



The Corporation of the District of Central Saanich

REGULAR COUNCIL REPORT

For the Regular Council meeting on Monday, November 25, 2024

Re: 1934 Hovey Rd – OCP Amendment, Rezoning and Development Permit

RECOMMENDATION(S):

1. That OCP Amendment Bylaw No. 2205, 2024 (1934 Hovey Road) be given First and Second Reading and referred to a public hearing.
2. That Zoning Amendment Bylaw No. 2206, 2024 (1934 Hovey Road) be given First and Second Reading and referred to a public hearing.
3. That with regard to Development Permit Application 3060-20-10/23 (1934 Hovey Road), staff schedule an Opportunity to be Heard on the following variances:
 - Increase the maximum permitted height for the seniors building from 15.0 metres to 18.8 metres;
 - Decrease the minimum required rear yard setback for the seniors building from 10.5 metres to 5.0 metres;
 - Decrease the minimum required side yard setback for the seniors building from 6.0 metres to 3.0 metres for the west side yard setback;
 - To permit up to 14 residential parking spaces to be provided on an adjacent lot;
 - To reduce the overall parking requirement for both lots from 336 spaces to 193 spaces;
 - To increase the maximum permitted percentage of small car parking to be provided from 30% to 32% for the market rental building;
 - To reduce the required long term bike parking stalls for the seniors building from 93 to 48 long term stalls and 12 mobility scooter spaces;

Following public input, the following recommendations should be considered:

1. That OCP Amendment Bylaw No. 2205, 2024 (1934 Hovey Road) be given Third Reading.
2. That Zoning Amendment Bylaw No. 2206, 2024 (1934 Hovey Road) be given Third Reading.
3. That Housing Agreement Bylaw No. 2207, 2024 (1934 Hovey Road) for the seniors building be introduced and given First and Second Reading.
4. That Housing Agreement Bylaw No. 2207, 2024 (1934 Hovey Road) be given Third Reading.
5. That prior to consideration of adoption, a covenant be registered to secure:
 - a. That in collaboration with the Saanich Peninsula Hospital and Healthcare Foundation, the market rental units are offered to hospital staff before being offered to the wider public.
 - b. That all market rental units shall remain rental in perpetuity and that 10% of the units be provided as affordable housing units, and that this be secured by way of a housing agreement to be registered prior to occupancy of the market rental building.

- c. That the property at 7601 East Saanich Road shall provide 14 parking spaces to be used solely by visitors of the two proposed buildings and that this be secured on title prior to occupancy of either building.
- d. That TDM measures, including off-site measures, as outlined in the Parking Variance Report by Bunt & Associates (Version 5) dated November 12, 2024, be provided, or alternatively, bonded for, prior to occupancy of any building.
- e. That the following be provided prior to building permit issuance of any building:
 - \$100,000 to the Aurora Outreach Society
 - \$50,000 for the Little League turf at Centennial Park
 - New sidewalks from Hovey Rd to Centennial Park (\$130,000)
 - \$50,000 to the Tsawout Nation, including first right of refusal for affordable homes
 - Right of first refusal for 1 month pre-leasing to the Saanich Peninsula Hospital workforce for units in the west building
 - New senior fitness pad at Legion Manor
 - \$200,000 contribution to the District Active Transportation Fund

PURPOSE:

A revised proposal has been submitted for the five properties at 7551 East Saanich Road and 1934 – 1966 Hovey Road to develop the land with one 4-storey market rental building and one 6-storey building with seniors housing to be operated by the Legion Manor. A letter from the applicant is attached to this report as Appendix A. This report provides an overview and staff analysis of the proposal.

BACKGROUND:

The proposed development includes five properties that lie at the corner of Hovey and East Saanich Roads (see Appendix B - Site Context Plan). The two lots fronting East Saanich Road fall within the Residential Corridor zone and the three lots fronting Hovey are zoned Residential Neighbourhood. Adjacent the development site to the east lies land that is part of the Agricultural Land Reserve (ALR).

The application was introduced to Council on July 22, 2024 and referred to the Advisory Planning Commission (APC) and the Saanich Peninsula Accessibility and Advisory Committee (SPAAC). A revised proposal was presented to Council on October 21, 2024 and denied. At their meeting on November 4, 2024 Council passed a motion to reconsider the proposal. The proposal has now seen further revisions and is presented to Council for consideration of bylaw readings.

DISCUSSION:

Two buildings are proposed for the site. The west building would consist of four storeys as seen from East Saanich Road (five storeys for the portion of the building facing east) and will include market rental units with one level of underground parking. The building would have a U-shape and have access off East Saanich Road, through the adjacent Legion Manor property to the north. The east building has remained the same and would consist of six stories of affordable seniors housing, with access off Hovey Road. The proposal includes subdivision into two parcels, of 5,291m² and 2,798m² in area, each developed with one building. Development plans are attached to this report as Appendix C.

The market rental building would consist of 130 units and the Legion building includes 62 units for a total of 192 units being proposed. The following table shows the unit mix for the proposed development.

Unit Type	Studio	1-Bed	2-Bed (+ den)	3-Bed	Total
Market Rental	36 (28%)	49 (38%)	25 (19%)	20 (15%)	130
Legion	11 (18%)	51 (82%)	0	0	62
Total	47 (24%)	100 (52%)	25 (13%)	20 (10%)	192

The proponent has had discussions with the Saanich Peninsula Hospital and Healthcare Foundation about priority housing for hospital staff. This would see the rental units being offered to hospital staff before being offered to the wider public. Securing this by covenant is recommended.

Official Community Plan

The five subject properties are designated 'Neighbourhood Residential' in the Official Community Plan (OCP). This designation suggests a mix of housing units such as single-detached, duplexes and multi-unit residential buildings containing up to 8 dwelling units. In addition, the part of the site that fronts onto East Saanich Road lies along the 'Main Corridor Development', which supports increased density such as townhouses and up to 4-storey apartment buildings.

The proposal consists of 192 apartment units in two multi-storey buildings, exceeding the density outlined under the 'Neighbourhood Residential' as well as the 'Main Corridor Development' designations, therefore, an OCP amendment is required. The OCP designation would be amended to 'Multi-unit Residential', for multi-level apartment buildings within the Urban Containment Boundary. This designation would be the same as for the property directly to the north (Legion Manor) and at the corner of East Saanich and Prosser roads, which are in the immediate vicinity of the site.

The proposed development would occur within the Urban Containment Boundary and provide rental housing, identified as a need within the District. The make-up of the market rental unit types per number of bedrooms is substantially in line with the Housing Needs Assessment (HNA), with the percentage of three-bedroom units even exceeding the target. The proposed percentage of 3-bedroom units is considered positive as this type of unit has been identified as a need within the District and is often the most challenging to secure. The proposal would also provide 62 housing units for the Legion Manor, which would provide seniors' housing, another need identified in the HNA. A portion of the units would only be available for persons with an income below a certain threshold and be provided at below market rental rates.

As mentioned, the proposed density would exceed the density envisioned under the current 'Neighbourhood Residential' designation, especially for those three lots that do not front onto East Saanich Road but lie in the vicinity of the 'Main Corridor Development' area. The 'Main Corridor Development' policy direction envisions "townhouses and up to 4-storey apartments", which the west building as currently proposed would comply with. The east side of the west building and the 6-storey seniors building exceed the recommended height of four storeys. Buildings higher than 5 storeys are supported in the village centres when they provide a community benefit such as seniors housing. The OCP includes the following under the General Policies in the Growth Management and Housing section:

Within the established commercial village centres of Brentwood Bay and Saanichton, support apartments or mixed-use buildings (commercial/ residential) higher than 5 storeys when they provide a community benefit such as:

- a. Affordable, seniors, or supportive housing;*
- b. Public park, public plaza, or community space;*
- c. BC Energy Step Code - Step 5 or highest applicable Step for the type of construction (Passive House);*
- d. Significant pedestrian/cycling infrastructure;*
- e. At least one floor is predominantly devoted to medical services or other healthcare benefits to the community;*
- f. A significant community amenity contribution is provided to contribute toward achieving an identified off-site amenity; or*
- g. Other significant community benefits identified through a public process.*

The proposal includes 62 units of seniors housing but is some distance from the commercial Village Centre (approx. 800 metres). Even though the proposed housing units would address housing needs and would be in an appropriate location, the number of storeys is more than what is envisioned for the area. The building does meet policies and guidelines that suggest a stepping back of upper storeys to reduce massing, which will be discussed more in depth later on in this report. However, it would not be in accordance with policies that suggest a stepping down of storeys further away from village centres and adjacent low-density residential areas and agricultural land. The 6-storey Legion building would be adjacent to a two-storey residential building on agricultural land, although a substantial setback is proposed. While land use designation policies may not support the proposed height and massing in this location, these must be balanced with policies that support projects that address an identified housing gap, such as OCP policy 4.1.10:

10. Encourage development applications that address identified housing gaps. In particular, favourable consideration will be given to:

- a. Family oriented rental housing;*
- b. Rental housing for seniors;*
- c. Affordable, below market housing;*
- d. Housing for First Nations or WSÁNEĆ Nations;*
- e. Proposals that improve housing diversity, particularly those that allow people to remain in the community as they age (i.e., compact, ground oriented);*
- f. Fully accessible and adaptable housing;*
- g. Proposals designed for workforce housing, including farm workers, healthcare and emergency personnel; and*
- h. Various forms of supportive housing and multi-level care facilities.*

With the revised proposal as now presented, the market rental building would be generally consistent with OCP policies and guidelines.

Zoning Bylaw

The current zoning of the property is Residential Neighbourhood (RN) and Residential Corridor (RC), whereas the zoning proposed for the site is Residential Attached: RM-5. Based on the RM-5 zoning, the proposal would be substantially compliant with the regulations of that zone. The required setbacks for each proposed site, one with the market rental building and one with the Legion building, would be met save for the rear yard and side yard setbacks for the Legion building, as the new lot would have the south property line become the new front property line. The variances required would be to reduce the rear yard setback from 10.5 metres to 5.0 metres and the (internal) side yard setback from 6.0 metres to 3.0 metres. The proposed Legion building would exceed the required east side yard setback of 11 metres, which includes the additional required 5-metre setback from ALR land, with a proposed setback of 22.5 metres. Lot coverage is proposed at 41% for the west property and 35% for the east (Legion) property, both within the maximum allowable 45%.

A variance is requested for the height of the Legion building. The maximum height in the RM-5 zone is 15 metres and the proposed building has a height of 18.8 metres, resulting in a variance of 3.8 metres. The proposed height is similar to other 6-storey buildings previously approved within the District. The height of the market rental building is now within the height restrictions of the proposed RM-5 zone.

The proposal includes a deviation from the maximum permitted Floor Area Ratio (FAR) for both proposed lots. The RM-5 zone permits a ratio of up to 1.6 whereas the proposed market rental building comes in at 1.84 and the Legion building at 1.7. These are increases of 0.24 and 0.1, respectively. The additional FAR would be included as a site-specific regulation in the RM-5 zone.

Parking

Based on the 192 units proposed, the parking requirement for the project totals 336 spaces (1.5 plus 0.25 per unit for a total of 1.75 per unit) whereas 193 spaces are proposed (1.01 p/u), resulting in a shortage of 143 parking spaces. The proposed allocation of parking spaces indicates that 136 spaces would be provided in the parkade, accessed off East Saanich Road and utilizing the existing access to the parking area on the current Legion site, and 57 spaces would be surface parking spaces.

The 130 parking spaces in the parkade are being proposed for the 130 market rental units, for a ratio of 1.0 space p/u. The remaining 6 spaces in the parkade would be allocated to visitor parking. The 43 spaces proposed on the Legion site would be allocated to the Legion housing units. An additional 14 spaces are proposed on the current Legion site, adjacent this development and the site of the parkade entrance. Of these, two spaces would be allocated to the Legion housing units for a total ratio of 0.73 spaces per unit (inclusive of the 43 on site spaces). The remaining 12 spaces proposed on the Legion site would be allocated to visitor parking for both sites. Together with the six spaces in the parkade, a total of 18 visitor parking spaces would be provided, resulting in an overall parking ratio of 0.09 per unit. Staff had noted previously that a draft Zoning Bylaw amendment bylaw (1183 Verdier) to reduce the visitor parking requirement for multi-family units to 0.1 spaces per unit has been given third reading by Council.

The proposed parking necessitates a variance to reduce the overall requirement from 336 spaces to 193 spaces as shown on the attached plans. In addition, the 14 parking spaces on the adjacent Legion property would require a variance to permit required residential parking to be provided on an adjacent lot, as opposed to commercial parking, which is permitted in the Zoning Bylaw. The parking spaces would be secured by way of a covenant on title.

An additional variance is requested for the percentage of small car parking spaces. The Zoning Bylaw permits up to 30% of the required parking spaces to be small car spaces (reduced width and length) whereas the proposal includes 32% small car parking spaces. The request is to increase the allowable percentage of small car parking spaces from 30% to 32% of the total number of required parking spaces. The proposal meets the requirements for accessible parking stalls, with a total of 13 spaces being provided.

Transportation Demand Management (TDM)

To support the proposed parking numbers, the applicant is proposing a range of TDM measures based on a parking study (Appendix D). The parking study describes factors, such as location, access to active transportation options and rental tenure, that impact the parking demand for the site and these, along with the TDM measures, result in the expected parking demand being consistent with what is being proposed.

The following TDM measures are proposed as part of this proposal and would be secured by a covenant to be registered prior to adoption.:

- Exclusive use of the shared e-scooters in the building for hospital workers;
- Car-share memberships for all units;
- Bicycle rooms with enhanced access to accommodate a cargo bike, electrified with 110 volt charging ability, and larger-sized cargo bicycle spaces;
- A bike repair station and a bike wash station to be provided within the bike room;
- An e-bike rental program;
- Mobility assist device parking;
- Unbundled vehicle parking; and,
- Transportation Options Information Package.

In addition, off-site TDM measures would include:

- Improving site fronting sidewalks and boulevards to enhance the area's walkability.

- Adding a controlled pedestrian crossing along the north side of the adjacent East Saanich Road & Hovey Road intersection. The crossing would have push-button activation with flashing lights.
- A Car-Share vehicle with an on-street, Hovey Road site frontage parking space. The purchase of the vehicle would result in the per-unit membership fee being waived up to the value of the vehicle.

Traffic Impact Assessment (TIA)

The Traffic study (Appendix D) concludes that: *“the study intersection is expected to operate well within acceptable operational thresholds after the introduction of the proposed development.”* The report states that due to the traffic volumes on East Saanich Road not being impacted by the proposed development, there would be little to no change in delays for vehicles turning onto East Saanich Road from Hovey Road. Improvements would still be made to address the sightline issue at Hovey Road raised previously and this would be required as part of the subdivision.

Bicycle parking

The market rental building would provide 308 long-term bicycle parking spaces, exceeding bylaw requirements by 113 spaces, including space for oversized cargo bicycles. In addition, 24 short-term spaces would be provided, whereas 23 are required, exceeding the bylaw requirement.

The Legion building requires 93 long-term spaces but is proposing 48 long term bicycle parking spaces and 12 mobility scooter spaces in lieu of the remaining 45 required long-term spaces. The proposed scooter parking is tailored to the specific needs of the Legion Manor building. A variance is requested to permit the proposed scooter parking arrangement in lieu of long-term parking spaces. Based on the target users for this site, staff have no concerns with the proposed parking arrangement for the Legion Manor building. An additional 18 short term spaces would be provided, whereas 11 are required, exceeding the bylaw requirement by 7 spaces.

Housing Agreement Bylaw

The applicant has agreed that the seniors building would be rental in perpetuity and limited to people 55 years of age and older. The rental rates would be based on an operating agreement with BC Housing. The units in the west building would be rental units in perpetuity and 10% of the units or 13 units, would be rented as affordable housing units for a period of 10 years from the date of first occupancy. The housing agreement would secure the conditions for the seniors building, whereas a second housing agreement for the market rental building would be registered prior to occupancy of that building but secured through a covenant prior to adoption.

Development Permit

The development has been viewed in light of the guidelines for Residential Multi-Family and Commercial / Mixed Use Development Permit Areas. Should the OCP amendment bylaw be adopted, the ‘Residential’ OCP designation would change to ‘Multi-Unit Residential’.

Overall, the proposal is consistent with guidelines for multi-family developments in that balconies and the outdoor (seating) areas overlook public open spaces, the proposed Legion building is stepped back at the upper levels, and the main building entrances off East Saanich Road and Hovey Road are very visible and provide accessible access. Both buildings include facades that include a range of materials and provide articulation. Parking is located behind and beside the buildings or underground. Extensive native landscaping is proposed and approximately 18 different tree species would be planted.

A guideline that is not met with this proposal is for the new development to be similar in height to adjacent development and if not, that buildings should step down (in storey(s)) to provide a transition. The Legion

building would not be in accordance with this guideline due to the single-family nature of the agricultural properties to the east as well as the single-family residential properties to the north and south.

The market rental building would include 28 adaptable units, and 60 of the 62 seniors units would be built to adaptable standards with the remaining two units built to accessible standards.

Trees

The proponent has provided an arborist report that describes the trees to be removed and the number of trees to be replaced. All on-site trees save for four are to be removed, as well as eight that are located within the District's right-of-way and two that are on the property to the north. The four trees that are proposed to be retained are located along the west boundary of the site. Impacts due to the proposed underground parkade, site access, servicing and improvements necessitate the tree removal. The landscape plan indicates 18 different tree species to be planted as replacement trees throughout the site.

Amenity Contributions

As per Council's motion to waive amenity contributions for purpose-built rental applications for a period of two years, amenity contributions are not required for this project. However, the following amenity contributions are being proposed as part of this project:

- \$100,000 to the Aurora Outreach Society
- \$50,000 for the Little League turf at Centennial Park
- New sidewalks from Hovey Rd to Centennial Park (\$130,000 CAP)
- \$50,000 contribution to the Tsawout Nation, including first right of refusal for affordable homes
- Right of first refusal for 1 month pre-leasing to the Saanich Peninsula Hospital workforce for units in the west building
- New senior fitness pad at Legion Manor
- \$200,000 contribution to the District Active Transportation Fund

The above contributions would be required prior to issuance of a building permit and secured through a covenant to be registered prior to bylaw adoption.

IMPLICATIONS:

Strategic

The project aligns with Council's 2024-2027 Strategic Plan that includes as a priority "Expand Supply of Affordable, Attainable, and Rental Housing", with the following goals:

- Support and encourage development proposals that expand housing diversity, including purpose built rental and legal suites;

Legislative/Policy

Due to the required OCP amendment to change the designation from 'Residential' to 'Multi-Unit Residential', a public hearing is required.

OPTIONS:

Option 1 (recommended):

1. That OCP Amendment Bylaw No. 2205, 2024 (1934 Hovey Road) be given First and Second Reading and referred to a public hearing.
2. That Zoning Amendment Bylaw No. 2206, 2024 (1934 Hovey Road) be given First and Second Reading and referred to a public hearing.

3. That with regard to Development Permit Application 3060-20-10/23 (1934 Hovey Road), staff schedule an Opportunity to be Heard on the following variances:

- Increase the maximum permitted height for the seniors building from 15.0 metres to 18.8 metres;
- Decrease the minimum required rear yard setback for the seniors building from 10.5 metres to 5.0 metres;
- Decrease the minimum required side yard setback for the seniors building from 6.0 metres to 3.0 metres for the west side yard setback;
- To permit up to 14 residential parking spaces to be provided on an adjacent lot;
- To reduce the overall parking requirement for both lots from 336 spaces to 193 spaces;
- To increase the maximum permitted percentage of small car parking to be provided from 30% to 32% for the market rental building;
- To reduce the required long term bike parking stalls for the seniors building from 93 to 48 long term stalls and 12 mobility scooter spaces

Option 2:

That alternative direction be provided.

Option 3:

That the application be denied.

CONCLUSION:

A proposal has been received for two multi-storey residential buildings at the northeast corner of the intersection of East Saanich and Hovey Roads. One building would include 130 market rental units and one building would include 62 units of seniors housing (Legion). The project would involve the following:

- Amend the OCP designation from Residential to Multi-Unit Residential
- Amend the zoning from Residential Neighbourhood (R-N) and Residential Corridor (R-C) to Residential Attached: RM-5;
- Site specific text amendment in RM-5 zone to increase Floor Area Ratio for both proposed lots;
- Variances to reduce the rear yard setback for the Legion building from 10.5 metres to 5.0 metres and the internal side yard (west) setback from 6.0 metres to 3.0 metres;
- Variance to increase the height in the RM-5 zone from 15 metres to 18.8 metres for the seniors building;
- Variance to reduce the overall parking requirement from 336 to 193 spaces;
- Variance to be permitted to provide residential parking on an adjacent lot (14 spaces);
- Variance to increase the maximum permitted small car parking percentage from 30% to 32%.
- Variance to provide 12 scooter parking in lieu of 45 long-term bicycle parking spaces for the Legion building.

The proposal would see multiple TDM measures implemented resulting in the proposed parking being supported by a parking consultant. A Housing Agreement would secure the seniors housing for the Legion Manor building and a covenant would secure additional conditions of rezoning such as a parking easement and TDM measures as well as the market rental building being rental in perpetuity and including 13 affordable housing units.

The proposal requires an OCP amendment but does align with policies reflecting identified housing needs. The project would fulfill multiple housing needs as it includes rental-, seniors-, and affordable housing units. However, the proposed seniors building does exceed the suggested height with respect to the number of storeys being proposed.

Report written by:	Ivo van der Kamp, A/Manager of Development Services
Respectfully submitted by:	Jarret Matanowitsch, Director of Planning and Building Services
Concurrence by:	Christine Culham, Chief Administrative Officer

ATTACHMENTS:

Appendix A: Applicant Letter

Appendix B: Site Context Plan

Appendix C: Development Plans

Appendix D: Parking and Traffic Study

Appendix E: Draft OCP Amendment Bylaw

Appendix F: Draft Zoning Bylaw Amendment Bylaw

Appendix G: Draft Development Permit

19 November 2024

1934-66 Hovey Road & 7551 East Saanich Road

Project Overview

Purpose-Built Rental Housing in Partnership with Legion Manor Victoria

Affordable rental housing for veterans and seniors, made possible through
adjacent purpose-built rental building for local workforce

ARYZE



Dear Mayor & Council,

Following the decision to reconsider the 1st and 2nd Reading of the relevant Bylaws, we have made some changes to the proposed development at 1934-66 Hovey Road & 7551 East Saanich Road. As such, we would like to share a summary of these changes and the proposal as it stands ahead of the upcoming Council consideration.

Recent Changes

BC Housing Commitment

We understand that funding for the Legion Manor (East Building) has been a major concern for both Council and community. We are pleased to confirm BC Housing's commitment to funding the Legion Manor building, ensuring the successful delivery of this critical non-market senior housing component. BC Housing recognises the critical need for new seniors housing facilities and also understands the operational efficiency of building new housing directly next to an existing successful seniors campus. This decision is a momentous one for Legion Manor and provides you with the certainty of funding.

Addressing Housing Concerns

To address concerns regarding the potential future use of the buildings as shelter or supportive housing, we have proposed an assignment clause granting the District of Central Saanich the Right of First Refusal to purchase the buildings. This ensures that the project remains aligned with the community's housing needs and recognises the community's recent experiences with the Aurora.

Market Rental Building Redesign

The Market Rental building (West Building) has been reduced to four stories (down from the original six storey), aligning with the Official Community Plan (OCP) General Policy #5, which supports four-storey housing forms along key travel corridors like East Saanich Road. This adjustment minimizes visual impact and enhances neighbourhood compatibility. While the OCP does provide flexibility in the scale of proposed buildings when advancing key strategic goals, we have heard some of the concerns with the previous proposal that believe the 4-storey building form will be a more appropriate addition to this part of Saanichton.



The Legion Manor building is proposed to remain at 6 stories because this is critical for both the business case of delivering the project and, more importantly, in making a significant move to reduce the existing waiting list for quality seniors affordable housing.

Key Project Statistics		
✓	62	New homes for seniors and veterans (logical growth of existing Legion Manor campus)
✓	130	Rental homes for local workforce (affordable housing possible through cross-subsidy)
✓	13	A mix of rental home types will be at a fixed rate of \$1,200 per month
✓	40%	Of all housing on site is secured as affordable
✓	20%	Of homes designed to adaptable standards
✓	308	Market rental bike parking stalls
✓	38	Market rental cargo bike parking stalls
✓	1:1	Exceeds parking ratio standards for rental housing

Reminder of Project Commitments and Benefits

Seniors and Workforce Housing

The project will provide 62 non-market senior housing units in partnership with Legion Manor Victoria and 130 purpose-built rental homes to support the local workforce, addressing critical housing shortages in the region. A first Right of Refusal will be available to healthcare workers at Saanich Peninsula Hospital

and Tsawout Nation members, giving them an early opportunity to access these much-needed rental homes.

Affordability

10% of the Market Rental homes (13 homes) will be offered at affordable rates, set to 30% of the region's median income. Of these homes, we will be offering a Right of First Refusal to Tsawout Nation community members and Saanich Peninsula Hospital and Healthcare Foundation staff. This ensures diverse and inclusive housing options for Central Saanich residents.

Accessibility and Inclusivity

20% of homes in the Market Rental building will be adaptable, with these being located on all floors of the building and across different home types and sizes. The project will meet bylaw requirements for accessible parking to ensure a welcoming environment for all residents and guests.

Transportation Choices

We are committed to sustainable transportation by offering a strong parking ratio (1.0 spaces per unit across the site) for a rental building. We have also prepared a robust Transportation Demand Management (TDM) package, including a new car-share for the area, enhanced bicycle facilities, and improved pedestrian connections.

Fitwel Certification

We are proud to propose the first residential building on Vancouver Island to meet the industry-recognised Fitwel Certification. When designing new buildings it is vital to think about the health and wellness of future residents. We have undertaken a detailed scoring exercise for the project and the design will include measures such as indoor air quality, vegetable gardens, and access to natural daylight to name just three. If approved, this will allow Central Saanich to be at the forefront of supporting buildings that can deliver healthy environments.

Community Contributions

The project includes significant amenity contributions, valued at nearly \$1.3m, to support local infrastructure, community services and public spaces. A summary of these contributions are listed below.

Local Amenity Contributions Offered by Project		
✓	\$750,000	Below market land cost reduction for Legion Manor
✓	\$50,000	Little league turf
✓	\$130,000	Hovey to Wallace sidewalk
✓	\$50,000	Tsawout Nation contribution
✓	\$100,000	To Aurora Outreach Society
✓	\$200,000	Active transportation funds
✓	\$1,280,000	Total Amenity Package Proposal

Closing

We believe these updates further align the project with community values and Council priorities while maintaining the original vision of delivering much-needed housing diversity and affordability. We have received an immense level of community support for this proposal during our door-knocking campaign, which has seen a number of residents eager for their opportunity to speak formally at Public Hearing, if given the chance.

Here we propose a solution—with BC Housing funding secured—to address a multitude of issues facing Central Saanich: a long waitlist of seniors and veterans seeking housing, healthcare workers not able to live within the community they serve and a vacancy rate showing there are only 1.7 homes available for every 100 people in need. With Council's support, we'll be one step closer to the creation of 75 truly affordable homes and a further 117 secured rental homes for the broader community.

We appreciate your recognition of the thoughtful and timely adjustments we've made in response to community and Council feedback, ensuring this project strikes a balanced approach that benefits many in the community. We look forward to discussing these updates further during the upcoming Council meeting.

Thank you for your time and consideration in advancing this important project for Central Saanich.

Best regards,

A handwritten signature in black ink, appearing to read 'C. Quigley', with a stylized, flowing script.

Chris Quigley

Director of Development

chris@aryze.ca

REZONING / DEVELOPMENT PERMIT (REV 4)

1934 HOVEY ROAD

CIVIC ADDRESS :
7551 E. SAANICH RD AND 1934/1950/1960/1966 HOVEY RD.
SAANICH, BC. V8M 1V8

LEGAL ADDRESS :
LOTS 1, 2 + 3, PLAN 16991, SECTION 7, RANGE 2 EAST, SOUTH
SAANICH DISTRICT

- REZONING AND DEVELOPMENT PERMIT SUBMISSION
- INITIAL SUBMISSION: OCTOBER 27, 2023
 - REVISION 02: APRIL 25, 2024
 - REVISION 03: OCTOBER 11, 2024

DRAWING LIST

- DP0.01 PROJECT INFORMATION
- DP0.02 PUBLIC REALM AND CONTEXT SCALE
- DP0.03 SITE PLAN - EXISTING CONTEXT / SITE
- DP0.04 SITE PLAN - FIRE ACCESS ROUTE
- DP0.05 DESIGN EVOLUTION / RATIONALE
- DP0.06 SUN STUDIES
- DP0.07 MATERIALS
- DP0.08 PERSPECTIVE VIEW - AERIAL FROM SOUTHEAST
- DP0.09 PERSPECTIVE VIEW - E. SAANICH RD.
- DP0.10 PERSPECTIVE VIEW - HOVEY RD
- DP0.11 PERSPECTIVE VIEWS
- DP0.12 CONTEXT ELEVATIONS
- DP1.01 SITE SURVEY
- DP1.02 AVERAGE GRADE PLAN
- DP1.03 SETBACKS / DEVELOPMENT ENVELOPE
- DP1.04 SITE PLAN AT GRADE
- DP2.01 WEST BUILDING - LEVEL P1
- DP2.02 WEST BUILDING - LEVEL 0 (GARDEN LEVEL)
- DP2.03 WEST BUILDING - LEVEL 01
- DP2.04 WEST BUILDING - LEVEL 02 & 03
- DP2.05 WEST BUILDING - LEVEL 04
- DP2.06 WEST BUILDING - ROOF PLAN
- DP2.07 LEGION (EAST BUILDING) - LEVEL 01 / 02
- DP2.08 LEGION (EAST BUILDING) - LEVEL 03 / 04
- DP2.09 LEGION (EAST BUILDING) - LEVEL 05 / 06
- DP2.10 LEGION (EAST BUILDING)- ROOF PLAN
- DP4.01 WEST BUILDING - SOUTH ELEVATION
- DP4.02 WEST BUILDING - NORTH ELEVATION
- DP4.03 WEST BUILDING - WEST ELEVATION
- DP4.04 WEST BUILDING - EAST ELEVATION
- DP4.05 WEST BUILDING - COURTYARD ELEVATIONS
- DP4.06 EAST BUILDING - SOUTH ELEVATION
- DP4.07 EAST BUILDING - NORTH ELEVATION
- DP4.08 EAST BUILDING - WEST ELEVATION
- DP4.09 EAST BUILDING - EAST ELEVATION
- DP4.10 OVERALL SECTIONS
- DP4.11 WEST BUILDING - NORTH SOUTH SECTION
- DP4.12 WEST BUILDING - WEST EAST SECTION
- DP4.13 EAST BUILDING - NORTH SOUTH SECTION
- DP4.14 EAST BUILDING - WEST EAST SECTION



AERIAL VIEW OF PROPOSED PROJECT FROM SOUTHWEST

CLIENT ARYZE DEVELOPMENTS CONTACT : CHRIS QUIGLEY 1839 FAIRFIELD ROAD VICTORIA, BC V8S 1G9	ARCHITECT AND PRIME CONSULTANT DIALOG CONTACT : VANCE HARRIS 406 - 611 ALEXANDER STREET VANCOUVER, BC V6A 1E1	LANDSCAPE ARCHITECT DIALOG CONTACT : JAMES GODWIN 406 - 611 ALEXANDER STREET VANCOUVER, BC V6A 1E1	STRUCTURAL ENGINEER RJC CONTACT : LEON PLETT 220 - 645 TYEE ROAD VICTORIA, BC V9A 6X5	ELECTRICAL ENGINEER E2 ENGINEERING INC. CONTACT : PATRICK LOURDU 530 HERALD STREET VICTORIA, BC V8W 1S6	MECHANICAL ENGINEER DIALOG CONTACT : DAN PRESCOTT 406 - 611 ALEXANDER STREET VANCOUVER, BC V6A 1E1	CIVIL ENGINEER MCELHANNEY CONTACT : NATHAN DUNLOP 500 - 3960 QUADRA STREET VICTORIA, BC V8X 4A3	CODE GHL CONSULTANTS LTD CONTACT : FRANKIE VICTOR 700 W PENDER STREET, SUITE 800 VANCOUVER, BC V6C 1G8	ARBORIST D CLARK ARBORICULTURE CONTACT : MICHE HACHEY 2741 THE RISE VICTORIA, BC V6C 1G8	ENVIRONMENTAL ACTIVE EARTH CONTACT : STEVE BOYCE 968 MEARES STREET VICTORIA, BC V8V 3J4
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DEVELOPMENT DATA

FAR CALCULATIONS - 4st Option

Level	Residential Area							Balcony Area	Total Deductions		Net FSR
	Residential Area	Stairs	Circulation / Elevator	Bike Storage / Storage	Mech / Services	Amenity / Lobby	Gross Buildable		Stairs	Total Deductions	
	A	B	C	D	E	F	G (A+B+C+D+E+F)		J	K (J)	L (G - K)
EAST BLDG (LEGION) 01	124 sq.m	52 sq.m	68 sq.m	93 sq.m	52 sq.m	226 sq.m	615 sq.m	0 sq.m	52 sq.m	52 sq.m	563 sq.m
EAST BLDG (LEGION) 02	744 sq.m	54 sq.m	87 sq.m	0 sq.m	9 sq.m	34 sq.m	927 sq.m	62 sq.m	54 sq.m	54 sq.m	873 sq.m
EAST BLDG (LEGION) 03	755 sq.m	42 sq.m	87 sq.m	0 sq.m	9 sq.m	34 sq.m	927 sq.m	62 sq.m	42 sq.m	42 sq.m	885 sq.m
EAST BLDG (LEGION) 04	755 sq.m	42 sq.m	87 sq.m	0 sq.m	9 sq.m	34 sq.m	926 sq.m	59 sq.m	42 sq.m	42 sq.m	884 sq.m
EAST BLDG (LEGION) 05	636 sq.m	38 sq.m	86 sq.m	0 sq.m	9 sq.m	34 sq.m	803 sq.m	118 sq.m	38 sq.m	38 sq.m	765 sq.m
EAST BLDG (LEGION) 06	636 sq.m	38 sq.m	86 sq.m	0 sq.m	9 sq.m	34 sq.m	803 sq.m	90 sq.m	38 sq.m	38 sq.m	765 sq.m
Subtotal	3,651 sq.m	265 sq.m	502 sq.m	93 sq.m	95 sq.m	394 sq.m	5,000 sq.m	390 sq.m	265 sq.m	265 sq.m	4,735 sq.m
							53,817 sq.ft			2,849 sq.ft	50,968 sq.ft
WEST BLDG (MARKET RENTAL) 00	233 sq.m	13 sq.m	49 sq.m	454 sq.m	0 sq.m	163 sq.m	912 sq.m	0 sq.m	13 sq.m	13 sq.m	899 sq.m
WEST BLDG (MARKET RENTAL) 01	1,908 sq.m	41 sq.m	184 sq.m	0 sq.m	11 sq.m	82 sq.m	2,225 sq.m	44 sq.m	41 sq.m	41 sq.m	2,184 sq.m
WEST BLDG (MARKET RENTAL) 02	2,025 sq.m	26 sq.m	181 sq.m	0 sq.m	11 sq.m	0 sq.m	2,243 sq.m	191 sq.m	26 sq.m	26 sq.m	2,217 sq.m
WEST BLDG (MARKET RENTAL) 03	2,024 sq.m	26 sq.m	180 sq.m	0 sq.m	12 sq.m	0 sq.m	2,242 sq.m	194 sq.m	26 sq.m	26 sq.m	2,216 sq.m
WEST BLDG (MARKET RENTAL) 04	2,024 sq.m	26 sq.m	181 sq.m	0 sq.m	11 sq.m	0 sq.m	2,242 sq.m	186 sq.m	26 sq.m	26 sq.m	2,216 sq.m
Subtotal	8,215 sq.m	132 sq.m	774 sq.m	454 sq.m	46 sq.m	245 sq.m	9,864 sq.m	615 sq.m	132 sq.m	9,733 sq.m	
							106,179 sq.ft			1,417 sq.ft	104,762 sq.ft
Grand Total (Above Grade)	11,865 sq.m	396 sq.m	1,276 sq.m	547 sq.m	141 sq.m	639 sq.m	14,864 sq.m	1,005 sq.m	396 sq.m	396 sq.m	14,468 sq.m
							159,995 sq.ft			4,266 sq.ft	155,729 sq.ft
Total Site Area:											8,089 sq.m
Total FSR :											1.79
Market Rental FSR (w/subdivision)											1.84
Legion FSR (w/subdivision)											1.69
LEVEL P1		0 sq.m	12 sq.m	2,408 sq.m	65 sq.m	15 sq.m	2,500.91	-			
LEVEL P1 LOWER		24 sq.m	0 sq.m	1,682 sq.m	19 sq.m	0 sq.m	1,725.13				
Grand Total	11,865 sq.m	420 sq.m	1,288 sq.m	4,637 sq.m	225 sq.m	655 sq.m	19,090 sq.m				
							205,484 sq.ft				

UNIT MIX

WEST BLDG (MARKET RENTAL) - Unit Mix						
	Studio	1BDRM	JR 2BDRM	2BDRM	3BDRM	TOTAL
Level 0	0	1	0	1	1	3
Level 1	9	12	2	4	4	31
Level 2	9	12	1	5	5	32
Level 3	9	12	1	5	5	32
Level 4	9	12	1	5	5	32
Total	36	49	5	20	20	130
	28%	38%	4%	15%	15%	
	Studio	1BDRM	2BDRM	3BDRM		
EAST BLDG (LEGION) - Unit Mix						
	Studio	1BDRM				TOTAL
BLDG C LVL 1	0	2				2
BLDG C LVL 2	1	11				12
BLDG C LVL 3	0	12				12
BLDG C LVL 4	0	12				12
BLDG C LVL 5	5	7				12
BLDG C LVL 6	5	7				12
Total	11	51				62
	18%	82%				
GRAND TOTAL	47	100	5	20	20	192
	24%	52%	3%	10%	10%	
	STUDIO	1BDRM	2BDRM	3BDRM		

DEVELOPMENT PERMIT ZONING SUMMARY

	REQUIRED	PROPOSED	VARIANCE
	RM-1	RM-5	
Building Use			
Setbacks - Front			
Lot 1 - West Building (Market Rental)			
Rear	10.5m	10.5m	0
Side	6.0m	6.0m	0
Front	6.0m	6.0m	0
Exterior Side	6.0m	6.0m	0
Lot 2 - East Building (Legion)			
Rear	10.5m	5.0m	-5.5m
Side (+5m when adjacent to ALR)	11.0m	11.0m	0.0m
Front	6.0m	6.0m	0.0m
Exterior Side	6.0m	3.0m	-3.0m
Building Height			
West Building (Market Rental)			
Community Garden Side (5 story massing)	15.0m	16.2m	1.2m
E. Saanich Rd. Side (4 story massing)	15.0m	14.5m	-0.5m
Average Building Height		15.4m	
East Building (Legion)			
	15m	18.8m	3.8m
Accessory Structure Height			
	4.5m	n/a	n/a
Lot Area			
Lot 1 - West Building (Market Rental)	n/a	5,291 sq.m	
Lot 2 - East Building (Legion)	n/a	2,798 sq.m	
		8,089 sq.m	
Lot Frontage			
Lot 1 - West Building (Market Rental)	n/a	46.4m	
Lot 2 - East Building (Legion)	n/a	33.6m	
Lot Coverage			
Lot 1 - West Building (Market Rental)	45%	41%	-4%
Lot 2 - East Building (Legion)	45%	35%	-10%
Floor Area Ratio			
Lot 1 - West Building (Market Rental)	1.6	1.84	0.24
Lot 2 - East Building (Legion)	1.6	1.7	0.1
OFF STREET PARKING SUMMARY			
Parking Spaces (On Site)			
	288 Stalls	161 Stalls	-127 Stalls
	1.5 Stalls / unit	0.84 Stalls / unit	
Visitor Parking (On Site)			
	48 Stalls	18 Stalls	-30 Stalls
	25 Stalls / unit	0.09 Stalls / unit	
On Site Subtotal	336 Stalls	179 Stalls	-157 Stalls
	1.75 Stalls / unit	0.93 Stalls / unit	
Overflow Parking at Legion Property (Off Site)			
		14 Stalls	
Total Parking Stalls	336 Stalls	193 Stalls	-143 Stalls
		1.01 Stalls / unit	
Spaces for Accessibility			
Accessible Type A (3.7m x 5.5m)	2 Stalls	2 Stalls	0 Stalls
Accessible Type B (2.7m x 5.5m)	11 Stalls	11 Stalls	0 Stalls
Loading Space (3m x 9m)			
	0	1	1
OFF STREET PARKING DESIGN			
Increase width wall/fence (0.3m)	0.3m	0.3m	0
Manoeuvring aisle			
Parking Setbacks	7.5m	7.5m	0
	n/a		
Bicycle Parking (Both Buildings)			
Bicycle Racks Short Term (1 / 10 stalls)			
	34 Bikes	42 Bikes	8 Bikes
Bicycle Storage Long Term			
Lot 1 - West Building (Market Rental)			
	195 Bikes	308 Bikes	113 Bikes
	1.5 Bikes / unit	2.37 Bikes / unit	
Bike Stall Breakdown			
Quad Racks (4 Bikes / Rack)		212 Bikes	
Wall Mount (2 Bikes / Rack)		58 Bikes	
Oversize / Cargo Bikes		38 Bikes	
Lot 2 - East Building (Legion)			
	93 Bikes	48 Bikes	-45 Bikes
	1.5 Bikes / unit	0.77 Bikes / unit	

Note: The Legion has provisions for 12 mobility scooter parking in lieu of bike parking

