Public Input Binder

The general purpose of proposed "Colwood Land Use Bylaw No. 151, 1989, Amendment No. 255 (Tamarack – Colwood Corners), Bylaw No. 2085, 2025" is to rezone from R1 to a new Comprehensive Development zone to permit a 6-storey, 66 unit market rental apartment with underground parking.

Within the electronic binder, please find a copy of:

- 1. Staff Report to Planning and Land Use Committee (September 2nd, 2025)
- 2. Architectural Plans 396 Tamarack
- 3. Applicant Letter of Rationale
- 4. Arborist report
- 5. Traffic Impact Assessment (TIA)
- 6. Parking Study
- 7. Neighbourhood Consultation Summary
- 8. Proposed Bylaw 2085
- 9. Staff Presentation
- 10. Applicant Presentation 396 Tamarack
- 11. Public notices (Newspaper ad & Post card)

Minutes and videos of Council are publicly available and can be accessed through the following link:

<u>City of Colwood - Home (civicweb.net)</u>



STAFF REPORT

Planning and Land Use Committee

Meeting Date: September

2, 2025

To: CAO – Jason Johnson

Submitted:

From: Richard Roy, Senior Planner

RE: Rezoning Application RZ000015 for 396 Tamarack Road

File: RZ000015

RECOMMENDATION

THAT the Planning and Land Use Committee recommend to Council:

THAT Colwood Land Use Bylaw No. 151, 1989, Amendment No. 225 (Tamarack - Colwood Corners), Bylaw No. 2085, 2025 be considered for 1st, 2nd and 3rd reading;

AND THAT prior to adoption of Colwood Land Use Bylaw No. 151, 1989, Amendment No. 225 (Tamarack - Colwood Corners), Bylaw No. 2085, 2025, the following long-term conditions be registered within a Section 219 Covenant Development Agreement that addresses:

PEDESTRIAN AND BICYCLE CONNECTIVITY

Prior to building permit the developer be required to enhance pedestrian and bicycle connectivity from Gamble Drive to Wale Road to promote active transportation. Potential infrastructure improvements may include sidewalks, sharrow bike lane markings, and directional signage.

BIKE PARKING AND FACILITIES

Prior to building permit approval, the developer will submit plans that incorporate Transportation Demand Management measures as detailed in the submitted parking study. These measures include providing long-term bicycle parking that exceeds bylaw requirements by 40%, installing 110V e-bike charging outlets at 50% of long-term bike parking spaces, sizing 15% of bike spaces to accommodate cargo bikes, and delivering end-of-trip facilities such as a maintenance and cleaning station to further support active transportation.

AND THAT prior to adoption of Colwood Land Use Bylaw No. 151, 1989, Amendment No. 225 (Tamarack - Colwood Corners), Bylaw No. 2085, 2025, approval be received by the Ministry of Transportation and Transit;

AND THAT Council authorize the concurrent processing of a Development Variance Permit (DVP) application in conjunction with the associated rezoning application, and that the requested variance to the Off-Street Parking Regulations Bylaw No. 1909, 2022, to allow no less than 71% of the minimum required parking stalls, be considered through the DVP process;

AND FURTHER THAT public notification and opportunity for comment be provided in accordance with the Development Variance Permit process prior to any approval of the requested variance.

SUMMARY AND PURPOSE

The purpose of this report is to present Rezoning Application RZ000015 for Council for consideration. The applicant proposes to amend the Land Use Bylaw to rezone the property located at 396 Tamarack Road (Figure 1) from the Residential 1 (R1) Zone to the Tamarack - Colwood Corners (TCC) zone, see Architectural Plans (Appendix 1). A letter of rationale from the applicant is included in Appendix 2.

The proposed development would provide market rental housing to meet a key area of need identified in the 2024 Housing Needs Report. The proposal aligns with the Colwood Corners land use designation, which supports multi-unit buildings up to approximately 12-15 storeys (in limited situations) and a base Floor Area Ratio (FAR) of 2 up to 4.5. The site is located within the Colwood Corners land use designation, which emphasizes accommodating future residential and commercial growth. This area is intended to support a diverse mix of housing types and choices, and to feature the highest levels of residential density and development scale in the city. Colwood Corners is also designed to encourage walking and cycling, and to promote transit use, serving as a key regional hub that connects residents to surrounding municipalities through rapid transit.

Figure 1



This application represents the first apartment-style residential development proposal within this neighbourhood that is not located adjacent to Goldstream Avenue or Wale Road. The surrounding area is experiencing gradual change, with the OCP designated Colwood Corners emphasised for increased residential density due to its proximity to rapid transit infrastructure.

The subject neighbourhood is considered transitional, with recent development interest indicating a shift in land use patterns. Notably, the City has received a comparable application for multi-unit residential development at 420 Tamarack, which reflects a growing trend toward higher-density housing in the area.

STRATEGIC PLAN

- Invest in Infrastructure
- Pursue Economic Growth + Vitality

The proposal aligns with the four pillars of the Colwood Strategic Plan 2025–2027, particularly supporting the pillars of Invest in Infrastructure and Pursue Economic Growth and Vitality. It contributes to these strategic goals by:

- Prioritizing road and intersection upgrades that enhance safety and mobility
- Leveraging new development to secure desired community amenities
- Supporting the achievement of targets for development application processing times
- Increasing the quantity and quality of amenities secured through development contributions

Through these outcomes, the proposal reinforces the City's commitment to sustainable growth, improved infrastructure, and enhanced livability for residents.

RELATED POLICIES

Housing Needs Report (2024)

The City of Colwood's Housing Needs Report (2024) identifies seven key areas of housing need: affordable housing, rental housing, housing for people with specific needs, housing for seniors, housing for families, housing for individuals experiencing or at risk of homelessness, and housing that supports transit-oriented development and complete communities.

The report highlights that Colwood has experienced persistently low rental vacancy rates and rising rental costs for over 15 years. In 2022, the rental vacancy rate was just 0.8%, significantly below the healthy range of 3% to 5%. Vacancy rates below this threshold contribute to increased demand, limited availability, and upward pressure on rental prices. Based on current market data, the report estimates that eight additional rental units would be required to raise the vacancy rate to 3%.

This application responds directly to the identified need for market rental housing by introducing 66 new apartment-style units into a transitioning neighbourhood. The proposal offers incremental relief to the local housing supply and contributes toward the City's forecasted requirement of 1,562 new rental units over the next five years. In doing so, it supports Colwood's broader objectives for housing diversity, affordability, and the development of complete, transit-oriented communities.

BACKGROUND

Applicant Information

Applicant/Owner: Lida Developments Inc. / Dave Stephens

Address: 396 Tamarack Road

Legal: LOT 2, SECTION 1, ESQUIMALT LAND DISTRICT, PLAN VIP9218

Current Zoning: Residential 1 (R1) Zone

Proposed Zoning: Tamarack Colwood Corners (TCC)

Current OCP Designation: Colwood Corners & Neighbourhood-Hillside

Proposed OCP Designation: No Change

Development Permit Area: Form & Character DPA – Centers & Multi-family

APPLICATION REVIEW

Proposal

The applicant is seeking to amend Land Use Bylaw No. 151 by rezoning the property at 396 Tamarack Road from the Residential 1 (R1) Zone to the Tamarack - Colwood Corners (TCC). This rezoning would facilitate the development of a six-storey multi-family residential building comprising a total of 66 units, including 42 studio units, 12 one-bedroom units, 6 two-bedroom units, and 6 three-bedroom units (**Appendix 1**).

The proposed development is located near the intersection (150m) of Tamarack Road and Gamble Drive. Vehicular Access to the building's two levels of underground parking will be made via a 6.0 m wide two-way vehicular access at the southeast corner and a 4.0 m wide one-way egress in the opposite corner.

The applicant is proposing a variance to reduce the required vehicle parking from 73 stalls to 52, representing a 29% reduction or a shortfall of 21 stalls.

The development seeks to offset the parking shortfall by incorporating 103 long-term bicycle parking spaces within the first level of underground parking, along with amenities such as a bike wash and repair room. These proposed end-use facilities substantially exceed the minimum requirements outlined in current Bylaws for bicycle parking and end-of-trip amenities. These enhanced provisions support active transportation, by increasing bike parking capacity and improved commuter facilities. The building also features outdoor spaces for residents, with a common amenity space including a pergola and seating area located on the east side of the building, and each residential unit will be appointed a private balcony offering individual outdoor space.

Due to the property's significant downward slope toward the rear, the applicant has revised the building plans to address site grading challenges. The rear portion of the underground parkade has been designed to remain consistent with the permitted six-storey building height, with the parkade walls projecting no more than 1.2 m above average natural grade with a 0.5m setback along the eastern property line, thereby eliminating the need for a retaining wall height variance.

As part of the application, and mentioned above the applicant is requesting the following variance:

Reduce the required vehicle parking from 73 stalls to 52

To streamline the process, council could authorize a staff delegated approval of the requested variance at the time of the Development Permit.

Site Context

The subject property is located within 200m of the intersection of Goldstream and Wale Ave (Route 95 Blink RapidBus stop) at the intersection of Gamble Road and Tamarack Roads as shown in **Figure 2**. The property is currently occupied by one single family dwelling and accessory buildings. The property slopes significantly down towards the rear moving away from Tamarack Road.

Figure 2



Table 1 summarizes the land uses and zones of properties adjacent to the subject property(s). It should be noted that while there is no proposal or active development application for the existing single-family neighbourhood surrounding the subject property, these lots are designated by the Official Community Plan as Colwood Corners and their current land use is expected to transition, over time, to more compatible higher density residential and commercial uses.

Table 1: Existing Zoning and Adjacent Parcel Uses

Parcel	Current Zoning	Existing Land Use	OCP Land Use	
North 390 Tamarack Rd	Residential 1 (R1)	BC Housing	Colwood Corners	
East 390 Tamarack Rd	Residential 1 (R1)	BC Housing	Colwood Corners	
South 2725 Gamble Dr	Residential 1 (R1)	Single family dwelling	Colwood Corners	
West 408 & 414 Tamarack Rd	Residential 1 (R1)	Single family dwellings	Colwood Corners	

Land Use Bylaw No. 151

Table 2 provides a comparative overview of land use requirements under three frameworks: the existing Residential 1 (R1) zone, the proposed Tamarack - Colwood Corners (TCC), and the specific provisions of the current rezoning proposal.

The TCC Zone was initially created to support this specific application and draws inspiration from the TGA-1 Zone, which was adopted for similar redevelopment projects along Sooke Road. While tailored to this project, the TCC Zone was intentionally designed with broader applicability in mind. This zoning may also be considered for other R1-zoned properties in the Tamarack Gamble Drive neighbourhood, so long as they are designated Colwood Corners in the Official Community Plan (OCP) and do not front Wale Road, Goldstream Avenue, or Island Highway. Although the TCC Zone sets a precedent for future development in the area, any property owner wishing to apply its provisions must still undergo a formal rezoning process to confirm suitability and site-specific compliance.

Table 2: Comparison of Current and Proposed Zoning

	Residential 1 Zone (Current)	(TCC) Tamarack – Colwood Corners Zone	Proposal
Lot Area	Min. 695 m ² (Single family dwelling) Min. 1,100 m ² (Two family dwelling)	Min. 1500 m ²	1,752 m²
Lot frontage	Min. 16m	Min. 25 m	27.5 m
Lot Coverage	35%	50%	40%
Permitted Uses	1-family dwelling & 2-family dwelling Group Home Use Home occupation Not more than 2 boarders or lodgers Accessory buildings & structures Secondary suite Accessory dwelling unit Show homes	ers Apartment Apartment	
Density	Not to exceed 0.40 FAR	Maximum FAR 2.5	2.43
Height	Max. 8.5m	22 m	18.25 m
Storeys 6 storeys		6 storeys	6 Storeys
Building Setbacks			Section (III - Section)
Front	7.5 m	7m	7.5 m
Rear	7.5 m	5 m	5.20 m
Side yard	1.5 m (sum of the two side yards shall not be less than 4.5 m	5 m	7.23 m (East)
Side yard (Flanking)	6m	5 m	5.5 m (West)

Official Community Plan (OCP) Bylaw No. 1700

Land Use Policies

The subject property is located on lands designated Colwood Corners in Section 7 of the Official Community Plan (OCP). The Colwood Corners land use is identified as one of the City's two primary centres for cultural, civic, economic, and public life. The land use objective for this area is to serve as a vibrant and accessible destination at the local, city-wide, and regional levels, for shopping, employment, and community gathering. Colwood corners is intended to be a focal point for Colwood's future growth and is considered to accommodate the highest residential and commercial development intensities within the city.

The area is envisioned to support active transportation with enhanced public realm that encourages walking and cycling and fosters a lively street environment. This land use

designation has been applied to this strategically located area to support Colwood Corners in its role as a regional transit hub. Its location facilitates improved mobility options and strengthens connectivity between Colwood and surrounding communities through access to rapid transit services.

Table 3 describes the OCP objectives for the land use designation and how the proposal aligns with those objectives.

Table 3: Compliance of Proposed Development with OCP Policies

C	olwood Corners OCP Policy	Proposal	Staff Comment
Land Uses Policy 7.2.3	Multi-unit residential Live/work and home occupations Institutional Commercial Customer service oriented industrial uses, where there is an active ground floor and where uses are compatible with residential use	Multi-unit residential	Policy met
Built Form Policy 7.2.4	low-rise, mid-rise, and high-rise development—ranging up to approximately 12 to 15 storeys. The base permitted Floor Area Ratio (FAR) is 2.0, with a maximum FAR of approximately 4.5, allowing for significant density where appropriate. The highest development intensities are intended to be concentrated along key corridors, specifically Sooke Road, Goldstream Avenue, and Wale Road east of Wilfert Road.	The proposal is for a 6-storey building with and FAR of 2.43.	Policy met
Other Directions Policy 7.2.5			
Policy 7.2.5 (c)	Supporting a diversity of housing types and choices.	The proposed residential density and variety of unit sizes will offer future residents the opportunity to find an apartment that suits their needs.	Policy met
Policy 7.2.25 (F)	f. Situating parking underground or behind buildings	The proposed development situates parking underground.	Policy met
Policy 7.2.25 (i)	Maintaining and enhancing transportation services and infrastructure to connect residents to regional transportation networks, including the Rapid Transit Network	The applicant's proposal includes fewer parking spaces than required by Colwood's standards, effectively directing future residents to rely on the regional rapid transit network located less than 200 metres away—a short 2–4 minute walk.	Policy met
Objectives and Policies 15.2 Policy 15.2.1.4	ATTRACTING DEVELOPMENT IN COLWOOD CORNERS Give consideration to pre-zoning for the desired types and forms of development in Colwood Corners in advance of development applications,	The applicant is proposing a building at the lower end of the permitted development scale within the Colwood Corners designation. It is conceivable that this lot could have been pre-zoned to allow this type of development by right.	Policy met

In addition to the land use policies in Section 7 of the Official Community Plan, Bylaw No. 1700, 2018 (OCP), the proposal also meets the following housing policy in Section 9 as it is likely to offer rental housing near transit:

- Policy 9.2.2.1 "Support new affordable rental housing, particularly in transit-accessible locations"
- Policy 9.2.2.2: "Co-locate non-market, rental, and special needs housing with transit and other amenities to enable accessibility, while ensuring that these housing types are distributed throughout the city and integrated into diverse neighbourhoods"

Tree Inventory

The applicant has provided an arborist report (**Appendix 3**) identifying twelve bylaw-protected trees—eleven located on-site and one off-site, within the influence area of the proposed development. In accordance with Urban Forest Bylaw No. 1735, 2018, the removal of these trees requires twenty-four replacement trees based on a 2:1 replacement ratio. The applicant proposes to meet this requirement through a combination of on-site replanting and cash-in-lieu contributions.

Frontage Improvements

Frontage improvements along the property's frontage must be provided (or secured for) through the development process (at building permit) in accordance with the City of Colwood's Subdivision Servicing Bylaw No. 2000, 2024, and Transportation Master Plan. Both documents are amended from time to time to reflect current and future transportation needs of the community, including road expansion, transit, and active transportation considerations.

Traffic Impact Assessment

The applicant has engaged Watt Consulting Group to assess the surrounding road network and intersections (Appendix 4). Their report has been reviewed by the Engineering Department, which is now seeking to secure, through a Development Agreement, the developer's commitment to enhance pedestrian and bicycle connectivity between Gamble Drive and Wale Road in support of active transportation. Proposed infrastructure upgrades may include sidewalks, sharrow bike lane markings, and directional signage.

While the Transportation Impact Assessment (TIA) recommends a connection to the Galloping Goose Trail, this would require a Statutory Right of Way (SRW) across privately owned land—which is currently not feasible. As an alternative, the City intends to pursue improvements along Gamble Drive and Tamarack Road to support better access to Wale Road.

Parking Study

The proposed 66-unit development at 396 Tamarack Road includes 52 parking spaces. The study (Appendix 5) based results on ICBC data from 14 residential sites in Greater Victoria and a visitor parking rate of 0.1 spaces per unit, the estimated demand is 51 spaces is below the planned supply. A study of nearby streets offers 32 available on-street spaces for occasional overflow, and the applicant's commitment to Transportation Demand Management measures is anticipated to reduce projected demand to 45 spaces, to ensure ample parking for residents.

One of Council's key priorities for our bylaw team in 2025 is to review the City's on-street parking management systems. On October 28, 2024, staff presented a draft policy and procedure to Council, which included proposals for:

- Establishing time-limited parking zones
- Creating residential-only parking areas

• Introducing a general 72-hour parking limit on City streets (currently, no time limit exists) Council directed staff to seek public feedback on the draft. This review is especially important as increasing urban density is expected to put pressure on available street parking in some areas.

Staff plan to present the public feedback and final draft policy to Council on October 14, 2025.

Site Servicing

The site can be serviced by municipal water. Sewer is available fronting the property. A civil, lighting, off-site landscape and irrigation, stormwater management plan and sewer and design drawings will be required prior to Building Permit issuance.

Community Amenity Contributions

The Community Amenity Contributions (CAC) Policy COM002 and Attainable Housing Policy ATT001 are considered at the time of a rezoning application with respect to increased residential density. See Table 4.

Table 4: Preliminary Summary of Developer Contributions

Contributions by Type	Rate per unit	Total	Bylaw/Policy Reference
CAC Fund	\$4,500*/unit	\$297,000	Policy COM 003 as amended
Affordable Housing Reserve Fund	\$1,500*/unit	\$99,000	Policy COM 003 as amended
Fire Hall Fund	\$618*/unit	\$40,788	Council resolution
School DCCs (payable to SD62)	\$600/unit	\$39,600	School District #62 (Sooke) Capital Bylaw No. 2019-01
Road DCCs	\$4,949.11/unit	\$326,641.26	Bylaw No. 1836
Water DCCs (payable to CRD)	\$1,573/unit	\$103,818	CRD Bylaw No. 2758
Sewer enhancement fees	\$1,178/unit	\$77,748	Bylaw No. 1500
Park Acquisition	\$1,631.55/unit	\$107,682.30	Bylaw No. 2037
Park Improvement	\$1,578.64/unit	\$104,190.24	Bylaw 1900
Total contributions		\$1,196.468	

^{*} Subject to annual CPI increases

Public Engagement

As required by Development Application Consultation Policy DEC 001, the applicant contacted nearby residents to inform them of their development proposal. A summary of the applicant's engagement is included in **Appendix 6**.

Staff Analysis

Staff support the application and the requested variances to the parking bylaw, given the site's proximity to a rapid transit station (200m). The proposed reduction in on-site parking reflects modern planning principles that emphasize sustainable, transit-oriented development. Frequent and reliable public transportation reduces reliance on personal vehicles, thus lowering actual demand for parking. Enforcing minimum parking requirements in this context could lead to underused space and hinder broader goals such as, walkability, lower greenhouse gas emissions, and more efficient land use. Reducing parking also enables the developer to build more housing near transit, contributing to the evolving compact urban environment within the within the Colwood Corners Land Use designation area. This variance aligns with broader municipal objectives around climate action, housing affordability, and smart growth, and could serve as a model for future development in other transit-accessible areas.

Council Considerations

Consideration around the implication of Bill 44 and 47, along with the Transit-Oriented Areas (TOA) framework, for the support of increased housing density near to frequent transit lines, by allowing up to six units per lot, particularly in areas near frequent bus routes defined as stops with service at least every 15 minutes during key hours. This location is within 200meters of the only bus line in Colwood that has service within 15 minutes, the Rapid Bus "Blink" #95. As an R1 property this location will enjoy increased density of the Bill 44/47 legislation regardless of this rezoning process. Notably, the Official Community Plan (OCP) already aims to support an elevated level of density, even without factoring in recent legislative changes. Additionally, ministerial communications have emphasized the importance of approving residential developments to meet housing needs.

OPTIONS / ALTERNATIVES

The Planning and Land Use Committee may wish to consider recommending to Council one of the following options:

OPTION 1 - Staff recommendation;

OPTION 2 - THAT the application for Rezoning Application RZ000015 for 396 Tamarack Road be deferred pending the provision of additional information as requested by Council.

OPTION 3 - THAT the application for Rezoning Application RZ000015 for 396 Tamarack Road be denied, thereby maintaining the current zoning and parking requirements.

OPTION 4 - THAT the Director of Planning be authorized to grant the following variance at the time of development permit issuance:

THAT the required number of parking stalls under Off-Street Parking Regulations Bylaw No. 1909, 2022, be varied to allow the developer to provide no less than 71% of the bylaw's minimum requirement;

AND FURTHER THAT public notification and opportunity for comment be provided in accordance with the Development Variance Permit process prior to any approval of the requested variance (This streamlines the process and allows staff to ensure all technical and policy requirements are met before final approval. Public notification and opportunity for comment would still be provided in accordance with the DVP process.)

COMMUNICATIONS & ENGAGEMENT

A development notification sign was posted on the subject property as required under the Land Use Application Procedures Bylaw 1998. The application and supporting documents will be available for public viewing on the City's website during the weeks leading up to first reading of an amending bylaw. Further, prior to first reading, the City will mail postcard notices to owners and occupants within a 100-meter radius of the subject property and post notice on the City's website and in two consecutive issues of a local newspaper. Should Council consider giving the requested parking variance, the City will include information on the request in the postcard notices sent to occupants within the 100 meter radius and include variance details in two editions of the local newspaper, as per the Local Government Act.

TIMELINES

Comittee Introduction	Council Consideration	Public Input and 1st, 2nd & 3rd Reading	Adoption
Rezoning application is introduced to	Council will consider the Committee's recommendation.	The public will be invited to provide input prior to the	Prior to Council adoption, the applicant is

Committee. WE ARE HERE	amending bylaw receiving 1st, 2nd and 3rd reading. Notices will be mailed and published 2 weeks prior to Council.	required to register the required Development Agreement. Further, approval from the Ministry of Transportation and Infrastructure is required prior to adoption.
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CLIMATE CONSIDERATIONS

Under Pathway 3: Building and Infrastructure, the Climate Action Plan (2023) envisions that buildings in Colwood will be built for zero emissions and climate resilience. An action to achieve this is to continue reducing the carbon footprint of new buildings through the application of BC Energy Step Code in accordance with the provincial target for all new buildings to be net-zero energy-ready by 2032. The provincial timelines indicate that the target for all Part 3 buildings (e.g., multi-unit residential, commercial) to achieve Step 3 is by 2027. On December 11, 2023, Colwood Council passed a resolution (R2023-409) to move toward adoption of Zero Carbon Step Code in 2024. With this amendment, all Part 3 buildings must be designed to meet Step 4 (the "zero carbon performance") by July 1, 2024, or November 1, 2024, depending on the building's height and classification. If an application for a building permit is received before these dates, however, the building must be designed and constructed to meet Step 3. The applicant has indicated they will meet Step 4.

FINANCIAL CONSIDERATION

Rezoning the subject property to permit a higher density of development will increase the assessed value of the lands, thus increasing its taxable value. Table 4 provides a preliminary estimate of the developer contributions for the proposed 66 apartment units.

CONCLUSIONS

The proposal meets the policy objectives of the Colwood Corners Area land use designation as well as the City's broader OCP goals of increasing housing choices that meets a range of needs and lifestyles as emphasized in the Housing Needs Assessment. Committee may wish to recommend to Council that they endorse the staff recommendation.

Attachments:

Appendix 1: Architectural Plans - 396 Tamarack

Appendix 2: Letter of Rationale

Appendix 3: Arborist report

<u>Appendix 4: Traffic Impact Assessment (TIA)</u>

Appendix 5: Parking Study

Appendix 6: Neighbourhood Consultation Summary

<u>Bylaw 2085</u>

Staff Presentation

Approved by: Status:

Jason Johnson, Chief Administrative Officer

Approved - 02 Sep 2025

City of Colwood 3300 Wishart Road Victoria, BC V9C 1R1 P: 250 478 5999 F: 250 478 7516 Web: www.colwood.ca

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396 TAMARACK ROAD



Issued for Rezoning

July 17th., 2024.

