AGENDA

For the Council Meeting to be Held
In the Council Chambers
Saanich Municipal Hall, 770 Vernon Avenue
MONDAY MAY 1, 2017, 7:00 P.M.

A. DELEGATION

1. **PORTAGE INLET SANCTUARY COLQUITZ ESTUARY SOCIETY**

P. 3 Design of Admirals Road between Admirals Bridge and the TransCanada Highway as it relates to the McKenzie Interchange Project.

2. **CORDOVA BAY VILLAGE VISION GROUP**

P. 45 Planning concept for generation of a Village Area Plan for Cordova Bay Village.

B. ADOPTION OF MINUTES

1. Council meeting held April 24, 2017
2. Committee of the Whole meeting held April 24, 2017

C. BYLAWS

Final Reading and Development Permit Approval

1. **ZONING BYLAW AMENDMENT – NEW ZONE C-3U**
Final reading of "Zoning Bylaw, 2003, Amendment Bylaw, 2016, No. 9392". To create a new Shopping Centre/Uptown Zone C-3U.

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

P. 46 Final reading of "Zoning Bylaw, 2003, Amendment Bylaw, 2016, No. 9393" **and approval of Development Permit Amendment DPA00863**. To rezone the subject property from Zone C-3L (Shopping Centre/Major Liquor Retail) to Zone C-3U (Shopping Centre/Uptown) for the proposed construction of 134 rental apartments and townhouses and 5,157 m^2 gross leasable area of retail commercial space.

3. **OFFICIAL COMMUNITY PLAN AMENDMENT BYLAW**
Final reading of "Official Community Plan Bylaw, 2008, Amendment Bylaw, 2017, No. 9419." To update the appendices to include Appendix O Shelbourne Valley Action Plan, and make necessary housekeeping amendments as outlined in the amendment bylaw.

First Reading (Subject to a Public Hearing)

4. **OFFICIAL COMMUNITY PLAN BYLAW AMENDMENT – TEMPORARY EXEMPTION OF ENVIRONMENTAL DEVELOPMENT PERMIT AREA**

P. 47 Report of the Director of Planning dated April 27, 2017 requesting that Council provide direction to staff.

- Bylaw Option No. 9422
- Bylaw Option No. 9427

D. PUBLIC INPUT (ON BUSINESS ITEM E)

E. RESOLUTIONS FOR ADOPTION

1. **CAPITAL REGIONAL DISTRICT (CRD) BYLAW NO. 4166, TRAFFIC SAFETY COMMISSION ESTABLISHMENT BYLAW NO. 1, AMENDMENT BYLAW NO. 4, 2017**

P. 62 Request from the CRD that Council give consent to the adoption of Bylaw No. 4166, "Traffic Safety Commission Establishment Bylaw No. 1, 1990, Amendment Bylaw No. 4, 2017".

2. **COUNCIL MEETING OUTSIDE THE MUNICIPAL HALL**

P. 65 Memorandum from the Legislative Manager dated April 26, 2017 requesting that Council consider changing the location of the May 13, 2017 Public Hearing.

* * * Adjournment * * *

AGENDA

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

1. **MACPHERSON PLAYHOUSE**

P. 66 City of Victoria information presentation on the future of the MacPherson Playhouse.

2. **1542 MOUNT DOUGLAS CROSS ROAD – DEVELOPMENT VARIANCE PERMIT AND REQUEST TO REMOVE THE SUBJECT DWELLING FROM THE SAANICH HERITAGE REGISTRY**

P. 67 Report of the Director of Planning dated March 6, 2017 recommending that Council amend the Saanich Heritage Registry by removing the subject single family dwelling; request the applicant document the building through photographs and provide these and any other associated archival information to the Saanich Archives; request that the applicant deconstruct the dwelling and reuse, or offer to others, the salvage material; and not support Development Variance Permit DVP00373 for a proposed new single family dwelling. Variances are requested for front and rear yard setbacks, and building height.

3. **2590, 2594, 2598 PENRHYN STREET – COUNCIL REQUEST FOR CONSIDERATION OF AN ENVIRONMENTAL AND SOCIAL REVIEW**

P. 95 Report of the Director of Planning dated April 7, 2017 recommending that Council endorse that an Environmental and Social Review not be required for a proposed 14 unit townhouse development.

4. **980, 990, 1000 BECKWITH AVENUE - COUNCIL REQUEST FOR CONSIDERATION OF AN ENVIRONMENTAL AND SOCIAL REVIEW**

P. 114 Report of the Director of Planning dated April 7, 2017 recommending that Council endorse that an Environmental and Social Review not be required for a proposed subdivision to create 14 new lots for a total of 17 lots for single family dwelling use.

* * * Adjournment * * *

“IN CAMERA” COUNCIL MEETING IMMEDIATELY FOLLOWS

1410-02

Council May 1/17

Mayor
Councillors
Administrator

Council
Administrator
Media

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

t. 250-475-1775
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saanich.ca

LEGISLATIVE SERVICES

Application to Appear as a Delegation

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

General Information

Name of Organization or Association: PORTAGE INLET SANCTUARY COLQUITZ ESTUARY (PISCES) SOCIETY

Meeting Date Requested (Except the last meeting of the month): 01 (Day) 05 (Month) 2017 (Year)

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

Contact Information

Name of Contact Person *(for Organization or Association)*: GEORGE BLOGG

Telephone Number: [redacted]

E-mail: piscesbc1999@gmail.com

Presentation Information

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

Topic of Discussion
Please describe the topic of your presentation:

DESIGN OF ADMIRALS ROAD BETWEEN ADMIRALS BRIDGE AND TCH AS IT RELATES TO THE M'KENZIE INTERCHANGE PROJECT. THIS IS TIME SENSITIVE AND WE REQUEST 15 MINUTES.

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

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

For Office Use

Delegation for Meeting: May 1, 2017

Refer to Committee: _____

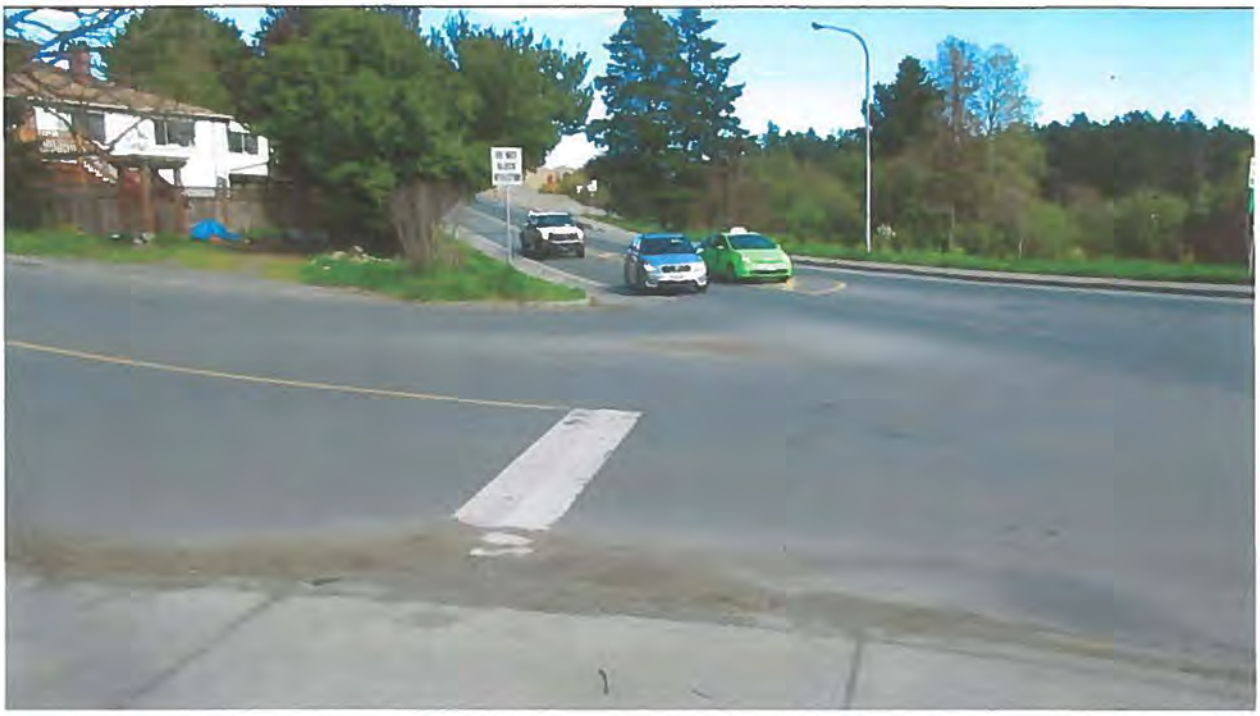
Refer to Department: _____ Direct Action: ____ Response: ____

Copy to Council

RECEIVED
APR 04 2017
LEGISLATIVE DIVISION
DISTRICT OF SAANICH

CM
A.1

Esson and Admirals Road Re-Design



Delegation May 01, 2017

Portage Inlet Sanctuary Colquitz Estuary (PISCES) Society

and Portage Neighbourhood Residents

Report to Saanich Council on:

THE RE-DESIGN OF ADMIRALS ROAD FROM THE ADMIRALS BRIDGE TO THE TCH AS IT RELATES TO THE MCKENZIE INTERCHANGE

TRAFFIC FLOW CHANGE AND IMPACTS RESULTING FROM THE CLOSING OF PORTAGE RD

1. INTRODUCTION

We have met and consulted with the residents of the Portage Road Neighbourhood and have put together the following to provide you with information regarding the key safety concerns and issues identified regarding the re-design of Admirals Road and closure of Portage Road.

We have enclosed designs and photos to demonstrate the issues with current design, testimonials from residents concerning Admirals Road design, a list of the key issues identified regarding the safety of all users of Admirals Rd and we have provided some solutions for each.

THE ISSUES

The McKenzie Interchange and closure of Portage Road by MOTI has created a major road and traffic pattern change on Admirals Road from the TCH to the Admirals Bridge. This project has already created serious safety issues for ALL users of this section of road, pedestrians, cyclists and motorists.

What we have here is an opportunity for Saanich and its residents to have the section of Admirals Road from TCH to Admirals Rd Bridge made safer, to reduce speed, to create safe access and egress for ALL users of Admirals Road and to create a more pleasing entrance into our community through design at potentially "NO COST" to Saanich taxpayers.

We understand the Interchange intersection onto Admirals Road is under MOTI jurisdiction and at least 500 feet beyond. The location of the NEW intersection, we believe, puts Esson and Admirals Bridge easily within the 500 feet of the Interchange project. We request Saanich to be involved in the design and transition from highway back to the neighbourhood for not only aesthetics reasons but more importantly for safety reasons.

These issues will multiply as the Interchange entrance to Admirals moves much closer to the Bridge. Multiple lanes of traffic will merge at Admirals then funnel into a narrow existing roadway before a Bridge entrance. The stop light from McKenzie/Burnside intersection will only be green for short periods of time through the Interchange to the Admirals Bridge and traffic speeds will likely increase.

Traffic calming, safety measures and visual improvements for Admirals Road have **not** been incorporated into the Interchange Plan. The window of opportunity is now to include additions by MOTI into the final Phase 2 plans.

The Ministry of Transportation and Infrastructure (MOTI) informed a Road Safety Audit (RSA) was completed with regard to the Interchange. The RSA did not address the closing of Portage Road or the impacts of the new design on the Esson/Admirals intersection.

MOTI engineers have since 1991 advised us the Esson intersection is a non-conforming intersection. Previous project designs showed a complete closing of Esson at Admirals Bridge for safety and an exit at a different location on Esson onto Admirals.

ISSUES: Identified through consultation with Portage neighbourhood residents.

1. **SPEED**
2. **TRAFFIC CALMING**
3. **DECELERATION LANE**
4. **MERIDIAN CENTERS**
5. **SIDEWALK AND CROSSINGS**
6. **CHP PARK ACCESS AND EGRESS**
7. **VISUAL SAFETY FEATURES**
8. **DRIVER DISTRACTION**
9. **APPEARANCE**

1. SPEED

a. Current speeds of trucks and motorists often exceed the 50km/hr legal limit in this section of roadway.
b. The new design has created a more open flow through Admirals Road with few or no stops between McKenzie/Burnside intersection through the Interchange to the Admirals Bridge.
c. Cyclists speed downhill off both Admirals and Esson and often do not stop at the Esson intersection stop
d. The NEW design coupled with the 9% road downhill grade on Admirals increases likelihood of accidents.
e. Enforcement difficult due to lack of safe location for any Police traffic monitoring

2. TRAFFIC CALMING

a. Admirals is a major connector road for many local Saanich and South Island communities
b. Admirals Road is a designated truck route with a large volume of commercial truck traffic
c. New roadway design expands visual width at the top section of Admirals with multiple merging lanes located much closer to the Bridge.
d. The current and planned design creates a traffic funnel down the hill towards the wider open bridge.
e. The yellow painted meridian is often used as an illegal passing lane to get by right turning traffic travelling up Esson Rd

3. DECELERATION TURNING LANE NEEDED

a. The closure of Portage Rd eliminated the safe right turn entrance to the local neighborhood and now residents must make an unsafe right turn in front of usually speeding downhill traffic to enter Esson Rd
b. Esson is a non-conforming 140-degree right turn with a 12% grade uphill
c. A pedestrian in the crosswalk at Esson corner will cause turning vehicles to stop and block the through traffic lane on Admirals.
d. Motorists regularly swerve illegally past right turning vehicles and drive over the center meridian area towards oncoming left turning traffic.

4. MERIDIAN CENTERS

a. Without meridians being defined, the traffic constantly crosses the double painted solid lines.
b. Currently the yellow painted meridian is ignored and used illegally as a traffic passing lane.
c. Only one hardened meridian is proposed at the top of Admirals and this is constructed of solid concrete (no greenery).
d. Only double painted sold lines are proposed between the yellow painted meridian at the bridge and the proposed TCH concrete meridian north of Burke St.

5. SIDEWALK AND CROSSINGS

a. Pedestrians and school children face an unsafe wide crossing at Esson Rd to connect to the proposed new sidewalk which adds additional right turn issues and user risks

6. CHP PARK ACCESS AND EGRESS

a. Danger in permitting left turns (in and out) of CHP Burke Street entrance
b. Poor vision and sight lines to the Burke Street entrance
c. Park entrance is located on a 9 % grade hill near the NEW merge lanes (on/off ramps)

7. DISTRACTION

a. The combined activity of merge lanes, traffic lanes, park access, right turns at Esson, cyclists, crosswalks, school children, and general traffic creates many driver distractions
b. Presently no traffic calming is planned to reduce driver distraction issues
c. Overhanging tree at Esson corner makes difficult sight lines for traffic exiting Esson Rd

8. VISUAL SAFETY FEATURES

a. Currently there are no safety, signage or warning features on Admirals Road
b. Bike lanes are not properly marked (dotted line)
c. No green safety paint to warn cyclist of lane usage change (traffic turning)
d. No hardened green center island to visually promote the slowing of traffic

9. APPEARANCE

a. No improvements to the appearance of Admirals Rd, Esson Rd or the Park entrance have been included in current Interchange plans.
b. Current lower Admirals roadway design is to remain basically as is.
c. Currently there is no greenery or visual softening

SOLUTIONS:

- Widening of the Admirals Road from the Bridge to Burke St to incorporate traffic calming measures.

- Deceleration lane to permit right turning vehicles onto Esson and to provide a safe legal method for vehicles to pass.

- Reduction of the 140 degree turn at Esson.

- Reduce speed limit on the portions of Admirals Road where there are 9 % grades. This would extend from the Interchange merge lanes to Arundel Drive.

- A green hardened center island extending from the Admirals merge lanes to Esson corner in order to provide visual narrowing and traffic calming similar to Finlayson.

- Crosswalk at Esson will need visual safety identification/delineation.

- Bike lanes need to be properly marked (dotted lines) with green safety warning paint to alert cyclist of right turning vehicles.

- No left turns permitted onto Admirals Rd from Burke Street CHP parking lot.

- Trees or greenery planted on either side of Admirals Road to create a visual narrowing to encourage drivers to slow down and improve aesthetic appearance.

- Lighted signage indicators for delineating roadway lanes, speed limits, bridge warning, crosswalk warning.

- Light mitigation barriers from oncoming headlights from both the Cloverleaf and Admirals north bound traffic.

- Esson Rd placed on the snow removal list given the 12 % grade and ONLY access to help prevent vehicles sliding down Esson onto Admirals traffic.

- The main Interchange crosswalk planned at the top of Admirals will provide a safer walking route and pedestrians should be encouraged to use the East sidewalk of Admirals and not use Esson Rd which is steep, narrow and has no sidewalks.

SUMMARY:

The NEW design will bring greater road width to the intersection and the on/off ramps closer to Admirals Bridge without any traffic calming for the transition.

We now have:

- Closure of our safe access to our neighbourhood
- An intersection that is closer to the bridge
- A road with greater width and no traffic calming.

We will have a "less" safe Admirals Road than prior to the Interchange.

We are looking for a design from MOTI with Saanich involvement that will create traffic hardening, greenery, visual narrowing for traffic as vehicles transition from highway to Admirals Road bridge, greater safety for cyclists on Admirals Road and safe access to the Portage neighbourhood.

We are asking SAANICH to become involved and consult with MOTI in arriving at a safe design solution to ensure MOTI provides the necessary traffic calming and safety measures to this section of Admirals Road.

Resident's lives matter and **resident's lives are, we trust, a high priority of Council.**

Thank You

The Executive
Portage Inlet Sanctuary Colquitz Estuary (PISCES) Society
On behalf of the residents of the Portage Neighbourhood Residents

Admirals Road as it currently exists before the re-alignment

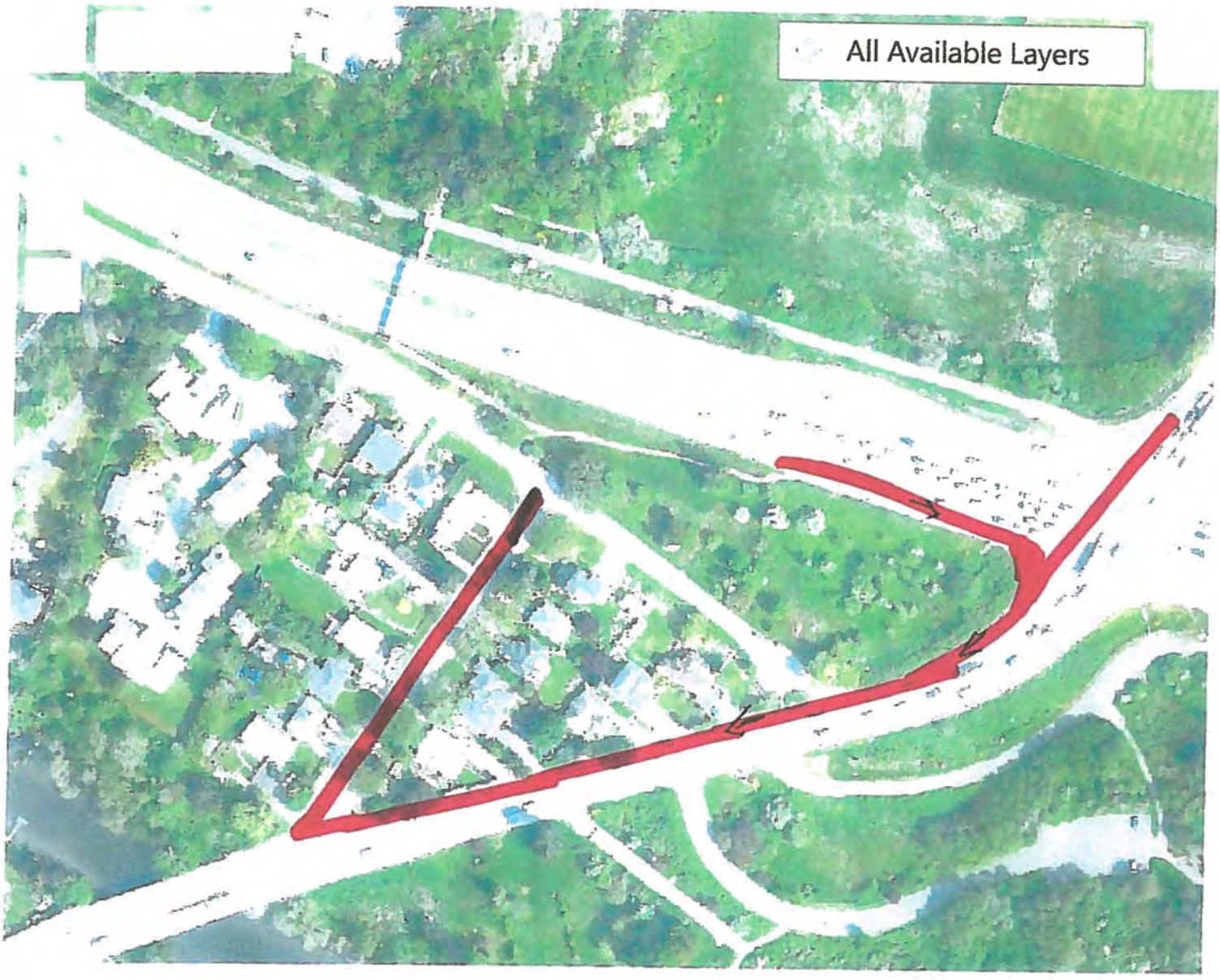
Admirals Rd is currently 2 lanes wide. The new Admirals Rd design just north of Burke Street will have: 4 traffic lanes (2 thru and 2 turn lanes), a center cement meridian, TCH on/off ramps, bike lanes and sidewalk on both sides, and a bus stop pull off.

Search...

SLIDE 9:

Design 1: Admirals Rd prior to any construction. South bound vehicles used Portage Rd to enter the Portage Rd neighbourhood safely and on the flat with an easy slow right turn.

0 30 60m



SLIDE 10

Design 2: **Admirals Rd during construction**. Currently south bound vehicles are now forced to travel down the 9% grade hill on Admirals, make a 140 degree right turn up a 12 % grade hill on Esson to access the Portage Neighbourhood.

0 30 60m

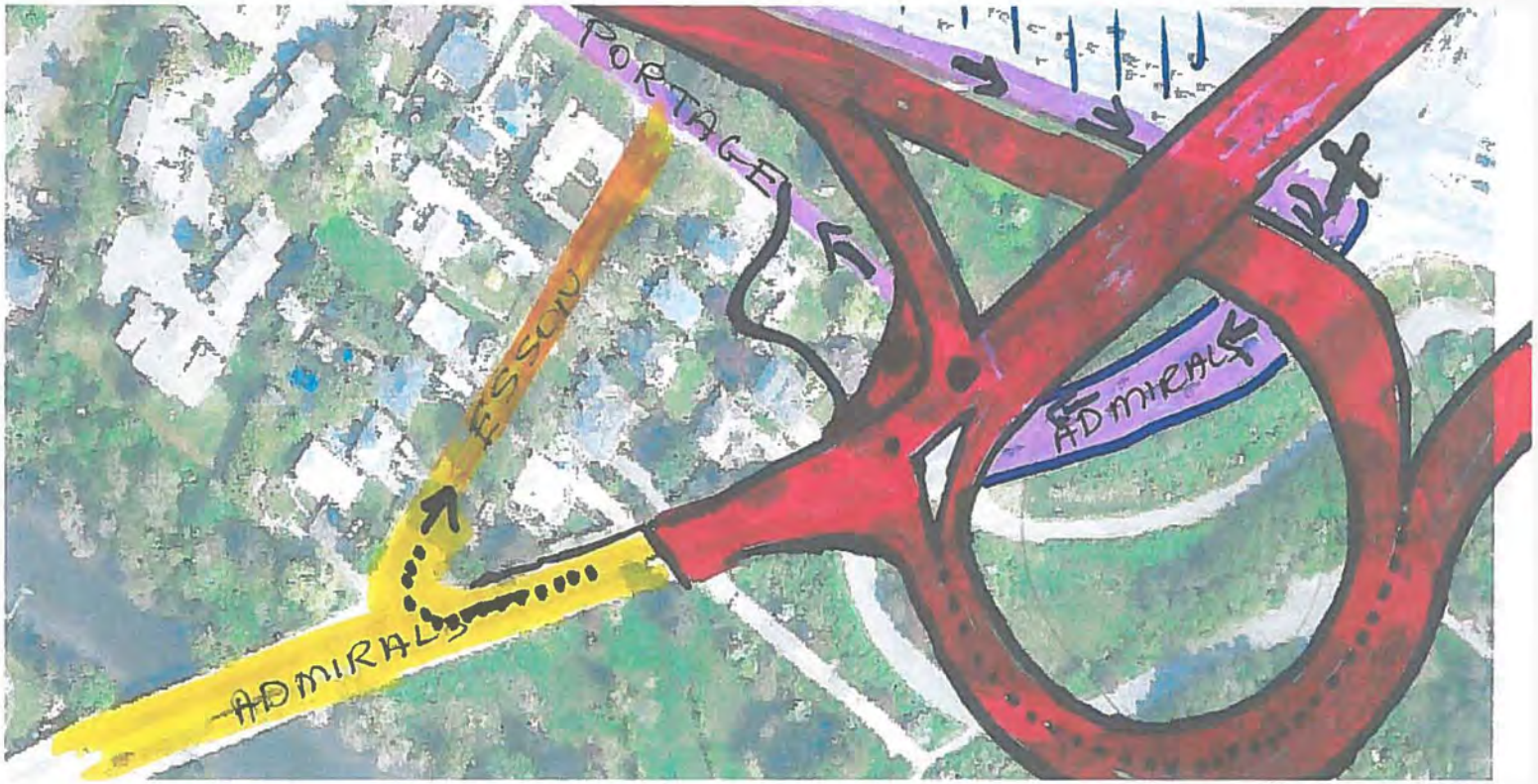


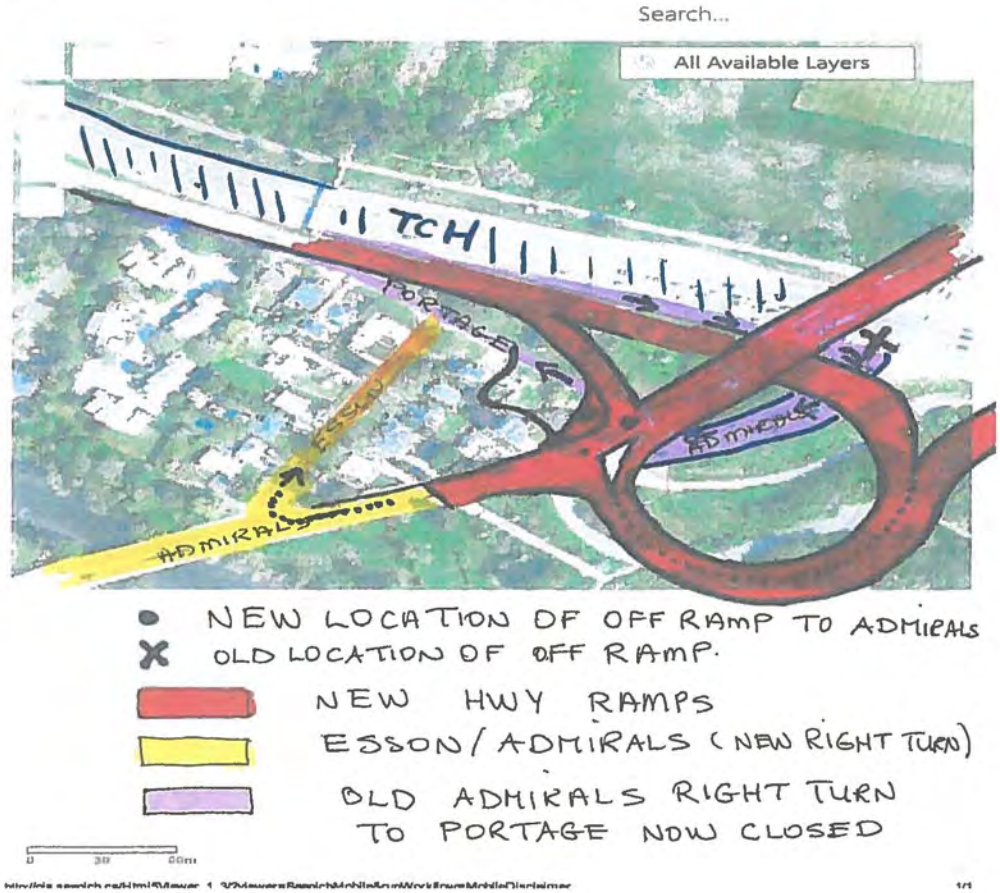
Diagram of the NEW off ramp to Admirals from TCH

PURPLE: **OLD** entrance to Portage Rd from TCH down Admirals Rd.

