Public Input Binder

The general purpose of proposed **"Colwood Land Use Bylaw No. 151, 1989, Amendment No. 217 (North Latoria Corridor Zone; 532, 538 and 542 Latoria Road), Bylaw No. 2048, 2026"** is to rezone the subject properties at 532, 538 and 542 Latoria Road from A1/R1 to a new multi-family residential zone to permit four 6-storey apartment buildings consisting of 313 units.

Within the electronic binder, please find a copy of:

1. Notice of Development
2. Staff Report to Planning and Land Use Committee (July 7, 2025)
3. Staff Report to Council (February 9, 2026)
4. Staff Presentation (July 7, 2025)
5. Proposed Bylaw
6. Notice of Amending Bylaw
7. Public Input

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

- City of Colwood - Home (civicweb.net)

DEVELOPMENT APPLICATION

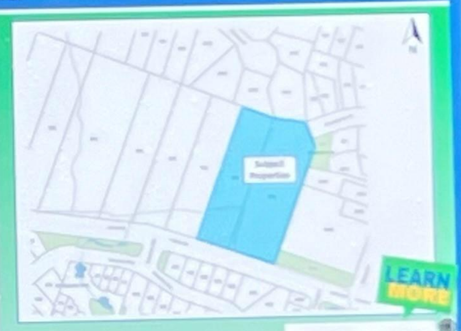
532 and 538 Latoria Road

PROPOSAL:

Rezoning application to permit two 6-storey apartment buildings and a 3-storey townhome block, consisting of a combined total of 176 units (10 townhome units and 166 apartment units).

APPLICANT: Grayland Consulting Ltd.

This information is based on the initial application and is subject to change. Please contact the Development Services Department for instream updates.



For more information, public meeting dates or to provide input:
colwood.ca/planning
Colwood Development Services
3300 Wishart Road | 250-294-8153

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STAFF REPORT

Planning and Land Use Committee
Meeting Date: July 7, 2025

To: CAO – Jason Johnson
Submitted: June 16, 2025
From: Desiree Givens
RE: Rezoning for 532-542 Latoria Road
File: RZ000013

RECOMMENDATION

THAT the Planning and Land Use Committee recommend to Council:

THAT Council consider Rezoning Application No. RZ000013 for the proposed development of 532, 538 and 542 Latoria Road;

AND THAT staff be directed to prepare amendments to the Land Use Bylaw to rezone the properties at 532, 538 and 542 Latoria Road from the existing Rural 1 (A1) and Residential 1 (R1) zones to the proposed North Latoria Corridor (NLC) zone;

AND THAT prior to Council's consideration of RZ000013, staff be directed to prepare a detailed set of long-term conditions to be satisfied prior to adoption of the amending bylaw or to be included in a Section 219 covenant (Development Agreement) for Council's consideration and endorsement;

AND FURTHER THAT prior to adoption of the amending bylaw to rezone the subject properties, the applicant be required to register a set of long-term conditions as endorsed by Council.

SUMMARY AND PURPOSE

The purpose of this report is to present rezoning application RZ000013 to Council. The applicant is requesting an amendment to the Land Use Bylaw to rezone the subject properties (**Figure 1**) from the Rural 1 (A1) and the Residential 1 (R1) zones to a new multiple-family residential zone to allow for the construction of four 6-storey apartment buildings, including one purpose-built rental building and three condominiums (**Appendix 1**). The applicant's letter of rationale is included in **Appendix 2**.

The proposed development would provide market rental housing to meet a key area of need identified in the 2024 Housing Needs Report. The proposal generally aligns with the current Neighbourhood Hillside land use designation of the Official Community Plan, which supports low-rise multi-unit residential buildings with a maximum Floor Area Ratio of up to approximately 1.2 and a maximum height of six storeys (in very limited situations and only where significant environmental and ecological benefits to the overall site can be achieved). The applicant inventoried the natural assets of the site, as detailed in the Environmental Assessment (**Appendix 4**) and the Tree Management Plan (**Appendix 5**),

to prepare a site plan that protects the formative features of the land in accordance with site adaptive planning principles outlined in the Official Community Plan. A site adaptive planning design rationale (**Appendix 6**) has been prepared by the applicant and approved by the project biologist and arborist.

The City of Colwood has undertaken a three-year visioning exercise for the neighbourhood area that encompasses the subject properties. The visioning project is expected to result in a local area plan with new land use policies for the subject properties to reflect the community's collective vision for the area. A copy of the draft local area plan is being presented to the Planning and Land Use Committee concurrently with this application. The draft area plan will be workshopped with Council at an upcoming Committee of the Whole meeting on July 14, 2025. The rezoning application will be presented to Council concurrently with the local area plan on August 25, 2025 and is consistent with the vision and proposed policies within the area plan.

STRATEGIC PLAN *(infrastructure wellbeing)*

The infrastructure pathway in Colwood's Strategic Plan 2024-2027 emphasizes the creation of a well-connected network of streets, sidewalks, trails and cycling routes. If this rezoning application were to advance, it could support this pathway by ensuring that the City's long-term plans for Latoria Road can be accommodated and secured through road dedication and frontage improvements.

The proposal could also support the Wellness pathway by adding 107 new market rental units to Colwood, addressing a need identified in the 2024 Housing Needs Report. It also includes 48 three-bedroom units, providing housing options suitable for families.

RELATED POLICIES

Housing Needs Report 2024

The Housing Needs Report highlights that Colwood has experienced persistently low vacancy rates and rising rental costs for over 15 years. This proposal will support an identified need for market rental housing, offering relief to the local housing demand. Additionally, the report forecasts a need for 1,562 new housing units in the next five years, and this proposal contributes meaningfully toward achieving that target.

BACKGROUND

APPLICANT INFORMATION

Table 1: Site Data

Applicant	Grayland Consulting Ltd.
Civic Addresses	532 Latoria Road 538 Latoria Road 542 Latoria Road
Legal Descriptions	Lot 2, Section 61, Esquimalt District Plan VIP23793 Lot 5, Section 61, Esquimalt District Plan VIP7244 Lot 4, Sections 60 & 61, Esquimalt District Plan VIP7244

Size of Properties	19,327 m2 (4.8 acres)
Zoning	Current: Rural 1 (A1) and Residential 1 (R1) Proposed: North Latoria Corridor (NLC)
OCP Designation	Current: Neighbourhood Hillside and Shoreline Proposed: Neighbourhood Hillside and Shoreline
Development Permit Areas (DPAs)	Form and Character DPA: Hillside Environmental DPA: Riparian / Hillside Natural Hazards DPA: Steeply Sloped Area

APPLICATION REVIEW

1. Proposal

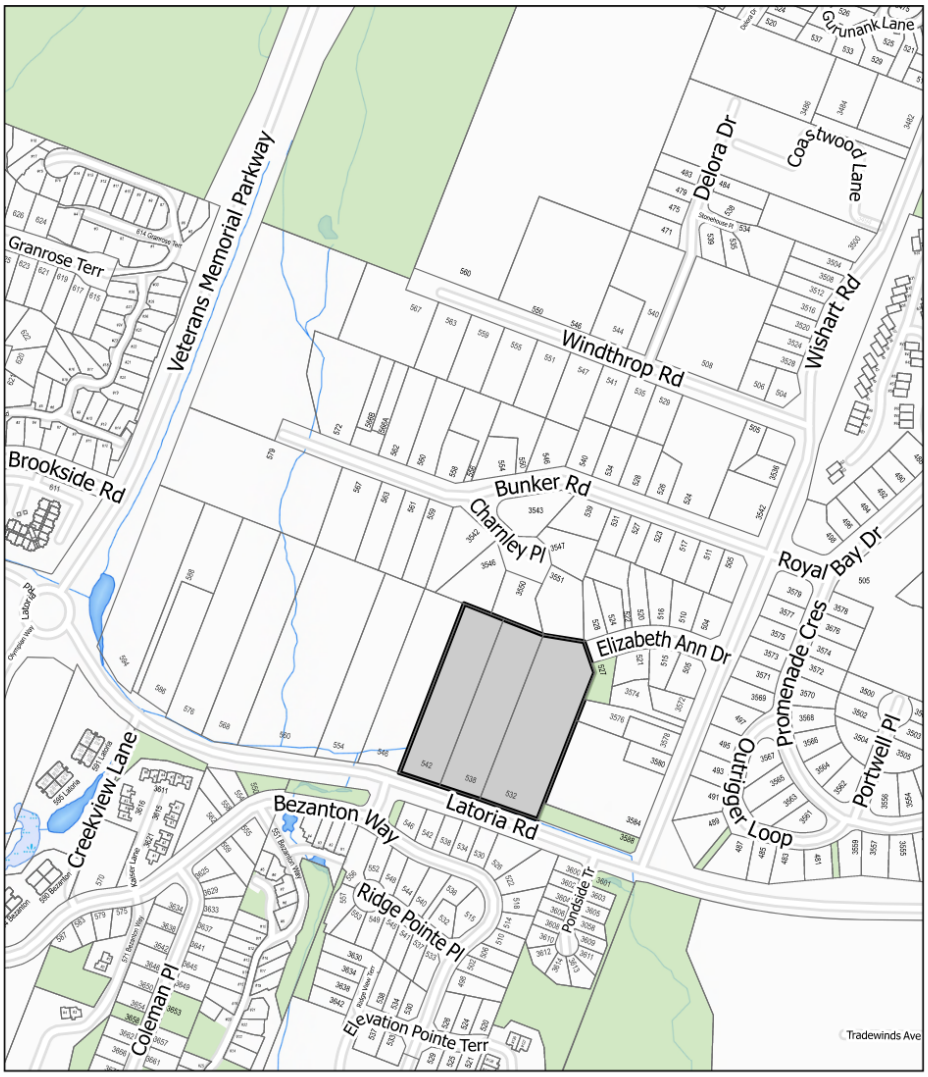
The applicant is seeking an amendment to Land Use Bylaw No. 151 to rezone the properties at 532, 538,
and 542 Latoria Road from the Rural 1 (A1) and Residential 1 (R1) zones to a new multiple-family residential zone – the North Latoria Corridor (NLC) zone. This rezoning would permit the development of four 6-storey multi-family buildings with a total of 313 units. At the time of this application, all parking requirements, including visitor stalls, have been met in accordance with the Off-Street Parking Bylaw No. 1909.

2. Site Context

The subject properties are situated in the Latoria neighbourhood along Latoria Road, which provides convenient access to nearby commercial and recreational areas in Royal Bay and Olympic View as shown in **Figure 1**. The closest intersection is at Latoria Road and Wishart. The neighbourhood is primarily residential comprised mostly of single-family homes and townhomes. **Table 2** illustrates the existing land uses and zones of properties adjacent to the site. Each property contains a single-family dwelling and a number of accessory buildings.

Figure 1: Community Context Map

RZ000013



Community Context Map
532, 538 & 542 Latoria Road

Scale: 1:4,000
June 11 2025

Table 2: Adjacent Land Uses

	Existing Zone	Existing Use	Notes
North (3546-3351 Charnley Place)	R1	Single family dwellings and accessory buildings	
East (3576-3584 Wishart Road)	R1 CD17	Single family dwelling Vacant land	3584 Wishart is within the visioning study area and was rezoned in the past to enable a townhouse development
South (526-546 Bezanton Way)	CD8 CD9	Single family dwellings and accessory buildings	Existing houses and townhouses on the south

			side of Latoria Road were rezoned just over a decade ago
West (546 Latoria Road)	A1	Single-family dwelling and accessory buildings	546 Latoria Road is within the North Latoria study area and is currently undergoing a similar rezoning process. The rezoning application is still under review.

The properties have a total combined area of approximately 5 acres and are gently sloping, with varying grades across the site. The southern portion of the site is relatively level, while the northern areas experience a gradual rise in elevation, offering views of the surrounding area.

The site features a mix of treed and open areas, contributing to its natural character. There are 51 protected on-site trees, of which, 17 are proposed to be removed and replaced elsewhere on the site. The site also contains two watercourses, including Latoria Creek, which runs along the southern portion of the site parallel to Latoria Road, and a seasonal watercourse that runs between 532 and 538 Latoria Road. Both of these watercourses will be protected and restored in accordance with the City's environmental guidelines and provincial RAPR legislation. Additional information regarding the protection of these natural features is provided below under the heading "Site Adaptive Planning."

3. Land Use Bylaw No. 151

The subject properties are currently zoned A1 and R1, which permits one- and two-family dwellings, home occupations, secondary suites and other uses that are ancillary to residential uses, as well as a range of agricultural and institutional uses in the A1 zone.

The new North Latoria Corridor (NLC) zone will enable a range of residential, commercial (where appropriate), institutional and ancillary uses. The zone is divided into two distinct sub-areas in alignment with the final land use concept for the North Latoria Corridor. The subject property is located in Area 2 of the NLC zone, which permits apartment use.

Table 3 compares the land use regulations under the existing A1 and R1 zones with the proposed regulations under Area 2 of the new NLC zone.

Table 3: Zone Comparison

	Rural 1 (A1)	Residential 1 (R1)	North Latoria Corridor (NLC) - Area 2
Lot Area	Min. 4 ha.	Min. 695m2 (1-family dwelling) Min. 1,100 m2 (2-family dwelling)	Min. 4,000 m2
Lot Frontage	Min. 60 m	Min. 16m	Min. 35m
Lot Coverage	10%	35%	50%
Permitted Uses	Agriculture	One-family dwelling	Attached Housing

	Intensive agriculture Cemeteries Community care facility Dog boarding and breeding kennels Golf course One-family dwelling Two-family dwelling Not more than 4 boarders or lodgers Riding academies, riding stables Home occupation Secondary suite Accessory buildings and structures Silviculture Accessory dwelling unit	Two-family dwelling Group home use Home occupation Not more than 2 boarders or lodgers Accessory buildings & structures Secondary suite Accessory dwelling unit Show homes	Apartment Bakery, not exceeding 200 m2 in floor area Congregate Housing Daycare Home Occupation Office, Financial Office, Medical Office, Professional Personal Service Show Homes
Density	--	Not to exceed 0.4 FAR	Not to exceed 2.5 FAR
Height	Max. 10.5 m	Max. 8.5 m	Max. 24 m
Building Setbacks			
Front	7.5 m	7.5 m	7.5 m
Rear	10 m	7.5 m	10 m
Side(s)	3 m	1.5 m	3 m
Landscaping/Screening			
1. Where a lot line joins a public road a landscaped area of at least 1.5 m in width must be provided inside the property line; 2. A landscaped buffer area of at least 1.5 m in width and 2.0m in height must be provided along the inside of all property lines to separate parking areas from adjacent properties; 3. Whenever visible above finished grade from adjacent properties or public streets, loading areas, refuse removal areas and recycling containers must be screened by landscape or solid decorative fence or combination thereof; and 4. 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			

4. Official Community Plan Bylaw No. 1700

Land Use Policies (Current)

The subject properties are designated as Neighbourhood – Hillside and Shoreline in the Official Community Plan, which supports ground-oriented buildings, including multi-unit townhouses up to approximately 3 storeys as permitted under Policies 7.2.20(c) and 7.2.21(b). Further supported land use objectives include maintaining existing character and scale of existing areas while increasing housing diversity through sensitive infill that are compatible in terms of scale and intensity. **Table 4** describes the OCP objectives for the land use designation and how the proposal aligns with each objective.

