The Corporation of the District of Central Saanich

REGULAR COUNCIL REPORT

For the Regular Council meeting on Monday, May 12, 2025

Re: 7840 Lochside Dr. – Rezoning, Development Permit and Subdivision (Mixed-Use)

RECOMMENDATION(S):

1. *That the Rezoning and Development Permit with Variances applications for the project at 7840 Lochside Drive be referred to the Advisory Planning Commission.*
2. *That notice of First Reading be given and that, with regard to Development Permit Application 3060-20-23/23 (7840 Lochside Dr), staff schedule an Opportunity to be Heard on the following variances:*
   - *To increase the maximum height for a Residential Apartment building on proposed Lot 1 from 15.0 m to 21.7 m;*
   - *To reduce the rear yard setback for the residential building on Lot 1 from 10.5 m to 6.0 m;*
   - *To reduce the side (north) yard setback for the residential building on Lot 1 from 6.0 m to 3.6 m;*
   - *To reduce the side (south) yard setback for the residential building on Lot 1 from 6.0 m to 3.0 m;*
   - *To reduce the side (south) yard setback for the H+R building on Lot 1 from 6.0 m to 0.13 m;*
   - *To increase the maximum height for the amenity building on Lot 2 from 4.5 m to 5.7 m;*
   - *To increase the maximum height for the commercial unit on Lot 2 from 4.5 m to 6.3 m;*
   - *To reduce the side (east) yard setback for the amenity building on Lot 2 from 6.0 m to 0.9 m;*
   - *To reduce the side (east) yard setback for the commercial unit on Lot 2 from 6.0 m to 0.6 m;*
   - *To reduce the overall vehicular parking requirement from 420 to 316 stalls;*

Following public input on the variances, the following recommendations should be considered:

1. That Zoning Amendment Bylaw No. 2236 (7840 Lochside Drive) be introduced and given First and Second Readings.
2. That Zoning Amendment Bylaw No. 2236 (7840 Lochside Drive) be given Third Reading.
3. That prior to consideration of adoption, a Housing Agreement Bylaw be brought forward for Council's consideration for introduction, First, Second and Third Readings to secure:
   - That the proposed new residential units remain rental in perpetuity;
   - That 10% of the rental units, or 13 units, be provided as affordable housing units and that these units remain affordable housing units for a period of 10 years;
   - That the affordable housing units shall consist of one 3-bedroom unit, nine 1-bedroom units and three studios;
   - That on an annual basis, the owner shall provide the Director of Planning with information confirming that the affordable housing units are rented out as such;

4. That prior to consideration of adoption, a covenant be registered to secure:
    a. That a $10,000 contribution be made toward Modo carshare memberships and that a further $10,000 contribution be made toward BC Transit single-use bus tickets to be distributed amongst residents, and that these contributions be made prior to occupancy of the residential building proposed on Lot 1.
    b. That a $262,000 contribution be made to the Affordable or Supportive Housing Amenity Fund, and that this contribution be made prior to occupancy of the residential building proposed on Lot 1.
    c. That a pedestrian cross walk as per the recommendations outlined in the Memorandum by Watt Consulting, dated May 3, 2024, be provided, or bonded for, prior to occupancy of the residential building proposed on Lot 1 and to the satisfaction of the District.
    d. That prior to the issuance of a building permit:
        i. the developer is responsible for the following offsite requirements are necessary to service the development subject to the satisfaction of the Director of Engineering:
            1. Sanitary sewer main extension on Ferguson Road;
            2. All electrical power and telecommunications located on site and serving the development are to be relocated underground;
            3. Submission of a FUS report and water servicing upgrades as required by the FUS report.
        ii. The developer will complete the works to the satisfaction of the District prior to receiving an occupancy permit or enter into a servicing agreement as per section 506 of the *Local Government Act*.

PURPOSE:

This report is to introduce a proposal for a new 131-unit, 6-storey rental apartment building on the property at 7840 Lochside Drive. The report provides staff analysis of the proposal in light of the Official Community Plan, Zoning Bylaw regulations and applicable Development Permit guidelines as well as a staff recommendation.

BACKGROUND:

The applicant has provided a letter of rationale that is attached to this report (Appendix A), which outlines the proposal as well as the proponent-initiated community engagement that has occurred thus far. In addition, the letter outlines changes that have been made since the initial application was submitted in late 2023. Development plans are attached to this report as Appendix B.

The property is a 2.25 hectare site located on the northwest corner of the Mt. Newton and Lochside Drive intersection. The site is currently developed with two three-storey multi-unit buildings consisting of 126 rental apartment units. The site lies directly adjacent the former Marigold site and the current location of two new rental apartment buildings developed by Starlight Developments.

DISCUSSION:

The proposal consists of 131 new purpose-built rental units in a 6-storey wood frame building with one level of underground parking. In addition, four smaller standalone buildings are proposed, including an amenity building, commercial unit, bike storage building and a waste and recycling (W+R) building. The total new floor area proposed would almost double the current floor area on site. Subdivision of the site in two lots is proposed and would see the existing buildings as well as three of the proposed new smaller

buildings be located on one lot and the new 6-storey building and the W+R building be located on the second lot.

The following table shows the proposed unit mix for the development based on the size of the units measured as the number of bedrooms. In addition, a comparison is made with the numbers included in the Housing Needs Assessment (HNA). The table shows a larger portion of smaller units being proposed than suggested in the HNA.

Unit Type	Studio	1-Bed	2-Bed (+ den)	3-Bed	Total
Proposed	6 (5%)	85 (65%)	28 (21%)	12 (9%)	131
HNA	43%		39%	18%	n/a

10% of the proposed 131 rental units, or 13 units, are proposed to be affordable housing units. The units would consist of one 3-bedroom unit, nine 1-bedroom units and 3 studio's. This would be secured through a housing agreement bylaw to be adopted at the time of adoption of the zoning amendment bylaw. The units would be rented out at 80% of the market rental rate (CMHC) and remain affordable rental units for a period of 10 years. In addition, a contribution of $2,000 per unit would be made toward the Affordable or Supportive Housing Amenity Fund, for a total contribution of $262,000. This would be secured through a covenant on title and be required prior to occupancy of the new residential building.

Official Community Plan

Section 2.2 Fundamental Principles of the Official Community Plan (OCP), the following is stated Under the Manage Growth Carefully principle:

The District supports new development that is sensitive to its surrounding neighbourhood while providing the amenities and services needed in the community. New development occurs in a sustainable manner and supports a healthy, active community. Proposals that advance identified housing or community needs are encouraged.

Under the Provide a Range of Housing Opportunities and Protect Housing Affordability principle, the following can be found:

The District supports a wide range of housing types within the Urban Containment Boundary, and supports increased density that is sensitive to existing neighbourhoods within walking distance to existing or planned public transit services and the village centres. Proposals that advance identified housing needs are encouraged.

The proposal would fit within the surrounding neighbourhood, which consists of multiple 5- and 6-storey buildings, and be sited closer to the highway, with the two existing 3-storey buildings providing a gradual transition to adjacent buildings to the east which have a height of two or three storeys. The proposal includes 131 rental units with 10%, or 13 units, proposed as affordable housing units, meeting two needs identified within the Housing Needs Assessment. The proposal would allow for future traffic improvements in the area by way of road dedication along Mt. Newton Cross Road, see a new crosswalk installed on Lochside Drive and improve pedestrian access to existing transit services.

OCP Land Use Designation

The subject property is designated 'Commercial/Mixed Use' as shown on Schedule F: Land Use Plan of the OCP. This designation has the following as purpose: *Within the Urban Containment Boundary to permit mixed-use buildings most commonly with ground floor commercial and residential above, particularly in core areas with zoning that permits a broad range of commercial uses.*

The site is also impacted by the notation as 'Small Commercial Node' which has the following purpose: *Represent locations with historic commercial uses that are limited in size and can improve walkability for the surrounding neighborhood without detracting from the core commercial centres.*

Section 4.1 Growth Management and Housing includes the following objective: *D. Housing for All - Encourage the creation of affordable, rental and special needs housing in the District and support various tenure options to ensure adequate housing for a range of income levels and needs in the community, including housing for First Nations.*

The General Policies in Section 4.1 Growth Management include the following:

1. Focus new residential and mixed-use residential/commercial development within the Urban Containment Boundary in the form of infill and densification as designated on Schedule F: Land Use Plan. Uses outside of this boundary should be rural, agricultural, or open space.

9. Encourage underground parking in apartment and mixed-used developments of 3 or more storeys to enhance overall site design and landscaping opportunities.

13. Support the creation of new and the retention of existing rental housing within Central Saanich and discourage the conversion of rental housing of three or more units to strata ownership.

15. Encourage the provision of at least 10% of dwelling units as affordable housing in new attached or multi-unit residential or mixed-use residential/commercial development. Ideally this would be in the form that addresses an identified housing gap.

Section 4.4 Economic Growth includes the following General Policies:

2. Recognize four historic commercial nodes in the District and their unique opportunity to create a walkable community and a sense of place. The four nodes are identified as 'Small Commercial Nodes' on Schedule F: Land Use Plan and each node's specific context includes:

a. Within the Urban Containment Boundary:

iii. The Turgoose node is a neighbourhood that includes existing auto-oriented uses and is undergoing a transition from the former garden nursery to smaller scale commercial uses with significant growth in housing units. The Turgoose node is highly accessible and is close to public transit and the Lochside Regional Trail. It is envisioned as an area for increased residential density and additional commercial uses to serve the surrounding neighbourhood, including adjacent SȾÁUTW̱ (Tsawout) lands.

3. Encourage the development of unique, small-scale commercial uses, and discourage the development of large single-occupant retail franchises (i.e., bigbox stores).

Overall, the proposal is in substantial compliance with the designation and policies outlined in the OCP. The proposed uses are identified as a need within the District, the density is located in an appropriate location and the proposed siting would result in a gradual transition between higher density buildings and the adjacent lower density and, further away, single family residential neighbourhoods. The project includes a small-scale commercial unit to add to the existing commercial uses located within walking distance of the site.

<u>Zoning Bylaw</u>

The property is currently zoned Large Lot Single-Family Residential: R-1. This zoning was left in place, as opposed to being amended to either Residential Corridor (R-C) or Residential Neighbourhood (R-N), as neither of these zones permit the two multi-storey multi-unit buildings that currently exist on the lot. Staff note that the R-1 zone also not does permit the current use but that the use of the property was regulated

by way of a Land Use Contract that was registered on title in 1977. With the expiry of all Land Use Contracts in BC as of June 30, 2024, the current use of the property is grandfathered and considered legally non-conforming. Through this rezoning application, the zoning regulations can be brought in line with the existing use of the site as well as the uses being proposed through this application.

The proposal would see the property rezoned to Residential Attached: RM-5 and the zoning regulations would be amended by including accessory buildings such as for bike storage, garbage and recycling, a site office/amenity building and such as permitted accessory uses in the RM-5 zone. In addition, a site specific regulation would be included to permit commercial use on the subject property only, as the current zoning does not permit any commercial uses. Proposed commercial uses are business offices and medical/dental offices.

The site is currently 2.25 hectares in area, however, road dedication on two sides of the lot would result in the overall lot size being reduced to 1.86 hectares. As subdivision is proposed, each proposed new lot is required to meet the zoning parameters individually.

Proposed Lot 1

Proposed Lot 1 would consist of the new 6-storey apartment building, a waste and recycling (W+R) building, landscaping and parking areas, for a total site area of 5,223 m^2, after road dedication. There are no existing buildings located on this proposed lot. The total floor area proposed for the new building is 9,650 m^2 (103,871 ft^2) and the number of apartment units would be 131.

Through the rezoning, a site specific regulation would be added to the RM-5 zone to permit a higher FAR. Both the 6-storey building as well as the W+R building require variances for setbacks. Based on the proposed plan of subdivision, the eastern lot line of proposed Lot 1 would become the front lot line. The table below indicates how the proposal fits in with the RM-5 zoning regulations.

Lot 1						
	Maximum		Proposed		Deviation	
F.A.R.	1.6		1.863		**0.263**	
Lot Coverage	45%		36.5%			
	Residential building			**H+R Building**		
	Required	Proposed	Variance	Required	Proposed	Variance
Height	15.0 m	21.7 m	**6.7 m**	4.5 m	3.2 m	
Front	6.0 m	> 6.0 m		6.0 m	> 6.0 m	
Rear	10.5 m	6.0 m	**4.5 m**	10.5 m	> 10.5 m	
Side (north)	6.0 m	3.6 m	**2.4 m**	6.0 m	> 6.0 m	
Side (south)	6.0 m	3.0 m	**3.0 m**	6.0 m	0.13 m	**5.87 m**

With respect to the variance for height for the residential building, the proposed height and the number of storeys (6) are similar to the three newly constructed buildings on the former Marigold lands to the north. The setback variances requested for the residential building are measured to the outermost edge of the balconies on the upper floors, the distance from the property line to the façade of the building would be greater. On the north side, the proposed building would face a parking lot located on the adjacent site, and on the south side, the building would be located adjacent a grassy area and parking lot for the Waddling Dog site. The rear yard variance would have no impact on the land that is to be dedicated to the Ministry of Transportation and Transit (MoTT). Based on the extent of the variances and the little to no impact expected on uses located on adjacent lands, staff have no concerns with the requested variances.

Proposed Lot 2

Lot 2 would consist of the two existing 3-storey rental apartment buildings, an amenity building, a commercial unit, a bike storage building, landscaping and parking areas, for a total site area of 1.34 hectares. The new floor area proposed with the three news buildings is 570 m^2, for a total floor area of 12,163 m^2 for the site, and the number of apartment units would remain at 126.

Both the amenity building and the commercial unit require variances for the east setback and height, whereas the bike storage building is compliant with all regulations. Based on the proposed plan of subdivision, the southern lot line of proposed Lot 2 would become the front lot line. The table below indicates how the proposal fits in with the RM-5 zoning regulations.

Lot 2						
	Maximum		Proposed		Deviation	
F.A.R.	1.6		0.91			
Lot Coverage	45%		35%			
	Amenity building			**Commercial building**		
	Required	Proposed	Variance	Required	Proposed	Variance
Height	4.5 m	5.7 m	**1.2 m**	4.5 m	6.3 m	**1.8 m**
Front	6.0 m	> 6.0 m		6.0 m	> 6.0 m	
Rear	10.5 m	> 10.5 m		10.5 m	> 10.5 m	
Side (east)	6.0 m	0.9 m	**5.1 m**	6.0 m	0.6 m	**5.4 m**
Side (west)	6.0 m	> 6.0 m		6.0 m	> 6.0 m	

Although the requested setback variances are substantial when compared to the required setback, both buildings would function better with the setbacks as requested. The commercial unit would benefit from greater proximity to the street and result in a sense of security and active frontage at the streetscape. The buildings are small enough to not cause a negative impact and would complement commercial uses located further along Lochside Drive. The increase in height is expected to have little to no impact on the adjacent residential building or public uses located along Lochside Drive.

Parking

Including the existing and proposed buildings, with a total of 257 residential units and 184 m^2 of commercial space, the parking requirement for the site would total 420 stalls. This is based on the 1.5 stalls per residential unit (for 385.5 spaces total), 0.1 space per unit for visitor parking (for 25.7 spaces total) and the requirement for 1 space per 22 m^2 of commercial retail space (8.35 spaces). Staff note that the architectural plans and parking study include the previous visitor parking requirement of 0.25 per unit as these documents were submitted prior to the recent amendment to the zoning bylaw to reduce the visitor parking requirement to 0.1 space per apartment and attached unit. In addition, the parking study includes the previously proposed 12 townhouse units, which have since been removed from the proposal.

The project proposes 316 parking stalls in total whereas 420 stalls are required, resulting in a variance of 104 spaces. The proposal would see 160 spaces provided on proposed Lot 1 and 156 spaces provided on proposed Lot 2, resulting in a parking ratio of 1.12 for the proposed lot with the new building and 1.07 for the proposed lot with the existing buildings. These numbers exclude the 0.1 space per unit for visitor parking requirement, which is met on both proposed lots. The proposed parking ratios are consistent with other multi-unit projects approved in the last five years.

To assess the proposed parking ratios, the proponent has provided a parking study (Appendix C) that was carried out for the two existing buildings on the subject site as well as 10 representative multi-family sites

in the region. The average parking demand on site was determined at 1.00 space per unit, which is consistent with various other recent projects within the District. The overall parking demand was determined at 288 (excludes the 4 spaces for 0 existing 3-bedroom units noted in the parking study and spaces required for the now-removed townhouse units), whereas 316 are being proposed, resulting in a surplus of 28 spaces in excess of the expected parking demand for the site.

The accessible parking requirement would be exceeded with this project as one additional 'Type A' stall would be provided above the requirement of two 'Type A' stalls and 16 'Type B' stalls.

The on-street parking analysis determined that the available spaces are well utilized, especially during the morning period, so that there is little capacity for parking spillover. The surplus parking on site could therefore be allocated to additional visitor parking should the need arise. The proponent is proposing to utilize a third party to manage on-site parking. A QR-code would be available for visitors to reserve a stall where parking between 7 am and 5 pm would be free and unlimited, and paid parking outside of those hours.

Bicycle parking

Proposed Lot 1 includes 131 new units and requires a total of 197 long term stalls (1.5 per unit) and 21 short term stalls (1 per 10 required vehicular parking stalls). The project would provide 342 long term stalls in the new parkade, 145 more than required, and 62 short term stalls between the two proposed new lots, 20 more than required, resulting in an overall surplus of 165 spaces above the parking requirement. Proposed Lot 2 would see a bike storage building being added, which would provide 30 long-term stalls in addition to the 91 existing stalls, as well as a portion of the aforementioned short term stalls, mainly near the two new proposed buildings. The long-term bicycle parking requirement for Lot 2 would not be met on site with the 121 total stalls proposed and 189 required, however, as the buildings are existing, they are exempt from having to meet the requirement. In addition, Lot 1 would provide 145 stalls in excess of the requirement for that lot.

Transportation Demand Management (TDM) Measures

Although the Parking Study does not include recommendations for TDM measures due to the proposed number of parking stalls exceeding the expected parking demand, the proponent is proposing to contribute $10,000 in Modo carshare memberships and another $10,000 in BC Transit single-use bus tickets to be distributed amongst residents that would be using transit. These contributions would be secured through a covenant to be registered on title prior to bylaw adoption.

Development Permit Guidelines

The proposal is viewed in light of the development permit guidelines for Residential Multi-family and Commercial/ Mixed-use projects. The guidelines suggest that new development should "respond sensitively to existing or planned adjacent development and be well integrated within the neighbourhood and local context". The proposed six-storey building would be similar in height to recent adjacent developments to the north, consisting of the Marigold development, which now includes three six-storey and one five-storey buildings. The building would be located away from adjacent less intensive development and along the highway. Two smaller, single-storey buildings including a commercial unit would be located along Lochside Drive.

Entrances to the various buildings are clearly defined and would be improved upon with the additional landscaping that is proposed. The buildings along Lochside Drive would have direct at grade pedestrian access to the street and would be connected with open spaces on site. Every residential unit would include a balcony or patio and these would overlook walkways, parking areas and private communal spaces to ensure security. The facades include articulation, various colours and materials, and complement the

adjacent development at 2515 Hackett Crescent. The project includes a new kids' playing area and other amenity areas as well as a roof top open space.

Parking areas would be located away from the street and the two existing access points to the current lot would be shared between the two new proposed lots. Streetscapes would be improved due to the two new smaller buildings and the landscaping and walkways surrounding them, while maintaining the current grassy areas and trees where possible. The landscape plans show a lighting plan for the entire site, improving pedestrian comfort and security. A substantial amount of landscaping is proposed and this is discussed in the section below. Overall the project is in substantial compliance with the OCP.

Landscaping

Landscape plans have been provided and show a kids' amenity area, a renovated outdoor pool area, a dog run amenity area, a roof top amenity area and a community garden area. The site of the new building would be landscaped with all new plantings around the building and parking areas. The site with the existing building would see new plantings around the buildings and parking areas, multiple new improvements such as the aforementioned amenity areas and retention of the grassy areas and most of the trees fronting Lochside Drive. The landscape plans can be found in Appendix B and include planting plans, plant materials schedule, a lighting plan and a tree management plan.

Approximately 11 trees would be removed to facilitate the proposed development and 19 would be retained. In addition, the landscape plan indicates that approximately 62 trees would be planted including six varieties. The plans show a pathway across the subject site connecting to lands to the south as well as to the adjacent site to the north, which provides a pedestrian connection to the bus stop along the highway. This connection was secured by Council as part of the development of the site at 2515 Hackett Crescent.

Traffic Impact Assessment

The proponent has provided a Traffic Impact Assessment (TIA) as well as an update to the assessment based on review comments from the District (Appendix D). The TIA looked at wait times for traffic turning onto Lochside Drive from Ferguson and James Island roads, a proposed crosswalk across Lochside Drive, the speed limit and cycling infrastructure on Lochside Drive, and vehicle queuing along Mt. Newton related to site accesses.

The TIA concluded that wait times are well within acceptable limits for peak hour traffic. Recommendations for a crosswalk design and location were provided and these will be implemented as part of the overall development of the site. A reduction of the speed limit from 50 k/h to 40 k/h was recommended and the District is currently reviewing speed limits across the municipality. The TIA supported the District-requested right-in/right-out access restriction and concrete median for Mt. Newton Cross Road and suggested a potential addition of a westbound vehicle lane in the future. The District has considered adding a lane in the future and allowances are in place, however, in the meantime, the road dedication would be utilized for on-street parking and loading spaces.

The update to the TIA takes into account the removal of the 12 townhouses and the recent addition of the adjacent 235-unit Starlight development with respect to traffic impacts on the Highway 17/Mt Newton Cross Road intersection, and reviews travel times along Mt. Newton Cross Road.

The update indicates that the levels of service (LOS) for the Highway 17/Mt Newton intersection are acceptable for the Highway through movements but that a couple of movements show unacceptable levels due to the long traffic light cycle length. The delays (wait times) would still be less than 80 seconds "which are considered acceptable for a highway signal with high volumes". Overall, the increase in delays were a few seconds but that did result in some LOS dropping from "acceptable" to "unacceptable" (from

a traffic movement perspective). Queue lengths were found not to increase much due to the new and proposed developments, however, it was noted that the queue length for the westbound left turn (onto the highway) would exceed the available storage length of the turn lane. The current conditions pose challenges to increasing the storage length but changes to Mt. Newton Cross Road in that area are being considered by the District. The prognosis for 2036 indicated that multiple movements would operate poorly and more storage lengths would be exceeded, however, this would be the result of background conditions (e.g. 2% growth rate from 2021 traffic volumes plus Marigold Phase 1 traffic) and not due to the proposed development. Changes to the signal timing alone would not solve these delays and/or queueing issues.

A review of travel times demonstrated that the recent development and proposed development together would result in an increase in travel time but that it would be limited to less than 14 seconds after completion of both developments. The subject proposal itself would lead to an increase in travel time of less than 10 seconds. The increase is considered minor and is largely tied to the long cycle length at the signal rather than an increase in volume of traffic.

Recommendations and/or considerations that came out of the TIA were for the District to contact MoTT to reduce the signal cycle length, reconfigure the section of Mt Newton Cross Road between the highway and Lochside Drive and improving access to the nearby Rapid Bus stops. Staff have reached out to MoTT regarding the signal cycle length option but have not yet received a response. These efforts will be ongoing and are not impacted by the development proposal.

The District has reviewed the aforementioned section of Mt Newton Cross Road and improvements are currently underway and further improvements are envisioned in the near future. These would include installing a median on Mt Newton Cross Road, adding a westbound vehicle lane and improving the Lochside Regional Trail along that section of road. In addition, access to the bus stops and a new shelter have been and are required as part of development on adjacent properties, including the current site.

Frontage Improvements

As part of the overall development, improvements would be made in the area surrounding the site. These improvements would see road dedication along Mt. Newton Cross Road that would facilitate future road widening and intersection improvements. Road widening, new curbs and sidewalk improvements along Mt. Newton Cross Road, including relocation of hydro poles and distribution lines, would be required as well as two on-street parking stalls for loading, pick up/drop off and deliveries. The current Mt. Newton access would be reconfigured to right-in and right-out only.

Off-site Improvements

A concrete pad and transit shelter would be required at the bus stop and a crosswalk is to be installed at Ferguson Road. The crosswalk would be a signed and marked crosswalk across Lochside Drive and one with Rectangular Rapid Flashing Beacons (RRFBs) is recommended by the TIA. The crosswalk would include four signs, four RRFB's, pedestrian pushbuttons and curb extension. The District would work with the proponent on the design of the crosswalk and related improvement and the proponent would cover (most of) the costs. As part of the site servicing, a sanitary sewer main extension on Ferguson Road is required and electrical power, gas and telecommunications are to be relocated underground. Additional upgrades may be required once FUS values are determined.

IMPLICATIONS:

Strategic

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

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

Legislative/Policy

As per Council's (extended) motion to '*waive all Community Amenity and Affordable Housing Amenity Fees from all affordable rental, affordable home ownership and purpose-built rental applications for a period of two years',* there is no requirement for amenity contributions for this proposal. However, the proponent is offering a $262,000 contribution to the Affordable or Supportive Housing Amenity Fund, 13 affordable housing units, and a new crosswalk that is valued at approximately $50,000.

Process

The next step, if supported by Council, would be for the Advisory Planning Commission (APC) to review the proposal and provide comments for Council's consideration. Staff would draft the bylaws and development permit, send notifications for first reading and the opportunity to be heard, and Council would be asked to consider first, second and third readings of the bylaw when the proposal is brought back. A public hearing is prohibited as the proposal is consistent with the OCP and involves residential development.

Council has the option of directing staff to work with the proponent to address concerns they may have with certain aspects of the proposal, such as requested variances or the site design being compliant with design guidelines, prior to bringing the application back to Council and subsequent referral to the APC.

First Nations

The District had met with Tsawout First Nation regarding the traffic situation around the Mt. Newton /Highway 17 and Mt. Newton/ Lochside Drive intersections. The terms of reference for the TIA were a coordinated effort between the developer, Tsawout and the District, and the final TIA has been shared with all parties.

OPTIONS:

Option 1 (recommended):

1. That the Rezoning and Development Permit with Variances applications for the project at 7840 Lochside Drive be referred to the Advisory Planning Commission.
2. That notice of First Reading be given and that, with regard to Development Permit Application 3060-20-23/23 (7840 Lochside Dr), staff schedule an Opportunity to be Heard on the following variances:
   a. To increase the maximum height for a Residential Apartment building on proposed Lot 1 from 15.0 m to 21.7 m;
   b. To reduce the rear yard setback for the residential building on Lot 1 from 10.5 m to 6.0 m;
   c. To reduce the side (north) yard setback for the residential building on Lot 1 from 6.0 m to 3.6 m;
   d. To reduce the side (south) yard setback for the residential building on Lot 1 from 6.0 m to 3.0 m;
   e. To reduce the side (south) yard setback for the H+R building on Lot 1 from 6.0 m to 0.13 m;
   f. To increase the maximum height for the amenity building on Lot 2 from 4.5 m to 5.7 m;
   g. To increase the maximum height for the commercial unit on Lot 2 from 4.5 m to 6.3 m;
   h. To reduce the side (east) yard setback for the amenity building on Lot 2 from 6.0 m to 0.9 m;
   i. To reduce the side (east) yard setback for the commercial unit on Lot 2 from 6.0 m to 0.6 m;
   j. To reduce the overall parking requirement from 420 to 316 parking stalls;

Option 2 (no APC):

1. That notice of First Reading be given and that, with regard to Development Permit Application 3060-20-23/23 (7840 Lochside Dr), which includes variances, staff schedule an Opportunity to be Heard on the following variances:
   a. To increase the maximum height for a Residential Apartment building on proposed Lot 1 from 15.0 m to 21.7 m;
   b. To reduce the rear yard setback for the residential building on Lot 1 from 10.5 m to 6.0 m;
   c. To reduce the side (north) yard setback for the residential building on Lot 1 from 6.0 m to 3.6 m;
   d. To reduce the side (south) yard setback for the residential building on Lot 1 from 6.0 m to 3.0 m;
   e. To reduce the side (south) yard setback for the H+R building on Lot 1 from 6.0 m to 0.13 m;
   f. To increase the maximum height for the amenity building on Lot 2 from 4.5 m to 5.7 m;
   g. To increase the maximum height for the commercial unit on Lot 2 from 4.5 m to 6.3 m;
   h. To reduce the side (east) yard setback for the amenity building on Lot 2 from 6.0 m to 0.9 m;
   i. To reduce the side (east) yard setback for the commercial unit on Lot 2 from 6.0 m to 0.6 m;
   j. To reduce the overall parking requirement from 420 to 316 parking stalls;

Option 3:

That alternative direction be provided.

CONCLUSION:

Applications have been received for a 6-storey rental apartment building with four smaller accessory buildings, including a commercial unit, to be constructed on the property at 7840 Lochside Drive. The existing buildings would be retained and the lot subdivided in a panhandle configuration. The proposal is generally consistent with OCP policies and guidelines, as well as development permit guidelines. Variances are requested for height, setbacks and parking. The proposal includes affordable housing units, a contribution to the affordable housing fund, crosswalk improvements, road dedication and frontage improvements.