PROJECT INFORMATION

LEGAL DESCRIPTION	MUNICIPAL ADDRESS
LOTS 1, 2 + 3, PLAN 16991, SECTION 7, RANGE 2 EAST, SOUTH SAANICH DISTRICT	7551 E. SAANICH RD AND 1934/1950/1960/1966 HOVEY RD
BUILDING CODE SUMMARY	
PROJECT DESCRIPTION: THE PROPOSED PROJECT IS A REZONING OF 5 ASSEMBLED RM-1 LOTS INTO A COMBINED LOT REZONED TO RM-5. THE PROJECT PROPOSES A MULTIFAMILY, PURPOSE BUILT RENTAL PROJECT CONSISTING OF (1) 6-STORY AND (1) 4/5 STORY, WOOD FRAME BUILDINGS. THE WEST BUILDING CONTAINS 130 RENTAL UNITS OVER AN UNDERGROUND PARKADE, AND THE EAST BUILDING CONTAINS 62 SENIOR ORIENTED RENTAL UNITS WITH SURFACE PARKING	
GOVERNING CODE: 2024 BC BUILDING CODE / 2018 BCBC FOR SEISMIC AND ADAPTILITY REQUIREMENTS	
AUTHORITY HAVING JURISDICTION: CENTRAL SAANICH	
DEVELOPMENT PERMIT PROJECT NUMBER: <input type="checkbox"/> EXISTING <input checked="" type="checkbox"/> NEW: <DP NUMBER>	
MAJOR OCCUPANCY (S): GROUP C - APARTMENTS	
MINOR OCCUPANCY (S): GROUP F3 - STORAGE GARAGE	
GROSS AREA (m²): WEST BUILDING EAST BUILDING TOTAL AREA: 9,853 m² TOTAL AREA: 5,000 m²	
NUMBER OF STOREYS: ABOVE GRADE: 6 STORIES BELOW GRADE: 1 STOREY	

PARKING BREAKDOWN			
	Lot 1 West Building (Parkade)	Lot 2 East Building (Legion)	Totals
Standard (2.7m x 5.5m)	84 Stalls	13 Stalls	97 Stalls
Small Car (2.4m x 5.0m) - 30% allowable	41 Stalls	10 Stalls	51 Stalls
Accessible Type A (3.7m x 5.5m)	0 Stalls	2 Stalls	2 Stalls
Accessible Type B (2.7m x 5.5m)	5 Stalls	6 Stalls	11 Stalls
Subtotal	130 Stalls	31 Stalls	161 Stalls
	1.00 Stalls / unit	0.50 Stalls / unit	0.84 Stalls / unit
Visitor Parking	6 Stalls	12 Stalls	18 Stalls
	0.05 Stalls / unit	0.19 Stalls / unit	0.09 Stalls / unit
Subtotal	136 Stalls	43 Stalls	179 Stalls
Overflow Parking at Legion Property (Off Site)		14 Stalls	14 Stalls
Grand Total	136 Stalls	57 Stalls	193 Stalls
	1.05 Stalls / unit	0.92 Stalls / unit	1.01 Stalls / unit





DRONE VIEW - LOOKING SOUTHWEST



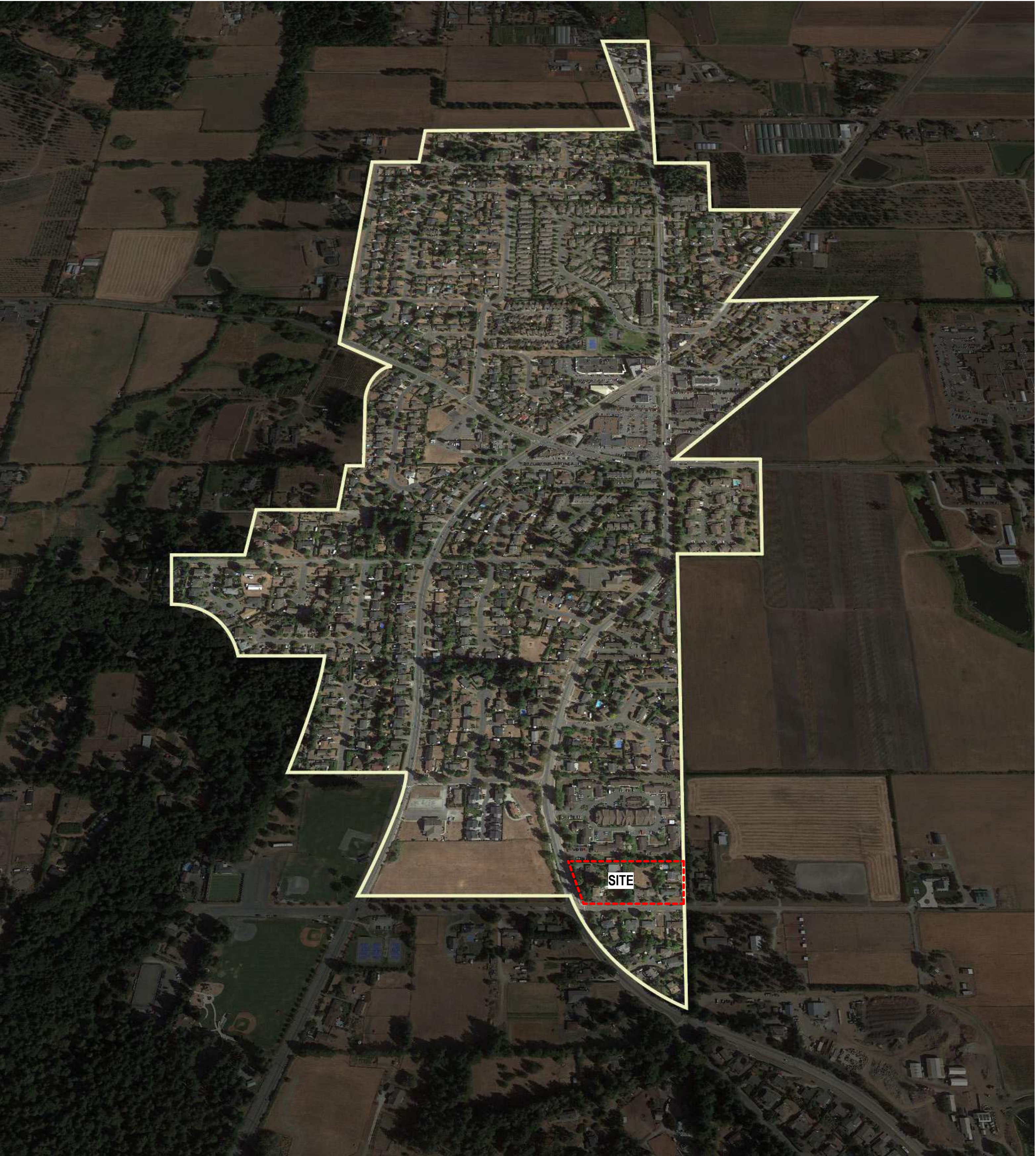
DRONE VIEW - LOOKING SOUTHEAST



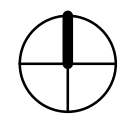
DRONE VIEW - LOOKING NORTHEAST

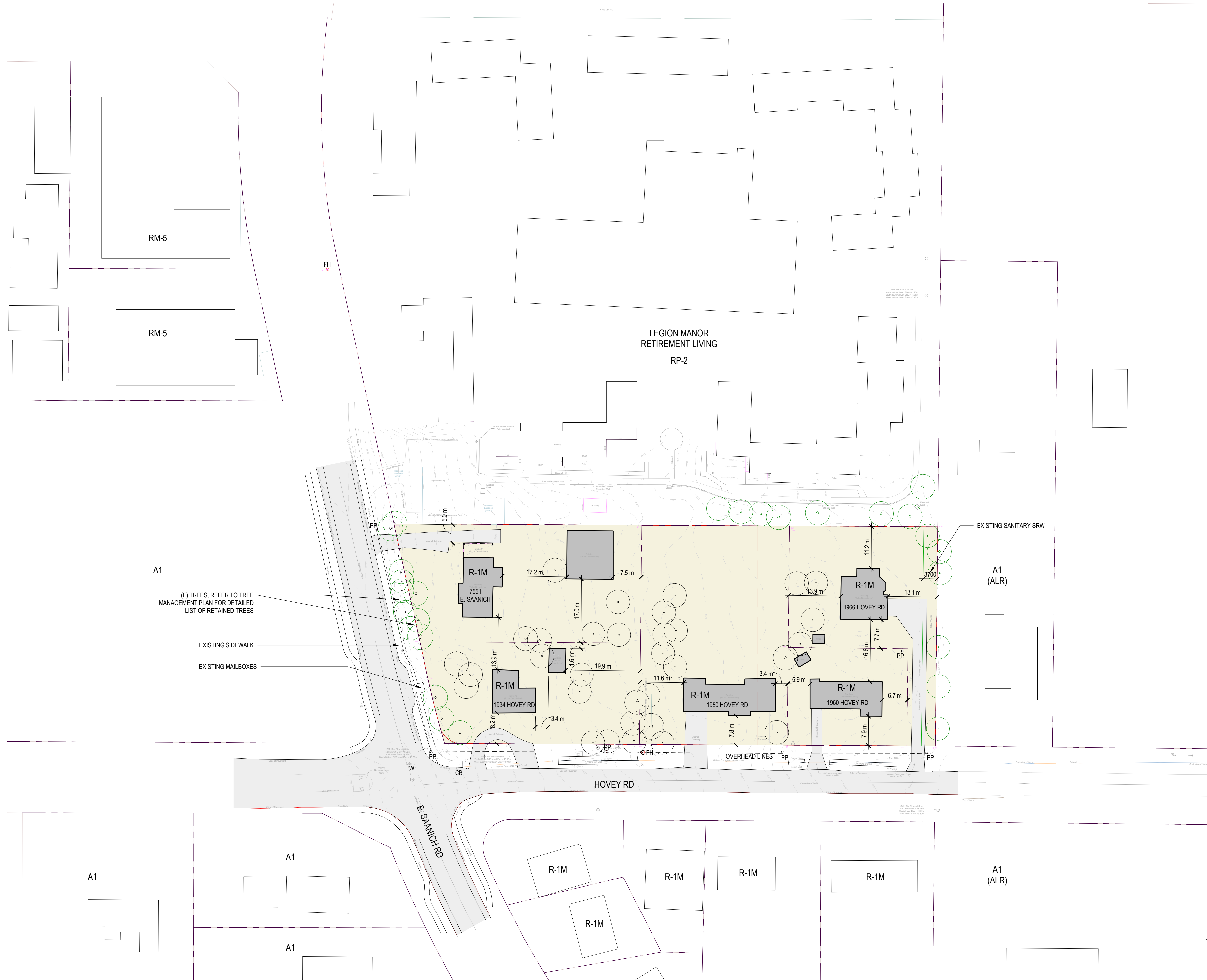


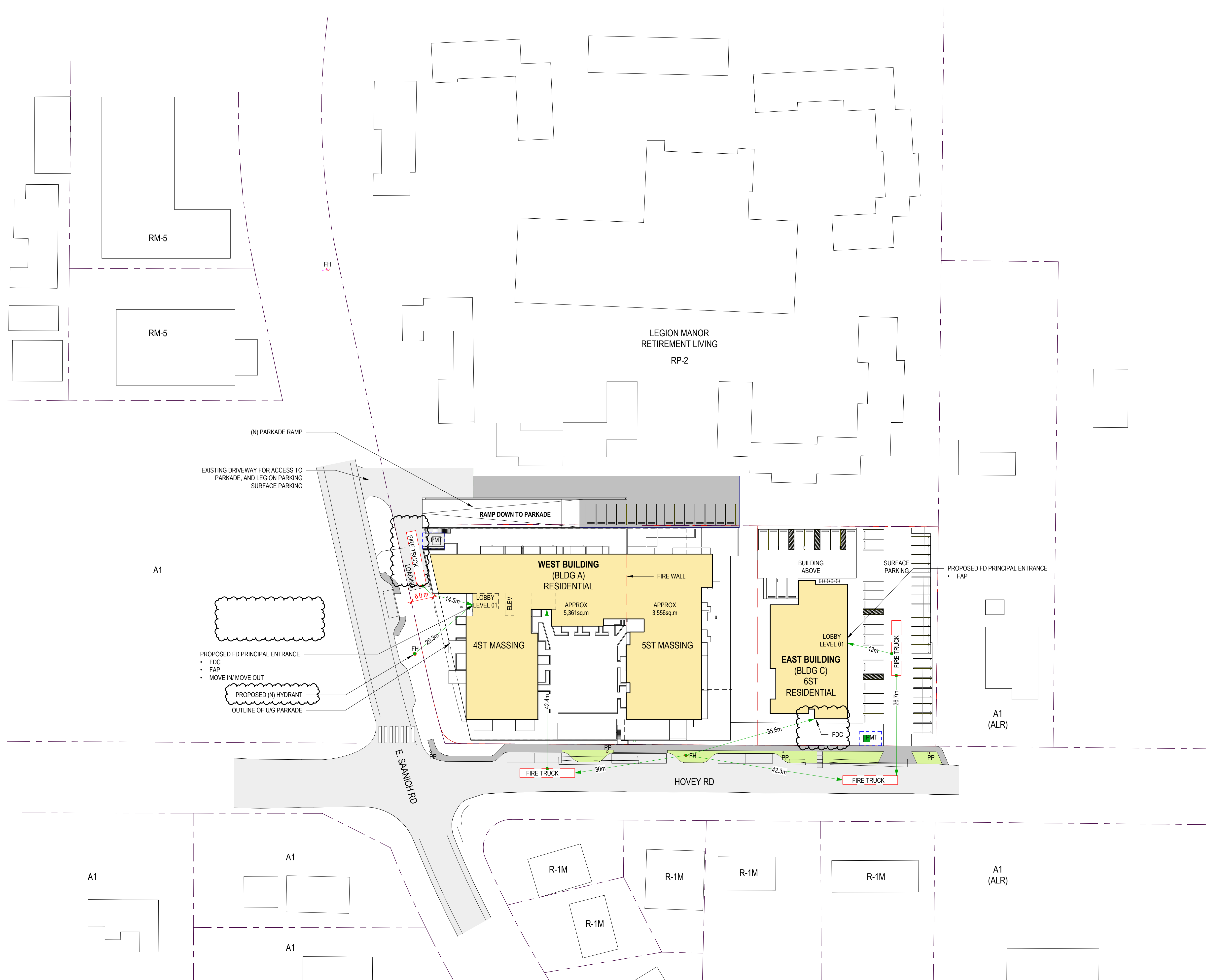
DRONE VIEW - LOOKING NORTHWEST



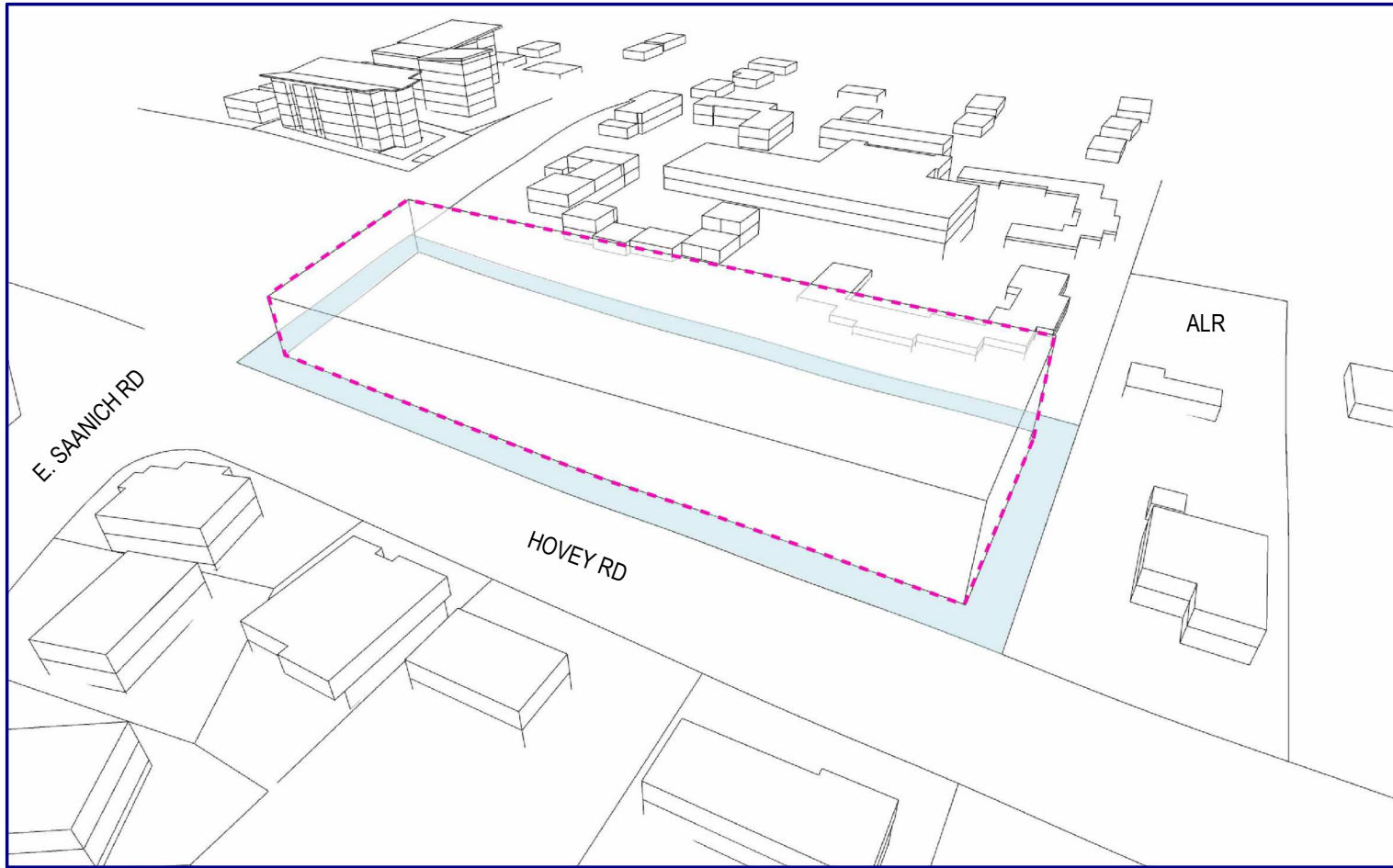
CENTRAL SAANICH URBAN CONTAINMENT BOUNDARY AND SITE LOCATION



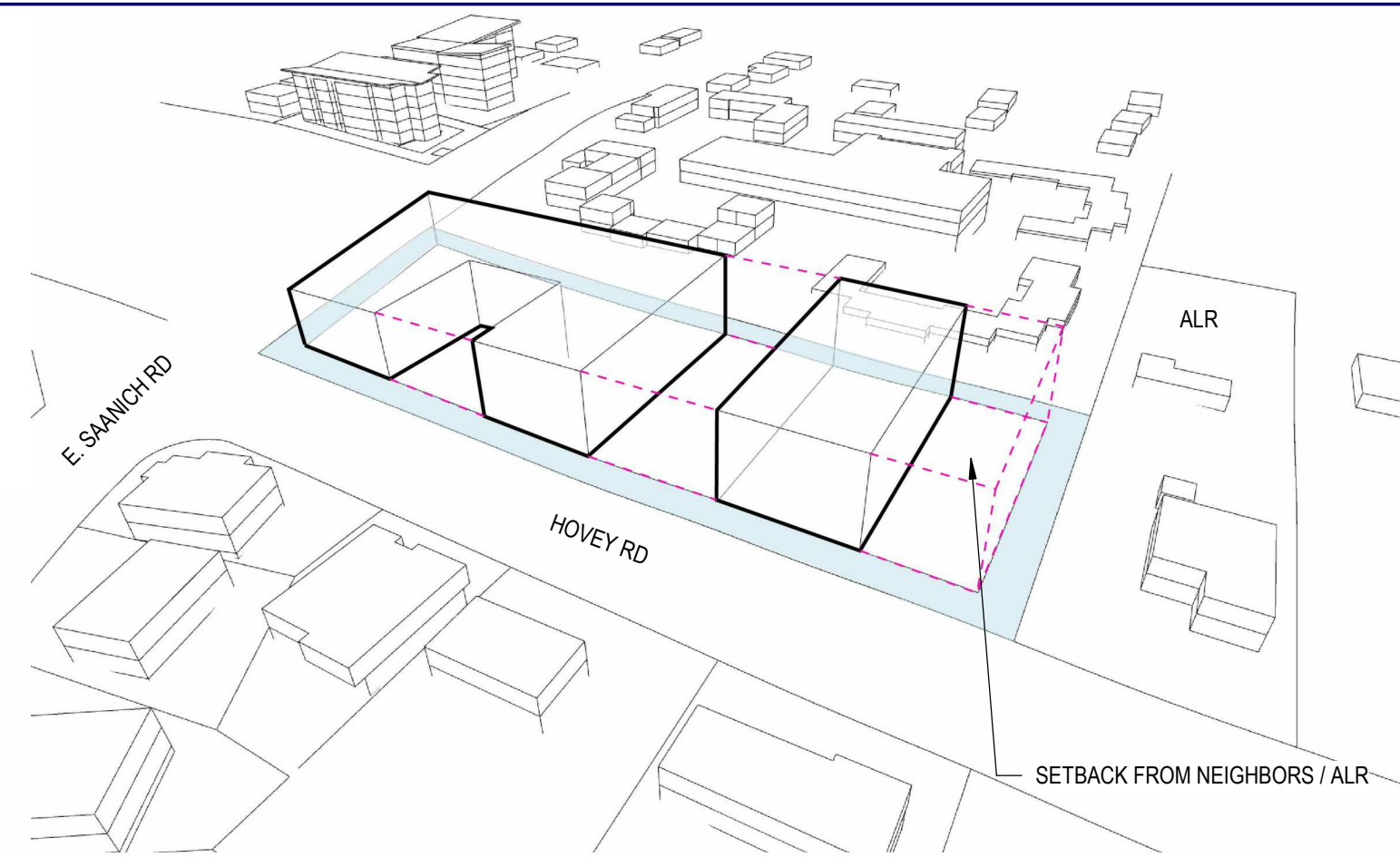




MASSING / LAYOUT



1. DEVELOPMENT ENVELOPE



2. SETBACKS AND BUILDING SEPARATION

North-South Orientation
The buildings are oriented north-south. This orientation has several advantages, including maximizing sunlight penetration into the spaces between the buildings. It also ensures that sightlines across the site are maintained, creating a more open and connected feeling.



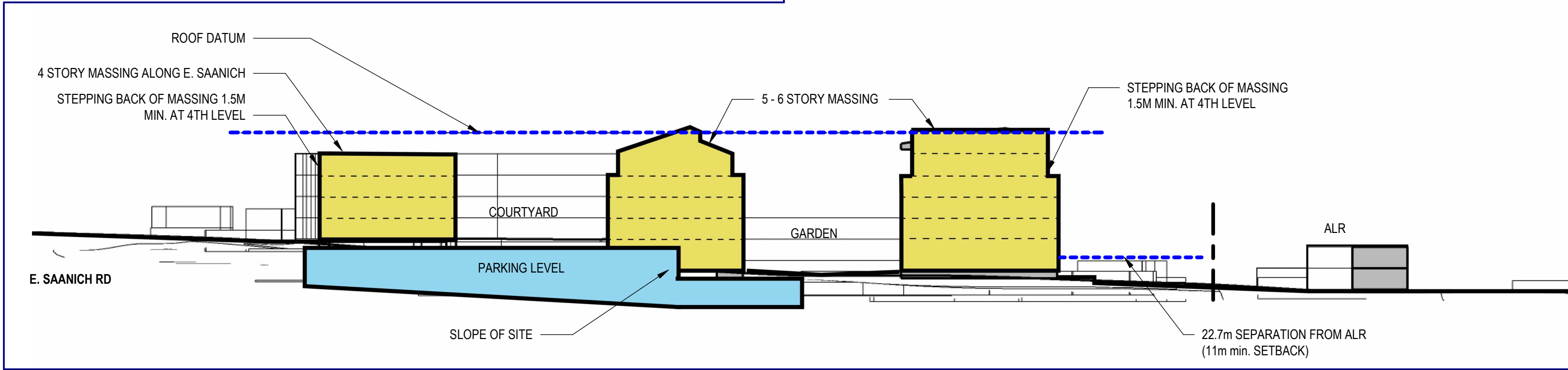
3. LANDSCAPE / ORIENTATION TO STREET

Community Connection with Landscape
The design aims to visually connect the buildings with the Legion Building to the north. A network of gardens and open spaces are woven through the site, which will enhance the overall sense of a community and provide green spaces for residents or visitors. These spaces will encourage interaction among residents, and will include courtyards, rooftop gardens, and shared lounges, fostering a sense of community within the rural setting.

Orientation Along Hovey Rd
The short sides of the buildings are aligned along Hovey Rd. This alignment is chosen to reduce the perceived scale of the buildings. By doing so it will break up the scale of built form when viewed from this road.



4. PUSH / PULL THE TOP FLOORS



Massing and Slope Grade
The massing of the buildings is designed in a way that allows them to follow the sloping grade of the land while maintaining a consistent height.

The building's ground floor plates step down with natural grade, allowing them to have entry conditions that seamlessly respond to their surroundings.



5. PUSH / PULL ELEVATIONS TO FURTHER BREAK DOWN SCALE

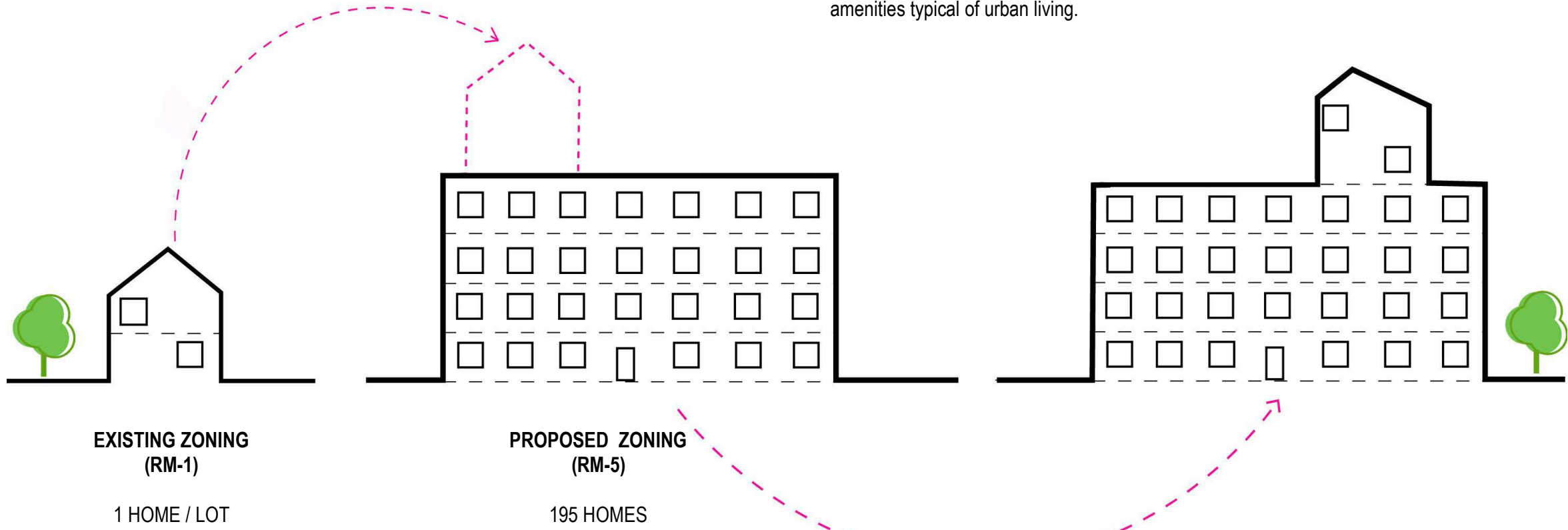
FORM / CHARACTER

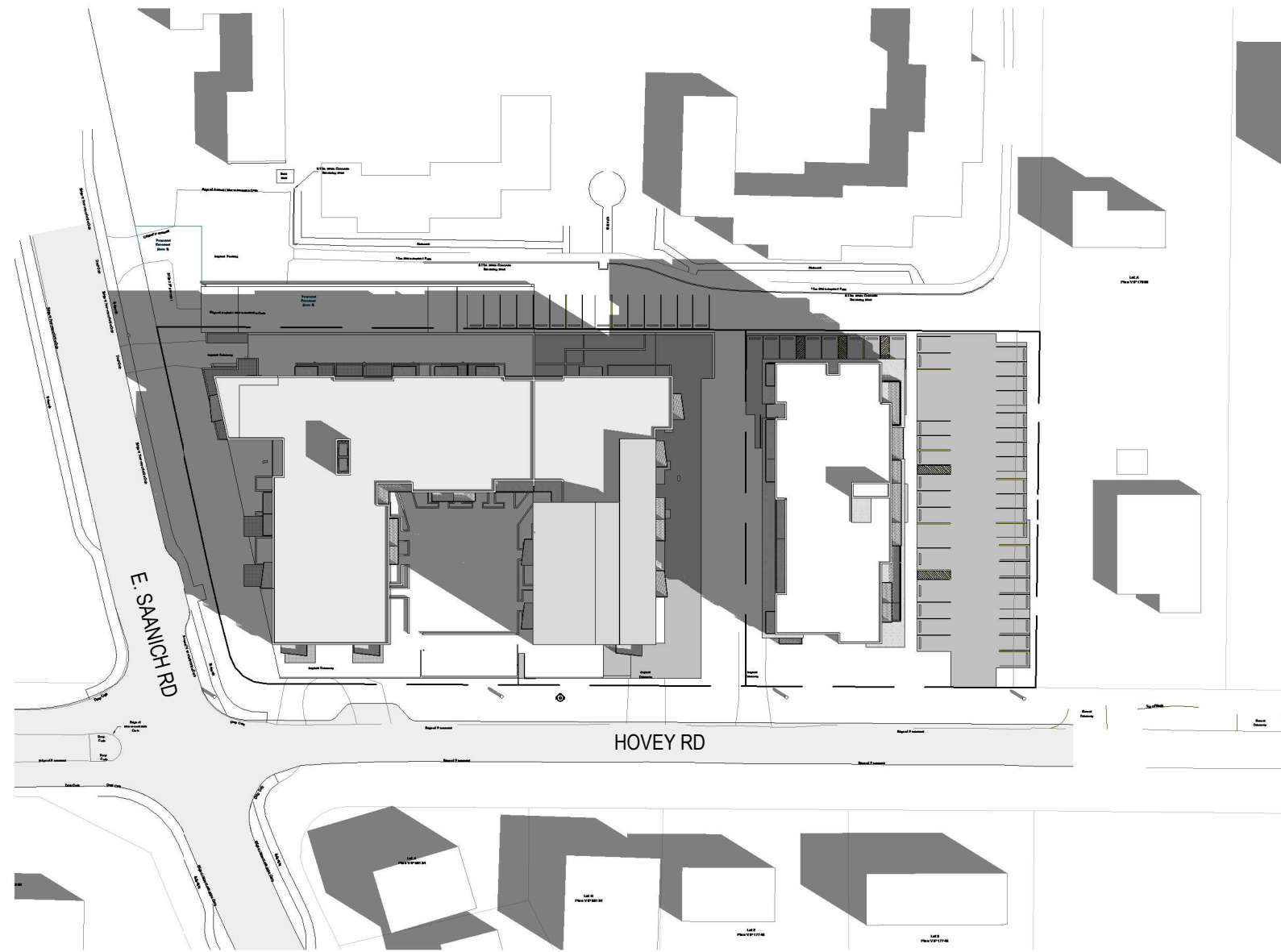
Scale and Massing
Through a combination of generous setbacks, and stepping back massing at the 4th floor, in addition to breaking up the upper floors with smaller roof forms, the project aims to soften the transition of this multistory, multifamily building with its one and two story neighbors.

Setbacks and Spacing
Providing additional setbacks beyond the minimum required distances to neighbors is a thoughtful approach to further minimize the impact of a multistory building in a largely rural single-family neighborhood.

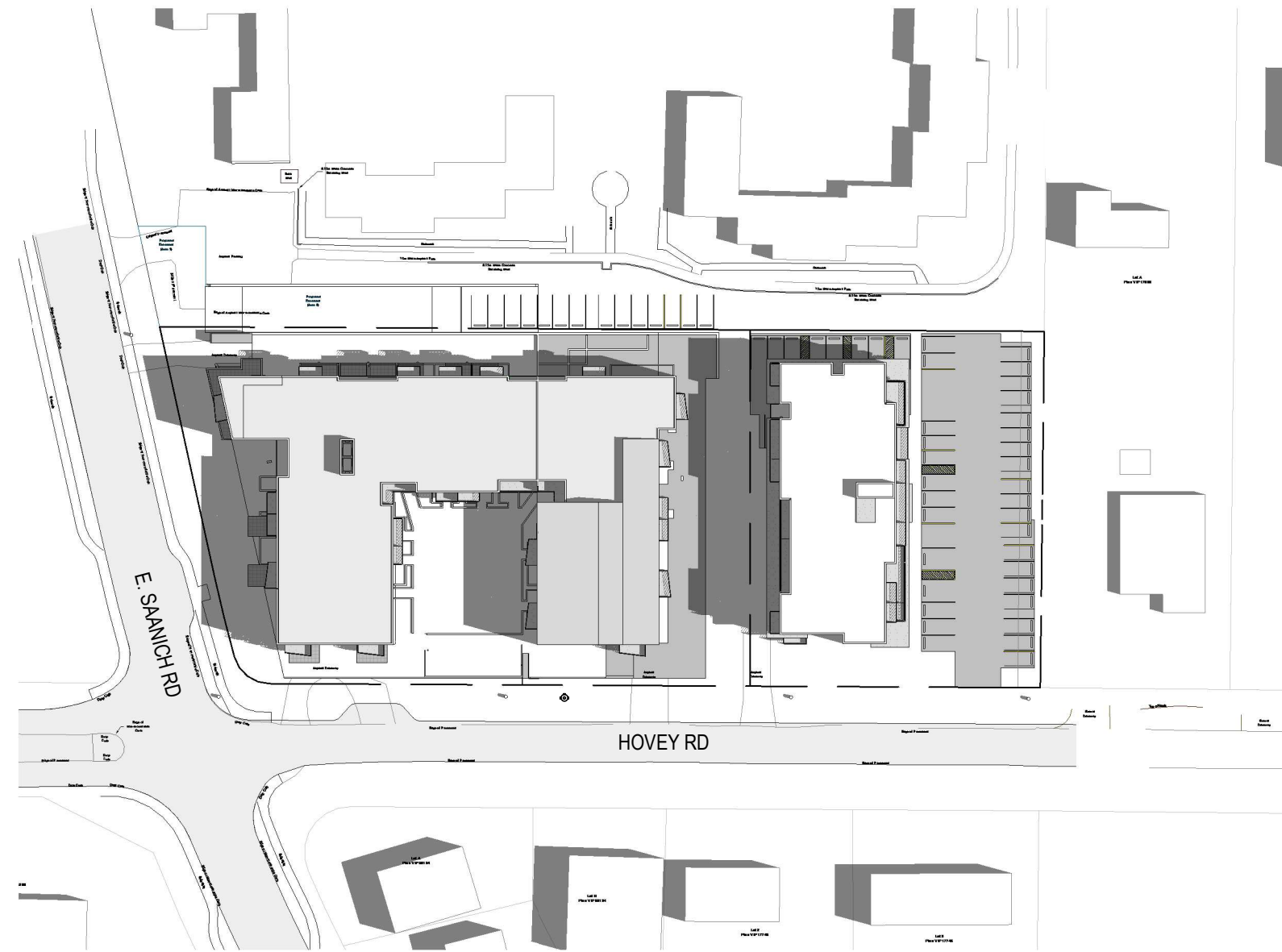
Architectural Style and Design
The architecture combines the honesty and simplicity of agricultural buildings with the practicality and durability required for a modern structure. The hope is to create a strong connection to the rural surroundings and contribute to a timeless, functional design. We are capitalizing on a unique sense of place and identity.

Landscaping and Green Space
Integrating green spaces, gardens, or communal areas will evoke a sense of rural charm while providing residents with outdoor amenities typical of urban living.

