Notice of Amending Bylaw Binder

The general purpose of proposed **"Colwood Land Use Bylaw No. 151, 1989, Amendment No. 220 (MR1 – 3145 Metchosin Rd), Bylaw No. 2054, 2025"** is to rezone from R1 to a new Metchosin Road 1 (MR1) Zone to enable a 23-unit townhouse development.

Within the electronic binder, please find a copy of:

1. Staff Report for 3145 Metchosin Rd to the Planning and Land Use Committee (June 2, 2025)
2. Letter of Rationale
3. Site Plan
4. Tree Management Plan
5. Transportation Impact Assessment
6. Public Engagement Summary
7. Staff Presentation
8. Applicant Presentation
9. Proposed Bylaw No. 2054
10. Notice of Amending Bylaw

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

- City of Colwood - Home (civicweb.net)

Colwood

STAFF REPORT

Planning and Land Use Committee
Meeting Date: June 2, 2025

To: CAO – Jason Johnson
Submitted: May 12, 2025
From: Kelsea Fielden
RE: Rezoning Application for 3145 Metchosin Road

RECOMMENDATION

THAT The Planning and Land Use Committee recommend to Council:

THAT the Colwood Land Use Bylaw No. 151, 1989, Amendment No. 220, Bylaw No. 2054, 2025 be considered for readings;

AND THAT prior to adoption of the amending bylaw to the Land Use Bylaw No. 151, a Section 107 Plan of Road Dedication along Metchosin Road be registered at the BC Land Title Office to achieve an overall 25-meter Right of Way width along the subject property's frontage;

AND FURTHER THAT prior to adoption of the amending bylaw, the following long-term conditions be registered with a Section 219 Covenant Development Agreement:

1. VEHICLE CONNECTION TO WOODEND ROAD

The Owner covenants and agrees that:

a) vehicle access to and from Metchosin Road shall be constructed so as to restrict vehicles to right-in and right-out movements only; and

b) the development of the Lands shall be designed to accommodate, plan for, and facilitate the connection of the Lands to a future cul-de-sac termination of Woodend Road at the rear of the property (the "Future Cul-de-sac"). The Owner further covenants and agrees that once the City notifies the Owner that the Future Cul-de-sac has been completed, the Owner must connect the Lands to the Future Cul-de-sac to facilitate vehicle and pedestrian access to the Lands via Woodend Road.

2. DELAYED CLEARING OF THE LANDS

The Owner covenants and agrees with the City that irrespective of the issuance of a Development Permit, the Lands shall not be cleared, blasted or built upon unless and until the City is in receipt of a Building Permit application for the site and the City provides written authorization to proceed with land alterations. For clarity, house demolition is permitted prior to Building Permit with an approved Demolition Permit.

<u>PRIOR TO ISSUANCE OF A BUILDING PERMIT</u>

3. OFF-SITE WORKS

The Owner agrees to complete frontage improvements on Metchosin Road (or enter into a Servicing Agreement or provide an equivalent cash-in-lieu payment or combination thereof) as required by applicable City of Colwood policies or bylaws, as amended from time to time.

4. PLAY AMENITY

The Owner shall register, to the satisfaction of the Director of Development Services, a Section 219 covenant agreeing that the property owners, current and future, are responsible for maintaining in good order a seating area and naturalize play elements to CSA CAN/CSA Z641 standards, as part of the strata's common amenities.

5. CLIMATE ACTION FEATURES

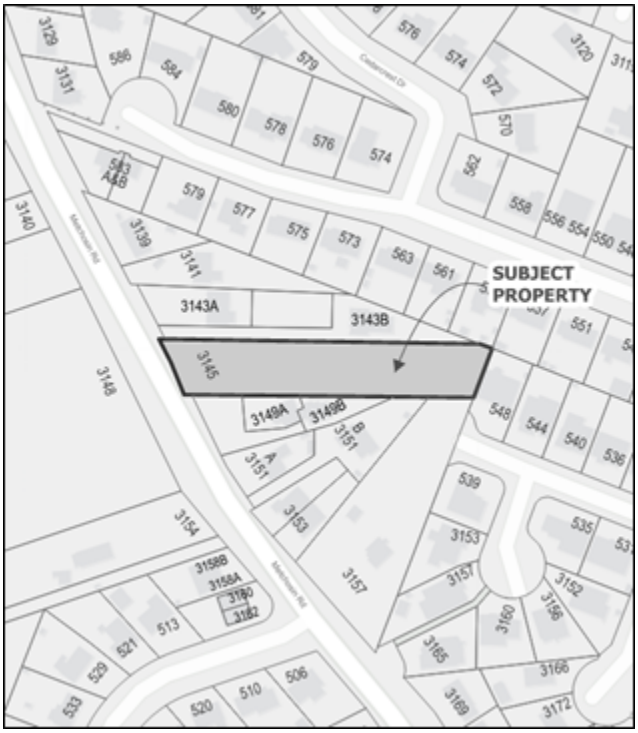
The Owner covenants and agrees that they are not entitled to a Building Permit unless and unit the following Climate Action Features are confirmed to the satisfaction of the Chief Building Inspector:

a. All units will contain an electric heat pump for heating and cooling;
b. All buildings will be solar ready;
c. All residential units will have a Level 2 EV charging rough-in and energized outlets.

SUMMARY AND PURPOSE

The purpose of this report is to present to the Planning and Land Use Committee Rezoning Application RZ000018, which is requesting an amendment to the Land Use Bylaw No. 151 to rezone 3145 Metchosin Road (**Figure 1**) from the Residential 1 (R1) zone to a new Metchosin Road 1 (MR1) Zone to enable a townhouse development. The rezoning application is consistent with the Official Community Plan (OCP) built form policies for lands designated as Neighbourhood. The proposed density increase is supported by policies outlined in the OCP Streets and Mobility section, which encourages additional density located on arterial roads. The applicant has provided a letter of rationale (**Appendix 1**) for the proposed townhouse development shown in the attached site plan (**Appendix 2**).

Figure 1: Subject Property



STRATEGIC PLAN *(infrastructure wellbeing)*

Colwood Strategic Plan 2024-2027

This proposal aligns with both the Infrastructure and Well-being pathways, aiming to enhance the quality of life for Colwood residents, visitors, and regional commuters. The key strategic goals include:

Housing Diversity and Accessibility

- Increase and diversify the housing stock to accommodate various household sizes and needs.
- Promote safe and convenient movement for vehicles, pedestrians, and cyclists.

Infrastructure Development:

- Create a connected network of streets, sidewalks, and cycling routes.
- Ensure accessibility for people of all ages and abilities.

Well-being Enhancement:

- Implement regulations and actions that support access to housing.
- Promote safety, accessibility, social connection, and overall wellness.

RELATED POLICIES

Housing Needs Report (2024)

According to the City of Colwood's most recent Housing Needs Report (2024), the estimated number of new rental or ownership housing units in the next 5-years is 1,562 units. The City of Colwood has a larger portion of households of 3 or more persons when compared to the Capital region. Since the beginning of 2024, the City has issued Development Permits for 212 townhouse units. Of those 212 units, 133 are over 3+ bedroom. This application, if approved, could add approximately 23 townhouse 3+ bedroom units. The final count will be determined at the time of Development Permit.

BACKGROUND

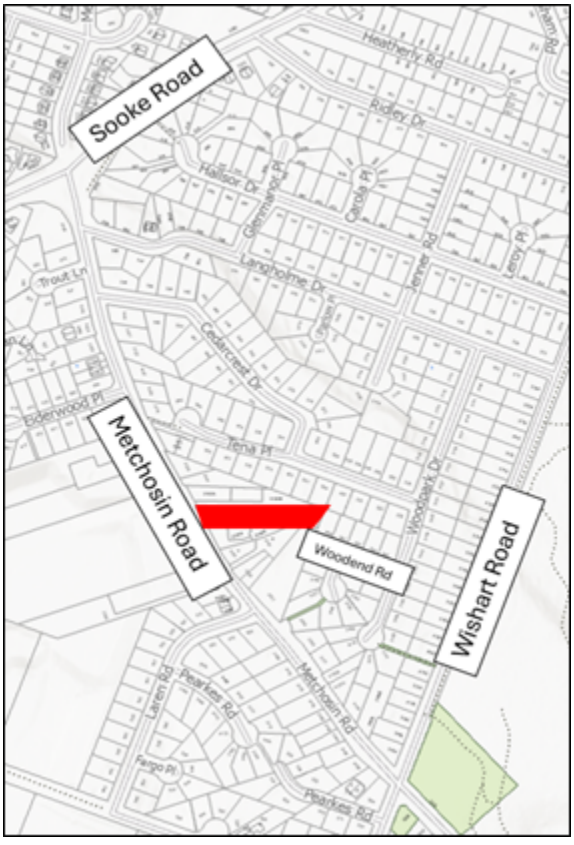
Applicant Information
Applicant: Abstract Developments
Owner: 3145 Metchosin Road Developments Ltd
Address: 3145 Metchosin Road
Legal: LOT C PLAN VIP20174 SECTION 68 ESQUIMALT
Current Zoning: Residential 1 (R1)
Proposed Zoning: New Metchosin Road 1 (MR1)
Current OCP Designation: Neighbourhood
Development Permit Areas: Form & Character – Intensive Residential

APPLICATION REVIEW

1. Proposal

The applicant is requesting an amendment to the Land Use Bylaw No. 151 to rezone 3145 Metchosin Road **(Figure 2)** from the Residential 1 (R1) Zone to a new Metchosin Road 1 (MR1) Zone. The zoning change would enable a 1.2 Floor Area Ratio (FAR). As part of this rezoning application, the applicant is proposing 23-units; however, the final unit count will be determined at the time of Development Permit. The current proposal of 23-units has a 0.94 FAR.

Figure 2: Community Context Map



2. Site Context

The subject property is 3,405m2 (0.85 acres) in size and is located in the Wishart North neighbourhood fronting Metchosin Road approximately equal distance between Sooke Road and Wishart Road. The property is a long and narrow flat lot with an existing residential dwelling. The neighbourhood is primarily single family residential with homes built around 1970. A gentle infill subdivision along Woodend Road and Woodend Place was built around 2010. **Table 1**summarizes the land uses and zones of properties adjacent to the site.

Table 1 | Adjacent Land Uses

North (Cedarcrest Drive and Tena Place)	R1	Duplex and Single Family Dwellings	Completed – Approximately 1970
East (Woodend Road and Woodend Place)	R1	Single Family Dwellings with Suites	Completed – Approximately 2010
South (3149 – 3157 Metchosin Road)	R1	Duplex and Single Family Dwellings	Early Planning Stage for Infill Project
West (Allandale Lands)	R1	Undeveloped land	Anticipated Mixed-Use Employment Development

3. Land Use Bylaw No. 151

Staff have prepared a new zone - the Metchosin Road (MR1) zone - to enable the density of the OCP's Neighbourhood land use designation for attached housing along the stretch from of Metchosin Road from Wishart Road to Sooke Road. It is expected that any future development along this stretch would rezone to MR1. This is the same method used for the Transit Growth Area 1 (TGA1) zone. **Table 2** compares the permitted land use and regulatory conditions imposed on the lands by the existing R1 zone and the proposed land uses and regulatory conditions for the new MR1 zone. The amending bylaw is attached as **Appendix 6**.

Table 2 | Zone Comparison

	R1	New MR1 zone
Permitted Uses	One-family dwelling Two-family dwelling Home Occupation Secondary Suite Accessory Dwelling Unit Accessory Buildings and Structures	Attached Housing Duplex Home Occupation – Office Use Only Secondary Suite Accessory Dwelling Unit Accessory Buildings and Structures
Density (FAR)	0.4 and maximum 350m2 GFA	1.2
Height	8.5m	11m
Lot Coverage	35%	50%

Useable Open Space	N/A	5% (minimum)
Setbacks		
Front Yard	7.5m	3.0m (minimum); 6.0m (maximum)
Side Yard	1.5m*	1.2m*
Side Yard	1.5m*	1.2m*
Rear Yard	7.5m	6.0m
	*must combine to 4.5m total.	*combined minimum of 3.0m

4. Official Community Plan Bylaw No. 1700

The subject property is designated as 'Neighbourhood' in the OCP, which supports ground-oriented buildings including multi-unit townhouses up to approximately three-storeys as permitted (see Policy 7.2.17.c). The proposal is consistent with OCP Objective 6.2.4 and corresponding Policy 6.2.4.1 which supports moderate residential growth in established single-detached neighbourhoods in the Controlled Growth Area in the form of ground-oriented townhouses in order to create greater housing choices for residents. **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 Land Use Designation

Neighbourhood Policies		Proposal	Staff comment
7.2.16.a **Land Use Designation**	Characterized by low-scale residential uses that protect existing character, while enabling gentle infill that encourages greater housing choices for diverse household needs	Townhouses encourage greater housing choices while protecting existing character	OCP Policy met
7.2.16.c **Land Use Designation**	Well-connected to nearby "transit growth areas" and frequent and local transit	Metchosin Road is designated as a future Transit Network (Figure 12) and located within 500m of Sooke Rd (which is designated in the OCP as a Transit Growth Area)	OCP Policy met
7.2.16.e **Land Use Designation**	Supportive of walking and cycling, particularly in areas surrounding schools	Applicant will provide new off-site works, including a sidewalk and bike lane. The subject property is in close proximity to schools	OCP Policy met
7.2.16.f **Land Use Designation**	Characterized by green infrastructure and green spaces	Climate action features have been embedded in the Development Agreement including Level 2 EV vehicle charging; the current site plan proposes	OCP Policy met

		21% open green space	
7.2.17.c **Land Uses**	Ground-oriented multi-residential, including duplexes and townhouses	Proposing ground-oriented townhouses	OCP Policy met
7.2.18.a **Built Form**	Ground-oriented buildings up to approximately three storeys	Proposing three-storey townhouses	OCP Policy met
7.2.18.b **Built Form**	FAR ranging up to approximately 1.2	The subject property will be rezoned to the new MR1 zone, which has a maximum FAR of 1.2 in accordance with this policy	OCP Policy met
7.2.19.a **Policy Direction**	Generally maintain the existing character and scale of existing predominantly single-detached residential areas, while increasing housing diversity through sensitive infill approaches that are compatible in terms of scale and intensity	Ground-oriented townhouses generally maintains existing character while increasing housing diversity	OCP Policy met
7.2.19.b **Policy Direction**	Improving the public realm for pedestrians, prioritizing areas surrounding schools	Proposal improves the public realm by providing off-site works, including sidewalk and bike lane. The final layout will be determined at DP and BP	OCP Policy met
7.2.19.c **Policy Direction**	Creating and maintaining a high degree of permeability – including direct walking connections – throughout residential areas and leading to/from the frequent and local transit service as shown in Figure 12: Transit Network	Subject property fronts Metchosin Road which is designated as a Frequent Transit Network (Figure 12) and includes a direct connection to nearby bus stops	OCP Policy met
7.2.19.e **Policy Direction**	Designing buildings, public open spaces, and transportation networks to protect natural assets, consistent with the site adaptive policies in Section 11: Park Areas and Natural Assets.	The current proposal protects two significant groups of trees near the front and rear setback. A comprehensive tree management plan will be reviewed at the time of DP when the site configuration is finalized	OCP Policy generally met.

<u>Metchosin Road</u>

The Official Community Plan (OCP) designates Metchosin Road as an arterial road, as illustrated in Figure 13 of the OCP. Arterial roads are intended to support longer-distance regional mobility and

accommodate higher vehicle speeds. The City is currently in the process of updating its Transportation Master Plan, which may consider expanding the Right of Way (ROW) along Metchosin Road from two lanes to four lanes, particularly between Wishart Road and Sooke Road. Staff requested the applicant connect with 3143A/B Metchosin Road to discuss a shared access; however, the applicant advised it was not a possibility at this time. Considering the expansion of Metchosin Road, staff recommend redevelopment of the subject property to enable future vehicle access off Woodend Road. This will be discussed further under the 'Woodend Road' section of this staff report.

In addition, the OCP identifies Metchosin Road as part of the Frequent Transit Network (FTN), as shown in Figure 12 of the OCP. BC Transit also designates Metchosin Road as a FTN in the Westshore Local Area Transit Plan, which guides transit service and infrastructure planning. Currently, the corridor is served by three BC Transit routes:

- Route 48 (Happy Valley/Downtown)
- Route 52 (Colwood Exchange/Bear Mountain)
- Route 54 (Metchosin/Langford)

These routes form part of the Local Transit Network. A planned service expansion for Route 52 aims to improve service to Frequent Transit standards, increasing frequency to 15-minute intervals during peak travel times and approximately 20-minute intervals throughout the day. The nearest BC Transit stop is 150 meters from the subject property. In their referral response, BC Transit indicated that the proposed density is sufficient to support enhanced transit service in the area. Additionally, Metchosin Road serves as a primary School District 62 bus route. The nearest school bus stop is located approximately 300 meters from the subject property at Trout Lane. Metchosin Road also provides access to four public schools within a 1.5 km walking distance of the subject property:

- Wishart Elementary (950 m)
- Sangster Elementary (1.0 km)
- Colwood Elementary (1.3 km)
- Dunsmuir Middle School (1.5 km)

Increasing density also Metchosin Road is supported by multiple goals in the OCP including:

1. Policy 10.3.1.1: Guide development to compact and complete urban areas, focusing growth in areas that are serviced by transit and by moving away from greenfield and hillside development;

2. Policy 6.2.3.1: Support increased transit demand by focusing residential growth within 200 metres of real travel distance of the Transit Growth Area. Target a minimum overall gross density minimum density of approximately 17 units per hectare;

a. This application proposes 67 units per hectare.

3. Policy 9.2.1.2: While future residential growth will be focused in mixed-use centres and along the frequent transit network, enable distribution of diverse housing types throughout the city in all neighbourhoods; and

4. Objectives 7.2.16.e and 7.2.19.b: Improve walking and cycling infrastructure and improved public realm prioritizing areas surrounding schools.

<u>Woodend Road</u>

A Development Agreement condition has been negotiated with the applicant ensuring redevelopment of the subject property enables vehicle access from a future Woodend Road cul-

de-sac or via a private easement with the neighbouring property. The City is not in receipt of an active application for the neighbouring property at 3157 Metchosin Rd; however, staff have been in active discussions regarding the development of the site. A four-lane cross section for Metchosin Rd would increase the need to restrict individual residential accesses. Multiple policies and guidelines in the OCP speak to reducing front access and supporting rear access including:

- **Policy 8.2.6.4:** Follow complete streets principles for all road improvements, which includes a design approach that requires that the street network be planned, designed, operated, and maintained to enable safe, convenient, and comfortable travel and access for all users of all ages, abilities, and modes of transportation;
- **Guideline 25.12(f):** Developments will use shared service areas where possible within development blocks, including public and private lanes, driveways and service courts; and
- **Guideline 26.13(k):** minimize the number of driveway accesses through shared or rear access.

The applicant has identified alternative preferred wording for the Woodend Road development agreement condition, to minimize uncertainty. This alternative wording is provided as an option in the "Options" section of the report below. The wording is as follows:

> The Owner covenants and agrees that if a connection to Woodend Road is established via the neighboring property at 3157 Metchosin Road through the registration of a road dedication plan as part of the 3157 Metchosin Road rezoning approval at time of Development Permit application, vehicle access must be provided via Woodend Road. To clarify, vehicle access off Metchosin Road is prohibited if there is a connection to the Woodend Road cul-de-sac. If the road dedication for Woodend Road is not registered at the time of development permit application for 3145 Metchosin Road, access will be off of Metchosin Road only.
>
> In the event that the road dedication to allow access off of Woodend Road is in place by issuance of the development permit, then the project will proceed on that basis, however it is acknowledged that Colwood will need to have such access fully constructed to municipal standards which will not have occurred by issuance of the development permit. If construction on the access off of Woodend Road has not occurred prior to issuance of a building permit, then the Owner shall have the right to complete temporary access for construction purposes as reasonably approved by Colwood engineering and with Colwood being responsible for such reasonable costs incurred by the Owner and if Colwood has not fully constructed the road within 1 year of issuance of the building permit, then the Owner shall have the right to complete the road to municipal standards and as reasonable approved by Colwood engineering and with Colwood being responsible for such reasonable costs incurred by the Owner for such work.

The City cannot support the proposed condition, as it places responsibility on the municipality to construct access based on the applicant's project timeline. While staff are willing to compromise by permitting interim access from Metchosin Road (right-in/right-out only), the long-term access is intended to be via Woodend Road - constructed and funded by the developer. Metchosin Road is an arterial road that needs to have limited access when alternative accesses are available. The City has no financial obligation to build access, and all improvements must meet municipal standards at the developer's expense. While staff understand the encumbrance of designing for both an existing access off Metchosin and a future rear access for the site, nothing within the development agreement

prevents the property owner from negotiating a private access easement with the neighbouring property.

5. Transportation Impact Assessment

A Transportation Impact Assessment (TIA) was conducted by Watt Consulting Group (**Appendix 4**). The report concluded that the proposed development will not impact traffic operations and will have a minor impact on the surrounding road network. The report was drafted when the application was first submitted, at which time vehicle access from Metchosin Road was considered an option. Consequently, it references right-in, right-out access, which is no longer being considered. As noted above, vehicle access will be enabled off Woodend Rd via a future cul-de-sac or private easement. At this time, all parking requirements, including visitor stalls, have been met as per the Off-Street Parking Bylaw No. 1909.