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

ATTACHMENTS:

Appendix A: Letter of Rationale
Appendix B: Development Plans
Appendix C: Parking Study
Appendix D: TIA and TIA Update

Starlight

November 18, 2024

District of Central Saanich
1903 Mount Newton Cross Road
Saanichton, BC V8M 2A9
Attn: Mayor Ryan Windsor & Council

RE: Application for Subdivision, Rezoning and Development Permit at 7840 Lochside Drive
Lot A, Section 5, Range 4 East, South Saanich District, Plan 31812, PID 001-130-374

Dear Mayor Windsor and Council,

Starlight Developments is pleased to submit a revised subdivision, rezoning, and development permit application for our property located at 7840 Lochside Drive. Starlight Developments has revised the application in response to comments and direction received from District of Central Saanich Staff and Mayor and Council.

Proposal Overview

The proposed development at 7840 Lochside Drive is a significant contribution to the ongoing growth and community-building in Central Saanich, aligned with the vision outlined in the Marigold Lands Master Plan. This 131-unit, 6-storey, wood-frame purpose-built rental building, with one level of underground parking, will offer a variety of housing options and amenities to meet the needs of the local community.

The proposal includes a mix of residential units designed to accommodate a diverse range of residents, from families to seniors, with various unit sizes and configurations. The design incorporates both ground-oriented units and apartment-style living, ensuring that the development meets the needs of a wide demographic, including those seeking family-friendly units and seniors wishing to downsize while staying within the community.

To address the growing need for rental housing in the region, 10% of the new units will be designated as affordable housing, helping to meet the demand for affordable rental options in Central Saanich. The project also includes a commercial retail unit (CRU), which will enhance the neighborhood's walkability and provide space for local businesses.

This project also seeks to complement the ongoing construction of the Bella Vista development at 2515 Hackett Crescent, contributing to the broader vision of creating a highly connected, thoughtful, and sustainable community within the Urban Containment Boundary. The goal is to foster a welcoming, diverse, and accessible neighborhood that encourages greater housing choice for current and future residents.

The opening of Bella Vista in early 2025 will mark a significant step in the realization of this vision, and the 7840 Lochside Drive development is poised to further strengthen the area as a vibrant and inclusive neighborhood. This project is an exciting part of the continued growth of Central Saanich, helping to meet the housing needs of the community while also promoting sustainability and connectivity.

Starlight

Ongoing Community Engagement

Over the last year, Starlight Developments has engaged the community for input and feedback on our application and design. Engagement activities include the following:

- **Open house** on October 4th, 2023, inviting tenants and neighbours to view the preliminary concept plans and ask questions of the development team.
- **Tenant meetings** on July 24th, 2024, inviting tenants of Lochside Apartments to discuss the application and share feedback.
- **Project information website**, sharing plans and application materials for public viewing.
- **Tenant updates** regarding building improvements to the existing Lochside Apartments, specifically on the pool upgrades.
- Engagement with **Tsawout First Nation**, welcoming input into the design of neighbourhood development and working in collaboration with Central Saanich to address broader infrastructure improvements.

Proposed Revisions

In response to the technical comments from municipal staff and feedback from our ongoing tenant and community engagement, Starlight is pleased to outline the following updates to our rezoning application, which address housing affordability, public realm infrastructure upgrades, improvements that will help to contribute to further pedestrian safety in the area, and enhancements on-site to further support active modes of transportation:

- A commitment to provide 10% of the new units as affordable housing units, to be secured through a development agreement.
- Removal of 12 townhome units fronting Lochside Drive based on thoughtful feedback provided by community stakeholders and local area residents.
- A frontage dedication along Mt Newton Cross Road which will enable the creation of street parking as well as left turn restrictions into the existing Lochside Apartments building.
- Proposed signalized pedestrian crossing across Lochside Drive (at Ferguson Road) and sidewalk improvements to existing northbound bus shelter.
- Refinement of architectural design to address feedback about building materials, massing, and details.
- Updated landscape plan including additional bike parking that will be provided to existing residents on site.
- A Transportation Impact Assessment (TIA) was also completed as part of our revised application. The TIA looked provided additional analysis in terms of pedestrian and cyclist movements in the area, an analysis on wait times at Mount Newton Cross Road and the Patricia Bay Highway, as well as existing speed limits.

The TIA noted that following the completion 2515 Hackett and 7840 Lochside Drive, an increase in vehicle volumes that will have negligible impacts on either traffic performance at the Mount Newton Cross Road and Patricia Bay Highway intersections or travel times along Mt. Newton Cross Road.

Starlight

Conclusion

We value the opportunity to be part of implementing Central Saanich's OCP through this infill development proposal which will contribute much-needed new rental housing, while retaining and enhancing existing rental homes. We look forward to continuing the growth of the Marigold community and surrounding context and to our ongoing work with the District of Central Saanich through advancement of this application. With Central Saanich's support for the rezoning and development permit applications, we hope to be able to advance the project, in phases, starting in 2025.

Sincerely,





Ben Smith
Director of Development
Starlight Developments

Kelsey Tyerman
Assistant Development Manager
Starlight Developments

4/3/2025 8:00:29 AM



ARTIST RENDERING. FOR REFERENCE ONLY.

7840 LOCHSIDE DRIVE

Saanichton, British Columbia

NORR

2300, 411 – 1st Street SE
Calgary, AB, Canada T2G 4Y5
norr.com

NORR Architects Planners Inc.

Starlight™ DEVELOPMENTS

DEVELOPMENT PERMIT:DEVELOPMENT PERMIT NO.
NORR PROJECT NUMBER: NCCA22-0063
CLIENT PROJECT NUMBER: CLIENT PROJECT NUMBER

DEVELOPMENT PERMIT / RESUBMISSION - MARCH 26, 2025

DRAWING LIST

DP00-00-00	COVER SHEET
DP10-00-00	SITE SURVEY
DP10-00-01	SITE LOCATION AND STATISTICS
DP10-00-01.1	SITE LOCATION AND STATISTICS-SUBDIVISION
DP10-00-02	SITE PLAN
DP10-00-03	PHASING PLAN
DP10-00-04	SHADOW STUDY
DP10-00-05	SHADOW STUDY
DP10-00-06	FIRE TRUCK SWEEP PATHS
DP10-00-07	PARKING STRATEGY PLAN
DP10-00-08	EXTERIOR VIEWS
DP10-00-09	EXTERIOR VIEWS
DP20-01-01	BUILDING 01 - LEVEL P1 OVERALL FLOOR PLAN
DP20-01-02	BUILDING 01 - FLOOR PLANS
DP20-01-03	BUILDING 01 - FLOOR PLANS
DP20-01-04	BUILDING 01 - ROOF PLAN
DP20-03-01	BUILDING 03, 04, 05 & 06 - FLOOR PLANS / ROOF PLAN / DETAILS
DP40-01-01	BUILDING 01 - ELEVATIONS
DP40-01-02	BUILDING 01 - ELEVATIONS
DP40-03-01	BUILDING 03, 04, 05 & 06 - ELEVATIONS
DP63-01-01	BUIDLING 01 - UNIT PLANS
DP63-01-02	BUILDING 01 - UNIT PLANS

SURVEY	CIVIL	ARCHITECTURE	STRUCTURAL
	J.E. Anderson 4212 GLANFORD AVENUE VICTORIA, BC, V8Z 4B7 250-727-2214	**NORR** 2300- 411 1ST STREET SE CALGARY, AB, T2G 4Y5 403-264-4000	**Skyline Engineering** 380-4243 GLANFORD AVENUE VICTORIA, BC, V8Z 4B9 250-590-4133
MECHANICAL	**ELECTRICAL**	**INTERIORS**	**LANDSCAPE**
M3 Mechanical 101-1803 DOUGLAS STREET VICTORIA, BC, V8T 5C3 250-940-2256	**AES Engineering** 500-3795 CAREY ROAD VICTORIA, BC, V8Z 6T8 250-590-9980		**David Stoyko Landscape Architect** 2686 EAST 6 AVENUE VANCOUVER, BC, V5M 1R3 604-720-0048

Autodesk Docs://Starlight - Lochside Drive/AR_Site_NCCA22-0063_LochsideDr_R23.rvt

ARCH D - Cover Title Block - V2023 - Rev (Sept/23) - Copyright © 2023

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SITE PLAN

Starlight Group Property Holdings Inc.

Lot A, Section 5, Range 4 East, South Saanich District Plan 31812

ADDRESS : 7840 Lochside Drive

PROJECT SURVEYOR : BPH

DRAWN BY : CS | DATE : JUNE 07/23

OUR FILE : 33435 | REVISION : 1st

J.E. ANDERSON & ASSOCIATES
SURVEYORS – ENGINEERS

#210 GLANFORD AVE, VICTORIA, B.C. V8Z 4B7
TEL: 250-727-2214 FAX: 250-727-2386
E-MAIL: info@jeanderson.com
<http://www.facebook.com/JEAndersonSurveyors>

This sketch does not constitute a redefinition of the legal boundaries hereon described and is not to be used in any matter which would assume same.

This plan is intended for use as a topographic site plan. It is based on Land Title Office records and a field survey completed on the date of this survey. Information such as lot lines, lot dimensions, lot areas and building setbacks should be confirmed by a legal cadastral survey.

J.E. Anderson & Associates accepts no responsibility or liability for any damages that may be suffered by a third party as a result of any decision made, or actions taken based on this document.

Subject to charges, legal notations, and interests shown on: Title No.052120 (PLID:001-130-374)

0 2.5 5 10 15 20 25

The intended plot size of this plan is 864mm by 432mm by 1120mm in height (D size) when plotted at a scale of 1:250.

Distances and elevations are in metres

Elevations are geodetic based on control monument 7YH0669

Elevations are at natural grade unless noted otherwise



FOR REFERENCE ONLY

DATE	ISSUED FOR	REV
2023-11-20	DP SUBMISSION	1
2024-04-04	DP COMMENTS	2
2024-07-04	DP SUBMISSION	3
2024-10-31	DP-SITE REVISION	4
2025-01-31	DP-RESUBMISSION	5
2025-03-26	DP-RESUBMISSION	6

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This drawing shall not be used for construction purposes until the seal appearing hereon is signed and dated by the Architect or Engineer

Project Component
DEVELOPMENT PERMIT

Key Plan

Consultants

Survey:	
Civil:	J.E. Anderson
Architecture:	NORR
Structural:	Skyline Engineering
Mechanical:	M3 Mechanical
Electrical:	AES Engineering
Interiors:	
Landscape:	David Stoyko Landscape Architect

Seal(s)

NORR

2300, 411 – 1st Street SE
Calgary, AB, Canada T2G 4Y5
norr.com

NORR Architects Planners Inc.

Project Manager T. ALMAASHI	Drawn Author
Project Leader F. ARISTI	Checked J. LACKMAN

Client
STARLIGHT

Project
7840 LOCHSIDE DRIVE

Saanichton, British Columbia

Drawing Title
SITE SURVEY

Scale

Project No.
NCCA22-0063

Drawing No.
DP10-00-00

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LEGAL DESCRIPTION

LOT		LOT 'A'	SECTION 5	RANGE 4 EAST
BLOCK				
PLAN		31812		
MUNICIPAL ADDRESS		7840 LOCHSIDE DRIVE DISTRICT OF CENTRAL SAANICH, BC		
COMMUNITY		SAANICHTON		
LAND USE		TBD		
SITE AREA	SM	sq.ft.	acre	Ha
	18,631.76	200,550.64	4.60	1.86
EXISTING FAR		0.622	11,592.89	SM
NEW FAR PROPOSED		0.553	10,298.98	SM
OVERALL FAR PROPOSED + EXISTING		1.175	21,891.88	SM
BYLAW ALLOWABLE FAR		1.130		

SITE COVERAGE

New Buildings + Existing Buildings	6,596.349	35.40%



SITE LOCATION

SCALE: NTS

AREA CALCULATIONS - BUILDING 01

	USE	GROSS AREA		SALEABLE		EFFICIENCY	UNIT COUNT					
		m²	sq.ft.	m²	sq.ft.	%	STUDIO (E)	1 BEDROOM (A1 + B)	1 BDRM + DEN (A2)	2 BEDROOM (C, F, J, K)	3 BEDROOM (D)	TOTAL
PARKADE	RESIDENTIAL PARKADE	5,018.00	54,013.30									
LEVEL 01	RESIDENTIAL	1,590.66	17,121.74	1,280.83	13,786.76	80.52%	1	15	0	3	2	21
LEVEL 02	RESIDENTIAL	1,584.93	17,060.08	1,376.01	14,811.22	86.82%	1	14	0	5	2	22
LEVEL 03	RESIDENTIAL	1,584.93	17,060.08	1,389.77	14,959.36	87.69%	1	12	2	5	2	22
LEVEL 04	RESIDENTIAL	1,584.93	17,060.08	1,389.77	14,959.36	87.69%	1	12	2	5	2	22
LEVEL 05	RESIDENTIAL	1,584.93	17,060.08	1,389.77	14,959.36	87.69%	1	12	2	5	2	22
LEVEL 06	RESIDENTIAL	1,584.93	17,060.08	1,389.77	14,959.36	87.69%	1	12	2	5	2	22
MECH	MECH / LOBBY	134.65	1,449.34	-	0.00	0.00%						
TOTALS BUILDING 1		9,649.98	103,871.47	8,215.92	88,435.42	85.14%	6	77	8	28	12	131

BUILDING HEIGHT	BYLAW REQUIRED	VARIANCE
3.1m	3.1m	
3.1m	6.2m	
3.1m	9.3m	
3.1m	12.4m	
3.1m	15.5m	
3.1m	18.6m	
3.1m	21.7m	15.0m 6.7m

AREA CALCULATIONS - OTHER NEW BUILDINGS

	USE	GROSS AREA		SALEABLE		EFFICIENCY	UNIT COUNT					
		m²	sq.ft.	m²	sq.ft.	%	STUDIO	1 BEDROOM (A1 + B)	1 BDRM + DEN (A2)	2 BEDROOM (C, F, J, K)	3 BEDROOM (D)	TOTAL
BUILDING 03	AMENITY / LEASING OFFICE	307.16	3,306.26	-	0.00	0.00%	0	0	0	0	0	0
BUILDING 04	CRU	183.75	1,977.81	183.75	1,977.81	100.00%	0	0	0	0	0	0
BUILDING 05	W&R	78.55	845.52	-	0.00	0.00%	0	0	0	0	0	0
BUILDING 06	BIKE STORAGE	79.55	856.28	-	0.00	0.00%	0	0	0	0	0	0
TOTALS OTHER NEW BUILDINGS		649.01	6,985.87	183.75	1,977.81	28.31%	0	0	0	0	0	0
OVERALL TOTAL NEW BUILDINGS		10,298.98	110,857.34	8,399.66	90,413.23	81.56%	6	77	8	28	12	131
							4.58%	58.78%	6.11%	21.37%	9.16%	100.00%
										TOTAL	131	UNITS

BUILDING HEIGHTS	BYLAW REQUIRED	VARIANCE
5.7m	4.5m	1.2m
6.3m	4.5m	1.8m
3.2m	4.5m	
3.1m	4.5m	

AREA CALCULATIONS - EXISTING BUILDINGS

	USE	GROSS AREA		SALEABLE		EFFICIENCY	UNIT COUNT					
		m²	sq.ft.	m²	sq.ft.	%	STUDIO	1 BEDROOM	1 BED + DEN	2 BEDROOM	3 BEDROOM	TOTAL
BUILDING EX.01	RESIDENTIAL	5,538.32	59,613.94	4,762.95	51,267.99	86.00%	0	32	0	29	0	61
BUILDING EX.02	RESIDENTIAL	6,054.58	65,170.94	5,206.94	56,047.01	86.00%	4	25	0	36	0	65
BUILDING EX.03	AMENITY / POOL	0.00	0.00	0.00	0.00	0.00%	0	0	0	0	0	0
TOTALS EXISTING BUILDINGS		11,592.89	124,784.88	9,969.89	107,314.99	86.00%	4	57	0	65	0	126
OVERALL TOTAL EXISTING + NEW		21,891.88	235,642.22	18,369.55	197,728.23	83.91%	10	134	8	93	12	257
							3.89%	52.14%	3.11%	36.19%	4.67%	100.00%

PARKING REQUIREMENT - NEW BUILDINGS (PER LAND USE BYLAW) (SUBDIVISION LOT 1)

USE		REQ. PARKING			REQ. PARKING	PROVIDED	VARIANCE
RESIDENTIAL	UNITS	1.50	PER	UNIT	196.5	160	69
	VISITOR	0.25	PER	UNIT	32.8		
TOTAL REQUIRED					229.25	160	69

PARKING REQUIREMENT - EXISTING BUILDINGS (PER LAND USE BYLAW) (SUBDIVISION LOT 2)

USE		REQ. PARKING			REQ. PARKING	PROVIDED	VARIANCE
RENTAL	UNITS	1.50	PER	UNIT	189.0	148	73
	VISITOR	0.25	PER	UNIT	31.5		
COMMERCIAL	CRU	1.00	PER	22.0m² of GFA	8.35	8.0	0
TOTAL REQUIRED					228.85	156	73
PARKING REQUIREMENT PER LUB - TOTAL					459	316	142

PARKING DEMAND PER PARKING STUDY / TIA (see detailed ratios in TIA document)

USE	EXISTING	NEW	TOTAL REQ. PARKING PER TIA	PROVIDED PARKING
STUDIO	2	4	6	
1 BEDROOM	55	69	124	
2 BEDROOM	73	29	102	
3 BEDROOM	4	17	21	
VISITOR		27	27	
COMMERCIAL / RETAIL	0	11	11	
			291	316
TOTAL PARKING DEMAND PER PARKING STUDY				291
TOTAL PARKING PROVIDED				316
			RESIDENTIAL SURPLUS	25

PARKING REQUIREMENT / PROPOSED COMPARISON (BYLAW VS. TIA)

USE	UNIT COUNT	BYLAW REQUIREMENT		DEMAND: PARKING STUDY	PROPOSED PARKING		PROPOSED VS.	
		FACTOR	COUNT	COUNT	FACTOR	COUNT	BYLAW REQ.	PKNG DEMAND TIA
RENTAL STUDIO	10	1.50	15					
RENTAL 1 BEDROOM	142	1.50	213					
RENTAL 2 BEDROOM	93	1.50	140	291	1.23	316		
RENTAL 3 BEDROOM	12	1.50	18					
RENTAL VISITOR	257	0.25	64					
COMMERCIAL			8.35					
TOTAL PARKING DEMAND PER PARKING STUDY			459	291		316	(143)	25

PROVIDED PARKING STALL COUNT / BIKE STALL / STORAGE LOCKERS COUNT

LOCATION	RESID. ST. LOCKERS	LONG TERM BIKE STORAGE (*)	PARKING
SURFACE PARKING NEW	-	0	40
SURFACE PARKING EXISTING AND REVISED	-	91	129
PARKADE P01	-	262	147
	0	353	316

(*) New proposed long term bike storage facility for Building 1 (6 storey building) is fully complying with current Land Use Bylaw.
Long term bike storage for existing buildings follows original requirements and its current excess demand is partly covered by new proposed bike storage rooms.

BICYCLE PARKING

TYPE	REQUIREMENT	COUNT			REQUIRED STALLS	PROVIDED (*) STALLS
	NEW PROPOSED	NEW UNITS	EXISTING UNITS			
Long Term	1.50 stalls/unit	119	126	UNITS	368	372
Short Term	0.10 stalls/parking stall	459		PARKING STALLS	46	62
Total Bicycle Parking Stalls					414	434

BARRIER FREE PARKING REQUIRED

TYPE	REQUIRED OVERALL PARKING	OVERALL BF STALLS REQUIRED	REQUIREMENT PER BF STALL TYPE	
		OVERA...	TYPE 'A'	TYPE 'B'
COUNTS	459 stalls	18 stalls	2 stalls	16 stalls
TOTAL BARRIER FREE STALLS PROVIDED		19 stalls	3 stalls	16 stalls

EV CHARGING STATIONS

TYPE	OVERALL BF STALLS PROPOSED
EV Chargers Proposed to be installed	4 stalls
EV Ready parking stalls (Rough ins only) (Future)	129 stalls
TOTAL EV CHARGING STATIONS (AT OCCUPANCY + FUTURE)	133 stalls

DATE	ISSUED FOR	REV
2023-11-20	DP SUBMISSION	1
2024-04-04	DP COMMENTS	2
2024-07-04	DP SUBMISSION	3
2024-10-31	DP-SITE REVISION	4
2025-01-31	DP-RESUBMISSION	5
2025-03-26	DP-RESUBMISSION	6

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Project Component
DEVELOPMENT PERMIT

Key Plan

Consultants
Survey:
Civil: J.E. Anderson
Architecture: NORR
Structural: Skyline Engineering
Mechanical: M3 Mechanical
Electrical: AES Engineering
Interiors:
Landscape: David Stoyko Landscape Architect

Seal(s)

NORR
2300, 411 – 1st Street SE
Calgary, AB, Canada T2G 4Y5
norr.com
NORR Architects Planners Inc.

Project Manager T. ALMAASHI	Drawn R. JENKINS
Project Leader F. ARISTI	Checked J. LACKMAN

Client
STARLIGHT

Project
7840 LOCHSIDE DRIVE
Saanichton, British Columbia

Drawing Title
SITE LOCATION AND STATISTICS

Scale
1 : 1

Project No.
NCCA22-0063

Drawing No.
DP10-00-01

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SUBDIVISION LOT 1					
MUNICIPAL ADDRESS	7840 LOCHSIDE DRIVE				
	DISTRICT OF CENTRAL SAANICH, BC				
COMMUNITY	SAANICHTON				
LAND USE	TBD				
SITE AREA	SM	sq.ft.	acre	Ha	
	5,222.70	56,216.65	1.29	0.522	
EXISTING FAR		0.000	0.00	SM	
NEW FAR PROPOSED		1.863	9,649.98	SM	
OVERALL FAR PROPOSED		1.863	9,649.98	SM	
BYLAW ALLOWABLE FAR		1.130			
SITE COVERAGE					
New Buildings			1,902.750	36.43%	

SUBDIVISION LOT 2				
MUNICIPAL ADDRESS	7840 LOCHSIDE DRIVE			
	DISTRICT OF CENTRAL SAANICH, BC			
COMMUNITY	SAANICHTON			
LAND USE	TBD			
SITE AREA	SM	sq.ft.	acre	Ha
	13,409.07	144,333.99	3.31	1.341
EXISTING FAR	0.865	11,592.89	SM	
NEW FAR PROPOSED	0.907	8.00	SM	
OVERALL FAR PROPOSED +...	1.772	11,600.89	SM	
BYLAW ALLOWABLE FAR	1.130			
VARIANCE	0.642			
SITE COVERAGE				
New Buildings + Existing Buildings		4,693.720	35.00%	

SUBDIVISION LOT 1

AREA CALCULATIONS - BUILDING 01

	USE	GROSS AREA		SALEABLE		EFFICIENCY	UNIT COUNT					
		m²	sq.ft.	m²	sq.ft.	%	STUDIO (E)	1 BEDROOM (A1 + B)	1 BDRM + DEN (A2)	2 BEDROOM (C, F, J, K)	3 BEDROOM (D)	TOTAL
PARKADE	RESIDENTIAL PARKADE	5,018.00	54,013.30									
LEVEL 01	RESIDENTIAL	1,590.66	17,121.74	1,280.83	13,786.76	80.52%	1	15	0	3	2	21
LEVEL 02	RESIDENTIAL	1,584.93	17,060.08	1,376.01	14,811.22	86.82%	1	14	0	5	2	22
LEVEL 03	RESIDENTIAL	1,584.93	17,060.08	1,389.77	14,959.36	87.69%	1	12	2	5	2	22
LEVEL 04	RESIDENTIAL	1,584.93	17,060.08	1,389.77	14,959.36	87.69%	1	12	2	5	2	22
LEVEL 05	RESIDENTIAL	1,584.93	17,060.08	1,389.77	14,959.36	87.69%	1	12	2	5	2	22
LEVEL 06	RESIDENTIAL	1,584.93	17,060.08	1,389.77	14,959.36	87.69%	1	12	2	5	2	22
MECH	MECH / LOBBY	134.65	1,449.34	-	0.00	0.00%						
TOTALS BUILDING 1		**9,649.98**	**103,871.47**	**8,215.92**	**88,435.42**	**85.14%**	**6**	**77**	**8**	**28**	**12**	**131**

BUILDING HEIGHT		BYLAW REQUIRED	VARIANCE
3.1m	3.1m		
3.1m	6.2m		
3.1m	9.3m		
3.1m	12.4m		
3.1m	15.5m		
3.1m	18.6m		
3.1m	21.7m	15.0m	6.7m

AREA CALCULATIONS - BUILDING 05

BUILDING 05	W&R	78.55	845.52	-	0.00	0.00%	0	0	0	0	0	0
OVERALL TOTAL NEW BUILDINGS		9,728.53	104,716.98	8,215.92	88,435.42	84.45%	6	77	8	28	12	131

BUILDING HEIGHT	BYLAW REQUIRED	VARIANCE
3.2m	4.5m	

SUBDIVISION LOT 2

AREA CALCULATIONS - OTHER NEW BUILDINGS

	USE	GROSS AREA		SALEABLE		EFFICIENCY	UNIT COUNT					
		m²	sq.ft.	m²	sq.ft.	%	STUDIO	1 BEDROOM (A1 + B)	1 BDRM + DEN (A2)	2 BEDROOM (C, F, J, K)	3 BEDROOM (D)	TOTAL
BUILDING 03	AMENITY / LEASING OFFICE	307.16	3,306.26	-	0.00	0.00%	0	0	0	0	0	0
BUILDING 04	CRU	183.75	1,977.81	183.75	1,977.81	100.00%	0	0	0	0	0	0
BUILDING 06	BIKE STORAGE	79.55	856.28	-	0.00	0.00%	0	0	0	0	0	0
TOTALS OTHER NEW BUILDINGS		**570.46**	**6,140.36**	**183.75**	**1,977.81**	**32.21%**	**0**	**0**	**0**	**0**	**0**	**0**

BUILDING HEIGHTS	BYLAW REQUIRED	VARIANCE
5.7m	4.5m	1.2m
6.3m	4.5m	1.8m
3.1m	4.5m	

AREA CALCULATIONS - EXISTING BUILDINGS

	USE	GROSS AREA		SALEABLE		EFFICIENCY	UNIT COUNT					
		m²	sq.ft.	m²	sq.ft.	%	STUDIO	1 BEDROOM	1 BED + DEN	2 BEDROOM	3 BEDROOM	TOTAL
BUILDING EX.01	RESIDENTIAL	5,538.32	59,613.94	4,762.95	51,267.99	86.00%	0	32	0	29	0	61
BUILDING EX.02	RESIDENTIAL	6,054.58	65,170.94	5,206.94	56,047.01	86.00%	4	25	0	36	0	65
BUILDING EX.03	AMENITY / POOL	0.00	0.00	0.00	0.00	0.00%	0	0	0	0	0	0
TOTALS EXISTING BUILDINGS		**11,592.89**	**124,784.88**	**9,969.89**	**107,314.99**	**86.00%**	**4**	**57**	**0**	**65**	**0**	**126**
OVERALL TOTAL EXISTING + NEW		12,163.35	130,925.24	10,153.63	109,292.81	1.18	4	57	0	65	0	126
							3.17%	45.24%	0.00%	51.59%	0.00%	100.00%

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Project Component
DEVELOPMENT PERMIT

Key Plan

Consultants
Survey:
Civil: J.E. Anderson
Architecture: NORR
Structural: Skyline Engineering
Mechanical: M3 Mechanical
Electrical: AES Engineering
Interiors:
Landscape: David Stoyko Landscape Architect

Seal(s)

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NORR Architects Planners Inc.

