



AGENDA

For the Council Meeting to be Held
In the Council Chambers
Saanich Municipal Hall, 770 Vernon Avenue
MONDAY, JUNE 20, 2016, 7:30 P.M.

A. ADOPTION OF MINUTES

1. Council meeting held June 13, 2016
2. Committee of the Whole meeting held June 13, 2016
3. Special Council meeting held June 14, 2016

B. BYLAWS FOR FINAL READING

1. **4007 AND 4011 RAINBOW STREET – OCP BYLAW AMENDMENT - REMOVAL FROM THE ENVIRONMENTAL DEVELOPMENT PERMIT AREA (EDPA)**
Final reading of the "Official Community Plan Bylaw, 2008, Amendment Bylaw, 2016, No. 9389". To amend Plate 18 of Schedule 3 of Appendix N (Development Permit Areas Justification and Guidelines) of the Environmental Development Permit Area Atlas for the removal of the subject properties from the EDPA Atlas.
2. **4134 AND 4138 HOLLAND AVENUE – SEWER SERVICE INCLUSION**
Final reading of the "Sanitary Sewer Bylaw, 2006, Amendment Bylaw, 2016, No. 9391". To include the subject properties in the Sewer Service Area.

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

D. RESOLUTIONS FOR ADOPTION

1. **REQUEST FOR PROPOSAL 42/14 – PROJECT MANAGER FOR WEB REDESIGN**
P. 3 Report of the Director of Corporate Services dated June 7, 2016 recommending that Council award Request for Proposal 42/14 – Project Manager for Web Redesign to Randstad Interim Inc. in the amount of \$235,000 (excluding taxes) and be extended until September 30, 2016.

E. REPORTS FROM SAANICH ADVISORY COMMITTEE CHAIRS

* * * Adjournment * * *

AGENDA

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

1. **5197 DEL MONTE AVENUE – SUBDIVISION AND REZONING APPLICATION**
P. 5 Report of the Director of Planning dated March 22, 2016 recommending that Council approve the rezoning from A-1 (Rural) to Zone RS-12 (Single Family Dwelling) to create three additional lots for single family dwelling use, and that final reading of the Zoning Amendment Bylaw be withheld pending registration of a covenant to secure the items as outlined in the report.

2. **3440 SAANICH ROAD – REZONING AND DEVELOPMENT PERMIT AMENDMENT APPLICATION**

P. 93

Report of the Director of Planning dated June 7, 2016 recommending that Council amend the Zoning Bylaw to add a new C-3U (Shopping Centre/Uptown) Zone, approve the rezoning of Uptown Shopping Centre from C-3L (Shopping Centre/Major Liquor Retail) Zone to the new C-3U (Shopping Centre Uptown) Zone, and approve Development Permit Amendment DPA00863 to construct 134 rental apartments and townhouses and 5,157 m² gross leasable area of retail commercial. Variances are requested for setbacks, parking and loading spaces.

* * * Adjournment * * *

“IN CAMERA” COUNCIL MEETING IMMEDIATELY FOLLOWS

cncl Jun 20/16

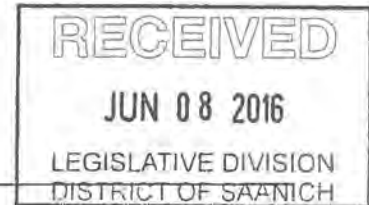


Mayor
Councillors
Administrator
Council
Administrator
Media
June 13/16 DA

The Corporation of the District of Saanich

Report

To: Mayor and Council
From: Laura Ciarniello, Director of Corporate Services
Date: June 7, 2016
Subject: RFP # 42/14 Project Manager for Web Redesign



PURPOSE

The purpose of this report is to increase the award of RFP # 42/14 Project Manager for Web Redesign to Randstad Interim Inc.

BACKGROUND

Strategic Initiative P1 under Service Excellence in the 2015-2018 Strategic Plan includes delivery of the next generation of the Saanich Website.

In October 2014, an RFP was issued for the selection of an experienced Project Manager to facilitate and assist the District of Saanich ("District") to redevelop, redesign and implement a new website. The new website will provide residents, staff and the general public with a website for online municipal services and information.

The original award of this RFP occurred in October 2014 for an hourly rate contract with an estimate of 1,440 hours and was approved by staff in accordance with Saanich's signing authority levels.

DISCUSSION

As the project progressed it became clear that the project was more complex than initially estimated. Two main factors contributing to the extension of the project timeline and cost increases were:

- In early 2015, decisions were made to enhance/customize the product being purchased from Atomic Crayon to better replicate some of the current website's functionality;
- Due to the decentralization of the written content for the website (all departments are responsible for and own their detailed content), additional time and resources were required for a Web Editor to ensure that all content for the new website was citizen centric, of a similar voice and easy to read and comprehend.

As a result, the project completion date was extended from October 2015 to July 2016. This extension of the project by 9 months resulted in a similar extension to the Project Manager's contract. Given that the adjusted value of the contract is now over \$200,000, a Council resolution is required. The Project Manager contract has increased from \$150,000 to \$235,000. The overall project budget increased from \$350,000 to \$434,000 as reflected in the 2016-2020 Financial Plan.

RECOMMENDATION:

That the award of **RFP # 42/14 Project Manager for Web Redesign** to Randstad Interim Inc. be confirmed by Council for a total of \$235,000 (exclusive of taxes) and be extended until September 30, 2016.

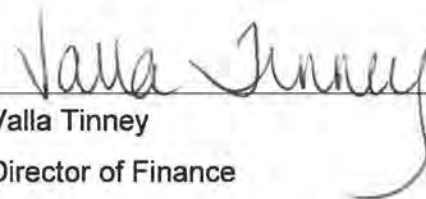
Prepared by



Laura Ciarniello

Director of Corporate Services

Reviewed by



Valla Tinney

Director of Finance

ADMINISTRATOR'S COMMENTS:

I endorse the recommendation of the Directors of Corporate Services and Finance.



Paul Thorpe, Administrator

1410.04 Planning
X:2870-30 Del Monte

CW June 20/16



The Corporation of the District of Saanich

Mayor
Councillors
Administrator
✓ Com. Assoc.
✓ Applicant

Council
Administrator
Media
Jun 9/16 2/1

Report

To: Mayor and Council
From: Sharon Hvozanski, Director of Planning
Date: March 22, 2016
Subject: Subdivision and Rezoning Application
File: SUB00742; REZ00558 • 5197 Del Monte Avenue

PROJECT DETAILS

Project Proposal: The applicant proposes to rezone the subject property from the A-1 (Rural) Zone to the RS-12 (Single Family Dwelling) Zone for the purpose of subdivision to create three additional lots for a total of four lots for single family dwelling use. The existing 1950's era dwelling and detached garage would be deconstructed.

Address: 5197 Del Monte Avenue

Legal Description: Lot 1 Block 4 Section 44 Lake District Plan 1522

Owner: Gordon and Roy Truswell

Applicant: Sunnys Charters Ltd; Chuck Farrar

Parcel Size: 4105 m²

Existing Use of Parcel: Single Family Dwelling

Existing Use of Adjacent Parcels:
North: Single Family Dwelling (RS-12) Zone
South: Rural Residential (A-1) Zone
East: Single Family Dwelling (RS-12) Zone
West: Single Family Dwelling (RS-10) Zone and Rural (A-1) Zone

Current Zoning: Rural (A-1) Zone

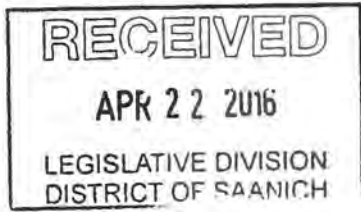
Minimum Lot Size: 2.0 ha

Proposed Zoning: Single Family Dwelling (RS-12) Zone

Proposed Minimum Lot Size: 977 m²

Local Area Plan: Cordova Bay Local Area Plan

LAP Designation: Residential II



CW
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Community Assn Referral: Referral sent to Cordova Bay Association for Community Affairs June 18, 2015. Statement of no objection received October 9, 2015.

PROPOSAL

The owner has applied to rezone the subject property from the A-1 (Rural) Zone to the RS-12 (Single Family Dwelling) Zone for the purpose of subdivision to create three additional lots for a total of four lots for single family dwelling use. The existing 1950's era dwelling and detached garage would be deconstructed.

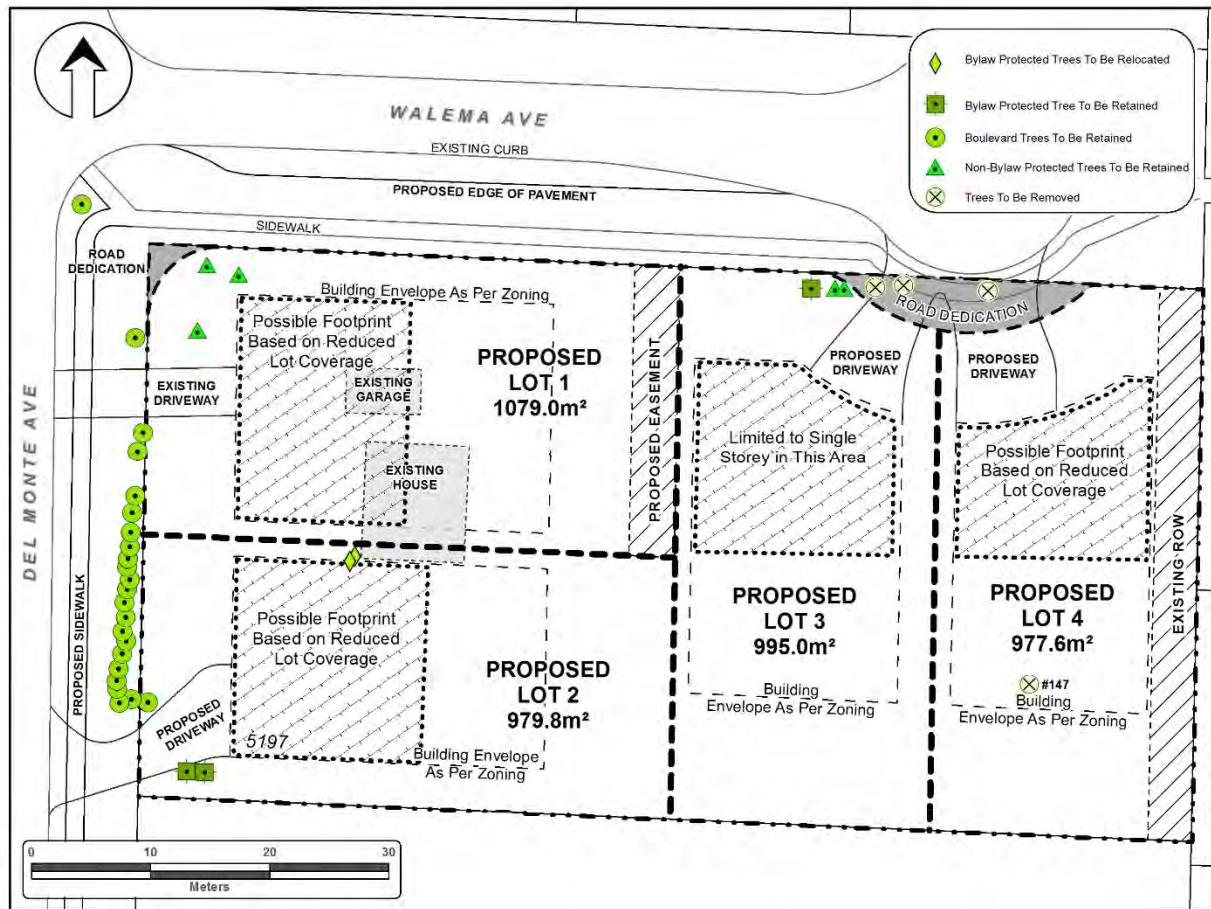


Figure 1: Proposed Subdivision

In 2013 Council rejected a similar rezoning and subdivision application for three additional lots (four lots in total) based on concerns about number of lots, dwelling size and design, and potential neighbourhood character and traffic impacts. The decision was upheld by Council on appeal. Some Councillors indicated that they would consider a subdivision to create two additional lots (three lots in total).

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.”

Cordova Bay Local Area Plan (1998)

The property is designated “Residential II” on Cordova Bay Local Area Plan, Map 7.1. The Local Area Plan policies applicable to this proposal are as follows:

- 5.1 “Encourage protection of indigenous vegetation, wildlife habitats, urban forest landscapes and sensitive marine environments within Cordova Bay when considering applications for change in land use”; and
- 7.3 “Allow a minimum lot area of 665 m² for a conventional lot, and 930 m²* for a panhandle lot within the area designated “Residential II” on Map 7.1 provided that the average lot area within the land being subdivided is not less than 930 m² and that no lot is created which has an area in excess of 1500 m². Where a parcel is greater than 1860 m² and where road dedication would reduce the net area to less than 1860 m², the parcel area prior to dedication may be used for lot averaging purposes.”

*excludes panhandle area

DISCUSSION

Neighbourhood Context

This 4105 m² A-1 zoned parcel is located within the Urban Containment Boundary in Cordova Bay at the south east quadrant of the Del Monte Avenue and Walema Avenue intersection. The surrounding neighbourhood comprises a mixture of RS-10, RS-12, and A-1 zoned lots containing single family dwellings (see Figure 2). The site drops in elevation about six metres from west to east. A concrete sidewalk extends along the Walema Avenue frontage to the end of the cul-de-sac where a pedestrian walkway leads downhill to Polson Terrace. There is currently no curb or sidewalk along the Del Monte Avenue frontage.

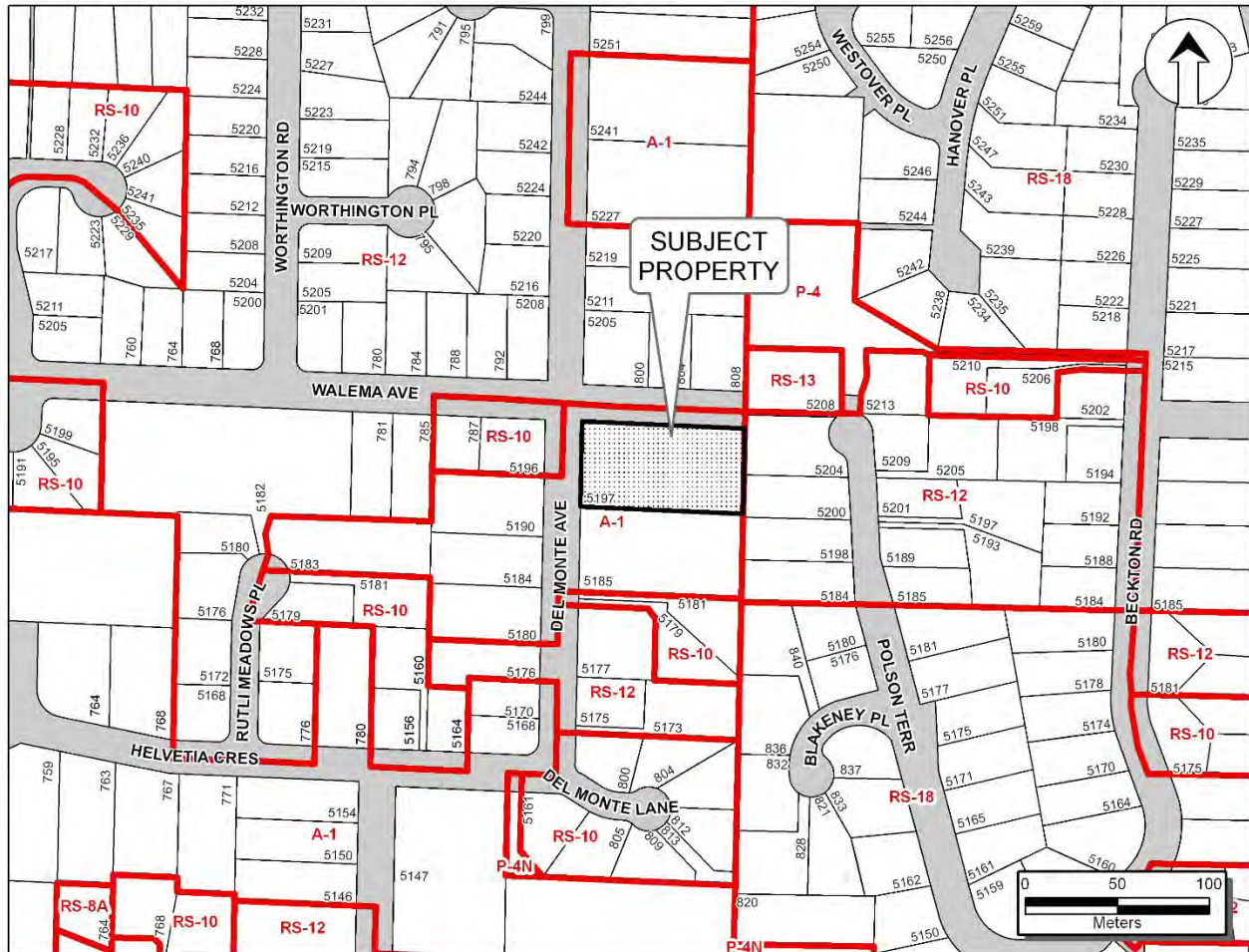


Figure 2: Context Map

Land Use

The proposal is consistent with Cordova Bay Local Area Plan Policy 7.3 with respect to minimum and average lot sizes and complies with all proposed RS-12 zoning regulations. No variances are requested. The proposal is also consistent with the Official Community Plan which allows for limited infill in neighbourhoods inside the Urban Containment Boundary. The proposed lot sizes and configurations are compatible with the pattern of development of the nearby neighbourhood.



Figure 3: View of the Site Looking Southeast from Walema Avenue/Del Monte Avenue Intersection



Figure 4: Del Monte Avenue Looking South from Walema Avenue/Del Monte Avenue Intersection (Subject Property is on the Left)

Site and Building Design

The Official Community Plan notes the importance of neighbourhood character and the role building style, exterior finish, massing, and height have in the effective integration of new housing stock.

While the design, lot area, and number of lots has not changed from the subdivision proposal that was rejected by Council in 2013, the applicant proposes to reduce the permitted lot coverage for all buildings and structures from 40% to 32%, the maximum building height on proposed Lot 3 from 7.5 m to 6.5 m as measured from a main floor elevation of 90.8 m geodetic, the maximum building height on proposed Lot 4 from 7.5 m to 6.5 m as measured from average grade. In addition, the permitted gross floor area for all dwellings would be reduced by between 26% and 29% as shown in the following table. The dwellings on proposed Lots 3 and 4 would

be constructed with flat roofs and the dwelling on proposed Lot 3 would be limited to a single storey at the front to mitigate potential neighbourhood impacts. Suitable covenants to limit house size, massing, and siting should be secured prior to Final Reading of the Zoning Amendment Bylaw.

Table 1: RS-12 Zone Versus Proposed

	RS-12 Zone		Proposed	
	Gross Floor Area	Non-Basement Area	Gross Floor Area	Non-Basement Area
Lot 1	539.5 m ²	404.6 m ²	380.9 m ²	285.6 m ²
Lot 2	489.9 m ²	367.4 m ²	362.3 m ²	271.7 m ²
Lot 3	497.6 m ²	373.2 m ²	362.3 m ²	271.7 m ²
Lot 4	488.5 m ²	366.3 m ²	362.3 m ²	271.7 m ²

The applicant has provided conceptual streetscape elevation views from Del Monte Avenue and Walema Avenue. The plans are provided for illustrative purposes to provide an understanding of how the massing of new houses would fit into the topography and existing neighbourhood (See Figures 5, 6, and 7). The applicant does not wish to commit to specific house designs and footprints in order to provide some flexibility for new owners to customize their homes. Proposed new dwellings as shown in the conceptual streetscape plans would be compatible with existing and recently constructed houses in the surrounding neighbourhood. Boulevard vegetation and sloping terrain should minimize any privacy impacts.



Figure 5: Development Concept

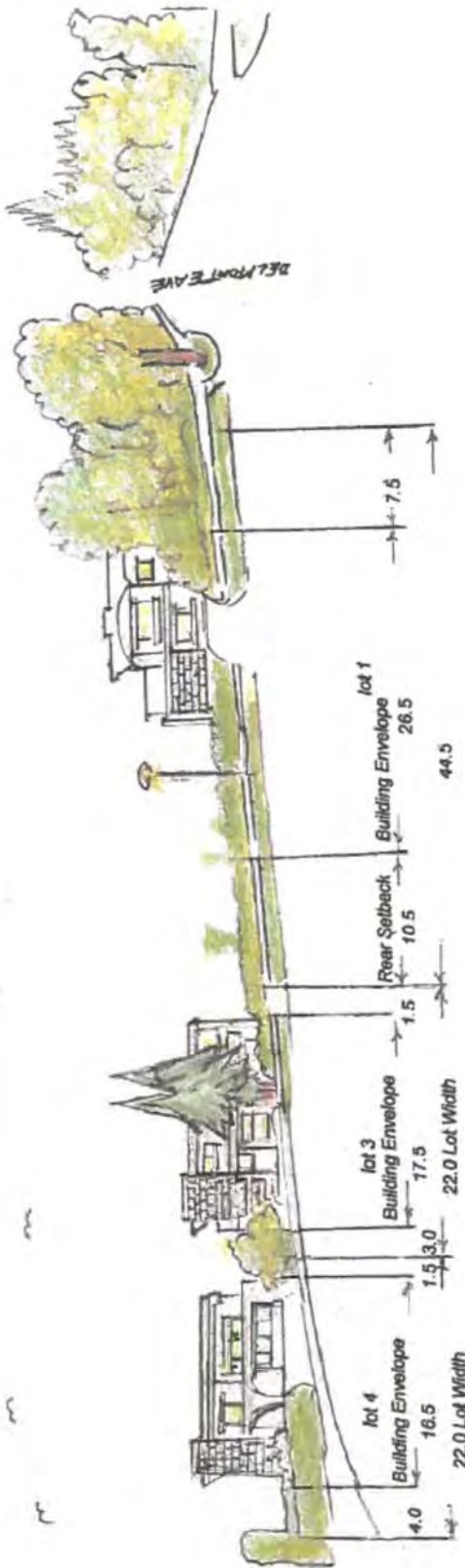


Figure 6: Proposed Walema Avenue Streetscape (looking south)



Figure 7: Proposed Del Monte Avenue Streetscape (looking east)

Environment

Saanich Environmental Services staff have reviewed the proposal and have advised that there are no significant environmental features present on the site.

A Tree Impact and Retention Report was prepared for the site by Talbot Mackenzie & Associates Consulting Arborists. The tree resource on the property and adjacent boulevards is composed of a mixture of native and exotic species. The Tree Report assesses a total of 42 trees. Of those, 13 trees including six bylaw protected trees are located on the site. The applicant proposes to retain three non-bylaw protected trees (a Black Walnut and two Hazelnut) that are outside the building envelopes on proposed Lot 1, two bylaw protected Douglas-fir trees located within the property boundaries on proposed Lot 2, two non-bylaw protected Leyland Cypress trees on proposed Lot 3, and one bylaw protected Douglas-fir tree on Proposed Lot 4. In addition, a bylaw protected Chamaecyparis (False Cypress) tree located at the southwest corner of the existing house foundation on proposed Lot 2 would be relocated elsewhere on the site (see Figure 1).

Saanich Parks has reviewed the proposal and Tree Resource Summary. Parks staff recommend tree protection covenants for the three non-bylaw protected trees proposed for retention on proposed Lot 1. Parks staff have stated that the trees proposed for retention on proposed Lots 2, 3, and 4 are within the proposed building envelopes or could be impacted by sidewalk and driveway construction or in-ground servicing making retention unlikely.

Despite Parks comment regarding tree loss on proposed Lot 4, the applicant has provided information regarding the retention of the large Douglas-fir tree #147. Based on the project arborist's report, if the building envelope were to be reduced by a minimum 8.0 m to the north, the tree could be retained. It is the opinion of Parks that the 8.0 m is the bare minimum and that the distance required would be greater to accommodate over excavation required for the foundation. As well, the location of the future storm and sanitary sewer connections for this parcel would also impact the root system of this tree. Parks has indicated that unless the building envelope on proposed Lot 4 was significantly reduced, retention of this tree is not possible.

An important issue is retention of trees along the Del Monte Avenue municipal road frontage. To protect these trees, the proposed road widening and sidewalk improvements would require special design considerations involving collaboration between the consulting Arborist and Saanich Parks. The proposed driveway accesses and servicing locations would be restricted and the owner would be required to develop in accordance with the consulting Arborist's recommendations. These measures would be secured by covenant and would be referred to the Approving Officer for consideration as part of the subdivision process.

The applicant has agreed to commit to designing and constructing the new dwellings on proposed Lots 1 - 4 to conform to a minimum BuiltGreen™ Gold or equivalent energy efficient standard. This commitment should be secured through registration of a covenant prior to Final Reading of the Zoning Amendment Bylaw.

The applicant also advises that the existing dwelling and garage on the subject property would be deconstructed, a process which entails the dismantlement of a building in which all salvageable parts of the building shall be sold, recycled, re-used, or donated, and all remaining waste will be taken to a waste recycling site.

Servicing

Servicing requirements specify that Walema Avenue, fronting the proposal, is to be widened to residential municipal standards complete with concrete curb and gutter. The concrete sidewalk would be continued along the southerly side of the cul-de-sac. Del Monte Avenue, fronting the proposal, would be widened to residential municipal standards complete with concrete curb, gutter, and sidewalk. The sidewalk alignment would be configured to facilitate retention of the boulevard trees, while accommodating a boulevard between the road and sidewalk where possible.

While the Cordova Bay Local Area Plan identifies the need for a sidewalk along the entire length of Del Monte Avenue, it will likely be some years before it is constructed under current project priorities and funding constraints. As always, local residents could petition to have sidewalks installed as a Local Area Service paid for in whole or in part by a local service tax.

Proposed Lots 1, 2, and 3 would be provided with storm drain and sewer connections to existing mains on Walema Avenue. Proposed Lot 4 would be provided with storm drain and sewer connections from the existing mains within a municipal right-of-way traversing the easterly side of the proposed lot. The applicant's engineer has addressed storm water concerns expressed during the previous application by the neighbours to the east on Polson Terrace through on-site storm water management. Water service would be provided to proposed Lots 2 and 3 from the existing main on Walema Avenue. This main would be extended to serve proposed Lot 4. The existing water service on Del Monte Avenue would be used by proposed Lot 1.

This subdivision is within a Type II watershed area. As part of the servicing requirements, the development would require stormwater storage, oil/grit separator or grass swale and sediment basin.

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. It is important to note that this summary is not, and cannot be, an exhaustive list of issues nor a detailed discussion on this complex subject matter. This section is simple meant to ensure this important issue is a key part of the deliberations on the subject application.

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;
- Limited infill through the development of new single family housing inside the Urban Containment Boundary provides a much-desired housing form within Saanich that people would otherwise have to commute further distances for elsewhere in the region. The number of lots so created are limited in number, acknowledge longstanding policies of the Official Community Plan and Local Area Plan, and will not result in significant long-term negative impacts, as long as the majority of future growth is focussed in "Centres", "Villages", and along key corridors;
- The proposal is located in the Ridge area of Cordova Bay and within 1 km walking distance via Beckton Park footpath of the Cordova Bay "Village" where a broad range of commercial and personal services are provided, employment opportunities exist, and where the majority of future residential and commercial growth is to be focused per the Official Community Plan. Although the site is within walking distance of Cordova Bay "Village", its location on the ridge does have an impact on the walkability to the "Village" from this site. The location of the "Village" within the Cordova Bay neighbourhood, will however reduce the length of vehicle trips for basic services;
- The site is also within 1.3 km of Claremont Senior Secondary School, 600 m of Cordova Bay Elementary School, 100 m of Beckton Park and 330 m of Sayward Hill Park. As a rough measure, in general a walking distance between 400 - 800 m is considered optimal in encouraging the average person to walk to a service or access public transit, instead of driving to their destination. Obviously, health, weather, comfort/ease of use related to alternative transportation, and purpose of the trip all play a role in a person choosing a particular travel mode;
- Sidewalk and cycling infrastructure are typical for a low density neighbourhood in Saanich. Improvements still need to be made to further support and encourage walking and cycling locally and in the Region.
- Proximity to public transit is limited - a transit stop for Bus #35 is approximately 1 km away near the intersection of Del Monte Avenue and Claremont Avenue, with an average frequency of 36 minutes during weekdays;
- Maintaining the existing tree cover as much as possible would protect the Urban Forest and preserve the carbon sink, as well as the buffering capacity of the natural environment. Parks staff recommend a covenant to protect three non-by-law protected trees on proposed Lot 1. Parks has stated that retention of other trees on the site is unlikely. Proposed road and sidewalk improvements on Del Monte Avenue would require special design considerations involving collaboration between the Consulting Arborist and Saanich Parks in order to retain the trees.
- The applicant has committed to sustainable building practices and the development would be constructed to a minimum Built Green™ Gold or equivalent energy efficient standard, which will be secured by covenant;
- The applicant has indicated that the proposed development will include the necessary conduit and piping to be considered "solar-ready" for the future installation of solar photovoltaic or hot water heating systems, which will be secured by covenant;
- The proposed development includes sufficient area for backyard gardening, although the tree cover may shade portions of these areas. Long term plans call for a community garden

in each Local Planning Area. An Agriculture and Food Security Task Force will be considering ways to improve food security in the community; and

- The applicant has stated that the existing structures would be deconstructed. This is understood to be a process where all salvageable parts of the building would be sold, recycled, re-used, or donated, and all remaining waste would be taken to a waste recycling site, thus diverting it from the landfill.

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 in an already urbanized area without putting pressures onto rural areas;
- Pervious paving would be used for the driveway patio and walkway areas to minimize the amount of impervious area on the site; and
- Stormwater management would be provided in accordance with the requirements of Schedule H of the Subdivision Bylaw.

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:

- The applicant has indicated a willingness to enter into a covenant to restrict site coverage, dwelling size and height to less than that permitted for the RS-12 zone and to prohibit secondary suites in the proposed dwellings; and
- A range of outdoor, community, and recreation opportunities are available within reasonable walking/cycling distance. Nearby parks include Beckton, Doumac, Sayward Hill, and Elk/Beaver Lake, and the Lochside Regional Trail is a short distance away.

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 create local short-term jobs during the construction period;
- Home based businesses would be permissible in this development; and
- The development would site additional residential units within the commercial catchment/employment area for the businesses and services located within the Cordova Bay "Village". The site is also within four kilometres of the Vancouver Island Tech Park and Camosun College Interurban Campus.

CONSULTATION

The applicant has stated that on-site information meetings were held on three separate weekends. Notice of the meetings was hand-delivered to area residents and posted on the site. The applicant received 25 letters of support and one letter of concern. In addition, a presentation was made to the Cordova Bay Association for Community Affairs (CBACA).

Planning sent a formal referral to CBACA. A response was received indicating no objections to the proposal.

A referral was also sent to the Ministry of Transportation and Infrastructure because the site is located within 800 m of an intersection with Controlled Access Highway. The Ministry responded indicating no objections or additional requirements to the proposed rezoning.

OPTIONS

The proposal is consistent with Cordova Bay Local Area Plan Policy 7.3 with respect to minimum and average lot sizes and complies with all proposed RS-12 zoning regulations. No variances are requested. The proposal is also consistent with the Official Community Plan which allows for limited infill in neighbourhoods inside the Urban Containment Boundary. The proposed lot sizes and configurations are compatible with the pattern of development of the nearby neighbourhood. Cordova Bay Association for Community Affairs has indicated no objections to the proposed development.

The proposed number of lots has not changed from the 2013 proposal that was rejected by Council. The primary difference with the current proposal is that the applicant is agreeable to the registration of suitable covenants for site coverage, house size and massing, siting, tree preservation, solar readiness, deconstruction of existing buildings, and prohibition of secondary suites. As with the previous proposal, a covenant requiring that new buildings must conform with the BuiltGreen™ Gold, EnerGuide 82 or equivalent energy efficient building design and construction standard is also proposed.

