   (c) 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 their 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 their 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.

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.

COPY

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

COPY

APPENDIX X

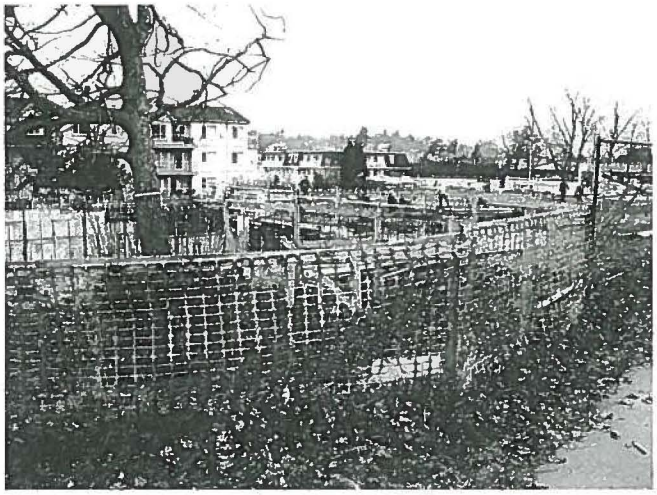
PROTECTIVE FENCING FOR TREES AND COVENANT AREAS

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

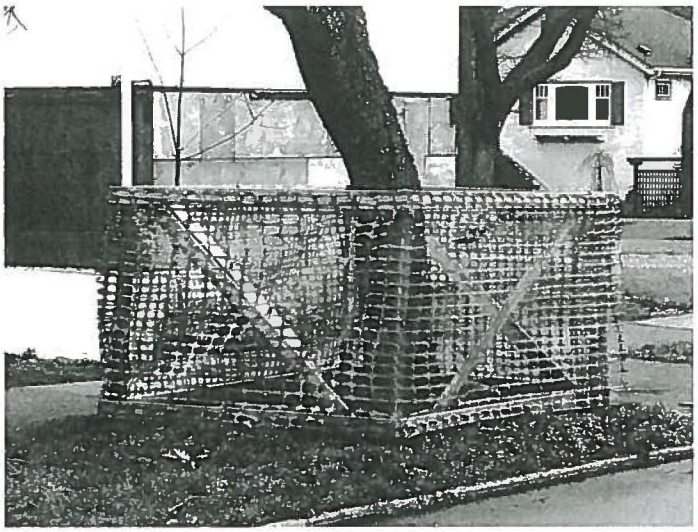
Prior to any activities taking place on a development site, the applicant must submit a photo showing installed fencing and "WARNING – Habitat Protection Area" signs to the Planning Department.

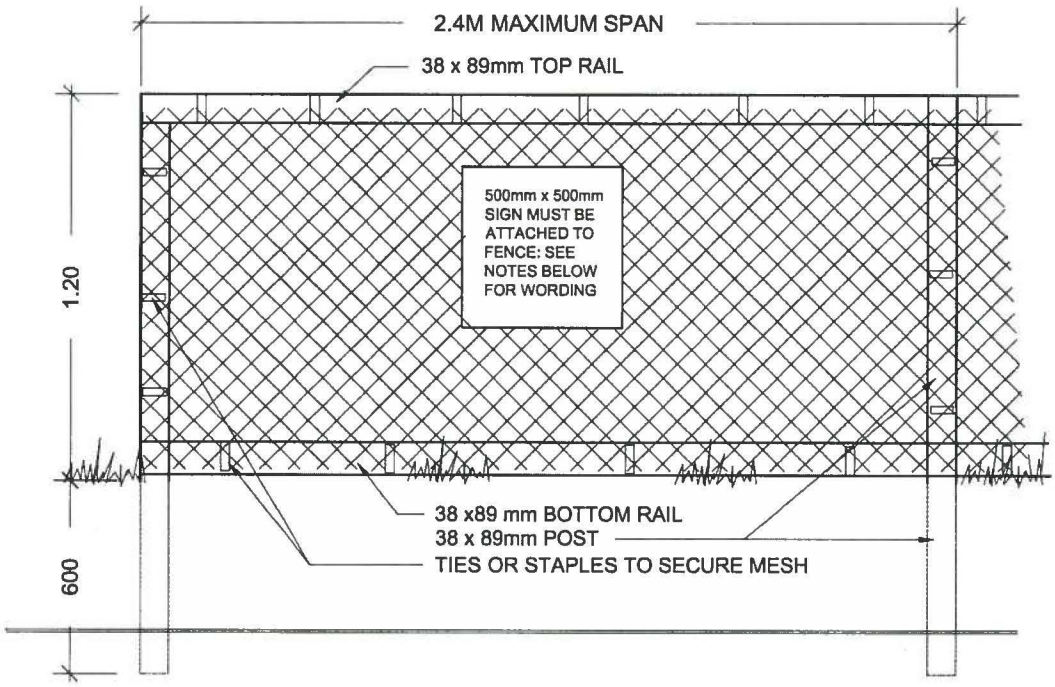
Specifications:

- 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 GALVANZIED 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

Saanich

DETAIL NAME: TREE PROTECTION FENCING

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

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

COPY

DISTRICT OF SAANICH

DVP00358

DEVELOPMENT VARIANCE PERMIT

To:

Ian Graeme Sutherland
1715 Government Street
Victoria BC V8W 1Z4

Brian Guy
961 Portage Road
Victoria BC V8Z 1K9

the owner of lands known and described as:

Lot 5, Section 79, Victoria District, Plan 890 Except Part In Plan 3836 RW and Plan 776RW
and
Lot 6, Section 79, Victoria District, Plan 890, Except Parts In Plans 3836 RW, Plan 50827 and Plan 776RW

955 & 961 Portage Road

(herein called "the lands")

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

2. This Development Variance Permit applies to the lands.

3. The owner has submitted to the Approving Officer a tentative plan of subdivision to subdivide the lands into a total of six lots as shown on the plan of subdivision prepared by Richard J. Wey & Associates, Land Surveying Inc. received on June 30, 2014, a copy of which is attached hereto.

(herein called "the subdivision")

4. The Development Variance Permit varies the provisions of the Zoning Bylaw 2003, No. 8200 and Subdivision Bylaw 1995, No. 7452 as follows:

   (a) by varying the minimum depth provided by Section 5.0(b) of the Subdivision Bylaw 1995, No. 7452 in respect to proposed Strata Lots E and F of the subdivision from 27.5 m to 26.24 m for proposed Strata Lot E and 20.28 m for proposed Strata Lot F.

   (b) by varying the rear yard setback provided by Section 250.4(a)(ii) of Schedule 250 attached to the Zoning Bylaw, 2003, No. 8200, in respect to proposed Strata Lots A, B, C, and E of the subdivision from 10.5 m to 7.5 m and in respect to proposed Strata Lot F of the subdivision from 10.5 m to 5.3 m.

   (c) by varying the front yard setback provided by Section 250.4(a)(i) of Schedule 250 attached to the Zoning Bylaw, 2003, No. 8200, in respect to proposed Strata Lot F of the subdivision from 7.5 m to 6.0 m.

COPY

(d) by varying the front yard setback provided by Section 250.5(a)(i) of Schedule 250 attached to the Zoning Bylaw, 2003, No. 8200, in respect to a garage on proposed Strata Lot F of the subdivision from 7.5 m to 6.0 m.

5. 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

Saanich
ENGINEERING
Development

ZH1 | V
LG

Memo

To:	Subdivision Office
From:	Jagtar Bains – Development Coordinator
Date:	July 23, 2014
Subject:	Servicing Requirements for Development

PROJECT: **TO REZONE FROM A-1 TO RS-12 TO SUBDIVIDE TWO EXISTING LOTS TO CREATE SIX LOTS IN TOTAL. VARIANCES, ENVIRONMENTAL DEVELOPMENT**

SITE ADDRESS: **955 PORTAGE RD**
PID: **008-246-327**
LEGAL: **LOT 5 SECTION 79 VICTORIA LAND DISTRICT PLAN 890 EXCEPT PART**
DEV. SERVICING FILE: **SVS01906**
PROJECT NO: **PRJ2008-00107**

The intent of this application is to create four additional lots for single family use. Some of the more apparent Development Servicing requirements are as listed on the following pages(s).

Jagtar Bains
DEVELOPMENT COORDINATOR

RECEIVED
JUL 23 2014
PLANNING DEPT.
DISTRICT OF SAANICH

cc: Von Bishop, MANAGER OF DEVELOPMENT
Adrianne Pollard, MANAGER OF ENVIRONMENTAL SERVICES

ENTERED IN CASE

Development Servicing Requirement

Development File: SVS01906
Civic Address: 961 PORTAGE RD
Page: 1

Date: Jul 23, 2014

Drain

1. A SUITABLY DESIGNED STORM DRAIN SYSTEM MUST BE INSTALLED TO SERVICE THE PROPOSED LOTS FROM THE EXISTING MUNICIPAL SYSTEM TRAVERSING THIS SUBDIVISION.

2. STORM WATER MANAGEMENT MUST BE PROVIDED IN ACCORDANCE WITH THE REQUIREMENTS OF SCHEDULE H "ENGINEERING SPECIFICATIONS" OF SUBDIVISION BY-LAW. THIS SUBDIVISION 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.

Gen

1. THIS PROPOSAL IS SUBJECT TO THE PREVAILING MUNICIPAL DEVELOPMENT COST CHARGES.

2. ALL EXISTING NON-COMFORMING BUILDINGS MUST BE REMOVED PRIOR TO SUBDIVISION APPROVAL.

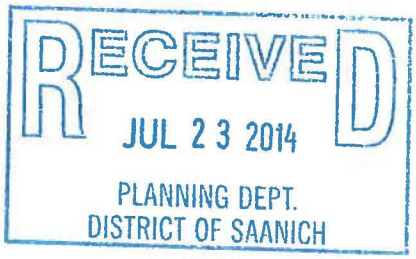
3. THE EXISTING HOUSES MUST BE CONNECTED OR RECONNECTED TO SEWER, WATER, STORM DRAIN AND UNDERGROUND WIRING.

4. NEW DRIVEWAYS AND PARKING AREAS CAPABLE OF PARKING 2 CARS ON SITE ARE REQUIRED FOR THE EXISTING HOUSES.

Hydro/tel

1. UNDERGROUND WIRING IS REQUIRED TO SERVE ALL PROPOSED LOTS.

2. THE EXISTING PRIVATE POLES MUST BE REMOVED.



Road

1. PORTAGE ROAD, FRONTING THIS SUBDIVISION, MUST BE IMPROVED TO 8.5 M RESIDENTIAL ROAD STANDARDS COMPLETE WITH CONCRETE CURB, GUTTER AND SIDEWALK.

2. STREET LIGHTING IS REQUIRED ON PORTAGE ROAD AND ON THE PROPOSED COMMON ACCESS ROAD..

3. THE PROPOSED COMMON ROAD MUST BE CONSTRUCTED TO A MINIMUM WIDTH OF 6.0 M COMPLETE WITH CONCRETE CURB AND GUTTER. "NO PARKING" SIGN WILL BE REQUIRED ON ONE SIDE.

Sewer

1. A SUITABLY DESIGNED SANITARY SEWER SYSTEM MUST BE INSTALLED TO SERVICE THE PROPOSED LOTS FROM THE EXISTING MUNICIPAL SYSTEM TRAVERSING THIS SUBDIVISION.

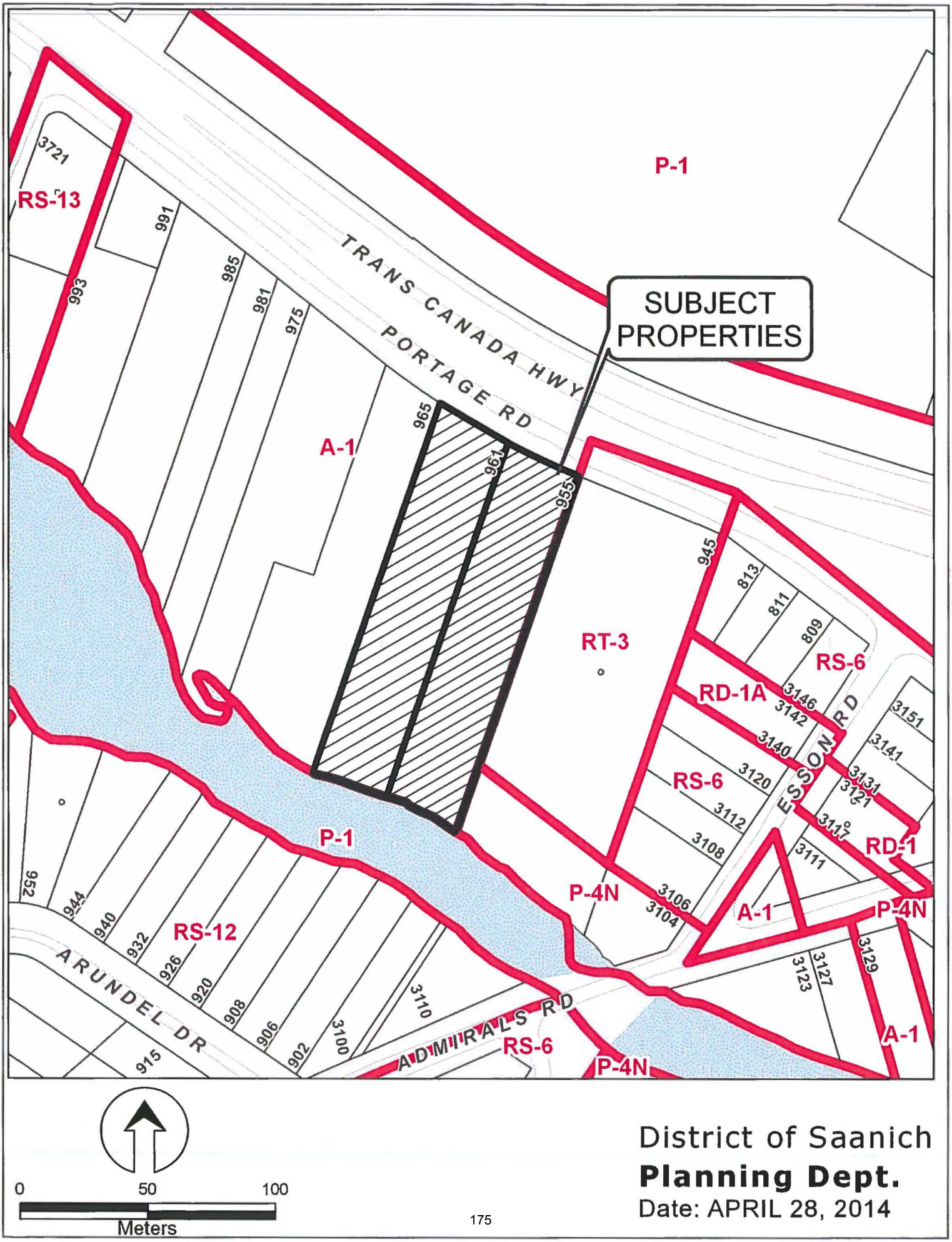
Water

1. A PRIVATE FIRE HYDRANT WILL BE REQUIRED ON THE COMMON ROAD WITHIN 90 M OF PROPOSED STRATA LOT D.

2. THE EXISTING 37 MM WATER SERVICE IS TO BE USED BY THIS SUBDIVISION IF IT IS DETERMINED TO BE SUFFFICIENT IN FLOW. CALCULATIONS WILL BE REQUIRED AS PER AWWA MANUAL M22.

3. THE EXISTING WATER SERVICE AT 961 PORTAGE ROAD MUST BE REMOVED.

4. INSTALLATION OF PRIVATE WATER METER IS RECOMMENDED FOR EACH PROPOSED STRATA LOT.



0 50 100

Meters

District of Saanich

Planning Dept.

Date: APRIL 28, 2014

SUSTAINABILITY STATEMENT

Parcel Address:	955 and 961 Portage Road Victoria, BC
Proposed Development:	Rezone A-1 to RS-12 and Subdivision
Applicant:	Artificer Development Corp. 1715 Government Street Victoria, BC V8w 1Z4
Contact Person:	Ian Sutherland Pres. Artificer Development Corp. Tel: 250-386-5503 E-mail: iangsutherland@gmail.com

ENVIRONMENTAL INDICATORS

Ecological Protection and Restoration

- No development activity will take place within the Backshore ESA and its buffer area.
- Groupings of Native Plant remnants have been identified by the consultant and 23% of the site will be preserved in its natural state providing both wildlife habitat and corridors for wildlife movement.
- There are 281 trees on the site. Twenty three will be removed to facilitate the development. Trees removed will be replaced at a 2:1 ratio with native species enhancing the urban forest.
- Ongoing efforts to control Invasive plants such as English Ivy and Blackberry will continue allowing native plants to re-establish.

Green Design and Construction

- Permeable paving surfaces will be utilized throughout the development to minimize impermeable area and encourage groundwater recharge.
- A Rain garden type treatment area is proposed on the boulevard to treat road runoff before it reaches the municipal Storm Drain system.
- All runoff from the site will be treated by the combination of permeable surfaces, rain gardens and/or propriety filtration systems designed by Professional Engineers to improve the quality of storm water to be discharged to the Municipal Storm Drain system.
- Naturescaping will be encourage to minimize the need for irrigation and provide wildlife habitat.
- Housing is proposed to be certified Built GreenTM Gold Building or equivalent.
- Retain and rehabilitate existing structures onsite or De-construction and salvage of re-useable materials from existing building.
- Recycling of demolition and construction waste (target >75% diverted from landfill).
- Specify materials with high recycled content and from rapidly renewable resources, e.g. insulation, cabinet material.

SOCIAL INDICATORS

Community Consultation

The Applicant has met with The Gorge Tillicum Community Association Land Use Committee and Executive members of Portage Inlet Sanctuary Colquitz Estuary Society (PIECES) onsite and has fully presented the application. Feedback has been integrated with final design. Neighbouring property owners have met onsite and application amended to mitigate concerns. The applicant is undertaking a full neighbourhood canvas of properties within 100m of the site.

Location and Density

- The application balances the need for density and the preservation of trees native species and wildlife habitat in a practical and functional fashion.
- Provides density immediately adjacent to existing schools and transportation links with net improvements to the environment.
- Provides density with little impact on existing infrastructure.

Community Character and Liveability

- Implementation of a statutory building scheme will provide high quality architectural design and exterior finishes
- Preserves existing heritage house on the property in place.
- Allows for various types of live-work opportunities
- Provides a mix of housing types and sizes with some opportunity for secondary accommodation.
- Proposed road improvements along Portage Road promotes a pedestrian friendly and safer streetscape.
- Cuthbert Holmes Park and the Galloping Goose regional trail are immediately adjacent to the application providing excellent access.
- Elementary and High Schools a short walk from adjacent Highway 1 pedestrian overpass.
- Provides for Boulevard enhancements such as raingarden water treatment and boulevard tree plantings

Transportation

- Public Transit stop immediately adjacent to site on Highway 1 with direct connection to downtown Victoria and UVIC.
- Elementary and Secondary schools 100 meter walk from site
- Tillicum Mall Shopping Centre 1 km walk through Cuthbert Holmes Park

ECONOMIC INDICATORS

Employment

- Local trades will receive the majority of the approximately $3 million of capital expenditure on the project.

Diversification and Enhancement

- Tax base will be expanded by an approximate $3 million increase in property assessments.
- Residents will support local businesses

Efficient Infrastructure and Operational Cost Savings

- Project requires no expansion of existing infrastructure as all works and services owned and operated by the municipality exist.
- Proposed housing to be Green Built Gold or equivalent which will provide long term cost savings for energy and water usage.

Saanich PLANNING

DEVELOPMENT PERMIT APPLICATION
STORMWATER MANAGEMENT STATEMENT

Parcel Address: 955-961 Portage Road

Applicant: Artificer Development Corp.

Date: April 15, 2014

Contact Person: Ian Sutherland

Telephone: 250-386-5503

Storm water management is reviewed as part of the Development Permit Review process. Applications are required to meet:

1. The Engineering Specifications detailed in Section 3.5.16 of Schedule "H" of the Subdivision Bylaw, 7452; and

2. The intent of the Development Permit guidelines:

   a) Development Permit Areas #1, 2, 3, 6, through 15, 17, 18, 20, 21, 22, 23
      - The total impervious cover of the site should minimize impact on the receiving aquatic environment. Consideration should be given to reducing impervious cover through reduction in building footprint and paved areas.
      - Storm water runoff controls should replicate the natural runoff regime. The controls could include on-site infiltration, storage in ponds or constructed wetlands, sand filtration and creative road/curb configurations.

   b) Development Permit Area #27

      Maintain pre-development hydrological characteristics should by the following means:
      - minimize impervious surfaces.
      - return the storm water runoff from impervious surfaces of the development to natural hydrologic pathways in the ground to the extent reasonably permitted by site conditions, and treat, store and slowly release the remainder per the specifications of Schedule H to the Subdivision Bylaw.
      - minimize alteration of the contours of the land outside the areas approved for buildings, structures and site accesses by minimizing the deposit of fill and removal of soil, and
      - minimize the removal of native trees outside the areas approved for buildings, structures and site accesses.

Keeping in mind the requirements of Schedule "H", describe how your storm water management concept will meet the intent of the relevant development permit guidelines. Provide details on types of treatment systems that will be used, considering the following questions:

a) Will there be an increase or decrease in impervious area compared to existing conditions?
b) What percentage of the site will be impervious cover compared to existing conditions?
c) How will impervious surface area be minimized (e.g. minimizing paved area and building footprints, pervious paving, green roofing, absorbent landscaping)?
d) How will the proposed system detain and regulate flows and improve storm water quality (e.g. infiltration systems, engineered wetlands, bioswales)?
e) If the intent of the guideline cannot be met, explain why.

NOTE: Use additional pages if necessary. Attach plans if available; detailed engineering plans will be required as part of the Building Permit process.

a) This proposal results in an increase in impervious surface area of aproximately 100 m2

b) Impervious surfaces will cover 16.9% of the site compared to 15.9% at present.

c) Hard surface will be minimized by utilizing permiable pavers for most paving applications Runoff from other hard surfaces such as sidewalks and patios will be channelled into landscape areas or rain gardens.

d) A combination of permiable paving, rain gardens and engineered proprietry filtration systems will be designed by the engineer to treat both runoff from onsite and runoff from the municipal road (Portage Road) fronting this site and neighbouring properties.

e) We feel the guidelines can be met by utilizing good Hydrological Engineering practice

If you require clarification, please contact:
The District of Saanich · Planning Department · 3rd Floor · Municipal Hall
770 Vernon Avenue · Victoria · BC · V8X 2W7
Tel: 250.475.5471 or 250.475.5473

Talbot Mackenzie & Associates

Consulting Arborists

November 28, 2014

Ian Sutherland
1715 Government Street
Victoria, BC V8W 1Z4

Re: Covenant areas 955 Portage Road

During our November 26, 2014 site visit, at your request, we inspected two trees, arbutus #873 and Douglas-fir #963, that are proposed to be included in tree protection covenants. At the time of our site visit we observed that:

Arbutus #873

- Has been infected with a canker disease.
- The sparse foliage that remains on the tree is wilted indicating that the tree is functionally dead.

Douglas-fir #963

- Will stand away from the other trees on the property and will become exposed once the proposed lots are cleared.
- Has a large critical rooting area that will be impacted by the lot construction.
- Does not have a reasonable expectation of survival due to the anticipated impacts.

In our opinion, we would not recommend including arbutus #873 or Douglas-fir #963 in the proposed covenant areas.

Please do not hesitate to call us at 250-479-8733 should you have any further questions. Thank You.

Yours truly,
Talbot Mackenzie & Associates

Tom Talbot & Graham Mackenzie
ISA Certified & Consulting Arborists

Disclosure Statement
Arborists are professionals who examine trees and use their training, knowledge and experience to recommend techniques and procedures that will improve the health and structure of individual trees or group of trees, or to mitigate associated risks.
Trees are living organisms, whose health and structure change, and are influenced by age, continued growth, climate, weather conditions, and insect and disease pathogens. Indicators of structural weakness and disease are often hidden within the tree structure or beneath the ground. It is not possible for an arborist to identify every flaw or condition that could result in failure nor can he/she guarantee that the tree will remain healthy and free of risk.
Remedial care and mitigation measures recommended are based on the visible and detectable indicators present at the time of the examination and cannot be guaranteed to alleviate all symptoms or to mitigate all risk posed.

Box 48153 RPO Uptown
Victoria, BC V8Z 7H6
Ph: (250) 479-8733 ~ Fax: (250) 479-7050
Email: treehelp@telus.net

Talbot Mackenzie & Associates
Consulting Arborists

October 18, 2012

Ian Sutherland
1715 Government Street
Victoria, BC V8W 1Z4

Re: Windthrow Study 955 Portage Road

Assignment: Provide arborist services to assess the increased windthrow potential within the remnant forested area at 955 Portage Road and the adjacent property, related to site clearing work to create a building footprint on this property.

Overview: We inspected the health and structural characteristics of the tree resource on this property during site visits in April of 2008. We also identified and advised as to which trees would require removal to create a suitable area for the house footprint and driveway access. All the trees identified for removal were exhibiting indicators of health stress and decline symptoms. The decline symptoms could be related to infection by root disease pathogens or recent and historical changes in the environment within and surrounding the forest. Similar growth characteristics were observed throughout the adjacent forested and riparian areas. Subsequent to our 2008 site visit, in June of 2012, approximately 25 trees were removed from within the building and driveway footprints.

Findings: During our most recent October 01, 2012 site visit, we reviewed the health and structural characteristics of the forested and riparian areas and inspected the recently cleared building site.

The trees that remain on the site and grow in the surrounding properties are relatively well structured. Most have moderately good trunk taper, thin canopies and a medium live crown to trunk ratio. Judging by the stumps that were removed from the site, the trees have root systems that are relatively deep. Trees with these growth characteristics have grown on a site with some wind exposure and typically are not at a high risk of windthrow or trunk failure during high wind conditions. Many of the trees are exhibiting indicators of health stress and decline symptoms; however, as there were no fruiting bodies of wood decay or root disease pathogens observed, no soil cracking, heaving or root plate lifting, and no history of root failure on this site, this decline is most likely related to historical changes in the surrounding environmental conditions.

..../2

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Email: treehelp@telus.net

The subject site is not highly exposed, and the main forested areas are located on a lower plateau where the trees around the building footprint and riparian areas are protected by groups of trees that grow on the surrounding areas at a higher elevation. The site clearing removed a section of trees that grew between two forested groves and created a pocket between these groves but did not result in a newly exposed leading forest edge. The prevailing and predominant wind direction is parallel to the face of the forest groves where the trees were removed.

The riparian areas within Colquitz Park experienced little, if any, increase in exposure as a result of the lot clearing as this clearing was on the north and northwest side of the park where the retained forest still provides this riparian area with protection and shelter from the winds that come from this direction. There also was no increase in exposure to the park trees from the south, south east or from the east resulting from the recent tree removal.

Summary: It is our opinion that the removal of trees in the limited area of the building footprint will not result in a significant change in the wind patterns or wind velocity within the adjacent riparian and forested areas. There may be a slight increase of wind infiltration within the groves, however, given the structure of the trees within the forested areas there is unlikely to be an increase in windthrow related to this clearing. In our opinion, the risk of windthrow was low to moderate prior to the lot clearing and remains low to moderate following these activities.

Future windthrow within these areas will more likely be related to the existing health condition of the trees and an increased risk of failure if their health continues to decline. For that reason, we recommend cyclically monitoring the trees in future years for any change in their health and structure and during high wind conditions for any indicators of root plate instability.

Please do not hesitate to call us at 250-479-8733 should you have any further questions. Thank you.

Yours truly,

Tom Talbot & Graham Mackenzie
ISA Certified, & Consulting Arborists

Disclosure Statement

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Remedial care and mitigation measures recommended are based on the visible and detectable indicators present at the time of the examination and cannot be guaranteed to alleviate all symptoms or to mitigate all risk posed.

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TREE RESOURCE
955 Portage Road

Tree #	d.b.h. (cm)	PRZ	CRZ	Species	Crown Spread(m)	Condition Health	Condition Structure	Relative Tolerance	Remarks / Recommendations
101	18	3.2	2	Garry oak	5.0	Fair	Good	Good	Young tree on boulevard, some epicormic growth.
102	8, 11, 12	N/A	3	English hawthorne	4.0	Fair/poor	Fair/poor	Moderate	Multiple stems, asymmetric form.
103	26	4.7	3	Garry oak	7.0	Good	Good	Good	May be on neighbour's property, trunk lean, young tree.
104	50	9.0	5	Garry oak	10.0	Fair	Fair	Good	Ivy covered, epicormic growth, may be on neighbouring property.
105	43	N/A	6	Douglas-fir	7.0	Fair	Fair	Poor	Ivy covered, may be on neighbour's property.
106	18	3.2	2	Garry oak	3.0	Fair	Fair	Good	Ivy covered, may be on neighbour's property.
107	43	7.7	4	Garry oak	7.0	Good	Fair	Good	Ivy covered, may be on neighbour's property.
108	27	N/A	3	willow	7.0	Fair	Poor	Moderate	Broken limbs in crown, may be on nieghbouring property.
109	9	1.6	1	Garry oak		Fair	Fair	Good	Young tree, may be on neighbouring property.
110	33	5.9	3	Garry oak	7.0	Good	Fair	Good	Some girdling from wire on trunk, ivy covered.
111	27	N/A	3	Norway maple	6.0	Good	Fair	Moderate	Ornamental tree, some ivy.