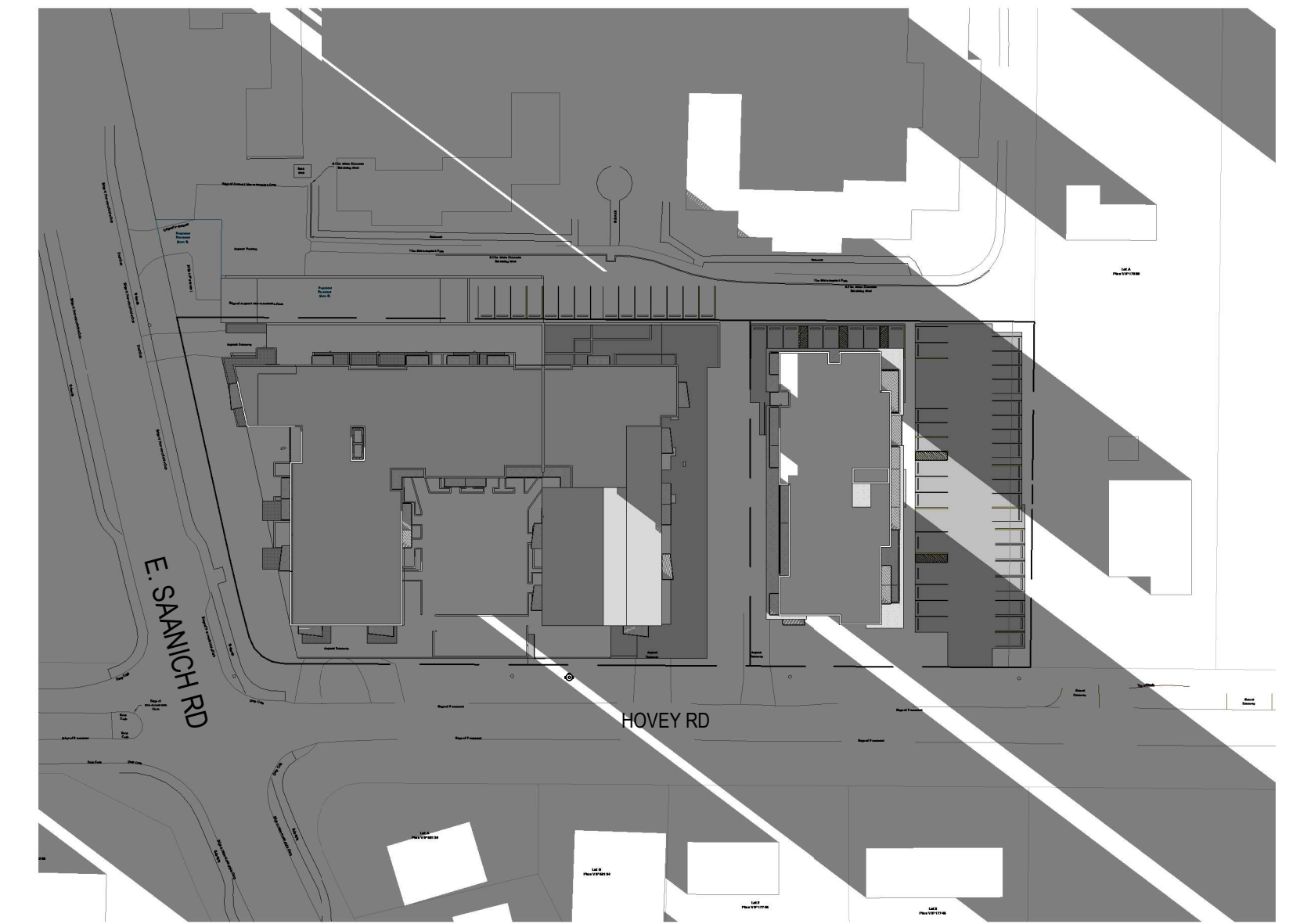




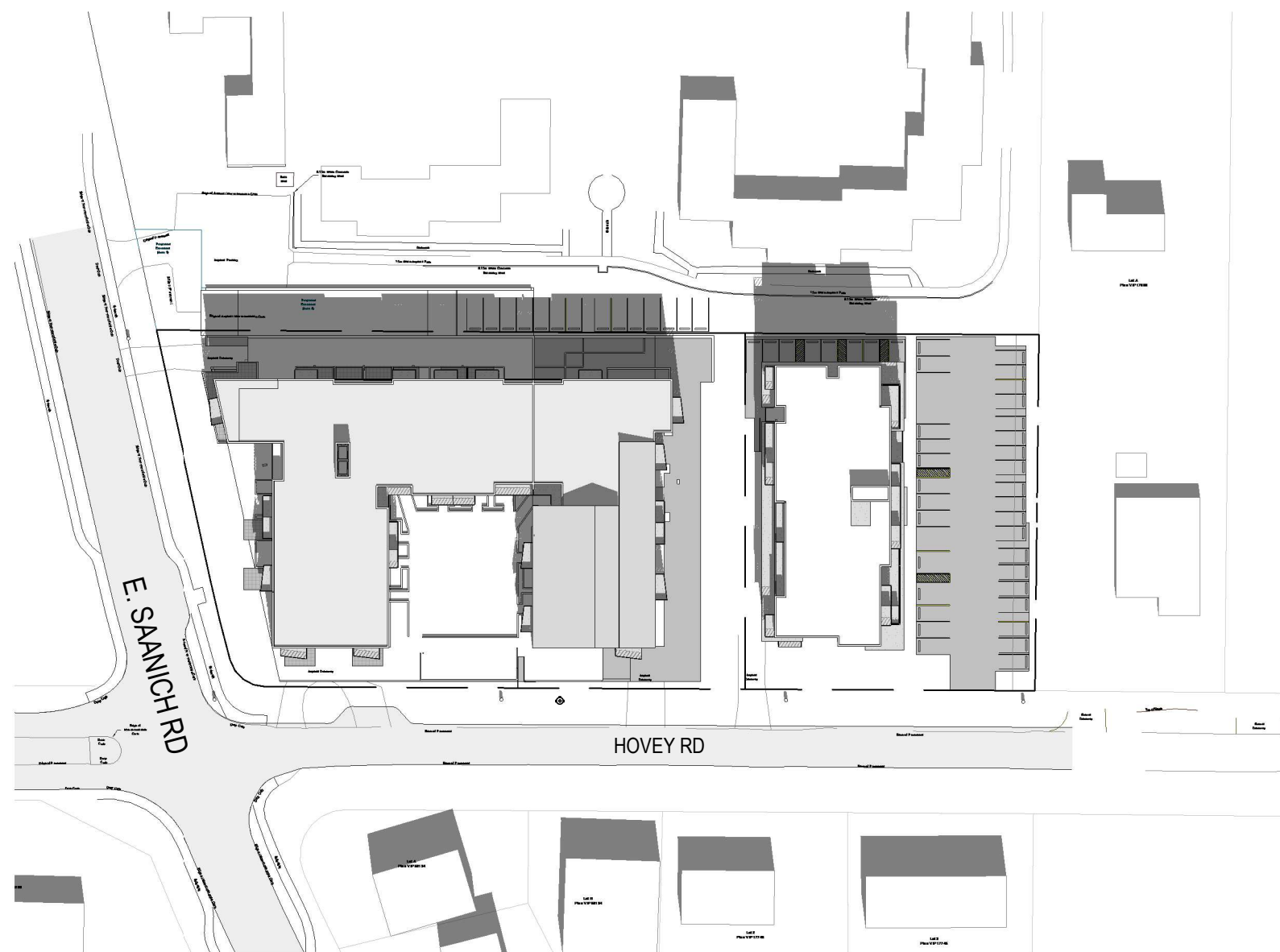
MARCH 21 9AM



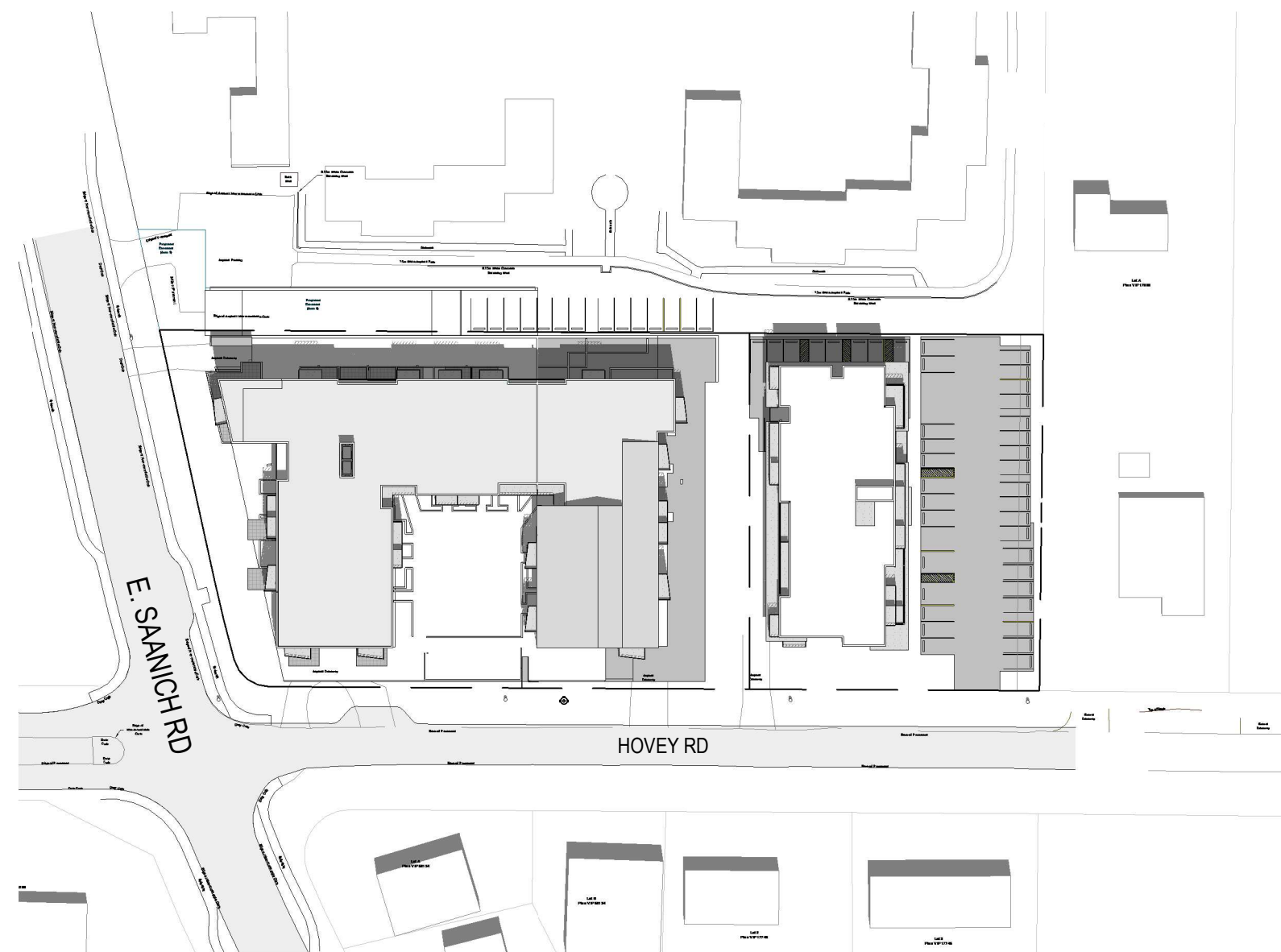
JUNE 21 9AM



DEC 21 8AM



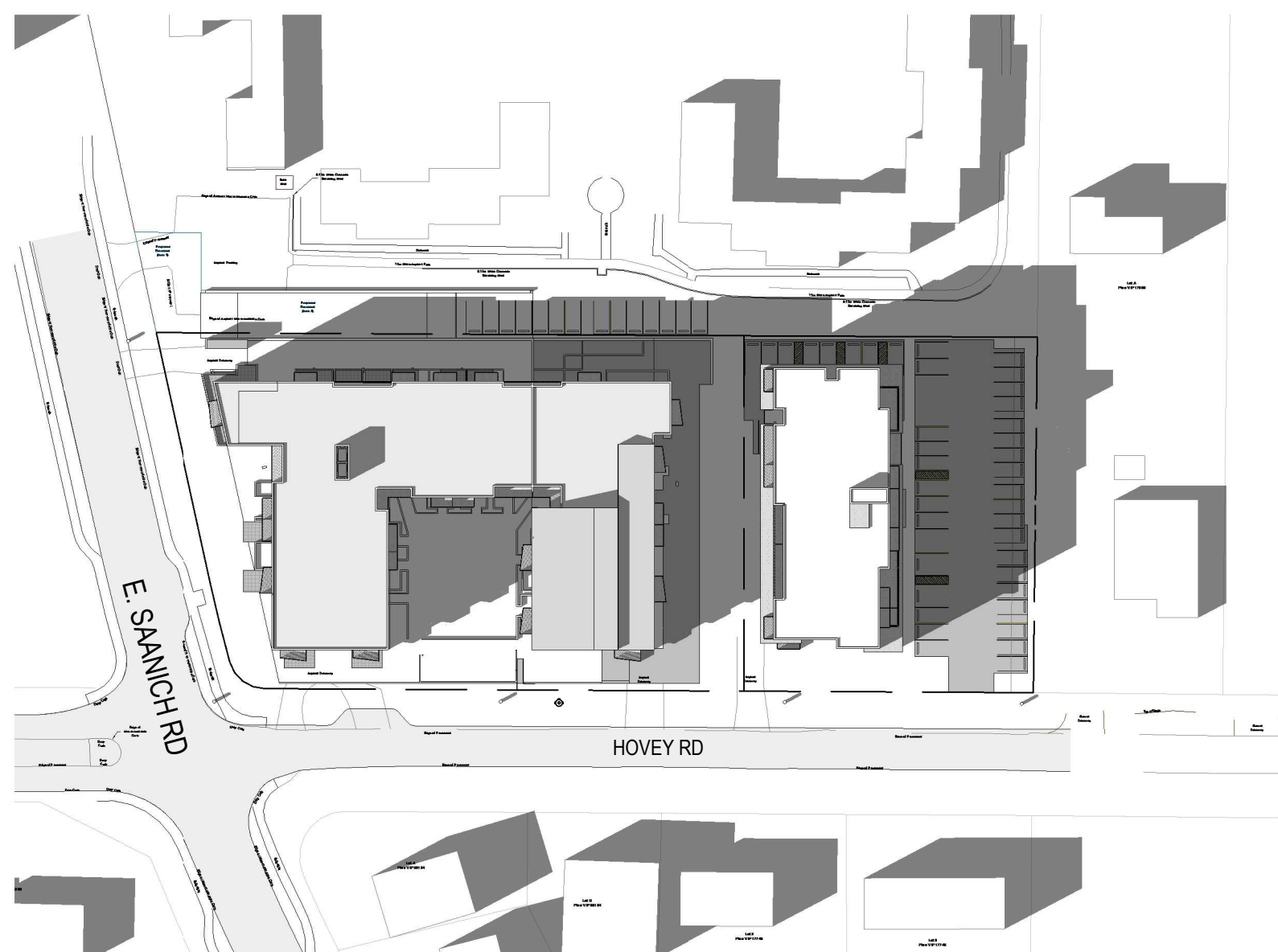
MARCH 21 12PM



JUNE 21 12PM



DEC 21 12PM



MARCH 21 4PM



JUNE 21 4PM





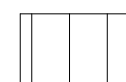




DEC 21 3PM

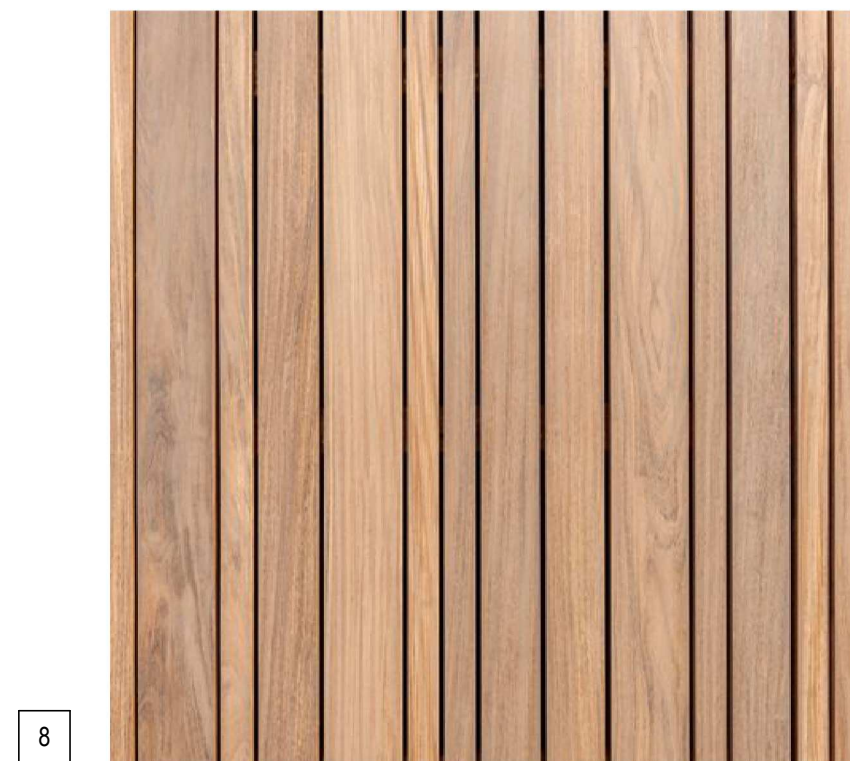


PARTIAL BUILDING ELEVATION
(EAST BUILDING SHOWN)



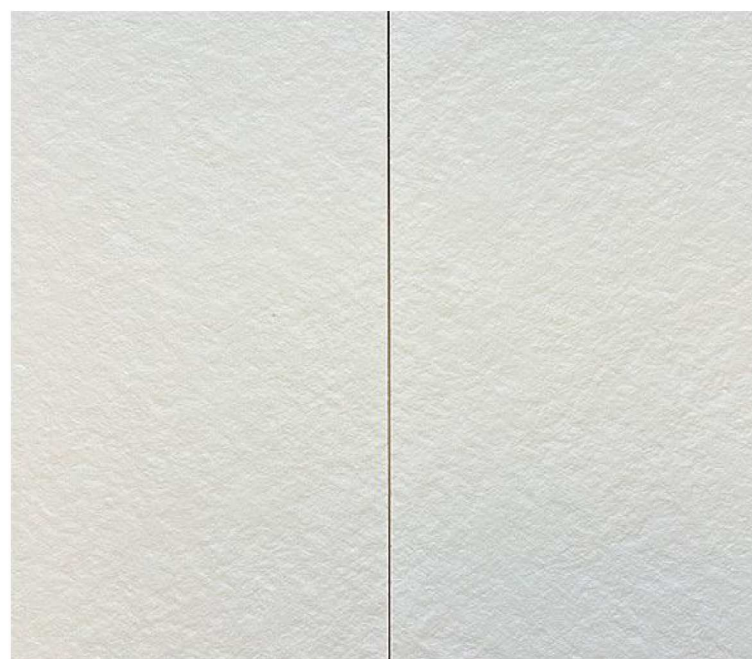
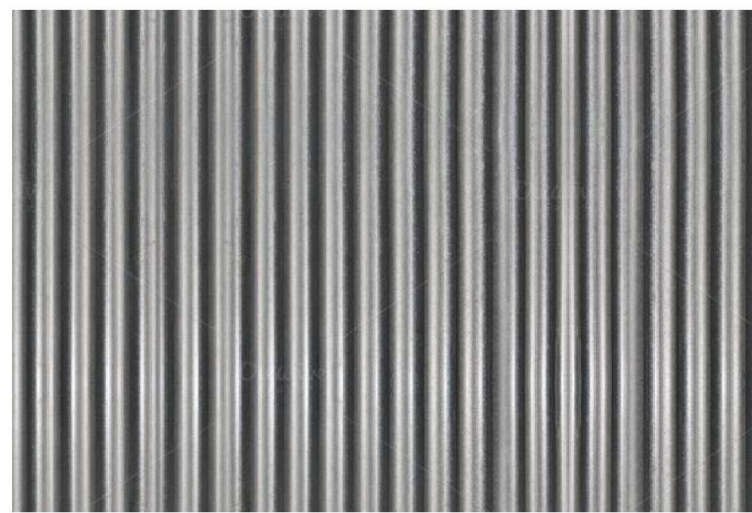
PARTIAL BUILDING ELEVATION
(WEST BUILDING SHOWN)

MATERIAL LEGEND		
1		CORRUGATED METAL - NATURAL FINISH - RAINSCREEN ASSEMBLY, CORRUGATION VERTICALLY
2		FIBER CEMENT PLANKS - COLOUR 2 - 18in WIDE, RAINSCREEN ASSEMBLY, VERTICAL JOINTS, 10'-0" LENGTHS
3		FIBER CEMENT PLANKS - WHITE - 18in WIDE, RAINSCREEN ASSEMBLY, VERTICAL JOINTS, 10'-0" LENGTHS
4		FIBER CEMENT PLANKS - LIGHT GREY - 18in WIDE, RAINSCREEN ASSEMBLY, VERTICAL JOINTS, 10'-0" LENGTHS
5		FIBER CEMENT PLANKS - DARK OLIVE - 18in WIDE, RAINSCREEN ASSEMBLY, V = VERTICAL, H = HORIZ JOINTS, 10'-0" LENGTHS
6		ALUMINUM PANEL - LIGHT GREEN - END OF BALCONY, BALCONY DIVIDERS DOOR FRAMES
7		CMU - EXPOSED, BASE OF BUILDING
8		SOFFIT - ALUMINUM SOFFIT PANELS, CLASS A
9		WINDOWS - VINYL WINDOW SYSTEM, BLACK
10		PATIO / BALCONY DOORS - FULL LITE, BLACK
11		BALCONY - VERTICAL STEEL PICKETS, PTD., ALUMINUM PANEL AT END, PTD.
12		FIRE RATED METAL DOOR WITH VIEWING PANEL, COLOUR MATCH TO ALUMINUM PANEL AND DOOR FRAMES
13		FIRE RATED METAL DOOR GREY



8

1 2



3

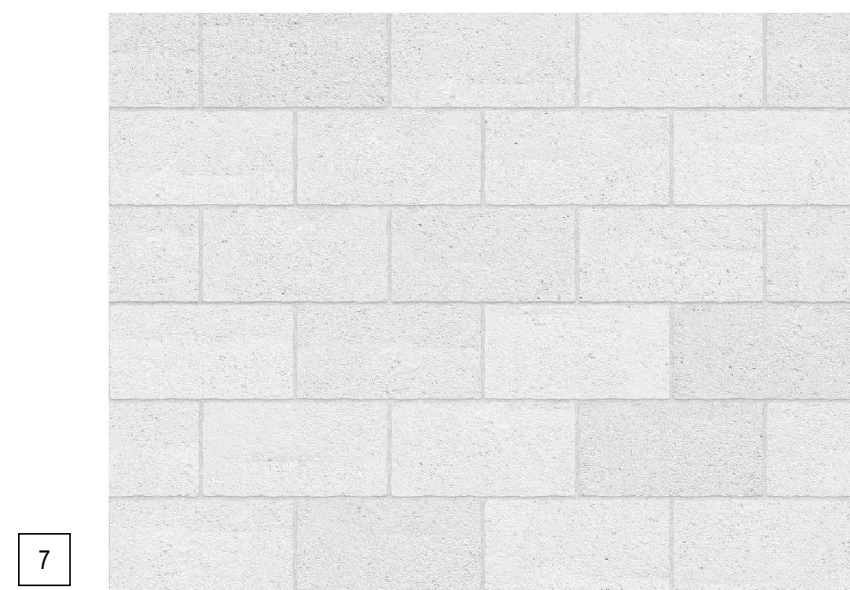
White

4

Light Grey

5

Dark Olive

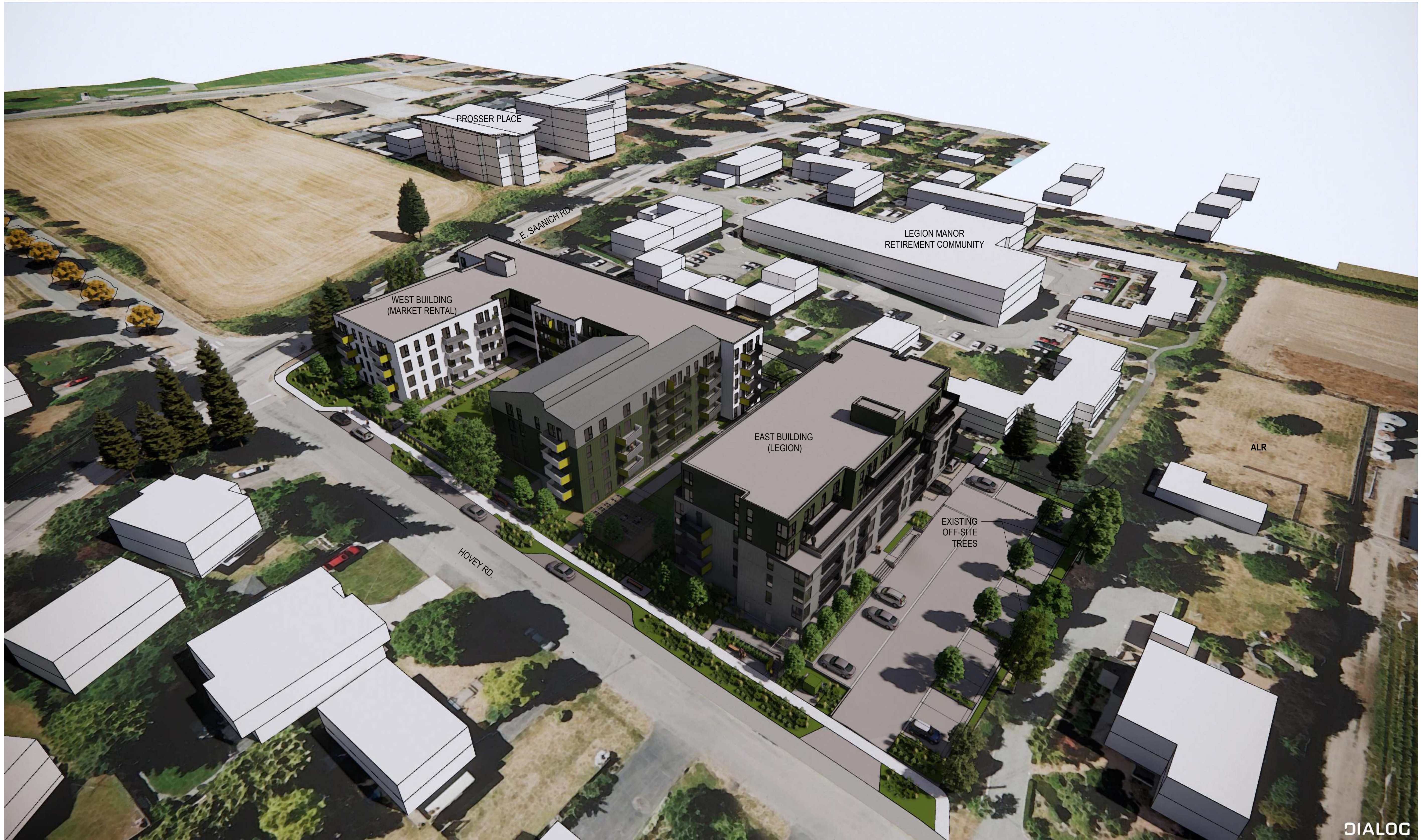


7

MATERIAL PALLETTE INSPIRATION

This material palette combines the honesty and simplicity of agricultural buildings with the practicality and durability required for a modern structure. The hope is to create a strong connection to the rural surroundings and contribute to a timeless, functional design, and create a unique sense of place and identity. Additionally, the choice of materials in this palette can be complemented by the addition of color, and texture.

- **Corrugated Metal Siding:** Corrugated metal siding is a practical choice for both its durability and its visual appeal in an agricultural context. It's capable of withstanding the elements, and its simple, linear profile contributes to the rustic aesthetic.
- **Wide Vertical Planks:** Wide plank cladding is a traditional material found in rural and agricultural buildings
- **Concrete Block Base:** A concrete block base provides stability and a solid foundation for the structure. Concrete is a robust and low-maintenance material, making it suitable for the lower portion of the building. The contrast between concrete and the other materials can also add visual interest to the facade.



AERIAL VIEW OF PROPOSED PROJECT FROM SOUTHEAST



DIALOG

VIEW ALONG E. SAANICH ROAD, LOOKING NORTHEAST



DIALOG

VIEW ALONG HOVEY ROAD, LOOKING INTO THE WEST BUILDING COURTYARD



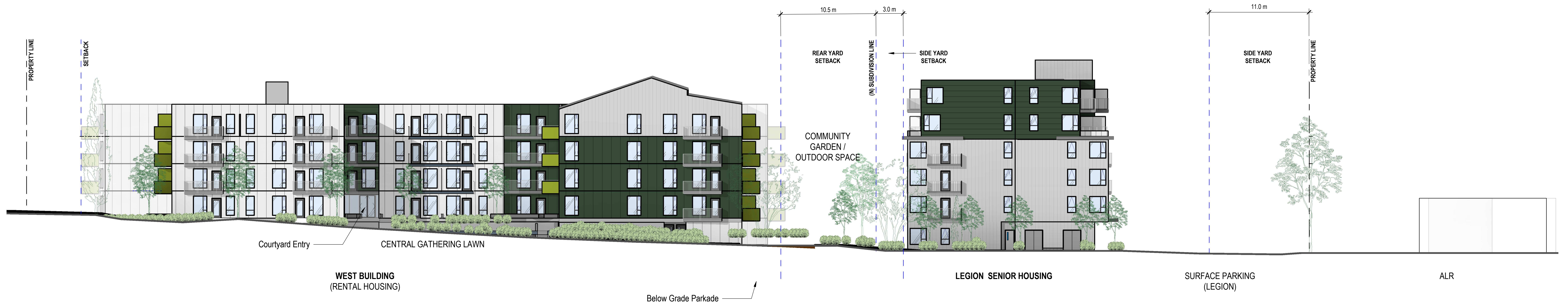
ENTRY TRELLIS / GATEWAY TO LEGION BUILDING



ENTRY TRELLIS / GATEWAY TO LEGION BUILDING



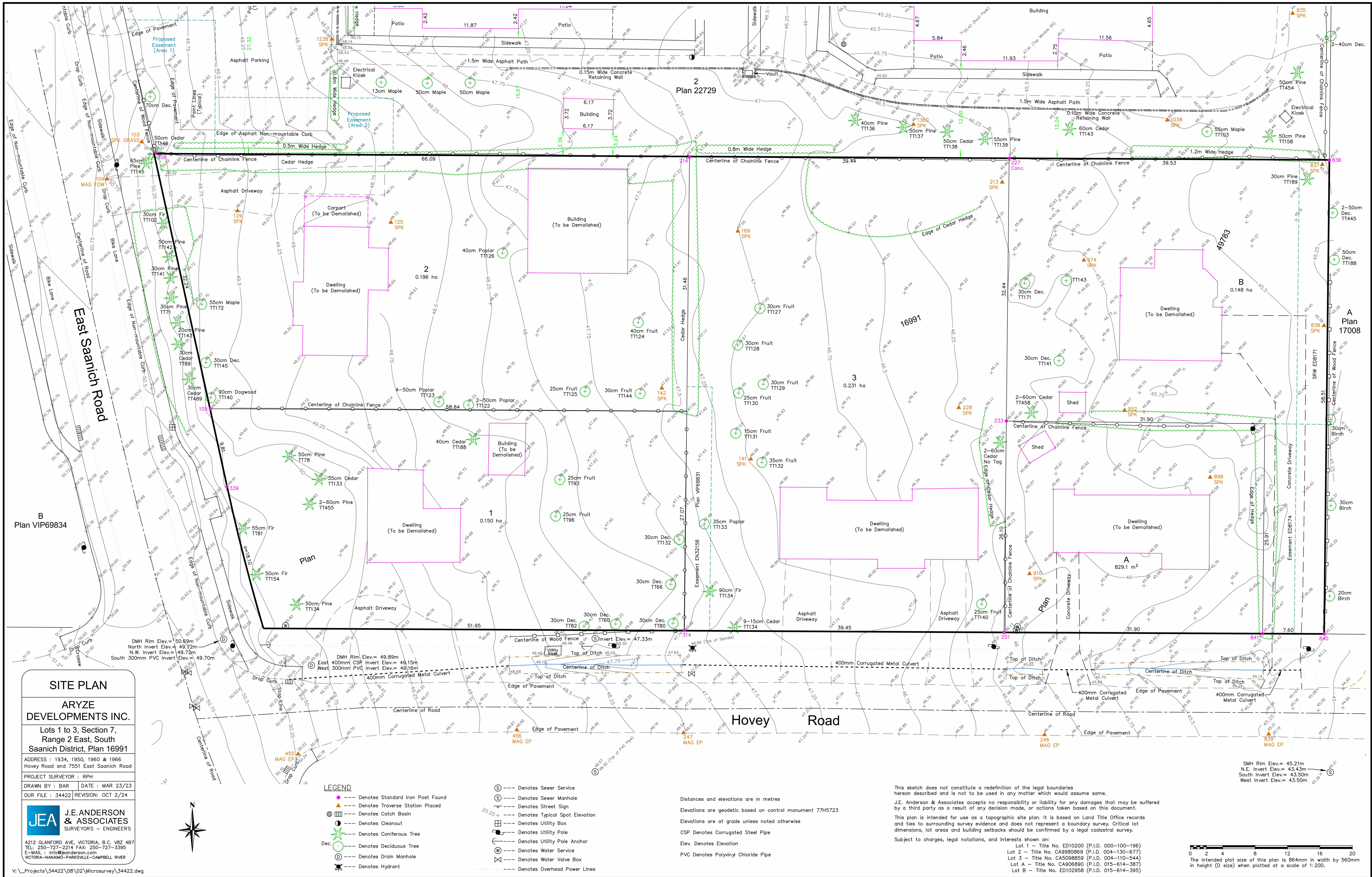
MAIN ENTRY ALONG HOVEY RD.



1 HOVEY ROAD ELEVATION
SCALE: 1 : 200



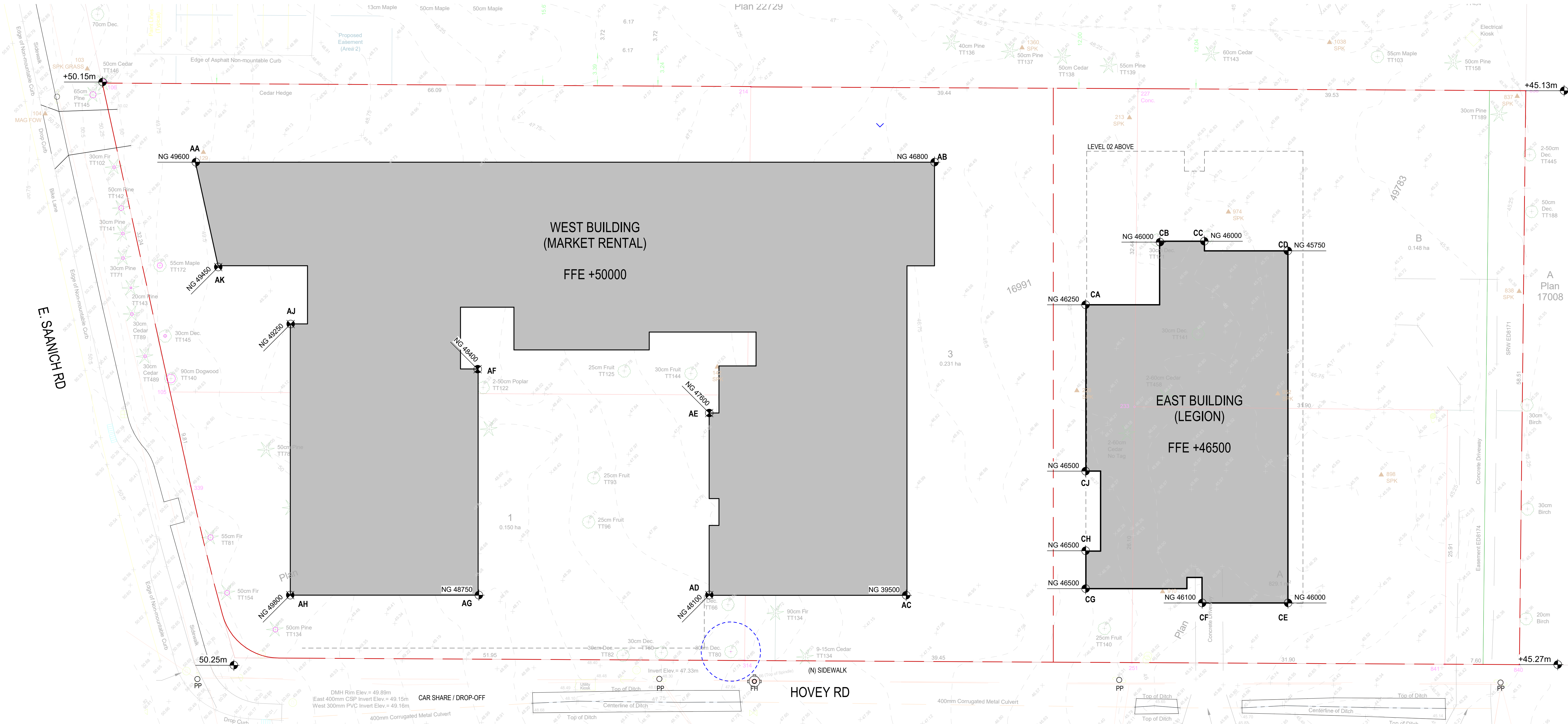
2 EAST SAANICH ROAD ELEVATION
SCALE: 1 : 200



AVERAGE GRADE CALCULATION

Lot 1 - West Bldg (Market Rental)		Lot 2 - East Bldg (Legion)	
Grade Points	Natural Grade	Grade Points	Natural Grade
AA	49600	CA	46250
AB	46800	CB	46000
AC	39500	CC	46000
AD	48100	CD	45750
AE	47600	CE	46000
AF	48400	CF	46100
AG	48750	CG	46500
AH	49800	CH	46500
AJ	49250	CJ	46500
AK	49450		
Natural Grade (Average)		47725	Natural Grade (Average) 46178

NOTE:
"Natural Grade" means the average ground level recorded at the outermost corners of a building or proposed building as determined by survey and referenced benchmark prior to site preparation.



PLAN NOTES
1. REFER TO CIVIL FOR MORE INFORMATION REGARDING SITE SERVICING
2. REFER TO LANDSCAPE FOR TREE RETENTION, AND TREE MANAGEMENT PLAN
3. REFER TO LANDSCAPE FOR PRELIMINARY GRADING INFORMATION

NOTE: FORMAL ACCESS/ EASEMENT WITH LEGION PROPERTY IS CONTINGENT UPON REACHING AN AGREEMENT BETWEEN THE LEGION AND APPLICANT.

LEGION MANOR
RETIREMENT LIVING

RP-2

(7) EXISTING STALLS
(LEGION)

(N) EXTENDED DRIVE AISLE AND SURFACE PARKING STALLS

RAMP DOWN TO PARKADE

(14) OVERFLOW STALLS FOR LEGION

WEST BUILDING
MARKET RENTAL
(BUILDING A)

EAST BUILDING
LEGION
(BUILDING C)
6ST
RESIDENTIAL

LOT 1
5291 sq.m

Proposed
Zone: RM-5

LOT 2
2798.3 sq.m

Proposed
Zone: RM-5

4ST MASSING

5ST MASSING

CAR SHARE / DROP-OFF

CAR SHARE / DROP-OFF

CAR SHARE / DROP-OFF

CAR SHARE / DROP-OFF

CAR SHARE / DROP-OFF

Hovey Road

HOVEY RD

33563 mm
(110' - 1 1/4")
FRONTAGE

A1

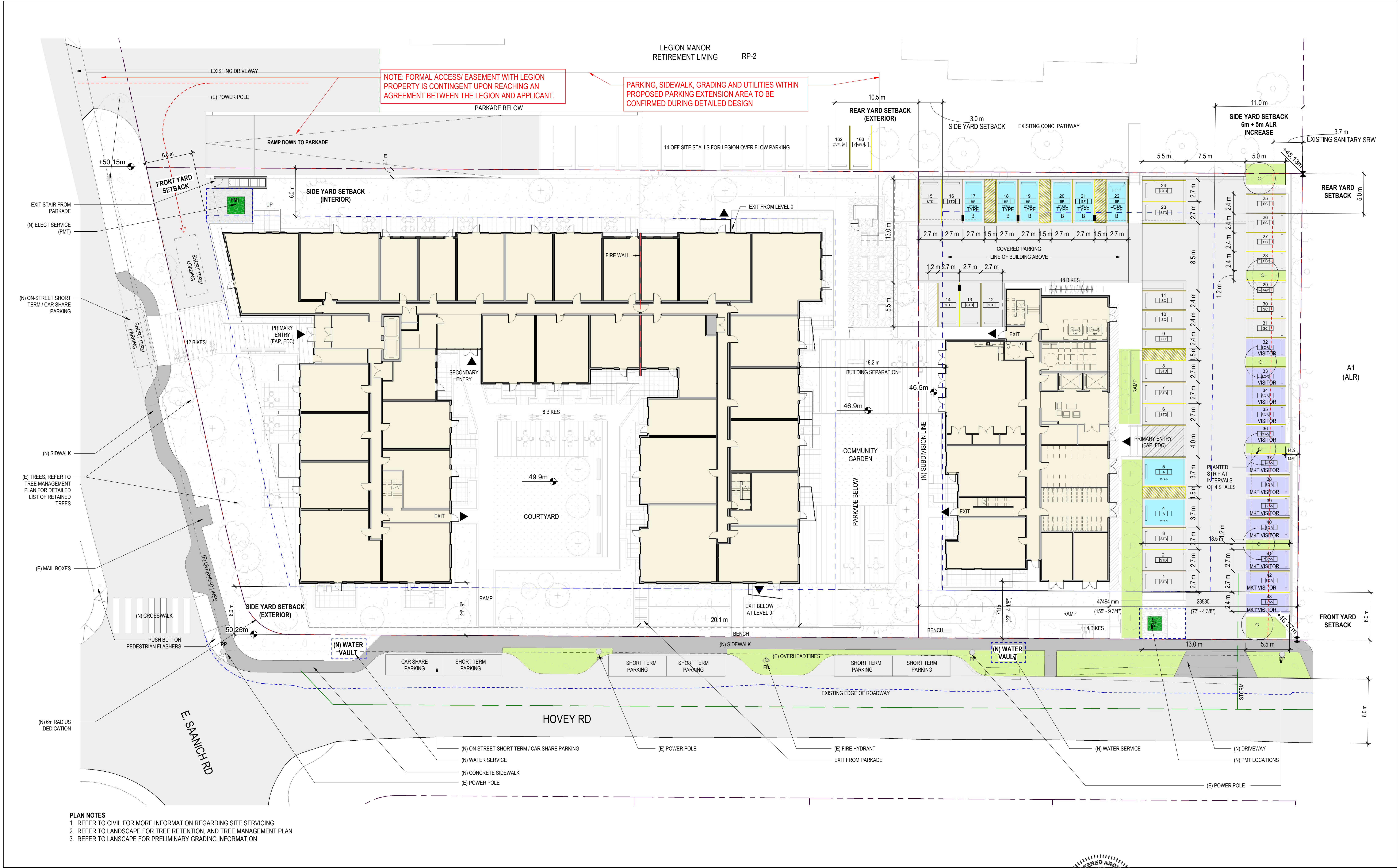
R-1M

R-1M

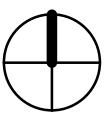
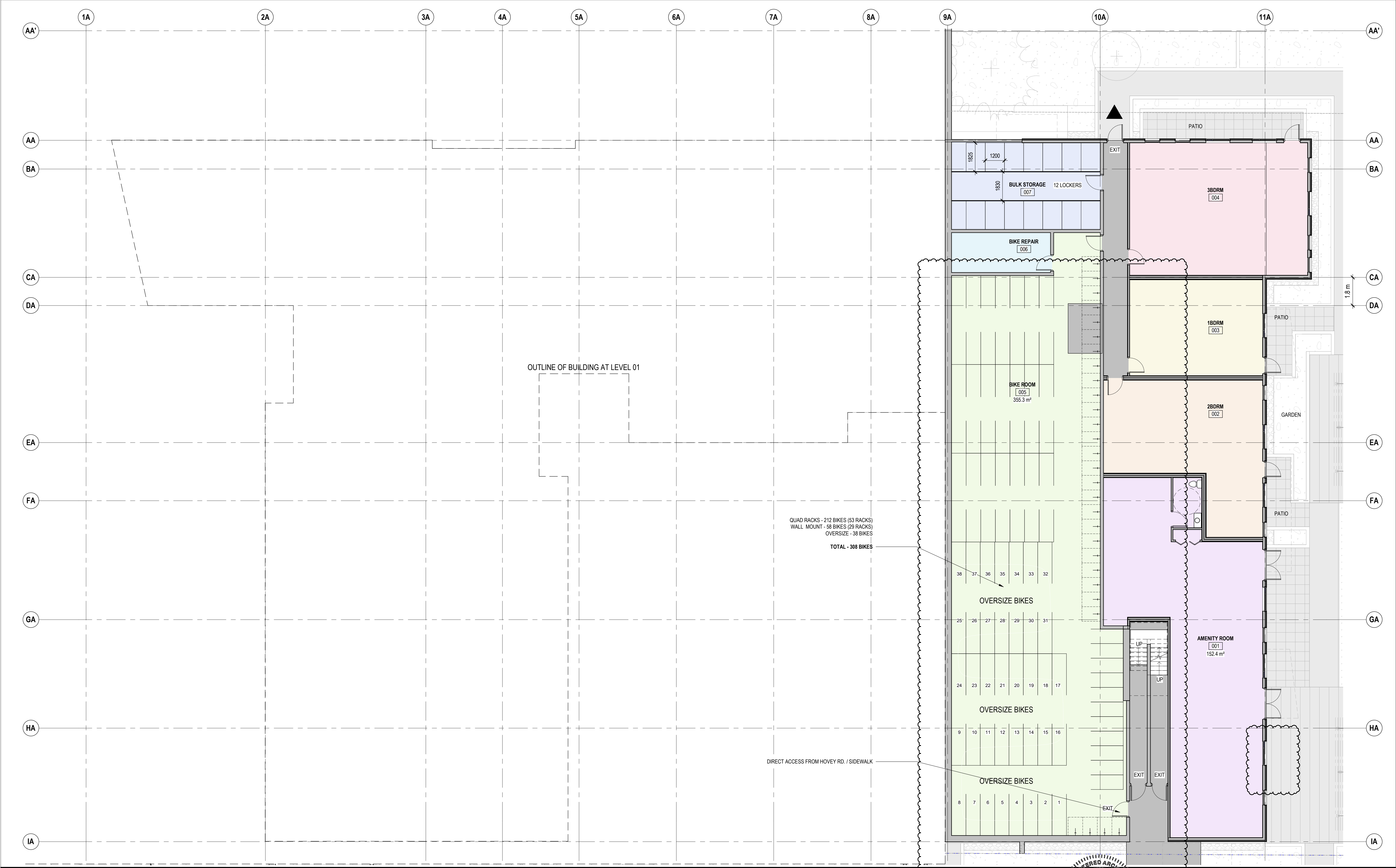
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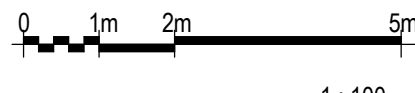
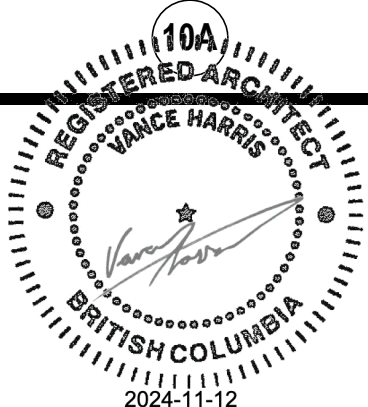
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A1
(ALR)



