



# The Corporation of the District of Central Saanich

## REGULAR COUNCIL REPORT

For the Regular Council meeting on Monday, October 21, 2024

Re: 1934 Hovey Road – Revised Proposal for OCP/Zoning Amendment and DP

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### **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:*
  1. *Increase the maximum permitted height for the market rental building from 15.0 metres to 17.5 metres;*
  2. *Increase the maximum permitted height for the seniors building from 15.0 metres to 18.8 metres;*
  3. *Decrease the minimum required rear yard setback for the seniors building from 10.0 metres to 5.0 metres;*
  4. *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;*
  5. *To permit up to 14 residential parking spaces to be provided on an adjacent lot;*
  6. *To reduce the overall parking requirement for both lots from 345 spaces to 204 spaces;*
  7. *To increase the maximum permitted percentage of small car parking to be provided from 30% to 31% for the market rental building;*
  8. *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 hearing and the Opportunity to be Heard 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 would be offered to hospital staff before being offered to the wider public.*
- b. *That 10% of the units in the market rental building 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 dated October 3, 2024, be provided, or alternatively, bonded for, prior to occupancy of any building.*
- e. *That the following contributions be provided prior to building permit issuance of any building:*
  - *\$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*
  - *First right of refusal to the Saanich Peninsula Hospital workforce for units in the west building*
  - *New senior fitness pad at Legion Manor (\$30,000)*
  - *\$250,000 contribution to the District Active Transportation Fund*

**PURPOSE:**

This report provides an overview of the changes that have been made to the proposal since introduction to Council as well as provides referral comments from the Advisory Planning Commission (APC) and the Saanich Peninsula Accessibility and Advisory Committee (SPAAC).

**BACKGROUND:**

This project was introduced to Council at their meeting on July 22, 2024. Council referred the proposal to the APC and SPAAC for their September meetings and passed the following motion:

*That prior to the amendment bylaws being considered for First Reading, the developer be required to provide a traffic impact assessment (TIA) that considers pedestrian and traffic movement in the area. Due to the horizontal curve in East Saanich Road at the development, the assessment should include a review of traffic safety for vehicles exiting Hovey Road, including agricultural vehicles/equipment, with recommendations on improvements. In addition, the TIA should also consider pedestrian movement between the development and Centennial Park.*

Prior to the APC and SPAAC reviewing the proposal, the applicant had made changes to address comments received from Council as well as the public and the comments outlined in this report are based on the proposal as revised.

**DISCUSSION:**

As mentioned, since the proposal was introduced to Council, the applicant has made changes in response to concerns from Council as well as the public. Overall, the proposal still involves two new buildings, one market rental and one for seniors, with a total of 197 units proposed on two new lots. Revised plans are attached to this report as Appendix A and landscaping plans are included as Appendix B.



**Market Rental Building (West)**

The west building, proposed for market rental units, has seen a reduction in height from six storeys to five storeys, as well as a revised roofline with stepping back of the fifth storey. This has resulted in the absolute building height being reduced from 17.6 metres to 17.5 metres. While a variance to increase the maximum permitted height from 15 metres to 17.5 metres is still required, the reduction of a full storey is an improvement and brings the building closer to compliance with OCP guidelines.

To compensate for the reduction in the number of storeys, the building footprint of the market rental building has been expanded to keep the same number of units (135). This has resulted in an increase in lot coverage from 39% to 41%, still well within the maximum allowable 45%. The proposed floor area ratio has increased slightly from 1.95 to 1.97, whereas 1.6 is permitted under the RM-5 zoning regulations. The setbacks for this building have all remained the same and no variances are required.

The make up of the market rental units with respect to the number of bedrooms has changed slightly, as seen in the table below. The proposed increase in 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. With the change, the proposed unit types per number of bedrooms is substantially in line with the Housing Needs Assessment (HNA). In addition, the percentage of 3-bedroom units would now exceed the target for this type of unit.

<b>Unit Type</b>	<b>Studio</b>	<b>1-Bed</b>	<b>2-Bed (+ den)</b>	<b>3-Bed</b>	<b>Total</b>
Market Rental Initial	31 (23%)	57 (42%)	27 (20%)	20 (15%)	135
Market Rental Proposed	34 (25%)	54 (40%)	24 (18%)	23 (17%)	135
<b>Difference</b>	+3 (+2%)	-3 (-2%)	-3 (-2%)	+3 (+2%)	n/a

The proponent has also indicated that 10% of the units would be provided as affordable housing units, resulting in 14 units being provided as affordable housing. This would be secured by a covenant on title prior to adoption and subsequently through a housing agreement bylaw prior to occupancy of the market rental building.

The access to the parkade underneath this building has been revised and this will be discussed further on in the report.

**Legion Building (East)**

The Legion building has seen a reduction in overall height, from 20.5 metres to 18.8 metres, a reduction of 1.7 metres. The building remains at 6 storeys and still requires a variance for height from 15 metres to 18.8 metres as per the proposed RM-5 zoning. The reduction in height was a result of revisions to the roofline of the building. Besides the reduced height, the building has also been stepped back at the top two levels, further reducing the overall visual impact of the building. The stepping back complies with OCP guidelines for multi-storey buildings.

The building has remained the same with respect to the number of units (62) and the floor area ratio has increased slightly from 1.65 to 1.7, where up to 1.6 is permitted. To compensate for the reduced height, the building footprint was increased, resulting in an increase in lot coverage from 31% to 35%, still well within the maximum allowable lot coverage of 45%. Whereas the initial proposal included a rear yard setback variance from 10.5 metres to 6.0 metres, the current proposal includes a variance to reduce the setback to 5.0 metres. In addition, a side yard setback variance is now required that would reduce the (west) side yard setback from 6.0 metres to 3.0 metres.

### Access and Parking

In collaboration with the Legion site to the north, the access ramp to the parkade underneath the market rental building has now been moved so that it comes in from the north, directly off East Saanich Road. The existing access to the parking area on the current Legion site would be used. This change results in better sightlines for vehicles turning onto East Saanich Road from the market rental building and reduces traffic on Hovey Road.

Due to the new parkade access, a larger portion of the market rental site can be used for parking stalls resulting in an overall increase in the parking ratio. In addition, due to the increase in parking stalls and revised layout, the proposal now includes two less variances and a reduction in the overall parking variance requirement.

The revised proposal includes 147 parking spaces (underground) for the 135 market rental units, a ratio of 1.09 spaces per unit. This is similar to what other recent multi-family buildings have provided. The Legion building would have 43 (surface) parking spaces, of which 12 spaces would be shared visitor parking, for the 62 units for a ratio of 0.5 spaces per unit. In addition, the current Legion site to the north would provide an additional 14 (off-site) visitor parking spaces that would be used for both proposed lots. The visitor parking ratio would be 26 spaces for 197 units for a total of 0.13 spaces per unit. Staff note 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.

A variance to provide residential parking, as opposed to commercial parking (included in the Zoning Bylaw), on an adjacent site is still required. In addition, access easements and a covenant to secure the parking would be required for the two proposed lots to use the parking spaces provided on the current Legion site.

Overall, 204 parking spaces would be provided whereas 345 spaces are required by bylaw, a difference of 141 spaces. This is a substantial improvement (55 spaces) over the previously requested variance of 196 spaces. The shortfall would consist of 118 residential parking spaces and 23 visitor spaces. Based on the parking ratio proposed for the market rental building being in line with previous multi-family rental developments, and the Legion building consisting of seniors' housing for which a lower parking ratio is commonly accepted, staff have no concerns with the requested parking variance.

Under the new proposal, the parking would meet the requirement for accessible parking standards and a variance for the number of accessible parking stalls is no longer required. The proposal includes 2 Type A and 11 Type B parking spaces for a total of 13 accessible parking spaces. The proposed parking layout would still include a variance to increase the percentage of small car parking spaces from 30% to 31%, as opposed to 34% previously.

### 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 B). The parking study describes factors 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:

- 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.

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 leg of the adjacent East Saanich Road & Hovey Road intersection.
- A Car-Share vehicle with an on-street, Hovey Road site frontage parking space.

The above measures would be secured by a covenant to be registered prior to adoption.

#### Bicycle Parking

The market rental building would include 209 long-term bicycle parking spaces, exceeding bylaw requirements by six spaces, including space for oversized cargo bicycles. The Legion building would provide 48 long term stalls, which is below the bylaw requirement, but include 12 mobility scooter spaces to meet the expected demand of the future residents. Short term bicycle spaces for the market rental building would meet bylaw requirements and exceed bylaw requirements by 8 stalls on the Legion site.

The variance for long term bicycle spaces on the Legion site would be to reduce the requirement from 93 long term stalls to 48 long term stalls and 12 mobility scooter spaces.

#### 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:

- \$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
- First right of refusal to the Saanich Peninsula Hospital workforce for units in the west building
- New senior fitness pad at Legion Manor (\$30,000)
- \$250,000 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.

#### Traffic Impact Assessment (TIA)

The TIA report (Appendix C) 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 raised previously and this would be required as part of the subdivision.

## APC

At their meeting on September 18, 2024, the APC passed the following motions:

*That the Advisory Planning Commission accepts the current proposed adaptive designs of the two buildings and considers it to be suitable, pending future changes to adaptive design and accessibility needs.*

*That the Advisory Planning Commission is in support of the seniors housing agreement with the Legion.*

*That the Advisory Planning Commission is supportive of the heights of buildings, as proposed in the amended plans, and supports the associated variances.*

*That the Advisory Planning Commission has some concerns regarding the amount of proposed parking as well as the fee for parking in rental market building.*

*That the Advisory Planning Commission generally accepts how the developer has addressed transportation demand management through vehicle access to the parkade, bike parking, and car share memberships, and thinks the proposal looks appropriate, besides the parking issues noted in the previous motion.*

*That in regards to growth targets in Central Saanich, the Advisory Planning Commission requests better education on what growth targets in Central Saanich are, and agrees that the proposed development meets the demands for senior and rental housing.*

*That the Advisory Planning Commission is supportive of the number of units as presented in this proposal.*

*That the Advisory Planning Commission is concerned about the significant departures this application has from the Official Community Plan.*

## SPAAC

The Committee met on September 26<sup>th</sup> and received the July 22, 2024 staff report to Council and the revised plans for information. The members discussed the need for more accessible units for workforce housing; the need for larger units (2+ bedrooms) to be accessible; that visitor parking needs to be accessible; that landscape design should incorporate accessibility with respect to outdoor gathering spaces, raised garden beds; that future residents should be screened to ensure only those in need should be assigned accessible units; that seniors need full swing of car doors to exit a vehicle and that small car spaces can be challenging in that regard; the need for accessible on-street parking spaces; if the buildings would include power operated doors, the need for short term accessible parking for pick up and drop off.

## 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 market rental building from 15.0 metres to 17.5 metres;*
  - *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 10.0 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 345 spaces to 204 spaces;*
- *To increase the maximum permitted percentage of small car parking to be provided from 30% to 31% 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 staff be directed to work with the proponent to address further concerns with respect to the project before bringing the applications back to Council for consideration of bylaw readings.

**Option 3:**

That alternative direction be provided.

**CONCLUSION:**

The project has been revised by reducing the height of the market rental building to 5 storeys, moving the access ramp to the parkade, adding parking, removing or reducing variances, and providing a range of amenity contributions. The project would now involve the following:

- Amend the OCP designation from Residential to Multi-Unit Residential;
- Amend the zoning from Residential Neighbourhood (RN) 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 permitted height in the RM-5 zone from 15 metres to 17.5 metres and 18.8 metres;
- Variance to reduce the overall parking requirement from 345 to 204 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 31%.
- Variance to provide 12 scooter parking in lieu of 45 long-term bicycle parking spaces for the Legion building.

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

**ATTACHMENTS:**

Appendix A: Development Plans (revised)  
Appendix B: Landscaping Plans  
Appendix C: Parking and Traffic Study  
Appendix D: Draft OCP Amendment Bylaw  
Appendix E: Draft Zoning Bylaw Amendment Bylaw  
Appendix F: Draft Development Permit



REZONING / DEVELOPMENT PERMIT (REV 3)

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

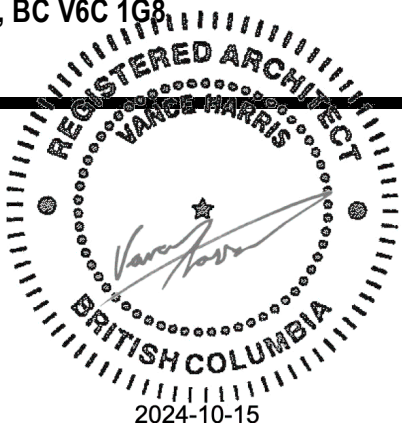
DRAWING LIST

- 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 - LEVEL 05
- DP2.07 WEST BUILDING - ROOF PLAN
- DP2.08 LEGION (EAST BUILDING) - LEVEL 01 / 02
- DP2.09 LEGION (EAST BUILDING) - LEVEL 03 / 04
- DP2.10 LEGION (EAST BUILDING) - LEVEL 05 / 06
- DP2.11 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	ARCHITECT AND PRIME CONSULTANT	LANDSCAPE ARCHITECT	STRUCTURAL ENGINEER	ELECTRICAL ENGINEER	MECHANICAL ENGINEER	CIVIL ENGINEER	CODE	ARBORIST	ENVIRONMENTAL
ARYZE DEVELOPMENTS CONTACT : CHRIS QUIGLEY 1839 FAIRFIELD ROAD VICTORIA, BC V8S 1G9	DIALOG CONTACT : VANCE HARRIS 406 - 611 ALEXANDER STREET VANCOUVER, BC V6A 1E1	DIALOG CONTACT : JAMES GODWIN 406 - 611 ALEXANDER STREET VANCOUVER, BC V6A 1E1	RJC CONTACT : LEON PLETT 220 - 645 TYEE ROAD VICTORIA, BC V9A 6X5	E2 ENGINEERING INC. CONTACT : PATRICK LOURDU 530 HERALD STREET VICTORIA, BC V8W 1S6	DIALOG CONTACT : DAN PRESCOTT 406 - 611 ALEXANDER STREET VANCOUVER, BC V6A 1E1	MCELHANEY CONTACT : NATHAN DUNLOP 500 - 3960 QUADRA STREET VICTORIA, BC V8X 4A3	GHL CONSULTANTS LTD CONTACT : FRANKIE VICTOR 700 W PENDER STREET, SUITE 800 VANCOUVER, BC V6C 1G8	D CLARK ARBORICULTURE CONTACT : MICHE HACHEY 2741 THE RISE VICTORIA, BC V6C 1G8	ACTIVE EARTH CONTACT : STEVE BOYCE 968 MEARES STREET VICTORIA, BC V8V 3J4





DEVELOPMENT DATA

FAR CALCULATIONS

Level	Residential Area							Balcony Area	Stairs		Total Deductions	Net FSR
	Residential Area	Stairs	Circulation / Elevator	Bike Storage / Storage	Mech / Services	Amenity / Lobby	Gross Buildable					
	A	B	C	D	E	F	G (A+B+C+D+E+F)					
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 53,817 sq.ft	390 sq.m	265 sq.m	265 sq.m	4,735 sq.m 50,968 sq.ft	
WEST BLDG (MARKET RENTAL) 00	187 sq.m	13 sq.m	41 sq.m	453 sq.m	0 sq.m	188 sq.m	882 sq.m	0 sq.m	13 sq.m	13 sq.m	869 sq.m	
WEST BLDG (MARKET RENTAL) 01	1,774 sq.m	61 sq.m	195 sq.m	0 sq.m	11 sq.m	95 sq.m	2,136 sq.m	38 sq.m	61 sq.m	61 sq.m	2,075 sq.m	
WEST BLDG (MARKET RENTAL) 02	1,917 sq.m	37 sq.m	207 sq.m	0 sq.m	11 sq.m	0 sq.m	2,172 sq.m	198 sq.m	37 sq.m	37 sq.m	2,135 sq.m	
WEST BLDG (MARKET RENTAL) 03	1,917 sq.m	37 sq.m	206 sq.m	0 sq.m	11 sq.m	0 sq.m	2,172 sq.m	200 sq.m	37 sq.m	37 sq.m	2,135 sq.m	
WEST BLDG (MARKET RENTAL) 04	1,901 sq.m	37 sq.m	206 sq.m	0 sq.m	11 sq.m	0 sq.m	2,155 sq.m	195 sq.m	37 sq.m	37 sq.m	2,118 sq.m	
WEST BLDG (MARKET RENTAL) 05	957 sq.m	25 sq.m	119 sq.m	0 sq.m	8 sq.m	0 sq.m	1,109 sq.m	178 sq.m	25 sq.m	25 sq.m	1,084 sq.m	
Subtotal	8,652 sq.m	210 sq.m	975 sq.m	453 sq.m	52 sq.m	283 sq.m	10,625 sq.m 114,363 sq.ft	809 sq.m	210 sq.m	210 sq.m	10,415 sq.m 112,104 sq.ft	
Grand Total (Above Grade)	12,303 sq.m	475 sq.m	1,477 sq.m	546 sq.m	147 sq.m	677 sq.m	15,624 sq.m 168,180 sq.ft	1,199 sq.m	475 sq.m	475 sq.m	15,150 sq.m 163,071 sq.ft	

Total Site Area: 8,089 sq.m  
Total FSR : 1.87  
Market Rental FSR (w/subdivision) 1.97  
Legion FSR (w/subdivision) 1.69

LEVEL P1		0 sq.m	12 sq.m	2,379 sq.m	88 sq.m	15 sq.m	2,494.54
LEVEL P1 LOWER		24 sq.m	0 sq.m	2,028 sq.m	36 sq.m	0 sq.m	2,088.09
Grand Total	12,303 sq.m	498 sq.m	1,489 sq.m	4,953 sq.m	271 sq.m	693 sq.m	20,207 sq.m 217,507 sq.ft

UNIT MIX

WEST BLDG (MARKET RENTAL) - Unit Mix

	Studio	1BDRM	1BDRM + DEN	2BDRM	2BDRM+DEN	3BDRM	TOTAL
Level 0	0	0	0	1	0	1	2
Level 1	8	11	2	4	0	4	29
Level 2	7	12	1	5	0	5	30
Level 3	7	12	1	5	0	5	30
Level 4	6	12	0	6	0	5	29
Level 5	6	3	0	2	1	3	15
Total	34	50	4	23	1	23	135
	25%	37%	40%	3%	17%	1%	17%
	Studio	1BDRM	1BDRM+DEN	2BDRM	2BDRM+DEN	3BDRM	

EAST BLDG (LEGION) - Unit Mix

	Studio	1BDRM	1BDRM+DEN	2BDRM	2BDRM+DEN	3BDRM	TOTAL
BLDG C LVL 1	0	2	0	0	0	0	2
BLDG C LVL 2	1	11	0	0	0	0	12
BLDG C LVL 3	0	12	0	0	0	0	12
BLDG C LVL 4	0	12	0	0	0	0	12
BLDG C LVL 5	5	7	0	0	0	0	12
BLDG C LVL 6	5	7	0	0	0	0	12
Total	11	51	0	0	0	0	62
	18%	82%	0%	0%	0%	0%	0%
	Studio	1BDRM	1BDRM+DEN	2BDRM	2BDRM+DEN	3BDRM	

GRAND TOTAL	45	101	4	23	1	23	197
	23%	51%	2%	12%	1%	12%	12%
	Studio	1BDRM	1BDRM+DEN	2BDRM	2BDRM+DEN	3BDRM	

DEVELOPMENT PERMIT ZONING SUMMARY

Building Use	REQUIRED RM-1	PROPOSED RM-5	VARIANCE
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)			
From Avg Grade	15.0m	17.5m	2.5m
Effective Building Height (Perceived)	15.0m	15.2m	0.2m
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	1.97	0.37
Lot 2 - East Building (Legion)	1.6	1.7	0.1

OFF STREET PARKING SUMMARY			
Parking Spaces (On Site)	296 Stalls 1.5 Stalls / unit	178 Stalls 0.90 Stalls / unit	-118 Stalls
Visitor Parking (On Site)	49 Stalls .25 Stalls / unit	12 Stalls 0.06 Stalls / unit	-37 Stalls
On Site Subtotal	345 Stalls 1.75 Stalls / unit	190 Stalls 0.96 Stalls / unit	-155 Stalls
Overflow Parking at Legion Property (Off Site)		14 Stalls 1.04 Stalls / unit	-141 Stalls
Total Parking Stalls	345 Stalls	204 Stalls	
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	7.5m	7.5m	0
Parking Setbacks	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)	203 Bikes 1.5 Bikes / unit	308 Bikes 2.28 Bikes / unit	106 Bikes
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 1.5 Bikes / unit	48 Bikes 0.77 Bikes / unit	-45 Bikes

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) 5-STORY, WOOD FRAME BUILDINGS. THE WEST BUILDING CONTAINS 135 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 TOTAL AREA: 10,625 m² EAST BUILDING TOTAL AREA: 5,000 m²	
NUMBER OF STOREYS: ABOVE GRADE: 6 STORIES BELOW GRADE: 1 STOREY	

	Lot 1 West Building (Parkade)	Lot 2 East Building (Legion)	Totals
Standard (2.7m x 5.5m)	88 Stalls	13 Stalls	101 Stalls
Small Car (2.4m x 5.0m) - 30% allowable	54 Stalls	10 Stalls	64 Stalls
Accessible Type A (3.7m x 5.5m)		2 Stalls	2 Stalls
Accessible Type B (2.7m x 5.5m)	5 Stalls	6 Stalls	11 Stalls
Subtotal	147 Stalls 1.09 Stalls / unit	31 Stalls 0.50 Stalls / unit	178 Stalls 0.90 Stalls / unit
Visitor Parking		12 Stalls	12 Stalls
		43 Stalls	190 Stalls
		0.69 Stalls / unit	0.96 Stalls / unit
Overflow Parking at Legion Property (Off Site)		14 Stalls	14 Stalls
Grand Total	147 Stalls 1.09 Stalls / unit	57 Stalls 0.92 Stalls / unit	204 Stalls 1.04 Stalls / unit