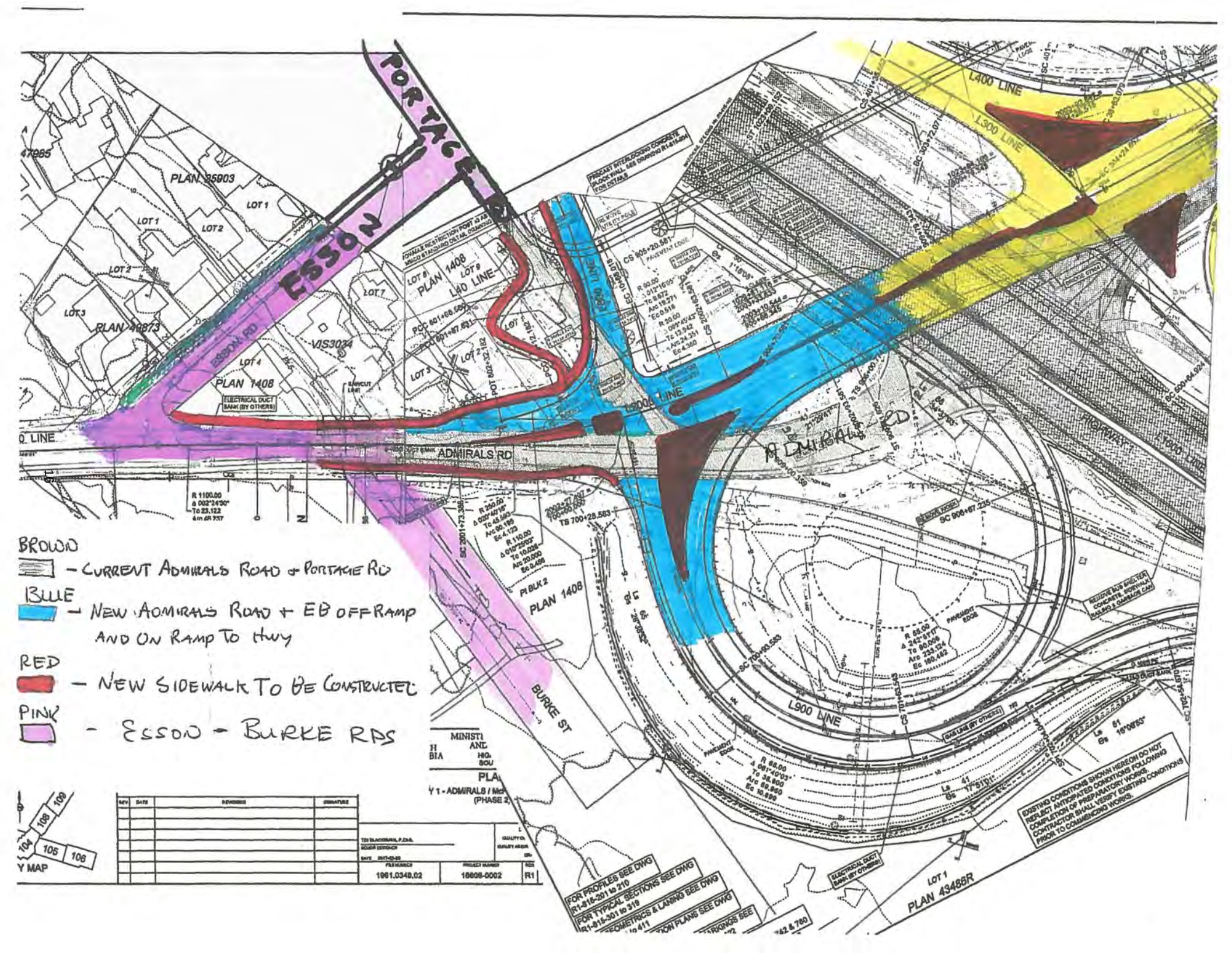
RED: **NEW** Bridge alignment over TCH to Admirals and off ramp

YELLOW: **ONLY** entrance to Portage Rd by the right 140 degree turn up Esson

OLD design versus NEW design



- NEW LOCATION OF OFF RAMP TO ADMIRALS
- OLD LOCATION OF OFF RAMP.
- NEW HWY RAMPS
- ESSON / ADMIRALS (NEW RIGHT TURN)
- OLD ADMIRALS RIGHT TURN TO PORTAGE NOW CLOSED


PORTAGE RD
ESSON
ESSON RD
PLAN 25903
PLAN 40873
PLAN 1408
LOT 1
LOT 2
LOT 3
LOT 4
LOT 7
VIS3034
L40 LINE
L300 LINE
L400 LINE
L900 LINE
ADMIRALS RD
BURKE ST
PLAN 43486R
BROWN
- CURRENT ADMIRALS ROAD & PORTAGE RD
BLUE
- NEW ADMIRALS ROAD + EB OFF RAMP AND ON RAMP TO HWY
RED
- NEW SIDEWALK TO BE CONSTRUCTED
PINK
- ESSON - BURKE RPS
EXISTING CONDITIONS SHOWN HEREON DO NOT REFLECT ANTICIPATED CONDITIONS FOLLOWING COMPLETION OF PREPARATORY WORKS. CONTRACTOR SHALL VERIFY EXISTING CONDITIONS PRIOR TO COMMENCING WORKS.
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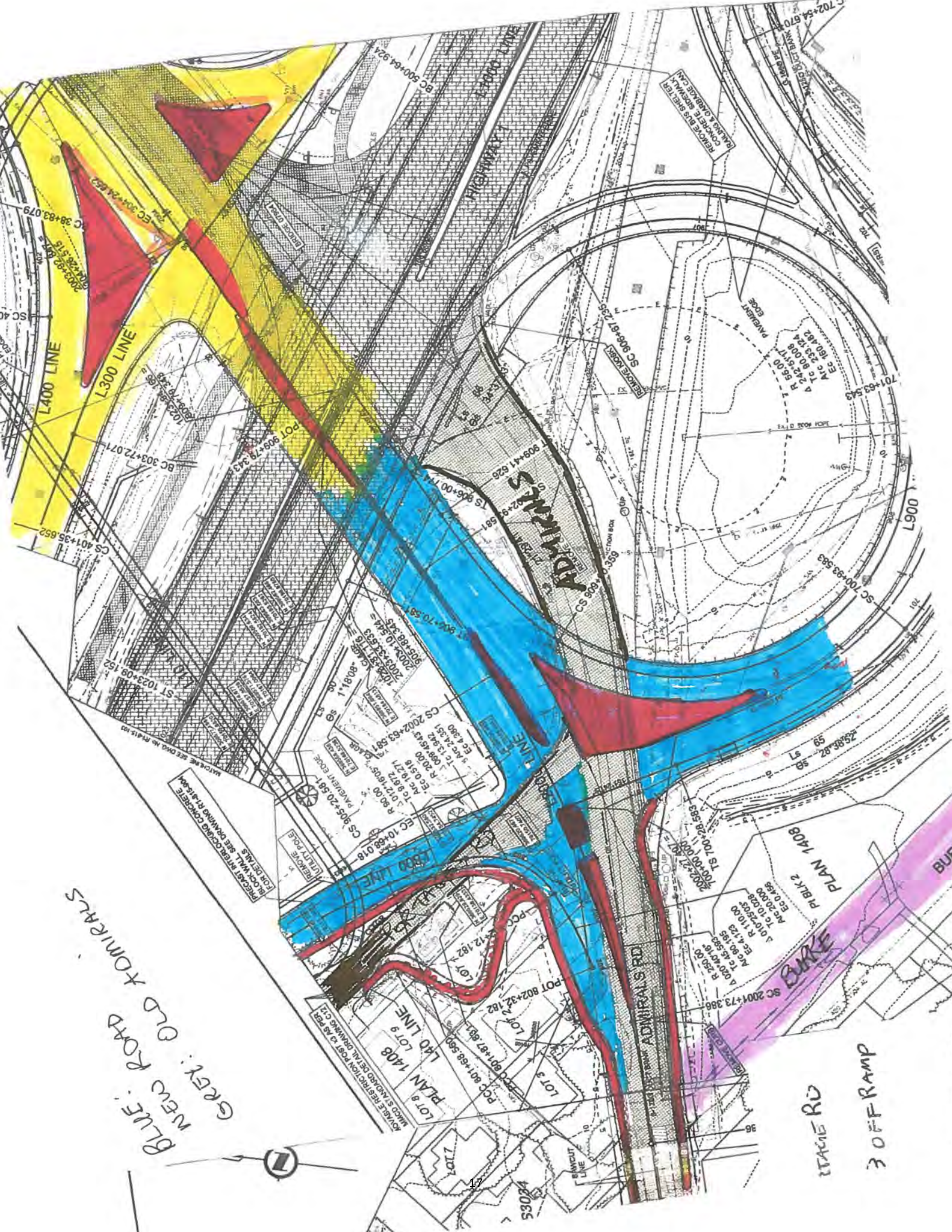
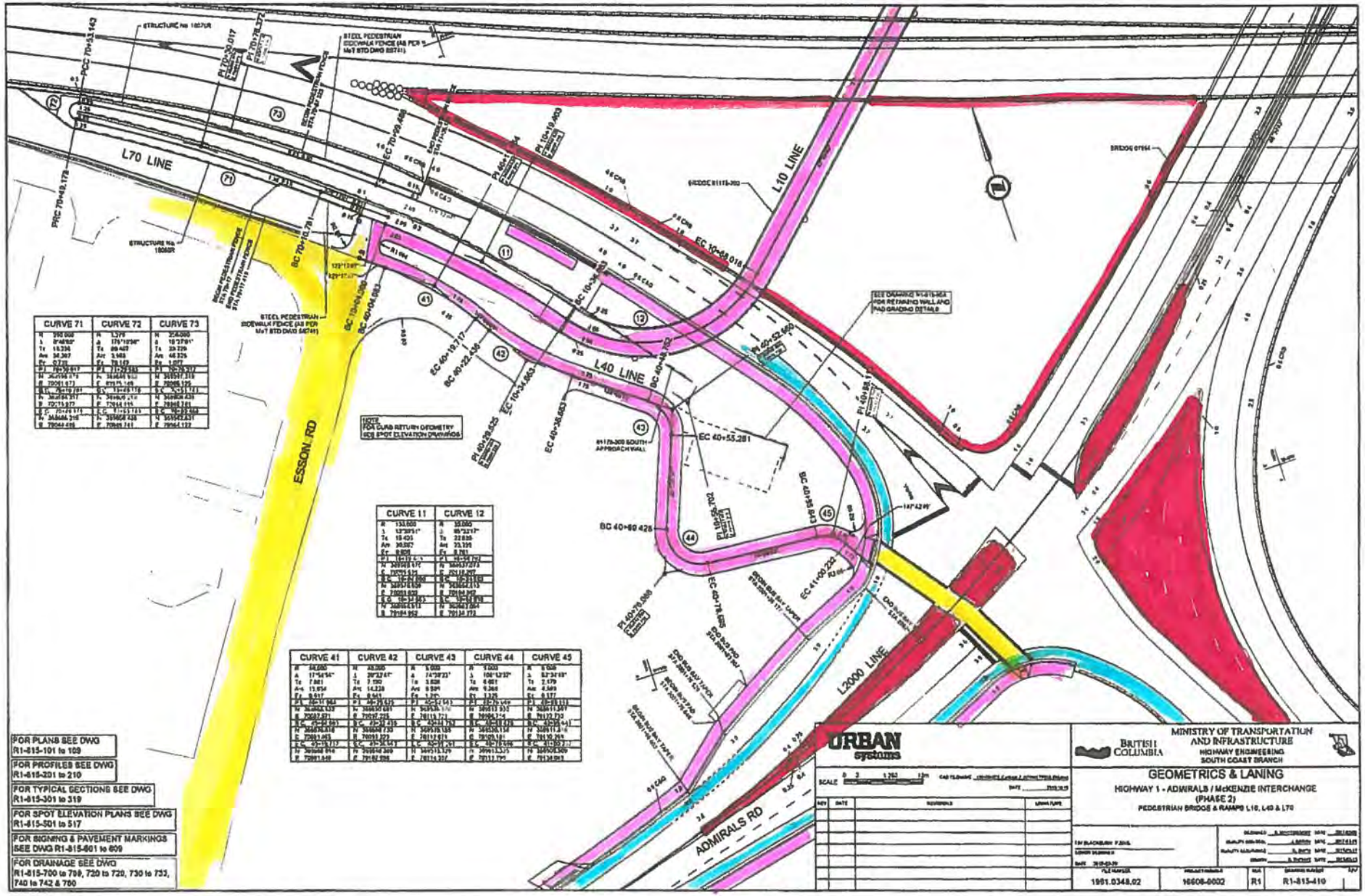

BLUE: NEW ROAD
GREY: OLD ADMIRALS
ADMIRALS
BURKE
3 OFF RAMP
L400 LINE
L300 LINE
HIGHWAY 1
ADMIRALS RD
L800 LINE
L900
PLAN 1408


L70 LINE
L10 LINE
L40 LINE
L2000 LINE
ESSON RD
ADMIRALS RD
CURVE 71
CURVE 72
CURVE 73
CURVE 11
CURVE 12
CURVE 41
CURVE 42
CURVE 43
CURVE 44
CURVE 45
FOR PLANS SEE DWG R1-815-101 to 109
FOR PROFILES SEE DWG R1-815-201 to 210
FOR TYPICAL SECTIONS SEE DWG R1-815-301 to 319
FOR SPOT ELEVATION PLANS SEE DWG R1-815-501 to 517
FOR SIGNING & PAVEMENT MARKINGS SEE DWG R1-815-601 to 609
FOR DRAINAGE SEE DWG R1-815-700 to 709, 720 to 729, 730 to 733, 740 to 742 & 760
URBAN systems
BRITISH COLUMBIA
MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE
HIGHWAY ENGINEERING
SOUTH COAST BRANCH
GEOMETRICS & LANING
HIGHWAY 1 - ADMIRALS / McKENZIE INTERCHANGE (PHASE 2)
PEDESTRIAN BRIDGE & RAMPS L10, L40 & L70
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16608-0002
R1
R1-815-410

Google Maps 3143 Admirals Rd

Image capture: May 2015 © 2017 Google

Victoria, British Columbia

Street View - May 2015

CURRENT ADMIRALS ROAD

Google Maps [redacted] Finlayson St

Image capture: May 2015 © 2017 Google

Victoria, British Columbia

Street View - May 2015

EXAMPLE OF TRAFFIC CALMING

Admirals Road and right turn up Esson Road

After travelling down Admirals this slide demonstrates the downhill slope of Admirals, the 140 degree angle of turn and uphill 12% grade of Esson.

Driveway at Intersection of Admirals Rd and Esson Rd

- Note the driveway at the base of Esson is blocked by the Esson Road stop line and traffic.

  Traffic exiting Esson blocks their access preventing their exit from Admirals road into their driveway to be done safely.

Driveway at Intersection of Admirals Rd and Esson Rd

- Note the driveway at the base of Esson is blocked by the Esson Road stop line and traffic.

  Traffic exiting Esson blocks their access preventing their exit from Admirals road into their driveway to be done safely.

- Example of vehicle veering to the left to enable a faster turn up Esson.

Vehicle should slow down and move to the right lane. Residents do not slow down for fear of being rear ended.

Does this look like a single lane safe turn to you?

The turning vehicle should move to the extreme right, vehicle behind should not be passing over the yellow painted meridian. The truck behind follows same path.

Gmail

PISCES PISCES <piscesbc1999@gmail.com>

Traffic calming plans (?) on Admirals between TCH & bridge...

Lockwood Ensminger Mon, Apr 17, 2017 at 8:21 AM
To: Mayor@saanich.ca, Council@saanich.ca
Cc: Piscesbc1999@gmail.com

Dear Mayor & Councillors:

It has come to my attention (thanks to the Pisces group for this) that to date no plans are being made to calm the flow of traffic along Admirals Road as it ascends and descends between the Trans Canada Highway and the Admirals Road Bridge. As a five year resident at Esson Road this is a major concern to my wife and I. The speed at which traffic travels to and from the TCH along that section of Admirals has always been noticeably excessive!

Our driveway entry/exit is onto Admirals and we had always been quite concerned about the speed of vehicles (especially descending) travelling downhill toward Admirals Bridge. While I understand that a much needed bike lane is to be added along this section, it in no way addresses what is another primary issue re safety: speed of vehicular traffic. My wife and I are currently renting our home while grand parenting in Nova Scotia, but over the five year period of time we lived at this location there were something like 6 or 7 fender-bender accidents within 100 meters either side of our driveway...and we kept thinking that at some point someone would be seriously injured or worse.

Our proposal is simple, very affordable, and would certainly practically address the issue of safety where excessive vehicle speed is concerned:

speed bumps...or slightly more experientially: **SpEeD bUmPs!**

Hopefully, a touch of levity will have the desired effect of slowing down the automacity of mind that can (and no doubt does) arise around yet another mundane issue that is brought to your collective attentions...it should in no way be understood as minimalizing a serious concern for Catherine and I, and by extension the rest of our lovely neighborhood. Speed bumps do work to slow drivers down and in that more awakened state of mind all of us who drive are more aware of what goes on around us and might just be able to 'see' that cyclist that is to our right as we negotiate a right turn up Esson Road, thereby avoiding a collision...and noticing the number of cyclists who literally fly by along this stretch (gaining momentum towards the incline just across the bridge), I think the speed bumps ought to extend into the bike lane as well.

Excessive speed, I believe, is the primary factor that needs addressing along this small section of Admirals Road, and hopefully will become apparent to those of you who have some power to effect positive change in this regard. I am confident that this traffic calming issue can be addressed successfully. And now, before the final paving has begun, is the time to get it right.

With thanks, Woody Ensminger & Catherine Landry

Gmail

PISCES PISCES <piscesbc1999@gmail.com>

Need for Traffic Calming on Admirals Road

Dee Tremblay [redacted] Mon, Apr 10, 2017 at 2:20 PM
To: PISCES PISCES <piscesbc1999@gmail.com>

Hi George & Vicki:

If the bicycle lane wasn't started until after Esson Road when cyclists start on to the little bridge and have a shared lane until that time on Admirals Road, it might solve the problem and put the onus on both drivers and cyclists. Cyclists in many cases think that they are above the law and feel that it is their right to go as fast as they can always.

Also, parking on Esson is definitely going to be a problem as some vehicles are parked too close to the bottom of Esson and make turning the corner on to Esson very difficult. Last week, someone came down Admirals Road from the TCH, turned off Admirals on to Esson and immediately turned left in to the first driveway, backed across the road to turn around so that they could go back up the Admirals Road hill. he didn't even look when he started backing up. It is going to be a nightmare at that corner regardless to what they do.....

Dee

From: PISCES PISCES
Sent: Monday, April 10, 2017 11:54 AM
To: PISCES PISCES
Subject: Need for Traffic Calming on Admirals Road

[Quoted text hidden]

Gmail PISCES PISCES <piscesbc1999@gmail.com>

Need for Traffic Calming on Admirals Road

MELISSA MCLEAN [redacted] Mon, Apr 10, 2017 at 12:22 PM
To: PISCES PISCES <piscesbc1999@gmail.com>
Cc: farwest [redacted]

Hi George,
I am truly shocked by this news. I go back and forth on Admirals twice daily during the week to Camosun and/or downtown. Even though I signal early, and move to the right as far as possible as well as brake early, I am still amazed at the number of times that another vehicle is practically driving "in the trunk of my car" down the Admirals hill and nearly rear ends me. I have actually cringed a few times, expecting the impact ... I can't go any faster as I turn up Essen because a standard sports car has to gear down to first or second to make the grade up Essen. It's a serious accident waiting to happen (especially if there is a huge truck behind me one day.)

I don't know if I would have much standing at Saanich Hall as a renter. [redacted]

Please let me know.

I am also having real problems with the double line ups being created by the flaggers on Admirals Road as I wait to get across the highway on Admirals (to McKenzie.) Is anyone else facing this?

I know that they are trying to keep the project moving quickly and avoid having gravel trucks back up into the highway by holding back traffic on Admirals, but the east/west traffic light at the highway is approximately four minutes long at certain times of the day. When they hold back traffic, thinking that the traffic is all turning left onto the highway to head to Colwood/Langford, someone like me who is heading straight through gets caught in the line up and I get stuck waiting through two lights. (That's eight to nine minutes of waiting.) This is being made worse because people seem to be getting impatient further down on Admirals and fewer people are leaving the gap open at the foot of Essen to let traffic in onto Admirals at rush hour. I fear that it is only going to get worse as this project carries on.

I imagine that Jacob Bros. will say, leave home earlier. I'm running a business and teaching; sometimes it just doesn't work out to leave for the College as early as I would like to. Would it be possible to consider a windshield pass for area residents or for people who are driving straight through instead of turning, or would MOTI shorten the length of that light?

My last question is, are we getting a traffic barrier wall along Portage Road?

Sorry for all the questions.

Regards,
Melissa

From: "PISCES PISCES" <piscesbc1999@gmail.com>
To: "PISCES PISCES" <piscesbc1999@gmail.com>
Sent: Monday, April 10, 2017 11:54:41 AM
Subject: Need for Traffic Calming on Admirals Road
[Quoted text hidden]

April 10, 2017

Dear Mayor and Council,

This letter represents support to the concerns and observations Portage Inlet Sanctuary Colquitz Estuary Society (PISCES) requesting traffic calming incorporated into the Admirals /Mckenzie Intersection design.

We are long time Saanich residents of 15 years in the Gorge Community and we have 3 young children who rely on Esson Road as as safe way to get home from their Elementary School across Hwy. We have noticed with the closure of Portage Road, there is more traffic on Esson Road and with no sidewalk on this road it poses a health and safety concern for our younger children walking home. In the way of bike lane along Admirals it is very unsafe as our oldest child in Middle School commutes by Galloping Goose down Admirals to Arundel Drive it is often congested with Dump trucks with no safe passage. We propose installation of sidewalks on both sides of the road with a large curb so motorists turning onto Esson can be aware of cyclists in bike lane before turning.

We hope traffic calming can be installed near Burke Road to create a slow path for cars accelerating down the hill before they approach crosswalk. We have witnessed so many times the cars do not stop at flashing pedestrian controlled light crosswalk and often have almost been hit or ignored by passing cars. This poses a strong threat to the safety of most children from High School crossing daily doing circuit training (outdoor gym class).

Thank you,

Samantha and Dave Gamble
[redacted] Arundel Drive
Victoria BC
[redacted]

Gmail

PISCES PISCES <piscesbc1999@gmail.com>

Require traffic calming at Admirals Rd

Nathalie [redacted] Tue, Apr 11, 2017 at 11:38 AM
To: Mayor@saanich.ca
Cc: Council@saanich.ca, Piscesbc1999@gmail.com

Dear Mayor Atwell,

I would like to take this opportunity to inform you that since the road changes due to construction on Esson, Portage and Admirals, that many of us living here are now forced to take Admirals down to Esson which is a real concern and accident waiting to happen. We really need to look at calming the traffic, and maybe improve access from Admirals to Esson Rd. A proper calming of traffic is a necessity in preventing further accident in the very near future, which is why this project came into effect. I am a pedestrian/bicyclist/and driver myself, and certainly can appreciate the risks and concerns that may be encountered when faced with a 140 degree road angle, with a narrowed entry to Esson, with traffic coming down rather fast, and drivers having to fully multitask front/side and back with movement from all sides happening at all once. Trying to slow down the traffic by signalling early isn't quite sufficient as I have personally experienced, then having to lookout not only for pedestrians and cyclists, but for the risk of being rear ended while assessing entry to Esson is stressful, and an opportunity for accident when people are tired and impatient to get to wherever they go. Now, once on Esson, if traffic is coming down as we move up the hill, then you are forced to stop and pull behind parked vehicles to the side, as there isn't enough road space to share safely and manoeuvre up the hill. This also means that the rear end of your vehicle may still be partway on Admiral's Rd with impatient drivers, pedestrian, cyclist etc.... Something needs to be done to calm the traffic either by meridian/round about, re-routing, etc, to permit safe traffic movement for everyone involved. This is a serious traffic concern, and hopefully a rarity, so even more reason to resolve properly while the project is on-going. This is an opportunity for Saanich to create a safe environment for this neighbourhood. I look forward to your support in ensuring proper vision is brought in to the plan, in preventing further traffic concerns in this location keeping in mind, that all traffic, whether pedestrian, cyclist or automobile need to have safe access and proper support in making this project successful for all.

I look forward to hearing from you.

Thank you,

Nathalie Dube
[redacted] Esson Road
Victoria, BC, [redacted]
[redacted]

Gmail

PISCES PISCES <piscesbc1999@gmail.com>

interchange

Marshia Roberge [redacted]
To: Piscesbc1999@gmail.com
Cc: Marshia Roberge [redacted]

Tue, Apr 18, 2017 at 7:00 PM

With regards Saanich Mayor and Council

Please accept this email addressing the project of new Trans-Canada Highway (TCH) and McKenzie/Admirals interchange.

We are residents at [redacted] Portage Road, and are extremely concerned with the access to Portage Road.

Our key Points of concern are as follows:

-the only access from the TCH is an off ramp to an immediate right turn on to Esson

-this turn is an unusually acute angle (which has been documented 140 degrees)

-maneuvering this turn is challenging as traffic will be traveling at highway speeds on the off ramp only to have someone in front slowing to make the difficult 140degree turn.

-once the turn in maneuvered the driver is faced with parked cars on either side of Esson.

-Esson is used by many transient people to drop their children off to the schools across the highway.

-cyclists use this route as an access to Admirals Road and the Galloping Goose Trail Way

-with all these users on one small laneway-Esson-...Our concerns are valid....

These key points represent our community on Portage Road and I hope that Saanich Council will consider this as the project evolves.

Sincerely

Marshia and Denis Roberge

Gmail

PISCES PISCES <piscesbc1999@gmail.com>

Dangerous Traffic and School Crossing conditions on Admirals and Esson Rd

C Fast [redacted] Tue, Apr 18, 2017 at 4:32 PM
To: mayor@saanich.ca, susan.brice@saanich.ca, judy.brownoff@saanich.ca, fredhaynes.saanich@gmail.com, dean.murdock@saanich.ca, colin.plant@saanich.ca, vicki.sanders@saanich.ca, Leif.wergeland@saanich.ca
Bcc: piscesbc1999@gmail.com

Dear Saanich Mayor and Councillors

I am writing this letter to express my concerns that the new Interchange Project has created dangerous driving and walking conditions for everyone using Admirals Rd and Esson Rd. What is being planned by Saanich and the Provincial Highways planners that will fix these dangerous situations?

As a community resident for more than 10 years I have seen several tragic accidents at the Esson Rd corner as it enters the Admirals bridge.
Now that the traffic has been redirected from Portage Rd to Esson Rd, the near misses have quadrupled and I can barely get out of Esson onto Admirals without a large truck barrelling down on me. The vehicles are going so fast downhill that they can't stop for turning vehicles or cyclists.
Our school children use Esson as a walking route and the street has no sidewalks and is one lane wide when cars parked on both sides.
Our kids are at risk crossing from the bridge to Esson or to walk up Admirals without a sidewalk and against the traffic flow.
When they cross at the Esson corner, all turning traffic must stop and the vehicles traveling downhill veer out onto the center of the bridge towards oncoming vehicles and cars turning left onto Esson.
With school recommencing in September during the peak construction months, the children walking and cycling will have even greater obstacles and risks.

The Admirals and Esson roads are very steep and this past winter was icy and treacherous conditions on many mornings. Esson was not snow plowed and is the only entrance/exit from the surrounding neighborhoods.
Cars literally slide right through the stop sign at Admirals and into the traffic entering the bridge, which can't stop either due to ice and downhill speed.

As residents we have put up with 24 hr construction and blasting noises, our oldest trees have been cut down, and now our roadways are congested and dangerous to travel. I was led to believe that the new Interchange would solve our traffic and safety worries not increase them. I listen to CFAX and a Saanich Councillor commented that this project was an opportunity for beautification and improvements to the entrance to Saanich. Is this what was Saanich Council envisioned?

I hope you take my comments constructively and I will be watching the news to hear what steps are being planned to fix these problems before a tragedy occurs.
Yours truly

Christine Fast
[redacted] Bute Street

Subject: Need to redesign Admirals Road with traffic calming

From: George and Vicki Blogg [redacted]

To: mayor@saanich.ca; council@saanich.ca;

Date: Thursday, April 20, 2017 2:08 PM

To Mayor Atwell and Councillors

We are writing to you as residents of the Portage Road neighbourhood. We want to relay our personal experience since the closing of the Portage Road access into our neighbourhood.

Since the closing of Portage, when being followed by traffic we have on every occasion, when making a legal right turn had the experience of the vehicle following us making an illegal pass on our left over the painted meridian. This puts the illegal vehicle inline with the bridge left turn lane.

What is the state of these drivers, are they impatient, not paying proper attention, swerving to avoid rear ending us? Who knows? Whatever their reasons, are they watching out for pedestrians, bicyclists and other vehicles? Who knows?

This portion of Admirals Road with the new closer merge lane for right turn TCH traffic, wider road surface and right turn loop merge needs traffic calming.