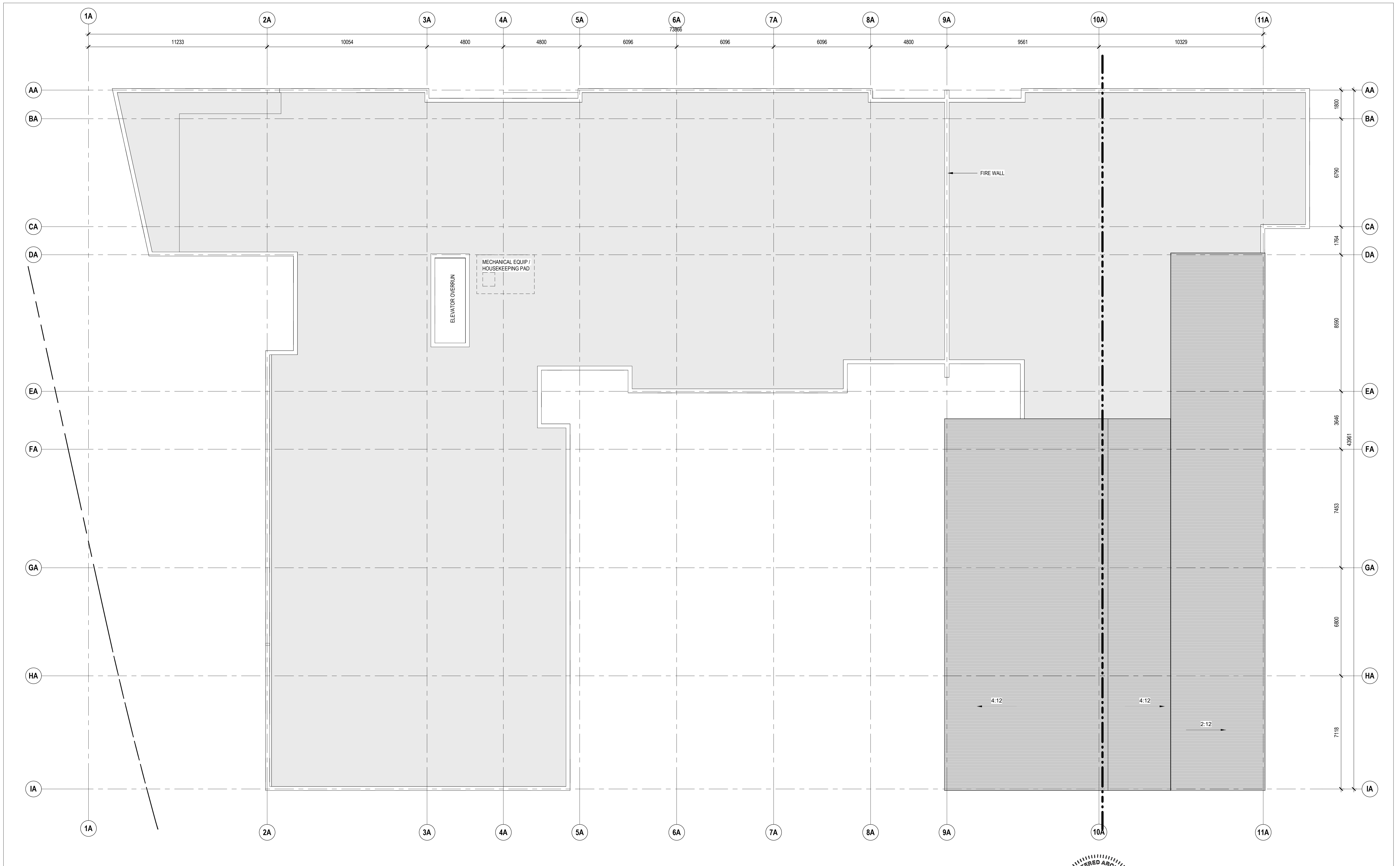




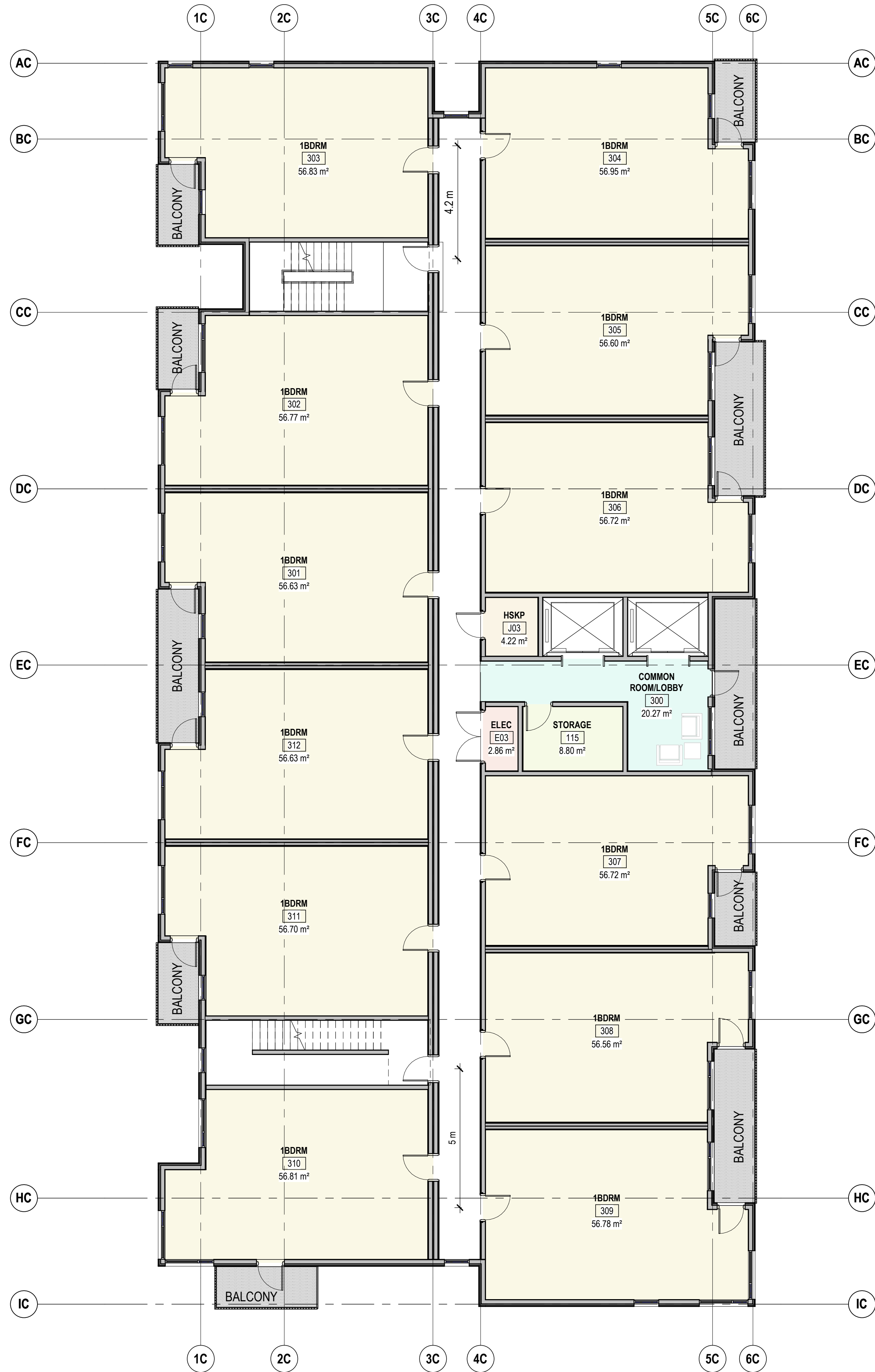


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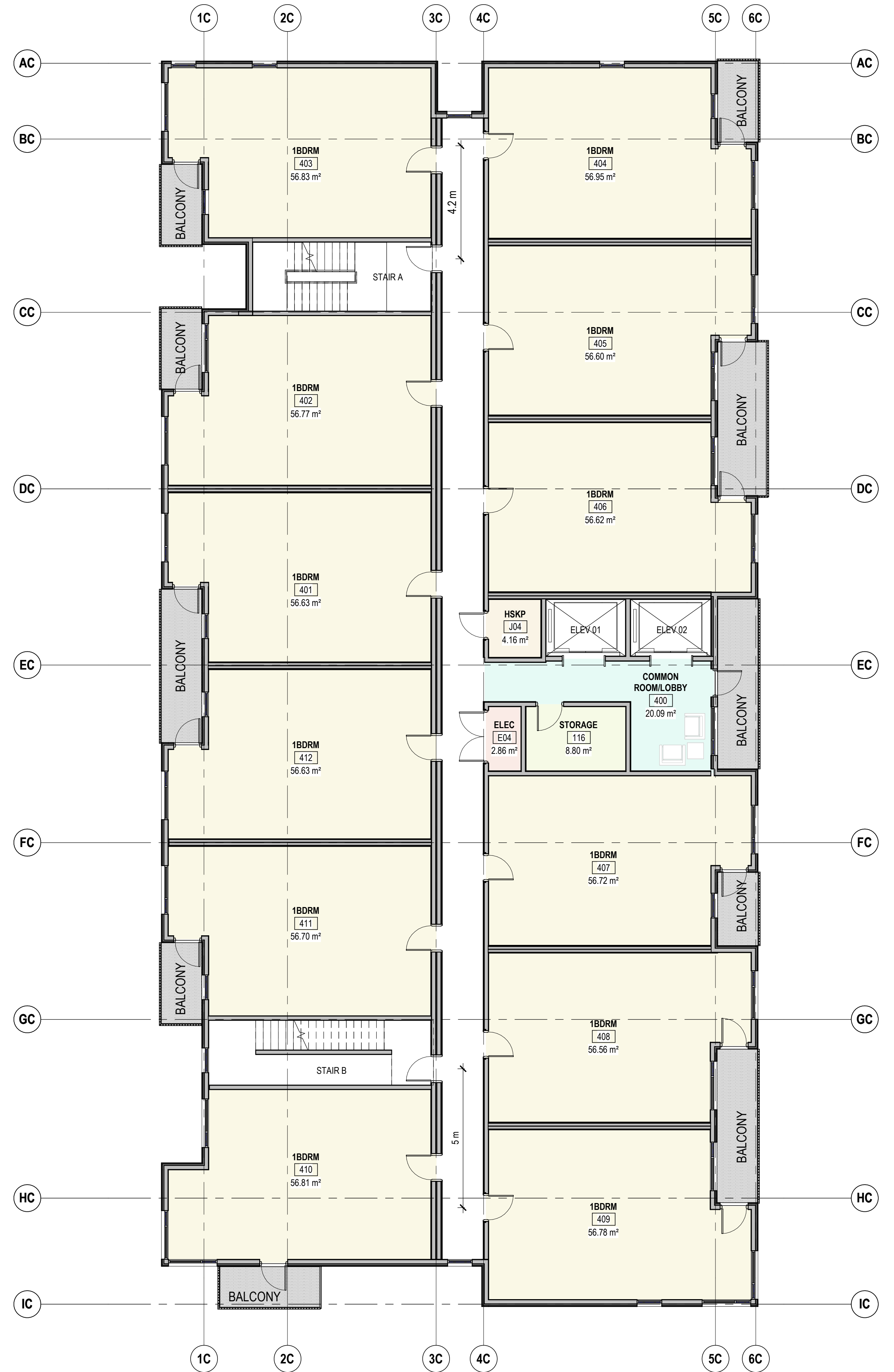




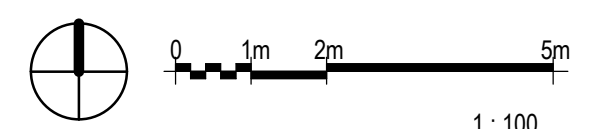
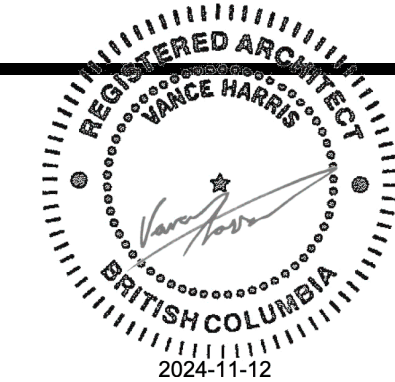




1 LEGION_LEVEL 03
DP2.08 SCALE: 1:100



2 LEGION_LEVEL 04
DP2.08 SCALE: 1:100

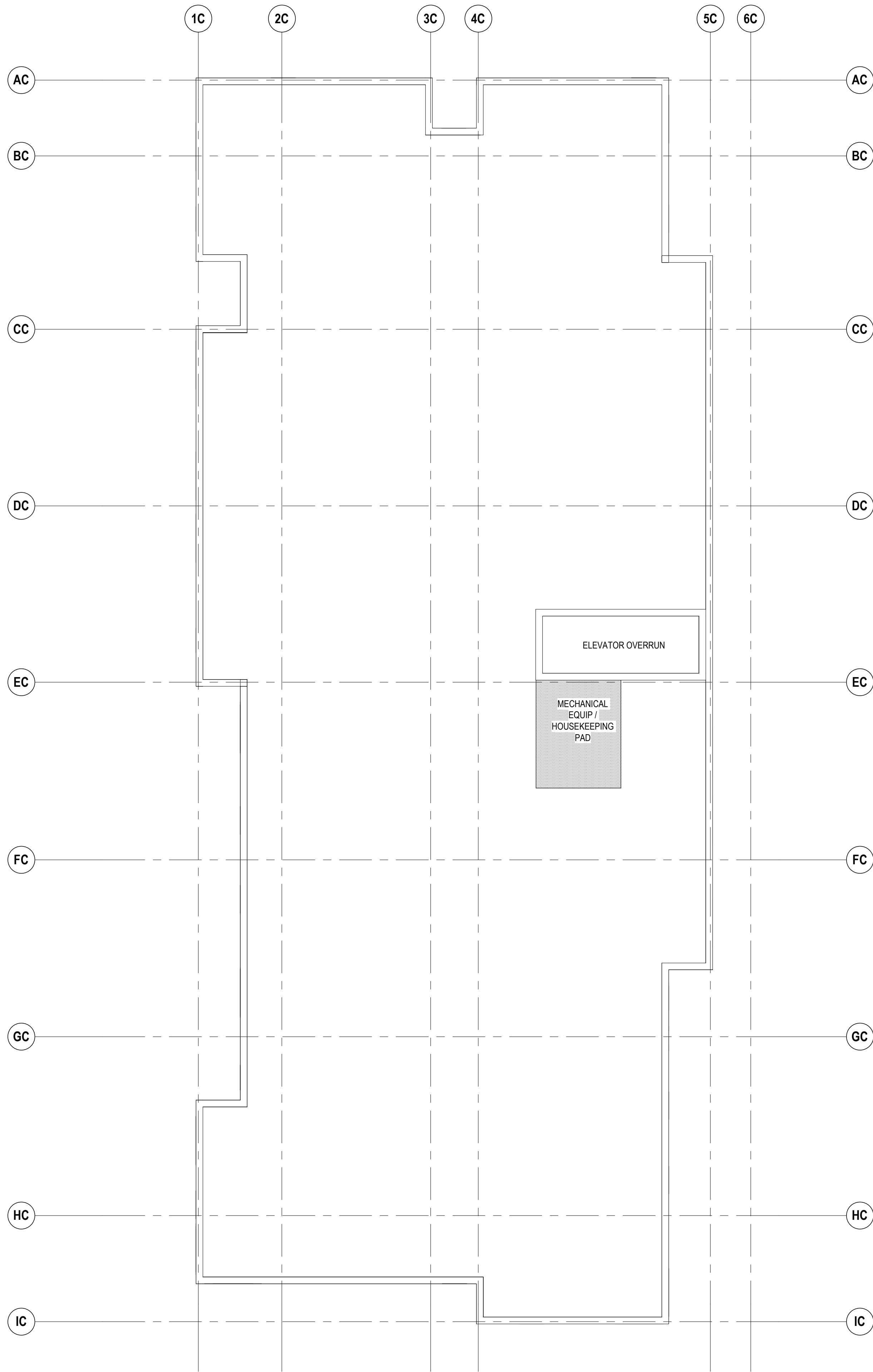




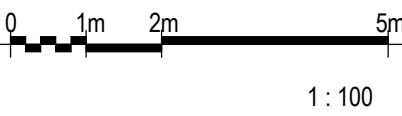
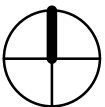
1 LEGION_LEVEL 05
DP2.09 SCALE: 1:100



2 LEGION_LEVEL 06
DP2.09 SCALE: 1:100



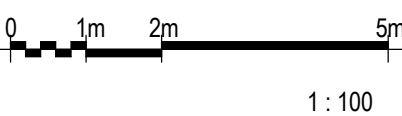
1 ROOF PLAN
DP2.10 SCALE: 1:100



1:100



MATERIAL LEGEND		
1		CORRUGATED METAL - NATURAL FINISH - RAINSCREEN ASSEMBLY, CORRUGATION VERTICALLY
2		FIBER CEMENT PLANKS - COLOUR 2 - 18in WIDE, RAINSCREEN ASSEMBLY, VERTICAL JOINTS, 10'-0" LENGTHS
3		FIBER CEMENT PLANKS - WHITE - 18in WIDE, RAINSCREEN ASSEMBLY, VERTICAL JOINTS, 10'-0" LENGTHS
4		FIBER CEMENT PLANKS - LIGHT GREY - 18in WIDE, RAINSCREEN ASSEMBLY, VERTICAL JOINTS, 10'-0" LENGTHS
5		FIBER CEMENT PLANKS - DARK OLIVE - 18in WIDE, RAINSCREEN ASSEMBLY, V = VERTICAL, H = HORIZ JOINTS, 10'-0" LENGTHS
6		ALUMINUM PANEL - LIGHT GREEN - END OF BALCONY, BALCONY DIVIDERS DOOR FRAMES
7		CMU - EXPOSED, BASE OF BUILDING
8		SOFFIT - ALUMINUM SOFFIT PANELS, CLASS A
9		WINDOWS - VINYL WINDOW SYSTEM, BLACK
10		PATIO / BALCONY DOORS - FULL LITE, BLACK
11		BALCONY - VERTICAL STEEL PICKETS, PTD. , ALUMINUM PANEL AT END, PTD.
12		FIRE RATED METAL DOOR WITH VIEWING PANEL, COLOUR MATCH TO ALUMINUM PANEL AND DOOR FRAMES
13		FIRE RATED METAL DOOR GREY



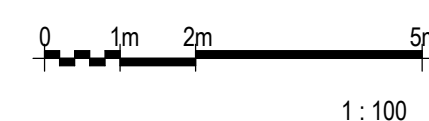
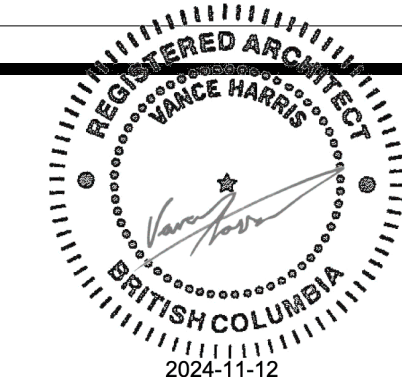




MATERIAL LEGEND		
1		CORRUGATED METAL - NATURAL FINISH - RAINSCREEN ASSEMBLY, CORRUGATION VERTICALLY
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12		FIRE RATED METAL DOOR WITH VIEWING PANEL, COLOUR MATCH TO ALUMINUM PANEL AND DOOR FRAMES
13		FIRE RATED METAL DOOR GREY





1 DP2.21 DP_BLDG A - EAST COURTYARD ELEV
SCALE: 1 : 100



2 DP4.05 DP_BLDG A - WEST COURTYARD ELEV
SCALE: 1 : 100

MATERIAL LEGEND		
1		CORRUGATED METAL - NATURAL FINISH - RAINSCREEN ASSEMBLY, CORRUGATION VERTICALLY
2		FIBER CEMENT PLANKS - COLOUR 2 - 18in WIDE, RAINSCREEN ASSEMBLY, VERTICAL JOINTS, 10'-0" LENGTHS
3		FIBER CEMENT PLANKS - WHITE - 18in WIDE, RAINSCREEN ASSEMBLY, VERTICAL JOINTS, 10'-0" LENGTHS
4		FIBER CEMENT PLANKS - LIGHT GREY - 18in WIDE, RAINSCREEN ASSEMBLY, VERTICAL JOINTS, 10'-0" LENGTHS
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7		CMU - EXPOSED, BASE OF BUILDING
8		SOFFIT - ALUMINUM SOFFIT PANELS, CLASS A
9		WINDOWS - VINYL WINDOW SYSTEM, BLACK
10		PATIO / BALCONY DOORS - FULL LITE, BLACK
11		BALCONY - VERTICAL STEEL PICKETS, PTD., ALUMINUM PANEL AT END, PTD.
12		FIRE RATED METAL DOOR WITH VIEWING PANEL, COLOUR MATCH TO ALUMINUM PANEL AND DOOR FRAMES
13		FIRE RATED METAL DOOR GREY



TRELLIS AT HOVEY RD ENTRY WAY TO LEGION

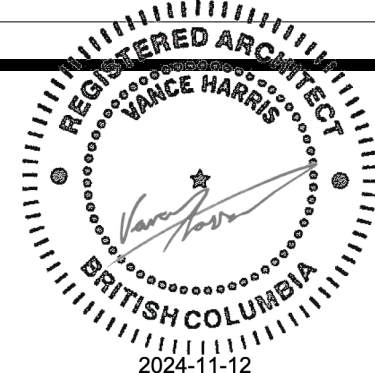
MATERIAL LEGEND

1	CORRUGATED METAL - NATURAL FINISH - RAINSCREEN ASSEMBLY, CORRUGATION VERTICALLY	8	SOFFIT - ALUMINUM SOFFIT PANELS, CLASS A
2	FIBER CEMENT PLANKS - COLOUR 2 - 18in WIDE, RAINSCREEN ASSEMBLY, VERTICAL JOINTS, 10'-0" LENGTHS	9	WINDOWS - VINYL WINDOW SYSTEM, BLACK
3	FIBER CEMENT PLANKS - WHITE - 18in WIDE, RAINSCREEN ASSEMBLY, VERTICAL JOINTS, 10'-0" LENGTHS	10	PATIO / BALCONY DOORS - FULL LITE, BLACK
4	FIBER CEMENT PLANKS - LIGHT GREY - 18in WIDE, RAINSCREEN ASSEMBLY, VERTICAL JOINTS, 10'-0" LENGTHS	11	BALCONY - VERTICAL STEEL PICKETS, PTD., ALUMINUM PANEL AT END, PTD.
5	FIBER CEMENT PLANKS - DARK OLIVE - 18in WIDE, RAINSCREEN ASSEMBLY, V = VERTICAL, H = HORIZ JOINTS, 10'-0" LENGTHS	12	FIRE RATED METAL DOOR WITH VIEWING PANEL, COLOUR MATCH TO ALUMINUM PANEL AND DOOR FRAMES
6	ALUMINUM PANEL - LIGHT GREEN - END OF BALCONY, BALCONY DIVIDERS DOOR FRAMES	13	FIRE RATED METAL DOOR GREY
7	CMU - EXPOSED, BASE OF BUILDING		

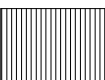

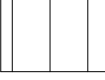




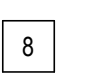
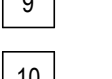
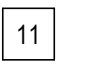
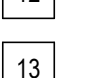




MATERIAL LEGEND

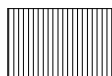





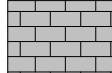
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|---|---|----|--|
| 1 | CORRUGATED METAL - NATURAL FINISH - RAINSCREEN ASSEMBLY, CORRUGATION VERTICALLY | 8 | SOFFIT - ALUMINUM SOFFIT PANELS, CLASS A |
| 2 | FIBER CEMENT PLANKS - COLOUR 2 - 18in WIDE, RAINSCREEN ASSEMBLY, VERTICAL JOINTS, 10'-0" LENGTHS | 9 | WINDOWS - VINYL WINDOW SYSTEM, BLACK |
| 3 | FIBER CEMENT PLANKS - WHITE - 18in WIDE, RAINSCREEN ASSEMBLY, VERTICAL JOINTS, 10'-0" LENGTHS | 10 | PATIO / BALCONY DOORS - FULL LITE, BLACK |
| 4 | FIBER CEMENT PLANKS - LIGHT GREY - 18in WIDE, RAINSCREEN ASSEMBLY, VERTICAL JOINTS, 10'-0" LENGTHS | 11 | BALCONY - VERTICAL STEEL PICKETS, PTD., ALUMINUM PANEL AT END, PTD. |
| 5 | FIBER CEMENT PLANKS - DARK OLIVE - 18in WIDE, RAINSCREEN ASSEMBLY, V = VERTICAL, H = HORIZ JOINTS, 10'-0" LENGTHS | 12 | FIRE RATED METAL DOOR WITH VIEWING PANEL, COLOUR MATCH TO ALUMINUM PANEL AND DOOR FRAMES |
| 6 | ALUMINUM PANEL - LIGHT GREEN - END OF BALCONY, BALCONY DIVIDERS DOOR FRAMES | 13 | FIRE RATED METAL DOOR GREY |
| 7 | CMU - EXPOSED, BASE OF BUILDING | | |

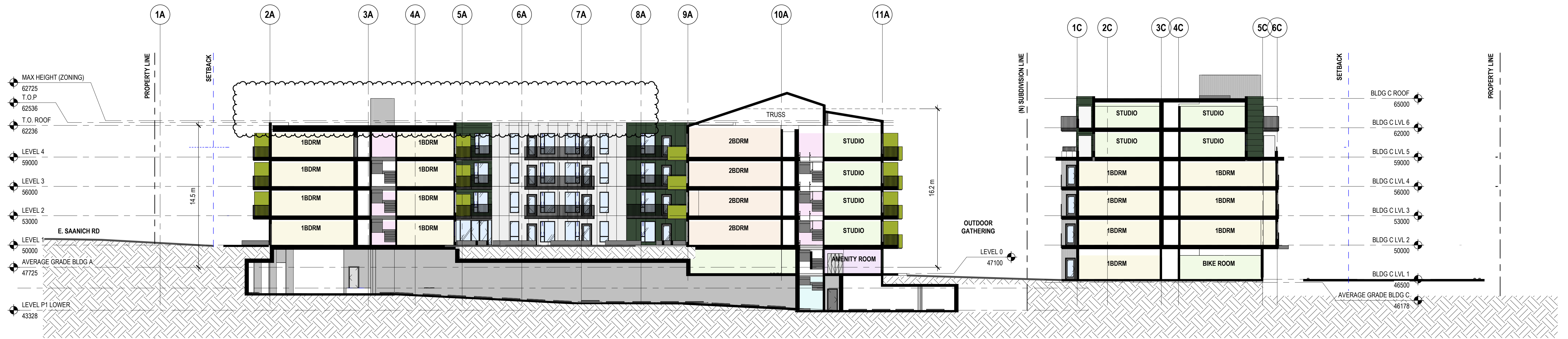




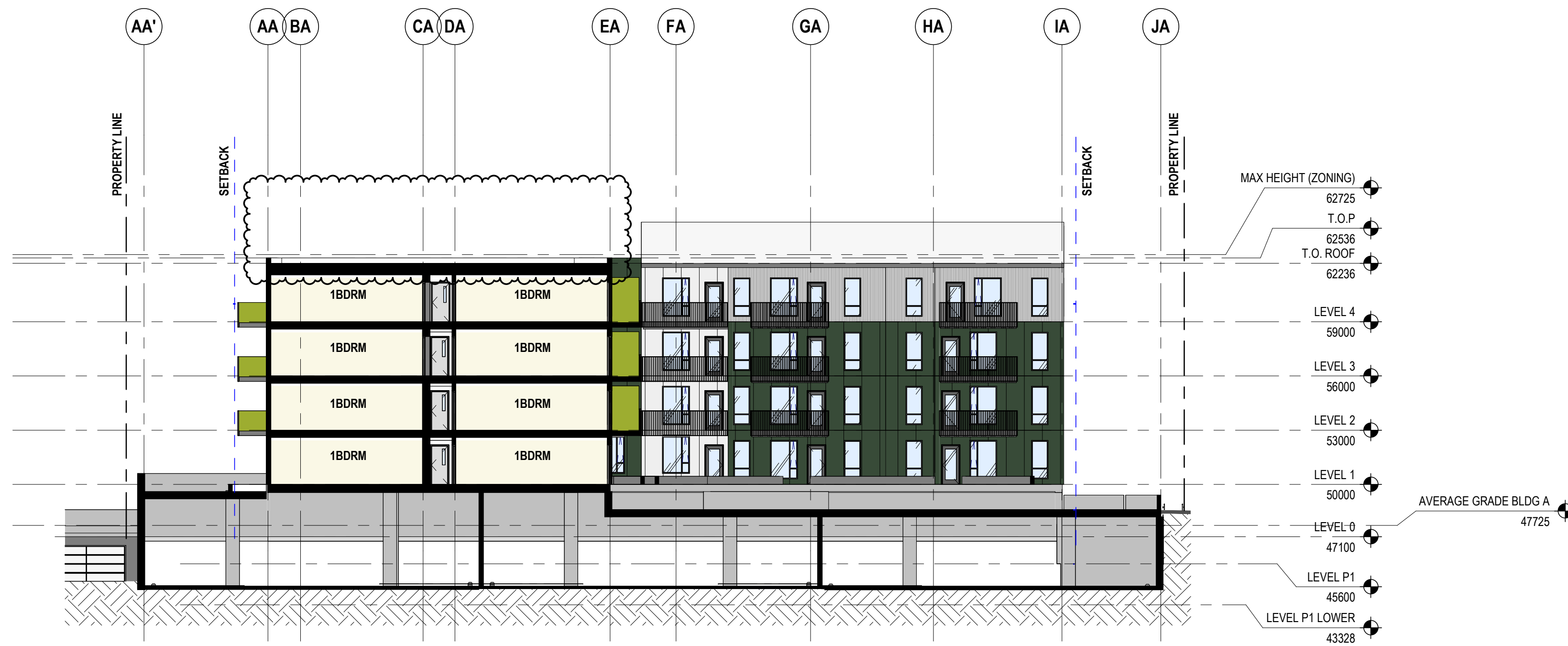
MATERIAL LEGEND	
<div>1</div> 	CORRUGATED METAL - NATURAL FINISH - RAINSCREEN ASSEMBLY, CORRUGATION VERTICALLY
<div>2</div> 	FIBER CEMENT PLANKS - COLOUR 2 - 18in WIDE, RAINSCREEN ASSEMBLY, VERTICAL JOINTS, 10'-0" LENGTHS
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<div>11</div> 	BALCONY - VERTICAL STEEL PICKETS, PTD., ALUMINUM PANEL AT END, PTD.
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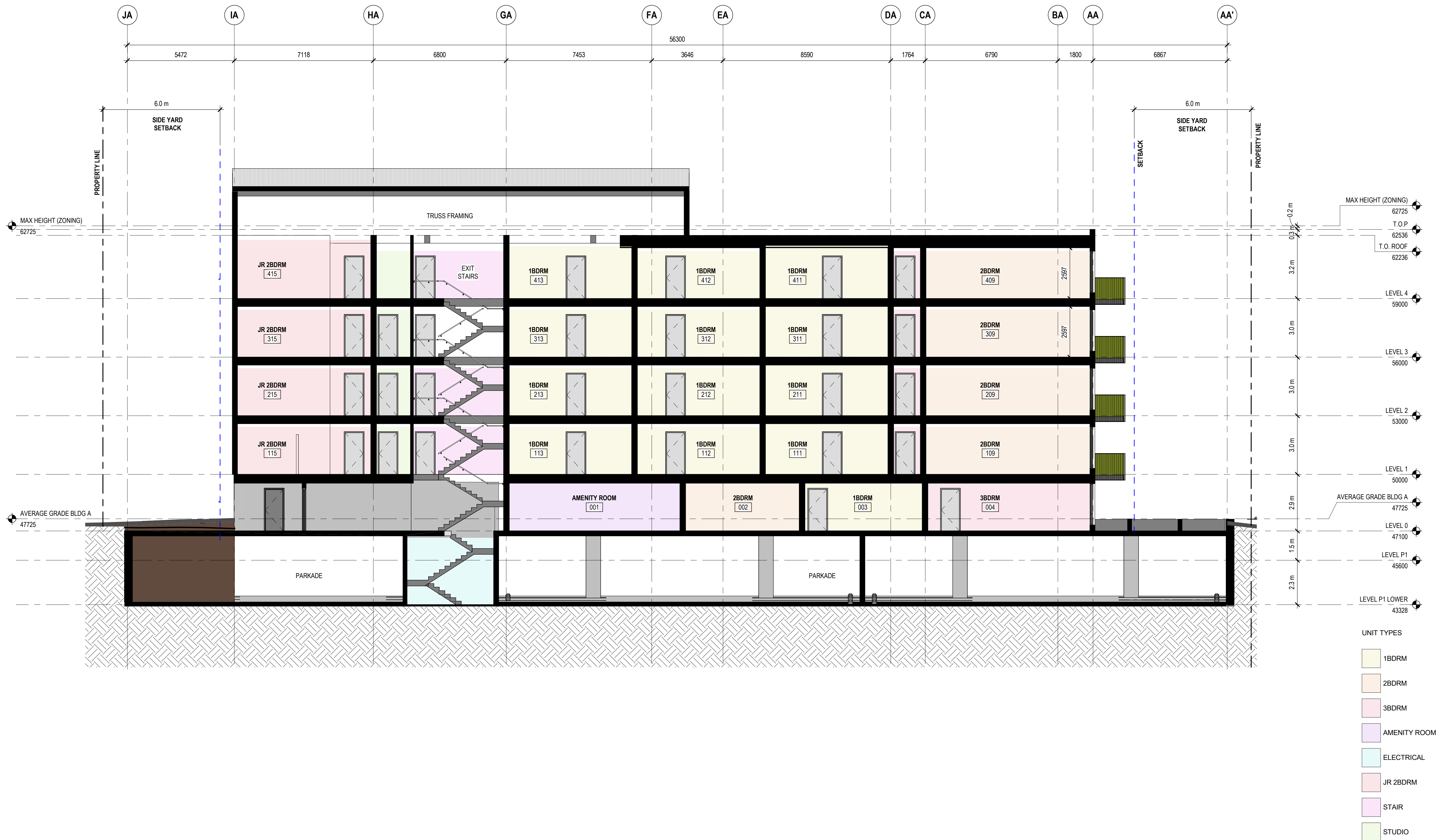
MATERIAL LEGEND	
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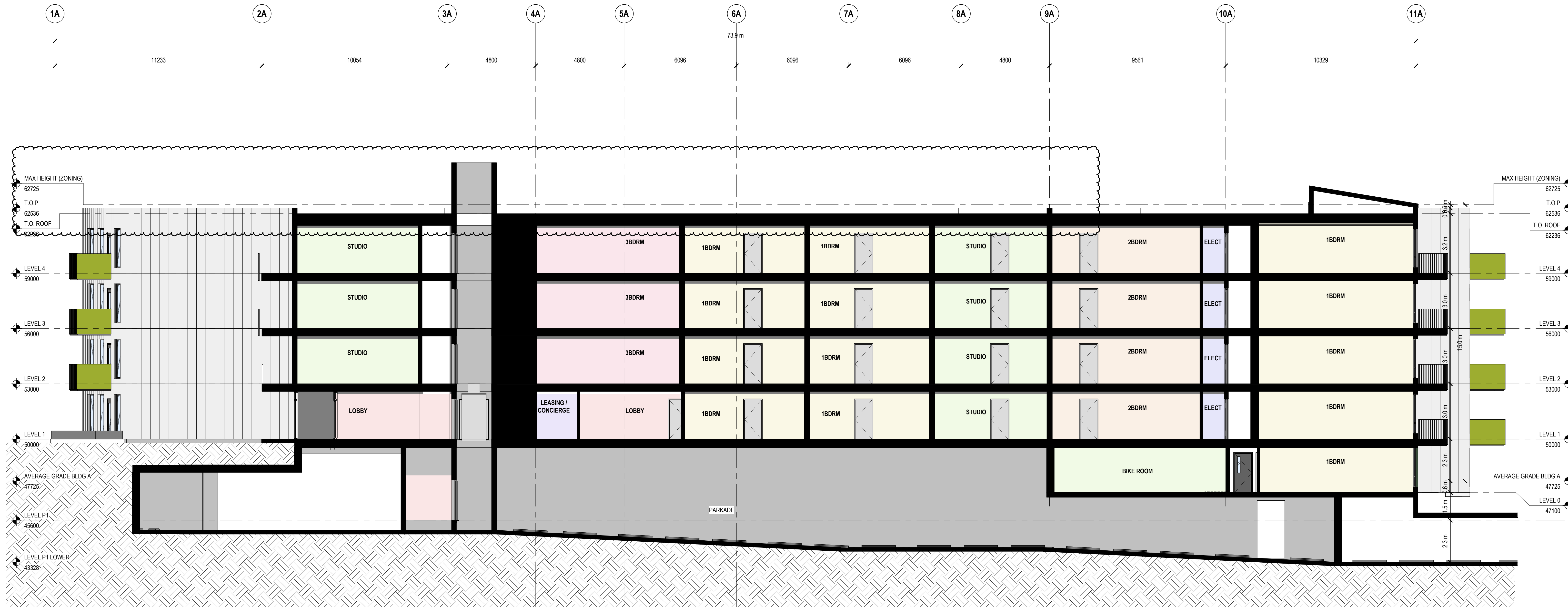


1 WEST - EAST SITE SECTION
DP4.10 SCALE: 1:200



2 NORTH - SOUTH SITE SECTION - COUTYARD
DP4.10 SCALE: 1:200

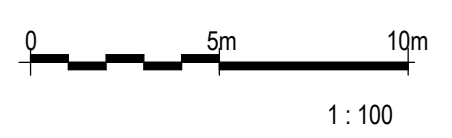


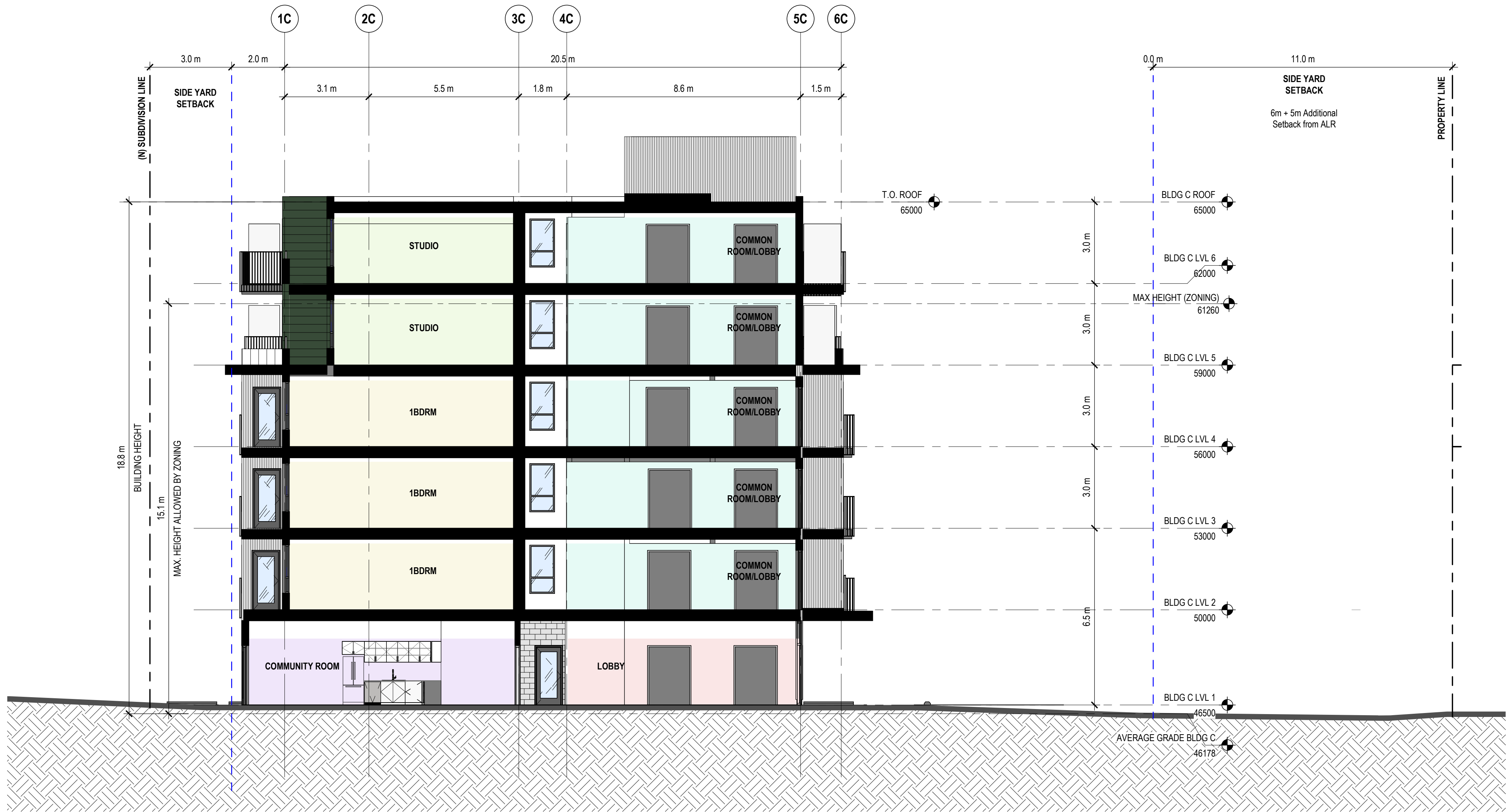




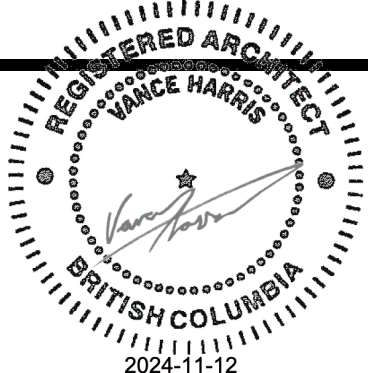
UNIT TYPES

- 1BDRM
- COMMUNITY ROOM
- STUDIO
- W/C





- UNIT TYPES
- 1BDRM
 - COMMON ROOM/LOBBY
 - COMMUNITY ROOM
 - LOBBY
 - STUDIO



1934 HOVEY ROAD

7551 E. SAANICH RD AND 1934/1950/1960/1966 HOVEY RD.
SAANICH, BC, V8M 1V8

LANDSCAPE ARCHITECTURE

RE-ISSUE FOR REZONING / DEVELOPMENT PERMIT

NOVEMBER 12, 2024



DRAWING LIST - LANDSCAPE

L0.0	COVER SHEET
L0.1	TREE MANAGEMENT PLAN
L1.0	LANDSCAPE PLAN
L1.1	CONCEPT LIGHTING PLAN
L1.2	GRADING PLAN
L1.3	PLANTING PLAN
L1.4	DESIGN/BUILD IRRIGATION PLAN
L2.0	CONCEPT SITE SECTIONS
L3.0	CONCEPT IMAGE BOARD
L3.1	SITE DETAILS

DIALOG
ARYZE

ISSUED FOR

1	11-06-2023	Issue for Rezoning / Development Permit
2	16-05-2024	Issue for Rezoning / Development Permit
3	11-12-2024	Issue for Rezoning / Development Permit

METRIC

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REPORT INCONSISTENCIES AND OMISSIONS TO THE CONSULTANT FOR CLARIFICATION BEFORE COMMENCING WITH THE WORK. DEVIATIONS FROM THE CONTRACT DOCUMENTS WITHOUT WRITTEN APPROVAL FROM THE CONSULTANT ARE SUBJECT TO CORRECTION AT THE CONTRACTOR'S EXPENSE.