Prepared by:
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email: Treehelp@telus.net

Tree #	d.b.h. (cm)	PRZ	CRZ	Species	Crown Spread(m)	Condition Health	Condition Structure	Relative Tolerance	Remarks / Recommendations
112	up to 12 cm	N/A	N/A	Plum	7.0	Poor	Poor	Moderate	Group of wild plum stems.
113	15\12	N/A		English hawthorne	4.0	Fair	Fair	Moderate	Ivy covered.
114	20	N/A	2	Apple	5.0	Poor	Poor	Moderate	Previously uprooted.
115	46	N/A	7	Douglas-fir	9.0	Poor	Poor	Poor	Ivy covered, previously topped.
116	22/10/10	N/A	4	Plum	9.0	Fair	Fair	Moderate	Multiple stems.
117	50	N/A	8	Douglas-fir	10.0	Fair	Fair	Poor	Ivy covered, possibly topped.
118	40	N/A	6	Douglas-fir	7.0	Fair	Fair	Poor	High crown, epicormic growth.
119	30	N/A	4	Hawthorne	7.0	Fair	Fair	Moderate	
120	16	N/A	2	Big Leaf maple	5.0	Fair/poor	Fair	Moderate	Asymmetric form, suppressed.
121	21	N/A	3	Big Leaf maple	5.0	Fair/poor	Fair	Moderate	Deadwood, suppressed.
122	10	1.8	1	Garry oak	4.0	Good	Fair	Good	Young tree.

Prepared by:
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Tree #	d.b.h. (cm)	PRZ	CRZ	Species	Crown Spread(m)	Condition Health	Condition Structure	Relative Tolerance	Remarks / Recommendations
123	27	N/A	3	Big Leaf maple	5.0	Fair	Fair	Moderate	Young tree.
124	18	N/A	2	Big Leaf maple	5.0	Fair/good	Good	Moderate	Young tree.
125	39	N/A	5	Willow	5.0	Fair	Fair	Moderate	Ivy up main trunk.
126	31	5.6	3	Garry oak	7.0	Fair	Fair	Good	Ivy covered, epicormic growth, asymmetric form.
127	17	3.1	2	Garry oak	4.0	Fair	Fair	Good	Suppressed.
128	18	3.2	2	Garry oak	5.0	Fair/poor	Fair	Good	Epicormic growth, small tree.
129	16	2.9	2	Garry oak	5.0	Fair	Fair	Good	Deflected top.
130	20	3.6	2	Garry oak	6.0	Good	Good	Good	Small broken limb.
131	13	2.3	2	Garry oak	4.0	Poor	Fair	Good	Epicormic growth, health stress.
132	9	1.6	1	Garry oak	2.0	Poor	Fair	Good	Epicormic growth, health stress.
133	12	2.2	1	Garry oak	12.0	Fair	Fair	Good	Sparse foliage.

Prepared by:
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Tree #	d.b.h. (cm)	PRZ	CRZ	Species	Crown Spread(m)	Condition Health	Condition Structure	Relative Tolerance	Remarks / Recommendations
134	15	2.7	2	Garry oak	15.0	Good	Good	Good	Basal wound on trunk. 9 cm oak tree beside.
135	26	4.7	3	Garry oak	9.0	Good	Good	Good	Ivy on trunk.
136	14	2.5	1	Garry oak	4.0	Fair	Fair	Good	Sparse foliage.
137	11	2.0	1	Garry oak	2.0	Fair/poor	Fair	Good	Epicormic growth.
138	11	2.0	1	Garry oak	5.0	Poor	Poor	Good	Prostrate form, dead top.
139	9	1.6	1	Garry oak	3.0	Fair/poor	Fair	Good	Dead top, epicormic growth.
140	9	1.6	1	Garry oak	4.0	Fair	Fair	Good	Young tree.
141	8	1.4	1	Garry oak	8.0	Fair	Fair	Good	Young tree.
142	15	2.7	2	Garry oak	5.0	Fair	Fair	Good	Young tree.
143	14	2.5	1	Garry oak	4.0	Fair	Fair	Good	Suppressd.
144	23	4.1	2	Garry oak	7.0	Fair	Fair	Good	Young tree.

Prepared by:
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Tree #	d.b.h. (cm)	PRZ	CRZ	Species	Crown Spread(m)	Condition Health	Condition Structure	Relative Tolerance	Remarks / Recommendations
145	7	1.3	1	Garry oak	3.0	Good	Good	Good	Young tree.
146	15	2.7	2	Arbutus	5.0	Fair	Fair	Poor	Dead top.
147	4 x 9	N/A	4	Native willow	7.0	Poor	Poor	Good	Multiple stems, dead stems.
148	3 x 3	N/A	2	Plum	12.0	Fair	Poor	Moderate	Multiple stemmed plum, ivy covered.
149	2x 5, 2x10	N/A	6	Plum	12.0	Fair	Fair	Moderate	Multiple stemmed plum.
150	8, 11, 4, 24	N/A	4	Robinia	8.0	Fair	Fair	Good	Multiple stems.
151	4 x 24	N/A	7	English hawthorne	10.0	Fair	Fair	Good	Municipal tree.
152	18	3.2	2	Garry oak	5.0	Fair	Fair	Good	May be neighbour's tree.
153	25	N/A	4	Douglas-fir	7.0	Fair	Fair	Poor	Ivy covered, young tree.
154	19	N/A	2	Robinia	8.0	Fair	Fair	Good	Deadwood.
155	24	N/A	2	Robinia	8.0	Fair	Fair	Good	Deadwood.

Prepared by:
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Tree #	d.b.h. (cm)	PRZ	CRZ	Species	Crown Spread(m)	Condition Health	Condition Structure	Relative Tolerance	Remarks / Recommendations
156	14	2.5	1	Garry oak	5.0	Fair	Fair	Good	Epicormic growth.
157	28	N/A	4	Douglas-fir	6.0	Fair/poor	Fair	Poor	High crown, may be neighbour's tree.
158	20	N/A	3	Douglas-fir	6.0	Fair	Fair	Poor	High crown.
159	18	3.2	3	Arbutus	7.0	Good	Fair	Poor	Leans into fir.
160	30	N/A	5	Douglas-fir	7.0	Fair/good	Fair	Poor	Young tree.
161	47	N/A	7	Douglas-fir	6.0	Fair	Fair	Poor	High crown, sparse foliage.
162	14	2.5	1	Garry oak	4.0	Fair	Fair	Good	Suppressed by adjacent fir.
163	2 x 11	N/A	2	Big Leaf maple	6.0	Good	Fair	Moderate	Two stems.
164	51	N/A	8	Douglas-fir	8.0	Fair	Fair	Poor	High crown.
165	19,9	N/A	3	Bif Leaf maple	5.0	Fair	Fair	Moderate	
166	16	N/A	2	Douglas-fir	4.0	Fair	Fair	Poor	Deflected top.

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Tree #	d.b.h. (cm)	PRZ	CRZ	Species	Crown Spread(m)	Condition Health	Condition Structure	Relative Tolerance	Remarks / Recommendations
167	19	N/A	3	Douglas-fir	4.0	Fair	Fair	Poor	Deflected trunk.
168	24	N/A	4	Douglas-fir	6.0	Fair	Poor	Poor	Previously topped.
169	15	N/A	2	Big Leaf maple	5.0	Good	Fair	Moderate	Deflected trunk, young tree.
170	13	N/A	2	Douglas-fir	5.0	Good	Fair	Poor	One sided, young tree.
171	15	N/A	2	Grand fir	6.0	Good	Good	Poor	Young tree.
172	13	N/A	2	Big Leaf maple	4.0	Fair	Fair	Moderate	Deflected trunk.
173	23	N/A	3	Douglas-fir	4.0	Fair	Fair	Poor	Deflected top, ivy covered.
174	24	N/A	3	Big Leaf maple	6.0	Fair	Fair	Moderate	Young tree.
175	31	5.6	5	Arbutus	7.0	Good	Fair	Poor	Close to house.
176	11	2.0	2	Arbutus	4.0	Good	Good	Poor	
177	35	N/A	5	Douglas-fir	6.0	Fair	Fair/poor	Poor	High crown.

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178	15	N/A	2	Big Leaf maple	5.0	Fair	Fair	Moderate	Suppressed.
179	15	N/A	2	Big Leaf maple	7.0	Good	Fair	Moderate	Young tree.
180	11	2.0	1	Pacific yew	5.0	Fair	Fair	Moderate	Understory tree.
181	14	N/A	2	Big Leaf maple	6.0	Good	Fair	Moderate	
182	20	N/A	2	Big Leaf maple	6.0	Fair	Fair	Moderate	Young tree.
183	19	N/A	2	Big Leaf maple	6.0	Fair	Fair	Moderate	Young tree.
184	14	N/A	2	Big Leaf maple	4.0	Good	Fair	Moderate	Stem removed recently.
185	20	N/A	2	Big Leaf maple	7.0	Good	Good	Moderate	Two stems removed recently.
186	12/14	4.0	3	Pacific yew	5.0	Poor	Poor	Moderate	Almost dead.
187	15/25	N/A	4	Willow	8.0	Fair	Fair	Moderate	Multiple stems.
188	19	N/A	3	Grand fir	5.0	Fair	Fair	Poor	Young tree.

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189	32	N/A	5	Douglas-fir	6.0	Fair	Fair	Poor	Suppressed.
851	42	7.6	4	Garry oak	11.0	Good	Good	Good	Some deadwood.
852	39	7.0	4	Garry oak	12.0	Good	Good	Good	One sided, ivy on trunk, deadwood.
853	56	10.1	6	Garry oak	13.0	Good	Good	Good	Ivy covered, large deadwood.
854	40	7.2	4	Garry oak	10.0	Good	Fair	Good	Ivy covered.
855	20, 25	7.0	6	Arbutus	7.0	Good	Fair	Poor	25 cm stem girdled by wire.
856	17	3.1	2	Garry oak	5.0	Poor	Fair	Good	Declining health, small tree, ivy covered.
857	37	6.7	4	Garry oak	11.0	Fair	Fair	Good	Epicormic growth, possible wire in trunk.
858	61	11.0	9	Douglas-fir	13.0	Fair	Poor	Poor	Multiple tops.
859	33	5.9	3	Garry oak	8.0	Fair/good	Fair	Good	Ivy covered, asymmetric form.
860	22	4.0	2	Garry oak	7.0	Fair	Fair	Good	Some deadwood, epicormic growth.

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861	43	7.7	6	Douglas-fir	6.0	Fair	Fair	Poor	Epicormic growth.
862	18	3.2	2	Garry oak	5.0	Fair	Fair	Good	High crown.
864	21	3.8	2	Garry oak	5.0	Fair/poor	Fair	Good	Epicormic growth.
865	20	3.6	2	Garry oak	6.0	Good	Good	Good	Some epicormic growth.
866	49	8.8	5	Garry oak	14.0	Fair/good	Fair	Good	Asymmetric form, large deadwood, some end-weight.
867	23	4.1	2	Garry oak	4.0	Fair/poor	Fair/poor	Good	Ivy covered, epicormic growth.
868	32	5.8	4	Douglas-fir	6.0	Fair	Fair	Poor	Surface rooted. Low live crown ration.
869	31	5.6	3	Garry oak	9.0	Fair	Fair	Good	Epicormic growth, ivy covered.
870	24	4.3	2	Garry oak	6.0	Fair/poor	Fair	Good	Epicormic growth.
871	44	7.9	4	Garry oak	10.0	Fair/poor	Fair	Good	Epicormic growth, active union.
872	30	5.4	3	Garry oak	9.0	Good	Fair	Good	Co-dominant at 9 metres.

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Tree #	d.b.h. (cm)	PRZ	CRZ	Species	Crown Spread(m)	Condition Health	Condition Structure	Relative Tolerance	Remarks / Recommendations
873	26	4.7	4	Arbutus	6.0	Fair	Fair	Poor	Dead top.
874	49	N/A	7	Douglas-fir	7.0	Good	Good	Poor	Some deadwood.
876	16	2.9	2	Garry oak	4.0	Fair/poor	Fair	Good	Epicormic growth, small tree.
877	43	7.7	4	Garry oak	6.0	Poor	Poor	Good	Previously topped, decay in main stem.
880	16	2.9	2	Garry oak	5.0	Good	Good	Good	Ivy covered, young tree.
881	34	N/A	5	Douglas-fir	7.0	Good	Good	Poor	Young tree.
882	28	N/A	4	Douglas-fir	5.0	Fair	Fair	Poor	Sparse foliage, young tree, ivy covered.
883	46	N/A	7	Douglas-fir	7.0	Fair	Fair	Poor	Deflected top, epicormic growth, ivy covered.
885	50	N/A	8	Douglas-fir	8.0	Fair	Fair	Poor	Deflected top.
886	42	N/A	6	Douglas-fir	7.0	Fair	Poor	Poor	Previously topped.
888	43	N/A	6	Douglas-fir	7.0	Fair	Fair/poor	Poor	High crown.

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890	31	3.1	3	Garry oak	7.0	Fair/good	Fair	Good	May have been topped.
891	46	N/A	7	Douglas-fir	8.0	Fair	Poor	Poor	High crown.
892	48	N/A	7	Douglas-fir	7.0	Fair	Fair/poor	Poor	High crown.
893	25	N/A	4	Douglas-fir	4.0	Fair	Fair/poor	Poor	High crown.
894	32	N/A	5	Douglas-fir	4.0	Fair	Fair/poor	Poor	High crown.
895	45	N/A	7	Douglas-fir	4.0	Fair	Fair/poor	Poor	High crown.
896	22	4.0	2	Garry oak	8.0	Good	Fair	Good	Leaning, small deadwood.
899	44	N/A	7	Douglas-fir	6.0	Fair	Fair	Poor	Epicormic growth, sparse.
900	35	6.3	5	Arbutus	8.0	Good	Good	Poor	Asymmetric form.
901	28	5.0	4	Arbutus	6.0	Fair/poor	Fair	Poor	Canker, dead top.
902	15	N/A	2	Douglas-fir	3.0	Fair	Fair	Poor	Deflected top, suppressed.

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Tree #	d.b.h. (cm)	PRZ	CRZ	Species	Crown Spread(m)	Condition Health	Condition Structure	Relative Tolerance	Remarks / Recommendations
903	18	N/A	3	Douglas-fir	4.0	Fair	Fair	Poor	Young tree.
904	31	N/A	5	Douglas-fir	7.0	Fair	Fair	Poor	Epicormic growth.
906	45	4.5	7	Garry oak	7.0	Fair/poor	Fair/poor	Good	On shoreline.
907	24	N/A	4	Douglas-fir	4.0	Fair/poor	Fair	Poor	Suppressed.
908	18	N/A	3	Douglas-fir	4.0	Fair	Fair	Poor	Small tree on shoreline.
909	76	13.7	11	Douglas-fir	9.0	Fair/poor	Poor	Poor	Co-dominant tops.
910	30	N/A	4	Native hawthorne	9.0	Fair	Fair	Moderate	Failed stem.
911	27	N/A	4	Douglas-fir	6.0	Fair	Fair	Poor	Suppressed.
912	31	N/A	5	Douglas-fir	8.0	Fair	Fair	Poor	High crown.
913	33	N/A	5	Douglas-fir	4.0	Fair/poor	Fair	Poor	High crown.
914	50	N/A	8	Douglas-fir	5.0	Fair	Fair	Poor	Deflected trunk

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Tree #	d.b.h. (cm)	PRZ	CRZ	Species	Crown Spread(m)	Condition Health	Condition Structure	Relative Tolerance	Remarks / Recommendations
916	34	N/A	4	Western Red cedar	7.0	Fair/poor	Fair	Moderate	Dead top.
917	65	11.7	10	Douglas-fir	10.0	Fair	Fair	Poor	Some epicormic growth.
918	58	N/A	9	Douglas-fir	10.0	Fair/poor	Fair	Poor	Sparse foliage in upper canopy.
919	29	N/A	4	Douglas-fir	5.0	Fair	Fair/poor	Poor	Deflected top.
920	48	N/A	7	Douglas-fir	8.0	Fair/good	Fair	Poor	Sweep in trunk.
923	18	3.2	2	Pacific yew	7.0	Good	Good	Moderate	Understory tree.
924	37	N/A	6	Grand fir	6.0	Poor	Fair	Poor	Dead top.
929	22	N/A	3	Douglas-fir	5.0	Fair/poor	Fair	Poor	High crown, sparse foliage.
930	59	N/A	9	Douglas-fir	7.0	Poor	Fair	Poor	Epicormic growth, stressed, pitching from trunk.
931	23	N/A	3	Douglas-fir	4.0	Poor	Fair	Poor	Sparse foliage.
932	62	11.2	9	Douglas-fir	6.0	Fair	Fair	Poor	Epicormic growth.

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Tree #	d.b.h. (cm)	PRZ	CRZ	Species	Crown Spread(m)	Condition Health	Condition Structure	Relative Tolerance	Remarks / Recommendations
934	33	N/A	5	Douglas-fir	4.0	Fair/poor	Fair	Poor	High crown.
935	26/27	N/A	5	Big Leaf maple	12.0	Good	Fair	Moderate	Co-dominant.
937	46	N/A	7	Douglas-fir	6.0	Fair/poor	Fair	Poor	Epicormic growth.
938	45	N/A	7	Douglas-fir	5.0	Fair/poor	Fair/poor	Poor	High crown, sparse foliage.
939	83	14.9	12	Douglas-fir	12.0	Fair	Fair	Poor	Sparse foliage.
943	42	N/A	6	Douglas-fir	5.0	Fair	Fair	Poor	Deflected top.
944	31	N/A	5	Douglas-fir	6.0	Fair	Fair	Poor	Suppressed by adjacent fir.
945	79	14.2	12	Douglas-fir	10.0	Poor	Fair	Poor	High crown, sparse foliage.
947	62	11.2	9	Douglas-fir	8.0	Fair/poor	Fair	Poor	Epicormic growth, sparse foliage.
948	46	N/A	7	Douglas-fir	6.0	Fair/poor	Fair	Poor	Epicormic growth, high crown, trunk wound.
951	47	N/A	7	Douglas-fir	6.0	Fair/poor	Fair	Poor	Epicormic growth.

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952	43	N/A	6	Douglas-fir	7.0	Fair/poor	Fair	Poor	Epicormic growth.
953	21/45	10.0	9	Arbutus	14.0	Good	Fair	Poor	Co-dominant, some decay in smaller stem, some end-weight.
955	36	N/A	5	Douglas-fir	4.0	Poor	Poor	Poor	Epicormic growth, weak.
960	50	N/A	8	Douglas-fir	7.0	Fair/poor	Fair	Poor	Epicormic growth.
961	46	N/A	7	Douglas-fir	6.0	Fair	Fair	Poor	High crown.
962	51	N/A	8	Douglas-fir	6.0	Fair	Fair	Poor	Epicormic growth, high crown.
963	56	N/A	8	Douglas-fir	11.0	Fair	Fair	Poor	High crown.
964	57	N/A	9	Douglas-fir	6.0	Fair	Fair	Poor	Epicormic growth, stunted top.
965	42	N/A	6	Douglas-fir	5.0	Fair/poor	Fair	Poor	Epicormic growth.
981	38	N/A	6	Douglas-fir	6.0	Fair	Fair/poor	Poor	High crown, epicormic growth.
983	52	N/A	8	Douglas-fir	7.0	Fair/poor	Fair	Poor	Epicormic growth, deflected top.

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985	47	N/A	7	Douglas-fir	7.0	Fair	Fair	Poor	Stunted top, one-sided.
990	24	N/A	4	Douglas-fir	5.0	Fair	Fair	Poor	Deflected top.
992	37	N/A	6	Douglas-fir	6.0	Fair/poor	Fair	Poor	High crown, epicormic growth.
994	50	N/A	8	Douglas-fir	8.0	Fair	Fair	Poor	High crown, epicormic growth.
995	37	N/A	6	Douglas-fir	8.0	Fair	Fair	Poor	High crown, epicormic growth.
996	37, 39	N/A	7	Big Leaf maple	20.0	Fair/poor	Fair/poor	Moderate	Large deadwood, sloughing bark, woodpecker damage.
997	57	N/A	9	Douglas-fir	10.0	Fair	Fair	Poor	Large deadwood, high crown.
998	52	N/A	8	Douglas-fir	9.0	Fair/poor	Fair	Poor	High crown, sparse foliage, epicormic growth.
999	44, 54	15.0	12	Douglas-fir	12.0	Fair	Fair	Poor	Co-dominant, epicormic growth.
1000	25, 54	12.4	8	Garry oak	12.0	Fair/good	Fair	Good	Co-cominant, broken limbs in crown.
no tag 1	35	6.3	4	Garry oak	8.0	Good	Good	Good	

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TREE RESOURCE
955 Portage Road

Tree #	d.b.h. (cm)	PRZ	CRZ	Species	Crown Spread(m)	Condition Health	Condition Structure	Relative Tolerance	Remarks / Recommendations
no tag 10	30	5.4	3	Garry oak	7.0	Fair/good	Fair	Good	Neighbour's tree.
no tag 11	21	N/A	3	Douglas-fir	5.0	Fair	Fair	Poor	High crown. Neighbour's tree.
no tag 12	21	N/A	3	Leylandii	6.0	Good	Good	Moderate	Neighbour's tree.
no tag 13	10	N/A	2	Leylandii	5.0	Good	Good	Moderate	Neighbour's tree.
no tag 14	40	N/A	6	Douglas-fir	9.0	Fair	Fair	Poor	Surface roots, neighbour's tree.
no tag 15	34	N/A	4	Big Leaf maple	8.0	Good	Fair	Moderate	Neighbour's tree.
no tag 16	33	N/A	4	Leylandii	4.0	Fair/poor	Poor	Moderate	Neighbour's tree, topped.
no tag 17	47	N/A	7	Douglas-fir	7.0	Fair	Fair	Poor	Asymmetric form, epicormic growth, neighbour's tree.
no tag 2	25	4.5	3	Garry oak	5.0	Fair	Fair	Good	
no tag 3	48	N/A	7	Douglas-fir	10.0	Fair	Fair	Poor	
no tag 4	20	3.6	2	Garry oak	5.0	Good	Good	Good	Neighbour's tree.

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no tag 5	45	N/A	7	Douglas-fir	7.0	Poor	Poor	Poor	Declining health.
no tag 6	20 ,30	N/A	6	Douglas-fir	6.0	Fair	Fair	Poor	Co-dominant
no tag 7	18	N/A	6	Douglas-fir	6.0	Poor	Fair	Poor	Sparse, high crown.
no tag 8	multiple stems	N/A	4	Black hawthorne	7.0	Fair	Fair	Moderate	Neighbour's tree.
no tag 9	multiple stems	N/A	5	Willow	9.0	Fair	Fair	Moderate	Neighbour's tree.

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Assessment of Ecological Features on 995 and 961 Portage Road, District of Saanich

By Hans L. Roemer, PhD, Plant Ecologist, March 17, 2014

This report is an update for a previous report by the same author. The earlier report was prepared on April 21, 2006, for the same two side-by-side lots and titled "Assessment of native and invasive vegetation at 961 Portage Rd., Saanich

An update was required as the following major changes were made to the property between 2006 and the present: An old building in poor condition was removed from the northern part of 955 Portage Road. A driveway to the lower part of the property was constructed and a new residence was built closer to the banks of Colquitz River on the same property. This has resulted in the removal of some of the original, albeit highly disturbed, vegetation of this property.

Details of native and invasive vegetation described in the previous report have not changed and the reader is referred to that report.

The overall conclusion of the 2006 report was that the lower shrub and the herbaceous vegetation was highly disturbed and invaded by non-native plants and that rare or otherwise conservation-worthy members of this vegetation stratum were not found. The following quote from the 2006 report remains valid:
"The native tree and shrub cover are the main vegetation assets of the property. Associated lesser vegetation has largely been lost and the remnants are insignificant".

In the meantime a very detailed tree assessment has been prepared by arborists Talbot Mackenzie & Associates ("Tree Resource 955 Portage Road"). Subsequently a "961/955 Portage Road – Tree Condition Plan" (map form) and a report titled "Windthrow Study 955 Portage Road" were produced by the same arborists. A preliminary submission for subdivision of 995 Portage Road has been prepared by the property owner.

Comments in the present assessment are based on the scaled map of this preliminary submission [Topographic Site Plan of Lots 5 and 6, Section 79, Lake District, Plan 890. Prepared by Richard J. Wey & Associates, Land Surveying Inc.] This map shows the numbered location of all trees on the property. All tree-related comments are thus readily verifiable by referring to the associated tree data base.
The present assessment also refers to four "covenant areas" proposed by the property owner (shaded on the map) and to other features outlined and/or named and readily identifiable on the map.

General
If executed as outlined on this map, the four covenant areas, an area designated as "Future Lot" and a no-building zone along the Colquitz River will be the major areas that will retain portions of the original tree and shrub cover. The covenant areas, while

necessarily small, are well chosen to preserve a representative mix of this vegetation. Inadvertently or intentionally, they would result in a bias towards conservation of the Garry oak trees, a bias that is in keeping with regional conservation preferences. It appears that the covenant areas focus on the minimum tree preservation of or near the newly proposed lots. However, it is expected that there are also other trees for which there are no removal plans, such as the well-appointed tree groups surrounding the old residence (Lot F).

In the following it is deemed most practical to base an assessment on the covenant areas, as these are already outlined on a scaled map.

Covenant area along Portage Road (Lot A)
This is a very narrow sliver of land. However it contains three oak trees (one on Saanich property) and associated shrub vegetation. A very slight modification to fully include tree #852 would be desirable. This area has a typical mix of native shrub species, as follows (in order of abundance):
Snowberry, Nootka rose, Indian plum, saskatoon.

Covenant area south of Lot E
This area is well chosen to preserve several Garry oak and two Arbutus trees. Extending the boundary only two metres to the south would add two additional oak trees, one of them the largest of this stand. Native shrubs include mainly snowberry and red-osier dogwood.

Covenant area south of Lot F
Another functional set-aside occupied mainly by Douglas-firs and big-leaf maples. Native shrubs are snowberry, saskatoon, ocean spray and red-osier dogwood.

Future Lot

This is an area for which no immediate plans for disposition appear to exist.
The tree canopy in this area is composed of relatively slender and tall Douglas-firs. Several of these had to be removed due to root rot problems and associated blow-down in the past. The arborists' "Windthrow Study" was made subsequent to tree removals for the Lot D building footprint and addresses mainly the potential effect of these removals on surrounding treed areas. It appears to identify an ongoing 'historical' trend of tree decline in the lower parts of the property in general and classifies the risk of windthrow as 'low to moderate' (2012 status). However, at the same time it recommends 'cyclically monitoring the trees in future years'.

Based on this and my field observations, it is my opinion that tree safety rather than ecological considerations must carry more weight in deciding on tree removals, should this lot be developed in the future. Native shrubs in this area are scattered ocean spray, salal (only in northern part) and snowberry.

Covenant area west of Lot C
This area would protect a group of Douglas-firs. These firs are located on better-drained ground and believed to be more stable than those on Lot G. Native shrubs are snowberry, ocean spray, Nootka rose, saskatoon and tall Oregon-grape.