Table 4: Compliance of Proposed Development with OCP Land Use Designation

Neighbourhood Hillside & Shoreline Policies		Proposal	Staff Comment
Land Uses Policy 7.2.20 (c)	Low-rise multi-unit residential in very limited situations, and only where significant environmental and ecological benefits to the overall site can be achieved, while minimizing ecosystem disturbance, protecting habitat areas and incorporating existing natural features.	The applicant is proposing low-rise multi-unit residential apartments in accordance with this policy. In addition to dedicating approximately half an acre of land and contributing financially toward future efforts by the City to realign and restore Latoria Creek, the applicant is proposing to achieve significant ecological benefits to the site by restoring the Streamside Protection and Enhancement Area of the seasonal tributary that runs north to south and bisects 532 and 538 Latoria Road. Efforts are being made to preserve approximately half of the existing mature trees on the site. Further information about the applicant's proposal to achieve a significant environmental benefit is discussed below.	**Policy met**
Built Form Policy 7.2.21 (b)	Low rise buildings of no more than six storeys	Six-storey low rise buildings	**Policy met**
Density Policy 7.2.21 (d)	FAR ranging up to approximately 1.2.	1.2 (pre-land dedication) 1.4 (post land dedication)	**Policy met**

Policy 7.2.22 (a)	Adhere to the "Other Directions" policies for the Neighbourhood land use designation.	The Neighbourhood designation requires new development to improve the public realm, create walking connections between residential areas and frequent transit, and design buildings to protect natural assets. The proposal will introduce a new internal road network that includes both private and public roads, as well as sidewalks. These improvements will improve the public realm for pedestrians providing direct walking connections for residents of the new development and linking them efficiently to the future proposed frequent transit service on Latoria Road. This enhanced connectivity supports the goal of promoting accessible, walkable neighbourhoods with seamless access to transit, thereby improving overall mobility and encouraging sustainable transportation choices. The proposed buildings and structures have been sited on the lands in a location that is	**Policy met**

		best suited to protecting the highest ecological valuable assets of the site in accordance with the site adaptive planning principles of the OCP.	
Policy 7.2.22 (b)	Strong focus on site adaptive policies, including clustering of development to be set back from and preserve nature features and sensitive ecosystems.	Development has been clustered to protect key natural features of the lands. The proposal aligns with the City's site adaptive planning policies and will minimize impact on the surrounding natural features and sensitive ecosystems. The design incorporates setbacks from streams, ensuring that sensitive habitats are preserved.	**Policy met**
Policy 7.2.22 (c)	Protecting and optimizing views from public spaces.	Views from public open spaces are unlikely to be impacted. The applicant is proposing to preserve the existing mature tree canopy around sensitive environmental areas (e.g., the riparian area along the properties' frontage) as well as along the property lines adjacent to Elizabeth Anne Park. This not only enhances the aesthetic quality of public spaces, but also strengthens the connection between residents and the natural environment.	**Policy met**
Policy 7.2.22 (d)	Applying alternative infrastructure	The applicant is not requesting alternative	**Not applicable at this time**

	standards, where feasible, such as reduced rights-of-way requirements, to reduce the development footprint.	infrastructure standards at this time.	
Policy 7.2.22 (e)	When considering development on greenfield sites, retain a minimum of 40% of the site area as part public and part private open space.	The proposal will retain 37% of the lands as part public and part private open space.	**Policy substantially met**

Land Use Policies (Proposed)

The subject properties are located within the North Latoria Corridor area, which is currently undergoing a visioning exercise that will result in revised land use policies for the area that will guide future changes to land use, transportation, and the public realm. The project is informed by public input (including discussions with the public and specific stakeholder groups) and legislative, regulatory and policy initiatives and constraints.

As detailed in the Staff Report to the Planning and Land Use Committee titled "North Latoria Area Plan," the visioning exercise is nearly complete, and a draft local area plan has been prepared for discussion at an upcoming Committee of the Whole workshop in July. It is anticipated that the new land use policies for the North Latoria Corridor area will be considered by Council at the meeting on August 25th, 2025. In the meantime, however, the applicant wishes to have their rezoning application considered by the Planning and Land Use Committee and has developed plans in accordance with the draft policies of the North Latoria Area Plan.

Table 5 summarizes key, relevant land use policies within the area plan and describes how the proposal aligns with each draft policy.

Table 5: Compliance of Proposed Development with North Latoria Area Plan Policies

[DRAFT] North Latoria Area Plan Policies		Proposal	Staff Comment
Built Form and Land Use Policy 31.4.6 (a)	Supports multi-unit residential uses with a maximum height of 6 storeys and a maximum density of 2.5 FAR.	The applicant is proposing four 6-storey apartment (multi-unit residential) buildings with FAR of 1.4.	**Policy met**
Policy 31.4.6 (b)	Only consider development proposals that incorporate at least two contiguous legal lots in the corridor	The proposal incorporates 3 contiguous legal lots in the corridor.	**Policy met**
Policy 31.4.6	Accommodate the needs of	The applicant is not	**Not applicable**

(c)	existing and future residents in the area by supporting a diversity of institutional uses.	proposing to provide an institutional use; nonetheless, the NLC zone will support a diversity of institutional uses should there be a desire by the applicant to accommodate this within the development in the future.	
Policy 31.4.6 (d)	Siting of buildings and structures should be arranged to preserve existing protected trees and minimize impacts to ecologically sensitive features.	The buildings have been sited in the areas of least disturbance to protect nearly half of the protected trees on the site and to avoid impacts to the riparian streamside protection and enhancement areas. See the Site Adaptive Planning section of this report for further detail.	**Policy met**
Policy 31.4.7 (a)	Uphold universal design as a core value of development within the North Latoria Corridor by enabling units to be adapted easily and cost-effectively to keep pace with changing needs and abilities.	The applicant has indicated that they will provide units that meet BC Building Code standards for accessibility. Staff will work with the applicant at detailed design stage to ensure units are adaptable.	**Not applicable at this time**
Policy 31.4.7 (b)	Target 20% of the total proposed units within each development for the purpose of delivering one or more of the City's housing needs: family housing (3+-bedroom units), affordable housing, housing for seniors, purpose-built rental, or housing for people with disabilities will be supported.	The applicant is proposing to set aside 46% of the units to deliver family housing (48 units) and/or purpose-built rental housing (107 units, including 12 three-bedroom units).	**Policy met**

Policy 31.4.7 (c)	Enter into Housing Agreements as a condition of zoning adoption to ensure diverse housing types and tenures are retained for a minimum of 20 years.	Staff will recommend to Council that the requirement for a Housing Agreement be included a condition of rezoning to be satisfied prior to zoning adoption or to be included within a Development Agreement.	**Not applicable at this time**
Policy 31.4.7 (d) (e)	Consider waiving CACs or other amenity contributions for affordable housing units that will be delivered through a partnership with a non-market housing provider. Consider waiving CACs or other amenity contributions to encourage the delivery of secure seniors housing delivered through partnership with a Seniors Living Association or similar entity.	This policy is not applicable since the applicant is proposing market rental units rather than affordable housing units or seniors housing.	**Not applicable**
Policy 31.4.8 (a) (b)	Develop key connections between Latoria Creek Park and Havenwood Park to complement the Beach to Mountain Trail Route Network described in the City of Colwood's Parks and Recreation Master Plan as generally shown in Figure 2. Secure public use of and access to the green space identified in Figure 2 of the local area plan.	The applicant has agreed to dedicate as a fee simple lot the frontage of the subject properties (approximately half an acre) to support desired public green space shown generally in Figure 2 of the local area plan. Staff will include this as a long-term condition to be satisfied prior to zoning adoption.	**Policy met**
Policy 31.4.8 (c)	Follow site adaptive planning principles and design as illustrated in Sections 11.2.2.3 and 18.4.	The applicant has provided the City with a site adaptive planning framework (**Appendix 6**), which	**Policy met**

		will guide the development as it advances to detailed design stage.	
Policy 31.4.8 (d)	Ensure the City's park acquisition and improvement development cost charges support future efforts by the City to realign, restore and enhance Latoria Creek.	This policy is intended to guide future amendments to the City's parks DCCs and does not apply to Council's consideration of development applications within the corridor.	**Not applicable**
Policy 31.4.9 (a) (b)	Retain and protect at least one third of the existing protected trees in the local area.	The proposal is able to achieve the preservation of approximately 50% of the existing protected trees/canopy. Trees that are in fair or good health around public spaces and environmentally sensitive areas are prioritized.	**Policy met**
Policy 31.4.10 (a)	Secure desired road dedication, including the provision of new local roads and expansion of existing roads as generally illustrated in Figure 1 and in keeping with the City of Colwood's Transportation Master Plan (as amended or replaced from time to time).	This requirement has been captured as a condition of rezoning in the Development Agreement, which must be registered prior to adoption of the amending bylaw to rezone the properties. The required road dedication is further described in the "Off-Site Works" section below.	**Policy met**
Policy 31.4.10 (b)	Prioritize adequate connection and access to public transit. New developments should facilitate the improvement of transit services in consultation with the City and BC Transit and may be	The proposal supports the development of an internal road network, including sidewalks and bike lanes, which will connect to transit on	**Policy met**

	required to provide transit amenities in accordance with BC Transit's standards.	Latoria Road. The Development Agreement will include a condition requiring the developer to consult with the City and BC Transit to install amenities and improvements to the westbound bus stop at Latoria Road and Bezanton Way.	
Policy 31.4.10 (c)	Consolidate existing accesses onto Latoria Road for transportation and servicing purposes as generally shown in Figure 1. No other accesses will be permitted unless it can be demonstrated that all other options (e.g., shared access, laneway, etc.) have been explored and are deemed not feasible by staff upon review of pertinent studies prepared by a Qualified Professional at the sole cost of the applicant and accepted by the City's Engineering department.	Existing accesses will be consolidated, and it is anticipated that the new Bezanton Way extension road will provide the only access to the subject properties in the future. The Development Agreement will include conditions pertaining to the phasing of these works.	**Policy met**
Policy 31.4.10 (d) (e)	Enhance the pedestrian and bicycle network and provide a system of walkable and bike-friendly routes within and to adjoining areas. Provide continuous pedestrian connections within private land to adjoining areas, public rights-of-way and trails.	The proposal will result in the creation of a new internal road network that will include sidewalks and bike-lanes to connect the development with adjacent areas. Within the private development lands, several pedestrian connections are provided that connect to public sidewalk on the proposed Bezanton Way extension. Once fully built out, the proposed development	**Policy met**

		will enhance the pedestrian and bicycle network and provide continuous connections to adjoining land, public rights-of-way and trails.	

Site Adaptive Planning Policies

Site adaptive planning is a general approach to conducting site analysis, identifying buildable and non-buildable (conservation) areas, and using this information to arrive at a site plan that reflects site opportunities and constraints. Described in Policy 11.2.2.3 and Section 18.4 of the OCP, this approach is encouraged when developing environmentally sensitive areas and hillside sites. The primary objectives of this approach are to:

- Maintain the functions of key natural systems including hydrologic (runoff) systems, longshore (drift) systems, climate systems, and ecosystems; and
- Minimize disruption to the landscape in areas identified by the development permit area objectives and guidelines.

The proposed development is considered a hillside site and must therefore achieve site adaptive planning policies of the OCP. As part of the rezoning application, the applicant retained a registered biologist to conduct environmental analysis and identify the formative systems and features of the site, analyze the site, and plan for development within the areas of least constraints. This section summarizes the proposal's site adaptive planning approach. Further information can be found in **Appendices 4-6**.

A site adaptive planning approach was undertaken as per Section 18.4 and Policy 11.2.2.3 of the OCP, which requires that:

1. A natural assets inventory be provided to the City in support of site adaptive planning as a first step in the development approvals process; and,
2. The developable footprint of a proposal be shaped by the formative systems on the site as identified in the natural assets inventory.

Natural Assets Inventory

To prepare a natural assets inventory, the applicant retained Corvidae Environmental Consulting Inc. and WSP Canada Inc. to conduct reviews and prepare environmental reports, including an Environmental Assessment (**Appendix 4**), a Riparian Area Regulation Report, and a Site Adaptive Planning Rationale (**Appendix 6**). The reports found that the most significant natural features on the site included the:

- Streamside protection and enhancement area of Latoria Creek along the southern boundary at Latoria Road;
- Streamside protection and enhancement area of the seasonal watercourse that bisects 532 and 538 Latoria Road;
- Existing trees; and,

- Peat in the southeast corner of the site.

Recommendations to minimize environmental impacts are outlined in the Environmental Assessment, and include adhering to riparian setbacks, replanting with native vegetation, removing invasive species, timing vegetation removal to account for wildlife, and implementing erosion and sediment control strategies. These steps aim to ensure responsible and sustainable development.

Tree Management Plan

The Tree Management Plan (**Appendix 5**) prepared by Talmack Urban Forestry Consultants Ltd. identifies the need to remove 17 out of 51 bylaw protected trees (67% retention rate) currently located on the site, including within the future land dedication. Not including the trees within the future land dedication, 14 out of 26 bylaw protected trees (46% retention rate) on the subject properties will need to be removed to facilitate the construction of the proposed development. Removal of trees on City property (future land dedication) will require approval from the City's Parks and Engineering departments.