6. Urban Forest Bylaw No. 1735

A Tree Management Plan (**Appendix 3**) identifies the need to remove 29 on-site bylaw protected trees, 5 municipal trees and 4 additional off-site trees to enable the proposed development. The applicant will be required to meet the Urban Forest Bylaw No. 1735 requirement of 2:1 tree replacement. Based on this, a total of 58 on-site replacement trees will be required, which the applicant can provide through a combination of on-site planting or cash-in-lieu of replacement payments. Specific plans for tree replacement will be determined at the time of Development and Building Permit. To lessen the impact of the proposed development on the surrounding neighbourhood, a Development Agreement has been added to permit site prep, including tree removal, only after a Building Permit has been submitted to the City.

7. Off-site Works

Frontage works along Metchosin Rd are to be completed in accordance with the standards contained in the Subdivision and Development Servicing Bylaw No. 2000 and in alignment with Colwood's Transportation Master Plan as amended by Council from time to time. The Development Agreement contains the option for a combined cash-in-lieu and built-form improvements as an interim measure. The final design and construction requirements will be determined at the time of Development and Building Permit.

8. Site Servicing

The applicant will be responsible for upgrading all site servicing requirements including municipal sewer and CRD water supply. A preliminary stormwater management design brief was provided which confirms that the area is suitable for an on-site infiltration system. Detailed design briefs will be provided at the time of DP and BP.

9. Building and Life Safety

All upgrades necessary to serve the development are the responsibility of the developer. A Fire Underwriters Survey (FUS) report is required at the Development Permit stage and prior to Building Permit approval. The Fire Department has provided preliminary acceptance of the site plan as presented.

10. Community Amenity Contributions

The applicant is proposing to meet Council's Community Amenity Contribution policy as identified in **Table 4**. This summary is based on a 23-unit proposal.

Table 4 | Preliminary Summary of Developer Contributions

Contribution by Type	Rate per unit	Total	Bylaw/Policy Reference
Community Amenity Fund (CAC)	$7,500/unit	$172,500	Policy COM 003 as amended
Affordable Housing Reserve Fund	$1,500/unit	$34,500	Policy COM 003 as amended
Fire Hall Fund	$618/unit*	$14,214	Council Resolution R2020-165
School DCCs (payable to SD62)	$800/unit	$18,400	CRD Bylaw No. 2019-01 (67 units/ha)
Water DCCs (payable to CRD)	$1,644/unit	$37,812	CRD Bylaw No. 2758 (67 units/ha)
Road DCCs	$5,268.41/unit	$121,173.43	Bylaw No. 1836-01
Sewer Enhancement Fees	$2,095/unit	$48,185	Bylaw No. 1500
Park Improvement DCC	$2,455.67/unit	$56,480.41	Bylaw No. 1900
Park Acquisition DCC	$2,537.97/unit**	$58,373.31	Bylaw No. 2037
Total Contributions		**$561,638.15**	

**2025 Rate. Subject to annual CPI Increase*

*** Payable on any Building Permit application associated with this rezoning that is submitted after October 28, 2025*

11. Public Engagement

As required by Development Application Consultation Policy DE 001, the applicant hosted on online engagement session in August 2024. A summary of the applicant's engagement summary is included in **Appendix 5**. As part of the engagement, the applicant noted that vehicle access will be accessed via Metchosin Road. After a thorough review of the application, staff advised the applicant that vehicle should be accessed off Woodend Rd if the neighbouring site develops.

OPTIONS / ALTERNATIVES

THAT the Planning and Land Use Committee consider recommending to Council one of the following options:

Option 1: The staff recommendation; OR

Option 2: The staff recommendation, with a revised condition "1 - Woodend Road Access" to reflect the applicants preferred wording as stated in Section 4;

Option 3: THAT staff provide additional information before Council considers an amending bylaw for Rezoning Application No. RZ000018 for 3145 Metchosin Road; OR

Option 4: THAT Rezoning Application No. RZ000018 for 3145 Metchosin Road be denied; OR

Option 5: THAT Committee provide another option for Council's consideration.

COMMUNICATIONS & ENGAGEMENT

A development notification sign was posted on the subject property as required under the Land Use Application Procedures Bylaw No. 427. The application and supporting documents will be available for public viewing on the City's website from March 31 to April 28, 2025. In accordance with Section 464 of the *Local Government Act*, the City must not hold a public hearing as the proposed bylaw is in alignment with the OCP land use designation and is a residential development. Prior to 1st reading of the amending bylaw, 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 2 consecutive issues of a local newspaper in accordance with the Public Notice Bylaw No. 1933.

TIMELINES

Committee Introduction	Council Consideration	Public Input and 1st, 2nd and 3rd Reading	Adoption
Rezoning application is introduced to Committee. WE ARE HERE	Council will consider the Committee's recommendation.	The public will be invited to provide input. Council will consider 1st, 2nd and 3rd reading of the amending bylaw.	Prior to Council adoption, the applicant is required to register the Development Agreement.

CLIMATE CONSIDERATIONS

Residential densification along a FTN supports Pathway 2 of the Climate Action Plan, which envisions complete communities with mixed density and diverse multi-modal transportation systems. This proposal also advances strategies T1 – T3, which prioritizes climate resiliency of new developments and enhancing active transportation systems. Climate Action Features have been included in the Development Agreement above and beyond City and Provincial requirements, including Level 2 EV charging.

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 developer contributions for the proposed 23 townhouse units.

CONCLUSIONS

In conclusion, the proposed rezoning of 3145 Metchosin Road aligns with the OCP and supports Colwood's housing and infrastructure goals. The townhouse development provides family-oriented housing while incorporating climate action features and transportation improvements. Staff have negotiated conditions to ensure road dedication, off-site works, and a long-term vehicle access plan. If approved, the project will contribute to the City's housing supply while maintaining compatibility with the surrounding neighbourhood. Staff recommend proceeding with bylaw readings as presented.

Attachments:

Appendix 1 - Letter of Rationale

Appendix 2 - Site Plan
Appendix 3 - Tree Management Plan
Appendix 4 - Transportation Impact Assessment
Appendix 5 - Public Engagement Summary
Appendix 6 - Amending Bylaw Colwood Land Use Bylaw No. 151, 1989, Amendment No. 220 (Metchosin Road 1 - 3145 Metchosin Rd), Bylaw No. 2054, 2025
Presentation

Approved by:	**Status:**
Yazmin Hernandez, Director of Planning	Approved - 14 May 2025
Heather Power, Deputy Corporate Officer	Approved - 21 May 2025
Marcy Lalande, Manager of Corporate Services	Approved - 21 May 2025
Kathy McLennan, Director of Finance	Approved - 21 May 2025
Jason Johnson, Chief Administrative Officer	Approved - 26 May 2025

Abstract DEVELOPMENTS

301-1106 Cook St.
Victoria, BC
V8V 3Z9

March 12, 2025

Development Services
City of Colwood
3300 Wishart Road
Victoria, BC V9C 1R1

Attn: Kelsea Fielden, Planning Department

Re: 3145 Metchosin Road – Rezoning Application

Dear Kelsea,

We are pleased to submit for your consideration a rezoning application for 3145 Metchosin Road. The subject site is located in the Wishart North Neighbourhood within the City of Colwood. The application seeks to rezone the property to allow for a townhome form of development; consistent with the land use designations within Colwood's Official Community Plan.

The proposed rezoning will allow for 23 family-friendly, ground-oriented, townhomes which will integrate well into the existing neighbourhood and benefit from proximity to parks, schools and commercial services. By providing a high-quality, well-designed, infill development with existing public infrastructure, we feel this development will be a positive and sustainable addition to the Wishart North Neighbourhood.

Every site is unique and presents a range of opportunities and challenges; this site is no different. To ensure a positive outcome, our design team has carefully studied the property and considered multiple development scenarios to refine our design concept. The proposal addresses the existing built environment, the future right- of-way requirements for a widened Metchosin Road, as well as provides adequate resident and visitor parking and on-site amenity spaces, while attempting to mitigate environmental impacts and aligning with the vision in the Official Community Plan and. If approved, this rezoning would pave the way to deliver new homes addressing the City of Colwood's housing targets and introducing new and diverse housing options in an established neighbourhood along a key transportation corridor.

THE PROPOSAL

This rezoning application is being made to facilitate the development of 23, three-storey townhomes. Vehicular access is proposed via a main drive aisle connection off Metchosin Road, and all vehicle circulation is internal to the project. There are no parking variances requested, as the proposal accommodates two parking stalls per home and consists of a mix of tandem and side-by-side garages. Clearly delineated visitor parking, including an accessible parking stall, is also located conveniently throughout the site at end of Buildings A, B and C. A Transportation Impact Assessment was completed by Watt Engineering, which is included in this rezoning application, and notes that the proposed development will not impact traffic operations at the adjacent roads, nor create capacity or safety issues at the proposed access for either full access or right-in right-out vehicular access configurations. In addition to vehicle parking, each home will have a Class I bicycle stall, and the project will include a covered Class II 6-space bicycle rack in the amenity space, as per the Off-Street Parking Bylaw.

301-1106 Cook St.
Victoria, BC
V8V 3Z9

The two on-site amenity spaces will allow for both active and passive uses; the large rear amenity area proposes a seating area and naturalized play elements for children to enjoy. The proposed fencing along the perimeter will create privacy from the adjacent uses and delineate individual front yards. All new services have been proposed to be located underground with stormwater managed on-site. In addition, this proposal will provide a land dedication to the City for the creation of much needed safe walking and cycling facilities on Metchosin Road and to help achieve an overall 25M ROW road to meet Colwood's long-term vision for future Metchosin Road improvements.

Onsite landscaping will include lush and layered gardens along the entry pathway to the townhomes in addition to new tree plantings, shrubs and bollard lights which will create a visually appealing landscape for future residents. A large landscape buffer is also being incorporated along the drive aisle which incorporates traffic calming strategies through softscape and meandering drive aisles to promote safe vehicular travel while creating more visual interest to residents.

All twenty-three townhomes will incorporate electric heat pumps, EV charging capabilities, be solar ready and sprinklered as per the City of Colwood Building Bylaw. Fire access has also been discussed and resolved with both the Building and Fire Departments. The proposed development will meet the BC Energy Step Code 3, as well as the Zero Carbon Step Code Emissions Level 4 requirements. In addition, efforts have been made to retain as many trees as possible on site, and we will provide replacement trees or cash-in-lieu for those that cannot be retained as per the Urban Forest Bylaw.

Following this rezoning application, we intend to submit a development permit application. Our focus in the development permit will be to design homes with traditional details to help them read as individual units. This will be achieved using varied exterior materials with a high level of detailing, varied rooflines and special front entry details that will break up the massing and define the individual homes.

Neighbourhood safety has been made a priority by designing homes that address the public realm with 'eyes- on-the-street'. We will be placing a high degree of focus on the end unit in Building A, which faces Metchosin Road and will incorporate a two-story bump out and a side entry condition to enable the home to address the street, anchor the corner, as well as create an interesting focal point for the entry to the project.

Impacts on immediate neighbours have been mitigated through site design, as well as the orientation of the townhomes which creates a substantial buffer between building interfaces on each side property lines. The setbacks have been designed to accommodate what was requested by planning in our early discussions and helps to create appropriate separating distances.

The townhomes will be designed to accommodate a diverse range of homeowners, including families, first-time homeowners, seniors, and working professionals, offering a mix of homes with 3 bedrooms and 4 bedrooms with a roughed-in bathroom on the lower floor. All homes will have the primary living space on the open main floor, with a kitchen, dining room, living room and powder room. On the upper floor, the primary bedroom and two secondary bedrooms can be found, along with laundry facilities. The primary bedrooms have double-vanity ensuites and walk-in showers, while the secondary bathroom with tub services the two other bedrooms.

SITE CHARACTERISTIC

The subject site consists of a single lot at 3145 Metchosin Road and located within the Wishart North Neighbourhood. The site is within 1.5 km of several amenities, including: Hatley Park Centre; Allandale Centre; Colwood Elementary; Colwood Municipal City Hall; Royal Roads Forest Loop Trail. The site is well also well- connected to transit, with routes within 150 metres. Metchosin Road is classified as an arterial road, and future improvements include continuous bike lanes and pedestrian infrastructure which will allow for increased neighbourhood connectivit

Abstract DEVELOPMENTS

301-1106 Cook St.
Victoria, BC
V8V 3Z9

The property is currently zoned as R1, Residential in the City of Colwood Land Use Bylaw. A range of uses are permitted in this zone, including: two-family dwellings; secondary suites; accessory buildings. Also, the site is within the City of Colwood's Controlled Growth Area and designated as Neighbourhood in the City of Colwood Official Community Plan. This designation allows for a mix of housing types, including ground-oriented townhomes. This type of housing allows for a high-level interconnectivity among residential, commercial and park uses. Currently, the site consists of one single-family dwelling. The immediate adjacent properties have been previously stratified into smaller lot single-family and duplex properties.

CONCLUSION

The proposed townhomes will provide 23 new families, couples, professionals, or retirees the opportunity to own a new home by providing a high-quality, well-designed development in an area that has the infrastructure in place to support the increased density.

We are thrilled to have an opportunity to contribute to the City of Colwood's success and we look forward to collaborating with Staff in our efforts to increase housing supply and diversity to support more attainable, vibrant, and inclusive communities.

Thank you for considering our proposal. If there are any questions regarding the application, please do not hesitate to contact me immediately.

Sincerely,

Mackenzie Godfrey
Development Manager
Abstract Developments

T 250.883.5579 C 604.417.6422
E mgodfrey@abstractdevelopments.com

PROJECT INFO & SITE DATA

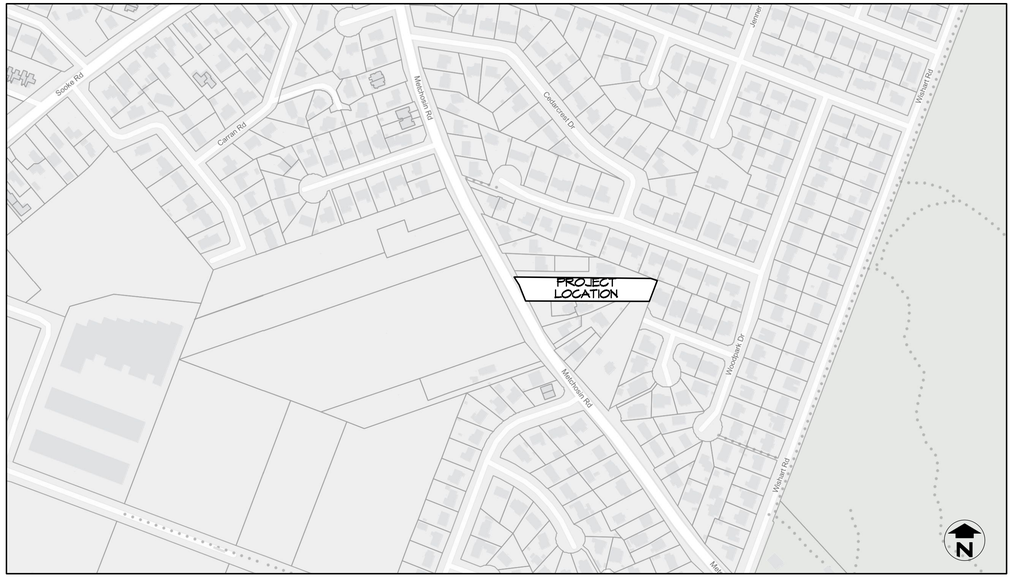
OWNER	3145 METCHOSIN DEVELOPMENTS LTD.
ARCHITECT	MJM ARCHITECT INC.
DESIGN CONSULTANT	ZEBRA DESIGN
CIVIC ADDRESS	3145 METCHOSIN RD.
LEGAL ADDRESS	LOT C, SECTION 68, ESQUIMALT DISTRICT, PLAN 20174
CURRENT ZONING	R1 - RESIDENTIAL
PROPOSED ZONING	SITE SPECIFIC/CD
PROJECT DESCRIPTION	PROPOSED 23-UNIT RESIDENTIAL TOWNHOUSE DEVELOPMENT

ADDITIONAL CONSULTANTS

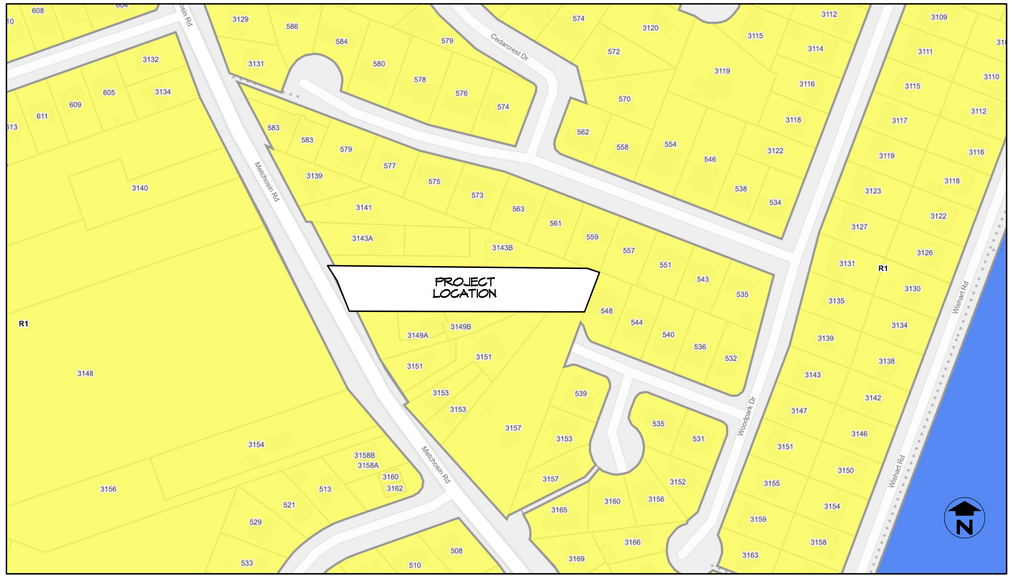
LANDSCAPE	TBD
CIVIL	JE ANDERSON
SURVEYOR	POWELL & ASSOCIATES
ARBORIST	TALMACK URBAN FORESTRY
STRUCTURAL	TBD
MECHANICAL	TBD
ELECTRICAL	TBD
GEOTECHNICAL	TBD

	PROPOSED
GROSS LOT AREA	3367.33 M²
ROAD DEDICATION AREA	70.10 M²
NET LOT AREA	3297.23 M²
TOTAL NUMBER OF UNITS	23
TOTAL NUMBER OF BEDROOMS	69
SITE AREA PER UNIT (1)	143.36 M²
SETBACKS	
FRONT (N / METCHOSIN RD)	MIN. 3.00 M
REAR (E)	MIN. 6.00 M
SIDE - INTERIOR (N)	MIN. 3.50 M
SIDE - INTERIOR (S)	MIN. 1.20 M
STOREYS	UP TO 3 STOREYS
BUILDING HEIGHT	UP TO 10.50 M (MEASURED TO MIDPOINT)
FLOOR AREA	
3RD FLOOR	1392.71 M²
2ND FLOOR	1299.34 M²
GROUND FLOOR	383.88 M²
GARAGE (excluded)	978.36 M² (excluded)
ELECTRICAL CLOSETS	6.87 M²
TOTAL FLOOR AREA EXCLUDING GARAGES	3082.80 M²
FLOOR AREA RATIO (1)	UP TO 1.2:1
SITE COVERAGE (1)	46.50 % (1533.20 M²)
PARKING	49 TOTAL SPACES
ASSIGNED/IN GARAGE > TOTAL	46 SPACES
REGULAR STALL	35 REGULAR
SMALL CAR STALL	11 SMALL CAR (22.40% OF TOTAL PARKING)
VISITOR	3 SPACES (INCL 1 ACCESSIBLE)
GREENSPACE AREAS	
SHARED AMENITY SPACE	217.11 M² RECOMMENDED = 207 M² (69 BDRMS X 3.0 M²)
PRIVATE YARD SPACE	223.71 M² RECOMMENDED = 230 M² (23 UNITS X 10.0 M²)
OTHER GREENSPACE ON SITE	263.29 M²
TOTAL GREENSPACE AREAS	704.11 M²
GREENSPACE PERCENTAGES	
% OF ON SITE GREENSPACE (1)	21.35 %

NOTES
(1) BASED ON NET LOT AREA



LOCATION PLAN



ZONING CONTEXT PLAN

DRAWING LIST:

ARCHITECTURAL

RZN100	PROJECT INFO
RZN101	SITE PLAN (PROPOSED)
RZN102	SITE PLAN (EXISTING)
RZN103	CONTOUR PLAN (EXISTING)
RZN104	BUILDING SECTIONS
RZN105	SITE SECTIONS

CIVIL

---	PRELIMINARY SITE SERVICING & GRADING PLANS

ARBORIST

---	TREE MANAGEMENT PLAN

RE-ISSUED FOR REZONING
FEB. 04, 2025

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Phone: (250) 360-2144
Fax: (250) 360-2115