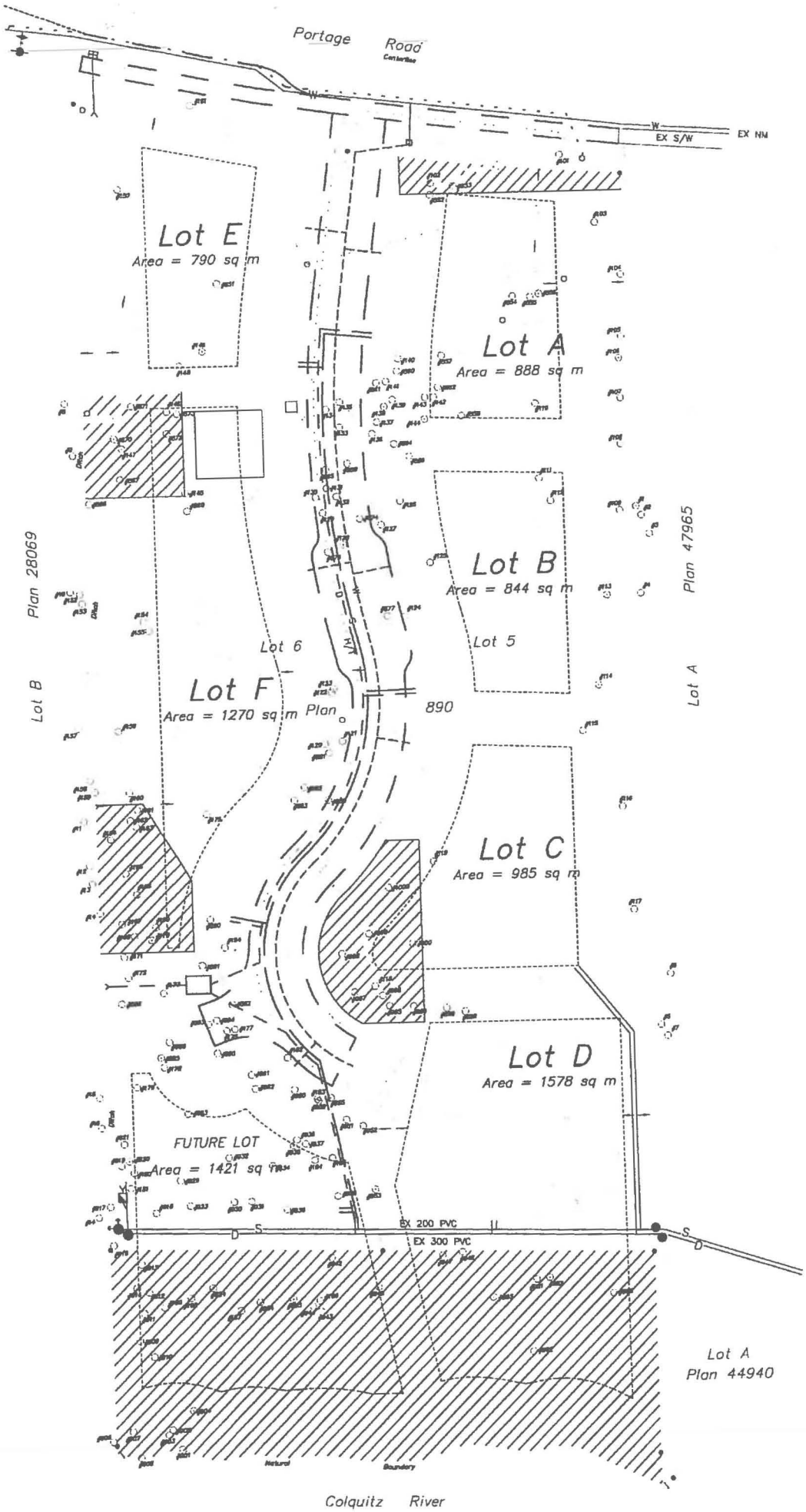
A possible additional covenant area
A group of many small to medium-sized Garry oak trees exists near the southwest corner of Lot A. This group is now located to the west of the existing driveway. Plans call for relocating the driveway to the west side of this group. It would be desirable to protect the majority of these trees and a fifth covenant could be created on the area outlined on the attached map. At least two of the four Douglas-firs could be included into this fifth covenant area. Native shrubs in this area are red-osier dogwood, snowberry, Nootka rose and Saskatoon. A seepage/poor drainage problem affects this area at present and is reflected in the somewhat stunted shape of the trees. The driveway relocation would probably require drainage improvements and this would also benefit the trees in the area.

No-building zone along Colquitz River
Little needs to be said about this area as protection is prescribed by zoning. It contains scattered conifers, mainly Douglas-firs, particularly in its western part. The central and southeastern portions appear to be too poorly drained for Douglas-firs and are dominated by moisture-loving shrubs, particularly red-osier dogwood. Snowberry and salal patches are scattered in this area as well.

Invasives
Invasive shrubs are present in all areas described above. The most widespread problem is a dense ground cover of ivy. European hawthorn and leather-leaf daphne are scattered. Non-native blackberries are found in most of these areas as younger individuals, but have already become an unmanageable problem in the eastern and central parts of the no-building zone along Colquitz River. Restoration efforts would be extremely labour-intensive, with doubtful long-term results. However, two kinds of actions should be considered at a minimum, removal of new blackberry infestations and preventing ivy to generate fruit/seed by removing the climbing parts.

Summary and Recommendations

Despite extensive ground-level disturbance of the native vegetation, there is still a relatively high diversity of native trees and shrubs on the property. In order to preserve a representative mix of this vegetation, it is recommended that the tentative 'covenant' areas be accepted and implemented, with small modifications as suggested.


Portage Road
EX S/W
EX WM
Lot E
Area = 790 sq m
Lot A
Area = 888 sq m
Lot B
Area = 844 sq m
Lot 5
Lot 6
Lot F
Area = 1270 sq m
Plan 890
Lot C
Area = 985 sq m
Lot D
Area = 1578 sq m
FUTURE LOT
Area = 1421 sq m
EX 200 PVC
EX 300 PVC
Plan 28069
Lot B
Plan 47965
Lot A
Lot A
Plan 44940
Natural Boundary
Colquitz River


Curb
Portage Road
Centerline
Water Meter
#101
Utility Pole
Iron Pin
a=30.69
r=326.67
Iron Pin
#102
#853
#852
#103
Garage
6.12
3.69
Utility Pole
9.0
#104
#856
#854
#855
Driveway
Utility Pole
#105
Lot A
Area = 888 sq m
#106
#857
#140
#860
#862
#141
#861
#142
#143
#139
#858
#110
#107
#135
#138
#134
#137
#144
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#133
#136
#864
#859
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#868
#112
#865
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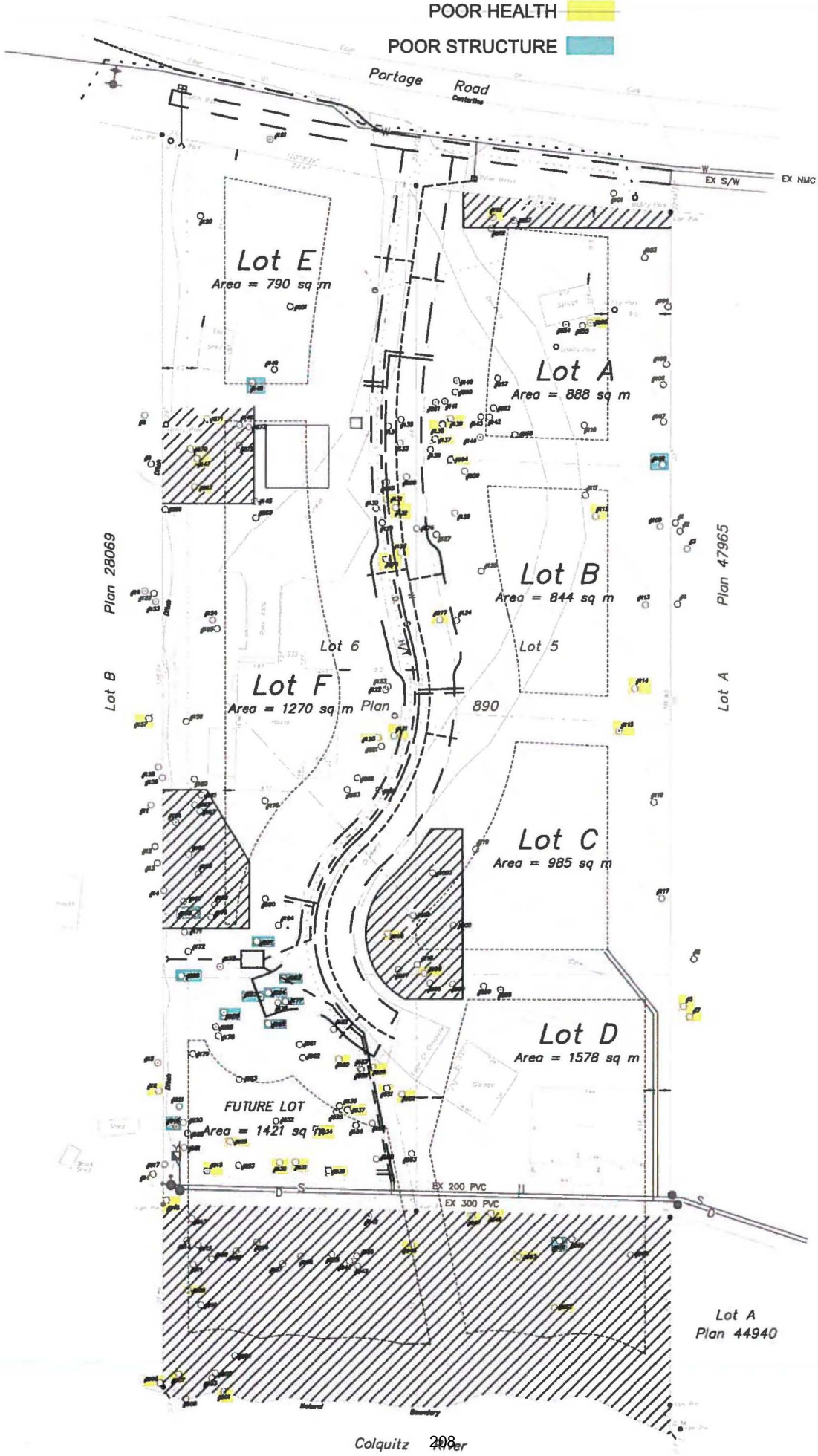
961/955 PORTAGE ROAD-TREE CONDITION PLAN

POOR HEALTH

POOR STRUCTURE



Assessment of native and invasive vegetation at 961 Portage Rd., Saanich

Hans L. Roemer, PhD, Plant Ecologist
April 21, 2006

General Description

The property extends from Portage Road to the banks of Colquitz River near its mouth into Portage Inlet and consists of two side-by-side parcels, together 200 feet wide and 450 feet long. The land slopes gently to the southwest from Portage Road down to the river banks. Two residences and some small outbuildings are located on the upper two thirds of the property. This assessment focuses on the undeveloped lower two thirds of the property, below the buildings.

Tree Cover

The majority of the property is covered by a tall stand of about 75 Douglas-firs (*Pseudotsuga menziesii*), with other tree species scattered among them in smaller numbers. A substantial portion of the Douglas-fir cover paralleling the SE boundary was affected by root rot and has been felled, but not removed, affording an opportunity to determine the age of the trees by ring counts. On this basis, the remaining 75 firs were determined to be between 100 and 140 years old. Growth of these trees was initially rapid, but then very slow for the last 80-100 years. Two older Douglas-firs, estimated to be 200 to 250 years old, are located in the south-central portion of the property, but don't exceed the general tree canopy in height.

Other native tree species, in order of decreasing abundance, are the following:
Bigleaf maple (*Acer macrophyllum*), mostly young trees, up to 50 years old
Grand fir (*Abies grandis*), few large and several small specimens
Scouler's willow (*Salix scouleriana*), small trees
Arbutus (*Arbutus menziesii*), larger specimen in south-central portion, scattered small trees
Garry oak (*Quercus garryana*), one tall specimen S of larger residence, several smaller trees along river bank.[1]
Yew (*Taxus brevifolia*), about 5 small trees
Crabapple (*Malus fusca*), one mature specimen near river
Cascara (*Rhamnus purshiana*), few small specimens
Western redcedar (*Thuja plicata*), one small specimen

Native shrubs

The following native shrubs remain (in order of abundance):
Salal (*Gaultheria shallon*) main native cover under conifers
Snowberry (*Symphoricarpos albus*) equally common and scattered throughout, openings
Saskatoon (*Amelanchier alnifolia*) scattered
Indian plum (*Oemleria cerasiformis*) scattered in moist places and openings
Nootka rose (*Rosa nutkana*) as above
Red-osier dogwood (*Cornus stolonifera*) in moist places
Ocean spray (*Holodiscus discolor*) in drier parts

[1] On both sides of the main driveway, on the Portage Rd. side of the large residence, are groups of small to medium-size Garry oaks. However, their understory vegetation is largely destroyed by past activities such as vehicle parking. equipment and material storage, and occupied by traffic areas and small outbuildings.

Hardhack (*Spiraea douglasii*) in low, wet places near river
Trailing blackberry (*Rubus ursinus*) scattered
Tall Oregon-grape (*Mahonia aquifolium*) scattered
Trumpet honeysuckle (*Lonicera ciliosa*)
Dull Oregon-grape (*Mahonia nervosa*) a few only, under conifers

View to the SW. down along the tree removal area. Note blackberries on the right. Blackberries have been cut in the tree removal area. Weed vegetation without native plants in the foreground.

Introduced shrubs

There are a large number of planted foreign trees and shrubs around the buildings and former garden areas which need not to be discussed here. However, the following shrubs have established themselves over the entire property and have become invasive:
Armenian blackberry (*Rubus armeniacus*) has invaded at least one third of the area below the buildings and all the way down to the river banks. A large area of blackberries along the SE boundary has been cut, revealing that little to no other vegetation had survived underneath. The blackberries can be expected to grow back within a year.
Ivy (*Hedera* x *helix*) is densely covering the forest floor and has grown up most tree trunks reaching up to about 60 feet on the taller trees. It has choked out much of the original vegetation of the forest floor. It is the upright, climbing portions of ivy plants that flower and produce fruit which is consumed by birds and forms the source of new ivy infestations elsewhere.
Leather-leaf daphne (*Daphne laureola*) is scattered throughout the property.
Holly (*Ilex aquifolium*) is present, but as yet not abundant.
European hawthorn (*Crataegus monogyna*) is present in small numbers.
Russian laurel (*Prunus laurocerasus*) has started to seed into the forested area.

Daphne, holly, European hawthorn and Russian laurel all have the potential to become a problem equal to that already presented by blackberries and ivy.

View of the forested portion. Ivy covers most of the ground and envelops virtually all tree trunks to a considerable height.

Native Forbs and Grasses

Very little is left of the native forest floor plants, primarily due to the dense cover of ivy. Scattered specimens of bracken fern (*Pteridium aquilinum*), sword fern (*Polystichum munitum*), Alaska onion-grass (*Melica subulata*), Pacific sanicle (*Sanicula crassicaulis*), trail finder (*Adenocaulon bicolor*), Dewey's sedge (*Carex deweyana*) and white fawn lily (*Erythronium oreganum*) were found. These remnants are expected to become even more scarce or disappear altogether as the ivy and blackberry cover continues to close in.

Weedy and invasive foreign forbs and grasses

The following species, listed in order of greater to lesser invasiveness, were mostly observed in the cleared eastern portions of the property and along trails:
Large periwinkle (*Vinca major*), hedge bindweed (*Convolvulus sepium*), herb Robert (*Geranium robertianum*), creeping buttercup (*Ranunculus repens*), curled dock (*Rumex crispus*), orchard grass (*Dactylis glomerata*) and other European grasses, field thistle (*Cirsium arvense*), Russian thistle (*Cirsium vulgare*), English bluebell (*Endymion non-scripta*), dandelion (*Taraxacum vulgare*).

Summary

It is estimated that the plants mentioned under the preceding headings constitute 95% of the total plant inventory of the property. No rare or endangered plants as defined by the provincial and/or federal agencies (CDC, COSEWIC) were found and none are expected. As well, no rare plant communities are present. The conifer stand, now degraded by heavy ivy infestation, has originated from a common, average species combination found frequently in the region. While a considerable number of young Garry oaks are present, mainly near Portage Road, virtually nothing of the valued species combination normally associated with the Garry oak ecosystem is still present.

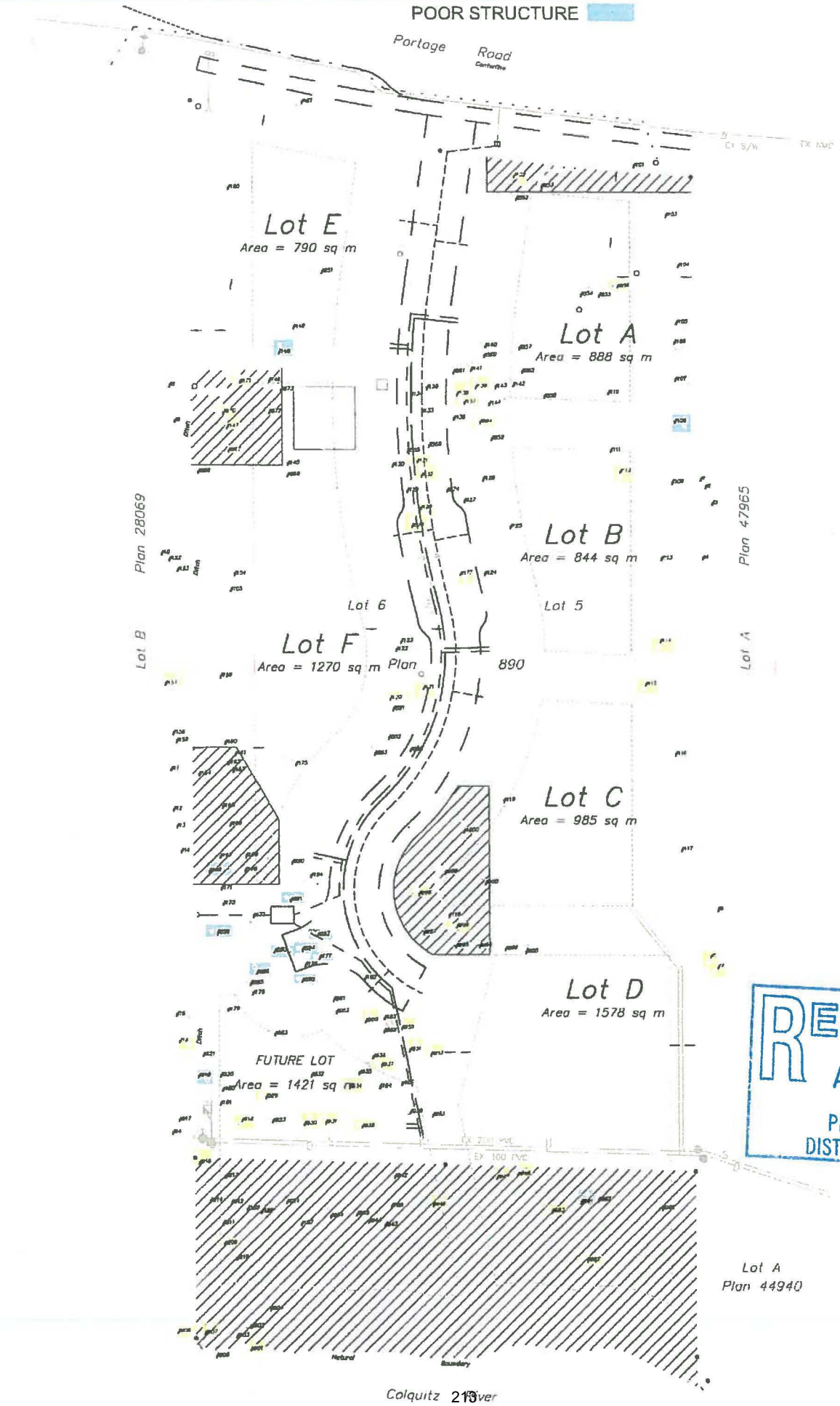
Attempts to restore the forested parts of the property would require very major investments of time and manpower. Even then, it is likely that removal of the main problem species, ivy and blackberry, would lead to considerable soil disturbance which would in turn allow secondary invasions of foreign species. In addition, there is existing soil disturbance under the tree canopy by a variety of ditches and test holes which, when freed of ivy, would also contribute to the available habitat for other invasives.

The native tree and shrub cover are the main vegetation assets of the property. Associated lesser vegetation has largely been lost and the remnants are insignificant.

961/955 PORTAGE ROAD-TREE CONDITION PLAN

POOR HEALTH

POOR STRUCTURE



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DISTRICT OF SAANICH

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Victoria, B.C. Canada V8Z 3L4
email: enkon@enkon.com
www.enkon.com

August 29, 2014

Our file No.: 1673-001

Artificer Development Corp.
1715 Government Street
Victoria BC V8W 1Z4
Duncan, B.C.
V9L 1N8

Attention: Mr. Ian Sutherland

Dear Mr. Sutherland,

RE: 955 PORTAGE ROAD, DISTRICT OF SAANICH – ENVIRONMENTAL OVERVIEW ASSESSMENT

BACKGROUND

The owner of the 0.765 ha property located at 955 and 961 Portage Road in the District of Saanich Figure 1) is proposing to subdivide the properties into six parcels for the purpose of residential development (four future residences). The property is bounded on the east and west by residences, on the south by Colquitz Creek and on the north by Portage Road. The current site layout consists of one residence at located at 961 Portage Road (Lot F) and a residence and garage at located at 955 Portage Road (Lot D) (Figure 2). Due to a Backshore Environmentally Sensitive Area (ESA) located at the south end of these properties and the close proximity of Colquitz Creek the property owner has requested an environmental overview assessment of the site prior to development.

METHODS

Office Study

A review of all secondary information regarding the occurrence of sensitive ecosystems, rare plants or rare plants communities, rare animals or nests protected under Section 34(b) of the B.C. Wildlife Act was completed prior to the site assessment. The following websites were accessed:

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- Mapped Known Locations of Species and Ecological Communities at Risk http://www.env.gov.bc.ca/atrisk/ims.htm
- Sensitive Ecosystems Inventory http://www.env.gov.bc.ca/sei/
- Wildlife Tree Stewardship Atlas http://cmnbc.ca/atlas_gallery/wildlife-tree-stewardship
- CRD Regional Community Atlas, Harbours Atlas http://viewer.crdatlas.ca/public#/Home

In addition, ENKON reviewed previous studies that had been completed on the property including:

- *"Assessment of Ecological Features on 995 and 961 Portage Rd., District of Saanich"* (Hans Roemer, March 2014)
- *"Assessment of Native and Invasive Vegetation at 961 Portage Rd., Saanich"* (Hans Roemer, April 2006)
- *"Windthrow Study 955 Portage Road"* (Talbot McKenzie Associates, October 20120
- *"961/955 Portage Road – Tree Condition Plan"* (Talbot McKenzie Associates, October 20120

Field Survey

ENKON completed a site survey of the property on August 25, 2014. The focus of the field survey inventory was to determine the potential presence of rare and endangered plant communities, confirm the location of environmentally sensitive areas and identify high value wildlife habitat.

The field assessment consisted of a plant inventory and incidental observations of birds, small and large mammals as well as herpetiles. Animal sign was also recorded including occurrence of scat, dens, trails, lay-down areas and browse. The site was also examined for the presence of wildlife trees and nest trees.

The field study focused on the proposed development areas, but also examined the proposed conservation areas.

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ENVIRONMENTAL SETTING

The Project Area is located in the Georgia Puget Basin Ecoregion within the South Gulf Islands Ecosection. This Project Area lies within the Coastal Douglas-fir Moist Maritime (CDFmm) Biogeoclimatic Subzone. Douglas-fir as well as grand fir and western redcedar dominate forests on zonal sites within the CDFmm. Salal, Oregon-grape, oceanspray and Oregon-beaked moss dominate the understorey. Less prominent species include baldhip rose, snowberry, western trumpet honeysuckle, vanilla leaf and electrified cattail moss. The presence of Garry oak, arbutus and numerous members of the lily family characterize these drier sites.

The subject property consists primarily of developed and disturbed land with pockets of mixed coniferous/deciduous forest as well as ornamental trees and shrubs. The residence located at 961 Portage Road is positioned in the center of the property; a small shed is located in the northwest part of the parcel. A recently constructed home and associated garage are located in the south part of 955 Portage Road. As well, a small shed is located in the northwest corner of the property.

Vegetation in the four proposed lots is as follows:

- **Lot A** – Mixture of manicured lawn and shrub/tree consisting of Garry oak and Douglas-fir with an understorey of native shrubs including oceanspray, red-osier dogwood, English hawthorn, Saskatoon, Nootka rose, tall Oregon-grape and invasive species (English ivy, spurge laurel and holly). The two conservation areas consist primarily of Garry oak; heavy ivy growth is present in "A-1".
- **Lot B** – Mostly manicured lawn, with some shrubs and trees on the west and east sides including domestic apple, Himalayan blackberry, English hawthorn, Nootka rose, common snowberry, English ivy, tall Oregon-grape, Indian-plum
- **Lot C** – Mostly manicured lawn, with trees and shrubs on the west and east sides including Douglas-fir, Pacific crabapple, Nootka rose, Himalayan blackberry, oceanspray, tall Oregon-grape and English ivy. The proposed conservation area (located in the southwest corner) consists of dry mixed woodland comprised of Douglas-fir, Garry oak, arbutus and bigleaf maple).

- **Lot E** – Mostly manicured lawn, with laurel hedge, English hawthorn and laurel at north end and Garry oak towards south end

A list of the plant species observed during the survey is presented in Table 1. Six Protected Natural State Covenant Areas (PNSCA) are proposed as part of the subdivision plan (Figure 3):

- **Area A-1** – Located at the north end of Lot A (85 m^2)
- **Area A-2** – Located in the southwest corner of Lot A (75 m^2)
- **Area C** – Located in the southwest corner of Lot C (185 m^2)
- **Area D** – Located along the south boundary of Lot D and encompassing the entire waterfront (1500 m^2)
- **Area F-1** – Located in the northwest corner of Lot F (130 m^2)
- **Area F-2** – Located in southwest corner of Lot F (150 m^2)

This Covenant Areas will total 2125 m^2 which represents 23.6% of the total lot area.

As part of the development 31 trees will need to be removed in order to build the homes, associated driveways and the community property access route. Details on these trees are provided in Table 2. In order to compensate for the loss of these trees the District of Saanich's tree replacement criteria, which requires a 2:1 replacement ratio, were used to calculate how many trees need to be planted.

During the plant surveys conducted by Hans Roemer in April 2006 and March 2014 no rare plant species were observed on the property. As well, no rare plants were observed during ENKON's August 2014 survey and there is no documentation of rare plants occurring on the property in the Ministry of Environment database. The Conservation Data Centre's "Known Occurrences" atlas does indicate the occurrence of Geyer's onion (*Allium geyerii*) (blue-listed) in Portage Inlet but suitable habitat for this species (moist meadows, banks and rock outcrops) is not present on the subject property (Appendix II).

No rare plant communities were observed during ENKON's survey, nor are there any records for this property.

No sensitive ecosystems as identified by the Sensitive Ecosystems Inventory (SEI) classification were observed on the site, nor were there any records of sensitive ecosystems occurring on site. The District of Saanich identifies the Marine Backshore as an environmentally sensitive area (ESA). The marine backshore (the Gorge, Portage Inlet and the outer marine coast) is a critical

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environment that supports many rare species that rely on the specialized habitats found on the coast. Native vegetation cover promotes stable and biologically diverse areas that extend ecological support into the marine environment and as such should be protected. A Marine Backshore ESA is located at the south end of 955 and 961 Portage Road (Appendix III). Unit G30-NUD, identified as Gorge unit 30 is described as:

- undeveloped, may include native and non-native vegetation
- many wildlife trees present
- Cooper's hawk observed
- large woody debris (LWD) present
- forest birds observed
- bank unstable in places
- 50% Garry oak cover
- intertidal grasses present

Two Marine Feature Keys are also identified in the vicinity of the subject property. MFK #390 is described as two mature Douglas-firs; MFK #425 is described as wildlife trees.

Wildlife species (or sign) observed on site include black-tailed deer, river otter, Anna's hummingbird, grey squirrel, American robin, Cassin's vireo, chestnut-backed chickadee, Bewick's wren, bushtit, American goldfinch, northern flicker, red-breasted nuthatch, spotted towhee, Canada goose and downy woodpecker. The area on the property with the highest value wildlife habitat was the Colquitz Creek backshore area which is where the otter sign and most bird sightings occurred. Two wildlife trees were observed during the survey; both trees consisted of small diameter dead Douglas-firs which had extensive excavations and evidence of cavity nesting. One wildlife tree is located in the Lot A-1 proposed conservation area and the other is located in the Backshore ESA (Lot D).

There were no nests identified on site that would require protection under Section 34(b) of the Wildlife Act and there were no records of these nests occurring on the subject property. Section 34(b) of the BC Wildlife Act extends year-round protection to a select group of birds' nests that include those of bald eagles, ospreys, great blue herons, burrowing owls, gyrfalcons and peregrine falcons.

During the review of the mapped known occurrences of species at risk the database indicates that there are eight masked occurrences in the general area. The zones for these occurrences overlap the subject property. As such, ENKON contacted the Ministry of Environment Conservation Data Centre (CDC) to acquire this confidential information. The CDC data indicates that these occurrences do not occur on the site and would not be affected by the proposed development.

PROPOSED DEVELOPMENT

Artificer Development Corp. is planning to develop a six lot subdivision at 955 and 961 Portage Road. Currently the property consists of one residence at each address. The proposed develop will result in one additional home being built at 961 Portage Road (to the north of the existing home) and three additional homes at 955 Portage Road (to the north of the existing home). A common property access route is proposed to be constructed along the property boundary between 955 and 961 Portage Road which will provide access to all lots. Currently Lot D is equipped with a rain garden (see Figure IV); Lots A, B, C and E will be constructed with rain gardens to manage roof stormwater; the existing home on Lot F will also be equipped with a rain garden. Stormwater originating from the common property access route will be managed by the installation of permeable pavement. All lots will be connected to municipal sewers and water.

RECOMMENDATIONS

The subject property consists primarily of developed lands. The most significant habitat present on the site are firstly, the remnant patches of mixed dry woodland scattered around the property, and, secondly, the Marine Backshore ESA located at the south end of the property. The development plan proposes to protect the majority of the first and all of the second under natural state covenants. To compensate for the loss of trees on the site the tree replacement plan proposes a 2:1 ratio. Tree species to be planted includes Douglas-fir, shore pine, arbutus and Garry oak.

The development plan is proposing the retention of approximately 24% of the site as greenspace. There are no plans to increase the number of waterfront lots on the property or to encroach into the Backshore ESA. Numerous properties that border Colquitz Creek and Portage Inlet have docks, retaining walls and manicured lawn at the highwater mark.

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The proposed development plan at 955/961 Portage Road will ensure the protection of the associated Marine Backshore ESA and the five other PNSCAs and will protect the aquatic resources from the impacts of stormwater and erosion and subsequent sedimentation if the following recommendations are followed.