5. Off-Site Works

Road Dedication

Bezanton Way Extension

As a condition of the proposed rezoning, the applicant will be required to dedicate land for the construction of a new public road (the Bezanton Way extension). This road dedication is intended to serve as the primary access point for the subject properties as well as future development west of the properties, including 546 and 554 Latoria. The new road will be constructed in accordance with the standards described in the City's Subdivision and Development Servicing Bylaw No. 2000, including the provision of sidewalks and boulevard landscaping.

Latoria Road

Staff will also recommend a condition requiring the applicant to dedicate a fee simple lot along the properties' frontage on Latoria Road. This dedication is being sought to provide the City with greater long-term flexibility in implementing future road improvements. While the ultimate plans for Latoria Road are part of the Transportation Master Plan process and have not been endorsed by Council, the proposed land dedication will secure sufficient land area to accommodate the potential widening of the road from two lanes to three or four lanes in the future, should that be required.

Statutory Rights-of-Way/Easements

At this time, it is anticipated that the new Bezanton Way extension will terminate just before the road turns into the private development. At that point, the road will become a private strata road. Staff will return to Council with a detailed set of conditions, including a condition to require the Owner to grant to the City any necessary statutory rights-of-way, easements or other agreements to ensure that access over the strata road for emergency services and future residents of the apartments, as well as to ensure that all servicing that will be installed underneath the strata road will be maintained by the future Owners of the lands.

Frontage Improvements

Frontage improvements along the property's frontage must be provided (or secured for) through the

development process in accordance with the City of Colwood's Subdivision Servicing Bylaw No. 2000 and Transportation Master Plan. Both documents are amended from time to time to reflect current and future transportation needs of the community, including road expansion, transit, and active transportation
considerations.

6. Traffic Impact Assessment

A Transportation Impact Assessment (TIA) was conducted by Watt Consulting Group (**Appendix 7**), which reviewed the surrounding road network and related intersections. The report has been reviewed by the Engineering department and has been accepted for the purposes of this rezoning application.

7. Site Servicing

The site can be serviced by municipal water and sewer, which are both available on Latoria Road. A civil, lighting, off-site landscape and irrigation, stormwater management plan and sewer and design drawings will be required prior to Building Permit issuance. The applicant is aware that water and sanitary capacity will need to be confirmed during the design stage, in advance of Building Permit consideration so the works can be available for connection.

8. Building and Life Safety

All upgrades necessary to serve the development are the responsibility of the developer. A Fire Underwriters Survey (FUS) report would be required if the development proceeds to the development permit stage and is required prior to Building Permit approval.

9. Public Engagement

As required by Development Application Consultation Policy DEC 001, the applicant contacted nearby residents to inform them of their development proposal. A summary of the applicant's engagement is included in **Appendix 8.**

OPTIONS / ALTERNATIVES

- **Option 1:** The staff recommendation; OR
- **Option 2:** Defer decision and direct staff to provide the following additional information: *[Items to be specified by Council]*; OR
- **Option 3:** Deny the application

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 during the weeks leading up to first reading of an amending bylaw. Further, prior to first reading, the City will mail postcard notices to owners and occupants within a 100-meter radius of the subject property and post notice on the City's website and in two consecutive issues of a local newspaper.

TIMELINES

July 7, 2025	August 25, 2025	October 27, 2025	TBD
Rezoning application is introduced to the Planning and Land Use Committee.	Council will consider the Committee's recommendation on this application in conjunction with the North Latoria Area Plan and the recommended long-term conditions of rezoning to be registered in a Development Agreement.	The amending bylaw to rezone the subject properties will be considered at the same meeting as adoption of the North Latoria Area Plan. The public will be invited to provide input.	Prior to adoption, the applicant is required to register the Development Agreement.

CLIMATE CONSIDERATIONS

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

FINANCIAL CONSIDERATION

Rezoning the subject properties to permit a higher density of development will increase the assessed value of the lands, thus increasing its taxable value. **Table 6**, below, provides a preliminary estimate of the developer contributions for the proposed 313 apartment units.

Table 6: Preliminary Summary of Developer Contributions

Contributions by Type	Rate per Unit	Total	Bylaw/Policy Reference
CAC Fund	$4,500* per unit	$1,408,500	Policy COM003 as amended
Affordable Housing Fund	$1,500* per unit	$469,500	Policy COM003 as amended
School DCC (payable to SD62)	$600 per unit	$187,800	CRD Bylaw No. 2019-01
Road DCC	$4,949.11 per unit	$1,549,071	Bylaw No. 1836
Water DCC (payable to CRD)	$1,573 per unit	$492,349	CRD Bylaw No. 2758
Sewer Enhancement Fees	$1,178 per unit	$368,714	Bylaw No. 1500
Park Acquisition DCC	$1,631.55 per unit	$510,675	Bylaw No. 2037
Park Improvement DCC	$1,578.64 per unit	$494,114	Bylaw No. 1900
Total Contributions		**$5,480,723**	

**Subject to annual CPI increases*

CONCLUSIONS

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

Attachments:

Appendix 1: Plans for 532-542 Latoria
Appendix 2: Letter of Rationale
Appendix 3: Landscape Plan
Appendix 4: Environmental Assessment
Appendix 5: Tree Management Plan
Appendix 6: Site Adaptive Planning Report
Appendix 7: Traffic Impact Assessment
Appendix 8: Applicant-Led Neighbourhood Consultation Summary
Staff Presentation
Applicant Presentation

Approved by:	**Status:**
Mairi Bosomworth, Senior Planner	Approved - 19 Jun 2025
Marcy Lalande, Manager of Corporate Services	Approved - 19 Jun 2025
Kathy McLennan, Director of Finance	Approved - 26 Jun 2025
Jason Johnson, Chief Administrative Officer	Approved - 30 Jun 2025

LATORIA ROAD

CIVIC ADDRESS

532, 538, AND 542 LATORIA ROAD

COLWOOD, BRITISH COLUMBIA

ISSUED FOR REZONING ON JUNE 16, 2025

DRAWING LIST:

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3707 1st AVENUE,
BURNABY, B.C., V5C 3V6
(tel) 604.298.3700
(e-mail) ascott@lovickscott.com

A00 COVER SHEET
AS1 SITE PLAN
AS2 SITE PLAN
A1.1 P4 PARKADE- 538 & 542
A1.2 P3 PARKADE- 538 & 542
A1.3 GROUND FLOOR AND P2 PARKADE- 538 & 542
A1.4 2ND FLOOR AND P1 PARKADE- 538 & 542
A1.5 P2 PARKADE -532
A1.6 P1 PARKADE -532
A3.0 SITE SECTION -538 &542
A3.1 SITE SECTION -538 &542
A3.2 SITE SECTION -532

CIVIL

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LANDSCAPE

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(tel) 250.598.0105
(e-mail) cwindjack@ladrla.ca

L1 LANDSCAPE CONCEPT PLAN
L2 LANDSCAPE CONCEPT PLAN

SURVEY

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(e-mail)Joel.Peterson@geoverra.com

ARBORIST

TALBOT MACKENZIE AND ASSOCIATES
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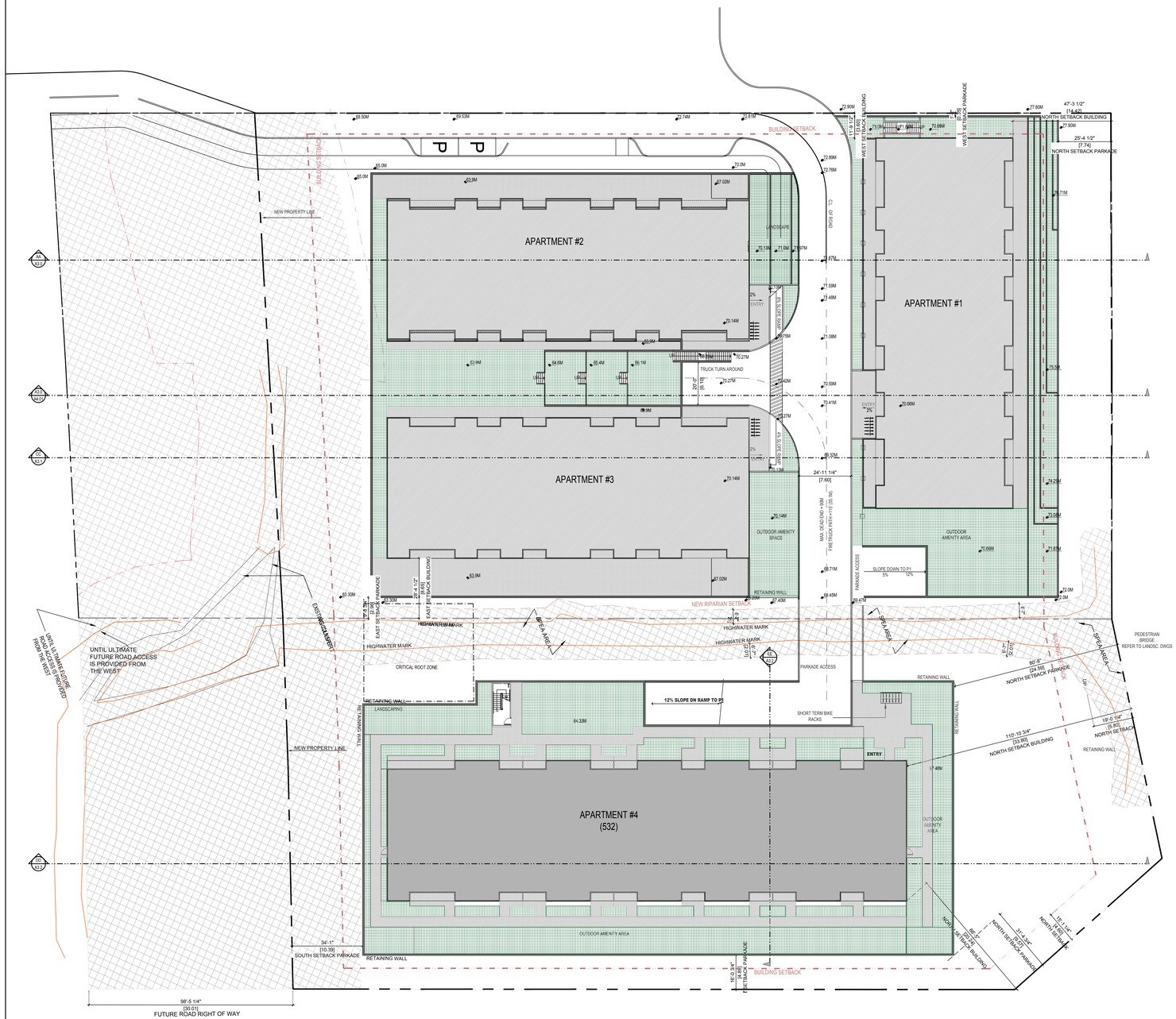
VICTORIA B.C., V8Z 7H6
(tel) 250.479.8733
(e-mail) tmtreehelp@gmail.com

532 LATORIA (22-014)

APPENDIX 1: Plans for 532-542 Latoria

THIS TEXT SHOULD BE RED. FOR BEST CLARIFY ENSURE THESE DRAWINGS ARE PLOTTED IN COLOUR.



1 PROPOSED SITE PLAN

SCALE: 1"= 20' - 0"

SITE STATISTICS

CIVIC ADDRESS
532, 538, AND 542 LATORIA ROAD
COLWOOD, BRITISH COLUMBIA

EXISTING ZONING: A-1 RURAL 1

PROPOSED ZONING: CD

NEIGHBOURHOOD HILLSIDE AND SHORELINE

SITE AREA:
3.84 A (15,533.89 SQ.M.) (167,214.6971 SQFT)
INCLUDING SPEA AND EXCLUDING 30M DEDICATION
LOT COVERAGE (FOOTPRINT)
- APARTMENT 1 & PARKADE FOOTPRINT = 17,394 SQ.FT
- APARTMENT 2, 3 & PARKADE FOOTPRINT = 35,460 SQ.FT
- APARTMENT 4 & PARKADE FOOTPRINT = 34,944 SQ.FT

TOTAL = 87,798 SQ.FT / 167,214 SQ.FT = 52%
MAX LOT COVERAGE ALLOWED = 50%
**REFER TO DETAIL 1 ON AS2 FOR FURTHER INFO.

SITE FAR - 2.5 MAX
BASED ON COLWOOD LAND USE BYLAW NO.151,1989,AMENDMENT NO.217(LLC ZONE.BYLAW. 2048,2025.
BASE DENSITY = 1.75
BONUS DENSITY = 2.5

BASED ON THE AVERAGE NATURAL GRADE. GROUND FLOOR OF APARTMENT #2 IS EXCLUDED IN THE FAR CALCULATIONS & COMMON AMENITY AREAS. CONCEALED / UNDERGROUND PARKING ARE ALSO EXCLUDED AS PER THE BYLAW.

277,903 SQ.FT / 167,214 SQ.FT = 1.66
**REFER TO DETAIL 2 ON AS2 FOR FURTHER INFO.

BUILDING AREA

APARTMENT #1
P2 = 33,778 SQ.FT. (3,138 SQM.) - EXCLUDED
P1 = 22,461 SQ.FT. (2,086 SQM.) - EXCLUDED
GF = 10,872 SQ.FT. (1,010 SQM.)
2ND FLOOR = 10,872 SQ.FT. (1,010 SQM.)
3RD FLOOR = 10,872 SQ.FT. (1,010 SQM.)
4TH FLOOR = 10,872 SQ.FT. (1,010 SQM.)
5TH FLOOR = 10,872 SQ.FT. (1,010 SQM.)
6TH FLOOR = 10,872 SQ.FT. (1,010 SQM.)

TOTAL BUILDING AREA 65,232 SQ.FT. (6,060 SQM.)

APARTMENT #2
P4 = 43,735 SQ.FT. (4,063 SQM.) - EXCLUDED
P3 = 43,735 SQ.FT. (4,063 SQM.) - EXCLUDED
GF = 9,898 SQ.FT. (919.5 SQM.) - EXCLUDED
2ND FLOOR = 10,872 SQ.FT. (1,010 SQM.)
3RD FLOOR = 10,872 SQ.FT. (1,010 SQM.)
4TH FLOOR = 10,872 SQ.FT. (1,010 SQM.)
5TH FLOOR = 10,872 SQ.FT. (1,010 SQM.)
6TH FLOOR = 10,872 SQ.FT. (1,010 SQM.)

TOTAL BUILDING AREA 54,357 SQ.FT. (5,050 SQM.)