The following options are available to Council:

- Option 1: Do not support the application for three additional lots for a total of four lots for single family dwelling use.
- Option 2: Support the application for three additional lots for a total of four lots for single family dwelling use provided suitable covenants are registered as noted above.
- Option 3: Postpone consideration of the application as presented and request the applicant to reduce the proposal to a total of three lots for single family dwelling use.

Staff support Option 2.

SUMMARY

The proposal is located inside the Urban Containment Boundary and is consistent with the Official Community Plan and Cordova Bay Local Area Plan. The proposed lot sizes and configurations would comply with the RS-12 zone requirements and are compatible with the

pattern of development of the nearby neighbourhood. The applicant is agreeable to the registration of suitable covenants to limit potential community impacts. Achievement of BuiltGreen™ Gold or equivalent energy efficient building design and construction standard is also proposed.

The proposal is located in the Ridge area of Cordova Bay and within 1 km walking distance of the Cordova Bay “Village” where a broad range of commercial and personal services are provided, employment opportunities exist, and where the majority of future residential and commercial growth is to be focused per the Official Community Plan. A range of outdoor, community, and recreation opportunities are available within reasonable walking/cycling distance.

The tree resource on the property and adjacent boulevards is composed of a mixture of native and exotic species. Of the 13 trees on the site, it is likely that only three non-bylaw protected trees can be retained. Retention of the trees on the Del Monte Avenue boulevard would require special design considerations for road and sidewalk construction involving collaboration between the Consulting Arborist and Saanich Parks.

While the proposed number of lots has not changed from the 2013 proposal that was rejected by Council the applicant is now agreeable to the registration of suitable covenants for site coverage, house size and massing, siting, tree preservation, solar readiness, deconstruction of existing buildings, and prohibition of secondary suites. As with the previous proposal, a covenant requiring that new buildings must conform the BuiltGreen™ Gold or equivalent energy efficient building design and construction standard is also proposed.

Suitable covenants to restrict driveway accesses and servicing locations, to require that the development must be constructed in accordance with the Consulting Arborist’s recommendations, and to protect three non-bylaw trees proposed for retention on proposed Lot 1 would be referred to the Approving Officer for consideration through the subdivision process.

RECOMMENDATION

1. That the application to rezone the site from the A-1 (Rural) Zone to the RS-12 (Single Family Dwelling) Zone to create three additional lots for single family dwelling use be approved.
2. That Final Reading of the Zoning Amendment Bylaw be withheld pending registration of a covenant to secure the following:
 - To require a maximum lot coverage of 32% for all buildings and structures on proposed Lots 1 to 4.
 - To require a maximum building height for proposed Lot 3 of 6.5 m as measured from a main floor elevation of 90.8 m geodetic and for proposed Lot 4 of 6.5 m as measured from average grade.
 - To require that dwellings on proposed Lots 3 and 4 would be constructed with flat roofs and the dwelling on proposed Lot 3 would be limited to a single storey at the front.


- To require a maximum gross floor area and non-basement area for dwellings on proposed Lots 1 to 4 as shown in the following table:

	RS-12 Zone		Proposed	
	Gross Floor Area	Non-Basement Area	Gross Floor Area	Non-Basement Area
Lot 1	539.5 m ²	404.6 m ²	380.9 m ²	285.6 m ²
Lot 2	489.9 m ²	367.4 m ²	362.3 m ²	271.7 m ²
Lot 3	497.6 m ²	373.2 m ²	362.3 m ²	271.7 m ²
Lot 4	488.5 m ²	366.3 m ²	362.3 m ²	271.7 m ²

- To require that the dwellings on proposed Lots 1 to 4 are constructed to a minimum BuiltGreen™ Gold, EnerGuide 82 or equivalent energy efficient building design and construction standard and include necessary conduit and piping to be considered "solar-ready" for future installation of solar photovoltaic or hot water heating systems.

Report prepared by: 
 Neil Findlow, Senior Planner

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

Report reviewed by: 
 Sharon Hvozdzanski, Director of Planning

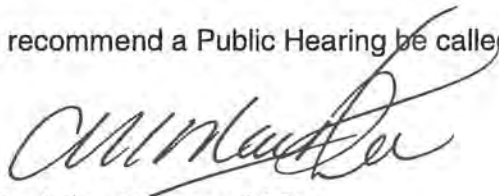
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Attachment

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

ADMINISTRATOR'S COMMENTS:

I recommend a Public Hearing be called.


 for Paul Thorkelsson, CAO



ENGINEERING
Development

Memo

To: Subdivision Office
From: Jagtar Bains – Development Coordinator
Date: July 6, 2015
Subject: Servicing Requirements for Development

PROJECT: TO REZONE FROM A-1 TO RS-12 TO CREATE 3 ADDITIONAL LOTS FOR SFD USE

SITE ADDRESS: 5197 DEL MONTE AVE

PID: 007-279-825

LEGAL: LOT 1 BLOCK 4 SECTION 44 LAKE LAND DISTRICT PLAN 1522

DEV. SERVICING FILE: SVS01792

PROJECT NO: PRJ2012-00279

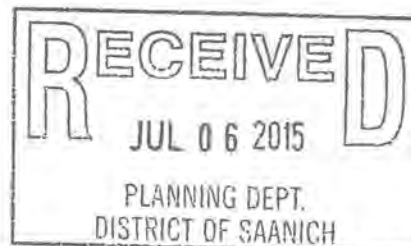
The intent of this application is to subdivide the above referenced parcel into four lots for single family use. Some of the more apparent Development Servicing requirements are as listed on the following pages(s).

A handwritten signature in black ink, appearing to read "Jagtar Bains", is written over a horizontal line.

Jagtar Bains
DEVELOPMENT COORDINATOR

ENTERED
IN CASE

cc: David Sparanese, MANAGER OF TRANSPORTATION & DEVELOPMENT



Development Servicing Requirements

Development File: SVS01792
Civic Address: 5197 DEL MONTE AVE
Page: 1

Date: Jul 6, 2015

Drain

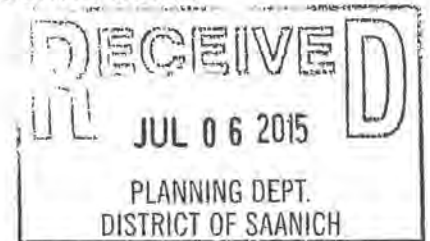
1. SUBSEQUENT DRAIN CONNECTIONS WILL BE REQUIRED FOR PROPOSED LOTS 1, 2 AND 3 FROM THE EXISTING MAIN ON WALEMA AVE. AND FOR PROPOSED LOT 4 FROM THE EXISTING MAIN TRAVERSING SAME. CONNECTION FOR PROPOSED LOT 2 IS TO BE EXTENDED ALONG THE EASTERN SIDE OF PROPOSED LOT 1 VIA A PRIVATE EASEMENT.
2. STORM 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.
3. A SUITABLY DESIGNED STORM DRAIN SYSTEM MUST BE INSTALLED TO DRAIN ROAD RUNOFF ON DEL MONTE AVE. FROM THE EXISTING SYSTEM LOCATED IN THE INTERSECTION OF DEL MONTE AVE. AND WALEMA AVE.

Gen

1. THIS PROPOSAL IS SUBJECT TO THE PREVAILING MUNICIPAL DEVELOPMENT COST CHARGES.
2. PRIVATE EASEMENT WILL BE REQUIRED FOR SEWER AND DRAIN ACROSS PROPOSED LOTS 1 IN FAVOR OF PROPOSED LOTS 2.
3. THE EXISTING NON-COMFORMING BUILDINGS MUST BE REMOVED PRIOR TO SUBDIVISION APPROVAL.

Hydro/tel

1. UNDERGROUND WIRING IS REQUIRED TO SERVE PROPOSED LOTS 1, 3 AND 4.



Road

1. 6.0 M RADIUS PROPERTY CORNER CUT IS REQUIRED FOR ROAD ALLOWANCE AT DEL MONTE AVE. AND WALEMA AVE.
2. PROPERTY DEDICATION IS REQUIRED ON WALEMA AVE. FOR THE CUL-DE-SAC AS SHOWN ON THE SUBDIVISION PLAN PREPARED BY J.E. ANDERSON & ASSOCIATES.
3. WALEMA AVE., FRONTING THIS PROPOSAL, MUST BE WIDENED TO RESIDENTIAL MUNICIPAL STANDARDS COMPLETE WITH CONCRETE CURB AND GUTTER. CONCRETE SIDEWALK IS TO BE CONTINUED ALONG THE SOUTHERN SIDE OF CUL-DE-SAC ON WALEMA AVE.
4. DEL MONTE AVE., FRONTING THIS PROPOSAL, MUST BE WIDENED TO RESIDENTIAL MUNICIPAL STANDARDS COMPLETE WITH CONCRETE CURB, GUTTER AND SIDEWALK.

Sewer

1. SUBSEQUENT SEWER CONNECTIONS WILL BE REQUIRED FOR PROPOSED LOTS 1, 2 AND 3 FROM THE EXISTING MAIN ON WALEMA AVE. AND FOR PROPOSED LOT 4 FROM THE EXISTING MAIN TRAVERSING SAME. CONNECTION FOR PROPOSED LOT 2 IS TO BE EXTENDED ALONG THE EASTERN SIDE OF PROPOSED LOT 1 VIA PRIVATE EASEMENT.

Water

1. PROVISIONAL WATER CONNECTIONS WILL BE REQUIRED FOR PROPOSED LOTS 2 AND 3.
2. THE EXISTING WATER CONNECTION ON WALEMA AVE. IS TO BE EXTENDED TO NEW PROPERTY LINE TO SERVE

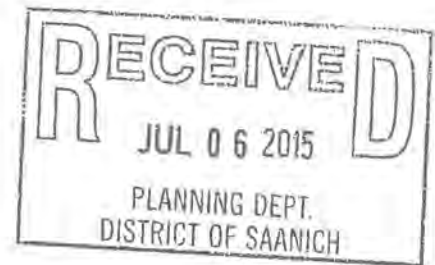
Development Servicing Requirements

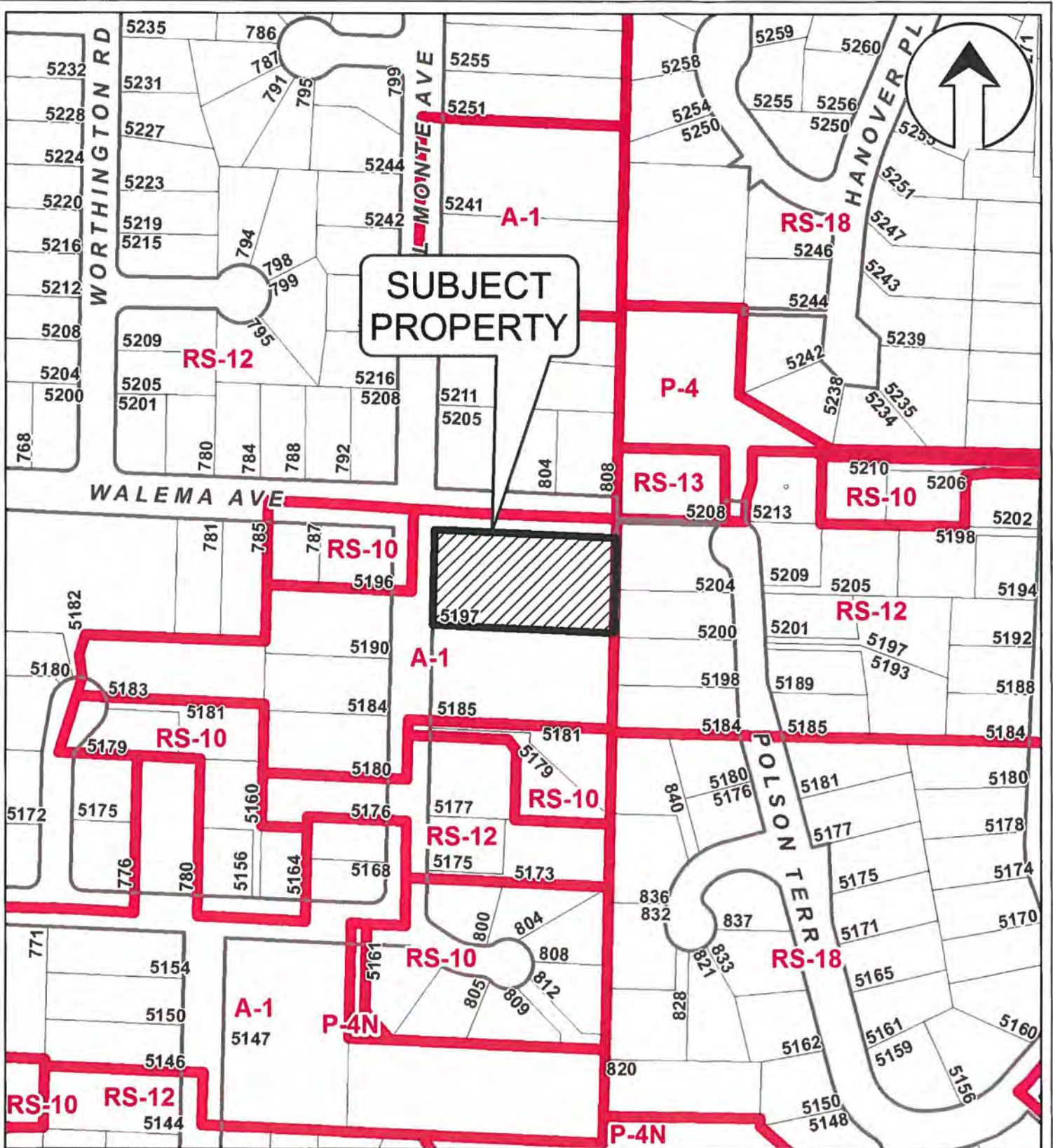
Development File: SVS01792
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Date: Jul 6, 2015

PROPOSED LOT4.

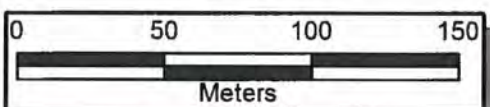
3. THE EXISTING 19 MM WATER SERVICE DEL MONTE AVE. IS TO BE USED BY PROPOSED LOT 1.





**SUBJECT
PROPERTY**

District of Saanich
Planning Dept.
 April 29, 2015





Talbot Mackenzie & Associates

Consulting Arborists

July 16, 2015

Sunny Charters Ltd.
Box 312
Brentwood Bay, BC V8M 1R3

Attention: Chuck Farrar

Re: Tree Impact and Retention Report – 5197 Del Monte Avenue

Assignment: Provide arborist services to examine the tree resource on the property at 5197 Del Monte Avenue, document the resource of bylaw-protected and municipal trees, and prepare a tree impact report for the subdivision of the property that summarizes our findings.

Methodology: For this purpose, we reviewed a proposal to subdivide the property into four single family lots. Each tree was visually examined and the information regarding all bylaw-protected trees, municipal trees and trees on neighbouring properties, within 3 metres of the property boundaries, was entered on a tree resource spreadsheet that you will find attached to this report. The information that was compiled includes, the existing numeric metal tag number, tree species, size (dbh), protected root zone (PRZ), critical root zone (CRZ), crown spread, health and structural condition, relative tolerance to construction impacts and general remarks and recommendations.

Tree Resource: The tree resource on the property and municipal frontages that was examined and documented is comprised of the following:

Bylaw protected size and located within the property boundaries

Amount	Species	Tag numbers
One	Chamaecyparis	97
One	Pacific dogwood	418
Six	Douglas-fir	066, 070, 099, 101, 102 and 147

Not bylaw-protected and located within the property boundary, but where they will be situated within the proposed road dedication

Amount	Species	Tag numbers
One	Apple	065
One	Douglas-fir	067
Two	Leyland cypress	068 and 069

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Email: treehelp@telus.net

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Not bylaw-protected but located within an area where they are proposed to be retained.

Amount	Species	Tag numbers
One	Walnut tree	046
Two	Hazelnut shrubs	047 and 048

Located on the Del Monte Avenue municipal frontage

Amount	Species	Tag numbers
One	Big Leaf maple	045
One	Scouler willow	49
Twenty	Douglas-fir	78, 79, 80, 81, 83, 84, 85, 82, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96 and 98

Located on the neighbouring property at 5185 Del Monte Avenue, where it could be impacted and is a bylaw-protected species. This tree is nearly dead and should be removed.

Amount	Species	Tag number
One	Pacific dogwood	100

Located on the municipal frontage of 5190 Del Monte Avenue, but where they could potentially be impacted by upgrades to the underground services and by the street improvements

Amount	Species	Tag numbers
Five	Multiple-stemmed Big Leaf maple	0541, 0542, 0543, 0544 and 0545

Overview of proposal and potential impacts: The proposal reviewed is to subdivide the existing property into four (4) single-family lots. The layout with two lots fronting on Del Monte Avenue and two fronting on Walema Road would, in our opinion, have the least impact on the municipal trees. An alternate layout, which would have the lots fronting on Walema Road, would increase the area of encroachment into the roots zones and the impacts on the row of municipal fir trees.

Walema Avenue Road Dedication

Six trees have at present been retained along this frontage, one apple, three Douglas-fir and two Leyland cypress.

- Two of the trees, apple #065 and Douglas-fir 066, are located within the proposed sidewalk and where their removal will be required.
- The remaining Douglas-firs, #067 and 070 and the two Leyland cypress #068 and 069 grow close together and where their canopies are in conflict with each other.

All have the potential to be impacted by grade changes for the sidewalk and within the area of road dedication. In our opinion, the Leyland cypress trees will not be suitable to retain in this location long term, and their removal will not permit the retention of the Douglas-firs, whose canopies have been altered by the growth of the adjacent cypress trees. We recommend that all the remaining trees along this frontage be removed.

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Lot #1

- Black walnut #046, dogwood 418 and hazelnuts #047 and 048 are in an area where they are proposed to be retained and protected.

The existing driveway access for the property is to be used for this lot. The plans supplied show the drain and sanitary located in a proposed service easement along the eastern property boundary, but shows the water and gas located on the Del Monte frontage. There would be fewer impacts on the row of municipal trees if these services could be located and connected within, or close to, the easement on the eastern property boundary. Hydro and telecommunication service locations are also shown to be connected along the Walema Avenue frontage, and where they will not be in conflict with the trees that are to be retained. It will be necessary to prune and remove lower limbs from the municipal fir trees to provide adequate clearance for headroom and any parking or turn around areas that may be required at the front of this lot.

Lot #2

- Chamaecyparis #097 is within the building envelope, and where its removal will be required.

The proposed driveway access to this lot is near the southwest property line. The plans supplied show the drain and sanitary located in a proposed service easement along the eastern property boundary, but shows the hydro/communications, water and gas located on the Del Monte frontage. Douglas-fir #101 and 102 are young trees that are located where they will be heavily impacted by the driveway construction and service installation. The removal of these two trees would permit the driveway and services to be located closer to the southern property boundary, and therefore reduce the impacts on the large Douglas-firs that are located on the municipal frontage. It will be necessary to prune and remove lower limbs from the municipal fir trees to provide adequate clearance for headroom and any parking or turn around areas that may be required at the front of this lot.

Lot #3

- If apple #065, Douglas-fir 067, and Leyland cypress trees #068 and 069 are removed from the area of road dedication there will be no tree related issues on this lot.

Lot #4

- Douglas-fir #147 is located more than 10 metres away from the rear property boundary, and where it will be difficult to retain and protect while having sufficient space to locate a suitable sized building footprint on this lot.

In our opinion, it would be necessary to construct the building footprint a minimum distance of 8 metres to the north of this tree to have a reasonable expectation that it will remain stable and survive the construction impacts. In addition, the location of the storm and sanitary connections are shown on the south side of the tree and where the tree would be further impacted by their installation. If it is determined that it is possible to retain this large tree, then consideration should be given to locating these service connections on the north side of the tree. If it is not possible to protect a sufficiently large root protection zone on this lot then we recommend that the tree be removed.

Del Monte Avenue frontage

- Scouler willow #049 has failed recently; therefore, we recommend the removal of the remainder of this tree.

In our opinion, the most valuable component of the tree resource and feature on this property is the row of large Douglas-fir trees that grow along this municipal frontage. The plans show that the new curb and gutter and catch basin will be located closer to the row of trees than the existing edge of pavement, with a municipal sidewalk located between the new curb and the municipal trees. It will be necessary to carefully plan the grades of the proposed curb and gutter and the municipal sidewalk where it encroaches within the root zones of trees that are to be retained, in order to reduce the impacts on the critical root structures of these trees. The sidewalk must be at a grade that permits it to float over the tree roots in this location, with little or no excavation below the existing grade. It might be possible to retain Big Leaf maple #045 at the Del Monte and Walema Avenue corner if a bump out in the curb is provided around the tree location, and if the excavation required is shallow. However, its removal may be required if the excavation encounters significant root structures that must be pruned and removed.

Mitigation of impacts: The following are guidelines to be considered as a means of isolating and protecting any trees that are to be retained on this site from the development impacts.

Barrier fencing: It is a requirement of the municipality that areas, surrounding the trees that are designated for retention on this property be isolated from the construction activity by erecting protective barrier fencing. Where possible, the fencing should be erected at the perimeter of the critical root zones. Where the new construction encroaches within the critical root zone areas, the fencing should be erected 1 metre off the edge of these footprints or in a location that is determined by the project arborist. Once it is determined which trees are to be retained, the project arborist can mark out onsite the location where the fencing is to be erected.

The barrier fencing to be erected must be a minimum of 4 feet in height. A solid board or rail must run between the posts at the top and the bottom of the fencing. This frame can then be covered with plywood, or flexible snow fencing (see attached diagram). The fencing must be erected prior to the start of any construction activity on site (i.e. demolition, excavation, construction), and remain in place through completion of the project. Signs should be posted around the protection zone to declare it off limits to all construction related activity. The project arborist must be consulted before this fencing is removed or moved for any purpose.

Demolition: Barrier fencing must be erected to protect all of the trees that are to be retained and the areas required for the *Schedule I* boulevard trees prior to any machinery entering the site for the demolition phase. Demolition debris should be removed from the property along the Walema Avenue frontage, and where it is outside of the fenced tree protection zones.

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Stump removal: Stumps of the trees removed from the site that fall within the defined critical root zones of the protected trees must be removed under the supervision of the project arborist. If a stump cannot be removed without having a detrimental impact on the protected trees, it should be left in place, undisturbed or removed with the use of a stump router or grinder.

Building footprints: The location of the footprint for the houses and any detached garages and accessory buildings may be the determining factor as to which trees can be successfully isolated from the construction impacts and retained. The project arborist must supervise the excavation for the building footprints, where these footprints encroach within the critical root zone of any of the trees that are to be retained on this property.

Driveway/Parking areas: Driveway and parking areas that encroach within the root zones of protected trees must be designed and constructed at a grade that permits them to be floated over the existing site grade in these locations with little or no excavation below these grades. We have provided typical floating driveway specifications that can be adapted to meet the requirements of your project. The project arborist must direct or supervise any excavation that is required within the root zones of the protected trees.

Sidewalk and Street upgrades: One of the areas of significant potential impact is the widening of the street and the installation of curb and gutters, catch basins on both sides of Del Monte Avenue and the installation of a municipal sidewalk. The project arborist must supervise the excavation where the curb/gutter and catch basins are located closer to the protected trees than the existing pavement edge. The portion of the municipal sidewalk that encroaches within the root zones of protected trees must be designed and constructed at a grade that permits it to be floated over the existing site grade in this location with little or no excavation below these grades. The project arborist must direct or supervise any excavation that is required within the root zones of the protected trees. Alterations to the curb layout to allow a protected area around Big Leaf maple #045 at the Del Monte and Walema Avenue corner might permit its retention, if desired, and if the excavation required is shallow and no critical supporting root structures are encountered in this location.

Servicing: The plans that were reviewed show underground services that are located within the root zones of protected trees. If the service installation and the upgrades conflict with the critical root zones of trees that are to be retained, any excavation must be supervised by the project arborist. It may be necessary to excavate the trenches with the use of hydro excavation equipment or an Airspade in these locations.

Pruning: Pruning and the removal of low limbs from the trees along the Del Monte Avenue frontage will be required trees to provide adequate clearance for headroom and any parking or turn around areas that may be required at the front of this lot. Any pruning of bylaw-protected trees, if required, must be completed by an ISA Certified arborist or to ANSI 300 standards.

Landscape Installation: Landscape plans for the individual lots were not available or reviewed for the purpose of this report. Landscape installations can have a considerable and a detrimental impact on mature landscape trees. The project arborist should review any plans that outline proposed changes to the landscape in order to determine the potential impacts on the tree resource and to outline measures to mitigate these impacts.

The installation of a *Schedule I* boulevard tree is usually required on the frontage of each of the lots that are created. Given the number of trees that already grow along the frontage of Lot 1 and Lot 2 this may not be a requirement for these lots. If *Schedule I* boulevard trees are required for any of the lots, an undisturbed area on the municipal frontage must be identified and protected from construction activity through the construction phase. The fencing to protect the soils in these areas from compaction during construction should be a 2 metre by 2 metre square that is constructed according to the specifications outlined under barrier fencing above.

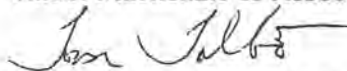
Work Area and Material Storage: It is important that the issue of storage of excavated soil, construction material, and site parking be reviewed prior to the start of construction or demolition; where possible, these activities should be kept outside of the critical root zones of trees that are to be retained. If there is insufficient room for onsite storage and working room, the arborist must determine a suitable working area within the critical root zone, and outline methods of mitigating the associated impacts (i.e. mulch layer, bridging etc).

Owners Responsibility: It is the responsibility of the client or his/her representative to contact the project arborist for the purpose of:

- Locating the barrier fencing
- Reviewing the report with the project foreman or site supervisor
- Locating work zones, where required
- Supervising excavation during the demolition, construction, paths, driveways and service footprints where they encroach within the critical root zones of trees that are to be retained.
- Reviewing and advising of any tree removal, replacements required and pruning requirements for clearances.

Review and site meeting: Once the project receives approval, it is important that the project arborist meet with the principals involved in the project to review the information contained herein. It is also important that the arborist meet with the site foreman or supervisor before any site clearing, demolition or other construction activity occurs. 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

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Victoria, BC V8Z 7H6
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Enclosures: Tree Resource Spreadsheet, Barrier Fencing Specifications, Floating Driveway Specifications

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.

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**TREE RESOURCE
for
5197 Del Monte Avenue**

<i>Tree #</i>	<i>d.b.h. (cm)</i>	<i>PRZ</i>	<i>CRZ</i>	<i>Species</i>	<i>Crown Spread(m)</i>	<i>Condition Health</i>	<i>Condition Structure</i>	<i>Relative Tolerance</i>	<i>Remarks / Recommendations</i>
045	39, 50	12.6	8.0	Big Leaf maple	9	fair	fair	moderate	Municipal tree, located at the corner of Del Monte Avenue and Walema Road. Large deadwood, surface rooted, lower trunk lean.
046	55	N/A	5.0	Black walnut	5	fair	fair	good	Non bylaw-protected.
047	multiple stems	N/A	5.0	Hazelnut	5	fair	fair	good	Non bylaw-protected.
048	multiple stems	N/A	5.0	Hazelnut	5	fair	fair	good	Non bylaw-protected.
049	25, 30, 33, 43	17.0	9.5	Scouler willow	7	fair	poor	good	Located on Del Monte Avenue municipal frontage. Most of the main stems have failed within the last year. Removal recommended
065	35	6.3	3.5	Apple	7	fair	fair	good	Non bylaw-protected. Located on Walema Road proposed municipal frontage dedication, decay in lower limbs, basal wound, 1 metre from cul de sac. Tag removed.
066	37	6.7	5.0	Douglas-fir	6	good	good	poor	Bylaw protected size. Located on Walema Road municipal frontage dedication, young tree, 2 metres from cul de sac, competing with leylandii.
067	28	5.0	4.0	Douglas-fir	6	good	good	poor	Non bylaw-protected. Located on Walema Road proposed municipal frontage dedication,
068	53	9.5	5.3	Leylandii cypress	8	good	fair	good	Non bylaw-protected. Located on Walema Road proposed municipal frontage dedication,

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069	50	9.0	5.0	Leylandii cypress	8	good	fair	good	Non bylaw-protected. Located at edge of Walema Road proposed municipal frontage dedication,
070	34	6.1	5.1	Douglas-fir	6	fair	fair	poor	Bylaw protected size. Located at edge of Walema Road proposed municipal frontage dedication, competing with leylandii.
078	85	15.3	12.8	Douglas-fir	14	fair	poor	poor	Located on the property boundary along Del Monte Avenue municipal frontage, multiple leaders, likely took this form as a young tree.
079	66	11.9	9.9	Douglas-fir	14	fair	poor	poor	Located on Del Monte Avenue municipal frontage, deflected multiple times, likely took this form as a young tree.
080	40	7.2	6.0	Douglas-fir	6	fair	fair	poor	Located on Del Monte Avenue municipal frontage.
081	53	9.5	8.0	Douglas-fir	6	fair	fair	poor	Located on Del Monte Avenue municipal frontage.
083	40	7.2	6.0	Douglas-fir	14	fair	fair	poor	Located on Del Monte Avenue municipal frontage.
084	58	10.4	9.0	Douglas-fir	14	fair	fair	poor	Located on Del Monte Avenue municipal frontage.
085	36	6.5	5.4	Douglas-fir	12	fair	fair	poor	Located on Del Monte Avenue municipal frontage, included bark.
082	12	2.2	2.0	Douglas-fir	6	fair	fair	poor	Located on Del Monte Avenue municipal frontage, previous top failure.

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086	29	5.2	4.0	Douglas-fir	8	fair	fair	poor	Located on Del Monte Avenue municipal frontage, deflected top.
087	44	7.9	6.6	Douglas-fir	8	fair	fair/poor	poor	Located on Del Monte Avenue municipal frontage, two tops, may be a point of weakness. Closer examination recommended if retained.
088	31	5.6	4.7	Douglas-fir	6	fair	fair	poor	Located on Del Monte Avenue municipal frontage, co-dominant tops.
089	46	8.3	6.9	Douglas-fir	8	fair	fair	poor	Located on Del Monte Avenue municipal frontage, deflected top.
090	16	2.9	2.5	Douglas-fir	6	poor	fair	poor	Located on Del Monte Avenue municipal frontage, suppressed, two tops.
091	48	8.6	7.2	Douglas-fir	10	fair	fair	poor	Located on Del Monte Avenue municipal frontage, deflected top.
092	51	9.2	7.0	Douglas-fir	12	fair	fair	poor	Located on Del Monte Avenue municipal frontage, two tops, may be weak. Closer examination recommended if retained.
093	25	4.5	4.0	Douglas-fir	8	fair	fair	poor	Located on Del Monte Avenue municipal frontage, topped, suppressed. Tag removed.
094	16	2.9	2.5	Douglas-fir	6	fair	poor	poor	Located on Del Monte Avenue municipal frontage, topped, suppressed.
095	45	8.1	6.8	Douglas-fir	14	fair	fair	poor	Located on Del Monte Avenue municipal frontage, deflected top.