Tree Removal

If there are plans to remove trees during the bird breeding season (May 1 to August 15) trees should be checked for active nests in order to comply with Section 34 of the B.C. Wildlife Act which states:

> *A person commits an offence if the person, except as provided by regulation, possesses, takes, injures, molests or destroys (a) a bird or its egg, (b) the nest of an eagle, peregrine falcon, gyrfalcon, osprey, heron or burrowing owl, or (c) the nest of a bird not referred to in paragraph (b) when the nest is occupied by a bird or its egg.*

Protection of Trees and Environmentally Sensitive Areas

All trees and environmentally sensitive areas that are to be retained will be protected from mechanical damage to the trunk and root system. This protection can be achieved through:

- Marking trees or snow fencing areas that are to be protected during the construction phase of the project;
- Install 'Tree Protection' or 'Environmentally Sensitive Areas' signs;
- Take all measures necessary to prevent the activities such as storage of materials or equipment, stockpiling of soil or excavated materials, burning, excavation or trenching, or cutting of roots or branches within the tree protection areas;
- Restrict vehicle traffic to designated access routes and travel lanes to avoid soil compaction and vegetation disturbances;
- Avoid alterations to existing hydrological patterns to minimize impact on vegetation;
- Control the spread of invasive plant species; and,
- Prevent wildlife disturbance (especially nesting or breeding areas).

Sediment and Erosion Control

In order to ensure that sediment laden water does not exit the property a sediment and erosion control plan should be put in place. The following guidelines should be followed:

- To the extent possible, site clearing and grading will be scheduled for the dry weather period (summer), when the potential for surface runoff to erode exposed soils is lowest. As much as possible, the clearing and grading operations should be staged to avoid having large areas of disturbed soil present at any time, and particularly during the winter;
- To the extent possible, site clearing will immediately precede construction to minimize the amount of time that disturbed soils are exposed to weathering. Clearing will be limited to the minimum area necessary for construction;
- If any soil or other erodible material is to be stockpiled for more than seven days, it will be covered with polyethylene sheeting that is anchored securely to prevent displacement by wind.
- Where necessary, sedimentation ponds and silt fencing will be used to retain sediments on the construction site. The design engineers will determine the appropriate sizes and locations of settling ponds;
- The sediment control structures will be installed as the first construction activity. All sediment control structures will be inspected regularly, and repaired/maintained as necessary;
- Ditches and/or berms will be installed as necessary to direct surface runoff away from disturbed areas. The ditches will be designed to prevent erosion due to high water velocities through the use of check dams (sandbags), filter fabric, rock rip-rap or polyethylene lining. Apart from these necessary diversions, the natural drainage patterns will be maintained;
- Sediment and erosion control materials will be stockpiled on site for use in any emergency situation that may arise. Stockpiled materials will include filter cloth, hay bales, rip-rap, grass seed, drain rock, culverts, matting polyethylene, used tires, and,
- As soon as practical after construction, any remaining disturbed soils will be revegetated using an appropriate grass seed mixture. Seeding will be conducted before the end of the growing season to allow establishment of germination/roots.

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Stormwater Management Plan

The following are the primary objectives of a stormwater management plan:

- Infiltrate or convey runoff through the development to a secure outlet with minimal impacts to people and properties;
- Contribute to the protection of water-related resources;
- Balance the needs of economic development and environmental sustainability.

Infiltration-based source controls functions are proposed to manage stormwater on the site. Roof leaders from the homes will be directed to rain gardens. Rain gardens will be equipped with an overflow mechanism (cistern) in the event of an extreme rainfall event. The overflow pipe will be connected to existing stormwater infrastructure located at the south end of the property which will eventually discharge into Colquitz Creek near the Admirals Road bridge. The common property access route which will be the primary access to all six homes from Portage Road as well as the individual driveways will be constructed of permeable material to reduce run-off. Bioswales will be constructed adjacent to the road and driveways which will be planted with phytoremediative plant species including mannagrass (*Glyceria* sp.), rushes (*Juncus* sp.), sedges (*Carex* sp.) and bulrush (*Scirpus* sp.). These plants will not only filter Stormwater but will uptake contaminants. These features will mitigate the urbanization impacts of both water balance and quality and will ensure that water exiting the site into Colquitz Creek will meet the B.C. Approved Water Quality Guidelines for the Protection of Aquatic Life. Through reduction in surface runoff volume, these controls also contribute to flood and erosion control.

Spill Prevention Plan

The spill prevention plan consists of the following elements:

- Activities that carry a risk of materials' spills should take place within a bermed staging area. These activities include mixing concrete or other materials, any vehicle fuelling, and other maintenance of equipment that is done on site;
- Spill clean-up and disposal equipment should be kept on site. Medical Safety Data Sheets (MSDS) for any hazardous substances, a list of emergency contact names and telephone numbers, and a written list of emergency response and spill-reporting procedures should also be retained;

- Mobile construction equipment should be fuelled, lubricated and serviced only at these approved locations;
- If a spill does occur, it should immediately be reported to the environmental monitor and to the Provincial Emergency Program (1-800-663-3456). Written notification should follow within two weeks of the verbal report;
- If a spill does occur, site personnel should immediately take steps to stop the discharge (if possible). As quickly as possible, they should contain the spill, clean up the affected area and dispose of waste materials at an approved disposal site;
- All hydraulic systems, fuel systems and lubricating systems should be in good repair;
- Equipment should be inspected before commencing work. Equipment with fuel or fluid leaks should not be permitted to work within or above any watercourse. Any equipment that develops a leak should immediately be removed from the watercourse and repaired; and,
- Equipment should use only biodegradable hydraulic fluid.

The Spill Prevention Plan will be operationalized and put into effect by the Environmental Monitor, who will be responsible for ensuring that the contractor is familiar with the plan, and that all elements of the plan are appropriately put into effect.

Environmental Monitoring

The environmental monitor (monitor) will be responsible for ensuring compliance with these guidelines and the authorization from the District of Saanich. They will follow and enforce the approved sediment erosion control plans and other relevant legislation, and for putting the Spill Prevention Plan into effect. The monitoring guidelines will be in place prior to any works proceeding.

Meetings and Communication

The monitor will meet with the general contractor for the site to establish appropriate lines of communication. The monitor should also meet with the site contractor during any site inspection. The monitor will also meet with subcontractors, environmental agency representatives, key stakeholders and other engineering staff associated with the project where required.

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Monitoring Prior to and During Site Clearing

The monitor will be responsible for the following activities prior to and during site clearing:

- Examining construction areas prior to commencement of work to identify sensitive areas where adverse effects may occur to ensure that they are adequately delineated;
- Ensuring that contractors are aware of environmentally sensitive areas in advance of construction activities and assisting in the development or modification of appropriate mitigative measures, if necessary;
- Marking environmentally sensitive areas and identify these areas to the construction foreman and/or crew;
- Reviewing vehicle access points to the site and the sediment control structures at these points prior to the start of clearing;
- Providing information and advice to project staff and contractors about construction matters related to environmental issues;
- Preparing site inspection field notes, and routinely taking photographs (and where necessary video) to record conditions;
- Acting as a liaison with the environmental agencies; and,
- Reviewing the sediment control structures proposed during construction.

Drainage and Sediment Control

The environmental monitor will review the proposed sedimentation control plan proposed for the site with the site contractor prior to construction activities. The monitor will be on site during construction of the sediment control system (SCS). It is understood that the General Contractor will be responsible for ensuring that the SCS is maintained and working adequately to control all discharges from the site. Their responsibilities will include inspection and maintenance of the SCS.

During construction, the responsibility of the monitor will be to:

- Examine the adequacy of the sedimentation and control works in reaching acceptable sediment levels as recommended by DFO/MoE guidelines (ie. total suspended solids and turbidity) discharged from the site;
- Make recommendations to the General Contractor on improving the SCS, if required;

- Instruct the construction foreman as to the site requirements and design specifications on sediment control structures and complete an inspection of such structures on a routine basis, particularly during periods of inclement weather;
- Review placement of sand, gravel and materials (eg. hydroseed and mulch) specified to control erosion in exposed areas;
- Require that works be stopped in the event of malfunctions of the sediment control system or contravention of discharges limits;
- Ensure that runoff is diverted from cleared areas by use of swales or low berms and that runoff is routed to the appropriate sedimentation control structures. In environmentally sensitive or problem areas, the monitor will need to oversee the installation and maintenance of sediment control structures;
- Review stockpiling methods for excavated materials to ensure that they are placed in an appropriate locations and stored properly (eg. covered with tarps); and,
- Recommend mitigation measures and ensure expeditious implementation of these if activities are found to have the potential for environmental impact or poor water quality runoff.

Control of Deleterious Substances on the Development Site

The monitor will review housekeeping practices on site (e.g. daily cleanup, use of disposal bins) and ensure proper use, storage and disposal of deleterious substances and associated containers. This necessitates that the monitor be aware of all such substances used on site. Any spillage of fuels, lubricants or hydraulic oils events should be immediately reviewed by the monitor to determine if additional remedial measures are required and, if necessary, implemented expeditiously. The monitor will operationalize the Spill Prevention Plan and will ensure that an inventory of all hazardous materials is maintained.

Frequency of Site Inspections

Initially, the monitor will visit the site daily. Once all the environmental management measures are in place and these measures have demonstrated effective site control, the frequency of monitoring will be decreased to once per week. This frequency will increase during heavy rainfall events.

Reporting

ENKON ENVIRONMENTAL

The monitor will need to provide environmental monitoring summary reports which will be submitted to the Municipality of Saanich.

The monitor will also complete an environmental completion report at the end of the construction phase, which will outline the major construction activities in relation to environmental issues, significant concerns encountered during the project and mitigation measures used to deal with those concerns.

If you have any questions or require further information please do not hesitate to give me a call at (250) 480-7103 extension 400.

Yours truly,

Susan Blundell

Susan Blundell, M.Sc., R.P.Bio.
Manager of Environmental Services

Attachments:
Table 1 – Vegetation present on site
Table 2 – Proposed Tree Losses
Figure 1 – Site Location
Figure 2 - Site Layout Plan
Figure 3 – Proposed PNSCAs
Figure 4 – Rain Garden Design Detail
Appendix I – Photoplates
Appendix II – Conservation Data Centre information
Appendix III – District of Saanich ESA Map #8

Table 1: Vegetat Species Observed at 955/961 Portage Road

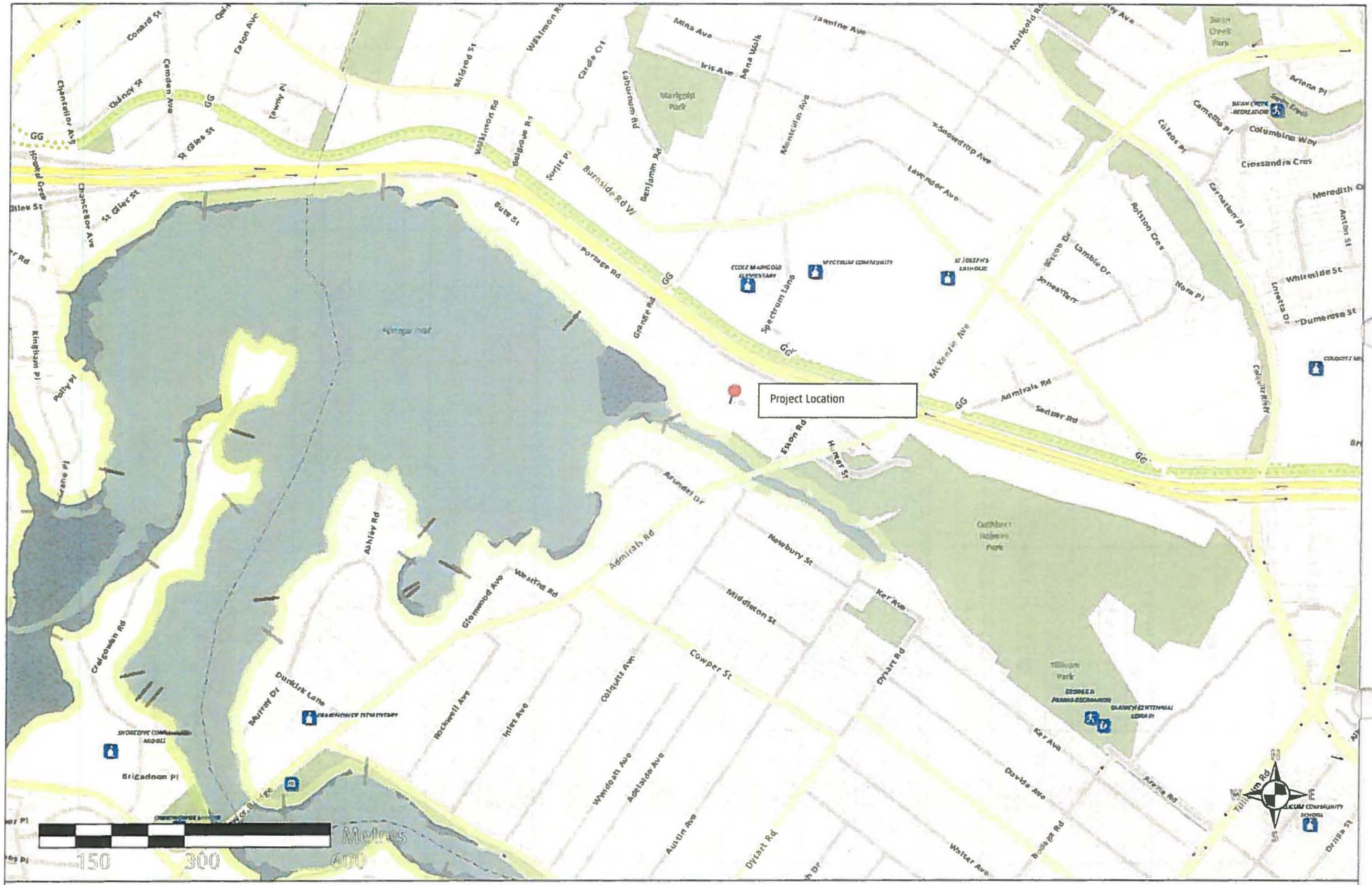
Trees	
arbutus	*Arbutus menziesii*
bigleaf maple	*Acer macrophyllum*
cascara	*Rhamnus purshiana*
Douglas-fir	*Pseudotsuga menziesii*
Garry oak	*Quercus garryana*
grand fir	*Abies grandis*
red alder	*Alnus rubra*
western redcedar	*Thuja plicata*
Shrubs	
common snowberry	*Symphoricarpos albus*
dull Oregon-grape	*Mahonia nervosa*
English ivy	*Hedera helix**
European hawthorn	*Crataegus monogyna**
hardhack	*Spiraea douglasii*
Himalayan blackberry	*Rubus discolor**
Holly	*Ilex aquifolium**
Indian-plum	*Oemleria cerasiformis*
Nootka rose	*Rosa nutkana*
oceanspray	*Holodiscus discolor*
pacific crabapple	*Malus fusca*
red-osier dogwood	*Cornus stolonifera*
Russian laurel	*Prunus laurocerasus**
salal	*Gaultheria shallon*
Saskatoon	*Amelanchier alnifolia*
Scotch broom	*Cytisus scoparius**
Scouler's Willow	*Salix scouleriana*
spurge laurel	*Daphne laureola**
tall Oregon-grape	*Mahonia aquifolium*
western yew	*Taxus brevifolia*
Herbs	
Alaska oniongrass	*Melica subulata*
blue wildrye	*Elymus glaucus*
bracken fern	*Pteridium aquilinum*
common velvet grass	*Holcus lanatus**
creeping buttercup	*Ranunculus repens*
curled dock	*Rumex crispus**
dandelion	*Taraxacum vulgare**
Dewey's sedge	*Carex deweyana*
English bluebell	*Endymion non-scripta**
field thistle	*Cirsium arvense**
hedge bindweed	*Convolvulus sepium**
herb Robert	*Geranium robertianum**
large periwinkle	*Vinca major**
orchard grass	*Dactylis glomerata**
Pacific sanicle	*Sanicula crassucaulis*
pathfinder	*Adenocaulon bicolor*
Russian thistle	*Cirsium vulgare**
sword fern	*Polystichum munitum*
trailing blackberry	*Rubus ursinus*
western trumpet honeysuckle	*Lonicera ciliosa*
white fawn lily	*Erythronium oreganum*

* indicates introduced species

Table 2: Proposed Native Tree Removal

Parcel	Tree ID #	Species	Condition Health/Structure	Diameter at Breast Height (DBH) (cm)	Tree Replacement as per District of Saanich Criteria
Lot A	110	Garry oak	good/fair	33	2
	854	Garry oak	good/fair	40	2
	855	Arbutus	good/fair	20/25	2
	856	Garry oak	poor/fair	17	2
	857	Garry oak	fair/fair	37	2
	858	Douglas-fir	fair/poor	61	2
Lot B	126	Garry oak	fair/fair	31	2
	127	Garry oak	fair/fair	17	2
Lot E	851	Garry oak	good/good	42	2
Road	128	Garry oak	fair/poor	18	2
	129	Garry oak	fair/fair	16	2
	130	Garry oak	good/good	20	2
	131	Garry oak	poor/fair	13	2
	132	Garry oak	poor/fair	9	2
	133	Garry oak	fair/fair	12	2
	134	Garry oak	good/good	15	2
	135	Garry oak	good/good	26	2
	136	Garry oak	fair/fair	14	2
	176	Arbutus	good/good	11	2
	177	Douglas-fir	fair/fair-poor	35	2
	182	Bigleaf maple	fair/fair	20	2
	865	Garry oak	good/good	20	2
	868	Douglas-fir	fair/fair	32	2
	874	Douglas-fir	good/good	49	2
	876	Garry oak	fair-poor/fair	16	2
	877	Garry oak	poor/poor	43	2
	880	Garry oak	good/good	16	2
	888	Douglas-fir	fair/fair-poor	43	2
	892	Douglas-fir	fair/fair-poor	48	2
	893	Douglas-fir	fair/fair-poor	25	2
	894	Douglas-fir	fair/fair-poor	32	2
					62

Total	Garry oak	20
	Douglas-fir	8
	Arbutus	2
	Bigleaf maple	1
		31



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Printed Fri, Aug 29, 2014

Figure 1: Project Location

Regional Community Atlas

Capital Regional District
gis@crd.bc.ca
http://www.crd.bc.ca

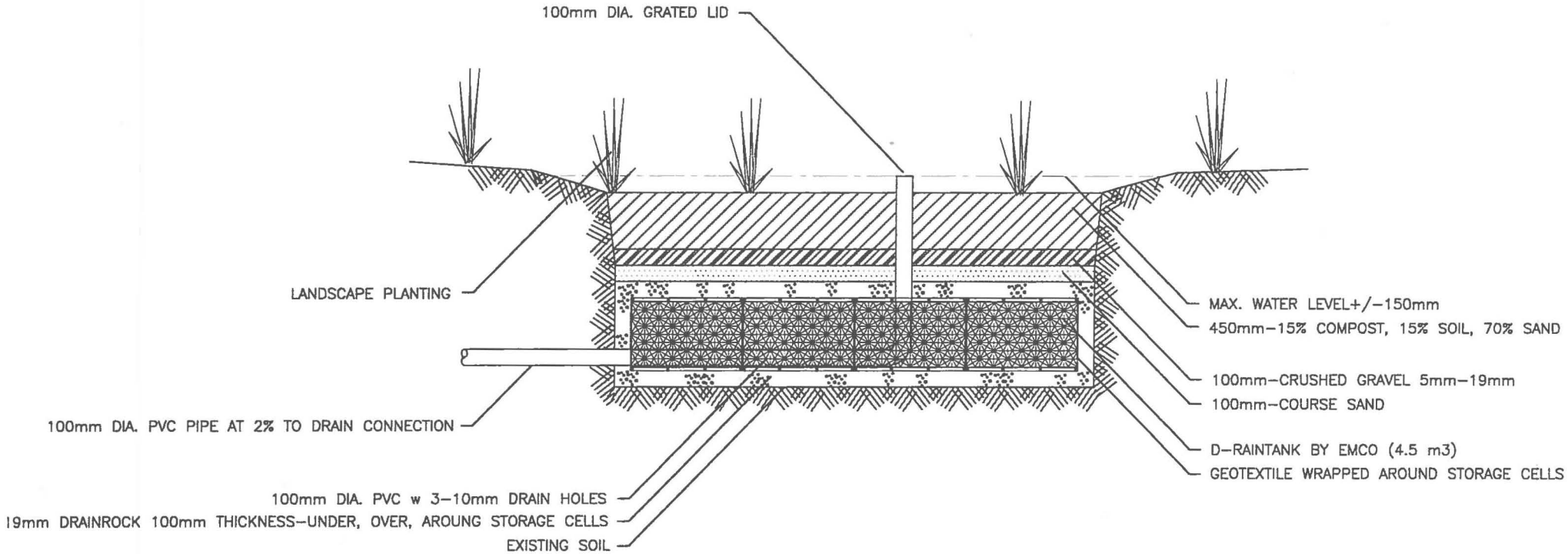

Figure 4: RAIN GARDEN TREATMENT/DETENTION – DETAIL

NTS

Appendix I: Photoplates

Plate 1: Looking north in Lot E

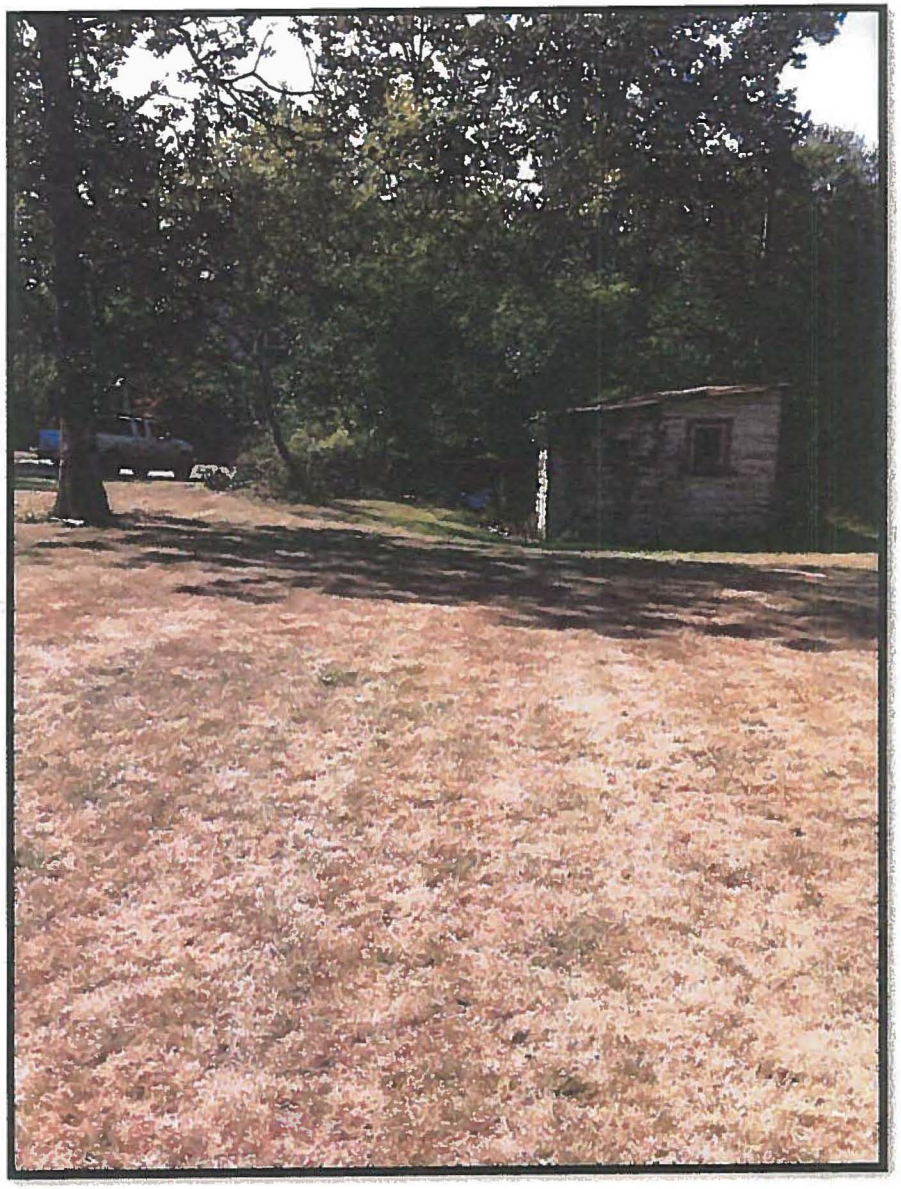

Plate 2: Looking south in Lot E

Plate 3: Looking south in Lot A (along existing driveway)

