



Mt. View Colquitz Community Assoc. (MVCCA)
c/o Carol Hamill ■ Homer Road
new website: mvcca.ca
22 January 2025

To: Saanich Planning

Re: 3383 Harriet Rd. and 3442/3444 Whittier Ave. Rezoning from RS-6 to RA-11 (Rizzo Developments)

MVCCA is supportive of the application and road safety is the greatest concern for the neighbours.

MVCCA understands this project to be:

Guaranteed rental units – for life of building **building height increased to six storeys, we believe number of units to be increased to 68.**

Street level unit entrances on Harriet with line of trees on the property and on boulevard

Public right of way, 3 meter path between Harriet and Whittier on north side of property

Project orientated towards non-vehicle owners, underground parking only (43 stalls for both tenants and visitors **(this is the same number as in original application)**)

parking variance request ratio is .6 stalls per unit

86 secured bike stalls and repair station moved to parkade

South side of property will include a buffer of trees that includes an ash tree and a pine tree on adjacent property. All trees to be removed, trees to be planted - not yet determined

Car share program for building residents

Public areas accessible via wheelchair, no fully handicapped accessible units

Design features are consistent with Uptown Douglas Plan objectives

This project was discussed at our January 21st, 2025 meeting, where the main concerns expressed were traffic on Whittier Avenue and the busy intersection at Whittier and Boleskine Road. This project and the townhouse nearing completion will greatly impact the traffic.

The remainder of our comments are a repeat of our larger concerns as expressed in our letter dated March 26, 2024.

This neighbourhood is experiencing change and will see the redevelopment of the School Board site. The Tolmie Quarter vision statement includes reference to the need for public realm improvements in association with new construction but does not address the issue of the funding of improvements where rental housing is being built. Given that this project is not subject to community amenity contributions, we expect Saanich to fund the necessary upgrades identified by the local area residents and plan for future changes.

Although Culduthel Road provides a right turn onto Hwy #1, it is not safe to increase the flow of vehicle traffic across the Galloping Goose trail, where cyclists are coming down off the switch bridge. UD Plan

map 6.4 shows the incomplete plan for what can be a 'neighbourhood cycling route' along Culduthel Road. Culduthel provides access between the Galloping Goose trail and Harriet Road. Residents taking a bus will primarily be walking along Culduthel, to the Uptown improved bus stop locations.

Vehicle access to and from the greater area is via Boleskine at three streets; Harriet, Whittier and Davidson. UD Policy 7.7.2 calls for a "traffic signal at the intersection of Boleskine and Tennyson", but a traffic signal there is only helpful to the Tennyson traffic travelling north onto Boleskine and as access to the School Board site. Traffic signal will become necessary at Whittier and Boleskine Road.

The area is busy with residents using active transportation and with commercial vehicles. Vehicle traffic in this area includes large trucks accessing business sites within the area. Also, on week days, cars and trucks of employees use the street parking spots, particularly those around the School Board site.

- Road safety is the greatest concern for the neighbours. This includes sidewalks for both Culduthel Road and Whittier Ave. There would be little cost to having Culduthel Road designated a 'neighbourhood cycling route'.
- Traffic signal will become necessary at Whittier and Boleskine Road.

Thank you for the opportunity to comment.

Yours sincerely,
Carol Hamill

c.c. Amber Walker - Saanich Planning
Vincent Rizzo
Mayor and Council



Mt. View Colquitz Community Assoc. (MVCCA)
c/o Carol Hamill [redacted] Homer Road
26 March 2024



To: Saanich Planning

Re: 3383 Harriet Rd. and 3442/3444 Whittier Ave. Rezoning from RS-6 to RA-11 (Rizzo Developments)

MVCCA is supportive of the application and road safety is the greatest concern for the neighbours.