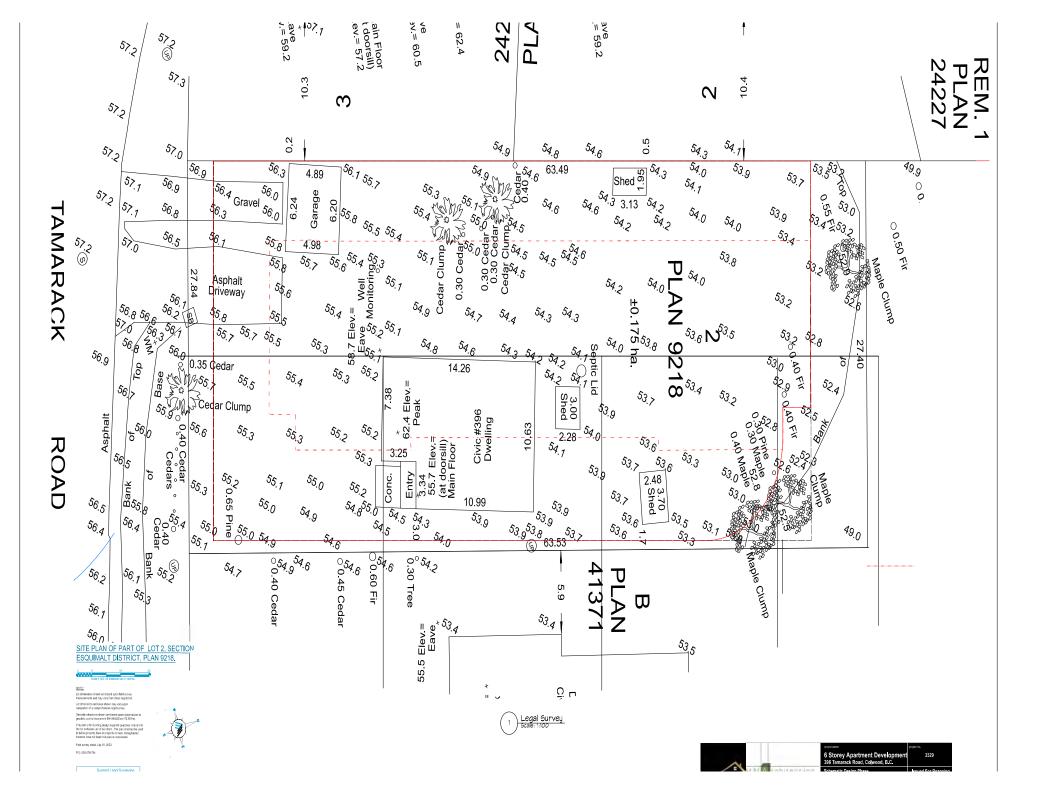
(Resubmitted April 25th., 2025)

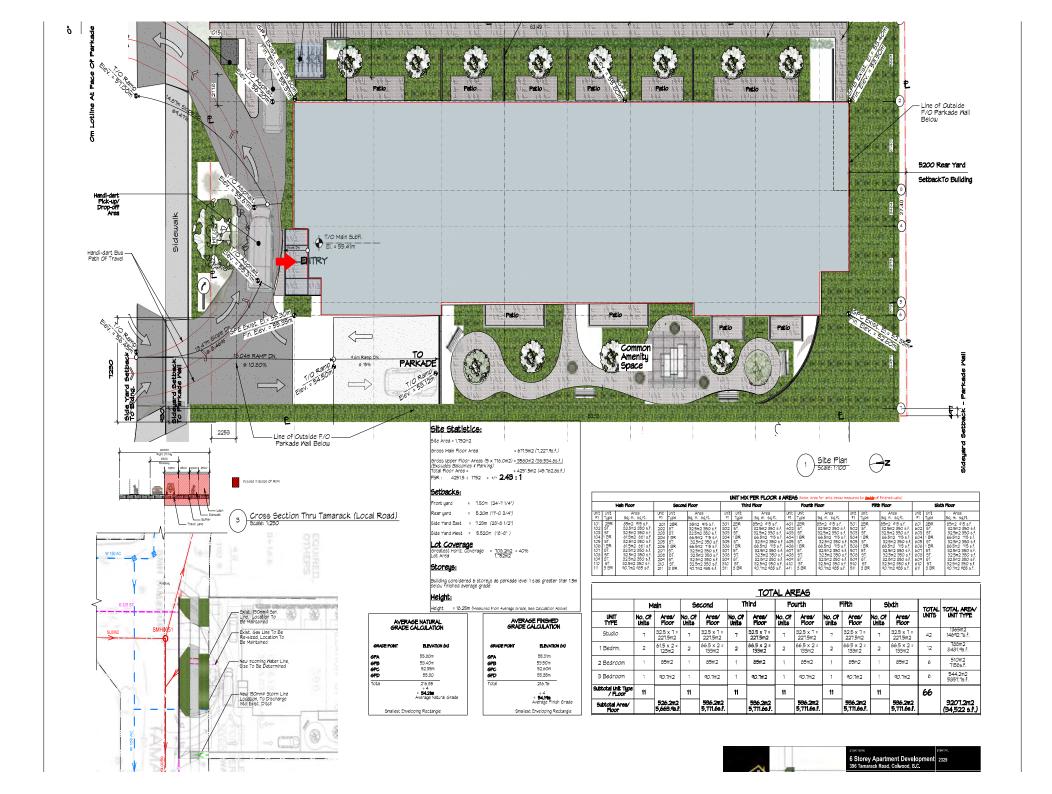


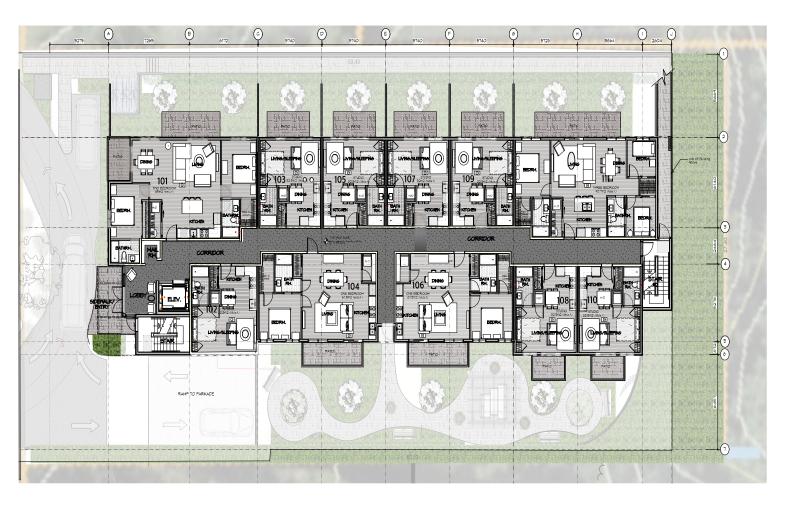




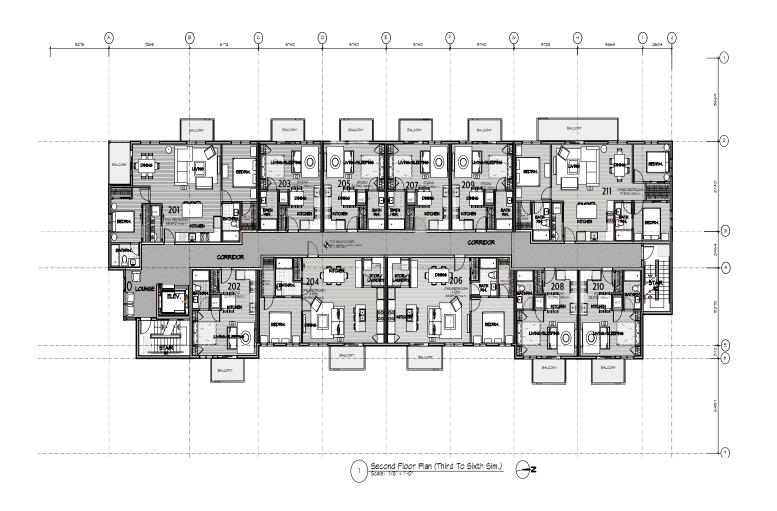




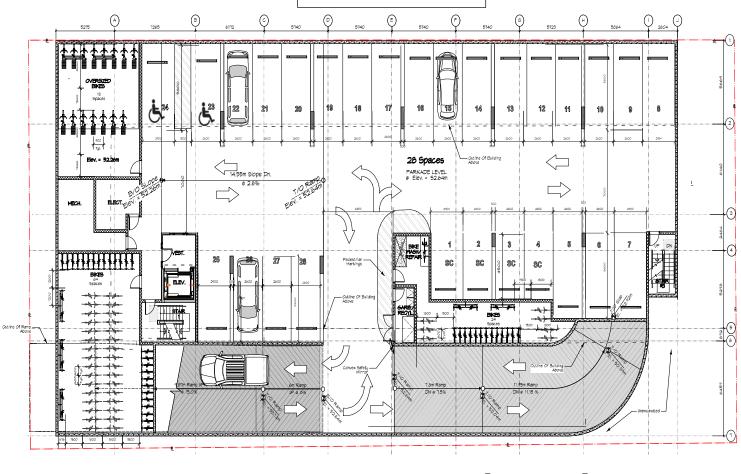


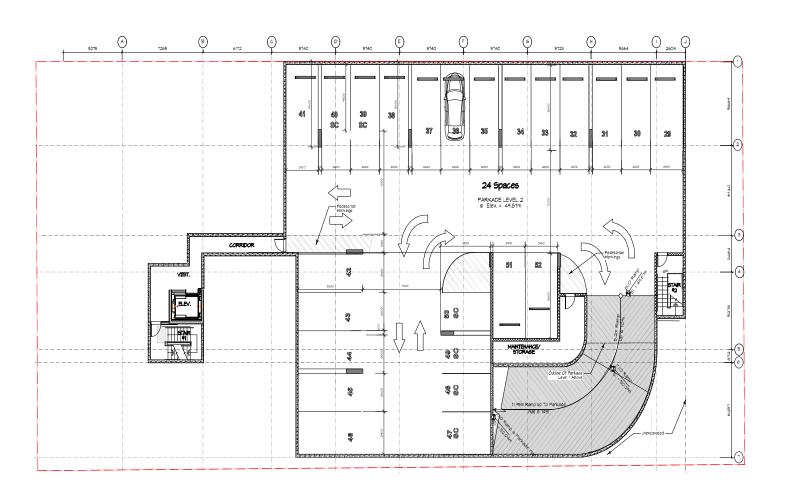








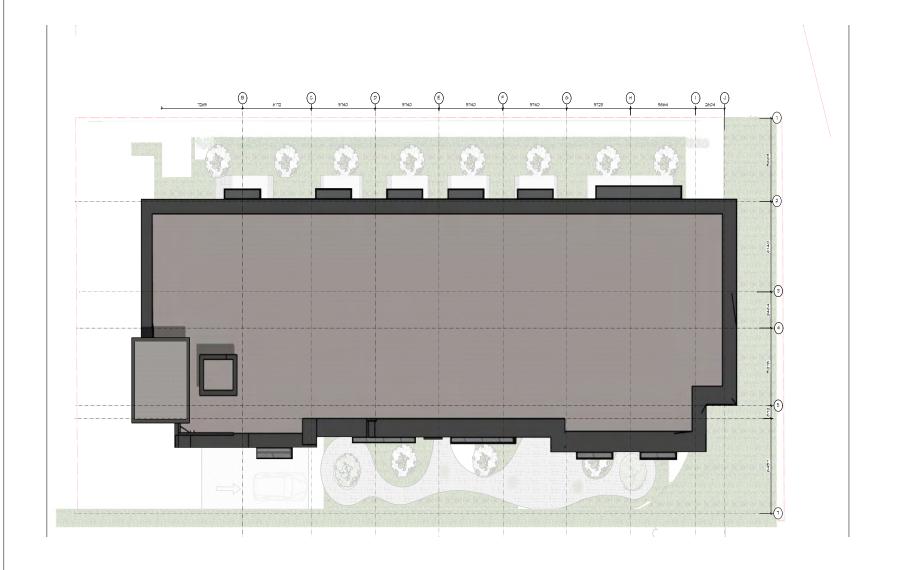










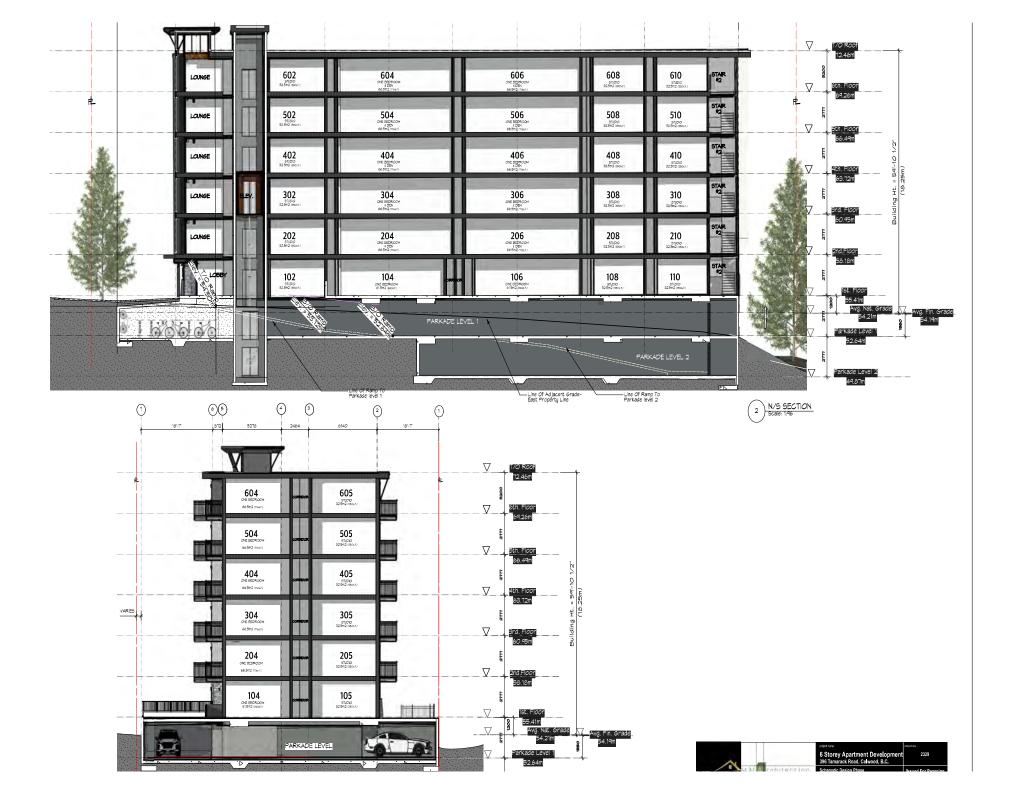














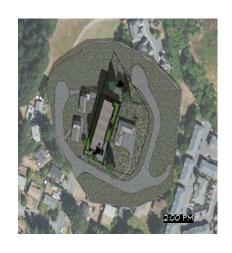
















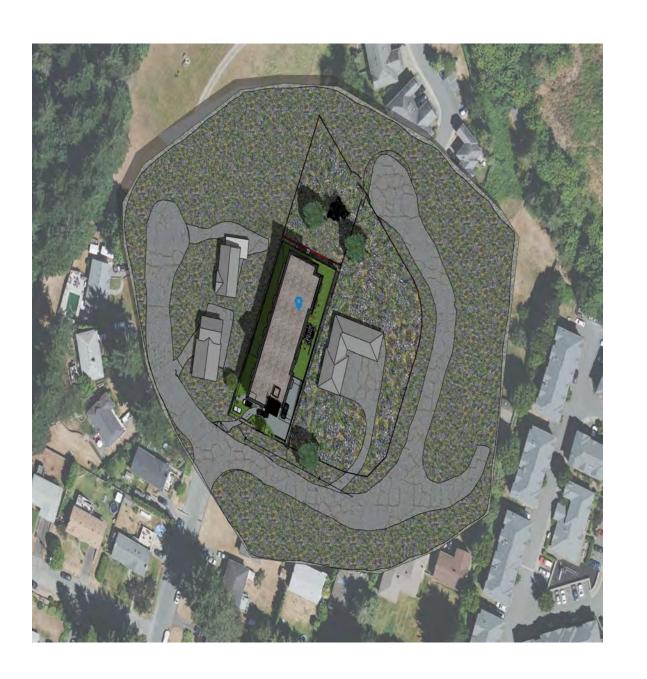


March 21st., 8:00a.m. to 5:00p.m.



Winter Solstice

December 21st. 12:00p.m. (Noon)



Summer Solstice

June 21st. 12:00p.m. (Noon)

Appendix 2



KORS Development Services Inc. 250-686-7125 denise@korsdevelopment.com

Richard Roy – Senior Planner Development Services City of Colwood 3300 Wishart Road Victoria, BC V9C 1R1 April 25, 2025

Re: Revised Application for Rezoning & Variance for 396 Tamarack Road

Further to the Application Review Comments dated February 5, 2025 we have reviewed the information requested and amended the application as follows;

- There was a comment regarding the total driveway width maximum of 10m. The
 attached Conceptual Servicing plan shows the dimensions of the two way access
 point at the SE corner as 6m and the one way out egress point at the SW corner
 as 4m to meet the maximum 10m width.
- 2. A concept plan for off-site works and services has been attached showing the proposed frontage improvements to the city's standards.
- 3. A revised TIA is attached which has addressed city staff comments.
- 4. We were requested to provide an off-site amenity related to pedestrian and cyclist features on Gamble Rd. The project is not financially able to provide these additional features beyond what is required on the frontage. It is noted that future development in this part of the Colwood Corners area of the OCP could provide similar frontage improvements associated with those development applications.
- 5. See revised TIA noted in 3 above.
- 6. The detailed concept frontage and servicing drawing is attached as noted in 1.
- 7. Revised TIA attached as noted in 3 and 5 above.
- 8. A revised parking study in support of the variance was submitted with the variance application submitted electronically on Jan 22, 2025. We wish to continue with the proposed parking variance.
- 9. The revised building plans have been revised to show the grades of the rear parking structure to be consistent with the requirements for a 6 storey building.
- 10. The lot coverage has been added to the data table of the revised building plans.
- 11. The revised building plans show the rear grades consistent with the zoning requirements for a 6 storey building.
- 12. Some outreach was made to adjacent properties with no success. We wish to continue with the application as it is.
- 13. A neighbourhood open house was held on March 19 and a comment period of 2 weeks was provided to April 2, 2024. The meeting information, summary of comments and individual comments received through this process has been attached. The individual comment sheets and emails have been attached at the

request of the attendees who wanted to be sure their comments were submitted as they were provided. We understand that the neighbours have concerns and note that the density proposed is consistent with the OCP.

- 14. The sign photo was emailed to Colwood Planning on February 11.
- 15. The public engagement was completed and the summary is attached as noted in item 13 above.
- 16. The FUS calculations requested by the CRD are attached.

Upon review of the attached, please don't hesitate to call the undersigned at (250) 686-7125 if you have any questions or additional comments.

Yours truly,

L. Denise Kors, P.Eng. LEED Ap Land Development Manager Kors Development Services

Appendix 3



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396 Tamarack Road Colwood, BC

Construction Impact Assessment & Tree Management Plan

PREPARED FOR: Lida Consruction Inc

6105 Patricia Bay Highway Victoria, BC V8Y 1T5

PREPARED BY: Talmack Urban Forestry Consultants Ltd.

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Tree Risk Assessment Qualified

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DATE OF ISSUANCE: July 24th, 2024

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1. INTRODUCTION

Talbot Mackenzie & Associates was asked to complete a tree inventory, construction impact assessment and management report for the trees at the following proposed project:

Site: 396 Tamarack Road.

Municipality Colwood, BC

Client Name: Lida Construction Inc. – Dave Stevens

Dates of Site Visit: February 13, 2024, June 10, 2024

Site Conditions: 1 residential lot with house and detached garage

Weather During Site Visits: Partial Overcast

The purpose of this report is to address requirements of the City of Colwood's arborist report terms of reference, and Tree Preservation Bylaw No. 1735. The construction impact assessment section of this report (section 8) is based on plans reviewed to date which included: site survey by Summit Land Surveying (July 22nd, 2024) and Architectural drawing – Project 2329 drawing (24/04/01), MJM Architect Inc.

2. TREE INVENTORY METHODOLOGY

Prior to our site visit, we were provided with the site survey (showing the municipal, offsite, and onsite tree locations) and architecture drawing. For the purposes of this report, the size, health, and structural condition of trees was documented. Each tree or tree grouping is identified in the field with a numbered metal tag attached to the lower trunk that is cross referenced to our Tree Resource spreadsheet.

3. EXECUTIVE SUMMARY

Based on the results of our inventory, we identified thirty-two (32) trees within proximity of potential impacts from the proposed plans (demolition of pre-existing building, construction of a 6-story apartment building, proposed driveway, underground parkade, landscape plan, and water lateral upgrade and proposed storm and sanitary laterals).

All on-site trees (14), all municipal trees (10), all shared (2) trees/shrubs and four (4) off-site trees are located where they conflict with the proposed plans and have been selected for removal. Two (2) off-site bylaw protected trees have been identified for retention by the project arborist.

Based on our understanding of the City of Colwood Tree bylaw No. 1735, the removal of twelve (11) bylaw protected trees (11 on-site, and 1 off-site), require a total of twenty-four replacement trees at a 2:1 ratio (more than 5 trees removed per calendar year). For the removal of each off-site tree, one (1) of the replacement trees must be planted from the site it was removed. Any replacement trees not planted for a reason approved by the

director, a cash in lieu payment to the City of Colwood is required. Compensation for the removal of municipal trees will be left to the city of Colwood Parks Department to determine.

4. TREE INVENTORY DEFINITIONS

Tag: Tree identification number on a metal tag attached to tree with nail or wire, generally at eye level. Trees on municipal or neighboring properties are not tagged.

OS: trees located off project site, expected to be within influencing distance of the proposed work zone

DBH: Diameter at breast height – diameter of trunk, measured in centimetres at 1.4m above ground level. For trees on a slope, it is taken at the average point between the high and low side of the slope.

- * Measured over ivv
- ~ Approximate due to inaccessibility or on neighbouring property

Dripline: Indicates the radius of the crown spread measured in metres to the dripline of the longest limbs.

Relative Tolerance Rating: Relative tolerance of the tree species to construction related impacts such as root pruning, crown pruning, soil compaction, hydrology changes, grade changes, and other soil disturbance. This rating does not account for individual tree characteristics, such as health and vigor. Three ratings are assigned based on our knowledge and experience with the tree species: Poor (P), Moderate (M) or Good (G).

Critical Root Zone: A calculated radial measurement in metres from the trunk of the tree. It is the optimal size of tree protection zone and is calculated by multiplying the DBH of the tree by 6, as per the memo the City of Victoria issued about the site.

To calculate the critical root zone, the DBH of multiple stems is considered the sum of 100% of the diameter of the 3 largest stems. It should be noted that these measures are solely mathematical calculations that do not consider factors such as restricted root growth, limited soil volumes, age, crown spread, health, or structure (such as a lean)

Health Condition:

- Poor significant signs of visible stress and/or decline that threaten the long-term survival of the specimen.
- Fair signs of stress
- Good no visible signs of significant stress and/or only minor aesthetic issues

Structural Condition:

Poor - Structural defects that have been in place for an extended period of time to the point that mitigation measures are limited.

Fair - Structural concerns that are possible to mitigate through pruning.

Good - No visible or only minor structural flaws that require no to very little pruning.

Suitability ratings are described as follows:

Rating: Suitable.

A tree with no visible or minor health or structural defects, is tolerant to changes to the growing environment and is a possible candidate for retention provided that the critical root zone can be adequately protected.

Rating: Conditional.

A tree with good health but is a species with a poor tolerance to changes to its growing environment or has a structural defect(s) that would require that certain measures be implemented, in order to consider it suitable for retention (i.e., retain with other codominant tree(s), structural pruning, mulching, supplementary watering, etc.)

Rating: Unsuitable.

A tree with poor health, a major structural defect (that cannot be mitigated using ANSI A300 standards), or a species with a poor tolerance to construction impacts, and unlikely to survive long term (in the context of the proposed land use changes).

Retention Status:

Remove - Not possible to retain given proposed construction plans.

 $\label{eq:Retain-It} \textbf{Retain-It} \ \text{is possible to retain this tree in the long-term given the proposed plans and}$

information available. This is assuming our recommended mitigation measures are.

followed

Retain * - See report for more information.

5. SITE INFORMATION & PROJECT UNDERSTANDING

The site consists of one urban residential lot in Colwood, B.C., which has existing residential lots adjacent on all sides. The proposal, as we understand it, is to demolish the existing structures and replace them with a multi-level residential building (6 story) with an under building parkade.

6. FIELD OBSERVATIONS

The 396 Tamarack Road property contains an existing single-family residence in the center of the lot with one outbuilding and a single driveway entering the property (see figure 1). There are fourteen (14) trees located onsite, eleven 11) that are bylaw-protected and three (3) that are not protected under the current municipal Tree Protection bylaw. Two (2) trees/shrubs are shown on the drawing to have shared ownership with the adjacent property at 408 Tamarack Road, neither not protected by the bylaw (one live and one dead). Ten (10) trees are located on the municipal frontage, three of these trees were found to be dead at the time of our site visit. Six(6) trees are located on the adjacent 390 Tamarack Road property where they could be impacted. Three of these trees are bylaw-protected and three are not protected under this bylaw. A single Coastal Redwood tree is also located on the adjacent 390 Tamarack Road property, but in our opinion, it is located far enough from the property boundary (7 metres) that is our opinion it is unlikely to be impacted if all of the excavation required is contained within the boundaries of the subject property, therefore it was not documented, or its location included on the drawings.



Figure 1: Site context air photo: The approximate boundary of the work zone on the subject site is outlined in blue.

7. TREE RISK ASSESSMENT

During our February 13th, 2024, site visit and in conjunction with the tree inventory, onsite trees were assessed for risk on a limited visual assessment basis (level 1) and in the context of the existing land uses (*Figure 2*). The time frame used for the purpose of our assessment was one (1) year from the date of the tree inventory. Unless otherwise noted herein, we did not conduct a detailed (level 2) or advanced (level 3) risk assessment, such as resistograph testing, increment core sampling, aerial examinations, or subsurface root/root collar examinations.

Existing Land Uses

We did not observe any trees deemed to be moderate, high, or extreme risk, in the context of the existing land uses, which would require hazard abatement to eliminate present and/or future risks (within a one-year timeframe). Targets considered during this TRAQ assessment included: occupants of the onsite or neighboring buildings/residence (constant use), occupants of vehicles travelling along Tamarack Road (frequent use), pedestrians travelling along the road (occasional use) and utility lines (constant use).

Matrix I. Likelihood matrix.