Plate 4: Looking south in Lot B

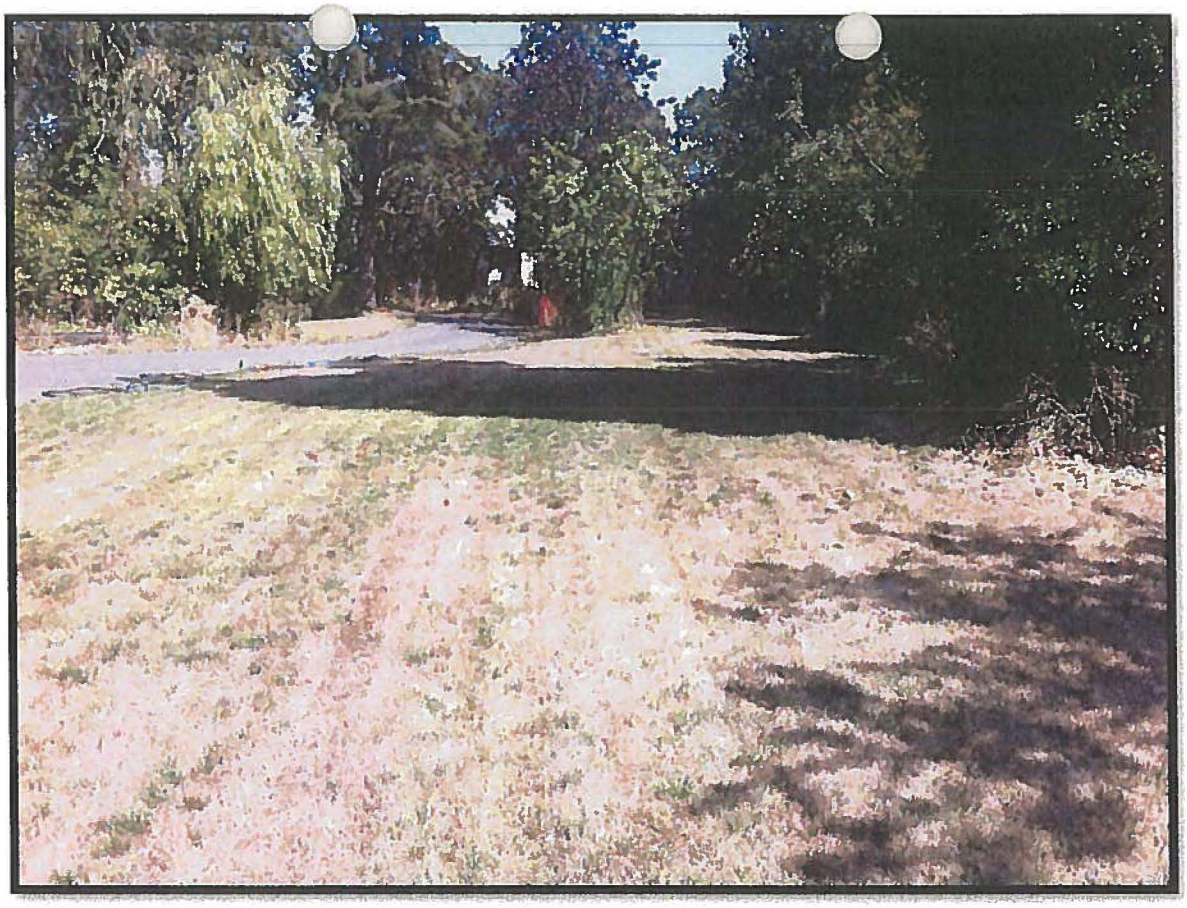

Plate 5: Looking north in Lot C

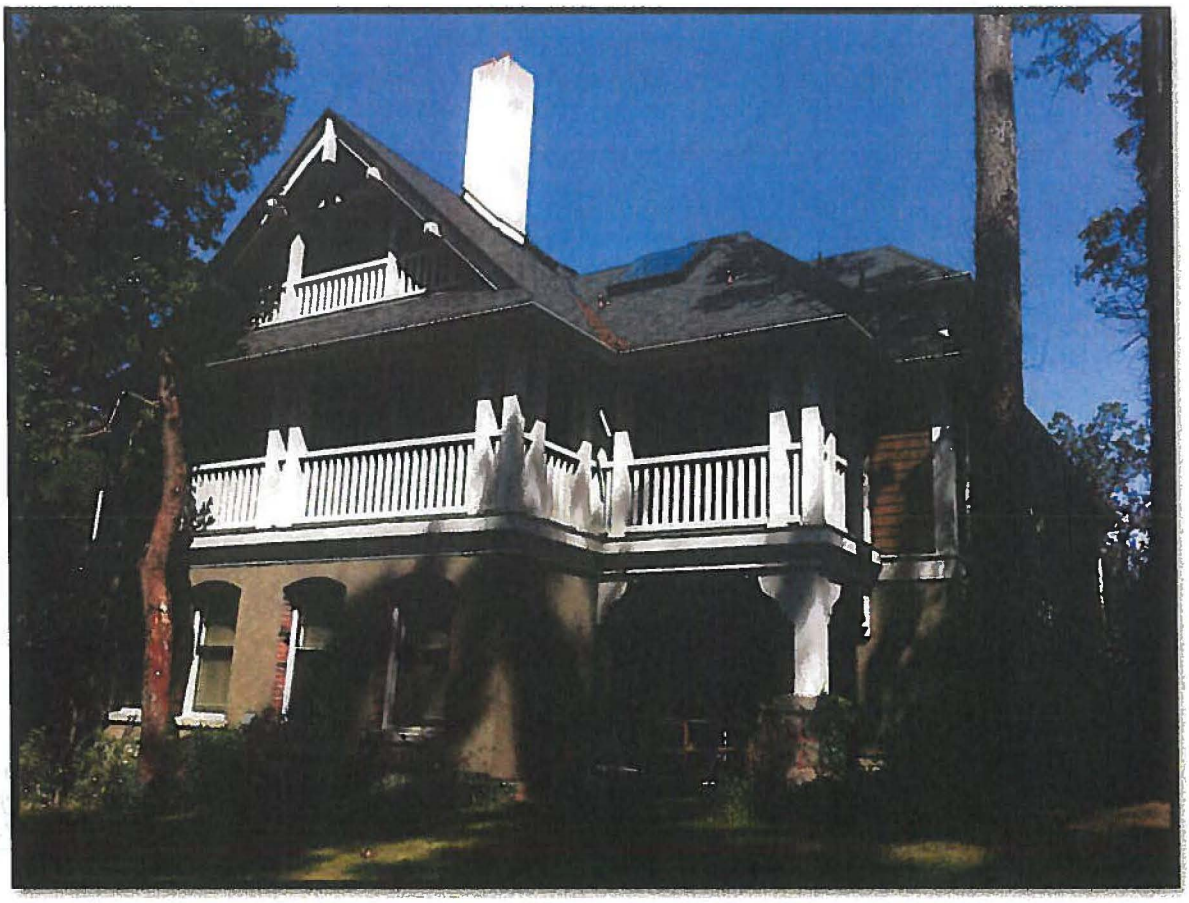

Plate 6: Existing house on Lot F

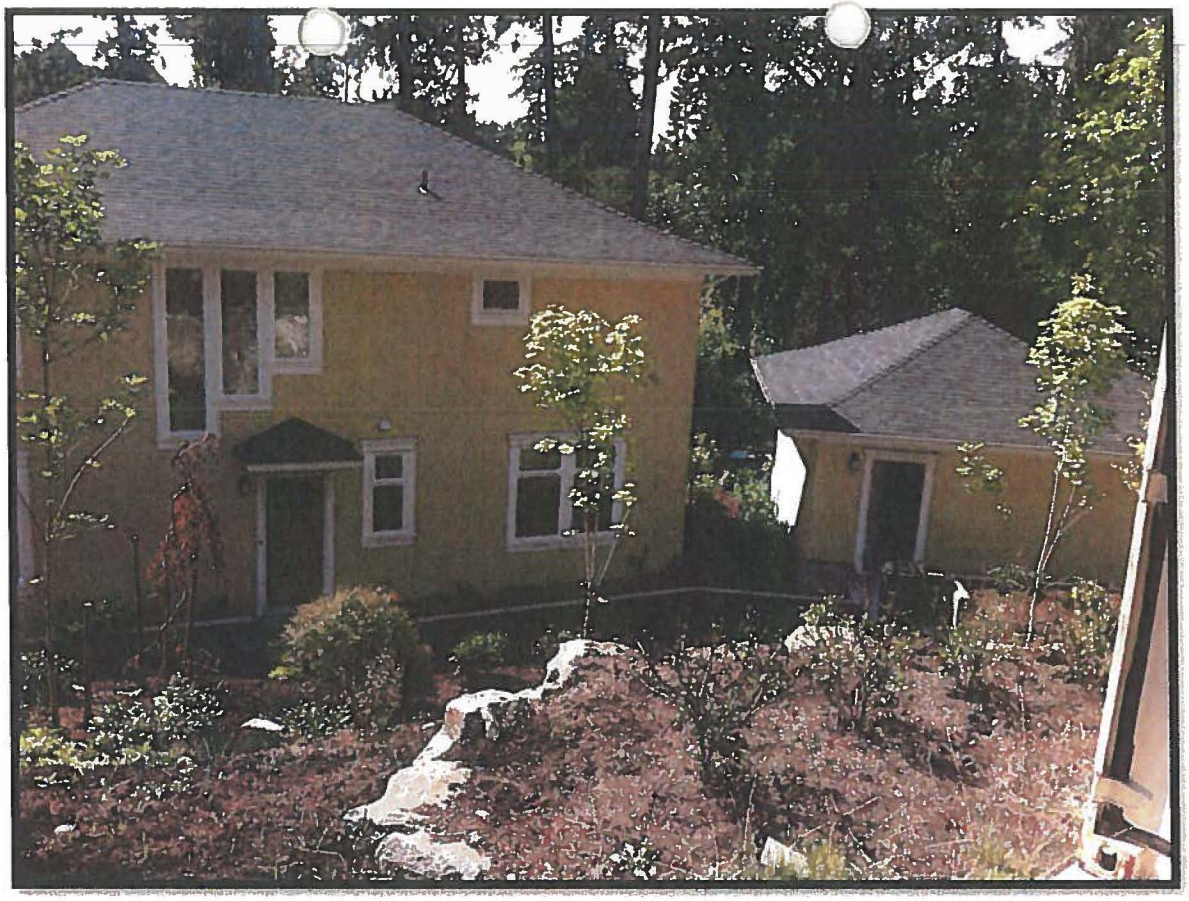

Plate 7: Existing house on Lot D

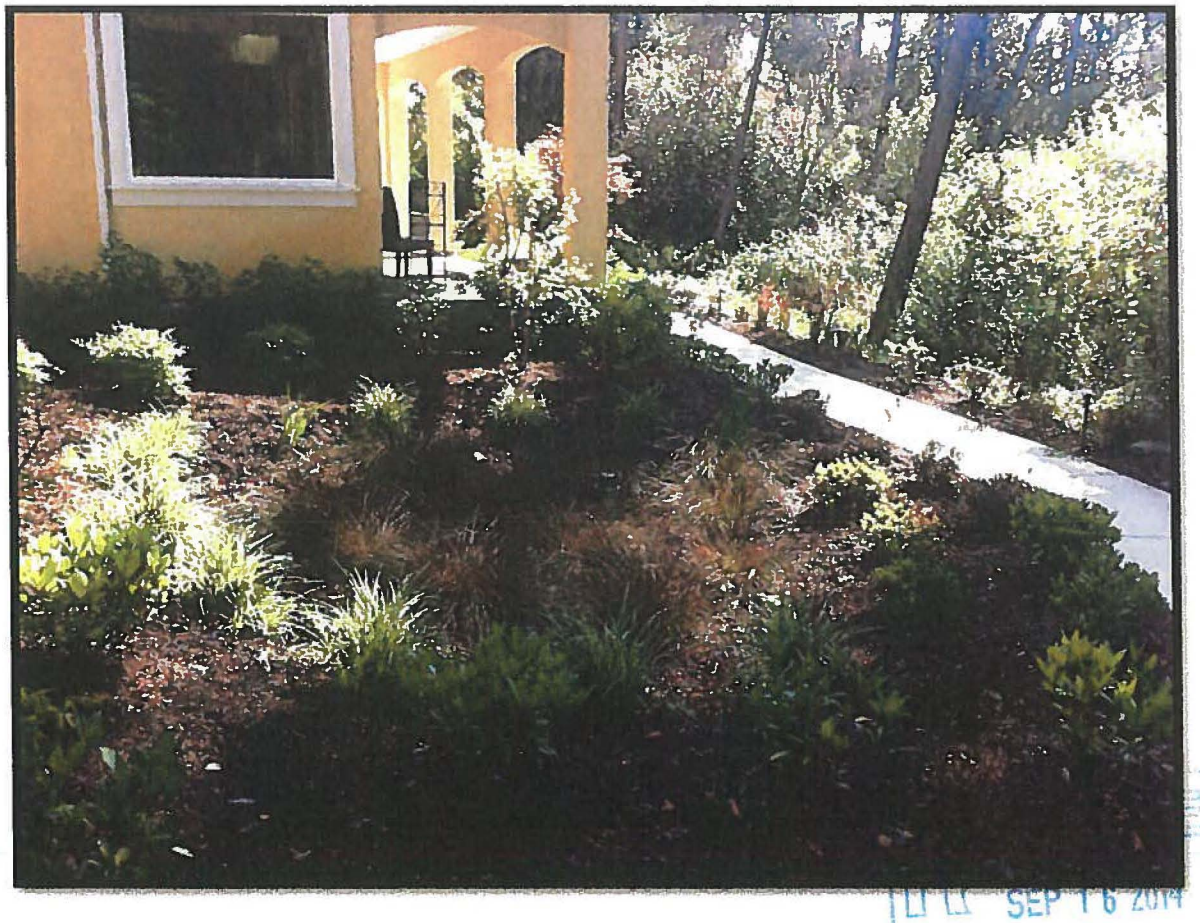

Plate 8: Rain garden in Lot D

Plate 9: Protected Natural State Covenant Area (PNSCA) "C"

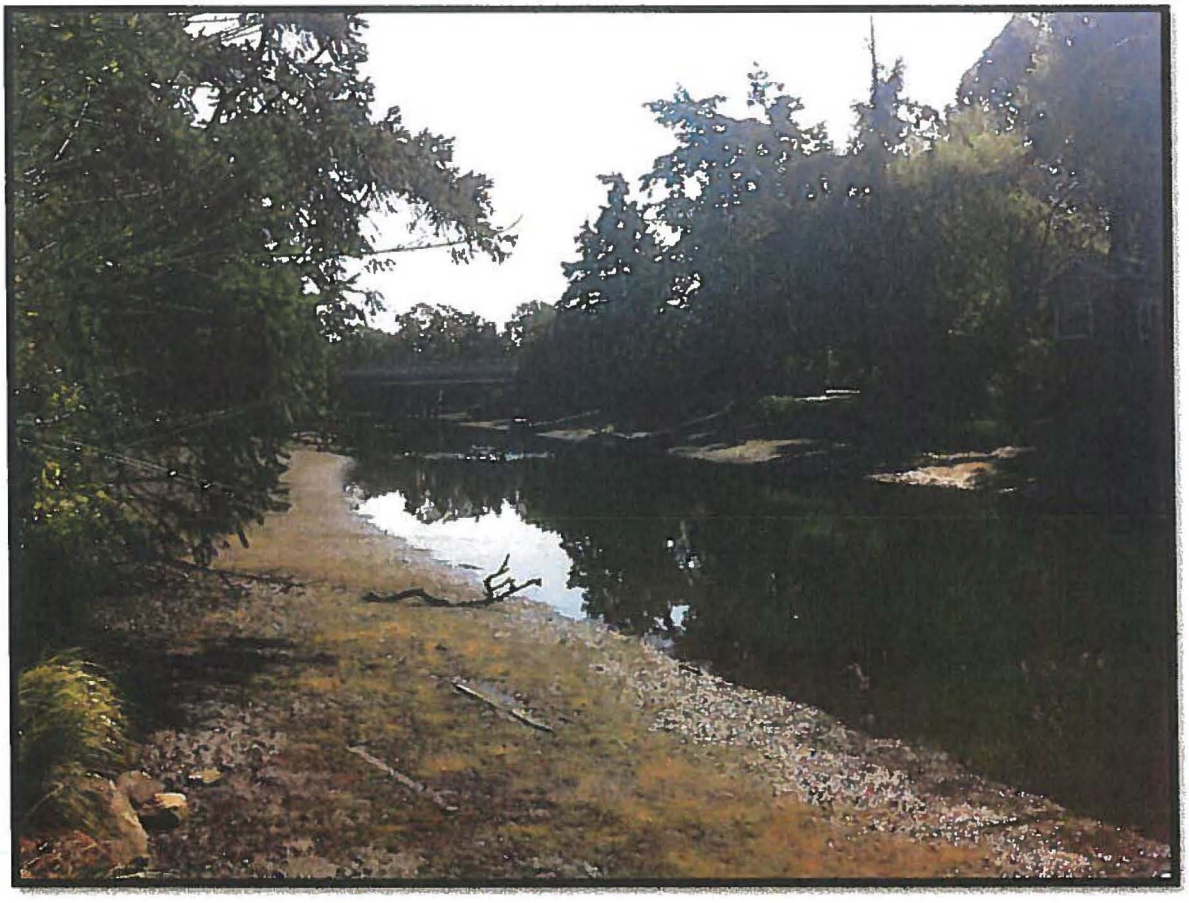

Plate 10: Colquitz Creek shoreline

Plate 11: Wildlife tree in PNSCA "A-1"

Plate 12: Bushtit nest in acacia tree at north end of Lot E

Appendix II - Conservation Data Centre Information

Endangered Species and Ecosystems - Historical Non-sensitive Occurrences - Conservation Data Centre

BC_LIST:	Red
CONDITION:	Extirpated.
COSEWIC:	E (APR 2009)
DATA_SENS:	N
DIRECTIONS:	On rocky bank between water and highway.
EL_TYPE:	Vascular Plant
EL_TYPE_CD:	PLANT
ENG_NAME:	Deltoid Balsamroot
ENG_NAME_F:	deltoid balsamroot
EST_RA:	Low
FEATURE_CODE:	FF84660210
FIRST_OBS:	1976
GLOB_RANK:	G5
HABITAT:	TERRESTRIAL: Grassland/Herbaceous
LAND_CONT:	Site destroyed in 1997 when highway was widened.
LAST_OBS:	1976-05-15
OCCR_AREA_SP_ID:	3007468
OCCR_DATA:	1997: Highway widening obliterated this site (T.C. Brayshaw, pers. comm.). 1976-05-15: Growing on rocky bank between water and Highway 1 (T.C. Brayshaw, pers. comm.).
OCCR_ID:	2881
OCCR_SIZE:	Extirpated.
PROV_RANK:	S1
RANK:	X
RANK_COM:	Presumed extirpated. The site was destroyed in 1997 when the highway was widened.
RANK_DATE:	1997-05-01
RANK_DESC:	Extirpated
REFERENCES:	Brayshaw, T.C. Personal communication. Royal B.C. Museum. COSEWIC. 2008t. COSEWIC assessment and update status report on Deltoid Balsamroot Balsamorhiza deltoidea in Canada. Comm. on the Status of Endangered Wildl. in Can. Ottawa. In press. Royal British Columbia Museum. 675 Belleville Street, Victoria, BC. V8V 1X4.
SARA_SCHED:	1
SCI_NAME:	Balsamorhiza deltoidea
SCI_NAME_F:	*Balsamorhiza deltoidea*
SHAPE_ID:	7000
SURV_SITE:	PORTAGE INLET, NORTH END
TAX_CLASS:	dicots
VEG_ZONE:	Lowland
VERS_DATE:	Jun 17, 2009
#SHAPE#:	[Geometry]
VERS_AUTHOR:	Penny, J.L. and S. Hartwell
ECOSECTIONS:	SGI
MIN_ELEV_METERS:	5
ADDITIONAL_INV_NEEDED_IND:	N
SPECIMEN_DESC:	Brayshaw, T.C. (SN). 1976. #87178. PMV.
AREA:	184262.0402595
LEN:	4098.94630701337
BC_LIST:	Blue
CONDITION:	Questionable; population has not been verified since a collection in 1959.
CON_EXTENT:	N
DATA_SENS:	N
DIRECTIONS:	Cliff by sea.
EL_TYPE:	Vascular Plant
EL_TYPE_CD:	PLANT
ENG_NAME:	Geyer's Onion

ENG_NAME_F:	Geyer's onion
EST_RA:	Unknown
FEATURE_CODE:	FF84660210
FIRST_OBS:	1959-05-22
GEN_DESC:	Large, convoluted inlet at the head of Gorge Waterway; much of the rocky shoreline is now under residential development.
GLOB_RANK:	G4G5T3T5
HABITAT:	MARINE; COASTAL BLUFFS
LAST_OBS:	1959-05-22
OCCR_AREA_SP_ID:	3008167
OCCR_DATA:	1959-05-22: Cliff by sea, collected (Holm).
OCCR_ID:	708
PROV_RANK:	S2S3
RANK:	H
RANK_COM:	A thorough survey of the rocky portions of the shoreline of Portage Inlet during the April to June time period is necessary to assess whether this population is still extant.
RANK_DATE:	1959-05-22
RANK_DESC:	Historical
REFERENCES:	University of British Columbia. Dep. Bot., Dep. Zool., Biol. Sci. Bldg., 6270 Univ. Blvd., Vancouver, BC.
SCI_NAME:	Allium geyeri var. tenerum
SCI_NAME_F:	*Allium geyeri* var. *tenerum*
SHAPE_ID:	8184
SURV_SITE:	PORTAGE INLET
TAX_CLASS:	monocots
VEG_ZONE:	Lowland
VERS_DATE:	Oct 8, 2003
#SHAPE#:	[Geometry]
VERS_AUTHOR:	PENNY, J. L.
CON_EXTENT_DESC:	Confident full extent of EO is NOT known
ECOSECTIONS:	SGI
MIN_ELEV_METERS:	1
ADDITIONAL_INV_NEEDED_IND:	Y
ADDITIONAL_INV_NEEDED_COM:	A thorough survey of the rocky portions of the shoreline of Portage Inlet during the April to June time period is necessary to assess whether this population is still extant.
SPECIMEN_DESC:	HOLM. L. 1959. ACC. NO. 079241. UBC.
AREA:	811749.363593
LEN:	14392.0808014338

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Printed Wed, Sep 10, 2014

Potential Distribution of Geyer's Onion

Regional Community Atlas

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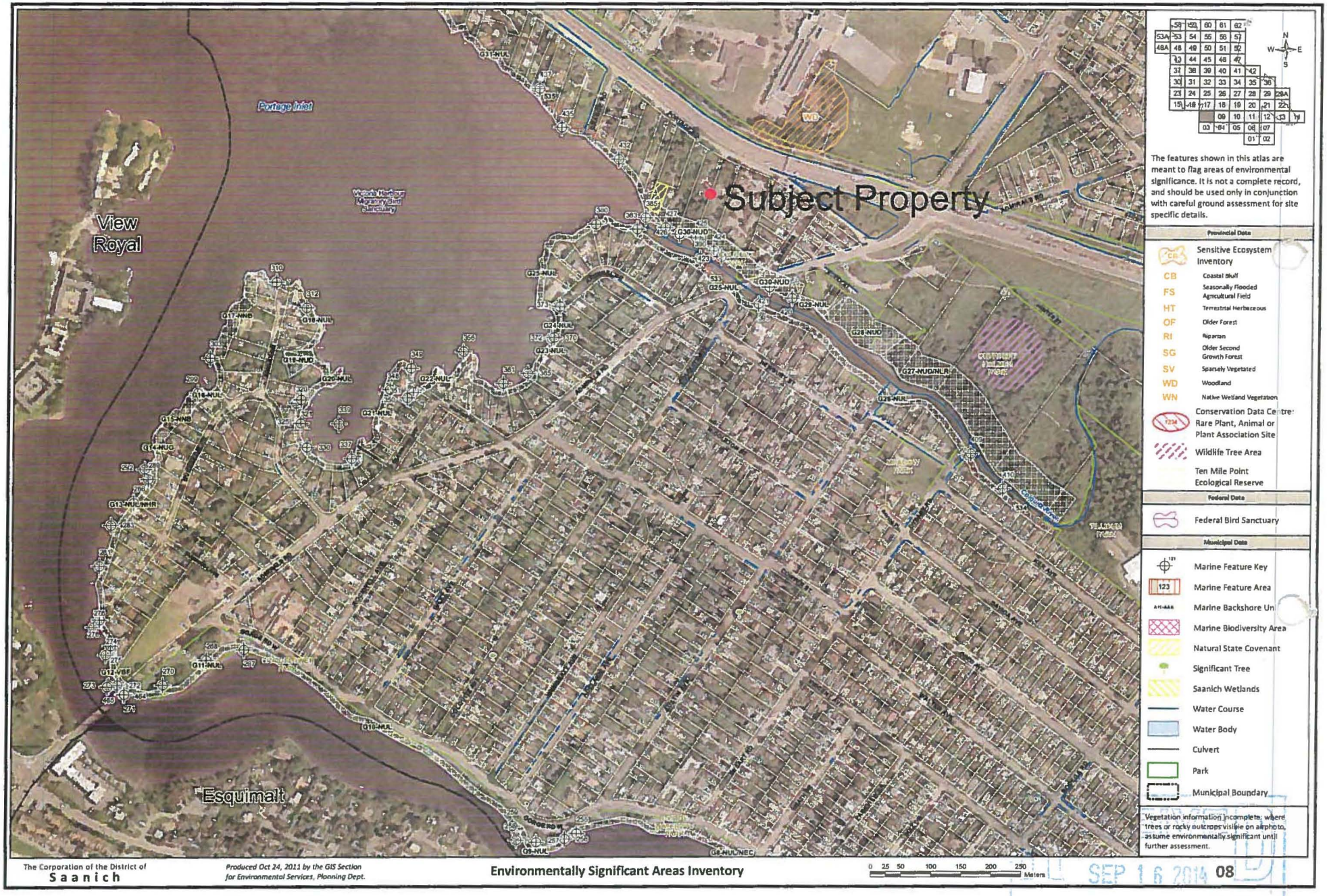


Appendix III: District of Saanich ESA Atlas

BRITISH COLUMBIA | Ministry of Transportation and Infrastructure

PROPOSED SUBDIVISION PRELIMINARY LAYOUT APPROVAL

Your File #: SUB00730
eDAS File #: 2014-03722
Date: Sep/02/2014

The Corporation of the District of Saanich
770 Vernon Avenue
Victoria, British Columbia V8X2W7
Canada

Re: Proposed Subdivision of Lot 5, Section 79, Victoria District, Plan VIP890, except part in plans 3836RW & 776RW & Lot 6, Section 79, Victoria District, Plan VIP890, Except parts in plans 3836RW, VIP50827 & 776RW
- 955 Portage Road & 961 Portage Road, Saanich

Your proposal for a 6 lot Municipal subdivision has received preliminary layout approval, subject to the following condition(s):

1. As the proposed subdivision abuts the Highway 1 dedication, which has been designated as a Controlled Access Highway, the final plan requires approval from the Designated Highway Official. The requirement for this approval is found in Section 80 of the Land Title Act.

2. Submission of final plans to the Provincial Approving Officer for signature only after District of Saanich requirements have been completed.

3. The Ministry of Transportation and Infrastructure file number (2014-03722) is to be notated on the final plan.

4. This subdivision approval in no way constitutes approval for public access to Trans Canada Highway 1.

5. Written confirmation from the City of Saanich that the proposed natural areas covenant has been accepted and will be registered on title upon the registration of subdivision.

6. Recent State of Title is to be submitted along with final paperwork.

7. Surveyor to ensure that all constructed roads are within a publicly dedicated road allowance (with the exception of any internal strata roads)

Local District Address
Saanich Area Office 240-4460 Chatterton Way Victoria, BC V8X 5J2 Canada Phone: (250) 952-4515 Fax: (250) 952-4508

8. The most recent Electronic Filing System Guidelines (formally known as the Table of Concordance) are to be used for the preparation, submission and filing of all documents.

9. An increase in the drainage flow from the property to the Ministry's drainage facilities is not permitted.

Note: If you have questions or concerns about the conditions laid out in the PLA/PLNA, please contact the District Development Technician. If you still have questions or concerns after speaking with the District Development Technician, you may contact the Provincial Approving Officer directly.

It is important to provide, in writing, any new information or changes that you wish to be considered during the reconsideration process.

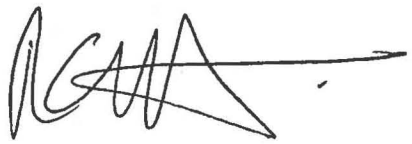
The approval granted is only for the general layout of the subdivision and is valid for one year from the date of this letter. However, if at any time there is a change in legislation or regulations this preliminary layout approval is subject to review and may be cancelled.

Submission of Final Plans (Survey Plan Certification and Application to Deposit) may be forwarded to this office for final approval at the convenience of the applicant when all above conditions have been met.

If you have any questions please feel free to call Ryan Evanoff at (250) 952-4495.

Please quote file number **2014-03722** when contacting this office.

Signed on behalf of Provincial Approving Officer by



Ryan Evanoff
Development Approvals Technician – Saanich Area Office

Council - No 955 and 961 Portage Road Rezoning

POST TO | POSTED
COPY TO
INFORMATION ☐
REPLY TO WRITER ☐
COPY RESPONSE TO LEGISLATIVE DIVISION
REPORT ☐
FOR
ACKNOWLEDGED:

From: Norman Bruce [redacted]
To: <mayor@saanich.ca>
Date: 2/2/2017 10:32 AM
Subject: No 955 and 961 Portage Road Rezoning
CC: <council@saanich.ca>

Dear Sirs/ Madams,

We would like to express our strong opposition to rezoning 955/961 Portage Rd from A-1 to RS-12. As residents of this area who HAVE to drive and cycle along Portage Road to enter and leave our area, we know that having more cars coming, going and parking at that property will increase the danger on a street that has no sidewalks on either side. We also walk along Portage Road a LOT and do not want to see the danger increased, especially at night when cars will be parking on Portage Road above these properties.

Please take into account the safety and other concerns of local residents when making your decision on Monday evening.

Yours Truly,

Norman and Julie Bruce
[redacted] Skeena Place

RECEIVED
FEB 0 2 2017
LEGISLATIVE DIVISION
DISTRICT OF SAANICH

From: Sarah Litzenberger <Sarah.Litzenberger@saanich.ca>
Sent: January 26, 2017 8:56 AM
To: Clerksec@saanich.ca
Subject: 955 and 961 Portage Road - Rezoning Application

This email is to advise that the report from the Director of Planning dated September 29, 2016 for **955 and 961 Portage Road** will be considered by Saanich Council at a Committee of the Whole meeting to be held on **MONDAY, February 6, 2017**, in Council Chambers, Saanich Municipal Hall, 770 Vernon Avenue, commencing at **7:00 p.m.**

A copy of the report is available on the Saanich website at: www.saanich.ca under Local Government/Development Applications/Active Development Applications/Tillicum

You are invited to attend the meeting and make representation to Council on the matter if you so choose. Correspondence may be submitted for inclusion in the meeting agenda to the address noted below, or by email to clerksec@saanich.ca and should be received no later than **12:00 p.m. (noon)** on the day of the meeting. All correspondence submitted to the District of Saanich in response to this Notice will form part of the public record and will be published in a meeting agenda.

If you have any questions with respect to the contents of the report, please contact the Planning Department at 250-475-5471. If you have any questions with respect to meeting procedures, please contact the Legislative Services Division at 250-475-1775 or by email to

clerksec@saanich.ca .

Regards,
Sarah Litzenberger
Legislative Division
District of Saanich
2nd Floor - 770 Vernon Avenue
Victoria, BC V8X 2W7

2870-30 Portage.

From: CAROLINE haywood [redacted]
To: <Council@saanich.ca>
Date: 2/1/2017 11:12 PM
Subject: Rezoning application for 955/961 Portage Rd

I would like to agree that council not support the application to amend the Tillicum Area plan policy 7.2(a) And that council NOT support the application to rezone from A-1 (Rural) zone to RS 12(single family dwelling)zone.

Caroline Haywood
[redacted] Bute st
[redacted]

2870-30 Portage

Clerksec - RE: Application for Subdivision at 955/961 Portage Road.

From: "Dianne Webster" [redacted]
To: <clerksec@saanich.ca>, <planning@saanich.ca>, <mayor@saanich.ca>, <counc...
Date: 1/31/2017 9:09 PM
Subject: RE: Application for Subdivision at 955/961 Portage Road.

I am writing to support the planning division in opposing the application for the rezoning change to a more dense zoning (RS-12) for the properties at 955/961 Portage Road.

I do not feel there would be any benefit to the environment or neighbourhood to approve a rezoning of these properties from A-1 to RS-12 and to increase density or change land usage along Portage Road on the north side of Portage inlet.

Portage Inlet is a regional amenity, an important asset to the community and an important wildlife refuge. The uniqueness is an area that continues to be treed and provides a buffer from the Trans Canada Highway and the Federally Designated Migratory Bird Sanctuary. For the most part properties surrounding Portage Inlet are single family homes on large lots. My understanding is that this rezoning application has requested below minimum lot sizes be approved.

The Official Community Plan and Local Area Plan from 2008 continues to recognize the uniqueness and importance of this neighbourhood by retaining the A-1 zoning and lot sizes for Portage Inlet/Colquitz Creek area. The current Local Area Plan Policy 7.2 (a) states: "Minimize the impact to the environment on the Portage Inlet by: (a) Retaining A-1 zoning along the north shore of Portage Inlet", (b) maintaining single family dwelling zoning and standard lot sizes of 903 m2 along Portage Inlet south of the Colquitz River and (c) maintaining a minimum lot size for panhandles lots of 1300 m2 along Portage Inlet south of the Colquitz River".