Project Manager	Drawn
T. ALMAASHI	R. JENKINS
Project Leader	Checked
F. ARISTI	J. LACKMAN

Client
STARLIGHT

Project
7840 LOCHSIDE DRIVE
Saanichton, British Columbia

Drawing Title
SITE LOCATION AND STATISTICS-SUBDIVISION

Scale

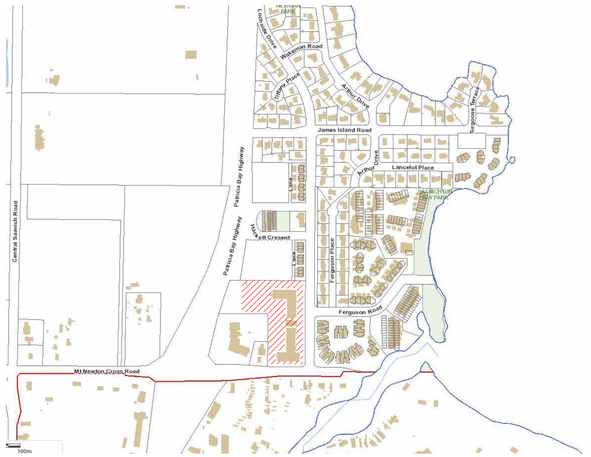
Project No.
NCCA22-0063

Drawing No.
DP10-00-01.1

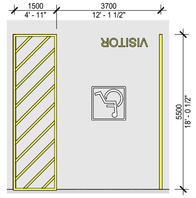
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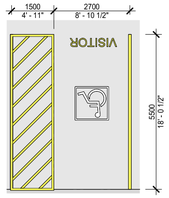
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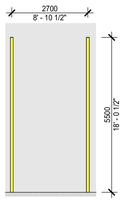
SITE LOCATION
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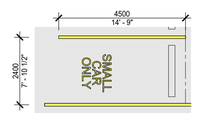
9 DP10-00-02 ACCESSIBLE PARKING STALL - TYPE A SCALE: 1 : 100



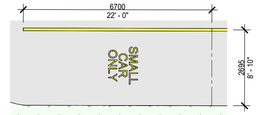
10 DP10-00-02 ACCESSIBLE PARKING STALL - TYPE B SCALE: 1 : 100



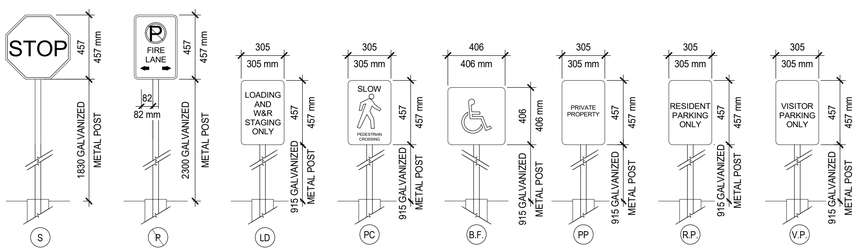
5 DP10-00-02 STANDARD STALL SCALE: 1 : 100



6 DP10-00-02 SMALL CAR STALL SCALE: 1 : 100

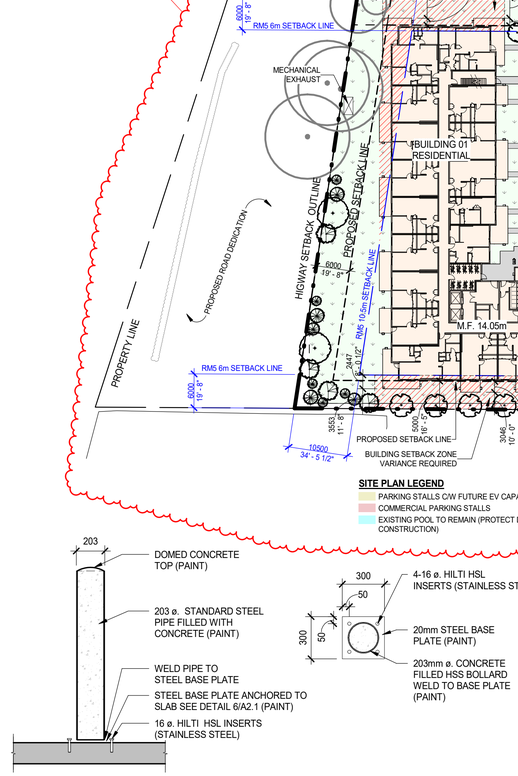


7 DP10-00-02 SMALL CAR PARALLEL STALL SCALE: 1 : 100



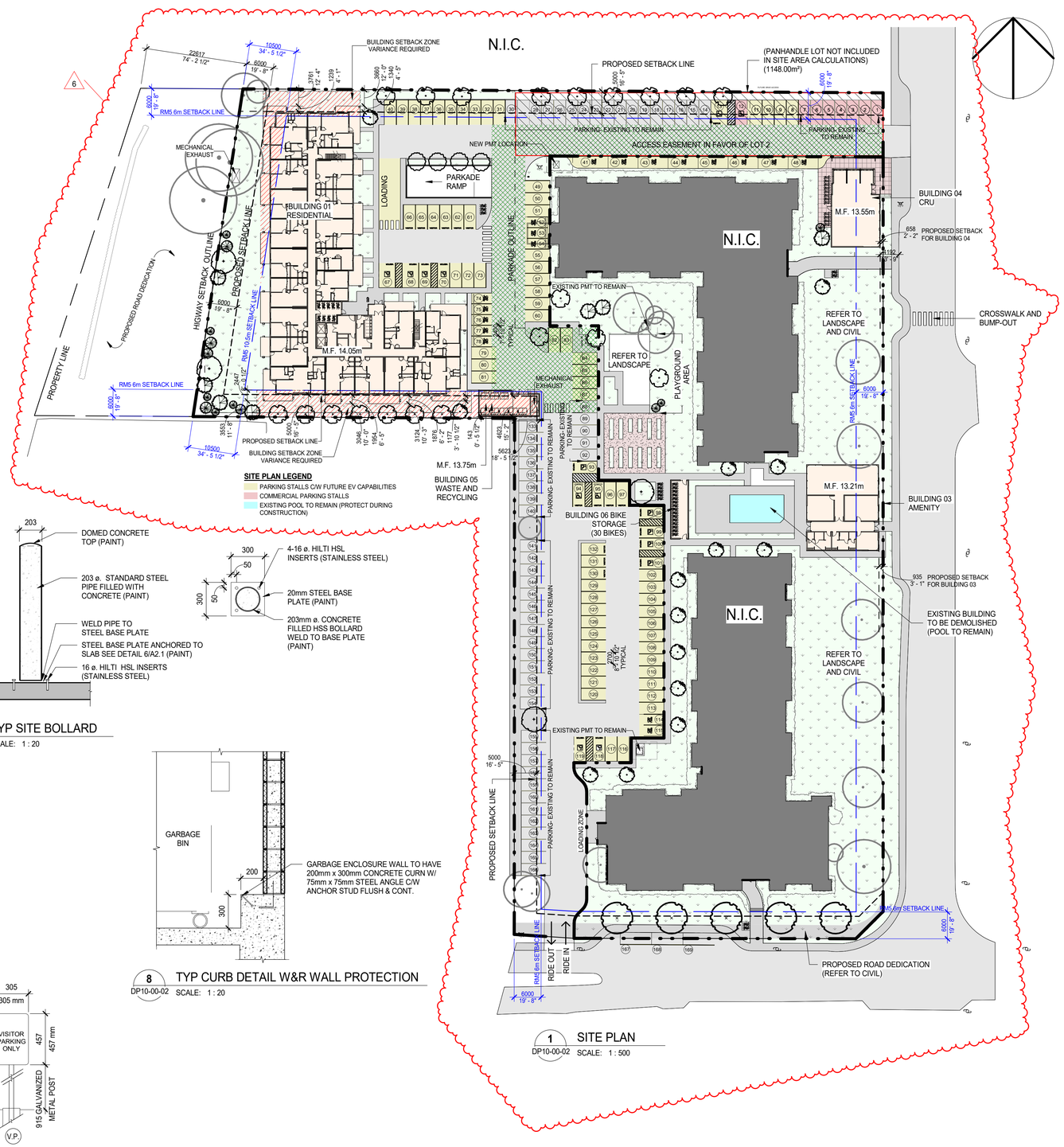
NOTE: FOR ALL SIGNAGE REQUIREMENTS AND SPECIFICATIONS - REFER TO CENTRAL SAANICH

4 DP10-00-02 SITE SIGNAGE SCALE: 1 : 20



11 DP10-00-02 TYP SITE BOLLARD SCALE: 1 : 20

8 DP10-00-02 TYP CURB DETAIL W&R WALL PROTECTION SCALE: 1 : 20



1 DP10-00-02 SITE PLAN SCALE: 1 : 500

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Project Component
DEVELOPMENT PERMIT

Key Plan

Consultants
Survey:
Civil: J.E. Anderson
Architecture: NORR
Structural: Skyline Engineering
Mechanical: M3 Mechanical
Electrical: AES Engineering
Interiors:
Landscape: David Stoyko Landscape Architect

Seal(s)

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Project Leader F. ARISTI	Checked J. LACKMAN

Client
STARLIGHT

Project
7840 LOCHSIDE DRIVE
Saanichton, British Columbia

Drawing Title
SITE PLAN

Scale
As indicated

Project No.
NCCA22-0063

Drawing No.
DP10-00-02

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MARCH 21th 10:00AM PDT



MARCH 21th 12:00PM PDT



JUNE 21th 10:00AM PDT



JUNE 21th 12:00PM PDT



MARCH 21th 2:00PM PDT



MARCH 21th 4:00PM PDT



JUNE 21th 2:00PM PDT



JUNE 21th 4:00PM PDT

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Project Leader F. ARISTI	Checked J. LACKMAN

Client
STARLIGHT

Project
7840 LOCHSIDE DRIVE

Saanichton, British Columbia

Drawing Title
SHADOW STUDY

Scale

Project No.
NCCA22-0063

Drawing No.
DP10-00-04

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SEPTEMBER 21th 10:00AM PDT



SEPTEMBER 21th 12:00PM PDT



DECEMBER 21th 10:00AM PST



DECEMBER 21th 12:00PM PST



SEPTEMBER 21th 2:00PM PDT



SEPTEMBER 21th 4:00PM PDT



DECEMBER 21th 2:00PM PST



DECEMBER 21th 4:00PM PST

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Client
STARLIGHT

Project
7840 LOCHSIDE DRIVE

Saanichton, British Columbia

Drawing Title
SHADOW STUDY

Scale

Project No.
NCCA22-0063

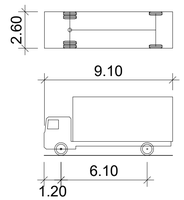
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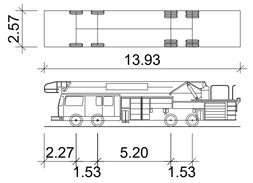
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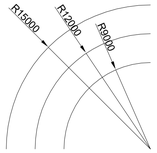
VEHICLE LEGEND



SU9 - SINGLE UNIT

Overall Length	9.10 m
Overall Width	2.60 m
Overall Body Height	4.15 m
Track Width	2.60 m
Curb to Curb Turning Radius	12.80 m

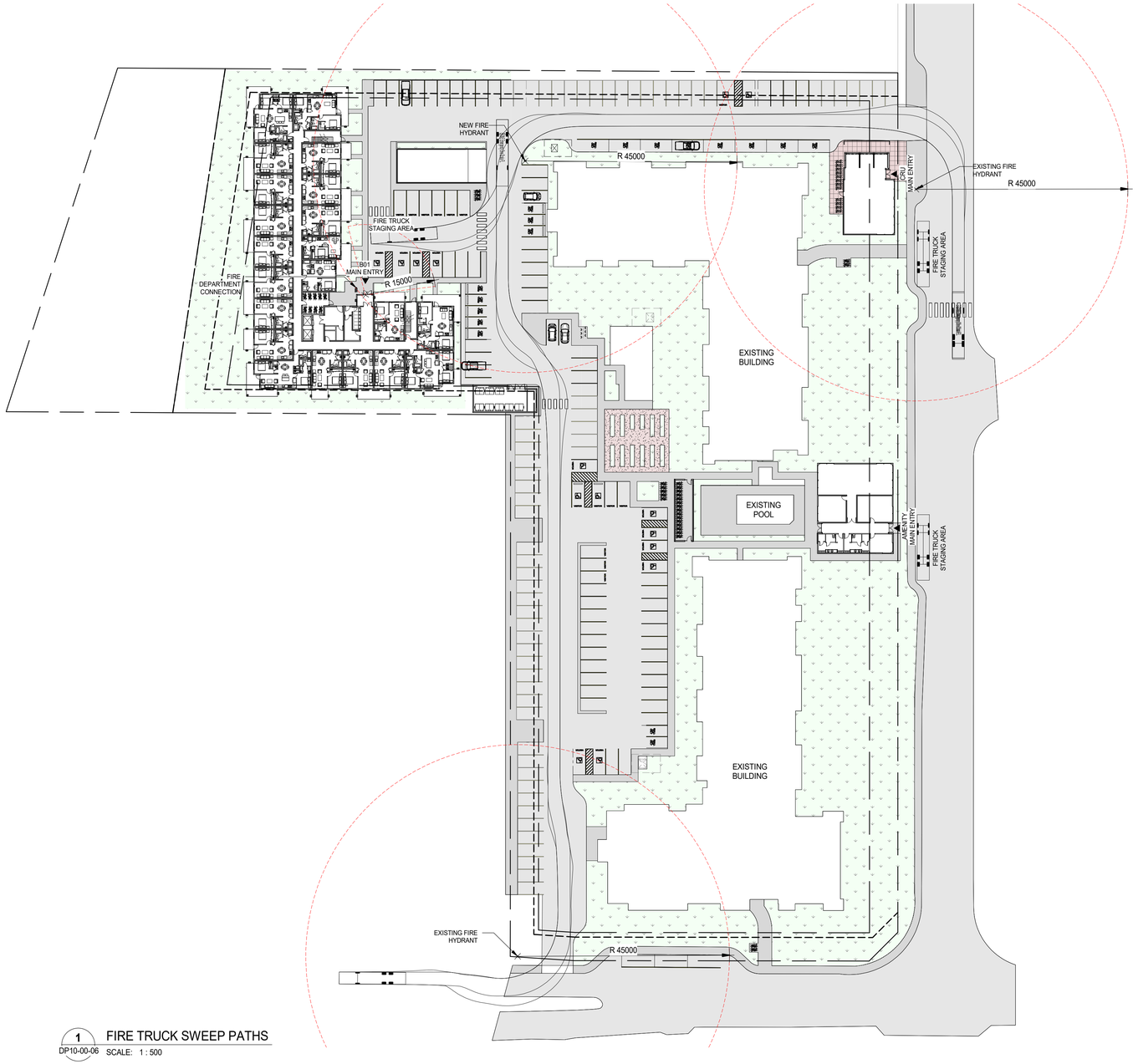




FIRE TRUCK TURNING RADIUS

CFD - BRONTO SKYLIFT FIRETRUCK

Overall Length	13.930 m
Overall Width	2.570 m
Overall Body Height	3.203 m
Min Body Ground Clearance	0.286 m
Track Width	2.570 m
Lock-to-lock time	6.00 s
Max Wheel Angle	47.50°



1 DP10-00-06 FIRE TRUCK SWEEP PATHS
SCALE: 1 : 500

DATE	ISSUED FOR	REV
2023-11-20	DP SUBMISSION	1
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Project Component
DEVELOPMENT PERMIT

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Seal(s)

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Project Leader F. ARISTI	Checked J. LACKMAN

Client
STARLIGHT

Project
7840 LOCHSIDE DRIVE

Saanichton, British Columbia

Drawing Title
FIRE TRUCK SWEEP PATHS

Scale
As indicated

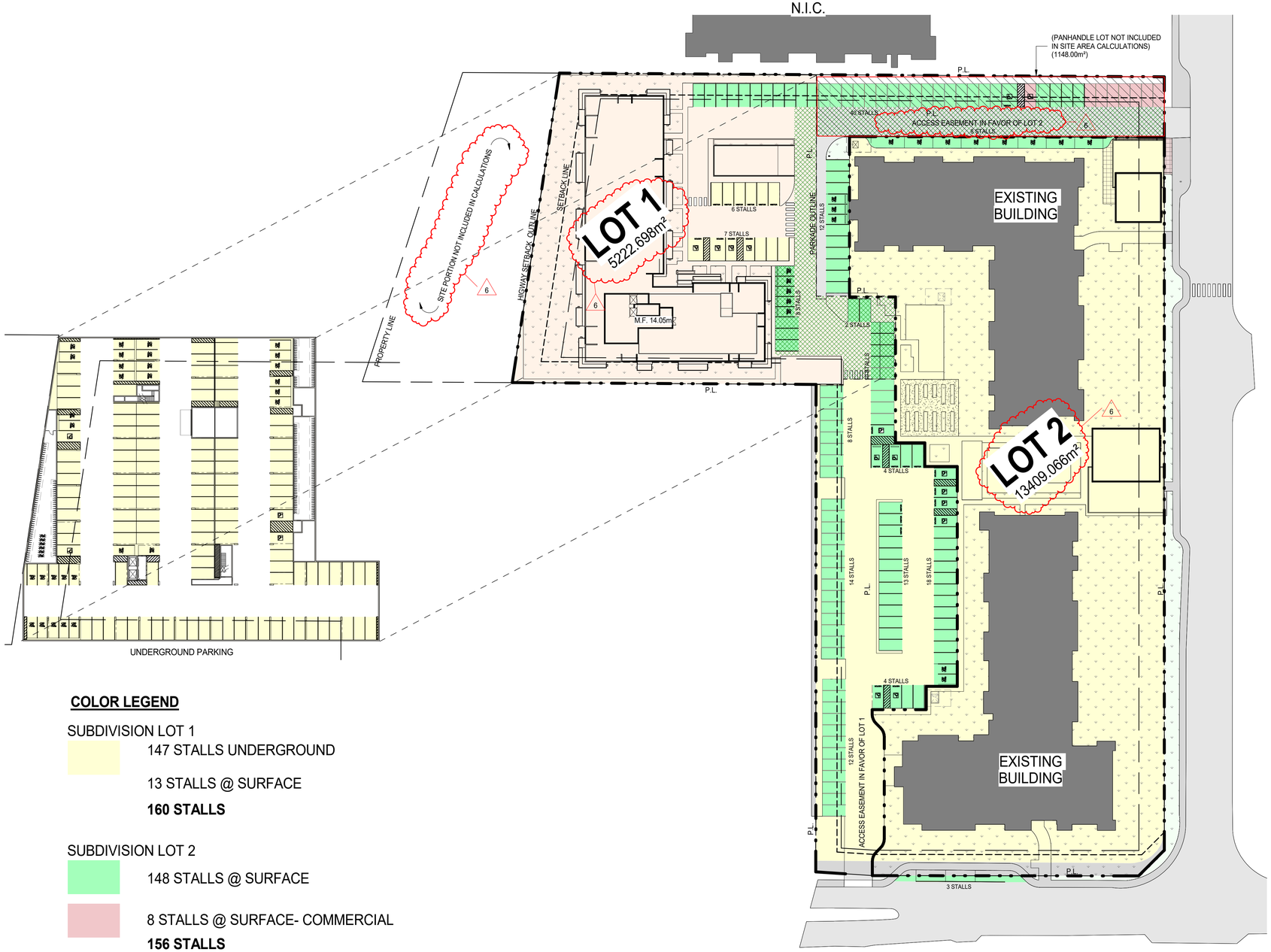
Project No.
NCCA22-0063

Drawing No.
DP10-00-06

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E D C B A



COLOR LEGEND

SUBDIVISION LOT 1

147 STALLS UNDERGROUND

13 STALLS @ SURFACE

160 STALLS

SUBDIVISION LOT 2

148 STALLS @ SURFACE

8 STALLS @ SURFACE- COMMERCIAL

156 STALLS

TOTAL: 316 STALLS

NOTE:
ALL STALLS ALLOCATED TO THE EXTISTING MULTI-RESIDENCIAL BUILDINGS ON LOT 1 (AS PER THE PROPOSED SUBDIVISION PLAN) WILL BE ACCESSIBLE THROUGH A SHARED ACCESS AGREEMENT THAT WILL BE REGISTERED ON TITLE

1 DP10-00-07 SUBDIVISION AND PARKING STRATEGY PLAN
SCALE: 1 : 500

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Project Component
DEVELOPMENT PERMIT

Key Plan

Consultants

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Seal(s)

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Project Leader F. ARISTI	Checked J. LACKMAN

Client
STARLIGHT

Project
7840 LOCHSIDE DRIVE
Saanichton, British Columbia

Drawing Title
SUBDIVISION PARKING STRATEGY PLAN

Scale
1 : 500

Project No.
NCCA22-0063

Drawing No.
DP10-00-07

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Project Leader F. ARISTI	Checked J. LACKMAN

Client
STARLIGHT

Project
7840 LOCHSIDE DRIVE

Saanichton, British Columbia

Drawing Title
EXTERIOR VIEWS

Scale

Project No.
NCCA22-0063

Drawing No.
DP10-00-08

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Project Leader F. ARISTI	Checked J. LACKMAN

Client
STARLIGHT

Project
7840 LOCHSIDE DRIVE

Saanichton, British Columbia

Drawing Title
EXTERIOR VIEWS

Scale

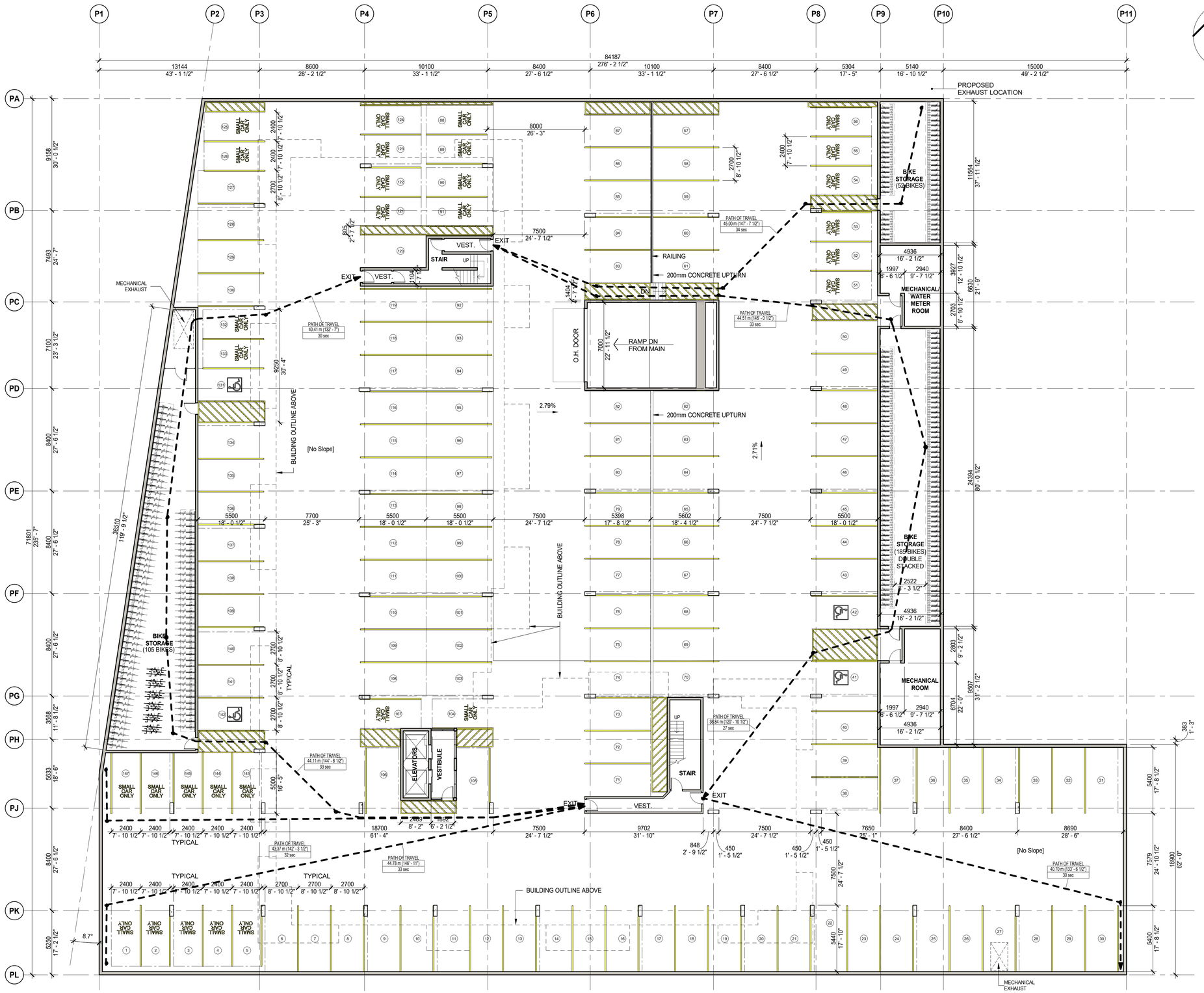
Project No.
NCCA22-0063

Drawing No.
DP10-00-09

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J. LACKMAN	A. LLERENA
Project Leader	Checked
F. ARISTI	J. LACKMAN

Client
STARLIGHT

Project
7840 LOCHSIDE DRIVE

CITY, PROVINCE, COUNTRY

Drawing Title
BUILDING 01 - LEVEL P1 OVERALL FLOOR PLAN

Scale
1 : 150

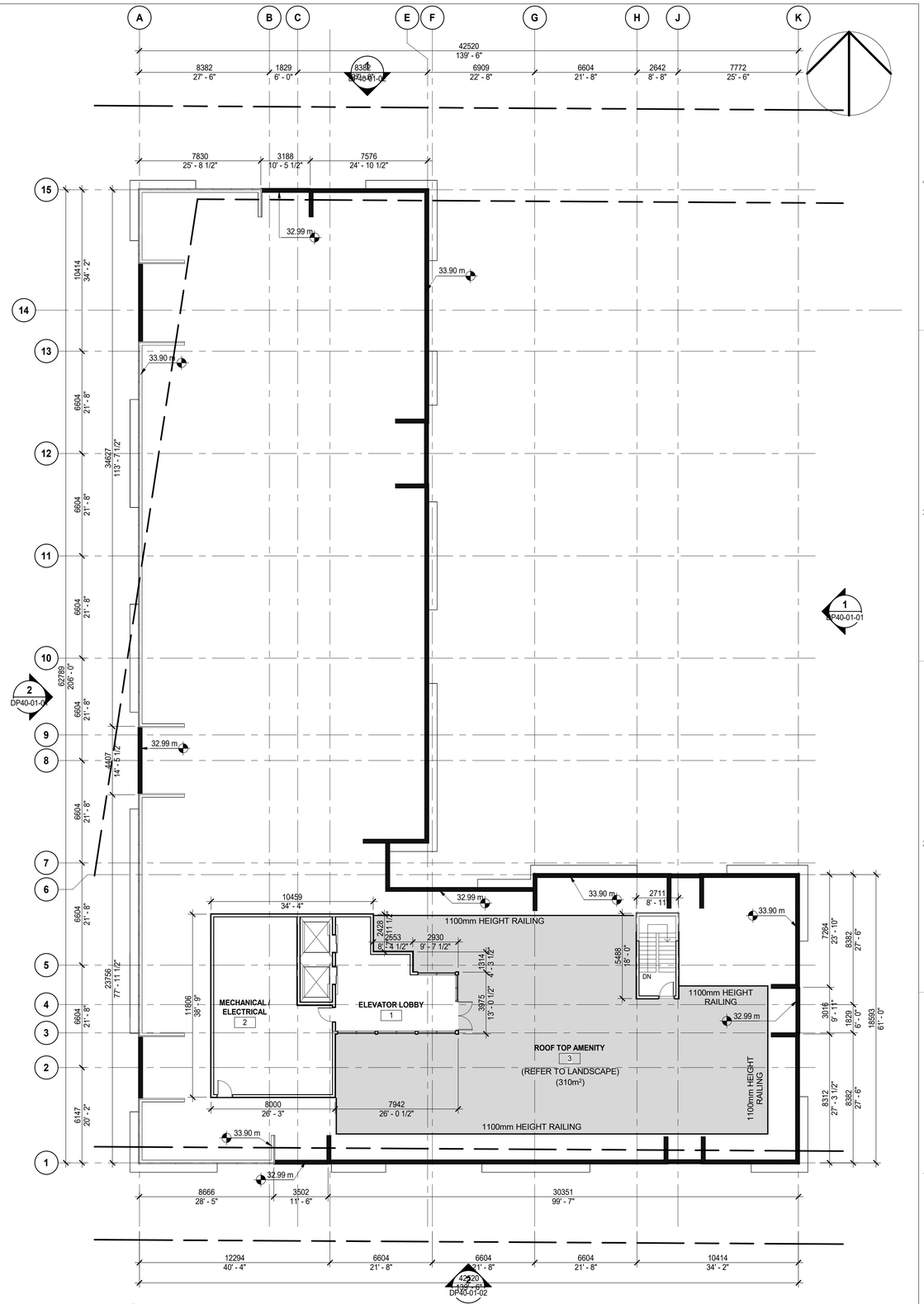
Project No.
NCCA22-0063

Drawing No.
DP20-01-01

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3/26/2025 2:21:47 PM



1 BUILDING 01 ROOF PLAN
DP20-01-04 SCALE: 1 : 150

DATE	ISSUED FOR	REV
2023-11-20	DP SUBMISSION	1
2024-04-04	DP COMMENTS	2
2024-07-04	DP SUBMISSION	3
2024-10-31	DP-SITE REVISION	4
2025-01-31	DP- RESUBMISSION	5
2025-03-26	DP-RESUBMISSION	6

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Project Component
DEVELOPMENT PERMIT

Key Plan

Consultants

Survey:	
Civil:	J.E. Anderson
Architecture:	NORR
Structural:	Skyline Engineering
Mechanical:	M3 Mechanical
Electrical:	AES Engineering
Interiors:	
Landscape:	David Stoyko Landscape Architect

Seal(s)

NORR
2300, 411 – 1st Street SE
Calgary, AB, Canada T2G 4Y5
norr.com
NORR Architects Planners Inc.