DRONE VIEW - LOOKING SOUTHWEST



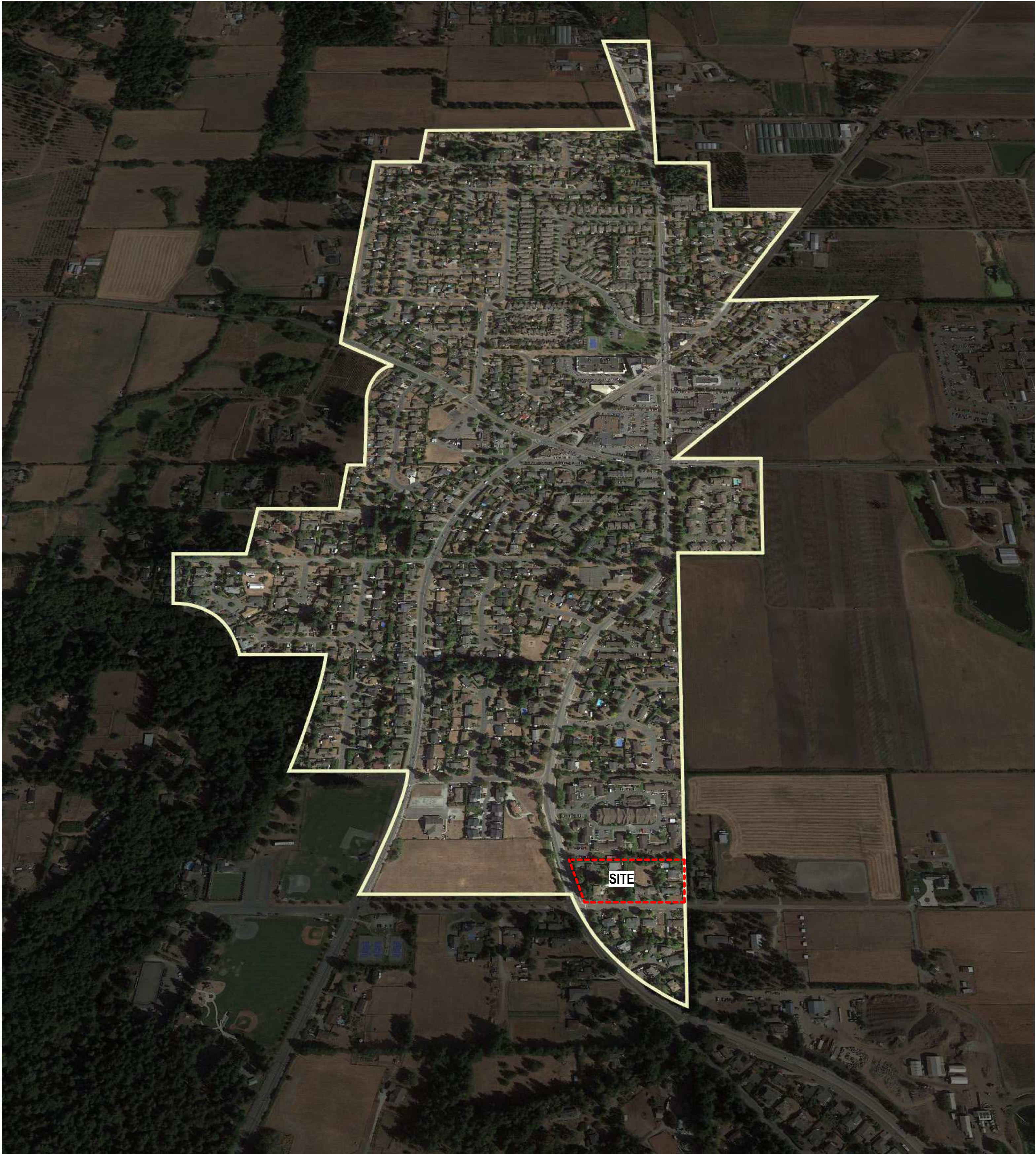
DRONE VIEW - LOOKING SOUTHEAST



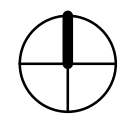
DRONE VIEW - LOOKING NORTHEAST



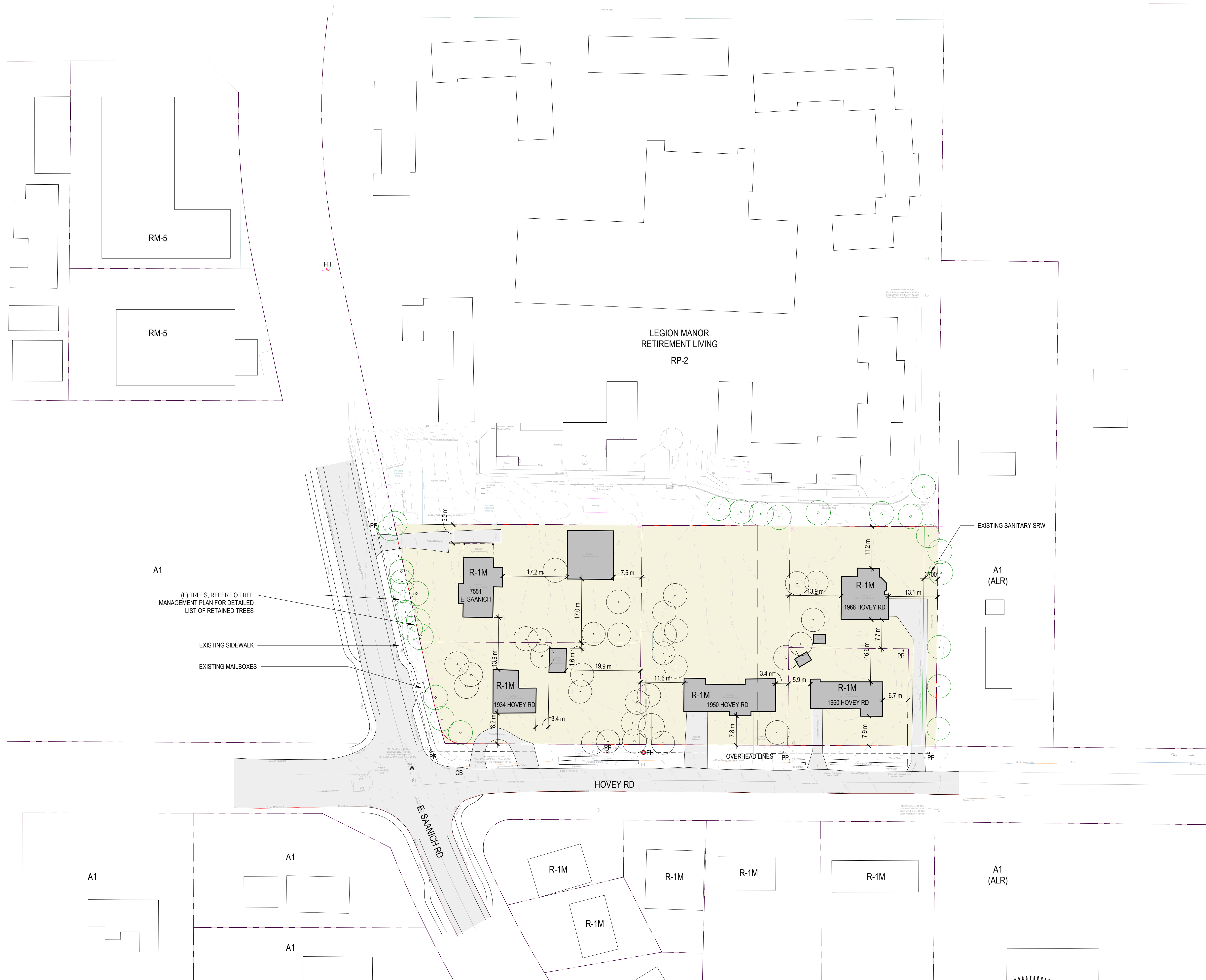
DRONE VIEW - LOOKING NORTHWEST

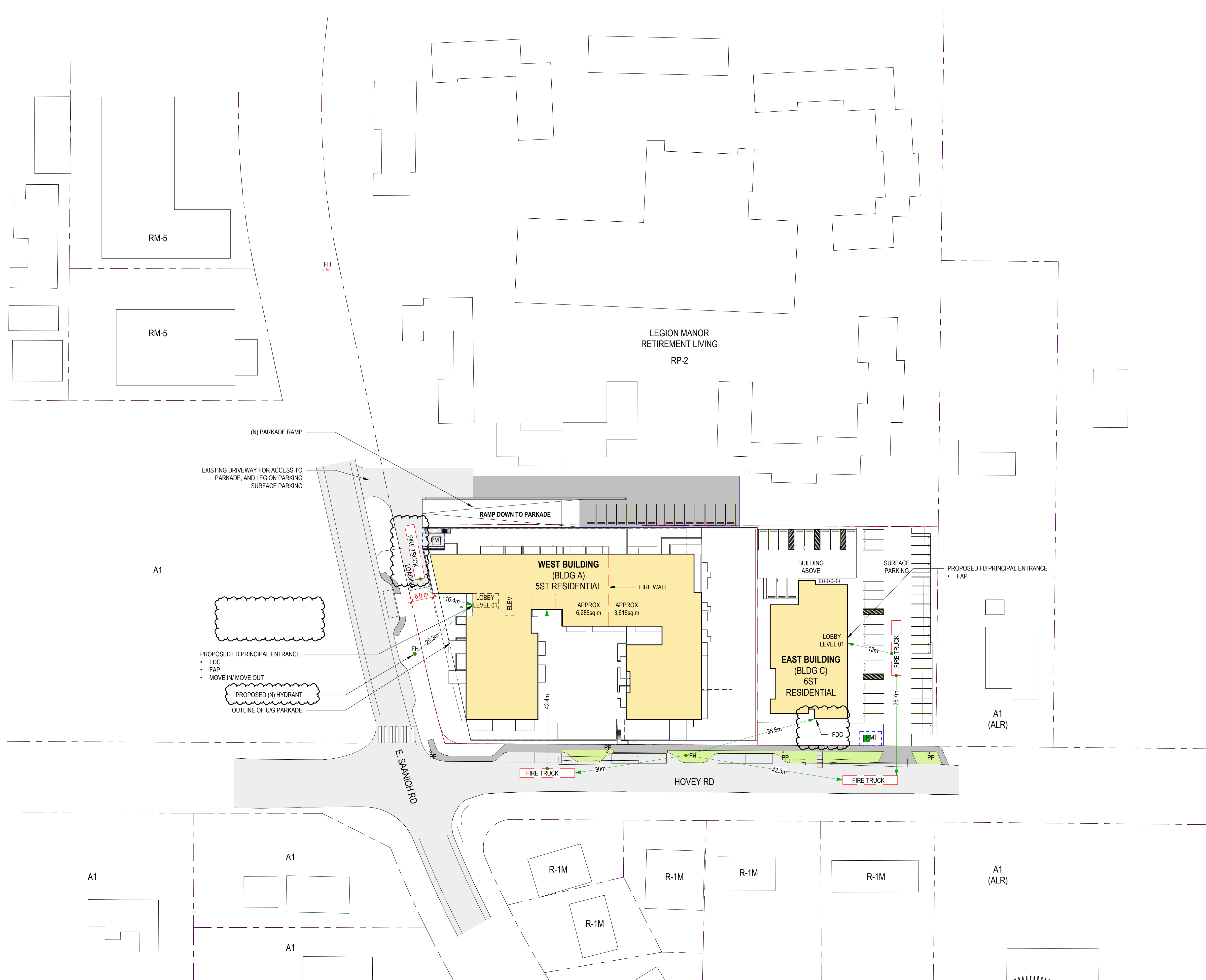


CENTRAL SAANICH URBAN CONTAINMENT BOUNDARY AND SITE LOCATION



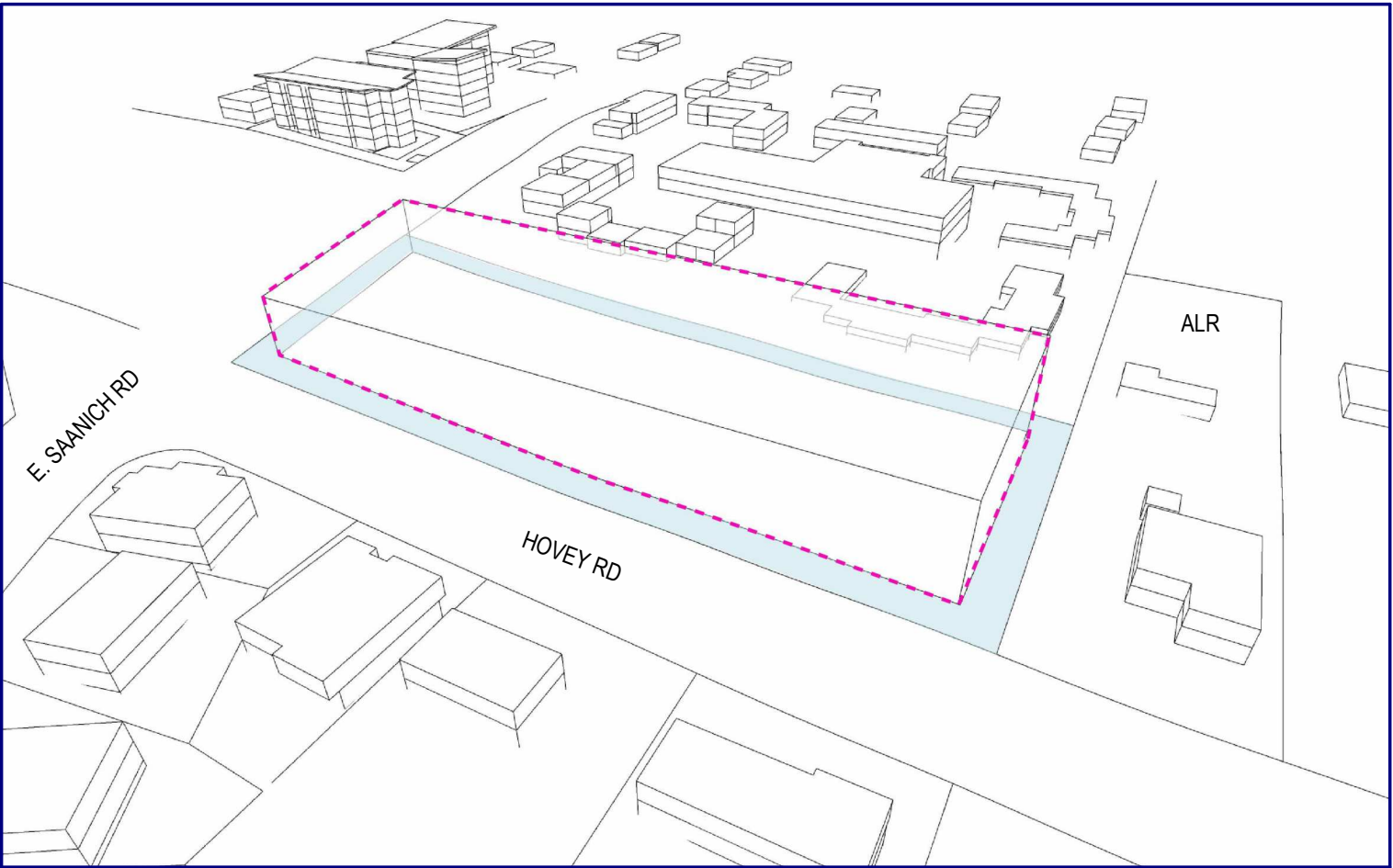




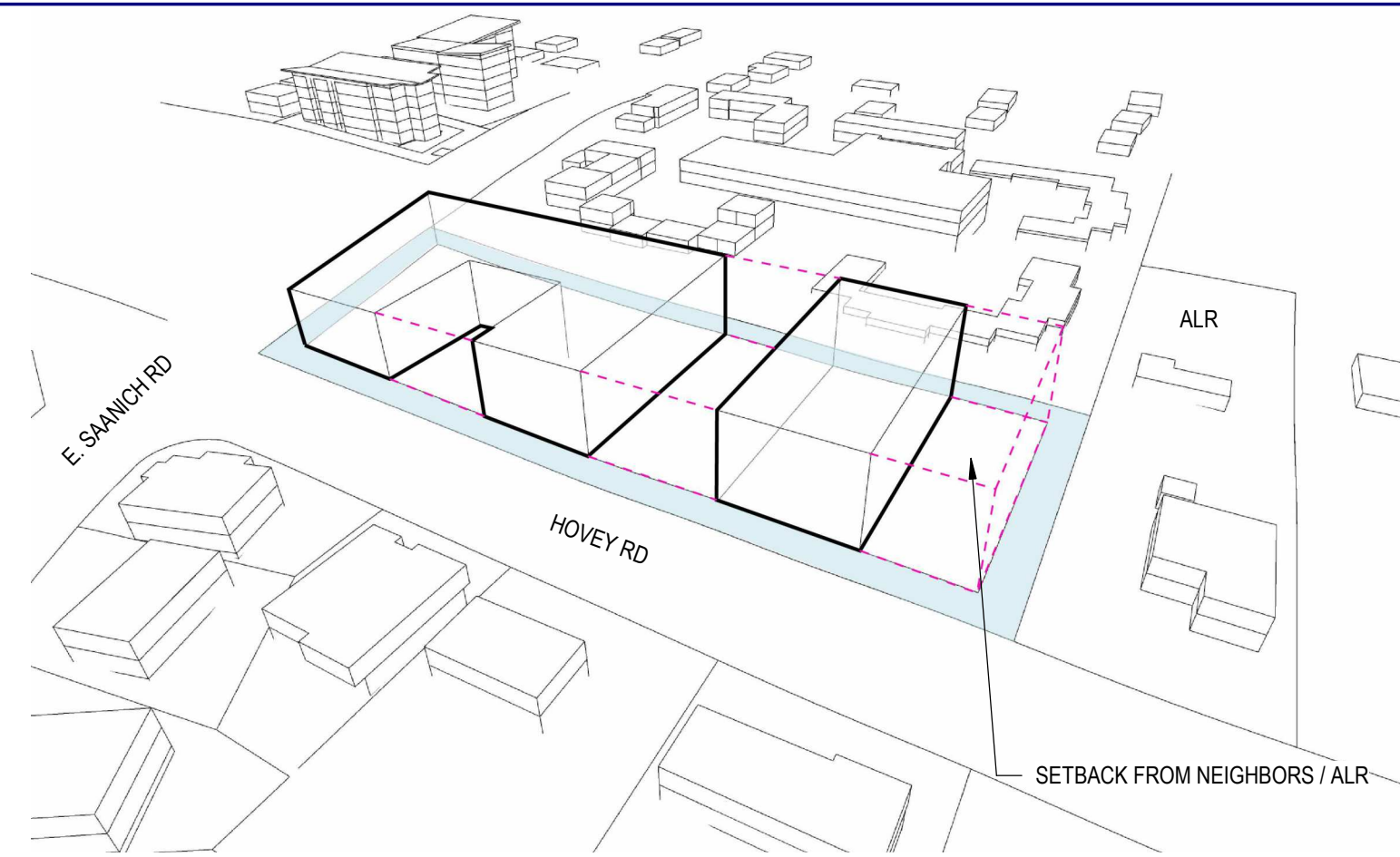




MASSING / LAYOUT



1. DEVELOPMENT ENVELOPE



2. SETBACKS AND BUILDING SEPARATION

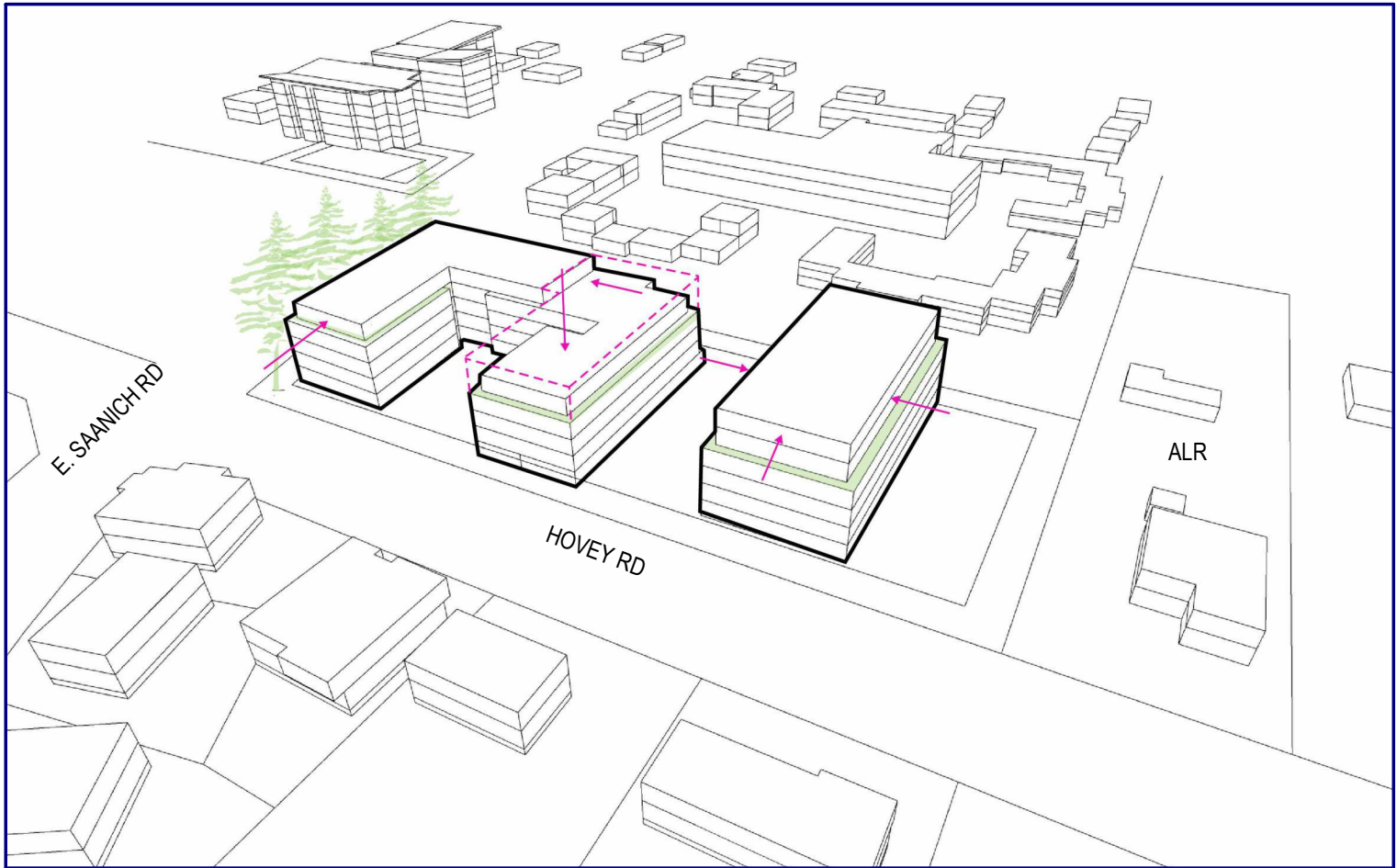
**North-South Orientation**  
The buildings are oriented north-south. This orientation has several advantages, including maximizing sunlight penetration into the spaces between the buildings. It also ensures that sightlines across the site are maintained, creating a more open and connected feeling.



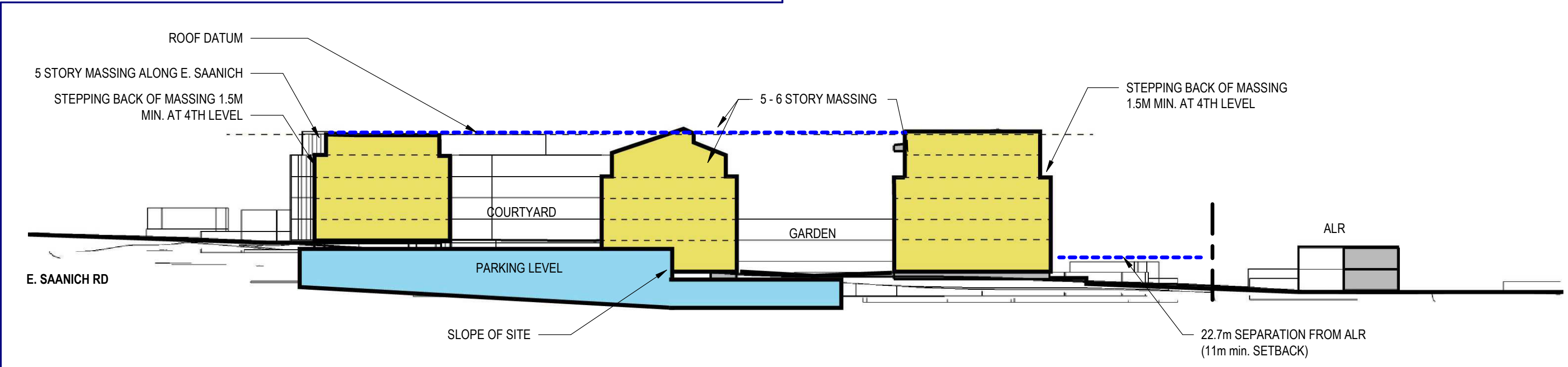
3. LANDSCAPE / ORIENTATION TO STREET

**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.

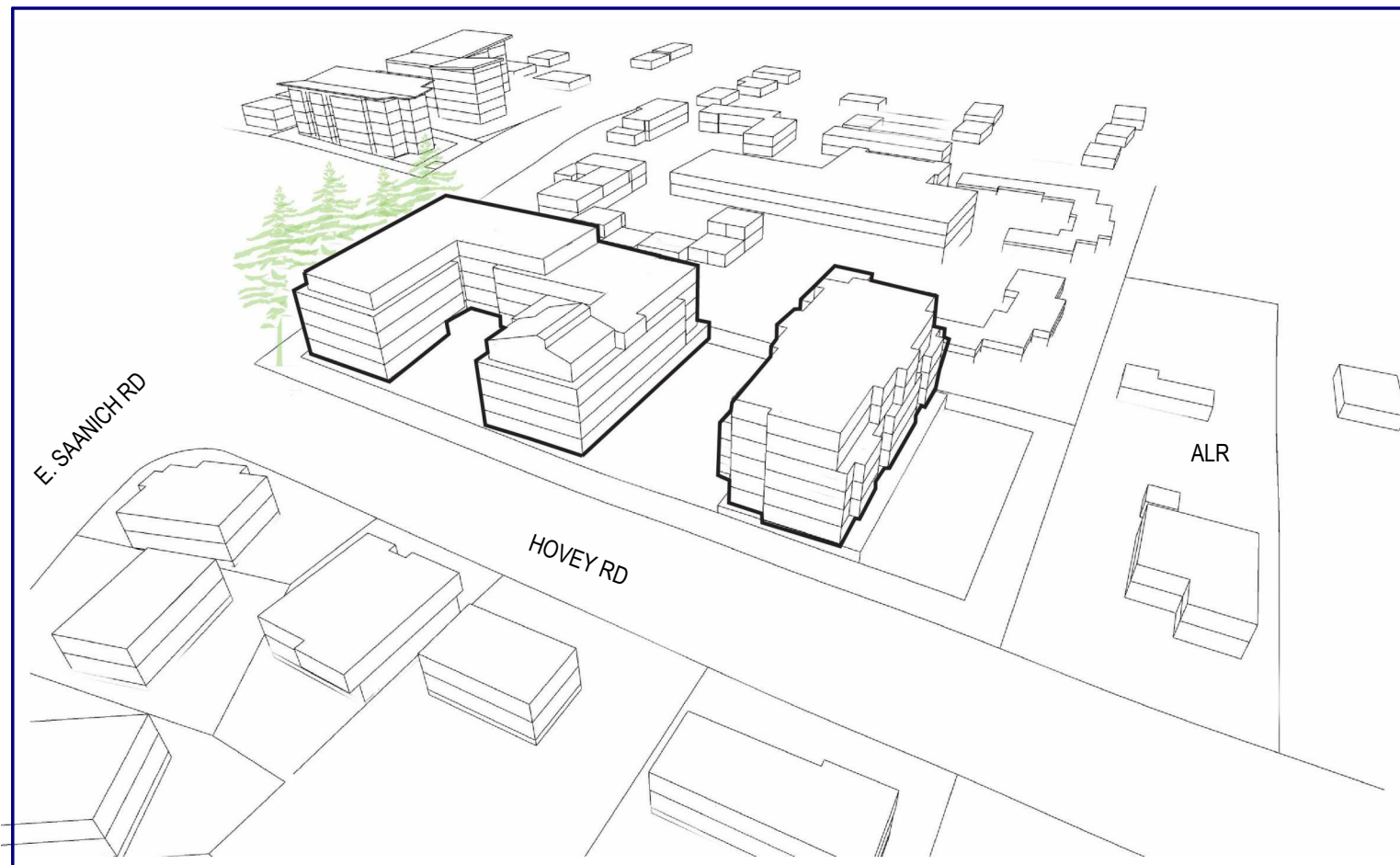


4. PUSH / PULL THE TOP FLOORS



**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

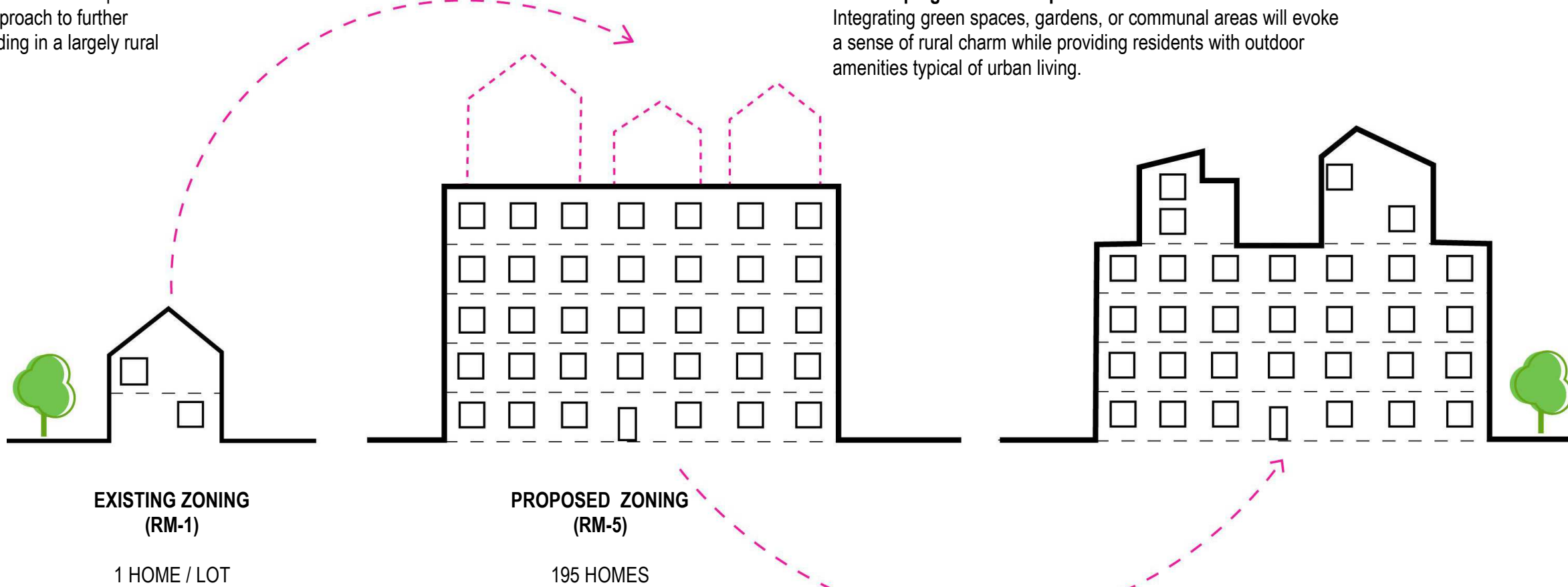
FORM / CHARACTER

**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 it's one and two story neighbors.

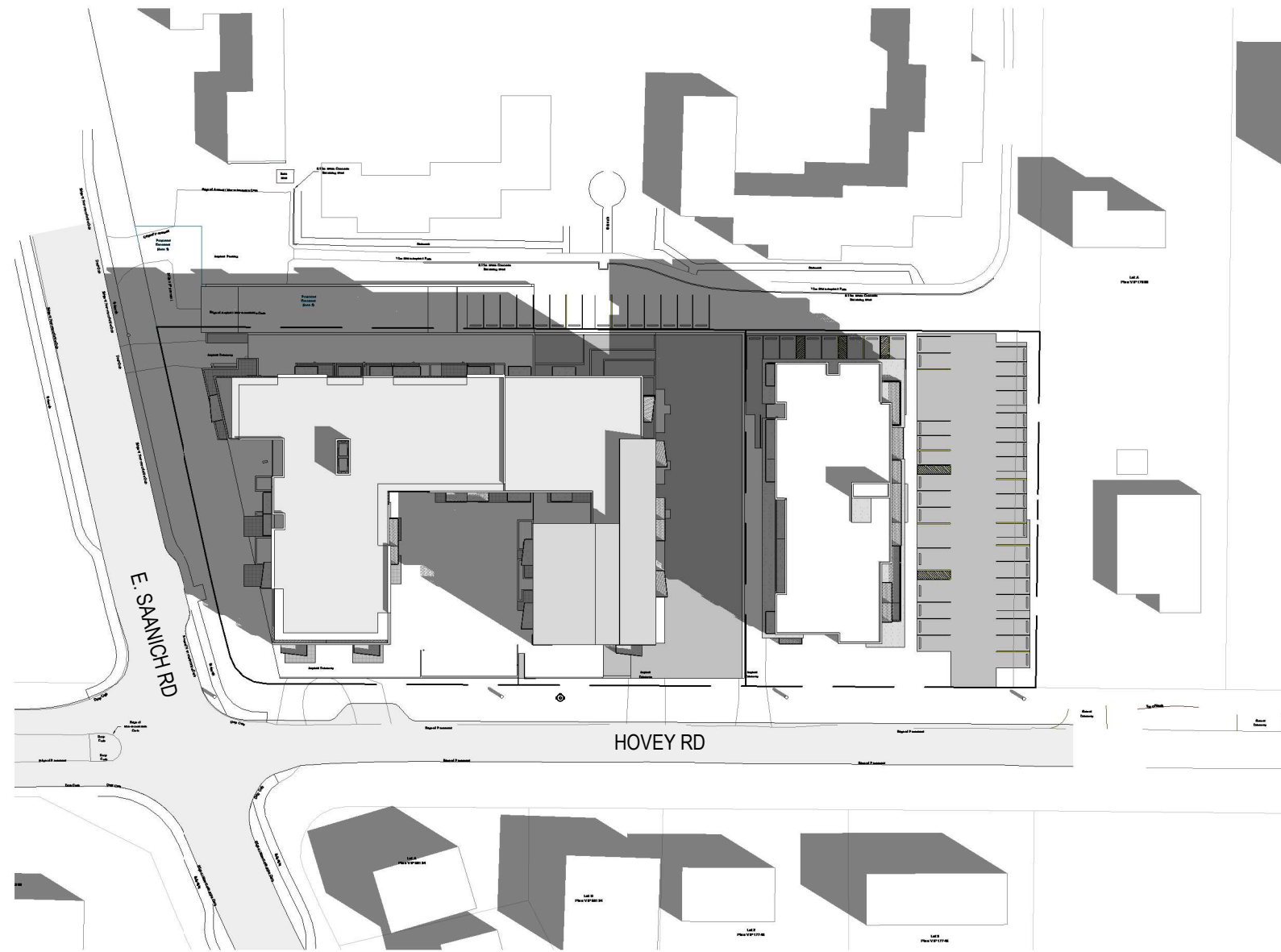
**Setbacks and Spacing**  
Providing additional setbacks beyond the minimum required distances to neighbors is a thoughtful approach to further minimize the impact of a multifamily building in a largely rural single-family neighborhood.