Drawn By: K. KOSHMAN

Scale: AS NOTED

Project:
PROPOSED TOWNHOUSES

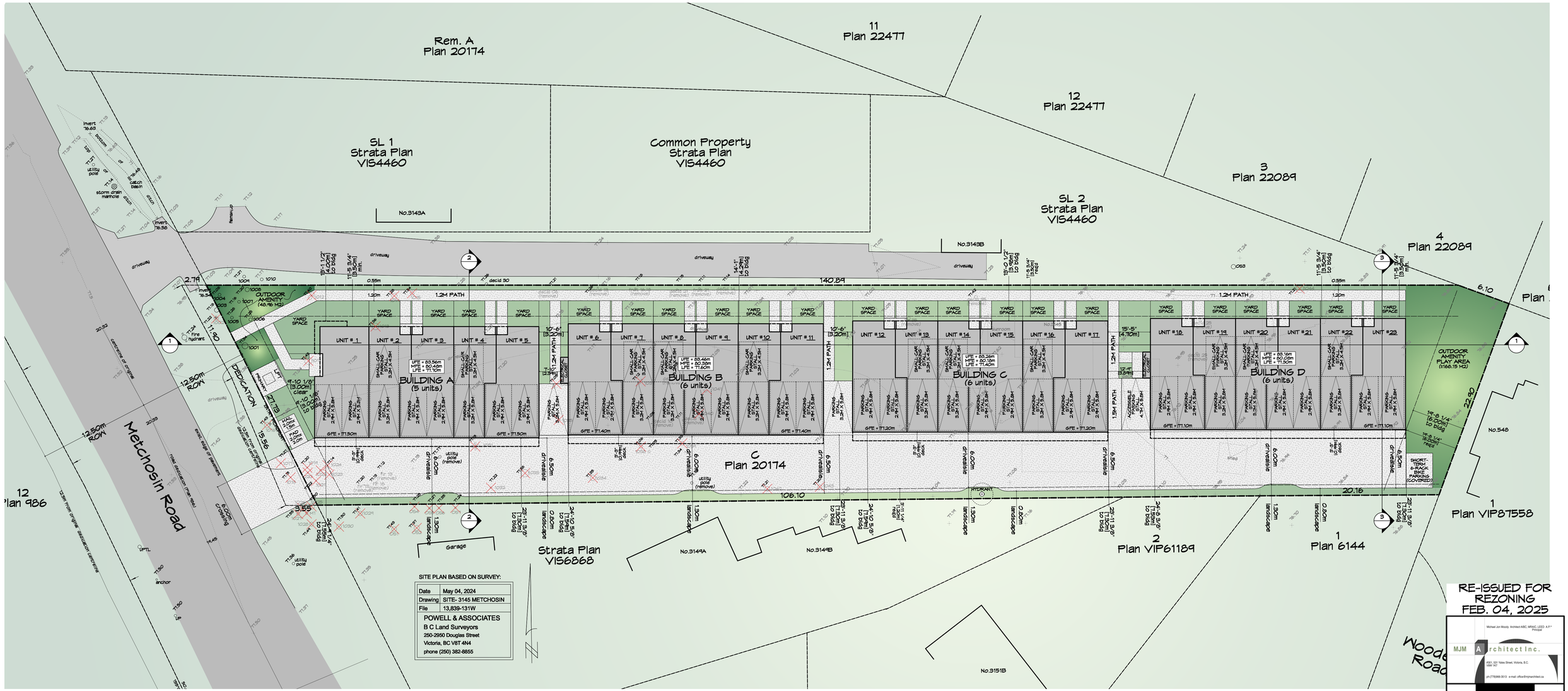
3145 METCHOSIN RD.

Title:
PROJECT INFO

Revision:
1ST SUBMISSION AUG. 30/24
REV 1 FEB. 04/25

Sheet:
RZN 100

Proj.No. TBD



SITE PLAN BASED ON SURVEY:

Date	May 04, 2024
Drawing	SITE- 3145 METCHOSIN
File	13,839-131W

POWELL & ASSOCIATES
B C Land Surveyors
250-2950 Douglas Street
Victoria, BC V8T 4N4
phone (250) 382-8855

REFER TO DRAWINGS BY JE ANDERSON FOR CIVIL INFORMATION AND FRONTAGE IMPROVMENTS

1 Site Plan - Proposed
Scale: 1:200

RE-ISSUED FOR REZONING
FEB. 04, 2025

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Scale: AS NOTED

Project:
PROPOSED TOWNHOUSES

3145 METCHOSIN RD.

Title:
SITE PLAN (PROPOSED)

Revision:
1ST SUBMISSION AUG. 30/24
REV 1 FEB. 04/25

Sheet:
RZN 101

Proj.No. TBD

1 Site Plan - Existing
Scale: 1:200

RE-ISSUED FOR
REZONING
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Drawn By: K. KOSHMAN

Scale: AS NOTED

Project:
PROPOSED TOWNHOUSES
3145 METCHOSIN RD.

Title:
SITE PLAN (EXISTING)

Revision:	Sheet:
1ST SUBMISSION AUG. 30/24 REV 1 FEB. 04/25	RZN 102
	Proj.No. TBD

1 Aerial/Contour Plan - Existing
Scale: 1:200

RE-ISSUED FOR REZONING
FEB. 04, 2025

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Scale: AS NOTED

Project:
PROPOSED TOWNHOUSES

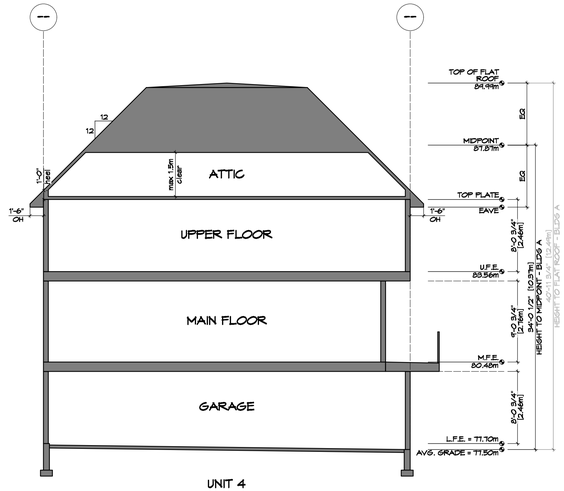
3145 METCHOSIN RD.

Title:
CONTOUR PLAN (EXISTING)

Revision:
1ST SUBMISSION AUG. 30/24
REV 1 FEB. 04/25

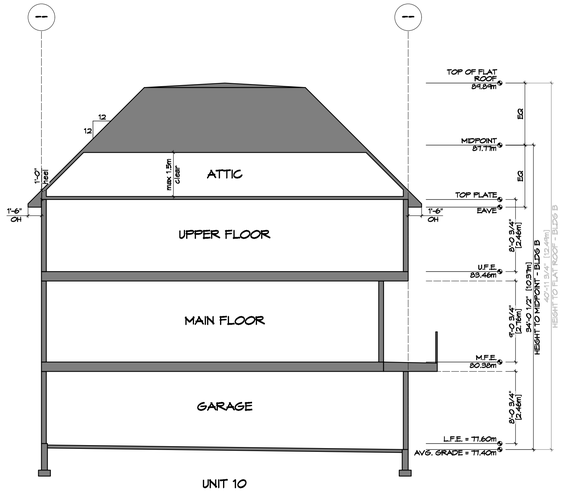
Sheet:
RZN 103

Proj.No. TBD



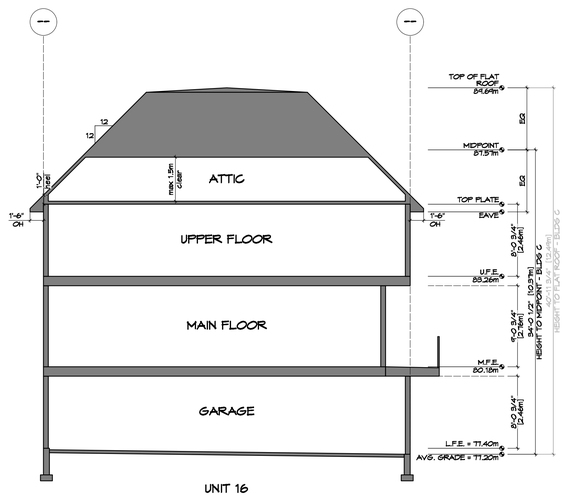
UNIT 4
BUILDING A

1 Section - Bldg A
Scale: 1/8" = 1'-0"



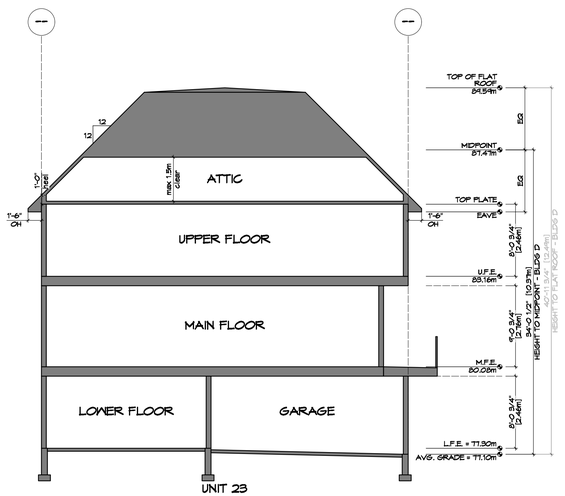
UNIT 10
BUILDING B

2 Section - Bldg B
Scale: 1/8" = 1'-0"



UNIT 16
BUILDING C

3 Section - Bldg C
Scale: 1/8" = 1'-0"



UNIT 23
BUILDING D

4 Section - Bldg D
Scale: 1/8" = 1'-0"

RE-ISSUED FOR REZONING
FEB. 04, 2025

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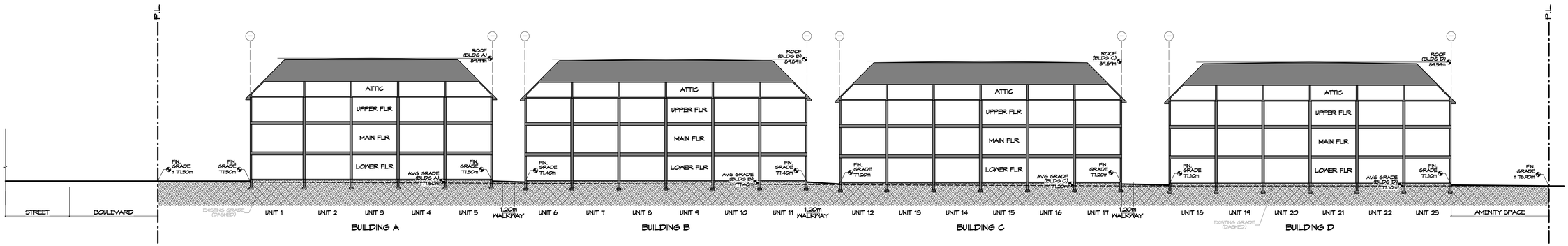
Scale: AS NOTED

Project:
PROPOSED TOWNHOUSES

3145 METCHOSIN RD.

Title:
BUILDING SECTIONS

Revision:	Sheet:
1ST SUBMISSION AUG. 30/24 REV 1 FEB. 04/25	RZN 104
	Proj.No. TBD



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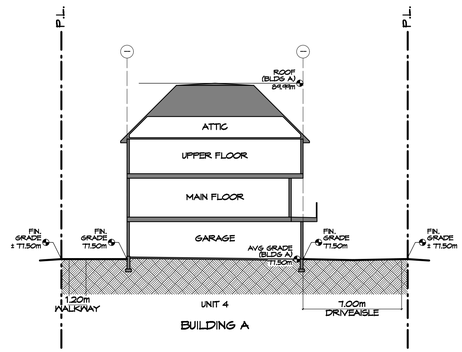

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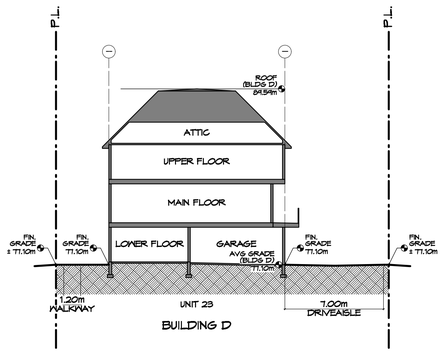

3 Site Section
Scale: 1:200

RE-ISSUED FOR REZONING
FEB. 04, 2025

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Scale: AS NOTED

Project:
PROPOSED TOWNHOUSES

3145 METCHOSIN RD.

Title:
SITE SECTIONS

Revision:
1ST SUBMISSION AUG. 30/24
REV 1 FEB. 04/25

Sheet:
RZN 105

Proj.No. TBD

TALMACK
URBAN FORESTRY
Consultants Limited

Box 48153 RPO - Uptown Victoria, BC V8Z 7H6
Ph: (250) 479-8733
Fax: (250) 479-7050
Email: Trees@Talmack.ca

3145 METCHOSIN ROAD — COLWOOD, BC

CONSTRUCTION IMPACT ASSESSMENT &

TREE MANAGEMENT PLAN

PREPARED FOR: Abstract Developments
301- 1106 Cook St
Victoria, BC
V8V 3Z9

PREPARED BY: Talmack Urban Forestry Consultants Ltd.
Robert McRae – Consulting Arborist
ISA Certified # PN-7125A
Tree Risk Assessment Qualified
Tree Appraisal Qualified

DATE OF ISSUANCE: February 4, 2025

CONTENTS

TABLES

APPENDICES

REVISION RECORD

REVISION	DESCRIPTION	DATE (YYYY-MM-DD)	ISSUED BY
0	Original TMP report for the proposed construction.	2022-09-30	RM
1	Construction impact assessment & tree management plan (based on new designs)	2024-06-21	RM
2	Construction impact assessment & tree management plan (based on new designs)	2025-02-04	RM

1. INTRODUCTION

Talmack Urban Forestry Consultants Ltd. was engaged to complete a tree inventory, construction impact assessment and tree management plan for the trees at the following proposed project:

Site:	3145 Metchosin Road
Municipality:	City of Colwood
Client Name:	Abstract Developments
Dates of Site Visit(s):	August 29, 2022 (initial inventory); June 14, 2024
Site Conditions:	1 flat residential lot with no ongoing construction activity.
Weather During Site Visit:	Clear and sunny

The purpose of this report is to address requirements of the City of Colwood arborist report terms of reference and bylaw No. 1735 (2018), as well as City of Colwood Policy for the Management of Trees on City-Owned or Occupied Land, The construction impact assessment section of this report **(Section 8)** is based on plans reviewed to date, including site survey by Powell & Associates (dated May 4, 2024), building plans from Zebra Group (dated February 4, 2025), and civil plans from JE Anderson & Associates (dated February 03, 2025).

2. TREE INVENTORY METHODOLOGY

For the purposes of this report: the size, health, and structural condition of trees were documented. For ease of identification in the field, numerated metal tags are attached to the lower trunks of onsite trees. Trees located on neighbouring properties, the municipal frontage or in areas where access was restricted, were not tagged. Each tree was visually examined on a limited visual assessment basis (level 1), in accordance with Tree Risk Assessment Qualification (TRAQ) methods (Dunster *et al.* 2017) and ISA Best Management Practices.

3. EXECUTIVE SUMMARY

Based on review of the building plans, twenty-nine (29) on-site bylaw-protected trees, five (5) municipal trees, and four (4) off-site bylaw-protected trees are likely to require removal due to impacts from the proposed construction. See **Sections 8.1., 8.2., and 8.3.**

All other on-site and off-site trees are located where their retention is possible, provided mitigation measures outlined in **Section 7.1, Section 8.2.1.,** and **8.3.1.** are followed.

As per Part 6—Section 9 (2) of Bylaw No. 1735, the thirty-three (33) protected trees proposed for removal on and off-site shall be replaced at a 2:1 ratio—a total of fifty-eight (58) replacement trees will be required as on-site compensation. An additional eight (8) replacement tree will be required as off-site compensation. Our client seeks to reduce the current number of on-site replacement trees by one (1) on the justification that #1002 has been proposed for removal given its existing condition (i.e. Dead) and risk to the surrounding community. On these grounds, our client has requested this tree be replaced at a 1:1 ratio instead of a 2:1 ratio. See **Section 7.1 & 8.4.**

As per City of Colwood Policy for the Management of Trees on City-Owned or Occupied Land, the five (5) municipal trees proposed for removal shall be replaced at a 2:1 ratio—a total of ten (10) replacement trees will be required on city-owned land. See **Section 8.4.**

If it is determined that the subject property, neighboring properties, or city-owned property where protected trees were removed cannot accommodate the number of replacement trees required, compensation for any replacement tree shortfall shall be made cash-in-lieu.

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.

NT: No tag due to inaccessibility or ownership by municipality or neighbor.

DBH: Diameter at breast height – diameter of trunk, measured in centimeters 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 ivy

~ Approximate due to inaccessibility or on neighboring property

Dripline: Indicates the radius of the crown spread measured in meters 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 take into account 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 meters 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 10, 12 or 15 depending on the tree's Relative Tolerance Rating. This methodology is based on the methodology used by Nelda Matheny and James R. Clark in their book "Trees and Development:

A Technical Guide to Preservation of Trees During Land Development."

- 15 x DBH = Poor Tolerance of Construction
- 12 x DBH = Moderate
- 10 x DBH = Good

To calculate the critical root zone, the DBH of multiple stems is considered the sum of 100% of the diameter of the largest stem and 60% of the diameter of the next two 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 a long 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
- Retain – It 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 regarding potential impacts and mitigation measures.
- To Be Determined – Final retention to be determined at the time of construction under the supervision of the project arborist.

TABLE 1. TREE INVENTORY

Tag or ID#	Surveyed? (Yes/No)	Location (On, Off, Shared, City)	Bylaw protected? (Yes/No)	Name		DBH (cm)	Crown Spread Diameter (m)	Critical Root Zone Radius (m)	Condition		Relative Tolerance	Retention Suitability (on-site trees)	General field observations/remarks	Tree retention/location comments	Retention status
				Common	Botanical				Health	Structural					
1001	Yes	On-site	Yes	Douglas-fir	*Pseudotsuga menziesii*	68	10	8.2	Poor	Poor	Moderate	Unsuitable	Large dead top, extended/end-weighted limbs, asymmetrical crown.	Potential conflict with LPT/UE; poor health/structure. Possible conflict with proposed municipal and onsite sidewalk. Project arborist to determine final retention at construction. Modification may be required to reduce risks.	TBD
1002	Yes	On-site	Yes	Douglas-fir	*Pseudotsuga menziesii*	49	N/A	N/A	Dead	Dead	Moderate	Unsuitable	Snag, large limbs remain.	Dead; Conflict with proposed municipal sidewalk. Moderate risk to surrounding targets.	X
1003	Yes	On-site	Yes	Douglas-fir	*Pseudotsuga menziesii*	50	9	6	Poor	Poor	Moderate	Conditional	Large dead top, extended/end-weighted limbs, asymmetrical crown.	Poor health/structure; reduce to sound tissue. Possible conflict with the proposed municipal sidewalk. Project arborist to determine final retention at construction. Modification may be required to reduce risks.	TBD
1004	Yes	On-site	Yes	Douglas-fir	*Pseudotsuga menziesii*	33	5	4	Fair	Fair-poor	Moderate	Conditional	Likely top failure historically, asymmetrical crown.		Retain
1005	Yes	On-site	Yes	Douglas-fir	*Pseudotsuga menziesii*	32	4	3.8	Fair	Fair	Moderate	Conditional	Flat top, narrow crown.	Potential impacts from pathway installation. Proposed sidewalk should be constructed above the critical root zone utilizing the "Hard Surfaces Within CRZ Detail"	Retain*
1006	Yes	On-site	Yes	Douglas-fir	*Pseudotsuga menziesii*	37	5	4.4	Fair	Fair	Moderate	Conditional	Health stress, some deadwood.	Potential impacts from pathway installation. Proposed sidewalk should be constructed above the critical root zone utilizing the "Hard Surfaces Within CRZ Detail"	Retain*
1007	Yes	On-site	Yes	Douglas-fir	*Pseudotsuga menziesii*	31	4	3.7	Fair	Fair-poor	Moderate	Conditional	High, narrow crown, deflected leader.		Retain
1008	Yes	On-site	Yes	Arbutus	*Arbutus menziesii*	48	15	7.2	Fair	Fair	Poor	Suitable	Corrected lean, small cavity at base, one scaffold limb leans over subject property, other over neighbors.		Retain
1009	Yes	Off-site	Yes	Arbutus	*Arbutus menziesii*	33	7	5	Good	Good	Poor	N/A	Next to hardscape (neighbors' driveway).		Retain
1010	Yes	Off-site	Yes	Arbutus	*Arbutus menziesii*	33	8	5	Fair	Fair-good	Poor	N/A	Canopy leans over neighbors.		Retain