Project Manager J. LACKMAN	Drawn A. LLERENA
Project Leader F. ARISTI	Checked J. LACKMAN

Client
STARLIGHT

Project
7840 LOCHSIDE DRIVE

CITY, PROVINCE, COUNTRY

Drawing Title
BUILDING 01 - ROOF PLAN

Scale
1 : 150

Project No.
NCCA22-0063

Drawing No.
DP20-01-04

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1 DP40-01-01 BUILDING 01 EAST ELEVATION

SCALE: 1 : 150



2 DP40-01-01 BUILDING 01 WEST ELEVATION

SCALE: 1 : 150

EXTERIOR MATERIALS LEGEND

NO.	MATERIAL TYPE	MATERIAL DESCRIPTION
01	FIBRE-CEMENT BOARD	HARDIE PANEL. COLOR: ARCTIC WHITE. FINISH: SMOOTH
02	METAL PANEL	METAL PANEL. COLOR : BLACK. FINISH: MATTE
03	STANDING SEAM METAL PANEL	COLOR: BLACK. FINISH: HIGH GLOSS
04	WIRECUT THIN BRICK CLADDING	COLOR: GRAPHITE GREY. MANUF: ROCKY MOUNTAIN STONEWORKS
05	FIBRE-CEMENT SIDING-WOODTONE LAP SIDING/ SOFFIT	JAMES HARDIE. COLOR: ASPEN RIDGE. SERIES: RUSTIC SERIES.
06	FIBRE-CEMENT LAP SIDING	JAMES HARDIE. COLOR: SAND CASTLE. SERIES: RUSTIC SERIES.
07	FIBRE-CEMENT SIDING-WOODTONE LAP SIDING	JAMES HARDIE. COLOR: CASCADE SLATE. SERIES: RUSTIC SERIES.
08	ALUMINUM RAILINGS	PREFINISHED ALUMINUM RAILINGS C/W GLASS PANELS. COLOR: MATTE BLACK
09	PREFINISHED ALUMINUM	WINDOW FRAMES- COLOR: BLACK
10	ENGINEERED WOOD COLUMN	STAINED WOOD. COLOR: ASPEN RIDGE
12	CLEAR GLAZING	TRIPLE PANE
13	PREFINISHED ALUMINUM FLASHING	ALUMINUM: BLACK
14	CONCRETE	CAST-IN-PLACE CONCRETE

DATE	ISSUED FOR	REV
2023-11-20	DP SUBMISSION	1
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DEVELOPMENT PERMIT

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Interiors:	
Landscape:	David Stoyko Landscape Architect

Seal(s)

NORR

2300, 411 – 1st Street SE
Calgary, AB, Canada T2G 4Y5
norr.com

NORR Architects Planners Inc.

Project Manager J. LACKMAN	Drawn A. LLERENA
Project Leader F. ARISTI	Checked J. LACKMAN

Client
STARLIGHT

Project
7840 LOCHSIDE DRIVE

CITY, PROVINCE, COUNTRY

Drawing Title
BUILDING 01 - ELEVATIONS

Scale
1 : 150

Project No.
NCCA22-0063

Drawing No.
DP40-01-01

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3/26/2025 2:22:04 PM



1 DP40-01-02 BUILDING 01 NORTH ELEVATION
SCALE: 1 : 150



2 DP40-01-02 BUILDING 01 SOUTH ELEVATION
SCALE: 1 : 150

EXTERIOR MATERIALS LEGEND

NO.	MATERIAL TYPE	MATERIAL DESCRIPTION
01	FIBRE-CEMENT BOARD	HARDIE PANEL. COLOR: ARCTIC WHITE. FINISH: SMOOTH
02	METAL PANEL	METAL PANEL. COLOR : BLACK. FINISH: MATTE
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Project Component
DEVELOPMENT PERMIT

Key Plan

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Landscape: David Stoyko Landscape Architect

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norr.com
NORR Architects Planners Inc.

Project Manager	Drawn
J. LACKMAN	A. LLERENA
Project Leader	Checked
F. ARISTI	J. LACKMAN

Client
STARLIGHT

Project
7840 LOCHSIDE DRIVE
CITY, PROVINCE, COUNTRY

Drawing Title
BUILDING 01 - ELEVATIONS

Scale
1 : 150

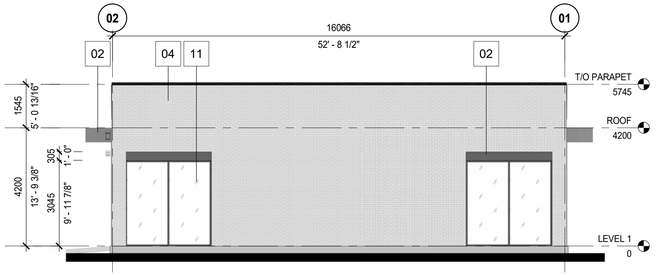
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Drawing No.
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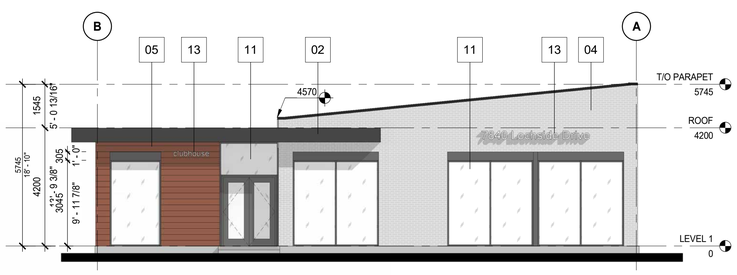
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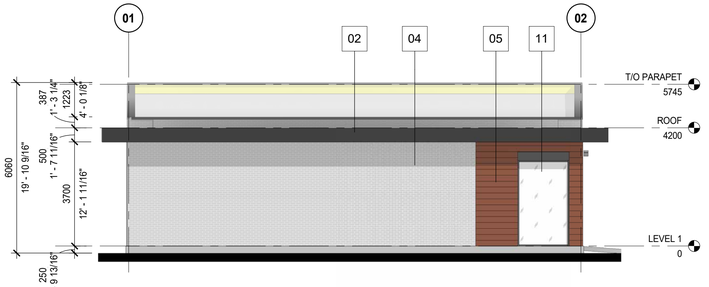
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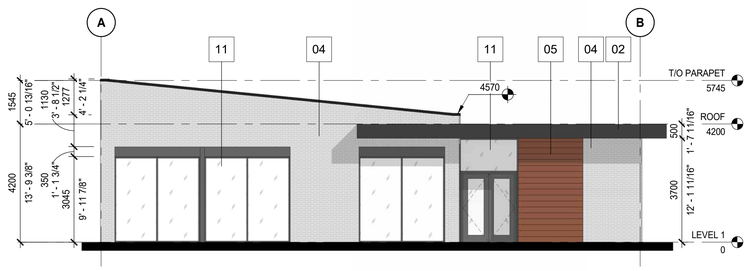
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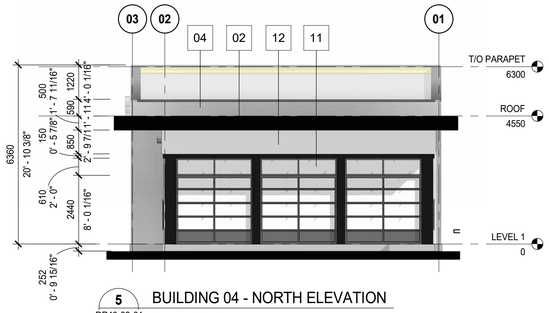
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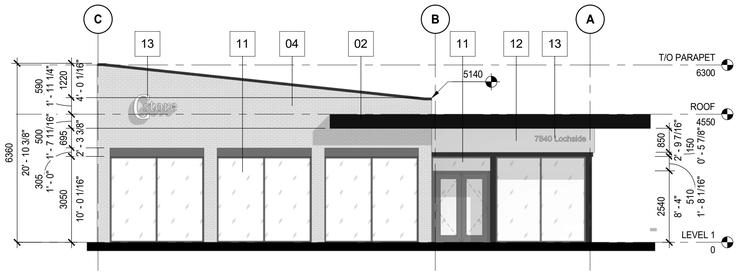
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DP40-03-01 SCALE: 1 : 100



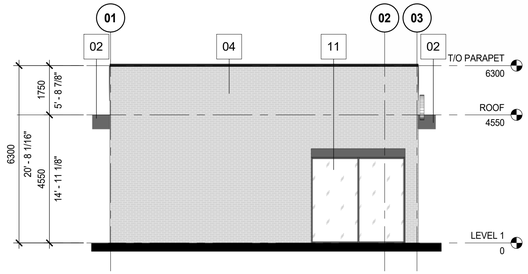
4 BUILDING 03 - WEST ELEVATION
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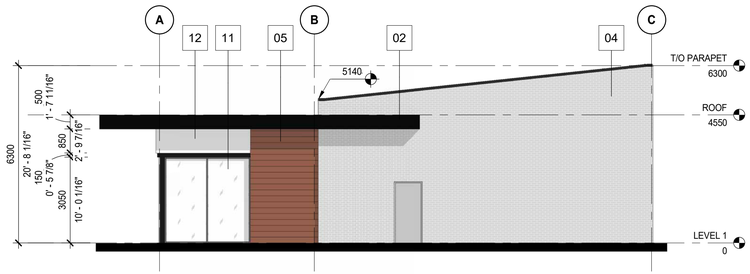
5 BUILDING 04 - NORTH ELEVATION
DP40-03-01 SCALE: 1 : 100



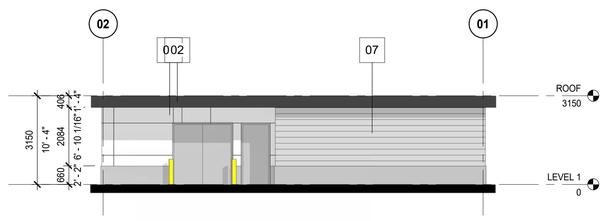
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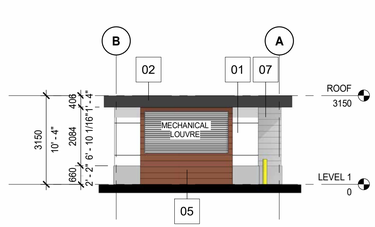
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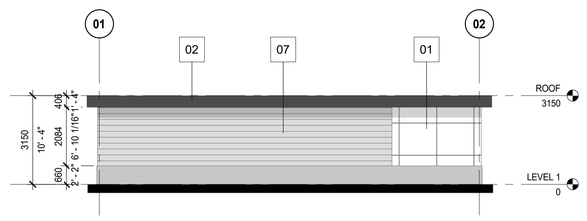
8 BUILDING 04 - WEST ELEVATION
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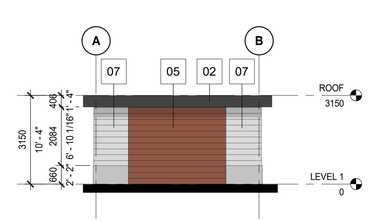
9 BUILDING 05 - NORTH ELEVATION
DP40-03-01 SCALE: 1 : 100



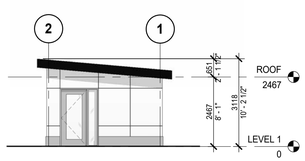
10 BUILDING 05 - EAST ELEVATION
DP40-03-01 SCALE: 1 : 100



11 BUILDING 05 - SOUTH ELEVATION
DP40-03-01 SCALE: 1 : 100



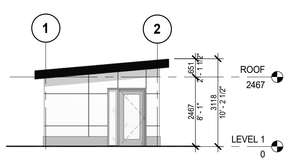
12 BUILDING 05 - WEST ELEVATION
DP40-03-01 SCALE: 1 : 100



14 BUILDING 06 - NORTH ELEVATION
DP40-03-01 SCALE: 1 : 100



13 BUILDING 06 - EAST ELEVATION
DP40-03-01 SCALE: 1 : 100



15 BUILDING 06 - SOUTH ELEVATION
DP40-03-01 SCALE: 1 : 100



16 BUILDING 06 - WEST ELEVATION
DP40-03-01 SCALE: 1 : 100

DATE	ISSUED FOR	REV
2023-11-20	DP SUBMISSION	1
2024-04-04	DP COMMENTS	2
2024-07-04	DP SUBMISSION	3
2024-10-31	DP-SITE REVISION	4
2025-01-31	DP-RESUBMISSION	5
2025-03-26	DP-RESUBMISSION	6

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Project Component
DEVELOPMENT PERMIT

Key Plan

Consultants

Survey:	
Civil:	J.E. Anderson
Architecture:	NORR
Structural:	Skyline Engineering
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Interiors:	
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Seal(s)

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Calgary, AB, Canada T2G 4Y5
norr.com
NORR Architects Planners Inc.

Project Manager T. ALMAASHI	Drawn R. JENKINS
Project Leader F. ARISTI	Checked J. LACKMAN

Client
STARLIGHT

Project
7840 LOCHSIDE DRIVE
Saanichton, British Columbia

Drawing Title
BUILDINGS 03, 04, 05 & 06 -BUILDING ELEVATIONS

Scale
1 : 100

Project No.
NCCA22-0063

Drawing No.
DP40-03-01

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7840 Lochside Drive

Central Saanich, BC

RE-ISSUED FOR DEVELOPMENT PERMIT - April 01, 2025

LANDSCAPE DRAWING INDEX

L0.0	COVER SHEET
L0.1	LANDSCAPE DESIGN PRINCIPLES
L1.0	CONCEPT PLAN - OVERALL
L1.1	LANDSCAPE PLAN - NORTH SIDE
L1.2	LANDSCAPE PLAN - SOUTH SIDE
L1.3	BUILDING 1 ROOF DECK
L1.4	TREE MANAGEMENT PLAN
L1.5	LIGHTING PLAN - NORTH SIDE
L1.6	LIGHTING PLAN - SOUTH SIDE
L2.0	PLANT MATERIALS
L2.1	PLANTING PLAN
L2.2	PLANTING PLAN
L2.3	PLANTING PLAN
L2.4	PLANTING PLAN
L2.5	PLANTING PLAN
L2.6	PLANTING PLAN
L3.0	SECTIONS
L4.0	LANDSCAPE MATERIALS

David Stoyko
Landscape Architect

2686 6TH AVENUE EAST
VANCOUVER BC V5M 1R3
P 778.838.6310

DAVID STOYKO LANDSCAPE ARCHITECT DOES NOT GUARANTEE THE EXISTENCE, LOCATION, AND ELEVATION OF ANY ELEMENT AT THE PROJECT SITE, INCLUDING UTILITIES AND / OR CONCEALED STRUCTURES, OR THE ACCURACY OF ANY INFORMATION PROVIDED FROM OTHER CONSULTANTS OR SOURCES. THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING ALL SITE CONDITIONS.

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12		
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7	RE-ISSUED FOR DEVELOPMENT PERMIT	25-04-01
6	RE-ISSUED FOR DEVELOPMENT PERMIT	24-10-25
5	RE-ISSUED FOR DEVELOPMENT PERMIT	24-07-04
4	ISSUED FOR DEVELOPMENT PERMIT	23-11-17
3	ISSUED FOR REVIEW	23-09-27
2	ISSUED FOR CITY DISCUSSION	21-12-20
1	ISSUED FOR REVIEW	21-12-16

REVISIONS

Starlight™ Developments

7840 LOCHSIDE DRIVE

Central Saanich, British Columbia

Scale:	N/A
Drawn:	DS
Reviewed:	DS
Project No.	21-018

COVER SHEET

L0.0



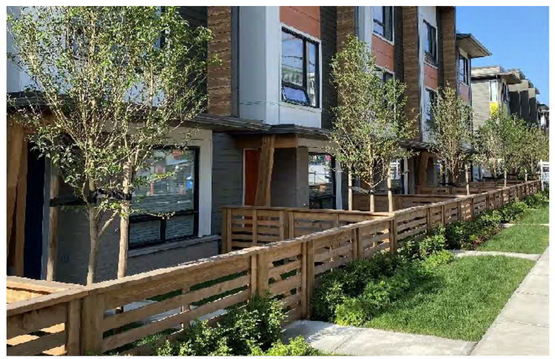






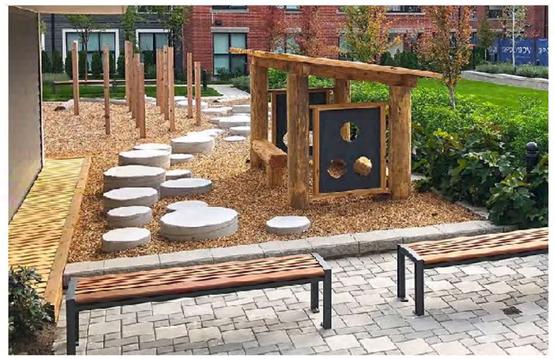
MAXIMIZE SPACE

THE INFILL CONCEPT ALLOWS A PROJECT TO TAKE BETTER ADVANTAGE OF LARGE SPACES. MANY SPACES THAT WERE PREVIOUSLY OPEN LAWN WITH LITTLE FUNCTION OR VALUE CAN BE BETTER UTILIZED TO LAYER IN ADDITIONAL GARDEN PLANTINGS OR AMENITY FEATURES, ALONG WITH THE FUNCTION SPACES THAT SERVE NEW BUILDINGS. AS THE NUMBER OF RESIDENTS INCREASES, THERE IS MORE VALUE AND ABILITY TO JUSTIFY LANDSCAPE FEATURES THAT WILL BE PUT TO GOOD USE.



PRIVACY AND VISIBILITY

TREES, PLANTERS, AND OTHER LANDSCAPE ELEMENTS ARE CAREFULLY PLACED TO BOTH SHIELD RESIDENTS FROM DIRECT OBSERVATION, OR SPILL FROM HEADLIGHTS OF CARS. AT THE SAME TIME, VIEW ANGLES ARE CAREFULLY MANAGED TO ALLOW GOOD VISIBILITY INTO THE AMENITY SPACES AND SITE EDGES TO ENHANCE FEELINGS OF SAFETY AND SECURITY. EDGE CONDITIONS CREATE A CLEAR BOUNDARY TO THE PUBLIC REALM, FOR A CLEAR HIERARCHY OF PUBLIC, SEMI-PUBLIC, AND PRIVATE SPACES. NEW LANDSCAPE YARDS AND SPACES ARE CAREFULLY DESIGNED FOR THE BEST BALANCE OF PRIVACY AND OBSERVATION.



ACTIVITY

LANDSCAPE SPACES AND ELEMENTS SUPPORT ACTIVE LIVING. CLEAR CIRCULATION ROUTES ALLOW ACCESS TO IMPORTANT ON-SITE AMENITIES, AS WELL AS LOCAL NEIGHBOURHOOD AMENITIES SUCH AS PARKS, PLAZAS, BIKE ROUTES, AND RETAIL.

NUMEROUS PROJECT AMENITIES SUPPORT ACTIVE OUTDOOR ACTIVITIES. THE NEW POOL, COMMUNITY GARDEN, CHILDREN'S PLAY, AND OTHER SPACES WILL MAXIMIZE OPPORTUNITIES FOR SOCIAL ENGAGEMENT AND ACTIVE USE.

David Stoyko

Landscape Architect

2686 6TH AVENUE EAST
VANCOUVER BC V5M 1R3
P 778.838.6310

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3	ISSUED FOR REVIEW	23-09-27
2	ISSUED FOR CITY DISCUSSION	21-12-20
1	ISSUED FOR REVIEW	21-12-16

REVISIONS

Starlight™ Developments

7840 LOCHSIDE DRIVE

Central Saanich, British Columbia

Scale:	N/A
Drawn:	DS
Reviewed:	DS
Project No.	21-018

DESIGN PRINCIPLES

L0.1



David Stoyko
Landscape Architect

2686 6TH AVENUE EAST
VANCOUVER BC V5M 1R3
P 778.838.6310

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2	ISSUED FOR CITY DISCUSSION	21-12-20
1	ISSUED FOR REVIEW	21-12-16

REVISIONS

Starlight™ Developments

7840 LOCHSIDE DRIVE

Central Saanich, British Columbia

Scale:	1:400
Drawn:	DS
Reviewed:	DS
Project No.	21-018

OVERALL SITE PLAN

L1.0



David Stoyko
Landscape Architect

2686 6TH AVENUE EAST
VANCOUVER BC V5M 1R3
P 778.838.6310

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REVISIONS

Starlight™ Developments

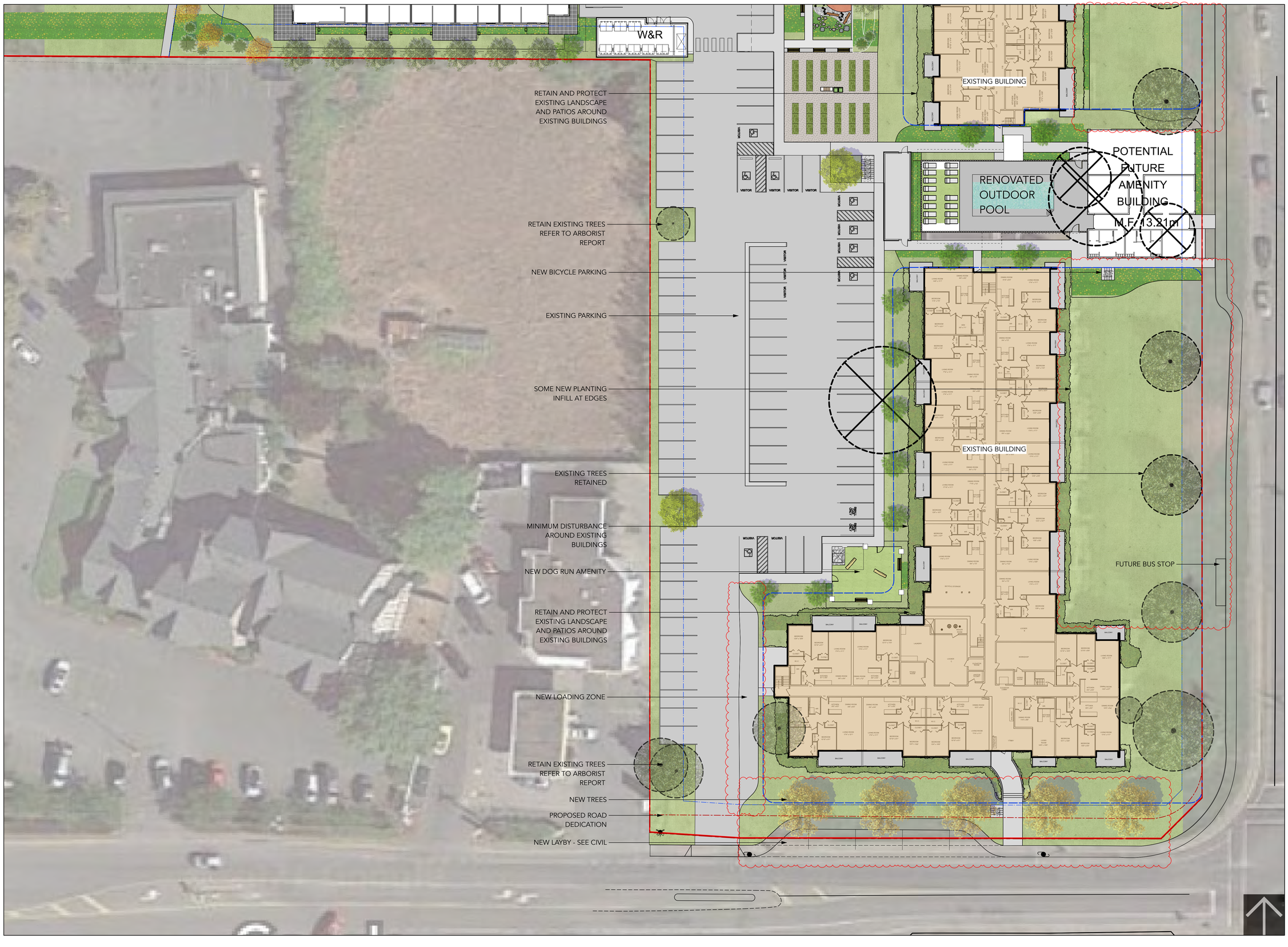
7840 LOCHSIDE DRIVE

Central Saanich, British Columbia

Scale:	1"=20'-0" (1:240)
Drawn:	DS
Reviewed:	DS
Project No.	21-018

LANDSCAPE PLAN
NORTH

L1.1



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LANDSCAPE PLAN SOUTH

L1.2



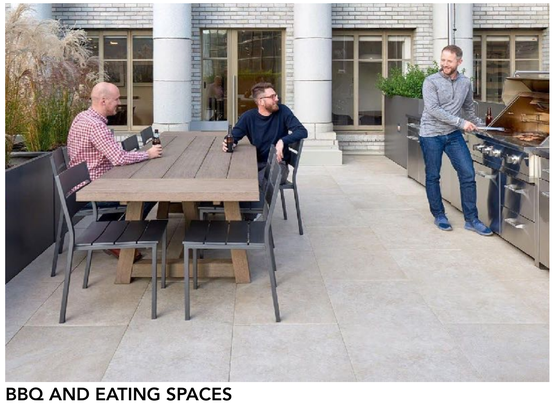
ACTIVE PLAY



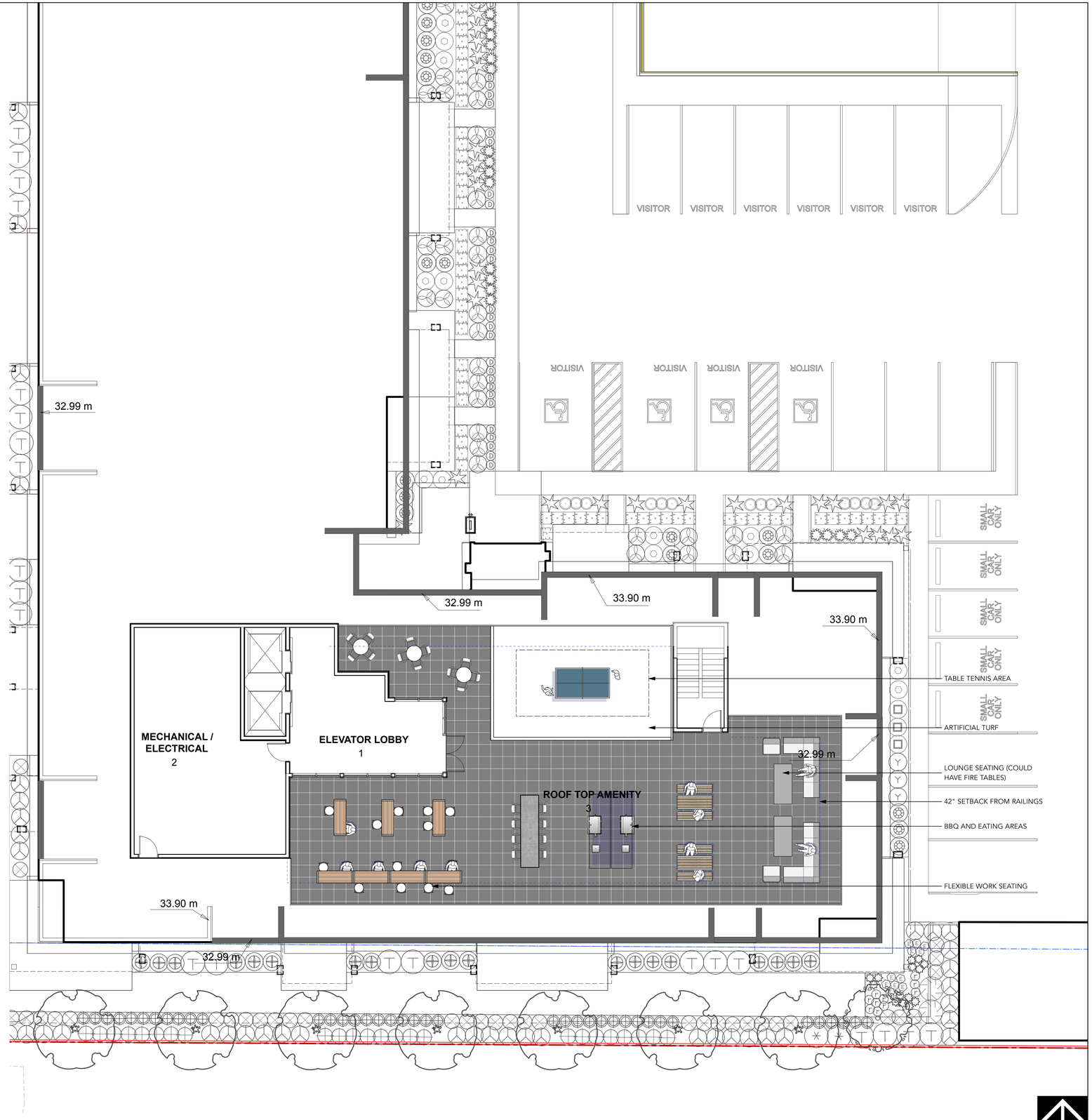
LOUNGE SEATING



FLEXIBLE WORK TABLES



BBQ AND EATING SPACES



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Central Saanich, British Columbia

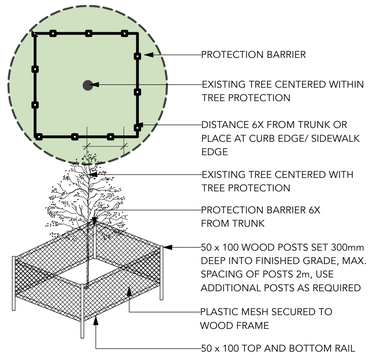
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LANDSCAPE PLAN
BUILDING 1 ROOF AMENITY

L1.3

TREE PROTECTION LEGEND

SYMBOL	DESCRIPTION
	TREE TO BE RETAINED PER ARBORIST REPORT
	TREE TO BE REMOVED PER ARBORIST REPORT
	TREE PROTECTION FENCING TREE PROTECTION FENCING TO BE INSTALLED PER CITY OF VANCOUVER STANDARDS AND INSPECTED BY ARBORIST PRIOR TO CONSTRUCTION ACTIVITY
#12	**TREE TAG** PER ARBORIST REPORT



TREE PROTECTION NOTES

1. REFER TO CERTIFIED ARBORIST REPORT TO VERIFY INFORMATION REGARDING EXISTING TREES TO BE RETAINED/REMOVED AND TREE RETENTION VIABILITY

2. INSTALL TREE PROTECTION BARRIER AROUND ALL TREES TO BE PRESERVED TO CITY OF VANCOUVER STANDARDS AND SPECIFICATIONS, SUBJECT TO REVIEW BY PROJECT ARBORIST.