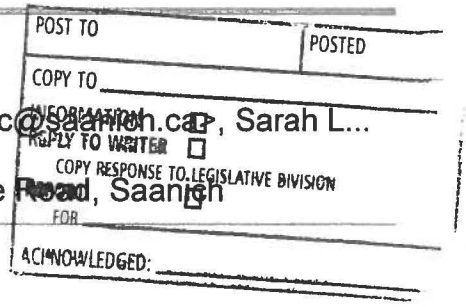
I request that Saanich Staff, Mayor and Council support local area residents by retaining the A-1 zoning of the properties at 955/961 Portage Road in accordance with and in support of the current Environmental Development permit Area (EDPA) and Local Area Plan (LAP).

Retention of the A-1 zoning on the north side of Portage Inlet (Portage Road) will help to maintain and protect the environmental buffer needed for the Federally Designated Migratory Bird Sanctuary and regional amenity.

Dianne Webster
[redacted] Bute Street

8.870-30 Portage

Sarah Litzenberger - RE: Subdivision Rezoning Application 955/961 Portage Road, Saanich



From: David [redacted]
To: <mayor@saanich.ca>, <council@saanich.ca>, <clerksec@saanich.ca>, Sarah L...
Date: 1/31/2017 5:02 PM
Subject: RE: Subdivision Rezoning Application 955/961 Portage Road, Saanich

Dear Mayor and Council

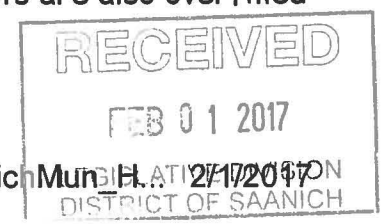
I am writing this letter in support of the recommendation of Saanich Planning Department to **Not Approve** the amending of the Tillicum Area Plan **and against** the proposed A-1 to RS-12 rezoning application for further subdivision of the properties at 955/961 Portage Road in Saanich.

There is a special need for environmental protection and green space barriers between Portage Inlet/Colquitz Creek, the busy Trans Canada Highway and the new Mckenzie/Admirals Interchange. Further construction, roads and parking issues pose a significant detriment to nesting birds and fish habitat while diminishing the quality of life for the local neighborhoods and all Saanich residents.

Changing the Saanich LAP and zoning for the Portage Road properties along the Colquitz and Portage Inlet from A-1 rural to RS-12 higher density residential could quickly lead to several adjoining multiple property subdivisions applications. Approving a change of land use application would seem in contradiction to the mission statement of Saanich Council's commitment to protecting and preserving Saanich's remaining natural environment, parks green space and wildlife sanctuary areas for enjoyment by our future generations.

During the 20+ years I have lived in this area, the developer Mr Sutherland, has removed more than 50 mature trees while clear cutting most of these without consideration of the native birds and plants relying on their habitat protection. At a GTCA community resident meeting in 2015 the developer claimed that these trees were unhealthy and he would be replanting others to substitute. To my knowledge they were not unhealthy trees and in 20 years he has never replaced a single mature tree that he previously removed. I do not add further comment on the developer's proposed site plan as these comments would be redundant to those of the Planning Department.

Portage Road is a very narrow 1-1/2 lanes and the local traffic is already at risk as there are no sidewalks and the school children walk down the road unable to hear the oncoming vehicles approaching. There is inadequate area parking for current residents and guests without adding 30+ additional cars and parking spaces. Nearby streets are also overfilled with vehicles.



With the new TCH Interchange, nearby Esson Road now bears all the incoming and outgoing traffic from our local area and this is very narrow steep road particularly dangerous for school children and cyclists during the icy winter months.

I hope that Council members find my comments relevant to this submission and choose to support the Saanich Planning Department's recommendations for maintaining the current Local Area Plan affecting this area while maintaining current zoning requirements.

Sincerely

David Farmer

[redacted] Bute Street
Victoria [redacted]
[redacted]

VMS

ClerkSec - Application for Subdivision at 955/961 Portage Road.

From: "Dianne Webster" [redacted]
To: <mayor@saanich.ca>, <susan.brice@saanich.ca>, <judy.brownoff@saanich.ca>, <vic.derman@saanich.ca>, <fred.haynes@saanich.ca>, <dean.murdock@saanich.ca>, <colin.plant@saanich.ca>, <vicki.sanders@saanich.ca>, <leif.wergeland@saanich.ca>
Date: 12/2/2015 2:40 PM
Subject: Application for Subdivision at 955/961 Portage Road.

I am writing to oppose the application for the rezoning change to a more dense zoning (RS-12) for the properties at 955/961 Portage Road.

I do not feel there would be any benefit to the environment or neighbourhood to approve a rezoning of these properties from A-1 to RS-12 and to increase density or change land usage along Portage Road on the north side of Portage inlet.

Portage Inlet is a regional amenity, an important asset to the community and an important wildlife refuge. The uniqueness is an area that continues to be treed and provides a buffer from the Trans Canada Highway and the Federally Designated Migratory Bird Sanctuary. For the most part properties surrounding Portage Inlet are single family homes on large lots. My understanding is that this rezoning application has requested below minimum lot sizes be approved.

The Official Community Plan and Local Area Plan from 2008 continues to recognize the uniqueness and importance of this neighbourhood by retaining the A-1 zoning and lot sizes for Portage Inlet/Colquitz Creek area. The current Local Area Plan Policy 7.2 (a) states: "Minimize the impact to the environment on the Portage Inlet by: (a) Retaining A-1 zoning along the north shore of Portage Inlet", (b) maintaining single family dwelling zoning and standard lot sizes of 903 m2 along Portage Inlet south of the Colquitz River and (c) maintaining a minimum lot size for panhandles lots of 1300 m2 along Portage Inlet south of the Colquitz River".

I request that Saanich Staff, Mayor and Council support local area residents by retaining the A-1 zoning of the properties at 955/961 Portage Road in accordance with and in support of the current Environmental Development permit Area (EDPA) and Local Area Plan (LAP).

Retention of the A-1 zoning on the north side of Portage Inlet (Portage Road) will help to maintain and protect the environmental buffer needed for the Federally Designated Migratory Bird Sanctuary and regional amenity.

Additionally with the upcoming work that will be taking place at the nearby intersection of Mackenzie/Admirals Road and the trans Canada Highway I feel the traffic congestion would be completely unacceptable for residents along Portage Road.

Dianne Webster
Eleanor Webster
[redacted] Bute Street

Portage

√ Rez.

ClerkSec - rescind a letter opposing development at Portage

From: Caren Cameron [redacted]
To: <clerksec@saanich.ca>
Date: 7/8/2015 8:43 AM
Subject: rescind a letter opposing development at Portage
CC: Ian Sutherland <iangsutherland@gmail.com>
Attachments: final draft for Saanich

Please distribute the following letter (see attached) to Mayor and Council and to Planning.

Thank you very much.

If you have any questions please do not hesitate to contact me.

Caren Cameron

Secretary Director

Gorge Waterway Action Society

[redacted]

POST TO General POSTED 2015
COPY TO SA
INFORMATION ☒
REPLY TO WRITER ☐
COPY RESPONSE TO LEGISLATIVE DIVISION
REPORT ☐
FOR
ACKNOWLEDGED

RECEIVED
JUL 08 2015
LEGISLATIVE DIVISION
DISTRICT OF SAANICH

June 30, 2015

Re: Application for Subdivision at 955/961 Portage Road

In December of 2014 Gorge Waterway Action Society wrote a letter to Saanich Mayor and Council, signed by all Board members, opposing the application at 955/961 Portage Road. In March of 2015, the developer, Ian Sutherland, asked to speak at a GWAS Board meeting. Directors took the time to meet with him.

Mr. Sutherland provided detailed information about his development and showed photos of homes that currently exist in the area. Discussion continued over several meetings and questions and responses were exchanged online. Given the information provided, GWAS Directors (although it was not unanimous) no longer oppose the application for a Subdivision at 955/961 Portage Road. We rescind our previous letter.

In doing research related to the Portage Road application GWAS Directors are left with new questions, not for the developer, but for the municipality. For example, 'In what ways is the Victoria Harbour Migratory Bird Sanctuary currently being protected by Saanich?' 'In what ways does the A-1 zoning provide protection/ not provide protection?' and 'What new zoning and policy statements need to be considered?' It is our intent to take these questions to the Gorge Waterway Initiative for discussion.

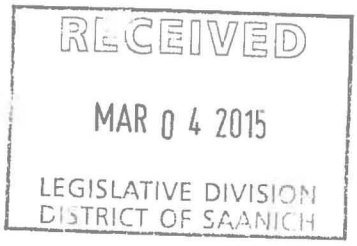
Thank you for the opportunity to offer input on this important issue. We will continue to follow its progress along with any other new developments that have the potential to negatively impact the Gorge Waterway and Portage Inlet.

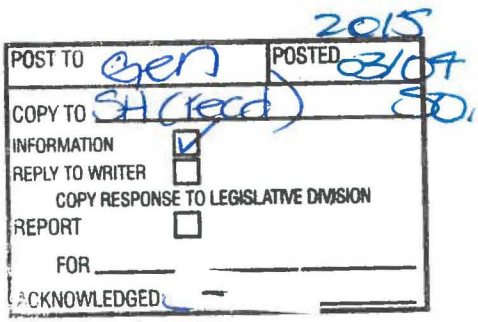
Sincerely,

GWAS Directors

Council - RE: Rezoning development application 955 and 961 Portage Road Folder # SUB00730 REZ00546 DVP00358 -

From: David [redacted]
To: <Sharon.hvozdanski@Saanich.ca>
Date: 3/4/2015 12:49 AM
Subject: RE: Rezoning development application 955 and 961 Portage Road Folder # SUB00730 REZ00546 DVP00358 -
CC: <mayor@saanich.ca>, <council@saanich.ca>





March 1, 2015

Ms. Sharon Hvozdanski
Director of Planning
Municipal District of Saanich
770 Vernon Ave
Victoria, BC, V8X 2W7

Re: Rezoning development application - 955 and 961 Portage Road Folder # SUB00730 REZ00546 DVP00358

Dear Director of Planning,

I was prompted to write this letter to you and the Saanich Planning Department regarding a letter you received (dated December 5, 2014) from Rob Wickson of the GTCA Gorge Tillicum Community Association with his consideration comments about the above mentioned rezoning and subdivision application by Artificer Developments for their property on Portage Road.

Last week, the general membership of the GTCA received a copy of Mr Wickson's letter to you. His letter erred with critical information regarding the outcome of the GTCA public meeting and the history of the local area zoning and development restrictions for this property. In addition, he downplayed the neighboring community support for maintaining Saanich's current LAP and opposition to the developer's rezoning request from A-1 to RS-12. As there were only 2 GTCA Land Committee members present at the arranged meeting, I suggest that the opinions expressed in Mr Wickson's letter are largely his own and not those of the broader GTCA membership.

I am a member of the GTCA and was in attendance at the September 11, 2014 specially convened public meeting of the GTCA Land Committee held at Pearkes Arena. The meeting was organized by Rob Wickson for Mr Sutherland the developer and was advertised by letter to 20 local residents living nearest to his proposed development.

This meeting was well attended by 15 local residents plus several others, but by only 2, out of 9 members of the GTCA Land Committee – Rob Wickson chairman and Wendy Farwell, who also acted as recording secretary. The local residents and most others who did attend were definitely not in favour of the developer's plans for changing the current Saanich area zoning plan for these Portage Road properties and did not support the developer's proposed subdivision development of these environmentally sensitive and designated EDPA areas along the shorelines of the Colquitz Estuary and Portage Inlet.

Mr Wickson's reference to commending the developer for seeking support from the GWI Gorge Waterway Initiative, is misleading and indicates the developer was successful at the GWI meeting in gaining support for his rezoning and development ... According to GWI representatives in attendance

and this can be verified with Jody Watson chairperson, the GWI committee offered no positive support to the developer at their meeting and many unanswered concerns were raised by their association representatives.

Mr Wickson's letter indicated the significant opposition to the developer's rezoning and subdivision plan presented at the GTCA arranged meeting. The opinions and comments of the audience included:

- The current A-1 zoning is intended to prevent such a development
- Opposition to changing the current Saanich Local Area plan and zoning for the area from A-1 rural to RS-12 residential, and opposing the developers plan for additional variances to further reduce his lot sizes and set backs as required by RS -12 zoning
- Developing the Portage Rd properties would result in the loss of the irreplaceable natural habitat, mature trees and greenspace within the environmentally sensitive areas of Colquitz Creek and Portage Inlet;
- These properties are the only treed buffer between Portage Inlet and the nearby Trans Canada Highway. The developer admits that he has already cut down 20+ mature trees and to date has not replaced them as required by Saanich.
- Concern for the wildlife sanctuary and federally protected shoreline with the environmental damage to the Estuary and Inlet from water runoff and pollutants from dozens of automobiles, lawnmowers, car washing ....
- The lack of adequate parking for the expected 20+ resident and tenant vehicles plus their guests;
- Traffic dangers created with the additional vehicles accessing onto a narrow Portage Rd with a school walkway/drop off overpass nearby.

<u>According to the Saanich Planning Department, the current LAP and the A-1 zoning governing these properties along Portage Rd & Portage Inlet has been in effect since before 1984.</u>

Mr Wickson's letter incorrectly states the developer, Mr Sutherland a resident of Oak Bay, purchased and once resided on 1 property <u>before</u> the current Saanich LAP and A-1 zoning designation went into effect. <u>He did not.</u> Mr Sutherland publicly stated at the GTCA meeting that he was aware when he purchased these 2 properties that the Saanich LAP specifically designated retaining A-1 zoning for the properties along Portage Road. Mr Sutherland is not an innocent victim of Saanich zoning as Mr Wickson seems to suggest. His neighbours said at the meeting his plan was always to sub divide and profit from selling these properties as lots and he had approached them about also buying their properties.

Changing the Saanich LAP and zoning for the Portage Road properties along the Colquitz and Portage Inlet from A-1 rural to RS-12 higher density residential could quickly lead to several adjoining multiple property subdivisions applications. This could be a great loss for the local residents and Saanich community also for a multitude of birds and mammals who share this peaceful area. Approving this change of land use application would be in contradiction to the position statement of Saanich Council's commitment to protecting and preserving Saanich's remaining natural environment, greenspace and wildlife sanctuary areas for enjoyment by our future generations.

I hope you find this information to be relevant when you are reviewing the submissions regarding this application for rezoning and subdivision development of these properties.

Sincerely
David Farmer

[redacted] Bute Street
Victoria, B.C. [redacted]
[redacted]

cc. Saanich Mayor and Council

2870 30 Portage

2014

POST TO CC POSTED 12-09 54 00730

COPY TO 1 2nd copy to: S.H.

INFORMATION ☑

REPLY TO WRITER ☐

COPY RESPONSE TO LEGISLATIVE DIVISION ☐

REPORT FOR ☐

ACKNOWLEDGED ✓

ACKNOWLEDGED
✓ CLERKS
REPLIED

GORGE TILLICUM
Community Association
P.O. Box 44152
Victoria, B.C., V9A 2A0

RECEIVED
DEC 08 2014
PLANNING DEPT.
DISTRICT OF SAANICH

December 5, 2014

RECEIVED
DEC 0 8 2014
LEGISLATIVE DIVISION
DISTRICT OF SAANICH

Ms. Sharon Hvodanski
Director of Planning
Municipal District of Saanich
770 Vernon Ave
Victoria, BC, V8X 2W7

ENTERED IN CASE

Re: **Folder # SUB00730 REZ00546 DVP00358 - 955 and 961 Portage Road**

In response for your request for comments dated July 7, 2014 on the development proposal referenced above, the Gorge Tillicum Community Association is prepared to offer the following for consideration.

We should note that while this letter is beyond the deadline set as 30 days after we received your request, the request was received with a very short timeline during the height of the vacation season. Further, it was immediately clear that there were concerns about various aspects of the proposal and more time would be needed to consult with the community. We therefore contacted both Mr. Chuck Bell, the planner assigned to this project, and the proponent, Mr. Ian Sutherland to let them know we would not be able to meet that deadline.

Late last year, Mr. Sutherland contacted the GTCA asking for a meeting to discuss a proposal he was developing for 955 and 961 Portage Road. He also provided us with some notes about the property. We understood there was no particular time line for when Mr. Sutherland would be prepared to submit his detailed application to Saanich Planning. A few months passed and during the spring Mr. Sutherland indicated that he was moving along with his proposal and offered have us to tour the site with him. Members of the GTCA Land Use Committee did tour the property where we were given a chance to ask questions and view specific elements of his proposal including the interior of the newest house that was recently built on the property.

We next were engaged in this file June 26, 2014 when we received your memo to Mayor and Council regarding the Environmental and Social Review for this proposal. It was this memo that pointed to specific issues related to the proposal. Of note, the Tillicum Local Area Plan (LAP) 7.2 states "Minimize the impact to the environment on the Portage Inlet by maintaining the A-1 zoning along the north shore of Portage Inlet." The memo also made clear that the Saanich Parks department was not interested in acquiring waterfront portions of the property so a natural state covenant would be recommended.

On July 7, 2014 we received a request for comments for this project from the planning department. This request brought out comments from members of the community, particularly members of the Portage Inlet Sanctuary Colquitz Estuary Society (PISCES). These comments suggested that Artificer Developments needed to meet with members of the community in order hear and address their

concerns. On our suggestion, Mr. Sutherland arranged for a public meeting on September 11, 2014 which was attended by 14 property owners mostly from Portage Road or close by (Arundel or Grange).

It is this meeting where significant opposition to this project was raised. Following Mr. Sutherland's presentation specific points that were raised included the following:

1. The current zoning of A-1 is intended to prevent such development.
2. Increased density was considered as too much and is not welcomed by some neighbours along Portage Road.
3. There was some concern about increased traffic and possible parking along Portage Road. Further discussion identified school traffic on Esson was an issue which is not related to this property.
4. The Sutherlands do not currently live on the property. Mr. Sutherland indicated that he had lived on the property in the past and intended to live there again in the future.
5. Those opposed to this proposal felt that if approved this project would lead to others attempting to bring sewer lines to their properties and seek rezoning for further development.
6. There was concern not only for the number of trees that would need to be removed but the trees that have previously been removed to accommodate the newer house on the 955 property. Mr. Sutherland indicated that many of the trees slated for removal were not healthy and he intended to plant about 46 trees as replacements.
7. There was significant concern for the wildlife bird sanctuary along the Colquitz River Estuary from some of the other residents along Portage Road.

The GTCA acted as facilitator for this meeting and indicated at that time that is not our practice to support one viewpoint over another in these matters. In that regard we note that as of this date we are aware of two letters against this project and two in support.

The GTCA Land Use Committee has also considered the proposal in relation to the goals of our community. Our first consideration is to review how such a project might impact the environment. In this case Mr. Sutherland has presented his plans to keep a 25 metre riparian zone between the buildings and the water. This is significantly better than many of the properties along Portage Road. Further Mr. Sutherland has indicated he will build rain gardens into the project in such a way that rain water from Portage Road will be pass through natural habitat instead of underground pipes.

The question of zoning for this property is an interesting one. The blanket zone of A-1, agriculture seems out of place for all of the properties along Portage Road. This zoning has been part of the Local Area Plan since before the current community association came to be and we understand that the intention is as protection of environmental concerns. On the other hand the local area plan also supports redevelopment of large lots within the sewer containment boundary. Therefore this property falls into both categories. We further understand that Mr. Sutherland obtained ownership of the properties before the A-1 zoning was put in place and he paid for the extension of the sewer because his septic fields were not up to standards. Therefore, he has requested a change in zoning to fit with his development intentions for the property. Ultimately this is a decision for Council, but we would note that it may also be appropriate to create a zoning for the properties along Portage Road that reflects the current land use along with future expectations in relation to environmental sustainability and this application provides an opportunity for such a discussion.

In particular, the question should be how does this proposal impact the environment? We note that in the proposal there will be a large buffer zone with undisturbed native habitat and rain gardens throughout the property. Any trees removed will be replaced with two as required by Saanich and we note the property is not considered within the federal bird sanctuary boundaries, according to Saanich's GIS mapping application.

The layout of the lots with four along the lot nearest the townhouse development next door and two lots at 961 Portage shows sensitivity to density concerns. The GTCA Land Use Committee noted that an alternative could have been a proposal for more townhomes for both lots. Should we examine how sustainable growth does occur we could look at historical examples from communities like Oak Bay, the Fairfield/Cook Street neighbourhood or even Gorge Tillicum. All of these communities have slowly grown through increased densities, one smaller development at a time, often infilling larger lots. This trend has been a significant contributor to how our neighbourhood has grown since the days when most of lots were created in the 1920's, many with larger sizes than typical 50 by 100 foot lots.

The GTCA is also interested in the designs of the units. In particular we are sensitive to form and character and would expect these new homes will reflect the character of the neighbourhood. In addition, we are interested in what kind of efforts will be made to keep the environmental footprint of these new units to the highest standard. Such things as LED lighting throughout and in floor heating, shared geo-thermal and solar hot water and at least installed wiring for solar voltaic should all be part of this project along with consideration for passive solar designs. As these new units are likely to be around for another 100 years it make sense to build with an eye to the future.

As we work through the process of this development application, the GTCA is interested in the concerns and viewpoints of everyone in the community. The integrity of any proposal has a foundation in the ability for the community to be involved. Even before this proposal was submitted to the Saanich Planning Department, the GTCA was made aware that it would be coming. We appreciate that Mr. Sutherland took the time for additional community consultation not only with concerned immediate neighbours but the Gorge Waterway Initiative (GWI).

The GTCA has a membership of approximately of 300. We appreciate investments in our community and thank those that consider our neighbourhood for their projects.

Sincerely,

Robert Wickson
President,
Gorge Tillicum Community Association.

GWI
GORGE WATERWAY INITIATIVE

DECISIONS AND ACTIONS

Steering Committee
Wednesday, 17 September 2014

Victoria Canoe and Kayak Club

Present: Julian Anderson, Sara Stallard, Yogi Carolsfeld, Vicki Blogg, George Blogg, Dorothy Chambers, Don Monroe, Craig Elder, Kitty Lloyd, Jody Watson, Tricia Demacedo, Rick Daykin, Sean (PIPS), Patty MacDonald, Alia Johnson

Guests: Presenters: Ian Sutherland (with Susan Blundell, Wendy Bowkett), Adam Steele
Community: John King, Frank White, Jim Rowl (sp?), Joyce Rowl, maybe 2 others
UVic students: David Norwell, Laura Larsen

DECISIONS	
1	GWI will write to four municipalities requesting to be included in the review process for rezoning and development permit applications on the Gorge Waterway and Portage Inlet

Next Meeting: 19 November 2014

	ACTIONS	ACTION BY	DUE
1	Name tag for Alia Johnson, CoV Senior Parks Planner	Kitty	Nov
2	Write a letter to four municipalities requesting GWI be consulted as part of review process for development permit process	Kitty/All	Nov

INFORMATION

Presentation: Rezoning and subdivision application at 955/961 Portage Rd – Ian Sutherland

- Described how project aligns with GWI objectives of protecting shoreline
- EnKon Environmental Consulting (Susan Blundell) – conducted environmental assessment of the property, located 100 m west of Admirals Bridge
- Adjacent land uses: mix of lot sizes, mostly ¼ acre
- In Saanich's urban containment and sewer enterprise area
- Proposing 6 lots with an average size 1/3 acre
- Existing 2 homes will remain onsite, additional 4 proposed
- Nothing will be disturbed between houses and water, therefore no Environmentally Sensitive Area development permit needed
- Low impact development (LID) techniques will be used throughout
- Reduction of roof and pavement areas from what would be allowed under the proposed RS-12 zoning (3,100 ft^2 house footprints)

- Currently the rainwater from road runs through a ditch along the west side of property, then into a collector that runs parallel to shore and discharges near the Admirals Bridge. This would be replaced by stormwater retention features.
- Waterfront area would remain untouched
- Consulted with local plant expert Hans Roemer, there are mostly non-native plants onsite
- Significant trees and native vegetation were identified by Roemer, these areas will be covenanted, approximately 23% of property to remain in a natural state
- Tillicum Local Area Plan of the Saanich OCP is an old document, LAP policy states that properties in this area should remain zoned Rural A-1 to protect waterfront by retaining upland natural areas. Sutherland points out that stormwater management practices have improved since that was written and with proposed rainwater management techniques, run-off from the property would be reduced and quality improved.

Questions:

Did Roemer give suggestions about removal of invasive plants? Yes: west side of property – lots of ivy, blackberry, Daphne that will be removed. Sutherland has made a commitment to remove invasives from covenanted areas, probably a crew of landscapers would come in and clear these out.

Do you live there? No, but has lived there about 5 years of the 26 years that he's owned the property

What was the outcome of last meeting [community meeting organized by Gorge Tillicum Community Association, Sept. 11]? PISCES members are not supportive, but he has canvassed others in the neighbourhood and many wrote letters of support to Saanich for the proposal. Comment from community member who attended that meeting: predominant view there was not favourable

Will you build the houses, then sell? Depends on the market, may build some, sell some as lots

How many trees have and will come down? Twenty were removed to build new house, 31 to come down for this proposal. Douglas firs on property are in decline, most have root rot.

Have new trees been planted on the property over the years? Twelve or 15 over the years. For this project 46 native trees will be planted at beginning, then as individual lots get built, trees will be replaced at 2:1 ratio, either on site or in a Saanich Park. Road is main area where trees will be removed, these will be replaced first.

What does neighbour think? Prefers it not to be developed

What LID features for houses? Rain gardens, bioswales with detention chamber, existing house has one which works well.

What is the nature of covenants? Natural state covenants, those areas will remain untouched except to remove invasive plants; Saanich has a template of what can occur in covenanted areas.

Who will monitor the covenants? Sutherland will as long as he is there. Saanich would hold the covenant, they would be required to act on any complaint from a neighbour, etc. There are organizations that do this type of monitoring (ie 3rd party covenant) but many are too short of funds to

monitor those properly over the long term. Sutherland has established covenants on other properties that are working well.

Suggestion was made to post notices explaining what a covenant is about so that the public will recognize why an area might not look manicured.

After subdivision Sutherland will continue to own heritage house in centre of property, so he will be a member of the building scheme. Building scheme is a covenant in which all lot owners are members, and each is able to enforce the terms of the scheme. Landscaping will be done with native species as much as possible, this would be outlined in the building scheme.

Does the shoreline have invasive plants? Some but not as bad as upland area. Comes down to how much you want to disturb the area in order to enhance it. Need to be careful about what is removed, it's a steep shore along there, erosion could be a problem.

How does the ditch that runs down west side of property enter Portage Inlet? Through a silt trap, then through an outfall at the bridge; if this proposal goes ahead there will be a rain garden in the boulevard at the top.

Timeline? Won't go to council before late spring, doesn't want to do any road building in winter

What about planting western white pine? Used to be all over the south island, but blister rust affected it. Now there are resistant strains that would be good to replant in this area.

Discussion and Comments:

- No problem with the plan, but concerned about ripple effect of cutting trees for areas nearby
- PISCES: not in favour of changing the zoning, as per letter submitted to Saanich in August. Changing rural A-1 to RS-12 should be looked at carefully. With existing zoning and Tillicum Local Area Plan policies, Saanich has long recognized the area as an environmentally sensitive amenity; migratory bird sanctuary, buffer and rural nature of area maintained, this zoning change is considerable; gateway to sensitive riparian area, would set a precedent to further rezoning and loss of habitat; trees and a lot of habitat have been removed and replaced with grassed areas; consider why should we encourage zoning change, motivation is profit, and changes won't benefit the property. Major concern is that this could set a precedent for other properties on this street.
- Developer said all the right words, but is it window dressing? Not certain what the eventual density will actually be; best to think in a conservative way
- This is a big change from rural to a much denser zoning
- It would set a precedent for changing the LAP policy
- Two issues: zoning change and the fact that we weren't consulted
- We are on the stakeholders' list now after discussions with Saanich planning staff
- Neighbours are very concerned about this change; feeling is that current zoning should be retained until someone can prove that RS-12 is going to be an improvement over existing A-1

Decision: No general consensus that GWI should submit a coordinated response to Saanich, individuals or member groups can send a letter independently as desired.