APARTMENT #3
GF = 9,898 SQ.FT. (919.5 SQM.)
2ND FLOOR = 10,872 SQ.FT. (1,010 SQM.)
3RD FLOOR = 10,872 SQ.FT. (1,010 SQM.)
4TH FLOOR = 10,872 SQ.FT. (1,010 SQM.)
5TH FLOOR = 10,872 SQ.FT. (1,010 SQM.)
6TH FLOOR = 10,872 SQ.FT. (1,010 SQM.)

TOTAL BUILDING AREA 64,258 SQ.FT. (5,969 SQM.)

APARTMENT #4
P2 = 37,007 SQ.FT. (3438.06 SQM.) - EXCLUDED
P1 = 37,007 SQ.FT. (3438.06 SQM.) - EXCLUDED
GF = 15,676 SQ.FT. (1,456 SQM.)
2ND FLOOR = 15,676 SQ.FT. (1,456 SQM.)
3RD FLOOR = 15,676 SQ.FT. (1,456 SQM.)
4TH FLOOR = 15,676 SQ.FT. (1,456 SQM.)
5TH FLOOR = 15,676 SQ.FT. (1,456 SQM.)
6TH FLOOR = 15,676 SQ.FT. (1,456 SQM.)

TOTAL 94,056 SQ.FT. (8,736 SQM.)

TOTAL BUILDINGS AREA = 277,903 SQ.FT (25,818 SQM.)

AMENITY AREA
REQUIRED - NOT LESS THAN 5% OF LOT AREA
8,360.6 SQ.FT. (776.69 SQM.)
PROPOSED - OUTDOOR ON GROUND FLOOR
15,684.3 SQ FT (1,457 SQM.)

BUILDING HEIGHT
ALLOWED - 6 STOREYS - 24M
PROPOSED - 6 STOREYS

APARTMENT#1 BUILDING HEIGHT = 16.27M
APARTMENT#2 BUILDING HEIGHT = 15.66M
APARTMENT#3 BUILDING HEIGHT = 17.44M
APARTMENT#4 BUILDING HEIGHT = 17.42M

BASED ON THE VERTICAL DISTANCE FROM THE AVERAGE NATURAL GRADE OF A BUILDING OR STRUCTURE TO THE HIGHEST POINT OF THE ROOF SURFACE OF A FLAT ROOF

SETBACKS	REQUIRED	PROPOSED
FRONT (SOUTH)	7.5M	10.39M *
REAR (NORTH)	10.0M	14.42M
REAR (NORTH-EAST)	4.60M	20.24M
INTERIOR (EAST)	3.0M	4.89M *
INTERIOR (WEST)	3.0M	3.60M

* SETBACK MEASURED TO THE PORTION OF THE PARKADE PROTRUDING ABOVE FINISHED GRADE

UNIT MATRIX

APARTMENT 1	3 BEDS	2 BEDS	1 BED	TOTAL
GROUND FLR	2	3	6	11
2ND FLOOR	2	4	6	12
3RD FLOOR	2	4	6	12
4TH FLOOR	2	4	6	12
5TH FLOOR	2	4	6	12
6TH FLOOR	2	4	6	12
TOTAL	12	23	36	71

APARTMENT 2	3 BEDS	2 BEDS	1 BED	TOTAL
GROUND FLR	2	2	6	10
2ND FLOOR	2	3	6	11
3RD FLOOR	2	3	6	11
4TH FLOOR	2	4	6	12
5TH FLOOR	2	4	6	12
6TH FLOOR	2	4	6	12
TOTAL	12	20	36	68

APARTMENT 3	3 BEDS	2 BEDS	1 BED	TOTAL
GROUND FLR	2	2	6	10
2ND FLOOR	2	3	6	11
3RD FLOOR	2	3	6	11
4TH FLOOR	2	4	6	12
5TH FLOOR	2	4	6	12
6TH FLOOR	2	4	6	12
TOTAL	12	20	36	68

APARTMENT 4	3 BEDS	2 BEDS	1 BED	1 BED+DEN	STUDIO	TOTAL
GROUND FLR	2	3	10	2	0	17
2ND FLOOR	2	3	10	2	1	18
3RD FLOOR	2	4	10	2	0	18
4TH FLOOR	2	4	10	2	0	18
5TH FLOOR	2	4	10	2	0	18
6TH FLOOR	2	4	10	2	0	18
TOTAL	12	22	60	12	1	107

UNIT MIX	3 BEDS	2 BEDS	1 BED	1 BED+DEN	STUDIO	TOTAL
# OF UNITS	48	85	168	12	1	314
% OF UNITS	15%	27%	53%	3%	0.3%	

PARKING REQ'TS - URBAN CENTRE
BACHELOR / STUDIO = 0.8 SPACE PER UNIT
ONE BEDROOM = 1.0 SPACE PER UNIT
TWO BEDROOM = 1.3 SPACES PER UNIT
THREE BEDROOM = 1.5 SPACES PER UNIT
VISITOR = 0.15 SPACES PER UNIT

APARTMENT 1 - PARKADE
ONE BEDROOM - 36 X 1.0 = 36
TWO BEDROOM - 23 X 1.3 = 29.9
THREE BEDROOM - 12 X 1.5 = 18
VISITOR - 71 X 0.15 = 10.6
TOTAL = 95 REQUIRED

APARTMENT 2 & 3 - PARKADE
ONE BEDROOM - 72 X 1.0 = 72
TWO BEDROOM - 40 X 1.3 = 52
THREE BEDROOM - 24 X 1.5 = 36
VISITOR - 136 X 0.15 = 20.4
TOTAL = 181 REQUIRED

APARTMENT 4 - PARKADE
STUDIO -1 X 0.8 = 0.8
ONE BEDROOM - 72 X 1.0 = 72
TWO BEDROOM - 22 X 1.3 = 28.6
THREE BEDROOM - 12 X 1.5 = 18
VISITOR - 107 X 0.15 = 16.05
TOTAL = 135.45 REQUIRED

PROPOSED APARTMENT - PARKADE STALLS

TOTAL STALLS = 412 REQUIRED 432 PROPOSED
INCLUDES 8 ACCESSIBLE (H/C) STALLS, 18 SMALL CAR STALLS, AND 4 LOADING STALLS

LONG TERM BIKE PARKING

APT.	UNIT < 60M²	RATE	STALLS	UNIT ≥ 60 M²	RATE	STALLS	REQ'D	PROP'D
1	36	1.0	36	35	1.25	43.75	80	105
2 & 3	72	1.0	72	64	1.25	80	152	127
4	61	1.0	61	46	1.25	57.5	118.6	120

(INCLUDING 10% OVERSIZED)
TOTAL BIKE STALLS 350.6 REQUIRED 352 PROPOSED

SHORT TERM BIKE PARKING

6 STALLS PER BUILDING REQUIRED
6 STALLS PER BUILDING PROVIDED

USABLE OPEN SPACE

12,278.7 SQ.FT (1,140 SQ.M)
(12,278 SQ.FT / 167,214.6)X100 = 7.3%

**REFER TO DETAIL 3 ON AS2 FOR FURTHER INFO.

REV	DATE	DESCRIPTION
02	16/06/25	ISSUED FOR REZONING
01	06/06/25	ISSUED FOR CLIENT REVIEW

CONSULTANT

CONSULTANT SEAL

CONTRACTOR SHALL VERIFY ALL DIMENSIONS ON SITE. DRAWINGS SHALL NOT BE SCALED.

ARCHITECTURAL SEAL

ARCHITECT

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604 298 3700 WWW.LOVICKSCOTT.COM
MEMBER OF THE AIBC, AAA, SAA, MAA

DRAWN BY: LSA
APPROVED: LSA

PROJECT
LATORIA ROAD
538 -542 LATORIA RD,
COLWOOD, B.C.

DRAWING
SITE PLAN,
SITE STATISTICS

PROJECT NUMBER: 22-014
DRAWING NUMBER: AS1

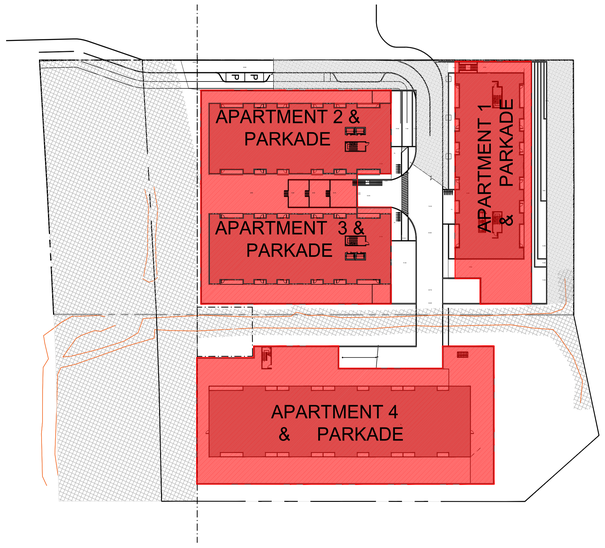
SCALE: AS SHOWN

DATE: MARCH 2022
REVISION: JUNE 16 2025

LATORIA ROAD - LSA 22-014

APPENDIX 1: Plans for 532-542 Latoria

THIS TEXT SHOULD BE RED. FOR BEST CLARIFY ENSURE THESE DRAWINGS ARE PLOTTED IN COLOUR.



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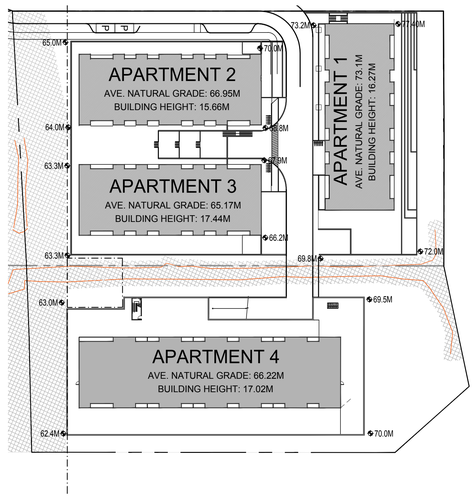
1 LOT COVERAGE PLAN
SCALE: NTS



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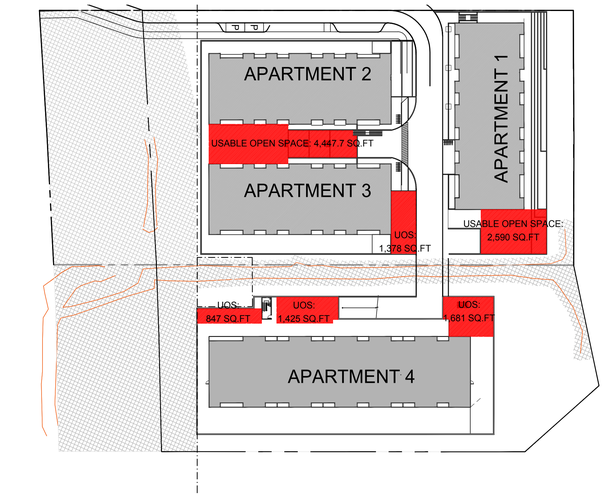
2 AVE. NATURAL GRADE & BUILDING HEIGHT
SCALE: NTS



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3 USABLE OPEN SPACE LAYOUT
SCALE: NTS

REV	DATE	DESCRIPTION
02	16/06/25	ISSUED FOR REZONING
01	06/06/25	ISSUED FOR CLIENT REVIEW

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PROJECT
LATORIA ROAD
538 -542 LATORIA RD,
COLWOOD, B.C.

DRAWING
SITE PLAN,
SITE STATISTICS

PROJECT NUMBER: 22-014
DRAWING NUMBER: AS1

SCALE: AS SHOWN

DATE: MARCH 2022
REVISION: JUNE 16 2025

LATORIA ROAD - LSA 22-014

APPENDIX 1: Plans for 532-542 Latoria

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P4 PARKADE PLAN
SCALE: 1"= 10' - 0"

REV	DATE	DESCRIPTION
02	16/06/25	ISSUED FOR REZONING
01	06/06/25	ISSUED FOR CLIENT REVIEW

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DRAWN BY: CL
APPROVED: LSA

PROJECT: LATORIA ROAD
538 -542 LATORIA RD, COLWOOD, B.C.