3. INFORM ARBORIST WHEN ALL TREE BARRIERS HAVE BEEN INSTALLED. ARBORIST TO PROVIDE WRITTEN INSPECTION AND APPROVAL OF ALL BARRIERS AND SUBMIT INSPECTION REPORT TO CITY OF VANCOUVER STAFF FOR REVIEW AND APPROVAL PRIOR TO DEMOLITION / MOBILIZATION CONSTRUCTION ACTIVITY.

4. DO NOT REMOVE OR RELOCATE ANY TREE, EXCEPT AS INDICATED ON PLANS.

5. DO NOT ALTER EXISTING GRADE OR STORE MATERIALS UNDER THE DRIP LINE OR WITHIN TREE PROTECTION ZONE. EXCAVATION WITHIN DRIP LINES OF TREES ONLY WHERE INDICATED ON PLANS.

6. ALL RETAINED TREES ARE TO BE PRUNED AND PROTECTED BY CITY OF VANCOUVER TREE PROTECTION BY-LAWS.

7. FOR CARE AND PROTECTION OF EXPOSED ROOTS AND ROOT CURTAIN SYSTEM CONSULT PROJECT ARBORIST.

8. TUNNEL UNDER AND AROUND ALL SIGNIFICANT ROOTS BY HAND DIGGING. DO NOT CUT MAIN LATERAL ROOTS.

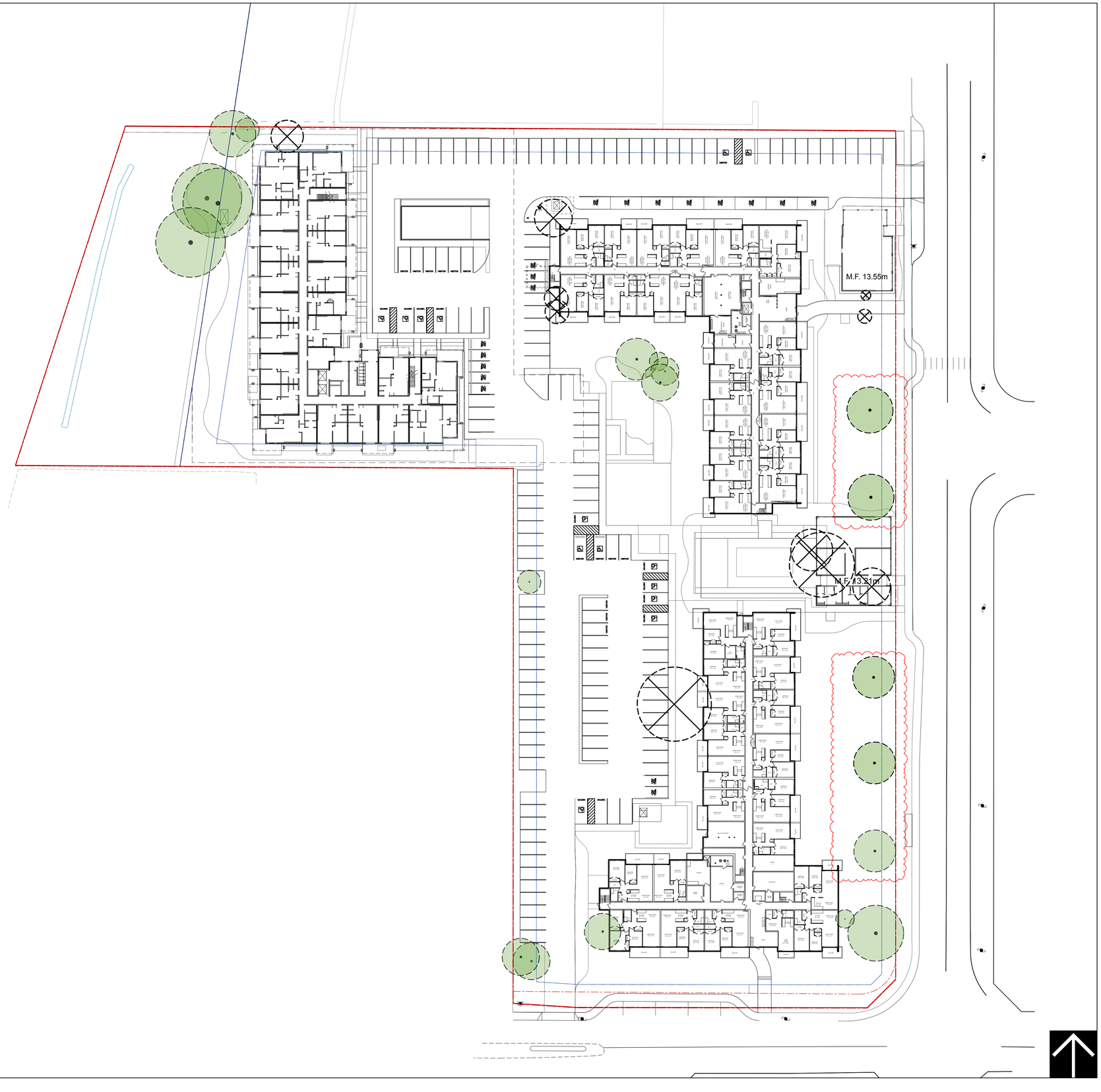
9. TRENCHING FOR UTILITY CONNECTIONS TO BE COORDINATED WITH ENGINEERING DEPARTMENT TO ENSURE SAFE ROOT ZONES OF RETAINEDTREES. METHODS OF TREE PROTECTION FOR STREET TREES TO BE APPROVED BY CITY OF VANCOUVER.

10. CONTRACTOR TO CONTACT PROJECT ARBORIST, CITY ARBORIST AND/OR LANDSCAPE ARCHITECT 48 HOURS PRIOR TO ANY CONSTRUCTION WORK AFFECTING THE DRIP LINE OF TREES.

11. THIS PLAN IS NOT FOR CONSTRUCTION OF ANY PUBLIC PROPERTY FACILITIES. PRIOR TO THE START OF ANY CONSTRUCTION ON PUBLIC PROPERTY A LANDSCAPE PLAN MUST BE SUBMITTED TO ENGINEERING SERVICES AND BE ISSUED AS "FOR CONSTRUCTION". EIGHT WEEKS NOTICE IS REQUESTED. NO WORK ON PUBLIC PROPERTY MAY BEGIN UNTIL PLANS RECEIVE "FOR CONSTRUCTION" APPROPVAL AND RELATED PERMITS ARE ISSUED. PLEASE CONTACT KEVIN CAVELL AT 604-873-7773 FOR DETAILS.

12. PROTECTION OF CITY STREET TREES IS REQUIRED. NO WORK MAY BE DONE WITHIN 1.0 METER OF THE CRITICAL ROOT ZONE OF THIS TREE UNLESS AN ISA CERTIFIED ARBORIST IS IN ATTENDANCE TO SUPERVISE. WORK INCLUDES DEMOLITION, EXCAVATION, CONSTRUCTION AND FINAL LANDSCAPING. ALL SITE WORK SUPERVISED BY THE ARBORIST SHALL BE DOCUMENTED IN A POST-CONSTRUCTION ARBORIST REPORT AND SUBMITTED TO THE DIRECTOR OF PLANNING IN A TIMELY MANNER. CALL 311 TO REQUEST THE PARK BOARD ARBORIST TO PRUNE, LIMB-UP AND OR COORDINATE SPECIAL TREE PROTECTION MEASURES AS REQUIRED BY THE ARBORIST.

13. ALL SIDEWALKS BETWEEN THE CURB AND PROPERTY LINE ARE TO BE RECONSTRUCTED FULLY AT THE APPLICANT'S EXPENSE.



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Starlight™ Developments

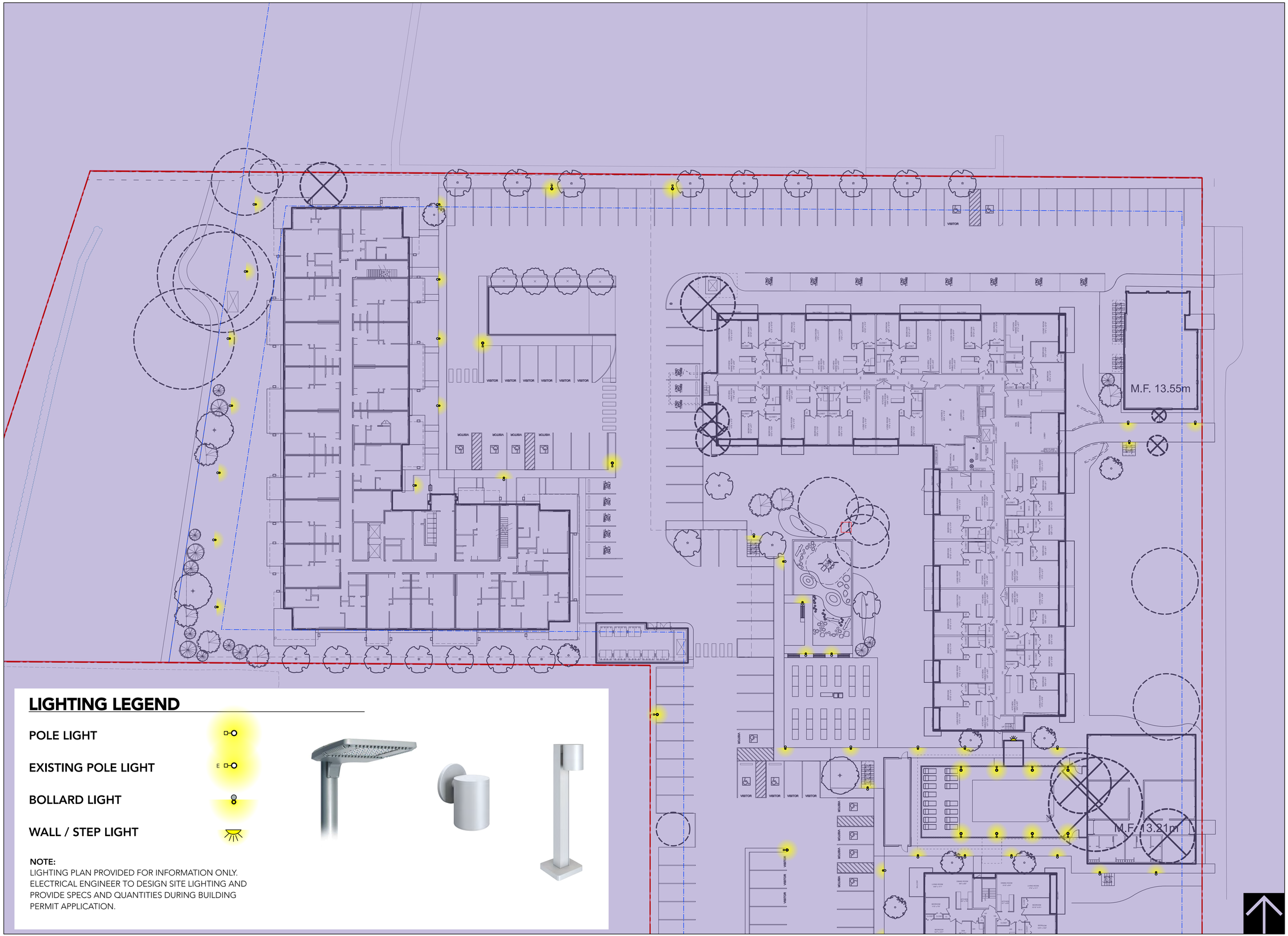
7840 LOCHSIDE DRIVE

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TREE MANAGEMENT PLAN

L1.4



LIGHTING LEGEND

POLE LIGHT

EXISTING POLE LIGHT

BOLLARD LIGHT

WALL / STEP LIGHT

NOTE:
LIGHTING PLAN PROVIDED FOR INFORMATION ONLY. ELECTRICAL ENGINEER TO DESIGN SITE LIGHTING AND PROVIDE SPECS AND QUANTITIES DURING BUILDING PERMIT APPLICATION.

David Stoyko
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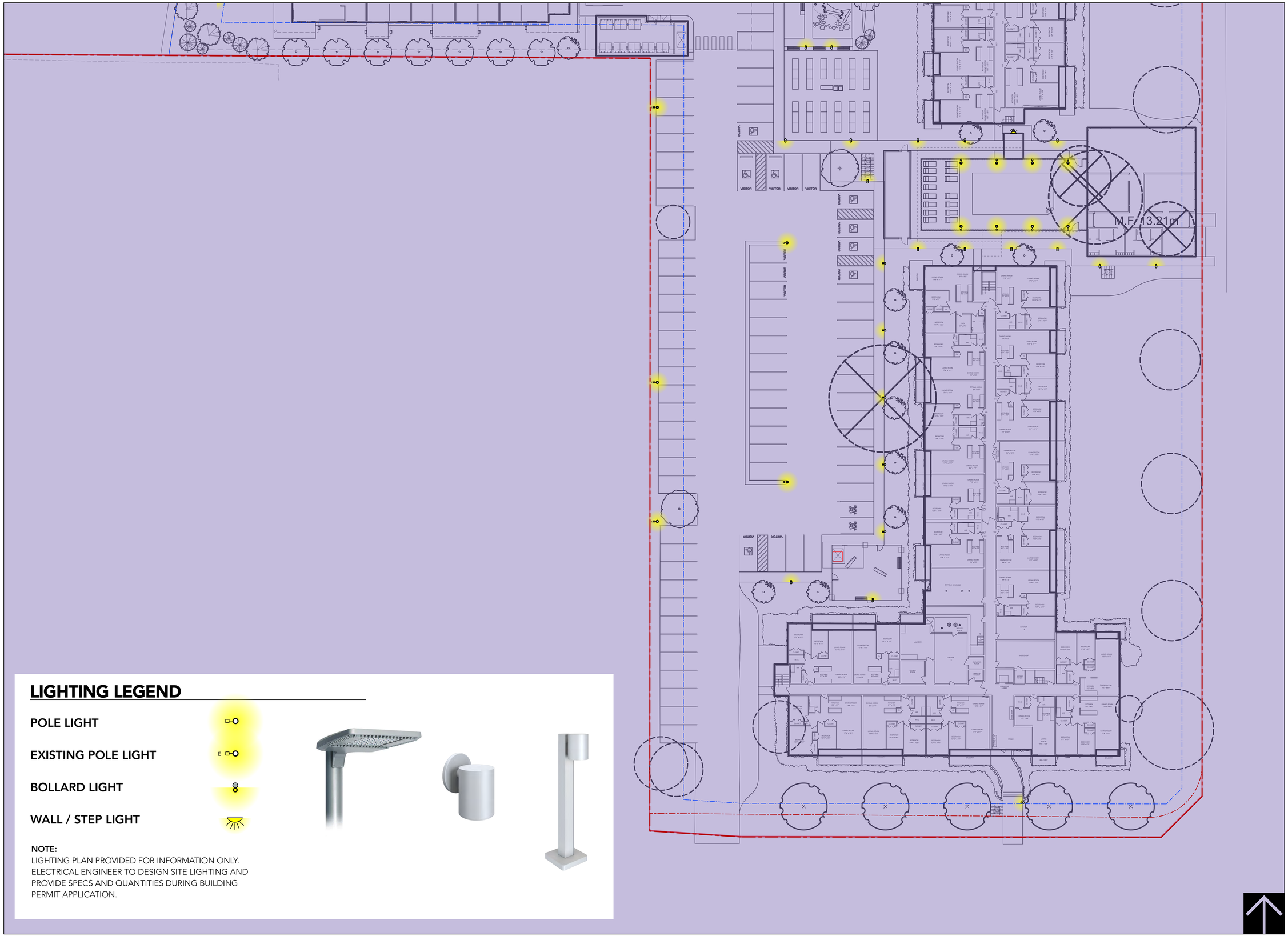
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LIGHTING PLAN

L1.5



LIGHTING LEGEND

POLE LIGHT

EXISTING POLE LIGHT

BOLLARD LIGHT

WALL / STEP LIGHT

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REVISIONS

Starlight Developments

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LIGHTING PLAN

L1.6

PLANT LIST & MATERIALS

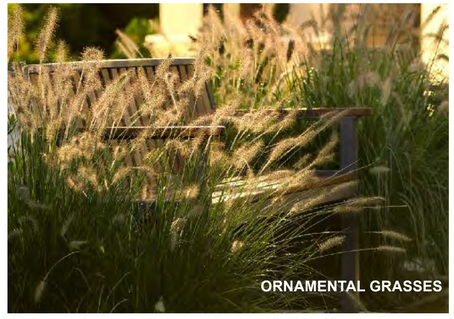
















PLANT LIST

QTY.	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
TREES				
7	Acer griseum	Paperbark Maple	6cm cal.	as shown
4	Acer x freemanii 'Autumn Blaze'	Autumn Blaze Freeman Maple	6cm cal.	as shown
13	Picea omorika	Serbian Spruce	2.5-3m ht	as shown
20	Stewartia pseudocamellia	Japanese Stewartia	6cm cal.	as shown
14	Styrax japonicus	Japanese Snowbell	6cm cal.	as shown
4	Parrotia persica 'Vanessa'	Vanessa Persian Ironwood	6cm cal., B&B	as shown
5	STREET TREE	TO CITY STANDARDS	6cm cal.	as shown
	Acer Rubrum 'Scarlet Sentinel'	Scarlet Sentinel Red Maple		
SHRUBS, GROUNDCOVERS, GRASSES & PERENNIALS				
SUN FEATURE PLANTS				
5	Hamamelis × intermedia	Witch Hazel	2.5m ht., B&B	as shown
18	Mahonia aquifolium	Oregon grape	#3 pot	4' o.c
12	Euonymus alatus 'Compactus'	Burning Bush	#5 pot	48" o.c
SHADE FEATURE PLANTS				
5	Camellia x vernalis 'Yuletide'	Camellia 'Yuletide'	#5 pot	7' o.c
25	Cornus stolonifera	Red Osier Dogwood	#5 pot	4' o.c
7	Cotoneaster lacteus	Parney Cotoneaster	#5 pot	48" o.c
25	Ribes sanguineum	Flowering Currant	#5 pot	4' o.c
SUN SCREENING PLANTS				
70	Vaccinium ovatum 'Thunderbird'	Thunderbird Evergreen Huckleberry	#5 pot	4' o.c
89	Berberis thunbergii	Japanese Barberry	#5 pot	36" o.c
110	Pieris japonica 'Forest Flame'	Forest Flame Pieris	#5 pot	36" o.c
47	Ceanothus thyrsiflorus 'Victoria'	California Lilac	#2 pot	30" o.c
31	Spiraea bumulda 'Goldflame'	Goldflame Spiraea	#2 pot	36" o.c
SUN LOW PLANTS				
203	Cornus sericea 'Kelseyi'	Kelsey Dwarf Dogwood	#2 pot	30" o.c
113	Fothergilla gardenii	Dwarf Fothergilla	#1 pot	24" o.c
216	Lavandula angustifolia 'Hidcote'	English Lavender	#1 pot	18" o.c.
187	Buxus 'Green Gem'	Boxwood	#3 pot	24" o.c
209	Arctostaphylos uva-ursi	Kinnikinnick	4"(10cm) pot	15" o.c
289	Fragaria chiloensis	Beach Strawberry	4"(10cm) pot	18" o.c
496	Rubus calycinoides	Emerald Carpet	4"(10cm) pot	18" o.c
18	Rudbeckia fulgida	Black Eyed Susan	#1 pot	18" o.c.
40	Echinacea pupurea	Purple Cone Flower	#4 pot	18" o.c.
56	Salvia nemorosa	Sage	#1 pot	18" o.c.
74	Pennisetum alopecuroides 'Hameln'	Dwarf Fountain Grass	#2 pot	24" o.c
34	Stipa Tenuissima	Mexican Feather Grass	#2 pot	24" o.c
SHADE SCREENING PLANTS				
46	Rhododendron 'Yaku Prince'	Yaku Prince Rhododendron	#5 pot	36" o.c
54	Rhododendron 'Ken Janeck'	Ken Janeck Rhododendron	#5 pot	36" o.c
57	Skimmia japonica	Japanese Skimmia	#5 pot	36" o.c
83	Symphoricarpos albus	Snowberry	#2 pot	36" o.c
95	Gaultheria shallon	Salal	#2 pot	36" o.c
SHADE LOW PLANTS				
155	Sarcococca hookeriana 'Humilis'	Himalayan Sweet Box	#2 pot	24" o.c
49	Mahonia nervosa	Dwarf Oregon-grape	#2 pot	36" o.c
275	Polystichum munitum	Western Sword Fern	#1 pot	36" o.c
296	Blechnum spicant	Deer Fern	#1 pot	24" o.c
146	Dicentra formosa	Western Bleeding Heart	#1 pot	18" o.c
64	Hosta	Hosta 'Blue Mouse Ears'	#1 pot	18" o.c.
267	Oxalis crassipes	Redwood Spurge	4"(10cm) pot	15" o.c
LAWN				
2013.386	Meadow Hydro-Seeding			
1071	Square Meter Sod			

DROUGHT TOLERANT PLANTS · POLLINATOR FRIENDLY PLANTS · SEASONAL INTEREST PLANTS · EVERGREEN PLANTS

FOOD RESOURCE PLANTS · NATIVE PLANTS · HABITAT VALUE PLANTS

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Starlight™ Developments

7840 LOCHSIDE DRIVE

Central Saanich, British Columbia

Scale:	N/A
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Reviewed:	DS
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PLANT MATERIALS

L2.0

HWAY
ISIT STOP

BUILDING 01
6 STOREY

RAMP DOWN TO PARKADE

VISITOR VISITOR VISITOR VISITOR VISITOR VISITOR

SURFACE PARKING

VISITOR VISITOR VISITOR VISITOR

SMALL CAR ONLY

SMALL CAR ONLY

SMALL CAR ONLY

SMALL CAR ONLY

SMALL CAR ONLY

SMALL CAR ONLY

SMALL CAR ONLY

LOCHSIDE DRIVE

MT NETWON CROSS RD

KEY PLAN

David Stoyko
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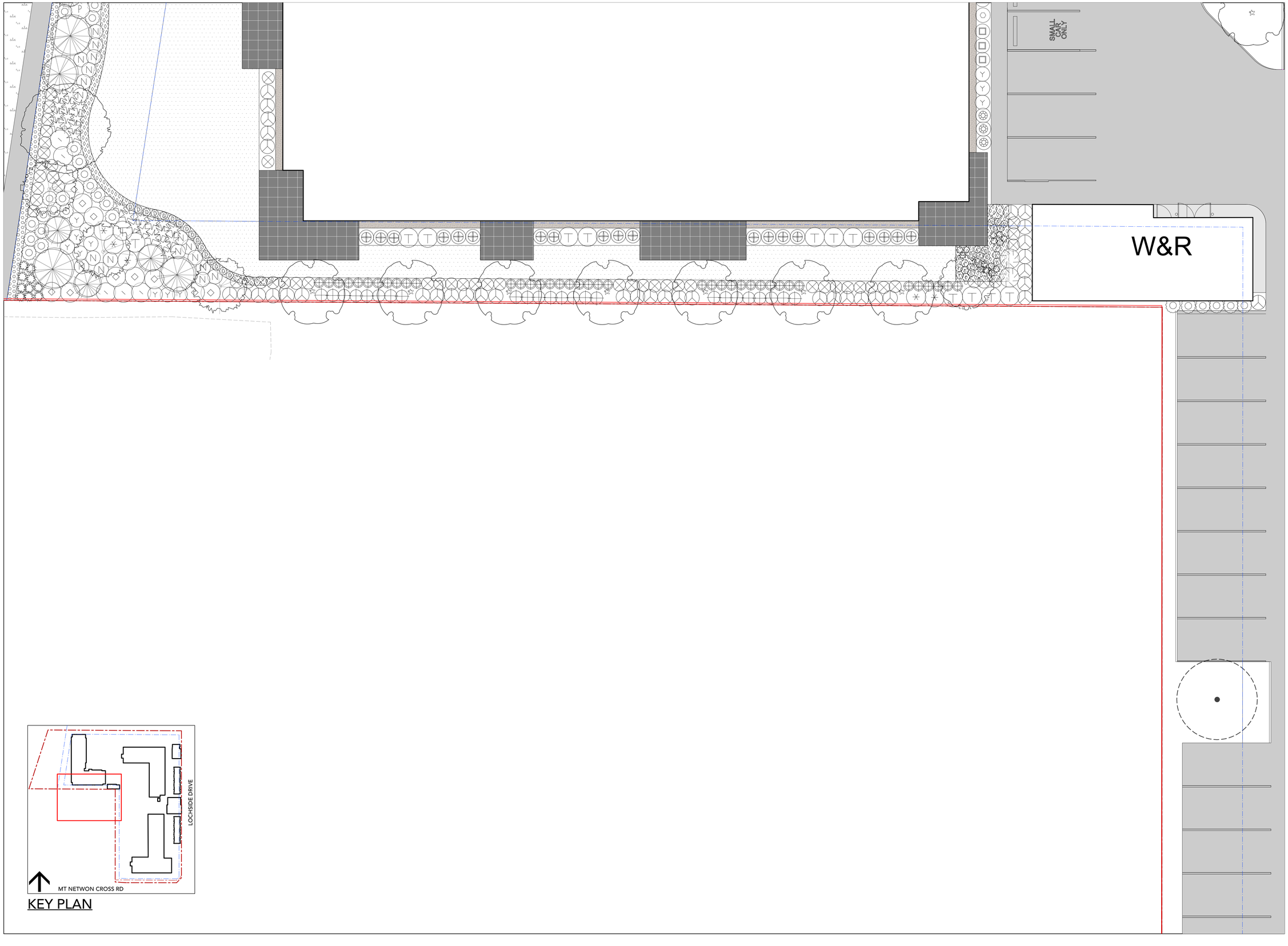
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PLANTING PLAN

L2.1



KEY PLAN

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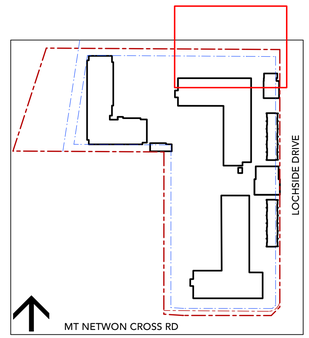
7840 LOCHSIDE DRIVE

Central Saanich, British Columbia

Scale:	1:100
Drawn:	DS/EG
Reviewed:	DS
Project No.	21-018

PLANTING PLAN

L2.2



KEY PLAN

FUTURE DRIVE ACCESS

VISITOR

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SMALL CAR ONLY

SMALL CAR ONLY

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BALCONY

BALCONY

POTENTIAL FUTURE

David Stoyko

Landscape Architect

2686 6TH AVENUE EAST
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P 778.838.6310