Tag or ID#	Surveyed? (Yes/No)	Location (On, Off, Shared, City)	Bylaw protected? (Yes/No)	Name		DBH (cm)	Crown Spread Diameter (m)	Critical Root Zone Radius (m)	Condition		Relative Tolerance	Retention Suitability (on-site trees)	General field observations/remarks	Tree retention/location comments	Retention status
				Common	Botanical				Health	Structural					
1011	Yes	On-site	Yes	Douglas-fir	*Pseudotsuga menziesii*	82	14	9.8	Fair	Fair	Moderate	Unsuitable	Some deadwood, deflected leader, next to existing driveway.	Within proposed pathway footprint, conflict with Building A.	X
1012	Yes	On-site	Yes	Arbutus	*Arbutus menziesii*	45,39	12	10.3	Fair	Fair-poor	Poor	Conditional	Inclusion in westernmost scaffold limb attachment with some decay above, codominant structure with possible inclusion in attachment, third stem removed historically. Small rock pile at base.	Within proposed pathway footprint, potential conflict with UE, possible impacts from Building A.	X
1013	Yes	On-site	Yes	Arbutus	*Arbutus menziesii*	74	14	11.1	Fair	Fair	Poor	Unsuitable	Health stress, ~20cm diameter branch failure historically.	Within proposed Building A footprint.	X
1014	Yes	On-site	Yes	Douglas-fir	*Pseudotsuga menziesii*	62	8	7.4	Fair	Fair	Moderate	Unsuitable	Health stress, pitch production mid-trunk, extended limbs, roots girdling 1015.	Within proposed pathway footprint. Conflict with UE	X
1015	Yes	On-site	Yes	Arbutus	*Arbutus menziesii*	42	12	6.3	Fair-good	Fair	Poor	Unsuitable	Canopy measured in one direction (south), lean.	Within proposed pathway footprint, canopy conflict with proposed building A.	X
1016	Yes	On-site	Yes	Douglas-fir	*Pseudotsuga menziesii*	61	9	7.3	Fair-poor	Fair	Moderate	Unsuitable	Health stress, deadwood, adjacent tree or codominant stem removed historically. Next to existing driveway.	Impacts from LPT/UE, municipal sidewalk.	X
1017	Yes	On-site	Yes	Arbutus	*Arbutus menziesii*	16,6	4	2.9	Good	Good	Poor	Unsuitable		Within footprint of proposed driveway.	X
1018	Yes	On-site	Yes	Arbutus	*Arbutus menziesii*	9	2	1.4	Good	Good	Poor	Unsuitable	Slight lean-to street.	Within footprint of proposed driveway.	X
1019	Yes	On-site	Yes	Arbutus	*Arbutus menziesii*	10,9	4	2.3	Fair	Fair-good	Poor	Unsuitable	Codominant structure, leans north, some health stress.	Within footprint of proposed driveway.	X
1020	Yes	On-site	Yes	Arbutus	*Arbutus menziesii*	13	3	2	Fair-good	Fair-good	Poor	Unsuitable	Competing for light, deflected leader.	Within footprint of proposed driveway.	X

Tag or ID#	Surveyed? (Yes/No)	Location (On, Off, Shared, City)	Bylaw protected? (Yes/No)	Name		DBH (cm)	Crown Spread Diameter (m)	Critical Root Zone Radius (m)	Condition		Relative Tolerance	Retention Suitability (on-site trees)	General field observations/remarks	Tree retention/location comments	Retention status
				Common	Botanical				Health	Structural					
1021	Yes	On-site	Yes	Arbutus	*Arbutus menziesii*	12	4	1.8	Fair-good	Fair-good	Poor	Unsuitable	Stem deflections.	Within footprint of proposed driveway.	X
1022	Yes	On-site	Yes	Arbutus	*Arbutus menziesii*	23 over ivy	5	3.5	Fair-good	Fair	Poor	Unsuitable	May have been topped historically, multiple leaders originating at ~3m, ivy covered trunk. Secondary stems appear to have been removed at ~30cm historically.	Within footprint of proposed driveway.	X
1023	No	On-site	Yes	Arbutus	*Arbutus menziesii*	4	2	0.6	Fair-poor	Fair-poor	Poor	Unsuitable	Stem decay.	Within footprint of proposed driveway.	X
1024	No	On-site	Yes	Arbutus	*Arbutus menziesii*	8 cal.	1	1.2	Fair-poor	Fair-poor	Poor	Unsuitable	Removed historically, re-growth is now ~2m tall. Tagged stump.	Within footprint of proposed driveway.	X
1025	Yes	Shared municipal	Yes	Douglas-fir	*Pseudotsuga menziesii*	67 over ivy	9	8	Fair-poor	Fair	Moderate	Unsuitable	Health stress, asymmetrical crown, flat top, ivy covered trunk.	Within footprint of proposed driveway.	X
1026	Yes	Municipal	Yes	Douglas-fir	*Pseudotsuga menziesii*	42 over ivy	8	5	Fair-poor	Fair	Moderate	N/A	Health stress, asymmetrical crown, flat top, ivy covered trunk.	Within footprint of proposed driveway.	X
1027	Yes	Municipal	Yes	Douglas-fir	*Pseudotsuga menziesii*	34 over ivy	5	4.1	Fair	Fair-poor	Moderate	N/A	Suppressed, ivy covered.	Conflict with proposed driveway, SS.	X
1028	Yes	Municipal	Yes	Douglas-fir	*Pseudotsuga menziesii*	46 over ivy	9	5.5	Fair	Fair	Moderate	Conditional	Health stress, asymmetrical crown, flat top, ivy covered trunk.	Impacts from proposed driveway, SS, and adjacent tree removals (codominant canopies).	X
1029	Yes	Off-site	Yes	Douglas-fir	*Pseudotsuga menziesii*	51 over ivy	8	6.1	Fair	Fair	Moderate	Conditional	Health stress, asymmetrical crown, flat top, ivy covered trunk.	Impacts from proposed driveway, SS, and adjacent tree removals (codominant canopies).	X
1030	Yes	Off-site	Yes	Douglas-fir	*Pseudotsuga menziesii*	~55	8	6.6	Fair	Fair	Moderate	Conditional	Health stress, asymmetrical crown, flat top, ivy covered trunk.	Impacts from proposed driveway, SS, and adjacent tree removals (codominant canopies).	X
1031	Yes	On-site	Yes	Arbutus	*Arbutus menziesii*	22,21x3,12,9	10	7.1	Fair	Fair-poor	Poor	Unsuitable	Multiple stems emerging from stump. 9cm stem prostrate. Canopy interacts with hydro wires.	Within footprint of proposed driveway.	X

Tag or ID#	Surveyed? (Yes/No)	Location (On, Off, Shared, City)	Bylaw protected? (Yes/No)	Name		DBH (cm)	Crown Spread Diameter (m)	Critical Root Zone Radius (m)	Condition		Relative Tolerance	Retention Suitability (on-site trees)	General field observations/remarks	Tree retention/location comments	Retention status
				Common	Botanical				Health	Structural					
1032	Yes	On-site	Yes	Arbutus	*Arbutus menziesii*	16	6	2.4	Fair	Fair	Poor	Unsuitable	Lean west (correcting).	Within footprint of proposed driveway.	X
1033	Yes	On-site	Yes	Douglas-fir	*Pseudotsuga menziesii*	84	15	10.1	Fair	Fair	Moderate	Unsuitable	Deadwood, extended limbs.	Within footprint of proposed driveway.	X
1034	Yes	On-site	Yes	Arbutus	*Arbutus menziesii*	62	13	9.3	Fair-poor	Fair-poor	Poor	Unsuitable	Lower trunk decay, very stressed, deadwood.	Within footprint of proposed driveway.	X
1035	Yes	On-site	Yes	Arbutus	*Arbutus menziesii*	30	6	4.5	Fair-good	Fair-good	Poor	Unsuitable	Some interior twig dieback. Appears to be re-growth from tree removal historically (stump visible).	Within proposed parking stall footprint.	X
1036	Yes	On-site	Yes	Arbutus	*Arbutus menziesii*	27,16	8	5.5	Fair	Fair	Poor	Unsuitable	Codominant structure, some health stress.	Within proposed parking stall footprint.	X
1037	Yes	On-site	Yes	Arbutus	*Arbutus menziesii*	~22,15	6	4.7	Fair-good	Fair	Poor	Unsuitable	Two stems possibly rooted on old stump, smaller stem leans heavily.	Within proposed building B footprint.	X
1038	Yes	On-site	Yes	Arbutus	*Arbutus menziesii*	40,26	13	8.3	Fair	Fair	Poor	Unsuitable	Primary stem leans over neighbors.	Within footprint of proposed driveway.	X
1039	Yes	On-site	Yes	Arbutus	*Arbutus menziesii*	45,13	13	7.9	Fair	Fair	Poor	Unsuitable	Primary stem leans over neighbors', lowest limb overhangs house (possible inclusion at attachment), upper stem interacts with hydro wires, third stem removed historically.	Within footprint of proposed driveway.	X
1040	Yes	On-site	Yes	Arbutus	*Arbutus menziesii*	26,7	7	4.5	Fair	Fair	Poor	Unsuitable	Possible inclusion at primary union, southernmost leader dead.	Within proposed building B footprint.	X
1041	Yes	On-site	Yes	Western Red Cedar	*Thuja plicata*	37,24	10	6.2	Good	Fair	Moderate	Unsuitable	Codominant, included bark.	Within proposed building B footprint.	X

Tag or ID#	Surveyed? (Yes/No)	Location (On, Off, Shared, City)	Bylaw protected? (Yes/No)	Name		DBH (cm)	Crown Spread Diameter (m)	Critical Root Zone Radius (m)	Condition		Relative Tolerance	Retention Suitability (on-site trees)	General field observations/remarks	Tree retention/location comments	Retention status
				Common	Botanical				Health	Structural					
1042	Yes	On-site	Yes	Arbutus	*Arbutus menziesii*	54	12	8.1	Fair	Fair	Poor	Unsuitable	Some trunk decay (May be associated with old pruning wound), possible inclusion at primary union. Canopy overhangs neighbors' house.	Within footprint of proposed driveway.	X
1043	Yes	On-site	Yes	Arbutus	*Arbutus menziesii*	46	7	6.9	Fair-good	Fair	Poor	Unsuitable	Topped historically, multiple leaders, large pruning wound west side.	Within footprint of proposed driveway.	X
1044	Yes	On-site	Yes	Douglas-fir	*Pseudotsuga menziesii*	88	11	10.6	Fair-good	Fair-good	Moderate	Unsuitable	Some pitch production.	Within proposed pathway footprint/conflict with proposed building D footprint.	X
OS1	Yes	Off-site	Yes	Arbutus	*Arbutus menziesii*	~55	13	8.3	Fair-poor	Fair-poor	Poor	N/A	Declining health, some decay in pruning wounds, chain at primary union, overhangs subject property.	Conflict with proposed driveway & SS; relatively poor health/structure.	X
OS2	Yes	Off-site	Yes	Arbutus	*Arbutus menziesii*	~60,35	14	12.2	Fair	Poor	Poor	N/A	Lower trunk decay extends into primary union, large deadwood, canopy overhangs existing house on neighboring property.	Conflict with proposed driveway & SS; poor structure.	X
OS3	Yes	Off-site	Yes	Douglas-fir	*Pseudotsuga menziesii*	~50	9	6	Good	Fair	Moderate	N/A	Some extended limbs, secondary stem removed at 3m historically (stub). ~2.5m from fence.	Potential impacts from pathway installation. Proposed sidewalk should be constructed above the critical root zone utilizing the "Hard Surfaces Within CRZ Detail"	Retain*
OS4	Yes	Off-site	No	Douglas-fir	*Pseudotsuga menziesii*	12	3	1.4	Fair	Fair	Moderate	N/A	Young tree near Pl.	Conflict with proposed driveway/SS.	X
OS5	Yes	Off-site	No	Douglas-fir	*Pseudotsuga menziesii*	20	4	2.4	Fair	Fair	Moderate	N/A	Surface rooted.	Conflict with proposed driveway/SS.	X
OS6	Yes	Off-site	No	Douglas-fir	*Pseudotsuga menziesii*	14	3	1.7	Fair	Fair	Moderate	N/A	Young tree near Pl.	Conflict with proposed driveway/SS.	X
OS7	Yes	Off-site	No	Douglas-fir	*Pseudotsuga menziesii*	17	3	2	Fair	Fair	Moderate	N/A	Young tree near Pl.	Conflict with proposed driveway/SS.	X

5. SITE INFORMATION & PROJECT UNDERSTANDING

The development site consists of one lot at 3145 Metchosin Road, Colwood BC., which has an existing residence. It is our understanding that the proposal is to demolish the existing structures/driveway, followed by construction of a new multi-unit residential complex.

6. FIELD OBSERVATIONS

The on-site protected tree resource consists of primarily native species growing in open landscape conditions (see **Figure 1**):

Figure 1: *Site context air photo (2023): The approximate boundary of the subject site is outlined in blue.*

7. TREE RISK ASSESSMENT

During our August 29, 2022 site visit (updated June 14, 2024) and in conjunction with the tree inventory, on-site trees were assessed for risk on a limited visual basis (level 1), in the context of the existing land uses. The time frame used for the purpose of our assessment is one year (from the date of this report). 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 that were deemed to be high or extreme risk (in the context of the existing land uses, that would require hazard abatement to eliminate present and/or future risks) within a 1-year timeframe. Targets considered during this TRAQ assessment include: occupants of the existing residences on-site and neighbors' (constant use), occupants of vehicles travelling or parked on Metchosin Road (frequent use), occupants of front, rear, and side yards on-site and neighbors' (occasional use), hydro lines (constant use).

7.1. RISK MITIGATION MEASURES FOR ON-SITE TREES

DOUGLAS-FIRS #1001-1003

These trees have large dead tops (#1002 is entirely dead) that could strike the existing hydro transmission lines and/or occupants of cars or pedestrians traveling along Metchosin Road (should failure of any of the trees or their parts occur). They were assigned a risk rating of "moderate" within a 1-year time frame (as of August 29, 2022 and renewed June 14, 2024)—if this rating exceeds the risk tolerance of the property owner, we recommend #1001 & 1003 be reduced to sound tissue prior to the construction phase. Our client has elected to remove #1002 to eliminate the hazard and associated risk. In reference to the existing condition of this tree (i.e., dead) and removal of its risk to the surrounding community, our client has requested this tree be replaced at a 1:1 instead of a 2:1 ratio. This proposed replacement ratio appears to be reasonable, given our experience with other municipalities.

8. CONSTRUCTION IMPACT ASSESSMENT

8.1. RETENTION AND REMOVAL OF MUNICIPAL TREES

The following municipal trees (indicated by tag# or ID#) are located where they are likely to be severely impacted by the proposed construction and are proposed for removal:

Remove 5 municipal trees

- #1025*-1028; M1

*1025 was considered shared with city-owned property

8.2. RETENTION AND REMOVAL OF ON-SITE TREES

The following bylaw-protected on-site trees (indicated by tag #) are located where they may be possible to retain provided that the critical root zone can be adequately protected during construction. The project arborist must be on site to supervise any excavation or fill placement required within their critical root zones—shown on the tree management plan in ***Appendix A*:**

Retain and protect 7 bylaw-protected on-site trees

- #1001[tbd], #1003[tbd], 1004 - 1008

  "tbd" *indicates retention status "to be determined" by the project arborist at the time of construction. 1001 & 1003 require modification to reduce the risk of failure and impact. See* **Section 7.1** *for risk mitigation recommendations.*

  *The sidewalks within the critical root zones of onsite, protected trees should be built using the "Installation of Hard Surfaces Within the CRZ Detail". See Tree Management Plan (**Appendix A & B**)*

The following bylaw-protected on-site trees (indicated by tag #) are located where they are likely to be severely impacted by construction and are proposed for removal:

Remove 29 bylaw-protected on-site trees

- #1002, 1011-1024; 1031-1044

8.2.1 ADDITIONAL MITIGATION MEASURES FOR ON-SITE TREES

LPT/UE

The large power transformer (LPT) with associated underground electrical (UE) service is proposed within the CRZ of **Douglas-fir *(Pseudotsuga menziesii)* #1001** (68cm DBH):

- The civil plans do not show how the LPT and on-site UE will connect to primary power, though we assume this will be routed via the UE conduit along Metchosin Road.
- Based on our experience, BC Hydro requires a 1m setback (of all organic material) from their conduits and structures, which may encroach within 2m of the root collar of #1001. To document impacts, the project arborist must be contacted to supervise all hydro-related excavations and determine the final retention status based on the size and quantity of roots encountered (that require pruning).
- Risk mitigation recommendations associated with the tree's dead top are discussed in **Section 7.1.** Given the relatively poor existing health of the tree, we recommend re-assessment for long-term viability at the end of the construction project.

ONSITE PATHWAY

The new 1.2m path is proposed within the CRZs of **Douglas-firs #1001, 1003** (50cm DBH), **1005** (32cm DBH), **and 1006** (37cm DBH), as well as **Arbutus *(Arbutus menziesii)* #1008** (48cm DBH):

- The proposed pathway must be installed above the root systems using techniques outlined in ***Appendix B***— "Hard Surfaces Above Tree Roots Detail".

MUNICIPAL SIDEWALK

The new 2.2m municipal sidewalk is proposed within the CRZs of **Douglas-firs #1001, 1003** (50cm DBH), **1004** (33cm DBH), **1005** (32cm DBH), **1006** (37cm DBH) and **#1007** (31cm DBH)

- The proposed pathway should be installed above the root systems using techniques outlined in ***Appendix B***— "Hard Surfaces Above Tree Roots Detail" or modified to allow for root/tree retention. The protect arborist should evaluate the long-term retention of #1003 and 1001 with reference to the municipal sidewalk construction impacts.

TREE REMOVALS/WIND DYNAMICS

Based on our assessment of existing conditions and/or recent changes with regard to wind dynamics in the area, it is possible that health stress or decline observed in several Douglas-firs at the west side of the property may be related to new exposure resulting from site clearing to the west across Metchosin Road.

Given tree removals proposed at the southwest corner of the property, as well as #1011 & 1016, it is possible that further changes to wind exposure for retained trees may result. Following tree removals, we recommend #1001-1008 are monitored for stability during high wind events. These trees should also be assessed for changes to their health and structural conditions, with re-assessment for long-term viability by the project arborist at the close of construction. Risk mitigation recommendations outlined in **Section 7.1.** must be completed prior to removal of other trees on the property.

DEMOLITION

To isolate protected trees from damage during equipment access, protective barrier fencing should be erected and maintained throughout the demolition timeframe—shown on the tree management plan in ***Appendix A*:**

- The existing driveway should be left in place until the end of the demolition phase, since it will serve as primary machinery/equipment access and provide root armoring for protected trees.
- The project arborist shall supervise decommissioning of the existing driveway (where this work encroaches within the CRZs of protected trees). All roots critical to the trees' survival must be retained. Grades should be reinstated using topsoil high in organic content or native fill materials relocated from elsewhere on-site.

Please note, Douglas-firs #1003 is to be dedicated to the City of Colwood following the proposed property realignment, if retained. Risk mitigation recommendations outlined in* **Section 7.1 *are likely to be required prior to transfer of ownership.*

8.3. RETENTION AND REMOVAL OF OFF-SITE TREES

The following bylaw-protected off-site trees (indicated by tag# or ID#) are located where they may be possible to retain provided that the critical root zones can be adequately protected during construction:

Retain and protect 3 bylaw-protected off-site trees

- #1009-1010; OS3

The following bylaw-protected off-site trees (indicated by tag# or ID#) are located where they are likely to be severely impacted by construction and are proposed for removal:

Remove 4 bylaw-protected off-site trees

- #1029-1030, OS1, OS2

The following non-bylaw-protected off-site trees (indicated by ID#) are located where they are likely to be severely impacted by construction and are proposed for removal:

Remove 4 non-bylaw-protected off-site trees

- OS4-7

  **There is also an unidentified (non-protected) tree on the north property line that will also likely require removal due to the proposed 1.2m pathway.*

***Prior written consent from the tree owner(s) is required prior to the removal of any trees located on neighbouring properties.**

8.3.1 ADDITIONAL MITIGATION MEASURES FOR OFF-SITE TREES

PATHWAY

If large roots are encountered during excavations for pathways within the CRZ of OS3, we may recommend the surfaces be constructed above the root system. See specifications outlined in ***Appendix B***— "Hard Surfaces Above Tree Roots Detail".

TREE REMOVALS/WIND DYNAMICS

Based on our assessment of existing conditions and/or recent changes with regard to wind dynamics in the area, it is possible that health stress or decline observed in several Douglas-firs at the west side of the subject property may be related to new exposure resulting from site clearing to the west across Metchosin Road.

Given tree removals proposed at the southwest corner of the subject property, as well as #1011 & 1016, it is possible that further changes to wind exposure (for retained trees #1009 & 1010) may result. Following tree removals, we recommend #1009 & 1010 are monitored for stability during high wind events. These trees should also be assessed for changes to their health and structural conditions, with re-assessment for long-term viability by the project arborist at the close of construction.