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096	52	9.4	8.0	Douglas-fir	14	fair	fair	poor	Located on Del Monte Avenue municipal frontage, corrected lean.
097	41,25,26	N/A	7.0	Chamaecyparis	4	fair	fair	good	Bylaw protected size. Growing at southwest corner of existing house footprint.
098	45	8.1	7.0	Douglas-fir	14	fair	fair/poor	poor	Located on Del Monte Avenue municipal frontage.
099	66	11.9	9.0	Douglas-fir	14	fair	fair	poor	Bylaw protected size. Deflected top, deadwood.
100	10, 10	2.8	1.5	Pacific dogwood	3	poor	fair	good	Bylaw protected size. Located on neighbouring property at 5185 Del Monte Avenue, co-dominant. Nearly dead.
101	31	5.6	4.7	Douglas-fir	6	fair	good	poor	Bylaw protected size
102	19,35	8.1	6.8	Douglas-fir	7	fair	fair	poor	Bylaw protected size
147	107	19.3	16.1	Douglas-fir	20	good	good	poor	Bylaw protected size. Recently pruned.
541	2x9 2x17	6.8	3.8	Big Leaf maple	n/a	fair	poor	good	Located on the frontage of 5190 Delmonte Avenue. Topped and side pruned beneath overhead service wires. Four stems
0542	11,12,15 20,25	10.8	6.0	Big Leaf maple	n/a	fair	poor	good	Located on the frontage of 5190 Delmonte Avenue. Topped and side pruned beneath overhead service wires. Five stems

Prepared by:
Talbot Mackenzie & Associates
 ISA Certified, and Consulting Arborists
 Phone: (250) 479-8733
 Fax: (250) 479-7050
 email: Treehelp@telus.net

**TREE RESOURCE
for
5197 Del Monte Avenue**

<i>Tree #</i>	<i>d.b.h. (cm)</i>	<i>PRZ</i>	<i>CRZ</i>	<i>Species</i>	<i>Crown Spread(m)</i>	<i>Condition Health</i>	<i>Condition Structure</i>	<i>Relative Tolerance</i>	<i>Remarks / Recommendations</i>
0543	2x16 2x22	9.9	5.5	Big Leaf maple	n/a	fair	poor	good	Located on the frontage of 5190 Delmonte Avenue. Topped and side pruned beneath overhead service wires. Four stems
0544	18, 21	5.7	3.5	Big Leaf maple	n/a	fair	poor	good	Located on the frontage of 5190 Delmonte Avenue. Topped and side pruned beneath overhead service wires. Two stems
0545	8,11,11, 18,21	9.0	5.0	Big Leaf maple	n/a	fair	poor	good	Located on the frontage of 5190 Delmonte Avenue. Topped and side pruned beneath overhead service wires. Five stems Centre stem dead.
0418	11			Pacific dogwood	4	good	good	good	Bylaw protected size. Small tree located in grouping beside Walnut tree

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Key to Headings in Resource Table

d.b.h. – **diameter at breast height** - diameter of trunk, measured in centimetres at 1.4 metres above ground level

PRZ – **protected root zone** - the area of land surrounding a bylaw protected tree (Saanich Bylaw # 7632). Indicates the radius of a circle of protected land, measured in metres.

CRZ – **critical root zone** - estimated optimal size of tree protection zone based on tree species, condition and age of specimen and the species tolerance to root disturbance. Indicates the radial distance from the trunk, measured in metres.

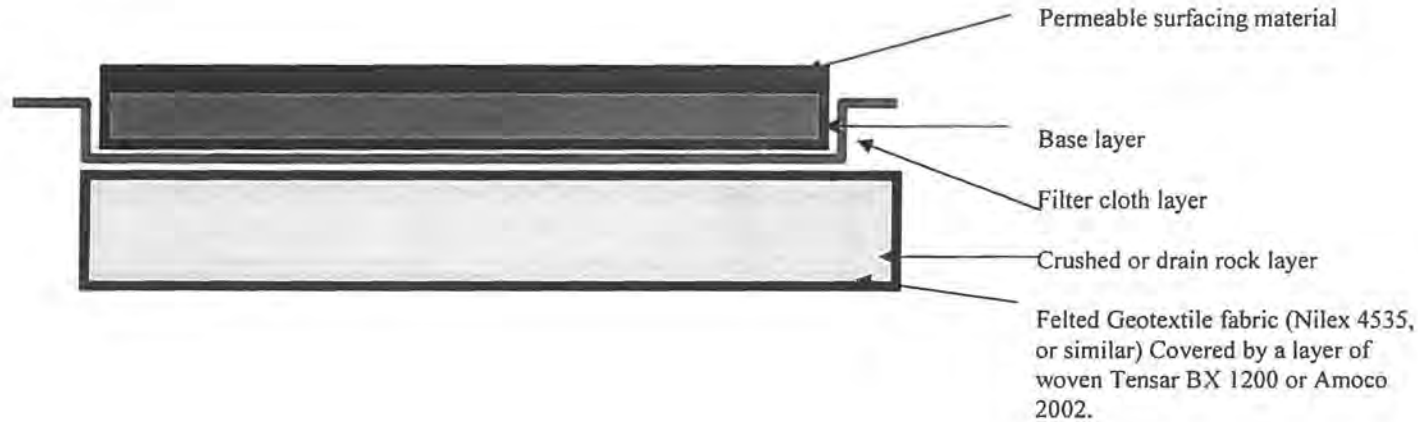
Crown spread – indicates the diameter of the crown spread measured in metres to the dripline of the longest limbs.

Condition health/structure –

- Good – no visible or minor health or structural flaw
- Fair – health or structural flaw present that can be corrected through normal arboricultural or horticultural care.
- Poor – significant health or structural defects that compromise the long-term survival or retention of the specimen.

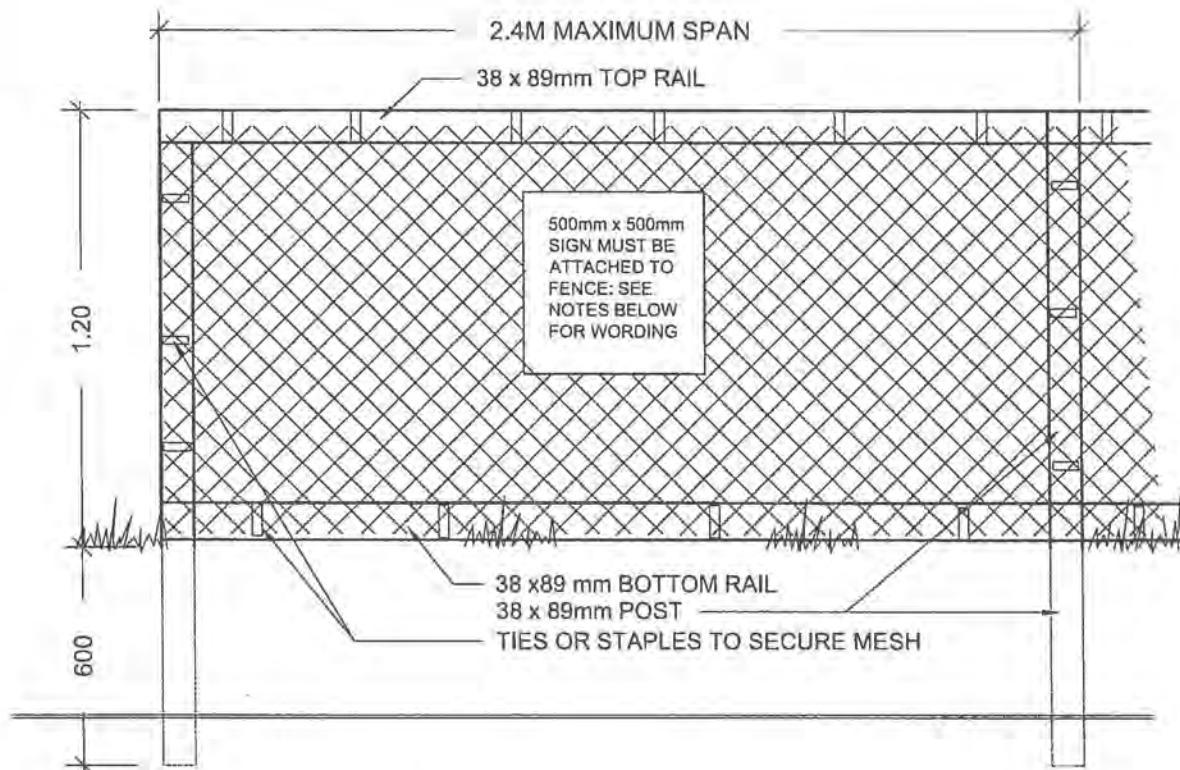
Relative Tolerance – relative tolerance of the selected species to development impacts.

Diagram – Site Specific Floating Driveway, Parking and Sidewalk Areas



Specifications for Floating Driveway and Parking Areas

1. Excavation for driveway or parking area construction must remove the sod layer only, where they encroach on the root zones of the protected trees
2. A layer of medium weight felted Geotextile fabric (Nilex 4535, or similar) is to be installed over the entire area of the critical root zone that is to be covered by the paving. Cover this Geotextile fabric with a layer of woven Amoco 2002 or Tensar BX 1200. Each piece of fabric must overlap the adjoining piece by approximately 30-cm.
3. A 10cm layer of torpedo rock, or 20-mm clean crushed drain rock, is to be used to cover the Geotextile fabric.
4. A layer of felted filter fabric is to be installed over the crushed rock layer to prevent fine particles of sand and soil from infiltrating this layer.
5. The bedding or base layer and permeable surfacing can be installed directly on top of the Geotextile fabric.



TREE PROTECTION FENCING

NOTES:

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

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



DETAIL NAME: **TREE PROTECTION FENCING**

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

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

Tentative Building Scheme
5197 Del Monte Avenue
Rezoning and 4 Lot Development proposal

Brief

The Lots will be sold to yet unknown buyers. The owners of the subject property will not be building out the subdivision.

The location is unique in that the subject property has dual road frontages with both Delmonte Avenue and Walema Avenues ending in permanent cul-de-sacs.

The site slopes to the east and affords panoramic sea, Island, and distant mountain views.

The proposal is committed to covenants that enhance the aesthetic of the location with an eye to affording views, privacy, and abundant green space around each home.

The large lots allow for ideal sensitive and sensible integration into the neighbourhood and can be developed in harmony with the landscape and surrounding uses, being single family detached homes of generally high quality.

The lands surrounding the subject property has been substantially developed and built out since the 1980s. There is no particular or consistent architectural theme in the neighbourhood. Many of the existing homes are within cul-de-sacs and not within the view of Del Monte Avenue and Walema Avenue.

The building scheme is designed to allow reasonable freedom and expectations of the new lot owners to build their dream home which will reflect the latest features, amenities, and high quality building standards available today.

Each home will be constructed to the Built Green Gold specs.

FORM AND CHARACTER AND MASSING OF THE HOMES

Please refer to the preliminary plan for the designated area on each lot for the location of a home.

The plan includes elevations for ground, main floor, and height of each home and site lines. Additional elevations are provided for service connections.

Section

1. Characteristics common to all homes on the four lots.

(a) Exterior walls

Permitted materials to be of cedar siding, shingles, brick, naturally quarried stone and limited stucco that will accentuate the ultimate individual home design. These materials are sensitive and are compatible with the exteriors of existing neighbourhood homes.

In general the windows and door openings in external walls will be inset to enhance the wall thickness, wide trim cedar, brick and stone can enhance the presentation of individual window openings.

Main entrance doors of wood can feature transom windows with beveled and stain glass side lights, door surrounds including pilasters, mantels and pediments with urn overlays.

Gable ends must have a minimum thickness of 2" and a minimum width of 8 inches.

Quality aluminum face mounted gutters to be coordinated with overall colour scheme.

(b) Roof and Chimney

Generally, homes in the area have grey to black asphalt shingle roofs with a few homes with clay tile designed roofs.

Depending on the pitch of the roof complementary materials of cedar shakes, asphalt shingles, clay tiles, slate, stone coated steel (to resemble tiles) can be used.

For low pitch/flat areas of the roof the highest quality systems are required such as GRP Fibreglass roofing systems and 3 membrane self- adhered cold applied systems.

The roofing system must be of non- reflective material.

Chimney to be finished with natural stone veener.

Section

1. continued

(c) Vehicle Parking

The parking arrangement for each lot will include the minimum of a double car garage with the addition of on-site parking for 4 vehicles. Garage doors can be of wood or metal with or without windows which blend in to the overall colour scheme of the home.

The driveways and parking areas are to be constructed of permeable pavers.

In reference to the consulting arborist report of July 16th, 2015, page 5,

“Driveway and parking areas that encroach within the root zones of protected trees must be designed and constructed at a grade that permits them to be floated over the existing site grade in these locations with little or no excavation below these grades. We have provided typical floating driveway specifications that can be adapted to meet the requirements of your project. The project arborist must direct or supervise any excavation that is required within the root zones of the protected trees”.

Storage of boat, trailer, unused vehicles require screening such as fencing, hedge or rock wall.

(d) Landscaping

An integral component of the landscape installation plan for the individual lots, will be the consideration of potential impacts on the existing mature tree resource.

Landscaping considerations will be in alignment with The Tree Impact and Retention Report dated July 16, 2015 by Talbot, MacKenzie & Associates, Consulting Arborists for the project . See Page 6 Landscape Installation.

It is proposed to limit the height of fences, hedges and other vegetation to a maximum height of 6 ft. covered by Covenant for each lot.

The use of non organic pesticides and herbicides is strictly prohibited

Landscape lighting to be considerate of neighbours.

Section

2. General Siting, Architectural Character, and Specific Concerns of Lots 1 through 4

(a) Lot 1

General Siting Criteria:

Corner lot of 11,610 sq. ft.

Maximum gross floor area of all buildings 4,100 sq. ft.

Maximum allowable coverage is 3,715 sq. ft. (32% of Lot).

Maximum height is 7.5 meters as measured from average grade.

Minimum front setback all buildings is 9.5 meters (to accommodate the root systems of boulevard trees) as per Arborists recommendations.

An example of a 2,500 sq. ft. building footprint as shown on the Plan. This footprint will vary at the discretion of the new owner of the Lot, however restricted to the maximum coverage.

Architectural Character:

2 storey home styles such as West Coast Contemporary, Colonial, Traditional, Cape Cod, Tudor, Country and European would blend well with the surrounding homes and enhance the character of the neighbourhood especially Lot 1 being a corner lot.

The home on Lot 1 can have a strong esthetic relationship with the boulevard tree trunks along Del Monte Avenue. Articulating the siding and building components vertically with the tree trunks, allows the house to integrate into the landscape.

Specific concerns:

A neighbour at 5208 Del Monte Avenue is concerned about their view and the size of the proposed homes.

The home on Lot 1 will be shrouded behind the boulevard trees and the multiple trees at the corner of Del Monte and Walema Avenues.

The home size on Lot 1 has been substantially reduced from the allowable RS-12 Zoning applied for. The North side yard setback is 4 meters from the property line. The sidewalk and grass boulevard is existing. Boulevard trees have been recommended to be planted by Saanich Parks. These features include two existing street lights and underground Hydro services contributing to a fine streetscape.

(a) Lot 1

Specific Concerns

Continued

The neighbours at 5196 Del Monte have provided a letter of support which includes, in part,

“We live directly across the street and our home is one of a few homes that will be directly impacted by change.

We are in favour of the plans presented.

We believe that the subdivision home size and tree removal on the property is in keeping with the aesthetic of the neighbourhood and will be a lovely addition.

We would welcome additional tree removal and limbing aimed at smaller trees that have been planted too close to larger, more robust trees”

Saanich parks may be considerate of these comments to enable the owners to remove dead branches, and trim some of the healthy boulevard tree branches that encroach onto Lot 1 (Del Monte Avenue frontage)

The neighbours at 5205 Del Monte Avenue at the corner of Del Monte and Walema Avenues have provided a letter of support which includes, in part,

“We support the four lot (total subdivision) with proposed covenants limiting total floor area of the buildings, total height and siting of the buildings.

We prefer the idea of diversity of building design so do not want to see pre-determined building designs.

We do not consider that the prospect of additional traffic from the proposed development a problem

The plan to have two driveways off Del Monte Avenue seems very reasonable, given the light traffic volume”

This neighbouring family will have a view to the North side of the home on Lot 1. Existing trees will partially obscure this home. Further landscaping with hedge, native plants and a gate will enhance the streetscape and offer privacy. The exterior wall of the garage is to be composed of a complex of material as opposed to a continuous boring wall.

A boulevard tree can be planted per Saanich Parks requirements

(b)

Lot 2**General Siting Criteria:**

Lot fronting Del Monte Avenue of 10,542 sq. ft.

Maximum gross floor area of all buildings 3,900 sq. ft.

Maximum allowable coverage is 3,373 sq. ft. (32% of Lot)

Maximum height is 7.5 meters as measured from average grade

Minimum front setback all buildings is 9.5 meters
(to accommodate the root systems of boulevard trees)

An example of a 2,500 sq. ft. building footprint as shown on the plan. This footprint will vary at the discretion of the owner of the Lot, however restricted to the maximum coverage

Architectural Character:

2 storey home styles such as West Coast Contemporary, Colonial, Traditional, Cape Cod, Tudor, Country and European would blend well with the surrounding homes

North exterior wall windows shall be minimal and sensitive to the privacy of Lot 1 (such as frosted)

It will be a requirement to remove some of the low branches of the boulevard trees that encroach onto Lot 2

Lot 2

continued

Specific Concerns:

See supportive comments from neighbour at 5196 Del Monte (page 4)

The long-time neighbour at 5185 Del Monte Avenue shares the common South boundary of the subject property.

Letters of support have been received from this neighbour for the previous and present development proposal. Comments include:

“ I am in support of the development proposal to subdivide into a total of 4 lots.

During the fall of 2013 non-bylaw protected trees were removed along my common boundary and the subject property.

I supported the removal of these trees and this is an overall improvement to both my property and the subject property.

I also support the building of a sidewalk along Del Monte Avenue along the subject property as proposed as well as underground Hydro service to the North West corner of my property.”

As the side-yard South exterior walls and garage wall of Lot 2 face this neighbour it is required that the windows are limited as to provide reasonable privacy. The garage wall should be of a complex of material and not a boring wall. The side- yard setback is 3.7 meters. Any storage of a boat, trailer or vehicle requires screening such as fencing or hedge or rock wall.

(c)

Lot 3**General Siting Criteria:**

Lot 3 fronting Walema Avenue cul-de-sac of 10,706 sq. ft.

Maximum gross floor area of all buildings is 3,900 sq. ft.

Maximum allowable coverage is 3,435 sq. ft. (32% of Lot)

Maximum height is 6.5 meters from a set grade subject to the final survey (see Plan)

Lot 3 has an area within the building envelope designated to 2 storey construction only (approx.. 2,660 sq. ft. footprint) the balance of the building envelope is designated single storey only. (see Plan)

A 2 storey home will be limited to a low pitch/flat roof design so as to allow for a view from the home on Lot 2, as well as allowing the home on lot 3 to have the potential to overlook the home on Lot 4.

Architectural Character:

2 storey homes styles can include Prairie style, Flat Roof, Mansard (Country French Style) that can accommodate the maximum 6.5 meter height

West exterior wall windows shall be minimal and sensitive to the privacy of Lot 2

Specific Concerns:

See page 3 Lot 1 Specific Concerns of neighbours at 5208 Del Monte Avenue

The house on Lot 3 is limited to 2 storey construction to an area at the rear of the building envelope (see Plan)

See page 4 Lot 1 for comments from neighbours at 5205 Del Monte Avenue who are in support of the development.

(e) Lot 4**General Siting Criteria:**

Lot 4 fronting Walema Avenue cul-de-sac of 10,518 sq. ft.

Maximum gross floor area of all buildings is 3,900 sq. ft.

The home must be located 8 meters from tree #147

Maximum height is 6.5 meter from average grade subject to final survey.

The home must be located 8 meters from tree #147

Maximum height is 6.5 meters from average grade subject to final survey

Lot 4 has an area within the building envelope designated to 2 storey construction only (approx. 2,760 sq.ft. footprint) the balance of the building envelope is designated single storey only. (see Plan)

The By-Law protected Fir Tree #147 is within the building envelope of Lot 4 (see consulting Arborist report Talbot MacKenzie & Associates July 16th 2015, page 3, Lot #4)

A 2 storey home will be limited to a low pitch/flat roof design so as to allow for the other homes on Lots 1, 2 and 3 to have the potential to overlook the highest part of the roof.

Architectural Character:

2 storey home styles such as Prairie Style, Frank Lloyd Wright, Mansard (Country French Style) can accommodate the 6.5 meter height restriction.

West exterior wall windows to be minimal and sensitive to the privacy of the other 3 lots.

Specific Concerns:

As of July 23, 2015 there has been no response to the revised development proposal of 2015 from the neighbours located at 5204 Polson Terrace (Mr. R Heppell). The opportunity to put concerns in writing has been available since February 2015 to July 23, 2015

Mr. Heppells previous concerns were drainage issues, safety concerns about the proposed widening of Walema Avenue and a covenant on the height of the two lower dwellings that would ensure that he does not lose privacy on his lot.

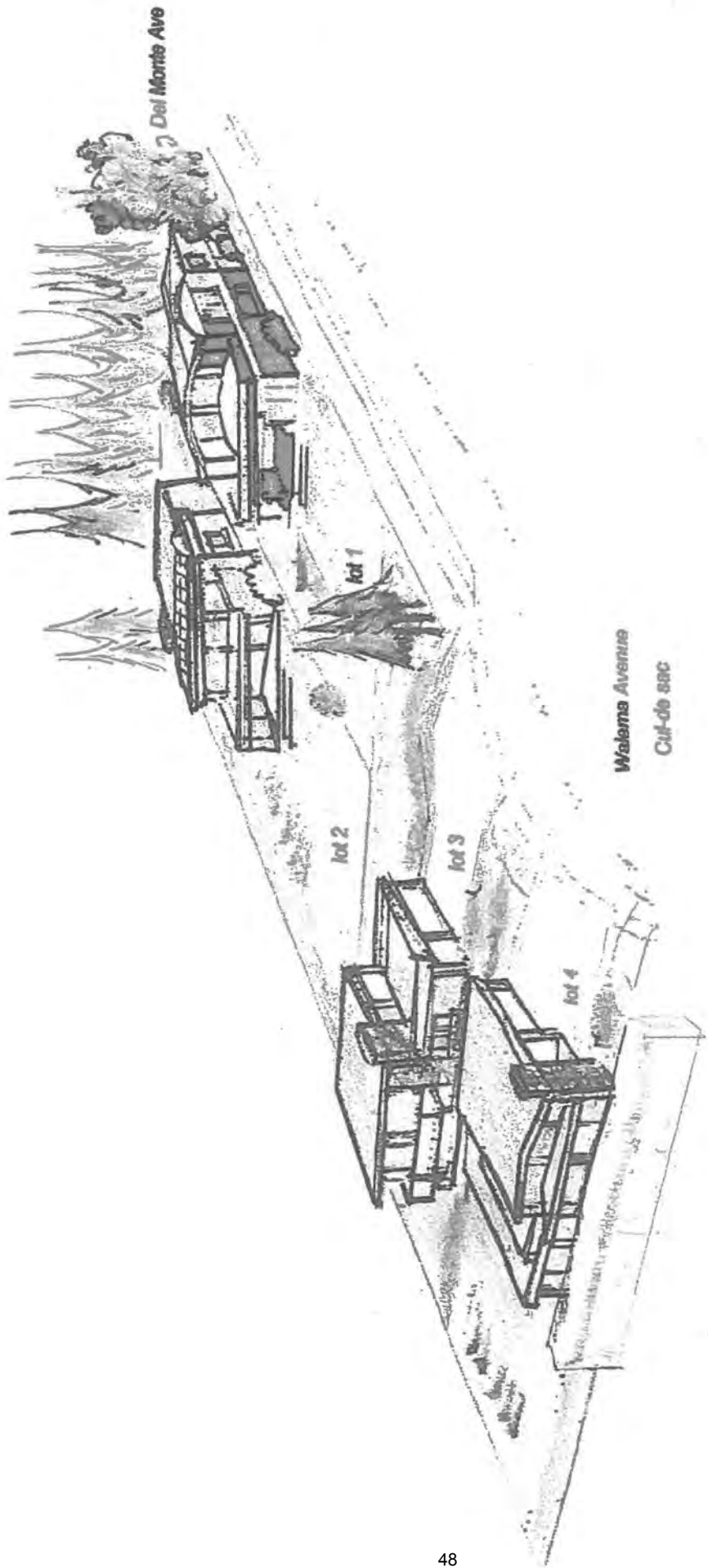
Specific Concerns

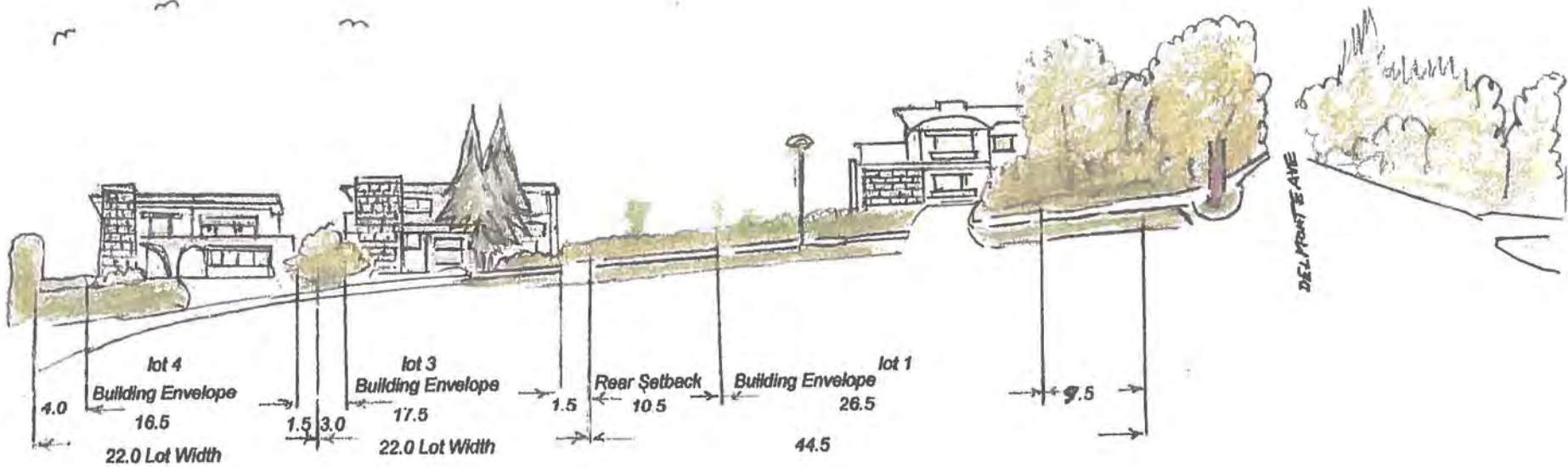
Continued

Letters have been provided by the consulting engineers that have indicated that the development proposal can help drainage concerns, not increase them. Attached is a copy of letter dated March 18 2015 from A E Andersons and Associates

There is a 11 ft. high hedge along the West boundary of 5204 Polson Terrace which gives complete privacy from the first floor from the proposed home on Lot 4. The second storey will look over this hedge and to the rear of the Heppell home with a separation of approx. 20 meters, Lot 4 has a height restriction (see Plan)

The neighbours at 808 Walema Avenue who are directly across the cul-de-sac from Lot 4 have provided previous and recent letters of support for the proposal.





PROPOSED WALEMA AVENUE STREETScape (looking south)
 scale 1:500



July 25, 2013

Mr. Chuck Farrar,
Box 312,
Brentwood Bay, B.C. V8M 1R3

Re: 5197 Del Monte Ave.

Chuck,

You have requested that I comment on the question of flooding regarding the properties to the east and down slope of the subject development site. At the recent meeting in Saanich Hall, one of the down slope property owners stated he was worried the proposed development would increase the flooding that presently occurs from the end of Walema Ave.

If the proposed development takes place we can insure it causes no increase in flooding by the creation of onsite swales and catch basins. Rights of way and municipal storm drains already exist and we are informed by Saanich Engineering Dept. that they have ample capacity to handle the drainage from your property. The municipality will require that we construct facilities to insure there is no increase in runoff from our site.

In addition we would have the ability to greatly reduce or eliminate the existing flooding which your neighbour indicates takes place. This could be done using flow collection controls and an increase in the size and number of existing catch basins. This could be a condition of development approval.

To capsulate, the development of your property could be made to benefit, not exacerbate the Storm water runoff situation for your neighbours.

Yours truly,

J.E. Anderson and Associates

A handwritten signature in black ink, appearing to read 'D.R. Carrier', written over a horizontal line.

D. R. Carrier, B.C.L.S.
DRC/em

70:30 Del Monte

Sunny's Charters Ltd.
Box 312
Brentwood Bay BC V8M 1R3

June 11, 2016

Mayor Richard Atwell
The District of Saanich
770 Vernon Avenue
Victoria BC V8X 1R3

Re: Subdivision and Re-Zoning Application
File: SUB00742; REZ00558
5197 Del Monte Avenue (The Proposal)

POST TO	Gen	POSTED
COPY TO	SA	
INFORMATION	<input checked="" type="checkbox"/>	
REPLY TO WRITER	<input type="checkbox"/>	
COPY RESPONSE TO LEGISLATIVE DIVISION		
REPORT	<input type="checkbox"/>	
FOR		
ACKNOWLEDGED:	recd in person	

Dear Mayor Atwell:

The Proposal is scheduled to be considered by Mayor and Council at the committee of the whole Meeting on Monday, June 20, 2016.

I am writing to point out to you that there is a discrepancy within the Report to Mayor and Council. (specific to proposed Lots 3 and 4).

On page 2 of the Report the diagram depicting the building envelopes is in error. This has been brought to the attention of Saanich Planning.

For clarity, please refer to the full size Tentative Subdivision Plan by J. E. Anderson & Associates Surveyors and Engineers that I provided to you in April 2016.

Please also note on this Plan that the front yard setback for Lots 1 and 2 has been increased from the standard 7.5 meters to 9.5 meters. This has been done to accommodate the root systems of the boulevard trees along the Del Monte Avenue frontage.

I look forward to presenting the revised proposal on June 20 2016. The owners of the subject property, brothers Gordon and Roy Truswell, will be in attendance as will Danny Carrier B.C.L.S. of J.E. Anderson.

The previous proposal included Irene Truswell, Mother, who has subsequently passed on. The property has been in the Truswell family for 67 years.

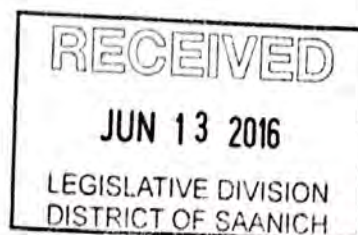
In the event that you require additional information or would like to arrange an onsite meeting prior to the June 20/16 meeting, please contact me directly.

Sincerely,

Chuck Farrar

For

Sunny's Charters Ltd. 250-727-8035
sunnyscharters@shaw.ca
Developer for the Owners,
Brothers Gordon and Roy Truswell



October 9, 15

RE: 5197 Del Monte Ave, Saanich BC

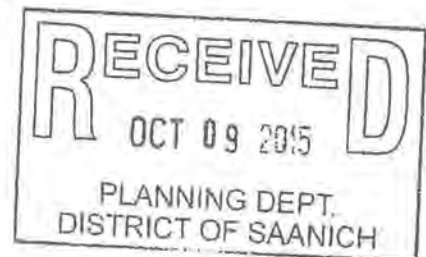
Dear Saanich Planning Department,

The Cordova Bay Community Association was presented the plans for 5197 Del Monte Ave and has no objections to the project. The current land owners consulted the neighborhood and our association thoroughly.

Sincerely,

Cordova Bay Community Association

ENTERED
IN CASE



5197 DEL MONTE AVENUE, SAANICH

REVISED DEVELOPMENT PROPOSAL

TO MAKE APPLICATION TO THE MUNICIPALITY OF SAANICH FOR THE PURPOSES OF REZONING THE SUBJECT PROPERTY FROM THE PRESENT A-1 RURAL ZONE (2 HA LOT SIZE) TO RS-12 SINGLE FAMILY DWELLING ZONE FOR THE PURPOSES OF SUBDIVISION TO CREATE 3 ADDITIONAL LOTS FOR A TOTAL OF 4 LOTS

<input checked="" type="checkbox"/>	ACKNOWLEDGED
<input checked="" type="checkbox"/>	CLERKS
<input type="checkbox"/>	REPLIED
<input type="checkbox"/>	

I HAVE REVIEWED THE DEVELOPMENT PROPOSAL INFORMATION AS PROVIDED BY THE DEVELOPER, CHUCK FARRAR OF SUNNYS CHARTERS LTD. ON BEHALF OF THE SUBJECT PROPERTY OWNERS (GORDON TRUSWELL AND ROY TRUSWELL).

COMMENTS: I think this is a great development for the neighbourhood

NAME: Brenda Phillips

SIGNATURE: [Redacted]

ADDRESS: [Redacted] Santa Clara Ave

DATE: Aug 16 2015

THIS LETTER MAY BE PROVIDED TO THE MUNICIPALITY OF SAANICH APPROVING OFFICER AND MAYOR & COUNCIL AND THE CORDOVA BAY COMMUNITY ASSOCIATION.

