

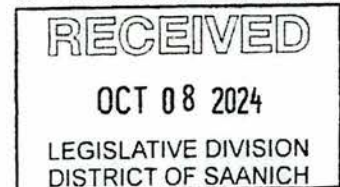


The Corporation of the District of Saanich

Report

C-October-28-2024

To: Mayor and Council
From: Lindsay Chase, Director of Planning
Date: October 7, 2024
Subject: Rezoning and Development Permit Application
File: DPR01020; REZ00728 • 760 Tolmie Avenue



RECOMMENDATION

1. That Council require the applicant to replace the Tolmie Lane Lift Station as an Excess Service.
2. That Zoning Bylaw, 2003, be amended to include a new CD-10UD – Core 1 (Comprehensive Development Uptown Douglas – Core 1).
3. That the application to rezone from the C-6UD (Uptown Douglas Highway Commercial) Zone to the CD-10UD – Core 1 (Comprehensive Development Uptown Douglas – Core 1) be approved.
4. That Development Permit DPR01020 be approved.
5. That Final Reading of the Zoning Bylaw Amendment and ratification of the Development Permit be withheld pending:
 - Provision of all additional materials and information to satisfy the outstanding items identified in Appendix A – Outstanding Issues.
 - Registration of a covenant to secure the following:
 - Transportation Demand Management measures, as identified in Bunt and Associates' Memo, TIA Report Updates V03, dated May 31, 2024, and the report dated July 26, 2023;
 - A Housing Agreement to secure 100% of the residential units as rental for a period of 60 years or the life of the building.

PURPOSE

The purpose of this Report is to introduce the subject application to Council. The application is to rezone the property at 760 Tolmie Avenue from the C-6UD (Uptown Douglas Highway Commercial) Zone to the CD-10UD – Core 1 (Comprehensive Development Uptown Douglas – Core 1). The rezoning would support a three-tower mixed use development with 554 rental units. A Development Permit for form and character is required. Variances are requested for parking, parking space width, loading, driveway width and excess services. The applicant is Tolmie Avenue LP (Stefan Slot, Townline).

DISCUSSION

Proposed Development

The proposal is for a three-tower mixed use development with 554 rental units. Project data is in Table 1.



Figure 1: Development Rendering, provided by Chris Dikeakos Architects Inc.

Table 1: Project Statistics

Project Data	
Lot Area	11,771 m ²
Unit Total	554
Floor Space Ratio (FSR)	4.42
Height	
Tower 1	24 Storeys
Tower 2	21 Storeys
Tower 3	21 Storeys
Max Height Geodetic	91.4
Setbacks	
Tolmie Avenue	Podium: 0.2 m Tower: 6.5 m
Oak Street	Podium: 2.3 m Tower: 7.0 m
Roderick Street	Podium: 3.7 m Tower: 8.4 m
Audley Crossing	Podium: 0.5 m

	Tower: 5.0 m
Parking	
Total Parking	942
Total Commercial Parking	391
Total Residential Parking	551
Total Visitor Parking	56
Total Accessible Parking	22
Bicycle Parking	
Residential Class I	584
Residential Class II	18
Commercial Class I	37
Commercial Class II	16

Unit Mix					
	Studio	1 Bedroom	2 Bedroom	3+ Bedroom	Total
Total	118	259	120	57	554
% of Total	21%	47%	22%	10%	100%

Land Use and Neighbourhood Context

The 11,771 m² site is located within the Uptown Douglas area, at the northwest corner of Oak Street and Tolmie Avenue (see Figure 2). The Official Community Plan (2023) designates this property as within the Uptown Core.

The Uptown Douglas Plan designates the surrounding land use as 'Core' which allows for consideration of high-rise mixed use and commercial buildings. To the northeast of the site, the land use is designated as 'Urban Mixed Use' which allows for consideration of mid to high-rise mixed use and residential buildings.

The existing surrounding land use is predominantly commercial with Mayfair Mall to the south across Tolmie Avenue, a commercial development with a mix of retail, restaurant, and service uses across Oak Street and Uptown Shopping Centre is 650 m to the north.

The site is within walking distance of the Rapid Transit service on Douglas Street which provides service from Downtown to Langford, as well as Regional Routes to Swartz Bay and Local Routes to the Royal Oak Exchange. Cloverdale Avenue is identified as an All Ages and Abilities bike route which will link the Galloping Goose/Lochside Regional trails to the bike lanes along Cook Street and Quadra Street.

Tolmie Avenue, to the south of the site, is the boundary between the District of Saanich and the City of Victoria.

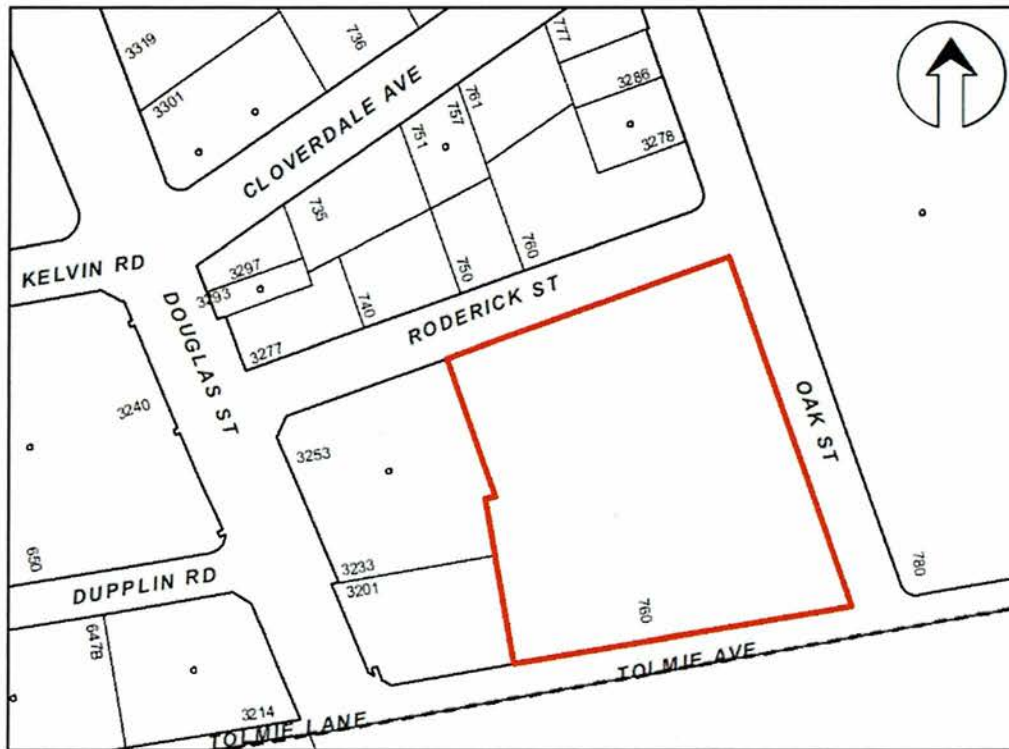


Figure 2: Neighbourhood Context.

Consultation

The applicant has stated the community consultation began in February of 2023, with a community meeting with the Quadra-Cedar Hill Community Association as well as Mount View Colquitz Community Association. Additionally, a public website, mailers and a door-to-door campaign to invite community members was completed. An Open House was held on September 14th, 2023, for the broader community.

BC Transit

BC Transit supports this project as it concentrates growth in an area with a high quality of transit service and is located within an area that is served by RapidBus.

Community Association

The Mt View Colquitz Community Association expressed concerns regarding the proposed developments impacts on local public amenities, along with concerns regarding the implementation of the District of Saanich's Community Amenity Contribution policy. These concerns will be addressed in the Community Amenity Contribution Section of this Report.

Advisory Design Panel

The proposal was considered by the Advisory Design Panel (ADP), on October 4, 2023, who moved that the development be approved subject to further consideration of:

- Increasing the intensity of the public green space;
- Unique residential lobby expression;
- Increased activation of the building at the street level such as:
 - Improving animation of the Superstore frontage; and
 - Increasing points of entry for the Commercial Rental Units, where possible;

- Increased retention of stormwater at the boulevards;
- Improved clarity of architectural expression of subforms within the tower; and,
- Increasing the point of entries at Oak Street and Tolmie Avenue frontages.

The applicant has responded to the Advisory Design Panel's comments through the reduction in hardscape in the public realm design as well as throughout the proposed development, as well as the addition of distinctive architectural elements to each tower entry.

The applicant has stated that the space requirements of the Superstore and the significant grade differential along Oak Street create conditions which are unfavorable for small-scale retail units.

The applicant further clarifies that the boulevards are designed to the standards set by the District of Saanich and that the site has incorporated multiple Stormwater Management measures.

The proposed building forms have been refined as directed by the Advisory Design Panel. Each residential tower's architectural expression has been improved through the use of clean vertical lines and the incorporation of subtle variations of complementary material palettes.

The applicant notes that additional entry points along the Oak Street frontage would be impractical due to the existing efficient and effective entries. As proposed, the Oak Street frontage includes access to two residential lobbies, two commercial rental units and two separate entries to the anchor tenant Real Canadian Superstore.

An additional entry point has been added to the Tolmie Street frontage to facilitate residential bicycling access.

Community Contribution

The applicant is proposing to secure the rental tenure of the residential units for 60 years or the life of the building. Although the application predates the adoption of the Community Amenity Contributions and Inclusionary Housing Policy, the development would qualify for a full Community Amenity Contribution Exemption under this policy due to transition provisions approved by Council.

In response to the concerns expressed by the Mt View Colquitz Community Association regarding the implementation of the District's Community Amenity Contribution Policy, it should be clarified that the Community Amenity Contribution Exemption does exempt the development from policy 5.1.5 in the Uptown Douglas Plan which requires a land lift analysis for developments which propose heights above 18 storeys.

While the application qualifies for a full Community Amenity Contribution exemption, the applicant proposes to contribute:

- \$315,000.00 towards the future completion of the plaza on Oak Street;
- \$15,000.00 towards signal timing optimization studies for various intersections in the area; and
- \$20,000.00 towards cycling infrastructure beyond the frontage of the development site.

These contributions are not proposed to be secured by Covenant as they would form part of the development's Works and Services agreement.

Relevant Planning Policies

The following District of Saanich Planning policies are most applicable to the subject proposal:

Official Community Plan

- 7.0 F. Support land use changes that enable progression towards a walkable 15-minute community inside the Urban Containment Boundary.
- p.49 Building on the existing network of Centres and Villages, make Saanich a walkable 15-minute community where all households within the Urban Containment Boundary are within a 15-minute (or 1.2 km) walk of key amenities that support daily living. Where these amenities do not exist, long-term planning to guide land use change will occur to meet community needs.
- 7.3.1 "Direct the majority of Saanich's residential and employment growth into Primary Growth Areas and support these areas with higher levels of investment in infrastructure, community, services, parks, recreation facilities, and public spaces.
- 7.3.4 "Within Primary Growth Areas support a mix of housing types, unit sizes, and tenures including non-market, rental, ownership, and co-operative housing."
- 7.3.5 "Develop Primary Growth Areas to be pedestrian-oriented through features such as generous sidewalks, places to sit, active building frontages, high quality urban design and landscaping/shade trees with a focus on accessibility and climate adaptation."
- 7.3.12 "Generally concentrate the tallest building forms and intensities of residential and employment activity near the center or focal area of each Centre/Village and on front facing parcels along Primary Corridors and locate lower forms and intensities near the periphery of the Primary Growth Area."
- 8.4.4 "Support family-friendly housing by encouraging the new multi-unit residential developments contain a minimum of 30% units with two bedrooms or more, and that at least 10% of all units have three or more bedrooms.
- 8.4.8 "Encourage the incorporation of family-friendly features and amenities within new residential developments such as secured child-care space, play areas, and larger family-sized units to support households with children."
- 9.3.8 "Require bicycle parking/storage/charging and other end-of-trip facilities such as change/shower rooms where appropriate, in commercial, institutional, recreational, and multi-unit residential buildings and at a key community destination such as parks, recreation and education centres, and commercial and employment areas.

Uptown Douglas Plan (2022)

The subject property is within the policy area for the Uptown Douglas Plan. The subject property is within the Douglas-Oak Hub neighbourhood sub-area and within the Core Land Use designation. The policy designates the area for high-rise mixed use residential or commercial buildings with a base height of 12 storeys to a maximum height of 18 storeys.

- 5.1.4. consider applications within the Core land use designation seeking to construct buildings taller than 18 storeys, provide proposed developments:
- A maximum of 24 storeys in height;
 - Are located on or directly adjacent to the multi-modal Transit Hub site, on the half of the Uptown Shopping Centre closest to Raving way/ Carey Road, or on the half of Saanich Plaza site closest to Ravine Way. Other Core Sites may be considered in exceptional circumstances.
- 5.1.6. As part of development proposals, achieve enhancement to the mobility network, including new connections identified in Section 6 and road dedications and streetscape improvements consistent with policies and cross-sections identified in Section 7.
- 5.1.7. Assess potential impacts of new development, including through requiring studies to analyze impact on active transportation networks, parking, traffic flows, infrastructure capacity, ecological assets, land use and building transitions, views, shadowing and shading, and geotechnical conditions.
- 5.2.2. Target a minimum of 30% of new residential uses to include two and three-bedrooms units as a means of providing family appropriate housing.
- 5.2.10 Encourage new residential developments to include engaging child-friendly design elements within common spaces.
- 5.3.1 Encourage commercial and mixed-use building to include small-scale commercial/retail uses at street level, with larger retail uses either located above or behind at fronting uses.
- 5.3.4 Expect development to create small, attractive storefronts that define the building and add variation to its façade that cue visual interest at grade.
- 5.7.9. Encourage redevelopment of the old Mayfair Lanes site (760 Tolmie Avenue) with a mix of uses that incorporate public open space, active uses and a significant residential component.