ACTION: GWI will write a letter to all four municipalities on the waterway stating that we would like to be consulted about rezoning and development proposals on the waterway

Presentation: City of Victoria Stormwater Utility – Adam Steele, Stormwater Management Specialist

- CoV stormwater system is one of the oldest in Canada, 60% was installed prior to 1920. Currently there are 243 km of mains.
- First attempt to establish a stormwater utility was in 2001, but there was insufficient support at that time. The current effort was started in 2007, and starting in 2016 payment for stormwater services will be transferred from property taxes to the new utility.
- Desire to change from grey to green infrastructure, and will include all properties
- Benefits:
  - reduced flooding from overflowing stormwater system as more rainwater infiltrates the ground onsite rather than being conveyed straight to underground pipes.
  - Cleaner beaches and creeks (Bowker, Cecelia) as stormwater will be less contaminated, and less chance of infrastructure being overwhelmed in storm events and mixing with sanitary sewer system
- Model being used will be revenue neutral; 80% of funding for stormwater maintenance will move from property taxes to a utility bill, 20% will remain on property taxes
- Fees will be based on 4 factors:
  - Impervious Area factor: building footprint on property plus 3% (driveways, sheds, etc)
  - Street Cleaning factor: dependent on street frontage of property
  - Intensity Code (commercial activity has higher intensity code than single family residential)
  - Codes of Practise factor: automotive industries or businesses with more than 10 parking spaces
- Rainwater Incentive Program: quality over quantity, system of credits (ongoing reduction to stormwater bill) and rebates (one-time payment for projects like installing a rain garden)
- **Credits** must be approved prior to work being done, then accepted when inspection is complete. This will be followed by random inspections to ensure that the installation is still there and functioning properly.
- Case studies were done to help inform the final program details, these will be publicly available soon
- **Rebates** only available to low density residential properties that are not part of a business. These are likely to be 5 – 50% rebates up to a maximum amount.
- There will be a phase-in period for permissive tax-exempt properties and schools, and possible grants available from the tax revenue this generates.
- Adapting the program as they work through the details, public input welcome

Learn more about the program here:
http://www.victoria.ca/EN/main/departments/engineering/stormwater.html

Anchored boats:

- Public hearing Aug 28 regarding the proposed Gorge Waterway Park Zoning, passed 3rd reading by CoV council

- GTCA has heard concerns about boats moving further up the Gorge if that bylaw is passed
- Yogi – some of the boats are starting to anchor in Esquimalt Harbour again. He did a dive in the area off Banfield Park in late August, and saw no eelgrass where the boats are anchored, and no sign of anchors dragging; pea gravel throughout the area (under the mud), not sure what the source of that is. No piles of wood debris on the sea floor, although that's what he expected due to years of log storage there. If the area is going to be a park, maybe should consider planting eelgrass where boats are now.
- GWI coordinated response included recommendation that CoV work with other municipalities to establish a regional approach

CRD Harbour Program update - Jody

- Planning to repeat the inventory done for the Harbours Atlas in 1999/2000; underwater and shoreline surveys; relatively expensive project, could maybe get a supplementary budget (one time);
- Working on a grant application to National Wildlife Conservation Fund that targets wetlands including tidal lagoons and marshes; look at vegetation analysis, shoreline trees, eelgrass, other sensitive habitats; big part of the grant fund is for restoration and enhancement of wetlands; grant application will include seasonal bird surveys; this grant is not applicable for federal lands (Victoria and Esquimalt harbours are federal);
- Wants to talk with municipalities about restoring road ends abutting Portage and Gorge Waterway; inventory first and assessment of potential of ecosystem shift for wetlands in tidal areas due to sea level rise; identify areas where conservation covenants with waterfront homeowners could be established; eelgrass planting could be part of the proposal; Selkirk and Railyards area could be good candidates for enhancement too.
- Yogi: sedimentation is not well understood, that's likely what wiped out the oyster replanting effort; sedimentation is not part of most monitoring programs but is a significant factor in the Gorge; Sean (PIPS) has lived on Gorge many decades, when he was young there was always 6 -8ft of water at low tide; this summer he saw a fellow walk across the Gorge and only got wet up to his thighs.
- Ed Lyons wrote a series of reports on geomorphology of Portage Inlet and the Gorge for a local newsletter in the past, could request these from him. He recently offered a box of old survey reports to Dorothy (possibly UVic student reports from the 1960s).

Point Ellice Update:

- Work party 21 Sept, going to measure the last cleared area to calculate how many native plants to order for the final replanting
- Onsite work will be completed by end of October, final summary report to be submitted to Heritage Branch by end of December.

Suggestion by Yogi that the forested area behind the Nature House could be next restoration project for GWI

Partner Updates

VCKC – annual cleanup of Cowichan River if there's enough water in it; there's always lots of stuff to clean up; club has lots of courses underway

BGCA – Invasive plant removal continues regularly in Cecelia Ravine, giant sewer mains there are being inspected

Esquimalt - Wayfinding signage in several parks, lots of festivals, Sculpture Splash this weekend, open house for tree bylaw and animal control bylaw coming up. Question: what about the failing seawall on the Esquimalt shore (Rhoda Lane)? Municipality will rebuild with concrete cylinders as it is now.

WFT - New students now after the summer; no funding for Nature House, will soon look for people to sit on a steering committee for the NH

PISCES- View Royal is in negotiation to purchase Portage Linear Park from Pacific Capital Commission even though it's in Saanich

GWAS - summer hiatus

Victoria - New representative on GWI is Alia Johnson, senior parks planner; she's been on the job 3 weeks

GTCA - Gorge Park Gardens are under construction; Gorge Park cleanup next weekend

Swan Cr - Six riffles added to creek, boulders and rocks now in place

FoCH – Fall work parties will start up soon; students from UVic, David and Laura, attended meeting, there are about 10 students interested in restoration, would like to do work in the Colquitz with salmon; fisheries window is closed now for the spawning season

PIPS – no report

Saanich - New website focused on stormwater management will be live in next few weeks, it will include a virtual tour of some of Saanich properties with innovative rainwater management

Meeting Adjourned: 9:40pm

SUB00730

REZ00546

Planning - Support for proposed development at 955 & 961 Portage Road

2014 SO

POST TO Gen. POSTED 9/15
COPY TO
INFORMATION ☑
ACTION ☐
COPY RESPONSE TO LEGISLATIVE DIVISION
REPORT ☐
FOR
ACKNOWLEDGED ENTERED IN CASE

From: Ed Lyons <[redacted]>
To: <planning@saanich.ca>, <mayor@saanich.ca>, <council@saanich.ca>, Paul Ge...
Date: 9/12/2014 6:38 PM
Subject: Support for proposed development at 955 & 961 Portage Road

Dear Sirs & Mesdames,

I sent an email dated 26 July 2014 recommending rejection of the above development proposal. I no longer support that email. Please erase that from the files on public input.

Since then, we've learned more details and attended the proponent's presentation hosted by the Gorge Tillicum Community Association Thursday night (11 Sept). We now support the proposal.

The project appears to exceed the environmental management of the site even with the four new lots included. The proposed capture and treatment of stormwater from Portage Road, now running into Colquitz Creek, is a big improvement. We assume that the lots will have the modern stormwater run-off management measures. This is altogether a higher quality than all but a few existing lots on Portage Road. Mr. Sutherland has made appropriate allocations for addition tree plantings.

The increased housing density lies mainly on the 955 Portage lot adjacent to the CRD Housing complex and that seems to be a decent segue to more isolated lots to the west. The one proposed new lot on 961 Portage is at the top of the existing lot and does not appear from Saanich GIS airphotos to impinge on the lot to the west.

Some people go on excessively about traffic and on-street parking. In our experience living on Portage Road since 1991 has shown no actual ongoing street parking issues, aside from the school kids drop off at Esson Rd and Portage junction (another issue...) and occasional guests for occasional functions at various houses. Only a few cars from the CRD complex occasionally park along Portage Road. With 22 units there, that should serve as the long-term test for actual parking issues: none. We also like the provision for sidewalks.

The opportunity for expansion of the sewer enterprise district westward appears to be minimal due to the few lots at the lower elevation and flatter grades before the bedrock rises abruptly several lots west of 961, as well as the requirement of sequential requests for inclusion. Thus, the opportunity for subdivision is likely low.

A review of the existing sizes of lots all along Portage Road shows many lots smaller than the proposed RS-12 standards. Many are older ones with small set-backs from the shore and some remain on antique, unmonitored septic systems. The RA-1 zoning is a nice planning basket but doesn't reflect the situation on the ground. Thus we do not feel that the proposed rezoning changes, applied where appropriate with respect to municipal services, violates any sense that the Portage Road ambience and environmental health would be compromised significantly. We're sure that Saanich will see that the proponent includes the build size footprint limitations, etc. in the titles of the new lots. The land

to house ratio is better than 65%.

We support Mr. Sutherland`s proposal at this stage of evaluation.

Regards,
Edward Lyons
Elsa Hernandez-Lyons
[redacted] Portage Road

Portage Inlet Sanctuary

1121 Skeena Place
Victoria, B.C. V8Z 1I8

Colquitz Estuary Society

Phone: (250) 479 -1877
pisces1999@msn.com

✓	ACKNOWLEDGED
✓	CLERKS
	REPLIED

August 10, 2014

Mr Ian Sutherland
Artificer Development Corporation
1715 Government Street,
Victoria V8W 1Z4

Dear Mr. Sutherland

The PISCES executive convened a special meeting on July 21, to discuss your company's application to Saanich for rezoning and subdivision of 955/61 Portage Road.

It was the unanimous decision of the directors to support the retention of the current A-1 zoning along Portage Road and we would not support any rezoning to a more dense zoning (RS-12) for the properties of 955/961 Portage Road.

As we are unanimously opposed to this rezoning, the executive does not feel it necessary at this time to further discuss your proposed subdivision variances, lot sizes, set backs, tree removals, water run offs, roads, parking issues, etc. Discussions with our membership of local area residents also support retaining the A-1 zoning status and the current Saanich Local Area Plan guidelines.

Saanich has recognized Portage Inlet as a regional amenity, an important asset to the community and as a wildlife refuge. Portage Road (on the north side of Portage Inlet) has always been A-1 zoned.

The uniqueness is an area that continues to be treed and provide a buffer between the Trans Canada Hwy (TCH) and the Federally Designated Bird Sanctuary (Portage Inlet). Over the years Saanich has recognized the unique jewel they have in Portage Inlet being home to native birds (Great Blue Herons), migratory birds, wildlife, native trees (Garry Oaks and Arbutus), and its beauty given the proximity to the city and busy Trans-Canada Highway. The larger lot sizes and less density of residential occupation add considerable support to the preservation and protection of the Colquitz Creek and Portage Inlet sanctuaries.

RECEIVED
AUG 13 2014
PLANNING DEPT.
DISTRICT OF SAANICH

ENTERED IN CASE

Saanich through the Official Community Plan (OCP) and Local Area Plan (LAP) has continued to recognize the uniqueness and importance of this neighbourhood by retaining the A-1 zoning (along Portage Road).

We find no benefit to the environment or neighbourhood to approve a rezoning of these properties from A-1 to RS-12 and we see no reason to deviate from the LAP policy 7.2 (a) which states:

"Minimize the impact to the environment on the Portage Inlet by: (a) Retaining A-1 zoning along the north shore of Portage Inlet", (b) maintaining single family dwelling zoning and standard lot sizes of 903 m2 along Portage Inlet south of the Colquitz River and (c) maintaining a minimum lot size for panhandles lots of 1300 m2 along Portage Inlet south of the Colquitz River".

We support Saanich's vision for this area, to continue with the "status quo" and not to increase density or change current land usage for this property.

Sincerely

George Blogg
President
PISCES

Planning - FW: Rezoning and subdivision Application for 955/961 Portage Rd

From: "Ian Sutherland" [redacted]
To: "'Bruce Hacking'" <Bruce.Hacking@saanich.ca>, "'Chuck Bell'" <Chuck.Bell...
Date: 8/12/2014 2:24 PM
Subject: FW: Rezoning and subdivision Application for 955/961 Portage Rd
Attachments: PISCES Letter to Mr. Sutherland.doc

Hi Chuck and Bruce,
This is the response I received after several requests to meet with the full PISCES executive and address their concerns. The only meeting that took place was with George Blogg and his wife last December where he raised only parking and build quality issues as concerns. I have some concerns that a "Community Association" after one preliminary meeting is rebuffing attempts to address concerns directly and feel you should be copied on the response I have received.
Regards
Ian Sutherland

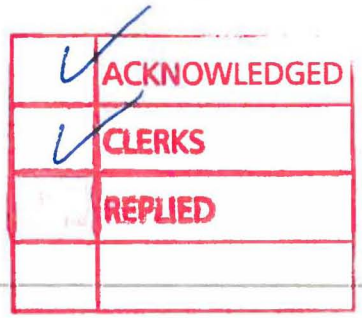
From: PISCES SOCIETY [pisces1999@msn.com]
Sent: Sunday, August 10, 2014 10:25 PM
To: Ian Sutherland
Subject: Rezoning and subdivision Application for 955/961 Portage Rd

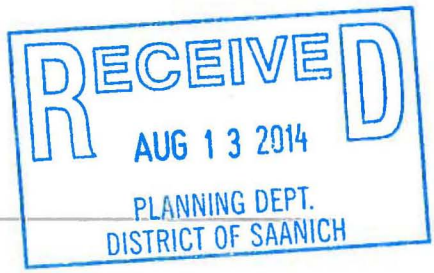
Dear Mr. Sutherland

In follow up of your writing to PISCES Director, Mr. Frank White attached is a letter advising the decision of a PISCES Special Executive meeting at which time the Executive reviewed your application submission to Saanich Planning and the site visit information and e-mails you provided regarding your subdivision application.

George Blogg, President
Portage Inlet Sanctuary Colquitz Estuary (PISCES) Society
[redacted], Victoria, BC, [redacted]
[redacted] Email: **pisces1999@msn.com**

Thank you.





ENTERED IN CASE

SUB00736

Planning - Rezoning application and Subdivision at 955/61 Portage Road

From: [redacted]
To: <mayor@saanich.ca>
Date: 8/8/2014 2:39 PM
Subject: Rezoning application and Subdivision at 955/61 Portage Road
CC: <planning@saanich.ca>, <council@saanich.ca>

Dear Mayor Leonard

I have recently become aware of a developer's application to Saanich Planning for rezoning from A-1 to A-12 and further subdivision at 955/61 Portage Road.
I understand that concerned residents have been asked to contribute their comments to Saanich Planning, Saanich Councillors and to yourself regarding this application.

I have both a personal and professional comment to make that are not supportive of changing the zoning nor approving further subdivision of this property.
I am also one of the largest property owners in this area around Portage Inlet and I am quite familiar with the property in question.

The developer of this property acquired it knowing it was zoned A-1, but in 2008 was able to convince Saanich Planning to provide variances and easements to allow him to construct several homes next to the EDPA area. In the process many Garry oak trees and native tree species were cut down and also blasting of rocks to provide roads and view lots. This was not beneficial to the quality of life of this Saanich neighbourhood and was damaging to the Sanctuary status of the Colquitz River and Portage Inlet. At the time these variances were generally opposed by the local residents and neighbourhood association. A survey of local area residents regarding this current application would also find significant opposition.

This area is the only treed buffer between the Trans Canada Highway and the Federally designated bird and waterway sanctuaries of Colquitz River, Portage Inlet and the Gorge. The larger properties in this area contribute to liveable ambience of Saanich. They are important to the health and protection of not only the native trees, but also the peaceful existence of native birds and as one of the largest Vancouver Island spawning grounds for herring, oysters and salmon.
Since 1984 Saanich has protected this area through the Official Community Plan, and the Local Area Plan has continued to recognize the uniqueness and importance of this neighbourhood by retaining the A-1 zoning along Portage Road.

I will not here address the proposed subdivision and the obvious inadequacies of lot sizes and set backs, other than to say that there is already insufficient parking for vehicles in the current neighbourhood. Portage Road has no parking allowed and the road is only 1 1/2 lanes wide with restricted visibility near the school walkway overpass. Subdivisions are never just single family homes. They become filled with additional rental suites and other attachments including many more vehicles and guests than originally planned and approved for.

I hope that you will receive my comments favourably of **not supporting** the application for change of zoning and further subdivision for this property.
Sincerely yours

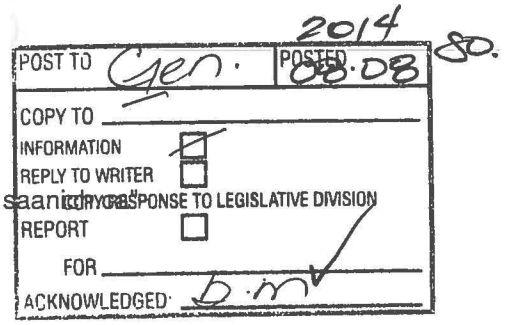
David Farmer

[redacted] Bute Street
Saanich [redacted]

[redacted]

cc. Saanich Councillors
Saanich Planning Department

Portage



From: George and Vicki Blogg [redacted]
To: "planning@saanich.ca" <planning@saanich.ca>, "mayor@saanich.ca" <mayor@saanich.ca>, "council@saanich.ca" <council@saanich.ca>
Date: 8/6/2014 11:22 PM
Subject: Rezoning Application 955/961 Portage Road to RS12

To Liz Gudavicius, Mayor Leonard and Councillors

I have considerable knowledge of this area as I grew up in the Gorge/Portage Inlet area in the mid Nineteen Fifties attending Craigflower,Colquitz and Esquimalt High Schools. My wife and I have owned our current residence since the late Eighties and appreciate the semi rural neighbourhood we have along the North Side of Portage and Colquitz River. We live here because of the unique and special quality this neighbourhood provides.

In the late eighties several developers purchased properties along Portage Road as they were inexpensive (likely due to the A-1 zoning) when there was talk about extending the sewer enterprise area. These developers have been absent land owners renting their properties with I suspect the anticipation they will someday be able to profit by subdividing and selling their properties.

I have sixty years of knowledge of this area have seen it evolve into a neighbourhood where the current residents are from all across Canada and have made a conscious decision to live here because of the unique environmental attributes it has. These full time residents have invested considerable time and money into rebuilding, replacing and restoring homes to make them energy efficient homes all while adhering to the single family A-1 zoning. Portage area residents appreciate the natural habitat, birds both local and migratory and rural feel our neighbourhood has to offer.

This is a very special area which is recognized in the Local Area Plan. If lost it will never be regained, as they are not making more green space. We all benefit from the trees, nature and birds that use and inhabit this neigbourhood. Where else can you live next to a Federal Bird Sanctuary, a large urban green space Park and be 5 minutes from downtown. This neighbourhood is worth protecting and preserving.

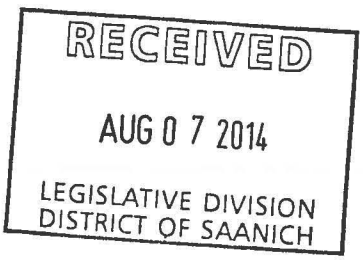
As a local resident I am involved in the community being President of PISCES a society formed for the protection and safety of the Portage Inlet and the Colquitz Estuary, I am also a Area coordinator with the Block Watch Program for the Gorge and Tillicum Areas. I worked for the creation of Cuthbert Holmes Park and the creation of the Portage Inlet Linear Park. This is a neighbourhood where neighbours still know and talk to each other and are united in supporting their quality of life.

These large green space lots provide for neighbourhood synergy and are vital for maintaining the rural quality and in supporting the Bird Sanctuary and Colquitz Water Shed.

It is easy to understand the profit benefit motivation of developers but there is no benefit to the neighbourhood and the environment to permit the loss of green space by rezoning these lots.These lots currently each have a single house on them and should remain as such in keeping with the current zoning.

I ask Saanich Staff , Mayor and Council members to support our Local Area Plan and retain the A-1 zoning for 955/961 Portage Road.

George Blogg
[redacted] Skeena Place
Victoria, BC



Portage

Council - Rezoning of 955/961 Portage Road

From: George and Vicki Blogg
To: "planning@saanich.ca" <planning@saanich.ca>, "mayor@saanich.ca" <mayor@saanich.ca>, "council@saanich.ca" <council@saanich.ca>
Date: 8/5/2014 1:38 PM
Subject: Rezoning of 955/961 Portage Road

To Liz Gudavicius, Mayor Leonard and Councillors

I am writing concerning the application for subdivision at 955/961 Portage Road and the request to rezone the properties from the current A-1 zoning to RS12.

My husband and I have been a resident at the address below for years. Over the years I have come to truly appreciate the uniqness of the area surrounding Portage Inlet. One of the things that make it unique is the Inlet is a Federally Designated Migratory Bird Sanctary. A place that sees many species of birds over the seasons. It is also home to Otters, the Great Blue Heron, Swans, and other small animals. The properties along Portage Road are for the most part very large and long properties These properties are well treed and provide an amazing buffer for Portage Inlet from the very busy and noisy Trans Canada Highway.

I have reviewed the Tillicum Local Area Plans (LAP) over the last 26 years (back to 1988). The policies which dealt with the properties along Portage Road have always supported "low profile" land use in the Upland areas adjacent to the Portage Inlet. In essence the 1988 LAP indicated development should remain low-scale and low density given Portage Inlet is a regional amenity and wild life refuge. This was further supported by Saanich in the LAP amendments of 2000 and 2008 Policy 7.2 which states" ***Minimize the impact to the environment on the Portage Inlet by retaining A-1 zoning along the north shore of Portage Inlet"*** *and "maintaining the single family lots size 930 m2 and panhandle lots at 1300 m2 on the south side of Portage Inlet".*

Saanich has, by these policies, acknowledged there is a need to protect Portage Inlet from environmental changes that may have impact on it. In order to do this Saanich has continued to support the need to retain the current A-1 zoning of the properties along Portage Road and not to increase the zoning and lots sizes of properties on the south side of the Inlet also. Portage Inlet and the Colquitz River are "tidal" and are connected.

I see no benefit (to the environment or the neighbourhood) resulting from a rezoning change from A-1 to RS-12 (a change of LAP Policy). As an executive member of PISCES I have viewed the subdivision proposal submitted by Mr. Sutherland. Mr. Southerland no doubt builds nice houses and will have plans and drawings that show how nice the subdivision will look.

From my perspective, as a local area resident, the issue that needs to be discussed here is *"why are we considering the rezoning of A-1 property to RS-12 properties*". Discussing the "layout" already assumes rezoning should take place. What first needs to be answered and addressed is - ***"what benefit does the rezoning bring to the environment and neighbourhood"*** that would cause or lead Saanich to believe there is a need to change the Local Area Plan (LAP) policy 7.2.

I am sure much thought went into the policy when written as it is very "specific". It does not say "consider" .... when .... happens, and it even makes a destinction between the south and north side of the Inlet regarding density (less density on the north side). I do not think this happened by accident, but rather by careful consideration by Saanich Staff and Council when developing and amending the Local Area Plan for Tillicum and this area specifically.

I support Saanich's current Policy 7.2 and ask you (Mayor, Council and Saanich staff) also support this policy by not allowing this rezoning change from A-1 to RS-12.

Vicki Blogg
Skeena Place
Victoria, B.C.

Portage

√ sheets

Council - Application for subdivision at 955/961 Portage Road

From: [redacted]
To: <planning@saanich.ca>, <mayor@saanich.ca>, <council@saanich.ca>
Date: 8/5/2014 1:29 PM
Subject: Application for subdivision at 955/961 Portage Road

Dear Sirs
Based on the nature of Portage Inlet as a unique area, and a Federally-designated migratory bird sanctuary, we would urge Saanich Planning, Mayor Leonard and Council to retain the A-1 zoning along Portage Road.
As residents in the area since 1991 we appreciate the official community plan and local area plan, which recognise the importance of this neighbourhood.

Respectfully,

Ken & Linda McNaughton
[redacted] Grange Road

POST TO Ken POSTED 8.8.2014
COPY TO
INFORMATION ☒
REPLY TO WRITER ☐
COPY RESPONSE TO LEGISLATIVE DIVISION
REPORT ☐
FOR
ACKNOWLEDGED

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AUG 0 6 2014
LEGISLATIVE DIVISION
DISTRICT OF SAANICH

Portage

√sheets

Council - Subdivision Application 955/961 Portage Road

From: Steve Hodges [redacted]
To: √<Planning@saanich.ca>, <mayor@saanich.ca>, <council@saanich.ca>
Date: 7/31/2014 5:50 PM
Subject: Subdivision Application 955/961 Portage Road

I`m concerned about the prospect of housing replacing the natural woodlands. I support retention of the A-1 zoning on the north side of Portage inlet and below the trans Canada Highway. Maintaining the A-1 zoning will protect the environmental buffer needed for the Federally Designated Bird Sanctuary.
I`m a local resident at [redacted] Skeena Place.

As a separate issue,I recommend that a line of trees and shrubs be planted right beside the highway, all the way along from the top of Esson Street to the end of Portage Road and further along besides the park that runs all the way to St Giles Street at it`s other end. The trees will create a noise barrier for all the residents and park user. They will also improve the sight lines for motorists along Portage Road who have to drive home with lights of oncoming traffic on Canad Highway shining in their eyes. The small section that has been planted with young trees is definitely improving the safety issue. Let`s get it all done!

Thank you

Steve Hodges

2014 Sca

POST TO Gen. POSTED 08.05
COPY TO SH (recd)
INFORMATION ☑
REPLY TO WRITER ☐
COPY RESPONSE TO LEGISLATIVE DIVISION
REPORT ☐
FOR
ACKNOWLEDGED

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LEGISLATIVE DIVISION
DISTRICT OF SAANICH

Planning - Fw: Rezoning/subdivision application at 955/961 Portage Road

From: "Dorothy Chambers" [redacted]
To: <Planning.Mun_Hall.Saanich@saanich.ca>
Date: 8/1/2014 12:39 PM
Subject: Fw: Rezoning/subdivision application at 955/961 Portage Road

Hello, I got three "out of office" notices when I sent this to the planning department.

Dear Liz, Bruce, Chuck and Neil.

I am a steward of the Colquitz River, the estuary and Cuthbert Holmes Park. I have fought hard for issues in this area for 25 years now, and have volunteered at the Coho salmon education counting fence since 2006. This program has educated a great number of people to learn about and care for this amazing watershed and migratory bird sanctuary.
I also have been part of many stewardship groups with concerns for that area, Portage Inlet and the Gorge waterway. In the past, there was fierce opposition to the plan to rezone waterfront parkland, in the estuary, to put in community gardens in a natural park.
This is a unique and fragile neighbourhood bordering three watersheds, the Colquitz River, Portage Inlet and the Gorge.

You state in your email that various inside and outside agencies were advised about the proposal to rezone A1 Colquitz River estuary property for subdivision. Although the Gorge Tillicum Community Association have been meeting with the developer since the spring on several occasions, the community membership were not advised, and nor was the Gorge Waterway Initiative. We are huge stakeholders in the waterways and all four core municipalities and many stewardship/conservation groups and the CRD make up this committee. None were advised of this proposal for subdividing estuary property.

Last week, six very concerned neighbours contacted me, knowing my extensive involvement with the Colquitz River. Suddenly, there was ten days left for stakeholders to make comments on the proposal by August 7. The details were shared with me by concerned area residents who had been informed by the PISCES group on Portage Inlet.

The Gorge Waterway Initiative met just recently. Had we been sent the proposal a long time ago, we could have discussed the plans, and collectively made our comments, with the municipal, CRD and stewardship reps there.

I would like to ask that my name be included on your email send outs for development proposals in this community. I have just spoken with Kitty Lloyd, CRD, Gorge Waterway Initiate Coordinator, Parks and Environmental Services Dept. klloyd@crd.bc.ca . She is also requesting that she, and the Harbours and Watershed Coordinator, Jody Watson, jwatson@crd.bc.ca be included on the emails for development proposals in this area.
I understand from a conversation with the GTCA president that there are difficulties advising the community of these issues. By notifying myself and the CRD, GWI directly, we will then be aware at the beginning of zoning/subdivision proposals as they are applied for, and can present broader opinions about any proposals. I was told that Saanich also has a hard time notifying residents, and I have suggested to the GTCA that these proposals be posted on their facebook page as they are received so the community at large can participate in the early stages.

We are also requesting a delay in this looming timeline of Aug.7 for comments regarding this rezoning and subdivision proposal in the Colquitz estuary. The GWI will discuss this matter at the next meeting of September 17 and make comments after that. Since none of these important stakeholders had any idea of this proposal, there needs to be time for our review.

Thank you,
Sincerely,
Dorothy Chambers
Colquitz River Steward

SA00783C

Portage Inlet Sanctuary

1121 Skeena Place
Victoria, B.C. V8Z 1I8

Colquitz Estuary Society

Phone: (250) 479-1877
pisces1999@msn.com

Dear PISCES Members/Local Area Residents

RE: Application for Subdivision at 955/961 Portage Road.

PISCES received notification from Saanich regarding an application for subdivision from a commercial developer so as to create 4 more building lots for a total of 6 on the above properties. This request requires recommendation from Saanich Planning/Environmental Staff and final approval from Mayor and Council to rezone these properties from A-1 to RS-12.

PISCES supports the retention of the current A-1 zoning along Portage Road and does not support the rezoning change to a more dense zoning (RS-12) for the properties at 955/961 Portage Road.

We find no benefit to the environment or neighbourhood to approve a rezoning of these properties from A-1 to RS-12. We support Saanich's vision for this area, to continue with the "status quo" and not to increase density or change land usage and retain the A-1 zoning along Portage Road (north side of Portage inlet).

Over the years Saanich has recognized Portage Inlet as a regional amenity, an important asset to the community and as a wildlife refuge. The properties north of Portage Inlet/Colquitz River are zoned A-1 (except for one). The uniqueness is an area that continues to be treed and provide a buffer from the Trans Canada Hwy (TCH) and the Federally Designated Bird Sanctuary (Portage Inlet). Saanich has recognized the unique jewel they have in Portage Inlet being home to native birds (Great Blue Herons), migratory birds, wildlife, native trees (Garry Oaks and Arbutus), and its beauty given the proximity to the city and busy TCH. For the most part properties surrounding Portage Inlet on the south side are single family homes on large lots.