8.4. TREE IMPACT SUMMARY TABLE

Pursuant to City of Colwood bylaw No. 1735 and City of Colwood Policy for the Management of Trees on City-Owned or Occupied Land, the tree replacement calculations are as follows:

Quantity of Existing trees	# of Trees Retained	# of Trees Removed	Relevant Bylaw section (if applicable)	Replacement Tree Ratio	Replacement Trees Required
On-site (Bylaw protected size)					
36	5 + 2 TBD	29	(No. 1735) Part 6—Section 9 (2)	2:1	58
Municipal Trees (live)					
5	0	5	(PMTCO) Part 10—Section 5	2:1	10
Off-site Trees					
7	3	4	Part 6—Section 9 (2)	2:1	8
Off-site trees (non-bylaw-protected size)					
4	0	4	N/A	N/A	0
52	10	42	**Total:**		76

Based on bylaw (No. 1735) criteria, fifty-eight (58) replacement trees are required on-site as compensation for the removal of twenty-nine (29) protected trees. Our client seeks to reduce the current number of on-site replacement trees by one (1) on the argument that #1002 has been proposed for removal given its existing condition (i.e. Dead) and risk to the surrounding community. On these grounds, our client has requested this tree be replaced at a 1:1 ratio instead of a 2:1 ratio. Given our experience with other municipalities, Talmack believes that this would be a reasonable replacement ratio.

Based on City of Colwood Policy for the Management of Trees on City-Owned or Occupied Land, ten (10) replacement trees are also required as compensation for the removal of five (5) trees on municipal property.

Eight (8) replacement trees will also be required as compensation for the removal of four (4) off-site protected trees. Permission must be sought from the owners of 3143B Metchosin if replacement tree planting is to be done at this address. Once a grading plan has been established, the project arborist should be contacted to review replacement tree locations.

Any replacement tree shortfall shall be compensated cash-in-lieu.

9. 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 ***Appendix A*** for municipal barrier specifications). Where possible, fencing should be erected at the perimeter of the critical root zone. 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.

** Where the drip line of a protected tree on the subject site is within 4 meters from any construction activity (e.g., excavation, demolition, construction, fill and engineering works), tree protection fencing shall be installed around the critical root zone of the protected tree. Section 10(1) – COC Tree Protection Bylaw 1735

** Where the drip line of a protected tree on an adjacent lot is within 4 meters from any construction activity (e.g., excavation, demolition, construction, fill and engineering works), tree protection fencing shall be installed around the critical root zone of the protected tree. Where access is not achievable, the tree protection fencing shall be constructed to the property line of the development lot. Section 10(2) – COC Tree Protection Bylaw 1735

Arborist Supervision: All excavation occurring within the critical root zones of protected trees 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:

- Any excavations or additions of fill within the CRZs of trees to be retained.

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 15-20 cm over top.
- Placing two layers of 19mm plywood.
- Placing steel plates.

Demolition of the Existing Buildings: The demolition of the existing houses, driveways, and any services that must be removed or abandoned, must take the critical root zone of the trees to be retained into account. If any excavation or machine access is required within the critical root zones of trees to be retained, it must be completed

under the supervision and direction of the project arborist. If temporarily removed for demolition, barrier fencing must be erected immediately after the supervised demolition.

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, a raised and permeable paved surface should be constructed in the areas within the critical root zone of the trees. The “paved surfaces above root systems” diagram and specifications is attached.

The objective is to avoid root loss and to instead raise the paved surface and its base layer above the roots. This may result in the grade of the paved surface being raised above the existing grade (the amount depending on how close roots are to the surface and the depth of the paving material and base layers). Final grading plans should take this potential change into account. This may also result in soils which are high in organic content being left intact below the paved area.

To allow water to drain into the root systems below, we also recommend that the surface be made of a permeable material (instead of conventional asphalt or concrete) such as permeable asphalt, paving stones, or other porous paving materials and designs such as those utilized by Grasspave, Gravelpave, Grasscrete and open-grid systems.

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.

Blasting: Care must be taken to ensure that the area of blasting does not extend beyond the necessary footprints and into the critical root zones of surrounding trees. The use of small low-concussion charges and multiple small charges designed to pre-shear the rock face will reduce fracturing, ground vibration, and overall impact on the surrounding environment. Only explosives of low phytotoxicity and techniques that minimize tree damage should be used. Provisions must be made to ensure that blasted rock and debris are stored away from the critical root zones of trees.

Scaffolding: This assessment has not included impacts from potential scaffolding including canopy clearance pruning requirements. If scaffolding is necessary and this will require clearance pruning of retained trees, the project arborist should be consulted. Depending on the extent of pruning required, the project arborist may recommend that alternatives to full scaffolding be considered such as hydraulic lifts, ladders or platforms. Methods to avoid soil compaction may also be recommended (see “Minimizing Soil Compaction” section).

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 take into account 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.

10. DISCLOSURE STATEMENT

This arboricultural field review report was prepared by Talmack Urban Forestry Consultants Ltd. 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 Talmack Urban Forestry Consultants Ltd. 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. Talmack Urban Forestry Consultants Ltd. 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 Talmack Urban Forestry Consultants Ltd. 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 new information is discovered in the future during such events or other activities, Talmack Urban Forestry Consultants Ltd. 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.

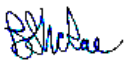
11. In closing

We trust that this report meets your needs. Should there be any questions regarding the information within this report, please do not hesitate to contact the undersigned.

Yours truly,

Talmack Urban Forestry Consultants Ltd.

Prepared by:



Robert McRae
ISA Certified Arborist PN – 7125A
Tree Risk Assessment Qualified
Tree Appraisal Qualified
Email: Robbie@Talmack.ca

12. References

Dunster, J.A., E.T. Smiley, N. Matheny, and S. Lily. 2017. Tree Risk Assessment Manual, International Society of Arboriculture (ISA).

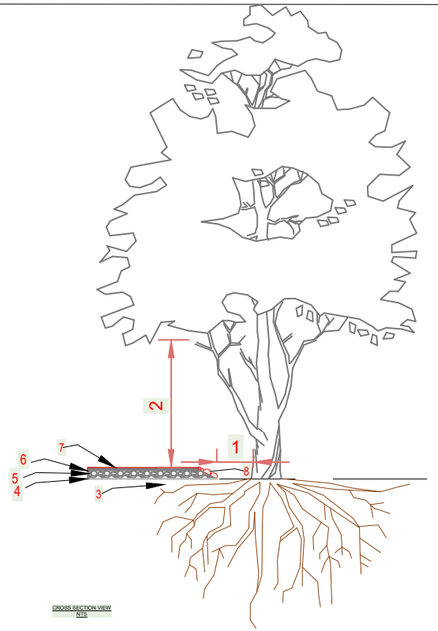
The City of Colwood Urban Forest Bylaw No. 1735 (2018)

13. Company information

General Liability: Intact Insurance, Policy No. 5V2147122 : $5,000,000

APPENDIX A - TREE MANAGEMENT PLAN

HARD SURFACE INSTALLATION WITHIN CRZ DETAIL



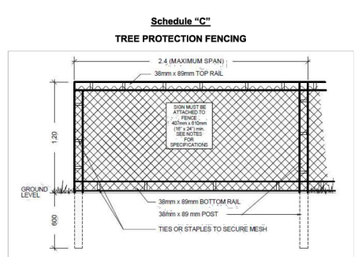
1. Maintain as large a setback between the fill encroachment and the root collar of the tree as possible.
2. Review any canopy clearance pruning requirements to accommodate vehicle or pedestrian clearances.
3. If possible, leave any existing base materials in place (to minimize root disturbances). If not possible to re-use existing base materials, excavate the new footprint of the driveway, parking area or walkway under the supervision of the project arborist. Excavation will be limited to the removal of the top organic layer. Excavation around root structures must be performed by hand, airspade, or hydroexcavation.
4. Install a layer of medium weight non-woven geotextile (Nilex 4535 or approved equivalent) over the entire area of the critical root zone that is to be covered by a paved surface. Cover this geotextile fabric with a layer of woven Amoco 2002 or Tensar BX 1200. Each peice of fabric must overlap the adjoining piece by approximately 30 cm.
5. Install a 10cm layer of clear crushed gravel (no fines) using 200mm diameter material or approved equivalent.
6. A layer of felted filter fabric is to be installed over the crushed gravel layer to prevent fine particles of sand from infiltrating this layer.
7. The bedding or base layer and driveway, parking area or walkway surface can be installed directly on top of the geotextile fabric. *Note that two-dimensional (such as Combigrid $\frac{30}{30}$) or Three -dimensional geogrid reinforcements can be installed in combination with, or instead or the geotextile fabric.
8. Fill slopes - where possible install loose stacked boulders to reduce the footprint of the fill slopes that encroach within the critical root zone. Do not pile fill material directly against the trunk of a tree.

LEGEND

- Existing tree with tag or ID #
- Tree protection fencing
- Dripline radius (m)
- Critical root zone radius (m)
- Tree proposed for removal
- Non-protected tree
- Retention "To Be Determined"
- Site boundary

N

TREE PROTECTION FENCING



Tree Protection Fencing Specifications:

1. The fence will be constructed using 38 x 89 mm (2" x 4") wood frame:
   - Top, Bottom and Posts.*
   - Use orange snow fencing mesh and secure to the wood frame with "zip" ties or galvanized staples.
2. Attach a sign with minimum size of 407 mm x 610 mm (16" X 24") with the following wording:
   a) **DO NOT ENTER-** Tree Protection Zone (For retained trees) or;
   b) **DO NOT ENTER-** Future Tree Planting Zone (For tree planting sites)

This sign must be affixed on every fence face or at least every 10 linear metres.

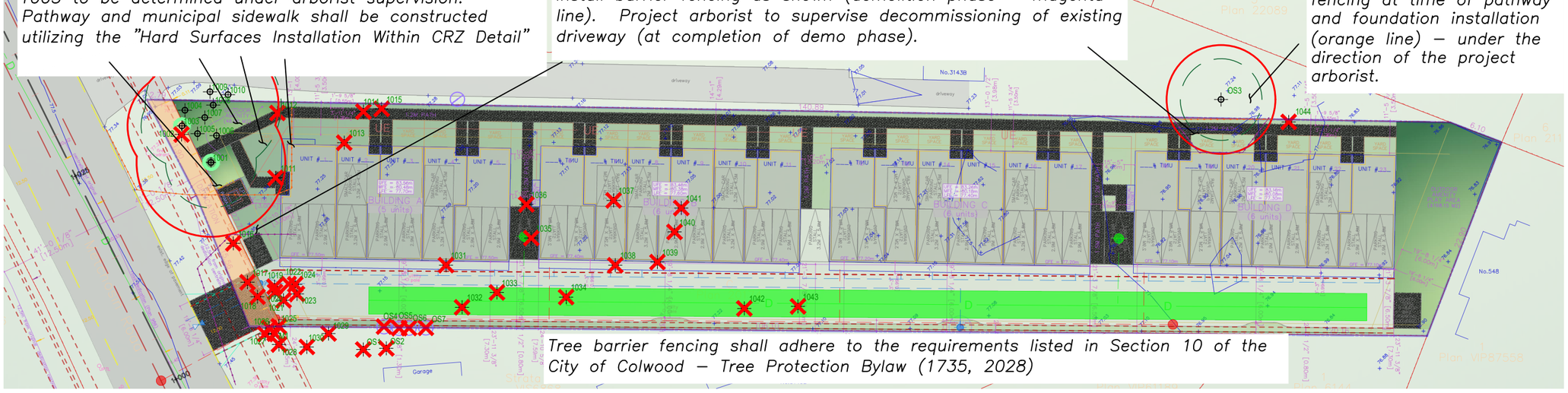
*In rocky areas, metal posts (t-bar or rebar) drilled into rock will be accepted.

DATE: November 2019
SCALE: N.T.S

Install barrier fencing as shown (adjust at time of LPT, UE, pathway, and foundation installation – under the direction of the project arborist. Retention of 1001 & 1003 to be determined under arborist supervision. Pathway and municipal sidewalk shall be constructed utilizing the "Hard Surfaces Installation Within CRZ Detail"

Install barrier fencing as shown (demolition phase – magenta line). Project arborist to supervise decommissioning of existing driveway (at completion of demo phase).

Adjust protective barrier fencing at time of pathway and foundation installation (orange line) – under the direction of the project arborist.



Tree barrier fencing shall adhere to the requirements listed in Section 10 of the City of Colwood – Tree Protection Bylaw (1735, 2028)

THE LOCATION OF UNSURVEYED TREES ON THIS PLAN IS APPROXIMATE. THE LOCATION AND OWNERSHIP OF UN-SURVEYED TREES CANNOT BE CONFORMED WITHOUT BEING SURVEYED BY A REGISTERED BC LAND SURVEYOR.
THIS PLAN IS PROVIDED FOR CONTEXT ONLY, AND IS NOT CERTIFIED AS TO THE ACCURACY OF THE LOCATION OF FEATURES OR DIMENSIONS THAT ARE SHOWN ON THIS PLAN. PLEASE REFER TO THE ORIGINAL SURVEY PLAN AND ARCHITECTURAL PLANS.

0 1:500 25

TREE PROTECTION NOTES

Tree protection barrier: The areas, surrounding the trees to be retained, should be isolated from the construction activity by erecting protective barrier fencing. Where possible, the fencing should be erected at the perimeter of the critical root zone. The barrier fencing to be erected must be a minimum of 1200mm 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.

Arborist supervision: All excavation occurring within the critical root zones of protected trees must be completed under the supervision of 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.

Demolition: The demolition of the existing houses, driveways, and any services that must be removed or abandoned must take the critical root zone of the trees to be retained into account. If any excavation or machine access is required within the critical root zones of trees to be retained, it must be completed under the supervision of the project arborist. If temporarily removed for demolition, barrier fencing must be erected immediately after the supervised demolition.

Methods to avoid soil compation: 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 20cm 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 15cm over top.
- Placing two layers of 19mm plywood.
- Placing steel plates.

Mulching: Mulching can be an important proactive step in maintaining the health or 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.

Pruning: We recommend that any pruning of bylaw-protected trees be performed to ANSI A300 standards and Best Management Practices.

Paved surfaces above tree roots: Where paved areas cannot avoid encroachment within critical root zones of trees to be retained, construction techniques, such as floating permeable paving, may be required. The "paved surfaces above tree roots" detail above offers a compromise to full depth excavation (which could impact the health or structural stability of the tree). The objective is to avoid root loss and to instead raise the paved surface above the existing grade (the amount depending on how close roots are to the surface and the depth of the paving material and base layers). Final grading plans should take this potential change into account. This may also result in soils which are high in organic content being left intact below the paved area. To allow water to drain into the root systems below, we also recommend that the surface be made of a permeable material (instead of conventional asphalt or concrete) such as permeable asphalt, paving stones, or other porous paving materials and designs such as those utilitzed by Grasspave, Gravelpave, Grasscrete and open-grid systems.

Blasting and rock removal:Care must be taken to ensure that the area of blasting does not extend beyond the necessary footprints and into the critical root zones of surrounding trees. The use of small low-concussion charges and multiple small charges designed to pre-shear the rock face will reduce fracturing, ground vibrations and overall impact to the surrounding environment. Only explosives of low phytotoxicity and techniques that minimize tree damage should be used. Provisions must be made to ensure that blasted rock and debris are stored away from the critical root zones of trees.

Scaffolding:This assessment has not included impacts from potential scaffolding including canopy clearance pruning requirements. If scaffolding is necessary and this will require clearance pruning of retained trees, the project arborist should be consulted. Depending on the extent of pruning required, the project arborist may recommend that alternatives to full scaffolding be considered such as hydraulic lifts, ladders or platforms. Methods to avoid soil compaction may also be recommended (see "Minimizing Soil Compaction" section).

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 take into account the critical root zones of the trees to be retained. Prior to installation, we recommend the irrigation technical 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 the tree health and can lead to root and trunk decay.

Arborists 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 and machine access corridors where required.
- Supervising excavation for any areas within the critical root zones of trees to be retained including any proposed retaining wall footings and review any proposed fill areas near trees to be retained.

Tree Management Plan

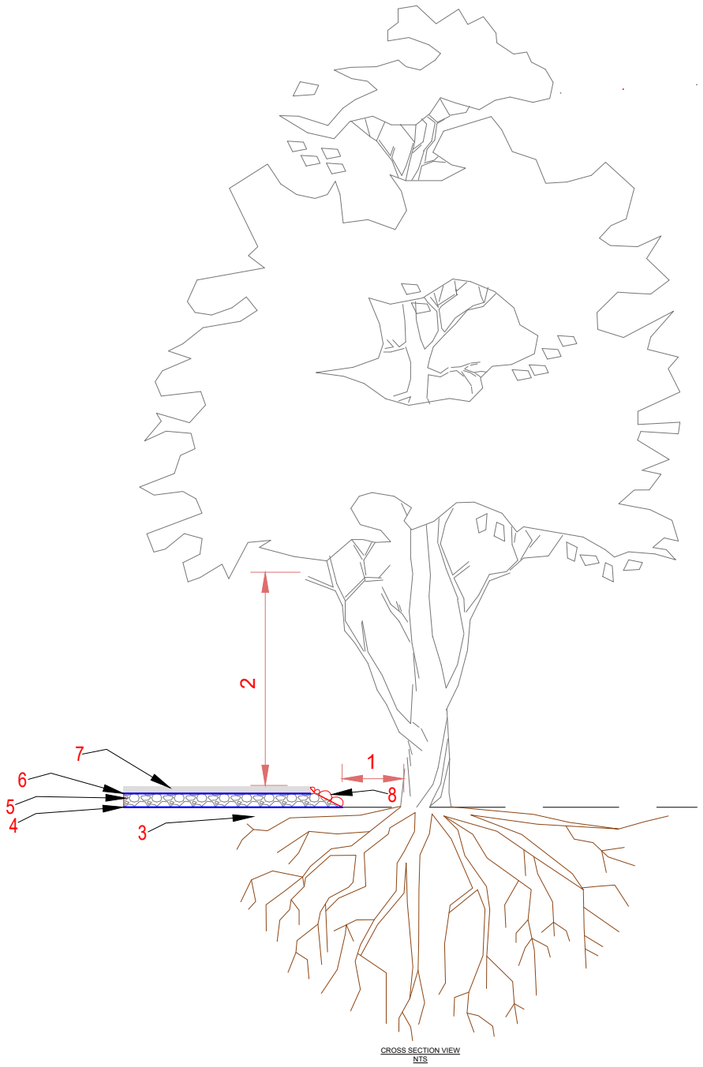
3145 Metchosin Road
Colwood, BC

DATE:	February 04, 2025
PREPARED FOR:	Abstract Developments
SCALE:	1 : 500 @ 11" X 17"
DRAWN BY:	RM
REVISION:	2
REFERENCE DWG:	20250204 - Site Plan - Zebra Design

TALMACK
URBAN FORESTRY

APPENDIX B – HARD SURFACES ABOVE TREE ROOTS DIAGRAM

HARD SURFACE ABOVE TREE ROOTS DETAIL



CROSS SECTION VIEW
NTS

HARD SURFACE ABOVE TREE ROOTS NOTES

1. Maintain as large a setback between the fill encroachment and the root collar of the tree as possible.
2. Review any canopy clearance pruning requirements to accommodate vehicle or pedestrian clearances (Pruning to be performed to ANSI A300 standards).
3. Excavate the new footprint of the driveway or sidewalk under the supervision of the project arborist. Excavation will be limited to the removal of the existing sod layer. Excavation around root structures must be performed by hand, airspade, or hydroexcavation.
4. Install a two-dimensional (such as Combigrid $\frac{30}{30}$) or Three-dimensional geogrid reinforcement.
5. Install a 150mm depth layer of clear crushed gravel (no fines) using 20mm and/or 75mm diameter material or approved equivalent. *Note - the depth may be less than 150mm in some situations (dependant on grading constraints).
6. Install meduim weight geotextile fabric (such as Nilex 4535 or similar) over the clear crushed gravel layer to prevent fine particles of sand from infiltrating this layer.
7. The bedding or base layer and new driveway or sidewalk surface can be installed directly on top of the felted filter fabric.
8. Fill slopes - where possible install loose stacked boulders to reduce the footprint of the fill slopes that encroach within the critical root zone. Fill slope materials must be permeable to air and water. Do not pile fill material directly against the trunk of a tree.

TALMACK
URBAN FORESTRY
Consultants Limited

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

MEMORANDUM

Date: February 5, 2025
To: Mackenzie Godfrey, Abstract Developments
From: Kristen Machina, P.Eng., WATT Consulting Group
Our File No: 3736.B01
Subject: 3145 Metchosin Road Transportation Review

1.0 INTRODUCTION

WATT Consulting Group is retained by Abstract Developments to prepare a Level 1 Traffic Impact Assessment (TIA) for a proposed development at 3145 Metchosin Road in the City of Colwood, BC. The proposed development is multi-family housing with a total of 23 dwelling units.

1.1 Scope of Work

The City's TIA Guidelines identify three (3) TIA levels based on the peak hour trip generation. Based on the estimated peak hour site trips, the proposed development is appropriate for TIA Level 1 (**5 – 25 Trips**). The following outlines our scope of study:

- Brief review of site, land use, and transportation context.
- Trip generation using ITE Trip Generation Manual (11th Ed).
- Brief review of the site access.
- Review pedestrian and cycling, including reference to the Transportation Master Plan (TMP) and Active Transportation Network Plan.
- Review public transit and opportunities to upgrade facilities to attract new ridership, including reference to the Transportation Master Plan.
- Brief identification of TDM opportunities.

1.2 Transportation Context

The site has direct frontage onto Metchosin Road, which is classified as a two-lane arterial. The proposed development is located approximately mid-way between the Sooke Road and Wishart Road intersections. The development site is currently a large single-family lot. The surrounding area of the site is mainly single-family residential.