DEVELOPER CONTACT INFORMATION:

CHUCK FARRAR SUNNYS CHARTERS LTD. (sunnyscharters@shaw.ca) 250 727 8035 BOX 312 BRENTWOOD BAY BC V8M 1R3

ENTERED IN CASE

RECEIVED AUG 19 2015 PLANNING DEPT. DISTRICT OF SAANICH

5197 DEL MONTE AVENUE, SAANICH

REVISED DEVELOPMENT PROPOSAL

TO MAKE APPLICATION TO THE MUNICIPALITY OF SAANICH FOR THE PURPOSES OF REZONING THE SUBJECT PROPERTY FROM THE PRESENT A-1 RURAL ZONE (2 HA LOT SIZE) TO RS-12 SINGLE FAMILY DWELLING ZONE FOR THE PURPOSES OF SUBDIVISION TO CREATE 3 ADDITIONAL LOTS FOR A TOTAL OF 4 LOTS

✓	ACKNOWLEDGED
✓	CLERKS
	REPLIED

I HAVE REVIEWED THE DEVELOPMENT PROPOSAL INFORMATION AS PROVIDED

BY THE DEVELOPER, CHUCK FARRAR OF SUNNYS CHARTERS LTD. ON BEHALF OF THE SUBJECT PROPERTY OWNERS (GORDON TRUSWELL AND ROY TRUSWELL).

COMMENTS:

Very reasonable approach. Fits with existing neighbourhood. Well done

NAME: Del Manak

SIGNATURE: [Redacted]

ADDRESS: [Redacted] Destruke Pi [Redacted]

DATE: Aug 16 / 2015

THIS LETTER MAY BE PROVIDED TO THE MUNICIPALITY OF SAANICH APPROVING OFFICER AND MAYOR & COUNCIL AND THE CORDOVA BAY COMMUNITY ASSOCIATION.

DEVELOPER CONTACT INFORMATION:

CHUCK FARRAR
SUNNYS CHARTERS LTD. (sumyscharters@shaw.ca) 250 727 8035
BOX 312 BRENTWOOD BAY BC
V8M 1R3

ENTERED IN CASE

RECEIVED
AUG 19 2015
PLANNING DEPT.
DISTRICT OF SAANICH

5197 DEL MONTE AVENUE, SAANICH

REVISED DEVELOPMENT PROPOSAL

TO MAKE APPLICATION TO THE MUNICIPALITY OF SAANICH FOR THE PURPOSES OF REZONING THE SUBJECT PROPERTY FROM THE PRESENT A-1 RURAL ZONE (2 HA LOT SIZE) TO RS-12 SINGLE FAMILY DWELLING ZONE FOR THE PURPOSES OF SUBDIVISION TO CREATE 3 ADDITIONAL LOTS FOR A TOTAL OF 4 LOTS

<input checked="" type="checkbox"/>	ACKNOWLEDGED
<input checked="" type="checkbox"/>	CLERKS
<input type="checkbox"/>	REPLIED
<input type="checkbox"/>	

I HAVE REVIEWED THE DEVELOPMENT PROPOSAL INFORMATION AS PROVIDED BY THE DEVELOPER, CHUCK FARRAR OF SUNNYS CHARTERS LTD. ON BEHALF OF THE SUBJECT PROPERTY OWNERS (GORDON TRUSWELL AND ROY TRUSWELL).

COMMENTS:

All done in full agreement

NAME:

MOODY AD

SIGNATURE:

[Redacted Signature]

ADDRESS:

Sayward Hill Terrace

DATE:

15 Sept 2015

THIS LETTER MAY BE PROVIDED TO THE MUNICIPALITY OF SAANICH APPROVING OFFICER AND MAYOR & COUNCIL AND THE CORDOVA BAY COMMUNITY ASSOCIATION.

DEVELOPER CONTACT INFORMATION:

CHUCK FARRAR
SUNNYS CHARTERS LTD. (sunnyscharters@shaw.ca) 250 727 8035
BOX 312 BRENTWOOD BAY BC
V8M 1R3

ENTERED IN CASE

RECEIVED
AUG 19 2015
PLANNING DEPT.
DISTRICT OF SAANICH

5197 DEL MONTE AVENUE, SAANICH

REVISED DEVELOPMENT PROPOSAL

TO MAKE APPLICATION TO THE MUNICIPALITY OF SAANICH FOR THE PURPOSES OF REZONING THE SUBJECT PROPERTY FROM THE PRESENT A-1 RURAL ZONE (2 HA LOT SIZE) TO RS-12 SINGLE FAMILY DWELLING ZONE FOR THE PURPOSES OF SUBDIVISION TO CREATE 3 ADDITIONAL LOTS FOR A TOTAL OF 4 LOTS

<input checked="" type="checkbox"/>	ACKNOWLEDGED
<input checked="" type="checkbox"/>	CLERKS
<input type="checkbox"/>	REPLIED
<input type="checkbox"/>	

I HAVE REVIEWED THE DEVELOPMENT PROPOSAL INFORMATION AS PROVIDED BY THE DEVELOPER, CHUCK FARRAR OF SUNNYS CHARTERS LTD. ON BEHALF OF THE SUBJECT PROPERTY OWNERS (GORDON TRUSWELL AND ROY TRUSWELL).

COMMENTS:

THIS IS TOO GOOD OF PROJECT FOR THE AREA

NAME:

ARMANDO BARBON

SIGNATURE:

[Redacted Signature]

ADDRESS:

[Redacted] BUTLI MEADOWS

DATE:

Aug. 16/2015

[Redacted]

THIS LETTER MAY BE PROVIDED TO THE MUNICIPALITY OF SAANICH APPROVING OFFICER AND MAYOR & COUNCIL AND THE CORDOVA BAY COMMUNITY ASSOCIATION.

DEVELOPER CONTACT INFORMATION:

CHUCK FARRAR SUNNYS CHARTERS LTD. (sunnyscharters@shaw.ca) 250 727 8035 BOX 312 BRENTWOOD BAY BC V8M 1R3

ENTERED IN CASE

RECEIVED AUG 19 2015 PLANNING DEPT. DISTRICT OF SAANICH

From: Keith Darcel [REDACTED]
To: "planning@saanich.ca" <planning@saanich.ca>
Date: 8/13/2015 8:06 PM
Subject: Re proposed developments on Del Monte

✓	ACKNOWLEDGED
✓	CLERKS
✓	REPLIED

Re 5197 Del Monte Ave
And 5117 Del Monte Ave

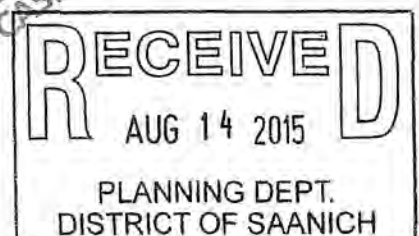
The first proposal takes the one lot and subdivides it into 4 lots. The second takes one lot and divides it into 5 lots. My concern is that the higher density housing is not supported by the existing infrastructure - specifically the lack of sidewalks in the area between those properties and the high school. Increasing the population density and hence vehicular traffic will add to the danger faced by pedestrians, specifically children, along that street. I think there should be a complete moratorium on increasing the population density in this area until such time there is a sidewalk on both sides of the entire length of Del Monte and consideration is given to pedestrian safety in the rest of the neighbourhood (which would also be impacted by increased vehicular traffic from these developments). I presume the lack of sidewalks is the result of poor urban planning in taking these and other rural lots in the area and rezoning them for development without this consideration.

Your reply is appreciated

Keith and Sylvia Darcel

Sent from my iPhone

ENTERED
IN CASE



Planning - Subdivision of 5197 Del Monte Avenue, Saanich

From: Michelle Shevkenek [REDACTED]
To: "planning@saanich.ca" <planning@saanich.ca>
Date: 8/14/2015 11:49 AM
Subject: Subdivision of 5197 Del Monte Avenue, Saanich

✓	ACKNOWLEDGED
✓	CLERKS
	REPLIED

Dear Liz Gudavicius:

We are the residents of [REDACTED] Del Monte Avenue, situated kitty corner to the address 5197 Del Monte Avenue. The owners of the property have proposed to redevelop the current A-1 lot to RS-12 for the purpose of subdivision into 4 lots.

We have the following concerns regarding the redevelopment. The development will directly affect the view from our lot. Currently we enjoy a gorgeous ocean view, but with the development of the proposed 4 houses, we will surely lose most of the view. This will depreciate the value of our property significantly.

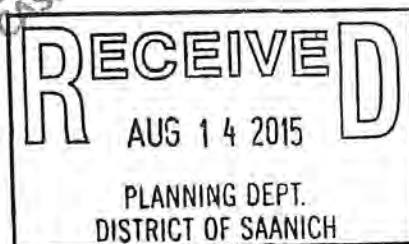
Our second concern is that the four houses will cause much more traffic at our already busy intersection. We enjoy the "country" feel of our block and having 4 large houses crammed into the lot will change the whole look and feel of our area. Unfortunately for us, we will be negatively impacted the most of any residences in the surrounding area.

I appreciate the District of Saanich to keep in mind our concerns when reviewing the proposed development of the property of concern.

Yours sincerely,

Michelline Shevkenek and Kyudong Choi

ENTERED
IN CASE



5197 DEL MONTE AVENUE, SAANICH

REVISED DEVELOPMENT PROPOSAL

TO MAKE APPLICATION TO THE MUNICIPALITY OF SAANICH FOR THE PURPOSES OF REZONING THE SUBJECT PROPERTY FROM THE PRESENT A-1 RURAL ZONE (2 HA LOT SIZE) TO RS-12 SINGLE FAMILY DWELLING ZONE FOR THE PURPOSES OF SUBDIVISION TO CREATE 3 ADDITIONAL LOTS FOR A TOTAL OF 4 LOTS

✓	ACKNOWLEDGED
✓	CLERKS
	REPLIED

I HAVE REVIEWED THE DEVELOPMENT PROPOSAL INFORMATION AS PROVIDED

BY THE DEVELOPER, CHUCK FARRAR OF SUNNYS CHARTERS LTD. ON BEHALF OF THE SUBJECT PROPERTY OWNERS (GORDON TRUSWELL AND ROY TRUSWELL).

COMMENTS: I AM IN AGREEMENT WITH THE CURRENT DEVELOPMENT PLAN PROVIDING THERE IS A COVENANT AGAINST ~~AGREEMENT~~ AGAINST SECONDARY SUITES FOR ALL LOTS.

NAME: AL HERON

SIGNATURE: [Redacted]

ADDRESS: [Redacted] PIEDMONT CONS.

DATE: AUG 2, 2015

THIS LETTER MAY BE PROVIDED TO THE MUNICIPALITY OF SAANICH APPROVING OFFICER AND MAYOR & COUNCIL AND THE CORDOVA BAY COMMUNITY ASSOCIATION.

DEVELOPER CONTACT INFORMATION:

CHUCK FARRAR
SUNNYS CHARTERS LTD. (sunnyscharters@shaw.ca) 250 727 8035
BOX 312 BRENTWOOD BAY BC
V8M 1R3

ENTERED IN CASE

RECEIVED
AUG 07 2015
PLANNING DEPT.
DISTRICT OF SAANICH

5197 DEL MONTE AVENUE, SAANICH

REVISED DEVELOPMENT PROPOSAL

TO MAKE APPLICATION TO THE MUNICIPALITY OF SAANICH FOR THE PURPOSES OF REZONING THE SUBJECT PROPERTY FROM THE PRESENT A-1 RURAL ZONE (2 HA LOT SIZE) TO RS-12 SINGLE FAMILY DWELLING ZONE FOR THE PURPOSES OF SUBDIVISION TO CREATE 3 ADDITIONAL LOTS FOR A TOTAL OF 4 LOTS

✓	ACKNOWLEDGED
✓	CLERKS
	REPLIED

I HAVE REVIEWED THE DEVELOPMENT PROPOSAL INFORMATION AS PROVIDED BY THE DEVELOPER, CHUCK FARRAR OF SUNNYS CHARTERS LTD. ON BEHALF OF THE SUBJECT PROPERTY OWNERS (GORDON TRUSWELL AND ROY TRUSWELL).

COMMENTS: I have no problem with this development proposal. It appears consistent with the community development surrounding the property.

NAME: Laurel Westinghouse

SIGNATURE: [Redacted Signature]

ADDRESS: [Redacted] Beckett Rd

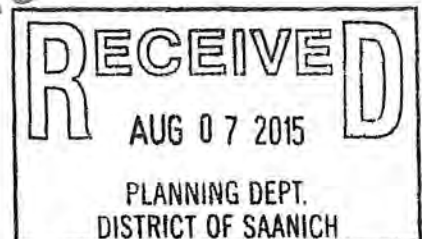
DATE: Aug 2, 2015

THIS LETTER MAY BE PROVIDED TO THE MUNICIPALITY OF SAANICH APPROVING OFFICER AND MAYOR & COUNCIL AND THE CORDOVA BAY COMMUNITY ASSOCIATION.

DEVELOPER CONTACT INFORMATION:

CHUCK FARRAR
SUNNYS CHARTERS LTD. (sunnyscharters@shaw.ca) 250 727 8035
BOX 312 BRENTWOOD BAY BC
V8M 1R3

ENTERED
IN CASE



5197 DEL MONTE AVENUE, SAANICH

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✓	ACKNOWLEDGED
✓	CLERKS
	REPLIED

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COMMENTS: Yes - a good proposal for this property.

NAME: Susan Teece

SIGNATURE: [Redacted Signature]

ADDRESS: [Redacted] Walerna Ave [Redacted]

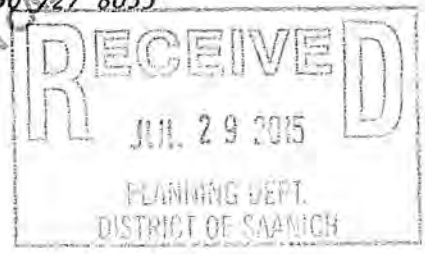
DATE: July 25 / 2015

THIS LETTER MAY BE PROVIDED TO THE MUNICIPALITY OF SAANICH APPROVING OFFICER AND MAYOR & COUNCIL AND THE CORDOVA BAY COMMUNITY ASSOCIATION.

DEVELOPER CONTACT INFORMATION:

CHUCK FARRAR
SUNNYS CHARTERS LTD. (sunnyscharters@shaw.ca)
BOX 312 BRENTWOOD BAY BC
V8M 1R3

ENTERED IN FILE 250-727-8035



5197 DEL MONTE AVENUE, SAANICH

REVISED DEVELOPMENT PROPOSAL

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✓	ACKNOWLEDGED
✓	CLERKS
	REPLIED

I HAVE REVIEWED THE DEVELOPMENT PROPOSAL INFORMATION AS PROVIDED

BY THE DEVELOPER, CHUCK FARRAR OF SUNNYS CHARTERS LTD. ON BEHALF OF THE SUBJECT PROPERTY OWNERS (GORDON TRUSWELL AND ROY TRUSWELL).

COMMENTS: *This property is suitable for
4 lovely homes and should be
developed. Keep other housing
out of the ALR and use this
type of land for housing*

NAME: Susan Teal

SIGNATURE: [Redacted Signature]

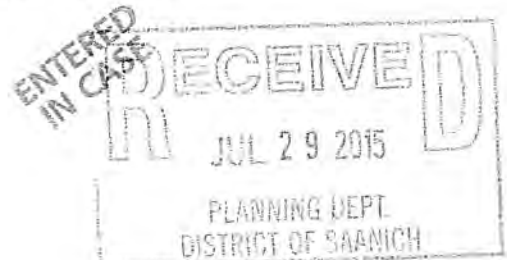
ADDRESS: [Redacted] Walema Ave

DATE: July 20, 2015

THIS LETTER MAY BE PROVIDED TO THE MUNICIPALITY OF SAANICH APPROVING OFFICER AND MAYOR & COUNCIL AND THE CORDOVA BAY COMMUNITY ASSOCIATION.

DEVELOPER CONTACT INFORMATION:

CHUCK FARRAR
SUNNYS CHARTERS LTD. (sunnyscharters@shaw.ca) 250 727 8035
BOX 312 BRENTWOOD BAY BC
V8M 1R3



5197 DEL MONTE AVENUE, SAANICH

REVISED DEVELOPMENT PROPOSAL

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✓	ACKNOWLEDGED
✓	CLERKS
	REPLIED

I HAVE REVIEWED THE DEVELOPMENT PROPOSAL INFORMATION AS PROVIDED BY THE DEVELOPER, CHUCK FARRAR OF SUNNYS CHARTERS LTD. ON BEHALF OF THE SUBJECT PROPERTY OWNERS (GORDON TRUSWELL AND ROY TRUSWELL).

COMMENTS: The plan appears well thought out with consideration to the surrounding area.

NAME: Todd Hamb
SIGNATURE: [Redacted]
ADDRESS: [Redacted] Agate Lane
DATE: July 25/15

THIS LETTER MAY BE PROVIDED TO THE MUNICIPALITY OF SAANICH APPROVING OFFICER AND MAYOR & COUNCIL AND THE CORDOVA BAY COMMUNITY ASSOCIATION.

DEVELOPER CONTACT INFORMATION:

CHUCK FARRAR
SUNNYS CHARTERS LTD. (sunnyscharters@shaw.ca) 250 727 8035
BOX 312 BRENTWOOD BAY BC
V8M 1R3



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✓	ACKNOWLEDGED
✓	CLERKS
	REPLIED



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COMMENTS: _____

if good to us

NAME: FRANCIS & WYNN DE BOEVER

SIGNATURE: 

ADDRESS:  BECKTON RD 

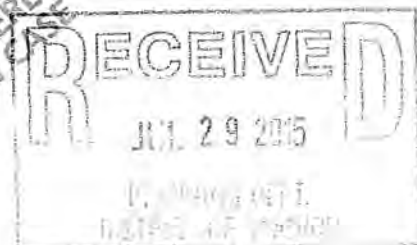
DATE: JULY 25/15

THIS LETTER MAY BE PROVIDED TO THE MUNICIPALITY OF SAANICH APPROVING OFFICER AND MAYOR & COUNCIL AND THE CORDOVA BAY COMMUNITY ASSOCIATION.

DEVELOPER CONTACT INFORMATION:

CHUCK FARRAR
SUNNYS CHARTERS LTD. (sunnyscharters@shaw.ca) 250 727 8035
BOX 312 BRENTWOOD BAY BC
V8M 1R3

ENTERED
IN CASE



5197 DEL MONTE AVENUE, SAANICH

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<input checked="" type="checkbox"/>	ACKNOWLEDGED
<input checked="" type="checkbox"/>	CLERKS
<input type="checkbox"/>	REPLIED
<input type="checkbox"/>	

I HAVE REVIEWED THE DEVELOPMENT PROPOSAL INFORMATION AS PROVIDED

BY THE DEVELOPER, CHUCK FARRAR OF SUNNYS CHARTERS LTD. ON BEHALF OF THE SUBJECT PROPERTY OWNERS (GORDON TRUSWELL AND ROY TRUSWELL).

COMMENTS: *Great plan, well thought out. Wonderful addition to neighbourhood.*

NAME: *LINDA McDOWALL*

SIGNATURE: *[Redacted Signature]*

ADDRESS: *[Redacted] SAYWARD HILL TERRACE*

DATE: *July 25/2015*

THIS LETTER MAY BE PROVIDED TO THE MUNICIPALITY OF SAANICH APPROVING OFFICER AND MAYOR & COUNCIL AND THE CORDOVA BAY COMMUNITY ASSOCIATION.

DEVELOPER CONTACT INFORMATION:

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SUNNYS CHARTERS LTD. (sunnyscharters@shaw.ca) 250 727 8035
BOX 312 BRENTWOOD BAY BC
V8M 1R3



5197 DEL MONTE AVENUE, SAANICH

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<input checked="" type="checkbox"/>	ACKNOWLEDGED
<input checked="" type="checkbox"/>	CLERKS
<input type="checkbox"/>	REPLIED
<input type="checkbox"/>	

I HAVE REVIEWED THE DEVELOPMENT PROPOSAL INFORMATION AS PROVIDED BY THE DEVELOPER, CHUCK FARRAR OF SUNNYS CHARTERS LTD. ON BEHALF OF THE SUBJECT PROPERTY OWNERS (GORDON TRUSWELL AND ROY TRUSWELL).

COMMENTS: THIS PROPOSAL LOOKS TOTALLY
REASONABLE FOR THIS PROPERTY

NAME: DAVID TEECE

SIGNATURE: [Redacted Signature]

ADDRESS: [Redacted] WALEMA AVE. [Redacted]

DATE: July 25/2015

THIS LETTER MAY BE PROVIDED TO THE MUNICIPALITY OF SAANICH APPROVING OFFICER AND MAYOR & COUNCIL AND THE CORDOVA BAY COMMUNITY ASSOCIATION.

DEVELOPER CONTACT INFORMATION:

CHUCK FARRAR
SUNNYS CHARTERS LTD. (sunnyscharters@shaw.ca) 250 727 8035
BOX 312 BRENTWOOD BAY BC
V8M 1R3



5197 DEL MONTE AVENUE, SAANICH

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<input checked="" type="checkbox"/>	ACKNOWLEDGED
<input checked="" type="checkbox"/>	CLERKS
<input type="checkbox"/>	REPLIED
<input type="checkbox"/>	

I HAVE REVIEWED THE DEVELOPMENT PROPOSAL INFORMATION AS PROVIDED BY THE DEVELOPER, CHUCK FARRAR OF SUNNYS CHARTERS LTD. ON BEHALF OF THE SUBJECT PROPERTY OWNERS (GORDON TRUSWELL AND ROY TRUSWELL).

COMMENTS: I FULLY SUPPORT THIS PROPOSAL.

NAME: R. B. CHEADLE

SIGNATURE: [Redacted Signature]

ADDRESS: [Redacted] LOCASIDE DR [Redacted]

DATE: 19/7/15

THIS LETTER MAY BE PROVIDED TO THE MUNICIPALITY OF SAANICH APPROVING OFFICER AND MAYOR & COUNCIL AND THE CORDOVA BAY COMMUNITY ASSOCIATION.

DEVELOPER CONTACT INFORMATION:

CHUCK FARRAR
SUNNYS CHARTERS LTD. (sunnyscharters@shaw.ca) 250 727 8035
BOX 312 BRENTWOOD BAY BC
V8M 1R3



DelMonte

SUB 00742

V-Res

ClerkSec - Increased density on Delmonte Ave.

2015
POSTED 7/15

POST TO Gen

COPY TO sh

INFORMATION

REPLY TO WRITER

COPY RESPONSE TO LEGISLATIVE DIVISION

REPORT

FOR

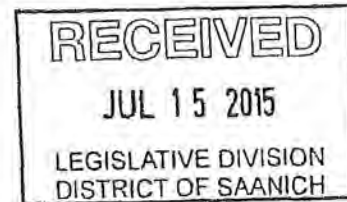
ACKNOWLEDGED dm

From: "sandy ball" [redacted]
 To: "Mayor" <Mayor@saanich.ca>
 Date: 7/12/2015 1:31 PM
 Subject: Increased density on Delmonte Ave.

Dear Mayor and Council:

There are currently two subdivision applications on Delmonte Ave. 5117 Delmonte this is a five lot application RS10. and 5197 Delmonte Ave. this is a four lot application RS12. We are opposed to both these applications.

Recent history of subdivision applications in our neighbourhood.
 Council meeting September 9th, 2008.
 759 Helvetia Crescent four lot subdivision.
 763 Helvetia Crescent two lot subdivision, panhandle.
 771 Helvetia Crescent two lot subdivision, panhandle.



Council meeting October 1st, 2012
 5147 Delmonte Ave. four lot subdivision.

Council meeting July 22, 2013
 5197 Delmonte Ave. four lot subdivision.

All these applications were rejected by Mayor and Council. Residents and Council stated this is not an area for increased densification and it is car dependent. Development would change the character of this neighbourhood. This unique neighbourhood must be preserved and protected.

There are nine large properties on Delmonte Ave. each with the potential of four or more lots. This has the potential for a total of 36 homes and a minimum of 72 more vehicles in this neighbourhood.

We are very concerned if any subdivision applications are approved it would set a president and many other large properties would fall like dominos to development.

In fairness to residents and developers and to protect this neighbourhood from increased density we ask Mayor and Council to please change the local area plan for all properties in the containment area bordering Claremont, Delmonte, Santa Clara and Cordova Bay Road. Lot sizes to be restricted to half acre lots.

We need your help and look forward to your response.

Sandy and Syd Ball
 Helvetia Crescent
 [redacted]



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/	ACKNOWLEDGED
/	CLERKS
	REPLIED

I HAVE REVIEWED THE DEVELOPMENT PROPOSAL INFORMATION AS PROVIDED BY THE DEVELOPER, CHUCK FARRAR OF SUNNYS CHARTERS LTD. ON BEHALF OF THE SUBJECT PROPERTY OWNERS (GORDON TRUSWELL AND ROY TRUSWELL).

COMMENTS: I agree with this proposal!

NAME: Susan Schermer

SIGNATURE: [Redacted]

ADDRESS: [Redacted] B. Cordova Bay Road

DATE: July 11/2015

THIS LETTER MAY BE PROVIDED TO THE MUNICIPALITY OF SAANICH APPROVING OFFICER AND MAYOR & COUNCIL AND THE CORDOVA BAY COMMUNITY ASSOCIATION.

DEVELOPER CONTACT INFORMATION:

CHUCK FARRAR
SUNNYS CHARTERS LTD. (sunnyscharters@shaw.ca) 250 727 8035
BOX 312 BRENTWOOD BAY BC
V8M 1R3



5197 DEL MONTE AVENUE, SAANICH

REVISED DEVELOPMENT PROPOSAL

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<input checked="" type="checkbox"/>	ACKNOWLEDGED
<input checked="" type="checkbox"/>	CLERKS
<input type="checkbox"/>	REPLIED
<input type="checkbox"/>	

I HAVE REVIEWED THE DEVELOPMENT PROPOSAL INFORMATION AS PROVIDED BY THE DEVELOPER, CHUCK FARRAR OF SUNNYS CHARTERS LTD. ON BEHALF OF THE SUBJECT PROPERTY OWNERS (GORDON TRUSWELL AND ROY TRUSWELL).

COMMENTS: We are in favour of a rezoning change for the purpose of allowing 4 lots at 5197 Del Monte Ave. We have lived at the below address since 1986 and would like state that we have seen absolutely NO traffic problems and are confident that would remain the same with the approval of the application above

NAME: Colleen & Richard Jennerich

SIGNATURE: [Redacted] [Redacted]

ADDRESS: [Redacted] Del Monte Pl

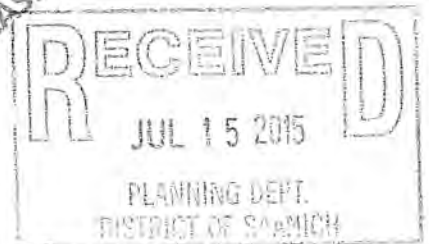
DATE: July 12/15

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DEVELOPER CONTACT INFORMATION:

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V8M 1R3

ENTERED IN CASE



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<input checked="" type="checkbox"/>	ACKNOWLEDGED
<input checked="" type="checkbox"/>	CLERKS
<input type="checkbox"/>	REPLIED
<input type="checkbox"/>	

I HAVE REVIEWED THE DEVELOPMENT PROPOSAL INFORMATION AS PROVIDED BY THE DEVELOPER, CHUCK FARRAR OF SUNNYS CHARTERS LTD. ON BEHALF OF THE SUBJECT PROPERTY OWNERS (GORDON TRUSWELL AND ROY TRUSWELL).

COMMENTS: - I FULLY SUPPORT THIS APPLICATION AS IT PROVIDED ADDITIONAL HOUSING IN THE AREA WHICH IS OF A DESIGN AND DENSITY THAT REFLECTS THE EXISTING CONTEXT. CORDOVA BAY NEEDS MORE FAMILIES - WELL DONE!

NAME: ROBERT BATALLAS

SIGNATURE: [Redacted Signature]

ADDRESS: [Redacted] HAROLD GREEN

DATE: JULY 12/2015

THIS LETTER MAY BE PROVIDED TO THE MUNICIPALITY OF SAANICH APPROVING OFFICER AND MAYOR & COUNCIL AND THE CORDOVA BAY COMMUNITY ASSOCIATION.

DEVELOPER CONTACT INFORMATION:

CHUCK FARRAR
SUNNYS CHARTERS LTD. (sunnyscharters@shaw.ca) 250 727 8035
BOX 312 BRENTWOOD BAY BC
V8M 1R3

ENTERED IN CASE

RECEIVED
JUL 15 2015
PLANNING DEPT.
DISTRICT OF SAANICH

Comments on the development proposal for 5197 Del Monte Ave, Victoria.

These comments are provided by Malcolm and Janet Parslow, [redacted] Del Monte Ave. We live directly north across Walema Ave from the property in question.

We support the proposal to rezone 5197 Del Monte Ave from A1 to RS12 for the purpose of subdivision to create three additional lots.

We support the total of four, versus three lots with the proposed covenants limiting total floor area and height of the buildings and limitation in size of the building envelopes. When it comes to considering three versus four lots total, we consider it preferable to have four lots with limitations on house sizes, than three lots, almost certainly with larger houses.

We also support the total of four lots as we believe that densification of areas such as this is appropriate in providing additional housing within the District of Saanich without increasing urban sprawl and threatening local agricultural land. Other developments close by appear to have reached similar densities already.

While it is tempting to use the three lot subdivision north on Walema Ave, of which our property is the upper, as an example of appropriate and existing density, we consider this to not be particularly relevant. That re-zoning was completed over twenty years ago and the number of lots was limited by the park and ravine that cut into the total area available for building.

We support the concept of having a diversity of building styles so do not want to see pre-determined building designs. We would hope for individual sale of the developed lots with different designs rather than purchase, design and development by a single developer.

We do not consider that the prospect of additional traffic from the proposed development is a problem. A zoning to allow a total of four lots versus three would not be expected to result in significant additional traffic. The discussion regarding traffic is not about the status quo versus four lots, but three versus four lots.

As retirees who are home for much of the day, we are very aware of the local traffic volumes throughout the day. While there is increased traffic movement at the beginning and end of the work and school days, the rest of the time this section of Cordova Bay ridge has very light traffic as both Del Monte Ave (northwards) and Walema Ave (eastwards) are "No exit" past the intersection of the two. The plan to have two of the driveways off Del Monte Ave seems reasonable, given the light traffic volume.

In particular, we want to see development of the site move forward so that it changes from its present unkempt state to something more useful and attractive!

Conflict of interest statement. We certify that we have NO affiliation or involvement in any financial way, with the parties proposing the rezoning of 5197 Del Monte Ave, nor do we expect any particular financial benefit from a successful rezoning of 5197 Del Monte Ave.

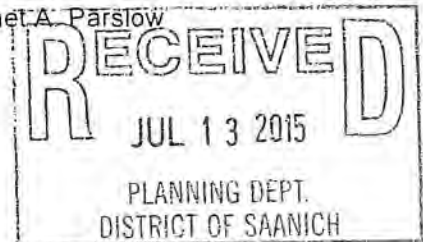


Malcolm I. Parslow

10 July, 2015

ENTERED
IN CASE

Janet A. Parslow



ACKNOWLEDGED
CLERKS
REPLIED

Jaswinder Mashiana
[redacted] Pat Bay Highway
Victoria BC, [redacted]
[redacted]

<input checked="" type="checkbox"/>	ACKNOWLEDGED
<input checked="" type="checkbox"/>	CLERKS
	Date: August 8, 2013
	REPLIED

To: Chuck Farrar
Sunnys Charters Ltd.
Box 312 Brentwood Bay BC
V8M 1R3

RE: Support Letter for 4 Lot Subdivision at 5197 Delmonte Ave.

To Whom It May Concern:

I am writing this letter in support of the 4 Lot Rezoning and Subdivision proposal located at 5197 Delmonte Avenue in Saanich, BC (Saanich Files SUB00676; REZ00498).

This letter may be presented to Saanich Mayor and Council and the Approving Officer.