**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.

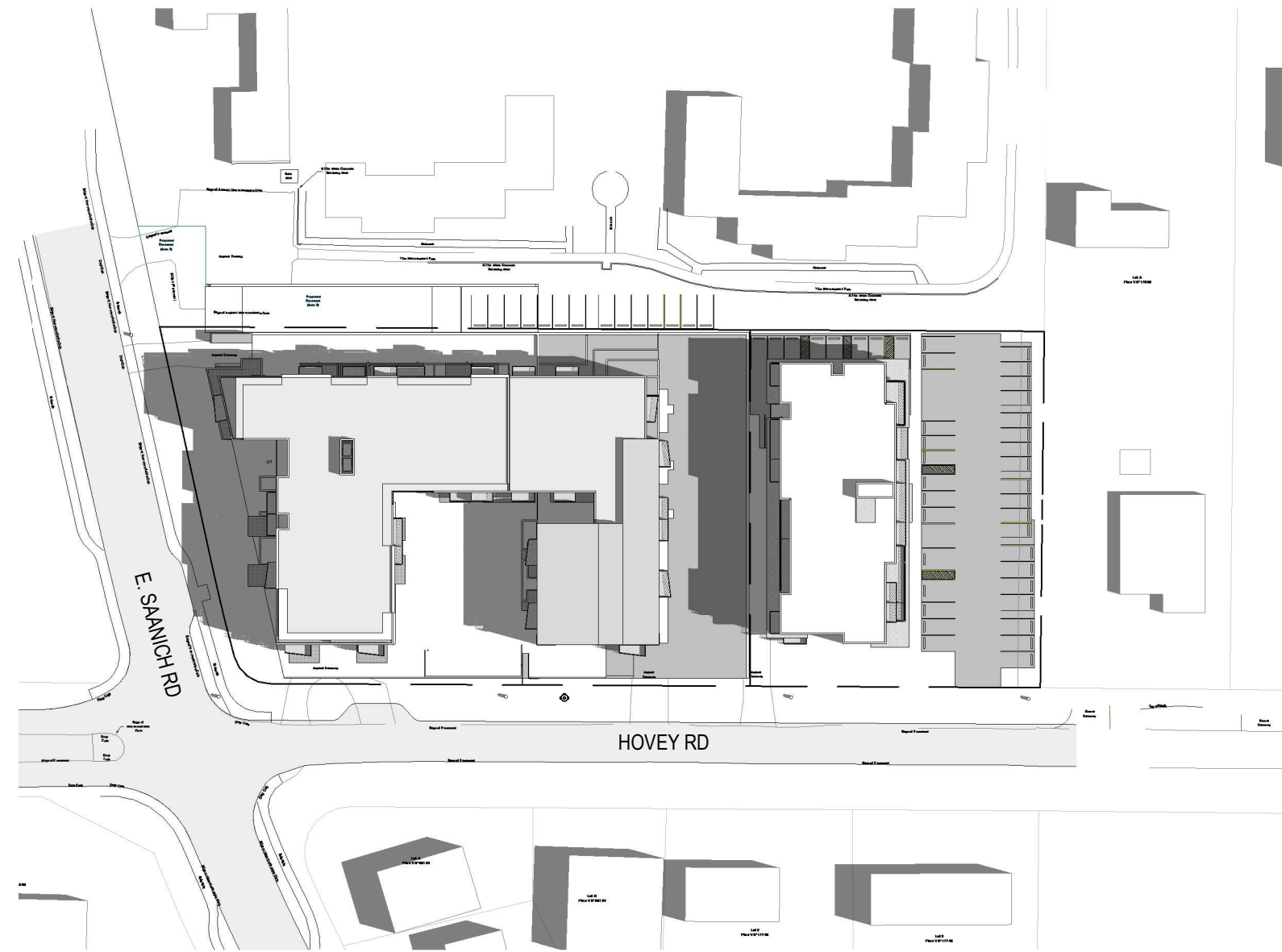
**Landscaping and Green Space**  
Integrating green spaces, gardens, or communal areas will evoke a sense of rural charm while providing residents with outdoor amenities typical of urban living.



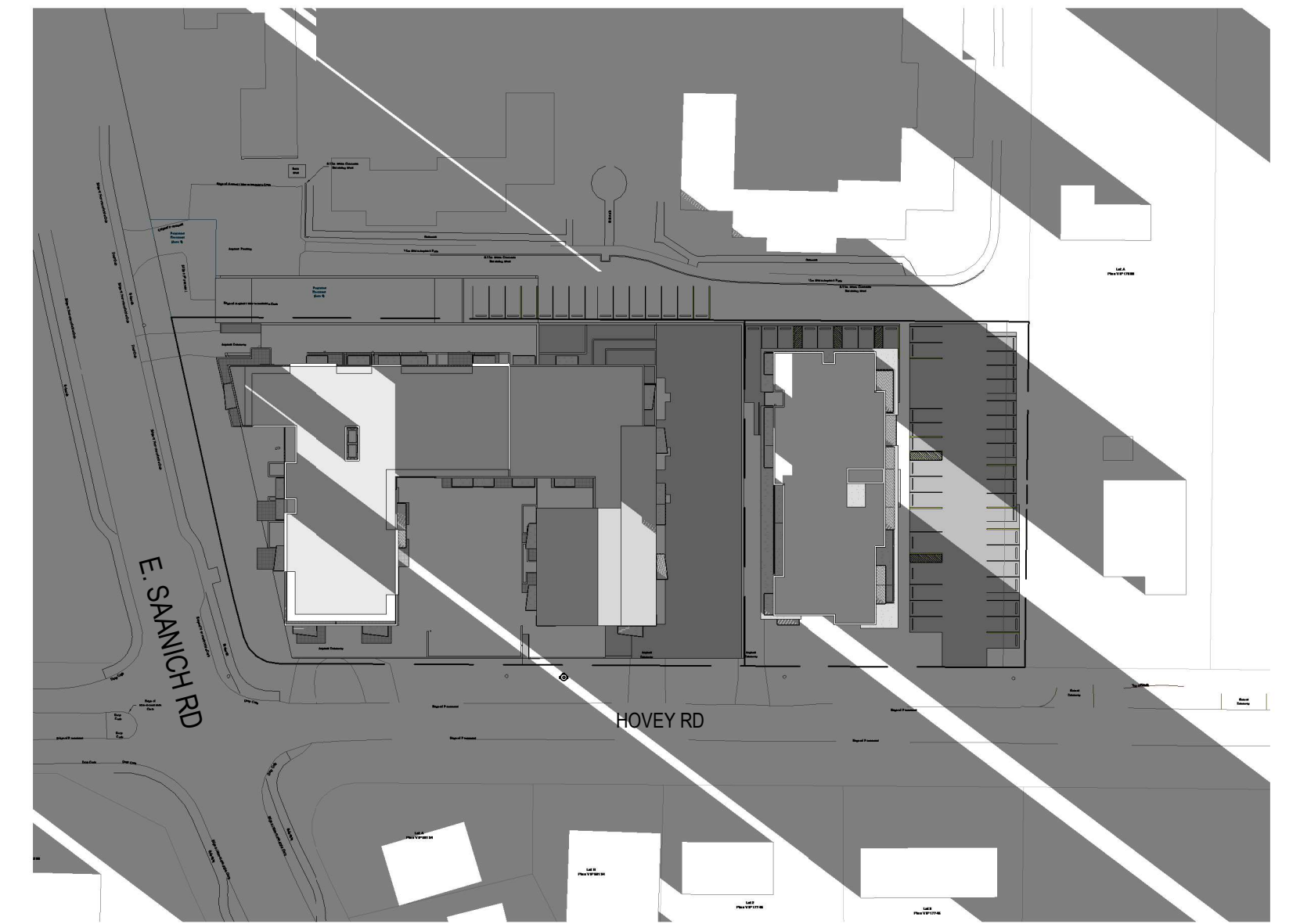




MARCH 21 9AM



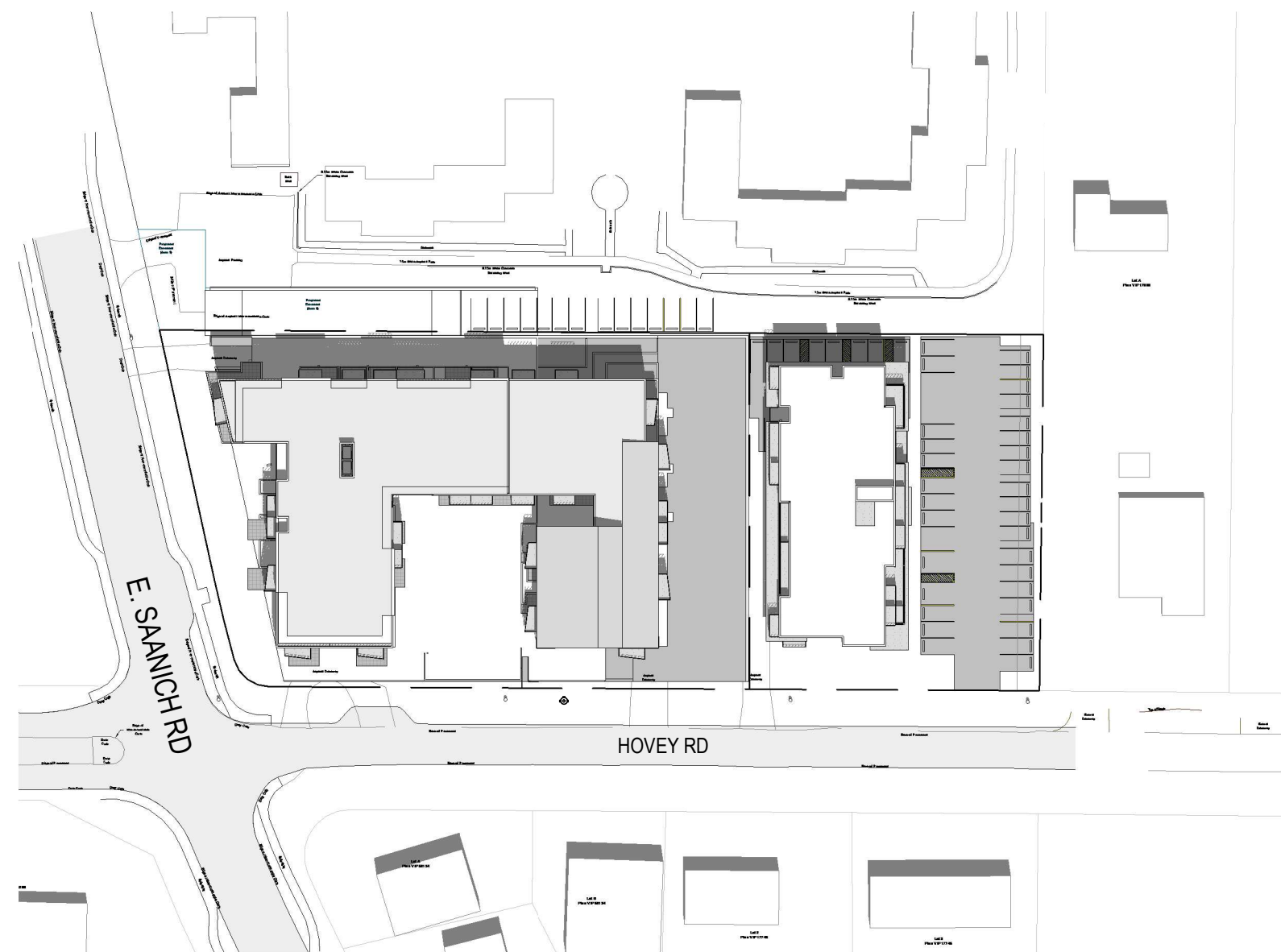
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DEC 21 8AM



MARCH 21 12PM



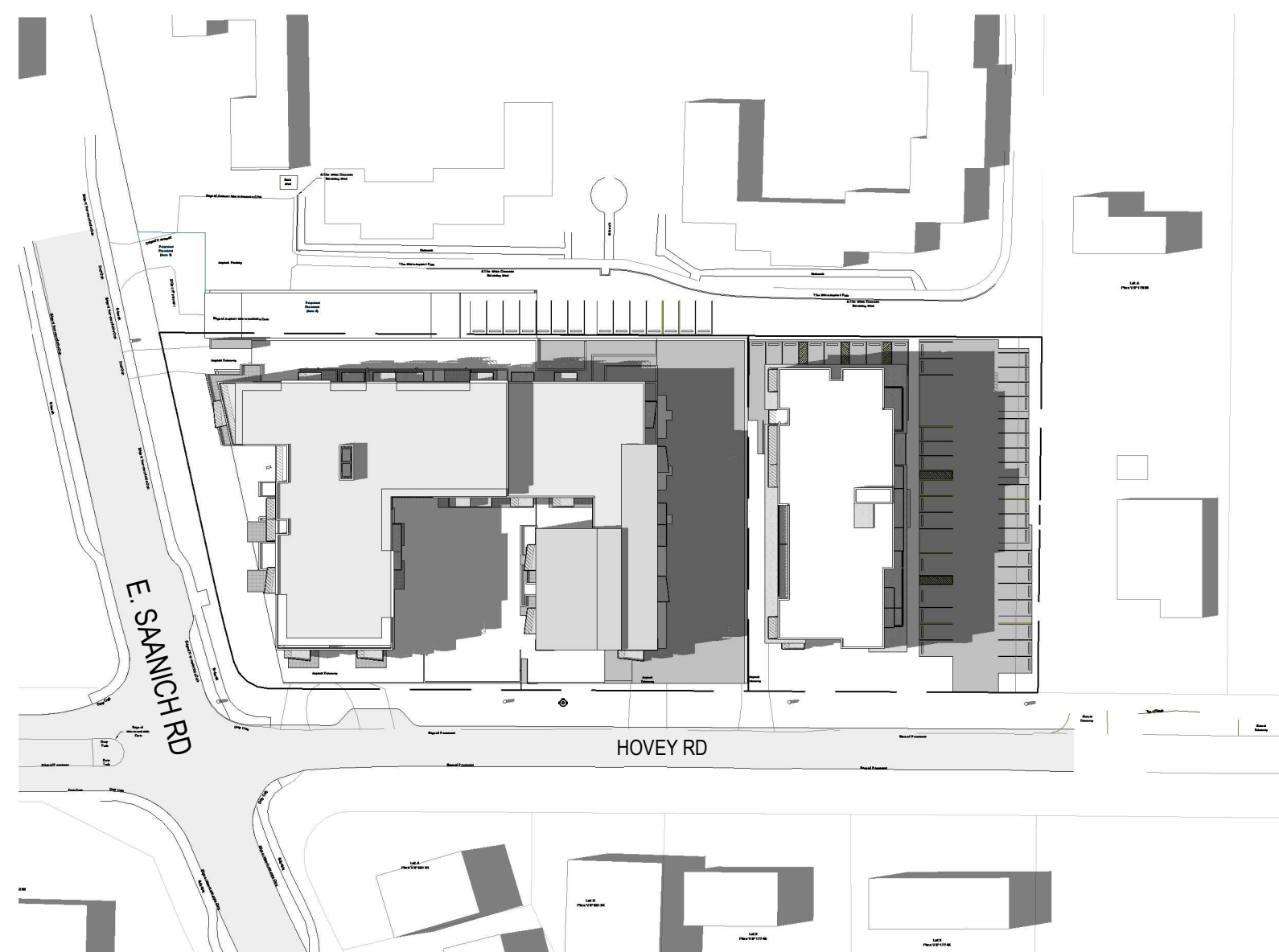
JUNE 21 12PM



DEC 21 12PM



MARCH 21 4PM



JUNE 21 4PM



DEC 21 3PM



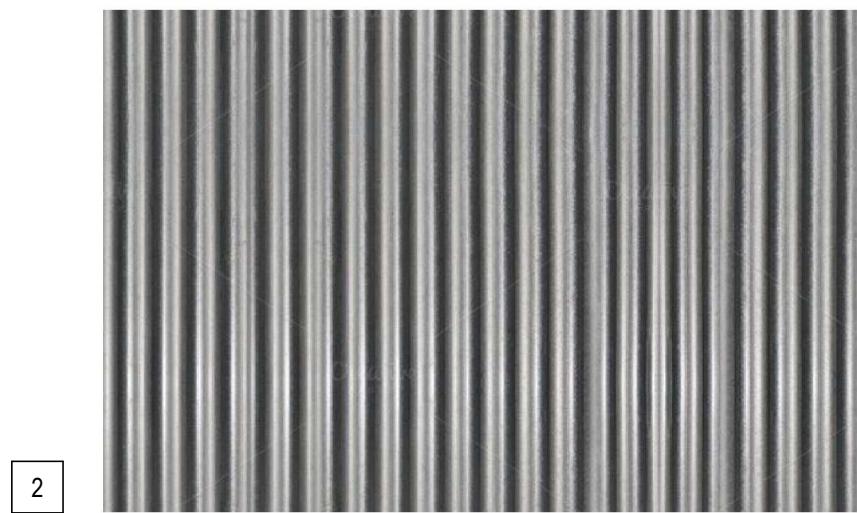
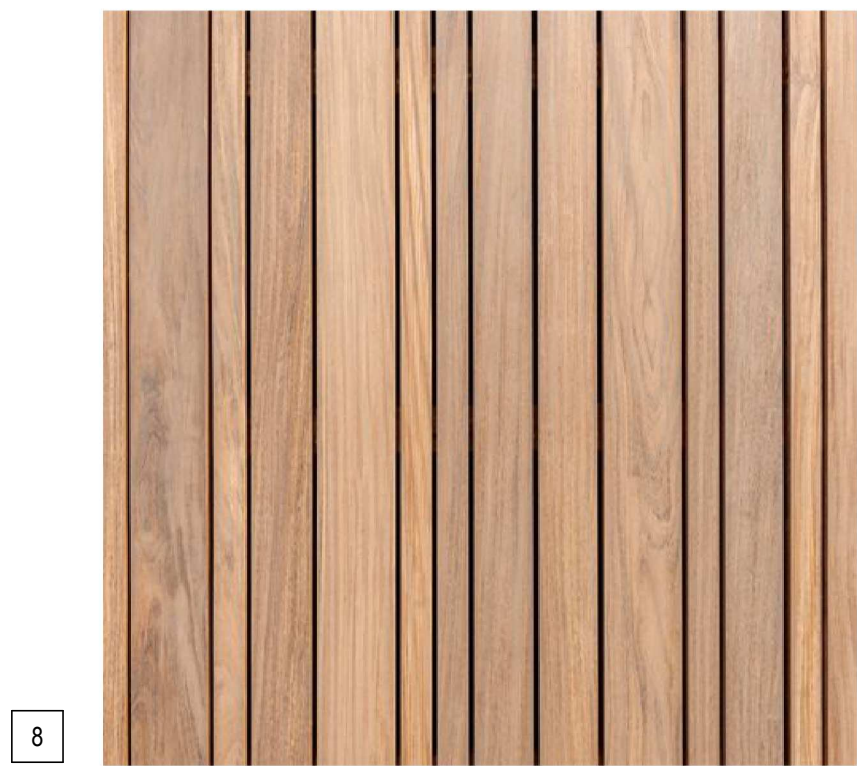


PARTIAL BUILDING ELEVATION  
(EAST BUILDING SHOWN)



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



3

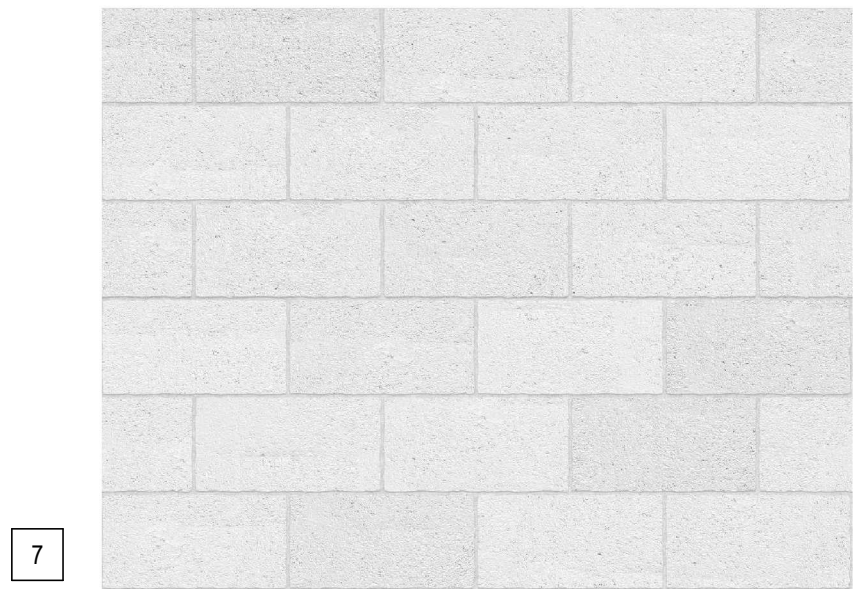
White

4

Light Grey

5

Dark Olive



7

MATERIAL PALLETE 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





VIEW ALONG HOVEY ROAD, LOOKING INTO THE WEST BUILDING COURTYARD





ENTRY TRELLIS / GATEWAY TO LEGION BUILDING



MAIN ENTRY ALONG HOVEY RD.