ARCHITECT & PRIME CONSULTANT

DIALOG
405-611 Alexander Street
Vancouver, BC
Tel: (604) 255-1169 Fax:

CIVIL ENGINEER

McNamee
500 - 2960 QUADRA STREET
VICTORIA, BC V8M 4A3
Tel: (250) 370-9221 Fax:

LANDSCAPE ARCHITECT

DIALOG
405-611 Alexander Street
VANCOUVER, BC V6A 1E1
Tel: (604) 255-1169 Fax:

STRUCTURAL ENGINEER

R.C.
1515 Douglas Street, Suite 330
Victoria BC V8W 2G4
Tel: (250)386-7794 Fax:

MECHANICAL ENGINEER

DIALOG
405-611 Alexander Street
VANCOUVER, BC V6A 1E1
Tel: (604) 255-1169 Fax:

ELECTRICAL ENGINEER

E2 ENGINEERING INC.
530 HERALD STREET,
VICTORIA, BC V8W 1S6
Tel: Fax:

KEYPLAN

SEAL

1934 HOVEY ROAD

7551 E. Saanich Rd and 1934/1950/1960/1966 Hovey Rd.
Saanich, BC, V8M 1V8

COVER SHEET

DRAWN: KM/SS/JG CHECKED: MM/JR
PLOT DATE: 11/12/2024 10:22:54 AM

L0.0

BC100351 - 2007374

Autodesk Docs:/BC100351 Hovey Road/DLG_2007374_LA_HoveyRd.rvt

ISSUED FOR

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KEYPLAN

SEAL

1934 HOVEY ROAD

7551 E. Saanich Rd and 1934/1950/1960/1966 Hovey Rd.
Saanich, BC, V8M 1V8

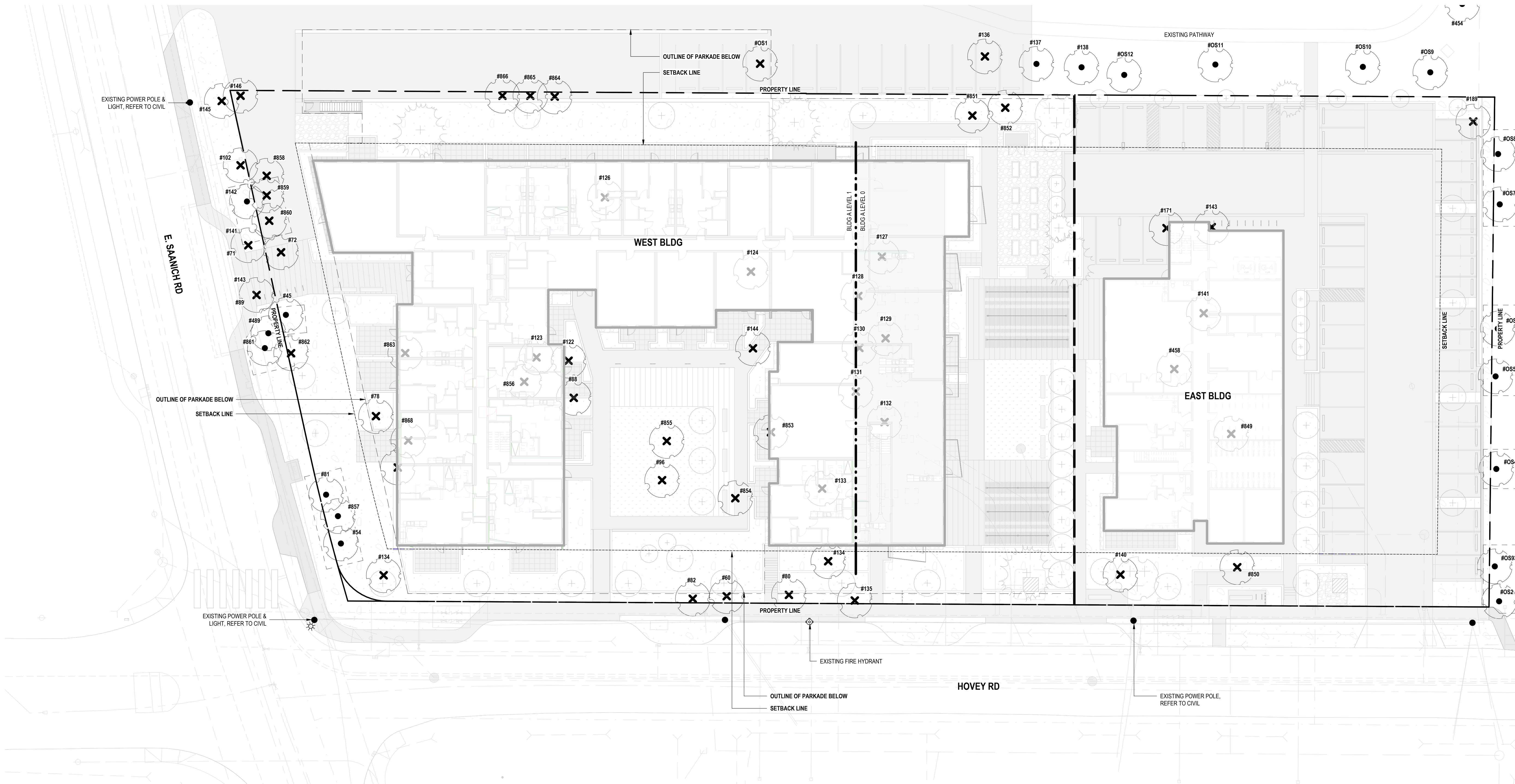
TREE MANAGEMENT
PLAN

DRAWN: KM/SS:JG CHECKED: MM/JR
PLOT DATE: 11/12/2024 10:22:56 AM

L0.1

BC100351 - 2007374

Autodesk Docs\BC100351 Hovey Road\DLG_2007374_LA_HoveyRd.rvt

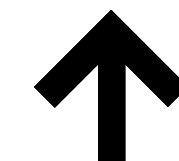
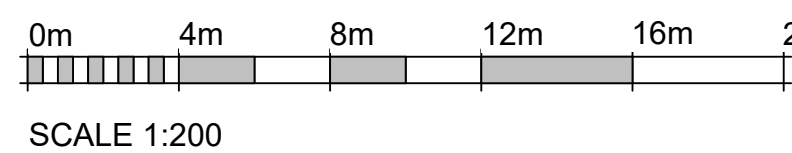


1 TREE MANAGEMENT PLAN
SCALE: 1:200

TREE PROTECTION NOTES

1. Tree protection fencing must be built to standards shown here, or as listed in the Arborist Report. The dimensions shown are from the outer edge of the stem of the tree.
2. Tree protection zone shown is a graphic representation of the critical root zone, measured from the outer edge of the stem of the tree (1/2 the trees diameter was added to the graphical tree protection circles to accommodate the survey point being the center of the tree). Measurements as per the Arborist Report.
3. Any construction activities or grade changes within or adjacent to the root protection zone must be approved by the project Arborist.

NOTE: TREE RETENTION LOCATIONS AND FENCING SHOWN IS CONCEPTUAL ONLY, AND WILL BE REFINED FURTHER THROUGH THE DESIGN DEVELOPMENT STAGE. ANTICIPATED CHANGES TO THE STREETSAPES IN CONSULTATION WITH CITY PLANNING AND ENGINEERING DEPARTMENTS MAY ALSO FURTHER IMPACT NUMBER OF RETAINED TREES. TREE RETENTION FENCING AND METHODOLOGY TO BE DETERMINED BY ARBORIST



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KEYPLAN

SEAL

1934 HOVEY ROAD

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Saanich, BC, V8M 1V8

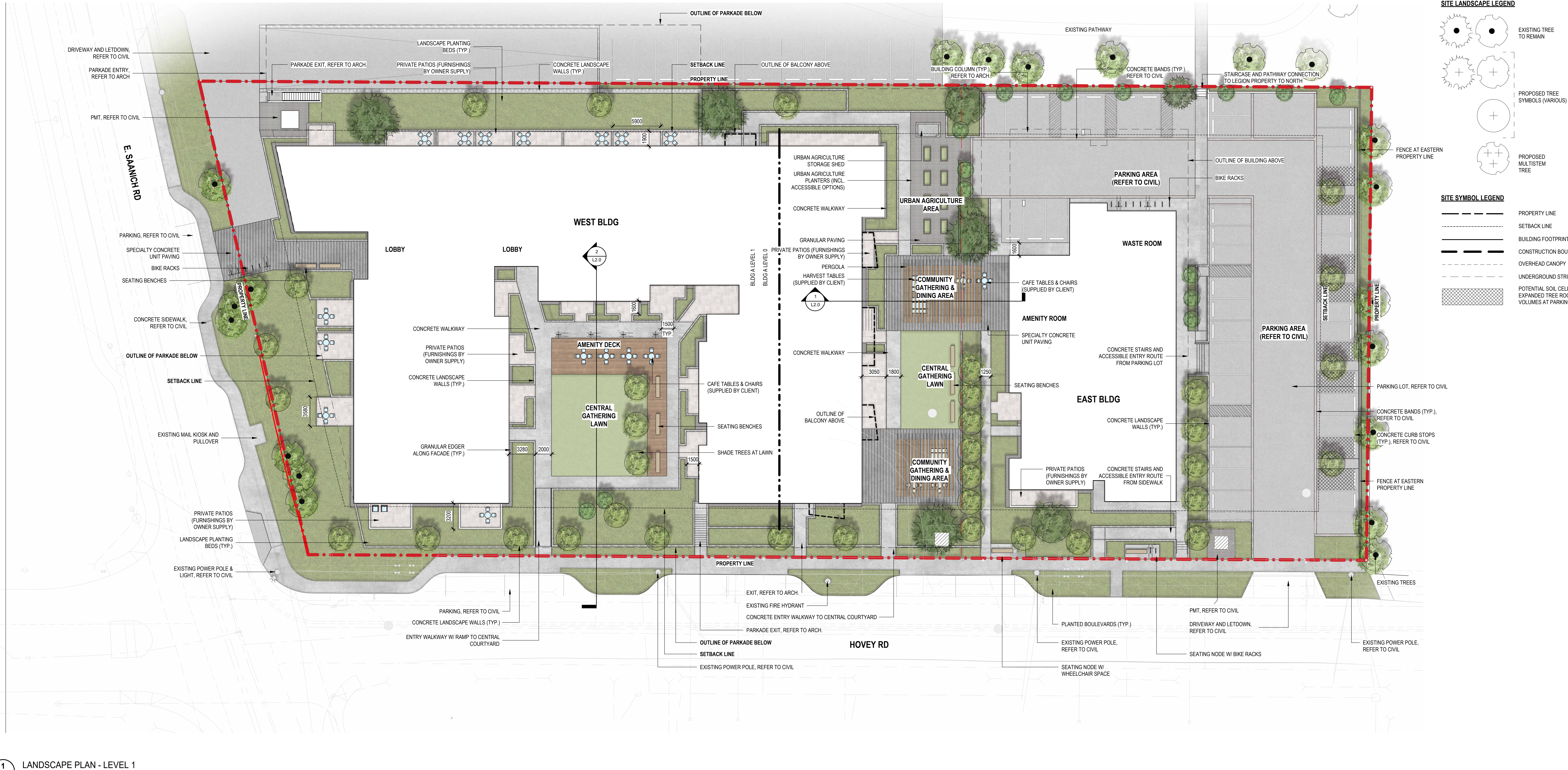
LANDSCAPE PLAN

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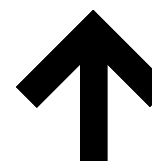
BC100351 - 2007374

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1 LANDSCAPE PLAN - LEVEL 1
L1.0 SCALE: 1:200

0m 4m 8m 12m 16m 20m
SCALE 1:200



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CONCEPT LIGHTING PLAN

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PLOT DATE: 11/12/2024 10:23:03 AM

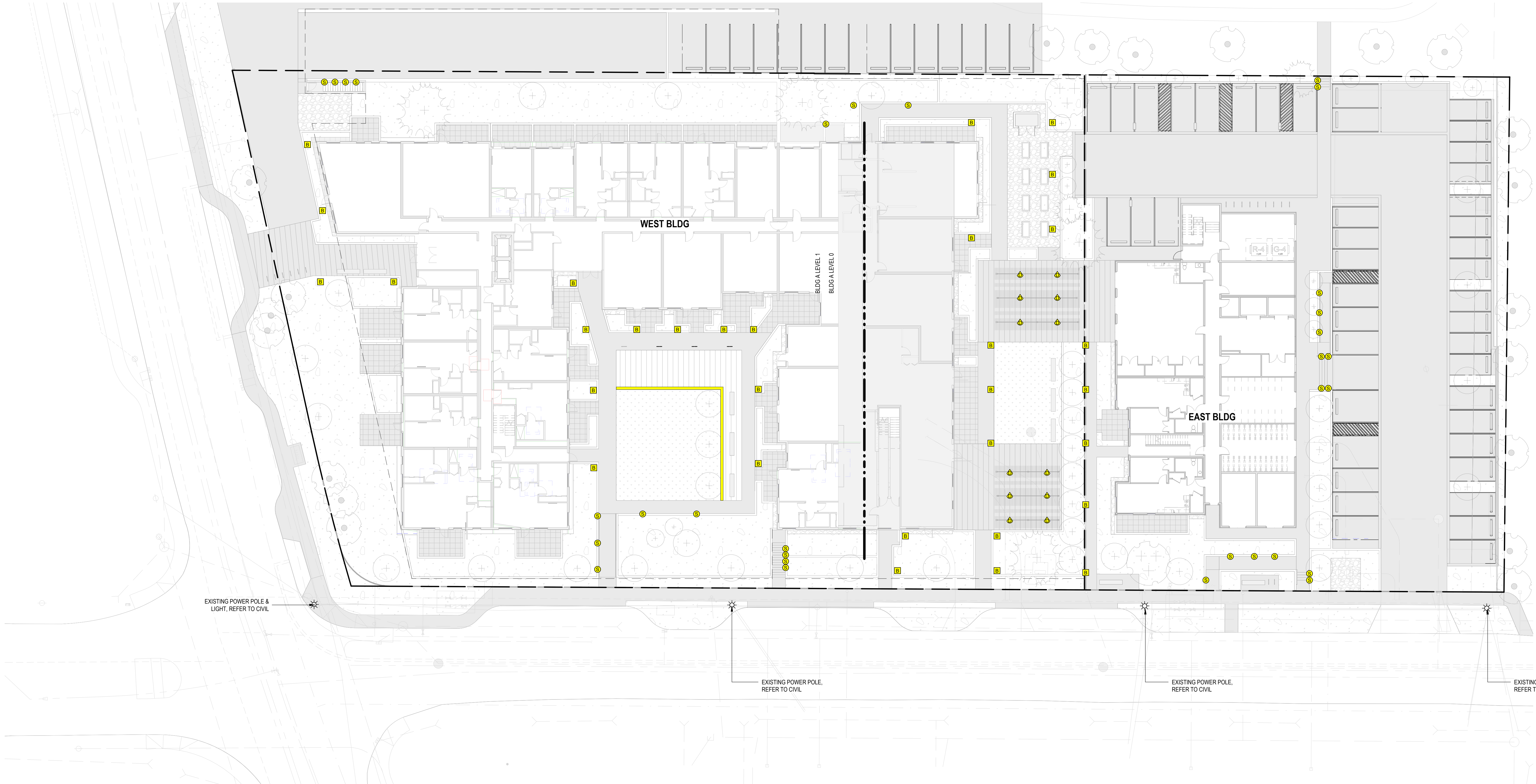
L1.1

LIGHTING LEGEND

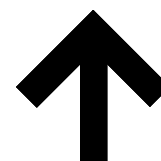
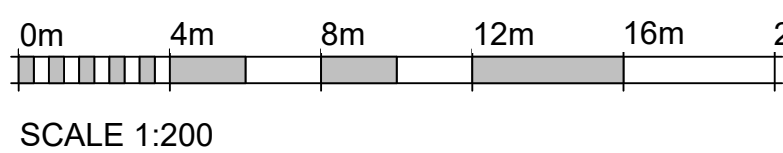
- STEP WALL LIGHT
- BOLLARD LIGHT
- DOWN LIGHT
- LINEAR LED LIGHT STRIP
- STREET LIGHTS (REFER TO CIVIL)

NOTE:

Refer to Architecture for all building lighting. Refer to Civil for all roadway lighting and lighting at parking lot. This plan to be read as a concept lighting plan only; refer to Electrical for Lighting Plan. See Landscape Architectural details/images for information on integrating lighting into Landscape feature elements.



1 LIGHTING PLAN - LEVEL 1
L1.1 SCALE: 1 : 200



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KEYPLAN

SEAL

1934 HOVEY ROAD

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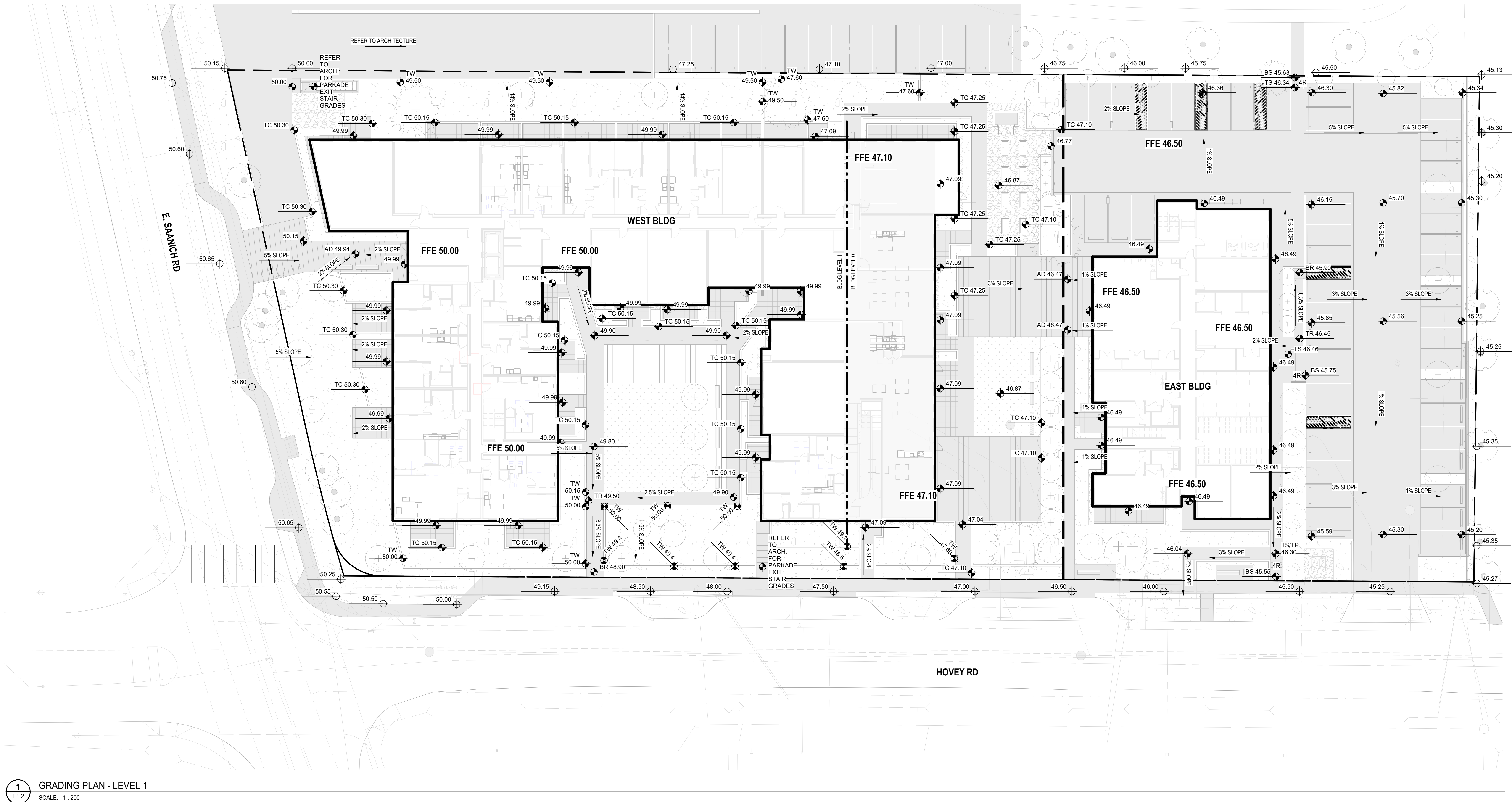
GRADING PLAN

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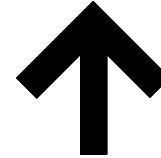
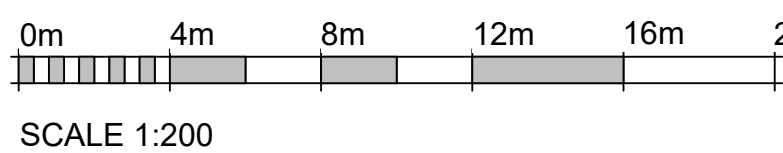
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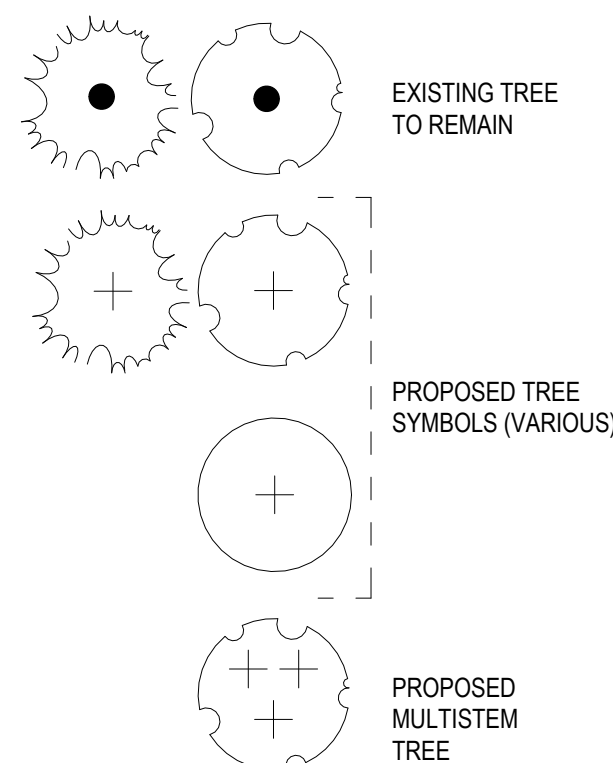
1 GRADING PLAN - LEVEL 1
L1.2 SCALE: 1:200



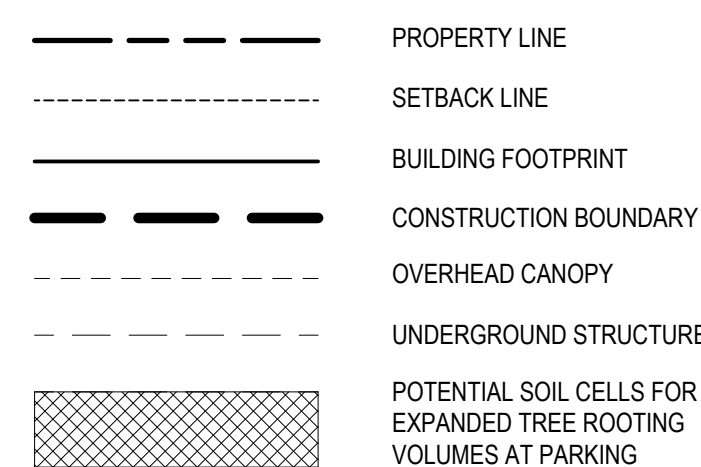
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SITE LANDSCAPE LEGEND



SITE SYMBOL LEGEND



PLANTING NOTES

- Contractor to organize a project pre-construction meeting prior to any landscape construction work. Meeting to include the project Landscape Contractor, the project Landscape Architect, and a client representative.
- All plant material used in this project must first be inspected/approved by the project Landscape Architect at the nursery, and (if desired) by a representative of the client before installation.
- Contract project Landscape Architect to confirm tree types prior to purchase.
- Minimum depth for all shrub beds to be 450mm, groundcover areas to be 300mm, and trees to be 600mm larger than rootball (min. 900mm, tree trenches 1200mm).
- All planting to be done to Canadian Landscape Standard, latest edition. The project Landscape Architect has the right to refuse any or all of the selected plant material if it does not meet current Canadian Landscape Standards or Canadian Nursery Stock Standards.
- All planting beds to have 75mm mulch as specified.
- Contractor to submit a representative sample of the proposed topsoil for testing to Pacific Soil Analysis. Contractor is responsible for arranging and payment of soil analysis and amendments to growing medium as determined. Contractor shall instruct soil testing lab to submit results directly to the consultant for approval prior to commencement of work. Genetic Analysis is not acceptable.
- Contractor is responsible to obtain and be familiar with the relevant project specifications.
- As a minimal acceptable standard:
 - Sizes on the plant list shall be considered minimum sizes.
 - Root balls to be free of perennous weeds.
- Contractor to ensure all plant material delivered to site is from nurseries certified to be free from the phytophthora ramorum virus (sudden oak death); removal and replacement of plant material found to contain the virus to be at the contractor's expense.
- The contractor shall supply all plant materials shown on all drawings.
- No container grown stock will be accepted if it is root bound. All root wrapping material made of synthetics or plastics shall be removed at time of planting.
- Container grown stock shall have the container removed and the rootball be clearly scored in two vertical locations.
- New top soil should be incorporated by mixing into top 300mm of native soil where appropriate.
- Contractor to provide Landscape Architect a copy of all packing slips received from nursery listing names and quantities of all plant stock supplied.
- The contractor shall locate and verify the existence of all utilities prior to starting work.
- All plants shall be watered thoroughly twice during the first 24-hour period after planting. All plants shall then be watered as necessary.
- The landscape contractor shall refer to the contract specifications for additional requirements prior to and during establishment/maintenance period.
- Plant Search area to include BC, WA, OR, & CA as appropriate.

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KEYPLAN

SEAL

1934 HOVEY ROAD

7551 E. Saanich Rd and 1934/1950/1960/1966 Hovey Rd.
Saanich, BC, V8M 1V8

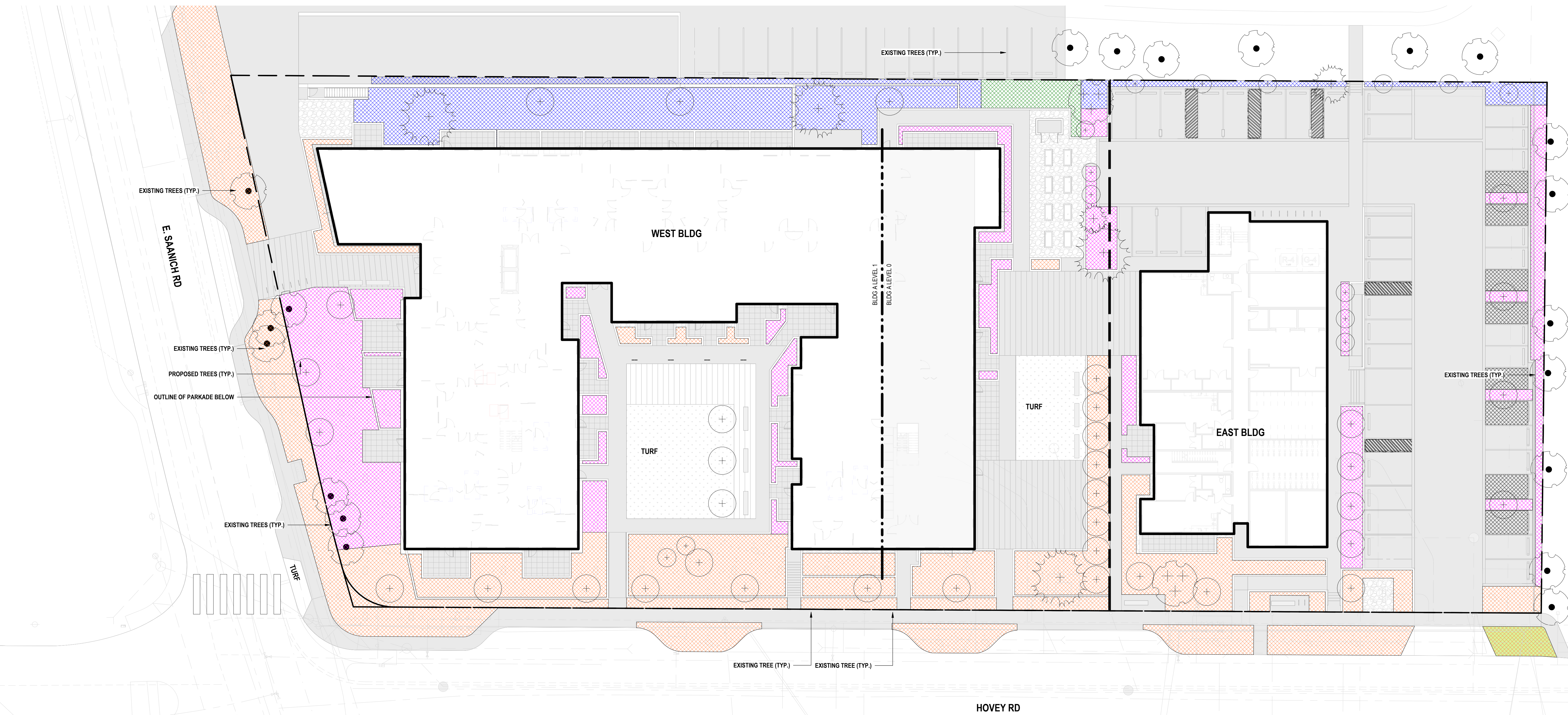
PLANTING PLAN

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PLOT DATE: 11/12/2024 10:23:14 AM

L1.3

BC100351 - 2007374

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1 L1.3
SCALE: 1:200

FULL SUN, DRY/AVERAGE

KEY #	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
DECIDUOUS TREES				
A1	<i>Acer fraxinifolium</i> ssp. <i>Warrenii</i>	Pacific sunset maple	6cm Cal. 6m	
CA	<i>Camus ma</i>	Camellian cherry	6cm Cal. 6m	
PP	<i>Paniclea peruviana</i> 'Yonensis'	Peruvian hornwood	6cm Cal. 4m	
ZS	<i>Zelkova serrata</i> 'Green Wave'	Japanese zelkova	6cm Cal. 9m	
CONIFEROUS TREES				
PC	<i>Pinus flexilis</i> 'Yonderwoof's Pyramid'	Yonderwoof's Pyramid limber pine	2000mm Ht. 6m	
PM	<i>Pinus mugo</i> (mugo pine)	Douglas Fir	2000mm Ht. 8m	
DECIDUOUS SHRUBS				
CD	<i>Corydalis</i> ssp. <i>chrysantha</i> 'Dark Knight'	Dark Knight bluebell	#2 1m	
CS	<i>Cornus sericea</i> 'Kobold'	Kobold dogwood	#2 1m	
PT	<i>Potentilla fruticosa</i> 'Goldfinger'	Shrubby potentilla	#2 0.6m	
RS	<i>Ribes sanguineum</i> 'King Edward VII'	Flowering currant	#2 1.5m	
SI	<i>Spiraea japonica</i>	Japanese spiraea	#2 0.6m	
EVERGREEN SHRUBS				
LP	<i>Lonicera pilosella</i>	Boxleaf honeysuckle	#2 1m	
PM	<i>Pinus mugo</i> var. <i>pumila</i>	Dwarf Mugo Pine	#2 1m	
PERENNIALS				
EP	<i>Asier mono-angulata</i> 'KICKIN Pink Chiffon'	New England aster	#2 0.6m	
EP	<i>Echinacea purpurea</i> 'White Swan'	White Swan echinacea	#2 0.6m	
LP	<i>Lavandula x intermedia</i> 'Provence'	Provence lavender	#2 0.6m	
MB	<i>Monarda brevistylis</i>	Eastern beakhorn	#2 0.6m	
NP	<i>Nepeta x bressaninii</i> 'Walker's Low'	Walker's Low catnip	#2 0.6m	
SA	<i>Salvia x sylvestris</i> 'May Night'	May Night salvia	#2 0.6m	
GRASSES, RUSHES AND FERNS				
RE	<i>Neoselinia tenuissima</i>	Mexican feather grass	#1 0.6m	
SA	<i>Scilla autumnalis</i>	Autumn moor grass	#1 0.6m	

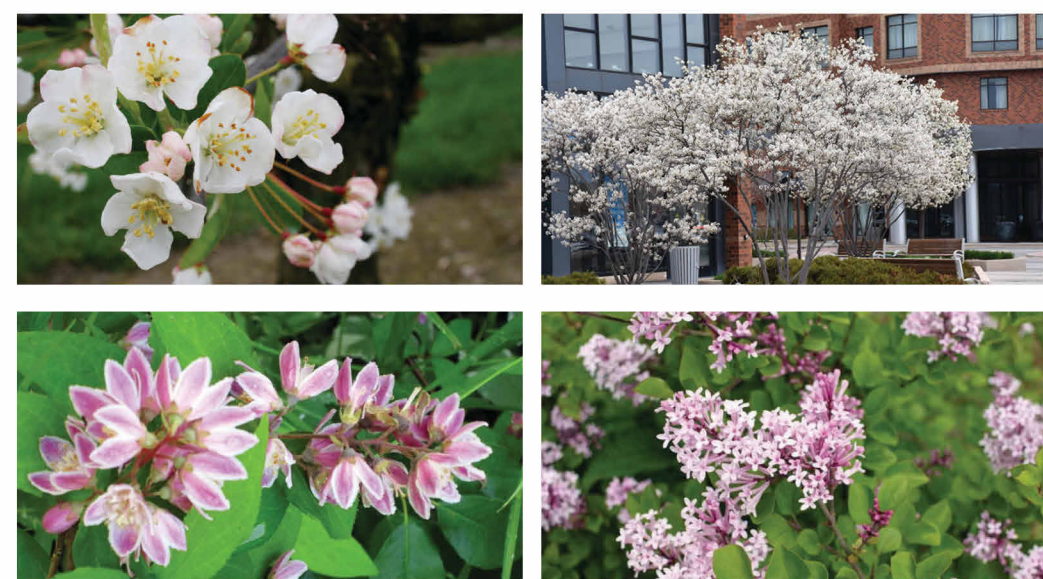


PLANTING AREA TOTALS

FULL SUN, DRY/AVERAGE
TOTAL AREA: 1,159m²

FULL SUN, MOIST/WET

KEY #	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
DECIDUOUS TREES				
AB	<i>Amelanchier</i> ssp. <i>grandiflora</i> 'Autumn Brilliance'	Autumn Brilliance serviceberry	6cm Cal. 8m	
MT	<i>Malus baccata</i> ssp. <i>argentea</i>	Sargent crabapple	6cm Cal. 4m	
SI	<i>Syringa japonica</i>	Japanese snowbell	6cm Cal. 6m	
CONIFEROUS TREES				
TH	<i>Thuja heterophylla</i>	Western hemlock	2000mm Ht. 8m	
TP	<i>Thuja plicata</i>	Western red cedar	2000mm Ht. 8m	
DECIDUOUS SHRUBS				
CD	<i>Cornus alba</i>	Red osier dogwood	#2 1m	
DE	<i>Deutzia</i> 'Pink A-Boo'	Pink A-Boo deutzia	#2 1.8m	
SP	<i>Spiraea purpurea</i> 'Nana'	Dwarf arctic willow	#2 1m	
SM	<i>Spiraea meyeri</i> 'Hilbert'	Spiraea meyeri	#2 1.5m	
WP	<i>Weigela parviflora</i> 'April Snow'	April Snow weigela	#2 1m	
EVERGREEN SHRUBS				
SA	<i>Salix</i>	Sisal	#2 1m	
VE	<i>Vaccinium myrtillus</i>	Evergreen huckleberry	#5 1m	
PERENNIALS				
CA	<i>Camassia quamash</i>	Common camas	#1 0.2m	
FA	<i>Fragaria vesca</i>	Woodland strawberry	#1 0.25m	
HO	<i>Helianthus occidentalis</i>	Lenten Rose	#1 0.25m	
GRASSES, RUSHES AND FERNS				
SH	<i>Stipa sp.</i>	Stipa ridge	#1 0.5m	
TF	<i>Tufted Hairgrass</i>	Tufted Hairgrass	#1 0.6m	



FULL SUN, MOIST/WET
TOTAL AREA: 43m²

PART SHADE, DRY/AVERAGE

KEY #	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
DECIDUOUS TREES				
AC	<i>Acer circinnatum</i>	Vine maple	6cm Cal. 3m	
AT	<i>Acer glabrum</i>	Three flowered maple	6cm Cal. 6m	
CB	<i>Carpinus betulus</i> 'Frax Fontaine'	European hornbeam	6cm Cal. 3m	
CONIFEROUS TREES				
CO	<i>Chamaecyparis obtusa</i>	Yellow cedar	2000mm Ht. 4.5m	
HI	<i>Hinoki falsecypress</i>	Hinoki falsecypress	2000mm Ht. 4.5m	
DECIDUOUS SHRUBS				
BA	<i>Baccharis arborescens</i>	Beauty bush	#2 3m	
HI	<i>Hemerocallis x intermedia</i> 'Arnold Promise'	Witch hazel	#2 3.6m	
HO	<i>Hobbesia discolor</i>	Ocean spray	#2 1.5m	
RS	<i>Ribes sanguineum</i> 'King Edward VII'	Flowering currant	#2 1.5m	
RS	<i>Rosa rugosa</i>	Dwarf rose	#2 1m	
EVERGREEN SHRUBS				
JP	<i>Japanese Spurge</i>	Japanese Spurge	#1 1m	
SR	<i>Sarcococca nuchifolia</i>	Sweet box	#3 1m	
PERENNIALS				
AC	<i>Allium caeruleum</i>	Nodding onion	#1 0.2m	
AL	<i>Allium 'Blue'</i>	Tricolor allium	#1 0.2m	
BO	<i>Bombus occidentalis</i>	Bombus	#1 0.3m	
GRASSES, RUSHES AND FERNS				
HA	<i>Hakone grass</i>	Hakone grass	#2 0.6m	
WM	<i>Western swordfern</i>	Western swordfern	#2 0.6m	



PART SHADE, DRY/AVERAGE
TOTAL AREA: 578m²

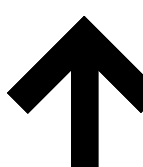
PART SHADE, MOIST/WET

KEY #	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
DECIDUOUS TREES				
AC	<i>Acer circinnatum</i>	Vine maple	6cm Cal. 3m	
AG	<i>Acer glabrum</i>	Rocky mountain maple	6cm Cal. 3m	
MS	<i>Magnolia x hybrid</i> 'Royal Star'	Royal Star magnolia	6cm Cal. 6m	
CONIFEROUS TREES				
TH	<i>Thuja heterophylla</i>	Western hemlock	2000mm Ht. 8m	
TP	<i>Thuja plicata</i>	Western red cedar	2000mm Ht. 8m	
DECIDUOUS SHRUBS				
AM	<i>Amelanchier alnifolia</i> 'Autumn Magic'	Black chokeberry	#2 1.2m	
LC	<i>Lonicera caerulea</i>	Orange honeysuckle	#2 1m	
RS	<i>Ribes cereum</i>	Wild gooseberry	#2 1m	
RS	<i>Rubus spectabilis</i>	Saltberry	#2 1.5m	
SA	<i>Symphoricarpos</i> ssp. <i>doxantha</i> 'Kordec's Amethyst'	Coral berry	#2 1m	
EVERGREEN SHRUBS				
DA	<i>Daphne genkwa</i>	Dull Oregon Grape	#2 1m	
VB	<i>Viburnum davidii</i>	David viburnum	#2 1m	
PERENNIALS				
HN	<i>Helleborus x nigricorn</i> 'Snow Love'	Hybrid hellebore	#2 0.45m	
SP	<i>Sparganium angustifolium</i>	Sparganium flower	#1 0.25m	
FR	<i>Fragaria vesca</i>	Woodland strawberry	#1 0.25m	
GRASSES, RUSHES AND FERNS				
DE	<i>Deer fern</i>	Deer fern	#3 0.6m	
HA	<i>Hakone grass</i>	Hakone grass	#2 0.6m	