There is a buffered bike lane (southbound) along the west side of the road and a paved shoulder along the east side. There is no sidewalk along Metchosin Road in proximity to the site. See **Figure 1** for the site location.

Figure 1 - Site Location

2.0 PROPOSED DEVELOPMENT

The proposed development is multi-family housing with a total of 23 dwelling units. The proposed buildings are townhome style, and all units are 3 storeys with 3 bedrooms. A driveway ranging between 6.0-6.5m in width (90m long) is proposed from Metchosin Road on the south side of the site. The existing fire hydrant in front of the proposed access should be relocated with the development. **Table 1** summarizes the key transportation elements of the proposed site plan.

Table 1: Development Proposal

Site Element	Details	
Residential Units	23 Townhome units	
Vehicular Access	One (1) full movement access from Metchosin Road at the south end of the site	
Cyclist Access	Shared with vehicular access	
Pedestrian Access	Pedestrian access to each unit is provided from a separated pathway at the north end of the site	
Vehicular Parking Supply	Residential	46 spaces (incl. 35 regular and 11 small car spaces)
	Visitor	3 spaces (incl. 1 accessible space)
	Total	49 spaces
Bicycle Parking Supply	Long-Term	23 spaces (1 space provided in each unit's garage)
	Short-Term	6 spaces
	Total	29 spaces

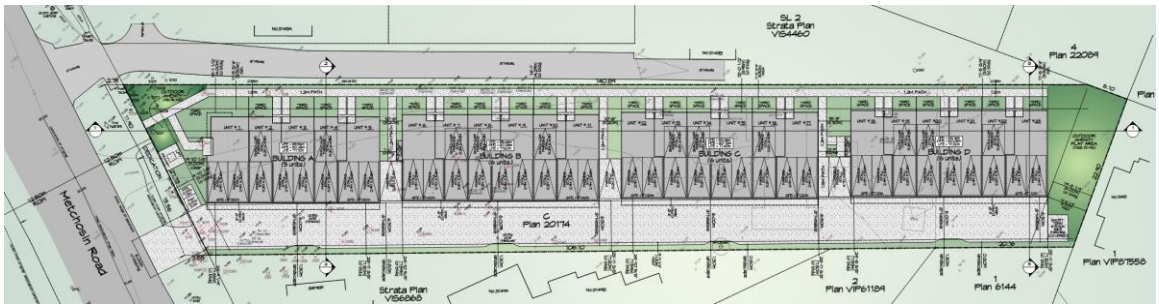


Figure 2 - Site Plan

2.1 Site Trip Estimate

Vehicular trip generation rates for the proposed development are based on the *ITE Trip Generation Manual (11th Edition)*. ITE land use types and trip rates are provided in **Table 2**. The site trip generation is provided in **Table 3**. The proposed development is forecast to generate 9 two-way trips during the AM peak hour and 12 two-way trips during the PM peak hour. The proposed development will not impact traffic operations at the adjacent roads in terms of the estimated site trips (9 – 12 trips for peak hours).

Table 2: Trip Generation Rates (ITE Manual 11th Ed.)

Land Use Group	ITE Code	Land Use	AM Rate	PM Rate
Multi-family Housing	220	MF Low-Rise (2-3 Floors)	0.40	0.51

Note: Trip rates are per dwelling unit.

Table 3: Peak Hour Trip Generation

ITE Land Use	Estimated Site Trips					
	AM Total	AM In	AM Out	PM Total	PM In	PM Out
Multi-family 23 Units	9	2	7	12	8	4

2.2 Site Access Review

2.2.1 Metchosin Road

A high level operational assessment was conducted for the site access using counts on file from the Metchosin Road / Sooke Road and Metchosin Road / Wishart Road intersections. No operational issues were found with the development based on the Synchro analysis results, which showed performance of LOS C or better for vehicles exiting the site driveway.

At the proposed driveway on Metchosin Road, no sight distance issues were found for a design speed of 50 km/h. The proposed driveway location would meet the TAC's suggested minimum spacing (3m for commercial access: more than four dwelling units) to adjacent driveways.

The proposed driveway (6.0-6.5m wide) is appropriate for two-way operations and appropriately designed for accommodating fire / delivery trucks.

The City of Colwood is in the process of updating their Transportation Master Plan. Modeling work undertaken as part of the TMP update indicates that Metchosin Road will need to be widened to accommodate planned growth in the area. At the time of writing, a four-lane cross section is planned for Metchosin Road, which would increase the need to restrict minor residential accesses such as the one for the proposed development.

In the event that the proposed Metchosin Road site access is restricted to right-in / right-out only, there is adequate network connectivity in the area to continue to support travel throughout the area. Inbound traffic from the north may reroute via:

- Laren Road, Allandale Road, and Wishart Road; or
- Ledsham Road / Ridley Drive, Wishart Road

Outbound traffic to the south may reroute via:

- Sooke Road, Veterans Memorial Parkway
- Langholme Drive, Wishart Road

Given the anticipated trip generation of 9-12 two-way trips over the course of the peak hour (approximately 1 vehicle every 5-7 minutes), the impact of a potential right-in / right-out conversion on the surrounding road network is minimal.

2.2.2 Woodend Drive

There is also an option for the site to take access through an adjacent proposed development at 3157 Metchosin Road, which has direct frontage to Woodend Road. This is the City of Colwood's preferred option. At time of writing, there is no active development application for the site, however it has been listed for sale in the last year.

If access to Woodend Road is guaranteed at the time of the Development Permit Application (such as through a reciprocal access agreement or right-of-way dedication), then access to the site will be solely provided through Woodend Road, and no access to Metchosin Road will be provided. The impacts to the surrounding road network would be similar to the scenario where the Metchosin Road access is restricted to right-in / right-out only. Vehicles would access the site via:

- Cedarcrest Drive, Woodpark Drive, Woodend Road
- Wishart Road, Langholme Drive, Woodpark Drive, Woodend Road

Both access options are viable and will have a minor impact on the surrounding road network. The final commitment on the access location will occur at the Development Permit stage.

3.0 ACTIVE TRANSPORTATION

3.1 Pedestrian Facilities

There is currently no sidewalk provided along either side of Metchosin Road in the vicinity of the site, although Metchosin Road is classified as an arterial road. According to the City's TMP, it is proposed that concrete sidewalks (2.2m sidewalk on both sides) be installed along the Metchosin Road corridor as a part of the pedestrian facility improvements. The developer should make the development frontage improvements including concrete sidewalk as per the City of Colwood Bylaw 2000 Detail Dwg SSD R21.

3.2 Bicycle Facilities

There is currently a bike lane along the west side of Metchosin Road. As per the City's TMP, Metchosin Road is designated as a proposed buffered bicycle lane route. Also, the City's Active Transportation Network Plan (2021) designates Metchosin Road (Sooke Road – Lagoon Road) as priority projects for bike lanes. The development frontage improvements along Metchosin Road should conform to the City's cycling network plan.

3.3 Transit Facilities

A bus stop is provided at Metchosin Road / Laren Road within 150m (i.e. a 2 minute walk) of the site. There are three (3) bus routes available on Metchosin Road:

- 48: Happy Valley / Downtown
- 52: Colwood Exchange / Bear Mountain Exchange
- 64: Langford Exchange / Sooke via E Sooke and Beecher Bay

There is no nearby pedestrian crossing for southbound bus riders to safely cross to the east side of the street to access the proposed development. Bus riders must use their judgement to determine a safe time and location to cross the road.

As per the City's TMP, Metchosin Road is a planned Frequent Transit Network. For route 48, currently service is provided three times per weekday peak hour, but more

frequent service should be considered to promote more transit bus use for the future residents. See **Figure 3** for transit bus facilities.

Figure 3: Transit Bus Facilities

3.4 TDM Strategy

The proposed development does not seek any variances for parking or other transportation related matters, and as such no Transportation Demand Management (TDM) measures are required. However, steps can be taken to reduce the effects of automobile dependence by promoting other modes.

As noted above transit facilities are accessible within walking distance, and current and future rapid bus changes will help facilitate transit use by residents. Adding sidewalk and proper bicycle lanes will help facilitate non-motorized mode choices.

These improvements together are expected to promote non-automobile travel.

4.0 CONCLUSIONS

The proposed development will generate nine (9) trips during the AM peak hour and twelve (12) trips during the PM peak hour. In terms of the estimated site trips, the proposed development will not impact traffic operations at the adjacent roads in the study area. No capacity and safety issues were found at the proposed site access onto Metchosin Road. Network connectivity is not adversely affected if the Metchosin Road site access is restricted to right-in / right-out only.

An alternate site access onto Woodend Road will be pursued in the event that the adjacent 3157 Metchosin Road property redevelops or a right-of-way dedication is granted to the City of Colwood. This access is the City's preferred option. This access would become the sole point of access to the site, and access to Metchosin Road would not be provided with this option. The final decision on the access location will occur at the Development Permit stage. An access onto Woodend Road also has negligible impact on the surrounding road network given the limited traffic generation characteristics of the proposed development.

Active transportation facilities are well provided in the area, however bike lane and more transit service frequency should be provided as per the City's TMP. The development frontage improvements along Metchosin Road should conform to the City's Bylaw 2000 Detail Dwg SSD R21.

5.0 RECOMMENDATIONS

The following recommendations are made for the proposed development:

- Metchosin Road frontage improvements to be constructed as per road cross section standards by City's TMP
- Frequent transit service to be provided as residential density increases in the area
- City of Colwood to explore the provision of an unsignalized pedestrian crosswalk in the vicinity of the Metchosin Road / Laren Road intersection to support bus riders that need to cross Metchosin Road

Sincerely,
WATT Consulting Group

PERMIT TO PRACTICE:
Number 1001432

Kristen Machina, *P.Eng.*
Senior Transportation Engineer

C 236-464-5265
E kmachina@wattconsultinggroup.com

Abstract DEVELOPMENTS

301-1106 Cook St.
Victoria, BC
V8V 3Z9

6.

March 12, 2025

Development Services
City of Colwood
3300 Wishart Road
Victoria, BC V9C 1R1

Atn: Kelsea Fielden, Planning Department

Re: 3145 Metchosin Road – Public Consultation Summary

Dear Kelsea Fielden,

On August 14th, 2024, the Abstract Developments team hosted online Community Engagement sessions for the residents of the Wishart neighbourhood. Residents within a 1km radius of the site were provided notice of the meeting by mail (invite and map attached). The meeting was conducted at 5:00pm via Microsoft Teams, and was approximately one hour in length with approximately 5 neighbours in attendance. The mailout contained contact information for residents to reach out with questions or concerns and register to attend the online sessions.

During the online session, a PowerPoint presentation was broadcast to attendees, introducing the project team, outlining the history of Abstract Developments, the site context, an overview of the development process timeline, and proposed form of development. Attendees were provided with the opportunity to ask questions and engage in formal discussion with members of our Development Team. Community questions and feedback were being recorded during the meeting, please see attached for a copy of the PowerPoint presentation. A copy of the meeting and presentation has also been shared to our project website

Resident Comments

A summary of the top comments we heard are as follows:

Traffic & parking

- What parking has been provided per home?
- Where does visitor overflow go if there are only 2 visitor parking stalls onsite?
- Concerns around tandem parking.
- Will there be a left lane designated for turning into the site?

Affordability

- How is this project improving attainability?
- Project design
- Are these homes going to be for sale or for rent?
- What are the size of these homes?
- Density does not seem to match existing density in the community
- Does this project include accessible units?
- There is a lack of park space in the immediate area. Would there be an opportunity for the project to help support this?
- Are there unit layouts yet? What will the buildings look like?
- Concerns around density and how this would fit in the neighbourhood
- What is the proposed FSR for this project?

Resident Comments Addressed

A summary of how Abstract has addressed comments and questions raised by the community is below:

Traffic & Parking

- Each townhome will be provided with two parking stalls, either in the form of a double car garage or a single tandem garage.

Abstract DEVELOPMENTS

301-1106 Cook St.
Victoria, BC
V8V 3Z9

- Our application achieves the parking bylaw requirement of two stalls per home. A third visitor parking stall has been added to the site, which also aligns with the bylaw requirement. Although we have achieved the required vehicle parking on site, Metchosin Road is ideal location for those seeking to utilize public transit and active transportation. Identified as a Frequent Transit Network and having a bus stop within 150m of the site this is an ideal location for those seeking alternatives to vehicle usage. Furthermore, Colwood has also identified Metchosin Road as a priority project for protected bike lanes making this an ideal location for those seeking active modes of transportation.
- There is currently a left turning lane proposed into site. Metchosin Road may be fully restricted to right-in right-out access in the long term but contingent on City of Colwood long range planning

Affordability

- This application will supply the local housing market with an additional 23 family-friendly homes helping contribute to the shortage of housing in our region A contribution of $1,500 per home will also be provided to Colwood's Affordable Housing Fund.

Project design

- These homes are expected to range approximately between 1,300 and 1,900 sf and provide a mix of 3 and 4 bedroom homes. They are intended to be sold as market residential. Further details such as floorplans and elevations would be refined through the Development Permit process.
- The surrounding neighbourhood is currently predominately single-family homes, however our application is aligned with Colwood's OCP and future vision for additional density and mixed forms of housing along Metchosin Road. We are not seeking any variances on this project and will align with the OCP guidelines.
- These homes are located on a relatively flat site and will be well suited for visitors with accessibility needs. All homes will meet any adaptability requirements governed by Part 9 of the BC Building Code.. Abstract is happy to work with prospective buyers to determine if provisions can be made to accommodate future upgrades to the home to address specific homeowner accessibility requirements. An accessible visitor stall is also provided in a convenient location on site.

Direct neighbor engagement

Prior to the online engagement session, our Development team reached out to every direct neighbour through a door knocking campaign and was able to eventually get in contact with each one. For those neighbours who we were unsuccessful in contacting during door knocks, introductory letters were hand delivered in multiple attempts to their mailboxes, providing our contact information and encouraging them to reach out to us with any questions or concerns.

During our meetings with neighbours, we provided an overview of our proposed application and site plan and ran through any questions they had. Overall, our application was well received and deemed contextually appropriate for the neighborhood. Most questions related to general inquiries about the orientation, site lines and programming of the site. The main concerns identified was not wanting through traffic from Metchosin Road to Woodend Road ensuring perimeter fencing is installed for privacy.

Ongoing communication and community relationships are of upmost importance to Abstract Developments, and it is our goal to continue to build respectful and valuable relationships with all our neighbours in the City of Colwood during and after the development process.

Please do not hesitate to reach out with any questions, or if further information is required.

Sincerely,

Mackenzie Godfrey
Development Manager
Abstract Developments

T 250.883.5579 C 604.417.6422
E mgodfrey@abstractdevelopments.com

Mail Out Map Radius

About Abstract Developments

Over the past 25 years, Abstract Developments has built over 620 homes in thoughtfully planned, multi-family developments across the Greater Victoria Region. We are driven by our passion for creating innovative, community-minded developments that enhance how people live.

Our unwavering commitment to excellence has been recognized with more than 50 local and national awards for design, customer care and development planning.

For more information please visit: www.abstractdevelopments.com

ABSTRACT

301-1106 Cook Street
Victoria, BC V8V 3Z9

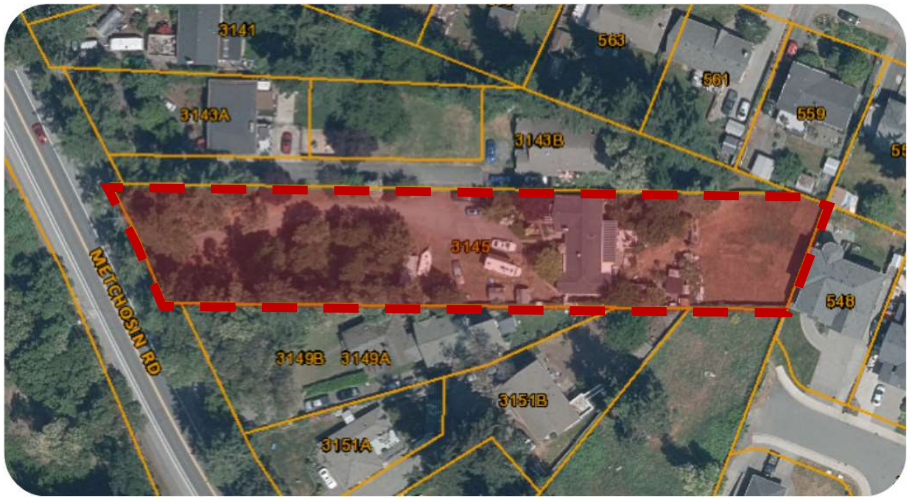
T 250 883 5579 F 250 995 8611
abstractdevelopments.com

Hello Neighbour!

We would like to let you know of an exciting new housing proposal coming to your neighbourhood. Abstract Developments has recently purchased the property at 3145 Metchosin Road and will be hosting a community engagement event on:

Wednesday, August 14th, 2024
from 5:00 PM to 7:00 PM.

At this meeting Abstract will be sharing our initial vision for the project, looking for feedback from the neighbourhood. We also love to hear what is important to you about your neighbourhood, what do you want to see more of, and what could be added.



Please consider joining the conversation to hear the latest on this project and to share your thoughts with us! We would love to speak with you.

The event will be held via Microsoft Teams. To register your interest in attending please email: community@abstractdevelopments.com

Please RSVP by 4:30 PM on Tuesday, August 13th, 2024.

Key Site Facts

- Address: 3145 Metchosin Road, Colwood
- Total Site Area: 36,191 Square Feet
- Property Currently Zoned R1, Residential
- The site is designated as “Neighbourhood” in Colwood’s Official Community Plan (2018). This designation supports ground-oriented multi-unit residential up to three-storeys, including townhomes.

The Proposal

- Twenty-three townhome development to address growing need for diverse and attainable housing options in Colwood.
- Mix of three (3) and four (4) bedroom homes with two (2) car garage parking.
- Private outdoor space for each home and two (2) on-site amenity areas for both active and passive uses.

Share Your Thoughts

It’s important to us that we hear your thoughts and understand what you value about your community.

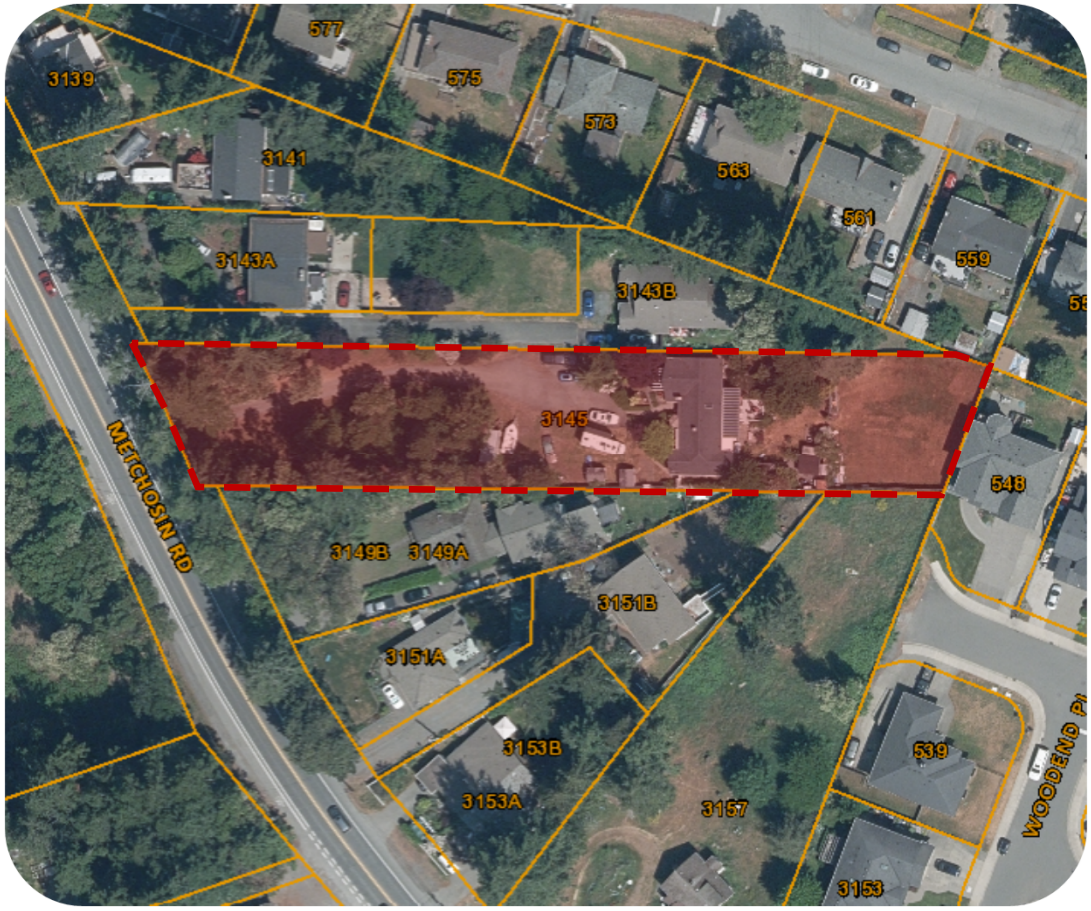
Note your thoughts down here and share them at the meeting!