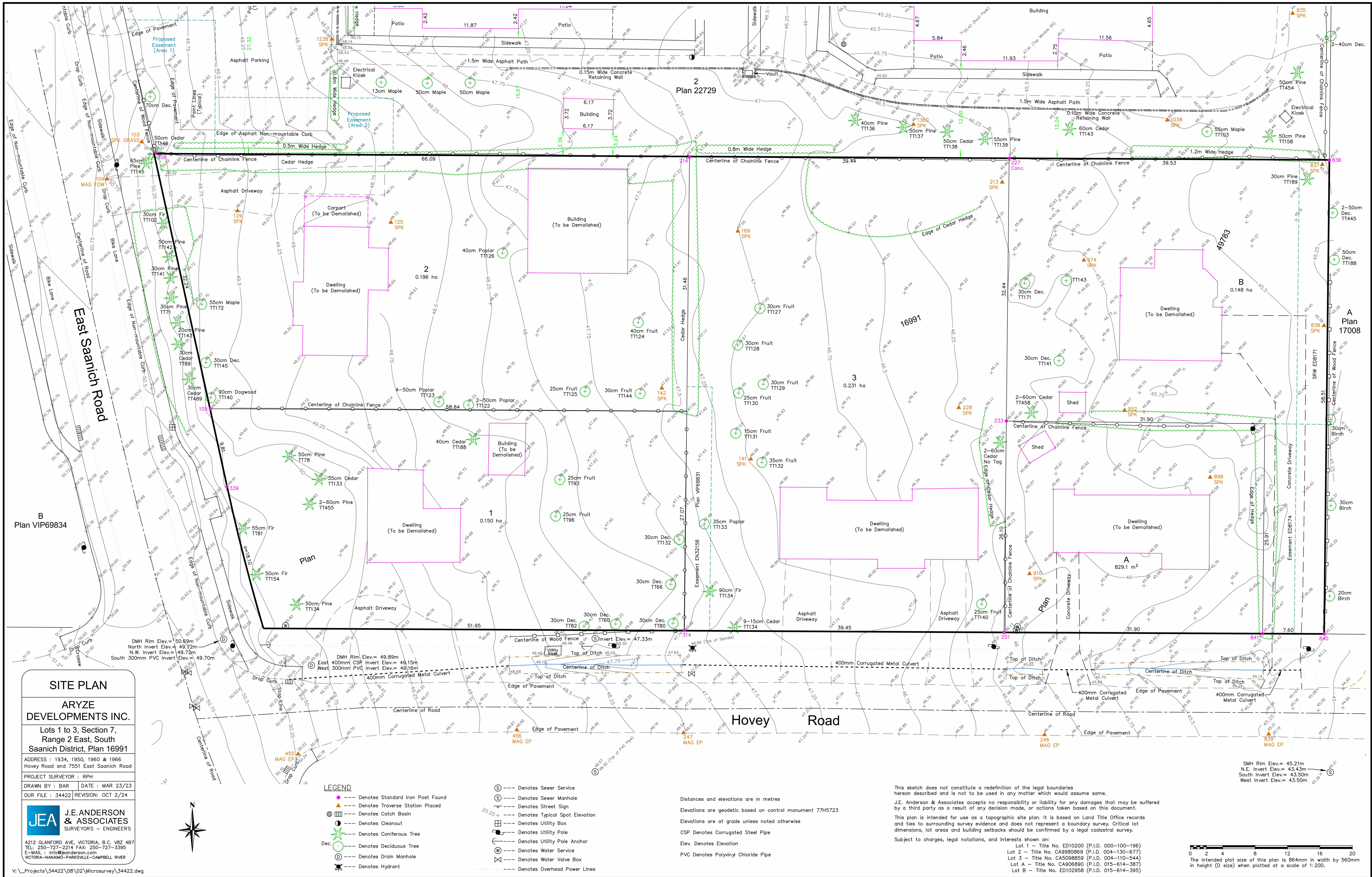


1 HOVEY ROAD ELEVATION  
SCALE: 1 : 200



2 EAST SAANICH ROAD ELEVATION  
SCALE: 1 : 200







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		
<b>Natural Grade (Average)</b>	<b>47725</b>	<b>Natural Grade (Average)</b>	<b>46178</b>

[illegible]



**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)  
5ST RESIDENTIAL

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**

A1  
(ALR)

A1  
(ALR)

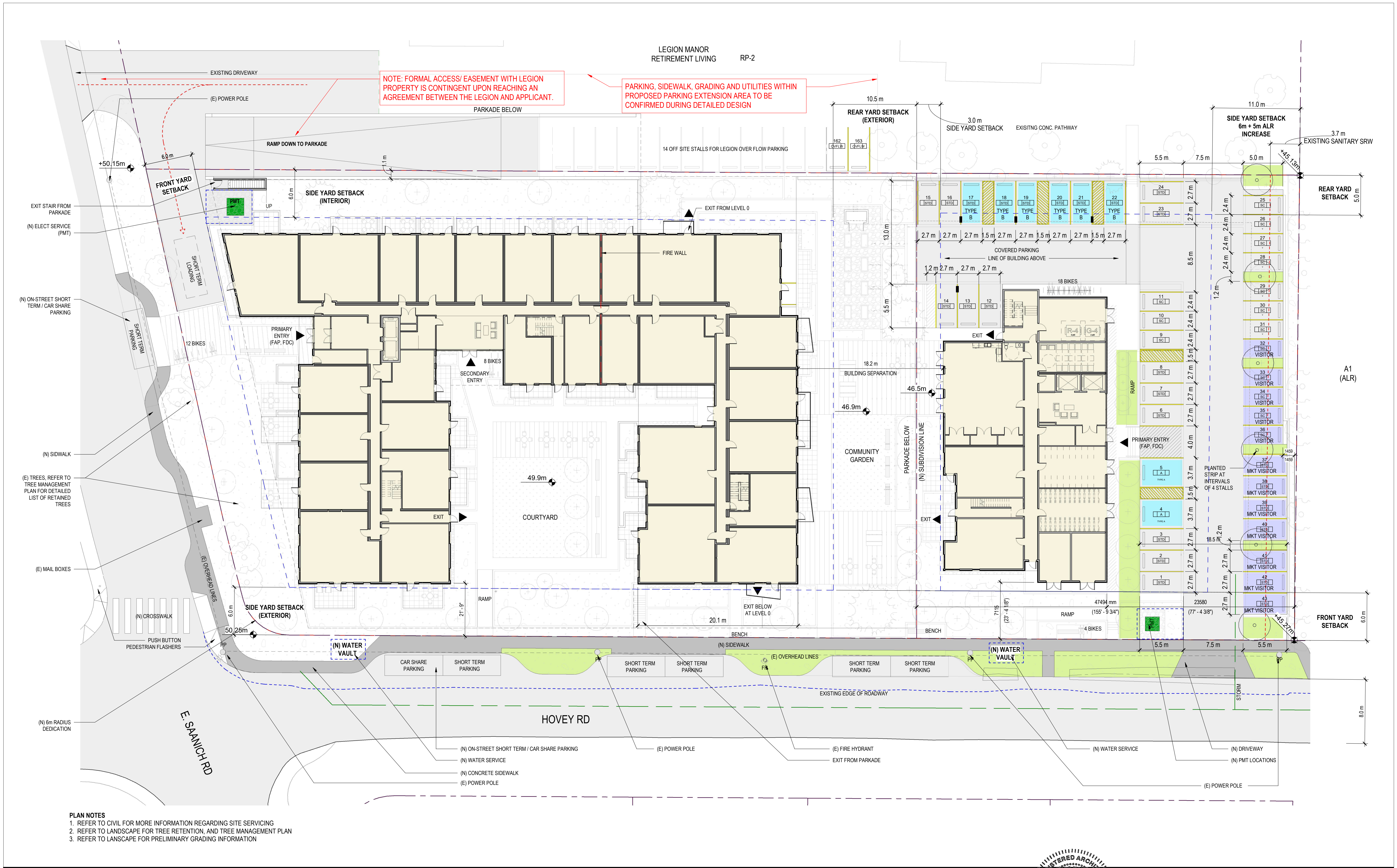
R-1M

R-1M

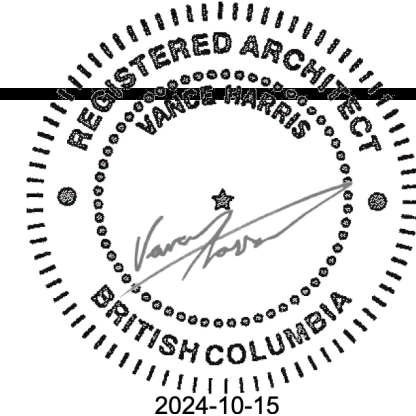
R-1M

R-1M



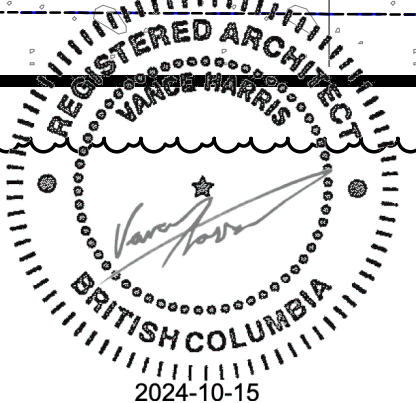
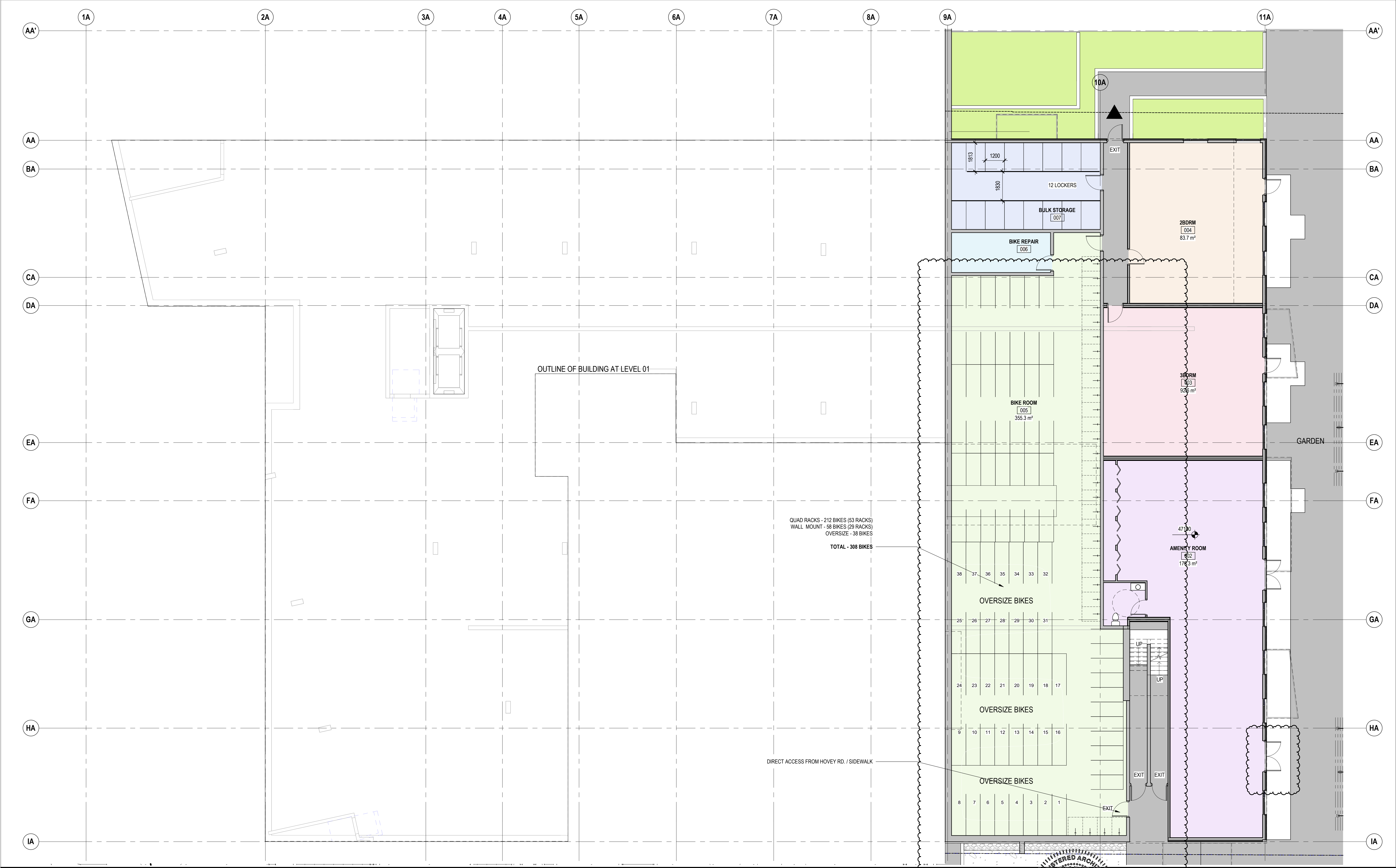


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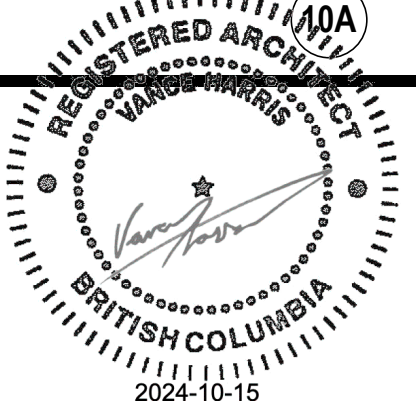




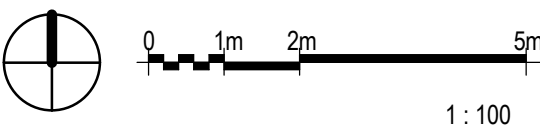
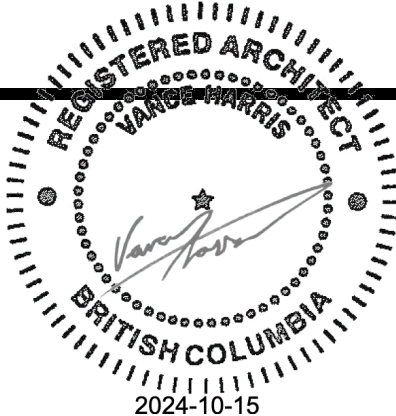




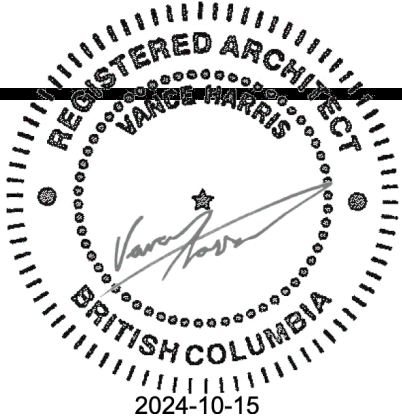


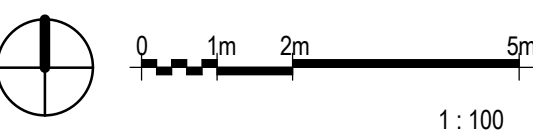
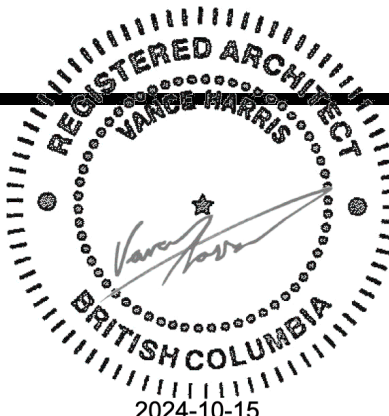




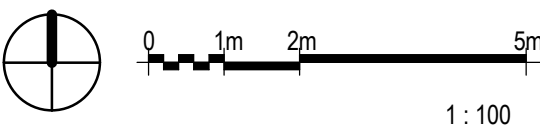
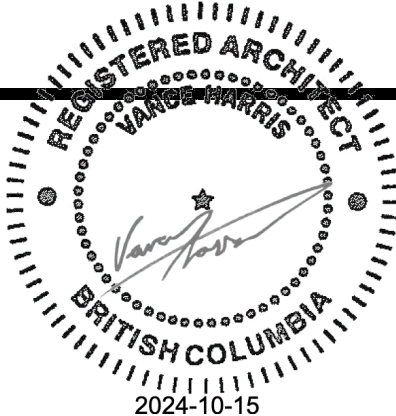


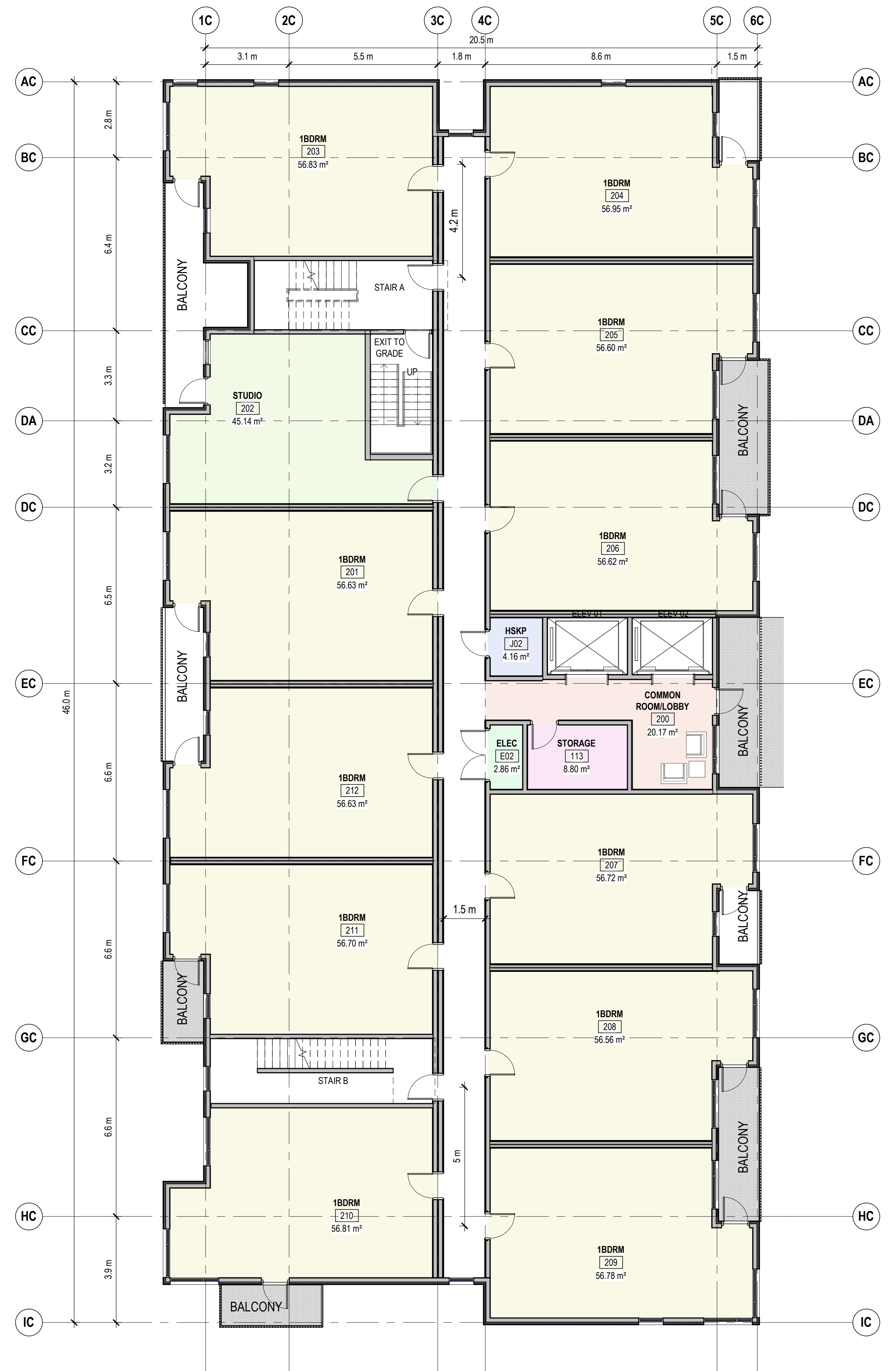




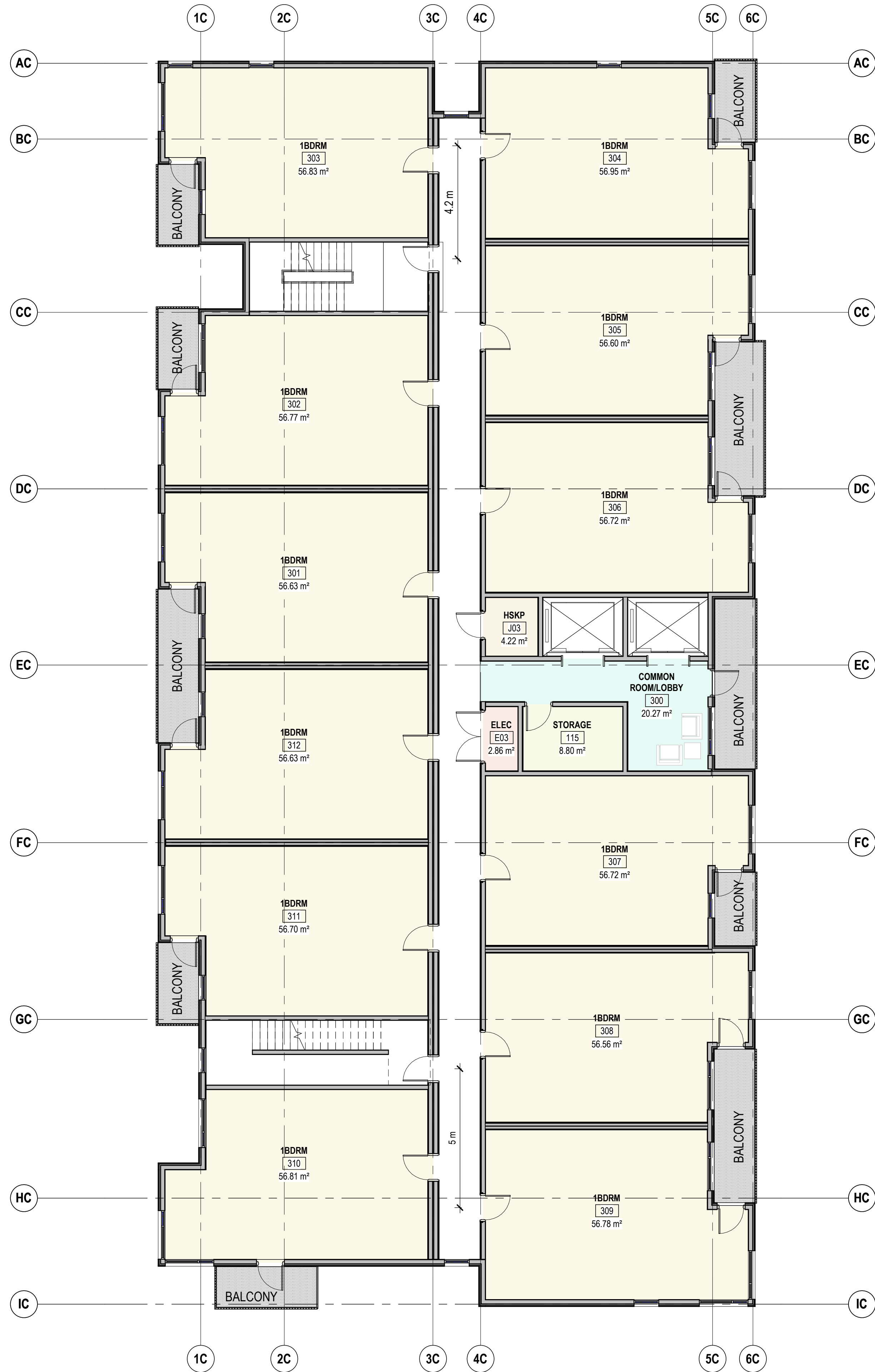




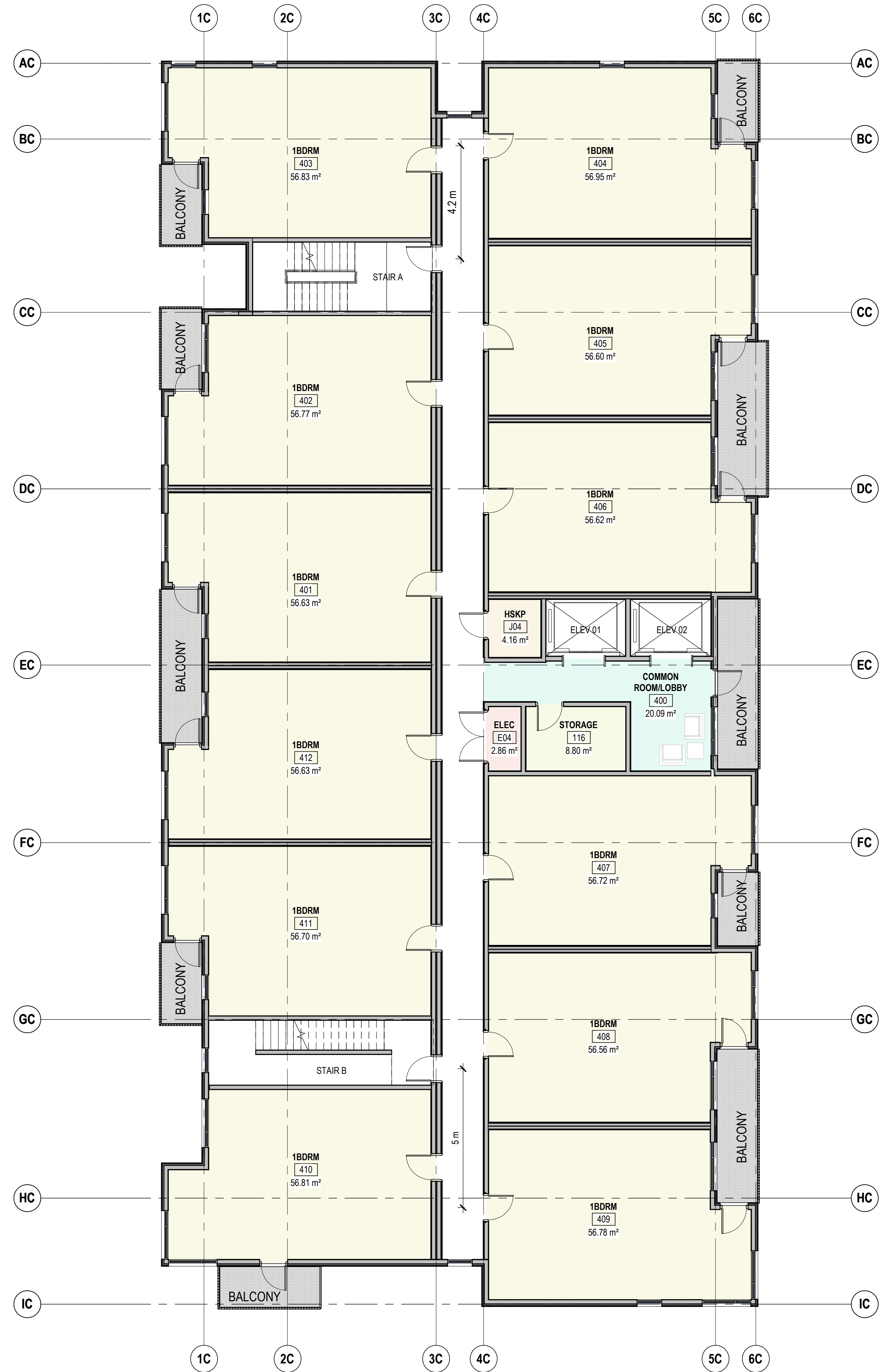




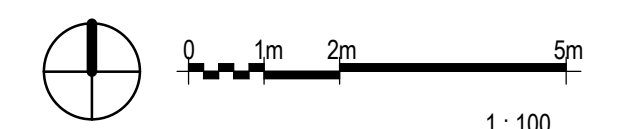
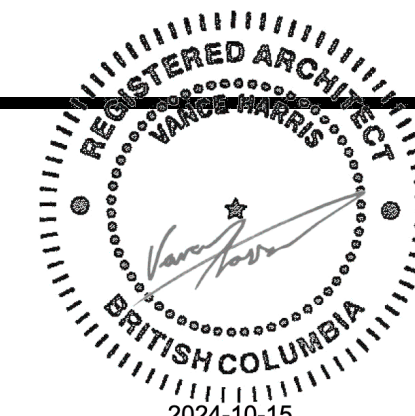




1 LEGION\_LEVEL 03  
DP2.09 SCALE: 1:100



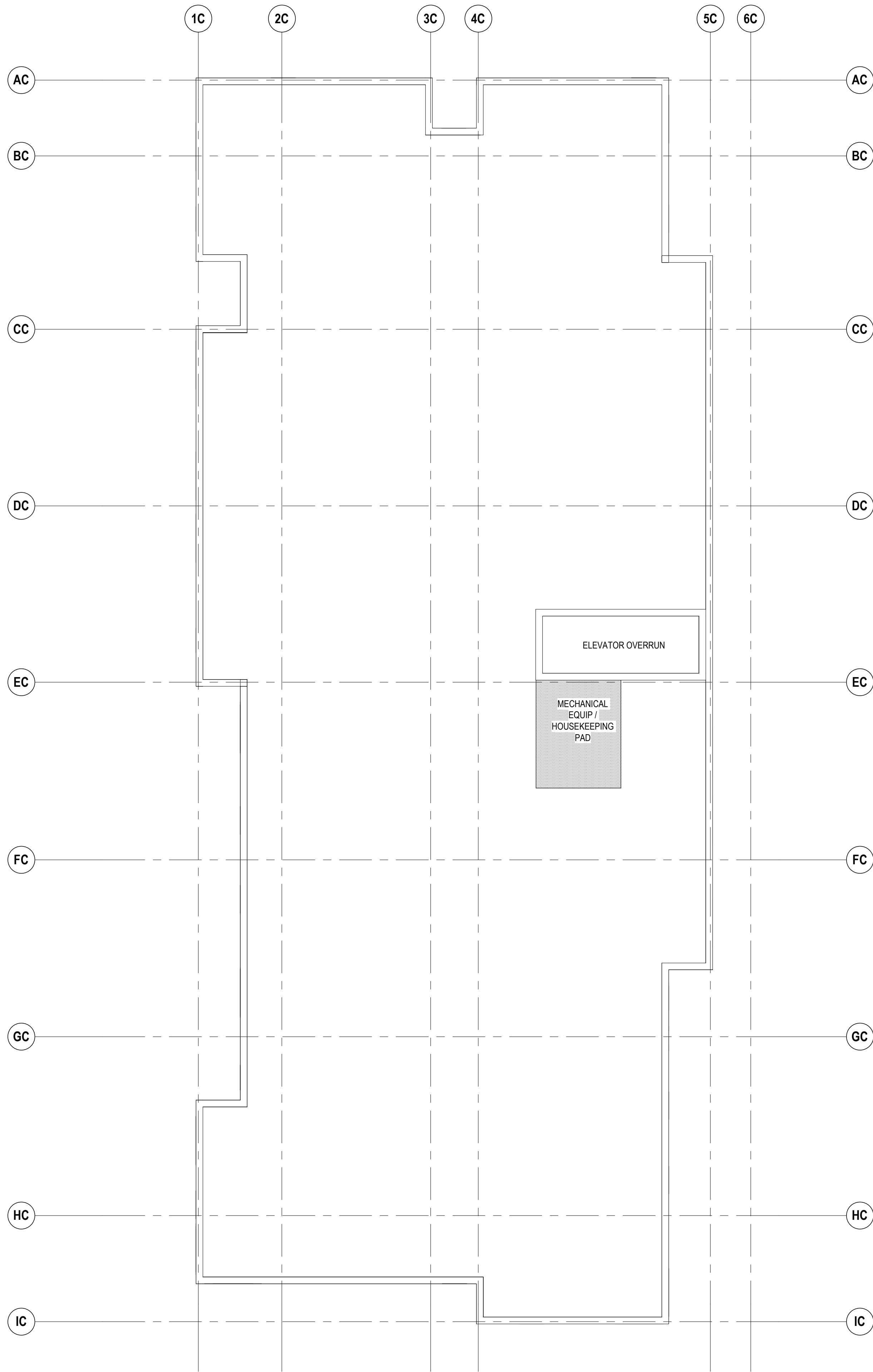
2 LEGION\_LEVEL 04  
DP2.09 SCALE: 1:100



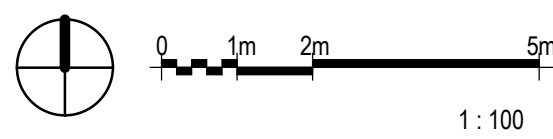
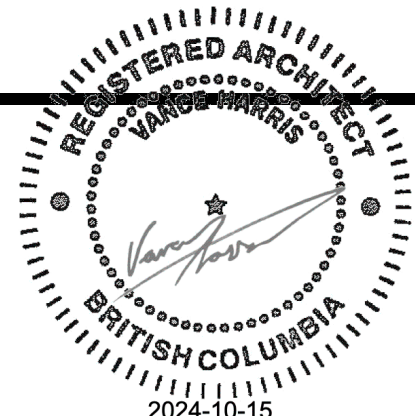






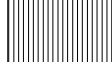



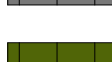


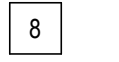
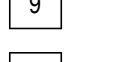
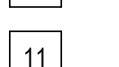
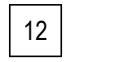
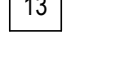



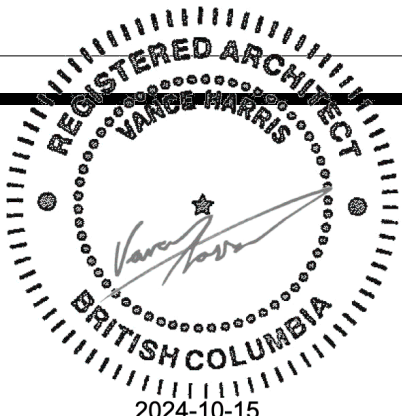
1 ROOF PLAN  
DP2.11 SCALE: 1:100







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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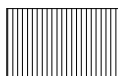
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MATERIAL LEGEND

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




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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

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10

PATIO / BALCONY DOORS - FULL LITE, BLACK

11

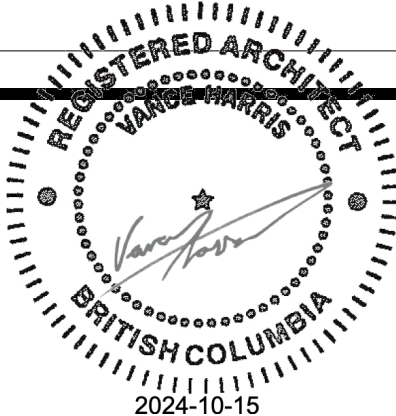
BALCONY - VERTICAL STEEL PICKETS, PTD., ALUMINUM PANEL AT END, PTD.