PART SHADE, MOIST/WET
TOTAL AREA: 407m²

0m 4m 8m 12m 16m 20m
SCALE 1:200



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KEYPLAN

SEAL

1934 HOVEY ROAD

7551 E. Saanich Rd and 1934/1950/1960/1966 Hovey Rd.
Saanich, BC, V8M 1V8

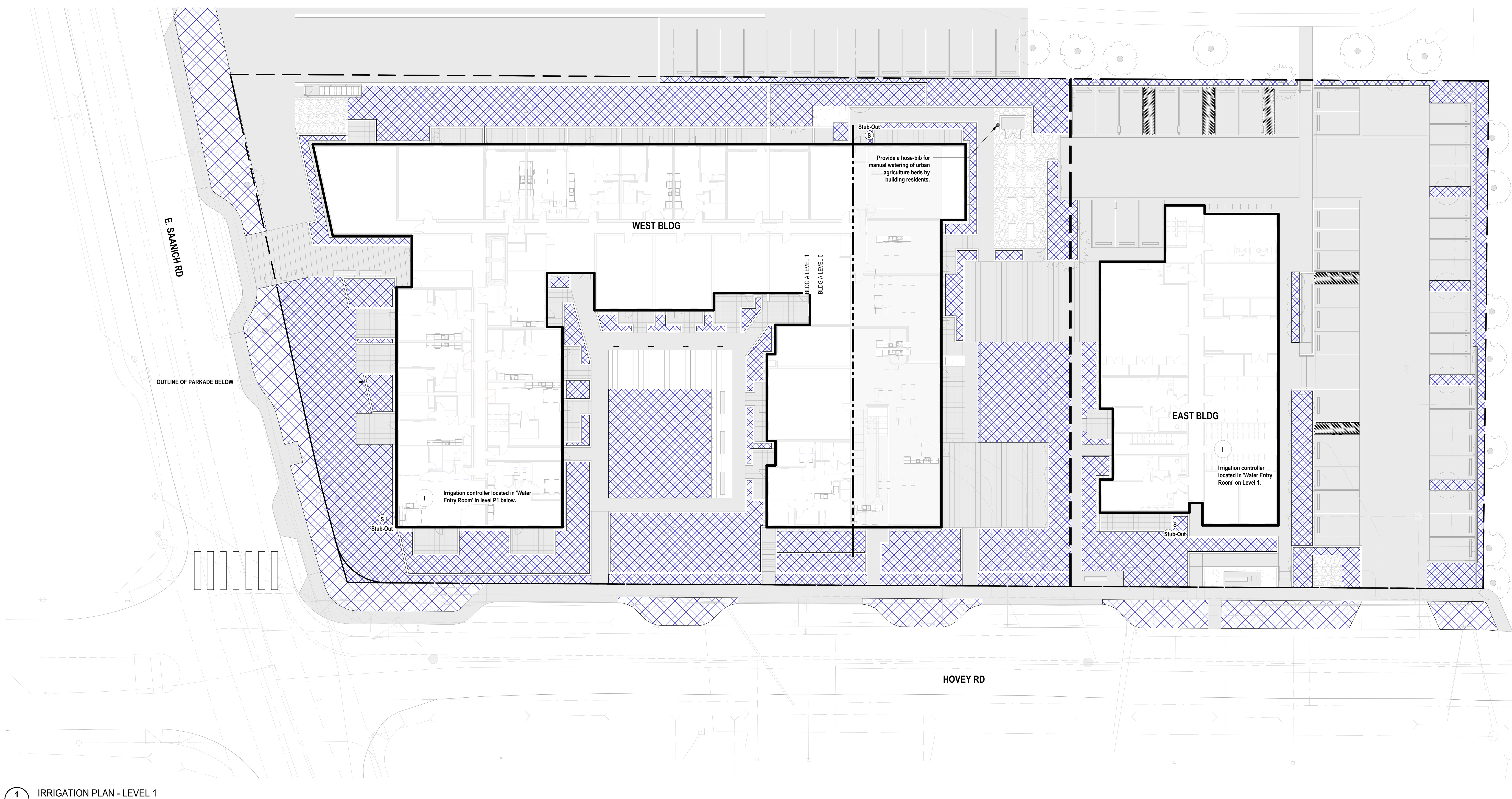
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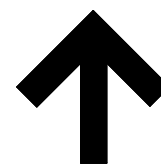
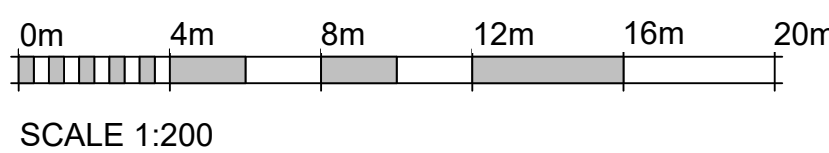
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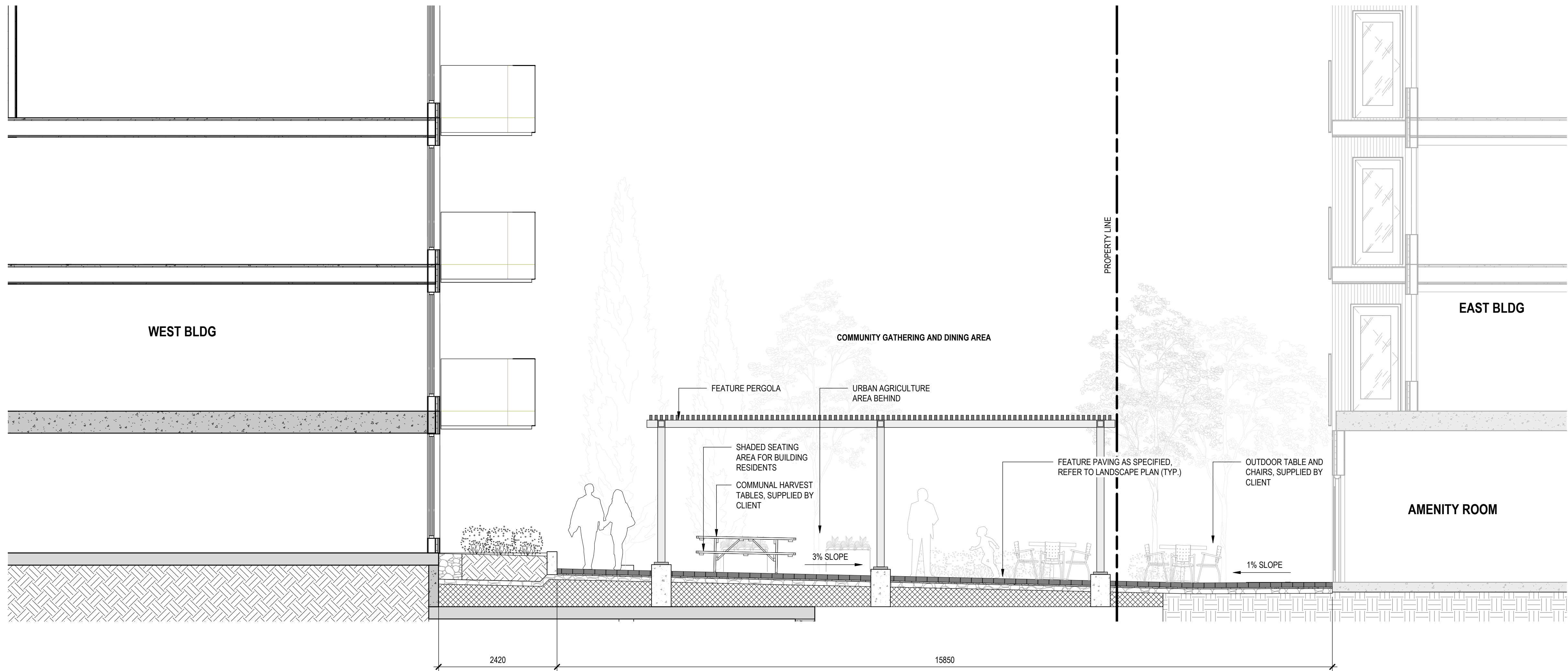


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1 COMMUNITY GATHERING AND DINING AREA
SCALE: 1:50

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KEYPLAN

SEAL

1934 HOVEY ROAD

7551 E. Saanich Rd and 1934/1950/1960/1966 Hovey Rd.
Saanich, BC, V8M 1V8

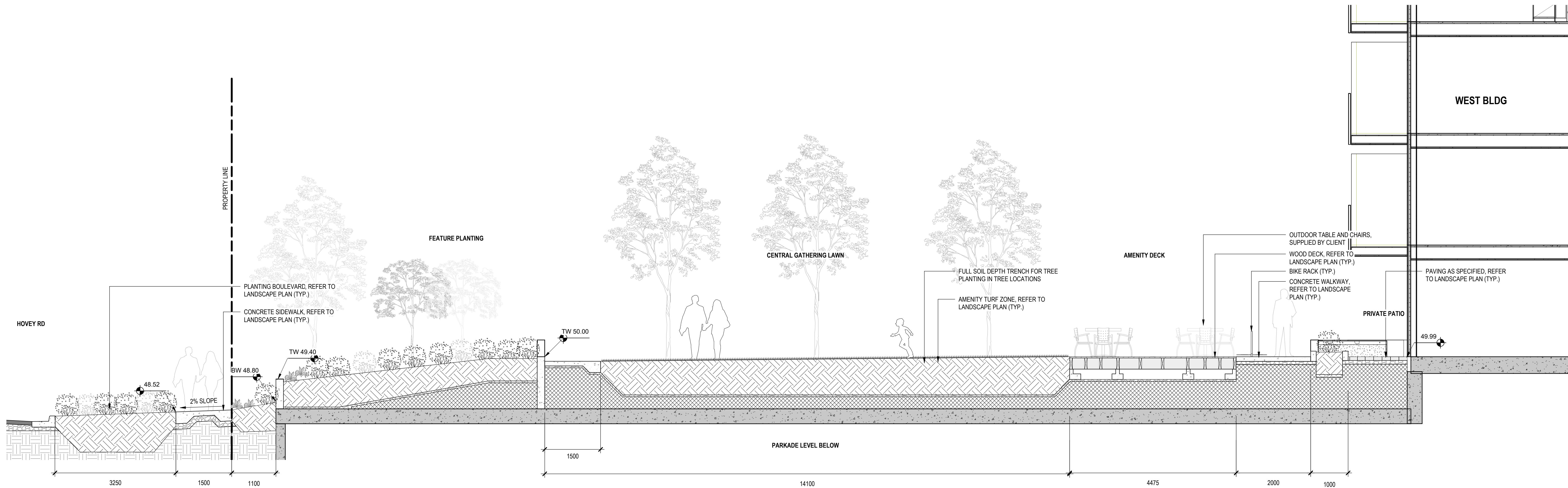
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2 GATHERING AND DECK SPACE
SCALE: 1:50

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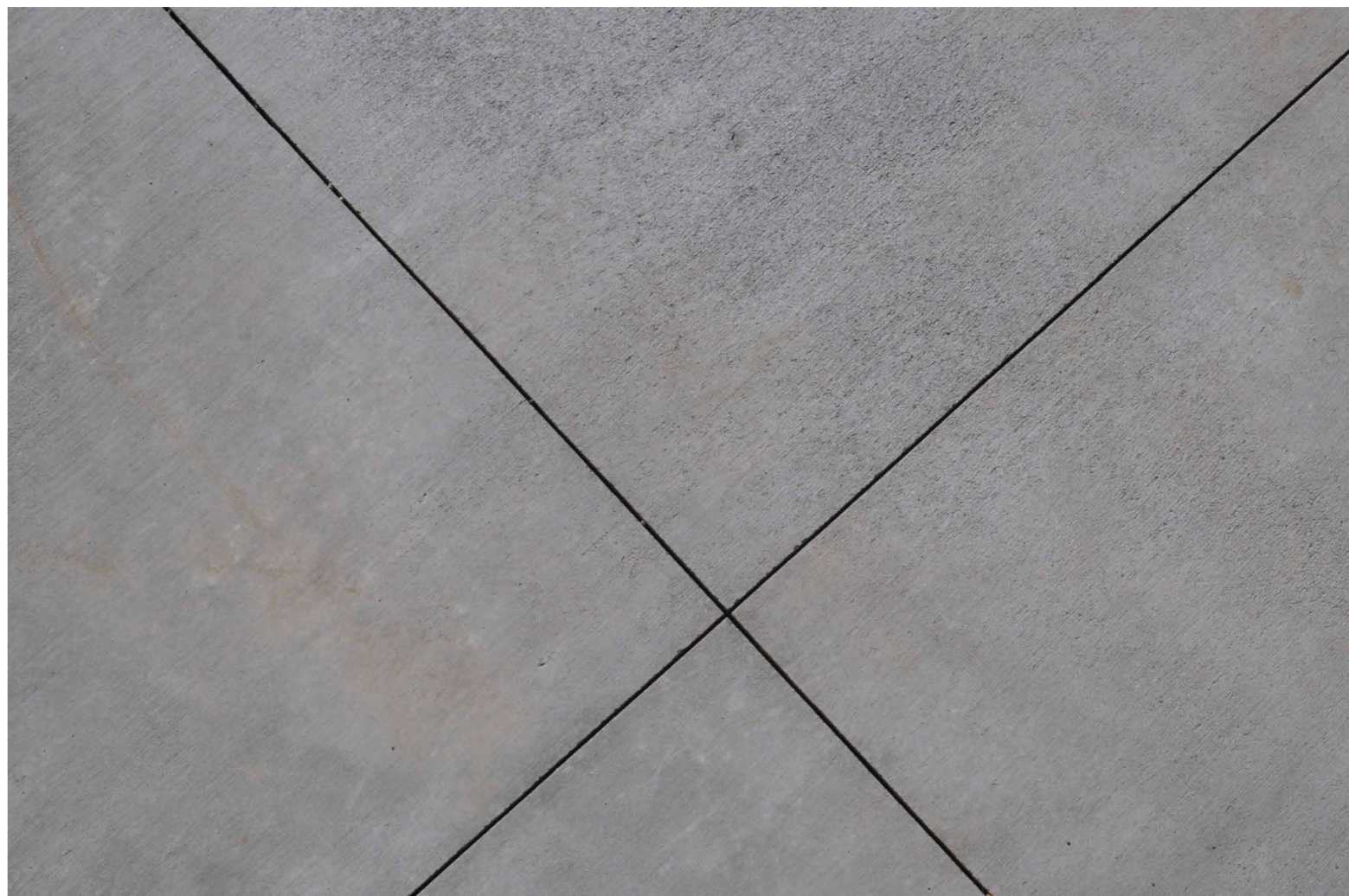
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L3.0



1
L3.0 SAWCUT CONCRETE



2
L3.0 WOOD DECKING



3
L3.0 CAFE TABLES & CHAIRS



4
L3.0 STEEL AND WOOD BENCHES



5
L3.0 WASTE/RECYCLING RECEPTACLE



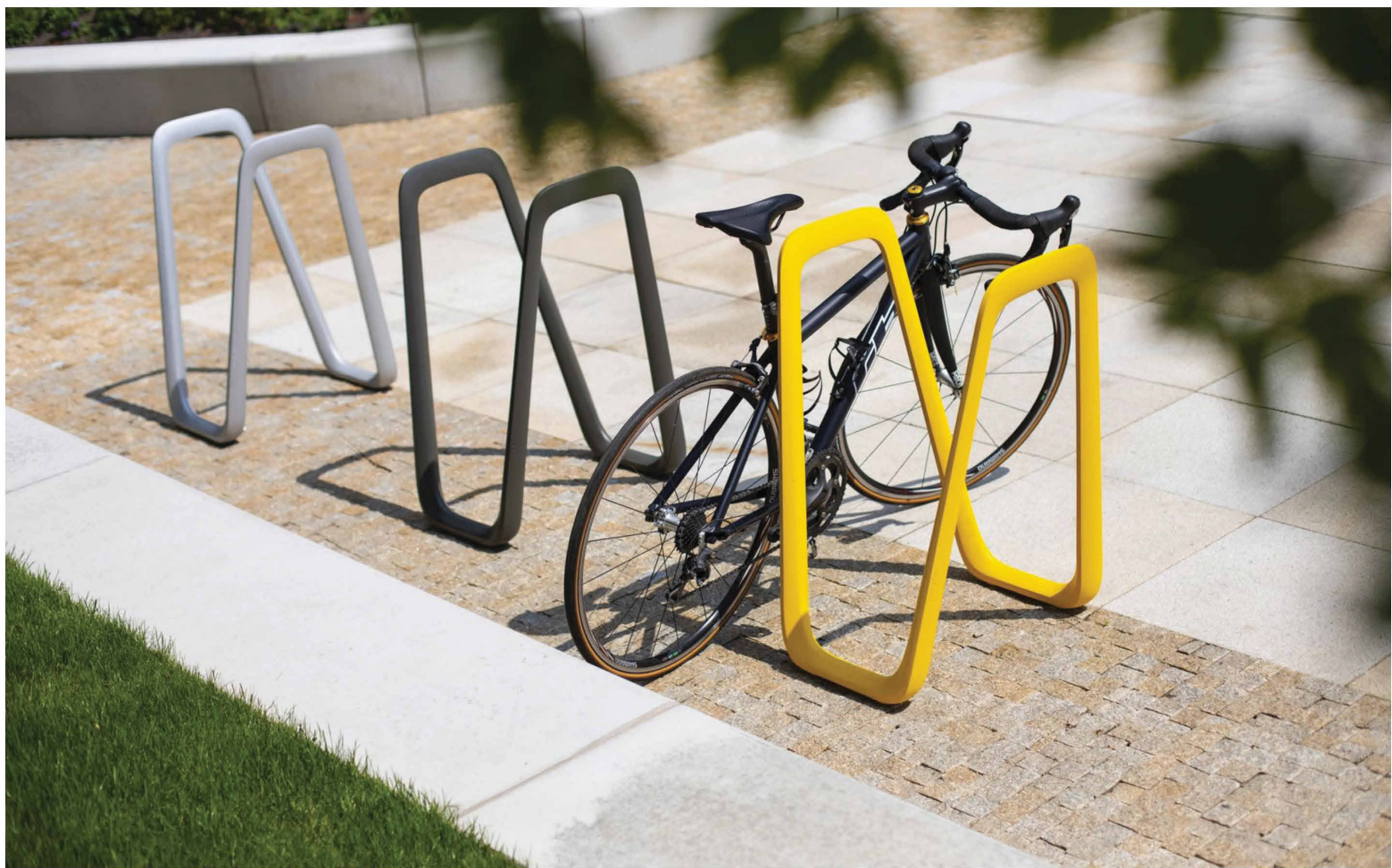
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L3.0 ACCESSIBLE URBAN AGRICULTURE TABLES



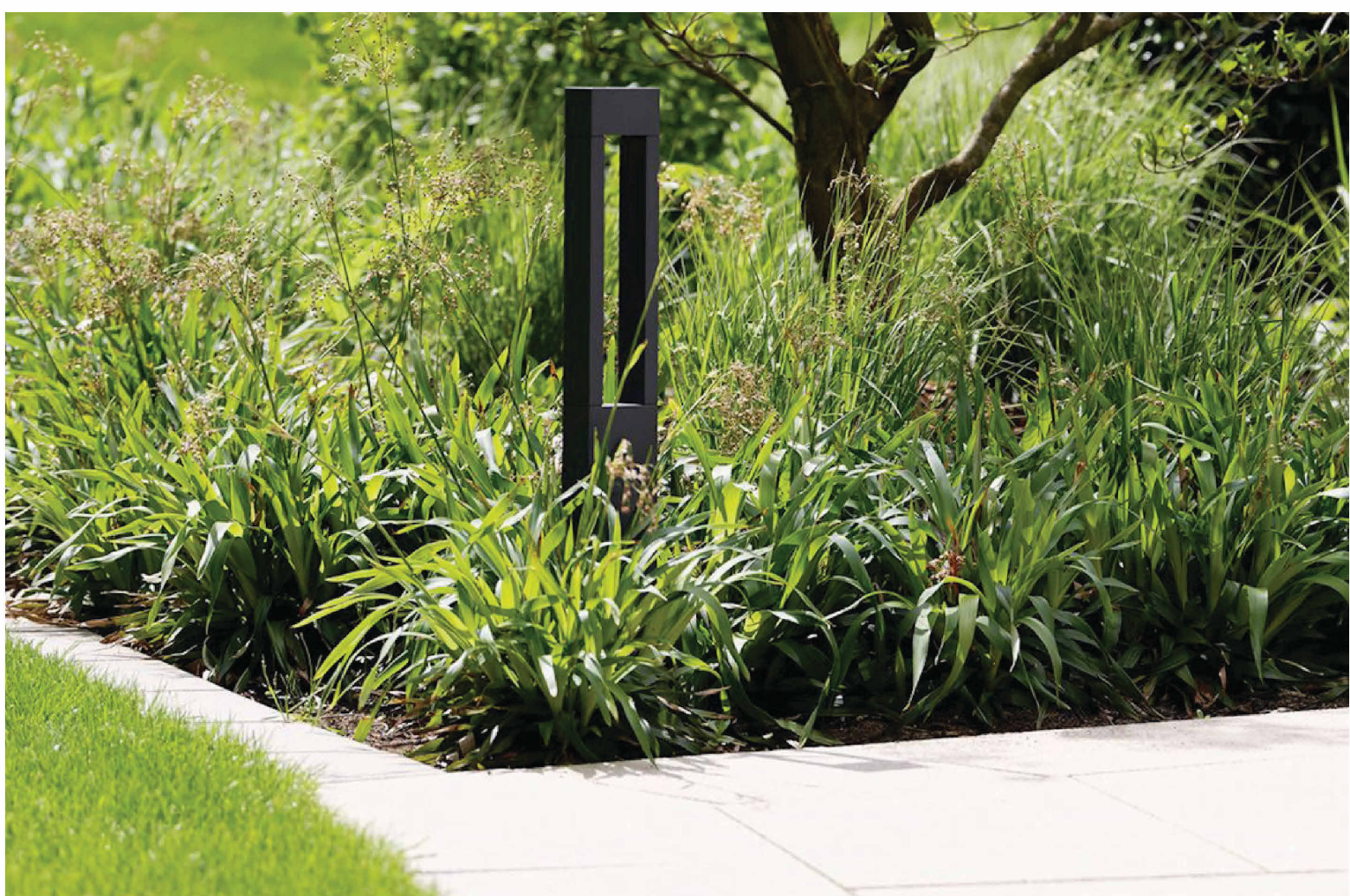
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L3.0 BIKE RACKS