We suggest traffic calming design tools similar to those implemented on the redesigns of Helmcken and Finlayson. A visually calming appearance by the placement of a center island with trees/shrubs and a deceleration lane to remove the slow turn traffic out of the way of through traffic on this major truck route would add necessary traffic calming.

Proper design will slow overall traffic speed by giving the appearance of narrowing the road lanes. Calmer drivers are more likely to be watching the road and what is happening around them than worrying about illegally passing a slow moving vehicle.

The current design for Admirals Road has increased the risk of a serious accident to everyone; we need **vision not limitations** in solving this traffic problem worsened by the closing of the Portage access. We need to ask ourselves is a few feet of grass more valuable than a human life?

MOTI has agreed in principle a deceleration lane would be a means to separate slow moving traffic from through traffic. It is only one part of what is needed. We have land available to create a safe solution. We have the opportunity for MOTI to pay for the necessary traffic calming improvements.

The Esson intersection is a nonconforming intersection (confirmed by MOTI engineers) at the base of a bridge and two 9% and one 12% downhill grade roads with a 140 right turn onto Esson. Also add in a safe route to school located several hundred feet from the busiest intersection on Vancouver Island, park and driveways, bike lanes, crosswalk and a designated truck route for good measure with traffic volumes that will only increase. This intersection should not and must not be ignored by Saanich and MOTI.

Admirals Road traffic calming and the Esson Intersection require very serious design consideration, **the lives of our loved ones matter to us and we hope lives matter to Council and MOTI.**

George and Vicki Blogg
[redacted] *Skeena Place*
Victoria, B.C. [redacted]

Gmail

PISCES PISCES <piscesbc1999@gmail.com>

Esson Rd. Admirals Rd Junction

George Welsh [redacted] Thu, Apr 20, 2017 at 8:07 PM
To: Mayor@saanich.ca
Cc: Council@saanich.ca, Piscesbc1999@gmail.com, mckenzieinterchange@gov.bc.ca

Dear Mayor Atwell
As a resident of Esson Rd. I have concerns over the junction of Esson and Admirals Rd. The junction has always been a problem with a very sharp 140 degree turn forcing an unnatural head turn to view on-coming traffic from the left, obstruction by trees and a hill sloping towards the junction causing vehicles to speed up and now the McKenzie Interchange with hi-way speed vehicles approaching Admirals, all the elements are there for a very serious accident. I ask that Saanich engineering/traffic look at ways to calm this road section with all the tools at it's disposal. At the very least there should be traffic calming and a re-alignment of the intersection. I am sure that the ongoing McKenzie interchange construction will not be handling this as I have been told it is the concern of the municipality, so I think now is the time for Saanich to act and harmonize the problem with the ongoing effort of efficiency and safety at the interchange.

Thank you

George Welsh
[redacted] Esson Rd
Victoria [redacted]

Gmail

PISCES PISCES <piscesbc1999@gmail.com>

Traffic calming plans (?) on Admirals between TCH & bridge...

Steve Dube [redacted] Thu, Apr 20, 2017 at 6:49 PM
To: Mayor@saanich.ca, Council@saanich.ca
Cc: Piscesbc1999@gmail.com, [redacted]

Dear Mayor Atwell.

I've been living on Esson Road for the last 5 years. During all this time, when I was coming back home from work, I would always use the Portage road access to come home as it was the safest access. This also applied to about 80% of the traffic living on the Esson/Portage roads. It was a much safer access to come home which is why so many people were using it.

Now that the Portage Rd access from Admirals has been closed off, the only way for local residents to come home is from (9% downgrade on Admirals) where everyone accelerates, and we need to slow down (or sometimes come to a complete STOP due to cyclists racing down Admirals) in order to make a 140 degree right turn onto a 12% upgrade on Esson which is already narrow.

There is already a huge traffic increase on Esson. There are already many safety issues for pedestrians, cyclists and cars, on top of which they'll be adding a bus stop, sidewalk, bike lane once the project is completed. This is an accident waiting to happen. A solution to slow down speeding traffic coming down Admirals and giving local residents a safer access onto Esson must be found.

Regards,

Steve Dubé

[redacted] Esson Road

Victoria, BC, [redacted]

[redacted]

Gmail

PISCES PISCES <piscesbc1999@gmail.com>

Junction a Danger to Cyclists

Norman Bruce [redacted] Fri, Apr 21, 2017 at 12:00 PM
To: mayor@saanich.ca
Cc: council@saanich.ca, PISCES PISCES <piscesbc1999@gmail.com>

Dear Mayor and Councillors,

I will be presenting the following information to you at the "Open Mic" session ahead of your council meeting on Monday. I thought you might like to see it in advance, Norman

"Honourable mayor and councillors,

My name is Norman Bruce. As a resident of one the Portage Road side streets, my family's ONLY access to our home from Admiral's Road is now to turn sharply up Esson Road. As you have heard from other residents of our area, this is a dangerous situation for us when we are driving our car. However, my wife and I try to ride our bicycles whenever we can – for both health and environmental reasons. As an aside, last year we bought an all-electric car to further reduce our carbon footprint. So we are doing our part but cycling can be dangerous.

This turn of WELL OVER 90 degrees from Admirals and then UPHILL into Esson is especially dangerous for cyclists. When we come from McKenzie Admirals sweeps steeply downhill towards the bridge over the Colquitz River. We do now have to, and still will have to after the project is finished, move over across the cars into the bicycle lane on the far right side of Admirals while braking to slow down on the hill. Cars coming from the Highway and from McKenzie naturally accelerate when they see the downhill slope of Admirals to the Colquitz bridge. This makes it even more difficult and dangerous for cyclists trying to stick out their arm and brake at the same time in order to perform the manoeuver that we HAVE to.

From the plans for the Intersection it seems that, on Saanich's land, there is proposed to be a bus stop near the top of Admirals and a sidewalk down that side of the road. That will encourage the kids walking to and from Marigold and Spectrum schools who cross the Colquitz bridge to walk across the bottom of Esson. This will force both cars and cyclists turning from Admirals into Esson to stop in the middle of downhill traffic. The fact that schools kids are often not paying attention or are fighting/chasing each other as they cross Esson makes the whole situation more unpredictable and dangerous.

The majority of cyclists coming down that hill on Admirals go across the bottom of Esson and continue across the bridge. This forces any car turning off Admirals into Esson to stop in the middle of downhill traffic to let the cyclists pass across the entrance to Esson. This forces the cars coming down Admirals behind the turning car to either stop or pull out left and illegally drive over the meridian in order to go round the turning car. Those cars that choose to pass usually speed up more in order to get round the turning car as quickly as possible and to spend as little time as possible in the middle of the road. This is just an accident looking to happen.

One solution to this potentially-deadly problem is to raise the meridian from just painted lines that any car can just drive over to being a solid structure. This would stop cars that are speeding down the hill from accelerating left around the turning cars and would slow down all cars coming down the hill. Slower traffic would allow cyclists to change lanes and get over to the right side more safely and would allow those of us turning sharply into Esson to do so at a slower, safer speed.

The very best solution would be to harden the meridian AND put in a right turn lane, so that both cyclists and cars turning into Esson would be out of the main flow of traffic down the hill. This would allow us to slow down to make that sharp turn or even stop for pedestrians crossing the bottom of Esson without being rear-ended in the case of cars or seriously injured in the case of cyclists.

In addition, the solid white line demarcating the bike lane coming down Admirals should become a broken line as it approaches Esson, indicating to cyclists that cars will be turning across in front of cyclists at that point.

I was part of a group of Portage-area residents who met with councillor Dean Murdoch last Friday at the junction of Esson and Admirals to SHOW him where the problems occur.

While the Intersection is still in the planning stage, we can change the design of this dangerous downhill section to incorporate these safety features. As I understand, the Ministry of Highways will be doing this work - even though it is on Saanich's land. This means that the cost to Saanich tax payers will be zero or, at most, minimal and we will be avoiding the crashes which will inevitably result from the current dangerous design of this small section of road. For cyclists this could be the difference between life and death.

Saanich wants to see more of its citizens take the healthier and non-polluting option of cycling and I commend you for your initiatives that encourage people to get out on their bicycles – such as yesterday's Saanich Cycling Festival. However, people are not going take up cycling on a regular basis if they perceive it to be dangerous. It is very much easier and cheaper to create more and safer cycling routes at the same time that general roadworks are being done (as Saanich did with the construction of the Colquitz and Craigflower bridges) than it is to build special cycling paths. The Province is offering Saanich the chance to improve the safety on a short but dangerous stretch of road at no cost to Saanich tax payers. Saanich did such a great job of improving the life of cyclists on the section of Admirals from the Colquitz bridge to the Craigflower bridge. It would be a wasted opportunity to leave this section of Saanich's road so dangerous for us vulnerable cyclists. Don't miss this chance!"

Gmail

PISCES PISCES <piscesbc1999@gmail.com>

Admirals Rd / Esson Rd intersection - road safety measures needed

andrzej nowak [redacted] Mon, Apr 24, 2017 at 7:00 AM
To: mayor@saanich.ca
Cc: council@saanich.ca, PISCES PISCES <piscesbc1999@gmail.com>

Dear Mayor and Councillors,

We are writing to express our concerns regarding the safety for all road users at the intersection of Admirals Rd. and Esson Rd.

The closure of access to our neighbourhood through Portage Rd., which was a preferred and safer way to access Portage and Esson roads forces all westward traffic to enter by making a dangerous right turn from Admirals Rd. up Esson Rd.

We are asking the Mayor and the Council of Saanich for leadership in addressing concerns regarding road safety at the intersection of Admirals Rd. and Esson Rd. and implementing effective road safety measures.

Carla Bernachi,,
Andrzej Nowak

[redacted] Esson Rd.

Admirals Road/Esson Road intersection

[redacted]

Tue 2017-04-18 11:13 AM

Inbox

To:Mayor@saanich.ca <Mayor@saanich.ca>;

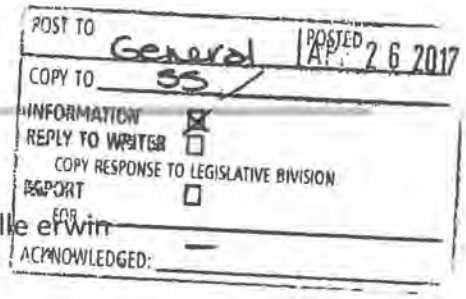
Cc:Council@Saanich.ca <Council@Saanich.ca>; [redacted]

Mr. Mayor and Councillors

We are writing you to share our concerns about the above-mentioned intersection. As you may know, this is the only access now that the East end of Portage is permanently closed. It is a very awkward and angular turn at present, and we feel that as part of the construction on Admirals and the new highway, turning right on to Esson will be very unsafe. We all want safe neighbourhoods. A bike lane , allowing vehicle traffic to merge into it to make that right turn seems the most sensible and safe. Other intersections such as Carey Road/Tillicum have such a turn lane, and we would appreciate your consideration in this.

Respectfully,
Ken & Linda McNaughton
[redacted] Grange Rd.
[redacted]

2190-45 Mckenzie / TCH



Clerksec - Re: Portage Road -Interchange

From: Sherri Andrews
To: CALLAYNA JARDEY; Mayor; Michael dinney; david edgar; janelle erwin
Date: 4/24/2017 11:28 AM
Subject: Re: Portage Road -Interchange
CC: Clerksec

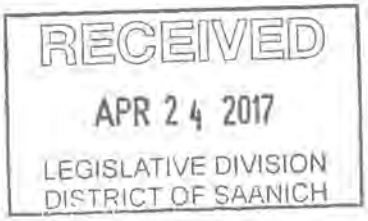
Dear Ms. Jardey:

Thank you for taking to send in your concerns. Please note that I have forwarded your email to the Council Information Site for their collective consideration.

Best regards,
Sherri

Sherri Andrews
Administrative Assistant to the Mayor
District of Saanich
770 Vernon Avenue
Victoria, British Columbia V8X 2W7
250-475-5510
www.saanich.ca

>>> CALLAYNA JARDEY [redacted] 4/24/2017 9:48 AM >>>
Good morning, We live at [redacted] Portage Rd. and are concerned and, distressed about the continuous cutting of trees and green space in our area because of the interchange. We do understand that in most cases it is necessary however, it has come to my attention that the removal of the Garry Oak trees on Portage is not necessary to make room for the road. We would like to know what is being done to preserve the very old Garry Oak trees on Portage Road, at the top of Esson Rd. I strongly believe that we should not be cutting down these trees. We have already lost a number of trees and part of our park because
of the interchange. If these trees must come down, the residents would like to be informed as the why it is necessary and, what, if anything, is being done to save these trees. What distressed us most is that apparently, if they are cut, it is to make it more convenient for the construction workers , rather than make room for the road. I would hope that our engineers and planners are smart enough to figure out how to work around these trees and try to protect them. They are very old and part of the history of this street. I appreciate you attention and consideration.
Thank you.
Callayna Jardey
Mary Alford
[redacted]



Clerksec - TCH McKenzie/Admirals Interchange - Admirals Rd Safety

From: PISCES PISCES <piscesbc1999@gmail.com>
To: Mayor Richard Atwell <mayor@saanich.ca>, Judy Brownoff <judy.brownoff@sa...
Date: 4/23/2017 9:07 AM
Subject: TCH McKenzie/Admirals Interchange - Admirals Rd Safety

Portage Inlet Sanctuary Colquitz Estuary Society
Victoria, B.C.
Email: piscesbc1999@gmail.com
Website: http://www.piscesbc.com

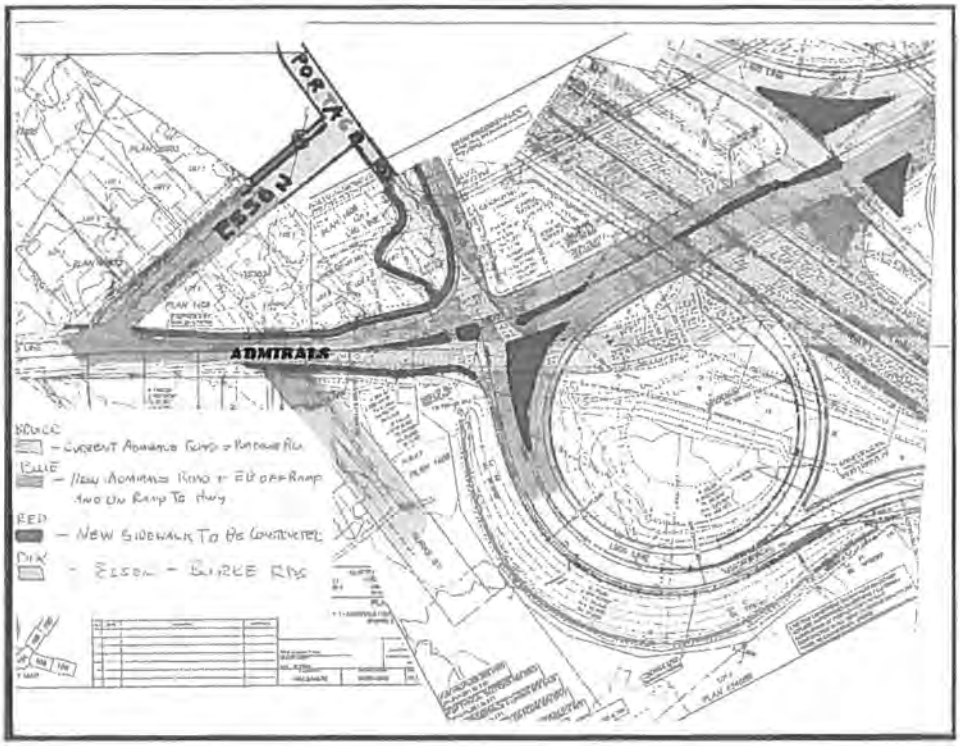
Dear Mayor and Councillors

Thank you for meeting with us at the Interchange site to see firsthand the current and future safety and traffic issues on Admirals Rd. and Esson Rd. We welcome your involvement and assistance for moving forward with a vision of improvements required beyond today. Saanich is the Interchange host for all the South island communities and should not be short changed on the Project safety measures, traffic calming and design improvements.

We will be attending Saanich Council meeting this Monday to express again the urgency for Saanich Engineering to not miss this opportunity to have Admirals Rd. improvements included in the final Phase 2 Interchange design.

For the benefit of those who could not attend last week, below is our **Video Link** (1 minute) which demonstrates everyday safety risks, speeding, danger to cyclists and illegal turns and passing occurring along Admirals Rd to the Admirals bridge/Esson corner.
These dangers will increase exponentially as the new Interchange merge lanes from the TCH and McKenzie move significantly closer to the Bridge at the junction of 2 steep roadways, a wide bridge and a non conforming intersection. Speed and safety risks will increase for all users requiring a comprehensive plan to integrate vehicles, cyclists, pedestrians and school children.

TCH Interchange Admirals Rd Safety1



Traffic calming and safety measures to save lives should be our priority goal combined with improvements in appearance to the entrance to our Saanich community.

Sincerely

PISCES Executive

2190-45 McKenzie/MCH

From: Callayna Jardey [redacted]
To: <engineering@saanich.ca>, <mayor@saanich.ca>, <council@saanich.ca>
Date: 4/22/2017 12:58 PM
Subject: Re: Portage RD and Esson Rd

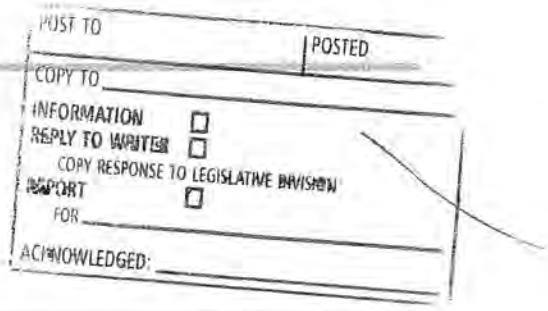
> On Apr 22, 2017, at 12:31 PM, Callayna Jardey [redacted] wrote:
>
> Hello,
> I am a resident at [redacted] Portage Rd and am writing in regards to the Esson Rd right hand turn to get onto Portage Rd. With no turning lane this corner is a nightmare. I have come close to being rear ended, as there is little time to warn drivers behind me that I intend to turn. When I do stop, drivers will pull around me , potentially hitting on coming traffic. When the cloverleaf is completed this is going to be even more dangerous for residents in the Portage Rd area. I would hope that the long term effects of this would be more of a concern for those in charge of our roads and safety at Saanich.
> I am very disappointed in Saanich for not considering the residents in the area that live on Portage Rd. It would seem that there has been little discussion or, planning between Saanich Engineering and Ministry of Transportation regarding this road and turn off.

> Thank you.

> Callayna Jardey
> Mary Alford
> [redacted]

2190.45 McKENZIE / TCH

Council - Need for traffic calming on Admirals Road



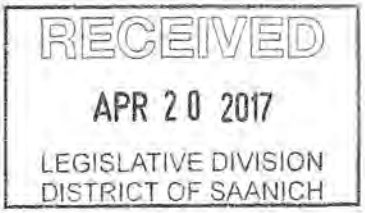
From: "Gloria Boyd" <[redacted]
To: <Council@saanich.ca>, <Mayor@saanich.ca>
Date: 4/20/2017 8:36 AM
Subject: Need for traffic calming on Admirals Road
CC: <Piscesbc1999@gmail.com>

Dear Mayor Atwell.

I've been living on Esson Road for 10 years. During that time when I was coming home from the Highway, I would pretty well always use Portage Road to come home. Now, it's being closed off for the Hgwy/Admiral Interchange so it won't be possible anymore. The only way to come home is from Admirals going up Esson Road. That will not change but what can change is making it safer for people to turn on Esson Road from Admirals. It would be the right time to do this because of all the construction going on for the Interchange.

There will be a big traffic and speed increase when all is done. Admirals is also a dedicated truck route. I would hate to be rear ended trying to get home by distracted speeding traffic. The way things are now it is a safety issue. There's going to be a bus stop, sidewalk, bike lane, that's a lot of added traffic. There has to be a way to attenuate the speeding of traffic for that specific turn. We need to be removed from the traffic flow safely. Thank you,

Gloria Boyd
[redacted]Esson Road
Victoria B.C.
[redacted]



1410-02

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

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f. 250-475-5440
saanich.ca

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LEGISLATIVE SERVICES

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Application to Appear as a Delegation

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

General Information

Name of Organization or Association	Cordova Bay Village Vision Group (CBVVG)
Meeting Date Requested (Except the last meeting of the month)	1ST (Day) / May (Month) / 2017 (Year)

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

Contact Information

Name of Contact Person *(for Organization or Association)*	Colin Millard
Telephone Number	[redacted]
E-mail	[redacted]

Presentation Information

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

Topic of Discussion
Please describe the topic of your presentation

To present to Council a planning concept (discussed with the Director of Planning, and approved subject to Council agreement) for generation of a Village area plan for Cordova Bay Village. It is recommended that the area of the Village as indicated on various plans, be expanded to include the vacant lot (former gas station) on the corner of Fern and Cordova Bay Road.

Time is of the essence as several development opportunities are already in motion for this area. A maximum of three (3) months would be permitted from start to finish.

The principle concept of the proposed process is inclusivity: land owners, developers, Saanich Council, Saanich staff from Community Planning (the Lead), Traffic/Engineering, Parks, Cordova Bay Association and the CBVVG with observer status from their large section of the Cordova Bay residents, Claremont School Global Studies. Council representation will be their choice (of course) but likely includes Council s/committees dealing with the types of matters under discussion.

An Urban Planner will be hired by Saanich Planning as the consultant, coordinator, conciliator, recorder, arbitrator/negotiator, report writer. The consultant will call and lead all meetings, large and small. They will produce all materials and consultant staff necessary for a full planning and modelling charrette. However, existing accepted data will form a major part of the base and source materials. Such as Appendix N of the OCP, the C3 Shopping Centre and other zonings. Zoning changes are expected to follow this plan's Council acceptance.

The process will be in staged sections to provide adequate time for data collection and analysis for the work to that date, time for interim analysis by the parties, and time for any party to review their direction, involvement, and restate of goal and aspirations.

The presentation will conclude with a request to Council to provide the Director of Planning with a necessary approval and time frame.

I have attached background materials	Yes ☐ No ☒	Printed background information should be submitted for distribution with the agenda, or bring 13 copies to the meeting.
Audio/Visual Presentation	Yes ☒ No ☐	Presentation materials need to be submitted by noon on the Friday before the meeting and tested on Saanich equipment.

For Office Use

Delegation for Meeting: May 1, 2017

Refer to Committee: _____

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

Copy to Council

CM
A.2

LEGISLATIVE SERVICES

Council Administrator
Mayor Media
Councillors
Administrator

Memo

To: Mayor and Councillors File: 2870-30 Saanich Rd

From: Donna Dupas, Legislative Manager

Date: April 19, 2017

Subject: **3440 Saanich Road – Final Readings of "Zoning Bylaw, 2003, Amendment Bylaw, 2016, No. 9392", "Zoning Bylaw, 2003, Amendment Bylaw, 2016, No. 9393" and Approval of Development Permit Amendment**

At a Public Hearing held October 25, 2016, Council gave second and third reading to the above noted bylaws. Final readings of the bylaws and approval of the Development Permit Amendment were withheld pending approvals from the Ministry of Transportation.

Please note that there are no outstanding items to be addressed and Council is requested to:

a) give final reading to "Zoning Bylaw, 2003, Amendment Bylaw, 2016, No. 9392" to create new Zone C-3U (Shopping Centre/Uptown)
b) give final reading to "Zoning Bylaw, 2003, Amendment Bylaw, 2016, No. 9393" to rezone the subject property to Zone C-3U (Shopping Centre/Uptown); and
c) approve Development Permit Amendment DPA00863.

This item is scheduled for the Council Meeting on May 1, 2017. If you have any questions please contact me at extension 3500.

Donna Dupas,
Legislative Manager

dh

cc: Paul Thorkelsson, CAO
Sharon Hvozdanski. Director of Planning
Harley Machielse, Director of Engineering

CM
C.1 & 2

1410-04
Xref 2860-25

The Corporation of the District of Saanich

Mayor
Councillors
Administrator
Council Administrato
Media

Supplemental Report

To: Mayor and Council

From: Sharon Hvozdanski, Director of Planning

Date: April 27, 2017

Subject: Temporary Exemption of Environmental Development Permit Area (EDPA)
File: 2860-25

RECOMMENDATION

That Council provide direction to staff as to how it wishes to proceed.

PURPOSE

The purpose of this report is to outline the two Environmental Development Permit Area (EDPA) Temporary Exemption Bylaw options previously requested by Council.

DISCUSSION

Background

At the March 6, 2017 meeting, Council made the following motion:

> "That all single family zoned properties be temporarily exempted from the Environmental Development Permit Area (EDPA) until Council receives the report from Diamond Head Consulting and makes a decision on the future of the EDPA, and notwithstanding this exemption, if an application is received to rezone or subdivide a single family dwelling zoned property, the EDPA Guidelines would apply".

Following this motion, staff prepared a draft bylaw for Council's consideration. The draft bylaw was formulated in a manner that would temporarily exempt all RS (Single Family Dwelling) zoned properties throughout Saanich from the EDPA.

At the April 24, 2017 meeting Council postponed consideration of the above-noted bylaw, and made the following motion:

> "That Council postpone consideration of the item, and direct staff to draft a bylaw amendment option that would temporarily suspend the Environmental Development Permit Area on any property that has 'single family dwelling' as a permitted use".

During the discussion of this motion, Council requested that two bylaw options be presented for their consideration that would reflect; the March 6, 2017 Council motion, and the April 24, 2017 Council Motion. The two requested bylaws are outlined below.

CM
C.3

ALTERNATIVES

1. Proceed forward with Bylaw No. 9422 – This Bylaw would temporarily exempt all RS (Single Family Dwelling) zoned properties from the EDPA.

2. Proceed forward with Bylaw No. 9427 – This Bylaw would temporarily exempt all properties with zoning that allows "single family dwelling" as a permitted use from the EDPA.

PROCESS IMPLICATIONS

Should Council proceed with Bylaw No. 9422, RS (Single Family Dwelling) zoned properties would be temporarily exempt from the EDPA. This bylaw would essentially apply to lower density residential neighbourhoods within the Urban Containment Boundary. Attached Map 1 provides a graphic approximation of the application of this bylaw.

Should Council proceed with Bylaw No. 9427, a greater number of zones and properties would be temporarily exempt from the EDPA. Zones that allow "single family dwelling" as a permitted use are as follows: all A (Rural) Zones; all RS (Single Family Dwelling) Zones; all RD (Two Family Dwelling) Zones; RC-1 and RC-3 (Residential Comprehensive) Zones; RT-1 and RT-2 (Attached Housing) Zones; and RM-1 RM-CH1, RM-CH2, RM-CR, RM-RH, and RM-SH1 (Residential Mixed) Zones. Attached Map 2 provides a graphic approximation of the application of this bylaw.

Based on Council's direction, both Bylaw options include the following exception:

> "The exemption shall not apply to any parcel which is capable of subdivision into two or more lots under the Zoning Bylaw or shown in the Official Community Plan as having potential to be rezoned to a zone permitting subdivision to urban lots".