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2	ISSUED FOR CITY DISCUSSION	21-12-20
1	ISSUED FOR REVIEW	21-12-16

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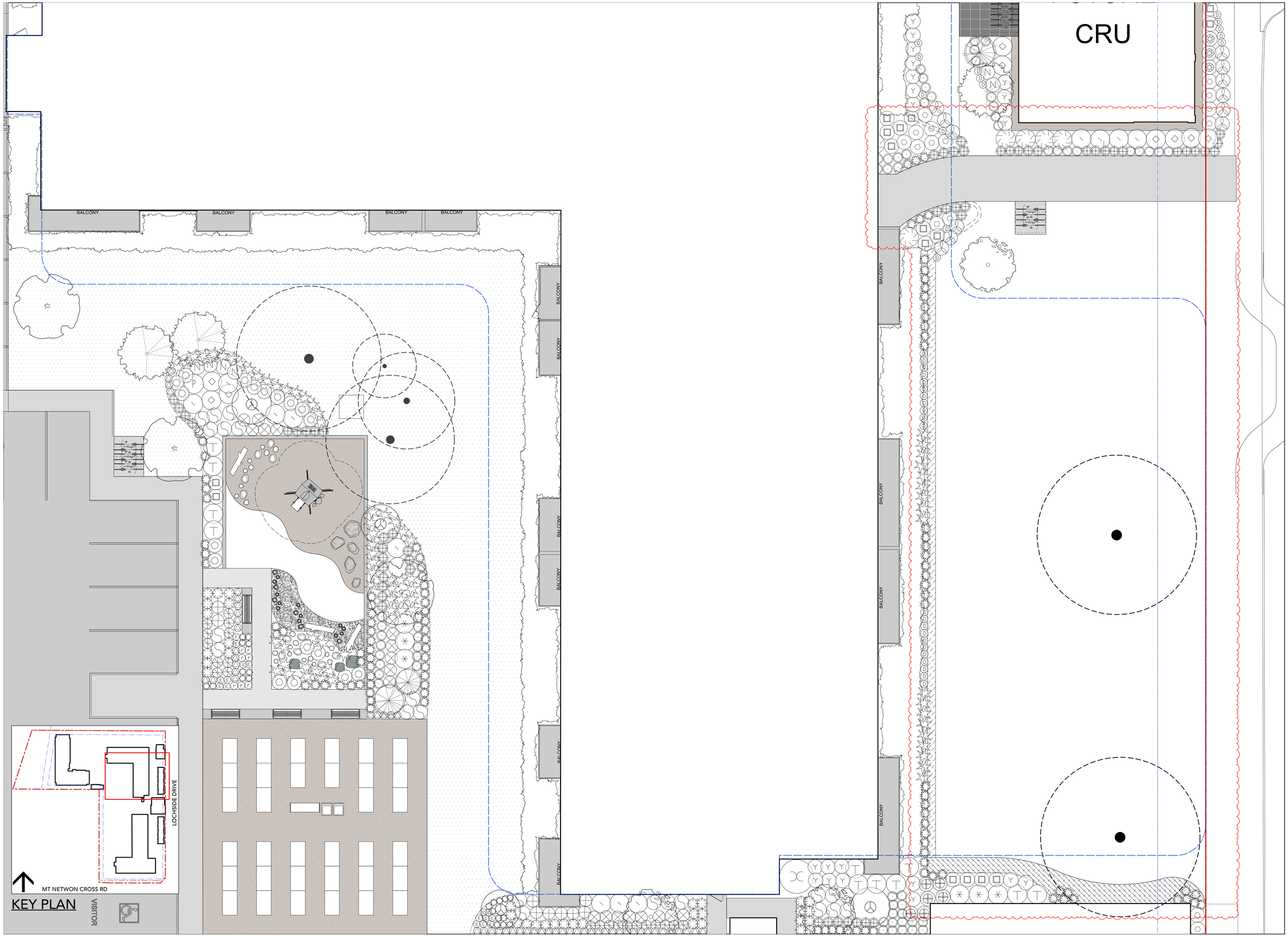
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PLANTING PLAN

L2.3



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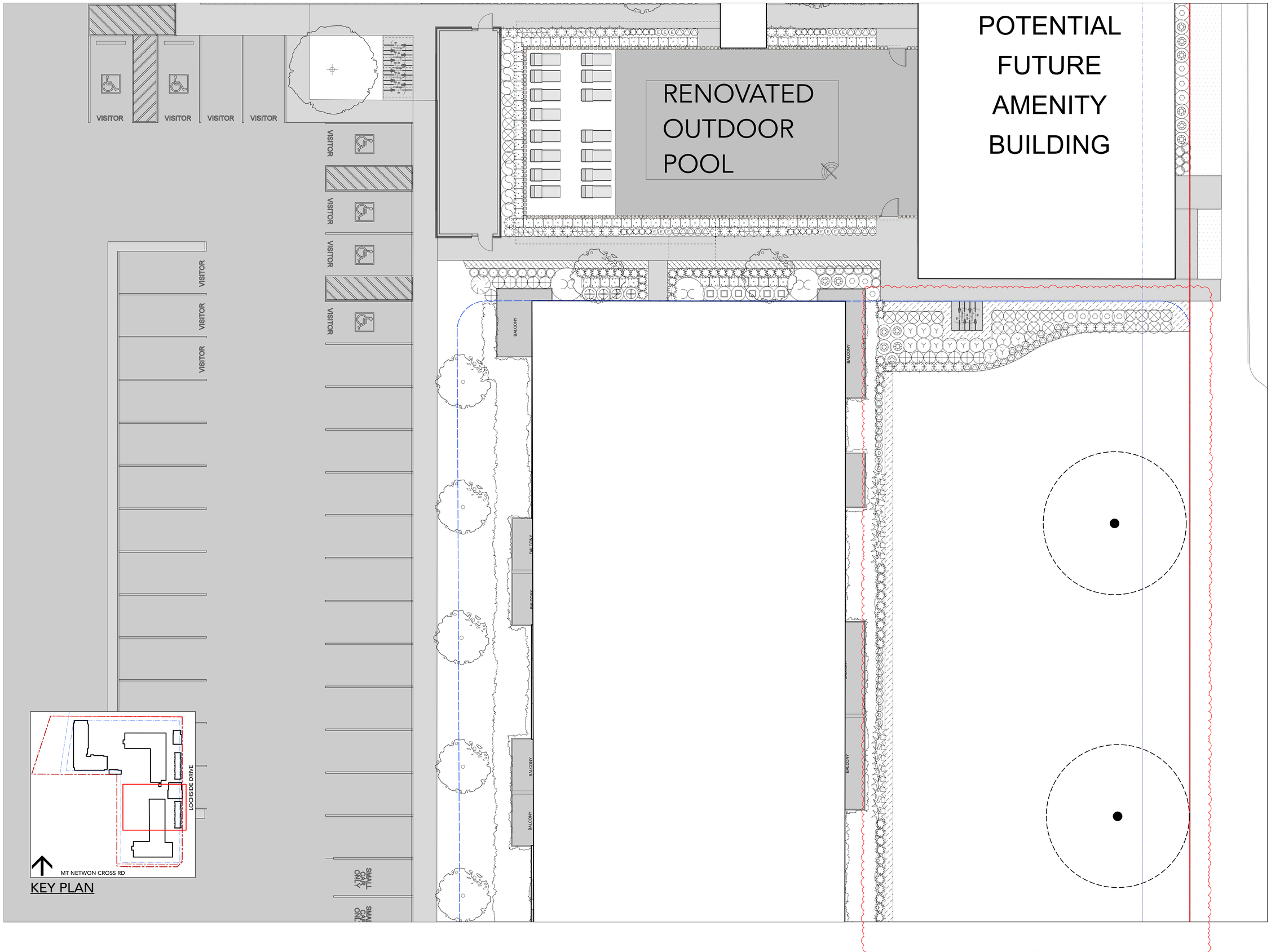
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PLANTING PLAN

L2.4



KEY PLAN

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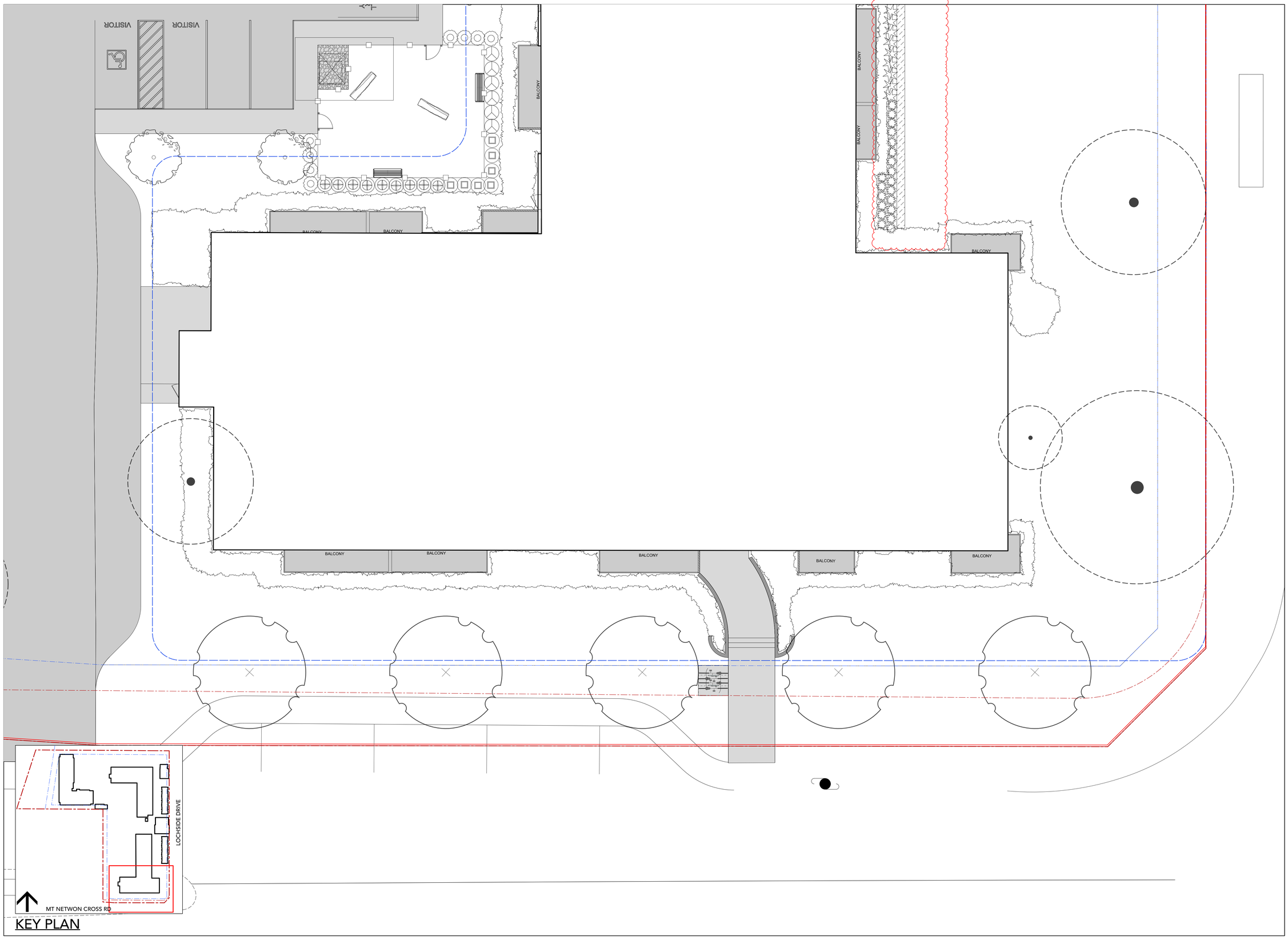
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PLANTING PLAN

L2.5



KEY PLAN

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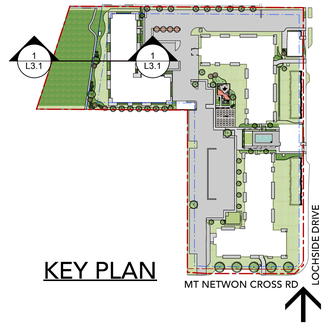
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Central Saanich, British Columbia

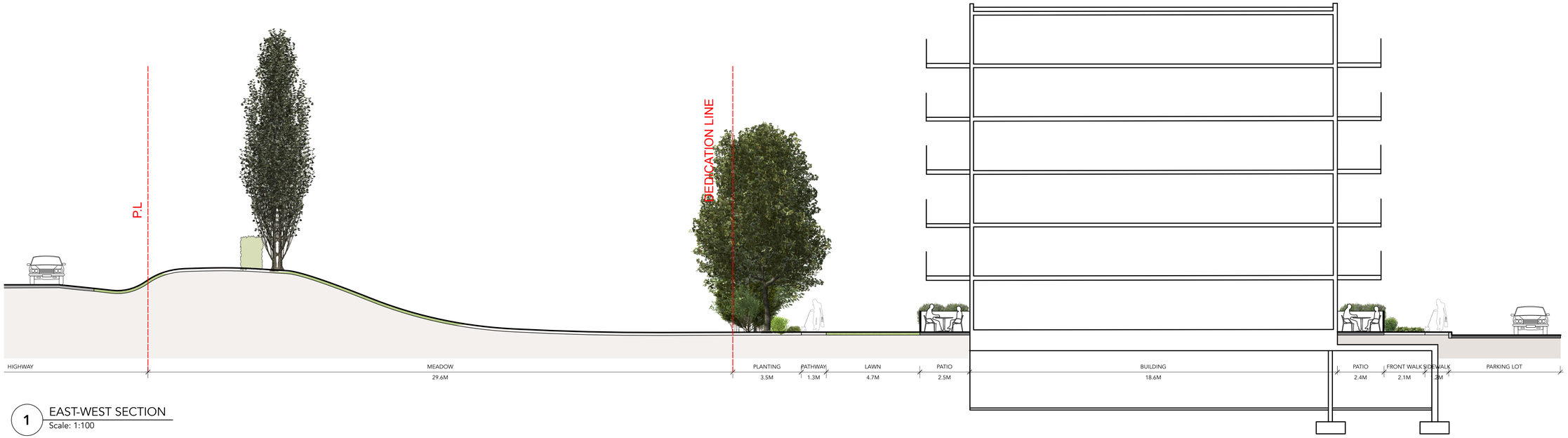
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PLANTING PLAN

L2.6



KEY PLAN



1 EAST-WEST SECTION
Scale: 1:100

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7840 LOCHSIDE DRIVE

Central Saanich, British Columbia

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LANDSCAPE SECTION - 6-STOREY BUILDING

L3.0

MATERIALS

1. CIP CONCRETE W/ SAWCUT
NATURAL BROOM FINISH

2. GROUND LEVEL FEATURE PAVER
VENETIAN COBBLE SERIES
80% GRANITE, 20% SANDLEWOOD

3. PATIO SLABS 2'x2'
NATURAL COLOUR

4. ARTIFICIAL TURF
PERMEABLE, NATURAL STYLE

5. BIKE RACK
MAGLIN ICONIC
CHARCOAL POWDERCOAT FINISH

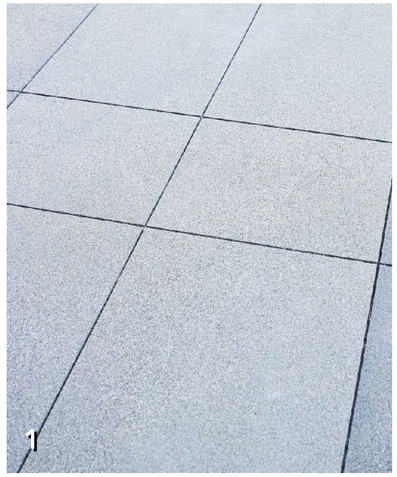
6. ROUND DECORATIVE ROCK
LOCAL MATERIAL

7. FIRE TABLE
DREAMCAST QUADRA 42"
LONDON FOG COLOUR

8. BENCH
MAGLIN ICONIC
SILVER FINISH

9. METAL PLANTERS
GREEN THEORY MODULAR PLANTERS

10. TABLE AND BENCHES
WOOD WITH ALUMINUM


1


2


3


4


5


6


7


8


9


10

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REVISIONS

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7840 LOCHSIDE DRIVE

Central Saanich, British Columbia

Scale:	N/A
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LANDSCAPE MATERIALS

L4.0

7840 LOCHSIDE DRIVE

Parking Study

Tim Shah, RPP, MCIP
Senior Transportation Planner
Author

Prepared For: Starlight Developments
Date: July 09, 2024
Our File No: 3183.B01

WATT VICTORIA
302 – 740 Hillside Ave
Victoria, BC V8T 1Z4
250-388-9877

TABLE OF CONTENTS

1.0 INTRODUCTION 1
- 1.1 Subject Site 1
- 1.2 Site Characteristics & Policy Considerations 2

2.0 PROPOSED DEVELOPMENT 5
- 2.1 Land Use 5
- 2.2 Parking Supply 6

3.0 PARKING BYLAW REQUIREMENTS 6
- 3.1 Vehicle Parking 6
- 3.2 Bicycle Parking 7

4.0 EXPECTED PARKING DEMAND 8
- 4.1 Existing Buildings – Resident Parking Demand 8
- 4.2 Proposed Buildings – Resident Parking Demand 11
- 4.3 Visitor Parking Demand 14
- 4.4 Commercial / Retail Parking 14
- 4.5 Summary of Expected Parking Demand 15

5.0 ON-STREET PARKING ASSESSMENT 16

6.0 CONCLUSIONS 17

1.0 INTRODUCTION

Watt Consulting Group (WATT) was retained by Starlight Developments Ltd. to conduct a parking study for the proposed development at 7840 Lochside Drive in the District of Central Saanich. The purpose of this study is to determine the total parking demand for the subject site and how that compares to the proposed supply.

1.1 SUBJECT SITE

The proposed development site is located at 7840 Lochside Drive in the District of Central Saanich (see **Figure 1**).

Figure 1. Subject Site



1.2 SITE CHARACTERISTICS & POLICY CONSIDERATIONS

The following section provides information regarding services and transportation options in proximity to the subject site.

SERVICES

The site is located at the north-eastern boundary of the District of Central Saanich and it has access to a small number of commercial and retail amenities. Within 400m (about a 5-minute walk) of the site, residents can access a small number of amenities (Tim Hortons Café, McDonald's, Shell Gas station, Waddling Dog Pub, Marigold Cafe). The Saanich Peninsula Hospital is located 1.3 km away from the site. Saanichton Village is 2km away from the site (about a 4-minute drive, 10-minute transit ride, 8-minute bike ride, and 25-minute walk) and offers a more comprehensive set of amenities and services, including a grocery store, pharmacy, liquor store, medical services, office buildings, and restaurants.

TRANSIT

There are two bus stops—within 150m (about a 2-minute walk) of the subject site. The bus stops are served by two bus routes (#81 – Brentwood / Saanichton / Sidney / Swartz Bay, #82 – Sidney / Saanichton via Stautw) that provide service to employment hubs and destinations within the region including Swartz Bay, Sidney, Saanichton, and Brentwood Bay.

The Victoria Region Transit Future Plan[1] provides guidance on future transit networks in the Victoria Region. The subject site is in proximity to the proposed Park & Ride facility and associated bus stops at the intersection of Mount Newton Cross Road and Highway 1. In addition,

[1] BC Transit. (2011). Transit Future Plan Victoria Region. Executive Summary. Available online at: https://www.bctransit.com/documents/1507213421003

BC Transit has identified Mt. Newton as part of the Peninsula RapidBus Line, which will receive Rapid Transit Frequency[2]. RapidBus will be a connected, frequent, fast, and reliable service. BC Transit is proposing to implement the first RapidBus line between Westshore and downtown Victoria within the next three years followed by the Peninsula RapidBus thereafter. Specifically, as identified in the Peninsula Local Area Transit Plan, the initial implementation of the Peninsula RapidBus Line is one of the medium-term service priorities. There would be improvements to Route 70 to achieve 30-minute all day service, seven days a week. This would require 17,500 hours of new service and 7 buses.[3]

WALKING

The subject site can be described as car-dependent with a walk score of 42, suggesting that almost all errands require a vehicle.[4] However, it is expected that the walk score will increase over the near future as the nearby development of Marigold Lands get build-out, providing some services steps away from the proposed development.[5] While the subject site's walkability is currently poor, the District of Central Saanich Official Community Plan (OCP) contains several active transportation policies that direct the District to prioritize walking and pedestrian infrastructure improvements.[6] Further, the District's Active Transportation Plan identifies a future multi-use pathway (MUP) along Mount Newton Cross Road as a priority project. Specifically, a multi-use pathway is recommended on the south side of Mount Newton Cross Road between

[2] RapidBus service would have a targeted minimum frequency of every 10 minutes, with higher frequency as demand requires. More information about RapidBus is available online at: https://engage.bctransit.com/peninsula2021?tool=news_feed#tool_tab

[3] More information about the Peninsula Local Area Transit Plan is available online at: https://www.bctransit.com/documents/1529716646896

[4] More information about walk score is available online at: https://www.walkscore.com/score/7840-lochside-dr-saanichton-bc-canada

[5] Some of the existing services are not registered in the Walkscore website.

[6] More information about the OCP is available online at: https://letstalkcentralsaanich.ca/OCP

Central Saanich Road and Highway 17. This facility, in combination with the future MUP further west along Mount Newton Cross Road, is anticipated to improve the walkability of the site and enhance overall connections to key destinations such as Saanichton Village.[7]

CYCLING

There are bike lanes on both sides of Lochside Drive. The site also benefits from direct proximity to the Lochside Regional Trail connecting to both Sidney and Victoria. This is a convenient, efficient and safe trail network to encourage users in the Capital Region to use alternative modes of transportation.

The District's Active Transportation Plan identifies a future on-road cycling facility on Mount Newton Cross Road between Highway 17 and Lochside Drive. If implemented, this is anticipated to improve cycling connectivity for the subject site as it will allow residents to connect to other parts of Central Saanich including Saanichton Village and Brentwood Bay. Further, the Active Transportation Plan has identified the improvement of cyclist accommodation along the Lochside Trail in the vicinity to the subject site.

[7] District of Central Saanich & Urban Systems. (2021). Central Saanich Active Transportation Plan. Available online at: https://www.centralsaanich.ca/sites/default/files/uploads/documents/dcs_active_transportation_plan.pdf

2.0 PROPOSED DEVELOPMENT

2.1 LAND USE

A detailed description of the land uses that will be used to calculate parking demand are presented below. The proposed development is for a 131-unit multi-family market rental building, two buildings containing 12 townhouses, and a 183.75m^2 commercial / retail space. The proposed development is located on the same site with two existing market-rental buildings (7840 Lochside Drive & 2530 Mt Newton Cross Road) that have a total of 126 units. Therefore, the total number of units is 269 (existing and proposed units combined).

Table 1. Proposed Unit Mix

Unit Type	Unit Count - Proposed *Multi-family*	Unit Count - Existing *Multi-family*
Residential		
Studio	6	4
1 bedroom	76	57
1 bedroom + den	9	0
2 bedroom	28	65
3 bedroom	12	0
Total	**131**	**126**
	Townhouses	*Townhouses*
3 bedroom	12	-
Total	**12**	**-**
Commercial / Retail		
	183.75 m^2	**-**

2.2 PARKING SUPPLY

2.2.1 VEHICLE PARKING

The proposed development includes a total of 313 vehicle parking spaces.

2.2.2 BICYCLE PARKING

The proposed development includes a total of 372 long-term bicycle parking spaces and 62 short-term bicycle parking spaces.

3.0 PARKING BYLAW REQUIREMENTS

3.1 VEHICLE PARKING

The District of Central Saanich Land Use Bylaw No. 2072 determines the minimum parking supply requirement. Per the Bylaw, the required parking supply for this site is 1.5 spaces per dwelling unit plus 0.25 spaces per unit for visitor parking. This rate applies to both apartments and townhouses. Also, the commercial/retail area within the site would be required to provide parking at a rate of 1 space per 22m^2. Therefore, the parking requirement for the entire site is 479 parking spaces. See **Table 2 and Table 3**. The proposed development is short 166 parking spaces from the parking requirement.

Table 2. Minimum Parking Supply Requirement (Existing Building)

Use	Bylaw Rate	Quantity *(Units / Floor Area)*	Required Spaces
Residential Apartment	1.5 per dwelling unit	126	189
Visitor	0.25 per dwelling unit	126	31.5
		Sub-total	**220.5**

Table 3. Minimum Parking Supply Requirement (New Buildings)

Use	Bylaw Rate	Quantity *(Units / Floor Area)*	Required Spaces *Required Spaces*
Residential Attached	1.5 per dwelling unit	131	196.5
Residential Apartment	1.5 per dwelling unit	12	18
Visitor	0.25 per dwelling unit	143	35.75
Retail	1 per 22m^2 of GFA	183.75	8.35
		Sub-total	**258.6**
		Total (Existing + New)	**479 spaces (220.5 + 258.68)**

3.2 BICYCLE PARKING

The District also requires 1 short-term bicycle parking (i.e., Class 2 in the form of bicycle rack) per 10 required vehicular parking spaces and 1.5 long-term (i.e., Class 1) bicycle parking spaces per unit. See Table 4. This results in a total of 386 long-term bicycle parking spaces in a secure, weather-protected bicycle parking facility and 48 short-term bicycle parking spaces located across the entrances of the seven buildings (three market-rental multi-family buildings + two townhouse buildings + commercial). The total bicycle parking requirement is 343 spaces. Even though the applicant is slightly short on the long-term bicycle parking bike parking, it is still meeting the overall bike parking requirement of 434 spaces.

4.0 EXPECTED PARKING DEMAND

Expected parking demand for the site is estimated in the following sections to determine if the proposed supply will adequately accommodate demand. Expected parking demand is based on [a] ICBC vehicle ownership data for representative multi-family apartment building sites in the District of Central Saanich, District of Saanich, and the West Shore and [b] parking observations of the two existing market-rental buildings (7840 Lochside Drive & 2530 Mt Newton Cross Road). Note, WATT was originally retained to complete the parking study in 2021. WATT also completed parking work at the site in 2019 prior to the COVID-19 pandemic. As such, the data in this section are from 2019 and 2021 and are still considered valid.

4.1 EXISTING BUILDINGS – RESIDENT PARKING DEMAND

4.1.1 OBSERVATIONS

Observations were conducted at the existing multifamily market-rental buildings at 7840 Lochside Drive and 2530 Mt Newton Cross Road to understand how the existing parking supply is utilized. To better analyze parking demand for the existing sites, both recent and historical data were used.

Observations were conducted on Tuesday January 8th, 2019, Wednesday January 9th, 2019, Tuesday November 16th, 2021, and Wednesday November 17th, 2021 from 9:00pm to 10:00pm (representing the peak period for residential land uses). Results indicate an average parking demand of 0.94 vehicles per unit and range from 0.92 to 0.96 vehicles per unit. See **Table 4**.

Table 4. Summary of Observations at Existing Sites

Site	Number of Units	Tuesday November 16th, 2021 9:00pm		Wednesday November 17th, 2021 9:00pm		Tuesday January 8th, 2019 9:00pm		Wednesday January 9th, 2019 9:00pm	
		Vehicles Observed	Demand Rate (vehicles per unit)	Vehicles Observed	Demand Rate (vehicles per unit)	Vehicles Observed	Demand Rate (vehicles per unit)	Vehicles Observed	Demand Rate (vehicles per unit)
7840 Lochside Drive*	126	116	0.92	116	0.92	121	0.96	120	0.95
2530 Mount Newton Cross Road*									

The parking lots of these sites were treated as one as there was no clear distinction between them.

4.1.2 ADJUSTMENT FACTORS

Observations are a useful method of assessing parking demand rates; however, there are limitations to this method. One of these limitations is that residents' vehicles may not be present at the time of observation.

To mitigate this limitation, observations were conducted after 9:00pm when residents are most likely to be home. However, there is still a chance that some resident vehicles may not be present at the time of observation due a multitude of reasons. This issue was addressed by a study commissioned by Metro Vancouver, that recommended an adjustment factor of 10% should be applied when parking observations are conducted after 9:00pm.[8] This adjustment factor was applied to the observation count with the highest number of observed vehicles to create an adjusted demand rate of 1.06 vehicles per unit. (See **Table 5**).

[8] Metro Vancouver. (2012). The Metro Vancouver Apartment Parking Study, Technical Report. Available online at: http://www.metrovancouver.org/services/regional-planning/PlanningPublications/Apartment_Parking_Study_TechnicalReport.pdf

Table 5. Adjusted Parking Demand at Representative Sites

Site	Number of Units	Average Parking Demand Rate (vehicles per unit)	Adjusted Parking Demand Rate (vehicles per unit)
7840 Lochside Drive	126	0.96	1.06
2530 Mount Newton Cross Road			

4.1.3 PARKING DEMAND BY UNIT SIZE

Unit size type refers to the number of bedrooms provided within a residential unit. Research has shown that larger units will generally have more occupants or a family, therefore increasing the likelihood that additional vehicles will be owned by occupants and increase the parking demand. [9]

Parking demand by unit type was calculated using:

1. Adjusted peak parking demand at each site;
2. The breakdown of unit type (i.e., number of bedrooms) at each site[10]; and
3. The assumed "ratio differences" in parking demand between each unit type based on the King County Metro[11] study, which recommends one-bedroom units have a 20% higher parking demand than studio units; two-bedroom units have a 60% higher parking demand than one-bedroom units; and three-bedroom units have a 15% higher parking demand than two-bedroom units.