Yours Truly,

[redacted signature]

Jaswinder Mashiana

ENTERED
IN CASE

RECEIVED
JUL 09 2015
PLANNING DEPT. DISTRICT OF SAANICH

REVISED DEVELOPMENT PROPOSAL

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<input checked="" type="checkbox"/>	ACKNOWLEDGED
<input checked="" type="checkbox"/>	CLERKS
<input type="checkbox"/>	REPLIED
<input type="checkbox"/>	

I HAVE REVIEWED THE DEVELOPMENT PROPOSAL INFORMATION AS PROVIDED BY THE DEVELOPER, CHUCK FARRAR OF SUNNYS CHARTERS LTD. ON BEHALF OF THE SUBJECT PROPERTY OWNERS (GORDON TRUSWELL AND ROY TRUSWELL).

COMMENTS: After reviewing the proposal I would appear that a four lot subdivision will comply totally without any reservation (Recommend that this be approved.)

NAME: G. H. Thormoe G. H T THORMOE

SIGNATURE: [Redacted]

ADDRESS: [Redacted] CORDOVA BAY Rd. [Redacted]

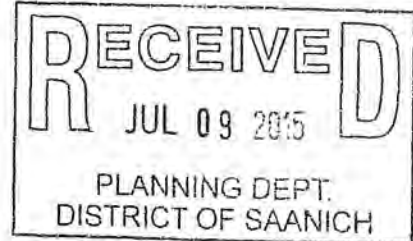
DATE: 5 July 2015

THIS LETTER MAY BE PROVIDED TO THE MUNICIPALITY OF SAANICH APPROVING OFFICER AND MAYOR & COUNCIL AND THE CORDOVA BAY COMMUNITY ASSOCIATION.

DEVELOPER CONTACT INFORMATION:

CHUCK FARRAR
SUNNYS CHARTERS LTD. (sunnyscharters@shaw.ca) 250 727 8035
BOX 312 BRENTWOOD BAY BC
V8M 1R3

ENTERED IN CASE



Planning - 5197 Del Monte Ave REZ00558

From: "Koch, David TRAN:EX" <David.Koch@gov.bc.ca>
To: "liz.gudavicius@saanich.ca" <liz.gudavicius@saanich.ca>
Date: 7/3/2015 2:41 PM
Subject: 5197 Del Monte Ave REZ00558

Hello Liz,

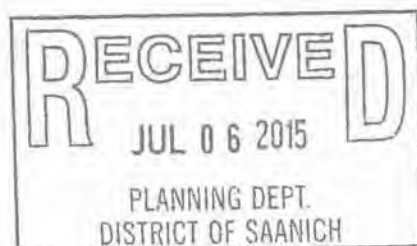
Please consider this an official response to your rezoning referral, file number 2015-03350.

The Ministry has no objections or additional requirements to the proposed rezoning. You may submit the certified bylaw form(s) to this office for stamp/signature at your convenience. Please include the Ministry file number 2015-03350 in any future correspondence for this development.

If you have any questions or concerns feel free to contact me.

Thank you,

David Koch
District Development Technician
Office: (250)952-4489
Mobile: (250)812-7305
Saanich Area Office:
240-4460 Chatterton Way | Victoria BC | V8X 5J2



Planning - File#SUB00742 REZO00558

From: "Helen Martindale" [redacted]
To: <planning@saanich.ca>
Date: 6/29/2015 4:45 PM
Subject: File#SUB00742 REZO00558

✓	ACKNOWLEDGED
✓	CLERKS
	REPLIED

[redacted] Del Monte Ave
Victoria
BC [redacted]

June 29, 2015

The Approving Officer file# SUB00742
District of Saanich
770 Vernon Avenue
Victoria
BC V8X 2W7

Dear Sir or Madam,

As you can see from my address, I live very near to the development proposed by Mr.Chuck Farrar of Sonny's Charter Ltd. at 5197 Del Monte Ave.

My husband and I would of course prefer the current undeveloped lot (A-1) . But we are realists and realize that this area is valuable for housing. Mr. Farrar has talked to us on a number of occasions and we feel he has done his due diligence.

The plan for four houses in keeping with the character of others in the neighbourhood seems reasonable.

Sincerely,

Helen Martindale

ENTERED
IN CASE

RECEIVED
JUN 30 2015
PLANNING DEPT.
DISTRICT OF SAANICH



This email has been checked for viruses by Avast antivirus software.

www.avast.com

June 24 2015

Wilfred R. Johnson
DeI Monte Avenue
Victoria BC

[Redacted]
[Redacted]


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

FYT
CB B
LH V
JM ✓
PLEASE RETURN TO ME
FOR FILING LIR

Attention Approving Officer:

Re: 5197 DeI Monte rezoning and 4 Lot subdivision Proposal

I am in approval of this proposed development.
Please find attached two previous letters of support.
I have never stood in the way of other developments in
the neighbourhood. The 4 large lots as proposed now have reduced house
sizes. I am in agreement with the removal of the crowded hedgerows of
trees that the Truswells had planted as a privacy hedge.
The trees were planted when large subdivisions were approved, and many houses
built in the immediate neighbourhood in the 1980s until present.
I would like to see this development proceed.
It is in keeping with the neighbourhood.
Sincerely,


Wilfred (Bert) R. Johnson

RECEIVED
JUN 29 2015
PLANNING DEPT.
DISTRICT OF SAANICH

Feb 24 2015

Re: Development Proposal 5197 Del Monte Ave

Further to my previous letter of support for the development proposal, I continue to approve of the rezoning of the subject property from A-1 Rural to RS-12 single family dwelling and subdivision into 4 lots (total).

Wilfred (Bert) Johnson
[redacted] Del Monte Ave.
[redacted]

~~King: R J L~~

WILFRED R. JOHNSON
 [REDACTED] DELMONTE AVE
 VICTORIA BC [REDACTED]

Aug 8 2013 [REDACTED]

TO CHUCK FARRAR, Sunnys Charters Ltd
 Developer for the Truswell family
 and SAANICH MAYOR AND COUNCIL,
 AND APPROVING OFFICER

RE: 4 LOT SUBDIVISION/RE-ZONING PROPOSAL
 AT 5197 DELMONTE AVE SAANICH FILES
 SUB 00676 ; REZ 00498

I live at [REDACTED] DELMONTE AVE AND SHARE THE
 SOUTH BOUNDARY OF THE PROPOSED DEVELOPMENT
 PROPERTY. I HAVE RESIDED HERE SINCE [REDACTED]
 AFTER BUILDING THE FAMILY HOME.

I HAVE ATTENDED THE OPEN HOUSE HELD IN
 OCT 2012 AND SPOKEN WITH CHUCK FARRAR,
 THE DEVELOPER FOR THE TRUSWELL FAMILY ON
 NUMEROUS OCCASIONS

I HAVE VIEWED AND AM IN RECEIPT OF THE
 PROPOSED SUBDIVISION PLAN FOR 4 LOTS TOTAL
 AS WELL AS STREETSCAPE RENDERINGS.

I HAVE REVIEWED AND AM IN RECEIPT OF
 THE REPORT TO MAYOR AND COUNCIL DATED
 JUNE 28 2013 PREPARED BY THE SAANICH
 DIRECTOR OF PLANNING

I hereby am in support of the
 DEVELOPMENT PROPOSAL to subdivide
 into A TOTAL OF 4 LOTS.

PAGE 2

I WOULD LIKE TO POINT OUT THAT MANY OF THE TREE BRANCHES ALONG THE SHARED BOUNDARY OVERHANG ONTO MY PROPERTY AND ARE A HINDERANCE TO THE VIEW AND GRASS CUTTING.

I AM NOT OPPOSED TO SELECTIVELY REMOVING SOME OF THE TREES AS REQUIRED AS PART OF THIS DEVELOPMENT PROPOSAL.

I will attend the meeting of Aug 19 2013 at Suanich council meeting OF THE WHOLE

Sincerely

[REDACTED]
WILFRED R. JOHNSON

[REDACTED] DELMONTÉ AVE

VICTORIA BC [REDACTED]

If I had the same attitude back then as some of the protesting neighbours have against this 4 lot development proposal, then there may not have been the very homes built that they live in today. [REDACTED]

5197 DEL MONTE AVENUE, SAANICH

SUB00742
5197 Del Monte

REVISED DEVELOPMENT PROPOSAL

TO MAKE APPLICATION TO THE MUNICIPALITY OF SAANICH
FOR THE PURPOSES OF REZONING THE SUBJECT PROPERTY
FROM THE PRESENT A-1 RURAL ZONE (2 HA LOT SIZE)
TO RS-12 SINGLE FAMILY DWELLING ZONE FOR THE PURPOSES OF
SUBDIVISION TO CREATE 3 ADDITIONAL LOTS FOR A TOTAL OF 4 LOTS

I HAVE REVIEWED THE DEVELOPMENT PROPOSAL INFORMATION AS PROVIDED

BY THE DEVELOPER, CHUCK FARRAR OF SUNNYS CHARTERS LTD.
ON BEHALF OF THE SUBJECT PROPERTY OWNERS
(GORDON TRUSWELL AND ROY TRUSWELL).

COMMENTS:

SEE ATTACHED COMMENTS

NAME: MALCOLM & JANET PARSLOW

SIGNATURE: [Redacted]

ADDRESS: [Redacted] DEL MONTE AVE

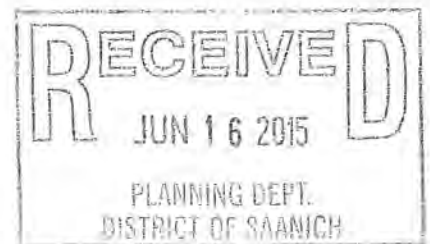
DATE: 14 JUNE 2015

THIS LETTER MAY BE PROVIDED TO THE MUNICIPALITY OF SAANICH APPROVING OFFICER
AND MAYOR & COUNCIL AND THE CORDOVA BAY COMMUNITY ASSOCIATION.

DEVELOPER CONTACT INFORMATION:

CHUCK FARRAR
SUNNYS CHARTERS LTD. (sunnyscharters@shaw.ca) 250 727 8035
BOX 312 BRENTWOOD BAY BC
V8M 1R3

ENTERED
IN CASE



Comments on the development proposal for 5197 Del Monte Ave, Victoria.

These comments are provided by Malcolm and Janet Parslow, [REDACTED] Del Monte Ave. We live directly across Walema Ave from the property in question.

We support the proposal to rezone 5197 Del Monte Ave from A1 to RS12 for the purpose of subdivision to create three additional lots.

We support the four lot (total) subdivision with the proposed covenants limiting total floor area of the buildings, total height of the buildings and siting of the building envelopes.

We prefer the idea of diversity of building design so do not want to see pre-determined building designs. We would hope for individual sale of the developed lots with separate designs rather than purchase, design and development by a single developer.

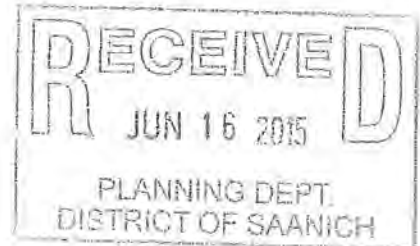
We support the development of four lots (total) as we believe that densification of areas such as this is appropriate to provide additional housing within the District of Saanich without threatening local agricultural land. Other developments close by appear to have a similar density already.

We do not consider that the prospect of additional traffic from the proposed development is a problem. As retirees who are home for much of the day, we are very aware of the local traffic volumes throughout the day. While there is increased traffic movement at the beginning and end of the work day and school day, the rest of the time this section of Cordova Bay ridge has very light traffic. The plan to have two of the driveways off Del Monte Ave seems very reasonable, given the light traffic volume.


[REDACTED]


[REDACTED]

14 June, 2015



SUB00742

Shaw Webmail

sunnyscharters@shaw.ca

5197 Del Monte Ave- Rezoning Application

From : Milford S [redacted] Tue, Aug 13, 2013 02:05 PM

Subject : 5197 Del Monte Ave- Rezoning Application

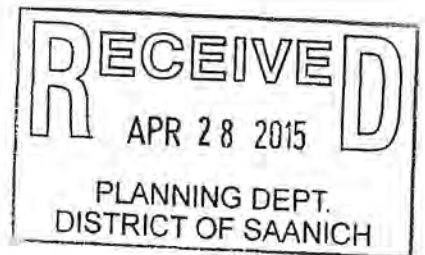
To : Chuck <sunnyscharters@shaw.ca>

From : Milford Sorensen.

To : Chuck Farrar/Sunnyscharters@shaw.ca

I have had the opportunity to review the Extensive Documentation that has been provided to the Corporation of the district of Saanich with respect to the subdivision proposal for the above mentioned property. I am pleased that this proposal commits to street widening, sidewalks, and a proper Engineering report which addresses the issue of drainage along Walema Ave. I have no objections to the Development as proposed.

Sincerely Yours
Milford Sorensen
[redacted] Walema Road
[redacted]



ENTERED
IN CASE

5197 DEL MONTE AVENUE

DEVELOPMENT PROPOSAL

PUBLIC INFORMATION MEETINGS

CORODVA BAY COMMUNITY ASSOCIATION FOR COMMUNITY AFFAIRS

TIMELINE:

On February 11 2015 the Development Proposal was presented to
The Cordova Bay Association of Community Affairs.

Chuck Farrar of Sunnys Charters Ltd. (The Developer) made the presentation
Gordon Truswell (Owner) in attendance Roy Truswell (Owner) not available to attend.
Danny Carrier of J. E. Anderson & Associates Surveyors and Engineers also in
attendance to assist in presentation.

Please find attached a letter from the CBACA as a result for the meeting.

On Feb 25 to Feb 27 2015 an invitation to INFO MEETINGS in regards to the
Development Proposal were hand delivered by Chuck Farrar of Sunnys Charters Ltd.
to neighbours. Please find attached the area of distribution outlined in Red on the
attached map.

The onsite Info Meetings were held on Saturday February 28 & Sunday 29
Saturday March 7 & Sunday March 8
(noon till 2:00pm +)

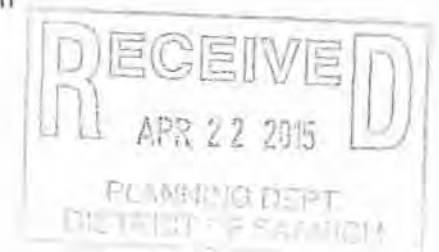
Additional onsite meetings were held Sat March 21 & Sun 22 (noon till 3:00pm)

Notice for these two meetings done by posting a sign on the subject property (for a week prior)

Those in attendance were offered a development info brochure and a convenient
response form to be returned by e-mail, general mail or by pick-up by the developer.

Subsequent letters will be forwarded to the Saanich Approving Officer as they are received.

Further onsite info meetings will be held once the required Development proposal sign
is placed on the subject property.



February 14th 2015

Chuck Farrar
5197 Del Monte Avenue
Subdivision Application

Dear Chuck Farrar

Re: 5197 Del Monte Avenue Subdivision Application

The Community Association of Cordova Bay was given a presentation outlining your proposed 4 lot subdivision at 5197 Del Monte Avenue. Based on the information presented our Board, we found that your project met all the requirements for the area, and we therefore supported your initiative to hold public meetings and consult with all the neighbours. The Board did note that access from Walema Ave to the existing residence on Polson Terrace would need to be maintained, and extra care would be required to ensure that drainage issues were addressed. We also were unsure from the drawings if there is access to the house on Polson Terrace, if there is, will road drainage go down the hill?

We look forward to hearing how the Application is received from the citizens and Saanich staff.

Sincerely,

Tom Richey
Director at Large & Planning Chair
Cordova Bay Community Association



GYNETH AND GLENN TURNER

Victoria ~ BC ~

May 12, 2014

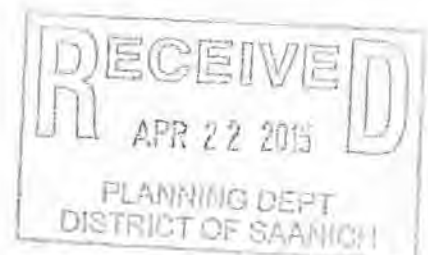
To whom it may concern:

We are writing this letter to express our support for the application for the proposed rezoning (RS-12) and 4 lot (total) subdivision proposal at 5197 Del Monte Ave. We live directly across from the property and ours is one of a few homes that will be directly impacted by change. We are in favour of the plans presented in the current application and were in favour of the plans presented in the previous application. We believe the subdivision home size and tree removal is in keeping with the aesthetic of the neighbourhood and will be a lovely addition.

We strongly feel that the tree removal on the property has only improved the look of the property as much of the lot had become overgrown and unkempt. We would welcome additional tree removal and limbing aimed at smaller trees that have been planted too close to larger, more robust trees.

Sincerely yours,

Gyneth & Glenn Turner



RE. DEVELOPMENT PROPOSAL 5197 DELMONTE AVE SAANICH

Feb 22 2015

I have reviewed the development proposal presented by Chuck Farrar, Sunnys Chartered Ltd and am in approval to rezone the property at 5197 Del Monte Ave. Saanich to RS-12 single family dwelling zone for the purposes of subdividing the property to create 3 additional lots for a total of 4 lots.

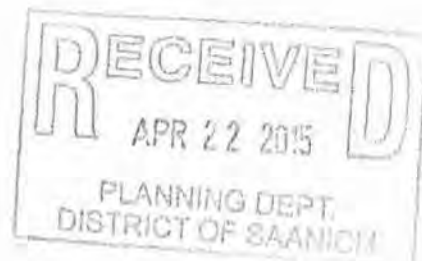
Signed

[Redacted signature]

EVA BAKONYI

[Redacted text]

This support letter may be submitted to the approving officer, Municipality of Saanich



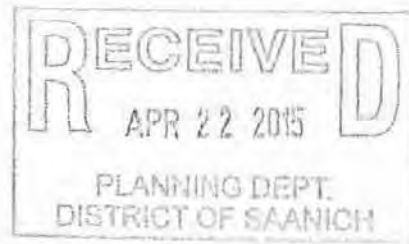
Feb 24 2015.

I have looked at the project for building 4 lots on the "5197 Del Monte" site as a good plan and will fit the area without trying to crame more then that into the space. This is a firm "Yes" to the municipality to process & let the building begin & get overwith in a timely fashion.

~~Don [redacted]~~

[redacted] Del Monte ([redacted] doors down & across st.)

[redacted]



Feb 26 2015 Report Confirmation

Re: 5197 DELMONTE AVE

REZONING AND SUBDIVISION PROPOSAL

TO REZONE FROM A-1 RURAL ZONE TO RS-12

SINGLE FAMILY DWELLING

FOR THE PURPOSE OF CREATING 3 ADDITIONAL LOTS

FOR THE TOTAL OF 4 LOTS AS PER REVISED PROPOSAL.

[REDACTED]
[REDACTED] HAROLD GREEN.

RECEIVED
APR 22 2015
PLANNING DEPT.
DISTRICT OF SAANICH

Sunny's Charters Ltd.
Box 312 Brentwood Bay, BC V8M 1R3
(250) 727-8035
Email: sunnyscharters@shaw.ca
GST: RT001868582016

Feb 26 2015.

Reduced proposal acceptable as stated below

5197 Del Monte Ave

Re-Zoning from A-1 to RS-12 and Subdivision to create a total of 4 Lots

Proposed reduction of Lot coverage and Size of Homes.

The proposed lot coverage of all buildings to be 32% of the lot area as follow (in sq.ft.):

Lot	Proposed Lot Size	Allowable Coverage	Proposed Coverage
1	11,610	4,644	3,715
2	10,542	4,216	3,373
3	10,706	4,282	3,425
4	10,518	4,207	3,365

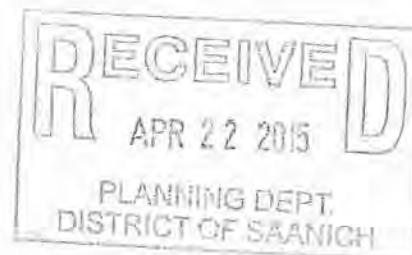
This proposal represents a reduction of 20% of the allowable RS-12 coverage.

The following outlines the proposed reduction from the allowable RS-12 House size:

Lot	Allowable Gross Floor area	Proposed Gross Floor Area	Reduction Amount
1	5,807	4,100	1,707
2	5,273	3,900	1,373
3	5,355	3,900	1,455
4	5,261	3,900	1,361

The max height of the homes for Lots 1 and 2 is 24.6' (7.5m) as measured from grade.

The max height of the homes for Lots 3 and 4 is 21.3' (6.5m) as measured from grade.



Shaw Webmail

sunnyscharters@shaw.ca

5197 Del Monte Ave Development**From :** Howard Pendergast [REDACTED]

Sat, Feb 28, 2015 11:28 PM

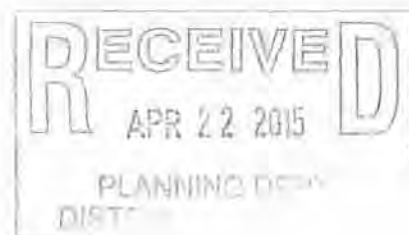
Subject : 5197 Del Monte Ave Development**To :** sunnyscharters@shaw.ca

Attn: Mr. Farrar

Thank you for your informative consult on the proposed four home development at 5197 Del Monte Ave. It is my feeling that the developers have gone to great lengths to insure a very suitable proposal. We are pleased with the low density development plan and thus less pressure on the existing neighbourhood roads.

It is hoped that developments of this nature, small as this one is, will encourage Saanich council to consider upgrades to Del Monte Ave. and perhaps a sidewalk along one side.

In closing we have no issues with this proposed development.

Howard and Sharon Pendergast
[REDACTED]

5197 DEL MONTE AVENUE, SAANICH

REVISED DEVELOPMENT PROPOSAL

TO MAKE APPLICATION TO THE MUNICIPALITY OF SAANICH
FOR THE PURPOSES OF REZONING THE SUBJECT PROPERTY
FROM THE PRESENT A-1 RURAL ZONE (2 HA LOT SIZE)
TO RS-12 SINGLE FAMILY DWELLING ZONE FOR THE PURPOSES OF
SUBDIVISION TO CREATE 3 ADDITIONAL LOTS FOR A TOTAL OF 4 LOTS

I HAVE REVIEWED THE DEVELOPMENT PROPOSAL INFORMATION AS PROVIDED
BY THE DEVELOPER, CHUCK FARRAR OF SUNNYS CHARTERS LTD.
ON BEHALF OF THE SUBJECT PROPERTY OWNERS
(GORDON TRUSWELL AND ROY TRUSWELL).

COMMENTS: I would like to see the
Development proceed.

NAME: MILFORD JOHNSON

SIGNATURE: [Redacted]

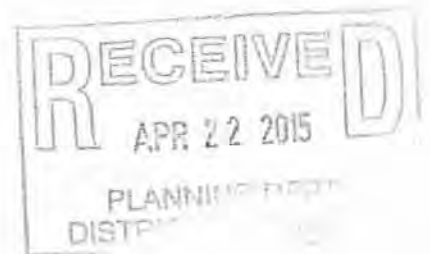
ADDRESS: [Redacted] WAKEMAN AVE

DATE: March 03/ 2015

THIS LETTER MAY BE PROVIDED TO THE MUNICIPALITY OF SAANICH APPROVING OFFICER
AND MAYOR & COUNCIL AND THE CORDOVA BAY COMMUNITY ASSOCIATION.

DEVELOPER CONTACT INFORMATION:

CHUCK FARRAR
SUNNYS CHARTERS LTD. (sunnyscharters@shaw.ca) 250 727 8035
BOX 312 BRENTWOOD BAY BC
V8M 1R3





The Corporation of the District of Saanich

Mayor
Councillors
Administrator
Com. Assoc.
Applicant
Council
Administrator
Media
Jun 9/16 BA

Report

To: Mayor and Council
From: Sharon Hvozdzanski, Director of Planning
Date: June 7, 2016
Subject: Rezoning and Development Permit Amendment Application
File: REZ00568; DPA00863• 3440 Saanich Road

PURPOSE

Project Proposal: To rezone Uptown Shopping Centre from the C-3L (Shopping Centre/Major Liquor Retail) Zone to a new site-specific Shopping Centre Zone and to amend Development Permit DPR2006-00012, in order to construct Phase 4 comprising of a total of 134 rental apartments and townhouses and 5,157 m² gross leasable area of retail commercial. Variances are requested for: setbacks; parking; and loading spaces.

Address: 3440 Saanich Road

Legal Description: Lot A, Sections 7 and 9, Victoria District, Plan VIP85149 except part in Plan VIP85154

Owner: Ravine Equities (nominee) Inc

Applicant: Wensley Architecture Ltd

Parcel Size: 75,470 m²

Existing Use of Parcel: Shopping Centre

Existing Use of Adjacent Parcels:
North: C-5 and C-5LRS (Mixed Commercial) Zones
South: C-8 (Service Station) Zone
East: C-8, C-6DE, C-7, C-2, C-5 (Mixed Commercial) Zones
West: C-2 (General Commercial) Zone and, M-1 (Industrial) Zone

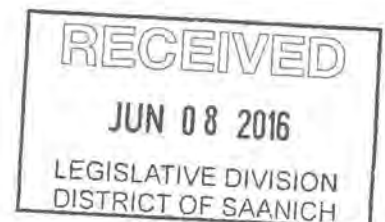
Current Zoning: C-3L (Shopping Centre/Major Liquor Retail) Zone

Minimum Lot Size: N/A

Proposed Zoning: New Site-Specific Shopping Centre Zone

Proposed Minimum Lot Size: N/A

Local Area Plan: Saanich Core



LAP Designation: Commercial

Community Assn Referral: Mount View Colquitz Community Association • No response received to date. Quadra/Cedar Hill Community Association • No response received to date. Tillicum Community Association • No response received to date.

PROPOSAL

The applicant proposes to rezone Uptown Shopping Centre from the C-3L (Shopping Centre/Major Liquor Retail) Zone to a new site-specific Shopping Centre Zone and to amend Development Permit DPR2006-00012, in order to construct Phase 4 comprising of a total of 134 rental apartments and townhouses and 5,157 m² gross leasable area of retail commercial. Variances are requested for: setbacks; parking; and loading spaces.

The addition of Phase 4 commercial and residential would increase the density of the shopping centre to 1.3 floor space ratio (FSR) which exceeds the maximum 1.2 FSR permitted for the C-3L zone. Also, the height of the proposed 11 storey residential tower over a 3 storey podium would be 65 m geodetic which would exceed the maximum 44 m geodetic height limit established in the approved Development Permit. For these reasons, the applicant has requested rezoning to a new site-specific shopping centre zone with density and height provisions appropriate to the proposal.

PLANNING POLICY

Official Community Plan (2008)

- 4.2.1.1. "Support and implement the eight strategic initiatives of the Regional Growth Strategy, namely: Keep urban settlement compact; Protect the integrity of rural communities; Protect regional green and blue space; Manage natural resources and the environment sustainably; Build complete communities; Improve housing affordability; Increase transportation choice; and Strengthen the regional economy."
- 4.2.1.14. "Encourage the use of "green technologies" in the design of all new buildings."
- 4.2.1.16. "Encourage "green" development practices by considering variances, density bonusing, modified/alternative development standards or other appropriate mechanisms when reviewing development applications."
- 4.2.2.1. "Support quality architectural and urban design that:
- uses local, durable and eco-friendly building materials;
 - works with the topography and protects the natural environment;
 - reflects our west coast setting;
 - enhances a "Sense of Place";
 - respects local history and heritage structures and landscapes;
 - creates pedestrian friendly and safe streets and neighbourhoods;
 - incorporates and supports the use of alternative transportation; and
 - ensures that our community is physically accessible."
- 4.2.3.1. "Focus new multiple family residential, commercial, institutional and civic development in Major and Neighbourhood "Centres", as indicated on Map 4."

- 4.2.3.2. “Support developments in “Centres” and “Villages” that:
- encourage diversity of lifestyle, housing, economic, and cultural opportunities;
 - concentrate the greatest densities of residential and employment activity near the centre or focal area of each Centre/Village and locate lower densities and building heights near the periphery;
 - provide publicly accessible open space that complements the public realm, and create identifiable focal points within each Centre/Village;
 - sets aside land for public open space in the form of natural areas, parks, playgrounds, open air plazas and other assembly and activity spaces;
 - protect and encourage traditional “mainstreet” streetscapes;
 - encourage the integration of residential, commercial, and public land uses both within buildings and between adjacent sites;
 - complement and integrate new development with adjacent existing development;
 - provide for a range of housing options by location, type, price and tenure;
 - support the integration of institutional uses as community focal points to
 - maximize opportunities for accessing essential amenities and services; integrate and support the use of alternative transportation; and
 - account for and mitigate through traffic on major streets and collectors roads.
 - result in reduced energy use, net energy generation and reduced Greenhouse Gas emissions.
 - create or enhance the node’s unique “sense of place”
- 4.2.3.8. “High-rises may be considered in the “Uptown Center” in certain circumstances, based on the following criteria:
- siting takes advantage of opportunities to create new views, and does not significantly block existing public view (e.g. from parks and down street ends);
 - buildings front the street with well defined, architecturally detailed, pedestrian scale entryways;
 - generally up to 18 storeys in height;
 - all parking is provided for underground, with the exception of visitor parking;
 - lower floor use is commercial or residential, with individual exterior accesses to each residential dwelling or commercial unit;
 - siting minimizes shading and privacy impacts on adjacent land uses;
 - a significant amenity(ies) is provided to the community as part of the development such as; affordable housing units, a substantial public plaza or green space, community activity centre or other facilities (e.g., daycare, office space for community support services).”
- 4.2.9.37. “Consider parking variances 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”;
 - availability of on-street parking.”

Saanich Core Local Area Plan (1999)

Identifies the site and surrounding area as commercial-industrial which means:

- A diversity of uses including civic, commercial, recreation, and high-density residential;
- One or more full-line department stores and other commercial centre services including provision of a full range of goods and services;
- Industrial uses.

Saanich Core Development Permit Area Guidelines

These guidelines provide direction on a range of elements that are expected to be included in any new development. Key “form and character” considerations include:

- Urban scale;
- Buildings designed to a human scale to create opportunities for street level social interaction and a vibrant and safe pedestrian environment;
- Buildings to be treated as an integral component of the streetscape with windows that face the street, street level entrances, and special paving, or architectural/landscape features to create a seamless interface with the street;
- Pedestrian networks, through and adjacent to the site to welcome people, encourage pedestrian activity, and integrate with and link to larger public spaces and the surrounding neighbourhood;
- Transportation and parking provisions should balance the needs of all transportation modes;
- Architecture should be of high quality that is contemporary and authentic.

The environmental development permit guidelines are not applicable. There are no significant wooded areas or native vegetation and the site is a former parking lot so there would be no increase in impervious cover over what previously existed.

DISCUSSION**Background**

On March 26, 2007 Council approved the Rezoning of the subject property and the companion Development Permit DPR2006-00012 to construct a “lifestyle” shopping centre to replace Town and Country Shopping Centre. The Development Permit incorporated a Master Concept Site Plan for the whole site and detailed plans for the new Walmart, part of the parkade, and the buildings at the southeast end of Uptown Boulevard. Amendments to the Development Permit were approved by Council in 2009 to add ±16,346 m² gross floor area of office space and to incorporate detailed plans for Phase 2 buildings. A further amendment in 2010 incorporated a Comprehensive Sign Plan.

In 2015, a Development Permit Amendment was approved to construct Phase 3 of the shopping centre development which included a food store, commercial retail units and additional parking. Construction of Phase 3 is expected to be completed in Fall, 2016.

Plans submitted as part of the Master Concept Site Plan anticipated a mixed-commercial/residential component at the west end of the site but details about the design and number of units were not provided. Due to the lack of market demand for the condominium residences envisioned for the site and the need to secure a residential partner, construction of the residential portion at Uptown was delayed. The owner has now determined that there is sufficient market demand for a rental housing project on the site. The company is able to construct rental housing without the need to secure a residential partner.

The current proposal, to be constructed at the southeast corner of Carey Road and Ravine Way, would include 134 residential units (127 apartments and 7 townhouses), 5,157 m² gross leasable area of retail commercial, and additional parking. This final phase of the Uptown Shopping Centre development would increase the gross floor area on the 7.5 ha site to ±98,900 m².