Development Permit Area Guidelines

The Development Permit Guidelines were updated and adopted by Council on February 26, 2024. These guidelines provide general design direction as well as specific form-based guidance. The site is located within the Uptown Core Development Permit Area which anticipates high-density development. The Urban Design Framework for the area seeks to highlight and enhance the unique characteristics and functions of each neighbourhood. This application is evaluated in the context of the following design guidelines:

- Core Design Principles
- General Design Guidelines
- Zero Carbon, Resilient, High-Performance Buildings
- Bicycle Parking and Infrastructure
- Bird Friendly Design
- General Environmental Guidelines
- Uptown Core

Policy Analysis

The proposal is consistent with the Official Community Plan which focuses the majority of future growth to “Centres” and “Villages” and supports the establishment of more compact, walkable neighbourhoods that address a variety of local resident needs. The subject site is within the Uptown Core, which includes a diverse range of regional commercial uses as well as the municipal administrative precinct. In accordance with the Official Community Plan, the proposed development would provide a range of housing types in a location well served by commercial services, with Mayfair Mall to the south along with Rapid Transit within a walkable distance from the site.

The Uptown-Douglas Plan (UDP) designates the site for high-rise mixed use residential or commercial buildings with a base height of 12 storeys to a maximum height of 18 storeys. Policy 5.1.4. in the UDP, allows for consideration of support for heights up to 24 storeys on specific sites. The subject site is not in a location specifically identified for consideration for development up to 24 storeys. However, the plan notes that other Core sites may be considered in exceptional circumstances.

The proposed development is located across the street from a major shopping center and is in close proximity to the Rapid Transit on Douglas Street. Additionally, Tolmie Avenue will be constructed to have a protected bike lane which will connect to the All Ages and Abilities Galloping Goose Regional Trail. For these reasons staff are supportive of the proposed 24 storey building height in this location.

The proposed development will realize the first section of Audley Crossing, a new laneway which will run parallel to Oak Street and Douglas Street. Audley Crossing is planned to break up the large District of Saanich block to enable adequate on-site servicing, loading and access, and provide additional opportunities for ground oriented commercial. The subject application proposes to allow for limited residential off of Audrey Crossing, on the north frontage at the intersection of Audley Crossing and Roderick Street, as well as to allow for commercial loading to the proposed grocery store consistent with the vision of the UDP, see Figure 3.

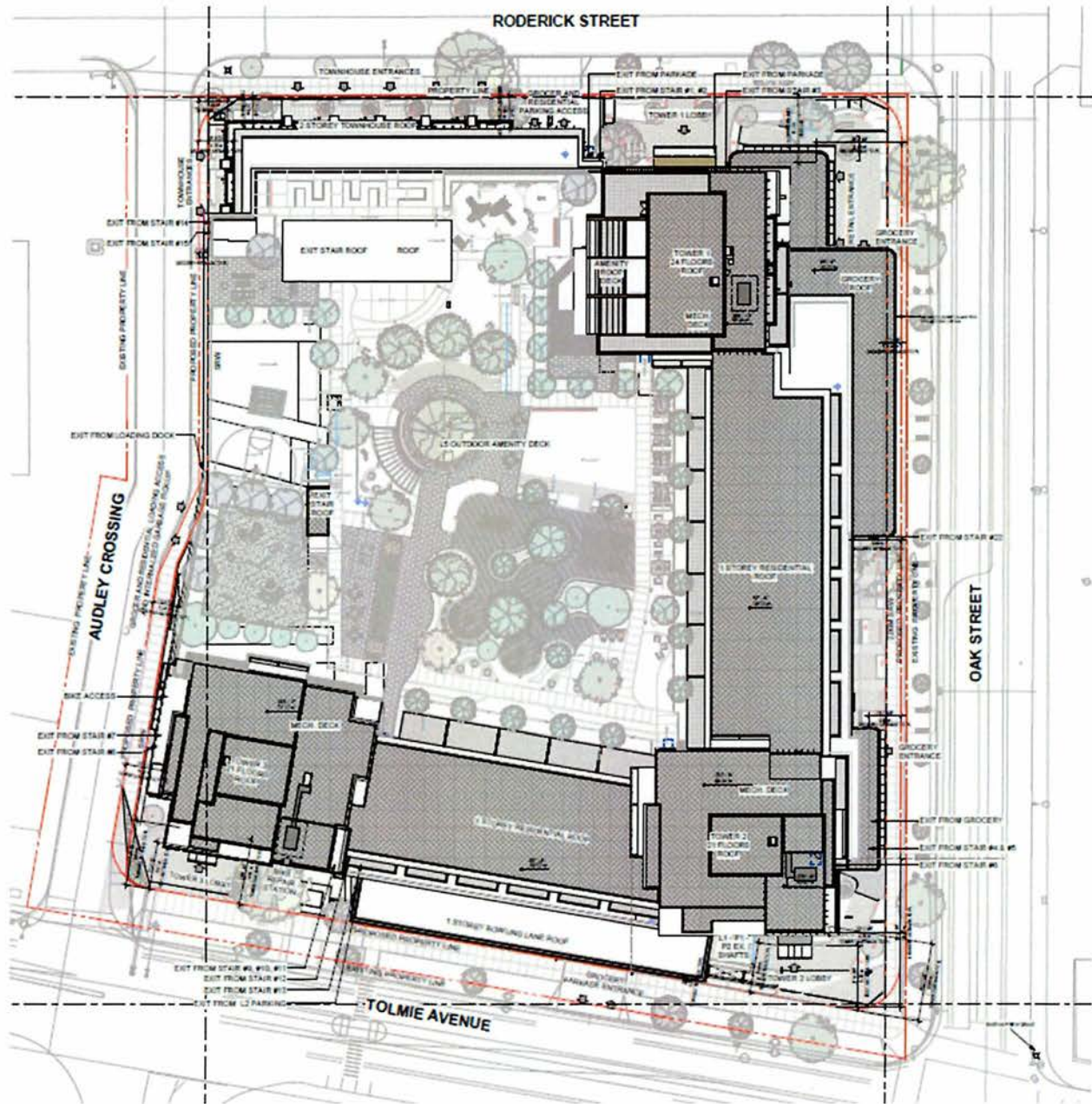


Figure 3: Site Plan, provided by Chris Dikeakos Architects Inc.

The UDP envisions Oak Street as a central high street, with integrated bikes, a promenade and amenities with active and engaging mix-use buildings framing the street. Livability is intended to be the primary consideration in the design of Oak Street. To achieve the central high street which is intended to be shared by pedestrians, bicycles and vehicles, it was recommended that Oak Street be closed to through vehicular traffic between Roderick Street and Tolmie Avenue. The road right-of-way would be designed as a pedestrian oriented plaza which would connect the east and west sides of Oak Street, while allowing emergency vehicles and cyclists to travel through the plaza when required. While the closure of Oak Street will not be realized through this development application, the applicant has provided a two phased approach to the Oak Street frontage. The first phase would allow through vehicular and cyclists traffic with supporting

frontage improvements, see Figure 4. The second phase would entail the build out of the plaza which would be completed at a later date by others. The applicant has proposed to provide a financial contribution towards the future build out of the plaza.

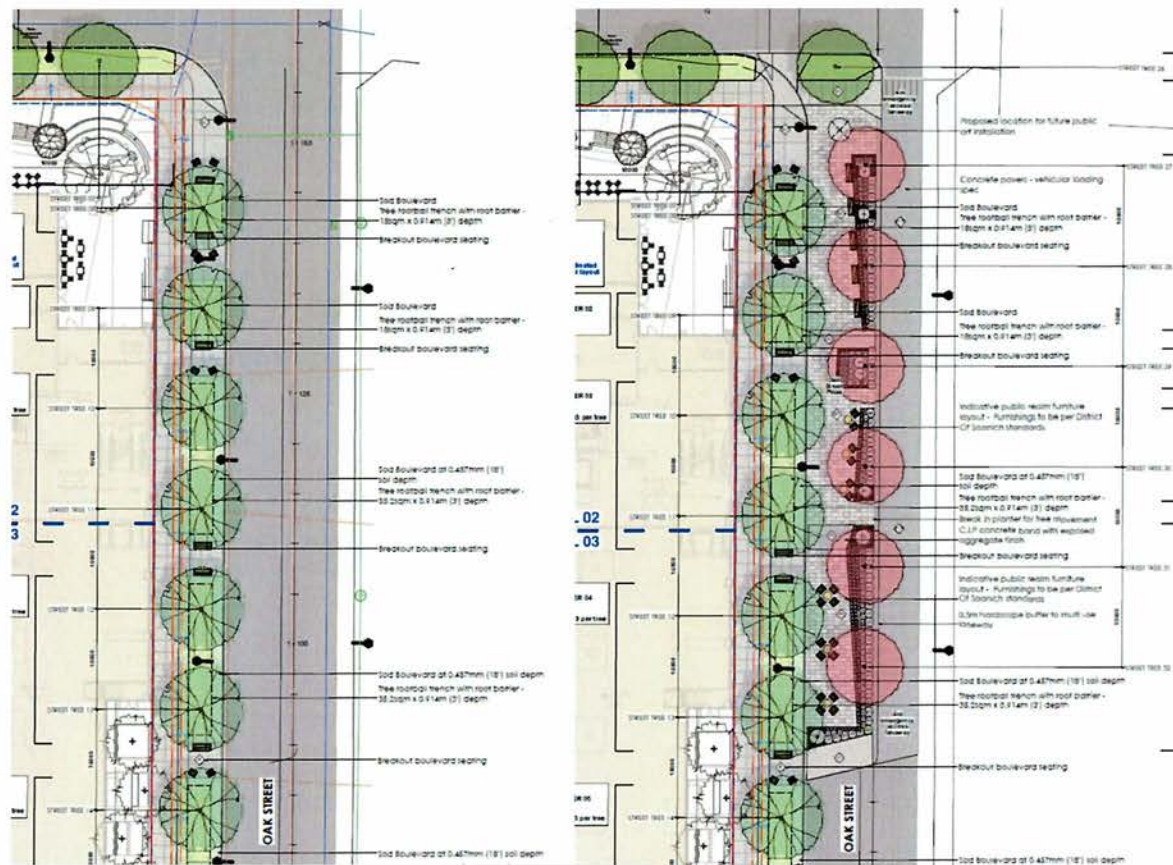


Figure 4: Phase 1 (left) Oak Street Frontage Landscape Plan Phase 2 (Right) Oak Street Frontage Landscape Plan, provided by Durante Kreuk Ltd. Landscape Architects.

To achieve the central high street envisioned in the UDP, with small boutique commercial units fronting a pedestrian promenade, staff recommended to the applicant that smaller commercial units with a maximum frontage width of 10 m to 15 m be located along the Oak Street frontage. The applicant was asked to consider incorporating aspects of the Superstore programming such as Joe Fresh or a homeware section into smaller boutiques along Oak Street. The applicant responded to this recommendation stating that the space requirements for the Superstore and the significant grade differential along Oak Street create conditions which are not amenable to small-scale retail units (Figure 5).



Figure 5: Oak Street Elevation, provided by Chris Dikeakos Architects Inc.

Staff have expressed concern regarding the proposed development's presentation to Tolmie Avenue as the above grade parking structure has resulted in a large amount of blank walls fronting the Tolmie Avenue pedestrian areas, and not the activated commercial frontage envisioned in the plan. The applicant responded to staff's concern through the addition of planters and landscaping to add visual interest to the exposed parking structure and have added a cycling entry off of Tolmie Avenue. While staff do not believe that the Tolmie Avenue interface is consistent with the expectation of the Uptown Douglas Plan, the proposed development's presentation to Tolmie Avenue has been improved, see Figure 6.



Figure 6: Tolmie Avenue Elevation, provided by Chris Dikeakos Architects Inc.

The application proposes 554 secured rental residential units in a location which is supported by the Uptown Douglas Plan. The proposed development exceeds the OCP family-friendly housing policy with 32% of units having 2 bedrooms or more and 10% of units having three bedrooms. Additionally, the development supports family friendly housing through the provision of a shared roof top amenity area which proposes a community garden, a congregation area for the residents, sports courts and other residential amenities, see Figure 7.



Figure 7: Outdoor Amenity Plan, provided by Durante Kreuk Ltd. Landscape Architects.

Design Review

As detailed previously within this report, the subject property is within the Uptown Douglas Development Permit Area (UDDPA). The Urban Design Framework within the UDDPA is intended to guide the transition of space to place that is unique, interesting and in keeping with the Uptown Douglas's Plan vision.

The proposed tower placements, at three of the intersections, allow for adequate tower separation for privacy for the future residents through minimization of overlook, as well as allowing for the bulk of the building massing at the corners of the site consistent with the Fit and Transition section of the Design Guidelines, see Figure 3.

The proposed towers are primarily clad with vision and spandrel glass in metallic colours, bronze, nickel and champagne, along with more muted tones of gray and charcoal as well as metal panel in two shades of grey. From a pedestrians' perspective wood grain soffits would be highly visible adding a warming tone to the material palette. At the base, dark grey brick will be used on the Oak Street and Tolmie Avenue frontage.

The proposed development utilizes many bird friendly strategies to reduce threats to birds such as incorporating metal paneling and other opaque cladding materials to avoid fly-through conditions as well as the use of non reflective glass where appropriate.

As stated in the Policy Analysis section of this Report, the Tolmie Avenue and Oak Street frontage do not allow for the commercial activity and pedestrian engagement that is noted in the Design Guidelines. However, it must be noted that the development's massing as proposed is consistent with the policies in the Design Guidelines. The proposed street wall heights of three storeys along Oak Street and two storeys along Audley Crossing are in alignment with the Guidelines. All three proposed towers adhere to the maximum residential floorplate which would assist in the development skyline presentation as well as to minimize the shadowing impacts on the adjacent public areas. While there are some noted areas in which the proposed development does not directly align with the Design Guidelines, it is staff's opinion that the development does align with many, importantly the massing expectation.

Variances

Parking

The application proposes variances to required residential parking, visitor parking and commercial parking.