Likelihood	Likelihood of Impact				
of Failure	Very low	Low	Medium	High	
Imminent	Unlikely	Somewhat likely	Likely	Very likely	
Probable	Unlikely	Unlikely	Somewhat likely	Likely	
Possible	Unlikely	Unlikely	Unlikely	Somewhat likely	
Improbable	Unlikely	Unlikely	Unlikely	Unlikely	

Matrix 2. Risk rating matrix.

Likelihood of	Consequences of Failure				
Failure & Impact	Negligible	Minor	Significant	Severe	
Very likely	Low	Moderate	High	Extreme	
Likely	Low	Moderate	High	High	
Somewhat likely	Low	Low	Moderate	Moderate	
Unlikely	Low	Low	Low	Low	

Figure 2: Likelihood and Risk Rating Matrices used to evaluate tree risk in the ISA Tree Risk Assessment Manual, Second Edition (Dunster et al. 2017).

8. CONSTRUCTION IMPACT ASSESSMENT

8.1. RETENTION AND REMOVAL OF MUNICIPAL TREES

The following municipal trees have been identified by the project arborist for removal as their location is in close proximity to the underground portion of the building, where their health and stability will be compromised:

Remove ten (10) municipal trees:

• Western Red cedar 745, 746, 747, 748, 749, 750, 751, 752, 753, 754.

The removal of any municipally owned trees must be approved by and coordinated with the municipality.

8.2. RETENTION AND REMOVAL OF PRIVATE OFF-SITE TREES

The following off-site bylaw protected trees are located where their retention will be possible provided their critical root zones are adequately protected during construction. The project arborist must be on site to supervise any excavation or fill placement required within the critical root zones— (see **Appendix B**, **T1**):

Retain two (2) off-site private trees:

Douglas-fir #769 and OS1 B

The following off-site trees are located where their removal will be required, based on the drawings that were reviewed.

Remove four (4) off-site private trees and two (2) shared trees/shrubs:

- Bylaw-protected Sawara false cypress #757,
- Non -protected Sawara false cypress #756, Shore pine #758, and Domestic apple #759.
- Trees showed as having shared ownership with the adjacent private properties, Hazelnut #773 (dead), and #774 (not bylaw protected).

The removal of any private trees or trees showing shared ownership will require written permission from the owner of the affected property.

8.3. RETENTION AND REMOVAL OF ON-SITE TREES

All of the trees within the boundaries of the property are located where they are likely to be severely impacted by construction and are proposed for removal - (see **Appendix B**, **T1**):

Remove fourteen (14) on-site trees.

- Bylaw-protected trees, Shore pine #755, Big Leaf maple #760, 761, 762, 767, 766, Douglas-fir #768, Western Red cedar #770, 771, 772, Black hawthorn #775
- Non-protected trees, Shore pine #763, Norway spruce #764, 765.

9. Tree Replacement

Pursuant to the City of Colwood Tree protection bylaw No. 1735, the tree replacement calculations are as follows:

Table 2: Tree Retention summary

Quantity of	# of Trees	# of Trees	Replacement	Replacement						
Existing Trees	Retained	Removed	Tree Ratio	Trees Required						
Onsite – Bylaw Protected Trees										
11	0		2:1	22						
	U	11	Z. I	22						
	Shared	- Bylaw Protecte	d Trees							
0	0	0	N/A	0						
	Private Offsite – Bylaw Protected Trees									
3	0	1	2:1	2						
			Total:	24						

Based on our understanding of the City of Colwood Tree bylaw No. 1735, the removal of eleven (11) bylaw protected trees (10 on-site, and 1 off-site), require a total of twenty-two replacement trees at a 2:1 ratio (more than 5 trees removed per calendar year). For the removal of each off-site tree, one (1) of the replacement trees must be planted from the site it was removed. Any replacement trees not planted for a reason approved by the director requires a cash in lieu payment of \$250 per tree not planted to the City of Colwood. Compensation for the removal of municipal trees will be left to the city of Colwood parks department to determine.

10. IMPACT MITIGATION

Tree Protection Barrier: The areas surrounding the trees to be retained should be isolated from the construction activity by erecting protective barrier fencing (see municipal barrier specifications). Where possible, this fencing should be erected at the perimeter of the critical root zone or at the canopy dripline edge. The barrier fencing to be erected must be a minimum of 4 feet in height, of solid frame construction that is attached to wooden or metal posts. A solid board or rail must run between the posts at the top and the bottom of the fencing. This solid frame can then be covered with flexible snow fencing. The fencing must be erected prior to the start of any construction activity on site (i.e., demolition, excavation, construction), and remain in place through completion of the project. Signs should be posted around the protection zone to declare it off limits to all construction related activity. The project arborist must be consulted before this fencing is removed or moved for any purpose.

NOTE: This is required for bylaw protected trees and municipal trees and recommended for trees the client wishes to retain.

Arborist Supervision: All excavation occurring within the critical root zones of trees to be retained should be completed under supervision by the project arborist. Any severed or severely damaged roots must be pruned back to sound tissue to reduce wound surface area and encourage rapid compartmentalization of the wound. In particular, the following activities should be completed under the direction of the project arborist:

Arborist to supervise any excavation within the CRZ of 769, and OS1

Methods to Avoid Soil Compaction: In areas where construction traffic must encroach into the critical root zones of trees to be retained, efforts must be made to reduce soil compaction where possible by displacing the weight of machinery and foot traffic. This can be achieved by one of the following methods:

- Installing a layer of hog fuel or coarse wood chips at least 20 cm in depth and maintaining it in good condition until construction is complete.
- Placing medium weight geotextile cloth over the area to be used and installing a layer of crushed rock to a depth of 15 cm over top.
- Placing two layers of 19mm plywood.
- Placing steel plates.

Paved Surfaces Above Tree Roots:

If the new paved surfaces within the CRZ of tree to be retained require excavation down to bearing soil and roots are encountered in this area, this could impact their health and structural stability. If tree retention is desired, perimeter of proposed curbs of planter beds may need to be amended to limit encroachment of critical root zone of retained trees.

Mulching: Mulching can be an important proactive step in maintaining the health of trees and mitigating construction related impacts and overall stress. Mulch should be made from a natural material such as wood chips or bark pieces and be 5-8cm deep. No mulch should be touching the trunk of the tree. See "methods to avoid soil compaction" if the area is to have heavy traffic.

Landscaping and Irrigation Systems: The planting of new trees and shrubs should not damage the roots of retained trees. The installation of any in-ground irrigation system must account for the critical root zones of the trees to be retained. Prior to installation, we recommend the irrigation technician consult with the project arborist about the most suitable locations for the irrigation lines and how best to mitigate the impacts on the trees to be retained. This may require the project arborist supervise the excavations associated with installing the irrigation system. Excessive frequent irrigation and irrigation which wets the trunks of trees can have a detrimental impact on tree health and can lead to root and trunk decay.

Arborist Role: It is the responsibility of the client or his/her representative to contact the project arborist for the purpose of:

- Locating the barrier fencing
- Reviewing the report with the project foreman or site supervisor
- Locating work zones, where required
- Supervising any excavation within the critical root zones of trees to be retained
- Reviewing and advising of any pruning requirements for machine clearances

Review and site meeting: Once the project receives approval, it is important that the project arborist meet with the principals involved in the project to review the information contained herein. It is also important that the arborist meet with the site foreman or supervisor before any site clearing, tree removal, demolition, or other construction activity occurs and to confirm the locations of the tree protection barrier fencing.

11. DISCLOSURE STATEMENT

This arboricultural field review report was prepared by Talbot Mackenzie & Associates for the exclusive use of the Client and may not be reproduced, used, or relied upon, in whole or in part, by a party other than the Client without the prior written consent of Talbot Mackenzie & Associates. Any unauthorized use of this report, or any part hereof, by a third party, or any reliance on or decisions to be made based on it, are at the sole risk of such third parties. Talbot Mackenzie & Associates accepts no responsibility for damages, if any, suffered by any third party as a result of decisions made or actions based on this report, in whole or in part.

Arborists are professionals who examine trees and use their training, knowledge, and experience to recommend techniques and procedures that will improve a tree's health and structure or to mitigate associated risks. Trees are living organisms whose health and structure change and are influenced by age, continued growth, climate, weather conditions, and insect and disease pathogens. Indicators of structural weakness and disease are often hidden within the tree structure or beneath the ground. The arborist's review is limited to a visual examination of tree health and structural condition, without excavation, probing, resistance drilling, increment coring, or aerial examination. There are inherent limitations to this type of investigation, including, without limitation, that some tree conditions will inadvertently go undetected. The arborist's review followed the standard of care expected of arborists undertaking similar work in British Columbia under similar conditions. No warranties, either express or implied, are made as to the services provided and included in this report.

The findings and opinions expressed in this report are based on the conditions that were observed on the noted date of the field review only. The Client recognizes that passage of time, natural occurrences, and direct or indirect human intervention at or near the trees may substantially alter discovered conditions and that Talbot Mackenzie & Associates cannot report on, or accurately predict, events that may change the condition of trees after the described investigation was completed.

It is not possible for an Arborist to identify every flaw or condition that could result in failure, nor can he/she guarantee that the tree will remain healthy and free of risk. The only way to eliminate tree risk entirely is to remove the entire tree. All trees retained should be monitored on a regular basis. Remedial care and mitigation measures recommended are based on the visible and detectable indicators present at the time of the examination and cannot be guaranteed to alleviate all symptoms or to mitigate all risk posed.

Immediately following land clearing, grade changes or severe weather events, all trees retained should be reviewed for any evidence of soil heaving, cracking, lifting or other indicators of root plate instability. If additional information is discovered in the future during such events or other activities, Talbot Mackenzie & Associates should be requested to re-evaluate the conclusions of this report and to provide amendments as required prior to any reliance upon the information presented herein.

12. IN CLOSING

Please do not hesitate to call us at (250) 479-8733 should you have any further questions. Thank You.

Talbot Mackenzie & Associates

Tom Talbot & Graham Mackenzie ISA Certified, & Consulting Arborists - TRAQ Qualified

Talmack Urban Forestry Consultants Ltd. Craig Charlton – Consulting Arborist ISA Certified # PN-9812A

TRA - Qualified

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APPENDIX A – TREE RESOURCE TABLE

		Location			Name				Condition					
Tag#	Surveyed ? (Yes/No)	(On, Off, Shared, City)	Bylaw protected ? (Yes/No)	Common	Botanical	DBH (cm)	crown radius (m)	Critical root zone radius (m)	Health	Structural	Relative tolerance	General field observations/remarks	Tree retention/location comments	Retention status
		-,												
				Western Red								Topped below hydro primary and		
745	Yes	City	Yes	cedar	Thuja plicata	43.00	5	6	Fair	Poor	Poor	communication lines	On municipal frontage	Remove
746	Yes	City	Yes	Western Red cedar	Thuja plicata	3,8, 32,33,42,43, 52	8	9	Good	Poor	Poor	Topped below hydro primary and communication lines	On municipal frontage	Remove
747	Yes	City	Yes	Western Red	Thuja plicata	12,13,15,19,20	5	6	Poor	Poor	Poor	Heavy trunk lean possibly uprooted and supported by adjacent tree. Topped below hydro primary and communication lines	On municipal frontage	Remove
748	Yes	City	No	Western Red	Thuja plicata	4,3x8,10	N/A	N/A	Dead				On municipal frontage	Remove
740	163	City	NO	Ceuai	Triuja plicata	4,586,10	IN/A	IN/A	Deau				On municipal nontage	Kemove
749	Yes	City	Yes	Western Red cedar	Thuja plicata	8,10,14,17	3	4	Poor	Poor	Poor	Declining health, Topped below hydro primary and communication lines	On municipal frontage	Remove
750	Yes	City	Yes	Western Red cedar	Thuja plicata	8,3x10,2x15	4	5	Poor	Poor	Poor	Declining health, Topped below hydro primary and communication lines	On municipal frontage	Remove
751	Yes	City	Yes	Western Red	Thuja plicata	9,15,23	5	6	Poor	Poor	Poor	Declining health, Topped below hydro primary and communication lines	On municipal frontage	Remove
752	Yes	City	Yes	Western Red	Thuja plicata	9,13,18	4	5	Poor	Poor	Poor	Declining health, Topped below hydro primary and communication lines	On municipal frontage	Remove
132	163	City	163	ocuai	maja piicata	9,10,10	-		1 001	1 001	1 001	Communication fines	On manicipal nontage	remove
753	Yes	City	No	Western Red cedar	Thuja plicata	9,9	N/A	N/A	Dead				On municipal frontage	Remove
754	Yes	City	Yes	Western Red cedar	Thuja plicata	15,22,29	4	5	Poor	Poor	Poor	Declining health, Topped below hydro primary and communication lines	On municipal frontage	Remove

Construction Impact Assessment and Tree Management Plan 396 Tamarack Prepare for Lida Construction Inc.

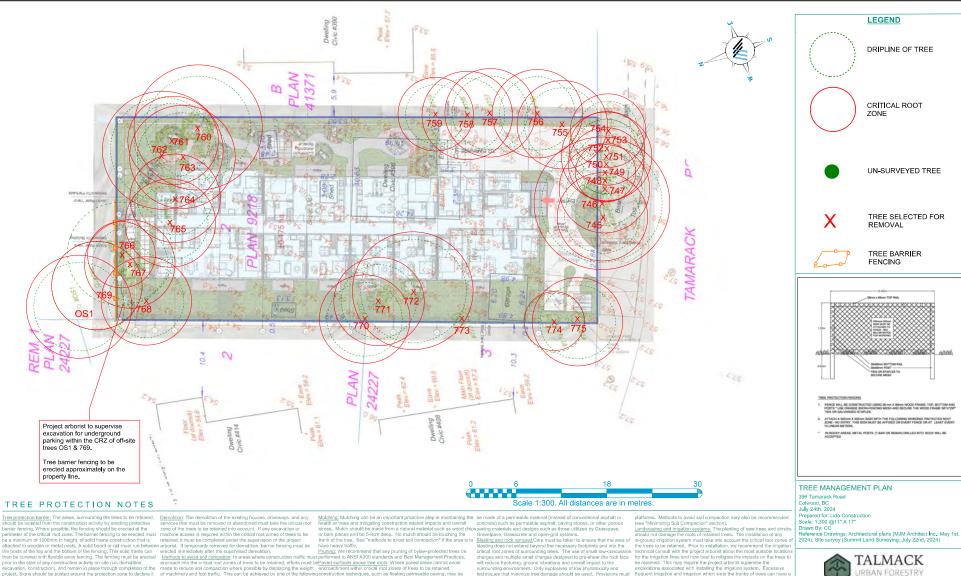
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	Surveyed	Location (On, Off,	Bylaw		Name		crown	Critical	Con	dition				
Tag #	? (Yes/No)	Shared, City)	protected ? (Yes/No)	Common	Botanical	DBH (cm)	radius (m)	root zone radius (m)	Health	Structural	Relative tolerance	General field observations/remarks	Tree retention/location comments	Retention status
755	Yes	On	Yes	Shore pine	Pinus contorta	25,42	5	6	Good	Fair	Good	Secondary stem weakly attached		Remove
756	Yee	Off	No.	Sawara Fa l se	Chamaecyparis pissifera	26.00	5	e	Fair	Fair	Cood	Casasa aganan	On adjacent 390 Tamarack	Domovo
756	Yes	Off	No	cypress	pissilera	36.00	5	6	Fair	Fair	Good	Sparse canopy	Road property	Remove
757	Yes	Off	Yes	Sawara False cypress	Chamaecyparis pissifera	2x30	5	6	Fair	Fair	Good	Sparse canopy. Narrow stem union	On adjacent 390 Tamarack Road property	Remove
				5,6.55				,					, tour property	
758	Yes	Off	No	Shore pine	Pinus contorta	54.00	5	6	Good	Fair	Good	Multiple stems with narrow angles of attachment	On adjacent 390 Tamarack Road property	Remove
759	Yes	Off	No	Domestic apple	Malus	24.00	4	5	Fair	Fair	Moderate	Suppressed by adjacent pine tree	On adjacent 390 Tamarack Road property	Remove
				Dia Last	Acer							Daniel standard stand		
760	Yes	On	Yes	Big Leaf maple	macrophyllum	17,27,35,37,44,47	7	8.5	Fair	Poor	Good	Dead stems, main stems weakly attached at union		Remove
764	Yes	0-	Yes	Big Leaf	Acer macrophyllum	12.18.20	5	G	Cood	Fair	G			Remove
761	res	On	res	maple	macrophyllum	13,18,30	5	6	Good	Fair	G			Remove
762	Yes	On	Yes	Big Leaf maple	Acer macrophyllum	34,44	7	8	Good	Fair	Good	Canopy asymmetry		Remove
763	Yes	On	No	Shore pine	Pinus contorta	32.00	6	7	Good	Poor	Good	Canopy asymmetry. Suppressed by adjacent maple tree		Remove
764	Yes	On	No	Norway spruce	Picea abies	38.00	5	6	Fair	Good		Some dieback and sapsucker injury		Remove
765	Yes	On	No	Norway spruce	Picea abies	37.00	5	6	Fair	Good		Some dieback and sapsucker injury		Remove

	Surveyed	Location (On, Off,	Bylaw	ı	Name		crown	Critica	Con	dition				
Tag #	? (Yes/No)	Shared, City)	protected ? (Yes/No)	Common	Botanical	DBH (cm)	radius (m)	root zone radius (m)	Health	Structural	Relative tolerance	General field observations/remarks	Tree retention/location comments	Retention status
766	Yes	On	Yes	Big Leaf maple	Acer macrophyllum	10,15,22	7	4.5	Fair	Fair	Good	Rooted at edge of bank	Along rear boundary of this and property at 390 Tamarack Road property	Remove
767	Yes	On	Yes	Big Leaf maple	Acer macrophyllum	29,30	5	6	Good	Poor	Good	Internal decay in larger stem		Remove
768	Yes	On	Yes	Douglas-fir	Pseudotsuga menziesii	54.00	5	6	Good	Fair	Poor	Deflected central leader		Remove
769	Yes	Off	Yes	Douglas-fir	Pseudotsuga menziesii	54.00	6	6	Good	Good	Poor	Rooted in bank	Along rear boundary of this and property at 390 Tamarack Road property	Retain
OS1	Yes	Off	Yes	Douglas-fir	Pseudotsuga menziesii	55.00	6	7	Good	Good	Poor	Rooted in bank. Trunk covered in	Along rear boundary of this and property at 390 Tamarack Road property, Status to be determined at time of construction. Arborist to supervise excavtion,	Retain
770	Yes	On	Yes	Western Red	Thuja plicata	36,00	5	6	Good	Good	Poor			Remove
771	Yes	On	Yes	Western Red cedar	Thuja plicata	2x19,2x23	5	6	Good	Fair	Poor	Clump of multiple stems rooted at centre of grouping		Remove
772	Yes	On	Yes	Western Red cedar		14,16,17,23,31,33,35	7	8	Good	Fair	Poor	Clump of multiple stems rooted		Remove
773	Yes	Shared	No	Hazelnut	Thuja plicata Corylus cornuta	Multi-stemmed shrub	6	N/A	Dead	Poor	N/A	at centre of grouping large shrub with15-20 stems all under 20 cm	May have shared ownership with the property at 408 Tamarack Road	Remove
774	Yes	Shared	No	Hazelnut	Corylus comuta	Multi-stemmed shrub	4	4	Fair/poor		·W	Large shrub with cluster of stems all under 15 cm diameter.	May have shared ownership with the property at 408 Tamarack Road	Remove

	Surveyed	Location (On, Off,	Bylaw	ı	Name		crown	Critica	Con	dition				
Tag #	? (Yes/No)	Shared, City)	protected ? (Yes/No)	Common	Botanical	DBH (cm)		root zone radius (m)	Health	Structural	Relative tolerance	General field observations/remarks	Tree retention/location comments	Retention status
775	Yes	On	Yes	Black hawthorn	Crataegus douglasii	2x10, 3x15,	5	6	Fair	Fair			Along the boundary of the property at 408 Tamarack Road and possibly the municipality	Remove

APPENDIX B – TREE MANAGEMENT PLAN (T1)	
Construction Impact Assessment and Tree Management Plan 396 Tamarack Prepare for Lida Construction Inc.	
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recovarience, construction), and remain in place through completion of the projects. Gigns such bus posted around the projections constructed in another projects. Signs such that the project a foreign such that the project

critical root zones of surrounding trees. The use of small low-concusion to changes and multiples amail changes elegined to pre-shear the root face will reduce fracturing, ground vibrillors and overall impact to the will reduce fracturing, ground vibrillors and overall impact to the surrounding tree and the second process of the



Victoria, BC V8Z 7H6 TEL: 250-479-8733 EMAIL: trees@talmack.ca www.talmack.ca

Appendix 4



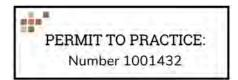
396 TAMARACK ROAD

Traffic Impact Assessment



Kristen Machina – P.Eng., Senior Transportation Engineer

Reviewer



Kristen Bacler Transportation Technologist

Author

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1.0 INTRODUCTION

WATT Consulting Group is retained by the LIDA Group of Companies to prepare a Transportation Impact Assessment (TIA) for a proposed 66-unit six-storey multifamily development at 396 Tamarack Road in the City of Colwood. The site location and study intersections are illustrated and labelled in **Figure 1** and **Table 1**.

1.1 The Site Today

The site is bound by Tamarack Road to the south, single family homes to the east and west, and vegetation to the north.

The site today is occupied by one single family home.

1.2 Proposed Development

The proposed development will include one six-storey multifamily apartment building with 66-units.

1.3 This Report

This report is provided as part of the application being submitted to the City of Colwood. Based on the City of Colwood's guidelines this study falls under TIA level 2 (25-75 trips) as the maximum number of 2-way trips is 26 in the PM peak hour.

This report provides the following:

- An overview of the existing and evolving transportation context, including vehicular, pedestrian, cycling, and transit facilities, and area travel characteristics
- An overview of the proposed development and the transportation-related features of the proposed site plan
- An overview of the Transportation Demand Management (TDM) measures proposed for the site
- A projection of the site's trip generation, distribution, and assignment potential
- An assessment of existing traffic patterns and volumes in the study area during the opening day.
- A review of the vehicular traffic volume changes that may occur in the area in the future due to growth in the surrounding area



 An operational assessment of vehicular traffic operations in the study area under existing, background, and post-development conditions

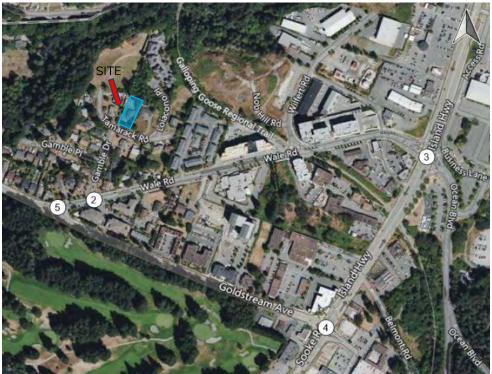


Figure 1 – Site Location and Study Intersections

Table 1 – Intersection Legend

#	Intersection	#	Intersection
2	Wale Rd / Gamble Dr (Stop Control)	4	Island Hwy / Sooke Rd / Goldstream Ave
			(Signal)
3	Island Hwy / Wale Rd / Ocean Blvd (Signal)	5	Goldstream Ave / Wale Rd (Signal)



2.0 TRANSPORTATION CONTEXT

2.1 Road Network

2.1.1 Existing Road Network

The existing road network, lane configuration, and intersection control within the study area are illustrated in **Figure 2**. An outline of the characteristics of the existing roads and intersections within the study area are provided in **Table 2** and **Table 3**, respectively.

Table 2 – Existing Road Network

Ownership	Classification	Cross Section	Speed Limit	Features					
		Island Hi	ghway / So	oke Road					
City of Colwood	Arterial	Urban	50 km/h	Four lanes; No parking; concrete curb on both sides					
Goldstream Avenue									
City of Colwood	Arterial	Urban	50 km/h	Two lanes (one in each direction); On- street parking available on the south side fronting the golf course and north side in front of residential; North side of road has concrete curb/asphalt shoulder (bike lane), south side is concrete curb at intersections and a gravel shoulder between the bus stops on Wale Road and Island Highway					
			Wale Road						
City of Colwood	Arterial	Urban	50 km/h	Three lanes (one in each direction and continuous left turn lanes in centre); Parking in lay-by on-street; concrete curb					
		G	iamble Driv	ve					
City of Colwood	Local	Urban	50 km/h	Two lanes (one in each direction); Onstreet parking; East shoulder is gravel, west shoulder is a concrete curb					
		Та	marack Ro						
City of Colwood	Local	Rural	50 km/h	Two lanes (one in each direction); Onstreet parking; Gravel shoulders					



Table 3 – Study Area Intersection Overview

Intersection	Control Type	Crosswalks	Features							
Island Highway / Sooke Road / Goldstream Avenue	Signalized South and West legs		East leg is the Colwood Corners shopping mall driveway; All directions have left turn lanes; Eastbound channelized right turn; Northbound and eastbound right turn lanes							
Island Highway / Wale Road / Ocean Boulevard	Signalized	South, East, and West legs	Northbound, southbound, and westbound channelized right turns; Northbound and southbound left turn lanes; Eastbound and westbound dual left turn lanes running split phasing and right turn lanes							
Goldstream Avenue / Wale Road	Avenue / Wale Signalized South		3-leg intersection with no north leg; Northbound channelized right turn; Westbound left turn lane							
Wale Road / Gamble Drive	Stop- Controlled	None	3-leg intersection with no south leg; Eastbound and westbound left turn lanes (westbound left turns into a private driveway); Southbound is limited to right turns only							





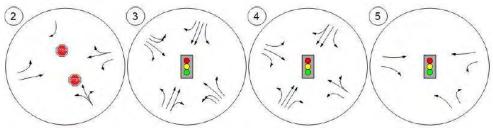


Figure 2 – Existing Road Network

2.1.2 Evolving Road Network

At the outset of this report the intersection of Wale Road / Wilfert Road was planned to be signalized at the end of 2024. Since the completion of this report the signalization has taken place (end of 2024). While Wale Road / Wilfert Road is not a study intersection, this report will comment on its performance which has been analyzed in another TIA.