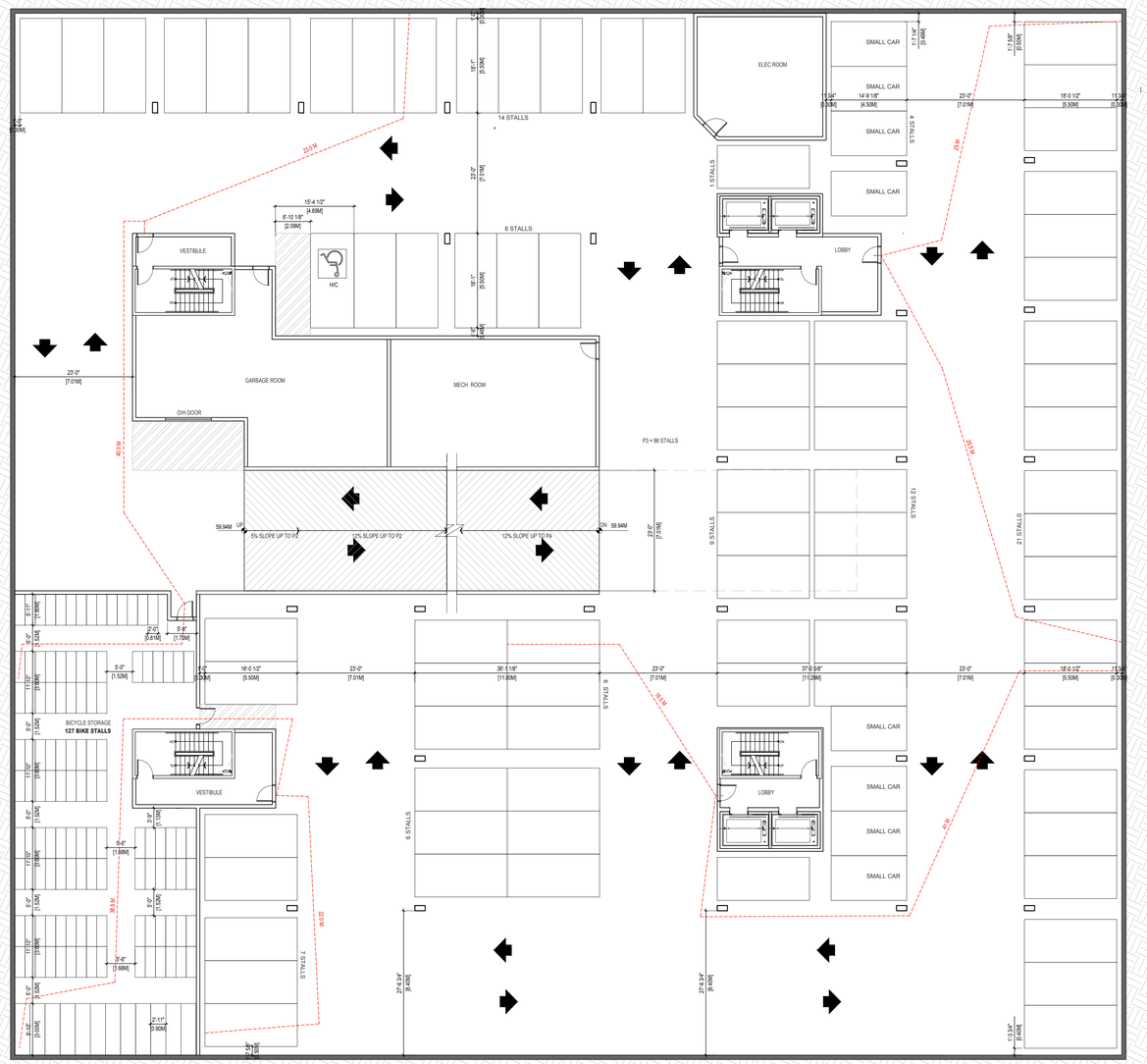
DRAWING: P4 PARKADE PLAN

PROJECT NUMBER: 22-014
DRAWING NUMBER: A1.1

SCALE: AS SHOWN

DATE: MARCH 2022
REVISION: MARCH 14 24

APPENDIX 1: Plans for 532-542 Latoria



P3 PARKADE PLAN
SCALE: 1"= 1'0" - 0"

CONTRACTOR SHALL VERIFY ALL DIMENSIONS ON SITE. DRAWINGS SHALL NOT BE SCALED.

REV	DATE	DESCRIPTION
02	16/06/25	ISSUED FOR REZONING
01	06/06/25	ISSUED FOR CLIENT REVIEW

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ARCHITECTURAL SEAL

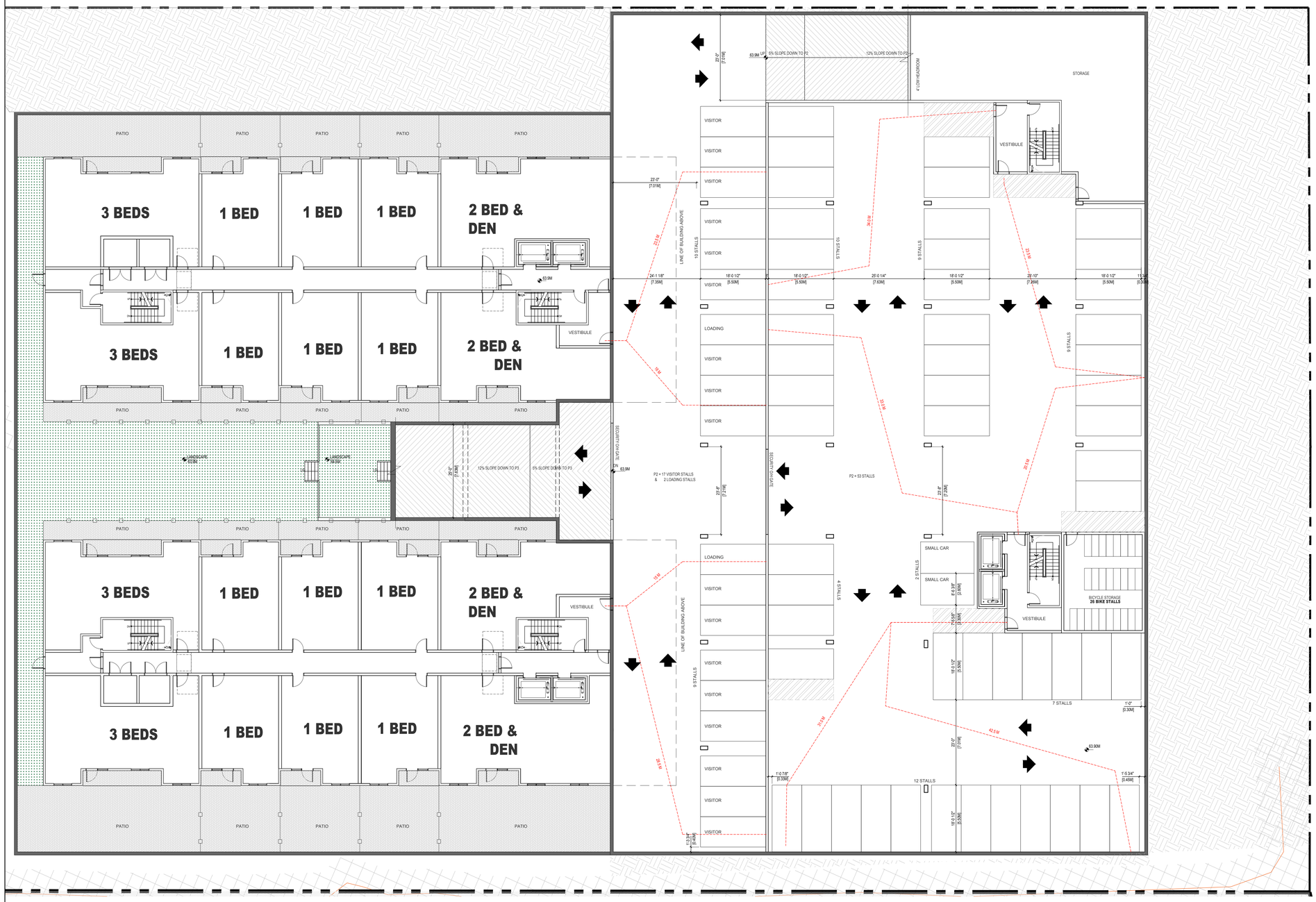
DRAWN BY: CL
APPROVED: LSA

PROJECT
LATORIA ROAD
538 -542 LATORIA RD,
COLWOOD, B.C.

DRAWING
P3 PARKADE PLAN

PROJECT NUMBER: 22-014
DRAWING NUMBER: A1.2
SCALE: AS SHOWN
DATE: MARCH 2022
REVISION: MARCH 14 24

APPENDIX 1: Plans for 532-542 Latoria



G & P2 GROUND FLOOR AND PARKADE P2

SCALE: 1"= 10' - 0"

REV	DATE	DESCRIPTION
02	16/06/25	ISSUED FOR REZONING
01	06/06/25	ISSUED FOR CLIENT REVIEW

CONSULTANT

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ARCHITECTURAL SEAL

DRAWN BY: CL

APPROVED: LSA

PROJECT:

LATORIA ROAD

538 -542 LATORIA RD,
COLWOOD, B.C.

DRAWING

GROUND & P2 FLOOR PLAN

PROJECT NUMBER: 22-014

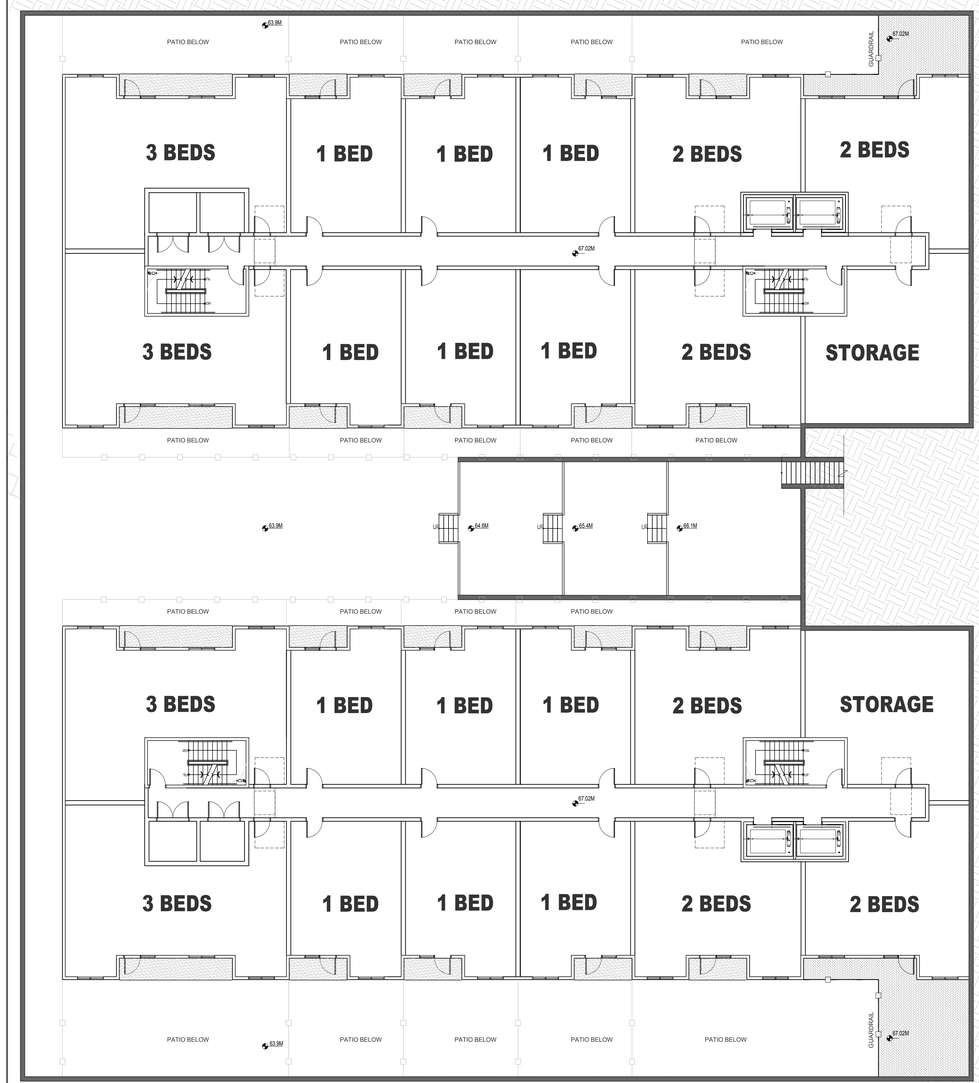
DRAWING NUMBER: A1.3

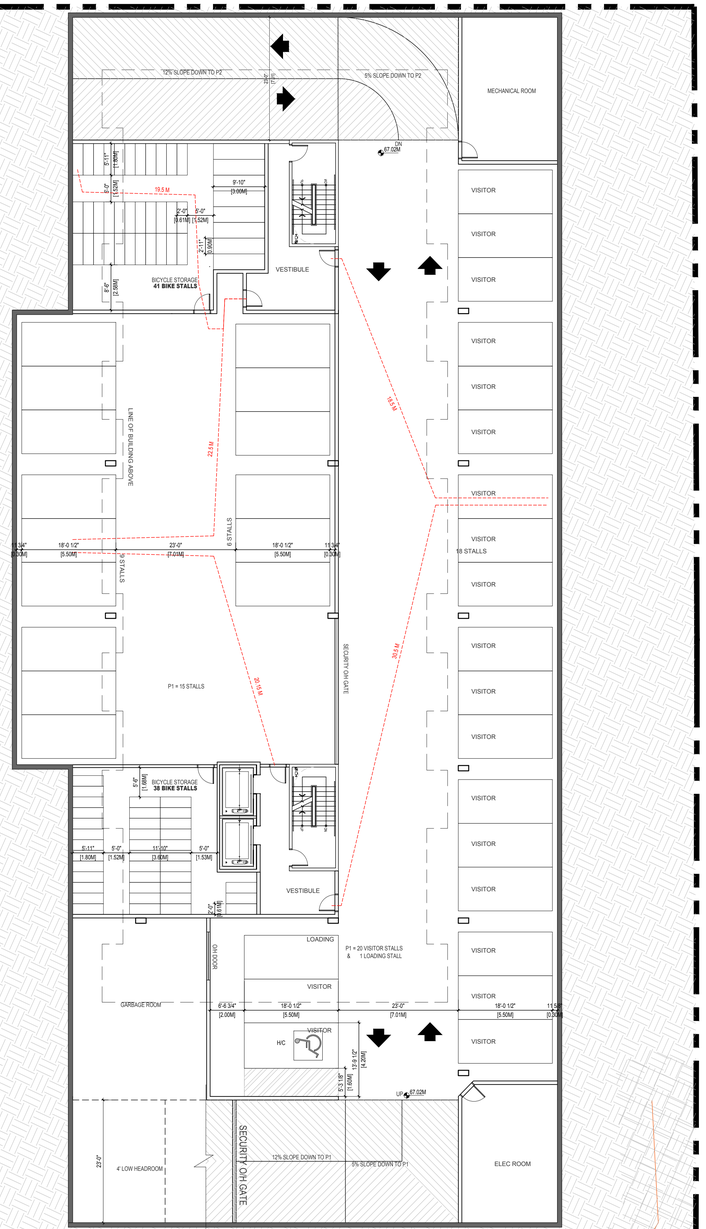
SCALE: AS SHOWN

DATE: MARCH 2022

REVISION: MARCH 14 24

APPENDIX 1: Plans for 532-542 Latoria





2ND & P1 2ND FLOOR AND PARKADE P1

SCALE: 1"= 10' - 0"

CONTRACTOR SHALL VERIFY ALL DIMENSIONS ON SITE. DRAWINGS SHALL NOT BE SCALED.

REV	DATE	DESCRIPTION
02	16/06/25	ISSUED FOR REZONING
01	06/06/25	ISSUED FOR CLIENT REVIEW

CONSULTANT

CONSULTANT SEAL

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DRAWN BY	APPROVED
CL	LSA

PROJECT

LATORIA ROAD

538 -542 LATORIA RD,
GOLDWOOD, B.C.