Parking Analysis			
Zoning Bylaw Regulation	Proposed	Required	Variance
Residential Parking	551	834	283
Visitor Parking	56	167	111
Commercial Retail	13	18	5
Commercial Food Store	375	744	369

A series of Traffic Demand Management measures are proposed to offset the impacts of the proposed parking variance including a car share vehicle which would be located along the sites' Roderick Street frontage.

The Traffic Impact Assessment Report by Bunt & Associates, dated July 26, 2023, is supportive of both the residential and commercial parking, stating that the proposed parking supply is anticipated to provide a good balance between the District of Saanich's sustainable transportation objectives while ensuring the viability of the project and protecting against spillover into the adjacent neighbourhood.

Parking stall width

The Zoning Bylaw, 2003, requires that any parking stall located adjacent to a column or other structure have an increased parking space width of 0.3 m to allow for the area required for additional maneuvering. A variance to this additional parking space width requirement has been requested. The applicant has provided vehicle maneuvering studies which demonstrate how the parking spaces could function adequately without the required additional width. These studies have been considered by staff and consequently staff are recommending support for this variance.

Electric Vehicle Commercial Parking

The Zoning Bylaw, 2003, requires that 5%, 20 spaces, of the commercial parking be energized and a minimum of 4 of the energized spaces be outfitted with Electric Vehicle Supply Equipment (EVSE). The application proposes 19 spaces with EVSE which exceeds the requirement.

However, to meet the Zoning Bylaw, 2003, an additional energized space is required. Staff are not supportive of a variance to reduce the electric vehicle requirements and have listed the addition of one energized commercial parking space as an item which requires revision in Appendix A – Outstanding Issues.

Commercial Class II bikes

The total required Class II bicycling spaces, a short-term bicycle parking space which typically takes the form of a bicycle rack at a main entry point to a building, for the development is 25 spaces. The application currently proposes 16 spaces, requiring a variance of 9 spaces. As a large parking variance is being proposed, staff are not supportive of this variance and have listed the addition of 9 Class II bicycle spaces as an item which requires revision in Appendix A – Outstanding Issues.

Commercial Loading

The development as proposed requires a total of 8 commercial loading spaces. The application proposes 2 resulting in a required variance of 6 commercial loading spaces. Additional smaller residential and commercial loading bays are proposed to accommodate garbage pick up. Extensive analysis has gone into the commercial loading requirements for the development's specific needs and as a consequence staff are recommending support for this variance.

Driveway Width

The applicant is proposing a 10.5 m wide driveway from Audley Crossing that will serve as the primary driveway access for the proposed loading area. The maximum commercial driveway width permitted under the Driveway Access Bylaw and the Subdivision Bylaw, 1995, is 10 m. Consequently, a variance is required. Engineering supports this variance as no negative impacts to the public realm are expected.

Sign Bylaw

The application includes a Comprehensive Sign Plan. Sign Bylaw, 2006, No. 8789, variances are required to accommodate the signs proposed in the application. With respect to two proposed Projecting Signs, this sign type is not permitted, consequently a variance would be required.

The Sign Bylaw, 2006, No. 8789, regulates the copy area of a sign. A variance would be required to allow signs with a copy area of up to 3.25 m², 0.35 m² over the maximum copy area permitted in the bylaw.

Additionally, the Sign Bylaw, 2006, No. 8789, only permits one sign per business per building face. The sign plan currently proposes to exceed these restrictions. Staff do not typically support this proposed variance for a Comprehensive Sign Plan but review these variances on a sign-by-sign basis. While this isn't typically supported, staff are recommending support for this variance due to the scale of the development, and in particular the scale of the retail food grocer at its proposed frontage on Oak Street.

Alternatively, if Council would not like to support this variance. Council could direct staff to strike the variance, 3.h), from the draft Development Permit.

Staff are generally supportive of the proposed Sign Bylaw, 2006, No. 8789, variances as they are not perceived to negatively impact the character of the proposed development or impact adjacent properties.

Servicing

Upon receipt of this application, a capacity analysis was undertaken to verify if the existing municipal sanitary and water systems would be able to handle the increased flow and demand, respectively. The results of this analysis indicated that the downstream Tolmie Lane Lift Station in its current state would not be able to provide the capacity required to support the proposed density. As such, it was determined that the existing station would need to be substantially replaced. This analysis was undertaken in January of 2023 and since that time, Engineering has been engaged in ongoing discussion with the applicant to identify scope and how the replacement will be financed.

As the Lift Station is downstream of the subject property, any upgrades to the station would be defined as an Excess Service and when these scenarios arise, the applicant typically funds 100% of the initial cost, with potential cost recovery through collection of charges from contributing properties up to 10 years from the date of completion, as per the Excess Services Bylaw, 1989, No. 5996.

It is recognized by staff that the Tolmie Lane Lift Station is a critical component of the District of Saanich's sanitary system, is currently at capacity and its replacement is expected to provide capacity for a forecasted density in the Uptown-Douglas core that is beyond what is required for the subject development, while also continuing to manage the existing flows. As such, it was determined that it would be reasonable for Engineering to contribute 30% of the overall cost of replacement.

The applicant has acknowledged and is receptive to this offering and as such, Engineering is proposing a 70/30 cost share, where 70% of the cost would be the responsibility of the applicant and the 30% would be the responsibility of the District of Saanich. The 70% that is the applicant's responsibility is proposed to be required as an Excess Service. The applicant would be responsible for preparing a report which allocates a percentage of cost to contributing properties, subject to review and approval by the Director of Engineering. This would be undertaken at the Building Permit stage and would include entering an agreement with the applicant upon conclusion of construction when final costs are known.

The District's current library of engineering standards and specifications which are contained in the Subdivision Bylaw, 1995, do not contain any standards for sanitary lift stations. As per the *Local Government Act (LGA)* and as per the Excess Services Bylaw, 1989, No. 5996, the applicant must seek Council direction for this work to be executed under an Excess Services Agreement. The process for execution of this agreement would generally follow the District of Saanich's Excess Services Bylaw, 1989, No. 5996, however, the applicant has expressed interest in seeking potential cost recovery through the collection of charges from contributing properties over 15 years, as opposed to the 10 years currently noted in the Bylaw. Staff are, in principle, supportive of a 15-year collection period as it is consistent with the LGA. As such, staff will consider bringing forward an amendment to the Excess Services Bylaw, 1989, No. 5996, at a later date to allow the District of Saanich to collect charges over 15 years.

As the applicant progresses with their review and detailed design of the Tolmie Lane Lift Station leading up to their Building Permit application, should an alternative scope be determined to provide the necessary capacity that does not require replacement, an evaluation of appropriate mechanisms for financing will be undertaken by staff. For clarity, Engineering is proposing to contribute 30% for the costs associated with a substantial replacement of the Lift Station.

It is important to note that Engineering does not recommend that the land be rezoned to permit the requested density unless Council directs replacement of the Tolmie Lane Lift Station to be considered and executed as an Excess Service under an Excess Services Agreement.

For the purposes of rezoning and development permit, Engineering is satisfied with all other aspects of the development proposal.

PROCEDURES

As this application is consistent with the Official Community Plan, notice of the bylaws will be provided pursuant to Section 464(3) of the *Local Government Act* in advance of the Council meeting. This facilitates Council being able to consider the recommendations included in this report.

Should Council decide to approve the recommendations, the following procedures will occur:

1. At the initial meeting, approval of the application, first three readings of the Zoning Bylaw Amendment and approval of the Development Permit.
2. After all conditions have been met, the application will come before Council for Final Reading of the Zoning Bylaw Amendment and ratification of the Development Permit.

ALTERNATIVES

1. That Council support the application to rezone 760 Tolmie Avenue. Staff recommend this option.
2. That Council reject the application.
3. That Council provide alternate direction to staff.

FINANCIAL IMPLICATIONS

As noted in the Servicing section of this Report, the District of Saanich proposes to fund 30% of the overall cost of replacing the Tolmie Lane Lift Station. At this time, the scope of the required replacement has not been finalized and so, the exact figure is not currently known. However, staff have completed preliminary cost estimates to identify a range of approximate cost based on varied scope, and it is planned for this infrastructure to be funded from the District of Saanich's sanitary sewer utility.

STRATEGIC PLAN IMPLICATIONS

The proposal works towards achieving the Council Strategic Plan 2023-2027 Housing theme:

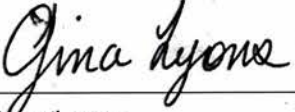
- We use mechanisms available to increase and improve the supply of diverse and affordable housing that meets the needs of our residents now and in the future.


CONCLUSION

The proposed development is consistent with the Official Community Plan, 2024 (OCP), which focuses future growth in the Primary Growth Areas and supports the establishment of more compact, walkable neighbourhoods that address a variety of local resident needs. The site is

within the Uptown Core, which includes a diverse range of regional commercial uses. In accordance with the OCP, the proposed development would provide a range of housing types that can accommodate people of different ages, income, and physical and social needs. The proposal is also consistent with the land use policies in the Uptown Douglas Plan which allow for consideration for high-rise mixed use residential or commercial buildings up to 24 storeys. Additionally, the proposed development would enhance the Core area as the District's primary employment and commercial hub as envisioned in the UDP.

Staff have noted that despite some departures from the public realm interface expectations of the Uptown Douglas Plan, as described within this Report, the development aligns holistically with many of the District of Saanich's objectives such as the provision of secure market rental housing in an area well served by commercial, public transit and regional trails, the provision of the first section of Audley Crossing and a future public plaza within the Oak Street road right of way. With acknowledgement that the proposed development qualifies for a full Community Amenity Contribution exemption, the applicant has proposed a community contribution of \$350,000.00 for the future build out of the Oak Street plaza, cycling infrastructure and signal light optimization studies, which will be secured through the Works and Services Agreement. For the reasons noted above, staff recommend that the application be supported.

Prepared by: 
Gina Lyons
Senior Planner

Reviewed by: 
Amber Walker
Acting Manager of Current Planning

Approved by: 
Lindsay Chase
Director of Planning

GL/kb

- Attachments:
1. Appendix A – Outstanding Issues
 2. Draft Zone CD-UD.Core1 – Comprehensive Development Uptown Douglas

ADMINISTRATOR'S COMMENTS:

I endorse the recommendation from the Director of Planning.


Brent Reems, Chief Administrative Officer

APPENDIX A**Table 1: Outstanding Issues**

Outstanding Issues		
Planning		
	Description	Action Required
Roderick Setback	<p>The setback from Roderick is defined by the townhouses. Staff measure the Roderick setback to be 3.66 m. The drawings note the Roderick Setback as 4.46 m.</p> <p>Staff measure the tower setback from Roderick as 8.44 m, to residential lobby. The drawings note the setback as 10.53 m</p>	The setbacks must be correctly identified on the plans as well as the project data table.
Audley Crossing Setback	Staff measure the Audley Crossing setback as 0.64 m (as noted on the plans as "Grocery setback to property line"). The project data table notes it as 0.41 m	Clarification and possibly revision required.
Residential Unit Count	Staff count the total number of units as 554. Staff count a total of 57 three bedroom units, the drawing set notes 58 three bedroom units.	All project states including required parking needs to be updated.
Parking	<p>The total parking is incorrectly noted in the data table. Staff count 942 spaces. The data table notes 939 spaces.</p> <p>Staff count the proposed Retail parking as 16 spaces and the drawing set notes 13 retail parking spaces.</p> <p>L1 Retail Food Store parking spaces are noted as 37 small car on the project data table, staff count 43 small car parking spaces.</p> <p>The small car spaces are incorrectly noted on the project data table. Staff count 19 small car stalls on level P1. The data table notes 22.</p> <p>The 'provided by level' parking table is incorrectly noted the number of parking spaces.</p> <p>Staff count 14 accessible parking spaces, the project data table notes 13. Level P1 staff count 5, drawings note 4.</p>	Clarification and possibly revision required.

Electric Vehicle	Staff count 19 EVSE. 20 Energized Commercial spaces are required four of which must be EVSE. This Variance would not be supported, revisions required	The addition of one Electric Vehicle is required.
Comprehensive Sign Plan	Staff are unable to confirm the extent of Sign Bylaw variances required based on the provided information. The additional information required is details in the attached document.	The comprehensive sign plan must be updated to include the requested information.

Outstanding Issues		
	Description	Action Required
Parks		
Plant List	The number of trees proposed in the planting list does not appear to match the number of trees proposed on the drawings.	The plant list must be amended to conform to the number of plantings proposed on the drawings.
Soil Volume	Some on-site tree planting's locations do not appear to have sufficient soil depth or volume to meet the requirements of the Canadian Landscape Standards (CLS).	The application be revised to meet the CLS standards
Conflict with Stormwater Management system	There is a tree proposed to be planted on top of the Stormwater Management tank.	The conflict needs to be resolved.
Replacement tree species	The 'Crimson Queen' is not an acceptable replacement tree species.	The species must be revised to a species with a tree like growth form to help meet Saanich's canopy targets.

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DISTRICT OF SAANICH

DPR01020

DEVELOPMENT PERMIT

To: **Loblaw Properties West Inc., Inc. No, A0047145**
3225 - 12th Street NE
Calgary, AB T2E 7S9

(herein called "the Owner")

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

Lot A, Section 7, Victoria District, Plan 15702

760 Tolmie Avenue

(herein called "the lands")

3. This Development Permit further regulates the development of the lands as follows:
 - (a) By varying the provisions of the Zoning Bylaw, 2023, Section 7.3 (a) and Table 7.1 to permit the buildings and lands to be constructed with a total of 551 Residential Parking spaces.
 - (b) By varying the provisions of the Zoning Bylaw, 2023, Section 7.4(a) to permit the residential buildings and lands to be constructed with 56 Visitor Parking spaces.
 - (c) By varying the provisions of the Zoning Bylaw, 2023, Section 7.3 (a) and Table 7.1 to permit the buildings and lands to be constructed with a total of 13 Retail Parking spaces.
 - (d) By varying the provisions of the Zoning Bylaw, 2023, Section 7.3 (a) and Table 7.1 to permit the buildings and lands to be constructed with a total of 375 Retail Food Store, greater than 275 m², Parking spaces.
 - (e) By varying the provisions of the Zoning Bylaw, 2023, Section 8.3 and Table 8.1 to permit the buildings and lands to be constructed with a total of 2 Loading spaces.
 - (f) By varying the provision of the Driveway Access Bylaw, 2011, Schedule B, Standard Detail Drawing C7SS to permit a commercial driveway width of 10.5 m (maximum 10 m permitted).
 - (g) By varying the provision of the Sign Bylaw, 2006, No. 8789, Section 2 to permit a Projecting Sign.