12

FIRE RATED METAL DOOR WITH VIEWING PANEL, COLOUR MATCH TO ALUMINUM PANEL AND DOOR FRAMES

13

FIRE RATED METAL DOOR GREY







1 DP2.21 DP\_BLDG A - EAST COURTYARD ELEV  
SCALE: 1 : 100



2 DP4.05 DP\_BLDG A - WEST COURTYARD ELEV  
SCALE: 1 : 100

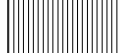


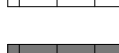



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TRELLIS AT HOVEY RD ENTRY WAY TO LEGION

MATERIAL LEGEND

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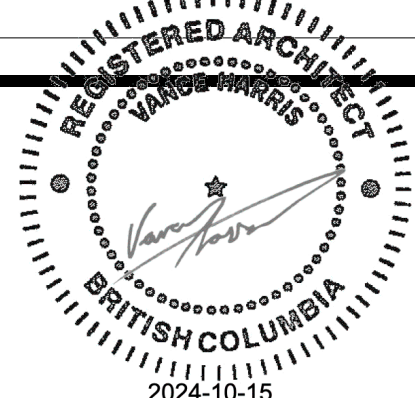
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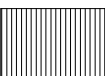

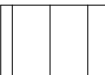



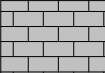
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7	CMU - EXPOSED, BASE OF BUILDING		



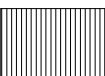

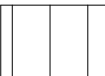



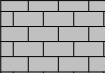




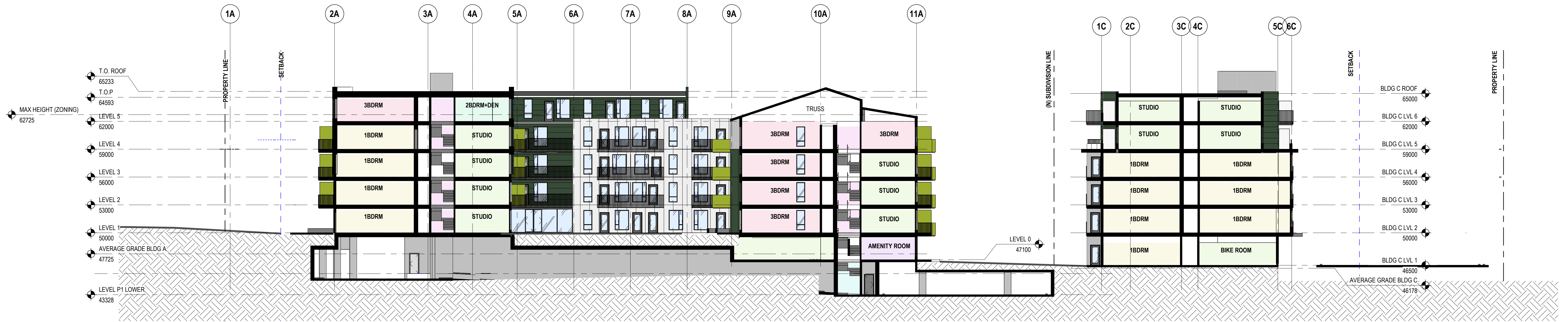
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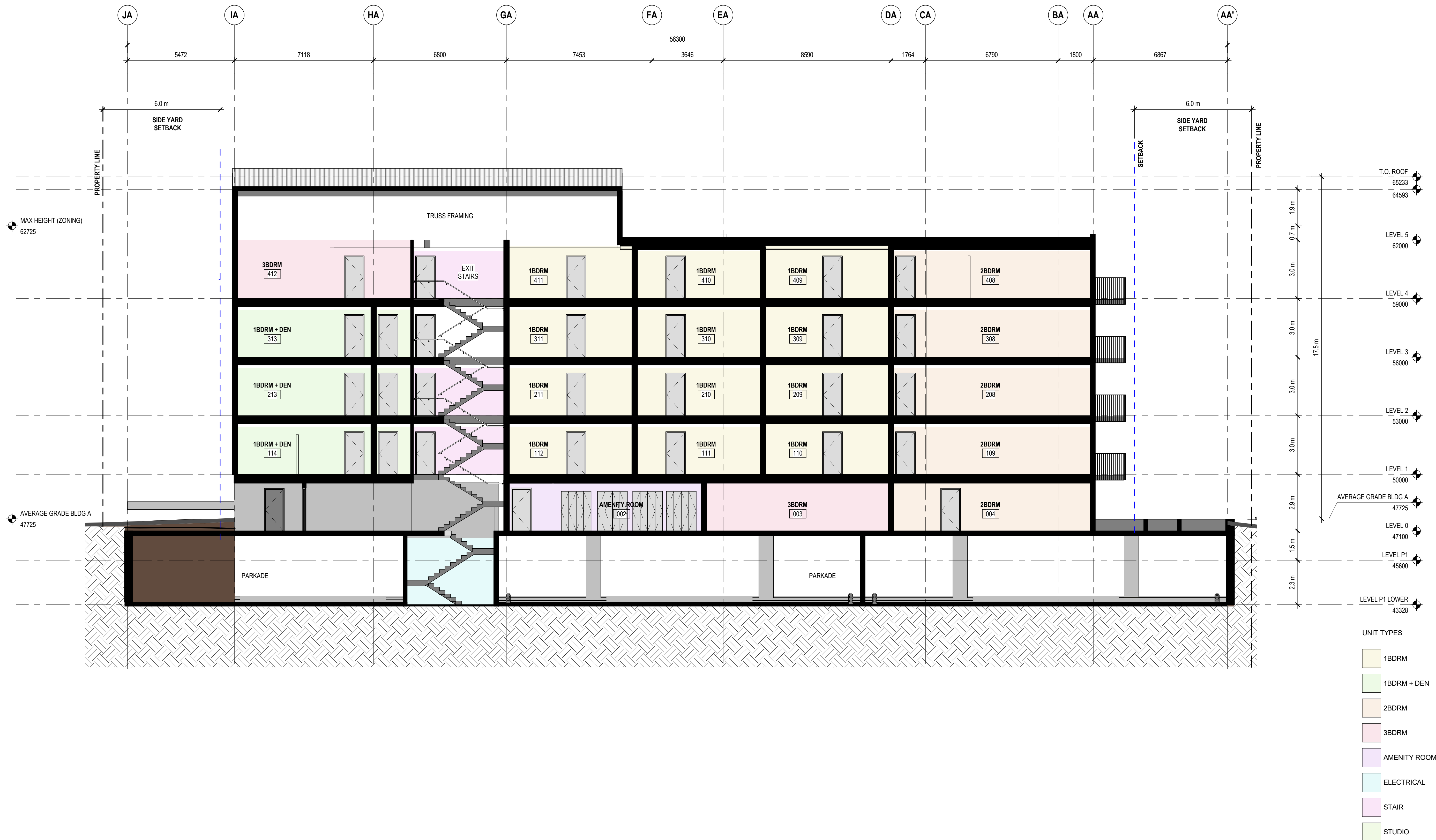


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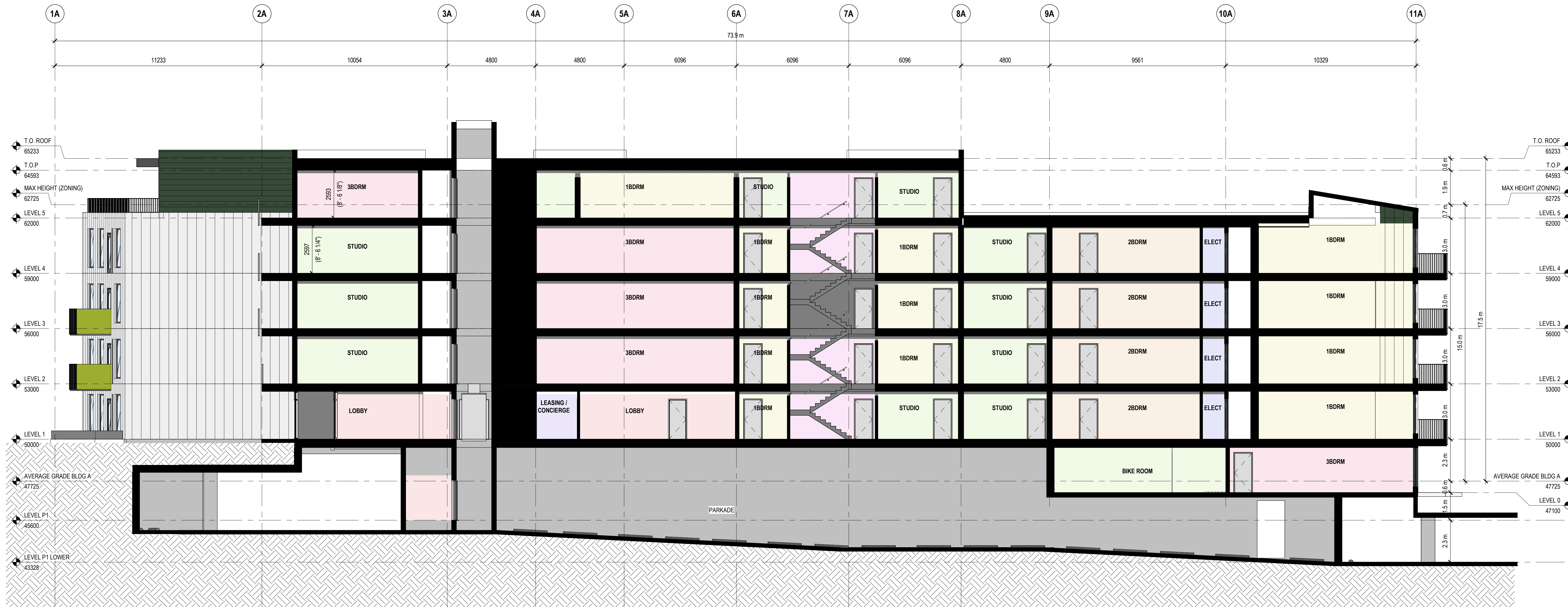


2 NORTH - SOUTH SITE SECTION - COUTYARD  
DP4.10 SCALE: 1:200







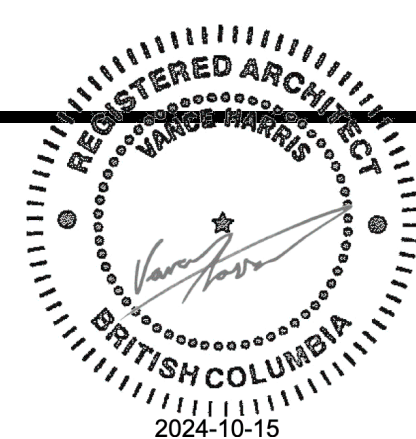




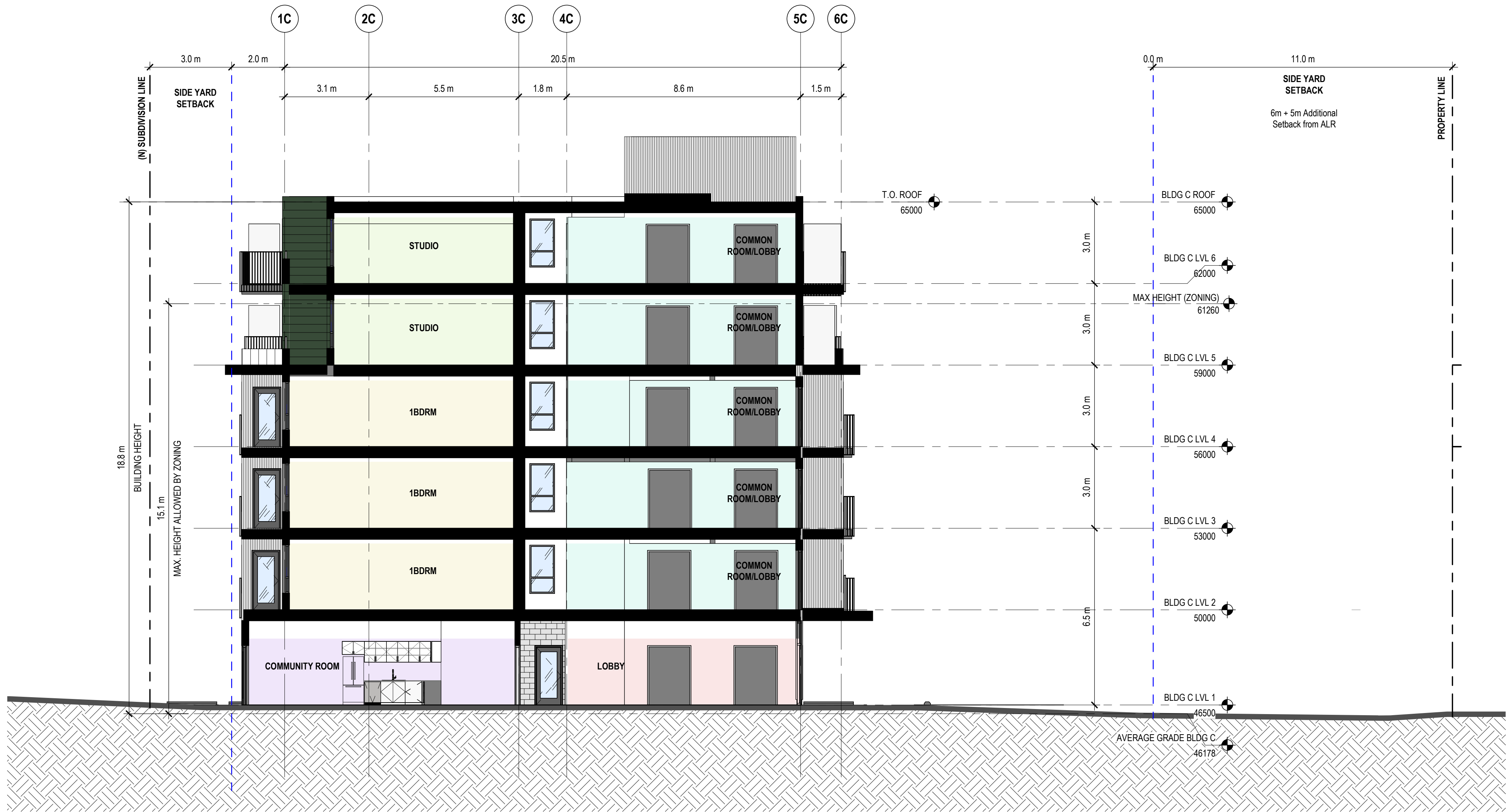


UNIT TYPES

- 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

OCTOBER 11, 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	11-10-2024	Issue for Rezoning / Development Permit

#### METRIC

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#### ARCHITECT & PRIME CONSULTANT

DIALOG  
405-611 Alexander Street  
Vancouver, BC

Tel: (604) 255-1169 Fax:

#### CIVIL ENGINEER

McShannay  
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: 10/10/2024 10:29:15 AM

# L0.0

BC100351 - 2007374

Autodesk Docs:/BC100351 Hovey Road/DLG\_2007374\_LA\_HoveyRd.rvt



ISSUED FOR

- |   |            |                                         |
|---|------------|-----------------------------------------|
| 1 | 11-06-2023 | Issue for Rezoning / Development Permit |
| 2 | 16-05-2024 | Issue for Rezoning / Development Permit |
| 3 | 11-10-2024 | Issue for Rezoning / Development Permit |

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ARCHITECT & PRIME CONSULTANT

DIALOG  
405-611 Alexander Street  
Vancouver, BC  
Tel: (604) 255-1169 Fax:  
CIVIL ENGINEER  
McNamee  
500 - 3960 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, V8M 2G4  
Tel: (250)386-7794 Fax:  
MECHANICAL ENGINEER  
DIALOG  
405-611 Alexander Street  
VANCOUVER, BC, V6A 1E1  
Tel: (604) 255-1169 Fax:  
ELECTRICAL ENGINEER  
ED 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

TREE MANAGEMENT  
PLAN

DRAWN: KM/SS/JG CHECKED: MM/JR  
PLOT DATE: 10/10/2024 10:29:17 AM

L0.1

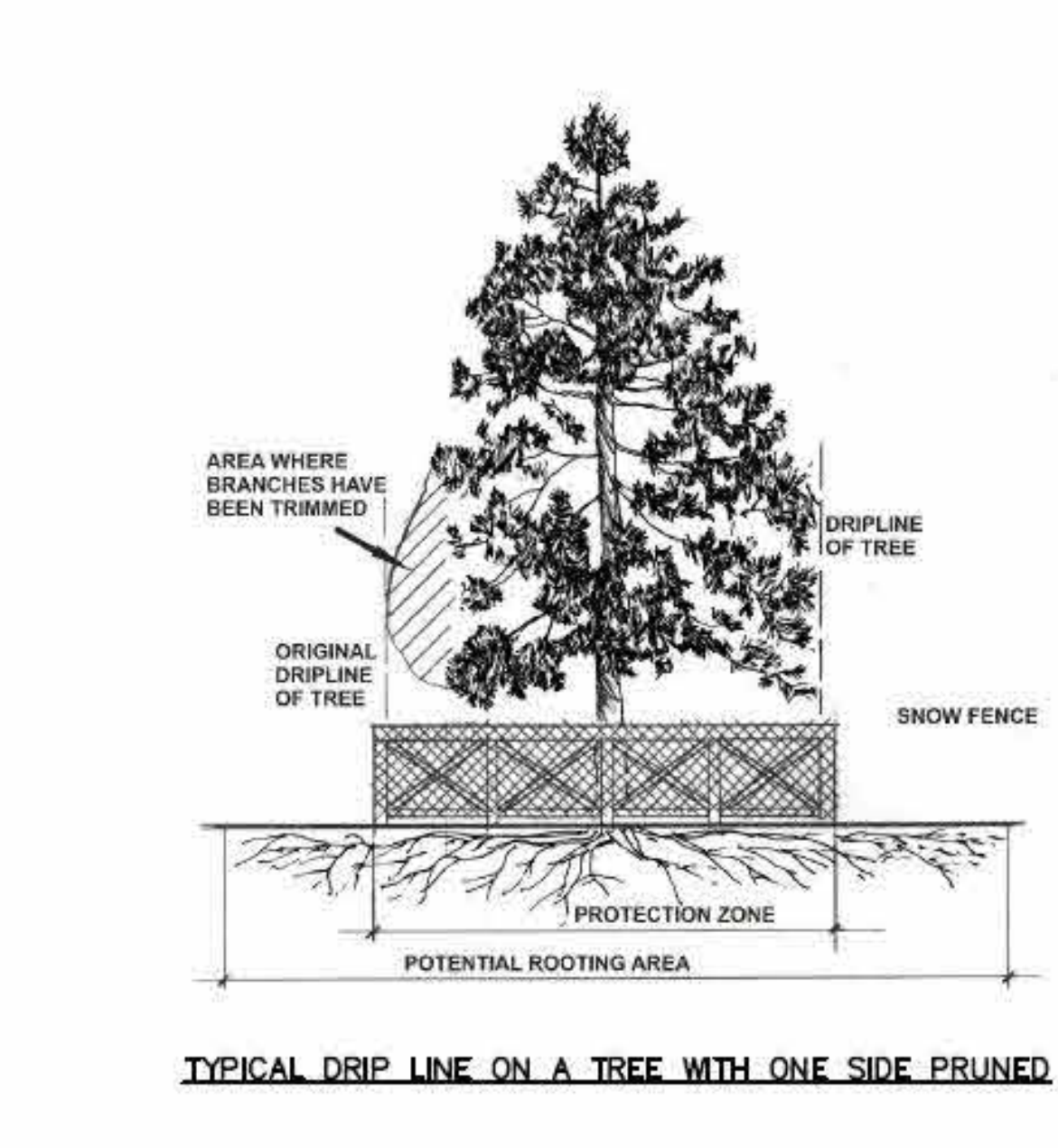
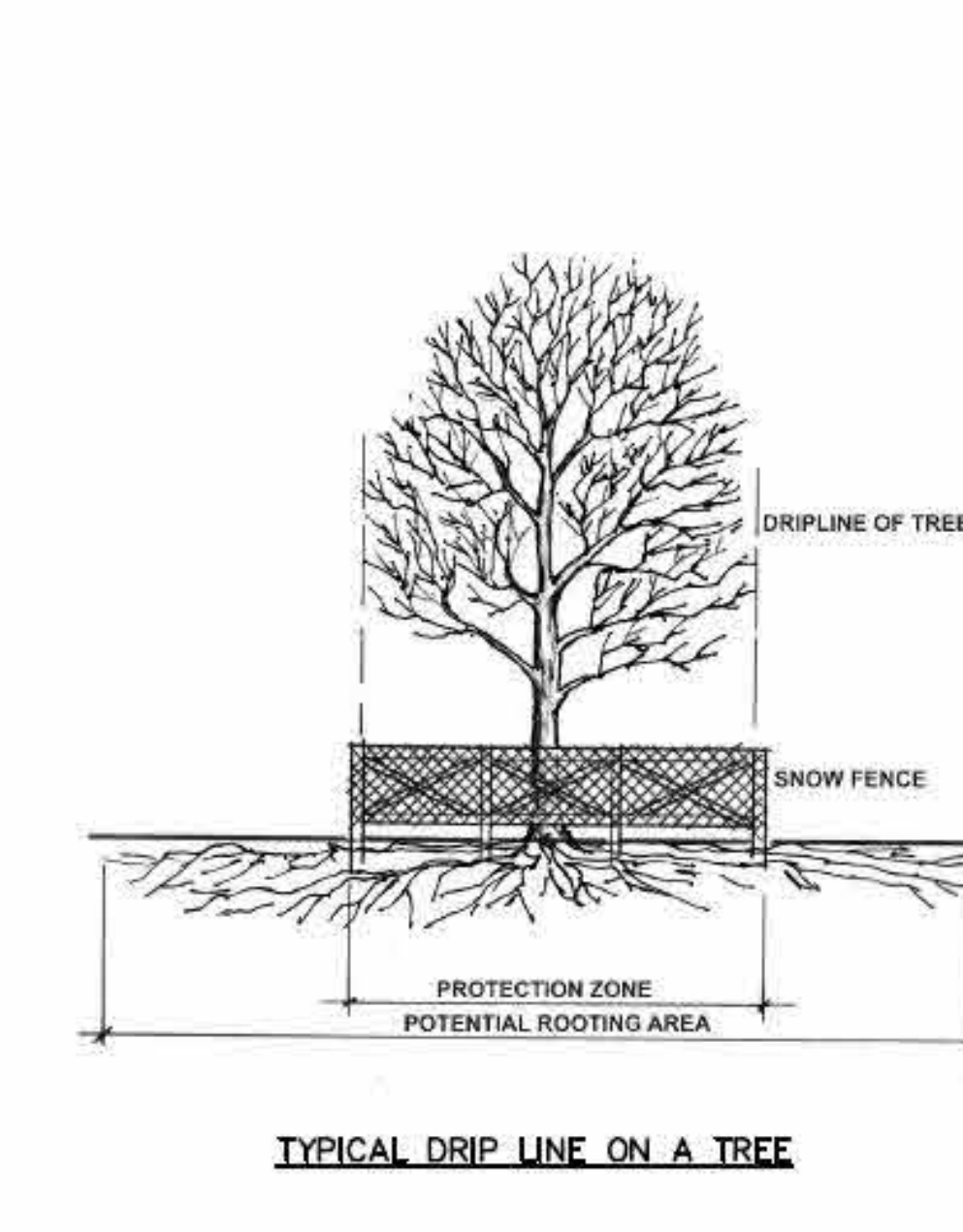
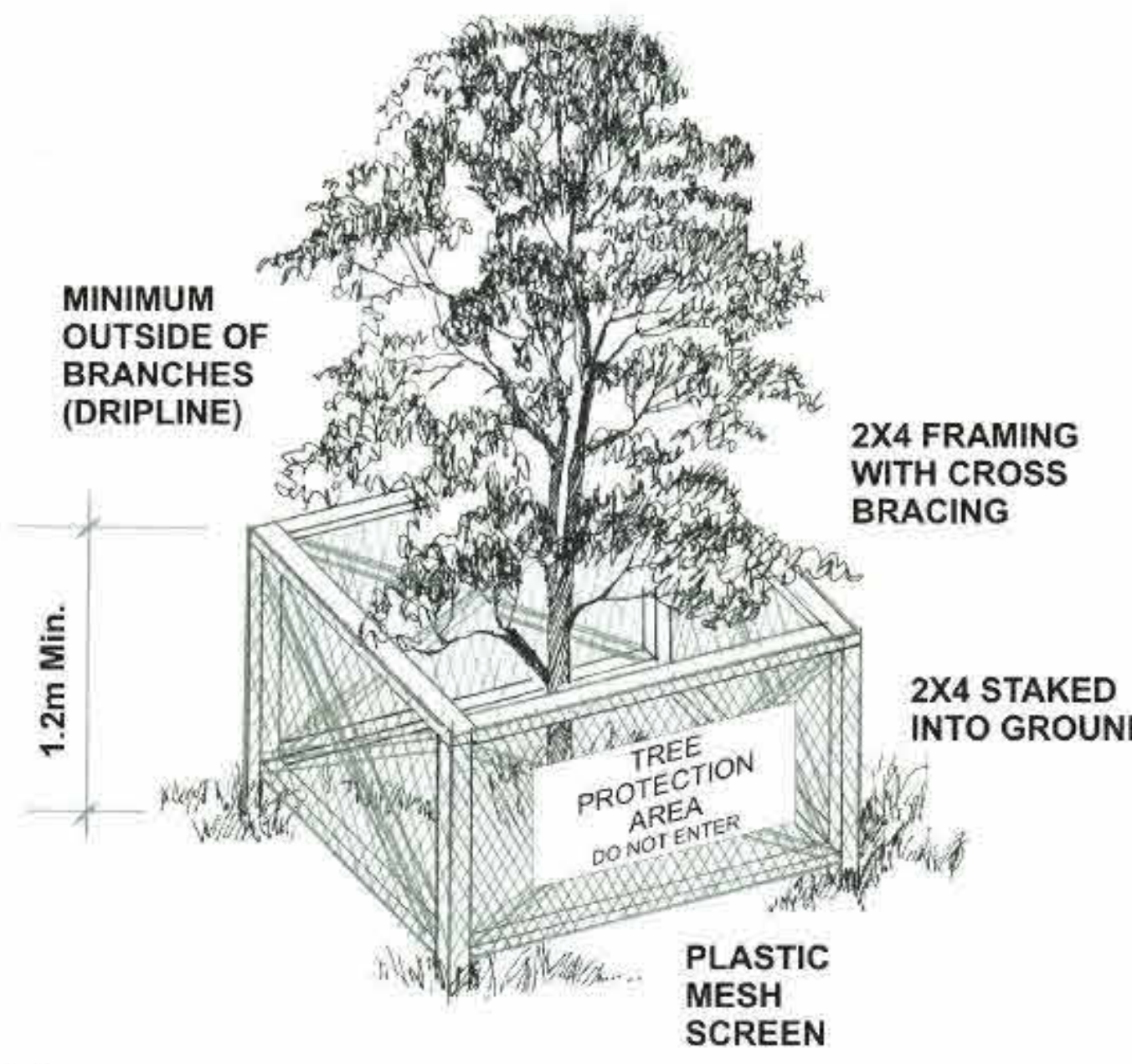
BC100351 - 2007374