DRAWING

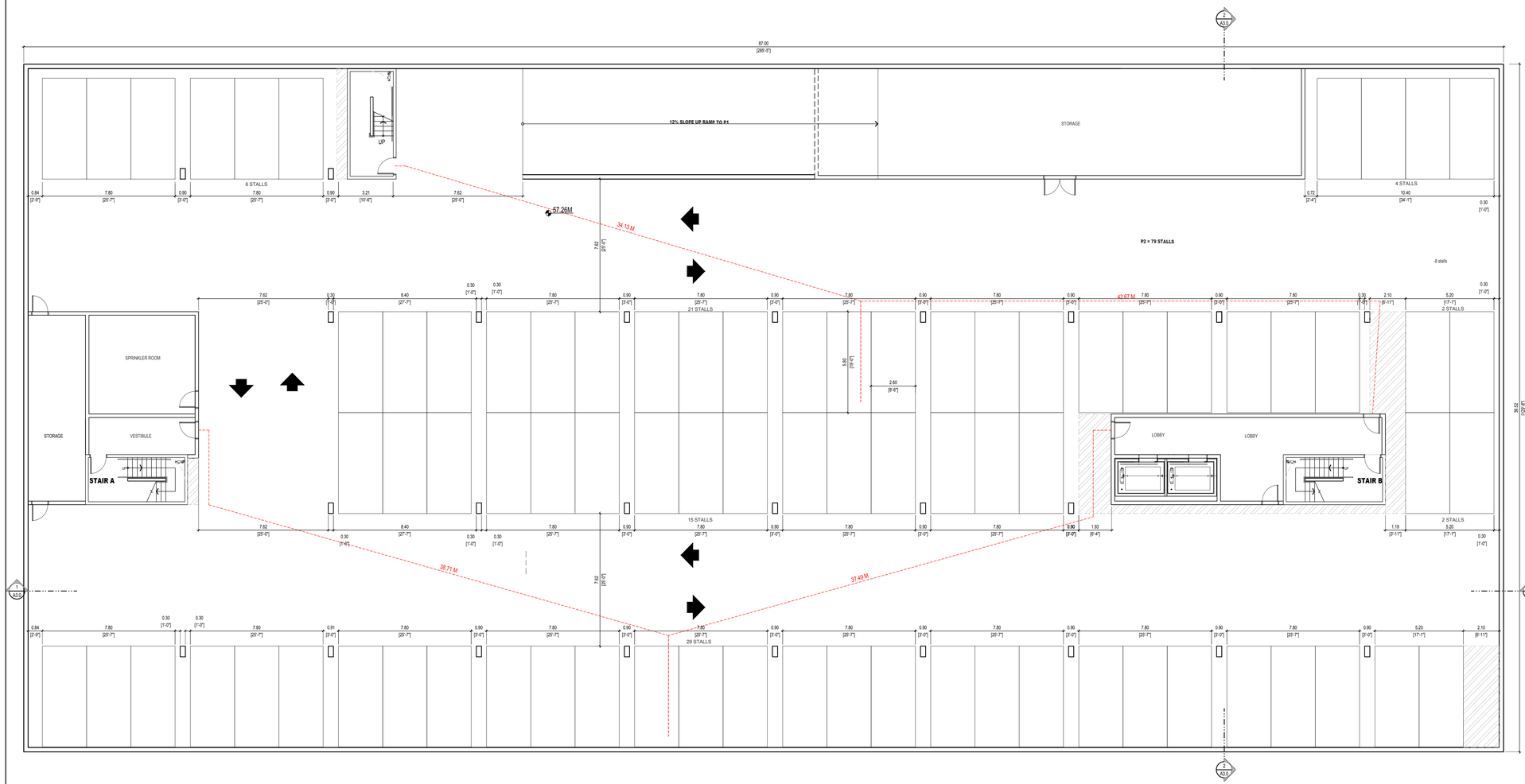
2ND & P1 FLOOR PLAN

PROJECT NUMBER	DRAWING NUMBER
22-014	A1.4

SCALE: AS SHOWN

DATE	REVISION
MARCH 2022	MARCH 14 24

APPENDIX 1: Plans for 532-542 Latoria



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PARKADE P2 FLOOR PLAN

1/8"= 1'-0"

REV	DATE	DESCRIPTION
2	OCT 30 24	ISSUED FOR CLIENT REVIEW
1	MAR 31 23	ISSUED FOR REZONING

CONSULTANT

CONSULTANT SEAL

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ARCHITECTURAL SEAL

DRAWN BY: CL

APPROVED: LSA

PROJECT:

LATORIA ROAD

532 LATORIA RD,
COLWOOD, B.C.

DRAWING:

PARKADE P2 FLOOR PLAN

PROJECT NUMBER: 22-014

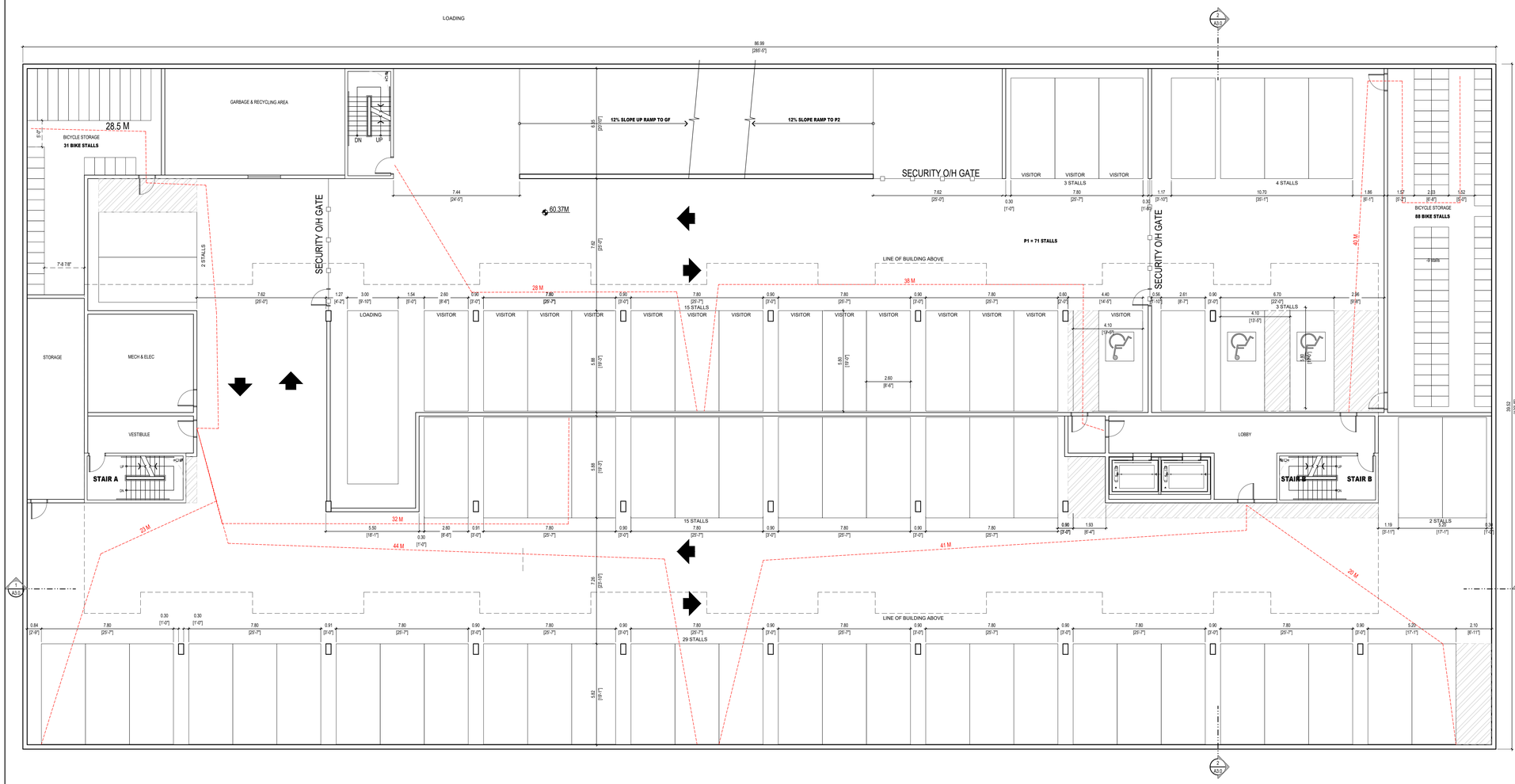
DRAWING NUMBER: A1.5

SCALE: AS SHOWN

DATE: AUGUST 2024

REVISION: MARCH 14 25

APPENDIX 1: Plans for 532-542 Latoria



PARKADE P1 FLOOR PLAN
1/8"= 1'-0"

REV	DATE	DESCRIPTION
2	OCT 30 24	ISSUED FOR CLIENT REVIEW
1	MAR 31 23	ISSUED FOR REZONING

CONSULTANT

CONSULTANT SEAL

CONTRACTOR SHALL VERIFY ALL DIMENSIONS ON SITE. DRAWINGS SHALL NOT BE SCALED.

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ARCHITECTURAL SEAL

DRAWN BY: CL
APPROVED: LSA

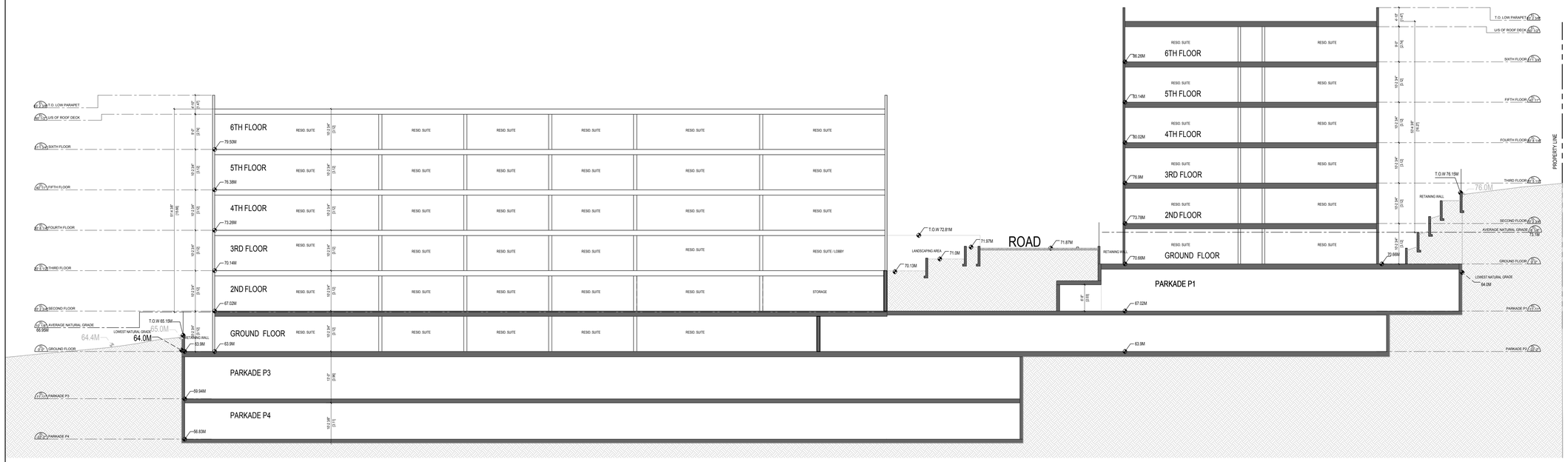
PROJECT
LATORIA ROAD
532 LATORIA RD,
COLWOOD, B.C.

DRAWING
PARKADE P1 FLOOR PLAN

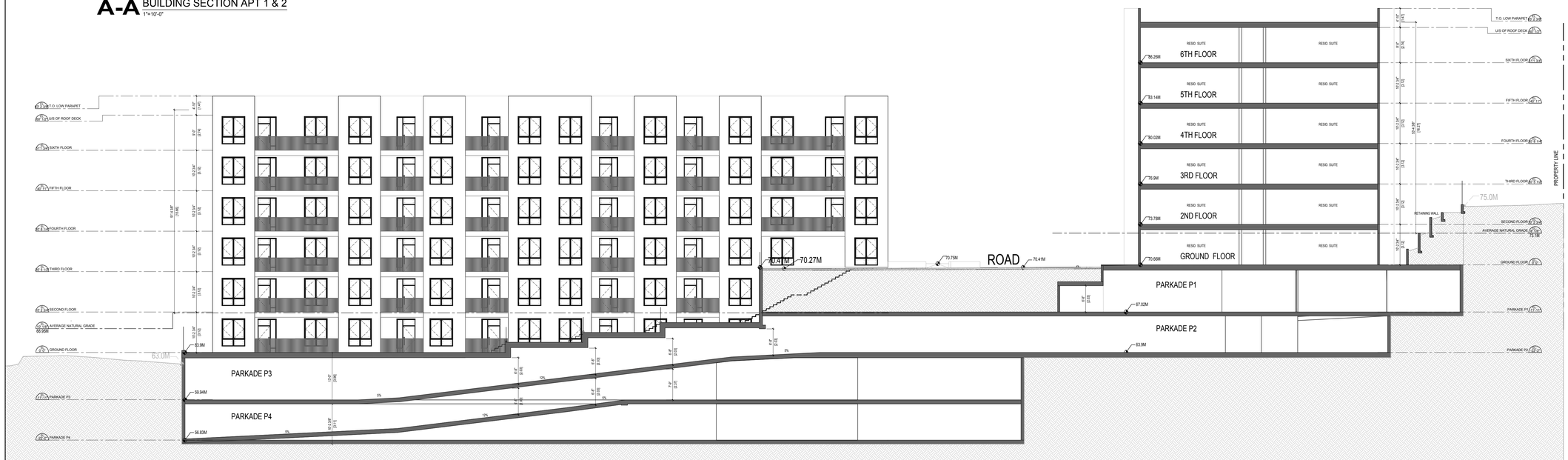
PROJECT NUMBER: 22-014
DRAWING NUMBER: A1.6
SCALE: AS SHOWN
DATE: AUGUST 2024
REVISION: MARCH 14 25

APPENDIX 1: Plans for 532-542 Latoria

THIS TEXT SHOULD BE RED. FOR BEST CLARIFY ENSURE THESE DRAWINGS ARE PLOTTED IN COLOUR.