- (h) By varying the provision of the Sign Bylaw, 2006, No. 8789, Section 12. (a) ii) to permit more than one Fascia Sign, or Canopy Sign or Wall Sign, per business per building face.
 - (i) By varying the provision of the Subdivision Bylaw, 1995, Schedule H, Standard Detail Drawing C7SS to permit a commercial driveway width of 10.5 m (maximum 10 m permitted).
 - (j) By requiring the buildings and lands to be constructed and developed in accordance with the Architectural Plans prepared by Chris Dikeakos Architects Inc. and the Landscape Plans prepared by Durante Kreuk Ltd. Landscape Architects, date stamped received on September 25, 2024, copies of which are attached to and form part of this Permit.
4. The Owner shall substantially start construction with respect to the development within 24 months from the date of issuance of the permit, in default of which the permit will lapse and will be of no further force or effect.
5. Notwithstanding Clause 4, construction of driveways and parking areas, and delineation of parking spaces shall be completed prior to the issuance of an Occupancy Permit.
6. (a) Prior to issuance of a Building Permit, the Owner shall provide to the Municipality security by cash, certified cheque, or an irrevocable letter of credit in the amount of \$1,196,491.80 to guarantee the performance of the requirements of this Permit respecting landscaping.
- (b) A Landscape Architect registered with the British Columbia Society of Landscape Architects must be retained for the duration of the project until the landscaping security has been released. Written letters of assurance must be provided at appropriate intervals declaring the registered Landscape Architect, assuring that the landscape work is done in accordance with the approved Landscape Plan, and indicating a final site inspection confirming substantial compliance with the approved Landscape Plan (BCSLA Schedules L-1, L-2, and L-3).
- (c) All landscaping must be served by an automatic underground irrigation system.
- (d) The owner must obtain from the contractor a minimum one-year warranty on landscaping works, and the warranty must be transferable to subsequent owners of the property within the warranty period. The warranty must include provision for a further one-year warranty on materials planted to replace failed plant materials.
- (e) Security for the natural state/tree covenant area, if applicable, is included in the landscaping security in 6(a). The covenant document and its terms and conditions have ultimate precedence over any terms outlined in the development permit.
- (f) Any protective fencing of trees or covenant areas must be constructed, installed and signed according to the specifications in Appendix X.
- (g) No site activity shall take place prior to the installation of any required tree of covenant fencing and the posting of "WARNING – Habitat Protection Area" signs. The applicant must submit to the Planning Department a photograph(s) showing the

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installed fencing and signs. Damage to, or moving of, any protective fencing will result in an immediate stop work order and constitute a \$1,000 penalty.

- (h) The landscaping requirements of this Permit shall be completed within four months of the date of issuance of the Certificate of Occupancy for the development, in default of which the Municipality may enter upon the lands, through its employees or agents, and complete, correct or repair the landscaping works at the cost of the Owner and may apply the security, interest at the rate payable by the Municipality for prepaid taxes.
 - (j) In the event that any tree identified for retention is destroyed, removed or fatally injured, a replacement tree shall be planted in the same location by the Owner in accordance with the replacement guidelines as specified within the Saanich Tree and Vegetation Retention, Relocation, and Replacement Guidelines. The replacement tree shall be planted within 30 days of notice from the Municipality in default of which the Municipality may enter upon the lands and carry out the works and may apply the security provided herein in payment of the cost of the works. For the purpose of this section, existing trees identified for retention and new trees planted in accordance with the Landscape Plan attached to and forming part of this permit shall be deemed to be "trees to be retained".
7. The lands shall be developed strictly in accordance with the terms and conditions and provisions of this Permit and shall comply with all Municipal bylaws except for those provisions specifically varied herein. Minor variations which do not affect the overall building and landscape design and appearance may be permitted by the Director of Planning or, in the Director's absence, the Manager of Current Planning.
8. Notwithstanding the provisions of Section 7 of this Permit, the following changes will be permitted and not require an amendment to this Permit:
- (a) When the height or siting of a building or structure is varied 20 cm or less provided, however, that this variance will not exceed the maximum height or siting requirements of the Zoning Bylaw, 2003.
 - (b) Changes to the relative location and size of doors and windows on any façade which do not alter the general character of the design or impact the privacy of neighbouring properties following consultation with Director of Planning or, in the Director's absence, the Manager of Current Planning.
 - (c) Where items noted under Section 8(b) are required to comply with the Building Code and/or the Fire Code and those changes are not perceptible from a road or adjacent property.
 - (d) Changes to soft landscaping provided the changes meet or exceed the standards contained on the Landscape Plans forming part of this Permit.
9. The terms and conditions contained in this Permit shall enure to the benefit of and be binding upon the Owner, their executors, heirs and administrators, successors, and assigns as the case may be or their successors in title to the land.
10. This Permit is not a Building Permit.

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AUTHORIZING RESOLUTION PASSED BY THE MUNICIPAL COUNCIL ON THE

_____ DAY OF _____ 20 _____
ISSUED THIS _____ DAY OF _____ 20 _____

Corporate Officer

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APPENDIX X

PROTECTIVE FENCING FOR TREES AND COVENANT AREAS

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

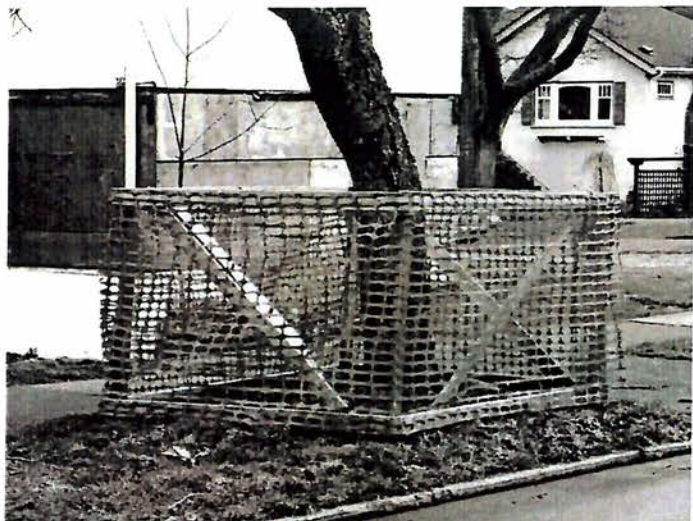
Prior to any activities taking place on a development site, the applicant must submit a photo showing installed fencing and "WARNING – Habitat Protection Area" signs to the Planning Department.

Specifications:

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

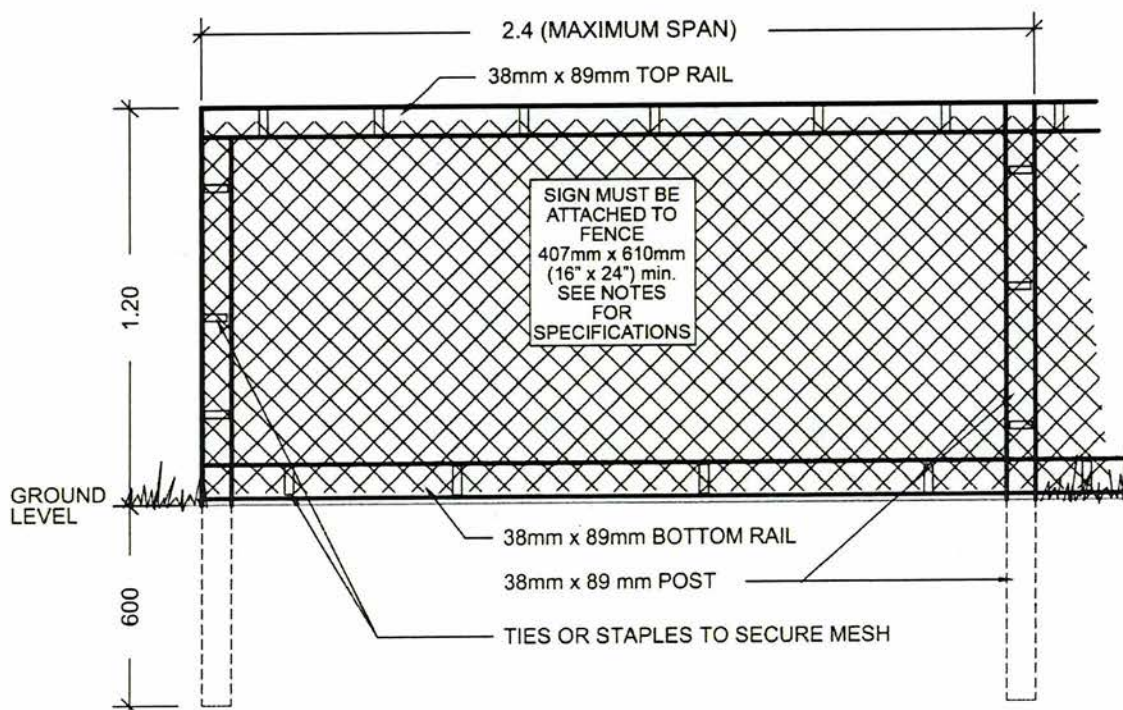


Note: Damage to, or moving of, protective fencing will result in a stop work order and a \$1,000 penalty.



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Schedule "C"
TREE PROTECTION FENCING



Tree Protection Fencing Specifications:

1. The fence will be constructed using 38 x 89 mm (2" x 4") wood frame:
 - Top, Bottom and Posts. *
 - Use orange snow fencing mesh and secure to the wood frame with "zip" ties or galvanized staples.
2. Attach a sign with minimum size of 407 mm x 610 mm (16" x 24") with the following wording:
 - **DO NOT ENTER** - Tree Protection Zone (For retained trees) or;
 - **DO NOT ENTER** - Future Tree Planting Zone (For tree planting sites)

This sign must be affixed on every fence face or at least every 10 linear metres.

* In rocky areas, metal posts (t-bar or rebar) drilled into rock will be accepted.

DATE: November 2019
SCALE: N.T.S.

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Memo

To: Planning Department
From: Darcy MacKay
Date: September 25, 2024
Subject: Servicing Requirements for the Proposed Development- REVISED

PROJECT: PRIORITY FILE - TO REZONE FROM A C-6DE COMMERCIAL ZONE TO A SITE SPECIFIC ZONE TO PERMIT THREE TOWERS BETWEEN 21-24 STOREY MIXED USE RESIDENTIAL/COMMERCIAL DEVELOPMENT WITH 555 RESIDENTIAL UNITS.

SITE ADDRESS: 760 TOLMIE AVE
PID: 004-568-206
LEGAL: LOT A SECTION 7 VICTORIA DISTRICT PLAN 15702
DEV. SERVICING FILE: SVS02592
PROJECT NO: PRJ2022-00678

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

General Information on Development Servicing

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

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

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

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

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

Development Servicing Requirements

Development File: SVS02592
Civic Address: 760 TOLMIE AVE
Page: 1

Date: Sep 24, 2024

Drain

1. An appropriately sized storm drain connection is required to serve this development from the existing main that traverses the site, Roderick Street, or Tolmie Avenue. Only one drain service connection is permitted. (Complete)
2. Grit/oil separator(s) must be installed on site. (Required for Building Permit application)
3. The existing services to the property are to be capped and abandoned. (Complete)
4. The terminal cleanout on the existing storm main fronting this development on Tolmie Avenue is to be removed and replaced with a manhole. (Complete)
5. District of Saanich records indicate there may be an existing 200mm culvert extending beneath the existing driveway on Roderick and for several meters west. This pipe must be removed. (Complete)
6. The existing roadside ditch on Roderick is to be filled in with suitable engineered fill. Surface stormwater shall be collected with catch basins connected to the existing storm main as required. (Complete)
7. Stormwater Management must be provided in accordance with the requirements of Schedule H "Engineering Specifications" of Subdivision Bylaw on private property and not within a statutory right-of-way. This development is within Type II watershed area which requires stormwater storage, oil/grit separator or grass swale, and sediment basin. For further details, refer to section 3.5.16 "Stormwater Management and Erosion Control" of Schedule H "Engineering Specifications" to the Subdivision Bylaw. (Required for Building Permit application)
8. All existing SRW's in favour of the District of Saanich for the conveyance of stormwater along the West side of the subject property are to be discharged. As a minimum, the area of SRW 272418G that falls outside of the road dedication required on the East side of Audley Crossing is to be registered on title as a new charge. Right of Way documents will be prepared by the District of Saanich, at the applicant's expense. (Required for Building Permit issuance)
9. It is not known whether the existing box culvert traversing the site is capable of withstanding H2O loading. This must be reviewed and considered as part of the project design and construction. (Required for Building Permit application)

General

1. An underground utilities design brief (tech memo, signed and sealed) must be prepared by a P. Eng. indicating existing conditions, proposed storm drain, water and sanitary sewer loading/demand and design criteria applied/assumptions made. Provide a plan of the project site and infrastructure to determine trunk intersection and/or outfall. Please provide all uses including residential, commercial, and fire flows in the report (as applicable). The briefing must also consider the capacity of the existing storm system as it relates to the added impervious area and catch basins proposed within the municipal road allowance. (Complete)
2. The District will be required to complete flow modelling of water and sanitary demand, at applicant's expense, to determine any necessary system improvements as a result of the proposed development. Any upgrades necessary to support the development will be designed and constructed at applicant's expense. (Complete)
3. All garbage, recycling, and compost storage and pickup and loading activities must be contained on-site. Pickup shall be conducted by a private contractor and loading facilities shall be designed in such a way as to allow an appropriately sized collection or loading vehicle to enter and exit the site with all turning movements to be contained within the driveway, and without the need to reverse on a public road. The proposed access to these facilities from Audley Crossing must be consolidated to a single driveway. (For Information)
4. A Construction and Traffic Management Plan, to the satisfaction of the Director of Engineering, must be provided prior to the issuance of a building permit to develop the subject site. The Plan must address material storage, how construction vehicles will access the development site and how the vehicle staging and parking necessary to support construction of the development will be managed on site, without affecting the local road network. (Required for Building Permit issuance)
5. Excavation activities must be carried out in accordance with the Stage 14 Amendments to the Contaminated Sites Regulation (CSR) under the Environmental Management Act. As the District of Saanich is subject to the CSR as well, any testing and disposal fees incurred as a result of works installed by District of Saanich Forces, will be at the expense of the applicant. (For Information)
6. This proposal is subject to the prevailing municipal development cost charges. (For Information)