Prepared and Approved by

Sharon Hvezdanski
Director of Planning

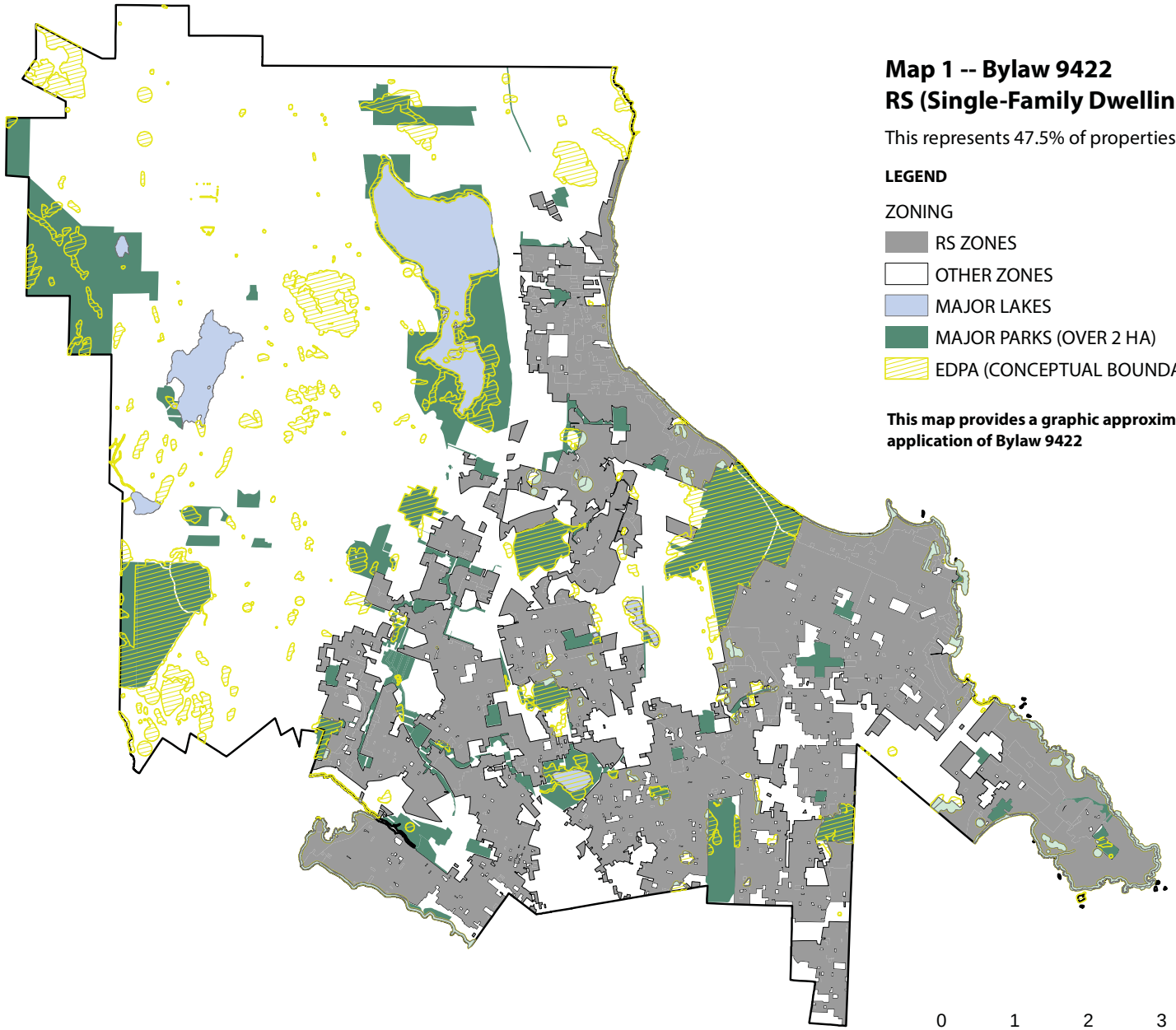
SH/sd
G:\ENV\Development Permit Areas\EDPA\AA Reports To Council\2017 Rtcs\REPORT_EDPA BYLAW_Temp Expemption Bylaw.Docx

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

ADMINISTRATOR'S COMMENTS:

I endorse the recommendation of the Director of Planning.

for Paul Thorkelsson, Administrator



Map 1 -- Bylaw 9422
RS (Single-Family Dwelling) Zoned Properties

This represents 47.5% of properties in the EDPA

LEGEND

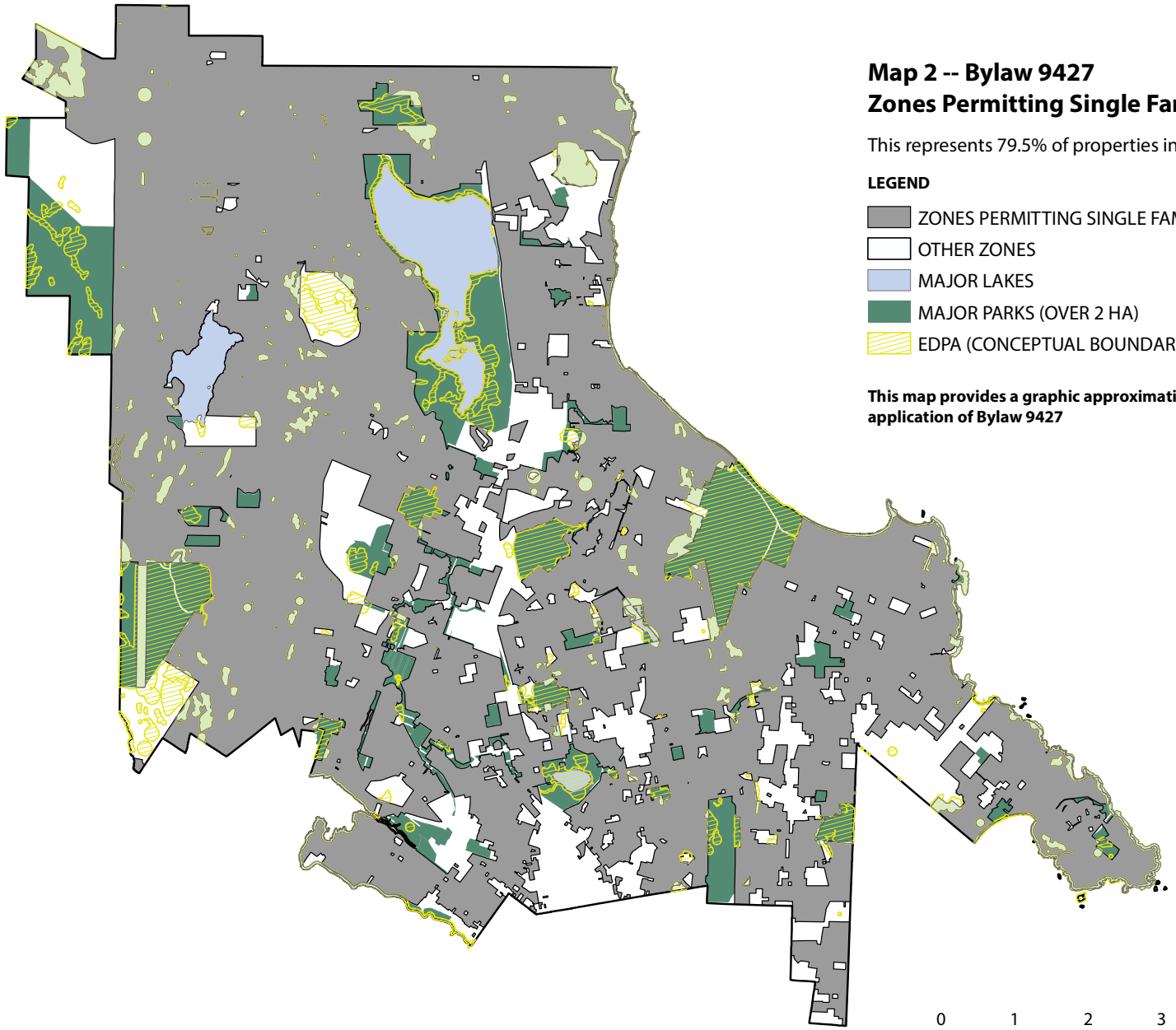
ZONING

- RS ZONES
- OTHER ZONES
- MAJOR LAKES
- MAJOR PARKS (OVER 2 HA)
- EDPA (CONCEPTUAL BOUNDARY)

This map provides a graphic approximation of the application of Bylaw 9422

0 1 2 3 4 Kilometers

April 27, 2017



Map 2 -- Bylaw 9427
Zones Permitting Single Family Dwellings

This represents 79.5% of properties in the EDPA

LEGEND

- ZONES PERMITTING SINGLE FAMILY DWELLINGS
- OTHER ZONES
- MAJOR LAKES
- MAJOR PARKS (OVER 2 HA)
- EDPA (CONCEPTUAL BOUNDARY)

This map provides a graphic approximation of the application of Bylaw 9427

0 1 2 3 4 Kilometers

April 27, 2017

THE CORPORATION OF THE DISTRICT OF SAANICH

BYLAW NO. 9422

TO AMEND BYLAW NO. 8940,
BEING THE "OFFICIAL COMMUNITY PLAN BYLAW, 2008"

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

1) Bylaw No. 8940, being the "Official Community Plan Bylaw, 2008" is hereby amended as follows:

   a) Adding an additional exemption into the Exemptions section on Page 1 of the Appendix "N" as follows:

      "i) (i) Notwithstanding the provisions of this bylaw, a development permit is not required under the Environmental Development Permit Area for development carried out on a parcel of land in a Single Family Dwelling (RS) zone in the Saanich Zoning Bylaw 8200 except a subdivision.

      (ii) This exemption shall not apply to any parcel which is capable of subdivision into two or more lots under the Zoning Bylaw or shown in the Official Community Plan as having potential to be rezoned to a zone permitting subdivision to urban lots."

   b) Adding the following guideline into Development Permit Areas 1 to 26 as follows:

      "Wherever possible, preserve areas (including buffers) that contain plants and animal habitat which are designated as red listed (endangered) or blue listed (vulnerable) by the Conservation Data Centre (Ministry of Environment)."

   c) Adding the following guideline into Development Permit Areas 1, 2, 4, 7, 8, 9, 13, 14, 18, 21, and 23 as follows:

      "Generally, the riparian zone should remain free of development and restoration of the riparian zone undertaken as part of the new development, if the vegetation is not intact and healthy (diversity of native shrubs, and trees)."

2) This Bylaw may be cited for all purposes as the "**OFFICIAL COMMUNITY PLAN BYLAW, 2008, AMENDMENT BYLAW, 2017, NO. 9422**".

Read a first time this day of , 2017.

Public Hearing held at the Municipal Hall on the day of , 2017.

Read a second time this day of , 2017.

Read a third time this day of , 2017.

Adopted by Council, signed by the Mayor and Clerk and sealed with the Seal of the Corporation on the day of , 2017.

Municipal Clerk

Mayor

THE CORPORATION OF THE DISTRICT OF SAANICH

BYLAW NO. 9427

TO AMEND BYLAW NO. 8940,
BEING THE "OFFICIAL COMMUNITY PLAN BYLAW, 2008"

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

1) Bylaw No. 8940, being the "Official Community Plan Bylaw, 2008" is hereby amended as follows:

   a) Adding an additional exemption into the Exemptions section on Page 1 of the Appendix "N" as follows:

      "i) (i) Notwithstanding the provisions of this bylaw, a development permit is not required under the Environmental Development Permit Area for development carried out on a parcel of land in a Rural (A), Single Family Dwelling (RS) or Two Family Dwelling (RD) Zone or in an RC-1, RC-3, RM-1, RT-1, RT-2, RM-CH1, RM-CH2, RM-CR, RM-RH, RM-SH1 Zone in the Saanich Zoning Bylaw 8200 except a subdivision.

      (ii) This exemption shall not apply to any parcel which is capable of subdivision into two or more lots under the Zoning Bylaw or shown in the Official Community Plan as having potential to be rezoned to a zone permitting subdivision to urban lots."

   b) Adding the following guideline into Development Permit Areas 1 to 26 as follows:

      "Wherever possible, preserve areas (including buffers) that contain plants and animal habitat which are designated as red listed (endangered) or blue listed (vulnerable) by the Conservation Data Centre (Ministry of Environment)."

   c) Adding the following guideline into Development Permit Areas 1, 2, 4, 7, 8, 9, 13, 14, 18, 21, and 23 as follows:

      "Generally, the riparian zone should remain free of development and restoration of the riparian zone undertaken as part of the new development, if the vegetation is not intact and healthy (diversity of native shrubs, and trees)."

2) This Bylaw may be cited for all purposes as the "**OFFICIAL COMMUNITY PLAN BYLAW, 2008, AMENDMENT BYLAW, 2017, NO. 9427**".

Read a first time this day of , 2017.

Public Hearing held at the Municipal Hall on the day of , 2017.

Read a second time this day of , 2017.

Read a third time this day of , 2017.

Adopted by Council, signed by the Mayor and Clerk and sealed with the Seal of the Corporation on the day of , 2017.

Municipal Clerk

Mayor

1410-04
1110-30 OCP/EDPA

FOR BACKGROUND INFORMATION

Council Apr 24/17

Saanich

The Corporation of the District of Saanich

Mayor
Councillor
Administrator
Com. Assoc
Applicant

Council
Administrator
Media

Report

To: Mayor and Council

From: Sharon Hvozdanski, Director of Planning

Date: April 18, 2017

Subject: Temporary Exemption of Single Family (RS) Zoned properties from the Environmental Development Permit Area (EDPA)
File: 2860-25

RECOMMENDATION

That Council not support Single Family (RS) zoned properties being temporarily exempted from the Environmental Development Permit Area (EDPA).

Note: If Council wishes to support that Single Family (RS) zoned properties be temporarily exempted from the Environmental Development Permit Area (EDPA), the required amendment bylaw has been prepared for Council's review, consideration, and granting of first reading at this evening's meeting.

PURPOSE

The purpose of this report is to:

1. Provide background information for Council's consideration regarding required actions to implement Council's March 6, 2017 motion to temporarily exempt all Single Family (RS) zoned properties from the EDPA, along with their potential impacts;

2. Reconfirm that Council still wishes to amend the Official Community Plan (OCP) in order to implement the temporary exemption of Single Family (RS) zoned properties from the EDPA; and

3. Seek direction from Council as to whether it wishes to amend other relevant Bylaws that make reference to the EDPA and/or could have an impact regarding the protection of the environment in Saanich.

DISCUSSION

Background

At the March 6, 2017 meeting, Council made the following motion:

> "That all single family zoned properties be temporarily exempted from the Environmental Development Permit Area (EDPA), until Council receives the

report from Diamond Head Consulting and makes a decision on the future of the EDPA, and notwithstanding this exemption, if an application is received to rezone or subdivide a single family dwelling zoned property, the EDPA Guidelines would apply".

Staff have prepared the necessary amendment bylaw to implement this motion. Council can give first reading of the amendment bylaw this evening if it so wishes.

The remainder of this report outlines for Council: the legal context for this action; the required amendment to implement the temporary exemption; other recommended bylaw amendments to ensure policy clarity and protection of the environment during the temporary exemption period; and alternatives for moving forward with the EDPA and their implications.

Legal Context
In regard to Council's March 6, 2017 motion, there are four issues from a legal perspective that staff have been advised to point out to Council for its information:

- The intention to suspend the EDPA Bylaw on Single Family (RS) zoned properties until Council receives the Diamond Head Consulting report cannot be achieved within a bylaw amendment. An initial amendment would be required to exempt Single Family (RS) zoned properties from the EDPA and a later amendment would be required to return them, following receipt of the Diamond Head Consulting report if Council decided to do so at that time;

- Rezoning is not considered "development" under either the EDPA or the "Local Government Act". However, Council may elect to not extend the exemption to properties that have subdivision potential subject to rezoning where supported in OCP documents (such as Local Area Plans);

- If all Single Family (RS) zoned properties were exempted, owners of property with development potential would be able to legally remove the environmentally significant features prior to making application for subdivision (unless protected trees were involved); and

- Temporarily suspending the Bylaw will not impact the ability of property owners to appeal to Council to have their properties removed from the EDPA.

Required Amendment
In order to take action on its motion of March 6, 2017, Council would need to make the following amendment to Appendix N of the Official Community Plan (OCP) Bylaw, 8940, under Exemptions, Page 2 of the "Development Permit Areas Justification and Guidelines", add:

I) (i) Notwithstanding the provisions of this bylaw, a development permit is not required under the EDPA for any development carried out on a parcel of land in a Single Family Dwelling Zone in the Saanich Zoning Bylaw 8200 except a subdivision.

(ii) This exemption shall not apply to any parcel which is capable of subdivision into two or more lots under the Zoning Bylaw or shown in the Official Community Plan as having potential to be rezoned to a zone permitting subdivision to urban lots.

Other Amendments
When the EDPA was originally implemented, amendments were undertaken to a number of Council bylaws. This was done in order to ensure clarity and/or remove text from bylaws that would become redundant with the implementation of the EDPA. Council direction on each of these amendments is sought to ensure a clear understanding by staff of how the temporary exemption of Single Family (RS) zones in the EDPA is to be implemented during their day-to-day work. Staff also want to outline for Council what "gaps" may exist in terms of environmental protection, if the following five amendments are not made.

Tree Bylaw
In 2014, the Tree Bylaw was amended to include trees within the EDPA into the definition of Protected Trees. Protected trees are subject to greater protection under the Tree Bylaw and the intention was to create a consistent approach for trees in the EDPA. Trees in Single Family (RS) zones would continue to be afforded this protection under the Tree Bylaw by virtue of being within the EDPA. This could be considered inconsistent with the motion of Council. As such, the following bylaw amendments would need to be made to address this issue.

Amend the following section/clause of the Tree Bylaw (Bylaw No. 9272) to read as follows (**bolded text is new**):

- Under the definition of "protected tree", "e) any tree located within a Streamside Development Permit Area or Environmental Development Permit Area **except areas subject to Exemption i) of the 'Development Permit Areas Justification and Guidelines'** designated in the Saanich Official Community Plan.

- Under Part 3. Prohibitions, 8) "Nothing contained in this section shall be construed to authorize the removal of vegetation which is otherwise prohibited under the Environmental Development Permit Areas Regulations **except areas subject to Exemption i) of the 'Development Permit Areas Justification and Guidelines'** or the Streamside Development Permit Areas Regulations contained in Saanich Official Community Plan Bylaw."

Deposit of Fill Bylaw
In 2012, the Deposit of Fill Bylaw was amended to include a requirement for an Environmental Development Permit to allow fill in the EDPA. The intention was to ensure a Fill Permit would not conflict with the EDPA guidelines. As Environmental Development Permits would no longer be issued in Single Family (RS) zones if exemption i) is adopted by Council, Deposit of Fill permits could not be issued for these properties by virtue of being within the EDPA. This could be considered inconsistent with the motion of Council and also cause hardship for property owners. As such, the following bylaw amendments would need to be made to address these issues.

Amend the following clause of the Deposit of Fill Bylaw (Bylaw No. 9204) to read as follows (**bolded text is new**):

- 3.1 – "Nothing in this bylaw authorizes issuance of a Permit to deposit fill on lands in a floodway within:

  b) an Environmental Development Permit Area, unless an Environmental Development Permit has been issued which includes the proposed fill (add) **or the requirement for an**

Environmental Development Permit is subject to Exemption i) of the "Development Permit Areas Justification and Guidelines".

Development Permit Area Guidelines
In 2012, when the EDPA was adopted, Council deleted guidelines from other Development Permit Areas because the EDPA guidelines made them redundant. These guidelines had been in place since 1999 to protect rare species and riparian areas (regardless of the presence of fish, such as isolated wetlands). Should Council adopt exemption i), consideration should be given to returning the deleted guidelines to recreate a baseline of environmental protection. As such, the following bylaw amendments would need to be made to address these issues.
Add the following clause to Appendix N of the Official Community Plan (OCP) Bylaw, 8940, "Development Permit Areas Justification and Guidelines" to Development Permit Areas 1 to 26 to read as follows (**bolded text is new**):

- **"Wherever possible, preserve areas (including buffers) that contain plants and animal habitat which are designated as red listed (endangered) or blue listed (vulnerable) by the Conservation Data Centre (Ministry of Environment)."**

Add the following clause to Appendix N of the Official Community Plan (OCP) Bylaw, 8940, "Development Permit Areas Justification and Guidelines" to Development Permit Areas 1, 2, 4, 7, 8, 9, 13, 14, 18, 21, and 23 to read as follows (**bolded text is new**):

- **"Generally, the riparian zone should remain free of development and restoration of the riparian zone undertaken as part of the new development, if the vegetation is not intact and healthy (diversity of native shrubs, and trees)".**

ALTERNATIVES

1. That Council support Single Family (RS) zoned properties being temporarily exempted from the Environmental Development Permit Area (EDPA), by amending only the OCP as attached.

2. That Council support Single Family (RS) zoned properties being temporarily exempted from the Environmental Development Permit Area (EDPA) by amending both the OCP and other relevant Bylaws.

3. That Council not support any changes to the Environmental Development Permit Area (EDPA) until such time as Council receives the report from Diamond Head Consulting and makes a decision on how it intends to move forward with the EDPA.

PROCESS IMPLICATIONS

Amending only the Official Community Plan

- The EDPA would continue to apply to applications for subdivision in any zone;
- The EDPA would continue to apply to properties zoned other than Single Family (RS) such as Multi-family, Rural, Commercial, Industrial, and Assembly (Institutional, Parks, Recreation, etc.);
- The EDPA would no longer apply to Building Permits, Blasting Permits, structures, patios, or the alteration of land (vegetation removal, soil disturbance, or vegetation clearing) in Single Family (RS) zones;

- The companion EDPA policies in Council's Tree and Fill Bylaws would still apply to all properties including Single Family (RS) zoned lots;
- Red and blue listed species and riparian zones would be addressed by guidelines when Development Permits are required;
- EDPA permit applications in progress would be cancelled and application fees would be refunded. Protection of rare plants and eco-systems could not be guaranteed on these properties. For example, there would be no requirement to protect a Federally and Provincially listed rare plant at a current proposed development site unless the Federal government became involved. If the applicant requested, the application could be put on hold until such time that Council decided how it wished to proceed with the EDPA;
- EDPA permits that have been previously issued would not be cancelled;
- Applications to be removed from the EDPA would continue to be processed and brought to Council for consideration; and
- The EDPA Atlas would not change as a result of the temporary exemption.

Amending the OCP and Other Relevant Bylaws
The process implications would be the same as outlined above, except for:

- The companion EDPA policies in Council's Tree and Fill Bylaws would not apply to Single Family (RS) zoned lots.

Undertake No Amendments to the EDPA Pending Outcome of the Diamond Head Consulting Report
The next step in Diamond Head Consulting's review process is to meet with members of Council in early/mid May, and hold an Open House to receive public input in late May/early June. Diamond Head Consulting will complete their report in late June 2017.

While acknowledging Council's March 6, 2017 motion, staff would be remiss in not noting that the legally required bylaw amendment process to implement Council's motion will likely not be complete until mid/late May, with the Diamond Head Consulting report following three to four weeks afterwards. This begs the question of the value of undertaking the bylaw changes, as opposed to waiting for the outcome of the Consulting report.

Unintended Impacts
Some of the potential unintended impacts of temporarily suspending the application of the EDPA bylaw from Single Family (RS) zoned properties are:

- A potential increase in uncertainty and confusion amongst property owners, neighbours, realtors, and developers as to the status of the EDPA on individual properties, proposals, existing permit conditions, and current applications;
- Equity issues if residents take advantage of the lull to build houses closer to the marine shoreline than their neighbours were permitted, build within Environmentally Significant Areas that others have protected, leave invasive species to take over where others have been required to control, and other inconsistencies;
- Potential damage to the environment, including rare species and ecosystems, due to gaps in environmental protection and loss of redundancy with environmental guidelines in place prior to the EDPA; and
- Significant staff time spent implementing the changes, that could be reinstated a couple of months later.

FINANCIAL IMPLICATIONS

There are no immediate implications related to the District of Saanich Financial Plan.

STRATEGIC PLAN IMPLICATIONS

Implementing a change to the EDPA, particularly temporarily, will require staff to devote more time to the EDPA and less to other initiatives.

Work plan items that continue to be delayed by the uncertainty surrounding the EDPA include: reporting to Council on proposed amendments to the EDPA Atlas and EDPA guidelines (to reduce hardship); amending the Pesticide Bylaw in light of Provincial legislative updates; amending the Streamside Development Permit Area Guidelines in light of Provincial updates; production of educational materials, and processing of EDPA property removal requests.

CONCLUSION

While Staff acknowledges the intent of Council's March 6, 2017 motion, we would be remiss in not noting that the legally required bylaw amendment process to implement Council's motion will likely not be complete until mid/late May, with the Diamond Head Consulting report following three to four weeks afterwards. This raises the obvious question of the value of undertaking the bylaw changes and spending significant time implementing these changes, as opposed to waiting for the outcome of the Diamond Head Consulting report.

As such, staff recommend that Council not support Single Family (RS) zoned properties being temporarily exempted from the Environmental Development Permit Area (EDPA).

Note: If Council wishes to support that Single Family (RS) zoned properties be temporarily exempted from the Environmental Development Permit Area (EDPA) and return previously deleted guidelines that would no longer be redundant, the required amendment bylaw has been prepared for Council's review, consideration and granting of first reading at this evening's meeting.

If Council wishes to support the amendment of the Tree and Deposit of Fill Bylaws, direction to staff is needed to bring forward amending bylaws.

Prepared and Reviewed by

for:

Sharon Hvozdanski

Director of Planning

Approved by

for:

Sharon Hvozdanski

Director of Planning

SH/sd/ads
G:\ENV\Development Permit Areas\EDPA\AA Reports To Council\2017 Rtcs\REPORT_EDPA BYLAW_Temp Susp.Docx

Attachment

cc: Paul Thorkelsson, Administrator

ADMINISTRATOR'S COMMENTS:

I endorse the recommendation from the Director of Planning.

Paul Thorkelsson, Administrator

1110-03

Council May 1/17

Making a difference...together

Capital Regional District
625 Fisgard Street, PO Box 1000
Victoria, BC, Canada V8W 2S6

T: 250.360.3000
F: 250.360.3234
www.crd.bc.ca

Mayor
Councillors
Administrator

Cour
Administrator
Media

April 18, 2017

File 3900-03

Ms. Donna Dupas
Municipal Clerk
District of Saanich
770 Vernon Avenue
Victoria, BC V8X 2W7

Dear Ms. Dupas:

RE: Bylaw No. 4166, *Traffic Safety Commission Establishment Bylaw No. 1, 1990, Amendment Bylaw No. 4, 2017*

Attached is a copy of CRD Bylaw No. 4166 at third reading. Please place this Bylaw on your next Council agenda with a request to give consent to the adoption of the Bylaw in accordance with Section 346 of the *Local Government Act*.

The purpose of the Bylaw is to provide for an annual memorial scholarship for youth entering a career in law enforcement, and to amend the Traffic Safety Commission Establishment Bylaw. The scholarship, to be named the Constable Sarah Beckett Memorial Scholarship, would raise awareness of traffic safety issues and the community service provided by our police.

In order to amend the establishing bylaw of this service, consent is required from 2/3rds of participants.

As background, please find attached staff reports to the CRD Board March 8, 2017 as well as the criteria for the scholarship.

If you require additional information prior to forwarding this request to Council, or if you wish to have CRD staff present when Bylaw No. 4166 is presented to Council, please let me know.

Yours sincerely,

Brent Reems
Senior Manager
Legislative and Information Services
T 250.360.3128
F 250.360.3130
E breems@crd.bc.ca

Encl. (2)
CRD Bylaw No. 4166
Scholarship Criteria

CM
E.1

Criteria for The Constable Sarah Beckett Memorial Scholarship

Purpose:
The Capital Regional District (CRD) Traffic Safety Commission awards a Scholarship to a post-secondary student based on demonstrated academic achievement, financial need, and an express interest in pursuing a career in law enforcement.

Eligibility:
The students eligible for assistance must reside in the Capital Regional District, be a Canadian citizen, permanent resident, conventional refugee or refugee claimant. You must be enrolled and about to begin studies, or currently studying a program leading to a law enforcement career in a recognized Canadian post-secondary education institution.

Criteria:
You must write a letter detailing why you should be the recipient of this award including your financial need and how this scholarship would address that need. Consideration will be given to academic achievement, financial need and the student's community service record. Students should submit a scholarship application on the form provided by the CRD.

Guidelines:
Scholarships will be awarded on an annual basis and disbursed in August.

Amount:
Each scholarship awarded will be a maximum of $2,000 annually.

Deadline:
The application deadline is **July 1st**. The deadline is the date after which applications will no longer be accepted. The CRD uses the postmarked date to determine mailed entries.

Renewal process:
This scholarship is not renewable.
Please submit applications by July 1st to:

Capital Regional District
625 Fisgard St, PO Box 1000
ATTN: Traffic Safety Commission

CAPITAL REGIONAL DISTRICT

BYLAW NO. 4166

****

A BYLAW TO AMEND BYLAW NO. 1828 "TRAFFIC SAFETY COMMISSION ESTABLISHMENT BYLAW NO. 1, 1990" TO ADD THE GIVING OF A SCHOLARSHIP

****

NOW THEREFORE, the Board of the Capital Regional District in open meeting assembled, enacts as follows:

1. Bylaw No. 1828, the "Traffic Safety Commission Establishment Bylaw No. 1, 1990" is amended as follows:

   By deleting section 2 (c) in its entirety and inserting a new section 2 (c) and section 2(d) as follows:

   "2. (c) administer an annual Scholarship program to be called the Constable Sarah Beckett Memorial Scholarship with a maximum $2,000 value, to be awarded to a youth entering a career in law enforcement, applying criteria approved by the Capital Regional District Board;

   (d) to be comprised of at least one Director of the Regional Board, and representatives from various sectors of the community as defined from time to time in the Traffic Safety Commission Bylaw of the Capital Regional District Board."

2, This bylaw may be cited as "Traffic Safety Commission Establishment Bylaw No. 1, 1990, Amendment Bylaw No. 4, 2017".

CONSENTED TO BY AT LEAST TWO THIRDS of the Electoral Areas of Juan de Fuca, Salt Spring Island and Southern Gulf Islands and the District of Central Saanich, Township of Esquimalt, District of Highlands, City of Langford, District of North Saanich, District of Oak Bay, District of Saanich, Town of Sidney, District of Sooke, City of Victoria, and Town of View Royal.