Autodesk Docs\BC100351 Hovey Road\DLG\_2007374\_LA\_HoveyRd.rvt

1 TREE MANAGEMENT PLAN  
L0.1  
SCALE: 1: 200



- LEGEND**
- EXISTING TREES TO BE REMOVED
  - EXISTING TREES TO BE RETAINED
  - TREE PROTECTION FENCING
- SITE SYMBOL LEGEND**
- PROPERTY LINE
  - SETBACK LINE
  - BUILDING FOOTPRINT
  - CONSTRUCTION BOUNDARY
  - OVERHEAD CANOPY
  - UNDERGROUND STRUCTURE



TREE TRUNK DIAMETER			DISTANCE FROM TRUNK		TOTAL DIAMETER	
cm	Inches	feet	m	feet	m	feet
20	8	0.6	1.2	3.9	2.60	8.5
25	10	0.8	1.5	4.9	3.25	10.7
30	12	1.0	1.8	5.9	3.90	12.8
35	14	1.2	2.1	6.9	4.55	14.9
40	16	1.3	2.4	7.9	5.20	17.1
45	18	1.5	2.7	8.9	5.85	19.2
50	20	1.7	3.0	9.8	6.50	21.3
55	22	1.8	3.3	10.8	7.15	23.5
60	24	2.0	3.6	11.8	7.80	25.6
75	28	2.5	4.5	14.8	9.75	32.0
90	32	3.0	5.0	16.4	10.90	35.8
100	36	3.3	6.0	19.7	13.00	42.7

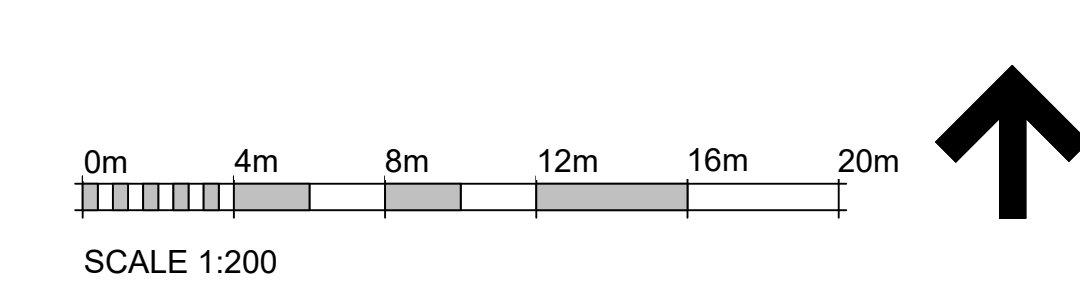
**TREE PROTECTION TABLE**

MINIMUM PROTECTION REQUIRED AROUND TREE

**TREE PROTECTION NOTES**

- 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.
- 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.
- 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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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  
ED 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

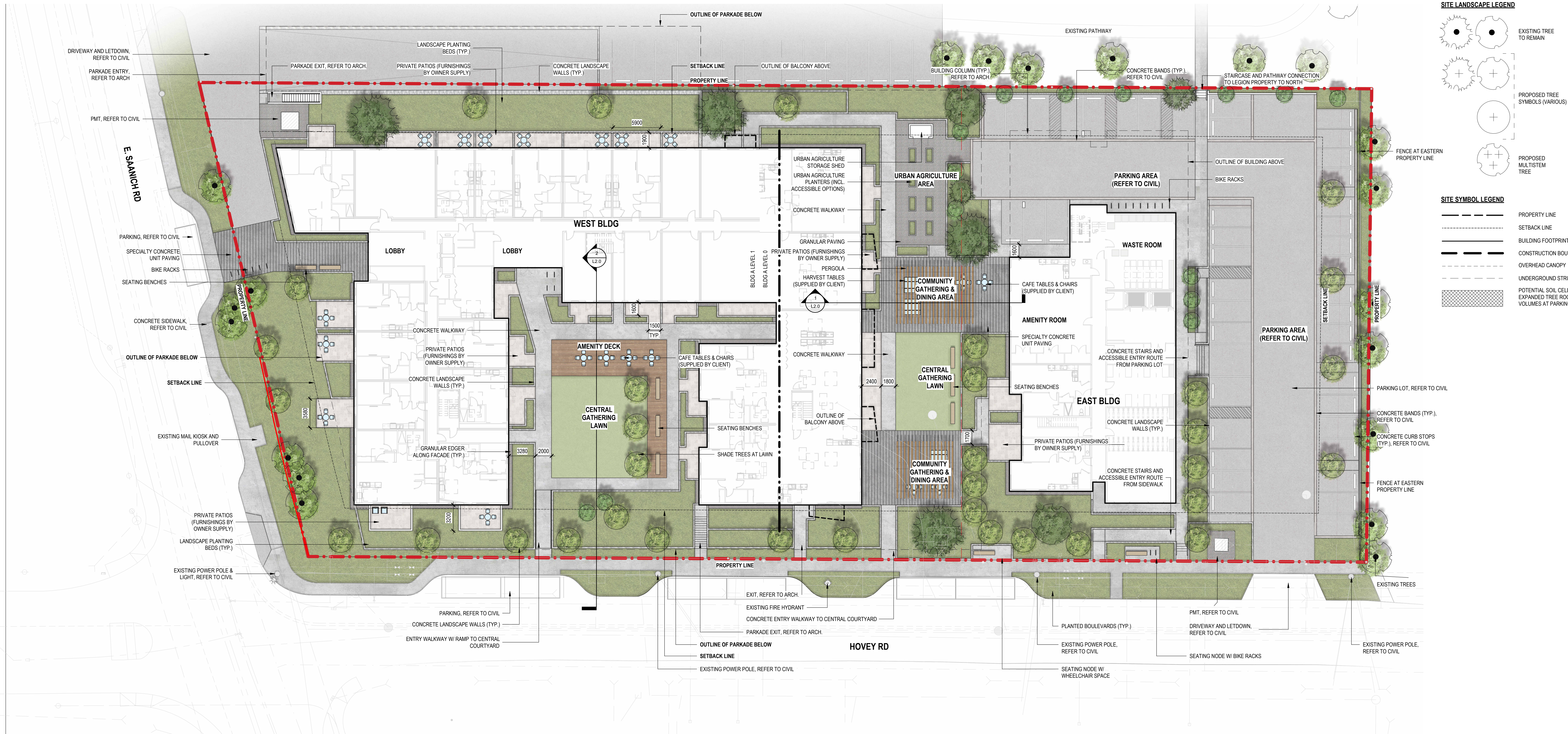
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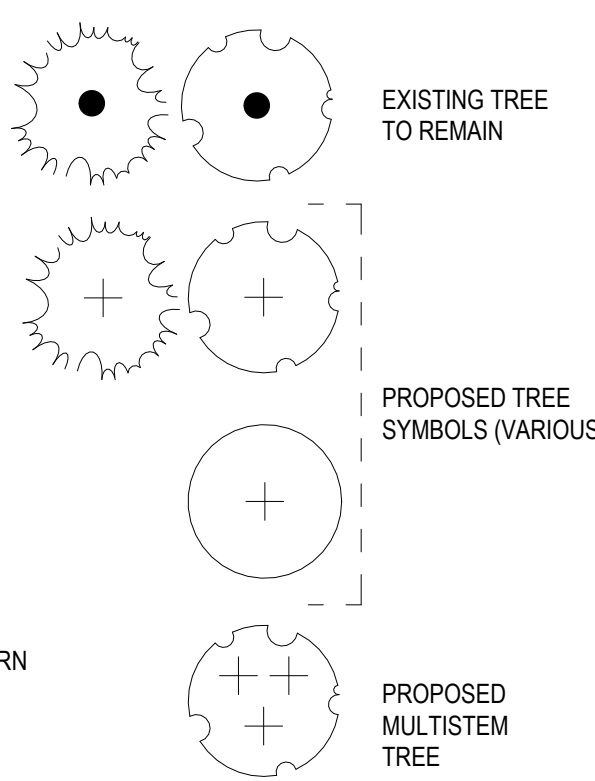
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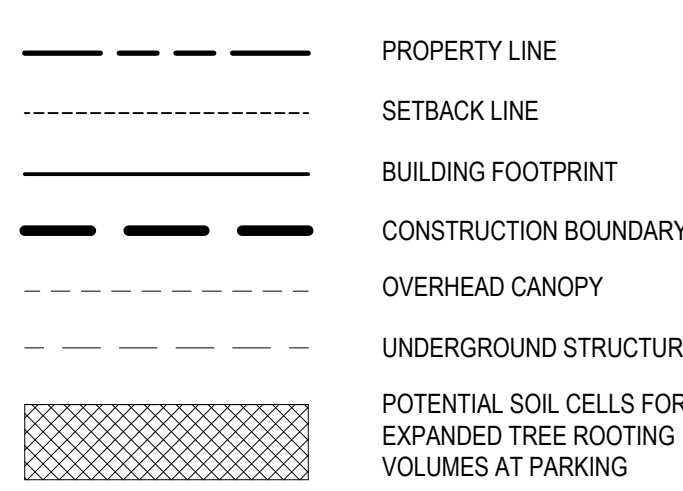
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SITE LANDSCAPE LEGEND

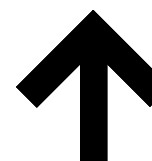


SITE SYMBOL LEGEND



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

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





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

CIVIL ENGINEER  
McKenney  
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  
ED ENGINEERING INC.  
530 HERALD STREET,  
VICTORIA, BC, V8W 1S6  
Tel: Fax:

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CONCEPT LIGHTING  
PLAN

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PLOT DATE: 10/10/2024 10:29:20 AM

L1.1

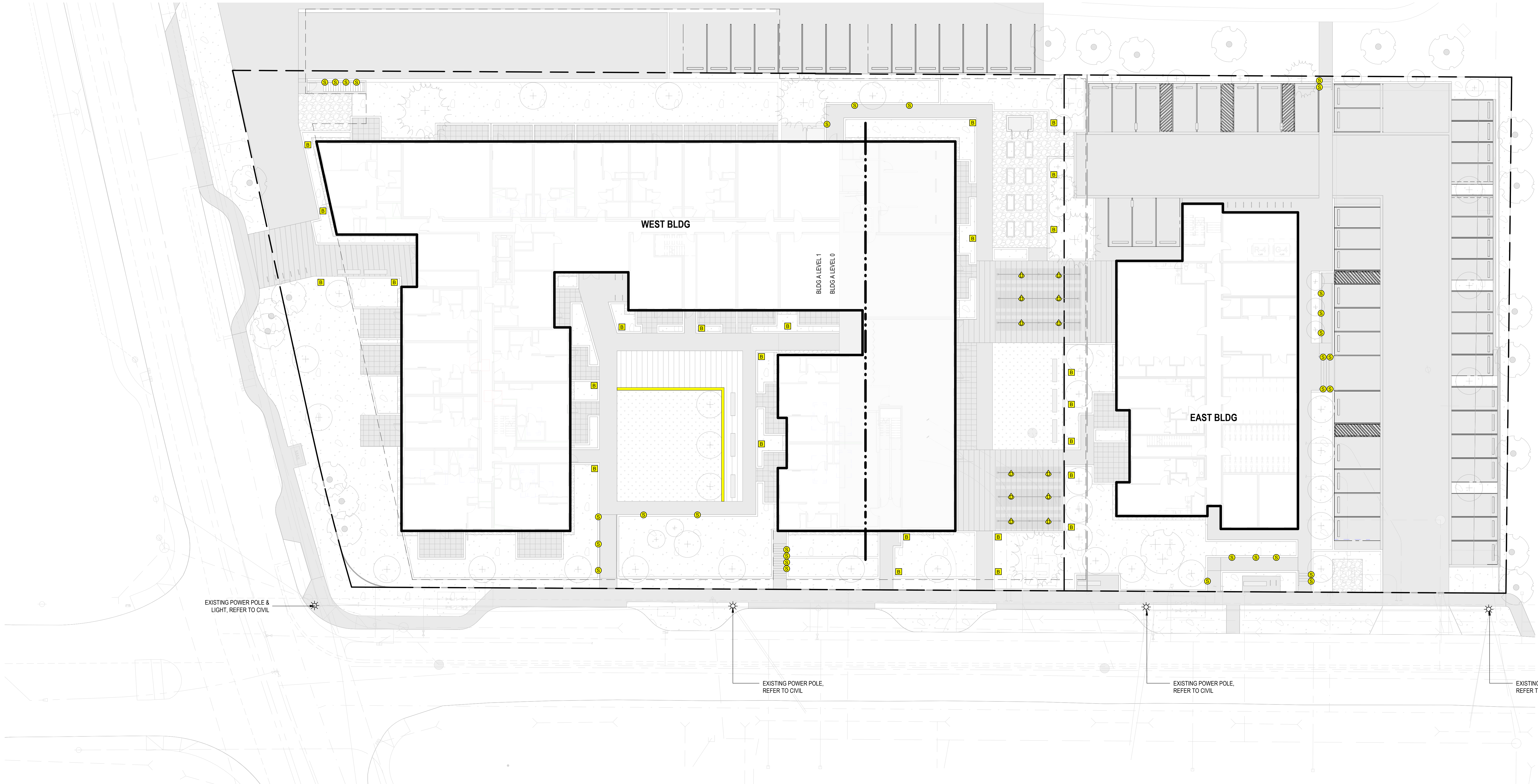
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LIGHTING LEGEND

- 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

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





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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

ED ENGINEERING INC.  
530 HERALD STREET,  
VICTORIA, BC V8W 1S6  
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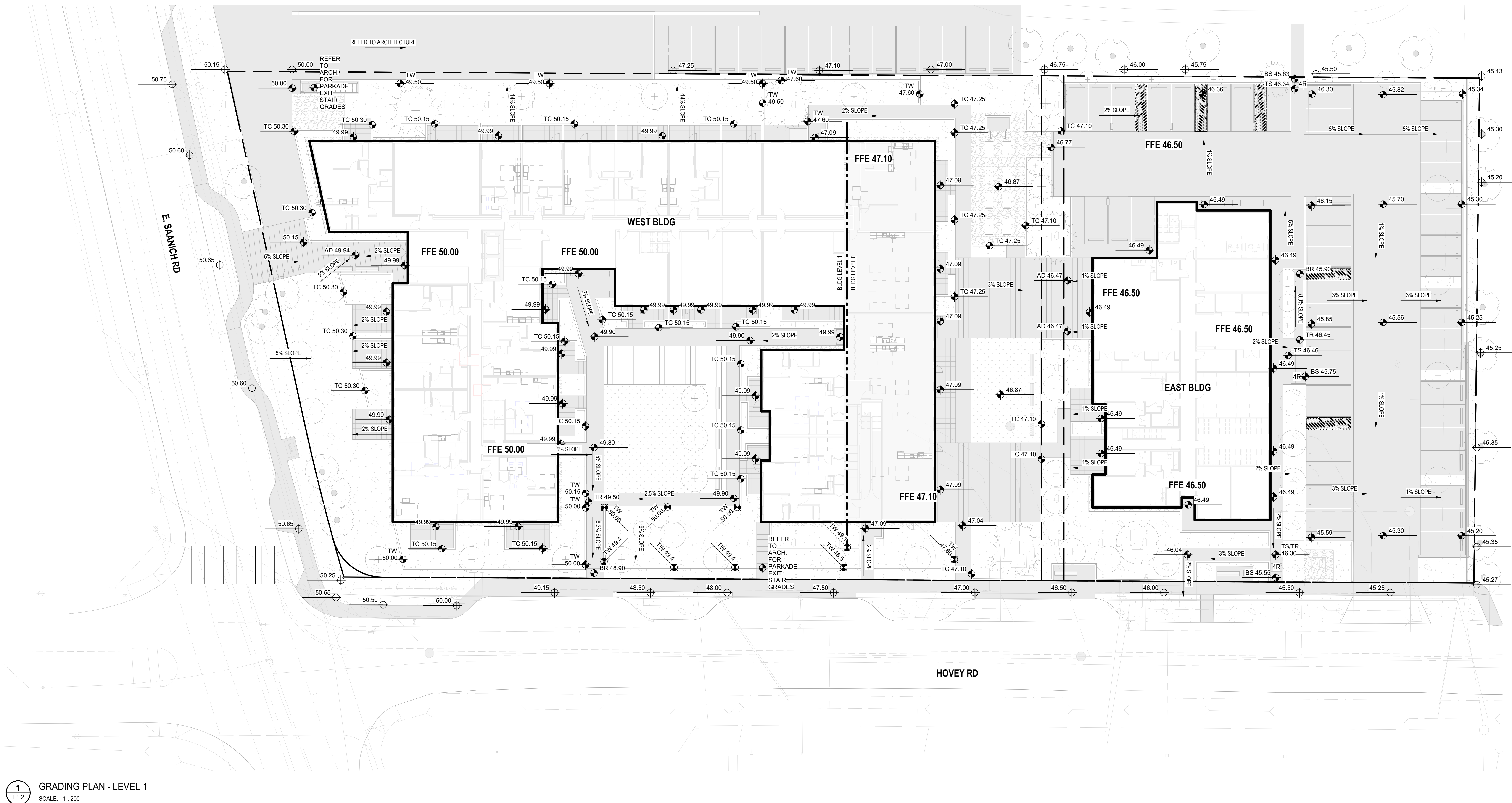
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L1.2

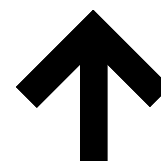
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1 GRADING PLAN - LEVEL 1  
L1.2 SCALE: 1:200

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

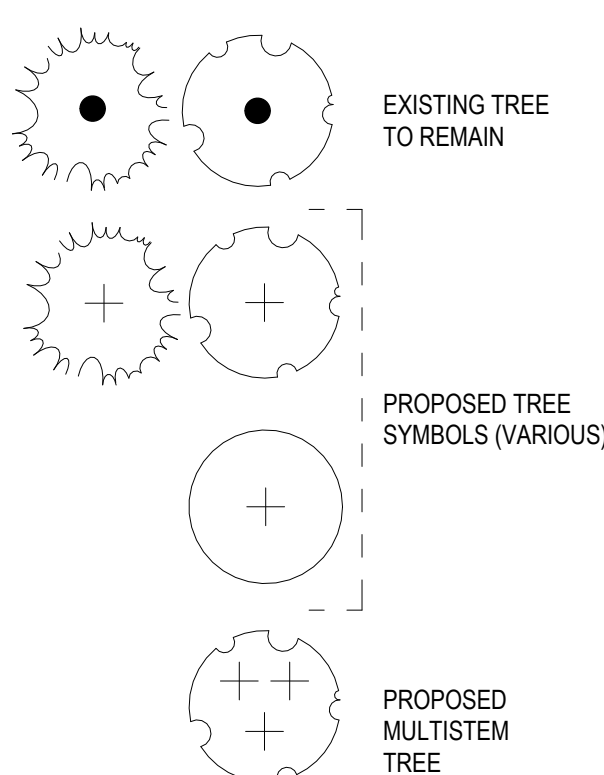




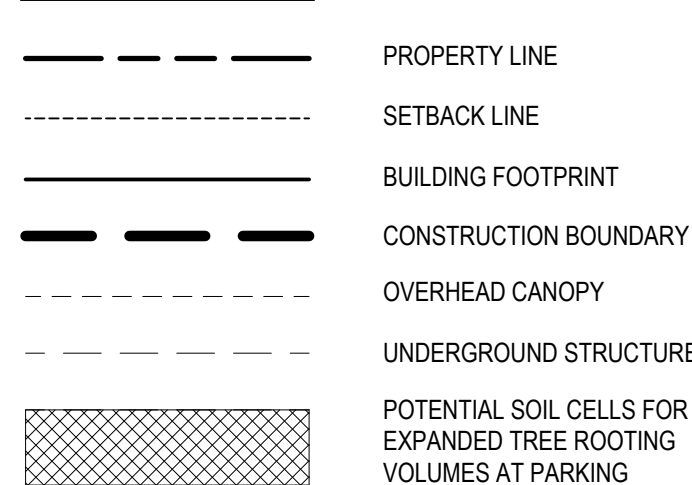
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SITE LANDSCAPE LEGEND



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.
- Contact project Landscape Architect to confirm tree types prior to purchase.
- Minimum depth for all shrub beds to be 400mm, 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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CIVIL ENGINEER  
McEwan  
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  
RJC  
1515 Douglas Street, Suite 330  
Victoria, BC V8M 2C4  
Tel: (250)386-7794 Fax:

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

ELECTRICAL ENGINEER  
ED ENGINEERING INC.  
530 HERALD STREET,  
VICTORIA, BC, V8M 1S6  
Tel: Fax:

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VANCOUVER, BC V6A 1E1  
Tel: (604) 255-1169 Fax:

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VANCOUVER, BC V6A 1E1  
Tel: (604) 255-1169 Fax:

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VANCOUVER, BC V6A 1E1  
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Tel: (604) 255-1169 Fax:

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

CIVIL ENGINEER  
McEneaney  
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  
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KEYPLAN