My Comments	
1.	
2.	
3.	

COMMUNITY ENGAGEMENT SESSION

3145 Metchosin Road

August 14th, 2024



Colwood

MJM Architect Inc.

ZEBRAGROUP

ABSTRACT developments

Agenda

1. Our Project Team
2. About Abstract
3. Community Engagement Objectives
4. Policy & Site Context
5. Development & Application Process
6. Discussion, Comments & Questions

Our Project Team

Matthew Vos
Director of Development
250-667-1376
mvos@abstractdevelopments.com

Mackenzie Godfrey
Development Manager
604-417-6422
mgodfrey@abstractdevelopments.com

Tina Yu
Development Coordinator
250-589-6838
tyu@abstractdevelopments.com

Adam Cooper
Director of Community Planning & Development
250-589-6838
acooper@abstractdevelopments.com

About Abstract

- Designed and Constructed over 620 Homes in 25 Years
- Best Multi-Family Building in 2020 & 2021
- Green Builder of the Year 2021
- Best Townhome Project in 2021 & 2023
- Best Condominium / Mixed Use Project in 2023
- Multi-Family Project of the Year 2023


Avery Lane


London Arbour


Bellewood Park

Community Engagement Objectives

- ✓ Create an opportunity for residents to express their thoughts and share their ideas.
- ✓ Abstract will listen to, record and share the community input received on our website.
- ✓ Where possible, resident input will inform and shape our application.

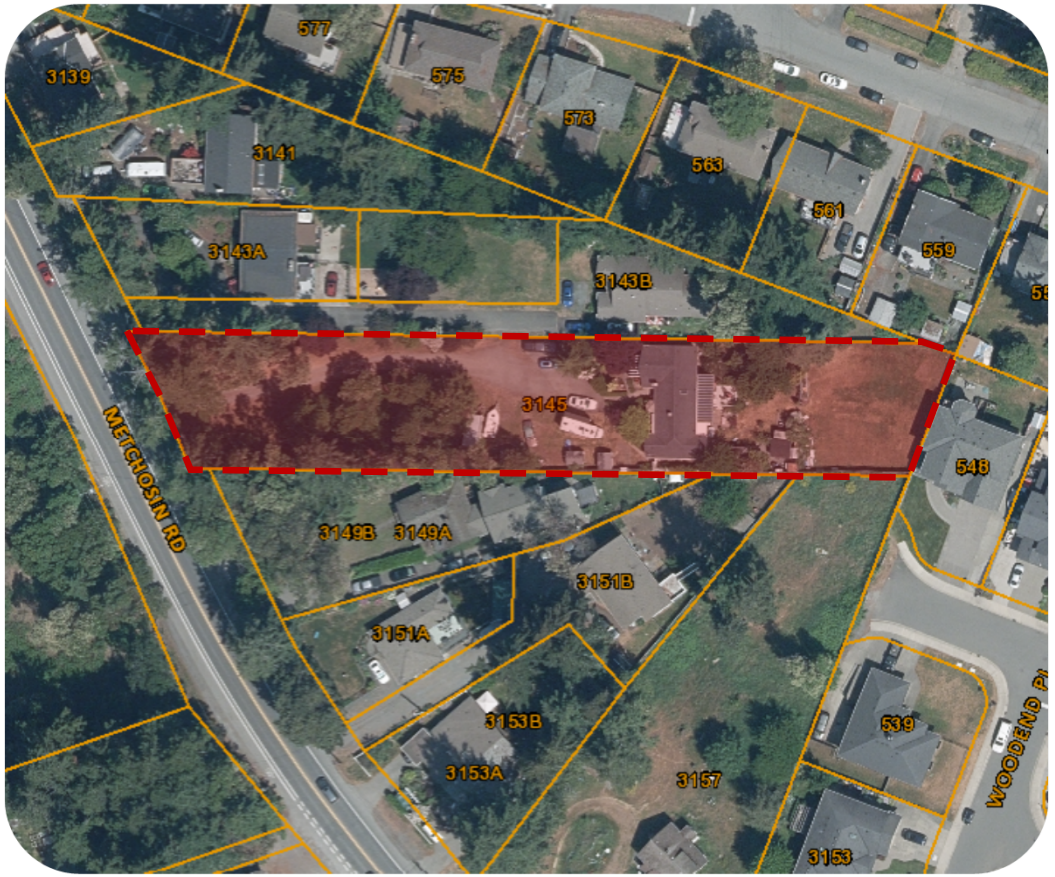
Policy Context

City of Colwood Official Community Plan (2018)

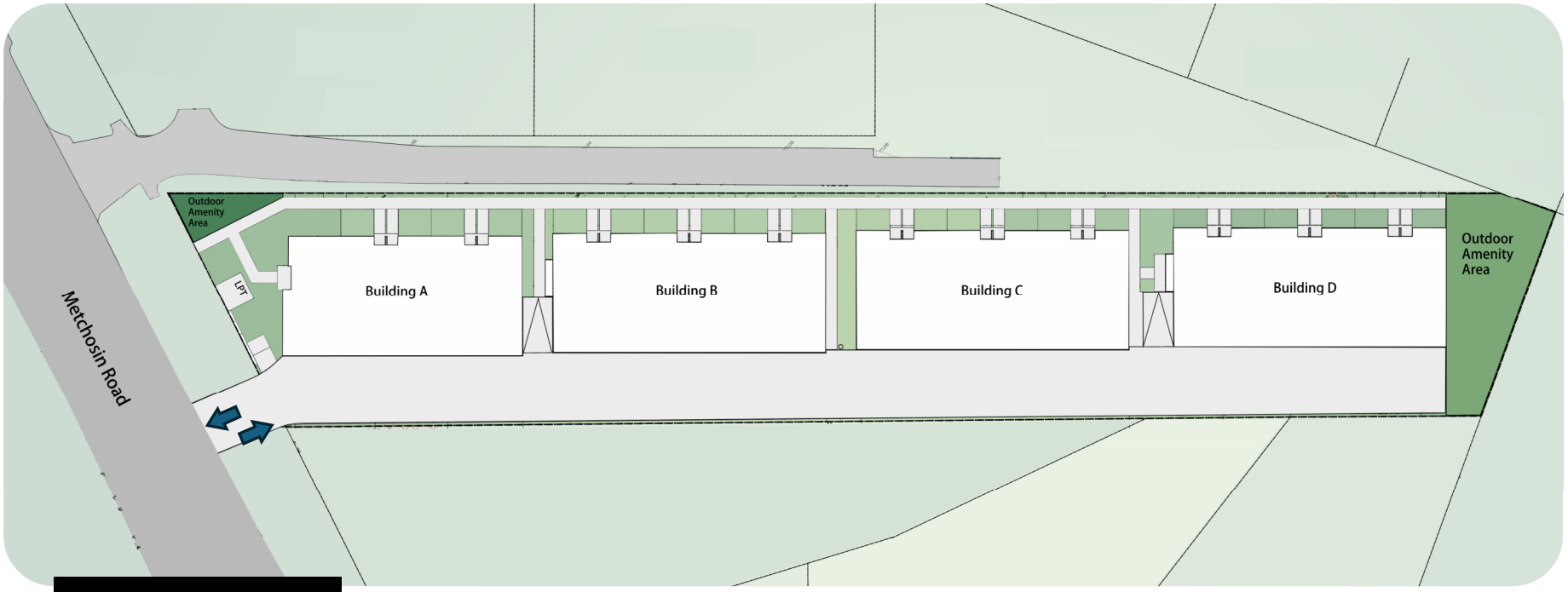
- Allows limited residential growth in the Controlled Growth Areas, however; the current Neighbourhood Designation supports developments that are:
  - Ground-oriented multi-unit residential, including townhomes
  - Ground-oriented buildings up to three storeys

Site Context

- Site Size:
  - 36,191 sqft
- Current Zone:
  - R1, Residential



Site Context



Concept Site Plan

Past & Current Projects

Avery Lane - 2021

Willow + Glen – 2024

Etta – Est. 2028

Colwood

MJM Architect Inc.

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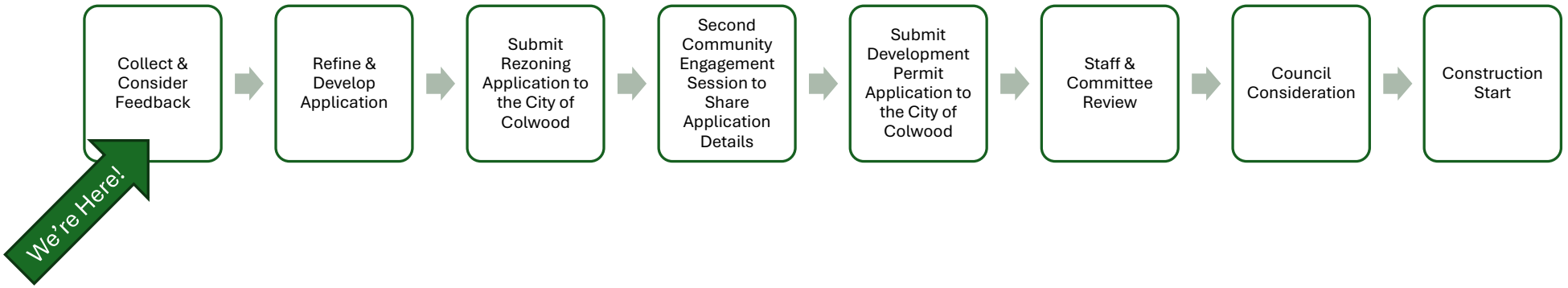
ABSTRACT developments

Development & Application Process



Discussion, Comments & Questions

Before we make an application to the City of Colwood, it's important that we hear your thoughts and understand what the community values.

- ✓ What is important for us to know about your neighbourhood?
- ✓ What do you like about your neighbourhood that you want to see more of?
- ✓ What amenities could be added to your neighbourhood or improved upon to make this area an even better place to live?

Thank you for your time!

Colwood

MJM Architect Inc.

ZEBRAGROUP

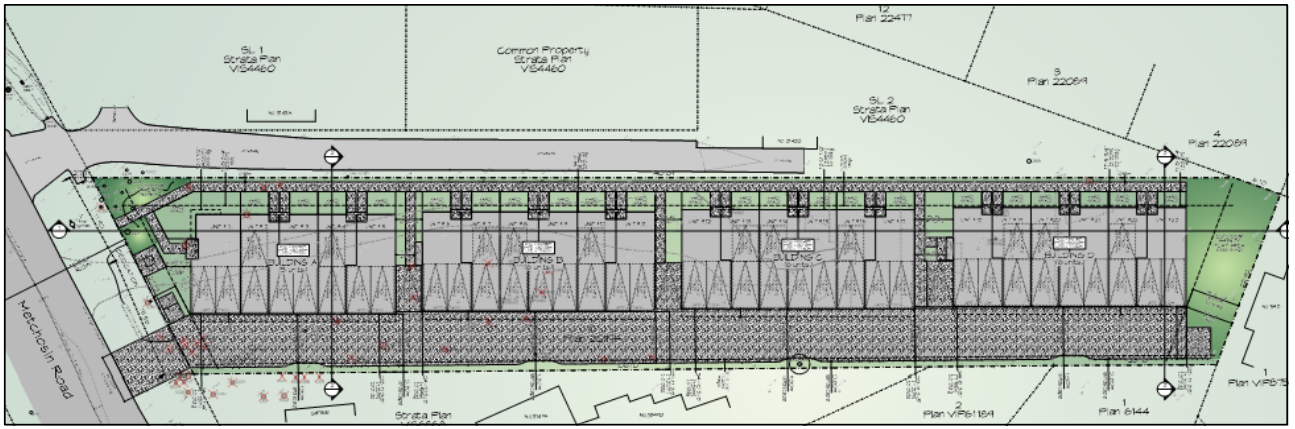
ABSTRACT developments

3145 Metchosin Road

Rezoning Application
Kelsea Fielden, Planner 1
Planning and Land Use Committee
June 2, 2025

Proposal

- Rezone to new Metchosin Road 1 (MR1) zone
- 23-unit 3-storey townhouse development
  - 0.94 FAR
- Maximum 1.2 FAR



Colwood

Site Context

Address: 3145 Metchosin Road

Zoned: R1

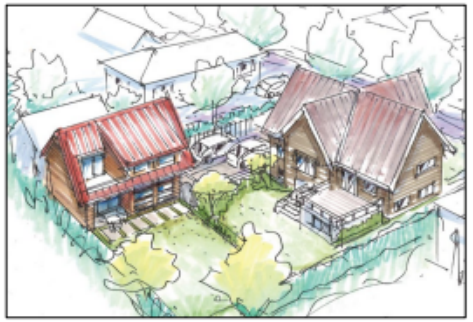
OCP Designation: Neighbourhood

Neighbourhood: Wishart North

Colwood

Official Community Plan

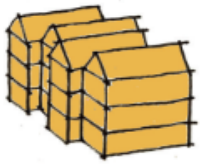
- Neighbourhood designation supports:
  - Ground-oriented multi-unit townhouses up to 3 storeys
  - Floor Area Ratio up to 1.2
  - Maintain existing character while increasing housing diversity
  - Supportive of walking and cycling and improving realm for pedestrians, particularly in areas surrounding schools
  - Characterized by green infrastructure and green spaces
  - Creating and maintaining a high degree of permeability leading to local and frequent transit services



Colwood

Land Use Bylaw

- New MR1 zone enables density envisioned as part of 'Neighbourhood' Land Use Designation for attached housing.
- Regulations are consistent with the TGA1 zone and site standards from the Province in response to SSMUH (small-scale multi-unit housing)



Ground-oriented townhouses

Colwood

Metchosin Road

- Designated as an Arterial Road
  - Support regional mobility and higher vehicle speeds
  - Road dedication to achieve 25m ROW
  - Considering expanding from 2-lane to 4-lane
    - Transportation Master Plan Update
- Designated as Frequent Transit Network by both Colwood and BC Transit
  - Aiming for 15 min frequency intervals
- Increased density along arterial roads support active transportation
  - Minimize the number of driveway accesses and use shared service areas

Colwood

Woodend Road

- Development Agreement requires applicant to accommodate, plan for, and facilitate vehicle access via a future cul-de-sac off Woodend Rd.
- Interest in neighbouring property
  - Direct connection to Woodend Rd
- Transportation Impact Assessment
  - Both access options are viable and will have minor impact on surrounding road network

Colwood

Urban Forest Bylaw

- Removal of 29 on-site bylaw protected trees
  - Subject to 2:1 tree replacement
  - Either on-site replacement or cash-in-lieu or combination of
- Development Agreement condition prohibits land clearing until a BP is submitted.

Colwood

Communication

- Development Notification Sign Posted
- Applicant led public consultation summary
- Notification postcards within 100m will be sent prior to amending bylaw readings.
  - Ad in local newspaper
  - Highlighted on website

Colwood

Options / Alternatives

Option 1	Staff recommendation
Option 2	Recommend that Council request staff to provide additional information
Option 3	Recommend to Council that the application be denied
Option 4	Committee provides another option for Council consideration

Thank you!

3145 Metchosin Road

Rezoning Application

Planning & Land Use Committee
June 2, 2025

Abstract DEVELOPMENTS

1.0
Our Project Team

Matthew Vos

Director of Development
mvos@abstractdevelopments.com

Adam Cooper

Director of Community Planning and Development
acooper@abstractdevelopments.com

2.0
Project Timeline

3.0
About Abstract

Designed and Constructed over 620 Homes in 25 Years

Multi-Family Project of the Year
2023

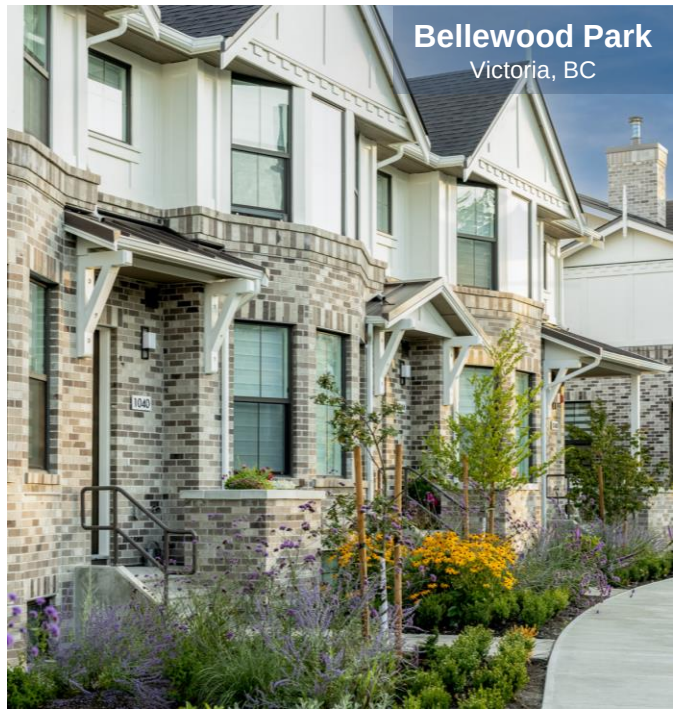
Best Condominium / Mixed Use Project
2023

Best Townhome Project
2021 & 2023

Best Multi-Family Building
2020 & 2021

Green Builder of the Year
2021

Project Precedents



5.0
Subject Site

Neighbourhood: Wishart North

Lot Size: 3367 m2 (35,242 sf)

Existing Zoning: Residential 1 (R1)

Proposed Zoning: Metchosin Road 1 Zone (RM1) with a max 1.2 FAR

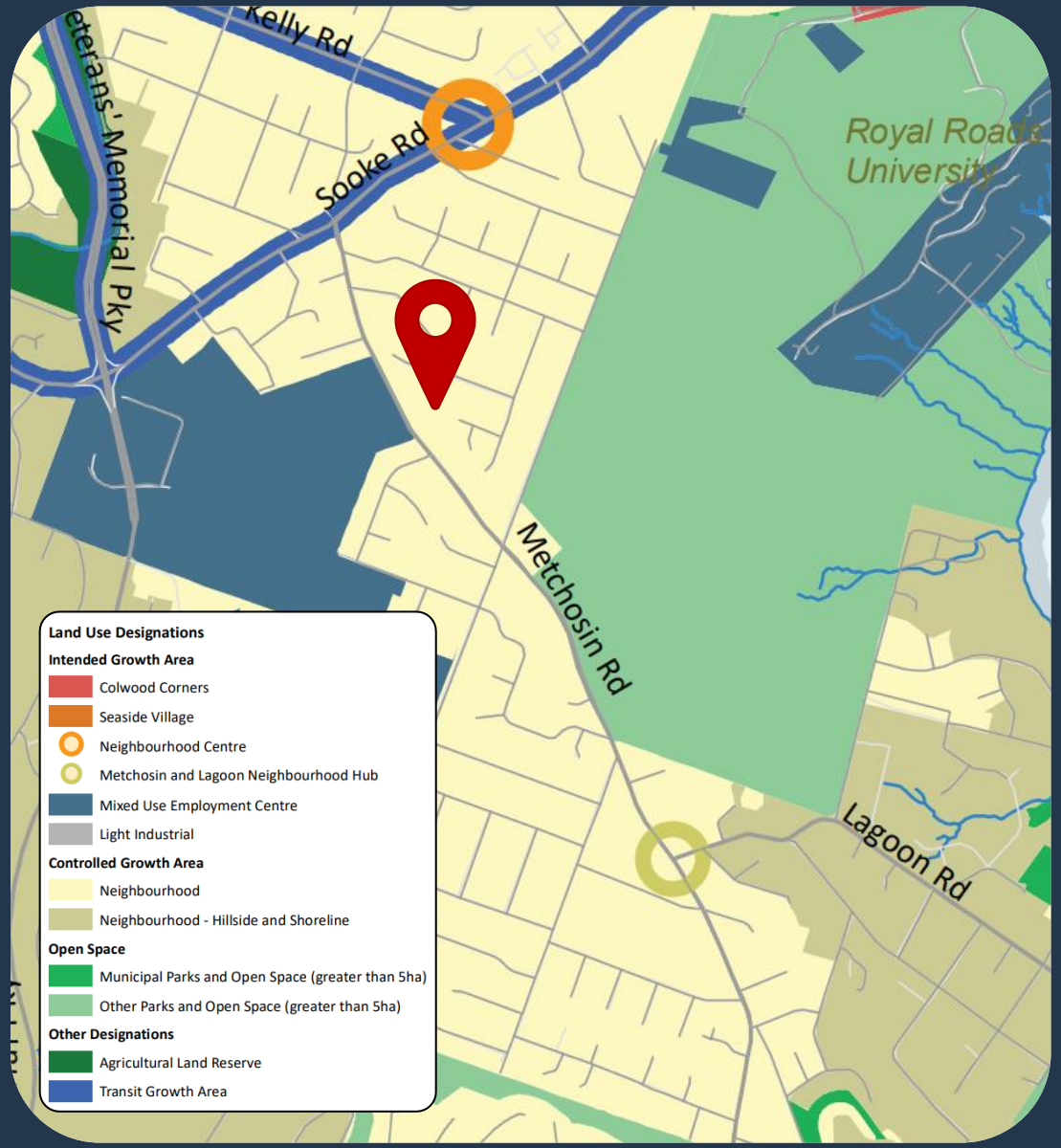
OCP Designation/Future Use: Neighbourhood