READ A FIRST TIME THIS	8th	day of	March	2017
READ A SECOND TIME THIS	8th	day of	March	2017
READ A THIRD TIME THIS	8th	day of	March	2017

APPROVED BY THE
INSPECTOR OF MUNICIPALITIES THIS day of 2017

ADOPTED THIS day of 2017

_____ _____

CHAIR CORPORATE OFFICER

FILED WITH THE
INSPECTOR OF MUNICIPALITIES THIS day of 2017

LEGISLATIVE SERVICES

Mayor
Councillors
Administrator
Council Administrator
Media

Memo

To: Mayor and Councillors File: 1410-01

From: Donna Dupas, Legislative Manager

Date: April 26, 2017

Subject: **Council Meeting Outside the Municipal Hall**

As per Section 11(a) of the Council Procedure Bylaw, a resolution of Council is required to hold a Public Hearing outside of the Municipal Hall. A Public Hearing is proposed to be held on Saturday, May 13, 2017. It is anticipated that the number of attendees will exceed the capacity of the Municipal Hall Council Chambers so an alternate location is necessary.

A resolution of Council is required that authorizes a Public Hearing on May 13, 2017 to be held at the Garth Homer Society, or elsewhere in the municipality as required.

Donna Dupas,
Legislative Manager

dh

cc: Paul Thorkelsson, CAO
Ken Watson, Director of Legislative Services

CM
E.2

THE CITY OF VICTORIA

OFFICE OF THE MAYOR

Mayor
Councillors
Administrator
Council
Administrator
Media

Mayor Richard Atwell
770 Vernon Ave.
Victoria, BC V8X 2W7

March 8, 2017

Dear Mayor Atwell,

The City of Victoria is reaching out to you for advice in considering the future of the McPherson Playhouse.

We've put together a working group comprised of Royal and McPherson Theatre Society (RMTS) Board Directors and staff, my Deputy City manager and staff, and Councillors Pam Madoff and Marianne Alto, to contemplate opportunities for municipal support for the McPherson Theatre, beyond the status quo.

We've given this team a few months to speak with you, seek your counsel, and return with a plan for the McPherson's future operation. We've asked that this work be completed by mid-June 2017.

At that time, the City of Victoria will propose options to the CRD for 2018 and beyond, reliant on the outcomes of our conversations with you, and the further direction of Victoria City Council. That timing will enable timely CRD and/or municipal budget considerations for 2018 and future years.

Here's how you can help.

I'm asking you to allow a few members of this team to attend one of your upcoming Council meetings, make a short presentation, and hear your questions and feedback.

One of my colleagues will follow up with you by phone to find a convenient date.

Thank you, in advance, for your consideration and guidance.

Yours truly,

Lisa Helps
Victoria Mayor

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DISTRICT OF SAANICH

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1 Centennial Square Victoria British Columbia Canada V8W 1P6
Telephone (250) 361-0200 Fax (250) 361-0348 Email mayor@victoria.ca
www.victoria.ca

1410-04
xref: 3860-40
Mt Doug Cross

The Corporation of the District of Saanich

Mayor
Councillors
Administrator
Com. Assoc.
Applicant
Council
Administrator
Media

Report

To: Mayor and Council

From: Sharon Hvozdanski, Director of Planning

Date: March 6, 2017

Subject: Development Variance Permit and Request to Remove the Subject Dwelling From the Saanich Heritage Register
File: DVP00373; HER00039 • 1542 Mount Douglas Cross Road

PROJECT DETAILS

Project Proposal:	The applicant is seeking to remove the existing single family dwelling from the Saanich Heritage Registry, deconstruct it, and construct a new single family dwelling on the lot. Variances are requested for the new single family dwelling for the front and rear yard setbacks, and building height.
Address:	1542 Mount Douglas Cross Road
Legal Description:	Lot A, Section 55, Victoria District, Plan 48141
Owner:	Gurdip Singh Binning and Surinder Kaur Binning
Applicant:	G.S.B. Developments Limited, Gurdip S. Binning
Parcel Size:	2165 m^2
Existing Use of Parcel:	Single Family Dwelling
Existing Use of Adjacent Parcels:	North: RS-10 and RS-18 (Single Family Dwelling) Zone South: RS-8 (Single Family Dwelling) Zone East: RS-10 (Single Family Dwelling) Zone West: RS-8 and RS-18 (Single Family Dwelling) Zone
Current Zoning:	RS-18 (Single Family Dwelling) Zone
Minimum Lot Size:	20,000 m^2
Proposed Zoning:	RS-18 (Single Family Dwelling) Zone
Local Area Plan:	Gordon Head
LAP Designation:	General Residential

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LEGISLATIVE DIVISION

CW 2

Community Assn Referral:	Gordon Head Resident's Association referral sent June 27, 2016 • Response received July 15, 2016 indicating no support for either the removal of the house from the Heritage Register, or the Development Variance Permit.

PROPOSAL

The proposal consists of two discrete aspects - the first is the removal of an existing house from the Saanich Heritage Registry, which would facilitate its deconstruction, and the second is the consideration of a number of variances requested for the construction of a new dwelling. This report will discuss each of these in turn.

The applicant is seeking to remove the existing single family dwelling from the Saanich Heritage Registry, deconstruct it, and construct a new single family dwelling on the lot. Variances are requested for the new single family dwelling for the front and rear yard setbacks, and building height.

The existing dwelling (see Figure 1) is on the Saanich Heritage Register. Inclusion of a building on the Saanich Heritage Register indicates that the building is considered to have heritage significance to the community. Heritage registered properties are flagged on Municipal records in order to provide Planning staff and Council the opportunity to consider the heritage importance of a property during initial stages of planning for future development.

There are approximately 300 buildings on the Saanich Heritage Register of which 84 are protected by a Heritage Designation Bylaw. The dwelling at 1542 Mount Douglas Cross Road is not protected by a Heritage Designation Bylaw, however, removal of a building from the Saanich Heritage Register requires a Council resolution.

Figure 1: 1542 Mount Douglas Cross Road

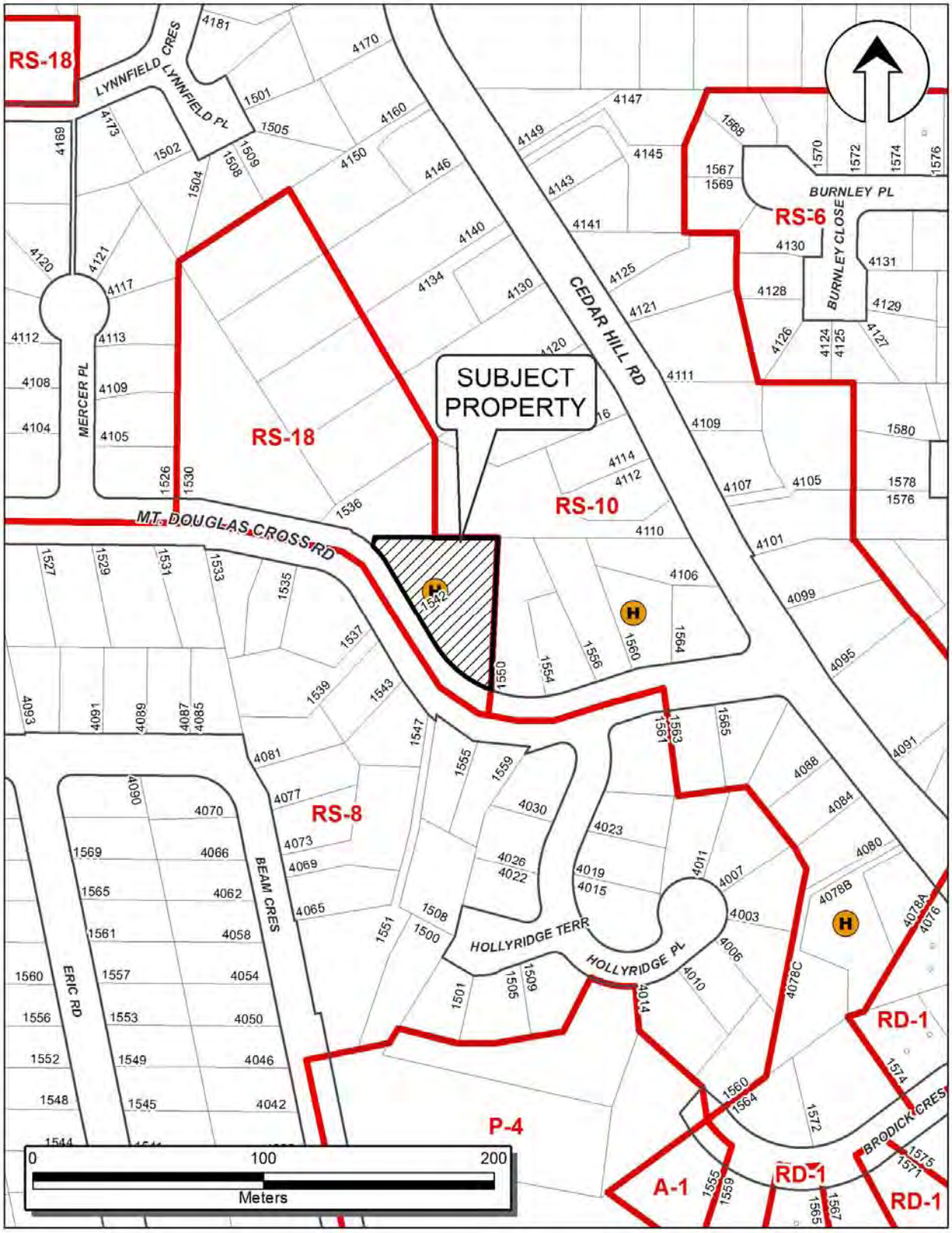


Figure 2: Context Map

LEGISLATION & POLICY

Provincial Local Government Act (Part 27: Saanich Heritage Conservation)

Community Heritage Register

954 (1) "A local government may, by resolution, establish a community heritage register that identifies real property that is considered by the local government to be heritage property."

Orders for temporary protection

962 (1)" A local government may order that real property is subject to temporary protection in accordance with section 965 if the local government considers that

(a) the property is or may be heritage property, or

(b) protection of the property may be necessary or desirable for the conservation of other property that is heritage property."

(2) "An order under subsection (1)

(a) must specify the time period during which the temporary protection applies, which time period may not be longer than 60 days unless the owner of the property agrees to a longer time period, and

(b) must not be made more than one in a 2 year period without the agreement of the owner of the property."

Heritage inspection may be ordered

956 (1) "For the purposes of assessing the heritage value, heritage character or the need for conservation of real property, a local government or its delegate may order a heritage inspection of the property in any of the following circumstances:

(a) the property is or may be protected heritage property;

(b) the property is identified as heritage property in a community heritage register;

(c) the property is or may be heritage property according to criteria that the local government may, by bylaw, establish for the purposes of this part."

Heritage Designation Protection

967 (1) "A local government may, by bylaw, on terms and conditions it considers appropriate, designate real property in whole or in part as protected under this section if the local government considers that

(a) the property has heritage value or heritage character, or

(b) designation of the property is necessary or desirable for the conservation of a protected heritage property."

Compensation for heritage designation

969 (1) "If a designation by a heritage designation bylaw causes, or will cause at the time of designation, a reduction in the market value of the designated property, the local government must compensate an owner of the designated property who makes an application under subsection (2), in an amount or in a form the local government and the owner agree on or, failing an agreement, in an amount or in a form determined by binding arbitration under subsection (4)."

(2) "The owner of a designated property may "apply to the local government for compensation for the reduction in the market value of the designated property."

(3) "An application under subsection (2)

(a) must be made, in order for the owner to be entitled to compensation under this section, no later than one year after the heritage designation bylaw is adopted, and

(b) may be made before the heritage designation bylaw is adopted."

(4) "If the local government and an owner are unable to agree
(a) that the owner is entitled to compensation, or
(b) on the amount or form of compensation, then either the local government or the owner may require the matter to be determined by binding arbitration under the Arbitration Act."

Official Community Plan (2008)

4.2.2.3. "Consider the use of variances to development control bylaws where they would achieve a more appropriate development in terms of streetscape, pedestrian environment, view protection, overall site design, and compatibility with neighbourhood character and adjoining properties."

5.2.4.4 "Consider incentives to encourage preservation and designation of privately owned heritage buildings."

7.1.6.1. "Consider varying development control bylaws where the variance would contribute to a more appropriate site development having regard for the impact on adjoining lands."

Gordon Head Local Area Plan (1997)

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

Heritage Management Plan (1999)

4.1.3 Building Permits

- "Where changes to non-protected heritage buildings, structures, or sites have the potential to impact on heritage character or significance, require the Planning Department to refer the building permit application to the Municipal Clerk for consideration by Council of a resolution under Sections 960-964 to withhold the building permit before forwarding the application to SHAAC for review."

- "Where a building permit is issued to demolish a heritage building or structure, the owner should be encouraged to:

a) Provide the Municipal Archives with a photographic record of the building or structure, including interior details, prior to demolition;
b) Salvage materials, windows, and features of architectural or historical significance."

DISCUSSION

Neighbourhood Context

The 2,165 m^2 property is zoned RS-18 (Single Family Dwelling). Neighbouring properties are zoned for single family as well, with various lot sizes. Two other heritage dwellings exist in the immediate area, namely 1560 Mt Douglas Cross Road and 4078 Cedar Hill Road (see Figure 2). The housing stock in the neighbourhood is varied and includes single and two storey more modest size houses, and new larger multi storey modern houses built in the last one to five years.

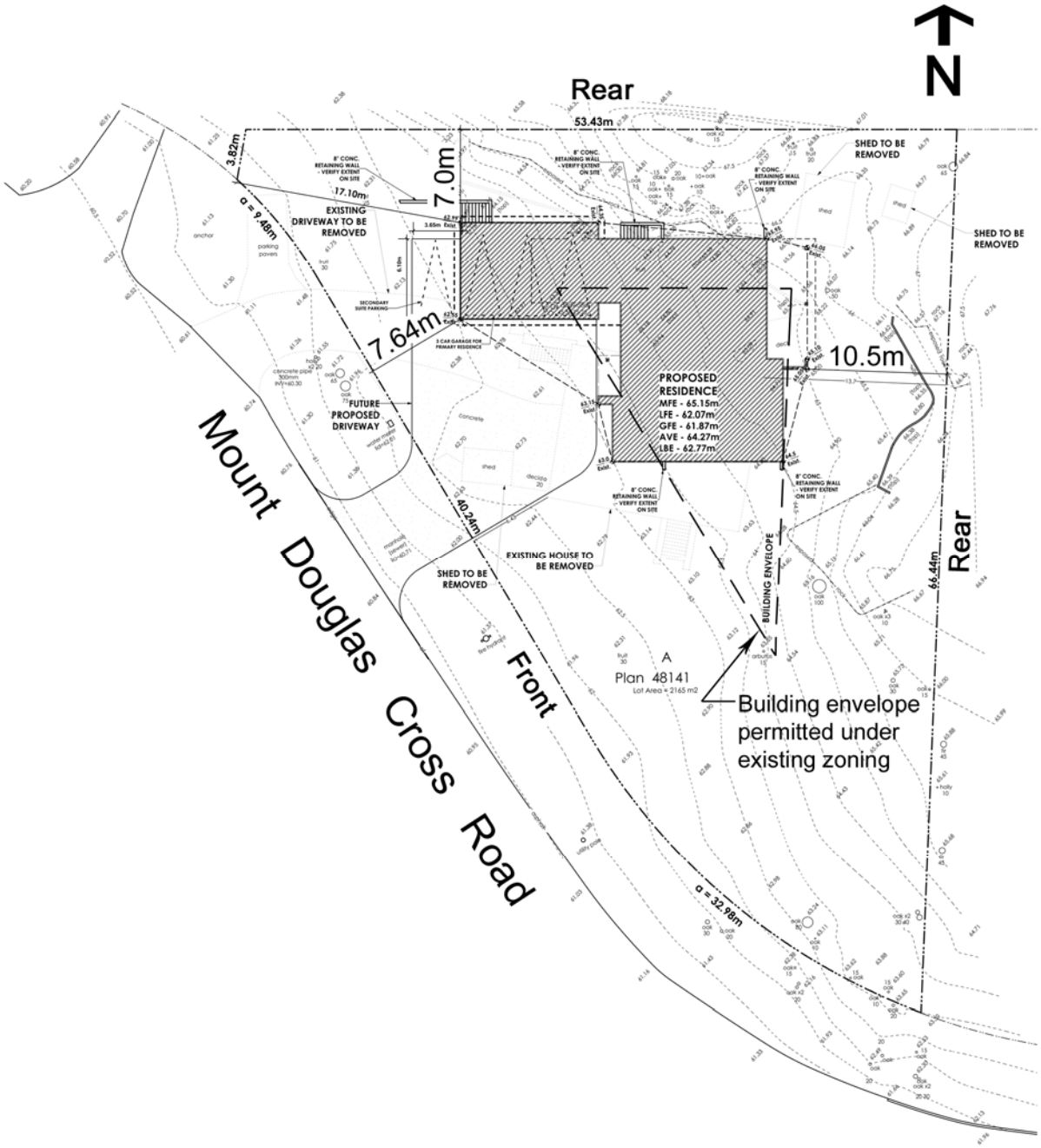


Figure 3: Site Plan

Value and Protection of Existing Heritage Single Family Dwelling
The heritage value of the dwelling is associated with the exterior appearance and architectural character as described in the Saanich Heritage Register; the dwelling's setting within the neighbourhood; the history of people who lived there; and the use of the property as a pheasant farm. People who owned or lived at this residence in the past include Arthur and Kate Meacock, fruit growers and later Percy and Blythe Plimley, owners of the first automobile sales business in western Canada (see Saanich Heritage Register entry attached as Appendix C).

Character defining elements
The important elements of the subject dwelling connected with the architectural style and massing including:

- Bell cast hipped roof structure;
- Exposed rafters;
- Foursquare design;
- Wrap around porch;
- Stone pillars; and
- Double hung wood windows.

Condition Assessment
Stephen Malkow, (P. Eng) of Mann Engineering and Planning Corporation, attended the site on June 5, 2015, to conduct a structural evaluation of the dwelling (see Structural Evaluation attached as Appendix A). His evaluation concluded that "significant new construction materials would be required to replace the deficient area of the existing structure". The report states that:

- The roof structure constructed over 100 years ago would not meet the current building code;
- The structural support for the second floor may be inadequate or missing entirely as indicated by a significant drop in floor level; and
- The structure is not supported in a structurally competent manner at the basement level:
  - No connections between the framing and the original rubble foundation walls,
  - Basement beams are under sized; and
  - Teleposts installed to add support lack footings and minimal post top support.

Overall, the evaluation notes that the dwelling's structural condition does not meet the current BC Building Code, however, it should be noted that many older homes do not meet the building code as the code changes over time. The BC Building Code regulates new construction. The original construction of this dwelling has lasted for over 100 years. Concerns identified by Mann Engineering and Planning Corporation's structural evaluation also relate to the fact that the basement appears to have been altered after the original construction and changes to the structural support at this level are deficient. The Professional Engineer concluded that the dwelling is "not structurally competent".

The Saanich Heritage Foundation visited the site on June 22, 2015 to do a visual inspection of the dwelling and members concluded that the exterior of the dwelling is in good shape. The Saanich Heritage Foundation agrees with Mann Engineering and Planning Corporation's evaluation of the foundation and basement structure, however, the Saanich Heritage Foundation members suggest that in many cases it is feasible to repair foundations and improve structural support (see Appendix B for comments arising from the Saanich Heritage Foundation site visit and photos).

Protection
Part 27 of the "Local Government Act" provides Council authority to protect heritage property in a variety of ways. Heritage protection procedures that may apply at the time of a request for the demolition of a heritage dwelling include:

- Section 962, Order of Temporary Protection: gives Council the authority to order temporary protection for 60 days; and
- Section 967, Heritage Designation Protection: Council may protect a heritage building by adopting a heritage designation bylaw, after which any proposal for alteration to the heritage building requires a heritage alteration permit. Council may designate a property as a Municipal heritage property without the owner's consent, but this has not been the normal practice for Saanich Council.

Conversely, Council may remove the property from the Saanich Heritage Register through a Council resolution.

Requested Variances for the New Single Family Dwelling
The three requested Zoning Bylaw variances are outlined below. The applicant previously made application to the Board of Variance for the same variances. The Board denied their request. Details of the Board's decision is outlined in the Consultation section of this report.

Proposed House
The proposed new house is three storeys in height and has an area of 633.15 m^2 (6815.17 ft^2). Houses in the immediate vicinity appear to have an average floor area of about 400 m^2. The proposed house includes a three car garage and additional parking would be provided adjacent to the house and on the driveway (see Figures 3 and 4).

Front Yard Setback
The Zoning Bylaw requires that buildings and structures for single family dwelling use in an RS-18 zone having a lot area exceeding 2000 m^2 may not be sited less than 15.0 m from a front lot line. The subject property has a lot area of 2165 m^2. The applicant is proposing a front yard setback of 7.64 m. This translates to a variance of 7.36 m.

For properties zoned RS-18 (Single Family Dwelling), when the lot area is less than 2000 m^2 the front yard setback required under the Zoning Bylaw is reduced from 15 m to 7.5 m. If the subject lot were 166 m^2 smaller in area, this variance for front yard setback would not be required. In addition, the existing dwelling is itself located 6.43 m from the front property line.

Adjacent properties all have a front yard setback requirement of 7.5 m, either due to lot size as described above, or due to their being zoned either RS-10 (for properties to the east) or RS-8 (for properties across the street). Both of these zones have a 7.5 m front yard setback requirement.

However, an analysis of properties in the vicinity shows that most dwellings are located much further from the front property line than 7.5 m, such that the prevailing streetscape is one where most dwellings are sited well back on their lots.

As it would result in the siting of a dwelling which would not be in keeping with other dwellings in the vicinity, the requested front yard setback cannot be supported.

Rear Yard Setback

The Zoning Bylaw requires that buildings and structures for single family dwelling in an RS-18 zone be sited not less than 12.0 m from a rear lot line. Due to the triangular shape of the lot, there are two rear lot lines, one to the north and one to the east. The applicant is proposing a rear yard setback of 7.0 m on the north property line, and a rear yard setback of 10.5 m on the east property line. This translates to a variance of 5.0 m and 1.5 m, respectively.

The portion of the building protruding into the eastern rear yard is a segment of wall and two posts that hold up a roof and skylights over a covered patio, apart from this all the rest of the building is outside of the eastern rear yard and would meet the required setback.

The requested rear yard setback to the north is much more extensive, however. Even with the increased front yard setback of 15 m due to lot size, as described above, the building envelope of this lot has an area of 242.57 m^2. While this envelope is triangular in shape, it would still be possible to construct a rectilinear building within the envelope with a total area on one floor of around 173 m^2, or 346 m^2 for a two storey building, or 519 m^2 for a three storey building. A detached three car garage could also be accommodated elsewhere on the lot without the need of variances. For this reason, the requested variance for rear yard setbacks cannot be supported.

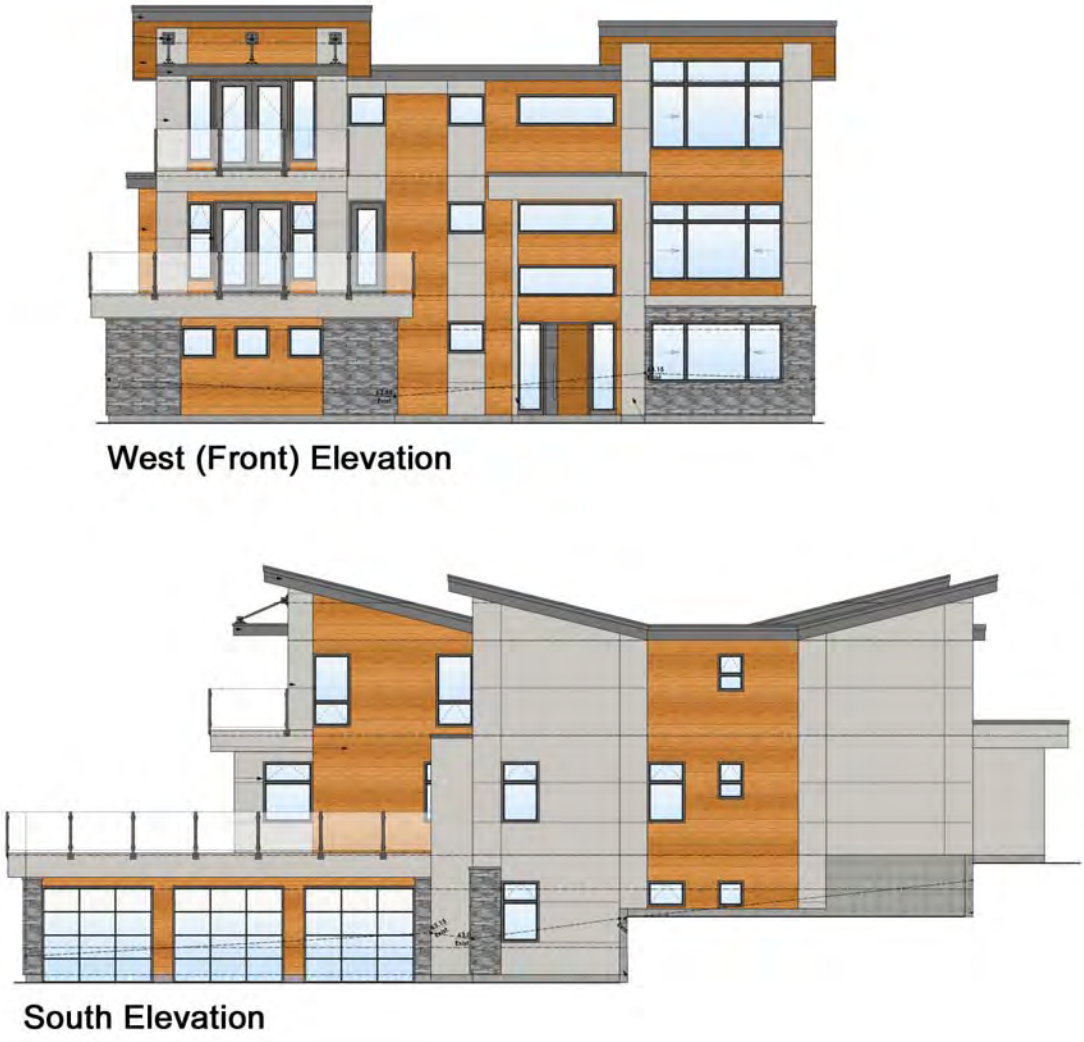


Figure 4: Elevations of proposed new single family dwelling (from plans provided by Victoria Design Group)

Building Height
Buildings and structures for single family dwelling in an RS-18 zone are limited to a maximum height of 7.5 m as measured from Grade, or 6.5 m for flat roofs or roofs with a pitch less than 3:12. It should be noted that, due to the sloping topography of the site, the location of the average natural grade makes it possible to construct what would appear to be a three storey building.

The applicant is proposing a regular (pitched) roof height of 7.36 m, which meets the requirements of the Zoning Bylaw. However, there is also a portion of the proposed building which has a flat roof, the height of which is 6.8 m, or 0.3 m over the maximum allowable height of 6.5 m.

It should be possible to design a sizable house on the property without the need for a height variance, therefore, the requested height variance is not supported.

CONSULTATION

The Applicant/Owner
Staff met with the applicant/owner on October 6, 2015 to discuss the significance of the heritage home and to outline possible options for consideration to retain the heritage registered building. Discussion included the possibility of designating the home as a Municipal heritage property providing eligibility for the owner to apply for the "Saanich House Restoration Grant" in the future; and/or the potential for development, including the potential to subdivide to create one additional lot, if the home was retained and rehabilitated on the property.

The applicant/owner understood the opportunities, but advised that he would like to continue with his proposal to demolish the heritage building and replace it with a new single family home. The applicant has submitted a Building Permit application for a new single family dwelling proposed to be constructed on the lot.

As the proposed new dwelling would require variances, the applicant indicated that he would be applying to the Board of Variance. The Board of Variance rejected the owner's variance request as outlined below. As such, the subject Development Variance Permit application is now before Council for review and consideration.

Board of Variance
The proposed dwelling and the same requested variances for front and rear yard setbacks and building height were considered by the Board of Variance (BOV File 00535) on Feb 10, 2016. The Board rejected the request, and provided the following comments as part of their decision:

- A hardship existed prior to the purchase of the lot; the applicant is an experienced developer and should have known this.
- The purpose of the Bylaw is to keep space between the houses, this application encroaches on setbacks.
- This should go to Council for a Development Variance Permit.
- The building area is very small for the lot. Would like to see this go to Council first for the demolition permit, and then to this Board for consideration.
- Due diligence was not done. The existing house meets the rear lot lines but the proposed house does not; this is making an existing non-conformity larger.

Saanich Heritage Foundation
Several members of the Saanich Heritage Foundation visited the property on June 22, 2015 for a visual condition inspection and concluded that the exterior of the dwelling at 1542 Mount Douglas Cross Road has heritage value and is worthy of protection.