A-A BUILDING SECTION APT 1 & 2
1"=10'-0"



B-B BUILDING SECTION APT 1 & PLAZA
1"=10'-0"

REV	DATE	DESCRIPTION
02	16/06/25	ISSUED FOR REZONING
01	06/06/25	ISSUED FOR CLIENT REVIEW

CONSULTANT

CONSULTANT SEAL

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ARCHITECTURAL SEAL

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APPROVED: LSA

PROJECT
LATORIA ROAD
530 -542 LATORIA RD,
COLWOOD, B.C.

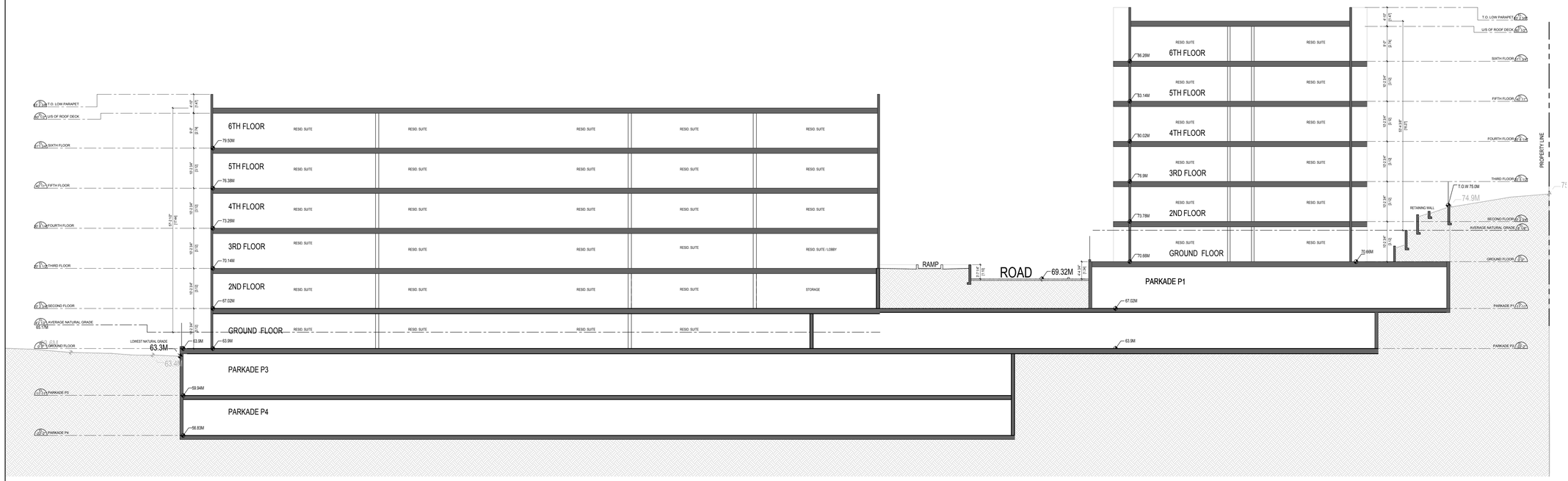
DRAWING
SITE SECTIONS

PROJECT NUMBER: 22-014
DRAWING NUMBER: A3.0
SCALE: AS SHOWN
DATE: MARCH 2022
REVISION: JUNE 16 2025

LATORIA ROAD - LSA 22-014

APPENDIX 1: Plans for 532-542 Latoria

THIS TEXT SHOULD BE RED. FOR BEST CLARIFY ENSURE THESE DRAWINGS ARE PLOTTED IN COLOUR.



C-C BUILDING SECTION APT 1 & 3
1"=10'-0"

REV	DATE	DESCRIPTION
02	16/06/25	ISSUED FOR REZONING
01	06/06/25	ISSUED FOR CLIENT REVIEW

CONSULTANT

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CONTRACTOR SHALL VERIFY ALL DIMENSIONS ON SITE. DRAWINGS SHALL NOT BE SCALED.

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PROJECT
LATORIA ROAD
532 -542 LATORIA RD,
COLWOOD, B.C.

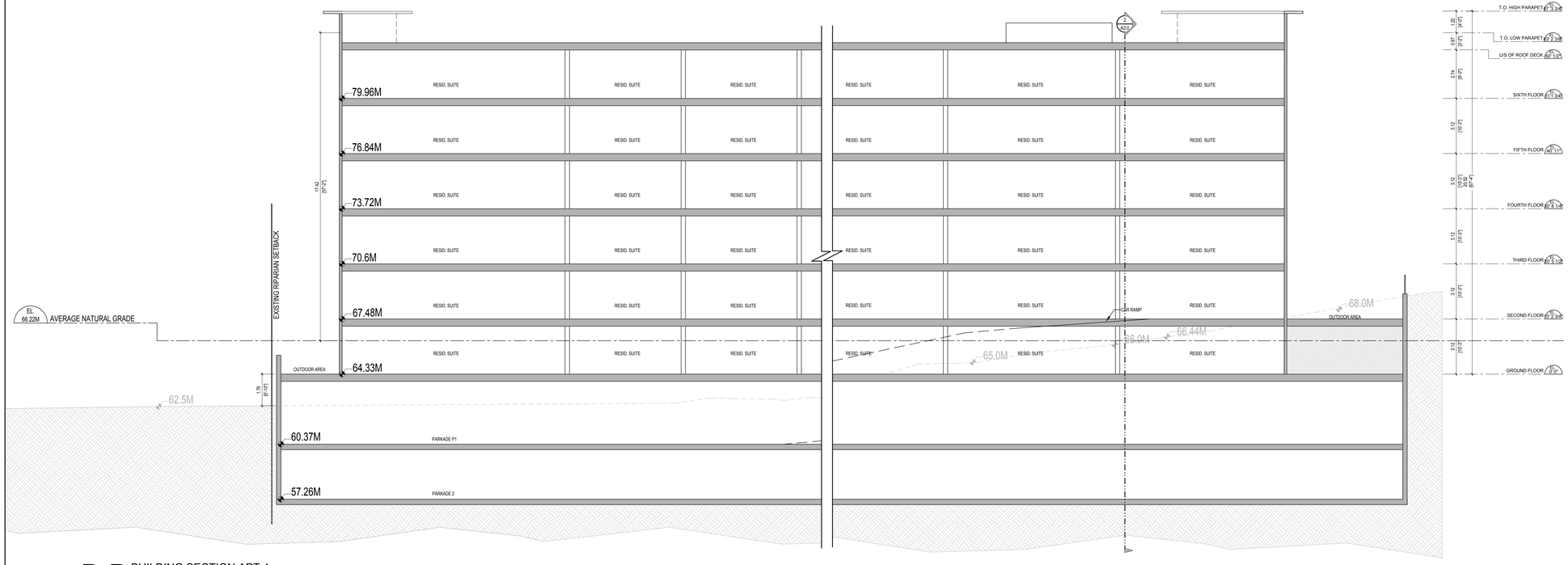
DRAWING
SITE SECTIONS

PROJECT NUMBER: 22-014
DRAWING NUMBER: A3.1

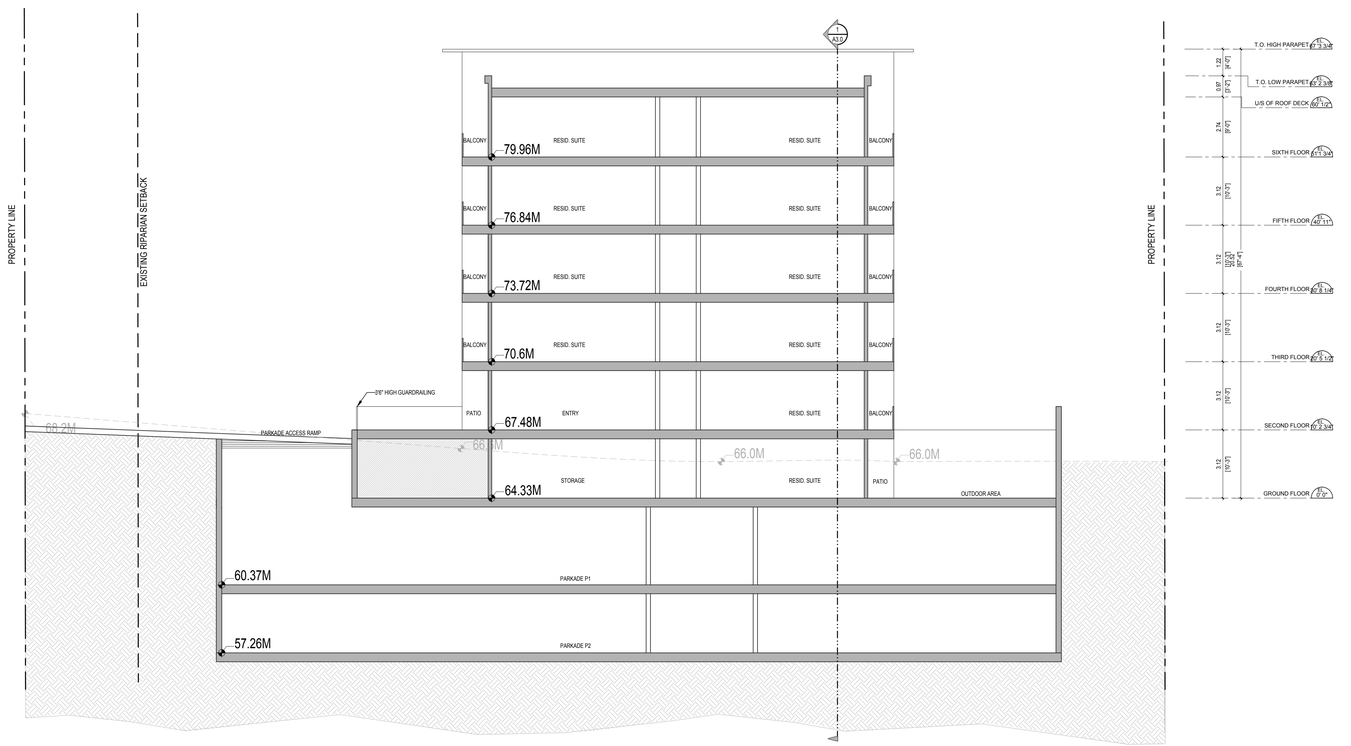
SCALE: AS SHOWN

DATE: MARCH 2022
REVISION: JUNE 16 2025

LATORIA ROAD - LSA 22-014



D-D BUILDING SECTION APT 4
1/8"= 1'-0"



E-E BUILDING SECTION APT 4
1/8"= 1'-0"

REV	DATE	DESCRIPTION
3	16/06/25	ISSUED FOR REZONING
2	OCT 30 24	ISSUED FOR CLIENT REVIEW
1	MAR 31 23	ISSUED FOR REZONING

CONSULTANT

CONSULTANT SEAL

CONTRACTOR SHALL VERIFY ALL DIMENSIONS ON SITE. DRAWINGS SHALL NOT BE SCALED.

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ARCHITECTURAL SEAL

DRAWN BY: LSA
APPROVED: LSA

PROJECT
LATORIA ROAD
532 LATORIA RD,
COLWOOD, B.C.

DRAWING
BUILDING SECTIONS

PROJECT NUMBER: 22-014
DRAWING NUMBER: A3.2
SCALE: AS SHOWN
DATE: SEPTEMBER 2024
REVISION: JUNE 16 2025

APPENDIX 2: Letter of Rationale

Grayland Consulting Ltd.

June 16th 2025

Mayor and Council
City of Colwood
3300 Wishart Road
Colwood B.C. V9C 1R1

Re: 532, 538 & 542 Latoria Road – Rezoning Application – Colwood File #RZ000013

Dear Mayor and Council,

On behalf of the ownership group1336265 BC Ltd, please accept this Letter of Rationale and associated documents in support of the proposed development at 532, 538 & 542 Latoria Road (the "LandVision Group" lands). The documents have been prepared in accordance with the information requested by Colwood throughout the visioning process.

As discussed, we wish to submit the required documents in phases to ensure that staff are satisfied with the general layout prior to producing the more detailed architectural and landscape plans.

The ownership group respectfully submits the first phase of documents in support of the proposed rezoning:

- Lovick Scott Architects conceptual architectural site plan, grading plan and massing
- Talmack Arborist Report
- WSP Riparian memos
- Corvidae Environmental Review.
- Aplin Martin Civil Engineering servicing concept plans

Vehicle and bike parking is intended to be provided in accordance with Colwood for the Urban ratios and dimensions at this time.

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APPENDIX 2: Letter of Rationale

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Description of the Proposal

The owners are requesting a rezoning from the existing A-1 and R1 Residential Zones to a new Multiple Family Residential Zone. The proposal consists of approximately 313 units in 4 condominium/apartment buildings. Each building is 6 storey wood frame construction with 2 levels of underground parking.
The current unit mix, subject to detailed design and approvals:

- 168 One Bedroom
- 97 Two Bedroom
- 48 Three Bedroom (12 per building)

The proposal includes at least one rental building to be constructed in accordance with CMHC Guidelines for unit mix and affordability. Affordable housing suites can be provided by CMHC guidelines.

Review of City Polices

While the Latoria North properties are undergoing a potential OCP change, the Landvision Team has prepared an OCP and Hillside and Shoreline Environmental Development Permit area compliance table that can be found in Appendix B. This includes a Site Adaptive Planning commentary.

Highlights of this analysis include:

- *Riparian Areas*
  Please refer to the WSP report and the Environmental considerations can be found the Site Adaptive Planning Report dated May 27th 2025. There are two creeks on this property – Latoria Creek, which will remain in a protected space until Colwood is ready to pursue park improvements and environmental enhancements through a single project, and a north-south drainage course on the lands that will be rehabilitated and enhanced to become a natural feature on the property as well as a storm drainage channel.
- *Environmental (Non-riparian) Considerations*
  Please refer to the Corvidea Report. Environmental considerations can be found in Appendix __ for the Development Permit area for Environmental Sensitivities and Hillside and Shore Line DP area analysis.
- *Existing Tree Canopy, Tree Management and Tree Canopy Enhancement*
  Please refer to the TalMack report.
- *Site Grading Plan and retaining walls*
  Please refer to the LSA sketches for grading plans. Currently no retaining walls greater than 1.2m high are anticipated.

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Project Benefits and Amenities

The project will bring not only much needed housing to the area, and help Colwood fulfill it's housing mandates, but will create construction jobs for the proposed 6 year build out, as well as on going strata and rental administrative jobs, and maintenance of the grounds and buildings. There are no commercial components of this proposal currently.