Land Use and Density

The project is consistent with the Saanich Official Community Plan (2008) which identifies the Douglas Corridor including the Uptown Shopping Centre as a Major “Centre”. It also complies with the land use designation in the Saanich Core Local Area Plan and is consistent with the strategic initiatives of the Regional Growth Strategy to keep urban settlement compact; build complete communities; increase transportation choice; and strengthen the regional economy.

The addition of Phase 4 commercial and residential would increase the density of the shopping centre to 1.3 floor space ratio (FSR) which exceeds the maximum 1.2 FSR permitted for the C-3L zone. Also, the height of the proposed 11 storey residential tower over a 3 storey podium would be 65 m geodetic which would exceed the maximum 44 m geodetic height limit established in the approved Development Permit. For these reasons, the applicant has requested rezoning to a new site-specific shopping centre zone with density and height provisions appropriate to the proposal. Variances for siting, residential parking and loading are also requested.

Site and Building Design

The proposed residential building would comprise two wings over a 3 storey podium to create an internal U-shaped amenity space. The wings would terrace up from 5 to 11 storeys for the north wing and 3 to 9 storeys for the south wing. The building core would be concentrated at the junction of the wings on the Ravine Way side of the building and would accommodate the lobby and elevator access. The main entry to the building lobby would be located at grade at the corner of Carey Road and Ravine Way. The terraced building would provide views from the rooftop terraces to the Sooke Hills and would allow natural light to penetrate into the private courtyard. A total of 7 two-storey townhouse units would be provided along the Carey Road and Ravine Way frontages to help enliven the streetscape.

The residential use would comprise of 104 one-bedroom units and 30 two-bedroom units. The compact units would range in size from about 56 m² to 67 m² for the apartments and 94 m² for the townhouses. All of the apartment units would be accessed from the exterior corridors. The townhouses on the Ravine Way frontage would be accessed via individual stairs and a private patio from the street. The Carey Road townhouses would be accessed via a shared and gated raised walkway and private patio entrances. The walkway would rise up from the Carey/Ravine corner along the Carey Road frontage to provide access for the residents from the street to the L-4 courtyard level. The private courtyard would also be accessible on the north side from the Whole Foods plaza at the L-4 level.

The applicant has stated that the colour scheme for the building is founded on a subtle palette of off-white, light-grey and natural silver aluminum and steel grey metal colours. They are a collection of complementary colours that create a uniform background field for the finer detail elements such as balcony railing systems, window shading devices, louvre screen veils and lantern-like stair structures. When read as a complete picture, the overall effect is a sophisticated, elegant building that finishes the north end of Uptown Boulevard.

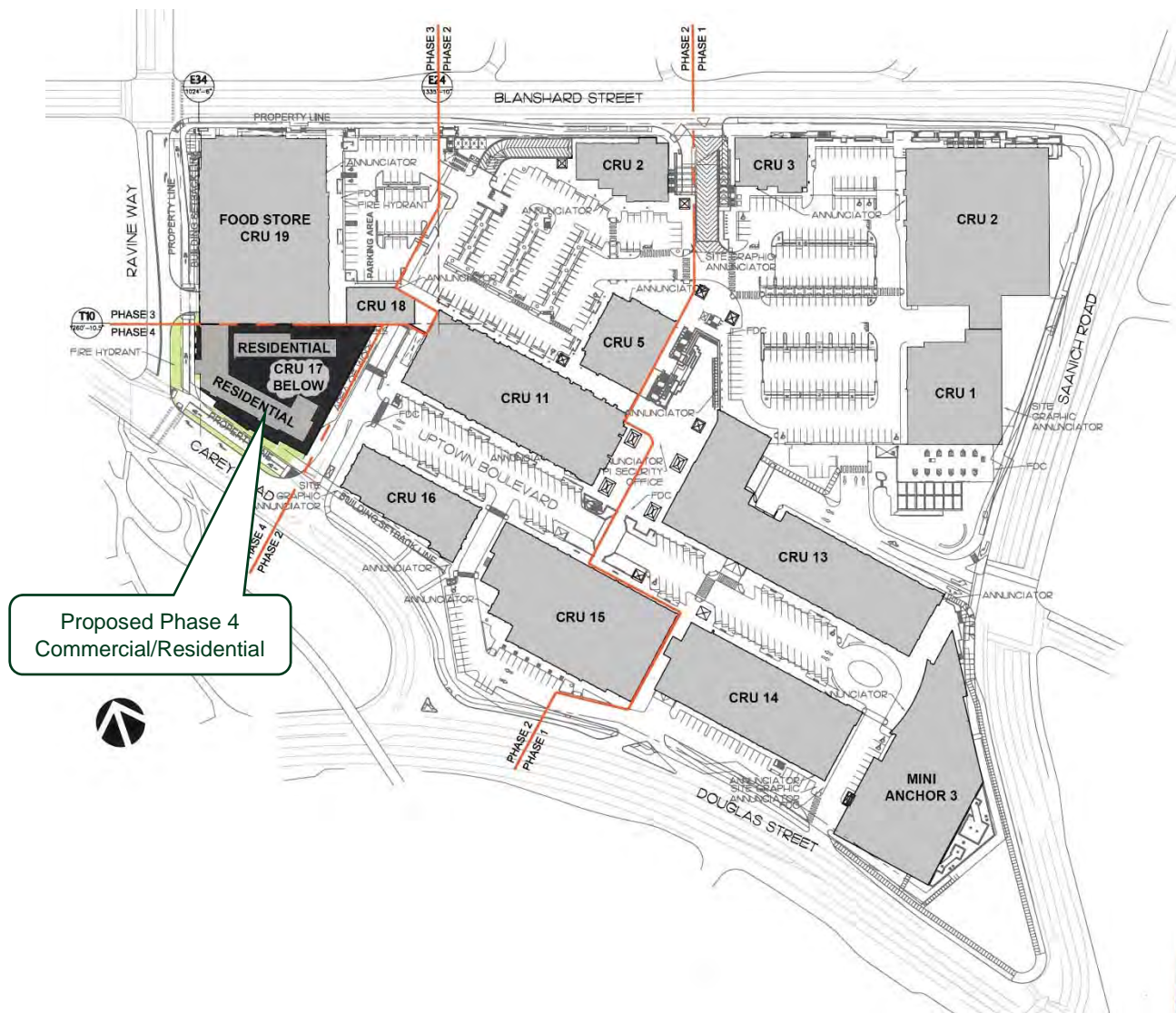


Figure 1: Uptown Shopping Centre Overall Site Plan (from plans by Wensley Architecture Ltd)

The palette for the building is purposely narrow in range and distinct from the combination of materials, textures and colours that make up the retail stores and services of Uptown. The unique plan configuration with outdoor circulation, stepped building form with visible activity on the roof terraces, landscape plantings and quality lighting design are the devices employed to animate the building and create a dynamic, vibrant living environment and project.

The guardrail glazing on the unit balconies would be translucent glass. This frosted glass would obscure vision through the glass, creating a degree of privacy for the balcony and obscuring objects on the balcony. Guardrail glazing to the exterior corridors would be clear glass. These guardrails are primarily located on the north and northeast facing facades within the common circulation spaces. Clear glass would allow the most sunshine and daylight to the corridors.



Figure 3: View Looking Northwest from Uptown Boulevard



Figure 4: View from the Carey Road/Ravine Way Intersection

The lighting for the exterior corridors would be mounted at a low level, close to the surface being lit. The close proximity would allow low intensity light to sufficiently light the walking surface for pedestrian movement and emergency exiting purposes. This low-intensity approach avoids over illumination and unnecessary lighting outside the area where it's actually needed. Unit entries would be individually lit with an illuminated back lit number sign.

Weather protection to the exterior corridors would be provided with metal louvered screens that would be strategically located along the outside edge of the corridors to shelter unit entries, stair wells and other areas where protection is desirable. The size, number and location of the screens is related to a building code requirement that is intended to facilitate smoke exhaust and maintain visual connection with other parts of the building in emergency situations. This type of weather protection is sufficient enough to render the corridors comfortable circulation spaces. The random placement of the screens would allow the addition of more screens to address specific site conditions that may arise as the building is realised without interfering with a complete ordered pattern.

Landscaping for Phase 4 of Uptown would include a number of distinct public and private amenity spaces including several roof terraces and garden areas. The landscape plan would include planting of evergreen, deciduous and multi-stem trees and adaptive vegetation. Courtyard units would have a private patio. These patios would blend with the primary open lawn space between the building wings to create the courtyard with a meandering path to link outdoor and indoor amenity spaces. Streetscape details and boulevard landscaping along the Ravine Way and Carey Road frontages were approved as part of the Phase 3 Development Permit Amendment. Installation of these works along the residential frontages will be delayed until the Phase 4 construction.

Environment

There are no existing trees or other vegetation within the Phase 4 site. Trees and other vegetation would be planted in the courtyard amenity space, on the roof terraces and along the Ravine Way and Carey Road frontages, consistent with the landscaping planted in Phases 1 and 2. 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 II watershed area which requires stormwater storage, oil/grit separator or grass swale and sediment basin. The site is a former shopping centre parking lot therefore there would be no increase in impervious surface over the previous condition.

The applicant has stated that Phase 4 would target LEED Gold certification. As with Phases 1, 2 and 3, a wide variety of initiatives would be incorporated into the design to achieve this level of certification as outlined in the Uptown Sustainability Strategy that forms part of the approved Development Permit. These initiatives would include water reduction through low-flow and low-flush plumbing fixtures; building envelope, mechanical and electrical systems to minimize energy use and carbon emissions; indoor finishes and coatings to limit the quantities of harmful Volatile Organic Compounds (VOCs) released after construction; and green building management practices after occupancy. Also, Phase 4 would tie into the existing facilities at Uptown and the Saanich disposal avenues for diverting waste including consideration for organics.

Mobility

The Uptown development is the cornerstone of the emerging Uptown Major "Centre" precinct identified in the Official Community Plan. Already a highly successful commercial retail and office node with Phases 1 and 2 development, with the addition of Phase 3 development (Whole

Foods grocery store) presently under construction and scheduled to open in Fall 2016, and now the proposed Phase 4 development, Uptown will soon become a complete mixed-use commercial and residential community.

Traffic and parking forecasts for the Uptown project were developed in 2007 at the time of the initial development permit approval, and updated for each phase of the development. Included in the future traffic projections was provision for a residential component with over 650 condominium units which is considerably more than the 134 residential units now being proposed. The earlier transportation planning work for the Uptown development identified an extensive array of area transportation network improvements to accommodate area traffic growth together with the future Uptown traffic. These improvements have all been implemented since 2008.

More recently, additional traffic improvements are moving forward including the construction of a right-turn lane to enable right turns from westbound Douglas Street onto Carey Road, an added right-turn lane on westbound Carey Road for right turns onto northbound Ravine Way, and a new right-turn entry/exit access to Uptown on Ravine Way which will be operational with the opening of the Whole Foods store in Fall 2016.

A protected two-way cycle track with an adjacent pedestrian sidewalk is planned for construction along the Ravine Way frontage of Uptown, along with a new multi-use path (cyclists and pedestrian) along the Carey Road frontage, both connecting to an upgraded pedestrian/cyclist connection to the Galloping Goose and Lochside multi-use trails at the intersection of Carey Road and Ravine Way. In addition to the above, Uptown is working with BC Transit and Saanich to achieve new transit bus stops on Carey Road next to Uptown which are planned to be operational later in 2016.

A comprehensive survey of driveway traffic volumes for the entire Uptown development was conducted by Bunt & Associates Transportation Consultants in November 2015. While traffic on the area road network does experience congested conditions at times, most notably westbound on Douglas Street during the weekday afternoon period with “work to home” commuter traffic using the route for access to western communities of the Capital Region, generally the key intersections in the area operate with sufficient capacity to handle the peak period traffic volumes. The same is generally the case with the access driveways servicing the Uptown development.

The parking supply strategy is a critical aspect of the sustainable planning focus for Uptown. To support the commercial retail, office and residential components of Uptown, a substantial pool of off-street parking totalling 2,929 spaces will be available at the completion of Phase 4. With previous phases of development, Uptown applied for and received variances to reduce the required parking by over 1,800 spaces on account of the shared parking opportunities between the retail and office uses on the site and substantial funding contribution by Uptown toward transit and pedestrian/cycling infrastructure improvements in the area.

The approved Development Permit for Uptown requires 4 spaces/1000 ft² (92.9 m²) for retail space and 1 space/1000 ft² (92.9 m²) for office space. The Saanich Zoning Bylaw requires 1.5 spaces per dwelling unit for apartments. Of the required apartment parking spaces, 0.3 spaces per dwelling unit must be designated for visitor parking except in a mixed residential/commercial development, the required visitor spaces can be assigned to commercial use parking spaces. Based on the Zoning Bylaw, the residential parking requirement for the 134 unit apartment would be 160 resident parking spaces. The applicant has requested a Zoning Bylaw variance to

permit the residential to be constructed with 0.55 spaces per residential unit (74 spaces). If approved, the total parking requirement for Uptown would be 2,872 spaces leaving an oversupply of 57 spaces. The transportation consultant has stated that a further 29 spaces could potentially be added through optimization of the existing Phases 1 and 2 parking layout.

A total of 38 gated secure residential parking spaces are proposed beneath the new residential building at the L-3 level. It is proposed that the balance of the required residential spaces (36 spaces) would be accommodated within the 57 stall surplus leaving a surplus balance of 21 spaces. Residents parking outside of the gated residential parking area, and their guests, would be required to register their vehicles with Uptown Management who would issue a parking pass to avoid tow-away if the vehicle is parked continuously for more than three hours.

In addition to vehicle parking spaces, the Zoning Bylaw requires the provision of Class I (secure spaces for use by residents and staff) and Class II (visitor) bicycle parking spaces. The total requirement for Phases 1 to 4 at Uptown is 313 spaces of which 187 must be Class I spaces. With the completion of Phase 3, 217 spaces (95 Class I and 122 Class II) will be available. An additional 115 Class I spaces and 12 Class II spaces would be added in Phase 4 resulting in an overall surplus of 31 bicycle parking spaces (23 Class I and 8 Class II).

Two loading spaces for the Phase 4 retail would be located on Level 1 with truck access via the internal driveway system and connections to both Saanich Road and Carey Road. Based on the Zoning Bylaw, four loading spaces would be required. A variance is requested.

New Zone

The applicant has requested rezoning from the the C-3L (Shopping Centre/Major Liquor Retail) zone to a new site-specific shopping centre zone with density and height provisions appropriate to the proposal. The permitted uses for the proposed C-3U (Shopping Centre/Uptown) zone would be the same as for the C-3L zone. The permitted density would be 1.5 FSR and the maximum permitted height would be 65.0 m geodetic for a residential use and 44.0 m geodetic for any use other than residential. By comparison, the C-3 L zone permits 1.2 FSR. The approved Development Permit allows a maximum height of 44.0 m geodetic for all uses.

In 2006 when the initial development application was made, the Uptown site was zoned C-3 (Shopping Centre). The Engineering Department requested road dedication to accommodate planned transit improvements. In response to the owners concerns that the significant road dedication being requested would reduce the amount of floor area that could be constructed on the site, the C-3 zone was amended, following a Public Hearing, to provide that land dedicated for highway, specifically to accommodate a dedicated transit lane or other transit facilities, could be included for the purpose of calculating Floor Space Ratio.

On January 28, 2008, Council approved an application to rezone the Uptown site from the C-3 (Shopping Centre) zone to the C-3L (Shopping Centre/Major Liquor Retail) zone to accommodate a proposed liquor store on the site. Due to an oversight, the special density clause respecting land dedicated for transit improvements was not carried forward to the C-3L zone schedule. It is proposed to include this provision in the new C-3U zone schedule.

Requested Variances

The applicant has requested Zoning Bylaw variances for siting, off-street parking and loading for the Phase 4 development.

Setback Variance

Variances are requested to permit the stair structure along the Carey Road frontage to be sited 1.44 m from the property line abutting Carey Road (3.75 m required). In addition, variances are requested to permit the canopy over the apartment entrance to project 2.28 m, and the cantilevered balconies to project 1.27 m, into the required 3.75 m setback from the property line abutting Carey Road (maximum 1.2 m projection permitted). These variances are considered to be minor in nature and are not anticipated to impact the streetscape or the liveability of the units. For these reasons, the requested siting variances can be supported.

Parking Variance

As previously noted, the applicant has also requested a variance to the required parking ratio for an apartment from 1.5 spaces per unit to 0.55 spaces/unit. The 0.55 spaces/unit ratio was recommended by Bunt & Associates Transportation Consultants. Bunt & Associates Transportation Consultants has stated that Saanich's 1.5 stall/unit minimum requirement for apartments is general and applies across the entire municipality regardless of the composition of apartment units within a building (studio, one-bedroom, two-bedroom, etc.), type of tenure (condominium versus purpose built rental), proximity to frequent service transit, pedestrian and cycling infrastructure, proximity to nearby shops and services, and availability of organized car share programs. Comprehensive parking studies such as the Metro Vancouver Apartment Study completed in 2012 have identified that these factors have significant bearing on vehicle ownership and therefore resident parking needs.

Accordingly, many municipalities are reviewing their off-street parking supply requirements for multiple family residential land use to ensure they reflect current and anticipated future conditions to avoid over supply of off-street parking facilities which are both costly and serve to undermine efforts to encourage use of non-automobile travel modes. The standard of 0.55 spaces/unit was recently approved by the City of Victoria for the proposed mixed use rental residential/commercial development to be constructed just outside the downtown core at the intersection of Pandora Avenue and Vancouver Street. As with Uptown, this 209 residential unit development will benefit from nearby transit service, cycling routes, and convenient walking distance connections to a range of other shops, services and amenities. Based on the Bunt & Associates Transportation Consultants analysis, the proximity of frequent transit and other services, the large pool of commercial parking at Uptown, and Saanich's goals to reduce automobile dependency, the proposed parking variance can be supported.

Loading Space Variance

A loading space variance for Phase 4 from four spaces to two spaces is also requested. This variance is consistent with the variances granted for Phases 1 and 2 and can be supported. A total of 23 loading spaces will be available for all of Uptown (62 spaces required). No issues with loading have been reported at Uptown.

CLIMATE CHANGE AND SUSTAINABILITY

At the October 6, 2014 Council meeting a resolution was passed requesting staff to include in all relevant future reports to Council, a section outlining the climate change implications of the action being contemplated. Given the subject application is for the final phase of an on-going development, there would be no change in the proposed land use from the approved plans, and sustainability and climate change mitigation initiatives for the overall site were addressed as part of the approved Master Concept Development Permit, a climate change section has not been included.

CONSULTATION

Advisory Design Panel

The Advisory Design Panel considered the application as Case #2016/004 on March 16, 2016. The Panel resolved as follows:

“That it be recommended that the application to construct Phase 4 of Uptown Shopping Centre comprising a total of 134 rental apartments and townhouses and 5,110 m² of commercial space at 3440 Saanich Road and 3587 Blanshard Street be approved as presented and that the comments from the Panel be considered”.

The Panel Members provided the following comments:

- Improvements to accessibility should be given careful consideration; the existing wheelchair ramps at Uptown are too steep for someone who independently uses a wheelchair and it can be difficult to get from one level to another.
- Truncated, brightly coloured domes should be included in all identified curb cuts.
- There are some concerns about effective weather protection on the external walkway; the louvered screen panels will not provide weather screening.
- Pedestrian circulation outside of the building could be improved; Ravine Way should be considered for pedestrian connection opportunities.
- A food court would be appreciated.
- Through negotiations with BC Hydro the utility pole located at the entrance should be moved if possible.
- The landscape buffer for Whole Foods should be substantial and the continuation should feel as lush as the at-grade landscaped areas.
- This is a sophisticated response to a challenging project.
- A direct, pedestrian access route to Uptown from the residential units should be explored.
- The pedestrian entrance accessed from the sidewalks on Plan A2.02 should be clearly identified.
- The position of the building will be visible from the Pat Bay Highway; it should be front-of-mind that this is a gateway position.
- Additional weather protection should be considered for the passageways on the north side of the building.
- The courtyard formation is a V-shape, not a U-shape; it would be helpful if the north wing could be moved as far north as possible to create more effective separations.
- The development shows a commercial face to the street with the exception of three units on Ravine Way, seeing as Ravine Way is slightly isolated the three units are somewhat awkward.
- The corner adjacent to the residential building could be more effectively connected to the project.
- Appreciate the form, shape, and outdoor spaces of the development; however, it needs to open up to and engage the street more effectively as it is too closed in on itself. Pedestrian circulation opportunities are an excellent way to achieve that, perhaps creating a pedestrian link from the courtyard to the street could be considered.
- There is an opportunity to reinforce the podium and create effective separation from the rest of the building through materials and colour choices.

In response to the Panel's comments, the applicant provided an updated design rationale, clarifications and additional information. Various refinements were made to strengthen the

connection between the Ravine Way townhouse units and the street including the addition of a metal picket railing and gate, planters between the patios to act as privacy barriers, and landscape planting at the base of the garden stair. Similar low garden walls with metal railings have been designed for the raised pedestrian walk and townhouse patios along Carey Road. The owner and design team are currently working with BC Hydro to explore the viability of relocating the hydro pole and related equipment at the corner of Ravine Way and Carey Road.

BC Transit

Comments from BC Transit were received on February 26, 2016. BC Transit “supports the proposed development, contingent on request for the accommodation of bus zones on Carey Road between Highway 1 and Ravine Way and the existing Blanshard stop at Ravine Way as noted.”

The comments noted that the Uptown area is one of the best served transit areas within the Victoria Regional Transit System, with direct service to a broad selection of regional and local destinations across greater Victoria. The Douglas/Trans Canada Highway corridor abutting the site is designated as an exclusive rapid transit corridor in the Transit Future Plan (TFP). The Transit Future Plan identifies the establishment of an Uptown Transit Exchange as critical to realizing the goals of the TFP and supporting travel between regional centres.

The improvements referred to by BC Transit were agreed to as part of the Phase 3 Development Servicing Requirements and are currently being implemented.

Community Associations

Referrals were sent to the Mount View Colquitz Community Association, the Quadra/Cedar Hill Community Association and the Tillicum Community Association on January 28, 2016. The applicant has stated that a joint meeting was held with representatives from the Association's executives to present the proposal and receive comment. No comments from the Community Associations have been received to date.

SUMMARY

Due to the lack of market demand for the condominium residences envisioned for the Uptown site and the need to secure a residential partner, construction of the residential portion at Uptown was delayed. The owner has now determined that there is sufficient market demand for a rental housing project on the site. The company is able to construct rental housing without the need to secure a residential partner.

The 14 storey project, with 134 rental apartments and townhouses and 5,157 m² gross leasable area of retail commercial, is consistent with the Saanich Official Community Plan (2008) which identifies the Douglas Corridor including the Uptown Shopping Centre as a Major “Centre” with mixed residential/commercial development up to 18 storeys in height. It also complies with the land use designation in the Saanich Core Local Area Plan and is consistent with the strategic initiatives of the Regional Growth Strategy to keep urban settlement compact; build complete communities; increase transportation choice; and strengthen the regional economy. The residential would add to the diversity of uses offered at Uptown and complete the final phase of the development. The unique plan configuration with outdoor circulation, stepped building form with visible activity on the roof terraces, landscape plantings and quality lighting design will help to animate the building and create a dynamic, vibrant living environment and project.

The applicant has stated that Phase 4 would target LEED Gold certification. As with Phases 1, 2 and 3, a wide variety of initiatives would be incorporated into the design to achieve this level of certification as outlined in the Uptown Sustainability Strategy that forms part of the approved Development Permit.

The addition of Phase 4 commercial and residential would increase the density of the shopping centre to 1.3 floor space ratio (FSR) which exceeds the maximum 1.2 FSR permitted for the C-3L zone. Also, the height of the proposed 11 storey residential tower over a 3 storey podium would be 65 m geodetic which would exceed the maximum 44 m geodetic height limit established in the approved Development Permit. For these reasons, the applicant has requested rezoning to a new site-specific shopping centre zone with density and height provisions appropriate to the proposal.

The permitted uses for the proposed C-3U (Shopping Centre/Uptown) zone would be the same as for the C-3L (Shopping Centre/Major Liquor Retail) zone. The permitted density would be 1.5 FSR and the maximum permitted height would be 65.0 m geodetic for a residential use and 44.0 m geodetic for any use other than residential. Requested variances for siting are considered to be minor in nature and are not anticipated to impact the streetscape or the liveability of the units. For these reasons, the requested siting variances can be supported.

The transportation planning work for the Uptown development identified an extensive array of area transportation network improvements to accommodate area traffic growth together with the future Uptown traffic. These improvements have all been implemented since 2008. More recently, additional traffic improvements including new cycling infrastructure and new transit bus stops on Carey Road are moving forward. Transit improvements on Carey Road and some of the bicycle infrastructure improvements on Ravine Way will be operational with the opening of the Whole Foods store in Fall 2016. The remainder of the planned improvements along the Ravine Way and Carey Road frontages will be operational prior to completion of the Phase 4 development. The additional traffic that would be generated by the Phase 4 development was planned for as part of the transportation network improvements. It is anticipated that the key intersections in the area and the access driveways servicing the Uptown development will continue to operate with sufficient capacity to handle the peak period traffic volumes.

The applicant has requested a Zoning Bylaw variance to permit the residential to be constructed with 0.55 spaces per residential unit (74 spaces). If approved, the total parking requirement for Uptown would be 2,872 spaces. Based on the current proposal, 2,929 off-street parking spaces will be available at the completion of Phase 4. A total of 38 gated secure residential parking spaces are proposed beneath the new residential building at the L-3 level. It is proposed that the balance of the required residential spaces (36 spaces) would be accommodated within the surplus commercial stalls leaving a surplus balance of 21 stalls. Based on the proximity of frequent transit and other services, the large pool of commercial parking at Uptown, and Saanich's goals to reduce automobile dependency, the proposed parking variance can be supported.

The requested loading space variance for Phase 4 from four spaces to two spaces is consistent with the loading space variances granted for Phases 1 and 2 and can be supported.

RECOMMENDATION

1. That Zoning Bylaw 8200 be amended by adding a new C-3U (Shopping Centre/Uptown) zone.
2. That the application to rezone Uptown Shopping Centre from the C-3L (Shopping Centre/Major Liquor Retail) zone to the C-3U (Shopping Centre/Uptown) zone be approved.
3. That Development Amendment DPA00863 be approved.

Report prepared by:



 Neil Findlow, Senior Planner

Report reviewed & prepared by:



 Jarret Matanowitsch, Manager of Current Planning

Report reviewed by:



 Sharon Hvozdzanski, Director of Planning

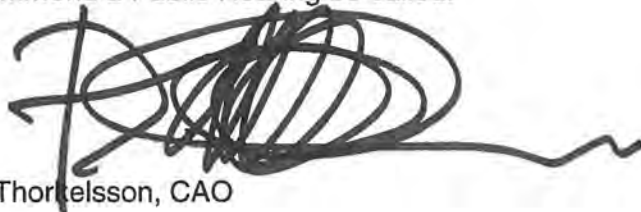
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Attachment

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

ADMINISTRATOR'S COMMENTS:

I recommend a Public Hearing be called.



Paul Thorkelsson, CAO

COPY

825.1 Uses Permitted

Uses Permitted:

Shopping Centre; which may include the following uses:

- (a) Display and/or Retail Sale of all Classes of Goods, Wares, and Merchandise
- (b) Personal Service
- (c) Medical Services
- (d) Restaurant
- (e) Drive-In Restaurant
- (f) Fast Food Restaurant
- (g) Office
- (h) Recreation Facility
- (i) Assembly
- (j) Apartment
- (k) Congregate Housing
- (l) Service Station
- (m) Supplementary Off-Street Parking
- (n) Cable Hub Site
- (o) Beverage Container Depot
- (p) Liquor Retail Store
- (q) Daycare, Adult
- (r) Daycare, Child

825.2 Prohibited Uses

Prohibited Uses:

All uses not permitted by Section 825.1 and without limiting the generality of the foregoing:

- (a) Lumber and Building Supply Yard
- (b) The Sale, Servicing, or Repair of New or Used Vehicles, Trailers, Mobile Homes, Recreation Vehicle Units, Boats, Farm and Industrial Machinery, and Internal Combustion Engines except as an Accessory Use to a Department or Hardware Store
- (c) Unenclosed Storage
- (d) Neighbourhood Public House
- (e) Carnivals, Circuses, and Fairs
- (f) Beverage Container Depots where the total leasable floor area of all classes of uses in 1000 m² and less.

825.3 Density

Density:

- (a) Buildings and structures shall not exceed a Floor Space Ratio of 1.50.
- (b) The Gross Floor Area of a Liquor Retail Store shall not exceed 700 m² (7535 ft²).
- (c) Where Land is dedicated for highway specifically to accommodate a dedicated transit lane or other transit facilities, the area of the highway dedication shall be deemed to be lot area for the purpose of calculating Floor Space Ratio.

825.4 Buildings and Structures

Buildings and Structures:

- (a) Shall be sited not less than:
 - (i) 7.5 m (24.6 ft) from any lot line abutting a street except that where the area between the building and lot line is landscaped and not used for the provision of off-street parking the minimum setback may be reduced to 3.75 m (12.3 ft).
 - (ii) 0 m from a rear lot line or an interior side lot line which does not abut a street provided that where a building or structure is not sited immediately adjacent to, or within, 0.5 m (1.6 ft) of the rear or interior side lot line, it shall be sited not less than 3.0 m (9.8 ft) from the rear or interior side lot line.
- (b) Shall be constructed such that the top of any building or structure for residential use is not higher than 65 m geodetic and the top of any building or structure for any use other than residential is not higher than 44 m geodetic. For the purposes of this section, architectural appurtenances and/or mechanical screens that do not contain useable floor area are excluded.

COPY

825.5 Buildings and Structures for Apartment or Congregate Housing

Buildings and Structures for Apartment or Congregate Housing:

- (a) Shall be limited exclusively to storeys above the first storey of a building.
- (b) Shall be permitted only where no Advertising Use or Accessory Advertising Use is on, above, or attached to the storeys so used.

825.6 Service Station

Service Station:
Shall be limited to one per shopping centre.

825.7 Liquor Retail Store

Liquor Retail Store:
Shall be limited to one per shopping centre.

825.8 Beverage Container Depot

Beverage Container Depot:
Collection activities and storage to be conducted entirely within a building or fully enclosed structure.

825.9 General

General:
The relevant provisions of Sections 5, 6, 7, 8 and Schedule B and F of this bylaw shall apply.