At the regular Saanich Heritage Foundation meeting on October 13, 2015 the Foundation discussed the proposal and the request to remove the home from the Saanich Heritage Register. It was agreed that the deficiencies noted in the Engineering Report can be fixed and the house retained; and they do not support demolition of the home. The Saanich Heritage Foundation made the following motion:

> "That based on the information presented on the structural condition of the heritage registered dwelling at 1542 Mount Douglas Road and its heritage significance within the neighborhood itself, the Saanich Heritage Foundation does not support demolition of the existing dwelling and recommends to Council that the following development options be considered:
>
> - That a sixty (60) day Order of Temporary Protection be placed on the subject property to allow for further consultation between the property owner and the Planning Department; and
> - That the subject dwelling be protected and redeveloped to create a secondary residence (duplex); or
> - That the subject property be rezoned and subdivided to create one additional lot and single family dwelling, and the existing dwelling be protected and retained; or
> - The heritage residence be retained and the applicant consider adding a secondary residence (i.e. carriage house) that is sympathetic to the heritage character of the original home. This approach may require a site specific rezoning or heritage revitalization agreement."

Community Association
A referral was sent to the Gordon Head Resident's Association (GHRA) on June 27, 2016. A response was received on July 15, 2016 stating that the Association, "Does not support the development variance application. Despite the very large size of the proposed new house, it should be able to be sited on the existing large lot without the need for the significant reductions in setbacks being sought."

The Association also wished to advise Council that, "It does not support the demolition permit application for the existing house. It is a registered heritage house, identified in the Gordon Head Local Area Plan as one of only 32 'Structures of Heritage Significance' in Gordon Head. Over 100 years old, this heritage house fits in well with the form and character of the neighbourhood and should be able to be restored."

OPTIONS

Removal from the Heritage Registry
Options for addressing the request for removal of the heritage dwelling from the property are as follows:

Option 1
Council may: Order a temporary protection for 60 days; and request that staff further discuss possible options with the applicant/owner for the future development of the site that includes the retention, restoration, and protection of the heritage dwelling.

Option 2
Council may designate the dwelling and compensate the owner for the difference in market value, if it is determined that the value of the dwelling has been negatively affected by the designation. Heritage designation is a form of protection requiring that any alteration to the building must be authorized by Council through a Heritage Alteration Permit, whereas heritage registered buildings are not protected by bylaw. Heritage designation of a building without the owner's consent has not been the practice of Saanich Council in the past.

Option 3
Council may remove the property from the Saanich Heritage Register and request that the owner provide photo documentation and encourage the owner to salvage as much of the building materials as possible for reuse or recycling.

Staff Recommendation
Given that the applicant has expressed a very clear intention to proceed with redevelopment, Option 1 has a diminished chance of a successful outcome. Existing Provincial Government legislation gives Local Government the authority to approve a heritage designation bylaw without the owner's consent, however, it is not the practice of Saanich Council to designate property without the owner's consent. Unless Council wishes to pursue designation, as in Option 2, staff regrettably recommend Option 3.

Requested Variances
Three basic options exist for addressing the requested variances:

Option A
Support all three requested variances (front and rear setback, and height).

Option B
Support the minor variance(s), such as the building height which is 0.3 m over the required 6.5 m height for a flat roof.

Option C
Do not support the three requested variances. Direct the applicant to design and build a house that complies with the existing zoning.

Staff Recommendation
Given: the large size of the lot; the ability to construct a substantial house within the existing zoning requirements (even with a triangular building envelope of 242.57 m^2 it would be possible to build a house of over 500 m^2 as well as a detached 3-car garage); and the reality that zoning limits are put in place in an effort to protect the character of neighbourhoods, staff cannot support the three requested variances.

SUMMARY

The home at 1542 Mount Douglas Cross Road has been included on the Saanich Heritage Register since 1991. The current owner of 1542 Mount Douglas Cross Road purchased the property in the spring of 2015. The owner is applying for a permit to demolish the heritage dwelling on the site and they are requesting that Council remove the dwelling from the Saanich Heritage Register.

The Structural Evaluation conducted by Mann Engineering and Planning Consultants found that: elements of the structure would not meet the current BC Building Code and that, “The home is not structurally competent, significant amounts of new construction materials would be required to replace the deficient areas of existing structure.” The BC Building Code is provided by the Provincial Government to regulate new construction and has an “equivalency” clause in the case of heritage buildings where it is understood that not all changes to a building code are necessary or realistic for buildings that are built prior to a change in the building code. As well the deficiencies outlined in the Engineer’s report may be repairable.

The Saanich Heritage Foundation believes that the dwelling has significant heritage value and is worthy of retention. Following a preliminary visual review of the structure the Saanich Heritage Foundation considers the exterior architectural form and character to be in good condition and recommends that options for building rehabilitation, protection, and retention be explored. Staff have engaged the applicant in a discussion on options for redevelopment that includes retaining the existing heritage dwelling. The applicant understood the potential opportunities, but advised that he would like to continue with the proposal to demolish the heritage home and build a new single family dwelling.

Options that may be considered by Council, supported by the “Local Government Act” – Section 27 Heritage Conservation, are:

Option 1, to order temporary protection, allows Council and staff additional time to work with the applicant and possibly find a development proposal that would retain and protect the heritage dwelling and also benefit the applicant/owner;

Option 2, to designate the dwelling without the owner’s consent and compensate the owner for the difference in market value, is not an option that Saanich Council has authorized in the past and this may set a precedent for expectations in the future; and/or

Option 3, to remove the home from the Saanich Heritage Register, which would result in the loss of a heritage asset in the community.

Given that the applicant has expressed a very clear intention to proceed with redevelopment, Option 1 has a diminished chance of a successful outcome. Existing Provincial Government legislation gives Local Government the authority to approve a heritage designation bylaw without the owner’s consent, however, it is not the practice of Saanich Council to designate property without the owner’s consent. Unless Council wishes to pursue Option 2 staff regrettably recommend Option 3, which is to remove the home from the Saanich Heritage Register.

Given: the large size of the lot; the ability to construct a substantial house within the existing zoning requirements (even with a triangular building envelope of 242.57 m^2 it would be possible to build a house of over 500 m^2 as well as a detached 3-car garage); and the reality that zoning limits are put in place in an effort to protect the character of neighbourhoods, staff cannot support the three requested variances.

RECOMMENDATION:

That Council:

1. Amend the Saanich Heritage Register by removing the single family dwelling at 1542 Mount Douglas Cross Road;

2. Request the applicant document the building through photographs and provide copies of these photographs, and any other archival information associated with the building or property, to the Saanich Archives;

3. Request the applicant de-construct the dwelling and reuse the salvage materials and/or offer the salvage materials to others wherever possible; and

4. Reject Development Variance Permit DVP00373.

Report prepared by:

Chuck Bell, Planner

Report prepared by:

Jane Evans, Planner

Report prepared and reviewed by:

Jarret Matanowitsch, Manager of Current Planning

Report reviewed by:

for:

Sharon Hvozdanski, Director of Planning

CWB/sd/ads
H:\TEMPEST\PROSPERO\ATTACHMENTS\DVP\DVP00373\REPORT.docx

Attachment

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

CAO'S COMMENTS:

I endorse the recommendation of the Director of Planning.

Paul Thorkelsson, CAO

MANN ENGINEERING AND PLANNING CORPORATION

204 - 2780 Veterans Memorial Parkway, Langford, BC V9B 3S6
Phone: (250) 479-9983 Fax: (250) 391-9982 E-mail: manntech@shaw.ca

Project: Structural Evaluation *Location: 1542 Mt Douglas X-Rd* *Contact: Gurdip Binning*	*Project No: 55962* *Date: June 5, 2015*	*Engineer:* Stephen Malkow, P.Eng

Project Scope:

Mann Engineering was asked to evaluate the structural condition of the existing single family dwelling located at 1542 Mt. Douglas Cross Rd.

Observations:

Stephen Malkow, P.Eng attended the site on June 5, 2015 to review the interior and exterior of this home to determine the structural condition. The home is approximately 100 years old and has had no upgrades and very little in maintenance.

The roof consists of 2x4 rough cut D.Fir rafters with no collar ties spaced at approximately 30" o.c. and spanning 30 ft. This does not meet building code and is significantly undersized.

The upper floors are significantly out of level dropping 1" vertically in 24" horizontally in some locations, this indicates that structural support is either insufficient or missing entirely.

The basement appears to have been completed after original construction. The original rubble foundation consists of stone and mortar with no connection to the framing or support walls. Concrete has been added to underpin the rubble foundation and a basement was dug out. Insufficient support was added during the basement addition. The basement beams are significantly undersized and are not supported in a structurally competent manner. Commercial teleposts have been installed in several locations however they are not supported on footings and have minimal post top support.

The basement is structurally deficient and personnel should use care when working around the telepost supports, collapse could occur.

Conclusions:

This home is not structurally competent, significant amounts of new construction materials would be required to replace the deficient areas of existing structure. Due to lack of structural support, care should be taken when working in the basement to ensure that temporary shoring posts are not disturbed.

Signed and Sealed

Stephen Malkow, P.Eng

\\QNAP\Public\MannEng\My Documents\Merge Documents\Reports\FOR SPECIFIC CLIENT\
1542 Mt Doug X-rd - Field Review Report - Photos

Appendix B: Saanich Heritage Foundation Comments on Heritage significance and exterior condition.

The Saanich Heritage Foundation visited 1542 Mount Douglas Cross Road on June 22, 2015 for a visual condition inspection. Photos taken during the visit are presented below. Comments arising from the site visit were as follows:

Exterior:

- Exterior materials of the dwelling are in good condition;
- Original foundation appears to be constructed of rubble stone;
- Some brick work on exterior does not appear to be in the character of the original design;
- Large wrap around verandah is enclosed and detracts from the original character and design, but appears intact and may be easily restored; and
- Entry addition on the north façade is not in character with the original design;

Interior:

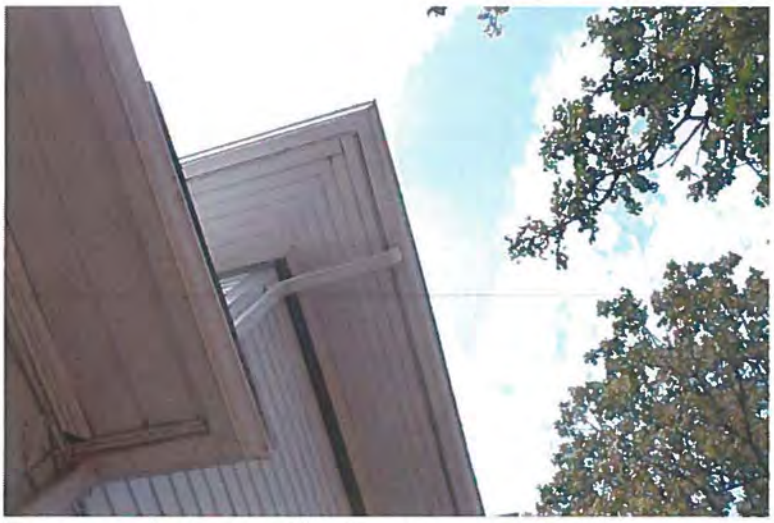
- Many alterations have been made to the interior;
- Minimal original features of heritage value remain. Features remaining are:
  - the upstairs bathroom fixtures,
  - the original wooden windows, doors, coloured glass side lights, and some wainscoting visible at the front entry off the wrap around porch;
- Second floor ceiling is un-characteristically low and is flush with the top of the windows and door mouldings;
- Rubble foundation has been reinforced with concrete in some locations; and
- Structural competence of floor beam supports (rubble columns, post and beam lacking anchors, telepost supports and lack of footings) appears unacceptable as noted in Structural Evaluation prepared by Mann Engineering;

The Saanich Heritage Foundation concluded that the heritage value of the exterior of the dwelling at 1542 Mount Douglas Cross Road is worthy of protection. The exterior cladding, roofing material, wood windows, and exposed eves appear to be in good condition but, suggests that in many cases it is possible to repair or rehabilitate building foundations and improve structural support. An inspection by a professional builder specializing in heritage restoration could confirm the building's condition and provide recommendations for structural repair. The Foundation suggests that options be explored for the retention, rehabilitation and protection of the dwelling on the existing property.

Photos of 1542 Mount Douglas Cross Road, June 22, 2015

South Facade

Decorative windows and wainscoting at original front entry



Tongue and groove soffits in eves

Rubble foundation pillars and granite pillars on porch above

Floor beams, rubble foundation pillars, newer concrete addition to the foundation

Floor beams, original post support, newer teleposts, rubble foundation pillars, newer concrete addition to extending basement

Appendix C: History Register entry for 1542 Mount Douglas Cross Road

MEACOCK RESIDENCE
1542 Mount Douglas Cross Road
Kate and Arthur Meacock, Owners; circa 1913

Arthur Robert Meacock (1870-1968) and Kate Meacock (née Allan, born in Ontario in 1881) were fruit growers who lived on Tyndall Avenue before building this house. Arthur came to Canada in 1895 from his native London, England, and in 1901 he and Kate and two little daughters were living on Douglas Street by Beacon Hill Park and Arthur was working as a butcher. The Meacocks only lived in this house about two years. They divorced, and Katherine married Henry William Britten in 1922. During the 1920s, there was a pheasant farm on the property. This two-storey foursquare house has a bellcast hipped roof. The generous wraparound verandah, with large square columns, has been completely enclosed. The expansiveness of the house demonstrates the prosperity of the Edwardian era, when many farming families could afford to build such grand houses.

Subsequent research:

- Original owner Arthur Meacock was one of the original signees of the petition to form the municipality and incorporate the District of Saanich.
- Arthur Meacock served in the 88th Battalion during WW1 (his name is listed in the Archives "Saanich Remembers WW1" project).
- 1936 to 1944 the house was owned by Percy and Blythe Plimley of the Plimley Motors family. The Plimley children went to Cedar Hill School.
- 1915 to 1920 the house was owned by Robert and Marion Clark who were also the original owners of nearby heritage property 1560 Mount Douglas Cross Road.

COPY

DISTRICT OF SAANICH

DEVELOPMENT VARIANCE PERMIT

NO. DVP00373

TO: **Gurdip Singh Binning**
Surinder Kaur Binning
970 Rattanwood Place
Victoria BC V9C 0C7

(herein called "the Owner")

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

Lot A, Section 55, Victoria District, Plan 48141

1542 Mount Douglas Cross Road

(herein called "the lands")

3. This Development Variance Permit varies the provisions of the Zoning Bylaw 2003, Section 295.3 (a) (i) by permitting the single family dwelling to be constructed with a front yard setback of 7.64 m (15.0 m required) as shown on the plans prepared by Victoria Design Group dated April 19, 2016 and received May 2, 2016, copies of which are attached to and form part of this permit.

4. This Development Variance Permit varies the provisions of the Zoning Bylaw 2003, Section 295.3 (a) (ii) by permitting the single family dwelling to be constructed with rear yard setbacks of 10.5 m to the East property line (12.0 m required) as shown on the plans prepared by Victoria Design Group dated April 19, 2016 and received May 2, 2016, copies of which are attached to and form part of this permit.

5. This Development Variance Permit varies the provisions of the Zoning Bylaw 2003, Section 295.3 (b) (i) by permitting the single family dwelling to be constructed with an overall height of 6.8 m for the flat roof portion (6.5 m required) as shown on the plans prepared by Victoria Design Group dated April 19, 2016 and received May 2, 2016, copies of which are attached to and form part of this permit.

6. 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.

7. This Permit is not a Building Permit.

COPY

AUTHORIZING RESOLUTION PASSED BY THE MUNICIPAL COUNCIL ON THE

_____ DAY OF _____ 20 _____

ISSUED THIS _____ DAY OF _____ 20 _____

_____

Municipal Clerk

Saanich
ENGINEERING

Memo

To: Planning Department

From: Jagtar Bains – Development Coordinator

Date: June 29, 2016

Subject: Servicing Requirements for the Proposed Development

PROJECT: **TO CONSTRUCT A NEW SINGLE FAMILY DWELLING. VARIANCES OF SETBACKS REQUESTED**

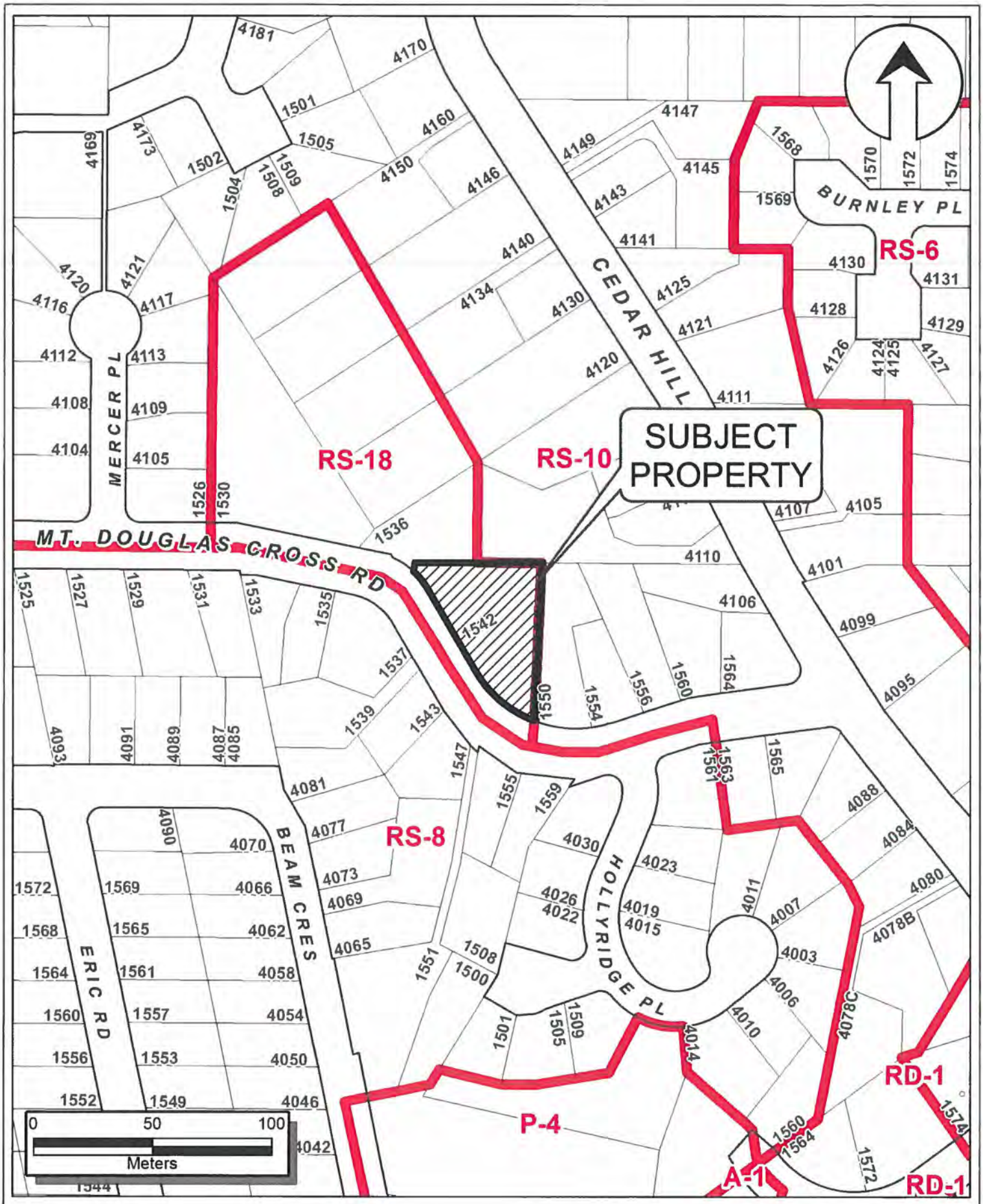
SITE ADDRESS: **1542 MT. DOUGLAS CROSS RD**
PID: **013-282-930**
LEGAL: **LOT A SECTION 55 VICTORIA DISTRICT PLAN 48141**
DEV. SERVICING FILE: **SVS02017**
PROJECT NO: **PRJ2015-00283**

The above noted application for Development Variance Permit has been reviewed.

There are no servicing requirements.

Jagtar Bains
DEVELOPMENT COORDINATOR

RECEIVED
JUL 04 2016
PLANNING DEPT.
DISTRICT OF SAANICH



District of Saanich Planning Dept. May 11 2016

2860-40 Mt Doug X

Re: 1542 Mount Douglas Cross Rd.

The Saanich Heritage Foundation is opposed to removal of this property from the Saanich Heritage Registry because, through a process of research and assessment, it was determined to be of heritage value to the community.

Unlike designation which has formal legal protection, inclusion in the Registry does not restrict the actions of an owner and does not require approval of Council for alterations. There may however be implications when an owner is considering redevelopment. In that case, a building or demolition permit may be delayed or withheld while a heritage impact assessment is prepared. On the flip side, inclusion on the Heritage Registry allows incentives to be offered in exchange for conservation (refer Municipal act S966 and Saanich Heritage Management Plan). Possible incentives to make conservation more attractive could include land use flexibility, waiving or relaxing bylaws (subject to public hearing if required), density bonuses or permission for new uses.

If this identified heritage structure remains in the Registry, Council has the ability to consult and negotiate with the owner. Perhaps strategies can be developed around incentives that might allow for the preservation of this grand Edwardian structure. Once removed, Council would be unable to prevent a "deconstruction".

Respectfully,

Sheila Colwill
Saanich Heritage Foundation member

3860-40 MT Douglas

POST TO | POSTED
COPY TO
INFORMATION ☐
REPLY TO WRITER ☐
COPY RESPONSE TO LEGISLATIVE DIVISION
REPORT ☐
FOR
ACKNOWLEDGED:

From: [redacted]
To: <clerksec@saanich.ca>, <council@saanich.ca>
Date: 4/22/2017 11:05 PM
Subject: 1542 Mount Douglas XRoad

To mayor and council,

I regret that I am unable to attend the council meeting this MONDAY, MAY 1, 2017.

However, I wish to make my opinions known on the development proposal for 1542 Mount Douglas XRoad. I believe a previous letter of mine on this issue was received and made note of, but as I am particularly concerned with this matter, I wish to make certain I am heard.

When I first moved to Saanich, I was delighted to see at least a handful of old hobby farms and homes dotting my neighbourhood. Slowly but surely they are disappearing, and this is very upsetting to me, for a number of reasons.

The Greater Victoria region is losing heritage houses at an alarming rate. Saanich, with a history that is tied to, but also distinct from, Victoria's, has a wealth of stories preserved in its older dwellings. These buildings ring with the stories of past families and the values, concerns and aesthetics of the era in which they were built. Our lives are enriched by this living history, but with every old home that is destroyed, this history is chipped away at, and before we know it, we'll have nothing to show for it. Or, maybe we'll have one or two heritage homes preserved as museums. But a museum is nothing like a functioning home. Our character homes and buildings are one of the reasons many tourists come to our region—for the period charm. But I'd venture to say that these days our charm is fading. There are even great big cities, like London (UK), or even Seattle, with heaps more charm that happily coexists with bold new design.

If we look at one of our closest neighbours to the south, Port Townsend, there are many neighbourhoods of intact, functional and beautiful period houses that have both aesthetic coherence and historical relevance. It's disgusting that we can't boast anything like that in Saanich. And it's embarrassing when our homes are barged down to them! Absolutely shameful.

As an artist and student of architecture, my opinion is that much of the new housing in Saanich is poorly designed and too large. The recent trend in construction is to flatten sites and maximize square footage instead of building ingeniously and considerately around treed and rocky sites, which yields dwellings that are more modest and suitable to their surroundings.

If my sentimental and aesthetic concerns are not enough, how about sustainability? Demolishing homes is anything but an environmentally sustainable option for our community. Older housing is often better built than the cheaply constructed "cookie cutter" houses of today. The house at 1542 Mount Douglas XRoad, built in 1901, is likely built from old-growth timber which is irreplaceable. It's a travesty when houses like this one, which are in fine condition, are turned to pulp.

Thank you for hearing my concerns,
Sincerely,

Carolyn Affleck
Livingstone Avenue
[redacted]

RECEIVED
APR 24 2017
LEGISLATIVE DIVISION
DISTRICT OF SAANICH

Planning - Re: Saanich Referral

From: "Chris Poirier-Skelton" [redacted]
To: "Planning Planning" <Planning.Mun_Hall.Saanich@saanich.ca>
Date: 7/15/2016 10:28 AM
Subject: Re: Saanich Referral
CC: "Peter Ostergaard" [redacted]

Dear Chuck, the GHRA does not support the development variance application. Despite the very large size of the proposed new house, it should be able to be sited on the existing large lot without the need for the significant reductions in setbacks being sought.
On a related matter, the GHRA wishes to advise Council that it does not support the demolition permit application for the existing house. It is a registered heritage house, identified in the Gordon Head Local Area Plan as one of only 32 "Structures of Heritage Significance" in Gordon Head. Over 100 years old, this heritage house fits in well with the form and character of the neighbourhood, and should be able to be restored."

From: Planning Planning
Sent: Monday, June 27, 2016 3:05 PM
To: Chris Poirier-Skelton
Cc: ClerkSec
Subject: Saanich Referral

June 27, 2016

Dear Gordon Head Residents' Association:

Re: Application for Development:

Applicant:	GGB Developments
Site Address:	1542 Mt. Douglas Cross Rd
Legal:	Lot A Section 55 Victoria District Plan 48141
Folder No.:	DVP00373
Description:	**To Construct a New Single Family Dwelling. Variances of Setbacks Requested**

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

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

- Has no objection to the project
- Generally has no objection with suggested changes or concerns

- Does not support the project (please provide reason).

We would appreciate receiving your comments by July 15, 2016, so that they can be included in the package that is forwarded to Council. If you cannot meet this time frame, please email or call our office to indicate if and when you might be able to respond to the referral.

If you require further information about the proposed development please contact Chuck Bell Local Area Planner at 250-475-5494, ext 3467.

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

Sincerely,

Chuck Bell
Planner

cc: Clerks Department

410-04
ref: 3870-30 Penrhyn

CW May 1/17

The Corporation of the District of Saanich

Mayor
Councillors
Administrator
Council
Administrator
Media

Report

To: Mayor and Council

From: Sharon Hvozdanski, Director of Planning

Date: April 7, 2017

Subject: Council Request for Consideration of an Environmental and Social Review (ESR) - Rezoning and Development Permit Application
FILE: DPR00660; REZ00578 • 2590, 2594 and 2598 Penrhyn Street

RECOMMENDATION

That an Environmental and Social Review not be required.

PURPOSE

The purpose of this report is to seek direction from Council regarding the need for an Environmental and Social Review (ESR) in relation to the subject development application.

DISCUSSION

Background

Since the early 1990's, Saanich Council has been using an Environmental and Social Review (ESR) process to screen rezoning and subdivision applications and other initiatives for environmental and social impacts. Per Council Policy 92/CW, the Mayor or a Councillor may request that the need for an ESR be placed on a Council agenda for discussion.

In regard to the subject development application, Staff's memo to Council indicated that in our opinion an ESR was not required, as all issues could be adequately addressed through the standard review process. Subsequent to this staff memo, a member of Council has requested that consideration be given to the need for an ESR to address:

1) Potential hazards related to flooding caused by sea level rise and ground instability in the case of a major seismic event.

Neighbourhood Context

The RS-10 (Single Family Dwelling) Zoned site is located within Cadboro Bay Village in the Cadboro Bay Local Area, on the north side of Penrhyn Street (see Figure 1). It comprises three lots, each containing a single family dwelling. Adjacent land use is RS-10 (Single Family Dwelling) Zone on the east and north, C-4 (Office and Apartment) Zone on the south, and

CW 3

C-1CBV (Commercial Cadboro Bay Village) Zone on the west. The three storey commercial/residential building immediately to the west was completed in 2016.