Development Servicing Requirements

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Date: Sep 24, 2024

7. A construction fire safety plan for the project is to be prepared in accordance with the BC Fire Code and submitted prior to issuing a building permit. Two draft plans (1 hard copy/1 digital) are to be submitted to the Fire Prevention Division for review and comment. A \$100 review fee is to be paid (cash or cheque) at the time of submission. (Required for Building Permit issuance)
8. The Emergency Communications System for the proposed building(s) must meet the minimum requirements of Part 16 of Saanich Building Bylaw, 2019, No.9529 upon completion. Contact Mike Simpson of Saanich Fire Prevention Division at 250-475-5507 for further information. (For Information)
9. All relevant precautions in Part 8 of the BC Building Code "Safety Measures at Construction and Demolition Sites" must be provided by the contractor. (Required for Building Permit issuance)
10. A pumper connection for the fire sprinkler system must be provided at a location acceptable to the fire department and within 45 m of a fire hydrant. This pumper connection is to be free-standing. (Complete)
11. Letter of commitment from the registered professional of record is required stating the standpipe system shall be progressively installed during construction as per the 2024 BC Building Code. (Required for Building Permit issuance)
12. In order to support the proposed parking variance as noted in Roads item 4.e), and to support the omission of bike lanes on Roderick as noted in Roads item 1.c), dedicated cycling facilities should be provided for seamless access to the parkade without dismounting and remounting. The main cyclist entrance and mid-block crossing on Tolmie Ave should be aligned with each other, and situated near other proposed on-site bike facilities. Bike parking should be easily accessible within the site by cyclists of all ages and abilities, and should be prioritized through placement either below their respective residents' tower or on the way to this bike entrance, without needing to double-back to a far corner of the site, and as close as possible to ground level and site entrances. (For Information)
13. The parkade ramp on Tolmie Ave is expected to have a queue of exiting traffic during peak hours, which may obstruct traffic entering and then turning left, which may then in turn queue to obstruct through traffic on Tolmie Ave. Potential for blockage at this entry point should be evaluated by a traffic professional, and alternatives for internal traffic circulation considered. The centre line shown on servicing plans does not appear to give adequate space for the passenger vehicle movements illustrated in the Transportation Impact Assessment. (For Information)
14. Finished vertical clearance is to be provided for each parkade level in order to confirm accessibility of appropriately sized design vehicles. (Complete)
15. Priority parking/loading spaces are to be provided near the commercial entrance for car share, ride share, HandyDART, and mobility scooters, with electrification for vehicle charging where applicable. (Required for Building Permit Application)
16. Infrastructure on Audley Crossing is not visible on servicing plans due to overlapping graphics. (Required for Building Permit application)
17. Comments from Inspections Dept. dated July 16, 2024, as follows:
 - a) There are 10 alternative solutions proposed for the development which have not been reviewed or accepted by the District of Saanich. (For Information)
 - b) Central alarm and control facility (CACF) for tower 2 in stairwell is not acceptable, provide at tower lobby. (Required for Building Permit application)

Hydro/tel

1. Underground wiring is required to serve the development. (Required for Building Permit application)
2. Underground pre-ducting is to be installed to facilitate the future removal of all overhead BC Hydro, Telus, and Shaw infrastructure on all street frontages in accordance with the Uptown-Douglas Plan. Installation must be designed by and constructed to the standards of the applicable utility company, with a cash contribution of \$78,000.00 provided for the future commissioning of the underground system. Where possible, this infrastructure shall be placed under hard scape. (Required for Building Permit application)

Development Servicing Requirements

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3. It appears third party utilities such as Fortis, Shaw and Telus may have underground conduit within the limits of the future boulevard on Tolmie and Roderick. To facilitate tree planting, all utilities must be removed/relocated from the boulevard. (Required for Building Permit application)

Road

1. Road dedication and cross section elements shall be as follows:

a) Tolmie Avenue - 5.4m dedication including 6m radius corner cut at Oak Street and the proposed new street, Audley Crossing. Tolmie has a desired cross section of a 3.0m westbound travel lane, 0.5m protective barrier, 2.0m bike lane, 4.0m boulevard, and 3.0m separated broom finish sidewalk aligned 0.1m from property line. Access from Audley Crossing shall be right out only, complete with median improvements to prevent cross-traffic to/from Audley Crossing at Mayfair Mall's western driveway access. The road structure of Tolmie is to be reconstructed to centre line/Municipal Boundary as per collector road standards. A mid-block pedestrian crossing is to be provided, complete with median refuge island and rectangular rapid flashing beacons. (Required for Building Permit application)

b) Oak Street - 0.91m dedication towards a 20.0m road allowance. Oak Street has a desired interim cross section of a 3.5m travel lane, 1.8m bike lane with 0.6m buffer, new concrete curb and gutter, 4.5m boulevard, and 2.5m broom finish sidewalk with a portion contained in a minimum 2.0m wide public access Statutory Right of Way. The underground parkade structure must not encroach this SRW. The road structure of Oak Street is to be reconstructed as required to collector road standards. Curb alignments are to be designed with consideration to the future closure of Oak Street to vehicular traffic and be constructed in their ultimate location wherever possible. Lane markings must align with those across Tolmie Ave exiting Mayfair Mall. (Required for Building Permit application)

c) Roderick Street - 6m radius corner cut dedication at Oak Street and Audley Crossing. Roderick has a desired cross section of 3.3m travel lane, new concrete curb and gutter, 0.6m bike barrier, 2.0m raised bike lane, 2.5m boulevard, and 2.5m separated broom finish sidewalk 0.1m from property line. The road structure of Roderick is to be reconstructed to centre line as per collector road standards. In lieu of protected cycling facilities, an 11.0m-wide street with on-street parking will be acceptable, on the condition that a dedicated AAA-level cyclist access is provided for all residents to connect directly and seamlessly with the proposed cycling facilities on Tolmie Ave, as noted in General item 12. Any street parking must be designated for car share, ride share, HandyDART, and/or loading purposes only, with electrification for vehicle charging where applicable. (Required for Building Permit)

d) Audley Crossing - Minimum 10.0m road dedication. Audley Crossing has a desired cross section of min. 4.0m drive aisle, concrete curb and gutter, and min. 3.0m non-separated sidewalk on both sides. The road structure of Audley is to be constructed to collector road standards. Alternative road widths will be considered where a minimum 2.0m sidewalk can be provided on both sides of Audley Crossing at full build-out. A Public Access Statutory Right of Way shall be secured as necessary for any municipal sidewalk encroaching onto private land. Improvements to existing surface infrastructure West of Audley Crossing are required to accompany the new crosswalks at both Tolmie and Roderick, and to facilitate vehicle turning movements as required. The proposed one-way southbound traffic operation and turn restrictions must be supported by appropriate signage, pavement markings, and street geometry. Street parking will not be permitted, and any unused roadway width must be converted to boulevard, with changes in curb alignment as appropriate. (Required for Building Permit application)

2. Cash-in-lieu is to be provided for the future closure of Oak Street to vehicular traffic between Roderick and the access to 780 Tolmie Ave and for future signal optimization at various intersections in the area. This contribution is considered an amenity. The plaza is to be designed as a pedestrian-oriented plaza that connects the East and West sides of Oak Street and the developer has offered to contribute \$315,000.00 towards its future construction and \$15,000.00 towards future signal optimizations by others. (Information)

3. An interim cycling facility is to be constructed by the Developer, East and West of the development site to Blanshard and Douglas, respectively. Construction of these facilities will be complete on a cost share basis with the District of Saanich. These works are considered an amenity and the developer has offered a cash contribution of \$20,000.00 towards the District's portion of this work. (Information)

4. A Transportation Impact Assessment (TIA) and Parking Study prepared by a qualified professional is required. The following shall be considered in the TIA as a minimum:

a) Closure of Oak Street between Roderick Street and the access to 780 Tolmie. (Complete)

b) Study intersections of Blanshard/Tolmie, Blanshard/Cloverdale, Blanshard/Saanich, Cloverdale/Oak, Oak/Saanich, Douglas/Cloverdale, Douglas/Roderick, Douglas/Dupplin, Douglas/Audley/Ardesier, Douglas/Saanich and the West Mayfair Mall Access/Tolmie. (Complete)

Development Servicing Requirements

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c) Growth rates that reflect anticipated population growth within the Uptown-Douglas Area, Burnside-Gorge area and within the adjacent municipality, City of Victoria. It should be recognized that the surrounding road network is approaching capacity for private automobiles and additional trips will likely use alternate forms of transportation such as transit and cycling. Refer to growth rates from Uptown-Douglas Plan and projected mode share from District's Active Transportation Plan. (Complete)

d) Additional Transportation Demand Management (TDM) measures are required to support the proposed parking variance, including:

- Car share. The offsite EV charging station shall be designed and constructed at developer expense, complete with an underground hydro service and appropriate signage. The charger shall be a flo SmartTWO-BSR Level 2 Charging system. (Required for Building Permit application)

- Priority parking and loading spaces for taxi/ride share/car share/HandyDART/etc. (Required for Building Permit application)

5. Any additional queuing spaces, turning lanes, or traffic control infrastructure identified by the TIA shall be dedicated to the municipality and constructed by the applicant. All Transportation Demand Management measures identified in the report are to be secured in a covenant prior to final reading. (For Information)

6. Any modifications to existing or proposed curbs identified by the TIA as being required to facilitate turning movements are to be shown on civil drawings and constructed by the applicant, complete with the required relocation of BC Hydro infrastructure, tree removals, and any other impacts to municipal works. (Required for Building Permit application)

7. These servicing requirements do not preclude the Ministry of Transportation or the City of Victoria from requiring improvements to the existing road network and/or infrastructure within the proposed TIA study area that are under their jurisdiction to support the development proposal. Prior to final reading, confirmation is required from both the Ministry of Transportation and the City of Victoria the TIA and proposed improvements are acceptable. (For Information)

8. A variance will be required for the proposed driveway access greater than 10.0m in width. (For Information)

9. The Tolmie Avenue access is to be restricted to "right turn" movements only using a flexible bollard median, and must be located mid block between Audley Crossing and Oak Street, complete with appropriate turning restriction signage. Upon creation of the Oak Street Plaza at a later date, by others, removal of this turning restriction will be considered. (Required for Building Permit application)

10. A streetlight design will be required as part of the site servicing drawings from a qualified professional for illumination of all surrounding municipal roads. (Required for Building Permit application)

11. Ride-across markings and conflict zone hatching are to be applied where bike lanes cross driveways and intersections as prescribed in the BC Active Transportation Design Guide. (Required for Building Permit application)

12. The outbound WB-20 movement from Audley Crossing to westbound Tolmie Avenue will require mountable curb return aprons with an appropriate surface treatment and a mountable median on Tolmie Avenue. All existing conflicting infrastructure is to be relocated as required to facilitate this movement. A portion of the mountable median on Tolmie Avenue shall be furnished with flexible delineators to prohibit the Audley Crossing to Tolmie Avenue eastbound movement. The outbound left turn from Mayfair Mall on Tolmie Avenue must be maintained. (Required for Building Permit application)

Sewer

1. The existing sanitary main within the statutory right of way traversing the property is planned to be abandoned as part of a future Capital Improvement Project. As such, an appropriately sized sanitary sewer connection is required to serve this development from the existing main on Roderick Street. Staff would support a variance to allow a second gravity sewer service if proven to be necessary for elimination of a pumped system on this site. The proposed sewer main parallel to another existing sewer main will not be permitted unless the existing main is abandoned and its laterals reconnected to the new main. (Required for Building Permit application)

2. The terminal cleanout on the existing sanitary main fronting this development on Oak Street is to be removed and replaced with a manhole. (Complete)

3. All existing SRWs in favour of the District of Saanich for the conveyance of sanitary along the West side of the subject property are to be discharged. As a minimum, the area of SRW H29795 that falls outside of the road dedication required on the East side of Audley Crossing is to be registered on title as a new charge. Right of Way documents will be prepared by the District of Saanich, at applicant's expense. (Required for Building Permit Issuance)

Development Servicing Requirements

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4. With the anticipated sanitary flow generated from this development, the downstream Tolmie Lift Station must be upgraded to provide the necessary capacity. The developer will be responsible for coordination, design and construction efforts as required, however, the District proposes to contribute 30% to the overall cost, with 70% being the applicant's responsibility. The portion for which the applicant is financially responsible may be completed under an excess services agreement, however, completing the lift station as an excess service will be subject to Council direction. Should Council approve this to be considered an excess service, it will be the developer's responsibility to prepare a report identifying the contributing properties and their percent allocation of cost for future cost recovery as part of the excess services agreement. This report will be subject to review and approval by the Director of Engineering. (Consideration of the lift station as an excess service will be required as part of rezoning and detailed design of the station will be required as part of the Building Permit application)

Water

1. A suitably sized domestic water service must be installed to serve the proposed development in accordance with AWWA Manual M22. A separate fire line will be required; both of which will be from the existing 250mm water main on Tolmie Avenue and will have a common meter vault. Only one water service connection is permitted. The design must be coordinated with the Capital Regional District (CRD) due to the presence of an existing 990mm transmission main. (Required for Building Permit application)
2. A fire hydrant will be required at the southwest corner of the development site from the existing 250mm water main on Tolmie Ave. (complete)
3. The existing fire hydrant #456 at the corner of Oak St and Tolmie Ave must be removed and replaced with a new hydrant at the southeast corner of the development site from the existing 250mm water main on Tolmie Ave. (Required for Building Permit application)
4. A separate municipal irrigation service will be required for all boulevard areas and trees. An irrigation design will be required from a qualified professional. (Required for Building Permit issuance)



DEVELOPMENT PERMIT APPLICATION STORMWATER MANAGEMENT STATEMENT

Parcel Address: 760 Tolmie Avenue, Saanich BC

Applicant: Townline Homes Inc.