[9] Metro Vancouver. (2018). Regional Parking Study – Technical Report, pg. 18.
[10] The unit size breakdown for the representative sites was obtained via email from the Canada Mortgage and Housing Corporation.
[11] King County Metro. (2013). Right Size Parking Model Code. Table 2, page 21. Available online at: http://metro.kingcounty.gov/programs-projects/right-size-parking/pdf/140110-rsp-model-code.pdf

Table 6. Parking Demand at Existing Sites, Factored for Unit Type

Site	Adjusted Parking Demand Rate (vehicles per unit)	Unit Type			
		Studio	One-Bedroom	Two-Bedroom	Three-Bedroom
7840 Lochside Drive	1.06	0.43	0.94	1.19	1.46
2530 Mount Newton Cross Road					

4.2 PROPOSED BUILDINGS – RESIDENT PARKING DEMAND

4.2.1 MULTI-FAMILY

ICBC vehicle ownership data was obtained for 10 representative multi-family residential sites representing 624 units. A summary of the representative sites is outlined in Table 7. Sites were selected based on having comparable walk sores, transit access, and located in a more semi-urban / suburban setting. The average parking demand is 1 space per unit.

Table 7. Vehicle Ownership Rates at Representative Sites

Site	Units	Number of Vehicles	Parking Demand Rate (vehicles per unit)
1085 Goldstream Avenue	166	134	0.81
1338 Stellys Cross Rd	103	111	1.08
7878 East Saanich Road	48	49	1.02
665 Redington Avenue	50	49	0.98
1230 Verdier Avenue	36	38	1.06
1255 Verdier Avenue	24	32	1.33
665 Redington Avenue	50	49	0.98
380 Belmont Road	18	14	0.78
284 Belmont Road	48	48	1.00
2699 Peatt Road	81	83	1.02
		Average	**1.00**

4.2.2 PARKING DEMAND BY UNIT SIZE

Similar to the rationale provided in **Section 4.1.3**, the parking demand was adjusted by unit type for each representative site. The parking demand rates by unit type are shown below:

- Studio Units | 0.60 spaces per unit
- 1-Bedroom Units | 0.78 spaces per unit
- 2-Bedroom Units | 1.22 spaces per unit
- 3-Bedroom Units | 1.40 spaces per unit

4.2.3 TOWNHOUSE RESIDENT PARKING DEMAND

ICBC vehicle ownership data was obtained for four representative townhouse sites representing 197 units. Similar to the multi-family residential units, these sites were selected based on having comparable walk sores, transit access, and located in a more semi-urban / suburban setting. A summary of the representative sites is outlined in **Table 8** along with the number of units and number of vehicles per site. The average parking demand is 1.62 spaces per unit.

Table 8. Vehicle Ownership Rates at Representative Sites

Site	Units	Number of Vehicles	Parking Demand Rate (vehicles per unit)
3351 Luxton Road	72	114	1.58
350 Latoria Blvd	32	51	1.59
1255 Wain Road	75	123	1.56
1893 Prosser Road	18	30	1.67
		Average	**1.62**

4.3 VISITOR PARKING DEMAND

Visitor parking demand rates have been demonstrated in the range of 0.05 to 0.07 vehicles per unit for multi-residential buildings across the Greater Victoria region. In addition, other parking studies completed by WATT have found visitor parking to be in the range of 0.07-0.12 per unit in Lanford, Colwood, and Saanich, which indicates that visitor parking demand is not strongly influenced by location.

Based on past parking studies, a rate of 0.1 spaces per unit is recommended for visitor parking.

4.4 COMMERCIAL / RETAIL PARKING

The applicant is proposing a commercial-retail unit that is 183.75m^2. At the time of completing this report, the applicant has not finalized the specific use. Therefore, to be conservative, the use was assumed to be a convenience market, which has a high parking generation rate. The Institute of Transportation Engineers (ITE) Parking Generation Manual (5th edition) was utilized. Specifically, land use code 851 (convenience market) was selected. The average parking demand for this use is 5.44 spaces per 1,000 square feet (93m^2). This translates into a demand of 1 space per 17m^2, which is recommended for the site.

4.5 SUMMARY OF EXPECTED PARKING DEMAND

Results from the analysis of expected parking demand for the proposed development is presented in Table 9, with a breakdown of expected parking demand for the site. A total demand of 311 spaces is expected for the subject site, which is 2 spaces lower than the supply.

Table 9. Summary of Expected Parking Demand

Land Use			Quantity	Demand Rate	Total Parking Spaces
Existing	Multi-Family Apartment	Studio Units	4 units	0.43 spaces / unit	2
		One-Bedroom Units	57 units	0.94 spaces / unit	55
		Two-Bedroom Units	65 units	1.19 spaces / unit	73
		Three-Bedroom Units	0 units	1.46 spaces / unit	4
Proposed	Multi-Family Apartment	Studio Units	6 units	0.60 spaces / unit	4
		One-Bedroom Units	85 units	0.78 spaces / unit	69
		Two-Bedroom Units	28 units	1.22 spaces / unit	29
		Three-Bedroom Units	12 units	1.40 spaces / unit	17
	Townhouses	Townhouses	12 units	1.62 spaces / unit	19
Existing + Proposed	Residential Visitor		269 units	0.1 spaces / unit	27
Proposed	Commercial/Retail		183.75 m^2	1 space / 17m^2	11
				Total Expected Parking Demand	**311**

5.0 ON-STREET PARKING ASSESSMENT

An on-street parking analysis was conducted in the area surrounding the subject site. Two counts were completed to capture the peak periods. The first count was completed on Wednesday October 11th, 2023 at 11:30am, which captures the peak time for a typical convenience market. Parking demand for the Marigold Café peaks during this time and it was therefore important to understand the on-street parking conditions surrounding the café. A second count was completed on Wednesday October 11th, 2023 at 9:30pm to capture residential peak parking demand (i.e., when residents are most likely to be home). Counts were completed on the following street segments:

- **Lochside Drive** (Mt. Newton Cross Road – Ferguson Road)
- **Lochside Drive** (Ferguson Road – Hackett Crescent South)
- **Hackett Crescent** (Lochside Drive – Lochside Drive)

A total of 56 on-street spaces were observed. On-street parking utilization was highest during the morning (11:30am) period where 78% (44 out of 56 spaces) were occupied. The evening count was less busy with a parking occupancy of 55%. This indicates that the on-street parking conditions are well utilized in the morning.

Further, the on-street parking conditions on the segment of Lochside Drive from Mt. Newton Cross Road to Ferguson Road were highly utilized with 100% occupancy during both count periods. In addition, when isolating the analysis to Hackett Crescent only, the parking occupancy is 83% during the morning period, suggesting that even less parking is available during the busier time.

6.0 CONCLUSIONS

The proposed development is for a 131-unit multi-family market rental building, two buildings containing 12 townhouses, a 183.75m^2 commercial / retail space, and preserving the two existing market-rental buildings (7840 Lochside Drive & 2530 Mt Newton Cross Road) that have a total of 126 units. A total of 269 units are proposed as part of the development.

The parking analysis determined that the total expected parking demand for the site is 311 parking spaces, which is 2 spaces under the proposed supply (313). The on-street parking analysis found that the streets surrounding the site are well occupied, especially during the morning period. Therefore, there is little capacity for parking spillover.

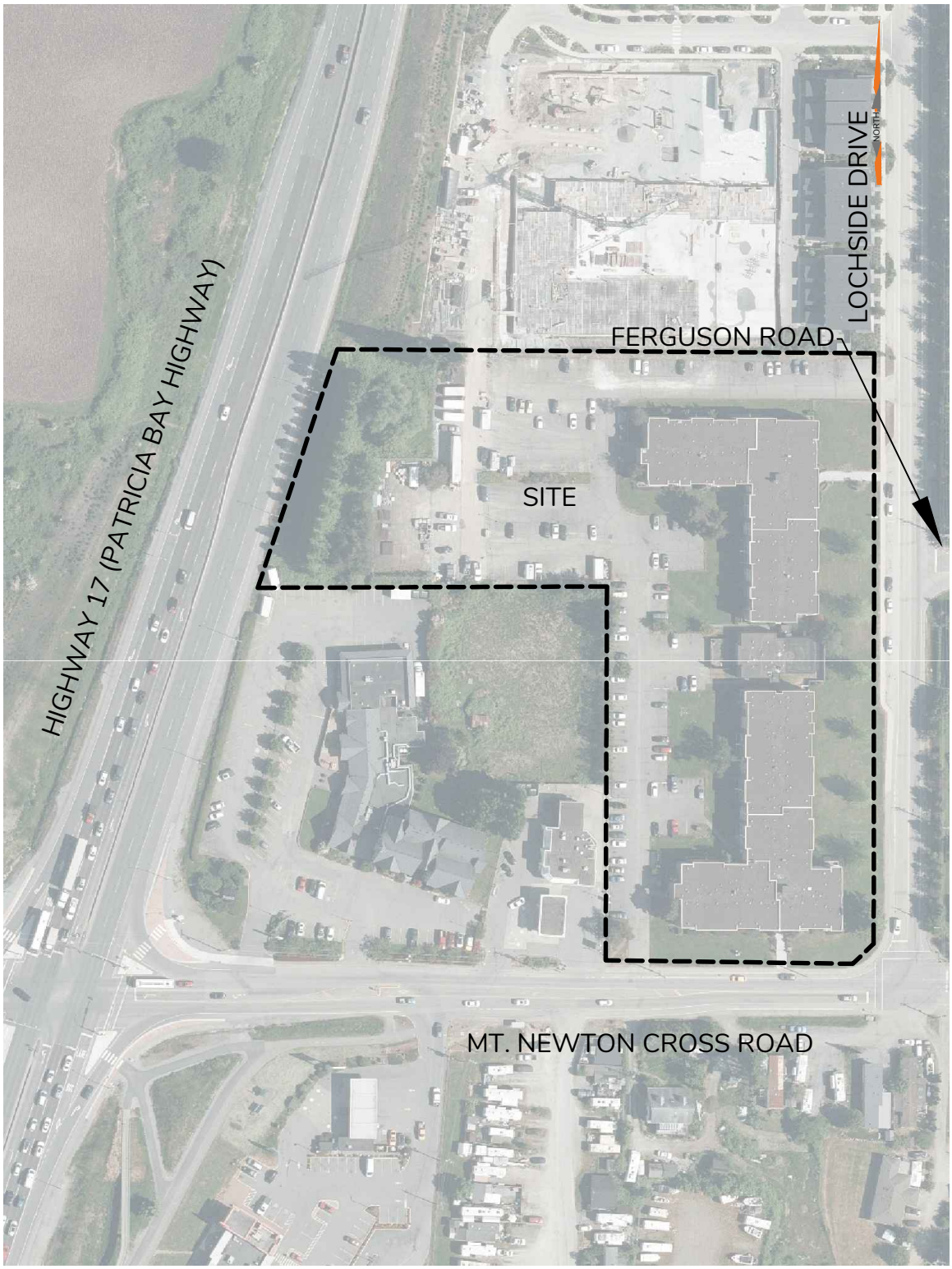
WATT VICTORIA
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MEMORANDUM

Date:	May 3, 2024
To:	Dale Puskas, P.Eng., District of Central Saanich
Cc:	Kelsey Tyerman, Starlight Developments
From:	Noah Reeder, EIT and Andy Kading, P.Eng., P.E., WATT Consulting Group
Our File No:	3734.B01
Subject:	7840 Lochside Drive - TIA Addendum

1.0 INTRODUCTION

WATT Consulting Group was retained by Starlight Developments to undertake a Transportation Impact Assessment (TIA) for the proposed residential development at 7840 Lochside Drive in Central Saanich, BC. That TIA, dated October 5, 2023, forecasted that the Mt. Newton Cross Road / Lochside Drive and Lochside Drive / Ferguson Road intersections will operate acceptably for vehicles until at least 2036 with their current configuration. The site location is shown in **Figure 1**.


HIGHWAY 17 (PATRICIA BAY HIGHWAY)
LOCHSIDE DRIVE
NORTH
FERGUSON ROAD
SITE
MT. NEWTON CROSS ROAD

After reviewing the TIA, the District of Central Saanich ("the District") has requested evaluation of the following:

- Examine and discuss wait times for making turns (particularly left turns) out at Ferguson Road and James Island Road
- The location and features of a proposed signed and marked crosswalk across Lochside Drive at or near Ferguson Road
- The allowable posted speed limit on Lochside Drive noting the All Ages and Abilities (AAA) cycling infrastructure, and
- Impacts of expected vehicle queuing along Mt. Newton Cross Road as it relates to one of the site accesses

2.0 FERGUSON ROAD AND JAMES ISLAND ROAD WAIT TIMES

Vehicles travelling from Ferguson Road and James Island Road onto or across Lochside Drive were observed on Tuesday, April 9, 2024 from 4:00 PM to 5:00 PM. **Table 1** shows the average time stopped for these vehicles by turning movement and the percentage of vehicles which came to a complete stop before proceeding. The average time stopped calculation assumes vehicles which came to only a rolling stop had stopped for zero (0) seconds.

Table 1 – Existing Wait Times for Selected Turning Movements

Movement	Number of Vehicles	Average Time Stopped (s)	% Making Full Stop
Lochside Drive / Ferguson Road			
WBL	13	5	46%
WBR	10	2	30%
Lochside Drive / James Island Road			
WBL	15	3	60%
WBT	1	11	100%
WBR	5	0	0%
EBL	1	14	100%
EBT	0	N/A	N/A
EBR	2	0	0%

None of the vehicles observed were required to stop behind another vehicle before approaching the stop bar. The average time stopped is not considered excessive given the low volume of vehicles making these movements. Volumes are not expected to increase due to the proposed development or adjacent concurrent developments along Lochside Drive.

If these results were to be translated into Highway Capacity Manual (HCM) Level of Service (LOS) scores most would be LOS A (0sec - 10sec of delay) or LOS B (10sec – 15sec of delay). LOS of D or better is considered to be within acceptable operating conditions for peak hour traffic.

3.0 LOCHSIDE DRIVE / FERGUSON ROAD CROSSWALK

The District proposes to add a signed and marked crosswalk across Lochside Drive at or near Ferguson Road.

Based on the 2026 and 2036 projected vehicle volumes outlined in the TIA, the current and WATT recommended posted speed limits (see below), and the expected crossing

distance, the Transportation Association of Canada (TAC)'s *Pedestrian Crossing Control Guide* recommends a standard crosswalk with side-mounted signs. This is contingent on the construction of a curb extension in the southbound parking lane (west side of road) to reduce the exposed crossing distance for pedestrians.

This recommendation does not account for the area demographics or expected crossing demand. District staff have noted a significant senior population on the east side of Lochside Drive, which may result in increased crosswalk use by more vulnerable pedestrians. Recent development in the area has introduced significant residential and some retail (coffee shop) land use, and more multi-family residential development is expected in the short term, all of which is expected to increase crossing demand. For these reasons, a crosswalk with Rectangular Rapid Flashing Beacons (RRFBs) may be implemented at this location. If RRFBs are implemented on this site, TAC considers the curb extensions optional.

The precise location for this proposed crosswalk was chosen to minimize loss of on-street parking, align with existing street lighting, and to ensure the necessary stopping prohibitions are accounted for. Without a curb extension on the west side, southbound stopping prohibitions would need to be introduced at least 15 m before and 10 m after the crosswalk to ensure vehicles in the parking lane do not obstruct the visibility of pedestrians about to enter the crosswalk. This would result in an overall loss of five (5) on-street parking spaces. A curb extension would provide better pedestrian visibility and, when implemented with TAC's minimum recommended curb radii and a crosswalk width of 3.0 m, would require removal of only two (2) southbound on-street parking spaces.

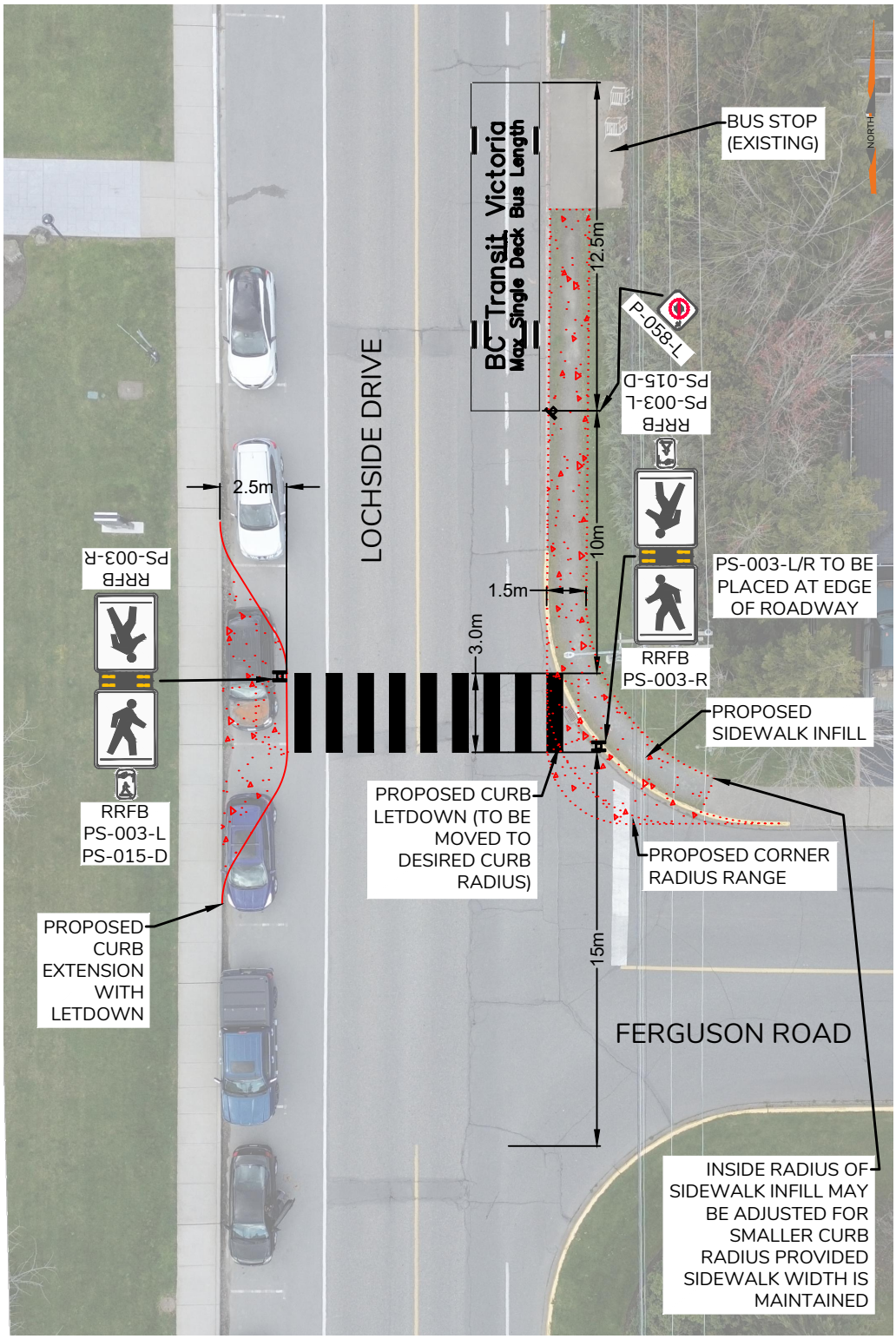
The RRFB crosswalk should feature the following:

- RRFBs and side-mounted signs (PS-003-L/R) mounted back-to-back on each side of Lochside Drive for northbound and southbound traffic, for a total of four (4) signs and four (4) RRFBs on two (2) poles.
- Zebra crosswalk markings
- Pedestrian pushbutton with sign (PS-015-D) on each side
- A curb extension into the parking lane on the west side of Lochside Drive
- Northbound stopping prohibition for a minimum of 10 m north of the crosswalk
- TAC also recommends a northbound stopping prohibition 15 m south of the crosswalk; however, this distance is entirely within the Lochside Drive / Ferguson Road intersection where vehicles are already prohibited from stopping.

Optionally, the following improvements may be made to the northeast corner of the intersection, shown in order of importance:

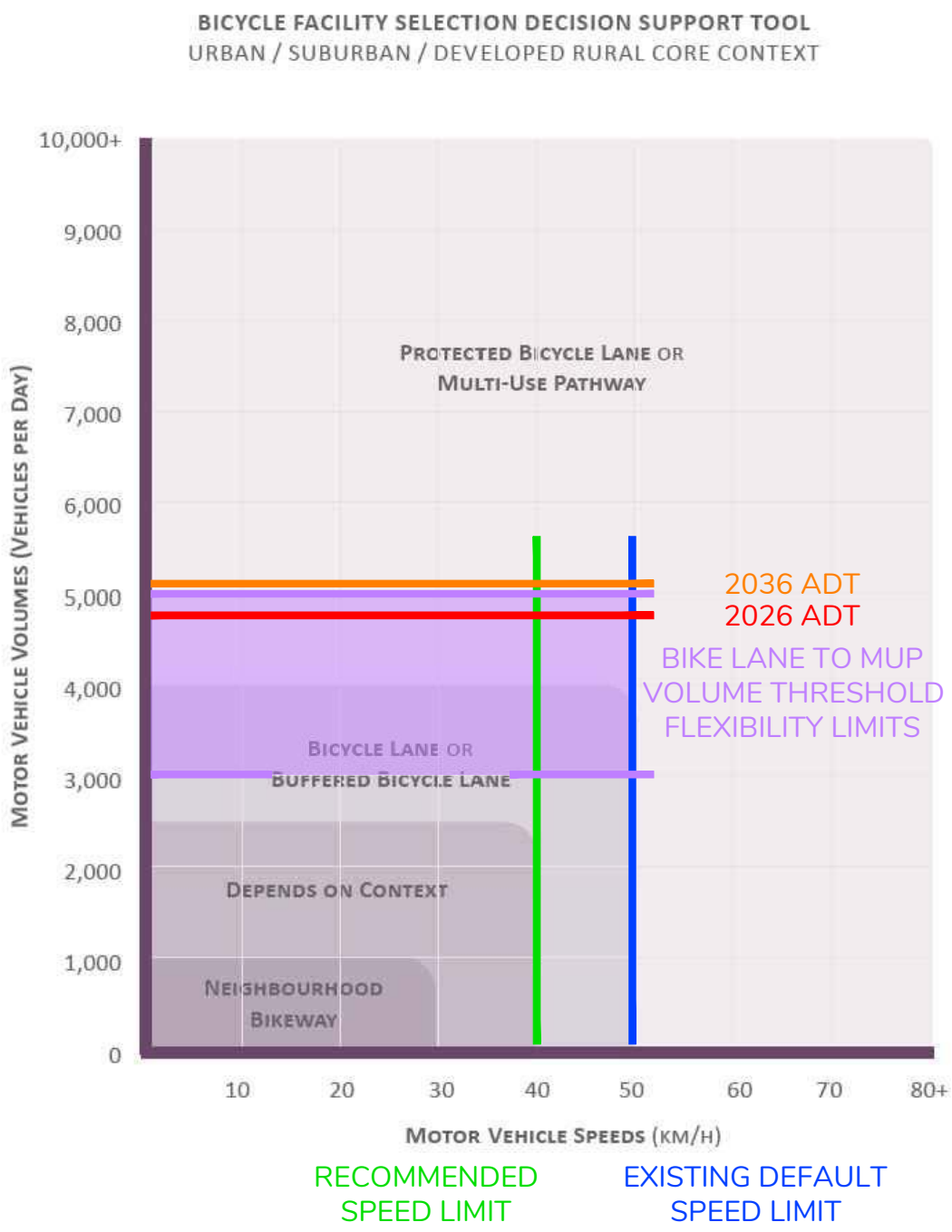
1. Add a curb letdown facing the crosswalk to ensure accessibility for pedestrians with disabilities and other users.
2. Reduce the corner radius to the TAC recommended range of 3.0 to 5.0 m. TAC recommends smaller corner radii to reduce crossing distance and encourage lower speeds for right-turning vehicles. This corner currently has a radius of approximately 8.6 m.
3. Pave the existing gravel sidewalk from the corner to the bus stop north of the intersection, a distance of 18 m. This will improve accessibility and make the bus stop more appealing to all users.

A proposed conceptual design is shown in **Figure 2**.


BC Transit Victoria
Max Single Deck Bus Length
12.5m
BUS STOP
(EXISTING)
NORTH
P-058-L
RRFB
PS-003-L
PS-015-D
LOCHSIDE DRIVE
2.5m
10m
1.5m
3.0m
PS-003-L/R TO BE
PLACED AT EDGE
OF ROADWAY
RRFB
PS-003-R
PROPOSED
SIDEWALK INFILL
RRFB
PS-003-R
RRFB
PS-003-L
PS-015-D
PROPOSED CURB
LETDOWN (TO BE
MOVED TO
DESIRED CURB
RADIUS)
PROPOSED CORNER
RADIUS RANGE
PROPOSED
CURB
EXTENSION
WITH
LETDOWN
15m
FERGUSON ROAD
INSIDE RADIUS OF
SIDEWALK INFILL MAY
BE ADJUSTED FOR
SMALLER CURB
RADIUS PROVIDED
SIDEWALK WIDTH IS
MAINTAINED

4.0 LOCHSIDE DRIVE SPEED LIMIT

The portion of Lochside Drive along the site frontage is part of the Lochside Regional Trail, a popular walking and cycling route extending from downtown Victoria to the north end of the Saanich Peninsula. Based on the 2026 background vehicle volumes projected in the TIA for Lochside Drive, the *British Columbia Active Transportation Design Guide* ("the ATDG") recommends protected bicycle lanes or a multi-use pathway. **Figure 3** shows the ATDG's recommended facility types by motor vehicle volumes and speeds.



NOTE:
2026 AND 2036 ADT ESTIMATED AS 10 TIMES BACKGROUND PM PEAK HOUR VOLUME NORTH OF LOCHSIDE DRIVE / FERGUSON ROAD FORECAST IN TIA

The ATDG provides flexibility of +/- 1,000 vehicles per day in defining the volume thresholds for different bicycle facility types. This flexibility allows unprotected bicycle lanes to be considered acceptable with up to 5,000 vehicles per day on the road. Lochside Drive, which in 2026 is expected to have average daily traffic (ADT) of 4,750 vehicles per the TIA, has not yet exceeded this threshold.

A default speed limit of 50 km/h currently exists on Lochside Drive along the site frontage. The ATDG considers this the maximum acceptable vehicle speed for an unprotected urban bicycle lane; however, the guide does not consider this a AAA facility which require a greater degree of protection/safety for people riding and rolling. If the existing cycling facilities cannot be protected or separated to AAA standards a significant safety improvement for all users may be achieved by reducing the posted speed limit on Lochside Drive where the bicycle facilities are present from 50km/h to 40km/h. Lower collision speeds greatly reduce the likelihood of death or permanent injury to pedestrians.

5.0 MT. NEWTON CROSS ROAD SITE ACCESS

Based on current laning and the TIA's forecasted westbound 95th percentile queue lengths for the Highway 17 / Mt. Newton Cross Road intersection, queues are expected to obstruct the Mt. Newton Cross Road site access during the AM peak hour in 2026 and 2036. This is the case for both background and post-development conditions and is only expected during peak AM commuting times. Queuing is not expected to obstruct the site access during the PM peak hour although it may occur none the less.

The District's Engineering Review Comments dated March 7, 2024 call for a right-in/right-out access restriction enforced by a raised concrete median. This would remove the possibility of eastbound queues caused by vehicles waiting to turn left into the site. It would also remove the possibility of exiting vehicles cutting through the queue to make a left turn, which improves safety and speeds up right turn movements into the queue.

The comments also call for an additional vehicle lane along Mt. Newton Cross Road passing the site. If this is a westbound lane continuing to the Highway 17 intersection, this would likely help move queues downstream and away from the access.

6.0 RECOMMENDATIONS

6.1 Lochside Drive / Ferguson Road intersection

6.1.1 Primary Recommendations

WATT recommends that a crosswalk with side-mounted signs and RRFBs mounted back-to-back be implemented on the north leg of the Lochside Drive / Ferguson Road intersection with an extension of the west curb into the existing parking lane.

The crosswalk should feature the following:

- Side-mounted signs (PS-003-L/R) and RRFBs mounted back-to-back on each side of Lochside Drive for northbound and southbound traffic for a total of four (4) signs and four (4) RRFBs
- Pedestrian pushbutton with sign (PS-015-D) on each side, for a total of two (2) pushbuttons and two (2) PS-015-D signs
- Zebra crosswalk markings
- Northbound stopping prohibition for a minimum of 10 m north of the crosswalk

WATT also recommends that the existing gravel path from the northeast corner of the Lochside Drive / Ferguson Road intersection to the bus stop north of the intersection be replaced with concrete sidewalk.

6.1.2 Optional Recommendations

The following additional recommendations may be implemented time and budget permitting:

- Add a curb letdown to the northeast corner of the Lochside Drive / Ferguson Road intersection facing the new crosswalk to ensure accessibility for pedestrians with disabilities.
- Reduce the radius of the same corner. TAC recommends corner radii of 3.0 to 5.0 m at crosswalk locations.

6.2 Lochside Drive Speed Limit

WATT recommends that the speed limit on Lochside Drive near the development site be reduced to 40 km/h.