2.2 Transit Network

2.2.1 Existing Transit Network

The existing transit network in the vicinity of the site is illustrated in **Figure 3**. An outline of the nearby transit routes within the study area is provided in **Table 4**.

Table 4 – Existing Transit Network

Table 4 – Existing Transit Network				
Route # and Name	Nearest Stop	Walking Distance to Nearest Stop	Headways	
Route 39 – Westhills Exchange / UVic	Sooke Road / Goldstream Avenue	800 metres (11 minutes)	Weekdays: Every 10 – 60 minutes Weekends: No trips by site	
Route 43 – Belmont Park / Royal Roads	Sooke Road / Goldstream Avenue	800 metres (11 minutes)	Weekdays: One AM and two PM Weekends: None	
Route 46 – Dockyard / Westhills	Goldstream Avenue / Wale Road	210/300 metres (3-4 minutes)	Weekdays: Every 20 – 60 minutes Weekends: None	
Route 48 – Happy Valley / Downtown	Sooke Road / Goldstream Avenue	800 metres (11 minutes)	Weekdays: Three AM trips (between 6:45-7:45) and three PM trips (between 16:45-17:45) Weekends: None	
Route 51 – Langford / UVic	Sooke Road / Goldstream Avenue	800 metres (11 minutes)	Weekdays: Langford to UVic: Four early AM trips and two PM trips UVic to Langford: Two early AM trips and four PM trips Weekends: None	
Route 52 – Colwood Exchange / Bear Mountain	Sooke Road / Goldstream Avenue	800 metres (11 minutes)	Weekdays: Every 20 – 60 minutes Weekends: Every 30 – 60 minutes	
Route 61 – Langford / Downtown / Sooke	Sooke Road / Goldstream Avenue	800 metres (11 minutes)	Weekdays: AM trips between 5:50-8:40; PM trips between 3:40-6:25; Every 15 – 25 minutes Weekends: No trips by site	



Route 95 – Langford / Goldstre Downtown Wale Ro RAPIDBUS	am Avenue / 210 / 300 metres (3-4 minutes)	Weekdays: Every 8 – 30 minutes Weekends: Every 12 – 30 minutes
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Amenities at local bus shelters:

- Sooke Road / Goldstream Avenue Bus shelter with bench, garbage, bus stop sign
- Goldstream Avenue / Wale Road Bus shelter with bench, garbage, bus stop sign with schedule

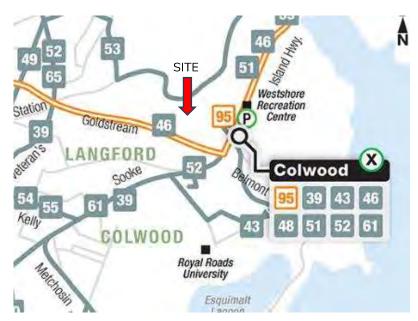


Figure 3 – Existing Transit Network

2.2.2 Evolving Transit Network

As outlined in Colwood's Transportation Master Plan (TMP), improved transit service is critical for changing ridership mode split. This includes increased frequency of transit, access to key destinations, and improvements to stops. The TMP notes that Wale Road



is not on the proposed transit network, and as outlined above there are no stops on Wale Road near the site. The Colwood Exchange is just under 1km away (15min walk) and has shelters and other amenities. The stop at Wale Road and Goldstream Avenue has a shelter, trash can, and signpost. The stops along Goldstream Avenue near Island Highway each have a shelter, signpost, and trash can. The well-developed transit amenities in the area leave little room for transit improvements as the City's criteria outlined in the TMP is met.

The West Shore Transit Future Plan (2022) outlines as a short-term priority an increase in infrastructure for the West Shore RapidBus line including queue jumper lanes at key intersections and dedicated transit lanes to improve service reliability along the corridor. Also included are evening frequency improvements as ridership increases for the West Shore RapidBus. Medium-term service priorities include a restructuring of the West Shore Network, which will give route 52 improved frequency, and a new terminus point at Colwood Exchange / Millstream to allow it to function as an FTN. Route 46 and 51 will be restructured / extended so they can serve the Westhills. Long-term service priorities include enhanced amenities such as larger shelters, more seating, and electronic information displays. West Shore transit restructuring near the site is illustrated in **Figure 4**.

A 200-metre radius of land around the Colwood Exchange will be designated as a Transportation Oriented Area by June 30, 2024, allowing for more development density and reduced amounts of parking in the area near the development.

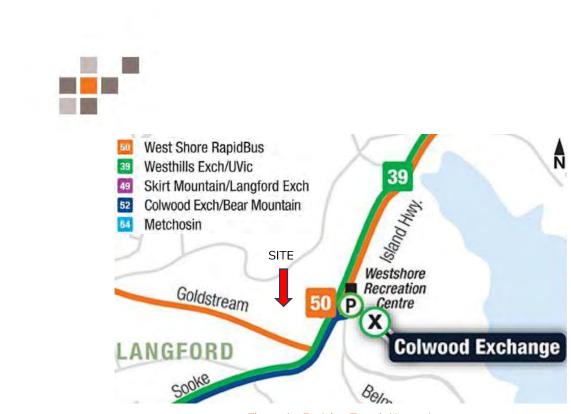


Figure 4 – Evolving Transit Network



2.3 Cycling Network

2.3.1 Existing Cycling network

The existing cycling network in the vicinity of the site is summarized in Table 5, and illustrated in Figure 5.

Table 5 – Existing Cycling Network

Road Name	Type of Facility	Features	
Goldstream Avenue	Unidirectional Bike Lanes	Painted bike lanes; Connects to the E&N Rail Trail Humpback Connector which leads to the Galloping Goose Regional Trail	
Island Highway	Unidirectional Bike Lanes	Painted bike lanes; Connects to the Galloping Goose Regional Trail; Discontinuity north of Six Mile Rd to Hwy 1	
Sooke Road	Unidirectional Bike lanes / Shared Street	Painted bike lanes south of Wale Rd; Shared street south of Galloping Goose, no cycling facility south of Belmont Rd, Shared street south of Goldstream Ave; Connects to the Galloping Goose Regional Trail	
Wale Road Unidirectional Bike Lanes		Intermittent painted bike lanes with gaps; Connects to the Galloping Goose Regional Trail	
Galloping Goose Regional Trail	Paved Multi-Use Trail	Runs from Victoria to Sooke. Intersects with the Lochside Regional Trail and the E&N Rail Trail.	





Figure 5 – Existing Cycling Network

2.3.2 Evolving Cycling Network

According to the Colwood Active Transportation Network Plan (Draft July 2022), Wale Road, Goldstream Avenue, Island Highway, and Sooke Road are all identified as Priority Networks. Goldstream Avenue is also marked as a Primary Regional Cycling Connection directed into the west. The evolving cycling network is illustrated in **Figure 6**. Wale Road is not proposed to have any cycling upgrades as part of the ANTP or TMP, although it is listed as a Priority Network (with existing bike lanes) element in the Long-Term Cycling Network.



In the vicinity of the site Goldstream Avenue, Island Highway, and Sooke Road are identified as future protected bike lanes. Grade-separating the Galloping Goose Regional Trail at Island Highway is proposed as a Priority 1 project and should begin construction this year. The Galloping Goose Overpass is slated to be completed by 2026.

In the long-term, adding a connection to the Galloping Goose Trail from Loiacono Place would further improve the active transportation connections for this residential area and should be explored by the City of Colwood as redevelopment opportunities arise. In the short-term, adding an active transportation connection from Tamarack Road to Wale Road would encourage other modes of transportation to be used.

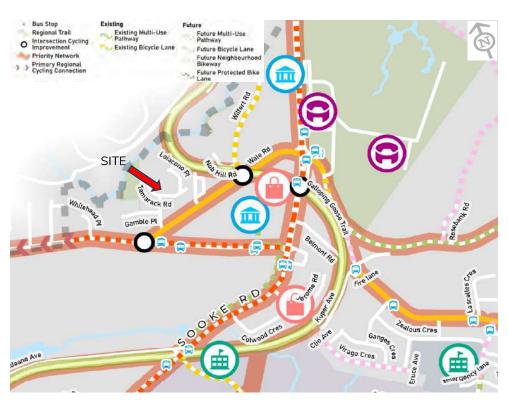


Figure 6 – Evolving Cycling Network



2.4 Pedestrian Network

2.4.1 Existing Pedestrian Network

The existing pedestrian network in the vicinity of the site is summarized in **Table 6** and illustrated in **Figure 7**.

Table 6 – Existing Pedestrian Network

Road Name	Type of Facility	Features
Goldstream Avenue	Sidewalk	Concrete sidewalk on north side and asphalt sidewalk with rollover curb switching to regular curb on south side east of 318 Goldstream Ave, and concrete sidewalk at Island Hwy intersection; Priority pedestrian network
Island Highway	Sidewalk	Concrete sidewalks on both sides; connects to transit stops at Island Hwy / Wale Rd and Island Hwy / Sooke Rd; Priority pedestrian network
Sooke Road	Sidewalk	Concrete sidewalks on both sides; Priority pedestrian network
Wale Road	Sidewalk	Concrete sidewalk on both sides except for a 225m gap on the north side of Wale Road east of Gamble Drive; Crosswalk with flashers across Wale Rd at Wilfert Rd; Priority pedestrian network
Gamble Drive	None	No sidewalk present

The map shown in **Figure 7** (taken from City plans) incorrectly shows sidewalk on both sides of Wale Road; in reality there is a 225m gap east of Gamble Drive, although a worn foot path is present clearly noting the desire for sidewalk. Gamble Drive itself has no sidewalk, which is a barrier for those wishing to walk to access nearby transit.

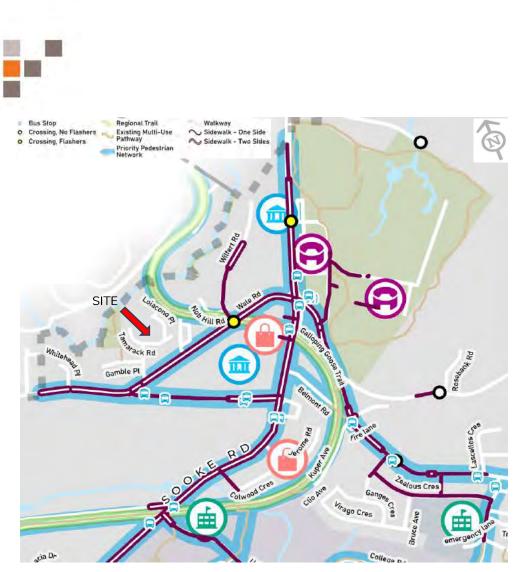


Figure 7 – Existing Sidewalk Network

2.4.2 Evolving Pedestrian Network

According to the Colwood Active Transportation Network Plan (Draft July 2022), the intersection of Island Highway / Wale Road is listed as a Priority 1 project to add a crosswalk to the north leg. The evolving pedestrian network is illustrated in **Figure 8**. Note that the sidewalk gap noted above is still present and not accounted for in **Figure 8**. It is recommended that the sidewalk gap on Wale Road be considered for addition to the priority project list. On Gamble Drive, the presence of a ditch on the west side and a



steep cross slope on the east side inhibit construction of a sidewalk at low cost. A sidewalk should be constructed on Gamble Drive in the long-term in conjunction with future re-development of the area.



Figure 8 - Evolving Pedestrian Network



3.0 PROPOSED DEVELOPMENT

The proposed development will include one six-storey multifamily apartment building with 66 units. The key land uses and transportation-related elements of the proposed site plan are summarized in **Table 7**. The current site plan is provided in **Appendix A**. A Parking Study accompanies this report.

Table 7 – Development Proposal

Site Element	Details		
Residential Units	66 units		
Vehicular Access	One C-shaped driveway off Tamarack Road connects to the parkade. Vehicles enter from the east side of the driveway and exit from the west.		
Cyclist Access	Short-term bicycle parking is located in front of the building in the southwest corner; Long-term bicycle parking is located in the southeast corner of the parkade.		
Pedestrian Access	One pedestrian access is provided on the south side of the building off Tamarack Road which leads to the lobby.		
Vehicular Parking Supply	Residential	52 spaces	
	Long-term (standard bicycle)	88 spaces	
Bicycle Parking Supply	E-Bikes/Cargo Bikes	15 spaces	
Dicycle I dikilig Supply	Short-term	6 spaces	
	Total	103 spaces	

Based on architectural plans prepared by MJM Architect Inc., dated June 12, 2024, and parkade plans dated October 1, 2024.



3.1 Site Access

Site access is provided off Tamarack Road via a "C" shaped driveway at the south edge of the property opposite Gamble Drive. Vehicle entry into the parkade is provided via the east leg, and vehicles can exit via the west leg. The one-way loop provides access to the pickup/drop-off area adjacent to the building's lobby, which will reduce the need for onstreet parking for building visitors or servicing vehicles. The driveway also services the Modo care share space.

A sight distance assessment was conducted at the proposed driveway. The required and measured sight distances as defined by the Transportation Association of Canada (TAC) and their publication Geometric Design Guide for Canadian Roads, 2017 are summarized in **Table 8**. The required sight distances are for Intersection Sight Distances, which was used due to the proximity of the driveway to the intersection of Gamble Drive and Tamarack Road.

Direction	Speed Limit	Required Sight Distance	Measured Sight Distance	Achieved?
East	50 km/h	105m	70m	No
West	50 km/h	105m	45m	No

Table 8 - Intersection Sight Distance Requirements

The sight distance looking east out of the driveway is a maximum of 70 metres, which does not meet the intersection sight distance requirements, but does meet the stopping distance requirement of 65 metres. Looking west the sight distance is 45 metres which does not meet the intersection or stopping distance. However, TAC also provides specific information on residential driveway sight distances:

"For minimum use driveways along local roads, it is often difficult to provide the desired sight distance due to sight line restrictions created by parked cars, fencing and vegetation. Reduced sight distances are generally tolerable in these situations due to the low operating speeds and caution exercised by the drivers."

This guidance applies to this site in that there is a very low volume of traffic expected from either the west or the east on Tamarack Road as the nearby buildings are all



single-family homes. Additionally, traffic is likely to be slowing down as it approaches Gamble Drive to exit the area due to curvature in the roadway and driver familiarity.

As the traffic volume will be very low in the area and likely going slower than 50km/h the reduced sight distance is acceptable. The site's sight lines should be kept free of hardware (utility boxes, mailboxes, etc.), and vegetation should be designed appropriately.

Finally, the sight distance used here is for intersections, not specifically for driveways. TAC driveway sightlines are 15m, but a situation where the driveway is at an intersection isn't expressly covered by the guidance.

The combined effect of the above is that the driveway is deemed to have acceptable sightlines and that frontage improvements should be designed to help keep sightlines clear.

3.2 Vehicular Parking

3.2.1 Vehicular Parking Requirements

Refer to the accompanying Parking Study for more details.

The site is currently subject to the parking requirements outlined in in City of Colwood Bylaw No.1909 (2022). As the site is located in the "Urban Centre" area, reduced parking requirements are available. Per Section 3.2 in Bylaw No.1909, the calculation of parking and loading requirements must round decimal parking numbers to the nearest whole number. The vehicular parking requirements applicable to the site are outlined in **Table 9**.



Table 9 – Vehicular Parking Requirements

Use	Units / GFA	Minimum Rate	Minimum Requirement		
Residential	Residential				
Studios	42 units	0.8 spaces / unit	33.6 spaces		
One Bedroom	12 units	1.0 spaces / unit	12 spaces		
Two Bedrooms	6 units	1.3 spaces / unit	7.8 spaces		
Three Bedrooms	6 units	1.5 spaces / unit	9 spaces		
Visitor	66 units	0.15 / unit	9.9 spaces		
Accessible	66 units	51-100 spaces = 2	2 spaces (Included in Total)		
Small Parking (Optional)	66 units	30% of Required Total	19 spaces (Optional)		
Total			72 spaces		

3.2.2 Vehicular Parking Supply

When accounting for comparable sites and TDM measures a total of 52 parking spaces of which two will be accessible. This is a deficit of 20 parking spaces. A parking variance is being sought. For further details, see the accompanying Parking Study.

3.2.3 Parking and On-Site Circulation

The parking garage is accessed from a north-south driveway at the southeast edge of the property. Regular sized bicycle parking is located in the southeast corner with oversized bicycle parking located in the in northwest corner on level one, with E-bike parking located on the southeast corner of level one. Accessible parking is situated is located on level one immediately to the south after turning into the parking garage.

There is a "C" shaped, one-way driveway that defines the site's frontage allowing pull through access to the front entrance.

Refuse is kept immediately to the north after turning into the parking garage on level one.



3.3 Bicycle Parking

3.3.1 Bicycle Parking Requirements

Refer to the accompanying Parking Study for more details.

The site is currently subject to the bicycle parking requirements outlined in City of Colwood Bylaw No.1909. The bicycle parking requirements applicable to the site are outlined in **Table 10**.

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Use	Units / GFA	Minimum Rate	Minimum Requirement	
Long-term	42 units	1.0 spaces / unit <60m²	42 spaces	
Long-term	24 units	1.25 spaces / unit >60m²	30 spaces	
Short Term	1 building	6 spaces / building	6 spaces	
Oversized	-	10% of required	8 spaces (included in total)	
Subtotal	-	-	72 spaces	

Table 10 - Bicycle Parking Requirements

3.3.2 Bicycle Parking Supply and Facilities

A total of 103 long-term bicycle spaces including 15 E-bike / cargo bike spaces and an additional 6 short term spaces are proposed by the developer. The supplied 103 spaces (long term) are 31 more spots than required (72 spaces).

The short-term bike rack is located on the southwest corner of the property and long-term / E-bike spaces are located at various places in the parking garage. Cyclists can access the garage via the ramp, or the stairs / elevator located in the southeast corner of the parking garage.



4.0 TRAFFIC OPERATIONS ANALYSIS

4.1 Traffic Analysis Scenarios and Time Periods

Traffic operations analysis has been undertaken during the weekday PM peak period under the following scenarios:

- Existing Conditions (Section 4.4)
- 2026 Background Conditions (Section 4.5)
- 2026 Post-Development Conditions (Section 4.6)

Previous traffic counts were examined to determine the appropriate peak hour. The PM peak hour has the larger traffic volumes and is therefore the more conservative hour to study. Opening day is expected to be two years from the beginning of construction, the year 2026.

4.2 Methodology and Performance Evaluation Criteria

Intersection capacity analysis for the existing and proposed conditions was completed using the Vistro software package, which uses the Highway Capacity Manual (HCM) evaluation methodology.

Results are measured in volume-to-capacity ratio, delay (seconds), Level of Service (LOS), and 95th percentile queue length (metres).

The volume-to-capacity ratio (v/c) is an indicator of the capacity utilization for the key movements in the intersection. A v/c of 1.0 indicates that certain governing traffic movements through the intersection are operating at maximum capacity.

The LOS for unsignalized (stop-controlled and roundabout) intersections is determined by the calculated delay for each critical movement. The LOS for a signalized intersection includes additional factors such as geometry, traffic and pedestrian volumes, and signal phasing / timing. LOS is broken down into six letter grades, with LOS A being excellent operation, and LOS F being unstable / failing operations. **Table 11** summarizes the delay per vehicle with the corresponding LOS for both signalized and unsignalized intersections.



Table 11 – Level of Service Criteria

Level of Service (LOS)	Unsignalized Intersections: Average Vehicle Delay (sec / veh)	Signalized Intersections: Average Vehicle Delay (sec / veh)
А	0-10	0-10
В	> 10-15	>10-20
С	>15-25	>20-35
D	>25-35	>35-55
E	>35-50	>55-80
F	>50	>80

The following values have been selected as the threshold between acceptable and unacceptable performance at the study area intersections:

Table 12 - Thresholds

Value	Thresho	lds
Value	Signalized	Unsignalized
v/c	≥0.9	≥0.85
LOS	EorF	
Queue Lengths	Exceeding existing storage capacity	

The existing storage capacity at the study area intersections is summarized in **Table 13**.



Table 13 – Existing Storage Capacity

Table 20 Existing	J Storage Capacity	
Lane	Storage Capacity (m)	
Wale Road / Gamble I	Orive (Two-way Stop)	
EBL	20	
Island Highway / Wale Road	d / Ocean Boulevard (Signal)	
NBL	65	
SBL	85	
SBR	50	
EBR	35	
WBL	70	
WBR	60	
Island Highway / Sooke Road / Goldstream Avenue (Signal)		
NBL	60	
NBR	50	
SBL	30	
EBL	60	
EBR	30	
WBL	25	
Goldstream Avenue	/ Wale Road (Signal)	
EBR	25	
WBL	15	



4.3 Input and Calibration Parameters

Heavy Vehicle Percentage

The percentage of heavy vehicles for each movement was based on the information provided as part of the turning movement counts. Where not available, a default value of 2 percent heavy vehicles was assumed.

Peak Hour Factor

The Peak Hour Factor (PHF) was based on the information provided as part of the turning movement counts. PHFs were calculated for each intersection using the overall intersection volumes. Where not available, a default PHF of 0.90 was used.

Signal Timings

Existing signal timings were used for all scenarios.

4.4 Existing Conditions

4.4.1 Existing Traffic Volumes

Turning movement counts were established for intersections in the study area for the weekday PM peak hour period. Traffic counts adopted as the basis for this study are summarized in **Table 14**.

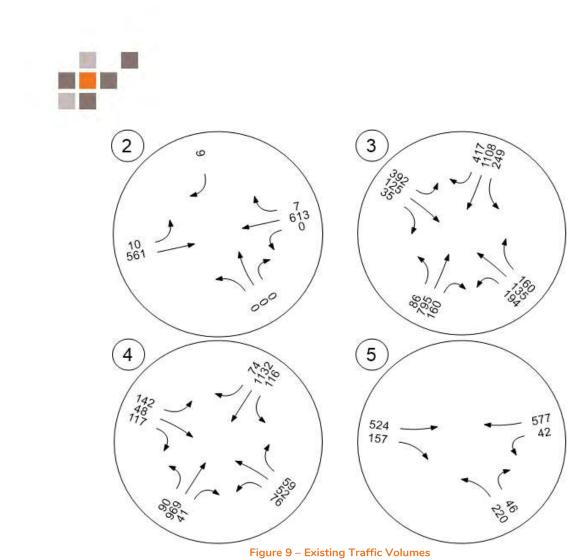
Analysis of AM and PM peak hour counts showed that the PM peak hour was the most heavily trafficked. As per the Colwood Transportation Impact Assessment (TIA) Guidelines only the highest volume time of day will be analyzed.



Table 14 – Existing Turning Movement Counts

Intersection	Count Date	Time Period	Source
Island Highway / Sooke Road / Goldstream Avenue	Tuesday, May 30, 2023	4:00 – 5:00 PM	WATT
Island Highway / Wale Road / Ocean Boulevard	Wednesday, February 1, 2023	4:00 – 5:00 PM	WATT
Goldstream Avenue / Wale Road	Wednesday, February 1, 2023	4:00 – 5:00 PM	WATT
Wale Road / Gamble Drive	Wednesday, April 10, 2024	4:00 – 5:00 PM	WATT

The existing turning movement counts were reviewed in detail to ensure general consistency in traffic volumes between intersections. The intersection of Goldstream Avenue / Wale Road was not well balanced with the neighboring intersection of Wale Road / Gamble Drive, possibly due to the difference in count dates. The decision was made to add traffic (rather than remove traffic) to the eastbound and westbound through movements at Goldstream Avenue / Wale Road to balance the traffic with the recent count at Wale Road / Gamble Drive. Adding traffic aligns with corridor growth in the area and is a more conservative estimate of traffic. The existing and balanced baseline traffic volumes for the weekday PM peak hour period are illustrated in **Figure 9**.





4.4.2 Existing Traffic Operations

Intersection analysis results for existing conditions are summarized in Table 15.