Date: December 16, 2022

Contact Person: Devin Spence Development Manager, Townline

Telephone: 604-612-4230

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

1. The Engineering Specifications detailed in Section 3.5.16 of Schedule "H" of the Subdivision Bylaw, 7452; and
2. The intent of the Development Permit guidelines:
 - a) Development Permit Areas #1, 2, 3, 6, through 15, 17, 18, 20, 21, 22, 23
 - The total impervious cover of the site should minimize impact on the receiving aquatic environment. Consideration should be given to reducing impervious cover through reduction in building footprint and paved areas.
 - Storm water runoff controls should replicate the natural runoff regime. The controls could include on-site infiltration, storage in ponds or constructed wetlands, sand filtration and creative road/curb configurations.
 - b) Development Permit Area #27

Maintain pre-development hydrological characteristics should by the following means:

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



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

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

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

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

- a) There will be a decrease in impervious area of approximately 874m² from existing conditions.

- b) Impervious surfaces will cover approximately 83% of the site compared to approximately 90% at present.

- c) Impervious surfaces have been minimized through the addition of landscape planting areas.
Some of the planting areas will now be located above the parking areas due to the multi-storey nature of the proposed site and the introduction of above grade pedestrian amenity area with landscape plantings.

- d) The proposed system will detain and regulate site stormwater flows through the use of an underground detention chamber and flow control manhole with high flow bypass and overflow capabilities before release to the municipal system. Prior to detention and release all on-site areas receiving flows from vehicle parking or travel areas will be treated in an appropriately sized oil and grit separator to meet the requirements of schedule H section 3.5 requirements for Type II watersheds.

e)

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





Technical Memo

To: District of Saanich – Planning Dept.
770 Vernon Ave. Victoria BC, V8X 2W7

From: Owen Luckhurst P. Eng
Stantec Consulting Ltd. 400-
655 Tyee Rd, Victoria BC V9A 6X5

Project/File: 760 Tolmie Mixed Use Development
Stantec Project # 111720152

Date: December 19, 2022

Reference: Site Stormwater 760 Tolmie Ave, Saanich BC

Site stormwater management at 760 Tolmie will be designed to meet the requirements of the Schedule H specifications specifically section 3.5.16 under Type II watershed requirements. The requirements will be met through the use of oil and grit separators for areas with vehicle travel or parking, followed by an underground on-site stormwater detention tank at the prescribed volume of 100m³/ha of impervious surface area. Impervious area for the site has been calculated as 1.03ha yielding 103m³ of detention storage. The release rate for the detention system will be per the prescribed rate of 10L/s/ha of total site area, which is calculated as 1.24ha thus yielding a maximum allowable release rate of 12.4L/s.

The site has been previously developed to a very high level of imperviousness since the early 1960's without any stormwater management or detention in place. Therefore, the proposed development with reduced contributing impervious area combined with the provision of stormwater management for the site will improve the water quality and reduce the typical flow rates leaving the site thus reducing the downstream demand on the receiving stormwater system.

Regards,

STANTEC CONSULTING LTD.

Owen Luckhurst P.Eng.
Civil Engineer, Water
Phone: (250) 389-2372
Mobile: (250) 418 0897
owen.luckhurst@stantec.com



2022-12-19





SUITE 1212-450 SW MARINE DRIVE 604 327 8760
VANCOUVER, BC, CANADA V5X 0C3 TOWNLINE.COM

Gina Lyons, Senior Planner
District of Saanich
770 Vernon Ave
Victoria, BC V8X 2W7

December 21, 2022

RE: Rezoning and Development Proposal for 760 Tolmie Avenue

Dear Ms. Lyons,

We are pleased to submit this application to rezone the property at 760 Tolmie Avenue in Saanich on behalf of Tolmie Avenue LP c/o Townline Homes Inc.

760 Tolmie Avenue the site of the former Mayfair Lanes bowling alley, was purchased by Loblaw Properties West Inc. a number of years ago. Loblaw Properties West Inc. is a subsidiary of Loblaw Companies Ltd., one of the country's largest goods distributors, which has innovated the grocery retail experience through its many companies (Loblaws, Extra Foods, Real Canadian Superstore, T&T Supermarket, No Frills, and more). The Loblaw Companies purchased the site with the intention to construct a new grocery store to service the immediate community. Due to various economic and business factors The Loblaw Companies have been waiting for the appropriate timing to deliver the new store. Recognizing the importance of the 760 Tolmie site as a catalyst for the revitalization of the area Loblaw sought to select an experienced partner that would assist them in providing a comprehensive and vibrant mixed-use residential component to the development. In 2021, Loblaw Properties West Inc. partnered with Townline to engage in the rezoning and development permitting process for this exciting new project.

Townline is an industry-leading, Vancouver-based real estate developer known for its innovative living solutions, unparalleled attention to detail, and renowned customer care. For over 40 years, every Townline project – from single-family homes and townhomes to concrete high-rise towers, mixed-use communities, and alternative housing solutions – has been defined by purposeful design, meticulous construction, forward-thinking amenities, and an unwavering commitment to enriching the cities and

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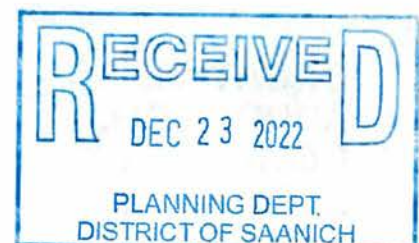
760 Tolmie Avenue
Proposed Mixed Use Residential/Commercial Development
Sustainability Statement



The subject site, the location of the former Mayfair Bowling Lanes proposes a 555 Unit mixed use rental/commercial development consisting of 10,115.1sm of commercial retail plus 39,127.8sm of residential rental for a total area of 49,242.9sm with a gross FAR of 3.60.

Three – 21 to 24 storey residential towers are proposed, along with a stepped 3 storey commercial/residential podium and 4 levels of parking.

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- The site is a brown field site with no trees to be retained; previously home to a bowling alley with a parking lot but has been vacant for nearly two decades. A mixture of trees and shrubs is proposed to restore vegetation in the public realm and on the podium rooftop amenity deck. Tree species will include Garry Oak which is a native species.

Green Design & Construction

- These soft landscape areas will provide storm water benefits and will reduce the peak flows by absorbing water from rainfall events. The intensity of the stormwater runoff will be mitigated in part by the provision of growing medium on a large portion of the building podium and at ground level. A minimum of 450mm of growing medium will be provided for shrubs, with several of these areas offering 900mm for trees. A minimum of 300mm of growing medium will be provided in lawn areas, with adjacent hard surfaces sloped towards planted zones.
- Tree and shrub planting is incorporated via raised planter walls to provide shelter and a comfortable human scaled environment. Increasing planting opportunities will help to mitigate the urban heat island effect.
- The landscaped podium roof will both retain storm water as well as create habitat for birds, butterflies, and insects. Planting will be a variety of native/adaptive species that provide habitat for pollinator species, while also being tolerant of the relatively harsh conditions inherent to green roof locations.
- The environmental performance of the soft landscaping will be improved by incorporating, where appropriate, predominantly native/adaptive species of both trees and shrubs which have shown tolerance to the specific conditions of the region while also providing an additional resource for pollinators such as bees, butterflies, and birds. The urban heat island effect will be reduced by a green/vegetated podium roof.
- Day-lit gathering areas are provided for improved productivity and well-being.
- Multiple types of bike parking will be provided including exterior bicycle racks and secure bike rooms.

Energy

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- High efficiency glazing will be provided throughout with high efficiency window wall cladding the residential blocks.
- Glazing/spandrel panels will meet BCBC and STEP 2 Energy Code requirements.

Electrical

- This project is designed to meet the current energy control requirements.
- Occupancy sensors will be provided to control lighting in the parkade, bike storage, and service rooms etc.

Lighting

- Lighting in enclosed common area spaces, except for lobbies, corridors, electrical/mechanical rooms, common washrooms, stairs, and storage rooms, will be wired to allow for a power reduction of 30% to 70% by dimming control of multi-circuit switching, in addition to turning off all lighting.
- Site safety will be addressed throughout the site by selecting vegetation at recommended levels to maintain site lines adjacent to public areas and circulation routes. Zero cut-off light fixtures will limit the effect of light pollution. Safety levels of lighting will be provided with a range of light types throughout the site."
- LED luminaires to be used throughout project to aid in energy conservation. Fixtures with high quality optics will be specified to ensure lighting is directed where required to create a properly illuminated space with as few luminaires as possible.

Construction Materials

- Construction materials will be sourced from local distributors where feasible.
- 75% of all Construction waste will be diverted to recycling/re-use.
- Building materials and finishes selected will be durable and will contain recycled material.
- Indoor finishes and materials will be selected with low/no VOC materials to improve indoor air quality.

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TOWNLINE

SUITE 1212-450 SW MARINE DRIVE 604 327 8760
VANCOUVER, BC, CANADA V5X 0C3 TOWNLINE.COM

- CPTED principals have been incorporated into all public spaces at the ground floor plan and public realm as well as in the residential parkade, bike lockers and other common areas.
- Public plazas are provided to act as community and resident gathering spaces for social interaction for residents and the public.
- High quality building materials have been incorporated into the building envelope as well into the public realm landscaped plaza treatments.
- Community agriculture is planned for the amenity deck. A community partner will host learning seminars, instructional sessions, and seasonal tips/tricks for the residents.

Transportation

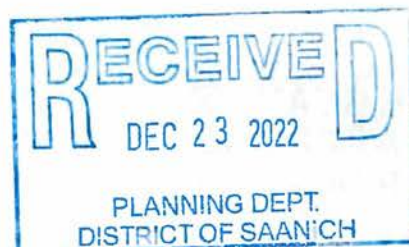
- Separated bike lanes have been included into the off-site upgrades along Oak Street and Tolmie Avenue.
- Audley Crossing has been incorporated as a dedicated laneway, this will contribute to the interconnected road system by creating shorter block lengths between Tolmie Avenue and Roderick Street.

3) ECONOMIC INDICATORS

Employment

- New economic development will be generated through the provision of large-scale grocer and small-scale retail along with the property management of the rental towers.
- Townline Property Management will employ 5-6 full-time employees as part of the building operations, and will utilize local service providers for security, janitorial, snow removal, mechanical operations, etc.
- The grocery store will employ 300-350 hourly employees, with 10% Full Time (30-35 Full Time employees) and approximately 20 management full-time salaried employees.
- These staff members will be signed up with United Food and Commercial Workers Union, Local 247.

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Leigh Stickle

From: Cooper, Diana FOR:EX <Diana.Cooper@gov.bc.ca>
Sent: December 13, 2022 10:41 AM
To: Leigh Stickle
Subject: RE: Data Request: Leigh Stickle - Townline Homes Inc.

[EXTERNAL EMAIL]:

Hello Leigh,

Sorry about the long wait for your information. We are getting the largest number of information requests and referrals ever, and we try to be quick but also thorough so we can be sure we are providing the most accurate information for everyone.

Thank you for your archaeological information request regarding 760 Tolmie Avenue, PID 004568206, LOT A, SECTION 7, VICTORIA DISTRICT, PLAN 15702. Please review the screenshot of the property below (outlined in yellow) and notify me immediately if it does not represent the property listed in your information request.

Results of Provincial Archaeological Inventory Search

According to Provincial records, there are no known archaeological sites recorded on the subject property.

Archaeological potential modelling for the area does not indicate a high potential for previously unidentified archaeological sites to be found on the subject property.

Archaeology Branch Advice

The Archaeology Branch does not identify a need for archaeological study or Provincial heritage permit(s) at the time of this information request.

Please notify all individuals (e.g., owners, developers, equipment operators) involved in land-altering activities (e.g., home renovations, property redevelopment, landscaping, service installation) that if archaeological material is encountered during development, they **must stop all activities immediately** and contact the Archaeology Branch for direction at 250-953-3334.

Rationale and Supplemental Information

- Archaeological study and Provincial heritage permit(s) are not required in the absence of an archaeological site.
- There is always a possibility for previously unidentified archaeological sites to exist on the property.
- Archaeological sites are protected under the *Heritage Conservation Act* and must not be damaged or altered without a Provincial heritage permit issued by the Archaeology Branch. This protection applies even when archaeological sites are previously unidentified or disturbed.

Questions?

For questions about the archaeological permitting and assessment process, please contact the Archaeology Branch at 250-953-3334 or archaeology@gov.bc.ca.



For more general information, visit the Archaeology Branch website at www.gov.bc.ca/archaeology.

Kind regards,

Jiana



Please note that subject lot boundaries (yellow) and areas of archaeological potential (brown) indicated on the enclosed screenshot are based on information obtained by the Archaeology Branch on the date of this communication and may be subject to error or change.



Diana Cooper
Archaeologist/Archaeological Information Administrator
Archaeology Branch|Ministry of Forests
Phone: (250) 953-3343|Email: diana.cooper@gov.bc.ca |Website www.gov.bc.ca/archaeology
Vacation Alert: Dec 17 - Jan 3

From:

leigh.stickle@townline.com <leigh.stickle@townline.com> **On Behalf Of** ArchDataRequest@gov.bc.ca

Sent: November 22, 2022 12:05 PM

To: Arch Data Request FOR:EX <ArchDataRequest@gov.bc.ca>

Subject: Data Request: Leigh Stickle - Townline Homes Inc.