Sincerely,
WATT Consulting Group



2024-05-03

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MEMORANDUM

Date: November 13, 2024
To: Kelsey Tyerman, Starlight Developments
From: MJ Oh and Andy Kading, P.Eng., P.E.
Our File No: 3734.B01
Subject: 7480 Lochside Drive TIA Addendum Number 2

1.0 INTRODUCTION

WATT Consulting Group is retained by Starlight Developments to provide an update to the previously submitted Traffic Impact Assessment (TIA) and addendum memo for the proposed development at 7480 Lochside Drive.

This memo reflects recent changes to the site plan including the removal of the proposed townhomes (12 Units). The memo provides a summary of the traffic analysis results for the short and long terms based on the recently revised site plan. The analysis also includes a concurrent development site (Marigold Phase 2: Hackett Cresent 235 Units) to identify the ultimate traffic impacts to the Highway 17 / Mt Newton Cross Road intersection and the need for any changes in mitigation. Additionally, a study of travel times along Mt. Newton Cross Road is undertaken.

See **Figure 1** for the study location and site plan.

1.1 Scope of Work

The District of Central Saanich has requested additional information and analysis on the anticipated queues and wait times for motorists as a result of the development. This addendum to the original document has the following scope of work:

- Generate traffic for the proposed developments based on the recent site information using trip generation rates from the *ITE Trip Generation Manual (11th ed)*.

- Adjust TIA analysis to remove the townhomes and rerun the results of the post development scenarios. Only queuing and related metrics will be examined.
- Build four analysis scenarios and review the analysis results including (1) background conditions, (2) with Hackett site trips, (3) with 7840 Lochside development trips, and (4) with combined two site trips for the short / long term each.
- Conduct travel time measures & on-site observation during peak time periods at the Highway 17 / Mt Newton Cross Road intersection.
- Discuss the results of the analysis and mitigation measures, and summarize the findings and recommendations.

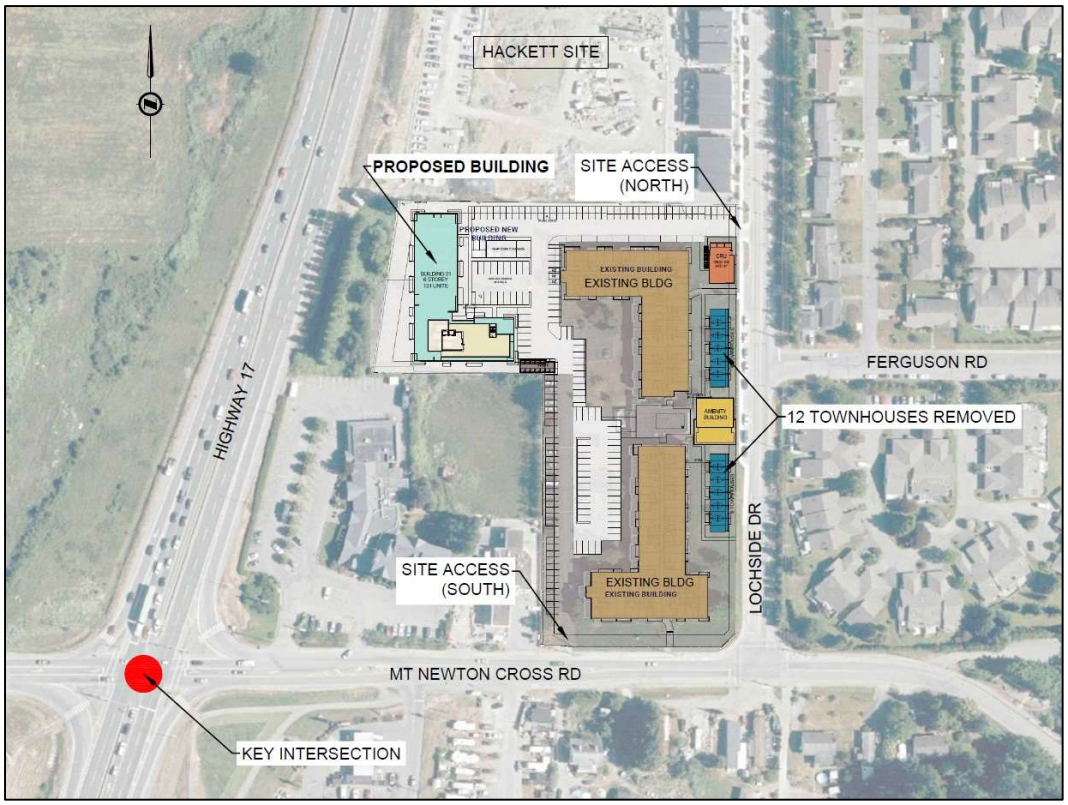


Figure 1: Study Location and Site Plan

2.0 TRAFFIC VOLUMES

Traffic count data were taken from the previous study (7840 Lochside Drive TIA, 2023), which used 2021 collected counts as the base traffic volumes for the analysis. The opening day is assumed to be in 2026. The analysis used a 2% annual growth rate to obtain all future background volumes. 2026 background volumes also include the Marigold Phase 1 traffic which was estimated at 45 trips for the PM peak hour. See **Figure 2** for the 2026 / 2036 background volumes for the opening day / 10-year horizon post development analysis.

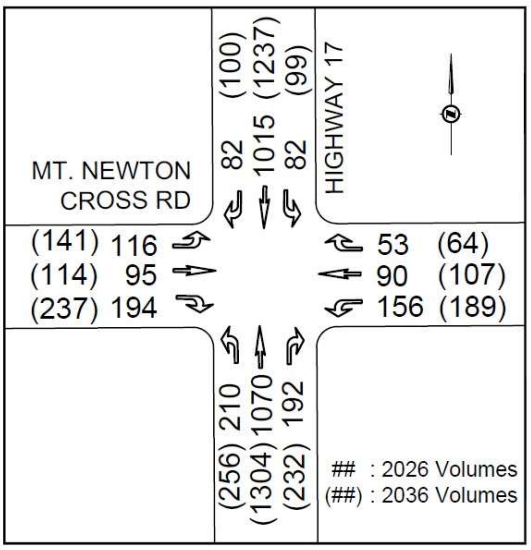


Figure 2: 2026 Opening Day / 2036 10-Year Horizon Background Volumes – PM Peak Hour

3.0 TRIP GENERATION AND ASSIGNMENT

The trip generation was based on the trip rates provided by the ITE *Trip Generation Manual (11th Edition)*. The trip generation were conducted for the two sites: (1) Hackett Site (235 multi-family units) and (2) the proposed development: 7840 Lochside Drive site. From the previously proposed site plan (780 Lochside Drive).

12 townhomes have been removed from the 7840 Lochside Drive site and the development is currently proposing a total of 131 multi-family units and a 2,000 sq.ft of retail.

Based on the updated land use scenarios, the Hackett Site (considered a concurrent development) was expected to generate 92 trips during the PM peak hour and the 7840 Lochside Drive development to generate 64 trips. Estimated site trips are summarized in **Table 1**.

Table 1: Estimated Site Trips – PM Peak Hour

Land Use	ITE Code	Size	Trip Rate	% In	% Out	Trips In	Trips Out	Total Trips
Hackett Site (Concurrent Development)								
Residential – Multi-Family (Mid-Rise)	221	235 units	0.39 / unit	61%	39%	56	36	92
Hackett Site Trips Total (PM Peak):						**56**	**36**	**92**
Proposed Development - 7840 Lochside Drive								
Residential – Multi-Family (Mid-Rise)	221	131 units	0.39 / unit	61%	39%	31	20	51
Commercial – Retail Plaza	822	2000 sq. ft.	6.59 *	50%	50%	7	6	13
7840 Lochside Trips Total (PM Peak):						**38**	**26**	**64**

*Note: Retail trip rate is per 1000 sq.ft.

The trips generated by the proposed development and concurrent site were assigned to the local road network using the same trip assignment used in the 2023 TIA, which was based on existing traffic patterns in the area. See **Figure 3** for the trip assignments.

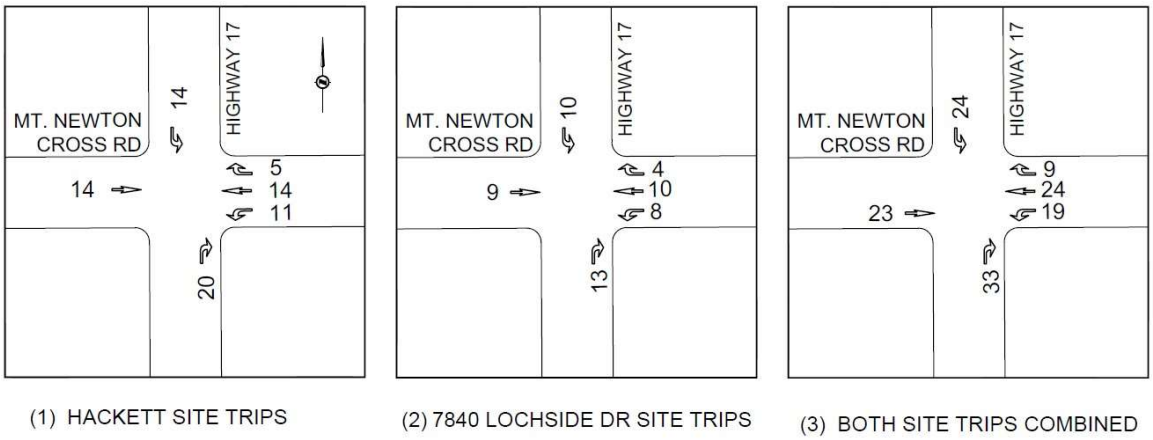


Figure 3: Trip Assignments with Three Development Scenarios

4.0 ANALYSIS RESULTS OF 2026 OPENING DAY

4.1 Details of Analysis

The critical peak time period for the analysis is the PM peak hour since the PM peak time was more significant than the AM based on the site observation & travel time measurement results. The analysis presented below for the Highway 17 / Mt. Newton Cross Road intersection during the PM peak hour results for the four (4) opening day analysis scenarios. These results use the Synchro/SimTraffic software package and the existing signal timing (with a PM cycle length: 168 seconds).

The four analysis scenarios are as follows:

(1) 2026 opening day background conditions,

(2) 2026 background with the concurrent development (Hackett site),

(3) 2026 post development with no Hackett site, and

(4) 2026 post development with Hackett site (both trips combined).

See **Figure 4** for opening day post development PM peak hour traffic volumes for the three future scenarios.

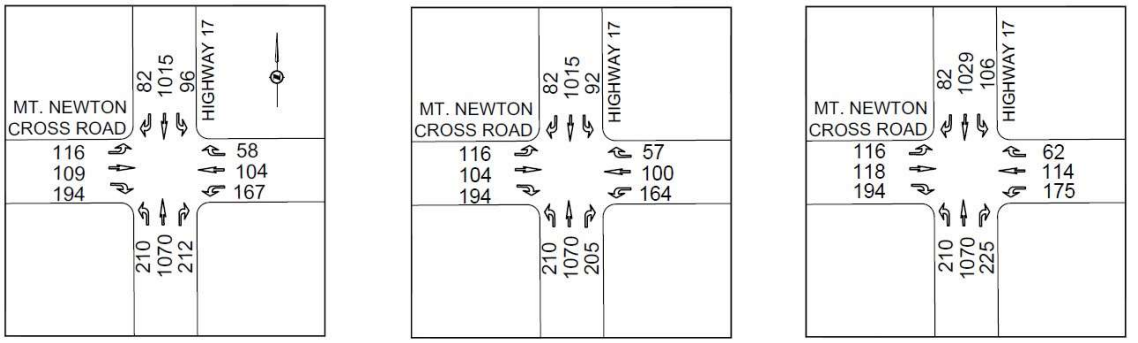


Figure 4: Opening Day Post Development Volumes – PM Peak Hour

4.2 Results

See **Table 1** and **2** for delays and queues with 4 scenarios for the opening day.

At the Highway 17 / Mt. Newton Cross Road intersection, all movements operate at LOS E or better except for scenario (4) with two sites combined, where a couple of movements will experience a failing level of service (LOS F) while the Highway through movements will still operate at a LOS C / D during the PM peak hour. Unacceptable levels of service (LOS E / F) results were primarily due to the long cycle length at the signal which gives more split times for the highway through traffic. According to the Synchro results, longest delays at the intersection will remain under 80 seconds (average) which are considered as being acceptable for a highway signal with high volumes.

In general increases in delay were small with gains of a few seconds for any given movement. Changes in LOS, including those that slip from LOS E to LOS F are the result of a few seconds changing.

Based on known issues from the westbound movements at the signal 95th percentile queue length for the westbound left and through movement results were examined. Estimated queue lengths for the westbound left movement (longer queues than through movement) on Mt Newton Cross Road are estimated to be 75m to 81m (10 vehicles) for each scenario during the post development PM peak hour, which exceeds the storage length of the turn lane. Estimated additional queue lengths by new developments are marginal with +5m due to the Hackett site, 4m due to the 7840 Lochside development, and 7.2m (10% increase from existing) due to both development sites. Therefore, neither of the development sites will significantly increase queueing for the eastbound and westbound movements on Mt Newton Cross Road.

Estimated queues exceed the existing left turn storage (45m) but an extension of that lane is difficult due to the median and two-way left turn lane for accessing driveways on Mt Newton Cross Road. In simulation and in field observations the queues for left turns and through movements were generally cleared within the allowed green time.

The Mt. Newton Cross Road section between Lochside Drive and Highway 17 is to undergo changes that will partially address the issues related to queue storage.

Table 1: Opening Day (2026) Background Conditions – PM Peak Hour

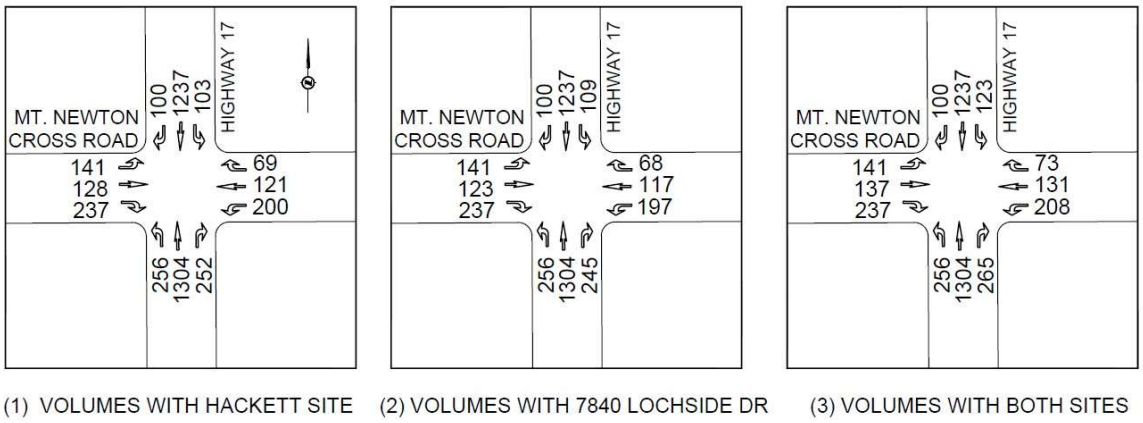
Intersection	Movement	(1) 2026 Background with No Development			(2) 2026 Background with Hackett Site		
		LOS	Delay (s)	95th % Queue (m)	LOS	Delay (s)	95th % Queue (m)
Highway 17 / Mt. Newton Cross Rd	EBL	D	49.1	57.0	D	49.3	57.0
	EBT	**E**	**76.1**	54.0	**E**	**79.2**	62.0
	EBR	B	16.9	1.3	B	19.4	5.1
	WBL	**E**	**55.1**	74.0	**E**	**57.4**	79.0
	WBT	**E**	**65.4**	50.0	**E**	**66.7**	57.8
	WBR	A	1.5	0.0	A	8.3	4.0
	NBL	**E**	**74.3**	107	**E**	**76.4**	108
	NBT	C	29.3	168	C	31.0	172
	NBR	A	0.2	0.0	A	0.2	0.0
	SBL	**E**	**77.1**	45.8	**E**	**77.9**	53.2
	SBT	D	44.7	194	D	45.3	192
	SBR	A	0.1	0.0	A	0.1	0.0

Table 2: 2026 Post Development Conditions – PM Peak Hour

Intersection	Movement	(3) Post Development with No Hackett Site			(4) Post Development with Hackett Site		
		LOS	Delay (s)	95th % Queue (m)	LOS	Delay (s)	95th % Queue (m)
Highway 17 / Mt. Newton Cross Rd	EBL	D	49.4	57.0	D	48.9	56
	EBT	**E**	**79.0**	58.5	**F**	**83.0**	66
	EBR	B	19.3	4.8	C	20.2	7
	WBL	**E**	**56.8**	77.9	**E**	**58.4**	81
	WBT	**E**	**65.9**	55.5	**E**	**65.3**	62
	WBR	A	1.5	0.0	A	9.6	6
	NBL	**E**	**76.3**	108	**E**	**79.9**	113
	NBT	C	30.8	172	C	34.3	182
	NBR	A	0.2	0.0	A	0.3	0
	SBL	**E**	**77.8**	50.7	**E**	**79.3**	56
	SBT	D	45.1	192	D	47.4	194
	SBR	A	0.1	0.0	A	0.1	0

5.0 ANALYSIS RESULTS OF 2036 10-YEAR HORIZON

For the long term (10-year horizon) analysis, 2036 background traffic volumes were obtained using a 2% growth rate from 2021 existing volumes plus the Marigold phase 1 traffic. See **Figure 5** for 2036 10-year horizon post development PM peak hour volumes with three scenarios.



(1) VOLUMES WITH HACKETT SITE (2) VOLUMES WITH 7840 LOCHSIDE DR (3) VOLUMES WITH BOTH SITES

Figure 5: 2036 Post Development Volumes with Three Scenarios - PM Peak Hour

Under 2036 PM peak hour background conditions, the Highway 17 / Mt Newton Cross Road intersection operates poorly with multiple movements at LOS E/F, including left turn movements from Highway 17 and the westbound left and eastbound through movements from Mt Newton Cross Road. The northbound left queue length was estimated at 155m which exceeds the existing storage (125m) during the 2036 background PM peak hour. Estimated queues from the side streets exceed 100m.

However, the addition of site traffic does not result in any significant changes to the delay/LOS when compared to background conditions. The eastbound through movement will have the longest additional delay (increase by 13 seconds) and all other movements will have a maximum of 6 seconds additional delays. The increases in delay noted for the post development scenarios are primarily the result of the background traffic increases. For the westbound left movement, estimated queue lengths will increase to 117m with developments (background queue: 99.3m) based on the modelling results, but the expected queues are considered acceptable for the corridor traffic flow overall. If estimated 2036 conditions are realized in the future, new signal timing adjustments alone will not resolve the delay / queuing issues. See **Table 3** and **4** for delays and queues with 4 scenarios for the 2036 10-year horizon .

Table 3: 2036 Background Conditions – PM Peak Hour

Intersection	Movement	(1) 2036 Background with No Development			(2) 2036 Background with Hackett Site		
		LOS	Delay (s)	95th % Queue (m)	LOS	Delay (s)	95th % Queue (m)
Highway 17 / Mt. Newton Cross Rd	EBL	**E**	**68.8**	69.8	**E**	**68.2**	68.9
	EBT	**F**	**107**	64.9	**F**	**115**	75.5
	EBR	D	46.7	34.6	D	46.5	35.1
	WBL	**F**	**101**	99.3	**F**	**107**	109
	WBT	**E**	**77.4**	59.5	**E**	**77.3**	66.2
	WBR	B	11.0	6.6	B	12.6	9.0
	NBL	**F**	**105**	**155**	**F**	**110**	**157**
	NBT	C	32.2	220	C	33.5	225
	NBR	A	0.3	0.0	A	0.3	0.0
	SBL	**F**	**91.9**	54.2	**F**	**93.1**	56.5
	SBT	D	54.7	243	**E**	**57.0**	247
	SBR	A	0.1	0.0	A	0.1	0.0

Table 4: 2036 Post Development Conditions – PM Peak Hour

Intersection	Movement	(3) 2036 Post Development with No Hackett Site			(4) 2036 Post Development with Hackett Site		
		LOS	Delay (s)	95th % Queue (m)	LOS	Delay (s)	95th % Queue (m)
Highway 17 / Mt. Newton Cross Rd	EBL	**E**	**68.2**	69.1	**E**	**68.1**	68.4
	EBT	**F**	**113**	69.7	**F**	**120**	85.8
	EBR	D	44.8	33.4	D	36.7	26.1
	WBL	**F**	**104**	105	**F**	**107**	117
	WBT	**E**	**76.8**	64.4	**E**	**78.6**	71.3
	WBR	B	12.5	8.7	B	13.8	10.6
	NBL	**F**	**109**	**157**	**F**	**111**	**157**
	NBT	C	33.5	225	D	36.6	236
	NBR	A	0.3	0.0	A	0.3	0.0
	SBL	**F**	**92.8**	60.1	**F**	**92.9**	65.7
	SBT	**E**	**56.2**	246	**E**	**59.2**	249
	SBR	A	0.1	0.0	A	0.1	0.0

6.0 TRAVEL TIME STUDY

6.1 On-site Travel Time Measure / Observation Results

The proposed developments in the area could exacerbate already existing queuing and travel time issues for the westbound movement at the Highway 17 / Mt. Newton Cross Road intersection. To examine the effects of this a travel time study was performed to measure total elapsed travel time in the AM and PM peak hour on October 24, 2024, using a floating car study method.

Peak hour travel times were measured from a stop line (start of the data run) at Lochside Drive / Mt. Newton Cross Road to the pedestrian crosswalk (end point of run) on the westbound through lane of the Highway 17 intersection, a distance of around 250m. Five

travel time runs were measured for the AM and five for the PM peak. The fastest travel time outcome of the measured five runs was excluded for each peak period in **Table 5** below.

Table 5: Summary of Measured Travel Time (sec)

Run Times	AM Peak (8:15 – 8:45)	PM Peak (4:15 – 4:45)
1	149	127
2	141	109
3	45	173
4	32	98
Average	**91.8**	**126.8**

*Note: Travel time measures conducted from the Lochside Dr stop line (starting point) to Hwy 17 signal crosswalk line of the east leg (ending point) which is a 250m interval on Mt Newton Cross Rd (Westbound).

On average the measured travel time was 35 seconds longer for the PM peak than the AM. The AM had more variability in the results with a high-low span of 117 sec, while the PM had less variability with a high-low span of 75 sec. Of the 8 listed run results only one exceeded the length of one signal cycle (168 sec), although most runs were more than 100 sec. Unsurprisingly this indicates that the signal operation heavily influenced the travel time.

6.2 Travel Time Estimates

In order to determine the effects of the proposed development on the travel time for westbound movements, from Lochside Drive to/through the Highway 17 intersection, a traffic simulation study was developed, and the results of the field observations were used to calibrate the simulation results and estimate future travel times.

6.2.1 Methodology

Synchro/SimTraffic traffic modeling software was used to produce travel time metrics given the traffic assumptions described above. The metric produced by the simulation include: Travel Time (in hours) and Vehicles Entered (i.e. number of vehicles that entered the model). The results were converted into a travel time metric of sec / veh, then

isolated for the westbound through movement starting at the Lochside Drive intersection and ending at the Highway 17 intersection. The simulation metrics were then calibrated to the measured travel time average, and the calibration ratio was then applied to the future scenarios. Finally, an estimate of the range of travel times was produced using the measured high and low time from the field measurements.

6.2.2 Results and Discussion

Results of the simulation and the estimates produced are shown in **Table 6** below. Abbreviations are as follows: TT = Travel Time, Sim = Simulation, Est. = Estimated.

Table 6 - Travel Time Estimates

PM Peak Hour Metrics	2024 Background with No Dev	(1) 2026 Background with No Dev	(2) 2026 Background w Hackett	(3) Post Dev with w/o Hackett	(4) Post Dev w Hackett Site
Sim: WB TT Total (hr)	2	2.3	2.6	2.5	3
Sim: WB Veh (veh)	391	427	459	423	521
Sim: TT (sec/veh)	18.4	19.4	20.4	21.3	20.7
Measured TT (sec/veh)	126.8	-	-	-	-
TT Ratio (measured/sim)	6.886	-	-	-	-
Est. TT (sec/veh)	-	133.5	140.4	146.5	142.7
Est. Increase in TT (sec/veh)	-	6.7	13.6	19.7	15.9
Low Measured TT	98	-	-	-	-
Low Ratio	0.77	-	-	-	-
Expected Min TT	-	103	109	113	110
High Measured TT	173	-	-	-	-
High Ratio	1.36	-	-	-	-
Expected Max TT	-	182	192	200	195

The results can be read as:

- The existing 2024 background scenario westbound through traffic saw travel times between 89 sec – 173 sec to travel from Lochside Drive through the Highway 17 intersection.

- In the 2026 Scenario 1 without the developments, travel time will range from 103 sec – 182 sec, or an increase of roughly 5 sec – 9 sec, which is due to background traffic growth in the 2024 – 2026 timeframe.

- In the 2026 Scenario 2 with the Hackett development, travel time will range from 109 sec – 192 sec, or an increase of roughly 6 sec – 10 sec compared to the non-development scenario 1.

- In the 2026 Scenario 3 with the 7840 Lochside Drive development (the focus of this report), travel time will range from 113 sec – 200 sec, or an increase of roughly 10 sec – 18 sec compared to the non-development scenario 1.

- In the 2026 Scenario 4 with the 7840 Lochside Drive and Hackett developments (representing the combined effects of the two developments), travel time will range from 110 sec – 195 sec, or an increase of roughly 7 sec – 13 sec compared to the non-development scenario 1.

The utility of these results is that they demonstrate an increase in travel time is expected, and the results generally appear to be a reasonable estimate of the increase. For the scenario 3 (7840 Lochside Drive without the Hackett site) the increase is 10 sec – 18 sec, however the background scenario 1 adds travel time which should be adjusted for, and the net result is that the 7840 Lochside Drive development could add 5 sec – 9 sec of travel time. This increase is for an addition of 22 vehicles in the PM peak hour, or about one additional vehicle in the Mt. Newton Cross Road queue every 2.72 min. The signal cycle length is 168 sec or 2.8 min. In total one additional car will join the queue from the 7840 Lochside Drive development roughly every signal cycle and add approximately 5 sec – 9 sec of additional travel time as a result. The increase in general background traffic will add the same.

Based on the above the results should be considered a very rough approximation of travel time increases expected along the Mt. Newton Cross Road as a result of the developments. In general, the increases are minor, and based on the field observations and modeling, the delay on Mt. Newton Cross Road is largely tied to the very long cycle length at the signal, rather than the volume of traffic.

The results of scenario 4 are unexpected as it contains the most traffic and logically would therefore be expected to have the most travel time. This illustrates the limitations of this study, which uses a software metric that is a very rough estimate of the travel time. To emphasise the point, the existing 2024 background SimTraffic reported an 18.4

sec travel time, while the measured average value was 126.8 sec, a considerable difference.

Finally, because of the compounding uncertainty that would go into an estimate of travel time in 2036 a travel time analysis was not undertaken for that timeframe. Assumptions in background growth, changes to the Mt, Newton Cross roadway between Highway 17 and Lochside Drive, the Rapid Bus, etc., all compound into a situation where an estimate would be grossly inaccurate and therefore should not be explored least the results be confusing and useless.

7.0 CONSIDERATIONS FOR MITIGATION MEASURES

The delays experienced at Mt. Newton Cross Road approaching Highway 17 are largely due to the long cycle length of the MoTI signal, which runs a 168 sec (2.8 min) cycle length. This requires a wait of over 2 min to be served at the signal. Changes to that signal, namely reducing the amount of green time allocated to the highway and thereby shortening the cycle length and serving the side streets quicker, would likely have a positive impact on side street travel times.

As demonstrated above the addition of the development traffic does not have a significant negative influence on either traffic performance at the study intersections or travel times along Mt. Newton Cross Road.

Forthcoming improvements to Mt. Newton Cross Road and retiming of the traffic signal will both improve the situation. Lengthening the westbound left turn lane and moving bikes to a safer Lochside Trail access will both help greatly. However, the most decrease in passenger vehicle delay and travel time can be gained by reducing overall traffic; the access to the nearby Rapid Bus stops should therefore be prioritized in future designs to facilitate the safe and timely travel of pedestrians to and from those stops. This could include sidewalk, crossings, lighting, and buffering pedestrian traffic from the adjacent vehicle lanes if possible.

Finally, the access into / out-of the McDonalds / gas station are a significant issue as they are too close to the Highway 17 intersection, draw heavy volumes, and have significant traffic volumes that desire to turn back onto the highway, which often impedes the westbound (and eastbound) Mt. Newton Cross Road traffic. This should be rectified in future designs which should explore right-in right-out restrictions (which may require a roundabout at the Mt. Newton Cross Road / Lochside Drive intersection), or turn lane reconfiguration.

8.0 RECOMMENDATIONS

The District should:

- Pursue MoTI for a re-timing of the Highway 17 / Mt. Newton Cross Road intersection to reduce overall cycle lengths.
- Facilitate pedestrian access to the Rapid Bus stations
- Reconfigure the Mt. Newton Cross Road section

Sincerely,
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