MVCCA understands this project to be:

- Guaranteed rental units – for life of building 57 rental units
- Harriet side presents as three storeys with five storey section on Whittier side
- Street level unit entrances on Harriet with line of trees on the property as well as boulevard trees
- Public right of way, 3 meter path between Harriet and Whittier on north side of property
- Project orientated towards non-vehicle owners, underground parking only (43 stalls for both tenants and visitors) variance to be requested
- 86 secured bike stalls and repair station
- Rain gardens for water retention and two patio areas with seating
- South side of property will include a buffer of trees that includes an ash tree and a pine tree on adjacent property. All trees to be removed, trees to be planted - not yet determined
- Will meet required energy code, currently Step Code 2
- Modo car – to be determined
- Public areas accessible via wheelchair, no fully handicapped accessible units
- Design features are consistent with Uptown Douglas Plan objectives

It is our understanding that Planning Dep't has requested that the parking ramp access be moved to the Harriet Road side of the building, Mr. Rizzo has indicated that they have not agreed to this change and this issue remains unresolved. This project was discussed at our March 19th meeting, where neighbours indicated they would prefer that the traffic access to the site, be off of Harriet Road instead of Whittier Ave. Harriet Road is a collector road for the larger area and better suited for increased traffic. However, they do not want to see the project become unviable because of delays. Whichever street the parking ramp will access, the issue should be resolved as quickly as possible.

The MVCCA has indicated that we request that Rizzo Developments talk to their current tenants and jointly plan the timeline for the end of their tenancy and the possibility of renting in the new building.

The remainder of our comments deal with the public amenities requested by the residents and the cost-saving of a proactive approach to this rapidly changing neighbourhood. The School Board site makes up a large portion of the area, and the redevelopment will be pivotal to the character of the neighbourhood. Uptown Douglas (UD) Policy 5.13.1. describes the need for a master plan for the School Board site. The Tolmie Quarter vision statement includes reference to the need for public realm improvements in association with new construction but does not address the issue of the funding of improvements where rental housing is being built. Given that this project will not be subject to community amenity contributions, we expect Saanich to fund the necessary upgrades identified by the local area residents and plan for future changes.

This community is bounded by Harriet Road to the east, Boleskine Road to the south and the curve of Hwy #1. Although Culduthel Road provides a right turn onto Hwy #1, it is not safe to increase the flow of vehicle traffic across the Galloping Goose trail at the intersection, where cyclists are coming down off the switch bridge. UD Plan map 6.4 shows the incomplete plan for what can be a 'neighbourhood cycling route' along Culduthel Road. Cyclists use Culduthel because it is accessible from the Galloping Goose trail. The trail goes underneath Boleskine, making it impossible to switch to east or west at that corner. Culduthel takes cyclists and pedestrians, all the way between the trail and Harriet Road (after the completion of this project).

Vehicle access to and from the greater area is via Boleskine at three streets; Harriet, Whittier and Davidson. UD Policy 7.7.2 calls for a "traffic signal at the intersection of Boleskine and Tennyson", but a traffic signal there is only helpful to the Tennyson traffic travelling north onto Boleskine and access to the School Board site.

The area is busy with residents using active transportation and with commercial vehicles. Vehicle traffic in this area includes large trucks accessing business sites within the area. Also, on week days, cars and trucks of employees use the street parking spots, particularly those around the School Board site. Residents taking a bus will primarily be walking along Culduthel, to the Uptown shopping center or will walk down Whittier, to catch the U Vic bus along Boleskine

- Road safety is the greatest concern for the neighbours. This includes sidewalks for both Culduthel Road and Whittier Ave. There would be little cost to having Culduthel Road designated a 'neighbourhood cycling route', see UD Map 6.4.
- A traffic plan should be put in place for improved vehicle access to and from Boleskine. The street is already busy and congested at peak hours with a constant flow making it difficult to turn.
- Whichever street the parking ramp will access, the issue should be resolved as quickly as possible.

Thank you for the opportunity to comment.

Carol Hamill

c.c. Amber Walker - Saanich Planning
Vincent Rizzo
Mayor and Council