Saanich through the Official Community Plan (OCP) and Local Area Plan (LAP) has continued to recognize the uniqueness and importance of this neighbourhood by retaining the A-1 zoning along Portage Road. The current Local Area Plan Policy 7.2 (a) states:

"Minimize the impact to the environment on the Portage Inlet by: (a) Retaining A-1 zoning along the north shore of Portage Inlet", (b) maintaining single family dwelling zoning and standard lot sizes of 903 m2 along Portage Inlet south of the Colquitz River and (c) maintaining a minimum lot size for panhandles lots of 1300 m2 along Portage Inlet south of the Colquitz River".

PISCES is requesting Saanich Staff, Mayor and Council support the local area residents in retaining the A-1 zoning of the properties at 955/961 Portage Road in accordance with and in support of the current Environmental Development permit Area (EDPA) and Local Area Plan (LAP). Portage Inlet is a Federally Designated Migratory Bird Sanctuary.

The 1984 Official Community Plan (OCP) and Local Area Plan (LAP) policy 5.1.1 stated due to the high amenity of this area "***Maintain single family, low profile land use in the upland area adjacent to the Portage Inlet***". (Area along Portage Road)

In 2000 Saanich sought to further confirm their intent for these properties by amending and removing the policy 5.1.2 "***Consider minor density increases, such as duplex conversions***" and policy 5.1.3. "***Consider townhouses on Portage Inlet when adequate sewers are available, provided all required off street parking is screened from the road and existing streetscapes and vegetation are maintained***" from the LAP. Saanich also re-affirmed the A-1 zoning be retained for Portage Road. This Policy was again confirmed in the OCP/LAP Report of 2008.

The property at 955 Portage Rd. was purchased by the current owner Mr. Ian Sutherland with the existing house being then rented. The septic system failed and in 1992 Mr. Sutherland was given approval to include his property at 955 in the sewer enterprise area. Mr. Sutherland later became part owner of 961 Portage Road (the property next to his at 955) and approval was given in 2006 to extend the sewer boundary to this property also.

In 2008/2009 a request was made to Saanich to build his new home at the bottom of his A-1 zoned property next to the EDPA area. An easement was requested to build his driveway to straddle both his properties (955/961). Reason given was the driveway on his property would be too steep and require blasting. September 19, 2008 PISCES wrote to Saanich Area Planner voicing our concerns regarding possible future development of the property to higher density. At no time along this process did Mr. Sutherland indicate to us or Saanich he would later wish to rezone this property for development. In 2009 Saanich gave approval for the driveway easement.

Supporting retention of the A-1 zoning on the north side of Portage Inlet (Portage Road) will help to maintain and protect the environmental buffer needed for the Federally Designated Migratory Bird Sanctuary and regional amenity.

Please email or write your support to retain the current A-1 zoning to Planning, Mayor and Council. In your submission please make reference to the Subdivision Application 955/961 Portage Road. Comments for the subdivision review process will be accepted until August 7, 2014 so please do not delay as your opinion will definitely be counted in these decisions. Comments can be sent to the following email addresses: planning@saanich.ca and mayor@saanich.ca and council@saanich.ca

Portage Inlet Sanctuary Colquitz Estuary (PISCES) Society

Portage

Council - RE: Application for Subdivision at 955/961 Portage Road

From: "Dianne Webster" [redacted]
To: <planning@saanich.ca>, <mayor@saanich.ca>, <council@saanich.ca>
Date: 7/28/2014 11:24 AM
Subject: RE: Application for Subdivision at 955/961 Portage Road.

I am writing to oppose the application for the rezoning change to a more dense zoning (RS-12) for the properties at 955/961 Portage Road.

I do not feel there would be any benefit to the environment or neighbourhood to approve a rezoning of these properties from A-1 to RS-12 and to increase density or change land usage along Portage Road on the north side of Portage inlet.

Portage Inlet is a regional amenity, an important asset to the community and an important wildlife refuge. The uniqueness is an area that continues to be treed and provides a buffer from the Trans Canada Highway and the Federally Designated Migratory Bird Sanctuary. For the most part properties surrounding Portage Inlet are single family homes on large lots. My understanding is that this rezoning application has requested below minimum lot sizes be approved.

The Official Community Plan and Local Area Plan from 2008 continues to recognize the uniqueness and importance of this neighbourhood by retaining the A-1 zoning and lot sizes for Portage Inlet/Colquitz Creek area. The current Local Area Plan Policy 7.2 (a) states: "Minimize the impact to the environment on the Portage Inlet by: (a) Retaining A-1 zoning along the north shore of Portage Inlet", (b) maintaining single family dwelling zoning and standard lot sizes of 903 m2 along Portage Inlet south of the Colquitz River and (c) maintaining a minimum lot size for panhandles lots of 1300 m2 along Portage Inlet south of the Colquitz River".

I request that Saanich Staff, Mayor and Council support local area residents by retaining the A-1 zoning of the properties at 955/961 Portage Road in accordance with and in support of the current Environmental Development permit Area (EDPA) and Local Area Plan (LAP).

Retention of the A-1 zoning on the north side of Portage Inlet (Portage Road) will help to maintain and protect the environmental buffer needed for the Federally Designated Migratory Bird Sanctuary and regional amenity.

Dianne Webster

Eleanor Webster

[redacted] Bute Street

Portage

Council - Subdivision Application 955/961 Portage Road.

From: [redacted]
To: <planning@saanich.ca>, <mayor@saanich.ca>, <council@saanich.ca>
Date: 7/25/2014 1:57 PM
Subject: Subdivision Application 955/961 Portage Road.
Attachments: Comments from White & Nanan re Project Proposal 955 & 961 Portage Rd.pdf

ATTN: Liz Gudavicius, Development Assistant
District of Saanich Planning Subdivision Services
770 Vernon Avenue, Victoria, B.C. V8X 2W7

POST TO Gen. POSTED
COPY TO SH (recd)
INFORMATION ☑
REPLY TO WRITER ☐
COPY RESPONSE TO LEGISLATIVE DIVISION
REPORT ☐
FOR
ACKNOWLEDGED

c.c. Mayor Leonard and Saanich Councillors

Dear Ms Gudavicius,

We wish to register our concerns regarding the above noted application: a proposed subdivision adjacent to the Colquitz Estuary, to establish six very small lots for single family dwellings in an area that is already under ecological threat. For the development to proceed, the existing A1 zoning would have to be revised to RS-12, and even then the maps supplied with the application show the resulting lot areas to be significantly smaller than the lots located in the RS-12 zone along the south bank.

We strongly believe that this proposed rezoning is NOT in the best interests of this environmentally sensitive area, and that A-1 zoning must be maintained.

For review by specialist units in your Planning Department, and by Mayor Leonard and Councillors, we have written our submission primarily from the perspective of its potentially serious impact on the adjacent fragile environment an ecology, taking note of it being part of a federally designated bird sanctuary, and also as neighbours living in the immediate vicinity.

To put the proposal in perspective as we see it, such dense development is not consistent with the federal designation of Portage Inlet (defined as the area affected by tidal waters, including the estuary) as a bird sanctuary. Nor is it consistent with the purpose of the The Gorge Waterway Initiative (GWI): a collaborative, community-driven initiative concerned with protecting and enhancing the natural and cultural features of the Gorge Waterway, Portage Inlet and the surrounding watersheds. It would also greatly change the character of the area in other respects, including compounding an already difficult road and pedestrian safety environment on Portage Road itself.

Our views are laid out in detail in the attached PDF document: kindly acknowledge receipt, and please forward this to your relevant planning specialists.

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JUL 2 8 2014
LEGISLATIVE DIVISION
DISTRICT OF SAANICH

Yours sincerely,
Franklin White MD, and Debra Nanan MPH

Resident Owners

Franklin White and Debra Nanan
[redacted] Portage Road, Victoria BC, [redacted]

July 25, 2014

Liz Gudavicius, Development Assistant
District of Saanich Planning Subdivision Services
770 Vernon Avenue, Victoria, B.C. V8X 2W7
planning@saanich.ca

c.c. Mayor Leonard mayor@saanich.ca
Saanich Councillors council@saanich.ca

RE: Application for Subdivision 955/961 Portage Road.
Folder #SUB00730 REZ00546 DVP00358

Our Comments on Project Proposal

As single family home-owners living in the immediate vicinity, we wish to register our objection to a proposal by Artificer Development Corp to subdivide two lots at 955 & 961 Portage Road, to establish six much smaller lots for single family dwelling use.

The properties 955 & 961 are alongside the fragile Colquitz River and Estuary area, a tidal zone which forms part of the federally designated bird sanctuary of Portage Inlet. It is without doubt that these ecological settings will suffer irreversibly should approval for subdivision be given. We make this statement based not only on knowledge gained through being supporters/members of the Canadian Wildlife Federation and Bird Studies Canada, but also as public health professionals with backgrounds in environmental issues. Also, our own interaction with Saanich Planning during our home renovation on Portage Road enhanced our awareness of this sensitive habitat.

In early 2013, we were dismayed when some 15-25 mature pine trees were removed from this location, only now (in mid-2014) proposed for subdivision. Numbers don't tell the whole story: these were magnificent specimens, and when stacked on the ground it looked more like a logging operation than property development for a single home. Saanich's new tree bylaws are intended to protect all trees of a certain size for various good reasons. These trees would have had even greater value given their location at an ecologically sensitive wildlife habitat and watershed. In our opinion, it is a sad commentary on the state of our collective responsibility for the environment, that this large scale action took place without any apparent community consultation (at least none that we are aware of).

Following this, major earth moving took place, including additional fill brought in by trucks, evidently in preparation for ongoing property development.

In retrospect, having only very recently (mid-July, 2014) been able to view the proposal as distributed by Saanich and shared by PISCES, these actions were obviously intended to facilitate redevelopment of properties 955 &961 into the proposed densely built subdivision. Should the Municipality grant rezoning approval, there will be irreparable damage to local birdlife ecology, as well as significant run off from new structures that would have the potential to contribute to water quality and environmental damage along the adjacent and fragile Colquitz River and Estuary.

As residents in the immediate vicinity, we received no information about any of this from the Gorge Tillicum Community Association (GTCA). We assume that Saanich has requested their input, perhaps also this month. Of course GTCA serves a much larger community, the majority of whom are unaffected directly by this proposal, but many of whom will appreciate the environmental implications, if this is brought to their attention.

We wish to note that the developer, Mr Ian Sutherland, came to our home about 10 days ago to elicit our support, but at an inconvenient time when we could not give any quality time to review the proposal with him. Although we understand that he is the owner of the two properties in question, as actual residents of this area, we have never met him before. In our opinion, this attempt at consultation is too little, too late. We now understand that we have only until early August to register our concerns with Saanich.

However, as an additional comment on his plans, as distributed by Saanich, we see no adequate provision for vehicle parking in an area of Portage Road that is already very constricted, with constant risk to drivers and pedestrians, including hundreds of school children who traverse the area daily en route to the TCH footbridge.

In conclusion, it is our view that it would be pure folly to compound the ecological damage that has already taken place by Saanich now formally enabling the further destruction of this wildlife habitat, by approving this rezoning request. We generally have no problem with the desire for higher density which often includes redevelopment of surrounding land to accommodate this, but please - not in a bird sanctuary!

We therefore urge Saanich to uphold *existing Land Use provisions* for the area, thereby to maintain the A-1 zoning, and in turn continue to support this federally designated bird sanctuary that is nested within a relatively small number of larger lots whose owners choose to live here, abiding with the restrictions placed on us and cohabitating with enjoyment and care in this beautiful environment.

Thank you for taking the time to review our concerns.

Yours sincerely,

Franklin White MD Debra Nanan MPH

B.M.✓

Planning - comment on subdivision application

955 Portage Road

From: "Vicki McNulty" [redacted]
To: <planning@saanich.ca>
Date: 7/24/2014 3:06 PM
Subject: comment on subdivision application

Re: File #SUB00730
REZ00846
DVP00358

I received a letter from you on July 9th advising me of the above subdivision application. I have one comment and one request:

Comment: I deeply regret the notion of subdividing these lots and as a result continuing the destruction of the semi-rural nature of the street and area. It also significantly increases the density, yet again, on that end of Portage Road.

Request: No subdivision be approved until a full environmental impact is undertaken and shared with the neighbourhood. I refer specifically to the trees on the property, primarily the trees on the bank of the Colquitz River. The trees from Portage Inlet all along the river are well establish, add greatly to the ascetic value of the area and have a major role in maintaining the flow and safety of the river. For these reasons I would ask that significant environmental protections be put in place prior to any subdivision approvals.

Thank you.

Vicki McNulty
[redacted] Arundel Drive.

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DISTRICT OF SAANICH

ENTERED IN CASE

Portage Inlet Sanctuary

Colquitz Estuary Society

1121 Skeena Place
Victoria, B.C. V8Z 1I8

Phone: (250) 479-1877
pisces1999@msn.com

pisces.shawwebspace.ca

July 24, 2014

Liz Gudavicius
Development Assistant
District of Saanich Planning Subdivision Services
770 Vernon Avenue
Victoria, B.C. V8X 2W7

Dear Liz Gudavicius

RE: Application for Subdivision 955/961 Portage Road.
Folder #SUB00730 REZ00546 DVP00358

In response to your letter dated July 7, 2014 we (PISCES) support the retention of the current A-1 zoning along Portage Road and would not support any rezoning to a more dense zoning (RS-12) for the properties of 955/961 Portage Road.

Saanich has recognized Portage Inlet as a regional amenity, an important asset to the community and as a wildlife refuge. Portage Road (on the north side of Portage Inlet) has always been A-1 zoned.

The uniqueness is an area that continues to be treed and provide a buffer between the Trans Canada Hwy (TCH) and the Federally Designated Bird Sanctuary (Portage Inlet). Over the years Saanich has recognized the unique jewel they have in Portage Inlet being home to native birds (Great Blue Herons), migratory birds, wildlife, native trees (Garry Oaks and Arbutus), and its beauty given the proximity to the city and busy Trans-Canada Highway (TCH). For the most part properties surrounding Portage Inlet on the south side are single family homes on larger lots.

Saanich through the Official Community Plan (OCP) and Local Area Plan (LAP) has continued to recognize the uniqueness and importance of this neighbourhood by retaining the A-1 zoning (along Portage Road).

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We find no benefit to the environment or neighbourhood to approve a rezoning of these properties from A-1 to RS-12 and we see no reason to deviate from the LAP policy 7.2 (a) which states:

"Minimize the impact to the environment on the Portage Inlet by: (a) Retaining A-1 zoning along the north shore of Portage Inlet", (b) maintaining single family dwelling zoning and standard lot sizes of 903 m2 along Portage Inlet south of the Colquitz River and (c) maintaining a minimum lot size for panhandles lots of 1300 m2 along Portage Inlet south of the Colquitz River".

We support Saanich's vision for this area, to continue with the "status quo" and not to increase density or change current land usage for the north side of Portage Inlet (Portage Road).

Therefore PISCES requests the District of Saanich Planning Services, Saanich Mayor and Council support the local concerned residents in retaining the A-1 zoning of the properties at 955/961 Portage Road in accordance with and in support of the Environmental Development Permit Area (EDPA) and current Local Area Plan (LAP) Policy 7.2 **by not approving this rezoning application request.**

We have attached additional background information providing the background history of the Saanich Local Area Plan encompassing this land and further details and reasons why we do not support this project and rezoning request.

Yours truly,

[redacted]

George Blogg, President
Portage Inlet Sanctuary Colquitz Estuary (PISCES) Society
[redacted]
Email: **pisces1999@msn.com**

c.c. Mayor Leonard
Saanich Councillors

Attachments:
Saanich Local Area Plan background Information and 955/961 Portage Rd. property development history.

Background Information and History

The 1984 Official Community Plan (OCP) and Local Area Plan (LAP) policy 5.1.1 stated due to the high amenity of this area "***Maintain single family, low profile land use in the upland area adjacent to the Portage Inlet***".

In 1988 Saanich granted the rezoning of the property at 945 from A-1 to RT-3 to build a multifamily dwelling complex (CRD/social housing). A property which was already extensively cleared by the then property owner. This rezoning was approved by Saanich only after lengthy and vocal input from the neighbourhood voicing their disapproval of the rezoning change. We did not take this decision, this one time approval, to mean there should be a change for the rest of the properties on Portage Road, but rather as a need by Saanich to find sites for much needed multi-family social housing at that time.

In 2000 Saanich sought to further confirm their intent for these properties by amending and removing the policy 5.1.2 "***Consider minor density increases, such as duplex conversions"*** and policy 5.1.3. "***Consider townhouses on Portage Inlet when adequate sewers are available, provided all required off street parking is screened from the road and existing streetscapes and vegetation are maintained"*** from the LAP. Saanich also re-affirmed the A-1 zoning be retained for Portage Road.

This Policy was again confirmed in the OCP/LAP Report of 2008. This tells us Saanich's vision for this area is to continue with the "status quo" and not to increase density or change land usage. Under the 2008 LAP Policy 7.2 Saanich continued to support the retaining of Portage Road as A-1 zoning to minimize the impact to the environment on the Portage inlet despite the approval of this ONE project at 945 Portage Rd. You might say the proposed subdivision is "just one more". Well we say it then becomes "death by a thousand cuts".

Property History 955/961 Portage Road.

It would be beneficial for Saanich Planning and Council to review the history of this property. When purchased by Mr. Ian Sutherland the existing house was then rented. The septic system failed and in 1992 Mr. Sutherland was given approval by Saanich to include his property at 955 in the sewer enterprise area extending from the 945 property. Mr. Sutherland later became part owner of 961 Portage Road, the property next to his at 955 and approval was given in 2006 to extend the sewer boundary to this property also.

In 2008/2009 a request was made to Saanich to build his new home at the bottom of his A-1 property next to the EDPA area. An easement was being requested to build his driveway to straddle both properties (955/961). Reason given was the driveway on his property would be too steep and require blasting.

In an email dated September 19, 2008 PISCES voiced the following concerns to the Saanich Area Planner regarding possible future development of the property to higher density.

"***Having walked the property there appears no reason why the driveway is not contained on the property of 955 Portage. Our executive expressed a concern that with the proposed placement of the driveway that there may be some later application to further strata or subdivide the 955 property".***

In 2009 Saanich gave approval of the driveway easement (an easement he gave to himself having land ownership in 955 and 961).

At no time throughout this application process did Mr. Sutherland indicate he would apply to Saanich to rezone this property which would also have required an easement be approved to build additional houses. Rather this was to be "his home" and he wanted his home located at the bottom/rear of his property to avoid highway (TCH) noise. We understand this house did not become "owner occupied". It must be assumed that Mr. Sutherland as a developer knew the area zoning and usage restrictions when he purchased the property.

Portage Inlet Sanctuary Colquitz Estuary (PISCES) Society

Email: **pisces1999@msn.com**

M.R.
B.A.

ACKNOWLEDGED
CLERKS
REPLIED

0453
DPR/12
REZ00546
SUB00736

Planning - Application for Development 955/961 Portage RoadWE also request that any

From: PISCES SOCIETY <pisces1999@msn.com>
To: Frank Leonard <mayor@saanich.ca>, Council Saanich <council@saanich.ca>, ...
Date: 5/27/2014 10:42 AM
Subject: Application for Development 955/961 Portage RoadWE also request that any

For the attention of : Mayor Leonard, Saanich Council, and Michael Roth (Environmental Planner)

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DISTRICT OF SAANICH

For the following reasons we do not support this project.

1. Rezoning from A-1 to RS-12 will change the ambiance and rural nature of this neighbourhood to high density housing.

2. The rezoning will set a precedent for other large properties on the street.

3. We do not support the OCP amendment to provide variances for lot width and set backs.

This request for variance and rezoning by the developer is not acceptable to us as it will change the ambiance of the neighbourhood from rural to high density housing.

Seven (7) houses on this property is too dense. Without the variances he would likely have to build fewer homes. The current newly built house on the property resulted in the removal of a large number of trees and with the addition of 5 more houses, more trees are likely to be removed.

We have spoken to several persons including the neighbours to the west (Mary Alford and Callayna Jardey). Their properties are treed and rural as are the next 4 properties to the west. All are large lot single family homes.

We are very aware of the history of these two lots and Mr. Sutherlands involvement from his purchase of the old Chaplin property and then the purchase from his once business partner Hugh Peat's lot and house from Peat's estate.

We have seen the failed septic system request to connect to the Saanich sewer system and then later a request to build a house at the extreme south end of the lot. This application was to be for a personal residence and after much debate with Saanich permission was granted to strata the two lots and permit Sutherland to use the old Peat lot to access the new house. Mr Sutherland commented at that time it was because of the grade of the lot the access on the second lot was necessary. We were sceptical and now we have this application before Saanich to place an additional 3 lots on Sutherland's lot and one more with a second lot later on the old Peat lot. We note Mr. Sutherland has not moved into this house and commented it is a spec house.

The two lots have had many trees removed and no apparent replanting, we suspect because

of this now pending application. The wooded properties to the West are home to deer, racoons, squirrels,rabbits and countless varieties of birds.

The neighbours purchased their properties and homes because of the rural zoning (A-1) and natural quality of life they currently enjoy. To approve such an extreme development would set a precedent which would destroy the character of the neighbourhood. The trees and natural growth are what makes this neighbourhood. The natural vegetation is not only home to wildlife but protects the neighborhood from the vision and noise of the Highway.

We no not see this application as a hardship case given the purchase price and considerable rental period by the developer. This is an attempt to maximize profit at the expense of the neighoohood and will likely set a precedent that will eventually destroy the natural ambience of our neigbourhood.

We understand from the May 12, 2014 letter from Michael Roth the application for development No. DPR - DPR00583- DPE00583 is only one document in the process. We have not been provided details of the "actual" variances (distances) requested, but would not support any request to vary from the RS-12 zoning requirement setbacks, as this will results in too much density and removal of green space.

The application states six (6) lots in total - it is actually seven (7) as the lot below F states "future lot".

We request the specific details of the variances for lot width and set backs.

We ask green space requirements required be designated on the subject properties and recorded by the municipality on the land titile. This to also include improvements such as sidewalks and no on street parking.

We request your support in retaining the enviromental sensitivety of our neighbourhood.

George Blogg, President
Portage Inlet Sanctuary Colquitz Estuary (PISCES) Society

[redacted] **Email: pisces1999@msn.com**

Planning - Fwd: Delivery Status Notification (Failure)

955 Portage Rd

3LB00730

From: Mary Rose Alford [redacted]
To: <planning.mun_hall.Saanich@Saanich.ca>
Date: 5/23/2014 9:57 AM
Subject: Fwd: Delivery Status Notification (Failure)

Begin forwarded message:

From: [redacted]
Date: May 22, 2014 3:43:35 PM PDT
To: [redacted]
Subject: Delivery Status Notification (Failure)

The following message to <PlanningDepartment> was undeliverable.
The reason for the problem:
5.1.1 - Bad destination email address 'invalid domain "": no dot found'
Reporting-MTA: dns; pd5ml3no.prod.shaw.ca

Final-Recipient: rfc822;PlanningDepartment
Action: failed
Status: 5.0.0 (permanent failure)
Diagnostic-Code: smtp; 5.1.1 - Bad destination email address 'invalid domain "": no dot found' (delivery attempts: 0)

From: Mary Rose Alford [redacted]
Date: May 22, 2014 3:43:32 PM PDT
To: FloaterIDSaanich.ca
Cc: Planning Department, Gerrit Matanowich
Subject: Fwd: The application to rezone 955 Portage Road'

ENTERED IN CASE

Mr Ian Sutherland, the owner of the property listed as 955 Portage Road, has informed me that he intends to apply to Saanich Council to change the zoning of this property from A-1to RS-12. This change will allow him to build three or more houses on the land. I am opposing this application on several grounds.

In the last two years Mr Sutherland has already built a house on the land. I, Mr Sutherland's neighbour at [redacted] Portage Road, objected to the point on the property where he intended to build this house. I objected because there

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MAY 23 2014
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DISTRICT OF SAANICH

was already suitable position where a previous owner had had a house which had been demolished several years earlier. By building on that footprint, Mr. Sutherland would not have needed to cut down any of the beautiful mature firs, oaks and arbutus tree which flourished between a steep cliff and the river bank. Nor would he have needed to blast the rocky cliff to allow a driveway to access the house at the bottom of the cliff and 25 tree would still be standing.

Mr Sutherland declared that he needed to build the new house closer to the river bank as he intended to make this house his home from which he would be able to enjoy the remaining trees and the Colquitz River.

Mr. Sutherland has not lived in the house. It contains no furniture and though a location for a heat pump exists he has not installed one yet because, as he said to us: "One does not put an expensive item like a heat pump into a "spec" house until the buyer request it."

Mr Sutherland, has now informed the PISCES "Portage Inlet and Colquitz River" organization that he is not only applying to Saanich Council for permission to build at least 4 more houses, each with two garages plus additional parking for one more car each and perhaps offices. These houses would be over and adjacent to the footprint of the demolished building.

The people who live on Portage Road have chosen to live in a manifestly undeveloped green space comparatively close to town. Portage Road itself has only one section of concrete sidewalk fronting the subsidized housing complex and the road itself is not built to carry more traffic than it does now. In addition, Esson Road, though wider than Portage Road, is crowded with parked cars and at certain times of the day with children and parents accessing the pedestrian over- pass to the schools on Burnside Road. In the early morning and at school closing this road demands extreme vigilance on the part of drivers

When he assured me that the placement of the first house was to be his home and not the the first of several more house on the property, I was reassured that Mr Sutherland did not regard the property as only fit for development and making money.

Unfortunately Mr Sutherland's plans for this property will not only spoil the beauty and outlook of the property owners across the Colquitz River from his development, the run off from the cars parked and driven at the top of the hill no doubt on hard- top driveways, but also the health of the wild life on the river banks and the fish in the Colquitz River.

Yours truly
Mary Alford

Portage

and File

JM ✓
BH
CB GB

√sheets.

2014
POST TO GEN POSTED 05-21
COPY TO SH
INFORMATION ☒
REPLY TO WRITER ☐
COPY RESPONSE TO LEGISLATIVE DIVISION
REPORT ☐
FOR
ACKNOWLEDGED bl.m

From: CALLAYNA JARDEY [redacted]
To: <council@saanich.ca>
CC: adriane pollard <adriane.pollard@saanich.ca>
Date: 5/20/2014 11:56 AM
Subject: Fwd: Rezoning Colquitz River and Portage Inlet

From: Callayna Jardey [redacted]
Date: May 19, 2014 at 9:31:56 PM PDT
To: council@saanich
Cc: [redacted]
Subject: Rezoning Colquitz River and Portage Inlet

ENTERED IN CASE
(on May 20th already)

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MAY 20 2014
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DISTRICT OF SAANICH

RECEIVED
MAY 21 2014
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DISTRICT OF SAANICH

Re: File :SUB00730
DPA00812
REZ00546
DVP00358
DPR00583

I am writing to voice my concern and objections to the proposed rezoning and proposed development at 955 Portage Rd.and 961 Portage Rd. The developer , Ian Sutherland , is applying to have the land rezoned from the current A-1 to RS-12, in order to build four to six additional houses. Mary Alford and myself, Callayna Jardey,are the owners of the two neighbouring properties, [redacted] Portage Rd.

During the past three years we have seen this once, lovely property loose over 25 mature trees in order to accommodate a driveway to a newly build home closer to the water. If this application is approved 25 more mature trees including several Garry Oaks will be lost. There was an existing home on this lot which was demolished a few years ago but the platform that the original house was built could have provided an excellent foundation for a new house. Mr. Sutherland choice rather to build his new house closer to the Colquitz River to do this he had to excavate a driveway and destroy 25 mature trees some of which were Garry Oaks. Although we were saddened by the loss of the trees the owner wished to have a home further away from the main road and closer to the river. However we have since discovered from Mr. Sutherland himself that he is not intending to live in the house buy use it as a spec house.
It seems that he never intended to live in the house as he is now applying to have the entire two properties rezoned to allow him to build six additional houses. We his neighbours feel that we have been deceived by Mr. Sutherland. His approach to the use of the land is that of a developer and not as a home owner who values the green space and the community vision of the environment of the Colquitz River and the Portage inlet. This corner of Saanich provides a contrast to the city in the lushness of the natural growth of Fir, Maple , Oak, various shrubs and in providing sheltered space for wildlife including protection for a variety of birds.

Mr. Sutherland is asking for variances to the allotted space between houses. If passed these homes will be crowded together with insufficient parking space and increased density in our neighbourhood. Portage Road does not support street parking. He has also suggested that some of these homes may have suites which again would increase density. One of the houses on his property already has three suites. The increase in the number of cars will lead to crowding on Portage Rd as well as to increasing the pollution

which is derived from having cars parked on a slope which leads to runoff to the Colquitz River.

Our concern is not only to the number of trees and shrubs that will be removed and, increase in density, but the precedent it will set for further development on Portage Rd. We currently have two properties, 2.2 acres, with the sewage line available to extend into our property. If Mr. Sutherland's application for development is approved,then you may rest assure that other property owners of Portage Rd will be asking for rezoning permits and the whole environmental health of this corner of Saanich will be destroyed.

We are not opposed to a reasonable request from Mr. Sutherland, that would not destroy the existing green space , increase density, and influence further development on Portage Rd. such as an additional house close to the existing footprint from the previous demolished house.

Thank you.
Callayna Jardey