Table 15 – Existing Conditions – PM Peak Hour

Movement V/c LOS Delay (s) 95% Queue (m) SBR 0.02 B 12.5 0 EBL 0.01 A 8.8 0.#20 EBT 0.01 A 0 0 WBT/R 0.00 A 0 0 Island Highway / Wale Road / Ocean Boulevard (Signalized) NBL 0.29 B 19.0 13.#65 NBT 0.83 D 35.6 126 NBR 0.83 D 35.8 121 SBL 0.62 C 26.0 51.#85 SBT 0.85 C 27.3 127 SBR 0.72 C 26.2 96.#50 EBL 0.75 D 40.2 60 EBT 0.44 D 36.9 37 EBR 0.15 C 34.3 10.#35 WBL 0.41 D 37.2 28.#70 WBR 0.73						
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EBL 0.01 A 8.8 0#20 EBT 0.01 A 0 0 WBT/R 0.00 A 0 0 Island Highway / Wale Road / Ocean Boulevard (Signalized) NBL 0.29 B 19.0 13 #65 NBT 0.83 D 35.6 126 NBR 0.83 D 35.8 121 SBL 0.62 C 26.0 51 #85 SBT 0.85 C 27.3 127 SBR 0.72 C 26.2 96 #50 EBL 0.75 D 40.2 60 EBT 0.44 D 36.9 37 EBR 0.15 C 34.3 10 #35 WBL 0.41 D 37.2 28 #70 WBT 0.52 D 39.0 41 WBR 0.73 D 43.5 52 #60 Island Highway / Sooke Road / Goldstream Avenue (S	, , , ,					
BBT	SBR	0.02	В	12.5	=	
NBT	EBL	0.01	Α	8.8	0 #20	
Island Highway / Wale Road / Ocean Boulevard (Signalized) NBL 0.29 B 19.0 13 #65 NBT 0.83 D 35.6 126 NBR 0.83 D 35.8 121 SBL 0.62 C 26.0 51 #85 SBT 0.85 C 27.3 127 SBR 0.72 C 26.2 96 #50 EBL 0.75 D 40.2 60 EBT 0.44 D 36.9 37 EBR 0.15 C 34.3 10 #35 WBL 0.41 D 37.2 28 #70 WBT 0.52 D 39.0 41 WBR 0.73 D 43.5 52 #60 Island Highway / Sooke Road / Goldstream Avenue (Signalized) NBL 0.26 B 12.2 8 #60 NBT 0.69 B 15.9 70 NBR 0.07 B 11.0 5 #50 SBR 0.84 C 22.1 100 SBR 0.84 C 22.2 99 EBL 0.29 B 19.4 23 #60 EBT 0.15 C 22.8 9 EBR 0.42 C 25.0 22 #30 WBL 0.15 B 18.3 12 #25 WBL 0.15 B 18.3 12 #25 WBL 0.57 B 11.0 14 EBT 0.63 A 6.4 16 EBR 0.22 A 4.5 4 #25 WBL 0.11 B 10.6 3 #15	EBT	0.01	Α	0	0	
NBL 0.29 B 19.0 13 #65 NBT 0.83 D 35.6 126 NBR 0.83 D 35.8 121 SBL 0.62 C 26.0 51 #85 SBT 0.85 C 27.3 127 SBR 0.72 C 26.2 96 #50 EBL 0.75 D 40.2 60 EBT 0.44 D 36.9 37 EBR 0.15 C 34.3 10 #35 WBL 0.41 D 37.2 28 #70 WBR 0.52 D 39.0 41 WBR 0.73 D 43.5 52 #60 Island Highway / Sooke Road / Goldstream Avenue (Signalized) NBL 0.26 B 12.2 8 #60 NBT 0.69 B 15.9 70 NBR 0.07 B 11.0 5 #50 SBL 0.27 B <th>WBT/R</th> <th>0.00</th> <th>А</th> <th>0</th> <th>0</th>	WBT/R	0.00	А	0	0	
NBT 0.83 D 35.6 126 NBR 0.83 D 35.8 121 SBL 0.62 C 26.0 51 #85 SBT 0.85 C 27.3 127 SBR 0.72 C 26.2 96 #50 EBL 0.75 D 40.2 60 EBT 0.44 D 36.9 37 EBR 0.15 C 34.3 10 #35 WBL 0.41 D 37.2 28 #70 WBT 0.52 D 39.0 41 WBR 0.73 D 43.5 52 #60 Island Highway / Sooke Road / Goldstream Avenue (Signalized) NBL 0.26 B 12.2 8 #60 NBT 0.69 B 15.9 70 NBR 0.07 B 11.0 5 #50 SBL 0.27 B 11.5 12 #30 SBT 0.84 C 22.1<		Island Highway / W	ale Road / Ocean Bo	ulevard (Signalized)		
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SBL 0.62 C 26.0 51 #85 SBT 0.85 C 27.3 127 SBR 0.72 C 26.2 96 #50 EBL 0.75 D 40.2 60 EBT 0.44 D 36.9 37 EBR 0.15 C 34.3 10 #35 WBL 0.41 D 37.2 28 #70 WBT 0.52 D 39.0 41 WBR 0.73 D 43.5 52 #60 Island Highway / Sooke Road / Goldstream Avenue (Signalized) NBL 0.26 B 12.2 8 #60 NBT 0.69 B 15.9 70 NBR 0.07 B 11.0 5 #50 SBL 0.27 B 11.5 12 #30 SBT 0.84 C 22.1 100 SBR 0.84 C 22.2 99 EBL 0.29	NBT	0.83	D	35.6		
SBT 0.85 C 27.3 127 SBR 0.72 C 26.2 96 #50 EBL 0.75 D 40.2 60 EBT 0.44 D 36.9 37 EBR 0.15 C 34.3 10 #35 WBL 0.41 D 37.2 28 #70 WBT 0.52 D 39.0 41 WBR 0.73 D 43.5 52 #60 Island Highway / Sooke Road / Goldstream Avenue (Signalized) NBL 0.26 B 12.2 8 #60 NBT 0.69 B 15.9 70 NBR 0.07 B 11.0 5 #50 SBL 0.27 B 11.5 12 #30 SBR 0.84 C 22.1 100 SBR 0.84 C 22.2 99 EBL 0.29 B 19.4 23 #60 EBT 0.15	NBR	0.83	D	35.8	121	
SBR 0.72 C 26.2 96 #50 EBL 0.75 D 40.2 60 EBT 0.44 D 36.9 37 EBR 0.15 C 34.3 10 #35 WBL 0.41 D 37.2 28 #70 WBT 0.52 D 39.0 41 WBR 0.73 D 43.5 52 #60 Island Highway / Sooke Road / Goldstream Avenue (Signalized) NBL 0.26 B 12.2 8 #60 NBT 0.69 B 15.9 70 NBR 0.07 B 11.0 5 #50 SBL 0.27 B 11.5 12 #30 SBT 0.84 C 22.1 100 SBR 0.84 C 22.1 100 SBR 0.84 C 22.2 99 EBI 0.15 C 22.8 9 EBR 0.42 <th< th=""><th>SBL</th><th>0.62</th><th>С</th><th>26.0</th><th>51 #85</th></th<>	SBL	0.62	С	26.0	51 #85	
EBL 0.75 D 40.2 60 EBT 0.44 D 36.9 37 EBR 0.15 C 34.3 10 #35 WBL 0.41 D 37.2 28 #70 WBT 0.52 D 39.0 41 WBR 0.73 D 43.5 52 #60 Island Highway / Sooke Road / Goldstream Avenue (Signalized) NBL 0.26 B 12.2 8 #60 NBT 0.69 B 15.9 70 NBR 0.07 B 11.0 5 #50 SBL 0.27 B 11.5 12 #30 SBT 0.84 C 22.1 100 SBR 0.84 C 22.1 100 SBR 0.029 B 19.4 23 #60 EBT 0.15 C 22.8 9 EBR 0.42 C 25.0 22 #30 WBL 0.15	SBT	0.85	С	27.3	127	
EBT 0.44 D 36.9 37 EBR 0.15 C 34.3 10 #35 WBL 0.41 D 37.2 28 #70 WBT 0.52 D 39.0 41 WBR 0.73 D 43.5 52 #60 Island Highway / Sooke Road / Goldstream Avenue (Signalized) NBL 0.26 B 12.2 8 #60 NBT 0.69 B 15.9 70 NBR 0.07 B 11.0 5 #50 SBL 0.27 B 11.5 12 #30 SBT 0.84 C 22.1 100 SBR 0.84 C 22.2 99 EBL 0.29 B 19.4 23 #60 EBR 0.42 C 22.8 9 EBR 0.42 C 25.0 22 #30 WBL 0.15 B 18.3 12 #25 WBT/R 0.46	SBR	0.72	С	26.2	<mark>96</mark> #50	
EBR 0.15 C 34.3 10 #35 WBL 0.41 D 37.2 28 #70 WBT 0.52 D 39.0 41 WBR 0.73 D 43.5 52 #60 Island Highway / Sooke Road / Goldstream Avenue (Signalized) NBL 0.26 B 12.2 8 #60 NBT 0.69 B 15.9 70 NBR 0.07 B 11.0 5 #50 SBL 0.27 B 11.5 12 #30 SBT 0.84 C 22.1 100 SBR 0.84 C 22.1 100 SBR 0.84 C 22.2 99 EBL 0.29 B 19.4 23 #60 EBT 0.15 C 22.8 9 EBR 0.42 C 25.0 22 #30 WBL 0.15 B 18.3 12 #25 WBT/R 0.46	EBL	0.75	D	40.2	60	
WBL 0.41 D 37.2 28 #70 WBT 0.52 D 39.0 41 WBR 0.73 D 43.5 52 #60 Island Highway / Sooke Road / Goldstream Avenue (Signalized) NBL 0.26 B 12.2 8 #60 NBT 0.69 B 15.9 70 NBR 0.07 B 11.0 5 #50 SBL 0.27 B 11.5 12 #30 SBT 0.84 C 22.1 100 SBR 0.84 C 22.1 100 SBR 0.84 C 22.2 99 EBL 0.29 B 19.4 23 #60 EBT 0.15 C 22.8 9 EBR 0.42 C 25.0 22 #30 WBL 0.15 B 18.3 12 #25 WBT/R 0.46 C 23.6 22 Goldstream Avenue / Wale	EBT	0.44	D	36.9	37	
WBT 0.52 D 39.0 41 WBR 0.73 D 43.5 52 #60 Island Highway / Sooke Road / Goldstream Avenue (Signalized) NBL 0.26 B 12.2 8 #60 NBT 0.69 B 15.9 70 NBR 0.07 B 11.0 5 #50 SBL 0.27 B 11.5 12 #30 SBT 0.84 C 22.1 100 SBR 0.84 C 22.2 99 EBL 0.29 B 19.4 23 #60 EBT 0.15 C 22.8 9 EBR 0.42 C 25.0 22 #30 WBL 0.15 B 18.3 12 #25 WBT/R 0.46 C 23.6 22 Goldstream Avenue / Wale Road (Signalized) NBL/R 0.57 B 11.0 14 EBT 0.63 A 6.4	EBR	0.15	С	34.3	10 #35	
WBR 0.73 D 43.5 52 #60 Island Highway / Sooke Road / Goldstream Avenue (Signalized) NBL 0.26 B 12.2 8 #60 NBT 0.69 B 15.9 70 NBR 0.07 B 11.0 5 #50 SBL 0.27 B 11.5 12 #30 SBT 0.84 C 22.1 100 SBR 0.84 C 22.2 99 EBL 0.29 B 19.4 23 #60 EBT 0.15 C 22.8 9 EBR 0.42 C 25.0 22 #30 WBL 0.15 B 18.3 12 #25 WBT/R 0.46 C 23.6 22 Goldstream Avenue / Wale Road (Signalized) NBL/R 0.57 B 11.0 14 EBT 0.63 A 6.4 16 EBR 0.22 A 4.5 4 #25	WBL	0.41	D	37.2	28 #70	
Island Highway / Sooke Road / Goldstream Avenue (Signalized) NBL	WBT	0.52	D	39.0	41	
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SBL 0.27 B 11.5 12 #30 SBT 0.84 C 22.1 100 SBR 0.84 C 22.2 99 EBL 0.29 B 19.4 23 #60 EBT 0.15 C 22.8 9 EBR 0.42 C 25.0 22 #30 WBL 0.15 B 18.3 12 #25 WBT/R 0.46 C 23.6 22 Goldstream Avenue / Wale Road (Signalized) NBL/R 0.57 B 11.0 14 EBT 0.63 A 6.4 16 EBR 0.22 A 4.5 4 #25 WBL 0.11 B 10.6 3 #15	NBT	0.69	В	15.9	70	
SBT 0.84 C 22.1 100 SBR 0.84 C 22.2 99 EBL 0.29 B 19.4 23 #60 EBT 0.15 C 22.8 9 EBR 0.42 C 25.0 22 #30 WBL 0.15 B 18.3 12 #25 WBT/R 0.46 C 23.6 22 Goldstream Avenue / Wale Road (Signalized) NBL/R 0.57 B 11.0 14 EBT 0.63 A 6.4 16 EBR 0.22 A 4.5 4 #25 WBL 0.11 B 10.6 3 #15	NBR	0.07	В	11.0	5 #50	
SBR 0.84 C 22.2 99 EBL 0.29 B 19.4 23 #60 EBT 0.15 C 22.8 9 EBR 0.42 C 25.0 22 #30 WBL 0.15 B 18.3 12 #25 WBT/R 0.46 C 23.6 22 Goldstream Avenue / Wale Road (Signalized) NBL/R 0.57 B 11.0 14 EBT 0.63 A 6.4 16 EBR 0.22 A 4.5 4 #25 WBL 0.11 B 10.6 3 #15	SBL	0.27	В	11.5	12 #30	
EBL 0.29 B 19.4 23 #60 EBT 0.15 C 22.8 9 EBR 0.42 C 25.0 22 #30 WBL 0.15 B 18.3 12 #25 WBT/R 0.46 C 23.6 22 Goldstream Avenue / Wale Road (Signalized) NBL/R 0.57 B 11.0 14 EBT 0.63 A 6.4 16 EBR 0.22 A 4.5 4 #25 WBL 0.11 B 10.6 3 #15	SBT	0.84	С	22.1	100	
EBT 0.15 C 22.8 9 EBR 0.42 C 25.0 22 #30 WBL 0.15 B 18.3 12 #25 WBT/R 0.46 C 23.6 22 Goldstream Avenue / Wale Road (Signalized) NBL/R 0.57 B 11.0 14 EBT 0.63 A 6.4 16 EBR 0.22 A 4.5 4 #25 WBL 0.11 B 10.6 3 #15	SBR	0.84	С	22.2	99	
EBR 0.42 C 25.0 22 #30 WBL 0.15 B 18.3 12 #25 WBT/R 0.46 C 23.6 22 Goldstream Avenue / Wale Road (Signalized) NBL/R 0.57 B 11.0 14 EBT 0.63 A 6.4 16 EBR 0.22 A 4.5 4 #25 WBL 0.11 B 10.6 3 #15	EBL	0.29	В	19.4	23 #60	
WBL 0.15 B 18.3 12 #25 WBT/R 0.46 C 23.6 22 Goldstream Avenue / Wale Road (Signalized) NBL/R 0.57 B 11.0 14 EBT 0.63 A 6.4 16 EBR 0.22 A 4.5 4 #25 WBL 0.11 B 10.6 3 #15	EBT	0.15	С	22.8	9	
WBT/R 0.46 C 23.6 22 Goldstream Avenue / Wale Road (Signalized) NBL/R 0.57 B 11.0 14 EBT 0.63 A 6.4 16 EBR 0.22 A 4.5 4#25 WBL 0.11 B 10.6 3#15	EBR	0.42	С	25.0	22 #30	
Goldstream Avenue / Wale Road (Signalized) NBL/R 0.57 B 11.0 14 EBT 0.63 A 6.4 16 EBR 0.22 A 4.5 4#25 WBL 0.11 B 10.6 3#15	WBL	0.15	В	18.3	12 #25	
NBL/R 0.57 B 11.0 14 EBT 0.63 A 6.4 16 EBR 0.22 A 4.5 4 #25 WBL 0.11 B 10.6 3 #15	WBT/R	0.46	С	23.6	22	
EBT 0.63 A 6.4 16 EBR 0.22 A 4.5 4 #25 WBL 0.11 B 10.6 3 #15		Goldstream	Avenue / Wale Road	(Signalized)		
EBR 0.22 A 4.5 4 #25 WBL 0.11 B 10.6 3 #15	NBL/R	0.57	В	11.0	14	
WBL 0.11 B 10.6 3#15	EBT	0.63	А	6.4	16	
	EBR	0.22	А	4.5	4 #25	
WBT 0.69 A 6.9 19	WBL	0.11	В	10.6	3 #15	
	WBT	0.69	А	6.9	19	

^{## =} Value exceeding threshold;

[#]XX = turn lane storage capacity



Currently all of the intersections are functioning within capacity. The intersections of Wale Road / Gamble Drive and Goldstream Avenue / Wale Road are functioning at LOS B or better with delays of 13 seconds or less; Island Highway / Sooke Road / Goldstream Avenue is operating at LOS C or better with delays of 25 seconds or less; and Island Highway / Wale Road / Ocean Boulevard is operating at LOS D with delays of 44 seconds or less.

The v/c for all intersections is 0.85 or less, equal to or less than the acceptable threshold.

All 95th percentile queues are within their storage capacity, except the southbound right movement at Island Highway / Wale Road / Ocean Boulevard which is exceeding its storage capacity by 46 metres (i.e., approximately 7 car lengths). The southbound movement has two through lanes, so this spillback is a minor concern that does not currently require mitigation.

The southbound movement from Gamble Drive onto Wale Road has some illegal left turns that were observed during WATT's counts, flouting the right turn only restriction. The hardscape island on Wale Road is not restricting the turns enough as vehicles will use the available left-turn lane to make the illegal move. Additional turn restrictions such as bolt-down pickets are recommended to further restrict people from attempting to make the southbound left turn.

4.5 Background Conditions

4.5.1 Corridor Growth

A 2% annual linear growth rate used based on the Terms of Reference negotiations and to simulate future conditions.

4.5.2 Concurrent Developments

No concurrent developments were identified by the City in the Terms of Reference.

4.5.3 Background Traffic Volumes

Background traffic volumes are the sum of existing traffic volumes and corridor growth. Background traffic volumes for 2026 and are illustrated in **Figure 10**.

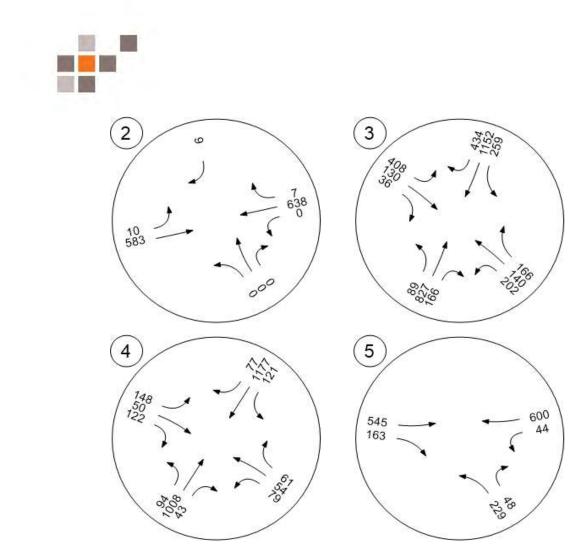


Figure 10 – 2026 Background Traffic Volumes



4.5.4 Background Traffic Operations – 2026

Intersection analysis results for 2026 under background conditions are summarized in ${f Table~16}$.

Table 16 – Background Conditions – 2026 - PM Peak Hour

Movement	v/c	LOS	Delay (s)	95% Queue (m)
Wale Road / Gamble Drive (Two-way Stop)				
SBR	0.02	В	12.7	0
EBL	0.01	А	8.9	0 #20
EBT	0.01	Α	0	0
WBT/R	0.00	Α	0	0
	Island Highway / W	ale Road / Ocean Bo	ulevard (Signalized)	
NBL	0.32	С	20.7	14 #65
NBT	0.86	D	40.3	141
NBR	0.86	D	40.7	135
SBL	0.66	С	29.1	58 #85
SBT	0.87	С	28.8	138
SBR	0.73	С	28.1	105 #50
EBL	0.77	D	42.2	65
EBT	0.45	D	38.6	40
EBR	0.15	D	35.7	10 #35
WBL	0.42	D	38.9	31 #70
WBT	0.54	D	40.9	45
WBR	0.75	D	45.7	57 #60
	Island Highway / Soo	ke Road / Goldstrean	n Avenue (Signalized)
NBL	0.28	В	13.0	8 #60
NBT	0.70	В	16.2	75
NBR	0.07	В	11.0	5 #50
SBL	0.29	В	12.2	13 #30
SBT	0.85	С	23.9	109
SBR	0.85	С	24.1	108
EBL	0.31	С	20.4	25 #60
EBT	0.15	С	23.7	9
EBR	0.44	С	26.0	25 #30
WBL	0.16	В	19.1	13 #25
WBT/R	0.49	С	28.7	25
	Goldstream	Avenue / Wale Road	(Signalized)	
NBL/R	0.60	В	11.6	16
EBT	0.64	А	6.5	18
EBR	0.23	А	4.5	4 #25
WBL	0.12	В	10.8	3 #15
WBT	0.71	Α	7.1	21

^{## =} Value exceeding threshold;

[#]XX = turn lane storage capacity



Under background conditions all of the intersection continue to function within capacity with very minor changes. All movements are LOS D or better with delays of 46 seconds or less.

The v/c is good for all intersections at 0.87 or less, which remains less than the acceptable threshold.

All 95th percentile queues are within their storage capacity, except where they previously exceeded. The southbound right movement at Island Highway / Wale Road / Ocean Boulevard exceeds its storage capacity by 55 metres (i.e., approximately eight car lengths, one more than existing conditions). As previously noted, this spillback is a minor concern and does not require mitigation.

4.6 Post-Development Conditions

4.6.1 Existing Site Trip Generation

Given the small number of the existing trips on the site (i.e. one single family home), existing site trips were not removed from the trip generation forecast.

4.6.2 New Site Trip Generation

Trip generation for the proposed development was based off a one six-storey multifamily apartment building with 66 units.

Vehicular trip generation rates for the proposed mixed-use development are based on the ITE Trip Generation Manual (11th Edition). The trip generation forecast for the site is provided in **Table 17**. The proposed development is forecast to generate 26 new two-way trips in the weekday PM peak hour period.



Table 17 – New Site Trip Generation

Use		PM Peak Hour			
Ose	In	Out	2-Way		
	Trip Genera	ation Rates			
Multifamily Housing (Mid-Rise) (LU 221) ^[1]	0.24	0.15	0.39		
	Vehicular Trip Generation				
Residential (66-Units) 16		10	26		
Total	16	10	26		

Notes:

- 1. Trip rates are per dwelling unit
- 2. Trip rates are per 1,000 ft² GFA

4.6.3 Trip Distribution and Assignment

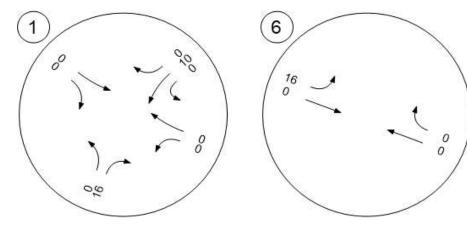
The trip distribution pattern for site traffic was established based on existing traffic patterns and key sites and destinations in the area. The distribution of inbound and outbound traffic adopted for the proposed development is outlined in **Table 18**.

Table 18 – Site Traffic Distribution

Street	Direction	РМ
Island Highway / Sooke	North	50 % In / 40 % Out
Road	South	10 % In / 5 % Out
Goldstream Avenue	West	40 % In / 55 % Out

The new site traffic volumes assigned to the area road network are illustrated in **Figure 11**.





Tamarack Road / West Leg of Driveway

Tamarack Road / East Leg of Driveway

Figure 11 – New Site Traffic Volumes

4.6.4 Post-Development Traffic Volumes

Post-development traffic volumes are the sum of background traffic volumes and new site traffic volumes. Post-development traffic volumes for 2026 are illustrated in **Figure 12**.

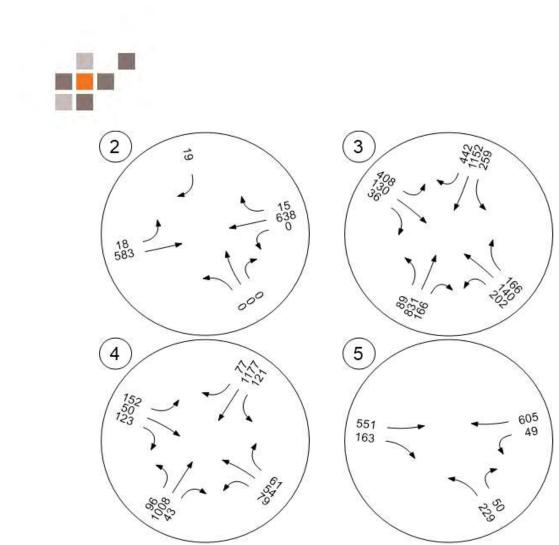


Figure 12 – 2026 Post Development Traffic Volumes



4.6.5 Post-Development Traffic Operations – 2026

Intersection analysis results for 2026 under post-development conditions are summarized in **Table 19**.

Table 19 – Post-Development Conditions – 2026 - PM Peak Hour

Movement	v/c	LOS	Delay (s)	95% Queue (m)	
	Wale Road / Gamble Drive (Two-way Stop)				
SBR	0.04	В	13.0	1	
EBL	0.02	А	8.9	0 #20	
EBT	0.01	А	0	0	
WBT/R	0.01	А	0	0	
	Island Highway / W	'ale Road / Ocean Boi	ulevard (Signalized)		
NBL	0.32	С	20.8	14 #65	
NBT	0.86	D	40.6	142	
NBR	0.86	D	41.1	137	
SBL	0.66	С	29.2	58 #85	
SBT	0.87	С	28.8	138	
SBR	0.75	С	28.7	108 #50	
EBL	0.77	D	42.2	65	
EBT	0.45	О	38.6	40	
EBR	0.15	D	35.7	10 #35	
WBL	0.42	D	39.0	31 #70	
WBT	0.54	D	40.9	45	
WBR	0.75	D	45.8	57 #60	
	Island Highway / Soo	ke Road / Goldstream	n Avenue (Signalized)	
NBL	0.29	В	13.2	9 #60	
NBT	0.70	В	16.3	75	
NBR	0.07	В	11.1	5 #50	
SBL	0.29	В	12.3	13 #30	
SBT	0.85	С	24.2	110	
SBR	0.85	С	24.4	109	
EBL	0.31	С	20.5	26 #60	
EBT	0.15	O	23.8	9	
EBR	0.44	С	26.1	25 #30	
WBL	0.16	В	19.1	13 #25	
WBT/R	0.49	С	29.0	25	
	Goldstream Avenue / Wale Road (Signalized)				
NBL/R	0.60	В	11.9	16	
EBT	0.64	А	6.5	18	
EBR	0.22	А	4.5	4 #25	
WBL	0.13	В	10.9	3 #15	
WBT	0.70	А	7.0	21	

^{## =} Value exceeding threshold;

#XX = turn lane storage capacity



Under post development conditions all of the intersection continue to function within capacity with very minimal change. All movements remain at LOS D or better with delays of 46 seconds or less.

V/c for all intersections remains good at 0.87 or less, which is less than the acceptable threshold.