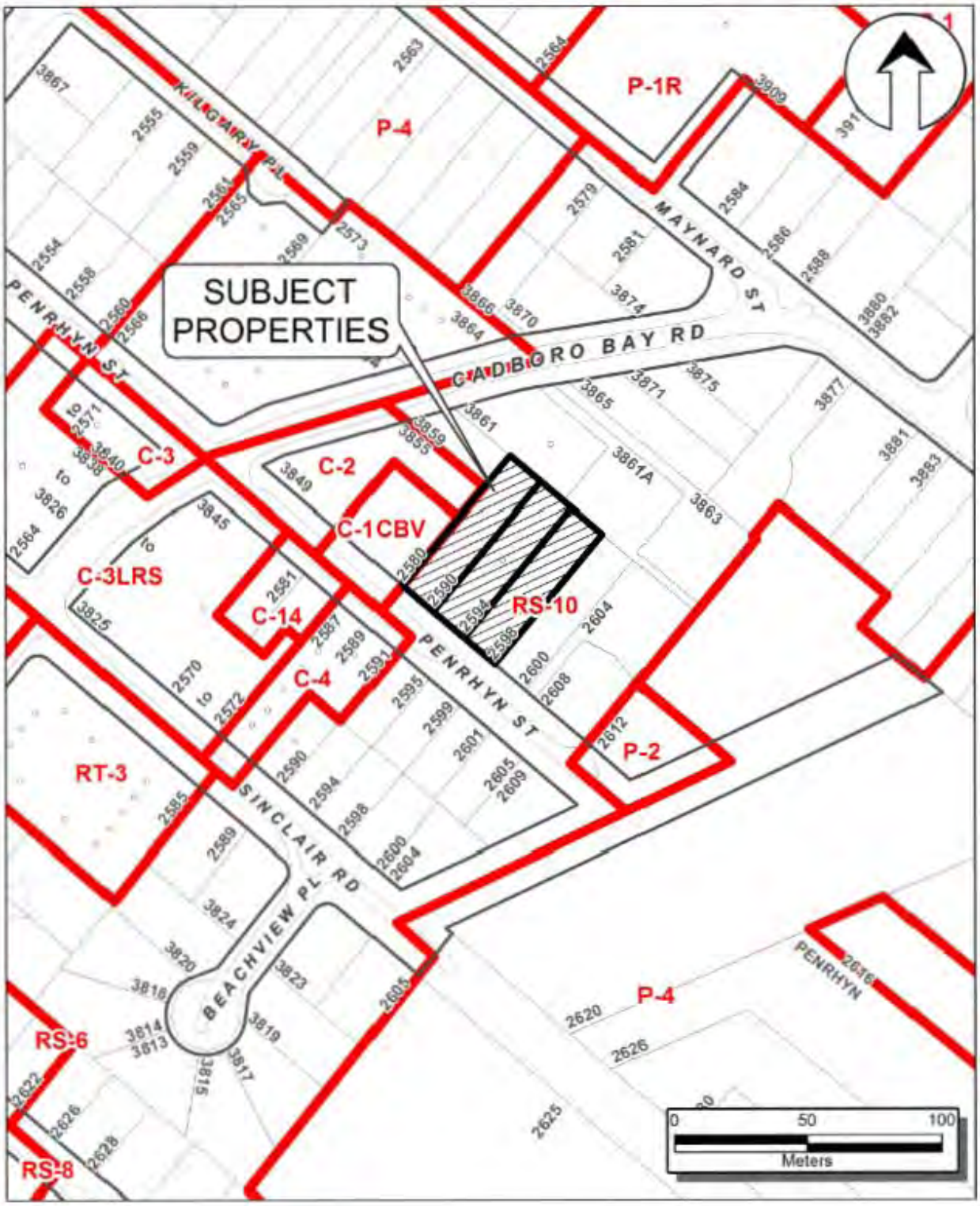


Figure 1: Context Map

Proposed Land Use

The proposed rezoning from RS-10 to RT-FC would allow for the construction of a 14 unit townhouse development (see Figure 2). The rezoning and development permit application itself will come before Council at a later date, as the focus of this report is solely on consideration of the need for an ESR.

Figure 2: Proposed Site Plan

ALTERNATIVES

1. That Council not require an Environmental and Social review for the subject development proposal (Staff's recommendation).

2. That Council require an Environmental and Social review for the subject development proposal.

IMPLICATIONS

Process Implications

Should Council decide that an ESR is not warranted, Staff would continue the review of the development application and ultimately bring forward a planning report for Council's review and consideration. As indicated in Staff's ESR memo, all issues, including the matter of the potential inclusion of lands inside the Urban Containment Boundary can be adequately addressed through the standard review process.

Should Council decide that an ESR is warranted, per Council Policy 92/CW Staff would prepare Terms of Reference for the ESR. The applicant would then be required to engage a qualified professional to undertake the ESR at their expense.

Once the ESR assessment is completed, Staff would be required to assess the ESR for completeness and request clarification or changes of the applicant, if/as necessary. The ESR findings and recommendations would then be summarized in the Staff planning report to Council.

The information outlined in Staff's report and included in the ESR assessment prepared by the consultant, would then be used by Council to assist it in determining what if any additional action is required related to the proposed development.

During the period when the ESR assessment is being completed, staff would continue to process the application, in an effort to minimize impacts on the overall timeline.

Planning Implications

Policy

Official Community Plan (2008)

4.1.1.5. "Incorporate climate change, its potential impacts, and mitigation measures when reviewing new development applications and undertaking long-term planning initiatives."

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

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

4.2.4.2. "Evaluate zoning applications for multiple family developments on the basis of neighbourhood context, site size, scale, density, parking capacity and availability, underground service capacity, adequacy of parkland and visual and traffic impacts."

Flooding and Ground Instability

Parts of Cadboro Bay Village area, including Cadboro Gyro Park, are at greater risk of flooding resulting from tidal impacts or a major storm event. In addition, due to soil conditions, the area is also at higher risk for amplification/ground motion liquefaction. A severe storm or seismic event would cause damage to buildings and structures in vulnerable areas throughout Saanich.

Saanich's Climate Action Plan and Climate Change Adaption Plan provide mitigation strategies to address potential climate change impacts. The Capital Regional District has mapped tsunami inundation areas and anticipated maximum water levels based on a 500 year, 9.0-magnitude, Cascadia subduction zone (CSZ) earthquake scenario.

The "Community Charter S.56", provides Municipalities with a method to deal with the issue of buildings being constructed in hazardous locations. It provides the Building Inspector with the authority to require a Building Permit application to obtain a geotechnical report whenever:

(b) "A Building Inspector considers that construction would be on land that is subject or is likely to be subject to flooding, mud flows, debris flows, debris torrents, erosion, land slip, rock falls, subsidence or avalanche".

Standard practice in Saanich is to require geotechnical reports for proposed developments where the construction is on land that may be subject to any of the above noted hazards. A Geotechnical Engineer considering a proposed multi-family development in the Cadboro Bay area is expected to address the potential for amplification/ground motion liquefaction, tsunami, and sea-level rise. Council may also require registration of a covenant, prior to Final Reading of the Zoning Amendment Bylaw, to save the District and Province harmless in the case of damage caused by flooding or a major seismic event. This type of covenant is standard practice in the District.

Based on the study conducted by AECOM Canada Ltd. for the CRD, the maximum high water level anticipated in Cadboro Bay in the case of a tsunami is 2.0 m. To minimize potential damage in the case of flooding caused by sea-level rise or tsunami, the main floor elevation for new buildings must be above the hazard level as determined by a Geotechnical Engineer. The recently completed commercial/apartment building adjacent to the subject property, at 2580 Penrhyn Street, has a main floor elevation of 4.75 m geodetic. The ground floor elevations for the proposed townhouses would be 3.75 m for the west block and 2.85 m for the east block.

ESR – Procedure and Practice

The following is the criteria considered when assessing the need for an ESR:

1) Complexity:
   a) Are there numerous inter-related environmental and social issues raised by the application?
   b) Can staff identify the degree of impact and provide and coordinate mitigation measures? and
2) Time and Resources: Do staff have the necessary time and resources to adequately assess the project?

Council has not requested a rezoning or subdivision applicant to undertake an ESR since 2002, largely because the development industry and District staff are knowledgeable about sustainable development techniques and there are policies and regulations that address environmental and social concerns including the Official Community Plan, Local Area Plans, Tree Bylaw, Environmental Development Permit Area, and Streamside Development Permit Area to name a few. In addition, the BC Building Code addresses a broad range of climate change and sustainability issues.

ESRs, where required, are expensive for the applicant, time consuming for staff and significantly add to the processing time for applications. From time to time, complex applications may need to be assessed through an ESR. However, in most cases, the information required by Council to make an informed decision about an application is supplied by the applicant as part of the application submission or is requested by staff during the application review. The types of environmental and social issues that arise are routinely addressed by staff as part of the Planning report.

Timing and Resource Implications

If required, the ESR process would result in a substantial delay for the subject development application. In addition, the requirement for an ESR would have an impact on staff resources, as the Terms of Reference are prepared, the results of the ESR are analysed, the subsequent staff report is prepared, and any follow up work as an outcome of Council's deliberation is completed.

CONCLUSION

Standard practice in Saanich is to require geotechnical reports for all proposed developments in hazard areas. A covenant can also be required by Council prior to Final Reading of the Zoning Amendment Bylaw to save the District and Province harmless in the case of damage caused by flooding or a major seismic event.

To minimize potential damage in the case of flooding caused by sea-level rise or tsunami, the main floor elevation for new buildings must be above the hazard level as determined by a Geotechnical Engineer.

Potential hazards related to flooding caused by sea level rise and ground instability in the case of a major seismic event are addressed as part of the development review processes currently in place. For this reasons, staff do not believe that an ESR is warranted.

If Council has particular issues or concerns it would like to ensure are addressed within the Staff report when this development application comes forward for review and consideration, feedback to staff could be provided as part of the deliberation of this report.

Prepared by

Neil Findlow

Senior Planner

Prepared by

Jarret Matanowitsch

Manager of Current Planning

Approved by

Sharon Hvozdanski

Director of Planning

NDF/sd
H:\TEMPEST\PROSPERO\ATTACHMENTS\DPR\DPR00660\ESR REPORT TO COUNCIL.DOCX

Attachment

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

ADMINISTRATOR'S COMMENTS:

I endorse the recommendation from the Director of Plannng.

Administrator

M.H. JOHNSTON & ASSOCIATES INC.

Management & Project Development Consulting

April 5th 2017

District of Saanich

770 Vernon Ave.

Victoria, BC.

Attn. Jarret Matanowitsch – Manager of Current Planning.

Re; Rezoning application 2590/94/98 Penrhyn St. – ESR review

Thank-you for your letter of March 24th advising that our application to rezone the above properties on Penrhyn will be considered by Council in regard to the need for an ESR. You further advised that the Councillor requesting the consideration felt there was a need to address the ground stability in the case of a major seismic event and the impact of hazards related to flooding that may occur with rising sea levels.

Staffs review indicated that there was no need to do an ESR. The Staff review did indicate that it was common to require a covenant to save the Municipality and Province harmless in case of future damage due to flooding or soil failure. We are prepared to register this covenant on our properties.

The CRD Inundation Mapping provided to us with the staff review indicates that only a portion of our property is in the area where sea level rise combined with storm surge may have an impact by 2050. The mapping indicates that the portion of property impacted may be inundated by 0 – 0.5m including storm surges by 2050. My observation of the area covered by the CRD Map indicates that within the flood area on Penrhyn, Killarney, Waring Place and Cadboro Bay Road Ten (10) homes have recently been built or are under construction.

My discussions with the developer of the recently constructed Condo/Commercial building immediately adjacent to our site confirms that he was not required to do an ESR, even though his building has underbuilding parking and has approximately the same number of units as our project on a site less than half the size.

We are aware that a Geotechnical Professional will be involved in developing the foundation at the design stage. We engaged Ryzuk Geotechnical because they worked on the adjacent Condo building and the Saanich Pump Station on Penrhyn, as well as other buildings in the area. I have attached a letter from Ryzuk that outlines the conditions they encountered. As outlined in their letter the conditions found were dealt with in the foundation design to meet the building code requirements, and the buildings were built successfully.

1815 Belmont Avenue, Victoria, BC V8R 3Z3 Tel: (250) 592-6407 Fax: (250) 592-6497
Cell: (250) 818-4350 E-mail: markhj@shaw.ca

Our proposed townhome development is within the area designated as the Cadboro Bay Village Core in the Local Area Plan. The plan indicates that the Village is the appropriate area for Multi-Family housing and we believe this is good planning and should be supported. We now have approximately 50 individual letters of support for the project, from residents and businesses in Cadboro Bay. For your information I attach an information brochure distributed to more than 1000 homes in Cadboro Bay. This brochure summarizes how the project supports the Village Core Plan.

Please advise when Council will deal with this matter as I would like to attend and address the issues.

Mark Johnston

M.H. Johnston & Associates Inc.

RYZUK GEOTECHNICAL
Engineering & Materials Testing

28 Crease Avenue, Victoria, BC, V8Z 1S3 Tel: 250-475-3131 Fax: 250-475-3611 www.ryzuk.com

March 31, 2017
File No: 8-8240-1

MH Johnson & Associates Inc.
(by email: markhj@shaw.ca)

Attn: Mr. Mark Johnson

Dear Sir,

Re: The Osprey on Penrhyn – Multi Unit Townhouse Development
2590/2594/2598 Penrhyn Street – Saanich, BC

As requested, we write to summarize our past geotechnical experience on Penrhyn Street and discuss the challenges associated with construction in the area as such relates to your currently proposed development concept.

Our experience includes the recent construction of the multi-family developments at 2580 and 2591 Penrhyn Street, a single family dwelling construction adjacent to Gyro Park and the municipal pump station at southeast end of Penrhyn Street. We have also been involved in assessment and causes of residential subsidence that has taken place in the area over the past 30 years. We have reviewed conceptual plans provided by you. Based on this, we understand that the three referenced single family dwelling lots will be combined. New building massing could involve two, three storey, timber framed townhouse blocks constructed at/near current site grade. The blocks will trend to the northeast into the lot from the Penrhyn frontage and will be separated by a central drive aisle.

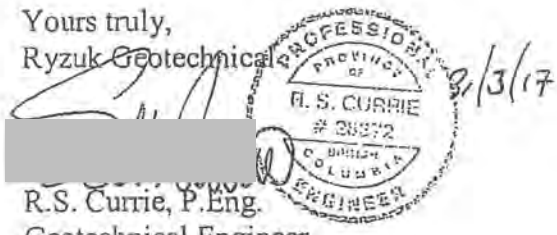
Our experience indicates that the sub surface soil conditions commonly encountered consist primarily of a surficial deposit of topsoil/peat atop a relatively clean, uniform, medium to fine sand extending for several meters below present ground surface. In some instances, an intermittent stratum of silty, clayey sand is present immediately beneath the organic deposit. In the lower portion of Penrhyn, the surface organic soils are known to be 1 to 2 m in thickness, and in some cases, may be overlain by fill. Wet, high groundwater table conditions are common in the area, primarily because of the topography, relative sea level, as well as groundwater seepage from upland areas to the west. Excavation for foundations on the above referenced multi-family developments encountered surficial organics upon sand. Groundwater was shallow, although not present at footing level.

Construction in this area of Cadboro Bay is known to be challenging from a geotechnical perspective. Issues including determination/assessment of bearing soils, high groundwater levels, seismic liquefaction, settlement potential and how these issues influence selection of suitable foundations and drainage need to be addressed. These items would be addressed with design of the foundations and drainage as a requirement for a building permit application. A Flood Construction Level (FCL) may also need to be determined, although this information would normally be provided by a consultant experienced in Coastal Hydrology.

Subject to receiving development approval, it will then be necessary to mobilize appropriate drill rig equipment to complete a thorough subsurface soils investigation. Information gained from the investigation phase will then be used to suitably address the noted geotechnical issues.

We trust the preceding is suitable for your purposes at present, however if you have any questions with respect to the above, please contact us.

Yours truly,
Ryzuk Geotechnical



9/3/17

R.S. Currie, P.Eng.
Geotechnical Engineer
/rsc

THE OSPREY

ON PENRHYN

THE OSPREY on Penrhyn

The Osprey is our proposed 14 unit townhome development. It is designed to enhance the growth of a 'complete community' in Cadboro Bay Village by providing a broader choice of housing types. This will offer an alternative life style for families, empty nesters and seniors wishing to reduce the size of their home and yard. These new townhomes will add vitality and a greater sense of community to the Village.

CADBORO BAY LOCAL AREA PLAN – CADBORO BAY VILLAGE PLAN

Our proposed townhomes are within the area designated as the Cadboro Bay Village Core in Saanich's Local Area Plan. This municipal plan indicates that the Village is the appropriate area for multi-family housing. The site of the Osprey encompasses three lots which will be consolidated. This consolidation allows for a more efficient use of limited developable land and infrastructure immediately adjacent to the Village amenities.

Multi-family development guidelines are included in the Cadboro Bay Village Plan. The following is a summary of how our development responds to those guidelines.

Guidelines:

1. **Maximum of 3 stories with height of 9m** - Our townhomes are 3 stories and meet the height parameters.

2. **Buildings should have front doors along the street frontage and design should replicate a single-family dwelling streetscape or small-scale commercial village** - The townhomes are oriented with their walkways and front doors facing onto Penrhyn Street. The townhomes are situated closer to Penrhyn Street to replicate the small scale village feeling and keep the frontage on the same line as the new development to the west.

3. **Limited overshadowing of adjacent properties** - Our shadow diagram modeling shows limited overshadowing (except in the winter when the sun is at its lowest point). In response to concerns about the potential impact and overlook of the townhomes on our neighbours, the side yard separations have been increased in the locations adjacent to the neighbouring residential buildings. Our proposed new fencing and landscaping will also provide a visual buffer that does not currently exist. To respect the privacy of adjacent residential buildings we have designed the townhomes so balconies face the opposite side of the building.

4. **Provide pedestrian access in front of and through the site where appropriate** - We have provided a new sidewalk and boulevard fronting our site. As an additional civic amenity, which provides safe pedestrian access to Gyro Park, we are proposing to continue the sidewalk from our site to the end of Penrhyn Street. **(This additional sidewalk work is estimated to cost $42,700)**. In our discussions with our community we were advised of its

desire to provide traffic calming on Penrhyn Street. In response, we have proposed a bulb in the sidewalk fronting our development that could be matched on the other side of the street to provide a traffic calming feature.

5. **Incorporate existing vegetation into site design** - We intend to keep as much of the existing vegetated screen as possible. Some of the hedging is up to 4m tall and provides a natural screen between our site and the neighbours to the west and north.

6. **Encourage lot consolidation** - The three lots have one owner and present an excellent opportunity for consolidation and development in a market where land is expensive and sites this size in one ownership are scarce.

The Osprey Townhomes – Special Features and Community Amenities

1. Our townhomes will meet the Built Green Gold Standards and will be fitted solar ready.

2. Many seniors in the area have expressed interest in these townhomes. To address mobility issues facing seniors, elevators are available in each unit.

3. Each townhome will have its own electric vehicle charging station in the garage to support the future growth of electric vehicles.

4. Rain gardens and permeable pavers are featured in our rainwater management plan.

5. Community members indicated their concern about the lack of sidewalks on Penrhyn Street, which forces pedestrians to walk on the street to Gyro Park. In order to provide a safe pedestrian route, we are committed to constructing a sidewalk on our frontage that continues to Gyro Park.

6. Discussions with our neighbours indicated a desire to have traffic calming on Penrhyn Street. We are committed to developing our frontage to accommodate a traffic-calming feature if the municipality supports this plan.

7. Our existing unfinished frontage is mainly used by our tenants for parking and, although we will meet our parking requirements onsite, finishing our frontage will provide additional street parking for visitors to the Village.

Addressing a local landlord's concern

You may have received a letter in November 2016 from a local landlord, Todd Jared. He is a landlord to a 5 unit apartment (3861 Cadboro Bay Rd.) on property zoned for single family (residences). He is also the owner of the adjacent residence (3861 A Cadboro Bay Rd.). He has expressed interest to us of eventually consolidating and redeveloping his properties. His three story apartment complex benefits from a 3.8m "residential buffer zone" to the nearest single family residence running along the same property line as our proposed development.

In his letter, Mr. Jared solicited the community to support a 12m "residential buffer zone" along the property line at the back of our proposed development. As local applicants for this townhome, we support Mr. Jared's future interest in developing his properties. However, we wish to inform our community that we are proposing a 7.5m rear yard setback with designed landscaping in accordance with the existing setback, as required by our Municipality.

Our intention with this application is to support a vibrant and suitable addition to Cadboro Bay Village, which serves the best interests of the community. We have listened carefully to the views of Cadboro Bay residents, business owners, and the Municipality and recognize the changing housing needs of Cadboro Bay residents. We have received many individual letters of support from residents and merchants and hosted a local community open house where we received very positive feedback on the suitability of this kind of housing option in the Village. We believe our development will help to build a positive, sustainable future for Cadboro Bay Village and hope the Community and Council will support our application.

If you wish to provide your support or have your name put on the list of potential purchasers please send your contact information to our Representative, Mark Johnston of M.H. Johnston & Associates Inc. at markhj@shaw.ca.

PLANNING

Memo

To: **Mayor and Council**

From: **Sharon Hvozdanski, Director of Planning**

Date: **September 29, 2016**

Subject: **Environmental and Social Review**
File: DPR00660; REZ00578 • 2590, 2594 & 2598 Penrhyn Street

Project Proposal:	To rezone from RS-10 (Single Family Dwelling) Zone to RT-FC (Attached Housing Four Corners) Zone to construct a 14 unit Townhouse Development
Address:	2590, 2594 & 2598 Penrhyn Street
Legal Description:	Lot 6, Block "D", Section 44, Victoria District, Plan 1483 Amended Lot 7 (DD 128770-I), Block "D", Section 44, Victoria District, Plan 1483 Amended Lot 8 (DD 126833-I), Block "D", Section 44, Victoria District, Plan 1483
Owners:	Beau-Core Holding Corp Inc. (David Beaulieu) Anna Chadwick
Applicant:	M. H. Johnston & Associates Inc.
Application Received:	September 12, 2016
Parcel Size:	2874.53 m^2
Existing Use of Parcel:	Single Family Dwelling
Existing Use of Adjacent Parcels:	North: RS-10 (Single Family Dwelling) Zone South: C-4 (Office and Apartment) Zone & RS-10 (Single Family Dwelling) Zone East: RS-10 (Single Family Dwelling) Zone West: C-1CBV (Commercial Cadboro Bay Village) Zone
Current Zoning:	RS-10 (Single Family Dwelling) Zone
Minimum Lot Size:	780 m^2
Proposed Zoning:	RT-FC (Attached Housing Four Corners) Zone

Proposed Minimum Lot Size:	N/A
Local Area Plan:	Cadboro Bay
LAP Designation:	General Residential
Environmental Issues:	There are no habitat areas of significance on these properties. The proposal includes a large increase in impervious surfaces, however, due to the high water table in this area, the use of infiltration techniques may be inadvisable. Consideration should be given to the implications of sea level rise to the proposed development.
Social Issues:	Proposed Multi Family is consistent with both LAP and OCP policies regarding the Village Centre.

Criteria for Considering an ESR:

1. Complexity
   a) Are there numerous inter-related environmental and social issues raised by the application?

      No

   b) Can staff identify the degree of impact and provide and coordinate mitigation measures?

      Yes

2. Time and Resources
   Do staff have the necessary time and resources to adequately assess the project?

   Yes

RECOMMENDATION: That an ESR not be required.

As Council Policy 92/CW amended September 2002 states, the Mayor or a Councillor may request the above matter be placed on a Council agenda for discussion within 10 working days of delivery of this memorandum.

Sharon Hvozdanski
Director of Planning

TDM/sl
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cc: Cadboro Bay Residents Association

COUNCIL POLICY **92/CW**

SUBJECT:	ENVIRONMENTAL AND SOCIAL REVIEW PROCESS
DATE: NOVEMBER 2, 1992	**ORIGIN:** PLANNING
AMENDED: SEPTEMBER 9, 2002	

POLICY

The Municipality of Saanich has adopted an Environmental and Social Review (ESR) Process to identify the environmental and social impacts, both positive and negative, on specific initiatives undertaken within the Municipality.

PROCESS

The Environmental and Social Review Process is administered by the Planning Department. All zoning and subdivision applications shall be screened to determine whether or not an ESR is required. The Director of Planning Services/Approving Officer, in consultation with appropriate Municipal staff, shall consider if an application should be recommended for an ESR where:

a) the land in question is:

- within 50 m of
  - a natural park
  - the Agricultural Land Reserve
  - a watercourse designated pursuant to Saanich bylaws
  - a Floodplain Development Permit Area
- within 60 m of a marine shoreline
- outside the Urban Containment Boundary and involves a rezoning for
  - commercial use
  - industrial use
  - institutional use
- outside the Urban Containment Boundary and involves a subdivision to create five or more lots
- deemed to be environmentally sensitive

b) the proposed use is likely to result in significant social impacts upon the general area or the Municipality.

In considering whether or not to recommend or require an ESR, the Director of Planning Services/Approving Officer should consider the following questions:

1. Complexity
   a) Are there numerous inter-related environmental and social issues raised by the application?
   b) Can staff identify the degree of impact and provide and coordinate mitigation measures outside the ESR process?

2. Time and Resources
   Do staff have the necessary time and resources to adequately assess the project without the benefit of an ESR?

Where a rezoning application is recommended to Council for an ESR, a report shall be prepared for the Committee of the Whole outlining the environmental and/or social issues that warrant investigation plus the proposed Terms of Reference for the ESR and a brief project description.

Where a rezoning application is not recommended for an ESR, a brief memorandum shall be sent to the Mayor and Councillors and the relevant community association citing the reason(s) for not recommending an ESR.

Within 10 working days of delivery of the memorandum, the Mayor or any Councillor may request the matter be placed on a Council agenda for discussion.

Where an environmental and social review is required either by Council or the Approving Officer, the applicant will undertake the review at their expense based on the Terms of Reference established by Council or the Director of Planning Services, as the case may be.

The selection of the consultant shall be made by the applicant and approved by the Director of Planning Services prior to the work commencing. The consultant involved in submitting the rezoning or subdivision application shall not conduct or participate in the Environmental and Social review.

Upon acceptance of the final ESR by the District, the relevant community association and/or interested members of the public shall be afforded an opportunity to peruse the report at the Municipal Hall.

The conclusions of an environmental and social review for a rezoning application will be presented to Council by the Director of Planning Services as part of the report on the application. For a subdivision application, the Approving Officer will review and consider the conclusions of an environmental and social review.

1410-04
xref: 2870 - 30 Beckwith

CW May 1/17

The Corporation of the District of Saanich

Mayor
Councillors
Administrator
Council Administrator
Media

Report

To: Mayor and Council

From: Sharon Hvozdanski, Director of Planning

Date: April 7, 2017

Subject: Council Request for Consideration of an Environmental and Social Review (ESR) - Subdivision and Rezoning Application
File: SUB00774; REZ00582 • 980, 990 and 1000 Beckwith Avenue

RECOMMENDATION

That an Environmental and Social Review not be required.

PURPOSE

The purpose of this report is to seek direction from Council regarding the need for an Environmental and Social Review (ESR) in relation to the subject development application.

DISCUSSION

Background

Since the early 1990's, Saanich Council has been using an Environmental and Social Review (ESR) process to screen rezoning and subdivision applications and other initiatives for environmental and social impacts. Per Council Policy 92/CW, the Mayor or a Councillor may request that the need for an ESR be placed on a Council agenda for discussion.

In regard to the subject development application, Staff's memo to Council indicated that in our opinion an ESR was not required, as all issues could be adequately addressed through the standard review process. Subsequent to this staff memo, a member of Council has requested that consideration be given to the need for an ESR to address:

1) The applicant's request to include 2.04 hectares of their 2.19 hectare site within the Urban Containment Boundary; and

2) Whether or not such an inclusion would be considered major in the context of Official Community Plan policies 4.2.1.3 and 4.2.1.4, as outlined below.

> 4.2.1.3 "Do not consider major changes to the Urban Containment Boundary except as an outcome of a comprehensive five year review of the regional Growth Strategy."

CW 4

4.2.1.4 "Do not adopt any bylaw or resolution providing for a major expansion to the Urban Containment Boundary without first obtaining the assent of the electors through a referendum or plebiscite."

Neighbourhood Context

The RS-8 (Single Family Dwelling) Zone and A-1 (Rural) Zoned site is located within the Blenkinsop Local Area, mostly outside the Urban Containment Boundary and Sewer Service Area (see Figure 1). It currently contains a soil operation (Peninsula Bulldozing) which has operated on the site since the 1950s. Adjacent land use is RS-8 (Single Family Dwelling) Zone on the west, P-4N (Natural Park) Zone on the north, P-4 (Recreation and Open Space) Zone on the south, and A-1 (Rural) Zone within the Agricultural Land Reserve on the east.