COPY

DISTRICT OF SAANICH

NO. DPA00863
AMENDS DPR2006-00012

AMENDMENT TO DEVELOPMENT PERMIT

TO: **Ravine Equities (Nominee) Inc. No. BC0795049**
c/o 333 Seymour Street
Suite 400
Vancouver BC V6B 5A6

(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 Sections 7 and 9 Victoria District Plan VIP85149, except part in Plan VIP85154

3440 Saanich Road

(herein called "the lands")

3. This Development Permit further regulates the development of the lands as follows:
 - (a) By varying the provisions of the Zoning Bylaw 2003, Section 825.4(a)(i) to permit the Phase 4 building (stair structure) to be sited 1.44 m from the lot line abutting Carey Road (3.75 m required).
 - (b) By varying the provisions of the Zoning Bylaw 2003, Section 5.8(c) to permit the apartment entrance canopy to project 2.28 m and the cantilevered balconies to project 1.27 m into the required exterior side yard abutting Carey Road (maximum 1.2 m permitted).
 - (c) By varying the provisions of Zoning Bylaw 2003, Section 7.3(a) and Table 7.1 to permit the residential to be constructed with 0.55 parking spaces per unit (1.5 parking spaces per unit required). A total of 2,929 spaces are provided for all of Uptown (2,872 spaces required).
 - (d) By varying the provisions of Zoning Bylaw 2003, Section 8.4 and Table 1 to permit Phase 4 to be constructed with 2 loading spaces (4 spaces required). A total 23 loading spaces are provided for all of Uptown (62 spaces required).
 - (e) By supplementing the provisions of the Zoning Bylaw 2003 to require the Phase 4 buildings and lands to be constructed and developed in accordance with the plans prepared by Wensley Architecture, Merrick Architecture and Durante Kreuk Landscape Architects received on February 22, 2016 and May 10, 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 \$ 262,440.00 to guarantee the performance of the requirements of this Permit respecting landscaping.
 - (b) A Landscape Architect registered with the British Columbia Society of Landscape Architects must be retained for the duration of the project until the landscaping security has been released. Written letters of assurance must be provided at appropriate intervals declaring the registered Landscape Architect, assuring that the landscape work is done in accordance with the approved landscape plan, and indicating a final site inspection confirming substantial compliance with the approved landscape plan (BCSLA Schedules L-1, L-2 and L-3).
 - (c) All landscaping must be served by an automatic underground irrigation system.
 - (d) The owner must obtain from the contractor a minimum one-year warranty on landscaping works, and the warranty must be transferable to subsequent owners of the property within the warranty period. The warranty must include provision for a further one-year warranty on materials planted to replace failed plant materials.
 - (e) Any protective fencing of trees or covenant areas must be constructed, installed and signed according to the specifications in Appendix X.
 - (f) No site activity shall take place prior to the installation of any required tree of covenant fencing and the posting of "WARNING – Habitat Protection Area" signs. The applicant must submit to the Planning Department a photograph(s) showing the installed fencing and signs. Damage to, or moving of, any protective fencing will result in an immediate stop work order and constitute a \$1,000 penalty.
 - (g) The landscaping requirements of this Permit shall be completed within four months of the date of issuance of the Certificate of Occupancy for the development, in default of which the Municipality may enter upon the lands, through its employees or agents, and complete, correct or repair the landscaping works at the cost of the Owner and may apply the security, interest at the rate payable by the Municipality for prepaid taxes.
 - (h) In the event that any tree identified for retention is destroyed, removed or fatally injured, a replacement tree shall be planted in the same location by the Owner in accordance with the replacement guidelines as specified within the Saanich Tree and Vegetation Retention, Relocation and Replacement Guidelines. The replacement tree shall be planted within 30 days of notice from the Municipality in default of which the Municipality may enter upon the lands and carry out the works

COPY

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

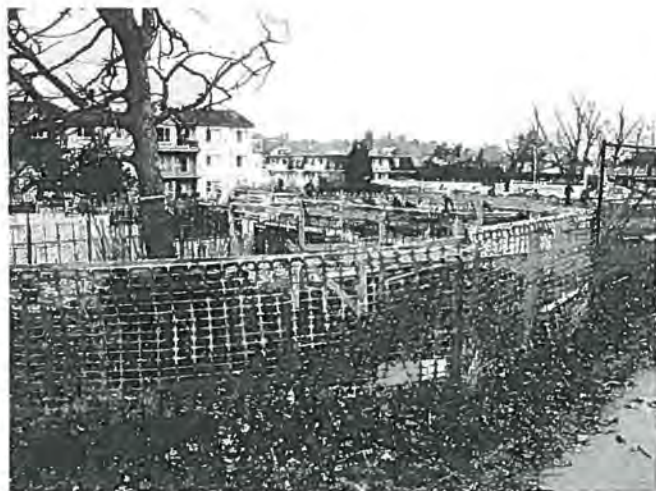
PROTECTIVE FENCING FOR TREES AND COVENANT AREAS

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

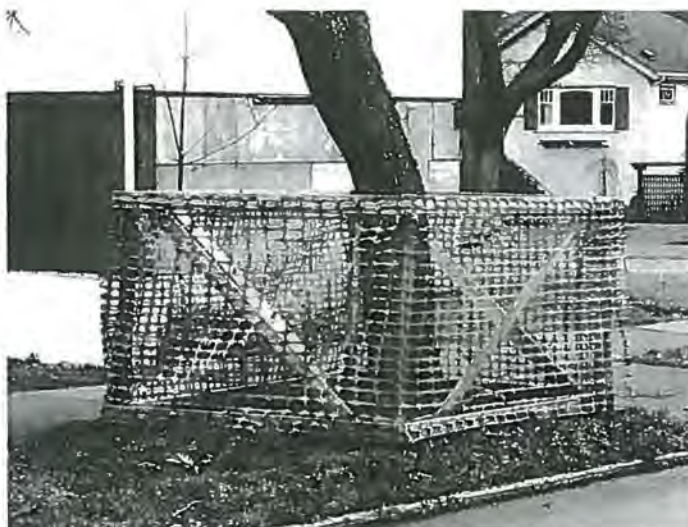
Prior to any activities taking place on a development site, the applicant must submit a photo showing installed fencing and "WARNING – Habitat Protection Area" signs to the Planning Department.

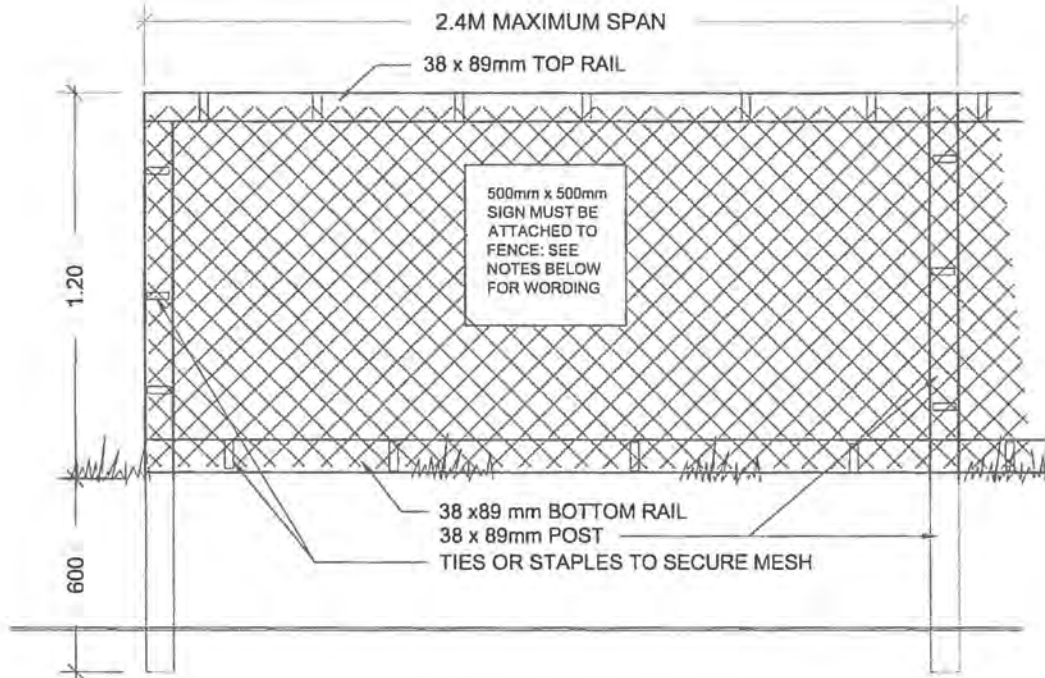
Specifications:

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

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



DETAIL NAME: **TREE PROTECTION FENCING**

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

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

Memo

To: Planning Department
From: Jagtar Bains – Development Coordinator
Date: March 4, 2016
Subject: Servicing Requirements for the Proposed Development

PROJECT: UPTOWN - TO REZONE FROM THE C-3L (SHOPPING CENTRE/MAJOR LIQUOR RETAIL ZONE) TO A NEW SITE SPECIFIC

**SITE ADDRESS: 3440 SAANICH RD
PID: 027-544-257
LEGAL: LOT A PLAN VIP85149 SECTION 7 & 9, EXCEPT PLAN
DEV. SERVICING FILE: SVS01984
PROJECT NO: PRJ2016-00057**

The above noted application for rezoning & 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 Public Hearing that the applicant agrees to complete the servicing requirements. Should there be any disagreement with any of these requirements, it should be discussed with the undersigned prior to the Public Hearing.



Jagtar Bains
DEVELOPMENT COORDINATOR

cc: Harley Machielse, DIRECTOR OF ENGINEERING

General Information on Development Servicing

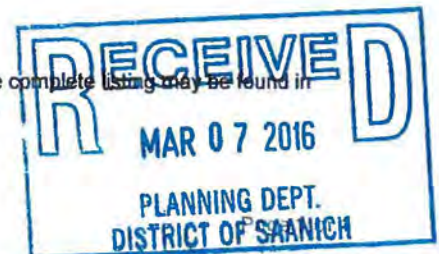
Servicing requirements are stated at this time for the applicant's information. The requirements must be met prior to building permit issuance, including consolidation or subdivision, payments and/or deposits.

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: SVS01984
Civic Address: 3440 SAANICH RD
Page: 1

Date: Mar 4, 2016

Drain

1. GREASE/OIL INTERCEPTORS MUST BE INSTALLED ON SITE.
2. ALL PROPOSED BUILDING AND PARKING AREAS MUST BE DRAINED IN ACCORDANCE WITH THE B.C. BUILDING CODE REQUIREMENTS.
3. THIS DEVELOPMENT IS TO BE CONNECTED TO THE EXISTING SYSTEM ON SITE SUBJECT TO AVAILABILITY OF CAPACITY.
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. THIS PROPOSAL IS SUBJECT TO THE PREVAILING MUNICIPAL DEVELOPMENT COST CHARGES.
2. FIRE FIGHTER CLOSETS ARE REQUIRED ON SIXTH FLOOR OF PROPOSED BUILDING COMPLETE WITH APPROVED APARTMENT PACKS AND SCOTT AIR PACK BOTTLES AT THE OWNER'S EXPENSE. PLEASE CONTACT TODD CAVE OF SAANICH FIRE DEPARTMENT AT 250-475-5500 FOR FURTHER DETAILS.
3. TWO COPIES OF CONSTRUCTION FIRE SAFETY PLAN, PREPARED IN ACCORDANCE WITH THE REQUIREMENTS OF THE BC BUILDING CODE ARE TO BE SUBMITTED FOR REVIEW/COMMENT TO THE SAANICH FIRE DEPARTMENT ALONG WITH A FEE OF \$100.00 PRIOR TO ISSUANCE OF THE BUILDING PERMIT.
4. ALL RELEVANT PRECAUTIONS IN PART 8 OF THE BC BUILDING CODE "SAFETY MEASURES AT CONSTRUCTION AND DEMOLITION SITES" MUST BE PROVIDED BY THE CONTRACTOR PRIOR TO ISSUANCE OF THE BUILDING PERMIT.
5. 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.
6. BI-DIRECTIONAL AMPLIFICATION SYSTEM IN SUPPORT OF THE CREST RADIO NETWORK, MUST BE INSTALLED TO FUNCTION IN ALL AREAS OF THE PROPOSED BUILDING TO THE SATISFACTION OF THE SAANICH FIRE DEPARTMENT. CONTACT TODD CAVE, SAANICH PREVENTION DIVISION AT 250-475-5508 FOR FURTHER DETAILS.

Hydro/tel

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

Road

1. CAREY ROAD AND RAVINE WAY FRONTAGES OF THIS DEVELOPMENT MUST BE IMPROVED AS SHOWN ON SAANICH DESIGN DRAWING NO. 023-2015 COMPLETE WITH 3.0 M WIDE BIKEWAY AND 2.0 M WIDE CONCRETE SIDEWALK.

Sewer

1. A SUITABLY DESIGNED SANITARY SEWER SYSTEM MUST BE INSTALLED TO SERVICE THE PROPOSED DEVELOPMENT FROM THE EXISTING SYSTEM IN THE INTERSECTION OF DOUGLAS STREET AND CAREY ROAD. THIS INSTALLATION MUST BE COMPLETED PRIOR TO CONSTRUCTION OF ROAD IMPROVEMENTS ON CAREY ROAD.
2. SANITARY SEWER FLOW CALCULATIONS, DATED SEPT. 23, 2008, MUST BE UPDATED TO REFLECT THE ENTIRE DEVELOPMENT OF UPTOWN INCLUDING 134 RESIDENTIAL UNITS.

Development Servicing Requirements

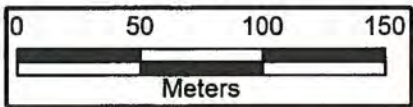
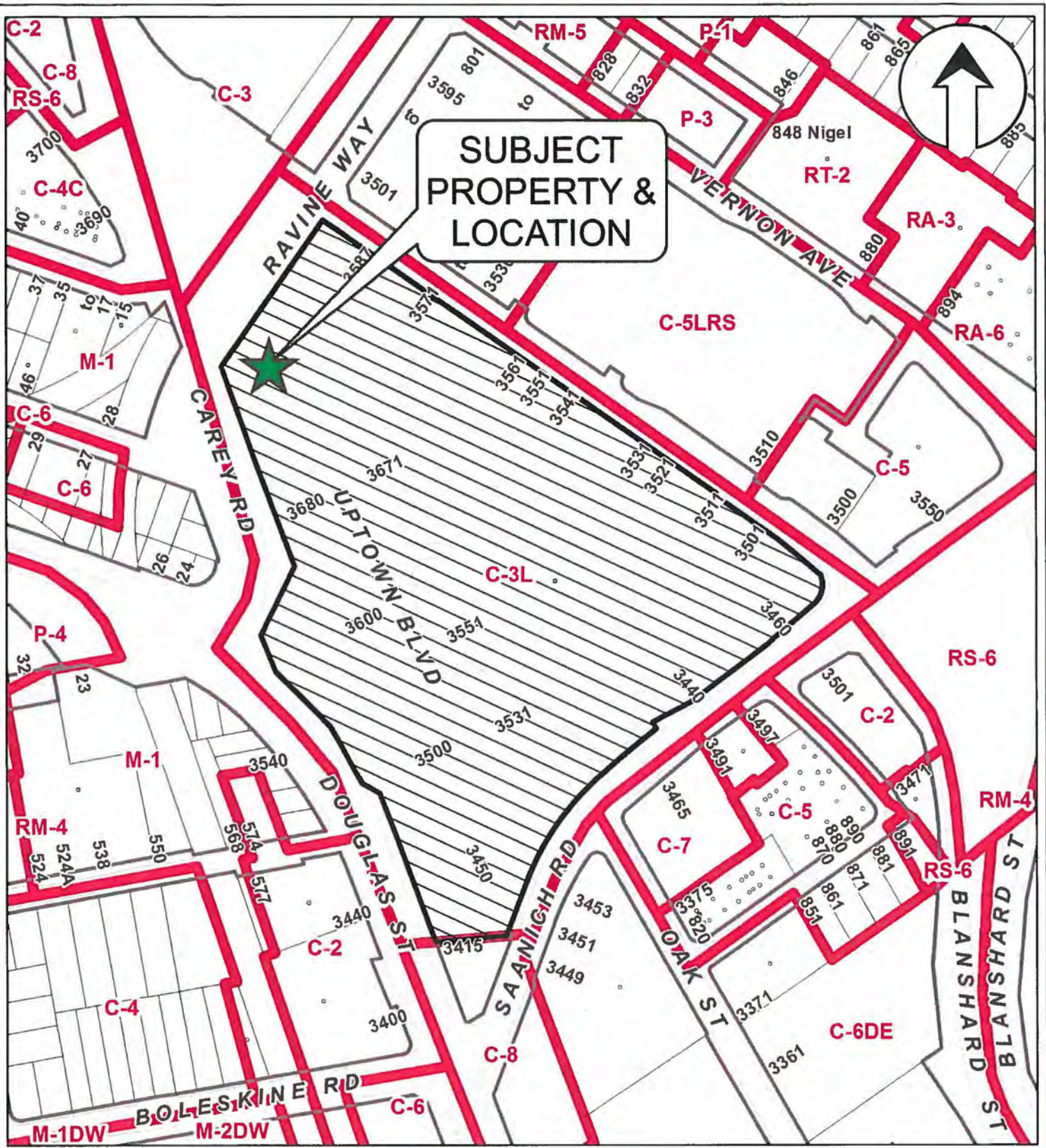
Development File: SVS01984
Civic Address: 3440 SAANICH RD
Page: 2

Date: Mar 4, 2016

Water

1. FIRE FLOW REQUIREMENT CALCULATIONS FOR THIS PROJECT MUST BE SUBMITTED BY THE CONSULTING ENGINEER BASED ON FIRE UNDERWRITERS SURVEY TO ALLOW THE MUNICIPALITY TO DETERMINE WHETHER THE EXISTING WATER SYSTEM CAN PROVIDE THE REQUIRED FLOW OR UPGRADING IS REQUIRED.
2. 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.
3. A SUITABLY SIZED WATER SERVICE MUST BE INSTALLED TO SERVE THE PROPOSED DEVELOPMENT IN ACCORDANCE WITH AWWA MANUAL M-22. FROM THE EXISTING 300 MM MAIN ON CAREY ROAD. A FIRE LINE WILL BE REQUIRED. THIS WORK MUST BE COMPLETED PRIOR TO CONSTRUCTION OF ROAD IMPROVEMENTS ON CAREY ROAD.

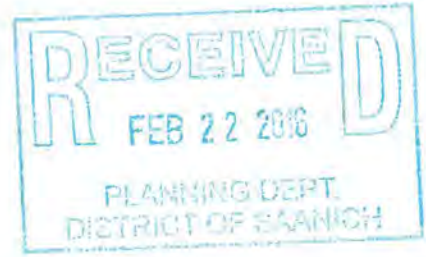
SUBJECT
PROPERTY &
LOCATION



District of Saanich
Planning Dept.
June 7, 2016

Proposed Building Sustainability Strategy

Uptown Phase 4, Saanich, BC



THE BIG PICTURE

Sustainable Site Design – Site Location, Neighbourhood and Connections

The initial step towards developing the project's sustainability strategy was to choose a site in a location that will encompass smart growth principles. Intensifying the current area to encourage the development of spaces that will make use of existing infrastructure, promote a walkable development, be located near services as well as focusing on energy and water resource are the goals for the new project. The property is a developed site that will make use of transit services for connections to the rest of the City. As part of the larger Uptown development, the Phase 4 will further densify commercial and residential space within the site, as well as encourage future densification of areas surrounding the entire Uptown development. Uptown's proximity to surrounding residential areas and schools will reduce the distances travelled by cars.

Green Mobility

The site is situated in proximity to designated bicycle lanes on Saanich Road and Douglas Street with new traffic signal protected crossing for main road intersections. Pedestrian and cycling access to the building is directly connected to the beautiful Galloping Goose trail.



Galloping Goose Regional Trail, Victoria and Saanich BC

Full time employees will have access to covered bicycle storage and visitors will be provided with bicycle racks conveniently located near each building's main entrance.

Located in close proximity to multiple public transportation options encourages building visitors to avoid reliance on single occupancy vehicles. When alternative forms of transportation are exhausted and single occupancy vehicle transportation is required, electric vehicle charging stations will be provided to promote the use of low-emitting and fuel efficient vehicles.

Access to Nature

The Phase 4 will provide an element of environmental connectivity to the rest of the Uptown Development and the City by promoting pedestrian access to local environmental features. To enhance this pedestrian environment, connections to the natural environment will be included through site vegetation and possible green roofing assemblies.

The Uptown Development is located within 800 m walking distance of the Swan Lake Christmas Hill Nature Sanctuary, which is a home to many native plants and wildlife.



Swan Lake Christmas Hill Nature Sanctuary, Victoria BC

Water Management

The project will approach water conservation through two design approaches. Firstly, through stormwater management and secondly, through low-flow and low-flush plumbing fixtures, targeting 35-40% water use reduction from a comparable baseline.

In the context of such a large development, stormwater quality and volume can be a significant burden on the Municipal treatment system. By targeting these issues from the outset, Phase 4 has the opportunity to limit the impact on the Municipal system and improve the overall stormwater management of the site. The Project Team is examining the feasibility of managing site stormwater quantity runoff and stormwater filtering, as well as potentially retaining a portion of runoff through landscape features.

In addition to focusing on the management of stormwater, the buildings constructed will feature high efficiency, low-flow plumbing fixtures to minimize the use of potable water within Phase 4. These sustainability strategies will reduce the demand for potable water, relieving pressure from the Municipality to source, treat and transport the amount of water we might typically see in a similar "traditional" development.

Zero Waste Planning

Regarding the operational side of the project, Phase 4 will tie in with the existing facilities of the Uptown Development and disposal avenues at the City of Saanich for diverting waste and also plan for the additional waste streams such as organics. A Zero Waste Operations Plan will be developed in partnership with Tenants to ensure a collaborative and well-grounded operational model. The value and treatment of waste will be an ongoing discussion, with innovative solutions anticipated to allow for a whole system approach to the specific requirements of Phase 4.

Construction waste management will be an integral part of the building process, firstly targeting source minimization through smart product selection, packaging and transport. Furthermore, waste generated on site during construction will be addressed through a comprehensive Waste Management Plan, detailing recycling facilities and documenting the diversion of standard debris from landfill. Recycled content will be sought in the materials selection process through steel and glass components, reducing the impact of extracting of virgin resources. These materials retain high value in the recycling chain, so once the service life of the proposed buildings comes to an end, re-use and integration into new building materials is a viable option.

Energy Efficiency

The project will be designed to LEED® 2009 Gold standards and will be submitted for certification.

Though the exact design of Phase 4 is yet to be determined, all considerations for the envelope and the mechanical and electrical systems will be selected to minimize energy use and by extension, carbon emissions. To help reduce energy use as significantly as possible, a goal of 14-22% energy performance improvement over ASHRAE 90.1-2007 has been targeted. With this, the project team looks to achieve 6 (Residential) and 4 (Commercial) LEED® Energy and Atmosphere Optimize Energy Efficiency credits. Phase 4 will focus on providing moderate glazing ratios, high-efficiency envelope assemblies, and high-efficiency mechanical design to optimize energy use in support of these energy reduction goals.

One of the additional strategies being considered is for Phase 4 if for the buildings to be commissioned and participate in a Measurement and Verification program to ensure the ongoing performance and energy management of the buildings for the duration of its operational life, ultimately resulting in continued energy savings and environmental benefit beyond the initial design of the project.

The Indoor Environment

To address the comfort of future building occupants and visitors, the Project Team will design to maintain the indoor air quality of the buildings. The indoor air will be actively monitored for CO₂ content, while purifying using MERV 13 filtration to maintain the highest quality air for its occupants.

To further improve the indoor air quality of Phase 4 building, interior finishes and coatings will be specially selected to limit the quantities of harmful Volatile Organic Compounds (VOCs) released after construction. To further protect from potential air contamination from interior finishes, all interior spaces will be thoroughly tested for dangerous chemical such as VOCs, Formaldehyde, and Carbon Monoxide.

To maximize the indoor experience within Phase 4 buildings, the Project Team will consider designing for sufficient daylighting through window to wall ratios, floor plate layout and potentially adding skylights. Green building management practices such as green cleaning and tenant education of building features will create a well-rounded sustainable building once design and construction is complete and occupants move in.

January 12, 2016

Our File: 24037B4

Wensley Architecture
301 - 1444 Alberni Street
Vancouver, BC V6G 2Z4

Attention: Doug Wong
Senior Project Manager

Dear Sir:

Re: Uptown - Phase 4
Storm Water Management Approach

In accordance with Schedule H of the District of Saanich's Subdivision Bylaw, the Uptown shopping centre will require storm water detention and water quality facilities for its storm water services. These Storm Water Management elements have been and will be incorporated into the development.

The project has been phased with Phase 1, 2 and 3 already constructed. The current proposal for Phase 4, will include a 144 residential units development. The total site has an area of 7.60 hectares (18.79 acres), most of which is impervious. To reduce the amount of water runoff from "minor" rainfall events of 2-year frequency and greater, the required total storage volume is 760 cubic metres, with an allowable release rate of 76 litres per second. To obtain the required storage volume, a number of different storage strategies will be analyzed to determine which is most appropriate for this project such as:

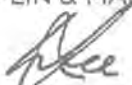
- Utilize green roof principles to reduce the amount of impervious surface area; and
- Provide storm water storage in underground tanks. As approximately 731 cu. m of storage has been provided in the previous phases 1, 2 and 3 of Uptown in underground tanks and on green roofs, the remaining detention required for this residential development will be approx. 29 cu. m. This may be obtained through the use of onsite underground detention tanks. This method will need to be analyzed for best management practises.

As the design process proceeds, these methods will be further adjusted to reflect design changes as well as any opportunities or restrictions.

The site will also have components to improve water quality such as:

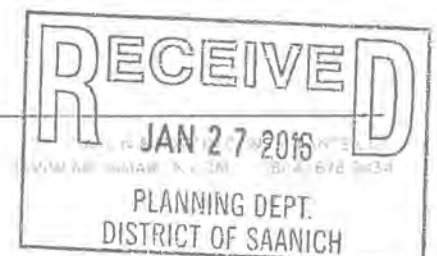
- Oil separators will be installed as part of the new storm service to treat storm water by removing trash, grit, and oil prior to it leaving the site; and
- Temporary siltation control structures will be installed and maintained to prevent sediment from leaving the site during construction.

Yours Truly
APLIN & MARTIN CONSULTANTS LTD.


William Lee, P.Eng
Branch Manager - Vancouver



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REZ00568



February 18, 2016
5053-13

Mr. Geoff Nagle
Director, Development - Western Canada
Morguard Investments Limited
333 Seymour Street Suite 400
Vancouver, BC
V6B 5A6

VIA E-MAIL: gnagle@morguard.com

Dear: Mr. Nagle,

**Re: Uptown Phase 4 Development, Saanich, BC
Transportation Rationale**

As requested by you, Bunt & Associates Engineering Ltd. (Bunt) has prepared a transportation rationale for the planned Phase 4 development at Uptown located in the District of Saanich. The transportation rationale describes the key transportation planning considerations for the Phase 4 development pedestrian and bicycle access, an estimate of the additional vehicle trips generated, vehicle access, and the proposed parking supply strategy.

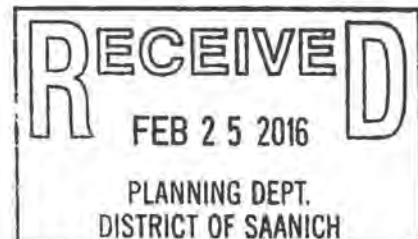
The parking strategy considers both the commercial and residential parking components of the Phase 4 development within a sustainable transportation context made possible by the mixed land use nature of Uptown, and its location at the hub of a well established transportation network including frequent transit service and major cycling corridors. It also takes into account the considerable parking surplus already in place on the Uptown site together with steadily decreasing vehicle ownership levels for residential development

Yours truly,
Bunt & Associates

Peter Joyce, P.Eng.
President

C C Barry Weih, Wensley Architecture Ltd.
Darryl Jonas, Merrick Architecture

ENTERED
IN CASE



Bunt & Associates Engineering (BC) Ltd.

Suite 1550 - 1050 West Pender Street, Vancouver, BC V6E 3S7 Tel 604 685 6427 Fax 604 685 6579

Vancouver Victoria Calgary Edmonton www.bunteng.com

1. BACKGROUND

The Uptown development in the District of Saanich is the cornerstone of the emerging Uptown Major Centre precinct as identified in the Saanich Official Community Plan (OCP). Already a highly successful commercial retail and office node with its earlier Phases 1 and 2 development, the addition of the Phase 3 development (Whole Foods grocery store) presently under construction and scheduled to open in Fall 2016, and now the proposed Phase 4 development, Uptown will soon become a complete mixed-use commercial and residential community.

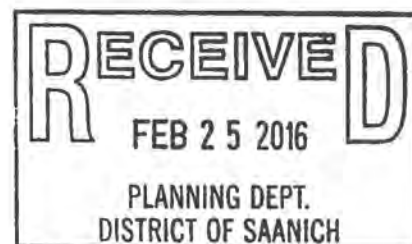
Traffic and parking forecasts for the Uptown project as a whole were initially developed back in 2007 at the time of the initial development permit approval, and updated in 2008 in conjunction with a DP amendment to provide for additional office space development. Included in the future traffic projections was provision for a future residential component with over 650 condominium units which clearly would have over represented the traffic now to be added with the 134 residential units proposed with the Uptown Phase 4 development.

This transportation planning work dating back to 2007 and 2008 for the Uptown master plan identified an extensive array of area transportation network improvements to accommodate area traffic growth together with the future Uptown traffic. These improvements have all been implemented since 2008.

More recently, additional transportation improvements associated with Uptown are moving forward including the construction (Spring 2016) of a right-turn lane to enable right turns from westbound Douglas Street onto Carey Road, an added right-turn lane on westbound Carey Street for right turns onto northbound Ravine Way, and a new right-turn entry/exit access to Uptown on Ravine Way which will be operational in Fall 2016 with the opening of the Phase 3 development (Whole Foods grocery store).

A protected two-way cycle track with an adjacent pedestrian sidewalk is now being constructed along the Ravine Way frontage of Uptown along with a new multi-use path (cyclist and pedestrian) along the Carey Road frontage, both connecting to an upgraded pedestrian/cyclist connection to the Galloping Goose and Lochside multi-use trails at the intersection of Carey Road and Ravine Way.

In addition to the above, Uptown is working with BC Transit and the District of Saanich toward achieving new transit bus stops on Carey Road next to Uptown which are planned to be operational later in 2016.



2. EXISTING CONDITIONS

2.1 Traffic

A comprehensive survey of driveway traffic volumes for the entire Uptown development was conducted by Bunt & Associates in November 2015 at the start of the pre Christmas peak retail period. The survey included the afternoon peak period on Thursday, November 19th (4-6pm) and the afternoon of Saturday, November 21st (1-3pm).

For the Thursday afternoon peak period, a total of 2,271 vph (vehicles per hour) were recorded including 1,034 inbound and 1,237 outbound trips.

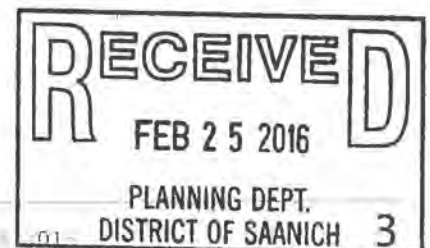
The Saturday afternoon traffic volume at Uptown was 30% higher than the weekday afternoon peak period, with a total of 2,959 vph recorded including 1,518 inbound and 1,441 outbound trips.

Based on analysis of inbound and outbound traffic volumes across the Uptown site, it is estimated that approximately 100 vph during the Saturday afternoon period and 150 vph during the weekday afternoon period are trips "short cutting" through the Uptown site travelling westbound from the Saanich Road / Oak Street intersection and destined to westbound Carey Road. With the implementation of the Douglas Street to Carey Road right-turn lane described in Section 1, this short cutting traffic activity is expected to reduce considerably.

While traffic on the area road network does experience congested conditions at times, most notably westbound on Douglas Street during the weekday afternoon period with "work to home" commuter traffic using this route for access to western communities of the Victoria Region, generally the key intersections in the area operate with sufficient capacity to handle existing peak period traffic volumes.

The same is generally the case for the access driveways servicing the Uptown development though some traffic signal timing optimization would improve operations at the intersection of Saanich Road and Oak Street which handles approximately 40-50% of all Uptown site traffic.

The other exception is at the Uptown driveway access on Blanshard Street that occasionally experiences delay and queuing for vehicles exiting the development with a right-turn onto Blanshard Street. This circumstance is largely due to the high percentage (40-50%) of this exiting right-turn traffic seeking to cross three through traffic lanes to access the far left-turn lane for access to Saanich Road and/or Vernon Drive. These vehicles necessarily wait and pass up on gaps in traffic for the three through traffic lanes to gain access to the far lane, significantly reducing the overall exiting capacity of the access.



In addition to this operational issue, a serious traffic safety issue at this Blanshard access has developed over time with a significant number of pedestrians seeking to "jay walk" across the four lane Blanshard Street. From the November 2015 traffic counts conducted at Uptown, the observed volume of pedestrians jay walking across Blanshard at this location ranged from 38 crossings over the 4-6pm weekday afternoon period, and 52 crossings over the 1-3pm survey period on the Saturday afternoon.