6.0 Planning Context

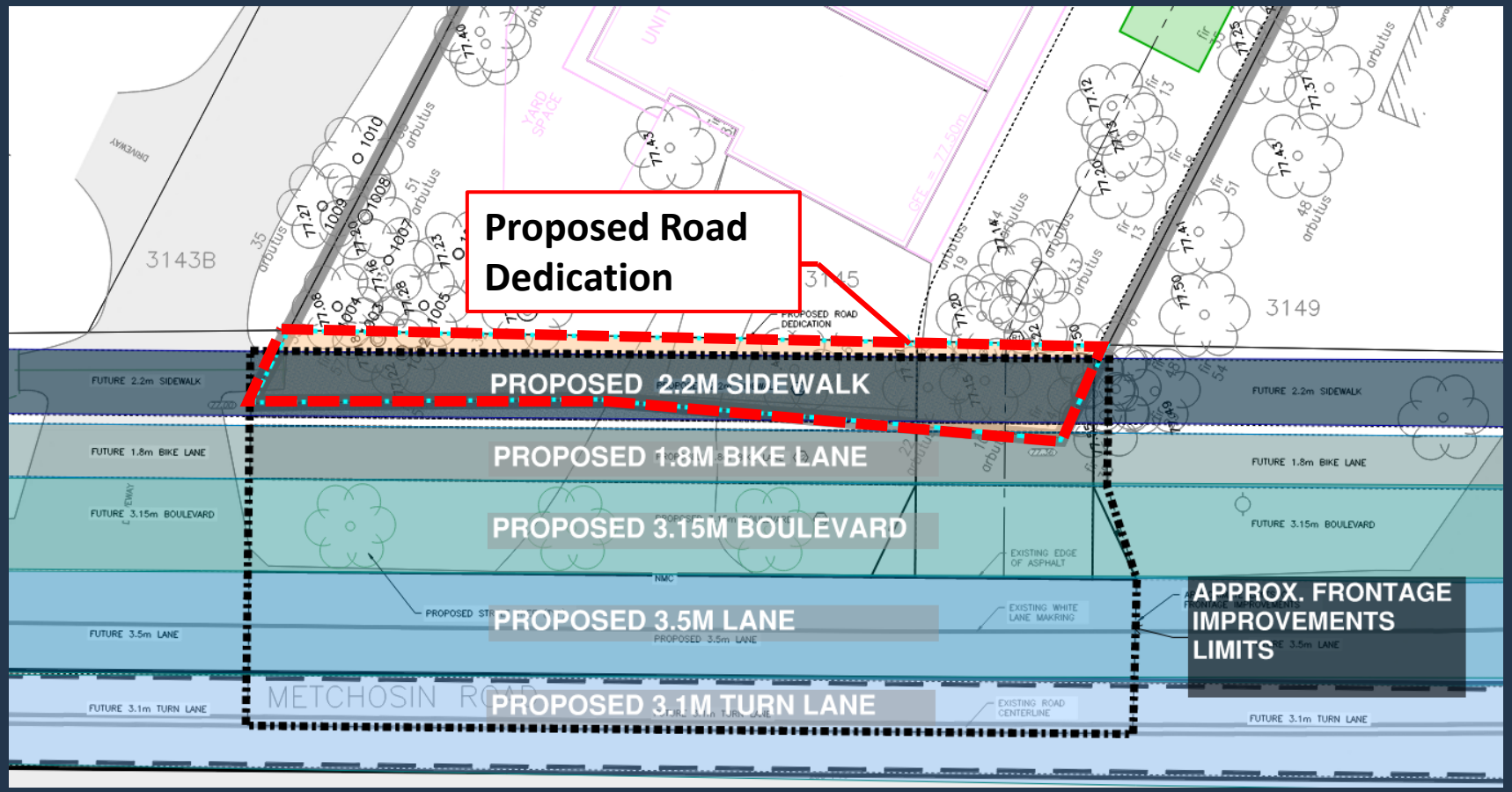
City of Colwood Official Community Plan (2018)

Allows limited residential growth in the Controlled Growth Areas, however; the current Neighbourhood Designation supports developments that are:

- **Ground-oriented multi-unit residential, including townhomes**
- **Ground-oriented buildings up to three storeys and a FAR of 1.2**
- **Metchosin Road is designated as an arterial road and forms part of the Frequent Transit Network (FTN)**

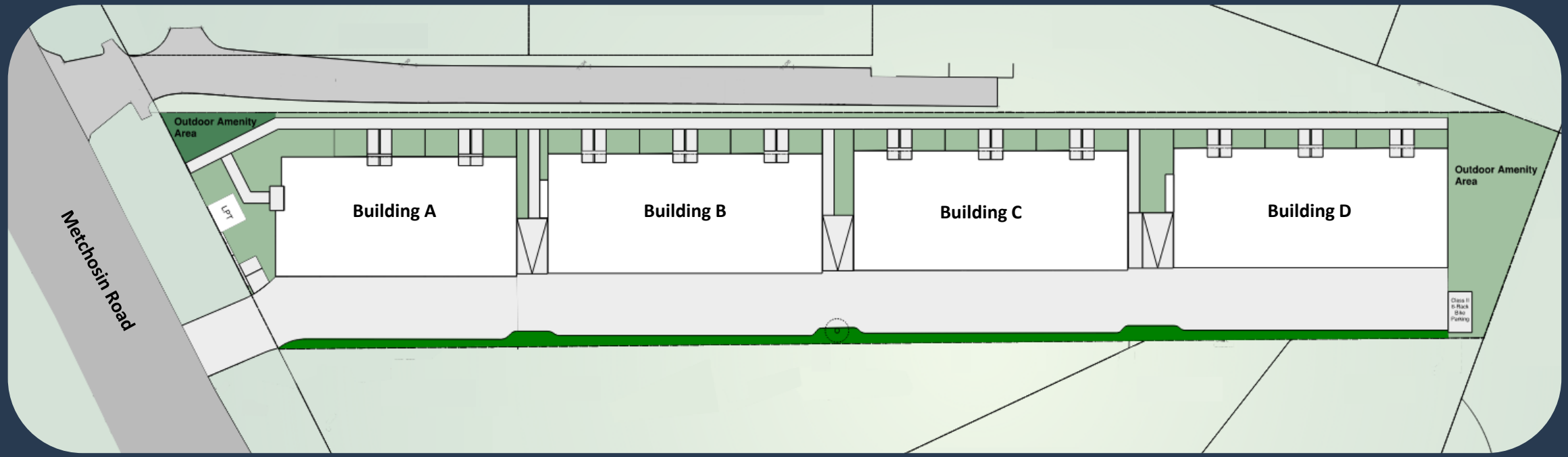


7.0
Frontage Improvements – 25m ROW

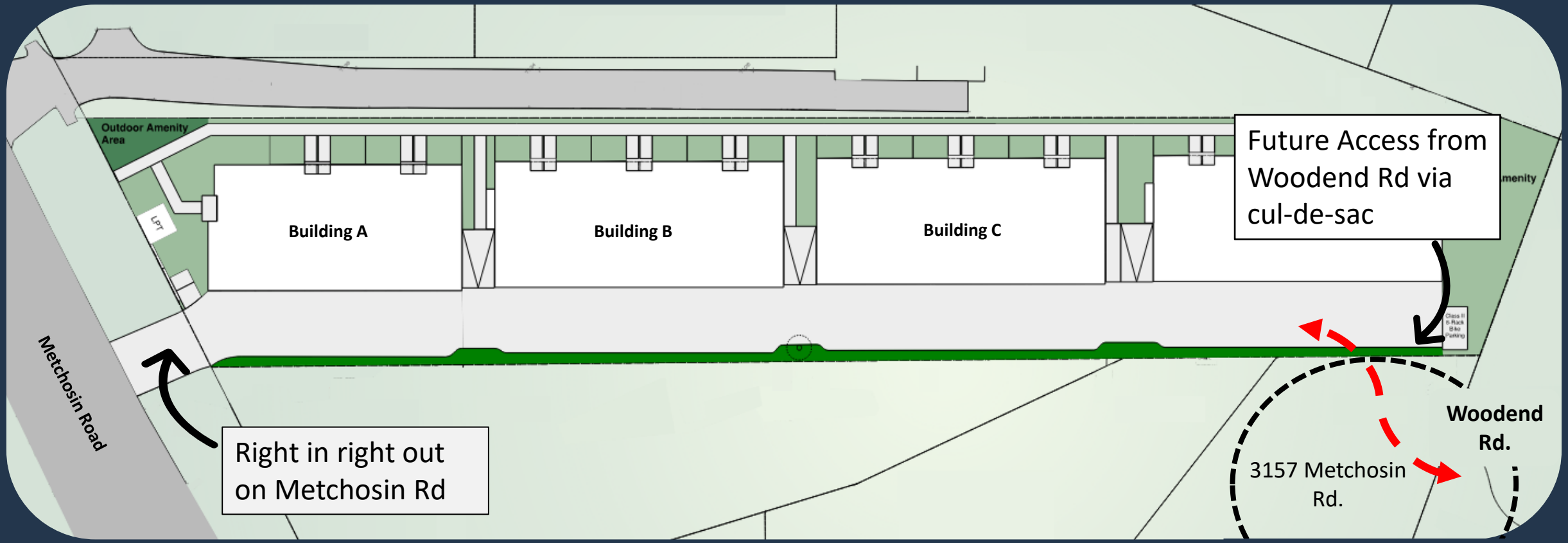


8.0
Proposed Site Plan

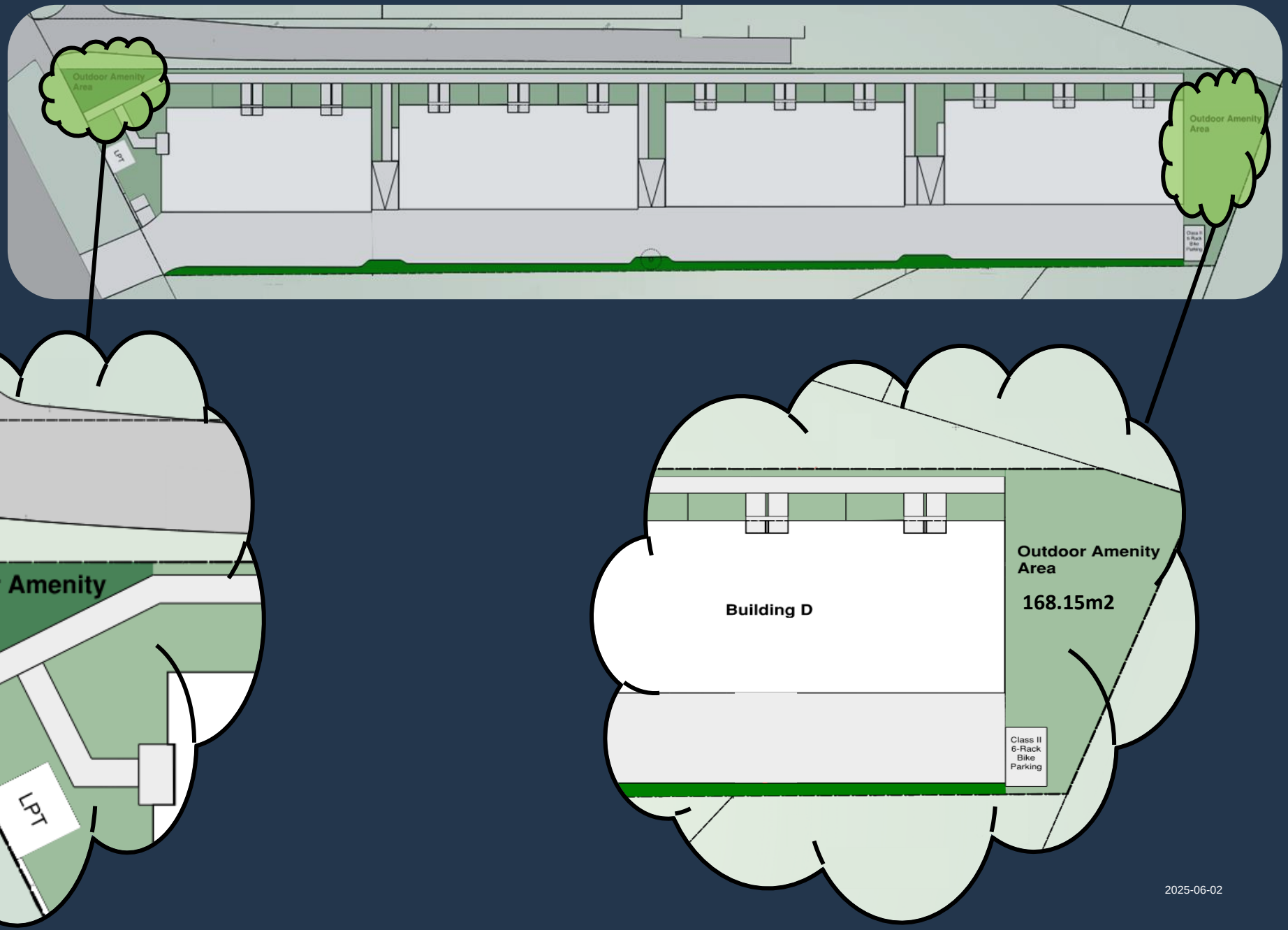
- 23 - 3 & 4 Bedroom Homes
- Energy Efficient Heat Pump Heating & Cooling
- 23 Level 2 Electric Vehicle Rough-Ins
- All Buildings will be Solar Ready
- 49 Parking Stalls
  46 Resident + 3 Visitor
- Designed to current Energy and Step Code Targets



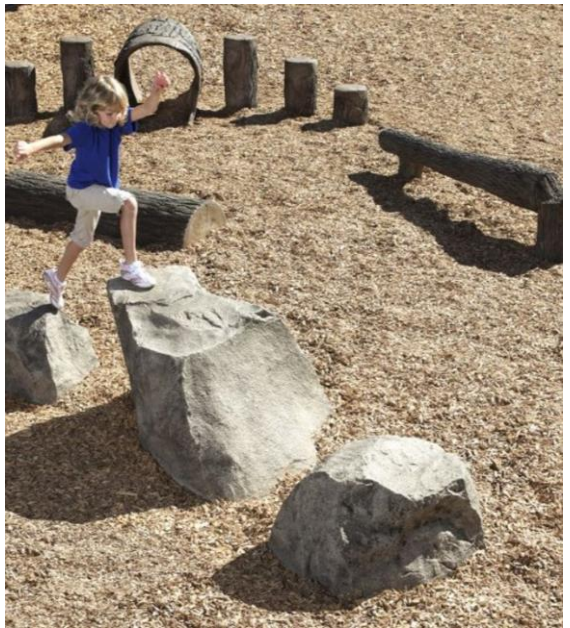
9.0
Vehicle Access



10.0 Outdoor Amenity



Amenity Area Precedents



Thank you

CREATED BY

Abstract Developments
301-1106 Cook St.
Victoria, BC V8V 3Z9
+1 250 883 5579

CONTACT

Matthew Vos
Director of Development
mvos@abstractdevelopments.com

Adam Cooper
Director of Community Planning and Development
acooper@abstractdevelopments.com

CITY OF COLWOOD
BYLAW NO 2054

A BYLAW TO AMEND BYLAW NO. 151 BEING THE "COLWOOD LAND USE BYLAW, 1989"

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. 220 (Metchosin Road 1 – 3145 Metchosin Rd), Bylaw No. 2054, 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 1 (R1) Zone and adding to the Metchosin Road 1 (MR1) Zone, the property shown in Schedule 1 attached to this bylaw and described as "LOT C PLAN VIP20174 SECTION 68 ESQUIMALT".

b. In Section 1.2 "DEFINITIONS", under the heading "MULTIPLE FAMILY RESIDENTIAL ZONE", insert "MR1".

c. In Section 1.3.09 under the heading "SHORT FORM" insert "MR1" after "TGA1" and under the heading "ZONE" insert "Metchosin Road 1" under "Transit Growth Area 1".

d. Add Section 6.13 METCHOSIN ROAD 1 (MR1) as per Schedule 2 of this bylaw.

e. Add the following to SCHEDULE B – AMENITY CONTRIBUTIONS

Zone	Bylaw No.	Legal Description	Amenity Contribution
MR1	2054	LOT C PLAN VIP20174 SECTION 68 ESQUIMALT (3145 Metchosin Rd)	a) Contribute to the Affordable Housing Fund $1,500 per additional residential unit b) Contribute to the Community Amenity Fund $7,500 per additional dwelling unit c) Contribute to the Fire Hall Fund $618 per additional dwelling unit d) All dollar amounts referred to above are the 2025 baseline rates and shall increase annually starting on January 1st of each year starting on January 1st, 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

SCHEDULE 2

SECTION 6.13 METCHOSIN ROAD 1 (MR1) ZONE

6.13.1 Purpose

The purpose of this zone is to support the orderly development of Metchosin Road from Wishart Road to Sooke Road. The MR1 zone is intended to provide the regulatory conditions for attached housing in support of the Neighbourhood land use designation in the Official Community Plan.

6.13.2 Permitted Uses

1. In addition to the uses permitted by Section 2.1.10, the following uses and no others are permitted in the MR1 zone:

    a. Attached Housing
    b. Duplex
    c. Secondary Suite
    d. Accessory Dwelling Unit
    e. Home Occupation – Office Use Only
    f. Show Home
    g. Accessory Buildings and Structures

6.13.3 Base Level of Development

1. In the MR1 Zone the number of dwelling units shall not exceed 1.

6.13.4 Community Amenity Contributions

1. Despite the restrictions in Section 6.13.3, on land whose legal description is set out in Table 1 of Schedule B of the Land Use Bylaw, the density of development in Section 6.13.4 is permitted up to a maximum of 1.2 FAR in accordance with Section 6.13.5 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 Section 6.13.4.1 shall be made at the time of issuance of a building permit.

6.13.5 Regulatory Conditions

1. Regulatory conditions for the MR1 Zone shall be as shown on the following table:

Regulation	General
Minimum lot area	1,000m^2
Minimum lot frontage	30m
Maximum lot coverage	50%
Useable Open Space	5% (minimum)
Maximum building height	3 storeys or 11m
Maximum FAR	1.2

Minimum yard requirements for principal buildings	
Front	3.0m (minimum); 6m (maximum)
Side	1.2m*
Rear	6.0m

*must combine to a minimum of 3.0m total

6.13.6 Subdivision of Duplex and Attached Housing

1. A lot on which a duplex or attached housing has been constructed may be subdivided under the Land Title Act such that each dwelling is on a separate fee simple lot, provided that such separate lot has a minimum lot width of at least 6.0m and a minimum lot area of at least 185 m^2 in the case of a duplex, or a minimum lot width of at least 5.0m and a minimum lot area of at least 150 m^2 in the case of attached housing.

2. The minimum side yard setbacks in Section 6.13.5 do not apply, in the case of a duplex, attached housing or accessory building, in relation to a side lot line on which a party wall has been constructed or is proposed to be constructed.

6.13.7 Metchosin Road Dedication

1. Where a parcel abuts Metchosin Road with a dedicated Right-of-Way width of less than 25m, road dedication will be required meeting standards outlined in the Transportation Master Plan and/or the Subdivision and Servicing Bylaw, as amended from time to time.

6.13.8 Landscaping

1. Landscaping is to be provided:
    a. Plantings at least 1.5 m high in a strip at least 1.5 m wide, or a solid decorative fence at least 1.5 m high shall be provided along all lot lines separating the developed portion of the lot from any Residential Zone or Multiple Family Residential Zone;
    b. Loading areas and refuse removal areas and recycling containers must be screened from adjacent properties and streets by landscaping or solid decorative fence or combination thereof;
    c. All mechanical, electrical, and other service equipment located outside or on the roof of a building must be screened from adjacent properties and streets by ornamental structures, landscaping, or other means;
    d. All portions of the lot not covered by buildings, structures or parking areas shall be landscaped and maintained in a neat and tidy condition; and
    e. Landscape and screening areas shall retain existing trees and natural vegetation wherever possible and add planting including native species that enhances the natural environment.

6.14.9 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.

10.

NOTICE OF AMENDING BYLAW

Colwood Land Use Bylaw No. 151, 1989, Amendment No. 220 (MR1 – 3145 Metchosin Rd), Bylaw No. 2054, 2025

MEETING:	**Regular Meeting of Council**
DATE and TIME:	**Monday, June 23, 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 Monday, June 23, 2025, at 6:30pm in relation to the proposed **"Colwood Land Use Bylaw No. 151, 1989, Amendment No. 220 (MR1 – 3145 Metchosin Rd), Bylaw No. 2054, 2025".**

PURPOSE: This application proposes a rezoning from R1 to a new Metchosin Road 1 (MR1) Zone to enable a 23-unit townhouse development.

SUBJECT PROPERTY: This Bylaw applies to the lands legally described as "LOT C PLAN VIP20174 SECTION 68 ESQUIMALT (3145 METCHOSIN RD).

INSPECTION OF MATERIALS: Copies of the proposed bylaw and related materials can be viewed at https://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 corporateservices@colwood.ca
- 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 corporateservices@colwood.ca up until noon on the day of the meeting.

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