All 95th percentile queues are within their storage capacity, except where they previously exceeded. The southbound right movement at Island Highway / Wale Road / Ocean Boulevard exceeds its storage capacity by 58 metres (i.e., approximately eight car lengths, one more than previous). As previously noted, this spillback is a minor concern and does not require mitigation.

These results are effectively unchanged from the pre-development scenario.

Intersection analysis results for the proposed site access are summarized in Table 20.

 Movement
 v/c
 LOS
 Delay (s)
 95% Queue (m)

 Tamarack Road Site Access

 SBL/R
 0.01
 A
 9.0
 0

 EBL/T
 0.01
 A
 7.2
 0

Α

Table 20 - Site Access Conditions - 2026- PM Peak Hour

WBT/R

The site access will operate well at LOS A with delays of 9 seconds or less.

0.00

4.6.6 Post Development Traffic Operations at Wale Road / Wilfert Road

Modelling of the intersection of Wale Road /Wilfert Road shows the intersection operating at a LOS A/B on all movements with delays of 17 seconds or less. No 95th percentile queueing issues exist, and the intersection is well within capacity. The modelling for this intersection includes further development traffic from 420 Tamarack Road.

0

^{## =} Value exceeding threshold



4.7 Mitigation Measures

As shown above the addition of development traffic has little effect on the operations at the study intersection. Because of this, no mitigation measures are required under current conditions or as a result of this development.



5.0 TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM) is the application of strategies and policies to influence the travel choice of an individual, most commonly to reduce single-occupant vehicle travel. TDM measures typically aim to encourage sustainable travel, enhance travel options, and decrease parking demand. The following TDM measures are being considered for the proposed development:

- Additional long-term bicycle parking
- Non-standard bicycle parking
- Bicycle End of Trip Facilities (i.e., repair tools, bike repair stand, bike wash station, lighting and surveillance, and information)

Refer to the accompanying Parking Study for a detailed breakdown of TDM measures.



6.0 CONCLUSIONS

Traffic from the proposed development can be accommodated on the existing road network and into the horizon year of 2026.

Parking spaces have been reduced for this development and the developer has applied for a parking variance. For details on parking and TDM measures see the accompanying Parking Study.

The site has good access to transit and bike lanes making active transportation an attractive option for tenants of the new development.

The sight lines from the driveway are limited; however, vehicles approaching the driveway will be going slower than 50 km/h as the turn out of the area is opposite the development driveway and the traffic on Tamarack Road is low volume. Based on the low volume and slower traffic the limited sight lines are acceptable.

7.0 RECOMMENDATIONS

WATT makes the following recommendations to the developer of the site:

- 1. Frontage improvements in accordance with Colwood standard drawing SSD R18
- 2. Keep sightline obstructions in mind when designing the site frontage.

WATT makes the following recommendations to the City of Colwood:

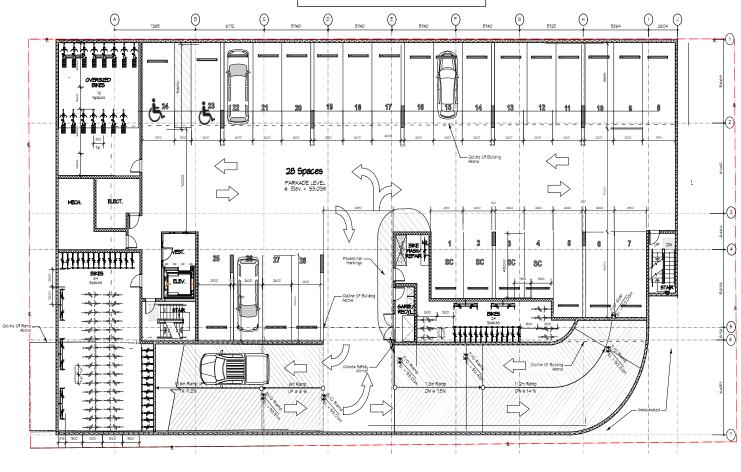
- 3. Physical protection of cyclists along Wale Road, which should include hardscape elements.
- 4. Completing the sidewalk gap along Wale Road east of Gamble Drive
- 5. Promote construction of sidewalk on Gamble Drive in conjunction with future redevelopment
- 6. Explore a connection to Loiacono Place to connect the Galloping Goose to the residential area north of Wale Road in the long-term as redevelopment opportunities arise
- 7. Add bolt-down pickets on Wale Road to further restrict the southbound left turn from Gamble Drive onto Wale Road.

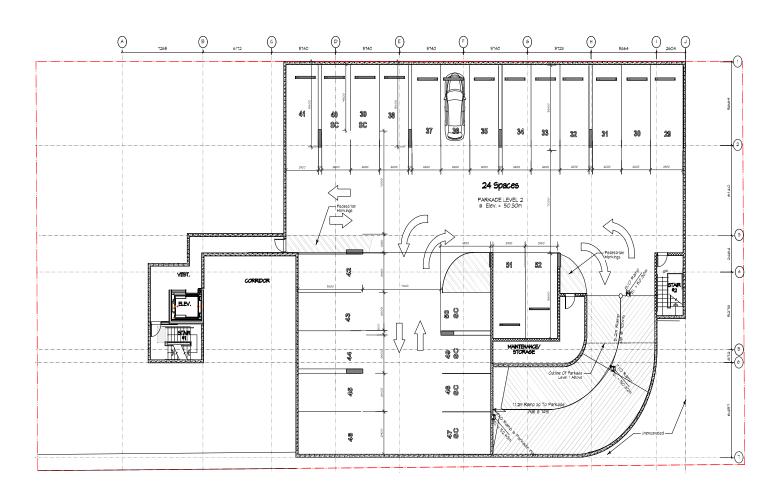


APPENDIX A - SITE PLAN

396 Tamarack Road Traffic Impact Assessment



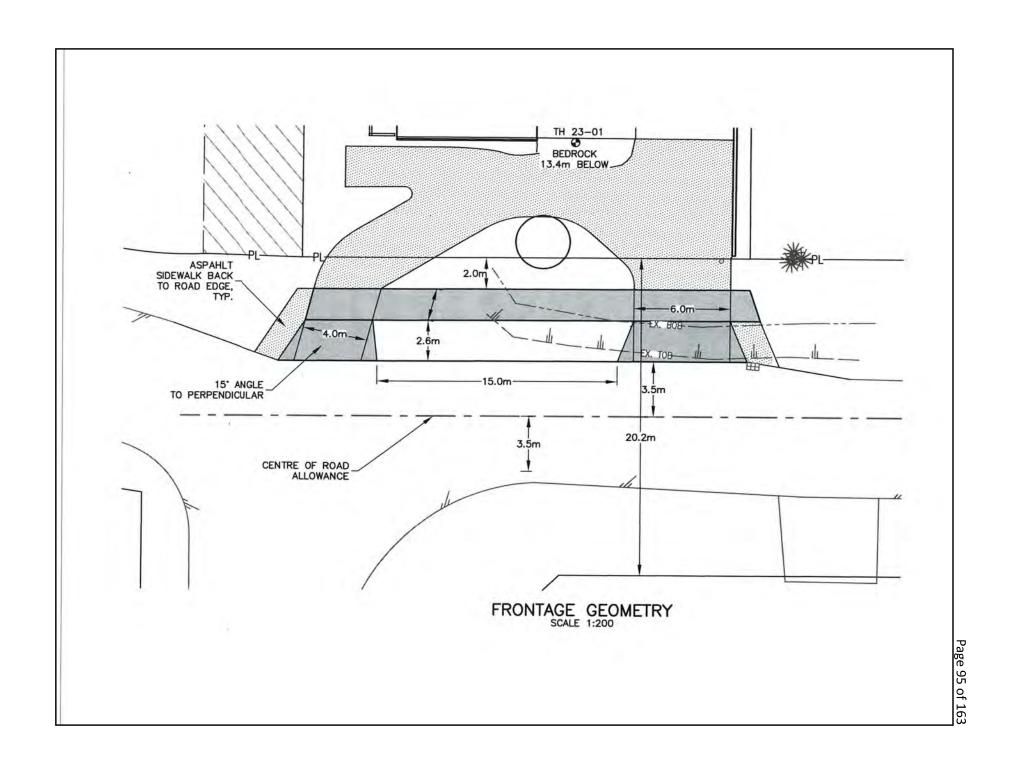














APPENDIX B – TERMS OF REFERENCE

396 Tamarack Road Traffic Impact Assessment

Andy Kading

From: Aaron Knutson <aknutson@colwood.ca>

Sent: April 9, 2024 10:28
To: Kristen Bacler

Cc:Andy Kading; Joshua Baylis; John RosenbergSubject:RE: 396 Tamarack Rd TIA Terms of Reference

Attachments: TIA-Guidelines-Colwood-v2_Feb-07-2023 (1).pdf; 2007_08_09

Goldstream@_Wale_signal_timing_sheet.pdf; 2021_03_01

_Island_Hwy_@_Ocean_Blvd_&_Wale_Rd_signal_timing_sheet_DRAFT.pdf

WARNING: This email looks unusual because the sender has not sent any email in at least the past 30 days. Do not click URLs or open attachments unless you have verified that this email is safe. If you find anything suspicious, report the email to your administrator immediately.

Kristen,

Thank you for reaching out. If you have not seen our TIA guidelines yet, I have attached to this email for you. Otherwise, see my responses below in red.

Aaron Knutson

Engineering Technologist
Engineering Department | City of Colwood
Phone: 250-478-5053 Ext. 142
Engineering Admin: 250-294-8145
aknutson@colwood.ca | www.colwood.ca



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From: Kristen Bacler <kbacler@wattconsultinggroup.com>

Sent: Monday, April 8, 2024 4:02 PM

To: Planning <planning@colwood.ca>; Aaron Knutson <aknutson@colwood.ca>

Cc: Andy Kading <akading@wattconsultinggroup.com>

Subject: 396 Tamarack Rd Terms of Reference

Some people who received this message don't often get email from kbacler@wattconsultinggroup.com. Learn why this is important

Hello Aaron,

I am an engineering technologist working on a TIA for the proposed development at 396 Tamarack Road, and I need to confirm some TOR items for the TIA.

The development has property frontage along Tamarack Road. The development consists of 1 mid-rise building with 66 units that will generate 26 PM peak hour trips and therefor it is just barely a level 2 TIA.

We are proposing to analyze 2024 existing conditions, and 2026 background / opening day conditions, with an annual growth rate of 2%. The development traffic will be generated with use of the 11th Edition ITE Trip Generation Manual and traffic will be assigned based on existing movement patterns and expected trip generators.

The analysis will include weekday PM traffic counts which will be taken by WATT at the following intersections:

- Wale Road / Gamble Drive
- Goldstream Avenue / Wale Road
- Island Highway / Goldstream Avenue
- Island Highway / Wale Road

Agree with these intersections.

We will analyze all intersections with use of Vistro for delay, LOS, and queuing. A site access review will be conducted for the proposed site accesses to ensure adequate safety conditions (sightlines, laning, etc.).

A review of all pedestrian and cyclist facilities, as well as transit service will be provided along with any improvements recommended.

Please let us know if there are any safety concerns you have or if there are any other intersections you wish to be included within the TIA. Further, if there are any network changes, active transportation / transit projects, or concurrent developments which you wish to be included in this study, please let us know. There is a upcoming project to signalize the Wale/Wilfert intersection. This should be underway sometime later this year. So, please mention this upgrade in your report as well.

Please provide the STS for

- Goldstream Avenue / Wale Road (See attached)
- Island Highway / Wale Road (See attached Draft version)

Best,



WATTCONSULTINGGROUP.COM
302-740 Hillside Ave, Victoria BC V8T 1Z4



Appendix 5



396 TAMARACK ROAD

Parking Study

Matthew Lilly, MA – Transportation Planner Matt Kuziak, RPP, MCIP – Transportation Planner

Author

Tim Shah, RPP, MCIP – Planning & Vancouver Island Team Lead

Reviewer

Prepared For: : LIDA Group of Companies

Date: 2024-10-23 Our File No: 3744.B01 WATT VICTORIA 302 – 740 Hillside Ave Victoria, BC V8T 1Z4 250-388-9877

WATTCONSULTINGGROUP.COM



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396 Tamarack Road Parking Study



1.0 INTRODUCTION

Watt Consulting Group (WATT) was retained by LIDA Group of Companies to complete a parking demand review of the proposed residential development at 396 Tamarack Road, Colwood, BC. The purpose of this study is to determine the expected parking demand for the development and whether the proposed supply is sufficient to meet the demand.

1.1 Subject Site

The proposed development is located at 396 Tamarack Road, City of Colwood, BC (Figure 1). It is currently zoned R-1 - Residential 1 and is occupied by a Single-Family Dwelling and an out-building. 1



Figure 1 – Subject Site

 $\frac{\text{https://www.arcgis.com/apps/mapviewer/index.html?panel=gallery\&suggestField=true\&layers=4bd6d191c5b04b23985}{1ee4735115dcf}$

¹ City of Colwood. (2023). Zoning Map, Available online at:



1.2 Site Characteristics & Policy Context

The following provides a discussion of the services and transportation options in proximity to the subject site. In addition, the City of Colwood's community policies pertaining to sustainable transportation and parking management are summarised.

1.2.1 Planning & Policy Context

The City of Colwood's **Official Community Plan (OCP)**², amended in 2022, provides direction on policies for new developments. The subject site is located within a sub area known as Colwood Corners, which is seen as a primary growth centre supporting the creation of the city's greatest residential and commercial intensities and scale of development. There are several policies under Section 7.2 Objectives & Policies – of the OCP - that focus on the intended development of the Colwood Corners area in terms of the building types, transportation, and the natural environment.

The following policies specifically relate to the site's parking study:

Sub-Section Name & Ref	Applicable Policy Requirement
Colwood Corners	B. A major focus of future residential and commercial
	growth, with the city's greatest residential and
	commercial intensities and scale of development
	D. Comprised of a mix of activities that establish it as a
	complete neighbourhood
	E. Supportive of walking and cycling, including an
	improved public realm that helps create street life
	F. Supportive of transit use, acting as a regional transit
	hub that connects residents across cities through rapid
	transit
	H. Characterized by green infrastructure and green
	spaces
7.2.3 USES	A. Multi-unit residential Mixed Use
7.2.4 BUILT FORM	A. Low-rise, mid-rise, and high-rise multi-unit buildings
	up to approximately 12-15 storeys

 $^{^2 \} City \ of \ Colwood, Official \ Community \ Plan, \ Available \ online \ at: \ \underline{https://colwood.civicweb.net/document/131567/2016}.$



Sub-Section Name & Ref	Applicable Policy Requirement
7.2.5 OTHER DIRECTION	C. Supporting a diversity of housing types and choices
	F. Situating parking underground or behind buildings.
	I. Maintaining and enhancing transportation services and
	infrastructure to connect residents to regional
	transportation networks, including the Rapid Transit
	Network as shown in Figure 12: Transit Network.*

Figure 12: Transit Network may be found within City of Colwood Official Community Plan, Available online at https://colwood.civicweb.net/document/131567/

In general, the primary centres are where the City will be directing most of the community's residential and employment growth. These centres will require additional public and private investment in infrastructure, services, and amenities.

The **Official Community Plan**³ further identifies objectives "to improve the safety, comfort, convenience, and enjoyment of cycling for both recreational and destination-oriented [cycling] trips" as well as "to support enhanced transit services – including speed, frequency, and directness of transit – and an enhanced rider experience overall.". Both of these objectives have several future – and current – policy and development initiatives focused on the Colwood Corners area of the City, which will greatly enhance non-personal vehicle based transportation opportunities for the centre and for the proposed development.

Finally, Figure 1 "Urban Centre" Areas Eligible For Reduced Parking Requirements indicates that the subject site falls within the urban areas eligible for possible parking reductions.⁴

1.2.2 Services

The subject site is an approximate 800-metre (~10-minute) walk northwest of the Colwood Corners Shopping Centre providing access to a wide range of amenities including two grocery stores, three drug stores, daycare, two banks, two dentists, liquor store, cannabis dispensary, several small-scale restaurants, and a multitude of other amenities.

³ City of Colwood, (2022) Official Community Plan, Available online at: https://colwood.civicweb.net/document/131567/

⁴ City of Colwood, (2022) Colwood Bylaw 1909, Available online at: https://colwood.civicweb.net/document/198446/



It is also an approximate 700-metre (~9-minute) walk west of amenities at Engel Plaza and Westridge Landing, as well as more other amenities north of these locations on Island Highway.

The location has good access to recreational facilities and parks with Juan De Fuca Recreation Centre, WildPlay Victoria, Gamble Park, Hertwig-Saunders Park all within a 1-kilometre walk radius of the subject site.

1.2.3 Transit

The subject site is well-served by transit with the nearest two transit stops being approximately 210-metre (~3-minute) and 300-metre (~4-minute) walks south of the subject site and served by route 46 and route 95 - travelling west to Langford, and east to the core municipalities of Greater Victoria (Figure 2). Notably, route 95 is one of the Greater Victoria Region's rapid transit lines which seek to provide service Furthermore, there are two stops approximately 800-metres southeast of the subject site on Sooke Road/Island Highway serviced by bus routes 39, 43, 48, 51, 52, and 61. Each bus route is summarised below:

- Route 95 Langford / Downtown Blink | Is a Rapid Transit route that provides 15-minute or quicker service from the Colwood Exchange between 5:30 a.m. and 12:00 a.m. with 30-minute service before 5:30 a.m. and after 12:00 a.m. between Downtown Victoria and Downtown Langford. This route services key destinations such as Downtown Langford, and Downtown Victoria. The nearest westbound stop for this route is approximately 210-metres from the development, while the nearest eastbound stop for this route is 300-metres from the development.
- Route 39 Westhills / Interurban / Royal Oak / UVic | Is a Local Transit route that provides approximate 30-minute service from 6:30 a.m. to 8:30 a.m., and from 3:30 p.m. to 6:45 p.m. Monday to Friday (as well as hourly service outside those times and on weekends). It travels east-west across the region from Westhills Stadium, Downtown Langford to the University of Victoria. This route serves key destinations such as Downtown Langford, Royal Roads University, Victoria General Hospital, Royal Oak Exchange, Broadmead Village, University Heights Shopping Centre, and the University of Victoria.
- Route 43 Royal Roads Via Belmont Park | Is a Local Transit route that runs three trips at 7:00 a.m., 3:00 p.m., and 6:00 p.m. in a 10-minute loop to Royal Roads University.



- Route 46 Dockyard / Westhills | Is a Local Transit route that runs trips from the Colwood Exchange approximately every 30-minutes between Westhills Exchange and HMC Dockyard from 6:30 a.m. to 10:30 a.m. and 1:45 p.m. This route services key destinations such as Westhills Arena, Downtown Langford, and HMC Dockyard.
- Route 48 Happy Valley / Downtown | Is a Local Transit route that runs three trips from the Colwood Exchange at 6:49 a.m., 7:17 a.m., and 7:41 a.m. with direct downtown service taking 35-minutes to reach the Legislature buildings, as well as three return trips that arrive at the Colwood Exchange at 4:46 p.m., 5:16 p.m., and 5:45 p.m.
- Route 51 Langford / UVic | Is a Local Transit route that provides 20 to 30-minute service from 6:50 a.m. to 8:00 a.m., as well as 4:20 p.m. and 4:50 p.m. trips from the Colwood Exchange to the University of Victoria and return trips arriving at 8:00 a.m., 8:30 a.m., and every hourly between 3:50 p.m. and 6:00 p.m. This route services key destinations such as Downtown Langford, Royal Roads University, Victoria General Hospital, University Heights Shopping Centre, and the University of Victoria.
- Route 52 Colwood Exchange / Bear Mountain | Is a Local Transit route that provides 30-minute service from 5:15 a.m. to 2:30 p.m., and 3:10 p.m. to 11:30 p.m. from the Colwood Exchange to Bear Mountain via Royal Bay and Downtown Langford.
- Route 61 Sooke / Langford / Downtown | Is a Local Transit route that provides approximately 30-minute service from the Colwood Exchange between 5:50 a.m. and 8:30 a.m. to Downtown Victoria, as well as approximately 30-minute service to Sooke from 3:40 p.m. to 6:20 p.m. This route services key destinations such as Downtown Sooke, and Downtown Victoria.

As addressed in Section 1.2.1 The City of Colwood's Official Community Plan⁵ has outlined several policy objectives to continue to improve transit - adjacent to the subject site - within the Colwood Corners area.

⁵ City of Colwood, (2022) Official Community Plan, Available online at: https://colwood.civicweb.net/document/131567/





Figure 2 - Transit Network Near Subject Site

1.2.4 Walking

According to Walk Score, the subject site has a score of 68, suggesting that it is currently "somewhat walkable", and some errands are able to be accomplished on foot. Scores generated by Walk Score are subject to change and are updated as areas develop and additional amenities are added. Therefore, the Walk Score is only expected to increase as the surrounding area and Colwood Corners sees greater residential and commercial density over time. There are currently sidewalks on both sides of major roads in the area connecting the subject site to a multitude of different amenities.

The City of Colwood's DRAFT Active Transportation Network Plan – while not yet adopted – identifies the Colwood Corners area as a concern for pedestrians especially at



the crossings on Wale Road, and Sooke Road/Island Highway. ⁶ To address these, it is proposed that pedestrian crossing improvements be implemented – including mid-block flashing crossings - within the area. Furthermore, as this area has been identified as a part of the Priority Pedestrian Network improvements for pedestrian safety, comfort, and accessibility are suggested to make the Colwood Corners area more appealing for people choosing to walk to their destinations.

1.2.5 Cycling

The subject site has access to bicycle infrastructure for those wishing to travel to Langford, Sooke, or the core municipalities of Greater Victoria. Cyclists may use the local and regional multi-use pathways of the Galloping Goose Regional Trail or E & N Rail Trail to access multiple locations throughout the Greater Victoria Region. There are currently unbuffered bike lanes present on Wale Road, Island Highway, and Goldstream Avenue providing additional cycling access within the local area (Figure 3).

Using the Galloping Goose Regional Trail, people cycling can access a variety of destinations including Downtown Victoria as well as to the West Shore, which can reduce their dependence on a motor vehicle. Furthermore, connections to the Lochside Regional Trail provides cycling access throughout the northern Saanich Peninsula including the Swartz Bay Ferry Terminal. Additionally, the E & N Rail Trail provides direct access to Downtown Langford and the Westhills neighbourhood. These easy and convenient cycling connections to the proposed development have the opportunity to significantly decrease reliance on personal vehicle transportation.

The Colwood DRAFT Active Transportation Network Plan identifies the Colwood Corners area as being a major concern for cycling safety and comfort. In response to this, several infrastructure improvements are proposed for the area to provide safe, comfortable, and direct cycling access from origin to destination throughout Colwood and the Greater Victoria region. Map 5. LONG TERM CYCLING NETWORK identifies the Colwood Corners area as being a part of the priority cycling network and is shows that protected bike lanes are proposed for Sooke Road/Island Highway and Goldstream Avenue with proposed cycling crossing improvements at the Galloping Goose crossings at Wale Road and Sooke Road, as well as the intersection at Wale Road and Goldstream Avenue. These critical infrastructure upgrades will improve the accessibility of cycling to residents allowing them to more easily choose cycling as a primary mode of transportation.

⁶ City of Colwood, (2022) DRAFT Active Transportation Network Plan, Available online at: https://letstalkcolwood.ca/26960/widgets/109110/documents/86117





Figure 3 - Cycling Network Adjacent to Subject Site

2.0 PROPOSED DEVELOPMENT

2.1 Land Use

The proposed development is a six storey multi-family residential apartment building (market rental) with 66 units comprised of 42 studio, 12 1-bedroom, six 2-bedroom, and six 3-bedroom units (Table 1).



Table 1 - Summary of Proposed Land Use

Land Use		Quantity (Units)
Residential		
Multi-Family - Rental	Bachelor/Studio	42
	1 - Bedroom	12
	2 - Bedroom	6
3 - Bedroom +		6
Total		66

2.2 Proposed Parking Supply

2.2.1 Vehicle Parking

A total of 52 vehicle parking spaces are proposed for the development, of which two are classified as accessible. There is also one surface level short-term parking space for pick-ups, drop-offs, and emergency services or a potential future carshare vehicle.

2.2.2 Bicycle Parking

A total of 103 long-term bicycle spaces are proposed – of which 15 are designed for non-standard bicycles - in addition to a six-space short-term rack outside of the development.

3.0 PARKING REQUIREMENT

3.1 Residential Vehicle Parking

Table 1 in Section 3.1 (Vehicle Parking Supply) of the City of Colwood's **Bylaw No. 1909** specifies that residential buildings within urban centres must provide parking by unit size as follows:

- Bachelor/Studio Units 0.80 spaces per unit
- 1-Bedroom Units 1.00 spaces per unit
- 2-Bedroom Units 1.30 spaces per unit
- Greater than 2-Bedroom Units 1.50 spaces per unit.⁷

Furthermore, Section 3.5 indicates that visitor parking shall be provided at a rate of 0.15 spaces per dwelling unit. In addition to this, Table 2 in Section 3.4 indicates that for

⁷ City of Colwood, (2022) Colwood Bylaw 1909, Available online at: https://colwood.civicweb.net/document/198446/



buildings with between 51 and 100 required parking spaces, 2 spaces must be designated as being accessible. The bylaw requirements are summarised in Table 2. The parking requirement for the site is **72 off-street parking spaces** (72.30 spaces, rounded) a deficit of 20 vehicle parking spaces.