SEAL

1934 HOVEY ROAD

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

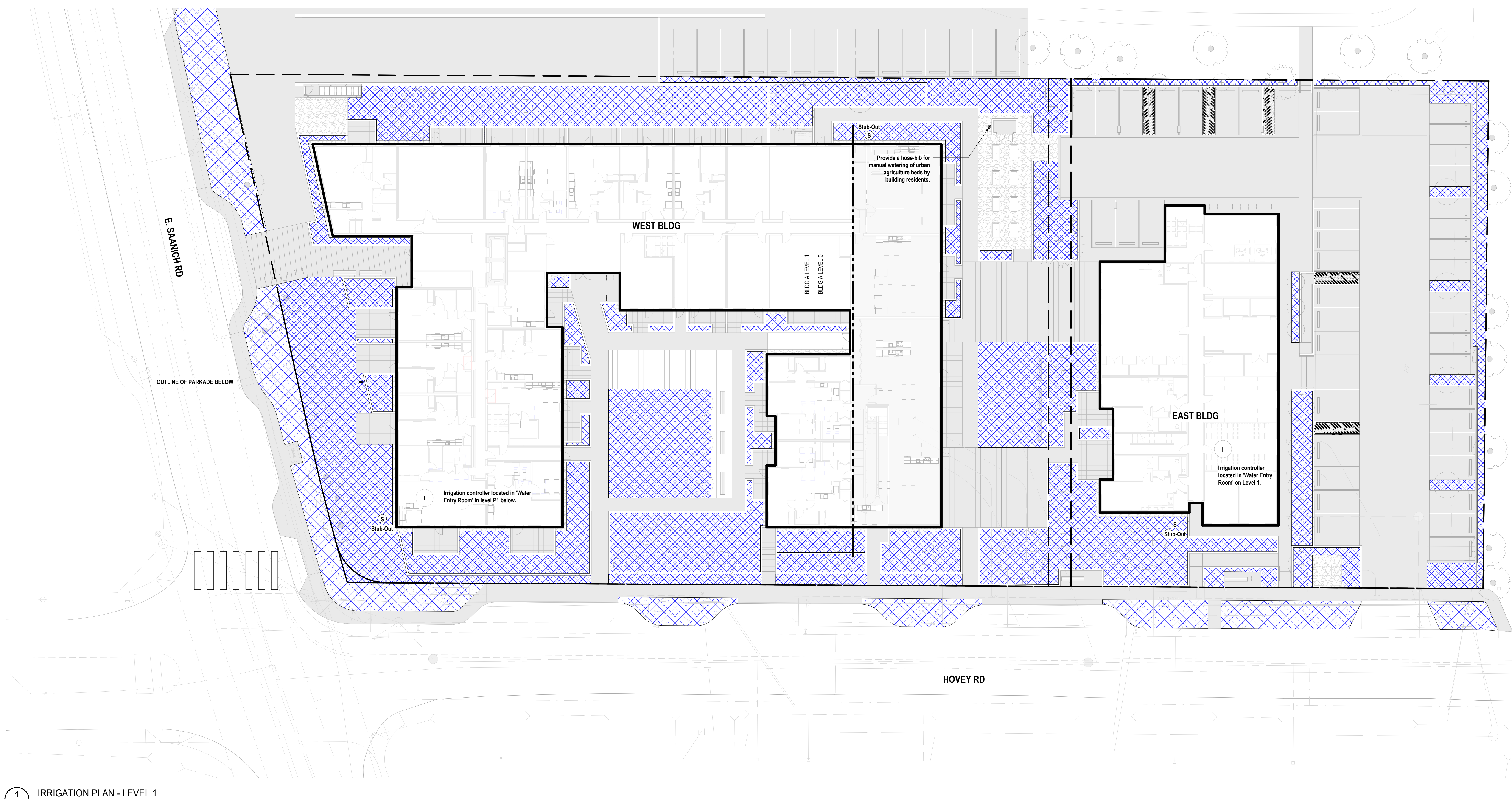
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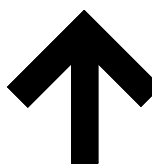
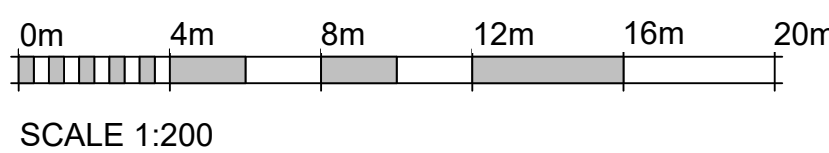
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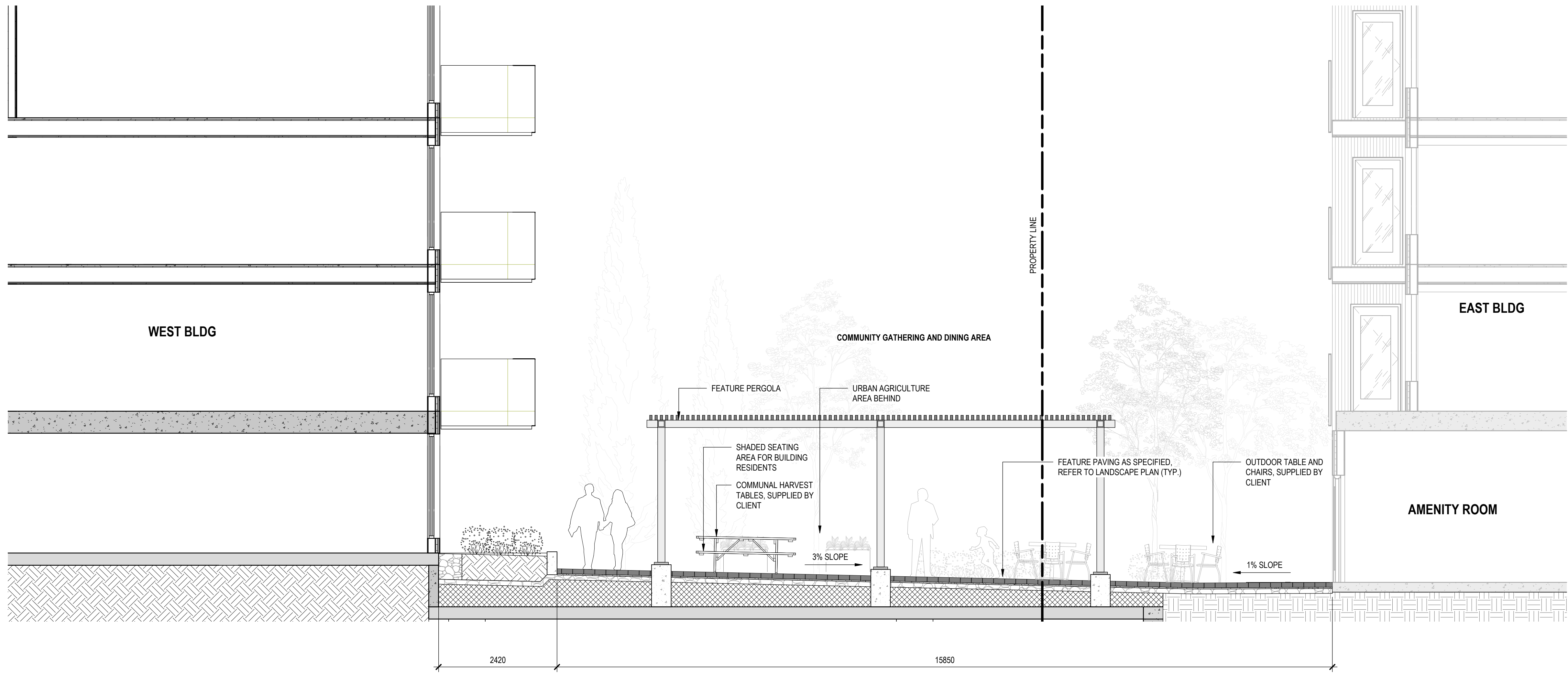
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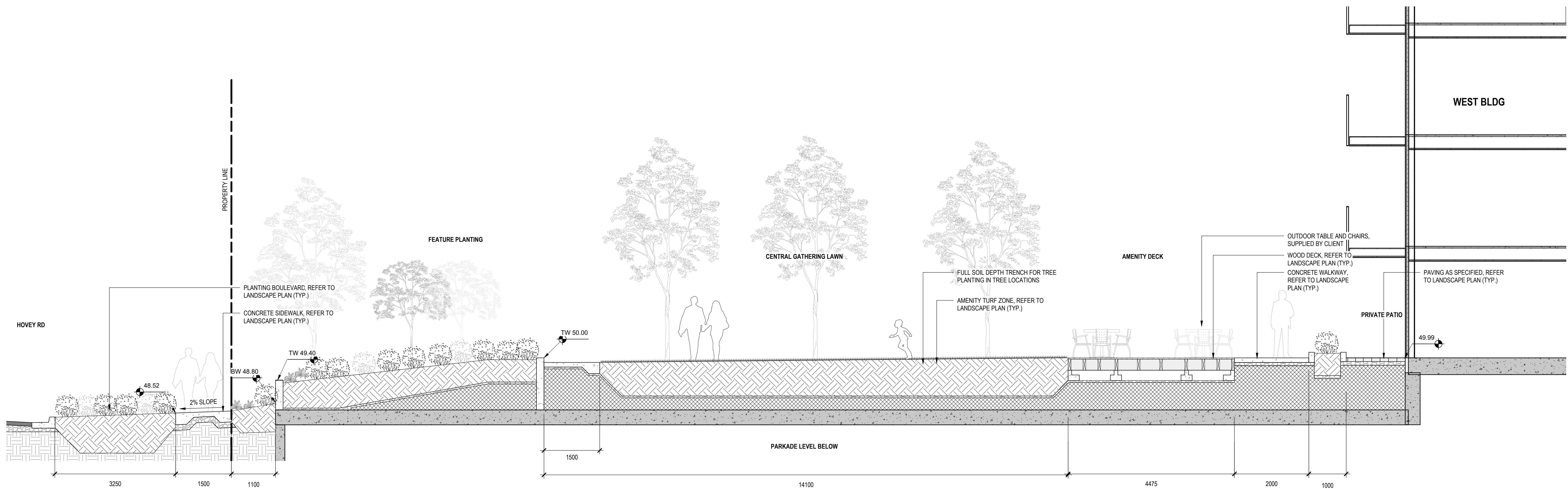


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1 COMMUNITY GATHERING AND DINING AREA  
SCALE: 1 : 50



2 GATHERING AND DECK SPACE  
SCALE: 1 : 50

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

CIVIL ENGINEER

McEwen  
500 - 3980 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

RJC  
1515 Douglas Street, Suite 330  
Victoria BC, V8M 2G4  
Tel: (250) 386-7794 Fax:

MECHANICAL ENGINEER

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

ELECTRICAL ENGINEER

EI ENGINEERING INC.  
530 HERALD STREET,  
VICTORIA, BC, V8W 1S6  
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CONCEPT SITE  
SECTIONS

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Vancouver, BC  
Tel: (604) 255-1169 Fax:  
**CIVIL ENGINEER**  
McNamery  
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**  
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530 HERALD STREET,  
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Tel: Fax:

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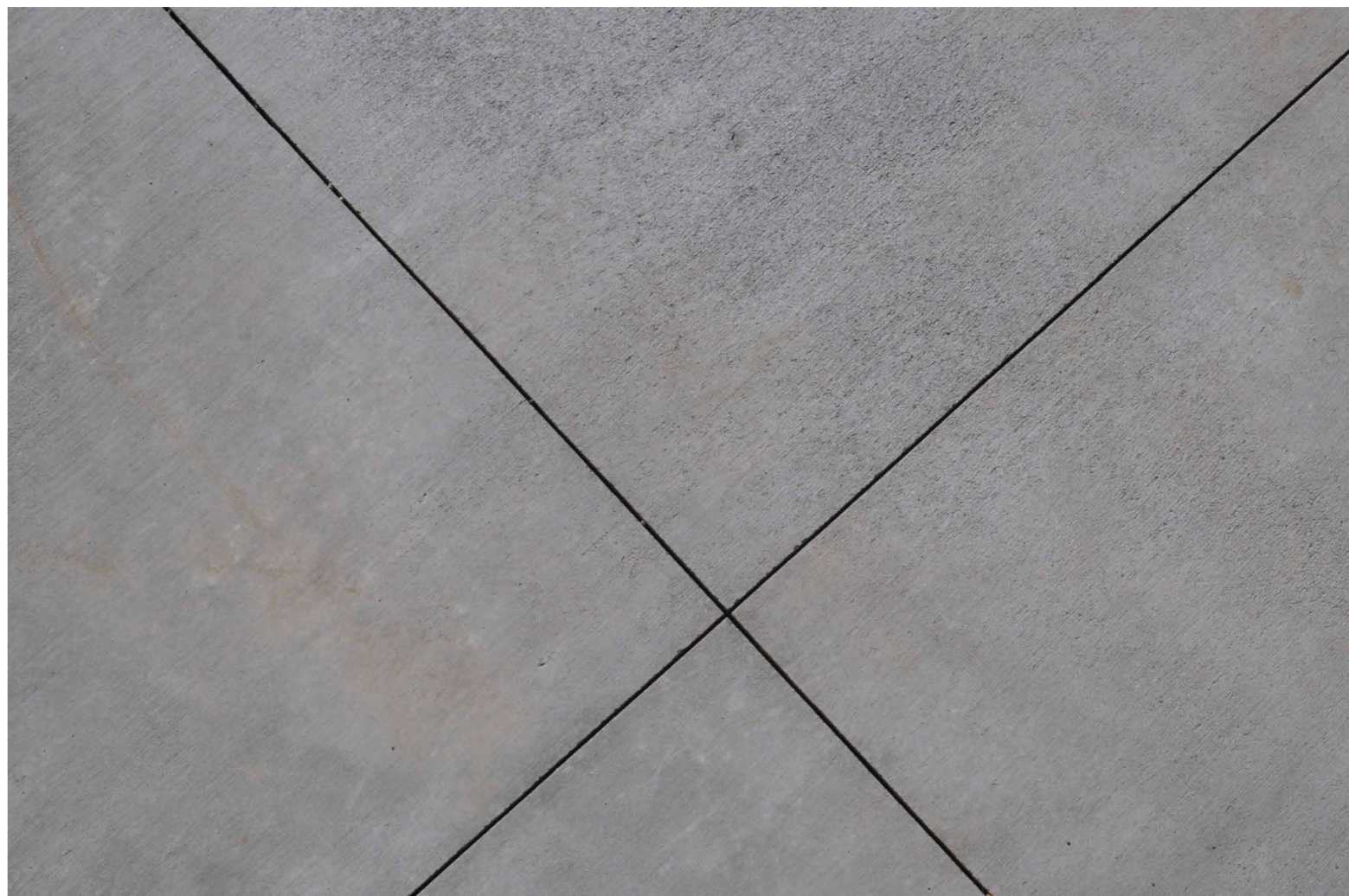
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L3.0



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



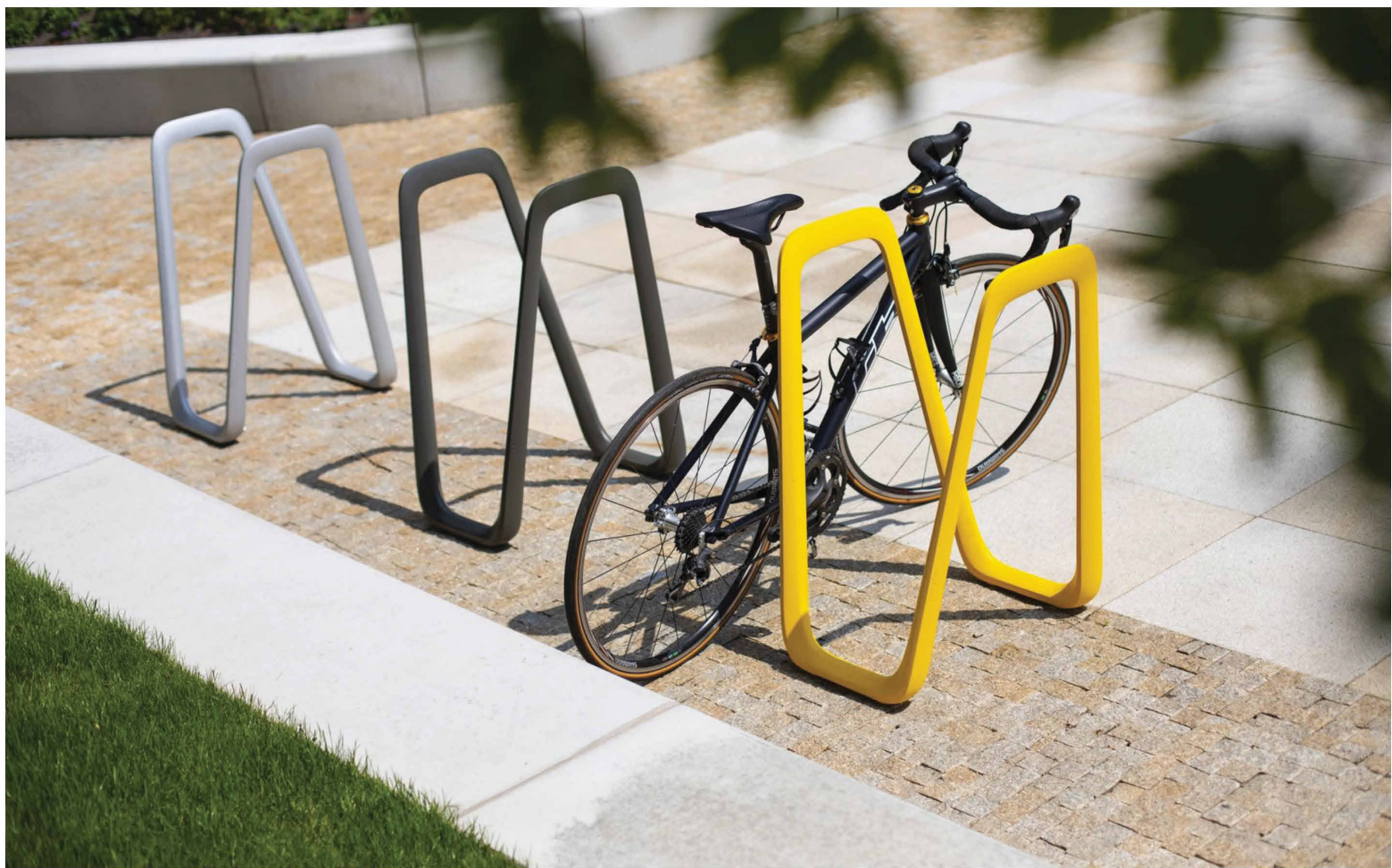
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7  
L3.0 ACCESSIBLE URBAN AGRICULTURE TABLES



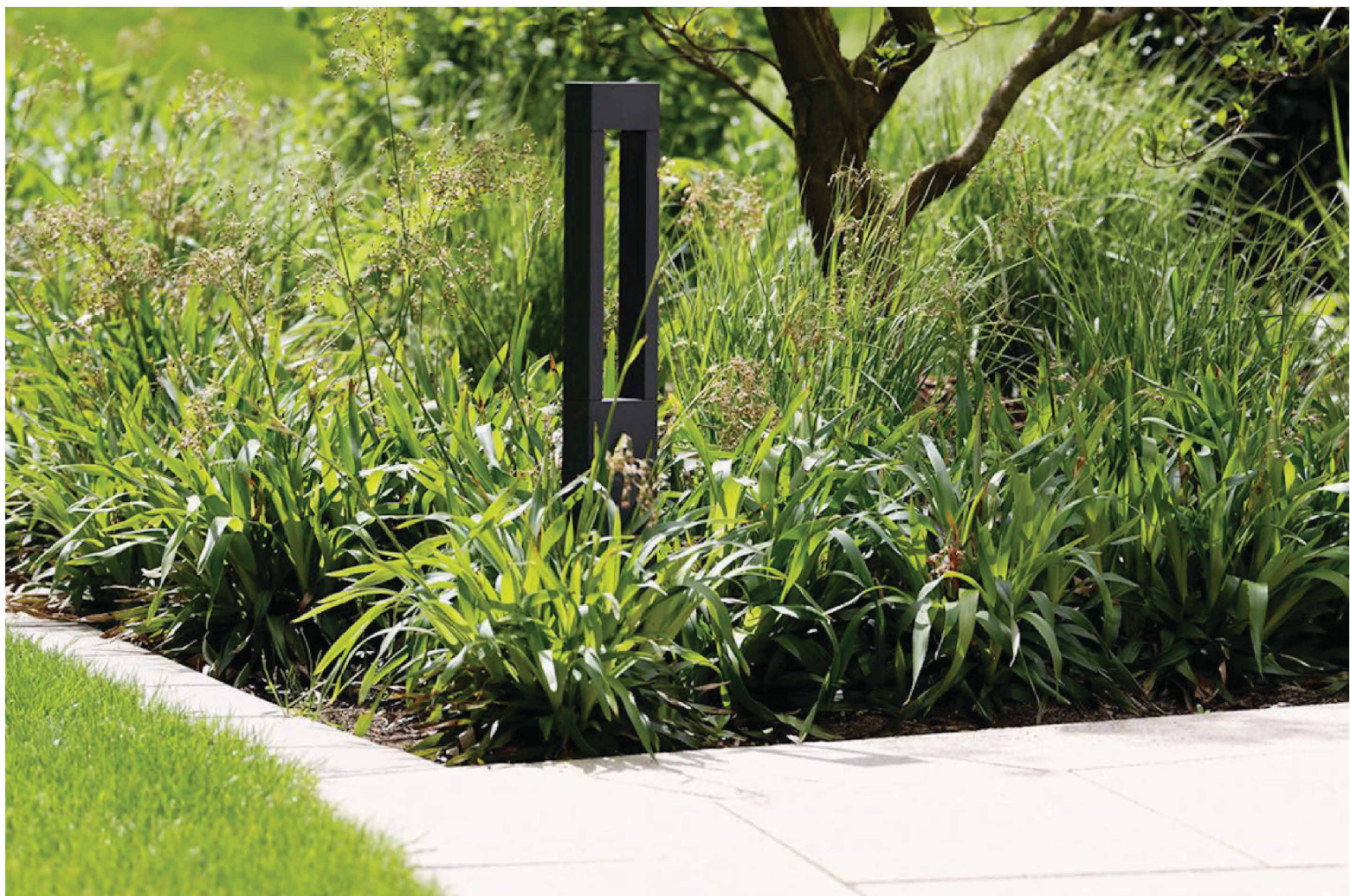
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L3.0 BIKE RACKS



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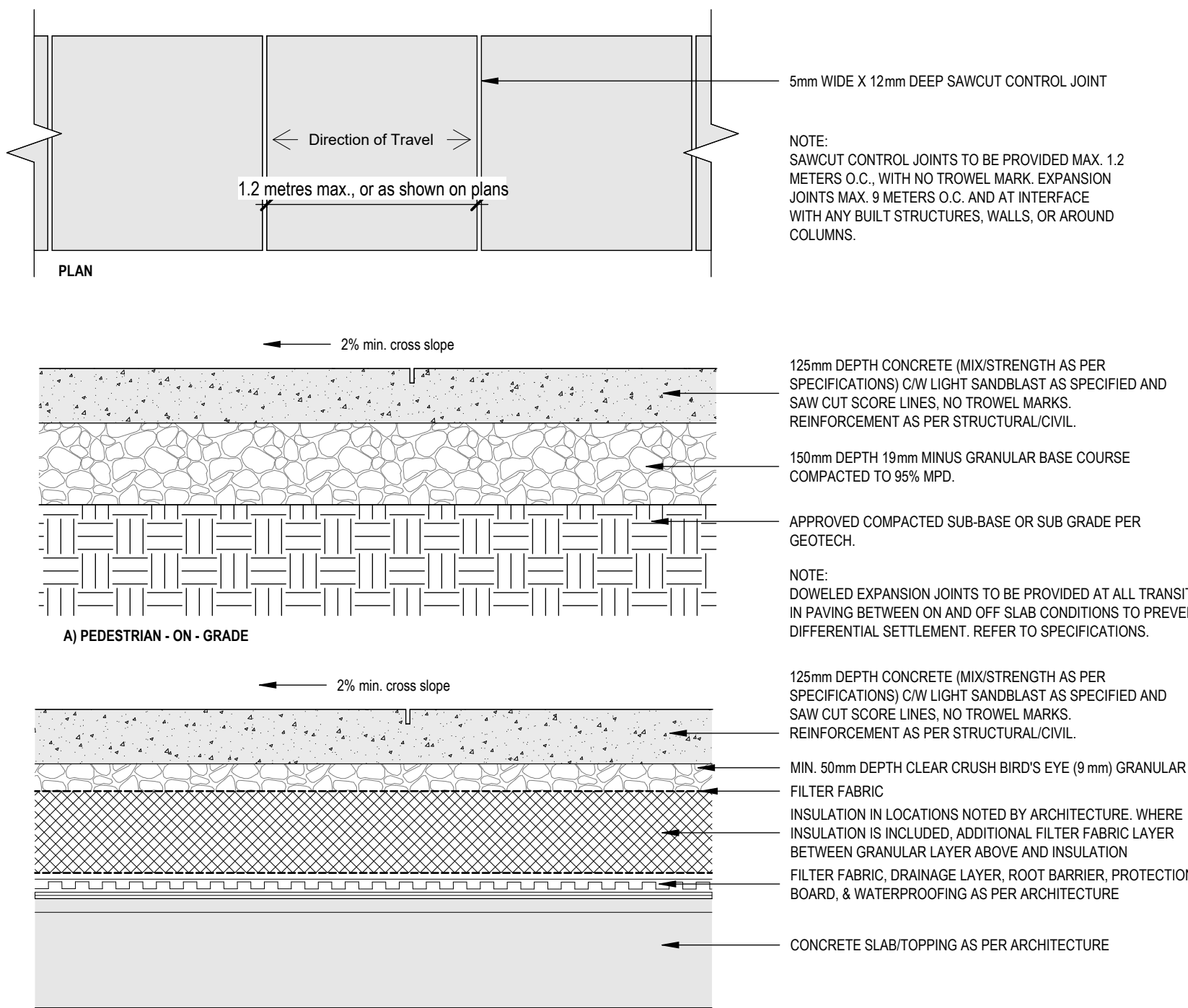


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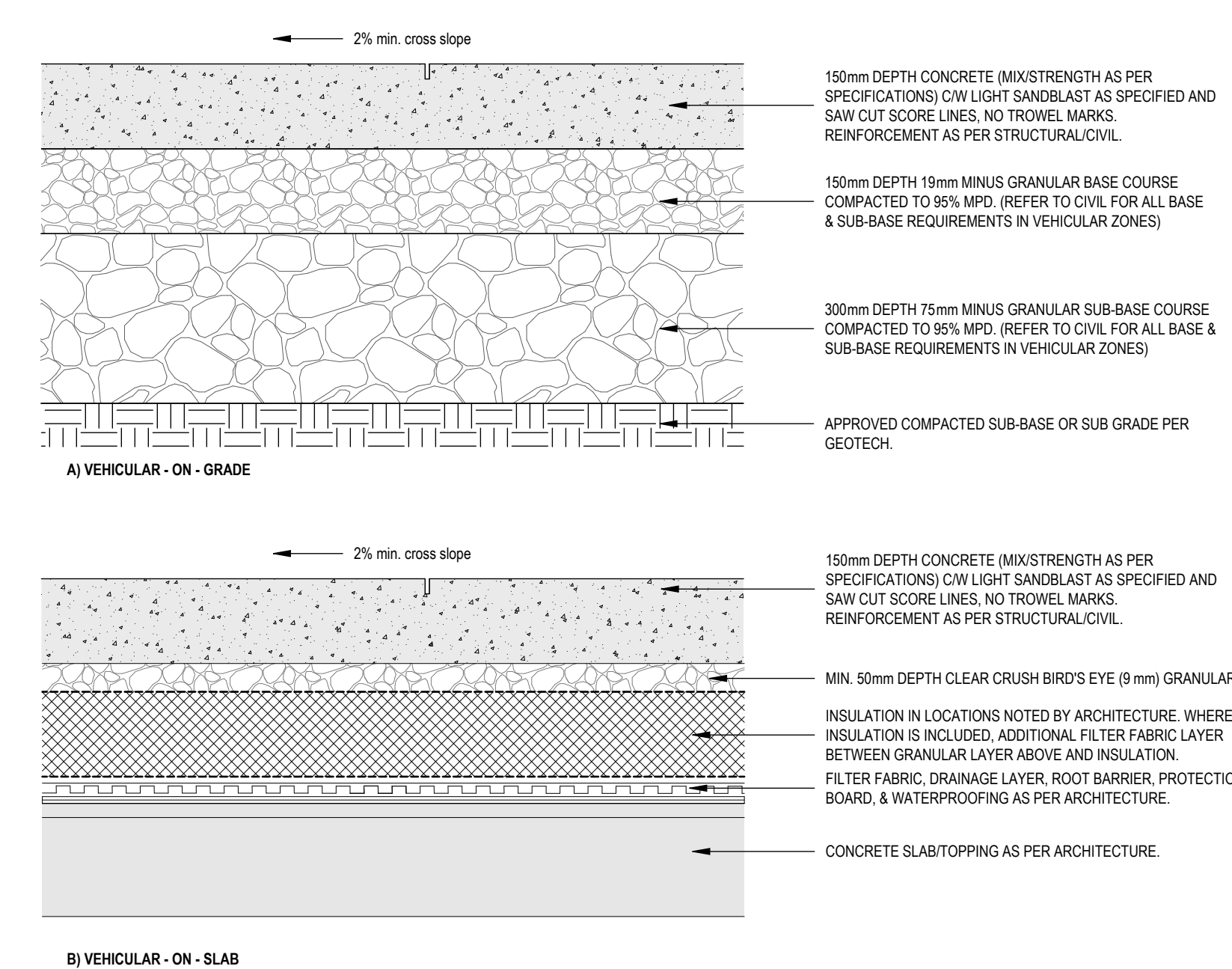