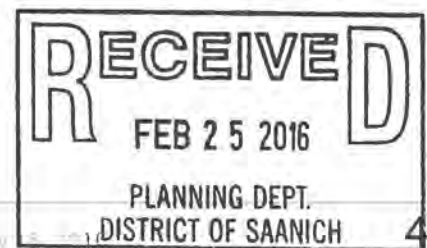
Morguard has alerted the Ministry of Transportation and Infrastructure (MoTI), the District of Saanich and the Saanich Police Department of this pedestrian traffic safety concern and consultations are continuing. The Ministry has expressed a willingness to consider the installation of a marked pedestrian crosswalk and pedestrian traffic signal at the Blanshard access driveway.

2.2 Parking

The parking supply strategy of Uptown is a critical aspect of the sustainability planning focus for Uptown. To support the existing commercial retail and office components at Uptown, a substantial pool of off-street parking totalling over 2,700 spaces is already in place. While this would suggest an "automobile centric" transportation design approach, in fact many more parking spaces would otherwise have been constructed had the Zoning Bylaw parking provisions been directly applied to earlier phase development. Instead, Uptown opted to apply for a reduced parking supply for the project which the District of Saanich approved on account of the shared parking opportunities between the retail and office uses on the site and substantial funding contribution by Uptown toward transit and pedestrian/cycling infrastructure improvements in the area.

A total of 2,712 parking spaces are already constructed at Uptown with the previous Phase 1 and Phase 2 development, provided in a mix of structure and surface/roof deck parking configurations. The minimum parking supply required by the District of Saanich for Phases 1 and 2 based on the Uptown supply rates of 4/1,000 square feet for retail use and 1/1,000 for office space is 2,471 spaces which is well within the 2,712 stall supply.

Parking demand surveys conducted by Bunt & Associates during the pre-Christmas peak retail period in December 2014 identified that less than half of the 2,712 stall parking supply was utilized at peak times on the Friday afternoon (1,252 vehicles parked or 46% of the supply) and Saturday afternoon (1,303 vehicles parked or 48% of the supply). Since this time there has been additional leasing of both retail and office parking space at Uptown which has increased parking activity; however, spot observations by Bunt staff of parking conditions during December 2015 pre-Christmas period indicated that considerable surplus parking remains available across the Uptown site.



3. PHASE 3 DEVELOPMENT (WHOLE FOODS – OPENING FALL 2016)

3.1 Phase 3 Development

Phase 3 development at Uptown features a 40,783 square foot Whole Foods grocery store plus 3,910 square feet of other CRU (commercial retail unit) space located on the L4 parking deck adjacent the Ravine Way western edge of the Uptown site. Phase 3 is presently under construction and scheduled for an opening in Fall 2016.

3.2 Pedestrian and Cyclist Connections

With the Phase 3 development, improved pedestrian sidewalks and landscape will be provided along the Blanshard Street and Ravine Way frontages of the project. In addition, a separated two-way cycle track will be provided along east side of Ravine Way next to the Uptown site and a new shared use pedestrian/bicycle multi-use path with landscaping will be provided along the north side of the Carey Road frontage of the Uptown site. A pedestrian/bicycle ramp will provide convenient access from the intersection of Ravine and Blanshard to the front of the new grocery store on the L4 level where bicycle parking racks will be located.

The new pedestrian/cyclist facilities on Ravine Way and Carey Road will connect to upgraded pedestrian and cyclist crossings at the Ravine Way intersection with Carey Road to link to an upgraded connection to the Galloping Goose and Lochside pedestrian/cyclist trail systems.

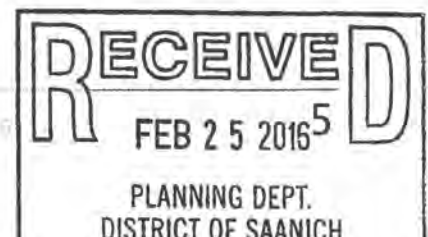
3.3 Traffic

The Phase 3 development is anticipated to generate a net additional 250 to 300 vehicle trips for the Uptown site for the weekday PM and Saturday PM peak traffic periods, or approximately a 10-15% increase over existing peak period volumes at Uptown. This incremental traffic will be distributed across the existing Uptown site access driveways and the new right-in/out access driveway on Ravine Way connecting to the L3 parking level. This new Ravine Way access is anticipated to be used by approximately 30-35% of the new Phase 3 development traffic as well as other Uptown traffic re-routed from the other existing Uptown driveways.

At the Ravine Way/Carey Road intersection, the Phase 3 development is anticipated to increase weekday PM peak hour traffic volume by 95 vph (between one to two vehicles per minute on average) or about a 7% increase over existing traffic activity at this intersection.

At the Ravine Way/Blanshard Street intersection, the Phase 3 development is anticipated to increase weekday PM peak hour traffic volume by 80 vph (again between one to two vehicles per minute on average) or about a 2% increase over existing traffic activity at this intersection.

The road network upgrades associated with the Phase 3 development include the new Ravine Way right-in/out access driveway described above, the new Douglas Street to Carey Road right-turn lane and new Carey Road to Ravine Way right-turn lane described earlier.



3.4 Parking

With the Phase 3 development at Uptown now under construction featuring the Whole Foods grocery store on the L4 level, the commercial parking supply at Uptown will increase by approximately 221 spaces, including 20 spaces on the L1 level of the Phase 3 site, 154 spaces on the L3 level, and 47 spaces on the L4 deck portion of Phase 3 adjacent the new grocery store.

4. PROPOSED PHASE 4 DEVELOPMENT

4.1 Development Plan

The proposed Phase 4 development at Uptown is planned to include a new residential building positioned adjacent the intersection of Carey Road and Ravine Way. A total of 134 rental apartment units are planned. The residential development will be positioned ovetop a commercial retail podium with up to approximately 55,510 square feet of space fronting Uptown Boulevard on the L1 level.

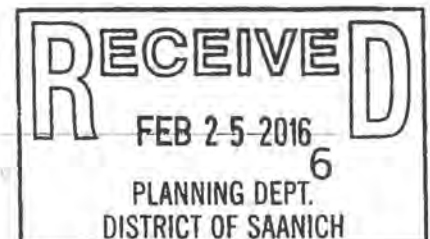
4.2 Pedestrian and Cyclist Connections

The main entry to the residential building lobby will be flush with the Carey/Ravine intersection which provides a convenient junction with the new bike and pedestrian paths being constructed by Uptown along the Ravine Way and Carey Road edges of the site, and the nearby new transit bus stops planned for the Uptown side of Carey Road. The residential buildings will also benefit from convenient pedestrian access to the nearby L4 parking deck, the Whole Foods grocery store along with the other retail shops and services at Uptown.

4.3 Traffic

The Phase 4 Uptown development is anticipated to generate a net additional 220 vph during the weekday PM peak hour (180 commercial trips and 40 residential trips), and a net additional 275 vph (235 commercial trips and 40 residential trips) during the Saturday afternoon peak period. This Phase 4 development traffic represents a further 10-15% increase in the overall Uptown site traffic volume above existing levels. While the Phase 4 commercial development area is greater than for Phase 3, the Phase 4 commercial traffic volume estimates are lower as the Phase 3 figures reflect the higher trip rates associated with grocery stores compared to general retail uses.

As with the Phase 3 development, a portion of this new Phase 4 site traffic is anticipated to use the new right-in/out access on Ravine Way with the balance using the other existing Uptown access driveways. The incremental Phase 4 development traffic at the nearby intersections of Ravine Way at Carey Road and Ravine Way at Blanshard Street is anticipated to be in the same order of magnitude as for the Phase 3 development, i.e., 80 to 100 vehicles per hour (between one to two per minute) over and above existing peak period traffic volume levels.



4.4 Parking

With the Phase 4 development at Uptown, the parking analysis is broadened to consider both the commercial (retail and office) parking along with the residential resident and visitor parking activity. Sections 4.4.1 and 4.4.2 that follow provide a rationale for the proposed parking supply strategy.

4.4.1 Commercial Parking

The District of Saanich Zoning Bylaw requirements for the Uptown site require a minimum off-street parking supply of 4 spaces per 1,000 square feet of retail Gross Leasable Area (GLA) plus 1 space per 1,000 square feet of office Gross Floor Area (GFA).

At completion of the Phase 4 development, the total retail area at Uptown will be 649,132 square feet and the total office area will be 275,341 square feet. The resulting commercial parking supply minimum requirement for Uptown at completion of Phase 4 is 2,872 spaces.

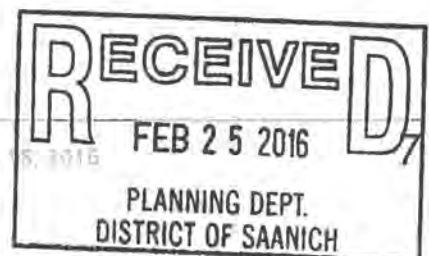
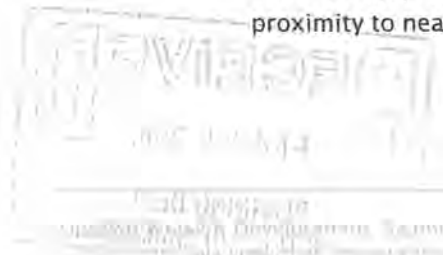
The available commercial parking supply at Uptown at completion of Phase 4 will be 2,929 spaces including the 2,712 existing spaces with Phases 1 and 2, plus the 221 spaces added with Phase 3, and a net loss of 4 commercial spaces on L3 to order to accommodate driveway access into the Phase 4 residential parking area. *[Note – an additional 29 parking spaces over and beyond the number stated here can be achieved at Uptown with optimization to the existing parking layout though this is not reflected in the parking supply analysis described here].*

In summary, at completion of Phase 4 there will be a net surplus of 57 commercial parking spaces on the Uptown site (2,929 spaces available less 2,872 spaces required by Bylaw).

4.4.2 Residential Parking

The District of Saanich Zoning Bylaw specifies a minimum requirement of 1.5 off-street parking spaces per apartment unit for resident use plus an additional 0.3 spaces for visitor use although the visitor requirement is exempted for mixed use commercial/residential developments where the visitor requirement doesn't account for more than 15% of the commercial parking requirement.

The 1.5 stall per apartment unit requirement for residents is general and applies across the entire municipality regardless of the composition of apartment units within a building (studio, one bedroom, two bedroom, etc.), type of tenure (condominium versus purpose built rental), proximity to high service level transit, pedestrian and cycling infrastructure, proximity to nearby shops and services, and availability of organized car share programs.



Comprehensive parking studies such as the Metro Vancouver Apartment Parking Study completed in 2012 have identified that these factors have significant bearing on vehicle ownership and therefore resident parking needs.

Accordingly, many municipalities are reviewing their off-street parking supply requirements for multiple family residential land use to ensure they suitable reflect current and anticipated future conditions to avoid over supply of off-street parking facilities which are both costly and only serve to undermine efforts to encourage usage of non automobile travel modes.

In the City of Victoria, Bunt & Associates has been involved with a recently approved, mixed use rental residential and commercial development located just outside the downtown core area at the intersection of Pandora Avenue and Vancouver Street. This 209 residential unit development proposed by BlueSky Properties will include ground floor retail uses and similar to conditions at Uptown, will benefit from nearby transit service, cycling routes, and convenient walking distance connections to a range of other shops, services and community amenities. For this development, the approved parking supply for residents was 0.55 spaces per apartment unit.

For the Uptown Phase 4 residential development we recommend that this same ratio be applied as a base for resident parking as these same sustainable travel behaviour influences are already in place. For the planned 134 rental residential units at Uptown, this 0.55 stall per unit ratio translates to a requirement for 74 resident parking spaces.

With 38 gate secured spaces to be provided in Phase 4 beneath the new residential building, it is proposed that the balance of the 74 resident spaces (74-38 = 36 spaces) be accommodated within the 57 stall commercial parking surplus as identified in Section 4.4.1. With this accommodation of the balance of the resident parking requirement, the resulting commercial parking supply surplus on the Uptown site at the completion of Phase 4 will be 21 spaces (not including the further 29 spaces that could potentially be added through optimization of the existing Phases 1 and 2 parking layout).

For residential visitor parking, Bunt & Associates' database information indicates a daytime period typical demand of 0.05 stalls per residential unit and a typical evening period peak demand of 0.10 stalls per unit. The aforementioned Metro Vancouver Apartment Parking Study identified the 0.10 stalls per unit as a representative visitor parking demand based on survey of 1,500 residential households across the Metro Vancouver region.



For the Uptown Phase 4 residential development with 134 dwelling units, these ratios would indicate a residential visitor parking activity of up to 7 vehicles during the daytime period and up to 14 vehicles in the evening. This relatively minor amount of added parking activity can be readily accommodated within the commercial parking pool at Uptown.

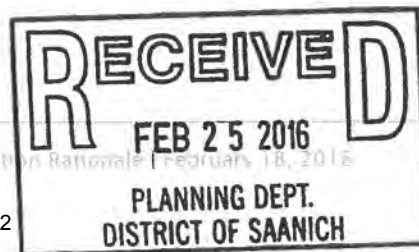
Table 1 below provides a summary of the parking supply analysis for Uptown through to completion of the proposed Phase 4 development.

Table 1: Uptown Parking Supply Summary

Development Phase	Retail (GLA)	Office (GFA)	Residential
Phases 1 & 2	548,929 sq.ft.	275,341 sq.ft.	-
Phase 3	44,693 sq.ft.	-	-
Phase 4	55,510 sq.ft.	-	134 units
Totals	649,132 sq.ft.	275,341 sq.ft.	134 units
Parking Supply Ratio	4 stalls per 1,000 sq.ft. GLA	1 stall per 1,000 sq.ft. GFA	0.55 stalls per dwelling unit *
Required Parking	2,597 stalls	275 stalls	74 stalls
	2,872 stalls (retail + office)		
Combined Requirement	2,946 stalls		
Parking Provided	2,967 stalls (21 stall surplus overall)		

Note: Proposed residential parking supply requirement = 0.55 stalls per unit for resident use.

Residential visitor parking demand estimated to be 7 stalls (0.05 per unit) during the daytime and up to 14 stalls (0.10 per unit) during the evening period. This residential visitor parking is to be accommodated within the commercial parking supply surplus.



THE CORPORATION OF THE DISTRICT OF SAANICH

TO: MAYOR AND MEMBERS OF COUNCIL

DATE: MARCH 29, 2016

FROM: ADVISORY DESIGN PANEL

**SUBJECT: APPLICATION BY WENSLEY ARCHITECTURE LTD. TO REZONE FROM C-3L (SHOPPING CENTRE / MAJOR LIQUOR RETAIL) TO A NEW SITE-SPECIFIC SHOPPING CENTRE ZONE AND AMEND DPR2006-00012 IN ORDER TO CONSTRUCT PHASE 4 OF UPTOWN SHOPPING CENTRE COMPRISING A TOTAL OF 134 RENTAL APARTMENTS AND TOWNHOUSES AND 5,110M² OF COMMERCIAL SPACE AT 3440 SAANICH ROAD AND 3587 BLANSHARD STREET.
PLANNING FILES: DPA00863 / REZ00568
CASE #2016/004**

BACKGROUND AND PRESENTATION

The above referenced application was considered by the Advisory Design Panel at its meeting of March 16, 2016.

Mr. Barry Weih, Architect, Wensley Architecture Inc.; Mr. Geoff Nagle, Morguard Investments Ltd.; Mr. Paul Merrick, Principal, Mr. Shaun McIntyre, Principal and Mr. Darryl Jonas, Managing Associate, Merrick Architecture; and Mr. Peter Kreuk, Durante Kreuk Ltd. attended to present design plans and answer questions from the Panel.

Mr. Findlow briefly outlined the proposal.

- Generally, Planning supports the scale and massing of the residential component of Uptown; however, with white panels and clear glazing the colouring appears to be more monotone than the rest of the development which encompasses a rich variety of colours and finishes. A more successful transition should be explored by extending some of the materials and colours used in the design of the rest of Uptown.
- There is a concern that the glazed balconies may become storage areas due to space constraints in the units and a lack of available storage in the building. Opaque glass balconies could help screen this potential problem.
- There is concern regarding the privacy louvered screens of the external corridors and whether or not they may contribute to a cluttered appearance.
- The corridor lighting on the exposed façade could stand out more than intended as the lighting is bright and could be highly visible at night. There are requirements to ensure there are no impacts to the night sky in Saanich in order to protect the research capabilities of the Dominion Astrophysical Observatory.
- Planning is satisfied with the streetscape treatments and perimeter landscaping.

The applicants highlighted:

- They are pleased to come forward with this final and completing phase of Uptown. The proposed Phase 4 development includes a total of 134 rental apartments and townhouses and 5,452m² of retail commercial in an 11-storey residential tower over a 3-storey podium.
- The south and north wings will be split by the lobby and then joined in the corner to create an internal U-shaped amenity space and courtyard.

- Terraces will be taller at the northwest corner in order to transfer structural weight to the rear of the CRU spaces; terracing helps to form and step down the remainder of the building to the commercial realm.
- Townhouses will be accessed through a shared, raised walkway and individually through a private patio. The courtyard space, as well as connections to Whole Foods and Uptown, will also be accessible from the shared walkway.
- All apartment units stack vertically with little change to floor plans.
- Anodized aluminum louvered screen panels located on the north side corridors envelope wings and descend the building, which creates a dramatic stepped-down effect when viewed from the courtyard and will create view opportunities when accessing the corridors. The louvered screen would be on the left side of the corridor with cladding on the right side.
- Creative screening exists throughout the development to provide privacy opportunities for tenants. Frit pattern screening will be installed on the south facing balconies.
- Public and private amenity spaces are provided throughout, included several roof terraces and garden areas.
- Landscaping considerations will maximize the use of all rooftop amenity spaces by creating distinct outdoor areas with different spatial qualities; this will include enhanced paving patterns, raised planters, broom finish and a priority to maintain a view corridor from Uptown Boulevard.
- The Landscape Plan includes consideration of Evergreen, Deciduous and Multi-Stem trees, adaptive vegetation, public ground frontage, a two-way bike lane, a bumble strip and a sidewalk.
- External walkways are to incorporate landscape materials and decorative fencing. A person accessing the commercial components of Uptown will easily ascertain public access points.
- Courtyard units have a private patio; however, the courtyard area reads as one. The primary open lawn space creates courtyard circulation and includes a meandering path that links to outdoor and indoor amenity spaces.
- Elevator, ramps, stairwells and the courtyard lead to, or can access, all levels of the building, including the parkade, bike and scooter common areas.
- The design purposely narrowed the range of materials and palette colours that were chosen for Uptown in order to distinguish itself and create a slightly different mood. Colour and connectivity will be created through building form and animated landscaping.

Comments from Panel Members:

- Improvements to accessibility should be given careful consideration; the existing wheelchair ramps at Uptown are too steep for someone who independently uses a wheelchair and it can be difficult to get from one level to another.
- Truncated, brightly coloured domes should be included in all identified curb cuts.
- There are some concerns about effective weather protection on the external walkway; the louvered screen panels will not provide weather screening.
- Pedestrian circulation outside of the building could be improved; Ravine Way should be considered for pedestrian connection opportunities.
- A food court would be appreciated.
- Through negotiations with BC Hydro the utility pole located at the entrance should be moved if possible.
- The landscape buffer for Whole Foods should be substantial and the continuation should feel as lush as the at-grade landscaped areas.
- This is a sophisticated response to a challenging project.

- A direct, pedestrian access route to Uptown from the residential units should be explored.
- The pedestrian entrance accessed from the sidewalks on Plan A2.02 should be clearly identified.
- The position of the building will be visible from the Pat Bay Highway; it should be front-of-mind that this is a gateway position.
- Additional weather protection should be considered for the passageways on the north side of the building.
- The courtyard formation is a V-shape, not a U-shape; it would be helpful if the north wing could be moved as far north as possible to create more effective separations.
- The development shows a commercial face to the street with the exception of three units on Ravine Way, seeing as Ravine Way is slightly isolated the three units are somewhat awkward.
- The corner adjacent to the residential building could be more effectively connected to the project.
- Appreciate the form, shape, and outdoor spaces of the development; however, it needs to open up to and engage the street more effectively as it is too closed in on itself. Pedestrian circulation opportunities are an excellent way to achieve that, perhaps creating a pedestrian link from the courtyard to the street could be considered.
- There is an opportunity to reinforce the podium and create effective separation from the rest of the building through materials and colour choices.

RECOMMENDATION:

That it be recommended that the application to construct Phase 4 of Uptown Shopping Centre comprising a total of 134 rental apartments and townhouses and 5,110m² of commercial space at 3440 Saanich Road and 3587 Blanshard Street be approved as presented and that the comments from the Panel be considered.



Penny Masse, Secretary
Advisory Design Panel

/pm
ec: Director of Planning
Manager of Inspections
Mr. Barry Weih, Wensley Architecture Ltd.

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May 4, 2016

VIA: Email

Barry Weih
Wensley Architecture Ltd.
301 - 1444 Alberni Street
Vancouver, BC V6B 2Z4



Dear Barry:

**RE: UPTOWN PHASE 4
RESPONSE TO DISTRICT OF SAANICH PLANNING DEPARTMENT AND ADVISORY
DESIGN PANEL REVIEW COMMENTS
Project No: 1519**

In response to design review comments from District of Saanich, Planning Department, dated March 10, 2016, and design review comments recorded at the Advisory Design Panel meeting held on March 16, 2016, we provide the following design rationale, clarifications and additional information for the Development Permit submission.

Materials, Finishes and Colours

The colour scheme for the building is founded on a subtle palette of off-white, light-grey and natural silver aluminum and steel grey metal colours. They are a collection of complementary colours that create a uniform background field for the finer detail elements such as balcony railing systems, window shading devices, louvre screen veils and lantern-like stair structures. When read as a complete picture, the overall effect is a sophisticated, elegant building that finishes the north end Uptown Boulevard.

The background field is conceived as a solid volume terracing up towards the north concentrating its mass at the junction of the north and south wings defining the basic building form. It also allows the roof spaces to be occupied for a variety of outdoor uses, elevating life off its usual ground plane location. Glazed end walls to the Units are recessed into the volume, corner windows are punched through. Balconies, exterior passageways and stairs are added. The relief generates a sense of depth to the façade which natural shade and shadow enhance. Finer detail elements are like adorning jewelry.

The palette for the building is purposely narrow in range and distinct from the combination of materials, textures and colours that make up the retail stores and services of Uptown. The difference acknowledges a subtle change in building use; between a world of commerce and a domestic setting. The unique plan configuration with outdoor circulation, stepped building form with visible activity on the roof terraces, lush landscape plantings and quality lighting design are the devices employed to animate the building and create a dynamic, vibrant living environment and project.

Refer to the drawing Materials, Finishes and Colours, A3.10, dated May 03, 2016, for graphic representation of the Materials Board presented at the Advisory Design Panel Meeting. Also, refer to the selection of project renderings produced for illustration and marketing purposes for a graphic representation of the intended materials, finishes and colours.

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ADP Response Comments

1519 Uptown Residential

May 4, 2016

Guardrail Glazing Treatment

Guardrail glazing to Unit balconies is specified to be translucent glass. The translucency is achieved by way of a ceramic fritted glass or frosted laminated glazing. The degree of translucency is approximately 75% which obscures vision through the glass, creating a degree of privacy for the balcony. From the street, or from common areas within the building such as Exterior Passageways or Roof terraces, it will also obscure objects on the balconies.



Example of fritted glass ~75% translucent



Example of laminated glass ~75% translucent

Guardrail glazing to Exterior Passageways is specified to be clear glass. These guardrails are primarily located on the north and northeast facing facades within the common circulation spaces. Clear glass is the preferred option here as it allows the most sunshine and daylight to the passageways.

Exterior Passageway Lighting Concept

The lighting strategy for Exterior Passageways is similar to a lighting design often employed for exterior landscape pathway lighting. Small light fixtures are mounted at a low level, close to the surface being lit. The close proximity allows low intensity light to sufficiently illuminate the walking surface for pedestrian movement and emergency exiting purposes. This low-intensity approach avoids over illumination and avoids unnecessary lighting outside the area it's actually needed.

Unit entries are individually lit with illuminated Unit number sign. The signs are back lit and reflect light of the wall surface behind. The silhouetted number draws attention to the Unit entry locations and ambient light supplements the necessary minimum light level within the Exterior Passageway.

When viewed from the surrounding neighbourhood the effect of this lighting strategy along with the veil of louvred metal screens will create a low-glow lantern character to the Exterior Passageways. The appearance of the light will be "warm" rather than "cool" to enhance the lantern effect.

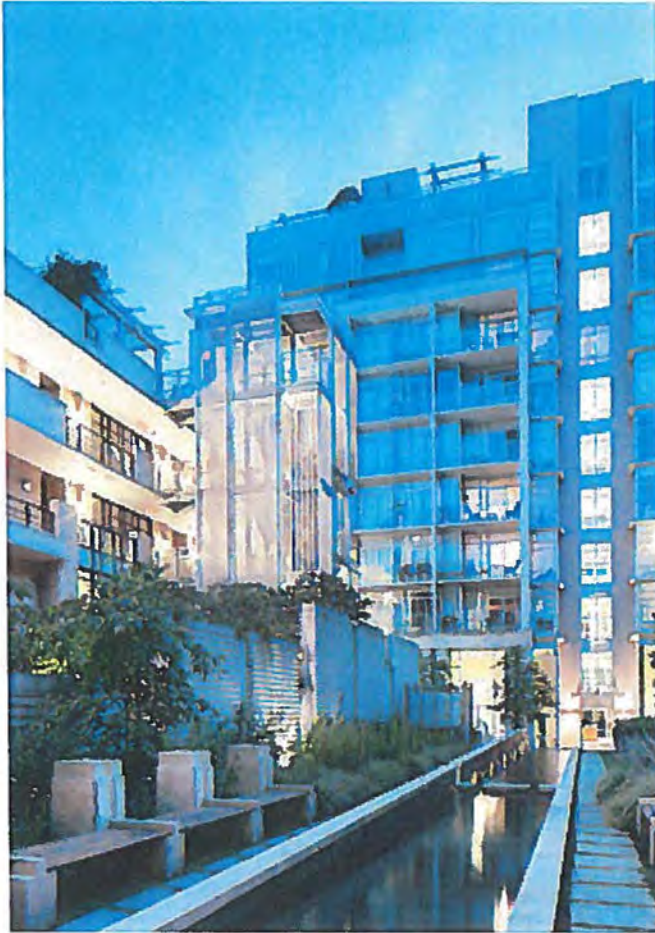


Example of low intensity Exterior Passageway lighting

ADP Response Comments

1519 Uptown Residential

May 4, 2016



Example of low intensity Exterior Passageway and Stair lighting



Example of illuminated Unit numbering

Accessibility

Pedestrian ramps and slopes conform to or exceed building code mandated standards. Ease of access and circulation is paramount for all occupants and building users. The use of various tactile warning devices to alert pedestrians of pending hazards will be consistent with details employed throughout the previous phases of Uptown.

ADP Response Comments

1519 Uptown Residential

May 4, 2016

Weather Protection

Weather protection to Exterior Passageways is provided with metal louvred screens that are strategically located along the outside edge of the passageways and shelter Unit entries, stair wells and other areas where protection is desirable. The louvred screens span from floor to floor and have sloped metal blades that obstruct wind and rain. Views from the passageways to the surrounding area are maintained and from the street, activity and movement along the passageways can be seen through the veil of the screens

The size, number and location of screens is related to a building code requirement, which states passageway can be not less than 50% open to the exterior side. The intent of the code clause is to facilitate smoke exhaust and maintain visual connection with other parts of the building in emergency situations.

Although weather protection is not total, it is sufficient enough to render the passageway comfortable circulation spaces. The current design allows the addition of more screens to address specific site conditions that may arise as the building is realised. The random nature of the layout also facilitates the addition of screens without interfering with a complete ordered pattern.



Example of passageway with louvred screen enclosure



Example of louvred screens on building façade with exterior passageways

ADP Response Comments

1519 Uptown Residential

May 4, 2016



Example of louvred screens on building façade with exterior passageways

BC Hydro Pole

The owner and design engineering team are currently working closely with BC Hydro to explore the viability of relocating the hydro pole and related equipment at the corner of Ravine Way and Carey Road.

Connection to Uptown

Residents have direct access to Uptown shops, services and amenities through a patio area located between Whole Foods and CRU 18. The patio accommodates an outdoor seating and gathering space for the Whole Foods café/delicatessen. The patio space is planned to expand out on to the Level 4 Residential podium to the south of CRU 18 and will overlook Uptown Boulevard.

Access to Uptown from the neighbourhood to the west is by way of new dedicated sidewalks and bike lanes along Ravine Way and Carey Road. Taking the route along Ravine Way pedestrians will arrive at the main entry to Whole Foods and the Level 4 stores and services. Following Carey Road, pedestrians can enter the Uptown then travel along Main Street to access the stores and services. The development provides quality connectivity and access to public spaces, and is extremely walkable in accordance with the best practices required to obtain LEED ND certification.

Main Entry

Main Entry to the residential building is located at grade on the corner of Ravine Way and Carey Road. The entry is signified with a cantilevered glazed canopy affording weather protection to a full height frameless entry door system. Landscape paving and planting treatment in and around the area define the Main Entry as an important place. The project name and civic address will also be prominently displayed here to reinforce a sense of entry.

ADP Response Comments

1519 Uptown Residential

May 4, 2016



View of Main Entry at the corner of Ravine Way and Carey Road

Townhouses Addressing the Street

Two storey Townhouses that face Ravine Way and Carey Road are accessed directly from the street rather than through a common building entry. The activity associated with residents and visitors arriving and leaving, chatting at the front door or enjoying the patio space, creates a street life and a suggestion of a lively, dynamic community. Like any other house in the neighbourhood, the usual elements of entry are present; garden stair, low railings and gate to signify the edge of the public/private realms, a small raised patio space to engage the street and a visible front door.

Various refinements to the design have been made to strengthen the connection between the Townhouse Units and street. On Ravine Way, the stone wall in front of the garden stairs has been shortened to reveal the lower half of the stair. The stone wall to the patio has been lowered and replaced with a metal picket railing and gate. The railing and gate maintain privacy but "lighten" the feel of the entry sequence. Planters have been added between the patios to act as privacy barriers and landscape planting is added at the base of the garden stair to soften the otherwise hard stone surfaces at sidewalk level.



View of Ravine Way Townhouse street access and landscape treatment

ADP Response Comments

1519 Uptown Residential

May 4, 2016

Similar low garden walls with open metal railings have been designed for the Raised Pedestrian Walk and Townhouses Patios along Carey Road. The effect is the same in strengthening the visual and implied connection between the Townhouse and street.



View of the Townhouse patios and Raised Pedestrian Walk along Carey Road



View of Raised Pedestrian Walk and sidewalk along Carey Road

We also provide the follow, in drawing sheet format, to amend specific information shown in the submission drawing package. Changed information is identified with annotated with revision notes within the sheet titleblock.

<i>sheet</i>	<i>title</i>	<i>description</i>
A0.00	Street View from Carey Road and Ravine Way	Update perspective view
A0.04	Street View from Ravine Way and Blanshard Street	Update perspective view
A2.02	Level 3 – Parking and Residential	Revised Townhouse entry stair, railing and patio. Revised parking dimensions
A2.03	Level 4 – Courtyard and Residential	Bike storage shown in Unit Type I, 407
A2.04	Level 5 – Residential	Bike storage shown in Unit Type I, 511
A2.05	Level 6 – Residential	Bike storage shown in Unit Type I, 611
A2.06	Level 7 – Residential	Bike storage shown in Unit Type I, 711

ADP Response Comments

1519 Uptown Residential

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A2.07	Level 8 – Residential	Bike storage shown in Unit Type I, 811
A2.08	Level 9 – Residential	Bike storage shown in Unit Type I, 910
A2.09	Level 10 – Residential	Bike storage shown in Unit Type I, 1010
A2.10	Level 11 – Residential	Bike storage shown in Unit Type I, 1109
A3.01	West Elevation – Ravine Way	Revised townhouse entry stair and patio
A3.02	South Elevation – Carey Road	Revised townhouse entry stair and patio
A3.10	Building Materials Finishes and Colours	Sheet added to submission

We trust this information will be sufficient for a formal response to the Advisory Design Panel committee. Should you have further questions or need any clarification of the information included please feel free to contact us to review.

Yours truly,
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