Terms and
Conditions
Accepted

Yes

Name Leigh Stickle
Email leigh.stickle@townline.com

I am a Contractor for Private Property (e.g., engineer, architect)

Affiliation Townline Homes Inc.

Address 1212-450 SW Marine Drive

City Vancouver

Province British Columbia

Postal Code V5X 0C3

Phone Number 604-916-4597

Information
Requested

I request information and advice about archaeological sites on the properties described below (In the text box below, include the Parcel Identifier (PID), street address, and the legal description if available. If you have maps, please upload them to the File Attachments section near the end of the form.):

PID: 004-568-206 Street Address: 760 Tolmie Avenue, Saanich V8Z 3K3 Legal: LOT A SECTION 7 VICTORIA DISTRICT PLAN 15702

Why Site
Information is
Required

I am a representative of the seller or prospective purchaser of the properties described above. The properties described above are currently listed for sale.

Third Party Access

The following person(s) may have access to this information (Include the person's full name and relationship to you below. If you would like them to be copied on our email reply containing property information, please also include their email address):

District of Saanich Planning Department

Format Required

Who Prompted My local government

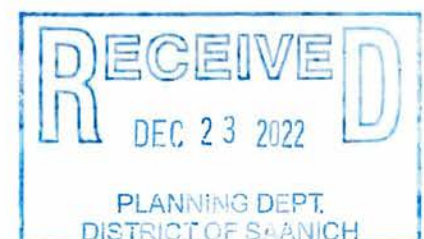
File Attachment#1 760 Tolmie - Property Information Report.pdf

File Attachment#2

File Attachment#3

File Attachment#4

File Attachment#5



To: Gina Lyons, Senior Planner, District of Saanich
Cc: Shari Holmes-Saltzman, Manager of Current Planning, District of Saanich
From: Marc Cittone, Senior Planner, City of Victoria
Date: February 21, 2023
Re: Referral of 760 Tolmie Avenue

Thank you for sharing the preliminary plans for 760 Tolmie and inviting feedback from the City of Victoria. I understand that Saanich is reviewing the application and may be asking for adjustments, and several of our departments have asked to continue to be involved, particularly with regards to aligning transportation and stormwater objectives and minimizing impacts on the City of Victoria.

Please see our initial comments, as follows:

Housing

From a housing perspective, the addition of approximately 550 units of rental housing in the core area near transit will positively impact the rental market, and the inclusion of some diversity of units is also positive given that Victoria's Housing Needs Assessment and housing targets have identified a need for rental housing suitable for families with children. We also encourage the consideration of the potential for a large development to provide services and amenities (for example, child care or recreation) for those who may live and work here.

Urban Design

Victoria's Official Community Plan (OCP) envisions the area along Tolmie Avenue to be a Town Centre. In particular, envisioned features include ground-oriented commercial and community services, three to five storey building facades that define the street wall, regularly spaced street tree planting, wide sidewalks and a central public green space or square. Parking is envisioned to be underground, at the rear or otherwise screened. We believe this aligns with the intent of Saanich's Douglas Uptown Area Plan. We encourage the following considerations in particular along Tolmie Avenue where it borders Victoria, to achieve a coherent streetscape:

- Maximize active edges with buildings and entries oriented to the sidewalk
- Where retaining walls are necessary, ensure they are terraced and well landscaped to minimize impacts on the public realm
- Expansive blank walls (over 5 m in length) facing Tolmie should be avoided. Where blank walls are unavoidable, consider landscape screening or other features to create visual interest and animation
- Ensure any signage on and/or facing Tolmie Avenue is scaled to pedestrian activity as opposed to motorists.

We also support the directions in the Uptown Douglas Plan for Oak Street, including Key Plan Direction 7 (3.3.7. "Transform Oak Street") and encourage urban design that creates a comfortable pedestrian experience moving north from the Mayfair Shopping Centre site (where Victoria envisions a future north-south connection through the site, aligned with Oak Bay Avenue).

Parks, Open Spaces and Urban Forest

From an Urban Forest standpoint, the City of Victoria considers the goals, policy objectives and strategies of Victoria's Urban Forest Master Plan. The City of Victoria and District of Saanich share Tolmie Avenue, and because the type of development expected here will have a high site coverage,

areas along and adjacent to public rights-of-way are considered important opportunities for building healthy urban forest and improving long-term tree canopy cover.

The Burnside neighbourhood, which includes the Douglas corridor, is an area of low canopy cover within Victoria. While our LiDAR analysis doesn't extend to Saanich, assumptions can be made due to the adjacency of this lot to the Victoria boundary (Tolmie Ave). Victoria's analysis of LiDAR tells us the tree canopy cover in the Burnside area is 14.6%, which is one of the neighbourhoods with lowest canopy cover, after Downtown (9%). The City of Victoria strongly supports enhanced environmental conditions to improve the health of the urban forest, support long-term, large canopy trees associated with this development, and to address canopy cover deficiencies in this area. Inclusion of the following are strongly encouraged:

- enhanced soil volumes (through underground parkade setbacks, soil cells, enhanced boulevards and frontages),
- consideration of site servicing (and consolidating where possible to minimize disruptions to tree planting locations),
- building and building projection setbacks to provide space for larger tree canopy,
- species selection (non-columnar) and if possible,
- locating BCHydro underground on the Tolmie frontage or otherwise considering how mature canopy trees can coexist along frontages that have three-phase power overhead.

Staff also support the identification of Oak Street as a green corridor in the Uptown Douglas Area Plan (Map 4.2).

In bringing this number of homes into an area that is likely to see further residential developments (including at Mayfair Shopping Centre and in the broader area designated for Mayfair Town Centre), it will be important that people have access to a balance of publicly-accessed park and open space as well as quality private open and recreational spaces for residents. Topaz Park is a large park with recent upgrades to a variety of quality recreational facilities within walking distance of Mayfair Shopping Centre. Further enhancement to the park and high-quality walking routes to the park may be encouraged with any major development at Mayfair Shopping Centre, we hope that similar considerations go into providing useable, high quality open space for residents at 760 Tolmie as well as mechanisms to realize the future park objectives within the Saanich Uptown-Douglas Plan.

Building Code and Fire Safety

The City of Victoria will want to ensure that there is appropriate fire fighting access to the courtyard/podium level, as there appears to be some building on that level; and that existing travel distance and number of exits comply with BC Building Code.

Stormwater

The major concern is mitigating any potential negative impacts to Cecelia Creek. 760 Tolmie drains into City of Victoria stormwater infrastructure, which discharges into Cecelia Creek. Cecelia Creek has significant water quality issues, and flashy flows, and we (Victoria) would like to see how the development proposes to mitigate stormwater quality and quantity issues.

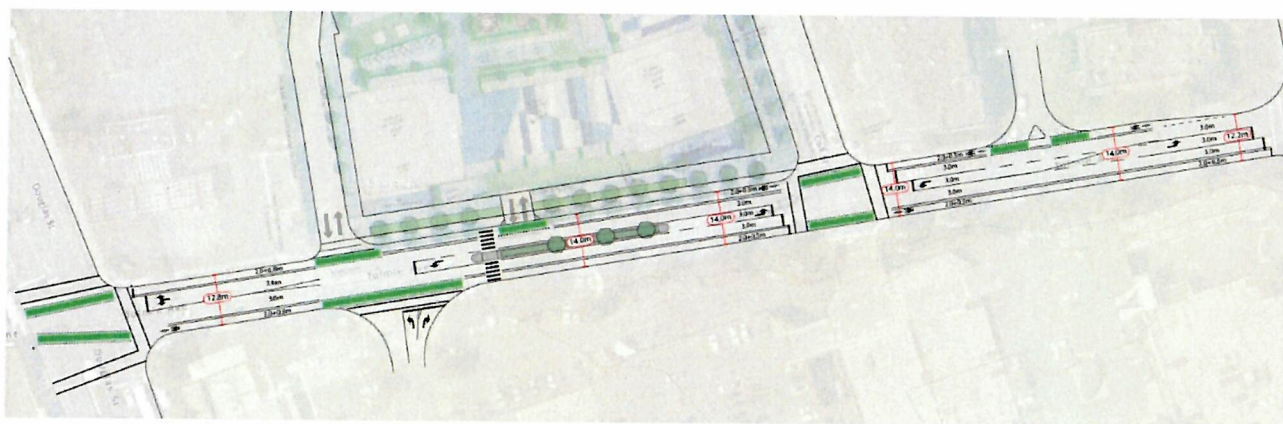
The Uptown Douglas Plan identifies policies that address stormwater and watershed concerns which City of Victoria supports. In addition, staff noted that the culvert carrying former flows of Cecelia Creek passes beneath what is proposed to be Audrey Crossing, which is being proposed as a right-of-way.

We look forward to providing further comments as more information becomes available as the project progresses.

Transportation

Tolmie Avenue is classified as a collector street in Victoria and a major road in Saanich. Tolmie is also part of the cycling network in both Victoria and Saanich, offering a key east-west connection between the Galloping Goose and All Ages and Abilities (AAA) cycling routes in Victoria. We will want to ensure that any proposed streetscape considers the inclusion of AAA cycling facilities on both sides of Tolmie. Given volumes, these will need to be protected bike lanes on each side of the street. Given the limited ROW width on Tolmie of ~20m, a right-of-way request may be appropriate to ensure adequate facilities for cyclists, pedestrians, street trees, and servicing of the proposed land uses.

Transportation staff have developed a concept to help illustrate potential AAA bike facilities on the Tolmie corridor between Douglas and Blanshard. As illustrated, a minimum 14.0m curb to curb width will be required to achieve our AAA objectives. Due to the uncertainty of the redevelopment of the Mayfair Shopping Centre and the existing grades and utilities along the south side of Tolmie, the alignment of the curb at 760 Tolmie may need to be shifted north to help achieve AAA objectives for the corridor. If possible, we'd like to have a conversation with Saanich staff and the project's transportation consultant about opportunities to improve Tolmie Avenue for cycling. Specific considerations can be shared directly with Saanich Transportation Staff for discussion at or prior to meeting.



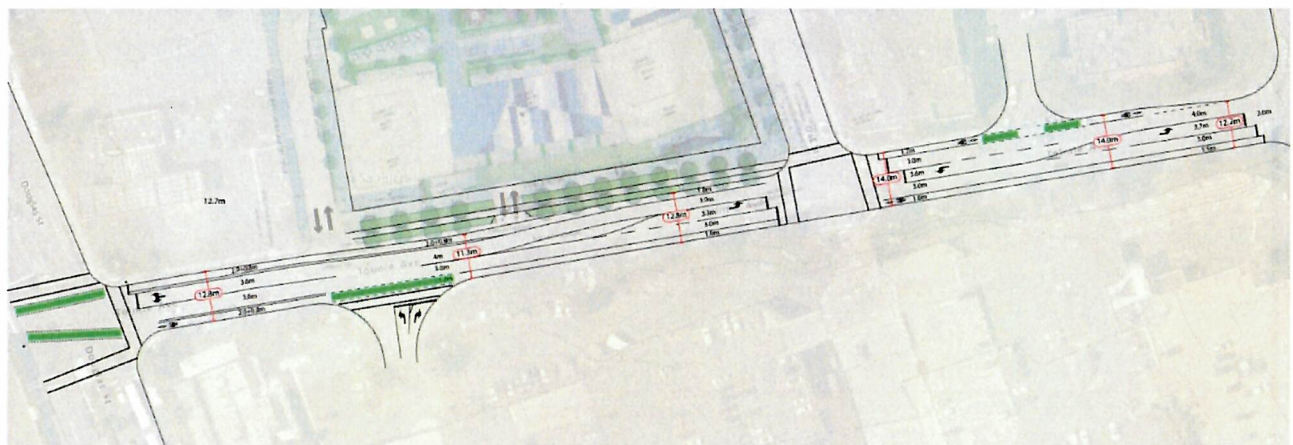
Should a traffic impact assessment and/or more refined plans be provided for 760 Tolmie, we would be happy to review. We will also ensure the proposed development at 760 Tolmie is included in any TIA for Mayfair and suggest the teams coordinate their assessments.

In addition, we encourage significant Transportation Demand Management (TDM) at this site, considering opportunities for access to shared mobility such as car share vehicles; parking for bicycles and mobility devices; and other measures can reduce automobile traffic impacts on Victoria. The site is ideally situated for transit and active transportation use, which would reduce traffic impacts on Victoria as well as reduce GhG emissions from transportation, which are goals of our OCP and *GoVictoria Mobility Strategy*.

Victoria staff support the directions in the Uptown Douglas Plan for Oak Street, including Key Plan Direction 7 (3.3.7. "Transform Oak Street") and its identification as a green corridor (map 4.2).

Victoria's Burnside Gorge Neighbourhood Plan identifies the opportunity for the Oak Street corridor to connect to Victoria's Nanaimo Street as a continuous, comfortable north-south route for those walking and cycling, and we will be seeking this connection with any significant redevelopment of Mayfair Shopping Centre. At the same time, Victoria staff ask that any proposal to close Oak Street to automobile traffic be evaluated in light of traffic impacts on surrounding streets and intersections.

Another area of discussion for Victoria and Saanich transportation staff would be in regards to interim multi-modal improvements which would be a valuable improvement in the coming years given the connection to the Galloping Goose Regional Trail via Tolmie Lane. This would likely be in the form of conventional bike lanes with a quick-implementation approach. It will be sometime before the site frontages would come into play and even more time before the Mayfair Shopping Centre site changes, so we would like to flag this for consideration and interest.





Mt. View Colquitz Community Assoc.
c/o Carol Hamill [REDACTED] Homer Road
Victoria BC [REDACTED]
23 October 2023

To: Gina Lyons, Senior Planner – Saanich

Re: Decision process to ask a developer to provide funding for a specific public amenity.