Parking Requirement Land Use Bylaw Parking Rate (Spaces / Unit) **Total Spaces** Bachelor/Studio 33.60 0.80 12.00 1.00 Multi-Family -1 - Bedroom Rental 7.80 1.30 2 - Bedroom 9.00 1.50 3 - Bedroom + Strata - Visitor 9.90 0.15 per dwelling unit Accessible Parking Spaces 2.00 2 per 51 – 100 required spaces 72.30 Total

Table 2 – Summary of Vehicle Parking Requirements

3.2 Bicycle Parking

As per Table 5 in Section 5.1 (Bicycle and Mobility Scooter Parking Spaces) of the City of Colwood's **Bylaw No. 1909**, the applicant is required to provide long-term bicycle parking in as follows:

- Units < 60 metres² 1.00 spaces per unit
- Units > 60 metres² 1.25 spaces per unit⁸

Furthermore, proposed developments are required to provide six short-term bicycle parking spaces per building with the first 12 - and 50% of remaining - short-term bicycle parking spaces being provided within a sheltered area. It is also required that 10% of required long-term bicycle parking be provided as non-standard bicycle parking spaces. Finally, 20% of short-term and 50% of long-term bicycle parking spaces shall have access to an electrified 110V outlet for e-bike charging (Table 3 – Summary of Bicycle Parking Requirements.

⁸ City of Colwood, (2022) Colwood Bylaw 1909, Available online at: https://colwood.civicweb.net/document/198446/



Table 3 – Summary of Bicycle Parking Requirements

Land Use	Parking Requirement				
Land Ose	Bylaw Parking Rate (Spaces / Unit)	Total Spaces			
Rental – Residential	1.00	42.00			
(Long-term)	1.25	30.00			
Rental – Visitor (Short Term)	6 per multi-family building	6.00			
Non-Standard Bicycle Parking Spaces	0.1 of required long- and short-term bicycle parking spaces	7.80			

By applying these bylaw requirements the proposed development is required to provide 72 long-term bicycle parking spaces - with eight (7.80 spaces, rounded) provided as non-standard bicycle parking spaces - and six short-term bicycle parking spaces.

4.0 EXPECTED PARKING DEMAND

4.1 Residential Parking

4.1.1 Representative Sites

Expected parking demand was determined based on 2021 and 2022 ICBC vehicle ownership data from representative sites. Data was utilised from 14 apartment (market rental) buildings representing 693 units (Table 4). These buildings were chosen based on similar access to local amenities based on calculations from Walkcore.com for walkability. Walkscore is a tool that ranks the walkability of a location based on its proximity to seven types of amenities: Drinking & Dining, Groceries, Shopping, Errands, Parks, Schools, and Culture and Entertainment. The calculating the proximity of these various amenities is a useful tool in determining if a trip will require a vehicle and may inform parking needs. The Walk Score of the proposed development is 68 compared to an average Walkscore of 66 from the representative sites.

It is acknowledged that several of the chosen sites are not within the City of Colwood, these sites were chosen based on a similar access to amenities, transit opportunities, walkability, and/or bikeability to the development at time of writing.



Table 4 - List of Representative Sites

Municipality	Address	Walk Score	Units
Colwood	284 Belmont Road	54	48
Colwood	380 Belmont Road	45	18
Langford	665 Redington Avenue	65	50
Langford	2606 Peatt Road	56	30
Langford	1085 Goldstream Avenue	56	166
Esquimalt	1337 Saunders Street	78	28
Esquimalt	1357 Esquimalt Road	68	50
Esquimalt	837 Ellery Street	66	40
Esquimalt	899 Craigflower Road	78	49
Esquimalt	625 Constance Avenue	58	29
Esquimalt	628 Head Street	84	22
Esquimalt	630 Head Street	84	30
Saanich	2623 Richmond Road	70	85
Saanich	7878 East Saanich Road	61	48
	Average Total	66	693

4.1.2 Parking Demand - Number of Units

Based on ICBC vehicle ownership and the total units per building, the average vehicle ownership rate is <u>0.90 vehicles per unit</u> (Table 5).

Table 5 - Vehicle Ownership Rates at Representative Sites

Address	Units	Registered Vehicles	Vehicles/Unit
284 Belmont Road	48	48	1.00
380 Belmont Road	18	14	0.78
665 Redington Avenue	50	59	1.18
2606 Peatt Road	30	43	1.43
1085 Goldstream Avenue	166	134	0.81
1337 Saunders Street	28	18	0.64
1357 Esquimalt Road	50	39	0.78
837 Ellery Street	40	37	0.93
899 Craigflower Road	49	42	0.86



Address	Units	Registered Vehicles	Vehicles/Unit
625 Constance Avenue	29	19	0.66
628 Head Street	22	16	0.73
630 Head Street	30	26	0.87
2623 Richmond Road	85	73	0.86
7878 East Saanich Road	48	49	1.02
		Average	0.90

4.1.3 Parking Demand – Unit Size Analysis

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 growing the parking demand. Many local municipalities - including the City of Colwood - acknowledge this parking demand factor within their parking bylaws by requiring larger units to be provided a higher rate of parking spaces. Section 5.2 of the Metro Vancouver 2018 Regional Parking Study provides results pertaining to the effects that size has on parking demand. Parking data collected for this study was assessed to reflect unit type using the following steps and is visualised in Appendix 1.

- Parking Demand by unit type was calculated based on the demand ratios of bedrooms per unit at each site acquired from the 2018 Metro Vancouver Regional Parking Study – Technical Report; and
- The assumed "ratio differences" (from 2018 Metro Vancouver Regional Parking Study – Technical Report) for parking demand between each site was applied to unit data and vehicle observations. These "ratio differences" are as follows.
 - 1-Bedroom units' parking demand rates will be 117% higher than studio unit rates;

⁹ Potoglou, D., & Kanaroglou, P.S. (2008). Modelling car ownership in urban areas: a case study of Hamilton, Canada. Journal of Transport Geography, 16(1): 42–54.

¹⁰ City of Colwood, (2022) Colwood Bylaw 1909, Available online at: https://colwood.civicweb.net/document/198446/

¹¹ Metro Vancouver. (2018). The 2018 Regional Parking Study

Technical Report. Available online at: https://metrovancouver.org/services/regional-planning/Documents/regional-parking-study-technical-report.pdf



- 2-Bedroom units' parking demand rates will be 26% higher than 1-Bedroom rates; and
- 3-Bedroom units' parking demand rates will be 23% higher than 2-Bedroom rates.

To determine the expected parking demand of the site, the above rates were applied to the development as follows:

- Studio Units | 0.40 spaces per unit X 42 units = 16.97 spaces
- 1-Bedroom Units | 0.85 spaces per unit X 12 units = 10.26 spaces
- 2-Bedroom Units | 1.08 spaces per unit X 6 units = 6.46 spaces
- 3-Bedroom Units | 1.84 spaces per unit X 6 units = 11.06 spaces

Total Resident Parking Demand = 44.76 spaces

4.2 Visitor Parking

Observations were conducted as part of the study by Metro Vancouver that concluded typical visitor parking demand is less than 0.1 vehicles per unit. This is also consistent to observations that were conducted for parking studies in other BC municipalities, such as District of Saanich, the City of Langford, and the City of Victoria and indicates that visitor parking demand is not strongly influenced by location. Therefore, <u>0.1 spaces per unit</u> is the recommended rate for visitor parking, which results in 6.60 spaces.

4.3 Summary of Expected Parking Demand

The expected total parking demand for the proposed development is **51** spaces (51.36 spaces, rounded), comprising 44.76 residential spaces and 6.60 visitor spaces. This is one spaces less than the proposed supply of 52 spaces a surplus of one vehicle parking space (see Section 6).

5.0 ON-STREET PARKING ASSESSMENT

To determine current on-street parking conditions and to assess potential adverse impacts upon local residents, on-street parking observations were completed on Tamarack Road, Loiacono Place, and Gamble Drive in 2024 on the following dates and times (Table 6):

Tuesday, April 16 – at 9:00 pm



Saturday, April 20 – at 9:00 pm

The count times were selected based on peak residential parking demand.

Table 6 – 2024 On-Street Parking Observations

			Available	9:00pm 2	024-04-16	9:00pm 2024-04-20	
Street	Segment	Side	Parking	Vehicles	Percent Occupancy	Vehicles	Percent Occupancy
_	Gamble Drive to	North	5	0	0.00%	0	0.00%
Tamarack Road	Loiacono Place	South	5	0	0.00%	0	20.00%
amar	End to	North	6	2	33.33%	2	33.33%
Gamble Drive	South	4	0	0.00%	1	25.00%	
con	Tamarack Road -	East	13	0	0.00%	0	0.00%
Loiacon o Place	End	West	12	6	50.00%	7	58.33%
<u>ə</u>	Wale Road -	East	12	5	41.67%	5	41.67%
Gamble Boad - Road - Road	West	6	3	50.00%	2	33.33%	
Total (P	Total (Percent Occupancy)		50	16	21.88%	18	26.46%

Based on the observations, on-street parking utilisation within the local area is low with the maximum observed occupancy rate at 26% (26.46%, rounded) and an available 32 parking spaces out of 50. While there are no plans to house visitor parking spaces onstreet, this indicates that there is sufficient on-street parking capacity to accommodate additional vehicles parking. Of note, the parking on Tamarack road was primarily located west of Gamble Drive within the cul-de-sac bulb or turn around point and not adjacent to the proposed development. It is also notable that vehicles for deliveries, pick-ups, and emergency services to the development will be able to utilise the turnaround loop and surface parking further reducing impacts upon neighbours.



6.0 TRANSPORTATION DEMAND MANAGEMENT

Transportation demand management (TDM) is the application of strategies and policies to influence individual travel choice, most commonly to reduce single-occupant vehicle travel. TDM measures typically aim to encourage sustainable travel, enhance travel options, and decrease parking demand. As indicated in Section 4.3, the applicant is currently providing 52 spaces, which is one space greater than the expected parking demand of 51. Despite this, the applicant has committed to provide several TDM measures to reducing parking demand and promote alternative transportation modes. For all of the TDM measures, an approximate reduction in parking demand has been included.

6.1 Additional Long-term Bike Parking

6.1.1 Overview

The applicant is committing to 103 long-term bicycle parking spaces comprised of 88 standard bike parking spaces as well as 15 non-standard bicycle parking spaces. The provision of additional bicycle parking spaces can support residents to satisfy potential bicycle demand in the present and future. Insufficient bicycle parking is considered a key barrier to promoting cycling, with additional bicycle parking associated with an increase of cycling by $10 \text{ to } 40\%.^{12}$

6.1.2 Recommendation

A **2%** reduction in resident parking demand would be supported for every additional 10% of long-term bicycle parking spaces provided beyond what is required in the City of Colwood's Off-Street Parking Bylaw to a maximum of 10%.¹³

With 103 long-term bicycle parking spaces, the proposed development is exceeding the bylaw requirements by 43%. Based on the current proposed long-term bicycle parking provisions being more than 40% and less than 50% greater than the bylaw requirement, an **8% reduction** in resident parking demand is currently supported.

¹² Hein, E. & Buehler, R. (2019). Bicycle parking: a systematic review of scientific literature on parking behaviour, parking preferences, and their influence on cycling and travel behaviour. Transport Reviews, 39(5).

¹³ This estimate was derived from the City of Vancouver's Transportation Demand Management for Developments in Vancouver, which is available online at: https://vancouver.ca/files/cov/transportation-demand-management-for-developments-in-vancouver.pdf



6.2 Bicycle End of Trip Facilities

6.2.1 Overview

Residential developments can provide dedicated on-site bicycle maintenance facilities, such as bicycle repair tools, pumps, wash stations, etc., to support ongoing bicycle use among building users. ¹⁴ This is particularly beneficial for residents living in smaller dwelling units where space is at a premium and/or access to a bicycle repair service may be inaccessible or present a financial barrier. The following amenities should be included at minimum:

- Repair Tools: Bicycle repair tools including: two identical tire levers; two screwdrivers (one flat head and one Phillips); double sized wrenches of following sizes 8, 9, 10, 11, 15, 32 mm; Allen keys of the following sizes 2.5, 3, 5, 6, 8 mm; a tire pump that works with Schrader and Presta valves.
- Bike Repair Stand
- Bike Wash Station: A station with a hose, drain, and supplies which can assist a resident in cleaning their bicycle.
- Lighting and surveillance: The facility should be well-it (inside and out), with consideration for surveillance systems to address possible personal security issues.
- Information: Cycling network maps, information on bicycle shops, and an advertising space for scheduled events.

End of trip facilities such as a bicycle a cleaning station, air pumps, and repair tools are important means to support ongoing bicycle use and encourage cycling as an alternative transportation mode for building residents, thus reducing parking demand. This is particularly beneficial for residents living in smaller dwelling units where space is at a premium and/or access to a bicycle repair service may be inaccessible or present a financial barrier.

¹⁴ Victoria Transport Policy Institute. (2015). Parking Management: Strategies for More Efficient Use of Parking Resources. Retrieved from: www.vtpi.org/tdm/tdm28.htm#_Toc128220491

¹⁵ Victoria Transport Policy Institute. (2015). Parking Management: Strategies for More Efficient Use of Parking Resources. Retrieved from: www.vtpi.org/tdm/tdm/28.htm# Toc128220491



6.2.2 Recommendation

It is noted that the applicant is currently proposing the provision of end-of-trip bicycle facilities within their most recent plans, and a **3% reduction** in resident parking demand is supported.

6.3 Non-Standard Bicycle Parking and E-Bike Parking

6.3.1 Overview

There is further opportunity to design the long-term bicycle parking in such a way that it could increase the expected reductions to vehicle parking demand at the site. According to research completed in Greater Victoria, one of the top barriers facing prospective ebike users is the fear that their bicycle might be stolen. ¹⁶ Further this research showed that users would feel more comfortable if they could park their bicycle in a locked or supervised area.

Non-standard bicycles are longer, wider, and heavier than a typical bicycle, which makes them more challenging to park than a regular bike. While typically electrified, non-standard bikes include tricycles, electric cargo bikes, and bicycles with trailers. Due to their size, they require different parking configurations. As electric bicycles and other non-standard bikes become more commonplace, it will be important that new developments provide the appropriate bicycle parking to facilitate the secure and convenient storage of these bicycles. Non-standard bicycles typically have increased carrying capacity for cargo and/or multiple passengers. These types of bikes can be a popular option for young families and those without access to a vehicle as they can be used to accomplish a variety of tasks. They can be as long as 3.0 m and as wide as 0.9 m. A figure has been included below to illustrate the dimensions of different non-standard bicycles.

The Capital Region Local Government Electric Vehicle + Electric Bike Infrastructure Planning Guide¹⁷ includes e-bike parking design guidelines to help address the concerns of current and prospective e-bike owners as well as to increase overall e-bike ownership in the Capital Region. The e-bike parking design guidelines include three key recommendations: (1) that all e-bike parking spaces be in a secure location (2) that 50%

¹⁶ WATT Consulting Group. (2018). Capital Region Local Government Electric Vehicle + Electric Bike Infrastructure Backgrounder. Available online at: https://www.crd.bc.ca/docs/default-source/climate-action-pdf/reports/electric-vehicle-and-e-bike-infrastructure-backgrounder-sept-2018.pdf?sfvrsn=a067c5ca_2

¹⁷ WATT Consulting Group. (2018). Capital Region Local Government Electric Vehicle + Electric Bike Infrastructure Planning Guide. Available online at: <a href="https://www.crd.bc.ca/docs/default-source/climate-action-pdf/reports/infrastructure-planning-guide-capital-region-ev-ebike-infrastructure-project-nov-2018.pdf?sfvrsn=d767c5ca_2



of the long-term bike parking spaces have access to an 110V wall outlet and (3) 10% of the spaces be designed for non-standard bicycles.

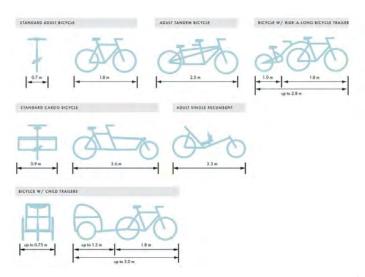


Figure 4 – Typical Dimensions of Popular Non-Standard Bicycles¹⁸

6.3.2 Recommendation

With the provision of 50% of the long-term bicycle parking spaces with direct access to an 110V wall outlet to help facilitate charging for current and/or prospective e-bike owners, and 15% (15) of the long-term spaces as non-standard bicycle parking spaces a **3% reduction** is be supported.

Non-standard bike parking spaces should have a minimum distance of 2.4m in length and 0.9m in width. All non-standard bike parking spaces should be provided as ground anchored racks. Non-standard bicycles, especially electric cargo bikes, are heavy, long, and challenging to park in a vertical bike rack.

¹⁸ Government of BC. (2019). BC Active Transportation Design Guide. Chapter B: Setting the Context. Available online at: <a href="https://www2.gov.bc.ca/assets/gov/driving-and-transportation/funding-engagement-permits/grants-funding/cycling-infrastructure-funding/active-transportation-guide-low-res/2019-06-14_bcatdg_section_b_rfs.pdf



It is note that the applicant is currently proposing non-standard bicycle parking and e-bike parking within the most recent plans and a **3% reduction** in resident parking demand is currently supported.

6.4 TDM Summary

Table presents a comprehensive breakdown of the TDM strategies that are currently being proposed by the applicant and their associated expected parking demand reductions. This strategy reduces expected parking demand by 6 parking spaces (6.27 spaces, rounded). By applying this TDM strategy, the reduced expected parking demand - when accounting for all resident and visitor parking - would be 45 spaces (45.09 spaces, rounded), seven spaces less than the proposed supply of 52 vehicle parking spaces.

Table 7 – Total TDM Parking Reduction Rates and Total Reduction

TDM Oution	Parking Reduction				
TDM Option	Percent Demand	Vehicle Parking Spaces			
Additional Bicycle Parking	8%	3.58			
Bicycle End of Trip Facilities	3%	1.34			
Non-Standard Bicycle Parking	Non-Standard Bicycle Parking 3%				
Estima	6.27				
	38.49				
	Expected Visitor Parking Demand	6.60			
	45				
	52				
	7				

7.0 CONCLUSIONS

The proposed development at 396 Tamarack Road is a 66-unit multi-family development with 52 proposed vehicle parking spaces.

Expected parking demand for this development was estimated based on ICBC data collected from 14 representative residential sites throughout Greater Victoria. Based on this data and using a rate of 0.1 visitor parking spaces per unit, expected parking demand was calculated to be 51 vehicle parking spaces, which is one space less than the proposed supply.



A review of on-street parking conditions within the local area of the subject site was conducted to assess if there was sufficient capacity to accommodate potential visitor parking overflow from the development. A total 50 on-street parking spaces were observed with a maximum observational occupancy of 26% with 32 spaces available. This indicates that on-street parking adjacent to the subject site has sufficient capacity to accommodate any anticipated demand of visitor vehicles.

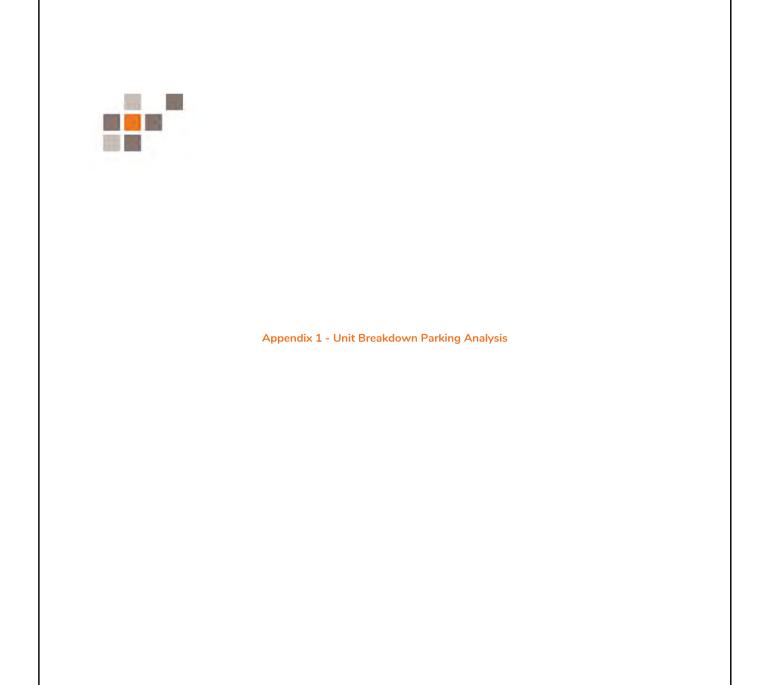
To further reduce parking demand and promote non-personal vehicle-based transportation, TDM measures have been committed to by the applicant. A comprehensive TDM package is outlined in detail in Section 6. Having committed to the TDM strategy, the expected parking demand for the subject site is 45 vehicle parking spaces (38 residential and 7 visitor) which is seven spaces fewer than the proposed supply of 52 spaces.

Based on the proposed parking supply and calculated parking demand, on-street parking is not anticipated to be utilised other than in occasional circumstances where there may be higher than average visitor parking demand.

8.0 RECOMMENDATIONS

Based on the conclusions of this study, the proposed parking supply is supported if the following recommendations are implemented:

- 1. Continue to provide long-term bike parking 40% greater than that of the parking bylaw requirement.
- Continue to provide E-bikes 110V charging outlets to 50% of the long-term bicycle parking spaces and 15% of bicycle parking spaces sized to accommodate cargo bikes.
- 3. Continue to provide end of trip facilities including a maintenance and cleaning facility to further support alternative transportation modes.





Address	Units	Registered Vehicles	Studio/ Bachelor	1-Bedroom	2-Bedroom	3-Bedroom
284 Belmont Road	48	48	-	0.92	1.16	-
380 Belmont Road	18	14	0.31	0.68	0.86	-
665 Redington Avenue	50	59	-	1.08	1.37	-
2606 Peatt Road	30	43	-	1.05	1.32	1.62
1085 Goldstream Avenue	166	134	0.49	1.06	1.33	-
1337 Saunders Street	28	18	0.30	0.64	0.81	-
1357 Esquimalt Road	50	39	-	0.68	0.85	-
837 Ellery Street	40	37	0.38	0.83	1.04	1
899 Craigflower Road	49	42	-	0.75	0.95	-
625 Constance Avenue	29	19	-	0.57	0.72	-
628 Head Street	22	16	0.33	0.72	0.91	-
630 Head Street	30	26	ı	0.80	1.01	ı
2623 Richmond Road	85	73	0.61	1.33	1.68	2.07
7878 East Saanich Road	48	49	-	0.85	1.07	-
		Average	0.40	0.85	1.08	1.84
		Estimated Residential Parking Demand	16.97	10.26	6.46	11.06

Appendix 6

396 Tamarack Road – Neighbourhood Consultation Summary

Initial Neighbour Contacts

At the time of the application (July 2024), letters were sent to the five immediate neighbours surrounding and across from the subject property. At that time, contact information was provided along with an outline of the proposed development associated with the zoning application. At that time, we did not receive any comments or questions.

Development Open House – March 19, 2025

A development Open House was organized to provide the area neighbourhood residents with an opportunity to review the proposed plans, ask questions and provide comments and suggestions. Planning staff provided a copy of Colwood's Policy regarding Development Application Consultation. In late March the Open House invitation flyer was mailed to 36 homes within 75m of the subject property as required in Colwood's policy. A copy of the flyer and the mailing area is attached to this report.

On March 19, the Open House was held from 7:00 to 8:30pm with project information provided and members of the project team in attendance to answer questions and receive feedback. The open house was hosted at the Fieldhouse at the Juan de Fuca Recreation Centre. Copies of the information boards are attached.

Comment sheets were handed out to attendees and a 2 week period ending April 2, 2025 was provided for those wishing to provide comments by mail or email (although comments and questions are welcome at any point in the process). A total of 19 people signed the sign-in sheets representing about 15 addresses. There may have been some attendees who did not wish to sign the sign-in sheet. Two attendees left their comment sheets with us at the open house. Following the open house, we received emails from an additional 3 people. Prior to the open house, we also received emails with comments and questions through the project website at 396tamarack.ca. Copies of the sign in sheets, written and emailed responses are attached.

The following is a summary of the comments we received at the open house from discussions with team members as well as the written and emailed comments;

- The majority of the comments we received related to concerns about the location of this much density and height for the existing predominantly single family neighbourhood.
- There were concerns about the additional traffic and overflow parking related to this and other
 new area developments. In particular, there were concerns with the performance of the
 intersection of Gamble Dr and Wale Rd as the single point of access and also the reduction in
 parking requested in the proposed parking variance.
- Many comments related to the desire to retain the existing family oriented community and the impact of this development.
- A number of people commented on the lack of sidewalks along existing roads and the number of people walking and cycling on the roads.
- A number of comments related to the impacts during construction.
- One of the comments outlined concerns on the hazards to existing wildlife in the area.
- There were concerns about the impacts of a 6 storey building on privacy and light.
- One of the comments expressed concern that infrastructure improvements would become a burden on the municipality and tax payers.

- We received a comment about additional noise resulting from increased traffic on Wale Rd.
- One comment noted that there has been a rise in crime in the area following other developments.

Responding to comments and suggestions

The information provided at the open house anticipated many of these comments and in particular, it is noted that;

- Information from the Colwood OCP demonstrating the land use area of Colwood Corners where low, medium and high rise buildings are a permitted built form with the base permitted FAR of 2.0 (we are proposing 2.5) up to 4.5.
- The results of the parking study were provided demonstrating that even with the proposed variance, the development proposal 7 stalls over what the data anticipates.
- Shadow study information was provided to demonstrate the impact of the building shadows.
- The traffic study forecast the development would generate 26 new two-way trips in the weekday PM peak hour (16 in and 10 out). This is less than 1 additional car on the road every two minutes.
- The traffic impact assessment and the parking study both acknowledged the importance of this location's proximity to numerous bus routes and cycling facilities.



CITY OF COLWOOD BYLAW NO 2085

Colwood Land Use Bylaw No. 151, 1989, Amendment No. 225 (Tamarack - Colwood Corners)

The Council of the City of Colwood, in open meeting assembled, enacts as follows:

1. CITATION

This Bylaw may be cited as "Colwood Land Use Bylaw No. 151, 1989, Amendment No. 225 (Tamarack – Colwood Corners), Bylaw No. 2085, 2025".