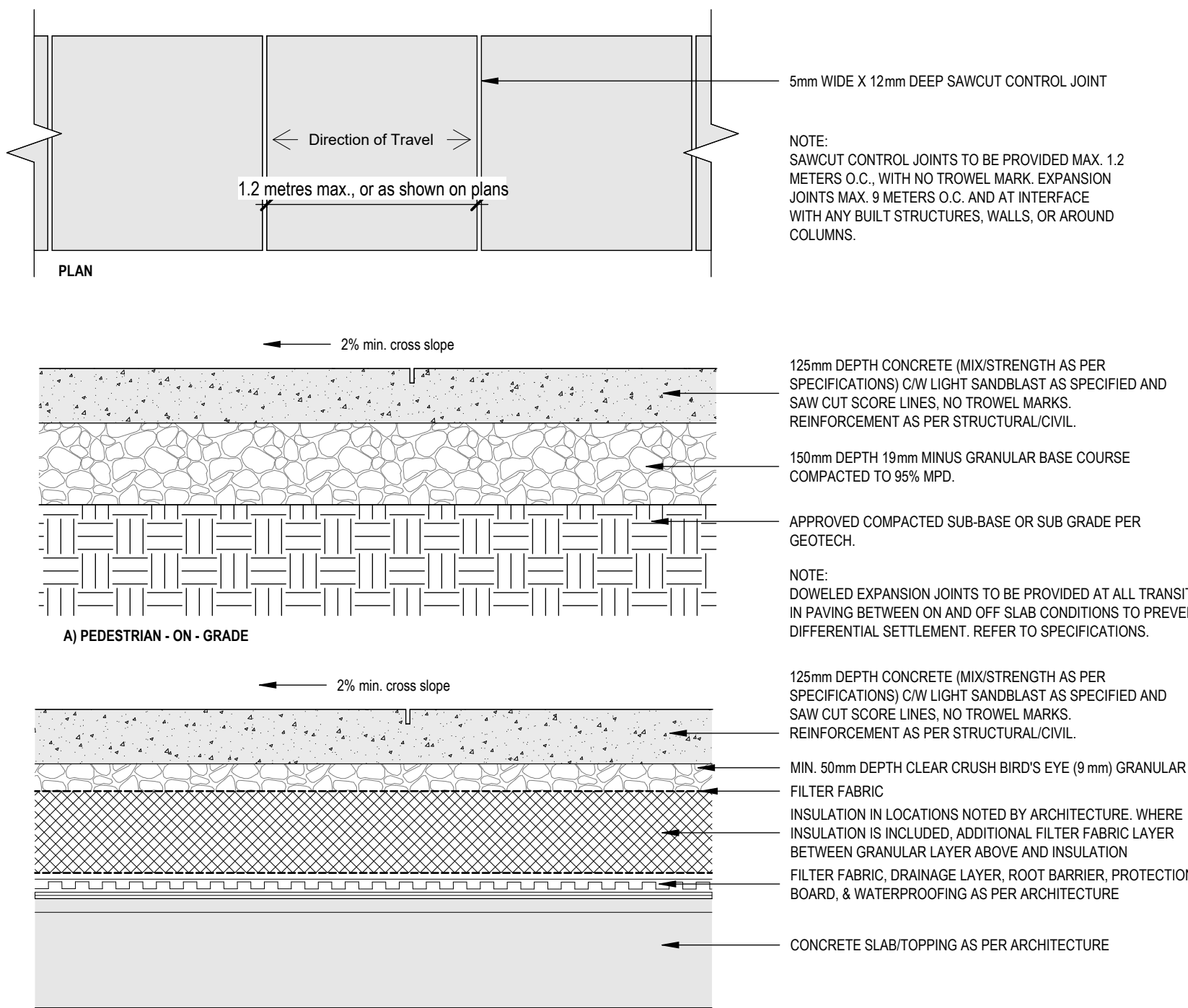
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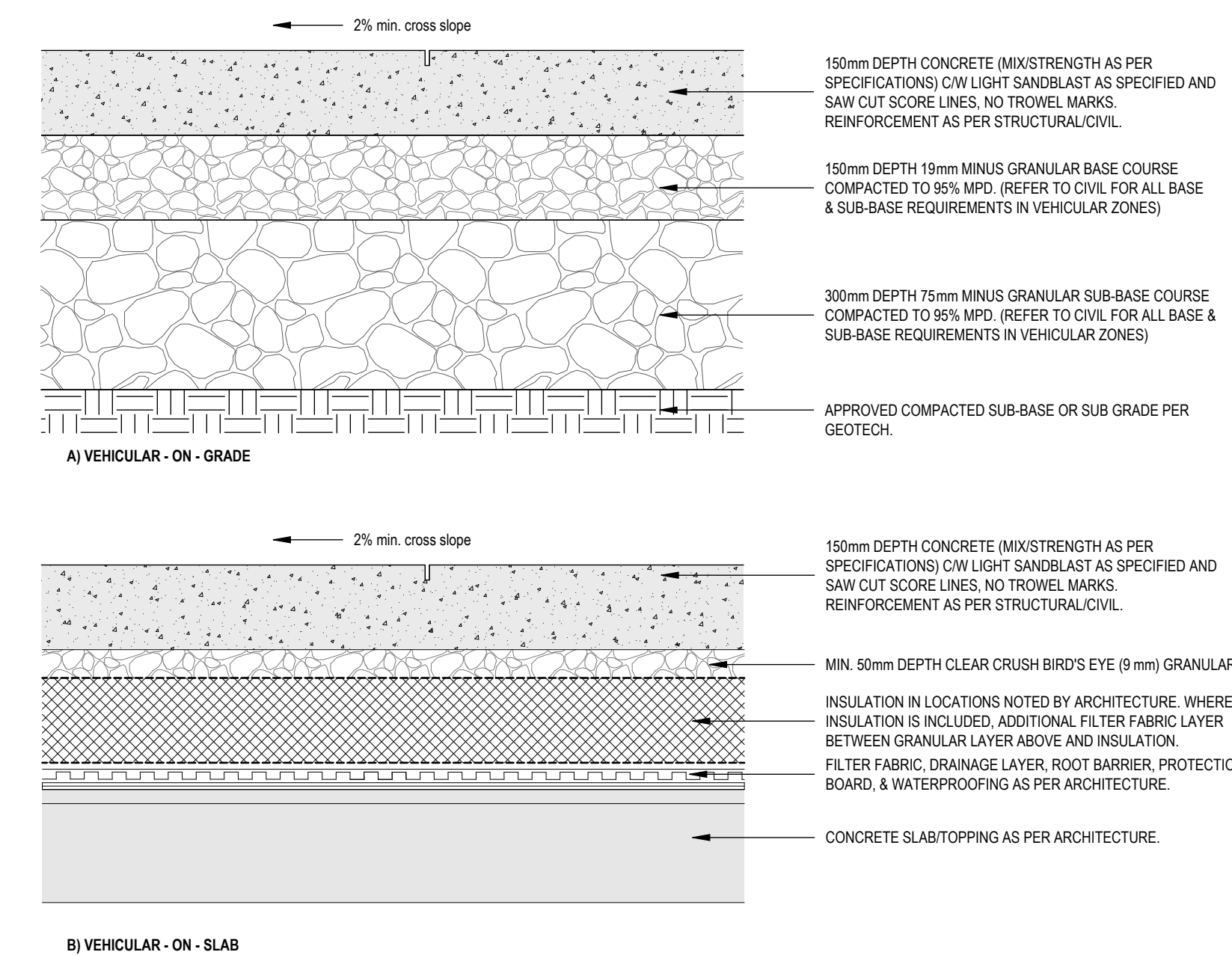
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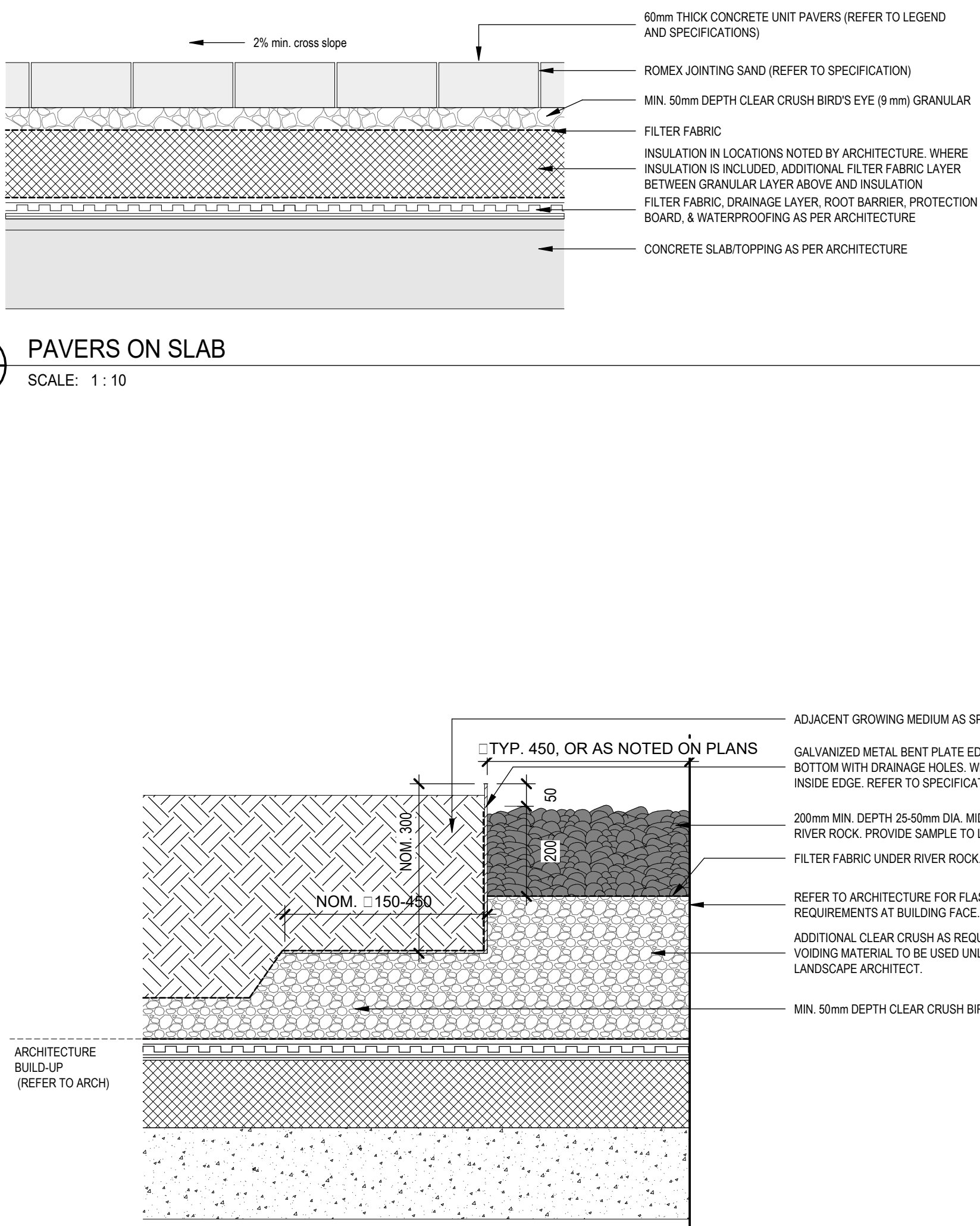
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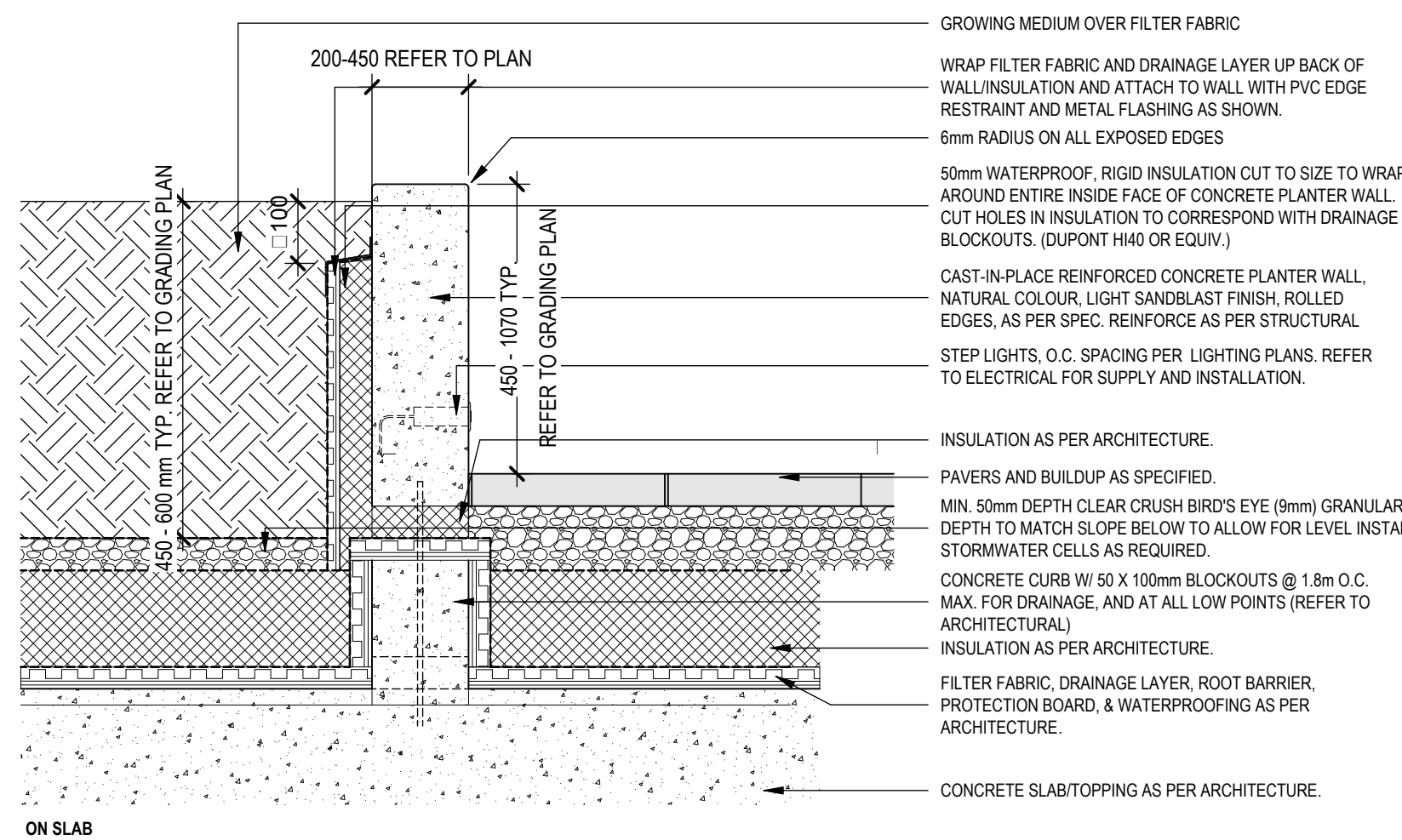
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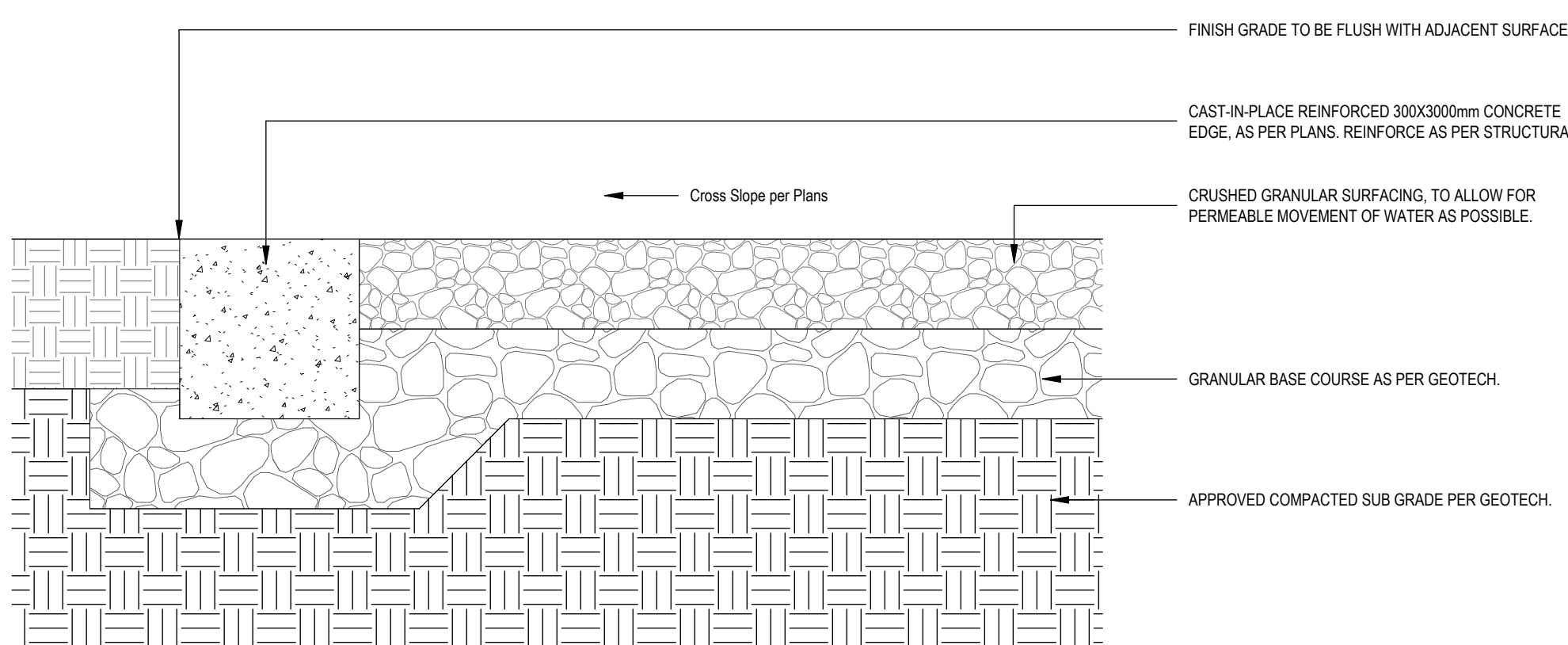
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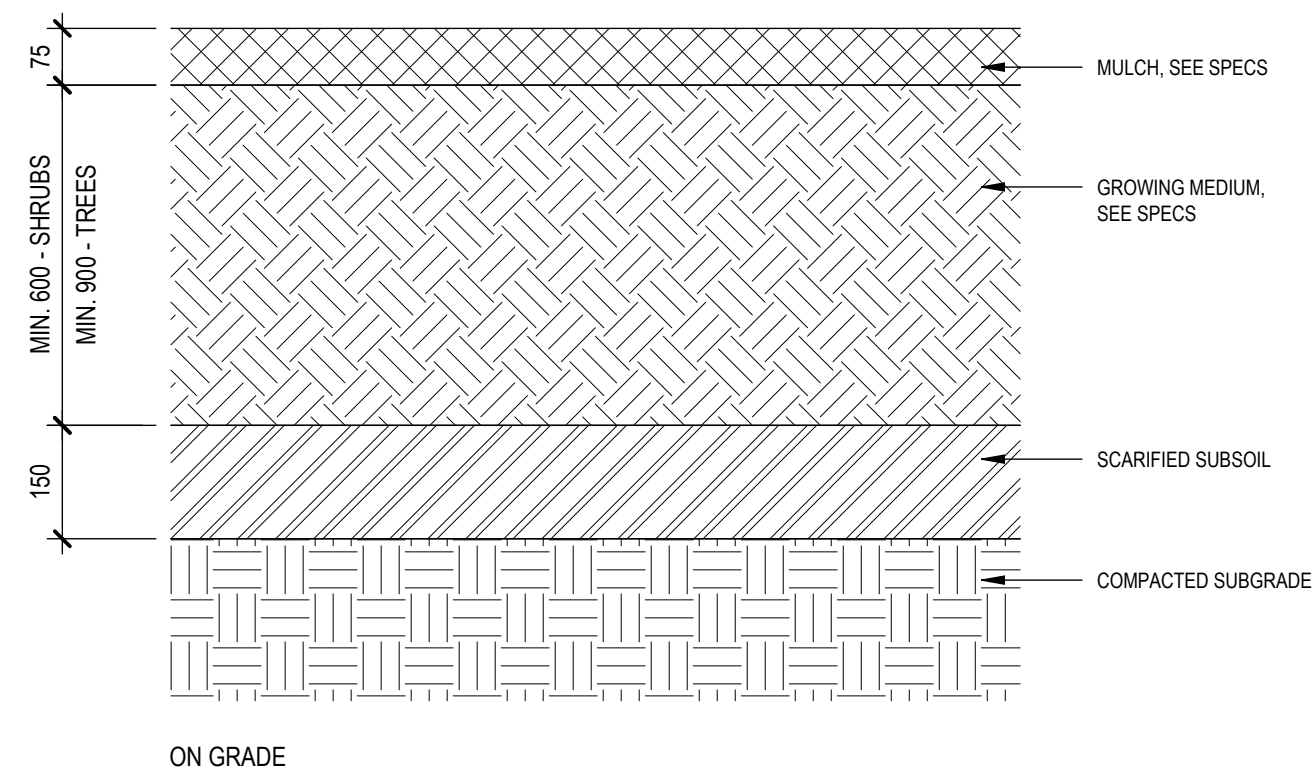
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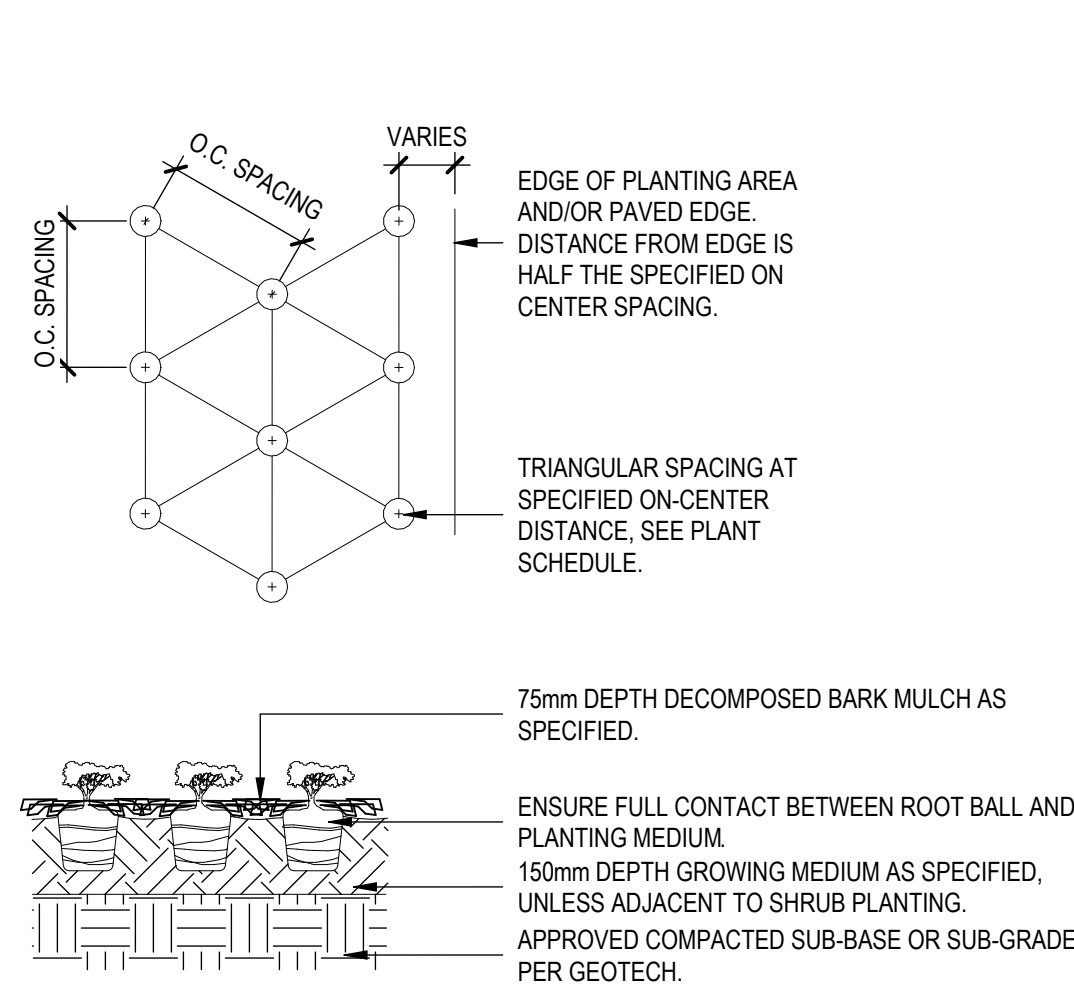
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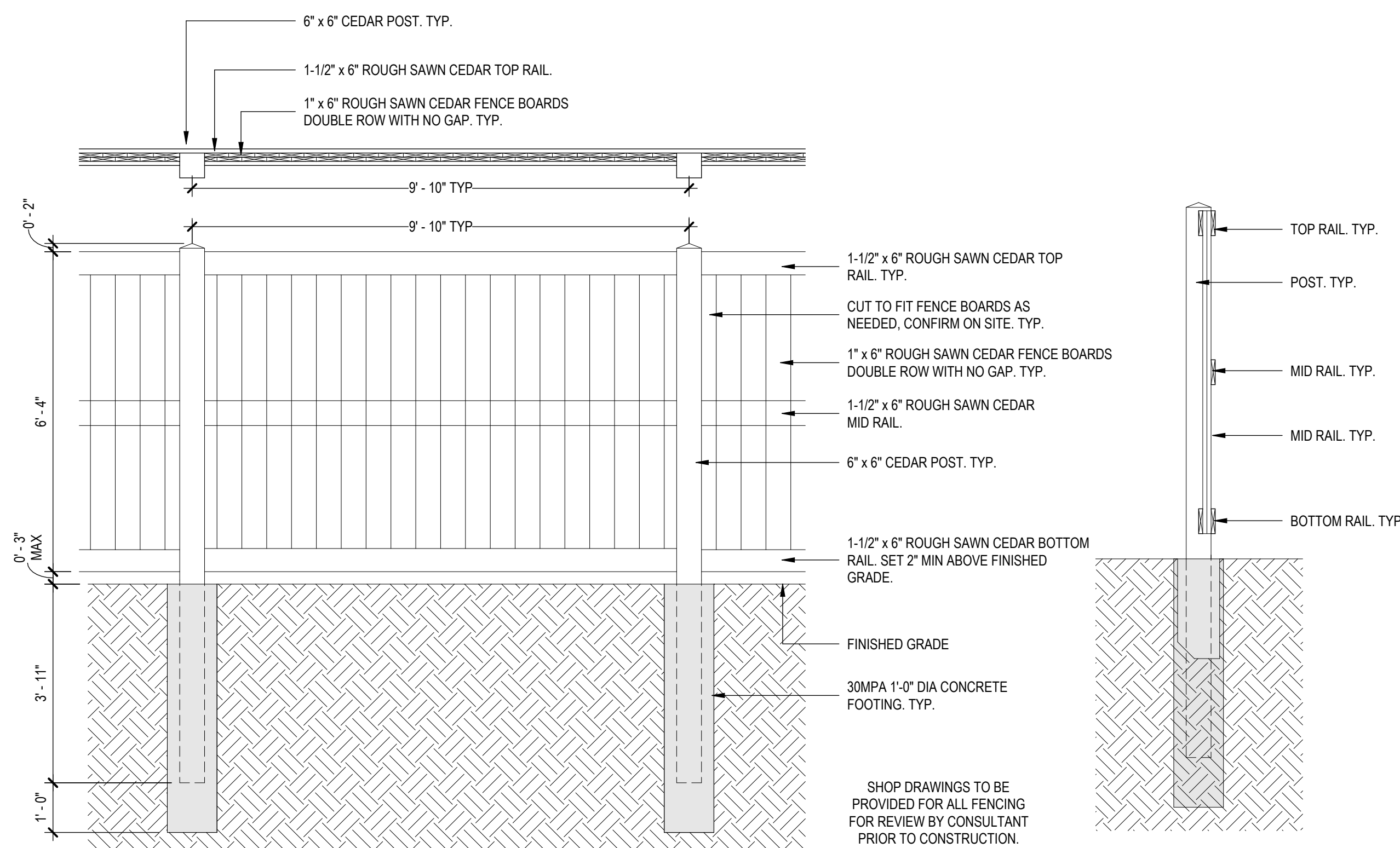
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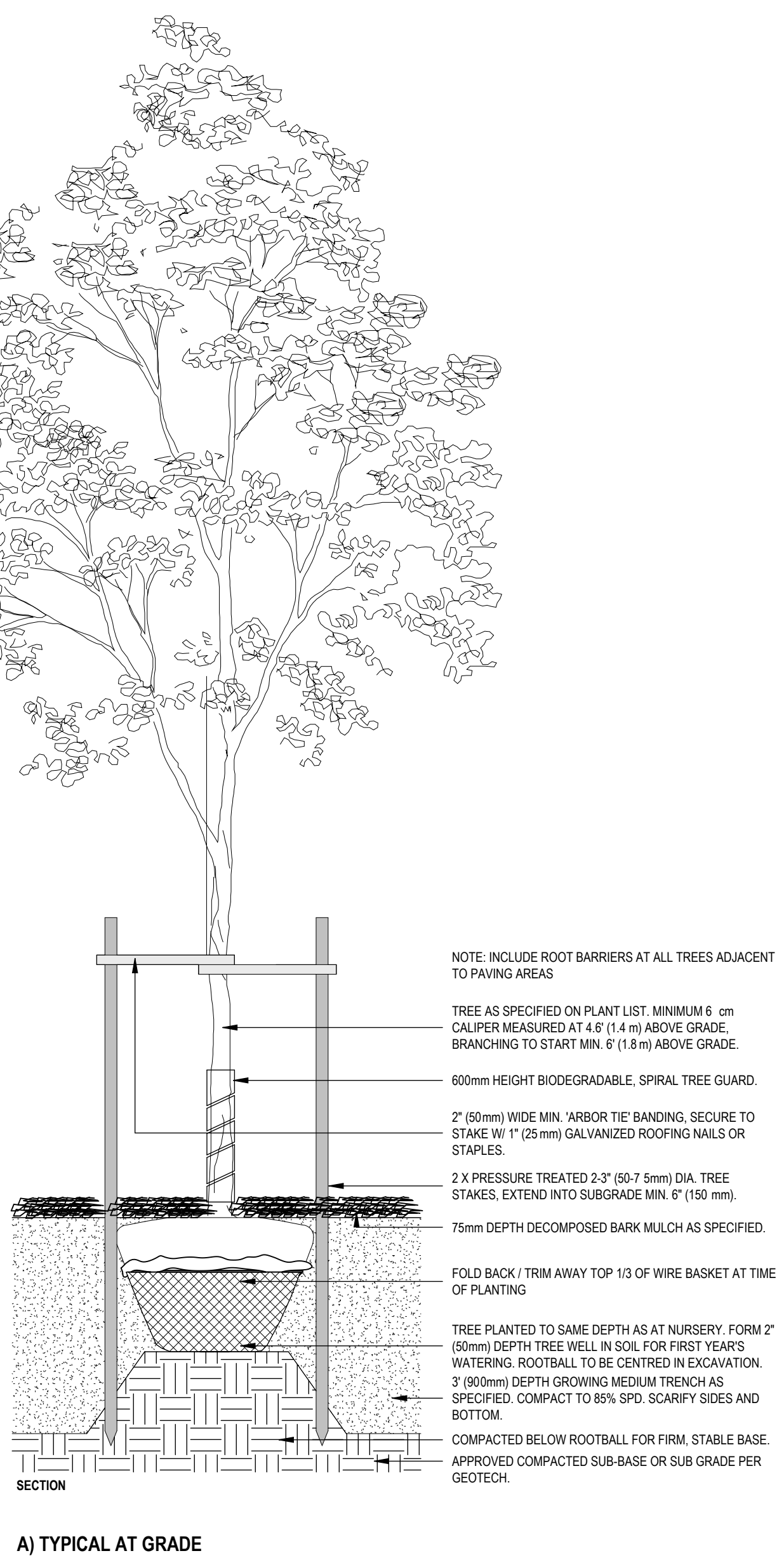
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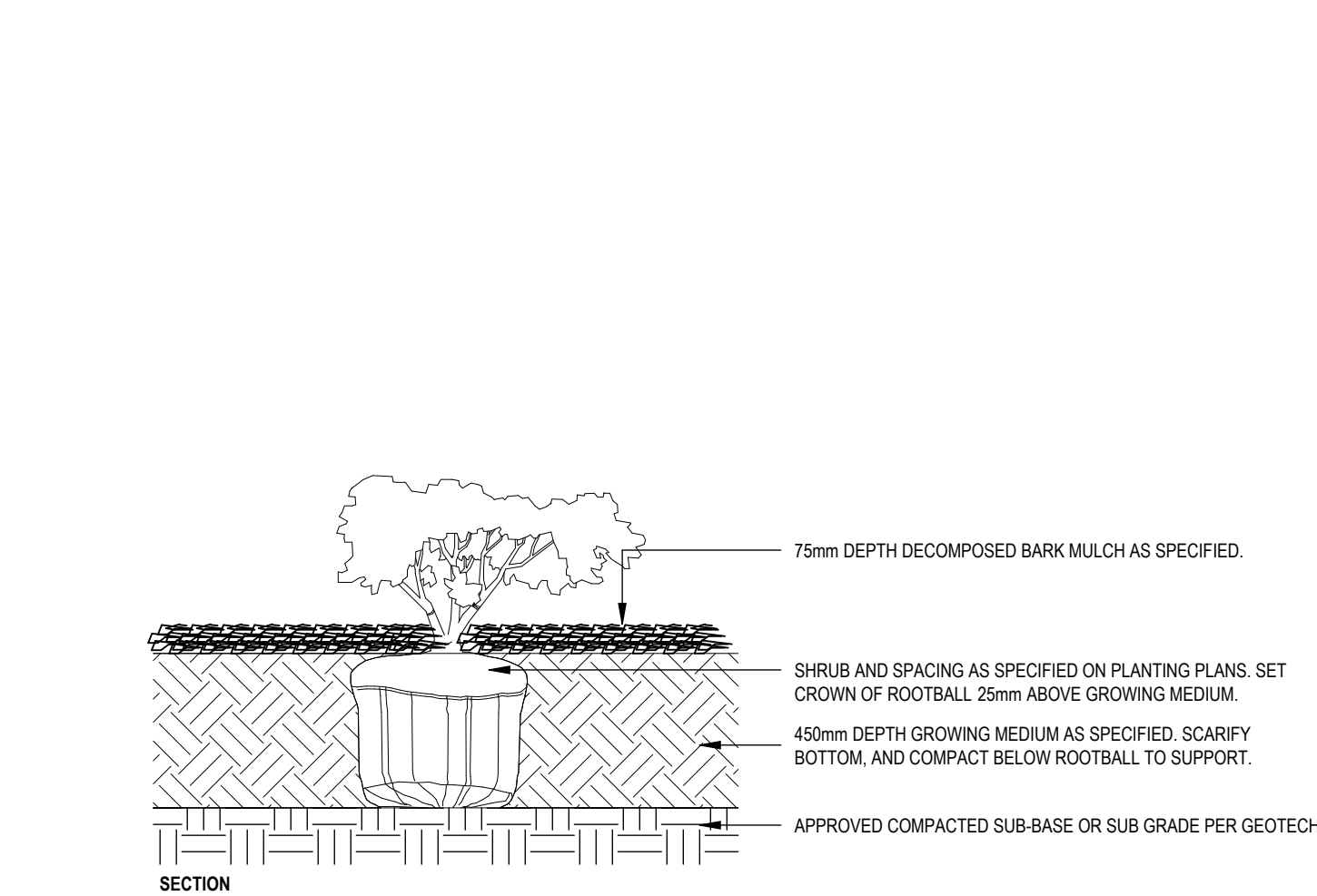
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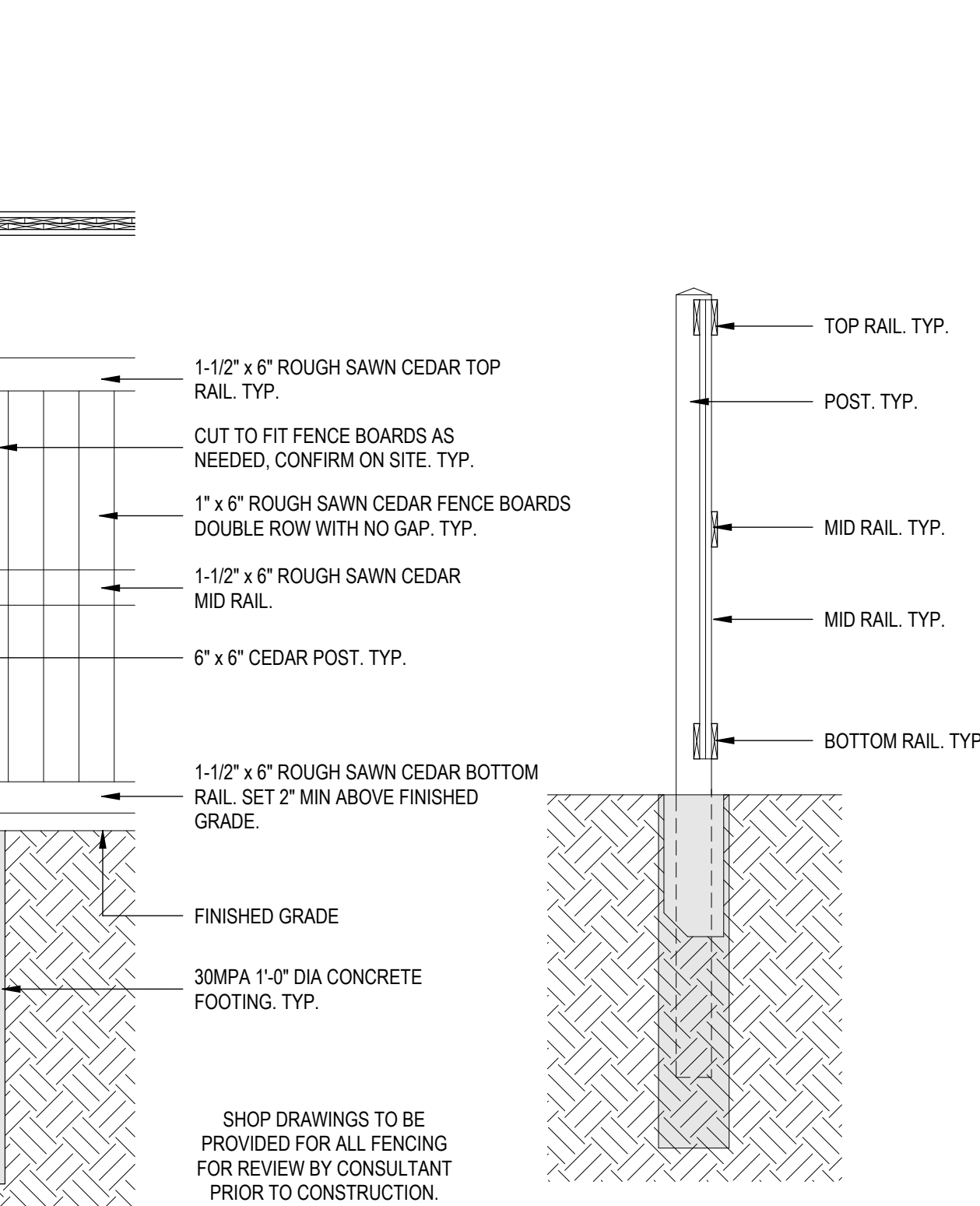
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L3.1
TREE PLANTING DETAIL TYP.
SCALE: 1 : 20



10
L3.1
TREE PLANTING DETAIL TYP.
SCALE: 1 : 20



B) TYPICAL ON SLAB

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KEYPLAN

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1934 HOVEY ROAD

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Saanich, BC, V8M 1V8

SITE DETAILS

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L3.1



1934 Hovey Road Parking Variance

Version 5

Prepared for
Aryze Developments

Date
November 12, 2024

Project No.
08-23-0021

November 12, 2024
08-23-0021

Chris Quigley
Development Manager
Aryze Developments
1839 Fairfield Road
Victoria, BC
V8S 1G9

Dear Chris:

**Re: 1934 Hovey Road, Parking Variance
Version 5**

Bunt & Associates Engineering Ltd. (Bunt) has completed our parking variance study for the proposed residential development at 1934 Hovey Road, Central Saanich, BC. Our report is provided herewith, it also addresses potential transportation impacts related to the proposed development.

Note this report updates previous versions of this report which were submitted for previous development iterations.

We trust that our input with this report will be of assistance. Please do not hesitate to contact us should you have any questions.

Best regards,
Bunt & Associates



Jason Potter, M.Sc. PTP
Senior Transportation Planner / Associate

CORPORATE AUTHORIZATION

Prepared By: Jason Potter, M.Sc. PTP
Professional Transportation
Planner / Associate
Abbey Seneres

Bunt & Associates Engineering Ltd.
Suite 530, 645 Fort Street
Victoria, BC V8W 1G2
Canada

Telephone: +1 250 592 6122

Reviewed By: Yulia Liem, P.Eng.
Principal, Regional Manager BC

Date: November 12, 2024

Project No. 08-23-0021

Status: Version 5

Approved By Yulia Liem, P.Eng., PTOE
Principal, Regional Manager BC

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EXECUTIVE SUMMARY

Aryze proposes a two-building rental residential development with a total of 192-units, at 1934 Hovey Road, Central Saanich, BC. One building (Building A) will be market rental with 130 units and the second building (Building C) is a Legion Manor which will have 62 independent living senior units. The site is currently occupied with 4 single-family homes and a duplex.

The parkade for Building A will be accessed from East Saanich Road. This has changed since previous submission. The purpose of the access change is to allow for better sightlines for vehicles turning onto East Saanich Road as well as an opportunity to increase the vehicle parking supply. Access for the Legion building and its surface parking remains on Hovey Road.

Bunt conducted traffic operation analysis for the adjacent Hovey Road & East Saanich Road intersection to examine the existing and “with development” scenario traffic operations in regard to anticipated peak period delays and V/C ratios. Weekday PM peak hour delays for minor leg Hovey Road were shown to be minimal with Level of Service B in the peak PM peak hour period both without and with the proposed development. The delays are similar to the existing condition because the through traffic volumes on East Saanich Road, which are not impacted by the proposed development, dictate the delays for vehicles wishing to turn onto East Saanich Road from Hovey Road. Delays for the new parkade access onto East Saanich Road are anticipated to be similar to the Hovey Road intersection as they will encounter the same vehicle volumes along East Saanich Road. As such no traffic related mitigation is recommended.

The site plan provides a total of 193 vehicle parking spaces (overall residential rate of 1.01 space per unit). 136 of these spaces are in Building A’s underground parkade and 57 are at-grade parking spaces. Of the site’s total 193 parking spaces, 175 will be for residents (0.91 spaces per unit) and 18 (0.09 spaces per unit) will be for visitors.

When examined between the two buildings, the market rental building with 130 units will have 136 spaces (130 for residents and 6 for visitors) while the Legion Manor will have 57 spaces for its 62 units which equates to 0.92 spaces per unit.

In addition to these on-site parking spaces, the proposed plan will result in five curbside parking spaces: three are on Hovey Road, another on Hovey Road reserved for a car-share vehicle and the fifth space will be a short-term visitor use space along the site’s East Saanich Road frontage which is an existing space. There is also a loading space that will be accessed from East Saanich Road.

The proposed total parking supply of 193 spaces is 143 spaces below Bylaw requirements. The shortfall from the Bylaw is comprised of 113 resident spaces and 30 visitor spaces.

Of the 193 total parking spaces, 136 of the parking spaces will be located in a parkade under the apartment building, which will be accessed off of East Saanich Road, an additional 14 at-grade spaces will

also be accessed from East Saanich Road. The remaining 43 spaces will be at grade and accessible from Hovey Road.

An additional variance from bylaw is the number of small vehicle spaces (32% over 30% allowed which equates to three small vehicle spaces).

The following factors are anticipated to help support a lower parking provision by reducing demand and providing nearby alternative parking supply options:

- The proposed site is well-connected to existing transit, cycling, and walking networks.
- The proposed rental tenure of all the units allows for management of the parking spaces.
- The development proposes to provide a comprehensive suite of Transportation Demand Management (TDM) measures, including, but not limited to a car share vehicle and memberships, excess secure bicycle parking in the apartment building and supporting amenities.
- In addition to the increased on-site vehicle parking supply, the site will have a total of 5 on-street parking spaces along its frontages, one of these will be reserved for a car-share vehicle while the other four are anticipated to be preferred by short-term visitors despite not being accounted for in the development's on-site parking supply.

The parking variance will be supported with the following TDM initiatives:

- Car-share memberships for all units.
- Bicycle rooms with enhanced access with at minimum 41-inch door widths to accommodate a cargo bike, electrified with 110 volt charging ability and have ground orientated spaces above bylaw requirements as well as larger sized cargo bicycle spaces;
- A bike repair station and a bike wash station to be provided within the bike room;
- An e-bike rental program;
- Mobility assist device parking;
- Unbundled parking; and,
- Transportation Options Information Package.

The development is also offering the following off-site TDM:

- Improving site fronting sidewalks and boulevards to enhance the area's walkability.

- Adding a controlled pedestrian crossing along the north leg of the adjacent East Saanich Road & Hovey Road intersection.
- A Car-Share vehicle with an on-street, site frontage parking space on Hovey Road.

1. INTRODUCTION

1.1 Study Purpose & Objectives

Aryze proposes a 192-unit rental Legion Manor, and rental apartment development at 1934 Hovey Road. The site is currently zoned as R-1M (Medium Lot Single Family Residential). The location of the proposed development site is illustrated in **Exhibit 1.1**.

The project includes a 4-storey, rental apartment building over a single-level parkade structure (Building A), and a 6-storey Legion Manor building with an at-grade parking lot (Building C). The 4-storey apartment building will have 130 rental units comprised of studios to 3-bedroom units. The Legion Manor will have a total of 62 units, 11 of these will be studio units and 51 will be 1-bedroom units.

The site will be providing a total of 193 vehicle parking spaces (overall residential rate of 1.01 space per unit). 136 of these spaces are in Building A's underground parkade and 57 are at-grade parking spaces. Of the site's total 193 parking spaces, 175 will be for residents (0.91 spaces per unit) and 18 (0.09 spaces per unit) will be for visitors.

When examined between the two buildings, the market rental building with 130 units will have 136 spaces (130 for residents and 6 for visitors) while the Legion Manor will have 57 spaces for its 62 units which equates to 0.92 spaces per unit.

Bunt & Associates were retained by Aryze to conduct a parking review for the proposed parking variance and propose Transportation Demand Management (TDM) strategies to support the development's vehicle parking supply. This parking variance study will accompany Aryze's rezoning application.



Exhibit 1.1 Site Location

08-23-0021

1934 Hovey Road
November 2024

1.2 Proposed Development

The proposed development is summarized in **Table 1.1**.

Table 1.1: Proposed Land Uses and Unit Breakdown

LAND USE	UNITS	PERCENTAGE OF TOTAL UNITS
Legion Manor - Studio	11	6%
Legion Manor - 1 bedroom	51	26%
Apartment - Studio	32	17%
Apartment - 1 bedroom	53	27%
Apartment - 2 bedrooms	28	12%
Apartment - 3 bedrooms	17	12%
RESIDENTIAL TOTAL	192	100%*

In total, 136 or 77% of the units will be studios or 1-bedroom units, and 45 or 23% will be larger sized 2-bedroom or 3-bedroom units.

Separate vehicle accesses are provided to the underground parkade and the Legion Manor's at-grade parking lot, the parkade is now accessed from East Saanich Road and the surface parking for the Legion Manor is accessed from Hovey Road.

The development proposes 57 ground level parking spaces for the 6-storey Legion Manor and visitors. 43 of these are adjacent to the Legion Manor building and 14 are accessed from the development's East Saanich Road access. There are 136 parking spaces in the underground parkade under the 4-storey apartment building for a total of 193 on-site vehicle spaces.

Twelve of the at-grade spaces will be designated for visitors. Six spaces within the parkade will also be for visitors for a total of 18 visitor spaces. All visitor spaces will be marked as Visitor and will be shared between the two buildings. The 18 visitor spaces equate to 0.09 visitor spaces per unit.

The site plan indicates 41 small car spaces in Building A's parkade and 10 in the surface lots which equates to 32% of the provided spaces.

The site will have a total of 13 accessible parking spaces, 5 of these are in the parkade and 8 are surface spaces.

The Building A site plan indicates a total of 308 long-term bicycle spaces in a dedicated bicycle parking room including space for oversized cargo bicycles, this exceeds bylaw requirements. The Legion Manor will provide 48 long term bicycle stalls which is below bylaw requirements but instead will provide 12 Mobility Scooter spaces which is specific to the anticipated demands of the Legion Manor. While this represents a variance from Bylaw for long-term bicycle parking for the Legion Manor it is considered suitable for the proposed residential typology.

The proposed site plan (ground level) is shown in **Exhibit 1.2**.

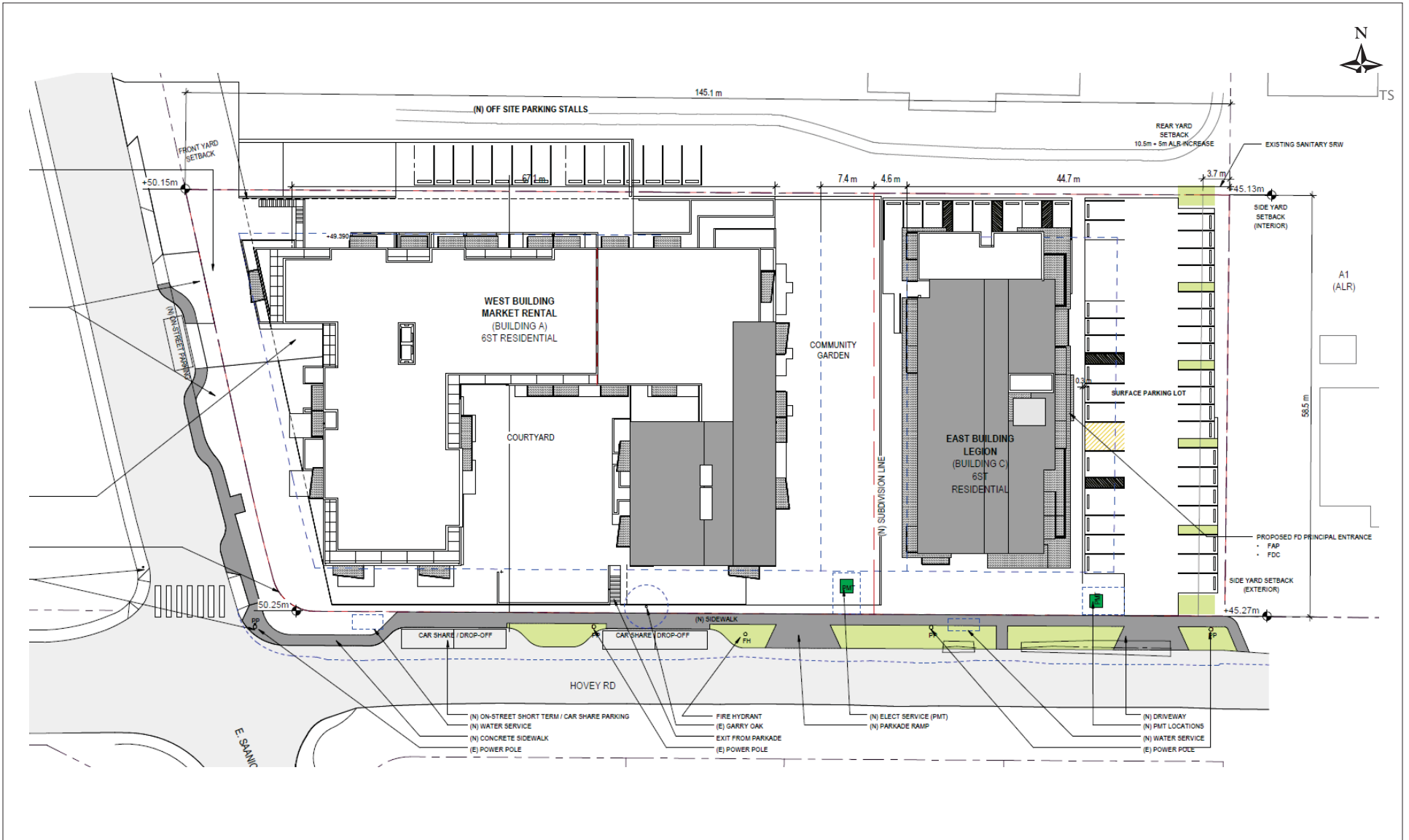


Exhibit 1.2 Site Plan

1934 Hovey Road
November 2024

08-23-0021

2. EXISTING CONDITIONS

2.1 Land Use

1934 Hovey Road is currently occupied by three single-family homes and two duplexes. One of the single-family homes is accessed off East Saanich Road, while the other properties are accessed off of Hovey Road. Land use adjacent to the site is primarily composed of a mix of agricultural and residential land uses, with a park further west of the site.

The site is located less than 1 km away from Saanichton Village, which is planned to be a vibrant, compact, walkable, and mixed-use village, featuring a strong retail/commercial centre. It is also located approximately 300m east of Centennial Park (one of Central Saanich's largest parks), 1.1 km southwest of the Saanich Peninsula Hospital, 1.4 km northeast of Stelly's Secondary School, and 2.3 km northwest of Keating Elementary School.

2.2 Existing Transportation Network

2.2.1 Road Network

The attributes for the key streets in the area surrounding the site have been outlined in **Table 2.1. Exhibit 2.1** displays the existing laning and traffic control. Though the streets have not been formally designated as such, Bunt expects Wallace Drive and East Saanich Road to operate like arterial roads, as they provide key connections from south Central Saanich to north Central Saanich. On the other hand, Bunt expects Hovey Road and Prosser Road will operate as local roads, as they are both no-through routes, each servicing approximately 10 properties. All the nearby intersections, including East Saanich Road and Hovey Road, Wallace Drive and Hovey Road, and East Saanich Road and Prosser Road, are stop-controlled, with free flow traffic on Wallace Drive and East Saanich Road. In addition, various on-street parking facilities are available nearby.

Table 2.1: Existing Street Characteristics

STREET	CLASSIFICATION	NUMBER OF TRAVEL LANES	POSTED SPEED	PARKING FACILITIES
East Saanich Road	Arterial	2	50 km/hr	None
Wallace Drive	Arterial	2	50 km/hr	None
Hovey Road	Local	2	50 km/hr	West of Wallace Drive: On-street EB free parking
Prosser Road	Local	2	50 km/hr	East of Wallace Drive: On-street EB free parking West of Wallace Drive: On-street both sides

On Hovey Road east of East Saanich Road, the limited curbside space is currently being used as parallel street parking informally.

2.2.2 Transit Network

The site is well served by public transit, with multiple transit stops within 800 metres of the site (an approximate ten-minute walk). These routes and local area bus stops are presented in **Exhibit 2.3**.

The site is located less than 200m from stops on local route #72, less than 400m from stops on local routes #81 and #75, and within 800m of stops on local routes #87 and #82. Though not within the typical walking distance of 800m, one is able to make connections to regional routes #70 and #71 using the local bus routes. Regional routes #70 and #71 run along Highway 17, making key connections to the Swartz Bay Ferry Terminal in the north and Downtown Victoria in the south. **Table 2.2** shows the frequencies of the transit routes near the site.

Table 2.2: Existing Transit Service Frequency

ROUTE		APPROXIMATE HEADWAY (MIN.)				
#	BUS ROUTE NAME	AM	MID-DAY	PM	EVENING	WEEKEND
72	Swartz Bay / Downtown	30	30	30	30 - 60	30 - 60
75	Saanichton / Royal Oak / Downtown	15 - 30	30	15 - 30	45 - 60	30 - 60
81	Brentwood / Saanichton / Sidney / Swartz Bay	30 - 60	50 - 70	30 - 50	70 - 120	120
82	Sidney / Saanichton (via Stautw Rd.)	30 - 70	50 - 70	30 - 50	70 - 120	120
87	Saanichton / Sidney (via Dean Park)	120	120	120	-	-

2.2.3 Cycling & Pedestrian Networks

The site is well connected to the cycling network. East Saanich Road, which is directly adjacent to the site, is a marked on-street bike route that connects from south Central Saanich to the north municipal border. Using this route, Saanichton Village is a short 4-minute bike away. Within 400m of the site, the bike route on Wallace Drive is also available, connecting to Brentwood Bay Village in the southwest and intersecting with East Saanich Road in the north. Both routes have the ability to lead to the Lochside Regional Trail, a popular multi-use trail that runs from Swartz Bay to Victoria. The existing cycling network surrounding the site is shown in **Exhibit 2.3**.

The site is well connected to the pedestrian network, with sidewalks available on most streets surrounding the development including recent additions north of the site on East Saanich Road which were added in coordination with the Prosser Place development. Saanichton Village, where residents may access their daily amenities and services, is a 10-minute walk away with sufficient sidewalk facilities to support the journey. Gaps in the network, such as the lack of pedestrian facilities on Wallace Drive south of Hovey Road, are to be addressed as outlined in the Central Saanich Active Transportation Plan. There are also plans for Hovey Road to have complete roadside pedestrian facilities to connect to Centennial Park. The existing pedestrian facilities surrounding the site are displayed in **Exhibit 2.3**.

2.2.4 Car-Share

Modo is a two-way car-sharing service; registered members can pick up the vehicle from a parking spot and must return it to the same spot when they are done. The site has two Modos carshare vehicles located just over 800m away (an estimated 10 to 15-minute walk or 5-minute bike) at Wallace Drive and Mount Newton Cross Road. The carshare service features a compact car and SUV.

Another potential car-sharing option for residents of the proposed development is Turo. Turo allows individuals to rent out their private vehicles when not in use. As of September 2023, more than 200 cars are listed that can be picked up at or near the development site.

Other new car-sharing opportunities are anticipated in the years ahead as these types of businesses become more viable with app based and autonomous vehicle technologies.



Exhibit 2.1 Existing Laning & Traffic Control

08-23-0021

1934 Hovey Road
August 2023



Exhibit 2.2 Transit Routes & Stops

08-23-0021

1934 Hovey Road
August 2023



Exhibit 2.3 Cycling & Pedestrian Network

08-23-0021

1934 Hovey Road
August 2023

3. SITE PLAN DESIGN REVIEW

3.1 Site Access Design

The proposed development will have two vehicle access points. The parkade under the market rental building will be accessed from East Saanich Road while the surface parking lot adjacent to the Legion Manor will be accessed from Hovey Road. Pedestrian access to the site's apartment units will be accessed from East Saanich Road. Pedestrian access to the Legion Manor will be from Hovey Road.

3.2 Parking Supply

3.2.1 Vehicle Parking Bylaw Requirements

The vehicle parking requirement rates for the relevant land uses as per Part 6 of the District of Central Saanich's Land Use Bylaw are summarized below in **Table 3.1**. The Residential Apartment land use was applied for the Legion Manor, as the Bylaw had no specific rates for independent senior living. The Bylaw specifies a rate of 0.6 spaces per dwelling for assisted seniors' living, which was not directly applicable for the development.

Table 3.1: Off-Street Vehicle Parking Supply Requirement Rates

LAND USE	REFERENCE	BYLAW RATE
Residential Apartment	Bylaw 2072 - Section 6.5	1.5 spaces per dwelling unit
		0.25 visitor spaces per dwelling unit
Legion Manor (Residential Apartment)	Bylaw 2072 - Section 6.5	1.5 spaces per dwelling unit
		0.25 visitor spaces per dwelling unit
-	-	-

Applying these rates, **Table 3.2** below summarizes the required number of parking spaces and compares it to the proposed parking provision.

Table 3.2: Off-Street Vehicle Parking Requirements

LAND USE	SIZE	REQUIREMENT		PROVIDED		DIFFERENCE
		TYPE	SPACES	TYPE	SPACES	SPACES
Residential Apartment	130 units	Residential	195	Residential	130	-65
		Visitor	32.5	Visitor	6	-26.5
Legion Manor (Residential Apartment)	62 units	Residential	93	Residential	45	-48
		Visitor	15.5	Visitor	12	-3.5
-	192 UNITS	-	336 (48 VIS, 288 RES)	-	193 (18 VIS, 175 RES)	-143 (-30 VIS, -113 RES.)

As shown in Table 3.2, the proposed total parking supply of 193 spaces is 143 spaces below Bylaw requirements. The shortfall from the Bylaw is comprised of 113 resident spaces and 30 visitor spaces.

136 of the parking spaces will be located in a parkade under the apartment building, which will be accessed off of East Saanich Road, an additional 14 at-grade spaces will also be accessed from East Saanich Road. The remaining 43 spaces will be at grade and accessible from Hovey Road.