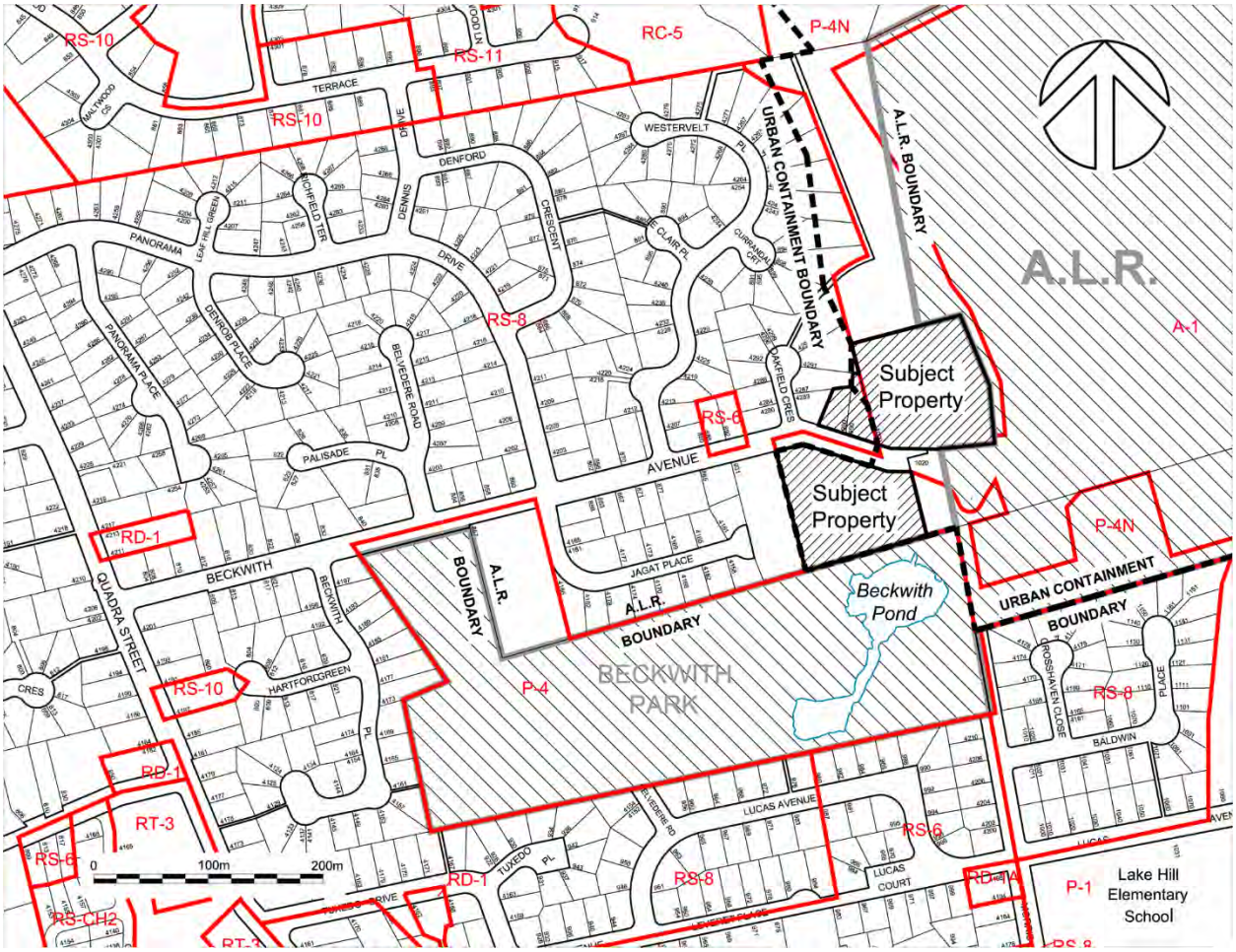

Figure 1: Context Map

Proposed Land Use

The proposed rezoning would accommodate a subdivision to create 14 new lots for a total of 17 lots for single family dwelling use, and 0.665 m^2 to be dedicated for park/trail (see Figure 2). Proposed single family dwelling lots would range in area from 666 m^2 to 1127 m^2. The average lot area proposed would be 793 m^2.

A request to include 2.04 hectares of the 2.19 hectare site within the Urban Containment Boundary and Sewer Service Area forms part of the application. The rezoning application itself will come before Council at a later date, as the focus of this report is solely on consideration of the need for an ESR.

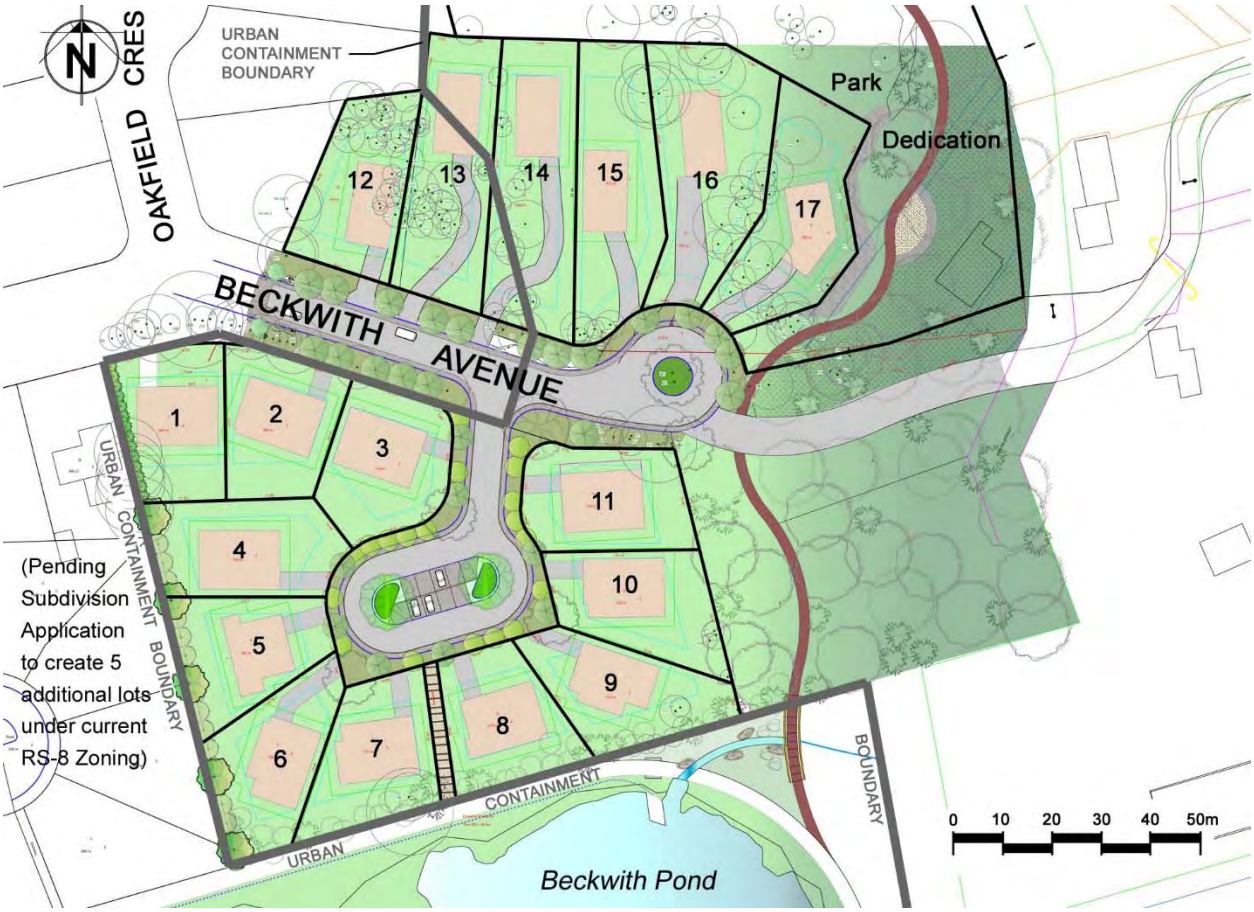

Figure 2: Proposed Subdivision *(from plans by Stephen J. McLeish Landscape Architects)*

ALTERNATIVES

1. That Council not require an Environmental and Social review for the subject development proposal (Staff's recommendation).

2. That Council require an Environmental and Social review for the subject development proposal.

IMPLICATIONS

Process Implications

Should Council decide that an ESR is not warranted, Staff would continue the review of the development application and ultimately bring forward a planning report for Council's review and consideration. As indicated in Staff's ESR memo, all issues, including the matter of the potential inclusion of lands inside the Urban Containment Boundary can be adequately addressed through the standard review process.

Should Council decide that an ESR is warranted, per Council Policy 92/CW Staff would prepare Terms of Reference for the ESR. The applicant would then be required to engage a qualified professional to undertake the ESR at their expense.

Once the ESR assessment is completed, Staff would be required to assess the ESR for completeness and request clarification or changes of the applicant, if/as necessary. The ESR findings and recommendations would then be summarized in the Staff planning report to Council.

The information outlined in Staff's report and included in the ESR assessment prepared by the consultant, would then be used by Council to assist it in determining what if any additional action is required related to the proposed development.

During the period when the ESR assessment is being completed, staff would continue to process the application, in an effort to minimize impacts on the overall timeline.

Planning Implications

Policy
Official Community Plan (2008)

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

4.2.1.2 "Maintain the Urban Containment Boundary as the principal tool for growth management in Saanich, and encourage all new development to locate within the Urban Containment Boundary."

4.2.1.3 "Do not consider major changes to the Urban Containment Boundary except as an outcome of a comprehensive five year review of the Regional Growth Strategy."

4.2.1.4 "Do not adopt any bylaw or resolution providing for a major expansion to the Urban Containment Boundary without first obtaining the assent of the electors through a referendum or plebiscite."

4.2.5.1 "Support the retention of rural and farm lands through adherence to the Urban Containment Boundary policy and preservation of the Agricultural Land Reserve."

5.1.1.14 "Buffer rural and agricultural lands from adjacent urban residential development as part of any redevelopment and subdivision proposals, where appropriate."

Blenkinsop Local Area Plan (1989)

4.1 "Do not support further amendments to the Urban Containment Boundary in Blenkinsop."

Urban Containment Boundary

The Urban Containment Boundary (UCB) identifies the division between the urban and rural area and is the main tool of the Saanich growth management program. The concept of the UCB was first introduced by the Planning Department in 1962. It was formally adopted by Council in 1968 and refined through a series of planning studies undertaken in the late 1960s and later, through the Local Area Planning Process.

When it was first established, the UCB was intended to encompass about a 50 year supply of urban land. The Sewer Enterprise Boundary (now Sewer Service Area) within the UCB included the sewered area of the Municipality and the area planned to be sewered within a five-year period. The rationale was that land for residential development should be made available on a carefully staged basis, coordinated with population growth and the Municipality's financial resources. The UCB was based, in part, on the area that could be serviced by gravity into the existing and planned sewerage system.

The Urban Containment Boundary has been refined over time. Major changes to the UCB were made by Council in 1994 following designation of the Provincial Agricultural Land Reserve to remove large areas of ALR land, including land in north Cordova Bay. The Blenkinsop Valley was removed from the UCB in 1978 and Panama Flats in 1981.

Previous OCPs and the Local Area Plans mostly supported minor changes to the UCB to include lands that could be serviced by gravity into the existing sewerage system. Minor changes were considered on a site-by-site basis based on detailed information provided by the applicant as part of the rezoning and subdivision process.

In the context of the UCB policies, "minor" and "major" changes have intentionally not been defined to permit Council discretion to consider an application on its merits. Historically, changes including the exclusion of the north Cordova Bay ALR lands, the Blenkinsop Valley, and Panama Flats from the urban containment area where considered to be major. Similarly, the inclusion of an area of the municipality where a new sewer trunk sewer would be required would be a major change. Fine tuning of the UCB based on more detailed information at the time of subdivision to include land that can be serviced by gravity to the existing sewerage system was considered to be minor.

In 2003, Council requested staff to examine the process for reviewing UCB applications based on concerns about incremental changes to the UCB. Also, there was concern that the rationale for adjusting the UCB should not be based solely on the ability to service a property by gravity into the existing sewerage system, but more on the overall merit and/or public benefit of the proposed application.

No changes to the UCB have been made since 2006. It is important to note that the 2008 OCP encourages that new development should locate within the UCB. This policy reflects a greater emphasis being placed on the need for long term sustainable development, based on focusing the vast majority of future growth in "Centres", "Villages", and along Corridors such as Shelbourne Douglas, and McKenzie that are well serviced by existing infrastructure and alternative forms of transportation.

ESR - Procedure and Practice

The following criteria are considered when assessing the need for an ESR:

1) Complexity:
   a) Are there numerous inter-related environmental and social issues raised by the application?
   b) Can staff identify the degree of impact and provide and coordinate mitigation measures? and
2) Time and Resources: Do staff have the necessary time and resources to adequately assess the project?

Council has not requested a rezoning or subdivision applicant to undertake an ESR since 2002, largely because the development industry have become more knowledgeable about sustainable development techniques and there are now policies and regulations in place that address environmental and social concerns such as; the Official Community Plan, Local Area Plans, Tree Bylaw, Environmental Development Permit Area, and Streamside Development Permit Area to name a few. In addition, the BC Building Code addresses a broad range of climate change and sustainability issues.

ESRs, where required, are expensive for the applicant, time consuming for staff, and significantly add to the processing time for applications. From time to time, complex applications may need to be assessed through an ESR. However, in most cases, the information required by Council to make an informed decision about an application is supplied by the applicant as part of the application submission or is requested by staff during the application review. The types of environmental and social issues that arise are routinely addressed by staff as part of the typical Planning report.

Timing and Resource Implications

If required, the ESR process would result in a substantial delay for the subject development application. In addition, the requirement for an ESR would have an impact on staff resources, as the Terms of Reference are prepared, the results of the ESR are analysed, the subsequent staff report is prepared, and any follow up work as an outcome of Council's deliberation is completed.

CONCLUSION

The matter of whether to include lands within the Urban Containment Boundary, and if such an inclusion should be considered major or minor, is no more complex an issue than the myriad of subject matter that Council has considered and rendered decisions on over the last 10 years, through the standard development application review process.

If Council has particular issues it would like to ensure are addressed within the Staff report when this development application comes forward for review and consideration, feedback to staff could be provided as part the deliberation of this report.

Prepared by

Neil Findlow

Senior Planner

Reviewed by:

Jarret Matanowitsch

Manager of Current Planning

Approved by

Sharon Hvozdanski

Director of Planning

NDF/sd
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Attachment

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

ADMINISTRATOR'S COMMENTS:

I endorse the recommendation from the Director of Plannng.

Administrator

* Time Sensitive *

Saanich
PLANNING

Memo

To: **Mayor and Council**

From: **Sharon Hvozdanski, Director of Planning**

Date: **December 7, 2016**

Subject: **Environmental and Social Review**
File: SUB00774; REZ00582; DPR00674; DPE00674

Project Proposal:	To rezone one A-1 Rural zoned parcel to RS-8 Single Family zone for the purpose of resubdivision with two existing RS-8 zoned parcels to create 14 new RS-8 parcels. Park dedication of 0.665 ha is also proposed.
Address:	980, 990 & 1000 Beckwith Avenue
Legal Description:	Lot 11, Section 65, Victoria District, Plan 40354 Lot 12, Section 65, Victoria District, Plan 40354 Lot A, Section 65/6, Victoria District, Plan 27670
Owner:	Don Mann Excavating Limited
Applicant:	Planster Consulting Limited – contact Luke Mari
Application Received:	November 15, 2016
Parcel Size:	750 m^2 / 929 m^2 / 2.04 ha
Existing Use of Parcel:	Residential / Rural
Existing Use of Adjacent Parcels:	North: RS-8 (Single Family Dwelling) Zone; P-4N (Natural Park) Zone South: P-4N (Natural Park) Zone – Beckwith Park East: P-4N (Natural Park) & A-1 (Rural Zone) West: RS-8 (Single Family Dwelling) Zone
Current Zoning:	A-1 (Rural) Zone and RS-8 (Single Family Dwelling) Zone
Minimum Lot Size:	665 m^2
Proposed Zoning:	RS-8

Proposed Minimum Lot Size: 666 m^2

Local Area Plan: Blenkinsop

LAP Designation: n/a

Environmental Issues
The project site has a considerable amount of Garry Oak ecosystem located on it, with the exception of the two areas where industrial uses are still occurring and the land has been cleared. The reporting provided also notes that there are considerable invasive species on much of the site. Plans for restoring and enhancing this ecosystem have not yet been provided.

The project will result in significant tree loss. Of the property outside of the proposed park space, there are 137 bylaw-protected live trees, and an additional 50 on municipal property. Only 23 trees are estimated for loss due to building envelopes and driveways/lot access, but these numbers seem low given the area required to work on building envelopes or clearance for driveways, and do not include losses due to road widening that are likely to occur, or an undetermined number of undersized native Garry Oak and Douglas-fir trees that are not bylaw-protected.

A third of the proposed Park space is on the current area where land is completely cleared and bulldozing operations are being carried out, with confirmed APECs in the soil. It is unknown at this point what condition the proponent is proposing this area will be in before dedicating it as park space.

The amount of impervious surfacing on the site will increase substantially with this project. The concept plans provided by Acacia show multiple variations of yards that are mostly devoid of vegetation and covered in paving stones. It is highly recommended that considerably more vegetation is incorporated into the plans to enhance the surrounding ecosystem as well as to provide greater on-site stormwater management.

Social Issues
The mostly A-1 zoned site is located with the Blenkinsop Local Area, generally outside the Urban Containment Boundary and Sewer Service Area. It currently contains a soil operation (Peninsula Bulldozing) which has operated from the site since the 1950s. Adjacent land use is single family dwellings (RS-8) on the west, park/trail (P-4N) on the north, Beckwith Park (P-4) on the south and Beckwith Farm within the Agricultural Land Reserve on the east.

The proposal is to rezone the site to RS-8 (665 m^2 min) in order to subdivide to create a total of 14 lots for single family dwelling use and 0.665 m^2 to be dedicated for park/trail. Inclusion of the site in the Urban Containment Boundary and Sewer Service Area is also requested. The Official Community Plan encourages that new development should be located within the Urban Containment Boundary. Major changes to the UCB should only be considered in the context of the Regional Growth Strategy review and would require approval of the electorate through a referendum or plebiscite.

If successful, the proposal would eliminate an estimated 35-60 trucks per day using Beckwith Avenue. Dedication of additional parkland would provide a buffer to the agricultural operation within the ALR. The subdivision would create a modest number of new residential lots adjacent to an established residential neighbourhood. The additional traffic generated by the

development is not anticipated to change the level of service for the Quadra Street/Beckwith Avenue intersection.

If an Urban Containment Boundary amendment is supported, consideration should be given to rezoning to RS-12 (930 m^2 min) to provide a transition in lot area to the large, rural zoned parcels within the ALR. The proposal would be subject to the relevant guidelines for the Environmental (Woodland) Development Permit Area and the Streamside Development Permit Area. Significant tree loss is anticipated. Given the use of the site for industry, Stage 1 and 2 environmental assessments have been completed for the site.

Criteria for Considering an ESR

1. Complexity
   a) Are there numerous inter-related environmental and social issues raised by the application?

      No

   b) Can staff identify the degree of impact and provide and coordinate mitigation measures?

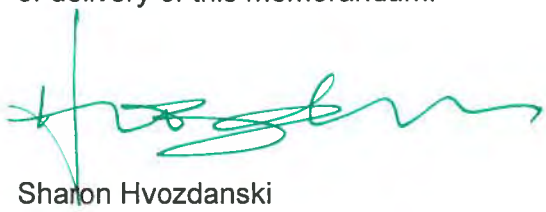
      Yes

2. Time and Resources
   Do staff have the necessary time and resources to adequately assess the project?

   Yes

RECOMMENDATION: That an ESR not be required.

As Council Policy 92/CW amended September 2002 states, the Mayor or a Councillor may request the above matter be placed on a Council agenda for discussion within 10 working days of delivery of this memorandum.



Sharon Hvozdanski
Director of Planning

/ads
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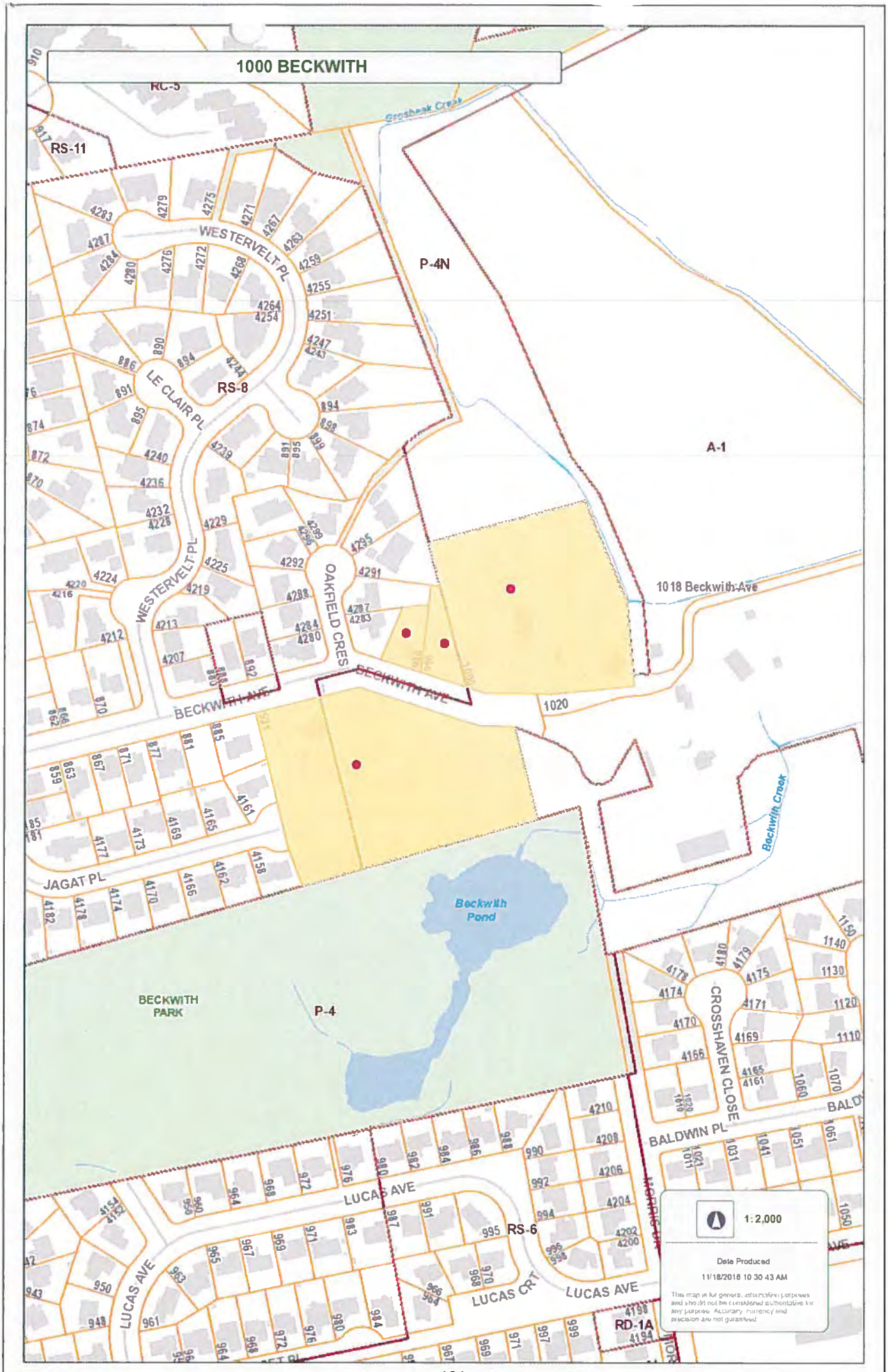
cc: North Quadra Community Association
Blenkinsop Valley Community Association


1000 BECKWITH
RC-5
RS-11
Grosbeak Creek
WESTERVELT PL
LE CLAIR PL
RS-8
P-4N
A-1
1018 Beckwith Ave
OAKFIELD CRES
BECKWITH AVE
1020
Beckwith Creek
JAGAT PL
Beckwith Pond
BECKWITH PARK
P-4
CROSSHAVEN CLOSE
BALDWIN PL
LUCAS AVE
RS-6
LUCAS CRT
RD-1A
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This map is for general information purposes and should not be considered authoritative for any purpose. Accuracy, currency and precision are not guaranteed

COUNCIL POLICY **92/CW**

SUBJECT:	ENVIRONMENTAL AND SOCIAL REVIEW PROCESS
DATE:	NOVEMBER 2, 1992 **ORIGIN:** PLANNING
AMENDED:	SEPTEMBER 9, 2002

POLICY

The Municipality of Saanich has adopted an Environmental and Social Review (ESR) Process to identify the environmental and social impacts, both positive and negative, on specific initiatives undertaken within the Municipality.

PROCESS

The Environmental and Social Review Process is administered by the Planning Department. All zoning and subdivision applications shall be screened to determine whether or not an ESR is required. The Director of Planning Services/Approving Officer, in consultation with appropriate Municipal staff, shall consider if an application should be recommended for an ESR where:

a) the land in question is:

- within 50 m of
  - a natural park
  - the Agricultural Land Reserve
  - a watercourse designated pursuant to Saanich bylaws
  - a Floodplain Development Permit Area
- within 60 m of a marine shoreline
- outside the Urban Containment Boundary and involves a rezoning for
  - commercial use
  - industrial use
  - institutional use
- outside the Urban Containment Boundary and involves a subdivision to create five or more lots
- deemed to be environmentally sensitive

b) the proposed use is likely to result in significant social impacts upon the general area or the Municipality.

In considering whether or not to recommend or require an ESR, the Director of Planning Services/Approving Officer should consider the following questions:

1. Complexity
   a) Are there numerous inter-related environmental and social issues raised by the application?
   b) Can staff identify the degree of impact and provide and coordinate mitigation measures outside the ESR process?

2. Time and Resources
   Do staff have the necessary time and resources to adequately assess the project without the benefit of an ESR?

Where a rezoning application is recommended to Council for an ESR, a report shall be prepared for the Committee of the Whole outlining the environmental and/or social issues that warrant investigation plus the proposed Terms of Reference for the ESR and a brief project description.

Where a rezoning application is not recommended for an ESR, a brief memorandum shall be sent to the Mayor and Councillors and the relevant community association citing the reason(s) for not recommending an ESR.

Within 10 working days of delivery of the memorandum, the Mayor or any Councillor may request the matter be placed on a Council agenda for discussion.

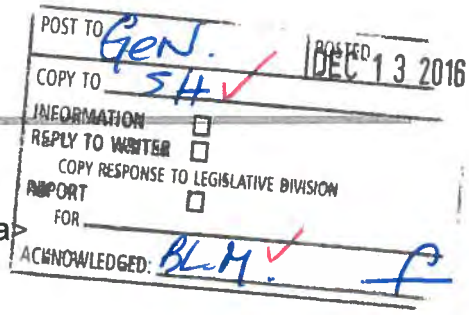
Where an environmental and social review is required either by Council or the Approving Officer, the applicant will undertake the review at their expense based on the Terms of Reference established by Council or the Director of Planning Services, as the case may be.

The selection of the consultant shall be made by the applicant and approved by the Director of Planning Services prior to the work commencing. The consultant involved in submitting the rezoning or subdivision application shall not conduct or participate in the Environmental and Social review.

Upon acceptance of the final ESR by the District, the relevant community association and/or interested members of the public shall be afforded an opportunity to peruse the report at the Municipal Hall.

The conclusions of an environmental and social review for a rezoning application will be presented to Council by the Director of Planning Services as part of the report on the application. For a subdivision application, the Approving Officer will review and consider the conclusions of an environmental and social review.

Checksheet Beckwith



Council - 980, 990 and 1000 Beckwith Avenue - ESR

From: "Haji Charania" [redacted]
To: <council@saanich.ca>, <paul.Thorkelsson@saanich.ca>
Date: 12/10/2016 10:57 AM
Subject: 980, 990 and 1000 Beckwith Avenue - ESR
CC: <judy.brownoff@saanich.ca>, <leif.wergeland@saanich.ca>, <vic.derman@saa...

We refer to a memo dated Dec. 07 2016 from Ms. Hvozdanski, the Director of Planning, recommending that the development proposal on the above referenced properties be not subjected to a full ESR (Environmental Social Review). We respectfully disagree with the recommendation of the Director of Planning. Our disagreement is based on:

1. It is a 6.6 acre site, majority of the site is A1 rural and it is outside the Urban Containment Boundary (UCB) and outside Sewer Enterprise Area (SEA). We think, before seeking expansion of the UCB and SEA, a thorough justification report will be required, so why not study those aspects now along with the ESR?
2. The current bull dozing site soil operation, as we understand, is a non-conforming industrial use. There is a potential for contamination from the site leaching into the Beckwith Pond. This issue will require remediation of the Beck with Pond.
3. A large north portion of the properties is within EDPA and it contains large number of mature Garry Oak trees. It should be subjected to an Environmental Assessment. Frankly, we believe this portion should be left undeveloped in its natural state and protected under a natural park covenant as the amenity.
4. While there will be reduction in the truck traffic, a welcome news, there will be small increase in the overall traffic because of the proposed development.
5. There are other minor, but important issues, such as the proposed trail, access to the Mann's farming operation to the east and future of the landscaping business (or is this development includes that site?).

We are of the view that this large development proposal should be subjected to a full ESR. It is perhaps one of the largest development proposals requiring expansion of the UCB and SEA, and containing EDPA values in its natural state at the periphery of the North Quadra Area. We urge Council to request a full ESR. Further we request that this item be put on the Council's agenda for the December 12 meeting as a late item. Thank you.

Best regards, Haji Charania for North Quadra Community Association (NQCA)