Dear Gina,

At the 760 Tolmie St. application public open house held Sept. 14th, Townline representatives provided the revised project drawings, included an amenity that would close a one half block section of Oak Street to vehicles (with emergency access only). It is our understanding that the developer would provide a cash contribution but Saanich would design and build the 'Oak Street Plaza'. Townline also indicated that the street closure was proposed by the Planning Dep't. The creation of publicly-owned plaza space is rare in Saanich, but there will be a public plaza within the Nigel project. The idea of creating public space via road closures is worth considering but it needs a full exploration of the consequences and the likelihood of success.

Our first concern is with the lack of public consultation. The concept of Oak Street, as envisioned in the Uptown Douglas (UD) Plan, does not include permanent road closures. We are concerned about the potential impact to area businesses. To the best of our knowledge, this specific kind of public amenity has not been previously proposed in Saanich. Public consultation is particularly important where a new public amenity idea has been suggested.

Secondly, we have noted that this location is on a steep hill and in an area with little foot traffic. The proposed cash contribution could be retained for use in a different location, one more inviting and with potential street activity. This space will not be useful at night. We think it is fair to say, that Parks Dep't will not be able to maintain the area to the degree that will be expected of the adjacent Super Store entrance and plaza. The slope of the hill presents design issues, such as the need for ramps, flat areas for tables, and artificial grass on top of the road surface. Overall, the site does not sound appealing.

It is common for cities to temporarily shut down a street for special events. As has been discussed in the UD Plan, Oak Street would work well for this idea. In the right location, a street plaza could enhance a neighbourhood but the choice of location is key to its success. The idea of a permanent road closures as public space amenities should be discussed throughout our community and in Saanich.

Yours truly,

Carol Hamill for MVCCA

cc. Cameron Scott – Planning Dep't
Saanich Mayor and Council
Susan Haddon - QCHCA
Devin Spence - Townline Developments

✓ Tolmie (760)

General
cc: LC, GL

MAR 11 2024

Preet Chaggar

From: [REDACTED] on behalf of Camosun Community Association
Sent: Sunday, March 10, 2024 8:54 PM
To: Council
Subject: (External Email)
Attachments: CCA Cecelia Creek Support Final Letter.pdf

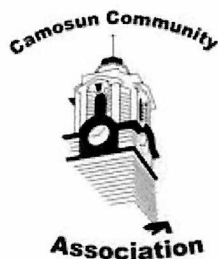
This email sent from outside the District of Saanich. Use caution if message is unexpected or sender is not known to you.

Dear Saanich Council:

Please see the attached letter of support for the Friends of Cecelia Creek Falls Park and the commitment to daylighting the creek in the Uptown Douglas Plan.

Kind regards,

Lisa Timmons
President
CCA



The Corporation of The District of Saanich
Vernon Ave
Victoria, B.C.

Re: Cecelia Creek Daylighting; 760 Tolmie Ave

On behalf of the board and local residents, the Camosun Community Association (CCA) would like to submit our enthusiastic support for the further daylighting of Cecelia Creek in the area adjacent to the Uptown redevelopment proposal at 760 Tolmie Ave.

Historical attitudes where creeks and streams were seen as an inconvenience to development and were simply culverted and paved over, are now considered by the vast majority of citizens to be environmentally and socially unacceptable. The World Economic Forum has noted the economic, social, and bio-diversity benefits of daylighting. Most citizens now believe that preserving, enhancing or restoring natural environmental assets, such as streams, is a vital component of all redevelopment applications. Redevelopment must include committed policies and bylaws drafted to balance development with the stewardship, protection and restoration of natural waterways and their associated ecosystem and social health benefits.

Environmental and social benefits to stream daylighting include:

Stormwater Management: Increased infiltration along rivers and creeks with porous sloped banks increase stormwater capacity and help prevent flooding and damage to infrastructure, lowering municipal costs.

Improved Water Quality: Infiltration by soils and plants also serves to remove pollutants, improving local and downstream water quality. Potentially faulty stormwater sewer cross-connections can be exposed and repaired if necessary, improving stream water quality. Open waterways result in increased oxygenation for healthier biohabitats.

Increased Biodiversity and Ecosystem Effects: More natural waterways can dramatically enhance the plant and animal biodiversity, from stream bed invertebrates, amphibians and reptiles to the fish, mammals and birds that feed on them. Streambed and riparian plants can provide pollutant filtration and food and nesting for birds and pollinators. Some stream projects have successfully reintroduced historical fish species.

Remediation of Contaminated Soils: Many redeveloped areas are contaminated from previous commercial and industrial use; daylighting requires removal and disposal or processing of contaminated soils during the reconstruction of more natural riparian zones along the waterways.

Climate Change Mitigation: Increased carbon capture by restored streambed and riparian plants and trees. Naturalized waterways and associated paths and greenspace encourage walkable spaces.

Community Health and Livability: Daylighted creeks increase a communities' green space, providing community gathering areas and can improve property values and provide physical and mental-health benefits to local residents. Most urban planning professionals are aware that urban green space has many health benefits, as outlined in various urban planning studies outlining a "3-30-300" rule of thumb for environmentally and social healthy urban environments. The rule requires that residents should be able to see at least three mature trees from their home, have 30% tree canopy cover in their neighbourhood and live within 300 meters of the nearest park or green space. Planted trees reduce local air temperatures through evapotranspiration and filter gaseous and particulate air pollutants, increasing local air quality. Open waterways provide community meeting places and opportunities for environmental education.

It is reassuring that the District of Saanich acknowledges and supports the environmental and social benefits of daylighting and has adopted the vital objectives clearly stated on page 33 in Section 4. of the Uptown-Douglas Plan's Environment and Sustainability Objectives, subsection E:

E. Enhance and restore environmental assets including Cecelia Creek and its Watershed

Furthermore, Saanich recognises that the Uptown-Douglas Plan incorporates areas located in specific sub-watersheds wherein activities in the Plan area inevitably affect ecological assets like Swan Lake, the Gorge Waterway and Colquitz Creek. The Plan, on page 37, provides policies specifically drafted to mitigate negative impacts on the watersheds in regards to Cecelia Creek.

4.4 WATERSHEDS AND STORMWATER MANAGEMENT POLICIES:

4.4.1 Support the Capital Regional District in undertaking an intermunicipal study to comprehensively assess the Cecelia Creek Watershed, assess feasibility of daylighting Cecelia Creek and identify priority actions for improvements.

4.4.2 Further to Policy 4.4.1, and as informed through the feasibility study, consider options to enhance Cecelia Creek through redevelopment of properties and public spaces along the historical alignment, including through improving riparian areas in the above ground section adjacent to the Switchbridge.

4.4.3 Through redevelopment seek to acquire additional dedication to secure the historical alignment for future enhancements to Cecelia Creek.

4.4.4 Increase awareness of Cecelia Creek and the Cecelia Creek watershed, including through interpretive signage and public art.

4.4.5 Maximize permeability, minimize stormwater runoff and improve stormwater quality through low impact development practices such as bioswales, engineered raingardens, green roofs and permeable pavement

Successfull Daylighting and Waterway Restoration Projects

Successful daylighting of creeks, and remediation of rivers and wetlands has been performed in areas all over the world. There have been numerous successful daylighting and degraded watercourse restoration projects completed in the CRD by dedicated volunteer stewardship groups, including;

Cecelia Creek (Victoria, Saanich)	Bowker Creek (Oak Bay)
Colquitz Creek (Saanich)	Douglas Creek (Saanich);
Lochside Meadow (near Blenkinsop Creek)	Heron Creek rain gardens (James Bay).
Millstream Creek Fishway Project (Langford)	Tod Creek (Sooke)


Hagan-Graham Watershed (Hagan and Graham Creek: Central Saanich)

In addition, there is an abundant source of local volunteer, governmental and professional expertise potentially available to land developers and Saanich for daylighting and riparian restoration projects, including:

Friends of Cecelia Creek Falls Park	Ministry of Water, Land and Air Protection
Friends of Bowker Creek	Burnside Gorge Community Association
Friends of Mount Douglas Park Society	James Bay Neighborhood Association
Peninsula Streams Society	CRD
Friends of Todd Creek Watershed	City of Victoria
Veins of Life Watershed Society	Camosun Community Association
Ker Wood Leidal, Consulting Engineers	Archipelago Marine Research Ltd.

In conclusion, the Camosun Community Association fully supports the daylighting of Cecelia Creek in the areas associated with higher density development at 760 Tolmie, with support extending to all redevelopment Plan areas where daylighting the creek is possible. Daylighting strategies and the creation of natural greenspaces should be a mandatory, non-negotiable condition of the redevelopment application process. We wholeheartedly believe, in agreement with the Friends of Cecelia Creek Falls Park, that enhancing and restoring the natural environmental assets of the Uptown-Douglas area during redevelopment is crucial to ensuring the environmental and social health of future residents and all members of the ecosystem.

Sincerely,



Lisa Timmons - President
Camosun Community Association

checksheet Tolmie

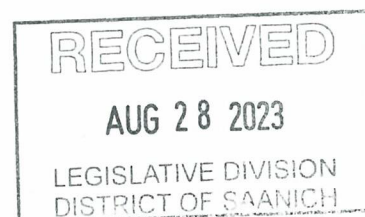
Vivian Cheung

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INFORMATION <input checked="" type="checkbox"/>	
REPLY TO WRITER <input type="checkbox"/>	
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FOR	
ACKNOWLEDGED	

From: Carol Hamill [REDACTED]
Sent: Monday, August 28, 2023 10:04 AM
To: Planning
Cc: Council; Gina Lyons; Susan Haddon; Devin Spence
Subject: (External Email) 760 Tolmie Ave. application
Attachments: Tolmie, 760 comments to planning 27 Aug 2023.docx

This email sent from outside the District of Saanich. Use caution if message is unexpected or sender is not known to you.

Please see attached letter.





Mt. View Colquitz Community Assoc. - mountviewcolquitz.ca
c/o Carol Hamill ■ Homer Road
27 August 2023

RE: 760 Tolmie Ave.

To rezone from a C-6DE Commercial Zone to permit a three tower 21-24 storey mixed use residential/commercial development with 555 residential units.

To: Saanich Planning

MVCCA always makes an effort to attend a developer's public engagement or facilitate the process to disseminate information about their rezoning application. It is an opportunity for the public and MVCCA members to identify the pro's and con's of a development through dialogue. The MVCCA would be willing to provide Saanich meaningful feedback of Townline's public engagement. Our only contact with the developer, has been a Zoom presentation held February 7th involving four Townline representatives and four residents (MVCCA and QCHCA).

MVCCA has limited resources, we must rely on the willingness of developers to set up a public awareness process. Since there has been no public engagement, by which to learn the public response to this project, the MVCCA is unable to provide meaningful feedback.

Yours sincerely,

Carol Hamill

cc. Mayor and Council
Gina Lyons - Saanich Planning
Susan Haddon - QCHCA
Devin Spence - Townline Developments

checksheet Tolmie

FEB 13 2023

Vivian Cheung

From: Carol Hamill [REDACTED]
Sent: Friday, February 10, 2023 11:25 AM
To: Gina Lyons
Cc: Council; Devin Spence; Susan Haddon
Subject: (External Email) MVCCA first comments on 760 Tolmie application
Attachments: Tolmie 760 first comments to planning.docx

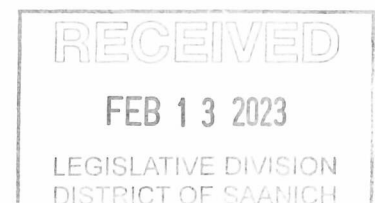
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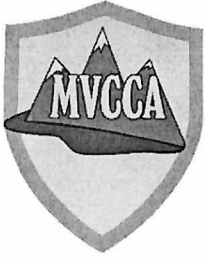
This email sent from outside the District of Saanich. Use caution if message is unexpected or sender is not known to you.

Please see the attached file.

Thank you,

Carol Hamill





Mt. View Colquitz Community Assoc. (MVCCA)
c/o Carol Hamill [REDACTED] Homer Road
Victoria BC [REDACTED]
10 Feb. 2023

RE: 760 TOLMIE ST. TO REZONE FROM A C-6DE COMMERCIAL ZONE TO PERMIT 1 THREE TOWER 21-24 STOREY MIXED USE RESIDENTIAL/COMMERCIAL DEVELOPMENT WITH 555 RESIDENTIAL UNITS.

To: Gina Lyons
Senior Planner – Saanich

Greetings,

The first MVCCA heard of this project was on Jan. 12th when we received a 14 page referral document, with the request for project comments by Feb. 12th. MVCCA and QCHCA had a joint Zoom meeting with Townline on Feb. 9th, where they provided a detailed presentation and answered questions related to the project design.

We understand this project to dedicated market rental units ovetop of commercial. The project is a 'complete community' of private space amenities for the residents, not accessible to the public. I would describe this application as highly profitable, 'luxury rental'. We will comment on the project design after their has been an opportunity for public consultation.

The focus of our concern is on how any self-contained private project, impacts the future of Saanich Core public amenities. We would like to see the Planning report before we comment on the extent of the public amenities on offer.

The public amenities offer will be related to the UD Plan and the "Saanich Interim CAC Policy". The height in excess of 18 stories, is permitted under UD Policy 5.1.4 which has a set of guidelines to be applied; to justify additional height. One of the bulleted points reads:

"demonstrate how increased building height can contribute to on-site open space and public realm improvements;"

Were this a market condo project, UD Policy 5.1.4 section *"prepare a land lift analysis specific to additional height above 18 stories to inform negotiated community contributions"* would clearly apply.

We would appreciate your help in understanding how UD Policy 5.1.4 applies to this project. Since this is a dedicated rental project and the "Saanich Interim CAC Policy" applies, it is complicated as to how the "negotiated community contributions" can be significant and can be demonstrated to justify the density bonus (for over 18 stories). It is vital to us, to know the value of the public realm improvements on offer.

Saanich has a problem of how the goals of the Uptown Douglas Plan can be implemented. How will amenities be provided for the people in non-market housing? Saanich needs a plan for the public social infrastructure of the Saanich Core.

Thank you for the opportunity to comment.

Sincerely,
Carol Hamill

cc. Saanich Council
Townline
Quadra/Cedar Hill CA