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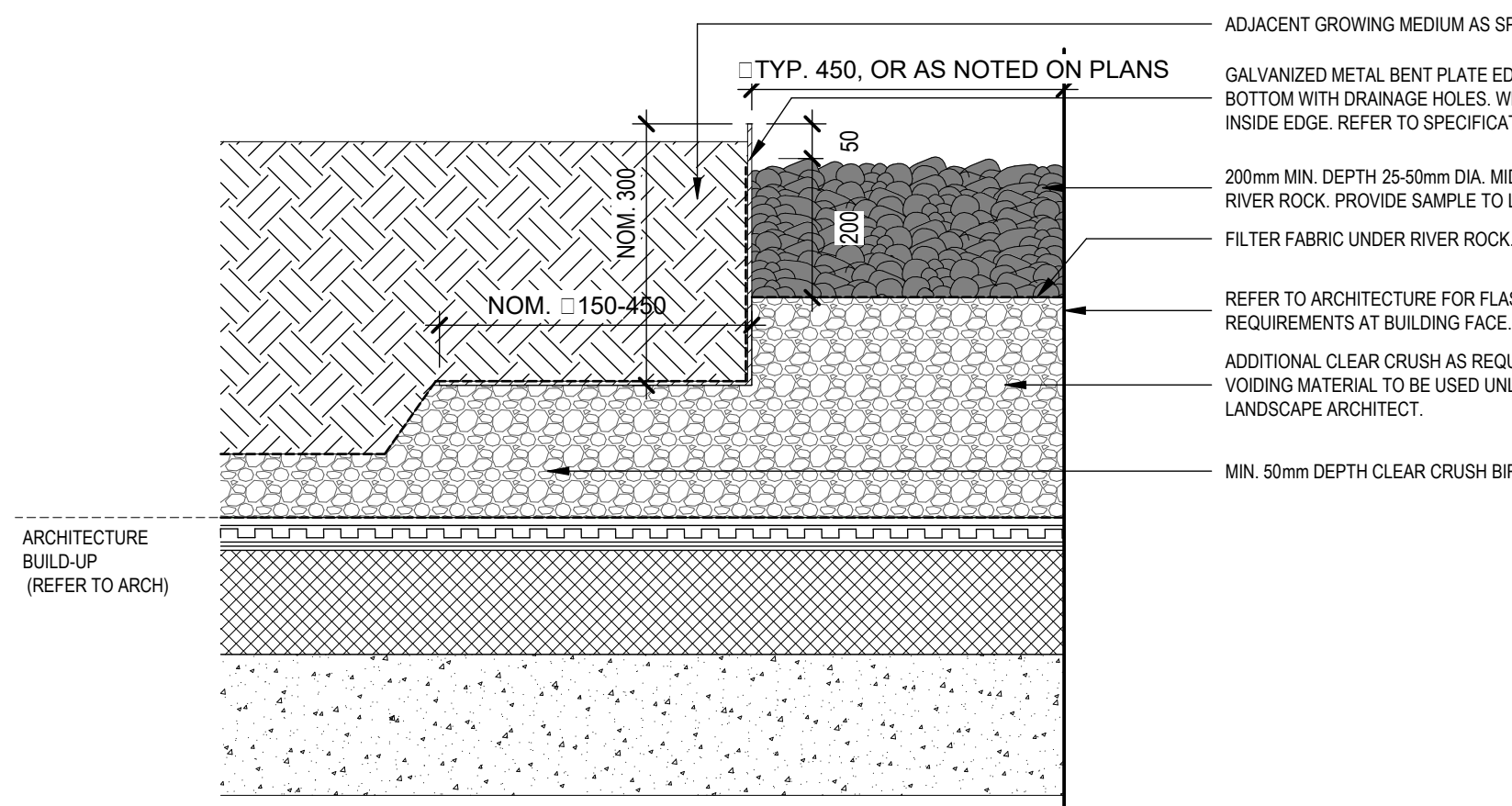




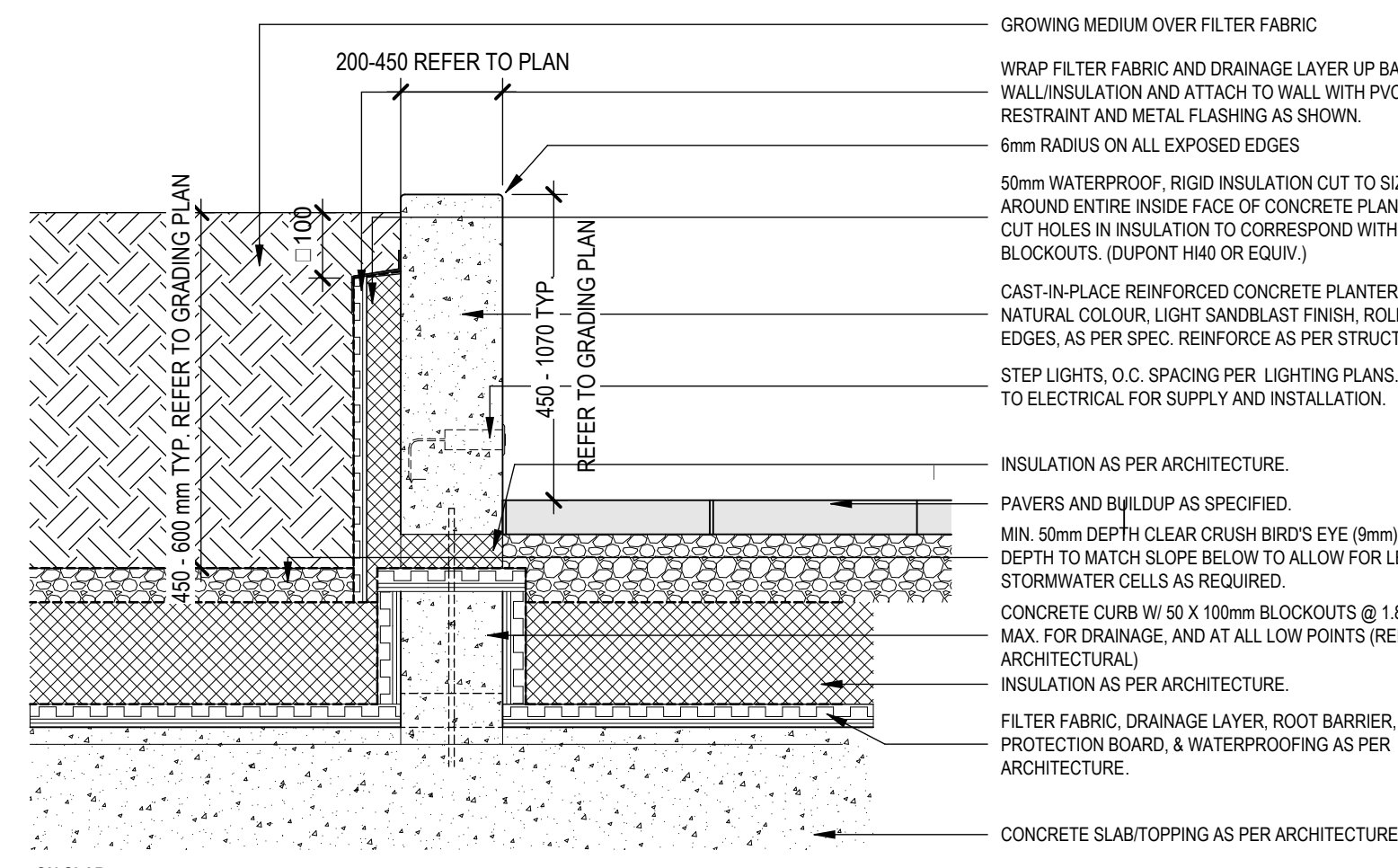
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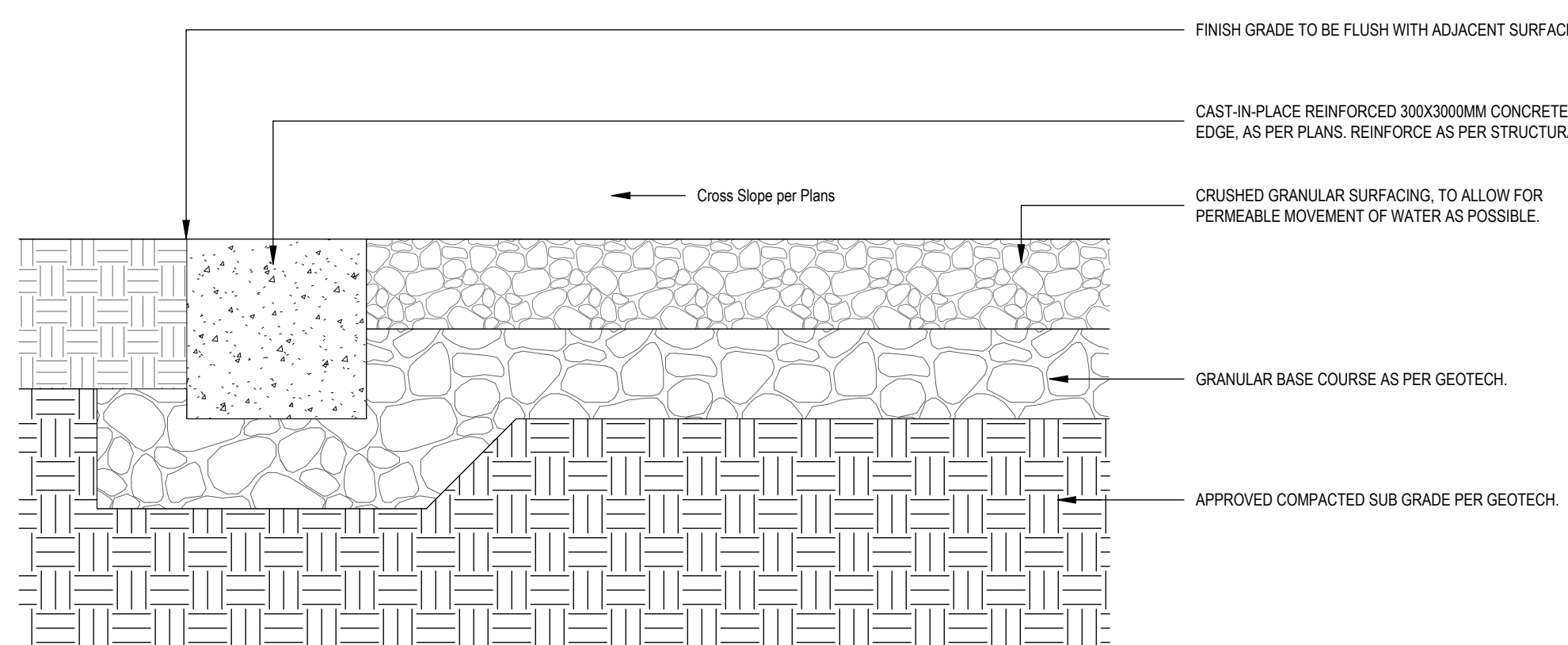
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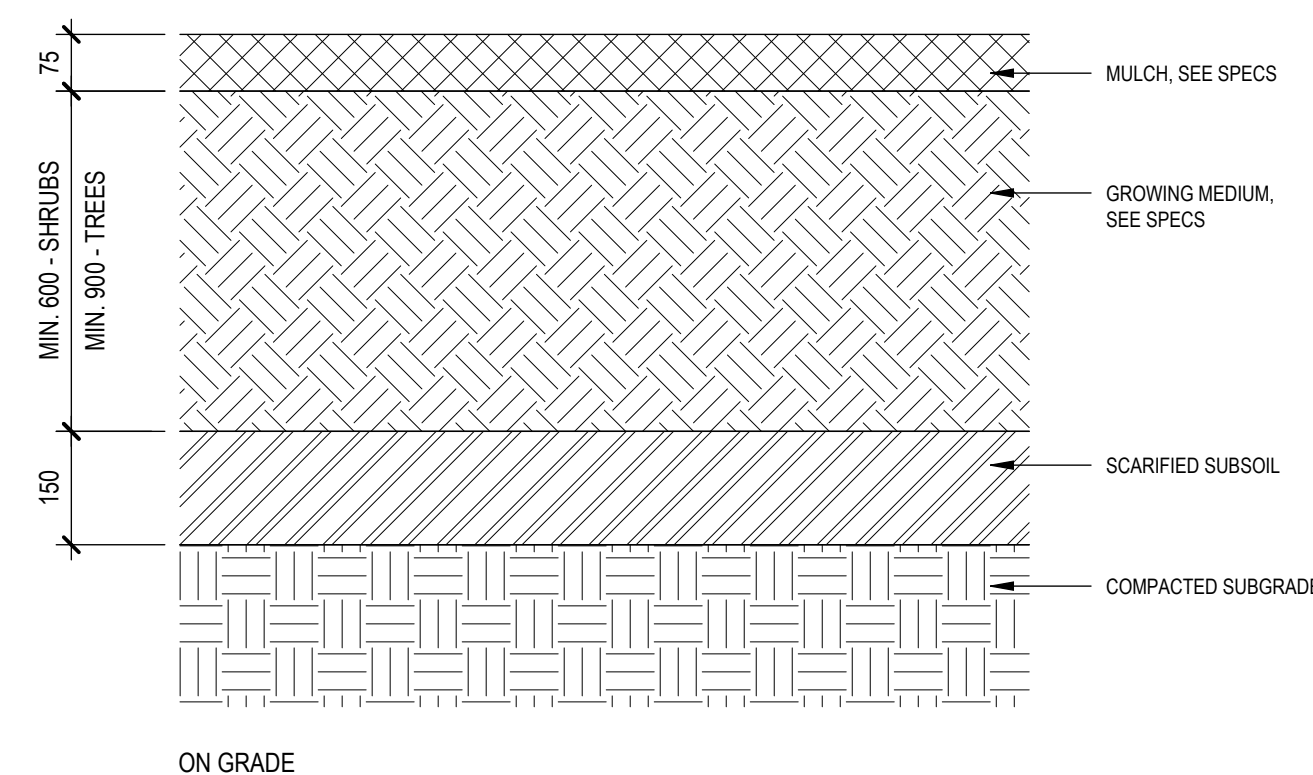
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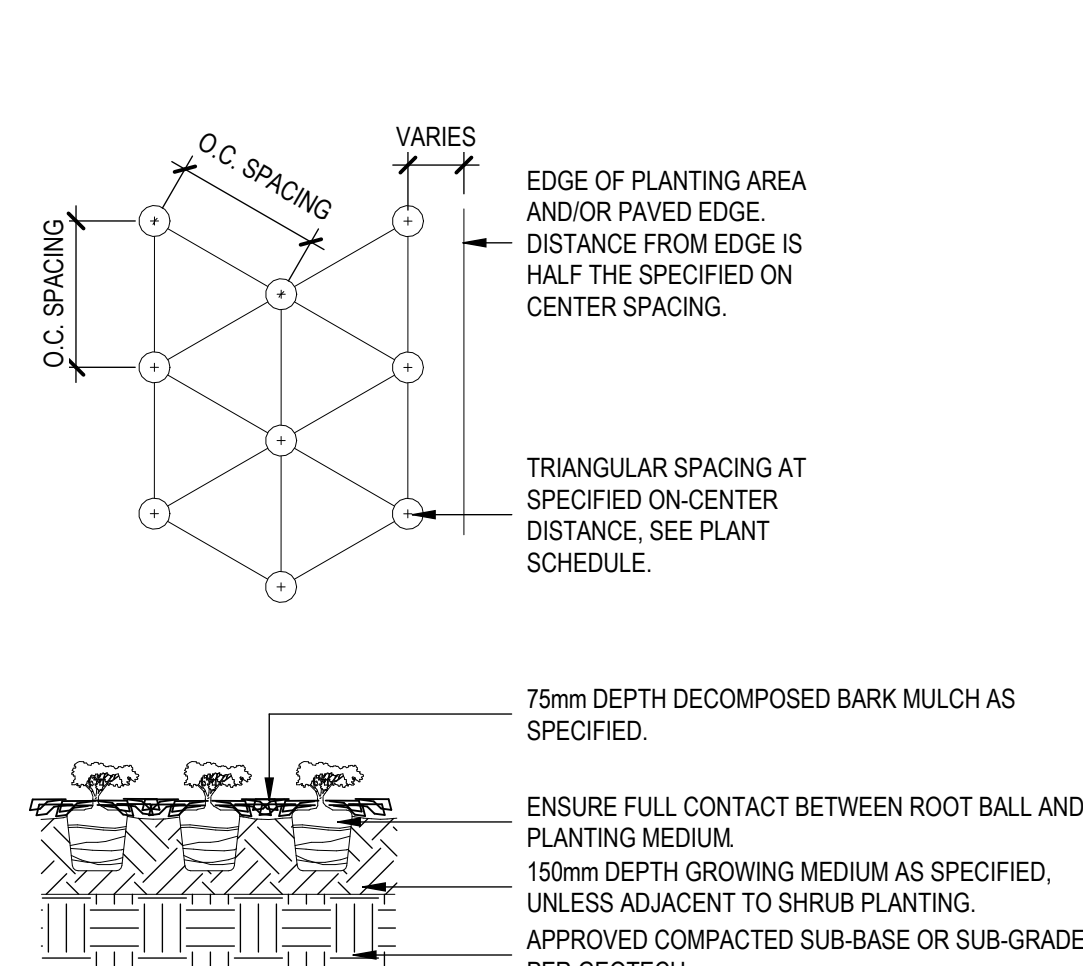
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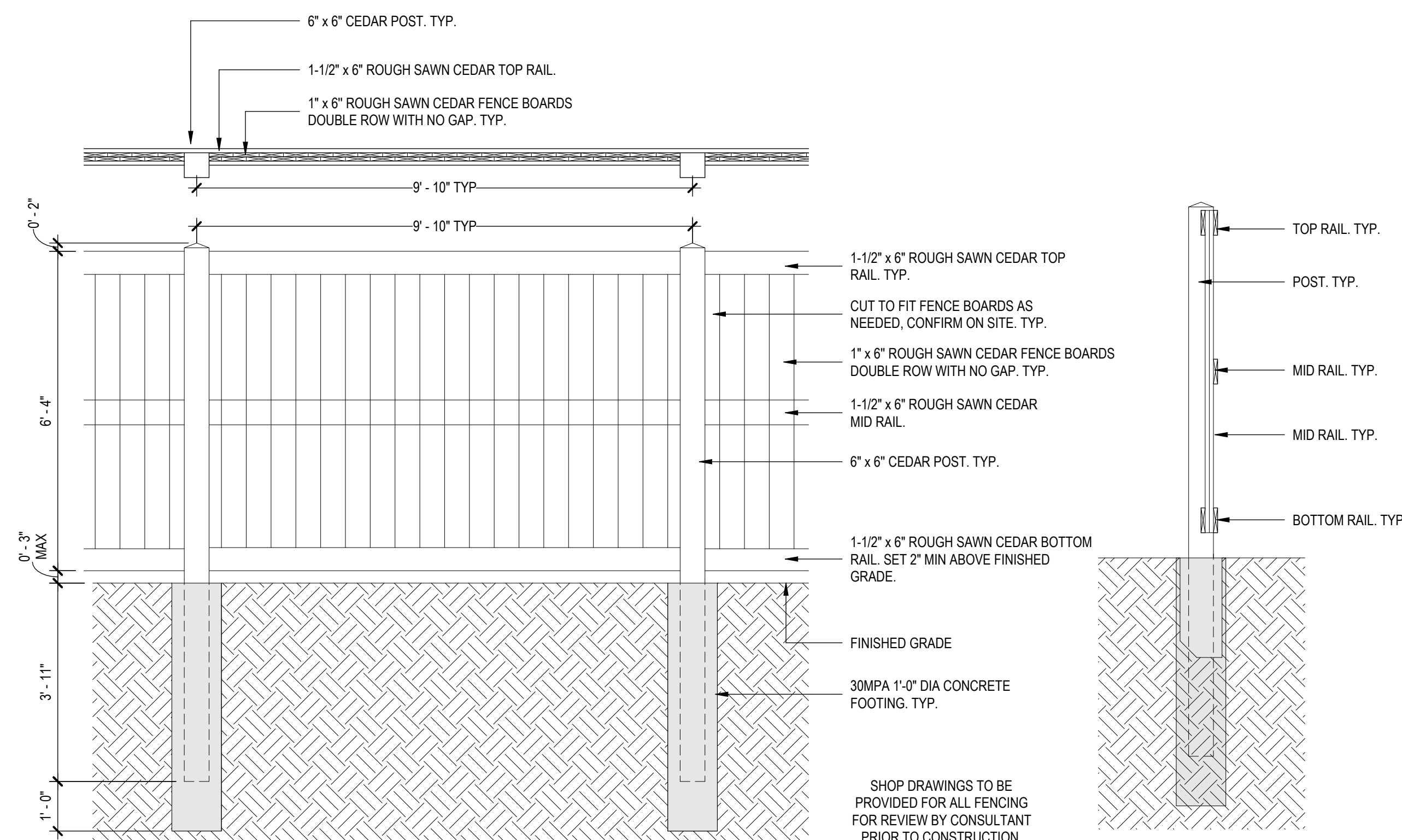
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6  
L3.1  
SOIL PROFILE  
SCALE: 1 : 10



7  
L3.1  
GROUND COVER PLANTING DETAIL TYP.  
SCALE: 1 : 20



9  
L3.1  
FENCE DETAIL  
SCALE: 1 : 25



A) TYPICAL AT GRADE



B) TYPICAL ON SLAB

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405-611 Alexander Street  
Vancouver, BC  
Tel: (604) 255-1169 Fax:  
CIVIL ENGINEER  
MECHANICAL  
500 - 3980 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 V8M 2C4  
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 V8M 1S6  
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SITE DETAILS

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L3.1





# 1934 Hovey Road Parking Variance

Version 4

---

Prepared for  
Aryze Developments

Date  
October 3, 2024

Project No.  
08-23-0021







October 3, 2024  
08-23-0021

Juan Crespi  
Development Manager  
Aryze Developments  
1839 Fairfield Road  
Victoria, BC  
V8S 1G9

Dear Juan:

**Re: 1934 Hovey Road, Parking Variance  
Version 4**

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.

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: October 3, 2024

Project No. 08-23-0021

Status: Version 4

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 197-units, at 1934 Hovey Road, Central Saanich, BC. One building (Building A) will be market rental with 135 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 147 parking spaces in Building A’s underground parkade and 57 at-grade parking spaces. Of the site’s total 204 parking spaces, 192 will be for residents and 12 will be for visitors. This equates to an overall resident parking ratio of 0.97 spaces per unit. The market rental building will have 147 spaces which equates to 1.09 spaces per unit while the Legion Manor will have 57 spaces for its 62 units which equates to 0.92 spaces per unit. Of these, 12 surface spaces will be reserved for visitors which equates to 0.06 visitor 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 204 spaces is 141 spaces below Bylaw requirements. The shortfall or variance from the Bylaw is comprised of 104 resident spaces and 37 visitor spaces.

An additional variance from bylaw is the number of small vehicle spaces (31% 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 197-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 5-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 5-storey apartment building will have 135 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 204 vehicle spaces for the 197 residential units (1.04 spaces per unit). Of these, the apartment building will have 147 spaces in its parkade for residents of the building's 135 units (1.09 spaces per unit). The Legion Manor will have 45 spaces for residents for its 62 units (0.73 spaces per unit), plus 12 Visitor spaces that will be available to visitors of both buildings for a total of 57 surface spaces.

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  
October 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	34	17%
Apartment - 1 bedroom	54	27%
Apartment - 2 bedrooms	23	12%
Apartment - 2 bedrooms + den	1	1%
Apartment - 3 bedrooms	23	12%
<b>RESIDENTIAL TOTAL</b>	<b>197</b>	<b>100%*</b>

In total, 150 or 76% of the units will be studios or 1-bedroom units, and 47 or 24% will be 2-bedroom or larger.

Separate vehicle accesses are provided to the underground parkade and the Legion Manor's at-grade parking lot, the parkade is now accessed directly 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, and 147 parking spaces in the underground parkade under the 5-storey apartment building for a total of 204 on-site vehicle spaces.

Twelve of the at-grade spaces will be designated for visitors, of these five will be for the Legion and 7 for the apartment building. All visitor spaces will be marked as Visitor and will be shared between the two buildings. The 12 visitor spaces equate to 0.06 visitor spaces per unit.

The site plan indicates 54 small car spaces in Building A's parkade and 10 in the surface lots which equates to 31% 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 209 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**.







## 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	
Residential Apartment	135 units	Residential	202.5	Residential	142	-61
		Visitor	33.75	Visitor	5	-29
Legion Manor (Residential Apartment)	62 units	Residential	93	Residential	50	-43
		Visitor	15.5	Visitor	7	-8
-	197 UNITS	-	345 (49 VIS, 296 RES)		204 (12 VIS, 192 RES)	-141 (-37 VIS, -104 RES.)



As shown in Table 3.2, the proposed total parking supply of 204 spaces is 141 spaces below Bylaw requirements. The shortfall from the Bylaw is comprised of 104 resident spaces and 37 visitor spaces.

147 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 204 vehicle spaces for the 197 residential units (1.04 spaces per unit). Of these, the rental apartment building will have 147 spaces in its parkade for the building's 135 units (1.09 spaces per unit). The Legion Manor will have 57 spaces for residents for its 62 units (0.92 spaces per unit). Of these spaces 12 will be for Visitors of both buildings which equates to 0.06 visitor spaces per unit. After removing Visitor spaces, the rental apartment building will have 1.05 spaces per unit for residents and the Legion Manor will have 0.81 spaces per unit for residents.

#### *Resident Parking*

The total of 192 on-site residential parking spaces represents a variance of 104 resident parking spaces (296 required versus 192 provided).

#### *Visitor Parking*

According to Bylaw, the development should provide 0.25 visitor spaces per unit which would equate to a site total of 49 visitor parking spaces. The site plan indicates a total of 12 on-site visitor parking spaces (0.06 spaces per unit). This therefore represents a variance of 37 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 31% of the provided spaces. This therefore exceeds Bylaw and represents a variance of three 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 209 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 PARKING SPACES	DWELLING UNITS				
Residential Apartment	235	135	Short-term: 1 space per 10 required vehicular parking spaces Long-term: 1.5 spaces per dwelling unit -	24 Short-term 203 Long-term	24 Short Term 209 Long Term	- +6 Long Term
Legion Manor (Residential Apartment)	109	62		10 Short-term 93 Long-term	18 Short-term 48 Long term 12 Mobility Scooter	+ 8 Short term- -45 Long-term +12 Mobility Scooters
TOTAL				34 SHORT-TERM 296 LONG-TERM	42 SHORT-TERM 257 LONG-TERM 12 MOBILITY SCOOTERS	+8 SHORT TERM -39 LONG TERM +12 MOBILITY SCOOTERS

Overall, the proposed development plan is 39 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 204 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 12 spaces (7 in Building A's parkade and 5 in the Legion Manor's surface lot) equate to 0.06 spaces per unit which is consistent with 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 0.08 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 80 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

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 acquired<sup>1</sup>.

#### 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.

<sup>1</sup> <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](http://www.walkscore.com)).



## 7. SUMMARY

1. The proposed development at 1934 Hovey Road consists of 197 rental residential units. 135 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. Of the site's total 204 parking spaces, 192 will be for residents and 12 will be for visitors. This equates to an overall resident parking ratio of 0.97 spaces per unit. The market rental building will have 147 spaces which equates to 1.09 spaces per unit while the Legion Manor will have 45 spaces for its 62 units which equates to 0.73 spaces per unit. The remaining 12 surface spaces will be reserved for visitors which equates to 0.06 visitor spaces per unit.
4. Variances from Bylaw are:
  - Resident Parking - The total of 192 on-site residential parking spaces represents a variance of 104 resident parking spaces (296 required versus 192 provided).
  - Visitor Parking - The 12 Visitor parking spaces (0.06 per unit) is 37 spaces below the required 49 Visitor spaces (0.25 visitor spaces per unit).
  - Small Vehicle Parking - The site plan indicates 64 small vehicle spaces which equates to 31% 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 three small vehicle spaces.
5. The number of accessible parking is compliant with bylaw with 13 Accessible spaces (2 Type A and 11 Type B).
6. Building A's 1.09 spaces per unit rate 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.
7. 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.
8. The Building A site plan indicates a total of 209 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 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.
  9. 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.
  10. 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.
11. 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



THE CORPORATION OF THE DISTRICT OF CENTRAL SAANICH

**BYLAW NO. 2206**

A Bylaw to Amend Zoning Bylaw  
(1934 Hovey Road)

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**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 1.97 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__

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Ryan Windsor  
Mayor

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Emilie Gorman  
Director of Corporate Services/  
Corporate Officer





# 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 17.5 m for the market rental building (west) and 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 31%;
  - f. Subsection 6.5.5 is varied to reduce the required parking for two proposed Residential Apartment buildings from 345 spaces to 204 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



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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**

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#### **Attachments:**

Development Plans by Dialog | Aryze dated October 11, 2024

Landscaping Plans by Dialog | Aryze dated October 10, 2024