Overall, the site will be providing 193 vehicle spaces for the 192 residential units (1.01 spaces per unit). 136 of these spaces are in Building A's underground parkade and 57 are at-grade parking spaces. Of the site's total 193 parking spaces, 175 will be for residents (0.91 spaces per unit) and 18 (0.09 spaces per unit) will be for visitors.

When examined between the two buildings, the market rental building with 130 units will have 136 spaces (130 for residents and 6 for visitors) while the Legion Manor will have 57 spaces for its 62 units which equates to 0.92 spaces per unit.

Resident Parking

The total of 175 on-site residential parking spaces represents a variance of 113 resident parking spaces (288 required versus 175 provided).

Visitor Parking

According to Bylaw, the development should provide 0.25 visitor spaces per unit which would equate to a site total of 48 visitor parking spaces. The site plan indicates a total of 18 on-site visitor parking spaces (0.09 spaces per unit). This therefore represents a variance of 30 visitor parking spaces.

Accessible Parking

According to Section 6.5.1 of the Land Use Bylaw, the development requires 2 Type A (van accessible) and 11 Type B (regular) accessible spaces. The site plan indicates a total of 13 Accessible stalls (2 Type A and 11 Type B) and is therefore compliant with bylaw.

Small Vehicle Parking

According to Bylaw, 30% of the vehicle spaces can be small vehicle spaces. The site plan indicates a total of 54 in Building A's parkade and 10 in the surface lots which equates to 32% of the provided spaces. This therefore exceeds Bylaw and represents a variance of four small vehicle spaces.

3.2.2 Bicycle Parking Bylaw Requirements

Well managed, secure, accessible and covered bicycle parking will be provided as part of the development plan. The Building A site plan indicates a total of 308 long-term bicycle spaces in a dedicated bicycle parking room including space for oversized cargo bicycles, which exceeds bylaw requirements.

The Legion Manor will provide 48 long term bicycle stalls which is below bylaw requirements but instead will provide 12 Mobility Scooter spaces which is specific to the anticipated demands of the Legion Manor.

While this represents a variance from Bylaw for long-term bicycle parking for the Legion Manor it is considered suitable for the proposed residential typology.

In addition, a minimum of 42 short-term bicycle spaces will be provided at ground level in well lit, weather protected and highly visible areas.

Current District of Central Saanich bicycle Bylaw requirements are summarized in **Table 3.3**.

Table 3.3: Bicycle Parking Supply Requirement & Provision

LAND USE	DENSITY		BYLAW RATE	BYLAW SUPPLY REQUIREMENT	PROVIDED	DIFFERENCE
	REQ'D VEHICLE SPACES	DWELLING UNITS				
Residential Apartment	228	130	Short-term: 1 space per 10 required vehicular parking spaces Long-term: 1.5 spaces per dwelling unit -	23 Short-term 195 Long-term	24 Short Term 308 Long Term	+1 Short Term +14 Long Term
Legion Manor (Residential Apartment)	109	62		11 Short-term 93 Long-term	18 Short-term 48 Long term 12 Mobility Scooter	+ 7 Short term- -45 Long-term +12 Mobility Scooters
TOTAL				34 SHORT-TERM 288 LONG-TERM	42 SHORT-TERM 356 LONG-TERM 12 MOBILITY SCOOTERS	+8 SHORT TERM +68 LONG TERM +12 MOBILITY SCOOTERS

Overall, the proposed development plan is 19 long-term bicycle spaces short of bylaw requirements, however it is noted that the proposed Long Term bicycle parking supply exceeds Bylaw requirements for the apartment building while the Legion Manor is tailored for their specific needs, with 12 Mobility Scooter spaces. The development's short term bicycle spaces exceed bylaw requirements.

4. PARKING SUPPLY ANALYSIS

4.1 Resident Parking

This section reviews factors that influence parking demand in the context of the proposed development and its vehicle parking variance.

4.1.1 Site Location

As described in Section 2.2, the proposed site is connected to existing transit, cycling, and walking networks. The local transportation network and proximity of amenities is anticipated to allow residents and visitors to commute and run daily errands without a private vehicle.

Despite the development being within walking range of transit which connects the site to the Greater Victoria area and the Saanichton commercial centre area to the north, the area overall is considered rural in nature. The site is approximately 1 km from Saanichton commercial centre.

Within the District of Central Saanich, the site is considered to be within Central Saanich's central or core catchment area which has been designated for more density.

Comparable developments in the area include the Marigold Lands at 7900 Lochside Drive in Saanichton which has a rental building with 235 units, it had a vehicle parking variance approved to a rate of 1.2 parking spaces per unit.

4.1.2 Unit Size

It is noted that the Institute of Transportation Engineers (ITE) Parking Generation Manual suggests 0.68 stalls per dwelling unit for 1-bedroom units and 1.23 stall per dwelling unit for 2+ bedrooms for General Urban/ Suburban areas (not dense Urban or City Core areas). These rates were achieved with little to no Transportation Demand management support. When these ITE rates are applied to the proposed development's unit mix where 150 of the units are studios or one-bedroom apartments and 47 units are 2-bedroom plus units, the anticipated resident parking demand would be 160 vehicle spaces or a site overall parking ratio of 0.81 spaces per unit. This is significantly lower than the proposed 193 spaces which also does not account for the impact of transportation demand management initiatives and also the potential lower-than-average parking demands associated with the senior orientated Legion Manor component of the development.

4.1.3 Rental Tenure Parking Management

As the proposed development is all rental residential units, rather than strata owned units, this would allow for substantive management of the on-site parking spaces. In this way, the site's operator will be able to screen prospective tenants and ensure there is mutual understanding of the limited available site parking before the tenant enters into a rental agreement. This would help minimize the chances of vehicle parking ownership exceeding the available supply.

4.1.4 Affordability

Residential units that qualify as affordable or have another form of subsidization have lower parking ownership rates than market units. Approximately 40% of the Legion Manor units are anticipated to be considered affordable. Since this is yet to be formally confirmed we have omitted this factor from our analysis but do note that the anticipated affordable units are expected to have lower vehicle ownership rates and correspondingly lower vehicle parking demands.

4.1.5 Senior Housing

Senior housing typologies such as independent seniors housing have lower parking rates than regular apartment rates. The development group has been able to obtain parking demand data from the adjacent Legion residential facilities which formed the basis of the proposed parking supply.

4.1.6 On-Street Parking Supply

The proposed plan will result in a total of five curbside parking spaces and one loading space. Four are on Hovey Road, one of these will be reserved a car-share vehicle and the other three will be for short term visitor use. The fifth on-street parking space is the existing space along the site's East Saanich Road frontage.

While these on-street curbside parking spaces do not count towards the development's parking supply, they are anticipated to allow for short term pick-up/ drop-off vehicles. It is noted that short term visitors such as food delivery vehicles typically prefer to use curbside parking rather than traveling into a parkade structure.

4.1.7 Transportation Demand Management (TDM) Measures

Transportation Demand Management (TDM) is defined as the "application of strategies and policies to reduce travel demand (specifically that of single-occupancy private vehicles), or to redistribute this demand in space or in time". A successful TDM program can influence travel behaviour away from Single Occupant Vehicle (SOV) travel during peak periods towards more sustainable modes such as High Occupancy Vehicle (HOV) travel, transit, cycling or walking. The responsibility for implementation of TDM measures can range across many groups, including regional and municipal governments, transit agencies, private developers, residents/resident associations or employers.

To help support the proposed reduced parking supply, the developer proposes to implement a comprehensive TDM strategy for the development. This strategy, which was developed in coordination with Bunt, includes a suite of measures intended to promote the use of alternative transportation modes and reduce the site's reliance on private vehicle ownership. Details of the proposed TDM measures are provided in Section 6.

4.2 Visitor Parking

Previous research conducted by Bunt has repeatedly suggested that a visitor parking rate of 0.05 - 0.08 spaces per unit for residential buildings is adequate to accommodate peak demands. This is supported by

various datasets in a range of density areas and a range of residential typologies. These studies found peak visitor parking demand rates in the range of 0.05 to 0.08 vehicles per unit for multi-family residential regardless of the building being in an urban or more rural setting and was also found to be consistent through residential typologies where, for example, a senior orientated building may have fewer social visitors but instead have more employed visitors. These visitor parking rates are also consistent with Bunt's in-house database of peak visitor parking demand rates.

The proposed on-site visitor parking supply of 18 spaces (6 in Building A's parkade and 12 in the surface lots) equate to 0.09 spaces per unit which exceeds Bunt's anticipated peak visitor demand.

Central Saanich's Land Use Bylaw Section 6.3.3 may be used to permit the sharing of visitor parking between the two proposed buildings.

While 5 additional curbside visitor spaces are available along site frontages and are anticipated to be used by visitors and short-term delivery vehicles, they do not count towards the site's parking count which must all be on-site. However, their presence is noted and if included from a pragmatic perspective they would increase the visitor parking supply to 0.12 spaces per unit.

4.3 Vehicle Parking Supply and Demand Summary

In summary, the following items are anticipated to collectively reduce the parking demand and provide alternative supply options for the proposed development to support the proposed reduced parking supply:

- The proposed site is connected to existing transit, cycling, and walking networks, which reduces the reliance of private vehicle ownership.
- The proposed rental tenure of the residential units allows for management of the on-site parking spaces where prospective tenants would be informed of the limited parking space availability before entering into a rental agreement.
- The development proposes to provide a comprehensive suite of TDM measures to promote the use of alternative transportation modes and reduce the site's reliance on private vehicle ownership (detailed discussion is covered in Section 6 of this report).
- The proposed on-site visitor parking demand is anticipated to accommodate the development's peak demand according to Bunt research.
- The on-street parking spaces along Hovey Road and East Saanich Road do not count towards the site's parking provision, however they are anticipated to be widely used by visitors to the building and are anticipated to have a significant in accommodating short term visitor parking demand.

5. TRAFFIC IMPACT ASSESSMENT

5.1 Existing Operations

5.1.1 Performance Thresholds

The existing operations of study area intersections and access points were assessed using the methods outlined in the 2000 Highway Capacity Manual (HCM), using the Synchro 11 analysis software (Build 1). The traffic operations were assessed using the performance measures of Level of Service (LOS) and volume-to-capacity (V/C) ratio.

The LOS rating is based on average vehicle delay and ranges from “A” to “F” based on the quality of operation at the intersection. LOS “A” represents optimal, minimal delay conditions while a LOS “F” represents an over-capacity condition with considerable congestion and/or delay. Delay is calculated in seconds and is based on the average intersection delay per vehicle.

Table 5.1 below summarizes the LOS thresholds for the six Levels of Service for unsignalized intersections.

Table 5.1: Intersection Level of Service Thresholds

LEVEL OF SERVICE	AVERAGE CONTROL DELAY PER VEHICLE (SECONDS)
	UNSIGNALIZED
A	≤10
B	>10 and ≤15
C	>15 and ≤25
D	>25 and ≤35
E	>35 and ≤50
F	>50

Source: Highway Capacity Manual

The volume to capacity (V/C) ratio of an intersection represents ratio between the demand volume and the available capacity. A V/C ratio less than 0.85 indicates that there is sufficient capacity to accommodate demands and generally represents reasonable traffic conditions in suburban settings. A V/C value between 0.85 and 0.95 indicates an intersection is approaching practical capacity; a V/C ratio over 0.95 indicates that traffic demands are close to exceeding the available capacity, resulting in saturated conditions. A V/C ratio over 1.0 indicates a very congested intersection where drivers may have to wait through several signal cycles. In downtown and Town Centre contexts, during peak demand periods, V/C ratios over 0.90 and even 1.0 are common.

The performance thresholds that were used to trigger consideration of roadway or traffic control improvements to support roadway or traffic control improvements employed in this study are listed below:

Unsignalized Intersections:

- Individual movement Level of Service = LOS E or better, unless the volume is very low in which case LOS F is acceptable.

In interpreting of the analysis results, note that the HCM methodology reports performance differently for various types of intersection traffic control. In this report, the performance reporting convention is as follows:

- For unsignalized two-way stop-controlled intersections: HCM 2000 LOS and V/C output is reported just for individual lanes as the HCM methodology does not report overall performance. SimTraffic estimated queues and delays have also been reported, as the HCM 2000 methodology does not directly take into account the gaps afforded by adjacent signalized intersections;
- For unsignalized All-way Stop controlled intersections: HCM 2000 unsignalized LOS is reported for the overall intersection as well as by intersection approach LOS. The HCM 2000 methodology does not report an overall V/C ratio for All Way Stop controlled intersections. Degree of Utilization calculated with the HCM 2000 methodology is reported for individual movements in place of V/C, which is not part of the HCM 2000 report.

The performance reporting conventions noted above have been consistently applied throughout this document and the detailed outputs are provided in **Appendix A**.

5.1.2 Existing Traffic Analysis Assumptions

Synchro Parameters

Peak hour factors as well as counted pedestrians and cyclists have been input into Synchro. Otherwise, default parameters were used.

5.1.3 Existing Operational Analysis Results

The operations of the study area intersection under existing conditions are shown in **Table 5.2**.

Table 5.2: Existing Traffic Operations

INTERSECTION/ TRAFFIC CONTROL	MOVEMENT	PM	
		LOS	V/C
Hovey Road & East Saanich Road (Two-way Stop Control)	EBLTR	B	0.07
	WBLTR	B	0.03
	NBLTR	A	0.01
	SBLTR	A	0.00

EBLTR – Eastbound Left Through Right vehicle movements in lane.

Table 5.2 indicates the study area intersection currently operates within operation thresholds.

5.2 Site Traffic

Vehicle trip generation for a typical condo residential building of this type is in the range of 0.4 total wo-way vehicle trips per weekday PM peak hour (ITE Trip Generation Manual, Edition 10) which equates to approximately 77 vehicle trips either entering or exiting the site per peak hour. It is acknowledged that the Legion building is likely to have lower trip generation rates due to it having fewer parking spaces and the demographic not traveling as often during the peak hour period however this one trip rate was applied to both residential types, this adds a layer of conservatism to the analysis.

Trip assignment and distribution for future site trips was estimated using existing travel patterns along East Saanich Road as well as engineering judgement.

5.3 Future Traffic Operations

5.3.1 Total Traffic

The total traffic includes both the assumed background traffic as previous described, as well as the estimated site generated traffic.

5.3.2 Future Traffic Analysis Assumptions

Peak hour factors have been kept the same as existing and growth factor was applied to the counted pedestrians and cyclists for future scenario analysis. Otherwise, default parameters were used.

5.3.3 Future Operations Analysis Results

Bunt modeled the adjacent Hovey Road & East Saanich Road intersection to also examine the “with development” scenario traffic operations in regard to anticipated peak period delays and V/C ratios. Weekday PM peak hour delays for minor leg Hovey Road were shown to be minimal with Level of Service B in the peak PM peak hour period both without and with the proposed development.

Table 5.3 shows the forecasted operations for the Total (with site) scenario.

Table 5.3: With Development Total Vehicle Operations

INTERSECTION/ TRAFFIC CONTROL	MOVEMENT	PM	
		LOS	V/C
Hovey Road & East Saanich Road (Two-way Stop Control)	EBLTR	B	0.09
	WBLTR	B	0.09
	NBLTR	A	0.01
	SBLTR	A	0.02

Traffic Analysis used Previous 197 Units Rather than Present 192 Units, Difference Considered Negligible

Analysis indicates that the study intersection is expected to operate well within acceptable operational thresholds after the introduction of the proposed development.

The delays are similar to the existing condition because the through traffic volumes on East Saanich Road, which are not impacted by the proposed development, dictate the delays for vehicles wishing to turn onto East Saanich Road from Hovey Road.

6. TRANSPORTATION DEMAND MANAGEMENT (TDM)

The following section describes the individual TDM measures proposed for the development. These measures are intended to support the reduced parking supply by promoting the use of alternative transportation modes and reducing the site's reliance on private vehicle ownership. The measures were identified have by Bunt to be suitable for the size, location, and requested parking variance of the proposed development, and have been agreed to by the developer.

6.1 Proposed TDM Initiatives

6.1.1 Pedestrian Crossing

It is recommended that a marked pedestrian crossing be introduced along the Hovey Road & East Saanich Road intersection's north leg to assist pedestrians wishing to cross East Saanich Road. The design of the crossing should be consistent with the crossing located just south of Prosser Road which is approximately 170m to the north along East Saanich Road. That crossing has push-button activation with flashing lights. This crossing will provide a connection with future anticipated road work and pedestrian amenities on Hovey Road between East Saanich Road and Wallace Drive in coordination with a future Civic Facility.

6.1.2 Car-Share Vehicle, Memberships, and Driving Credit

The developer is in discussions with Modo to confirm if they can purchase a car-share vehicle and arrange for it to be parked in one of the four on-street parking spaces on Hovey Road. This space would be a dedicated car-share parking space.

Modo is the primary car-share service in Greater Victoria, offering round trips for members. A car-share vehicle will enable residents to have short-term access to a vehicle, without having to buy or maintain their own. As part of the purchase agreement, Modo waives the \$500 membership fee for units, to the value of the provided vehicle. Each membership is tied to a unit and can be transferred between units or to new tenants, as needed. Modo will also provide \$100 in driving credit to any resident joining for the first time.

Various studies have examined the impact of car-share on vehicle ownership. Studies suggest that each shared car may remove 3-11 private vehicles from the local area street system. In addition, the number of vehicles owned per household was reduced by 27% when a Modo membership was acquired¹.

6.1.3 Mobility Assist Parking

The proposed 12 Mobility Scooter spaces for the Legion Manor, in lieu of long-term bicycle spaces are considered appropriate due to the experience of the Legion Manor and their understanding of their members / future resident's particular mobility needs.

¹ <http://www.metrovancouver.org/services/regional-planning/PlanningPublications/MetroVancouverCarShareStudyTechnicalReport.pdf>

6.1.4 Improved Bicycle Parking and Access

The developer is planning to provide high-quality lighting, grades, surfacing, and other amenities that will improve the access to and experience of the bicycle storage rooms. This may include installation of bright LED lights along the access path and in the bicycle room, at-grade or ramp access to the bicycle rooms, extra-wide automatic doors for large bicycle access.

The developer will provide electric charging capabilities for the long-term bicycle parking spaces.

6.1.5 Bicycle Maintenance Facilities

The developer is planning to provide a bicycle wash station and/or repair stand in or near the bicycle storage room. A bicycle wash station features a hose, stand, and drain for washing bicycles. A bicycle repair stand provides a stand with tools for repairing and maintaining a bicycle (e.g., allen keys, pump, tire patches, screwdrivers, etc.). **Figures 6.2** and **6.3** illustrate an example of a bicycle wash station and a bicycle repair stand, respectively.

This removes one of the barriers to cycling for residents who may otherwise have to purchase the tools required to perform basic maintenance on their bicycles. With the significant supply of bicycle parking and strong access to nearby cycling routes, a bike repair station would likely be well used in this development.

Figure 6.2: Bicycle Wash Station Example



Figure 6.3: Bicycle Repair Stand Example



6.1.6 Cargo Bicycle Spaces

The developer will provide extra-large spaces for cargo bicycles in the bicycle storage room. Electric cargo bicycles have high storage capacity and power and are excellent for commutes and for errands, such as grocery shopping. For these reasons, cargo bicycles are more effective at replacing the need for a private vehicle than standard bicycles. **Figure 6.4** illustrates an example of a cargo bicycle.

Figure 6.4: Cargo Bicycle Example



6.1.7 E-Bike Rentals

The development is proposing a e-bike rental program to its residents. This beyond recommended initiative may positively facilitate residents to consider cycling as a viable transportation option for specific trips.

6.1.8 Specialized Parking

Current Bylaw requires Electric Vehicle Energy Management Systems, it is our understanding that Aryze will meet or exceed these Bylaw requirements.

6.1.9 Unbundled Parking Spaces

The development manager will not package parking spaces with the proposed rental units. Instead, tenants will have the option of renting a parking space for an additional monthly fee, subject to availability. Because the monthly rental price will not include a parking space, tenants will not feel an obligation to own a vehicle to utilize an amenity they are already paying for. This policy will also help attract tenants who do not own a vehicle and help incentivise a car-free lifestyle.

Parking spaces should be offered to the larger 2-bedroom and larger units first.

6.1.10 Transportation Options Information Package

New residents are considered a pliable demographic for transportation mode change as they have yet to establish travel patterns from their new address. Clear and simple messages along with practical information about local transit services and walking and cycling routes to and from the site can help encourage residents to use more sustainable transportation modes. Information should be distributed to residents upon their move-in or made available through a website or webpage. The information provided in print or on-line should include:

- Map showing local transit routes (can be obtained from BC Transit - Victoria website);
- Map showing local area cycling routes (can be obtained from CRD website);
- Map showing amenities within a typical walking catchment of 800 metres (can be obtained from Walk Score website: www.walkscore.com).

7. SUMMARY

1. The proposed development at 1934 Hovey Road consists of 192 rental residential units. 130 of these are regular rental apartments in Building A, and 62 in a Legion Manor (Building C) which will be independent living senior units.
2. Vehicle access to the parkade and 14 surface spaces will be from East Saanich Road while the remaining surface parking spaces will be accessed from Hovey Road.
3. The site plan provides a total of 193 vehicle parking spaces (overall residential rate of 1.01 space per unit). 136 of these spaces are in Building A's underground parkade and 57 are at-grade parking spaces. Of the site's total 193 parking spaces, 175 will be for residents (0.91 spaces per unit) and 18 (0.09 spaces per unit) will be for visitors.
4. When examined between the two buildings, the market rental building with 130 units will have 136 spaces (130 for residents and 6 for visitors) while the Legion Manor will have 57 spaces for its 62 units which equates to 0.92 spaces per unit.
5. **Variances** from Bylaw are:
 - **Resident Parking** - The total of 193 on-site residential parking spaces represents a variance of 113 resident parking spaces (288 required versus 175 provided).
 - **Visitor Parking** - The 18 Visitor parking spaces (0.09 per unit) is 30 spaces below the required 48 Visitor spaces (0.25 visitor spaces per unit).
 - **Small Vehicle Parking** - The site plan indicates 64 small vehicle spaces which equates to 32% of the provided spaces which is greater than the bylaw requirement of 30% of provided spaces. This therefore exceeds Bylaw and represents a variance of four small vehicle spaces.
6. The number of accessible parking is compliant with bylaw with 13 Accessible spaces (2 Type A and 11 Type B).
7. Building A's 136 parkade spaces where 130 are for residents, or 1 space per unit plus visitor parking is considered consistent with ITE parking rates for rental apartment buildings in non-urban density locations with the proposed unit mix in regard to unit sizes. The Legion Manor's parking demand is specific for its anticipated demand as they have existing parking demand data to draw from and is consistent with this typology of housing.
8. The following factors are anticipated to help support a lower than bylaw parking provision by reducing demand and providing nearby alternative parking supply options:
 - The proposed site is connected to existing transit, cycling, and walking networks, which reduces the reliance of private vehicle ownership.

- The proposed rental tenure of the residential units allows for management of the on-site parking spaces where prospective tenants would be informed of the limited parking space availability before entering into a rental agreement.
 - The development proposes to provide a comprehensive suite of TDM measures to promote the use of alternative transportation modes and reduce the site's reliance on private vehicle ownership.
 - The proposed on-site visitor parking demand is anticipated to accommodate the development's peak demand according to Bunt research.
 - The on-street parking spaces along Hovey Road and East Saanich Road do not count towards the site's parking provision, however they are anticipated to be widely used by visitors to the building and are anticipated to have a significant in accommodating short term visitor parking demand.
 - If one of the two buildings has excess parking spaces, they could potentially lease a space to a resident from the other building.
9. The Building A site plan indicates a total of 308 long-term bicycle spaces in a dedicated bicycle parking room including space for oversized cargo bicycles, which exceeds bylaw requirements. The Legion Manor will provide 48 long-term bicycle stalls and also will provide 12 Mobility Scooter spaces which is specific to the anticipated demands of the Legion Manor. While this represents a variance from Bylaw for the Legion Manor it is considered suitable for the proposed residential typology. In addition, a minimum of 42 short-term bicycle spaces will be provided at ground level in well lit, weather protected and highly visible areas.
 10. The site is anticipated to generate approximately 80 vehicle trips during the weekday PM peak hour period. This level of traffic generation is not anticipated to significantly impact local area traffic operations. The immediate Hovey Road & East Saanich Road intersection was examined using Synchro software analysis, the traffic model indicates the intersection will continue to operate well within road capacity thresholds with the added traffic from the proposed development.
 11. The post-development vehicle delays are similar to the existing condition because the through traffic volumes on East Saanich Road, which are not impacted by the proposed development, dictate the delays for vehicles wishing to turn onto East Saanich Road from Hovey Road.

The parking variance will be supported with the following TDM initiatives:

- Car-share memberships for all units;
- Bicycle rooms with enhanced access with at minimum 41-inch door widths to accommodate a cargo bike, electrified with 110 volt charging ability and have ground orientated spaces above bylaw requirements, and larger-sized cargo bicycle spaces;

- A bike repair station and a bike wash station to be provided within the bike room;
- An e-bike rental program;
- Mobility assist device parking;
- Unbundled vehicle parking; and,
- Transportation Options Information Package.

The development is also offering the following off-site TDM:

- Improving site fronting sidewalks and boulevards to enhance the area's walkability.
 - Adding a controlled pedestrian crossing along the north leg of the adjacent East Saanich Road & Hovey Road intersection.
 - A Car-Share vehicle with an on-street, Hovey Road site frontage parking space.
12. It is Bunt's view that the proposed vehicle parking supply at 1934 Hovey Road is appropriate for this development and this location and represents right-sized vehicle parking. Saved costs from not building additional parking spaces can be passed onto residents through reduced rental fees.

















APPENDIX A

SYNCHRO TRAFFIC OPERATION OUTPUT

HCM Unsignalized Intersection Capacity Analysis

1: E Saanich Rd & Hovey Rd

















Existing
09-27-2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	5	20	5	5	5	16	252	5	5	224	8
Future Volume (Veh/h)	12	5	20	5	5	5	16	252	5	5	224	8
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	13	5	22	5	5	5	17	274	5	5	243	9
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
Median storage veh												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	576	570	248	592	572	276	252				279	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	576	570	248	592	572	276	252				279	
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1				4.1	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2				2.2	
p0 queue free %	97	99	97	99	99	99	99				100	
cM capacity (veh/h)	417	424	791	397	423	762	1313				1284	
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	40	15	296	257								
Volume Left	13	5	17	5								
Volume Right	22	5	5	9								
cSH	565	484	1313	1284								
Volume to Capacity	0.07	0.03	0.01	0.00								
Queue Length 95th (m)	1.8	0.8	0.3	0.1								
Control Delay (s)	11.9	12.7	0.6	0.2								
Lane LOS	B	B	A	A								
Approach Delay (s)	11.9	12.7	0.6	0.2								
Approach LOS	B	B										
Intersection Summary												
Average Delay	1.4											
Intersection Capacity Utilization	31.8%			ICU Level of Service					A			
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis

1: E Saanich Rd & Hovey Rd

Total
09-27-2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	10	20	15	10	15	16	252	25	20	224	8
Future Volume (Veh/h)	12	10	20	15	10	15	16	252	25	20	224	8
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	13	11	22	16	11	16	17	274	27	22	243	9
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage veh												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	634	626	248	640	618	288	252	301				
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	634	626	248	640	618	288	252	301				
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1	4.1				
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2	2.2				
p0 queue free %	96	97	97	96	97	98	99	98				
cM capacity (veh/h)	366	388	791	360	393	752	1313	1260				
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	46	43	318	274								
Volume Left	13	16	17	22								
Volume Right	22	16	27	9								
cSH	502	459	1313	1260								
Volume to Capacity	0.09	0.09	0.01	0.02								
Queue Length 95th (m)	2.4	2.5	0.3	0.4								
Control Delay (s)	12.9	13.7	0.5	0.8								
Lane LOS	B	B	A	A								
Approach Delay (s)	12.9	13.7	0.5	0.8								
Approach LOS	B	B										
Intersection Summary												
Average Delay			2.3									
Intersection Capacity Utilization			28.9%	ICU Level of Service					A			
Analysis Period (min)			15									

BYLAW NO. 2205

Emilie Gorman
Director of Corporate Services/
Corporate Officer

(1934,1950,1960,1966 Hovey Rd;7551 East Saanich Rd)

Bylaw 2205_East saan_Hovey.DWG

THE CORPORATION OF THE DISTRICT OF CENTRAL SAANICH

BYLAW NO. 2206

A Bylaw to Amend Zoning Bylaw
(1934 Hovey Road)

WHEREAS the Council by Bylaw No. 2180, 2024 adopted the Zoning Bylaw and deems it appropriate to amend the Zoning Bylaw;

NOW THEREFORE the Council of the Corporation of the District of Central Saanich, in open meeting assembled, enacts as follows:

1. TEXT AMENDMENT

Appendix A, to the Central Saanich Zoning Bylaw No. 2180, 2024, as amended, is hereby further amended as follows:

By adding to the Residential Attached: RM-5 zone the following as Section 5 (2):

Despite the regulations above, the maximum Floor Area Ratio permitted for the two proposed lots on the lands legally described as LOT 1, SECTION 7, RANGE 2 EAST, SOUTH SAANICH DISTRICT, PLAN 16991 (1934 Hovey Rd); LOT 3 SECTION 7 RANGE 2 EAST SOUTH SAANICH DISTRICT PLAN 16991 (1950 Hovey Rd); LOT A, SECTION 7, RANGE 2 EAST, SOUTH SAANICH DISTRICT, PLAN 49783 (1960 Hovey Rd); LOT B, SECTION 7, RANGE 2 EAST, SOUTH SAANICH DISTRICT, PLAN 49783 (1966 Hovey Rd); and LOT 2, SECTION 7, RANGE 2 EAST, SOUTH SAANICH DISTRICT, PLAN 16991 (7551 East Saanich Rd) shall be 1.84 for the west lot and 1.7 for the east lot.

2. MAP AMENDMENT

Schedule 1 (Zoning Map) of Appendix "A" of Bylaw No. 2180, 2024, cited as "Central Saanich Zoning Bylaw No. 2180, 2024" as amended, is hereby further amended by changing the zoning designation of the land legally described as LOT 1, SECTION 7, RANGE 2 EAST, SOUTH SAANICH DISTRICT, PLAN 16991 – Parcel Identifier 000-100-196 (1934 Hovey Rd); LOT 3 SECTION 7 RANGE 2 EAST SOUTH SAANICH DISTRICT PLAN 16991 – Parcel Identifier 004-110-544 (1950 Hovey Rd); LOT A, SECTION 7, RANGE 2 EAST, SOUTH SAANICH DISTRICT, PLAN 49783 – Parcel Identifier 015-614-387 (1960 Hovey Rd); LOT B, SECTION 7, RANGE 2 EAST, SOUTH SAANICH DISTRICT, PLAN 49783 – Parcel Identifier 015-614-395 (1966 Hovey Rd); and LOT 2, SECTION 7, RANGE 2 EAST, SOUTH SAANICH DISTRICT, PLAN 16991 – Parcel Identifier 004-130-677 (7551 East Saanich Rd), shown shaded on the map attached to this Bylaw as Appendix "A" from the Residential Neighbourhood (R-N) and Residential Corridor (R-C) zone to the Residential Attached: RM-5 zone.

3. CITATION

This Bylaw may be cited for all purposes as the "**Central Saanich Zoning Bylaw Amendment Bylaw No. 2206, 2024**".

READ A FIRST TIME this	day of	, 20__
READ A SECOND TIME this	day of	, 20__
PUBLIC HEARING HELD this	day of	, 20__
READ A THIRD TIME this	day of	, 20__
ADOPTED this	day of	, 20__

Ryan Windsor
Mayor

Emilie Gorman
Director of Corporate Services/
Corporate Officer

Appendix 'A' To Bylaw No. 2206

Amendment to Land Use Bylaw Schedule "I" Zoning Map

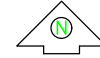
(1934,1950,1960,1966 Hovey Rd;7551 East Saanich Rd)

SUBJECT PROPERTIES

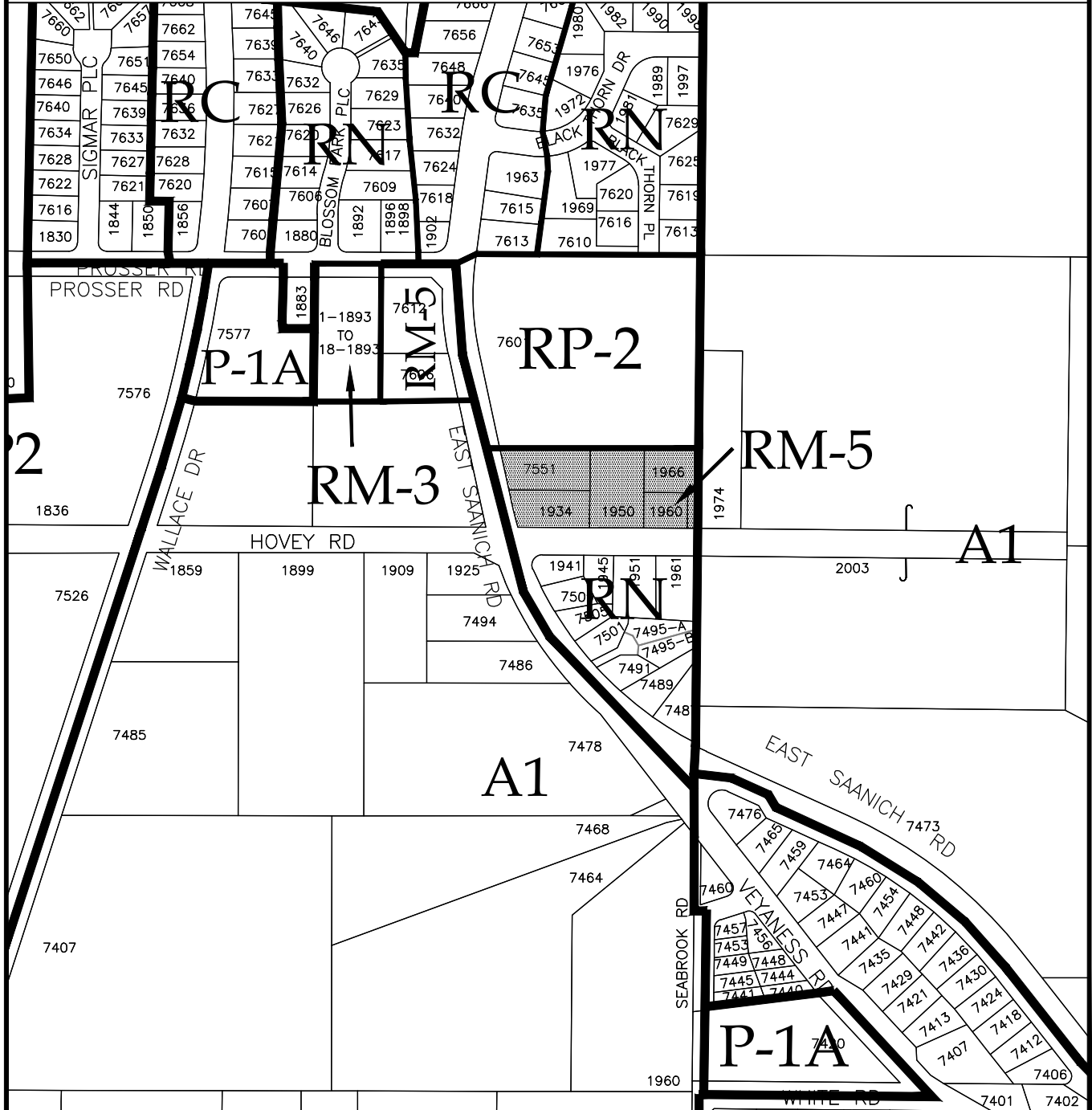
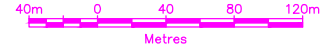
1934,1950,1960,1966 Hovey Rd;7551 East Saanich Rd

From: Residential Corridor (RC) and
Residential Neighbourhood (RN)

To: Residential Attached (RM-5)



scale 1:4000





Central Saanich

DEVELOPMENT PERMIT

NO. 3060-20-10/23

1934, 1950, 1960, 1966 HOVEY RD and 7551 EAST SAANICH RD

TO: HOVEY ROAD HOLDINGS INC.
1839 FAIRFIELD RD
VICTORIA
V8S 1G9

(HEREIN CALLED "**THE OWNER**")

This Development Permit is issued subject to compliance with all of the applicable Bylaws of the municipality.

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

PARCEL IDENTIFIER: 000-100-196

LOT 1 SECTION 7 RANGE 2E SOUTH SAANICH DISTRICT
PLAN 16991

PARCEL IDENTIFIER: 004-110-544

LOT 3 SECTION 7 RANGE 2 EAST SOUTH SAANICH DISTRICT
PLAN 16991

PARCEL IDENTIFIER: 015-614-387

LOT A, SECTION 7, RANGE 2 EAST, SOUTH SAANICH
DISTRICT, PLAN 49783

PARCEL IDENTIFIER: 015-614-395

LOT B, SECTION 7, RANGE 2 EAST, SOUTH SAANICH
DISTRICT, PLAN 49783

PARCEL IDENTIFIER: 004-130-677

LOT 2, SECTION 7, RANGE 2 EAST, SOUTH SAANICH
DISTRICT, PLAN 16991

(HEREIN CALLED "**THE LANDS**")

1. The development of the above noted lands shall be in accordance with the specifications and plans attached, which form Appendix "A" of the Development Permit.
2. This Development Permit is issued subject to compliance with the provisions of the Land Use Bylaw and all other applicable Bylaws of the Municipality, except as specifically varied by this Permit:
 - a. Subsection 5.54.3(2) is varied to reduce the minimum rear yard setback from 10.5 m to 5.0 m for the building on the proposed eastern lot;
 - b. Subsection 5.54.3(3) is varied to reduce the minimum side yard setback from 6.0 m to 3.0 m for the building on the proposed eastern lot;
 - c. Subsection 5.54.4(3) is varied to increase the maximum allowable height from 15.0 m to 18.8 m for the seniors building (east);
 - d. Subsection 6.3.3 is varied to permit required parking spaces for residential uses on land other than that in respect of which the spaces are required, for up to 14 parking spaces to be provided on the adjacent lot to the north (7601 East Saanich Road);
 - e. Subsection 6.4.20 is varied to increase the maximum allowable percentage of spaces provided to be small car parking from 30% to 32%;
 - f. Subsection 6.5.5 is varied to reduce the required parking for two proposed Residential Apartment buildings from 336 spaces to 193 spaces in total;
 - g. Subsection 6.6.1(4) is varied to reduce the required long-term bicycle parking from 93 spaces to 48 long-term spaces and 12 mobility scooter spaces for the building proposed for the eastern lot;
3. Minor variations to the development (*and not to required or varied Bylaw requirements*) may be permitted by the Director of Planning and Building Services.
4. The owner shall substantially commence construction within 24 months from the date of issuance of this Permit, in default of which the Permit shall be null and void and of no further force or effect.
5. Construction of driveways and parking areas, and delineation of parking spaces shall be completed *prior to the issuance of an Occupancy Permit*.
6. As a condition of the issuance of this Permit, and *prior to building permit issuance*, the following shall be **provided to the Director of Planning** for review and approval:

- a. a landscape estimate and deposit in the amount of 125% of the estimated landscaping costs by way of either an irrevocable letter of credit, or a certified cheque.
7. The Municipality is holding the security as specified to ensure that development is carried out in accordance with the terms and conditions of this Permit. The condition of the posting of the security is that should the owner fail to carry out specified landscaping provisions or create any unsafe condition, the Municipality may use the security to carry out the work by its servants, agents or contractors, and any surplus shall be returned to the owner.
8. As a condition of this Permit, the Owner shall ensure that the landscaping has been successfully established, maintained, and replaced if necessary for a period of one year following the completion of installation of the landscaping.
9. Upon the completion of the installation of landscaping to the satisfaction of the municipality, the owner may provide a replacement letter of credit or certified cheque in the amount of 10% of the initial amount of the security. The municipality may retain the security in the initial amount or the reduced amount for a period of one year following the completion of installation of the landscaping as security for the maintenance and replacement of the landscaping in the event that it is not properly maintained and replaced as necessary by the Owner in accordance with Section 8 of this Permit.
10. The terms and conditions contained in this Permit shall inure to the benefit of and be binding upon the owner, their executors, heirs or administrators, successors and assigns as the case may be or their successors in title to the land.
11. This Permit is **not** a Building Permit.

AUTHORIZING RESOLUTION PASSED AND ISSUED BY MUNICIPAL COUNCIL ON .

Permit Issue date:

Signed in the presence of:

Witness

HOVEY ROAD HOLDINGS INC.

Address of Witness

Date

Occupation

Witness

Date

Address of Witness

Occupation

**THE CORPORATION OF THE
DISTRICT OF CENTRAL SAANICH**

Ryan Windsor, Mayor

Emilie Gorman, Corporate Officer



Central Saanich

APPENDIX "A"

DP # 3060-20-10/23

000-100-196

LOT 1 SECTION 7 RANGE 2E SOUTH SAANICH DISTRICT PLAN 16991

004-110-544

LOT 3 SECTION 7 RANGE 2 EAST SOUTH SAANICH DISTRICT PLAN 16991

015-614-387

LOT A, SECTION 7, RANGE 2 EAST, SOUTH SAANICH DISTRICT, PLAN 49783

015-614-395

LOT B, SECTION 7, RANGE 2 EAST, SOUTH SAANICH DISTRICT, PLAN 49783

004-130-677

LOT 2, SECTION 7, RANGE 2 EAST, SOUTH SAANICH DISTRICT, PLAN 16991

1934, , 1950, 1960, 1966 HOVEY ROAD and 7551 EAST SAANICH ROAD

Attachments:

Development Plans (Rev. 4) by Dialog | Aryze dated November 12, 2024

Landscaping Plans by Dialog | Aryze dated November 12, 2024