2. AMENDMENT

Bylaw No. 151, the "Colwood Land Use Bylaw, 1989" is amended as follows:

- a. Amend Schedule "A" (Zoning Map) by deleting from the Residential (R1) Zone and adding to the COMPREHENSIVE DEVELOPMENT (TCC) zone, to the property shown in Schedule 1 attached to this bylaw and described as "LOT 2, SECTION 1, ESQUIMALT LAND DISTRICT, PLAN VIP9218".
- b. In Section 1.2 "DEFINITIONS", under the heading "COMPREHENSIVE DEVELOPMENT ZONE", insert "TCC".
- c. In Section 1.3.09 under the heading "SHORT FORM" insert "TCC" and under the heading "ZONE" insert "Tamarack Colwood Corners".
- d. Add SECTION 10.47 COMPREHENSIVE DEVELOPMENT 42 (TCC) ZONE as per Schedule 2 of this bylaw.
- e. Add the following to SCHEDULE B AMENITY CONTRIBUTIONS

Zone	Bylaw No.	Legal Description	Amenity Contribution
TCC	2085	LOT 2, SECTION 1, ESQUIMALT LAND DISTRICT, PLAN VIP9218 (396 Tamarack)	 a) Contribute to the Affordable Housing Fund \$1,500 per additional residential unit b) Contribute to the Community Amenity
		,	\$7,500 per additional attached/townhouse dwelling unit and \$4,500 per additional apartment unit
			c) Contribute to the Fire Hall Fund \$618 per additional dwelling unit

Sylaw XXXX			Page 2
			d) All dollar amounts referred to above are the 2025 baseline rates and shall increase annually starting on January 1 st of each year starting on January 1 st , 2026, as per the Victoria Consumer Prince Index (CPI).
READ A FIRST TIME on the	day of	2025	
READ A SECOND TIME on the	day of	2025	
READ A THIRD TIME on the	day of	2025	
ADOPTED on the	day of	2025	
Mayor		_	
Corporate Officer		_	

SCHEDULE 1

Subject Property Map

TAMARACK - COLWOOD CORNERS (TCC) Zone



SCHEDULE 2

SECTION 10.47 TAMARACK - COLWOOD CORNERS (TCC) ZONE

10.47.1 Purpose

The purpose of this zone is to provide for the orderly development of the lands in vicinity of Tamarack Road in the City of Colwood.

10.47.2 Permitted Uses

- 1. In addition to the uses permitted by Section 2.1.10, the following uses and no others are permitted in the TCC zone:
 - a. Accessory buildings and structures
 - b. Apartment
 - c. Attached housing
 - d. Home Occupation Office Use Only

10.47.3 Permitted Base Development

1. In the TCC Zone the number of dwelling units shall not exceed 1.

10.47.4 Development Conditions

- Despite the restrictions in Section 10.47.3, on land whose legal description is set out in Table 1 of Schedule B of the Land Use Bylaw, the density of development is permitted up to a maximum of 2.5 FAR in accordance with Section 10.47.5 if the owner pays to the City of Colwood the amount specified in Table 1 of Schedule B of the Land Use Bylaw.
- 2. Payment of the contributions in Schedule B shall be made at the time of issuance of a building permit.

10.47.5 Regulatory Conditions

1. Regulatory conditions for the TCC Zone shall be as shown on the following table:

Regulation	General
Minimum lot area	1500m ²
Minimum lot frontage	25m
Maximum lot coverage	50%
Maximum building height	6 storey or 22m
Maximum FAR	2.5
Minimum usable open space	10%

Bylaw No 2085 Colwood Land Use Bylaw No. 151, 1989, Amendment No. 225

Page 4

Minimum Building Setbacks		
Front	7m	
Side	5m	
Rear	5m	

10.47.7 General

1. The relevant provisions of Divisions 1 and 2 shall apply. In the case of a conflict between the provisions of Divisions 1 and 2 and the provisions of this Zone, the latter shall prevail.

Rezoning Application RZ000015

Presented by Richard Roy, Senior Planner Planning and Land Use Committee Meeting September 16th, 2025



Site Context



396 Tamarack Road (RZ000015)

- Currently zoned Residential 1 (R1)
- Designated within Colwood Corners in the OCP, which is intended to;
 - Encourage a diverse mix of housing types and choices
 - Feature the highest residential density and development scale in Colwood
 - Promote walkability, cycling, and transit use
 - Connects residents to surrounding municipalities via rapid transit
- Form and Character Development
 Permit to be required prior to BP.



Neighborhood in Transition



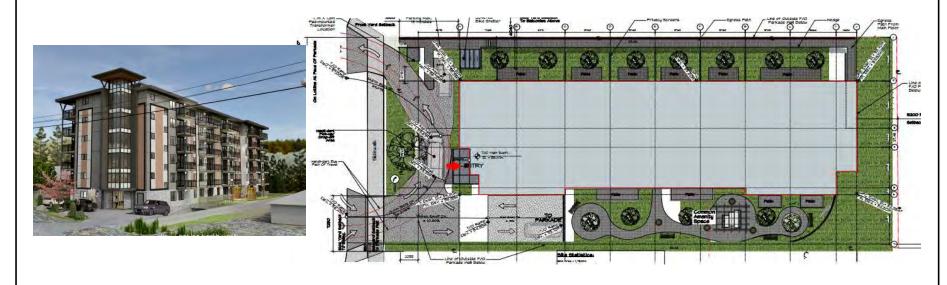
396 Tamarack Road (RZ000015)

Neighborhood in transition

- Neighborhood currently consists primarily of single-family dwellings on large lots.
- First application proposing this level of density in the neighborhood.
- Separate submission has also been received for 420 Tamarack, reflecting a similar scale of development.
- Additional development interest is likely due to the area's access to frequent, reliable transit.



Proposal



- 6 storey apartment
- 66 unit market rental
- 40% lot coverage, FAR of 2.43
- 200m from "Blink" Rapid Bus #95 stop
- 52 Vehicle Parking spaces

- 103 Bike Parking spaces
- End use facilities for bike washing & repair
- Development agreement seeks to formalize pedestrian connection to Wale Road



OCP Review

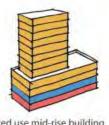
Built Form

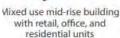
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Intended Growth Area – Colwood Corners;

- Low-rise, mid-rise, and high-rise multi-unit buildings up to 12-15 storeys
- Base permitted FAR is 2.0.
 Maximum FAR is approximately 4.5.
- Greatest intensities to be focused along Sooke Road, Goldstream Avenue, and Wale Road east of Wilfert Road

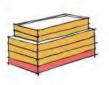






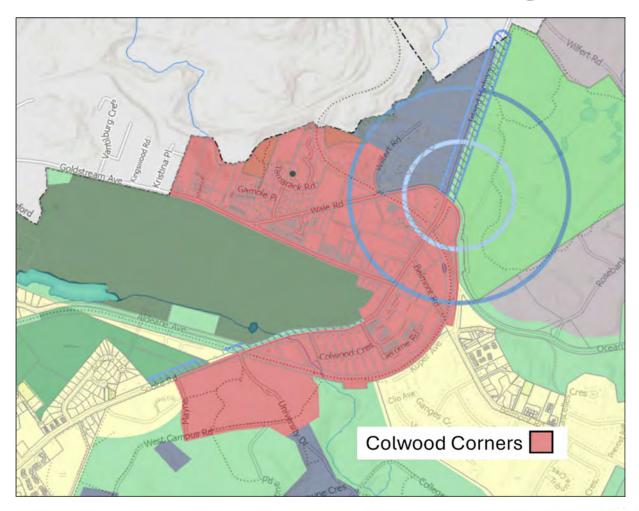


Multi-unit mid-rise residential building



Mixed use low-rise residentia building with retail and residential units

Colwood Corners OCP Designation





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Proposed TCC Zone

Table 2: Comparison of Current and Proposed Zoning

Key Regulations Uses:

- Apartment use
- Max FAR 2.5
- Max Lot coverage50%
- 5 m setbacks from neighbouring properties
- Max height of 6 stories

	Residential 1 Zone (Current)	(TCC) Tamarack – Colwood Corners Zone	Proposal
Lot Area	Min. 695 m ² (Single family dwelling) Min. 1,100 m ² (Two family dwelling)	Min. 1500 m ²	1,752 m²
Lot frontage	Min: 16m	Min. 25 m	27.5 m
Lot Coverage	35%	50%	40%
Permitted Uses	1-family dwelling & 2-family dwelling Group Home Use Home occupation Not more than 2 boarders or lodgers Accessory buildings & structures Secondary suite Accessory dwelling unit Show homes	Apartment	Apartment
Density	Not to exceed 0.40 FAR	Maximum FAR 2.5	2.43
Height	Max. 8.5m	22 m	18.25 m
Storeys	-	6 storeys	6 Storeys
Building Setbacks			V. Maria
Front	7,5 m	7m	7.5 m
Rear	7.5 m	5 m	5.20 m
Side yard	1.5 m (sum of the two side yards shall not be less than 4.5 m	5 m	7.23 m (East)
Side yard (Flanking)	6m	5 m	5,5 m (West)



Communication/Timeline



Feb 2025 Notice Sign Installed

March 2025 Neighbourhood Consultation

Sept 2nd Planning Land Use Committee

Sept 29th Public Notices (Rezoning)

Oct 14th Council Consider Bylaw readings

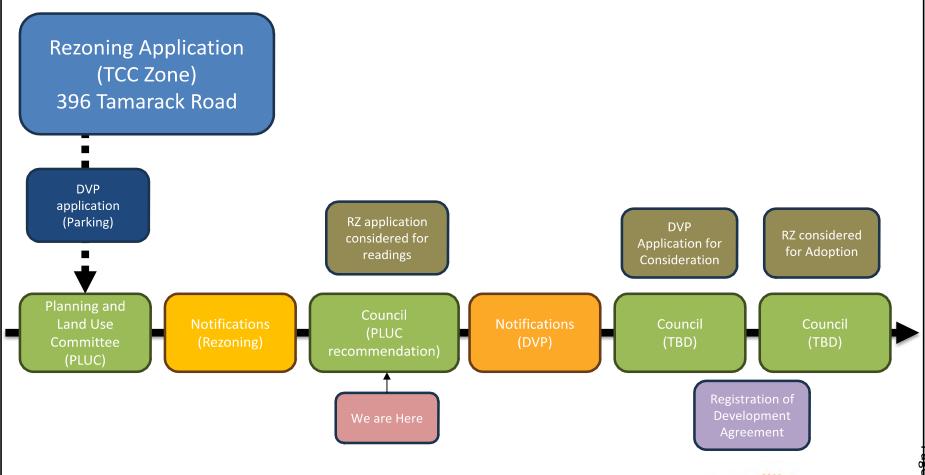
TBD Public Notices (Variances)

Nov 10th Council Consider Variance Request

TBD Bylaw Adoption



Application Process





Staff Recommendation

THAT the Planning and Land Use Committee recommend to Council:

THAT Colwood Land Use Bylaw No. 151, 1989, Amendment No. 225 (Tamarack - Colwood Corners), Bylaw No. 2085, 2025 be considered for 1st, 2nd and 3rd reading;

AND THAT prior to adoption of Colwood Land Use Bylaw No. 151, 1989, Amendment No. 225 (Tamarack - Colwood Corners), Bylaw No. 2085, 2025, the following long-term conditions be registered within a Section 219 Covenant Development Agreement that addresses:

PEDESTRIAN AND BICYCLE CONNECTIVITY

Prior to building permit the developer be required to enhance pedestrian and bicycle connectivity from Gamble Drive to Wale Road to promote active transportation. Potential infrastructure improvements may include sidewalks, sharrow bike lane markings, and directional signage.

BIKE PARKING AND FACILITIES

Prior to building permit approval, the developer will submit plans that incorporate Transportation Demand Management measures as detailed in the submitted parking study. These measures include providing long-term bicycle parking that exceeds bylaw requirements by 40%, installing 110V e-bike charging outlets at 50% of long-term bike parking spaces, sizing 15% of bike spaces to accommodate cargo bikes, and delivering end-of-trip facilities such as a maintenance and cleaning station to further support active transportation.

AND THAT prior to adoption of Colwood Land Use Bylaw No. 151, 1989, Amendment No. 225 (Tamarack - Colwood Corners), Bylaw No. 2085, 2025, approval be received by the Ministry of Transportation and Transit;

AND THAT Council authorize the concurrent processing of a Development Variance Permit (DVP) application in conjunction with the associated rezoning application, and that the requested variance to the Off-Street Parking Regulations Bylaw No. 1909, 2022, to allow no less than 71% of the minimum required parking stalls, be considered through the DVP process;

AND FURTHER THAT public notification and opportunity for comment be provided in accordance with the Development Variance Permit process prior to any approval of the requested variance.



Options/Alternatives

- OPTION 1 Staff recommendation;
- OPTION 2 THAT the application for Rezoning Application RZ000015 for 396 Tamarack Road be deferred pending the provision of additional information as requested by Council.
- **OPTION 3** THAT the application for Rezoning Application RZ000015 for 396 Tamarack Road be denied, thereby maintaining the current zoning and parking requirements.
- OPTION 4 Another option for Council consideration.



Thank you!

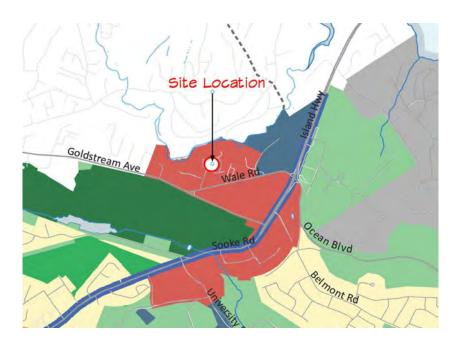




VIEW OF PROJECT FROM TAMARACK RD.

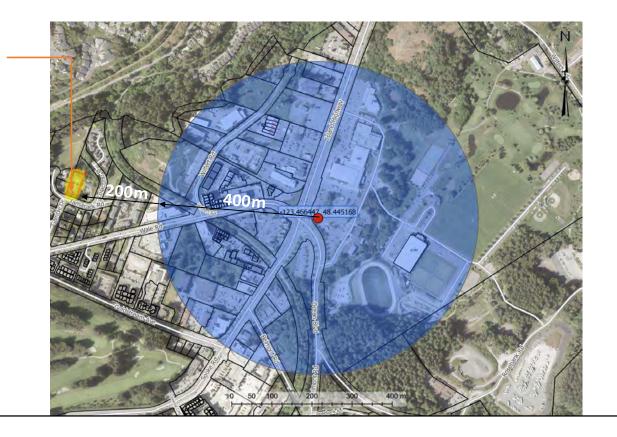
Official Community Plan Land Use Designation

- Located in OCP area of Colwood Corners
- Land Use Designation is "Centres"
- Other pertinent policies;
 - Gateway and Triangle Lands Vision and Action Plan (area adjacent to site)
 - December 2020 Housing Needs Report
 - Transportation Master Plan
 - Active Transportation Plan
 - Climate Action Plan
 - Urban Forest Plan



Proximity to City Centre & Colwood Exchange

Project Site



Property Location Features

- Increased residential density supports nearby existing and proposed commercial
- Increased supply of rental units including a large number of studio units which, by their nature, are more affordable, particularly for seniors and students
- Close to regional and municipal trails (Including Galloping Goose)
- Close to a variety of transit options, shopping, recreation centre, golf course and schools, including Royal Roads
- Supportive of walking and cycling, including an improved public realm that helps create street life



SITE

Transportation Features

Road Network:

• Intersection of Wilfert / Wale is now signalized

Transit Network:

- Good access to high quality transit
- Transit stop at Goldstream / Wale is a 4-minute walk servicing:
 - Route 95: Langford / Downtown Blink Rapid Transit
 - Route 46: Dockyard / Westhills Local Transit
- Colwood Exchange is a 13-minute walk servicing 8 local and regional transit routes

Bicycle Network:

- Galloping Goose bridge over Island Highway currently under construction
- Bike lanes (with some buffered sections) provided along Wale and Goldstream

Transportation Impact Assessment:

- 26 two-way trips (16-in / 10-out) forecasted in weekday PM peak hour
 - (i.e. 1 new vehicle every 2-3 minutes)
- Left turn restriction off Gamble at Wale will be further reinforced
 - (e.g. bolt-down pickets)



Parking Considerations

Bylaw Parking:

- 73 vehicle parking spaces
- 72 long-term & six short-term bicycle parking spaces

Parking Study:

- ICBC registration data from 14 representative sites (693 Units)
- Subject site residential parking demand with TDM:
 - 38 residential vehicle parking spaces
 - 7 visitor vehicle parking spaces

Proposed Vehicle Parking:

- 52 total vehicle spaces
 - 45 residential spaces (Including two accessible spaces)
 - 7 visitor spaces
- One short-term space (not included in total)
 - Supports handyDART, delivery, pick-ups, and drop-offs

Proposed Bicycle Parking:

- 103 long-term bicycle parking spaces
 - 31 spaces (+43%) greater than requirement
 - 50% of spaces have access to charging outlets
 - 15 spaces (15%) designed for oversized bicycles
- Six short-term bicycle parking spaces
- Bicycle maintenance room featuring cleaning station

Transportation Demand Management (TDM)

Great Location to support lower vehicle use (Top Table) Credit: ROCKBROS

Committed TDM Measures:

TDM Commitments	Expected Parking Reduction		
TDM Commitments	Percent Demand	Vehicle Parking Spaces	
Additional Bicycle Parking (+40% additional spaces)	8%	3.58	
Bicycle End of Trip Facilities (Repair and Cleaning Room)	3%	1.34	
Non-Standard Bicycle Parking (15 Spaces / 15% of total)	3%	1.34	
Estimated Resident Par	6		
Adjusted Resid	38		
Expected	7		
Total TDM Parking Den	45		
Proposed Parking Su	52		
	+7		

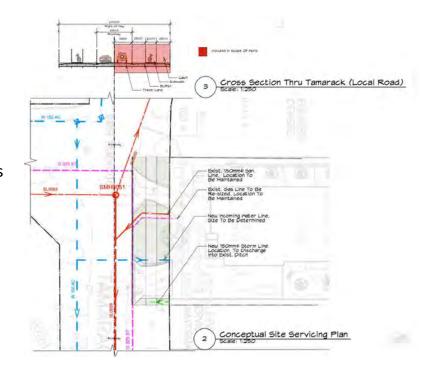




Credit: Arden Phillips

Concept Frontage & Site Servicing

- Water distribution system capable of meeting all domestic and fire flow requirements available
- Storm water retention prior to discharge into adjacent drainage ditch mimicking pre-development flows
- Wastewater permitted to be discharged into regional sewer system
- Full frontage improvements to Colwood municipal standards



Site Data

Site Statistics:

Site Area = 1.752m2

Gross Main Floor Area = 671.5m2 (7,227.95.f.)

Gross Upper Floor Areas (5 x 716.0m2) = 3580m2 (38,534.8s.f.)
(Excludes Balconies & Parking)
Total Floor Area = = 4251.5m2 (45,762.8s.f.)

= 4251.5m2 (45,762.8s.f.)

FSR: 4251.5 ÷ 1752 = +/- 2.43:1

Setbacks:

Front yard = 7.50m (24'-7 1/4")

Rear yard = 5.20m (17'-0 3/4")

Side Yard East = 7.23m (23'-8 1/2")

Side Yard West = 5,520m (18'-8")

Lot Coverage

Greatest Horiz. Coverage = 708.2m2 = 40%

Lot Area 1,752m2

Storeus:

Building considered 6 storeys as parkade level 1 slab greater than 1.5m below finished average grade

Height:

Height = 17.450m (Measured from Average Grade, See Calculation Above)

Unit Mix

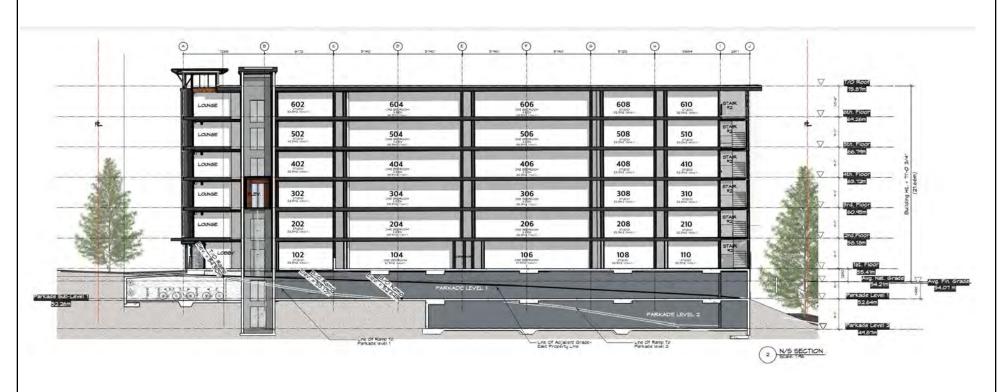
o 42 Studio Suites

1 Bedroom Suites

2 Bedroom Suites

3 Bedroom Suites

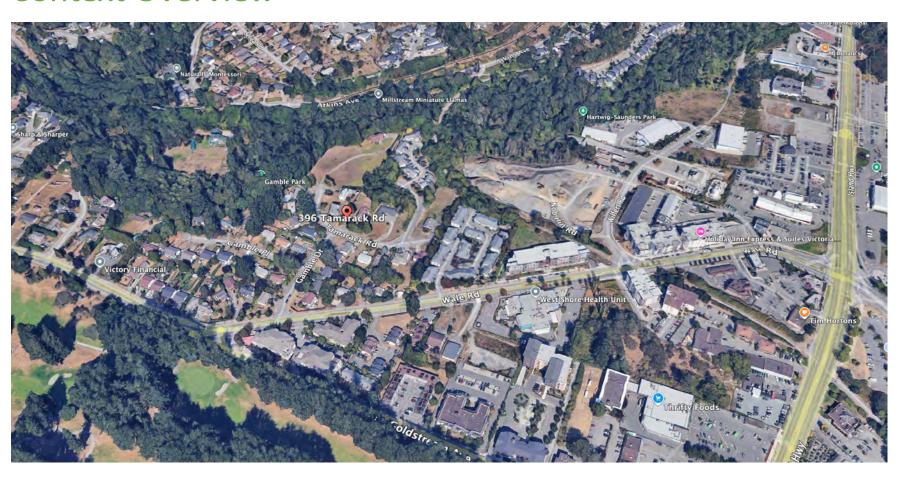
Longitudinal Section (N/S)



South & East Elevations 2 East Elevation

Discussion / Questions

Context Overview



Site Images









Shadow Studies – Summer Solstice



June 21st. 12:00p.m. (Noon)

Shadow Studies – Winter Solstice



December 21st. 12:00p.m. (Noon)

Shadow Studies — Equinox





















March 21st., 8:00a.m. to 5:00p.m.

NOTICE OF AMENDING BYLAW

Colwood Land Use Bylaw No. 151, 1989, Amendment No. 225 (Tamarack - Colwood Corners), Bylaw No. 2085, 2025

MEETING:	Regular Meeting of Council
DATE and TIME:	Tuesday, October 14, 2025, 6:30pm
PLACE:	Council Chambers, 3300 Wishart Road, Colwood BC

NOTICE IS GIVEN that Council of the City of Colwood will consider First, Second and Third Reading on Tuesday, October 14, 2025, at 6:30pm in relation to the proposed "Colwood Land Use Bylaw No. 151, 1989, Amendment No. 225 (Tamarack – Colwood Corners), Bylaw No. 2085, 2025".

PURPOSE: This application proposes a rezoning from R1 to a new Comprehensive Development zone to permit a 6-storey, 66 unit market rental apartment with underground parking.



SUBJECT PROPERTY: This Bylaw applies to the lands legally described as "LOT 2, SECTION 1, ESQUIMALT LAND DISTRICT, PLAN VIP9218" (396 TAMARACK RD).

INSPECTION OF MATERIALS: Copies of the proposed bylaw and related materials can be viewed at www.colwood.ca/news.

We want to hear from you!

WRITE TO US

The deadline for written submissions is 12:00 pm on the day of the meeting and must include your name and civic address.

- Email <u>corporateservices@colwood.ca</u>
- Mail/Drop-off: City of Colwood, 3300 Wishart Road, Colwood, BC V9C 1R1

SPEAK TO COUNCIL

In Person: The public is welcome to provide comments in person during the public participation portion of the meeting.

Electronically: To pre-register to speak please contact <u>corporateservices@colwood.ca</u> up until noon on the day of the meeting.

NEED MORE INFORMATION? Contact Development Services at (250) 294-8153 or planning@colwood.ca.



NOTICE IS GIVEN that a proposed Rezoning Application for 396 Tamarack Rd is scheduled to be considered at the following meeting for First, Second, and Third Reading:

DECISION: Regular Meeting of Council – October 14, 2025 at 6:30p.m.



SUBJECT PROPERTY: 396 TAMARACK RD

PURPOSE: This application proposes a rezoning from R1 to a new Comprehensive Development zone to permit a 6-storey, 66 unit market rental apartment with underground parking.

VIEW RELATED MATERIALS:

Online: www.colwood.ca/news

In Person: Colwood City Hall from, between 8:30 am and 4:30 pm Monday to Friday excluding statutory holidays.

NEED MORE INFORMATION?

Contact Development Services at 250-294-8153 or planning@colwood.ca

OWNER/OCCUPANT

Comments

In Writing: The deadline for written submissions is 12:00 pm on the day of the meeting and must include your name and civic address.

- Email corporateservices@colwood.ca
- Mail/Drop-off: City of Colwood, 3300 Wishart Road, Colwood, BC V9C 1R1

Please note the full content of all submissions will be published, including name and address. For more information about Freedom of Information and Protection of Privacy, go to www.colwood.ca/FOIPPA

Speak to Council

In Person: The public will be permitted in the Council Chambers on a first come, first served basis until capacity is met.

Electronically: To pre-register to speak please contact <u>corporateservices@colwood.ca</u> up until noon on the day of the meeting.

Watch the Meeting

www.colwood.ca/Meetings