Public amenities are detailed on the amenity sheet within Appendix A. The public amenities include a multi-use path linking the properties along Latoria, as well as provide a public walking route, an connection to public transit. Pocket parks, benches and areas of interest are all possible here.

The project may also provide servicing connectivity to the neighbours to the north for gravity sewer.

Needs and Demands

How does this meet the Housing Needs Assessment?

- Affordable housing will be provided by condominium living, which is more attainable that townhomes or single-family homes for many and provide an opportunity to downsize within the community. Partnerships with B.C Housing or other providers can be explored that could provide subsidised units within their programs.
- Rental housing will be provided in one of the buildings specifically dedicated as such.
- The developer investigated housing for seniors in this area. While not a preferred area for assisted or age in place living, due to the need for immediate proximity to services and health care, seniors can certainly enjoy the condominium or rental units. Again, a partnership with a housing provider can be explored once the properties are rezoned, as no financial commitments can be secured until then. The zone should allow seniors housing and assisted living should the opportunity arise.
- Housing for families can be accommodated in two or three-bedroom suites (12-3-bedroom suites proposed per building). Amenity areas will accommodate small accessible playgrounds for residents and their children. This project is located close to area schools and recreation opportunities at Royal Bay, making it an ideal spot for young families.
- Housing for people with disabilities could be provided within a subsidized partnership arrangement. Any building applications post 2024 will require a percentage of adaptable suites so that people of all abilities will be able to live in and enjoy this development area.

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APPENDIX 2: Letter of Rationale

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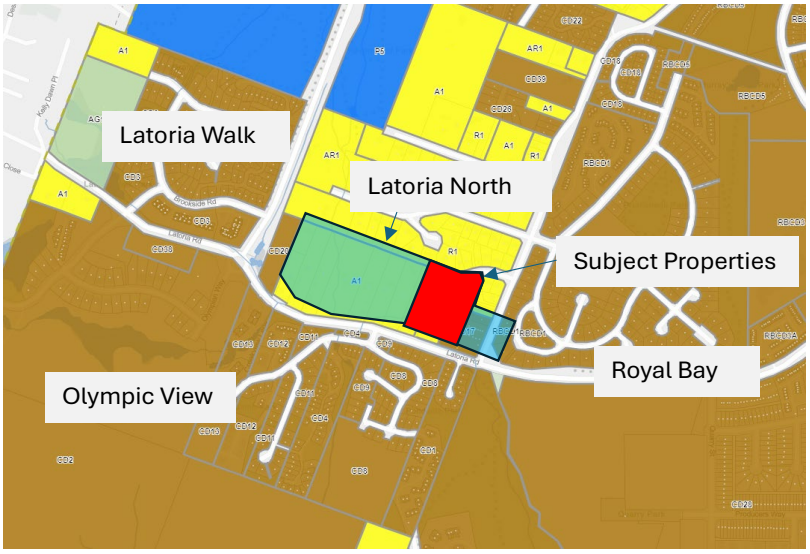
Neighbourhood

This proposal bring higher density to this neighbourhood than currently exists; however it is becoming clear that the best use of land is to create as much density as reasonable possible to make the most of existing infrastructure and to avoid urban sprawl to accommodate housing demands. Density in the are is increasing steadily with the Olympic View, Royal Bay, Beachlands and Latoria Walk projects directly adjacent.

The development is down slope of the existing Bunker Road neighbourhood and will be set back to avoid overwhelming the adjacent single family uses.

The map below shows these properties and the adjacent Comprehensive Development zones of Olympic View, Latoria Walk and Royal Bay, as well as anticipated densities (subject to OCP amendments) within this Latoria North corridor. There are several townhouse sites either rezoned or in process to the north of these properties.



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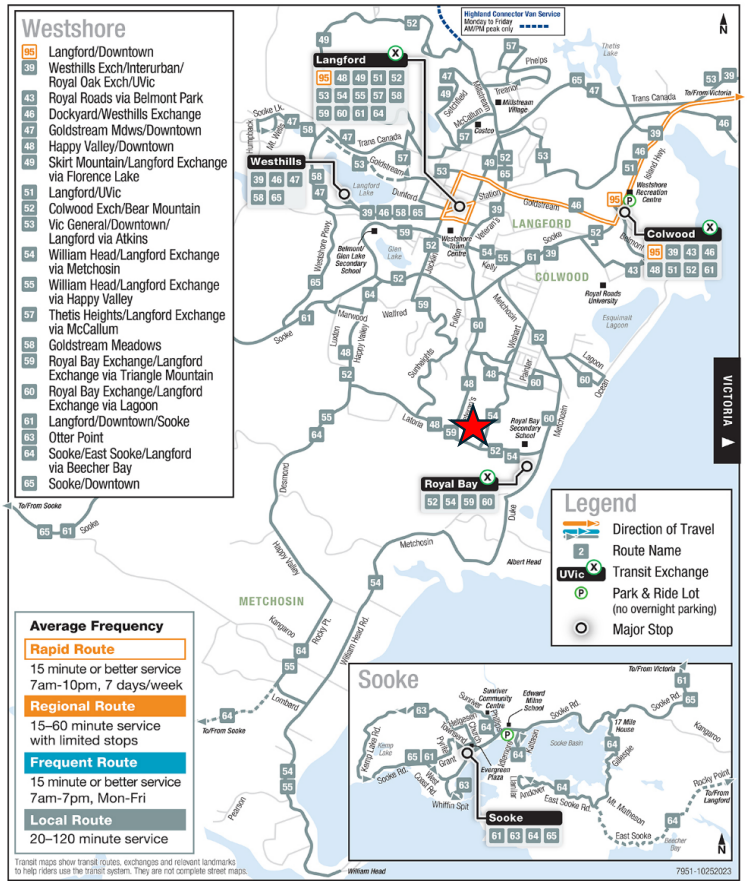
Transportation

While Colwood is exploring options for Latoria Road and its function in the overall Transportation Plan, the project will have access to local transit service currently, with a frequent service planned when demand exists.

The neighbourhood will be serviced by a multi use path adjacent to Latoria Creek that will link cyclists and pedestrian to local amenities, parks and schools.

Regional Map of Westshore



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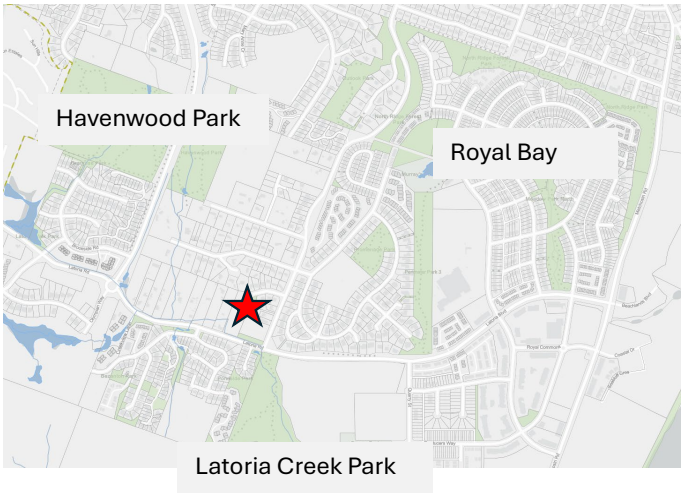
Existing Neighbourhood Amenities

The neighbourhood is served well by many nature parks as well as reasonable proximity to the Royal Bay parks and recreation facilities, as well as access to the beach through the Beachlands project.



Impacts

While the properties are currently occupied by one single family dwelling each, the lands have been impacted by accessory uses – works shops and truck parking, horse facilities and gardens. This proposal will accommodate 100x more residents, making far better use of these already impacted lands, thereby reducing the need for urban sprawl and green field development.

Of course, density comes with concerns, particularly traffic. Colwood has accommodated these anticipated densities in the Transportation Master Plan. This development will participate in the Bezanton Road Extension to the site that will have a controlled signalized intersection.

School District 62 is actively constructing new schools in the area at Royal Bay to the east and in Langford to the west.

The development will bring improvements to the local area by providing enhancements to riparian areas, providing funds through the DCC program to improve Latoria Road and enhance Latoria Creek, provide a multi use trail to provide safe walking and cycling, provide more affordable homes (as opposed to single family or townhomes), rental housing and accommodate families in 3-bedroom suites.

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APPENDIX 2: Letter of Rationale

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Building and Site Features

This proposal, while accommodating medium density development, will help connect its residents with nature by providing a walking network and areas of contemplation and gathering on site. Robust canopy trees will wither be maintained or planted on site to create shaded areas. Pocket parks and private amenity spaces will be provided, which could include garden boxes within those private amenity spaces.

Enhanced riparian areas will bring an appreciation for aquatic environments and resources.

Transportation choices for commuters are primarily offered by transit directly adjacent to the site. Colwood's active transportation plan will promote cycling, and a multi use path through this site, as well as bike lanes on Latoria Road once improved will encourage recreational and commuter cycling as well.

Pedestrians will also enjoy the walkway system and circuit routs from this site through the Royal Bay Trail network, Latoria Creek trails and Havenwood Park.

Public spaces can be created along the multi use trail and within pocket parks as required.

This family friendly development will be safe, accessible and affordable.

This project will work towards Colwood's carbon neutral, energy positive and water smart policies.

The following features will be incorporated into the design:

- All buildings will be Step Code 3 or higher
- Higher density makes use of existing services and reduces urban sprawl and dependence on automobiles.
- Electric heat pumps for heating and cooling.
- Solar ready where practical.
- Pedestrian-friendly walkable neighbourhood – Latoria Walk to the west and Royal Bay center to the east.
- Transit and bike options – bus service and cycling networks available.
- Bike storage and visitor bike parking.
- EV charging and bike and scooter charging available.
- Schools withing walking and biking distance (New Elementary Schools at Royal Bay and in Langford, Wishart Elementary, Dunsmuir Middle and Royal Bay Secondary, as well as Royal Roads for continuing education).
- Parks within walking/biking distance nearby: Latoria Creek, Havenwood Park, Royal Bay and Esquimalt Lagoon. Potential for pocket parks within the development area.
- SPEA restoration and green spaces.
- Tree compensation plan.
- On sight landscape plan includes drought resistant, pollinator friendly native plants.
- LED lighting and night sky friendly lights throughout.

APPENDIX 2: Letter of Rationale

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CEPTED

Well lit public walkways, exposed building entrances and parkades will provide safety to residents. The landscape plan will ensure that sight lines will be clear and that shared spaces will be welcoming and comfortable.

Transportation

Latoria Road improvements are included in the City of Colwood Development Cost Charge (DCC) program to anticipate growth in accordance with the OCP and Transportation Master Plans. Staff are currently refining those plans to best suit the transportation needs of the entire area.

This development will be providing DCC funds on a per unit basis at the time of building permit. It is understood that Colwood will be undertaking those works along Latoria Road as a single project as the most efficient and cost-effective method of construction. This development, along with the proposed development directly to the west, are committed to providing a signalized intersection at Bezanton Drive and a single access point to these proposed developments to limit extra driveways and creek crossings in this corridor. A Traffic Impact Assessment and design for this work will be provided by the developer when the ultimate cross section of Latoria Road is known.

There is no vehicular access to the properties to the west for 560 Latoria Road, or to the north via Elizabeth Ann Drive, however pedestrian and bicycle access can be included in the landscaping designs if grades permit.

Transit and Cycling opportunities in and around this development have been discussed throughout this rationale letter.

This development has endeavored to comply with the recommendations under Island Health's Healthy Built Environment Initiative:

- Pedestrian walkways should be designed and installed for people of all abilities, such as ensuring easy access for mobility devises. Differentiation in materials from driveway and parking lot to delineate it as pedestrian use will improve safety and comfort. Provision of lights along walkways and pathways, especially in treed areas and incorporating traffic calming within the development will enhance walkability. Walkable neighbourhoods positively influence mobility and physical activity levels, especially in older adults.
- Provision of charging stations for mobility scooters and as well as storage for bicycles will help make alternative mode transportation options safer and more convenient. Transportation options that have a lesser environmental footprint and promote physical activity, leads to overall improvements in emotional and physical wellness, lessens the obesity rates and decrease the risk of chorionic diseases.
- Provided there is sufficient space, landscaping (garden areas, benches, rooftop gardens) that provide welcoming gathering places for residents will encourage social connectedness. Studies have

APPENDIX 2: Letter of Rationale

- shown the more socially connected a person felt, the better they perceived their mental and physical health to be.

- Consider prioritizing housing for the vulnerable populations such as the elderly, low income groups, and people with disabilities. Access to permanent, safe, and healthy housing for vulnerable populations helps to keep them safe from violence, reduces the risk of injury and communicable diseases. Healthy affordable housing also allows for more income to go towards affording basic sustaining health needs such as healthy food for nourishment and accessing health services, thereby improving general health and quality of life.
- This proposed development is in an area that is experiencing rapid growth, that may lack proximity to amenities and services within walking or rolling distances. Consider proximity and accessibility to food stores, transit service, health services, schools, parks and trails, and other amenities in the area to ensure densification developments such as this one become complete neighbourhoods with less vehicle dependency.

Civil Servicing & Storm Water Management

Please refer to the Aplin Martin Design Brief.

Site Access and Emergency Services

Access routes to all units must meet the requirements outlined in the BC Building Code and Colwood Building Bylaw. This includes 6m wide roadways. Grade of all roadways must be acceptable to the fire department to ensure that fire apparatus can make all transitions. Turns within the access routes must meet the fire department turning template.

Sprinklers will be required as per the Colwood Sprinkler Bylaw.

We trust the foregoing is satisfactory for the first phase of submission materials. Additional information will be provided upon staff review and comment. We look forward to working with Council and staff to move this exciting project forward.

Best Regards,

Rachael Sansom, A.Sc.T., Grayland Consulting Ltd.
Agent for 1336265 BC Ltd and the LandVision Group

APPENDIX 2: Letter of Rationale

Grayland Consulting Ltd.

532-538-542 LATORIA AMENITY PROPOSAL		
Amenity	**LandVision**	**Notes**
Traffic and Roads		
30m Land Dedication	Yes	For Road widening if required to the desired cross section, as well as Latoria park and environmental improvements.
Latoria Road frontage works	Yes	Likely performed by Colwood under a single contract. Development Cost Charge project
Internal Roads	Cost Share	Share with developer to the west.
Traffic Light	Cost Share	Share with developer to the west.
Financial		
Amenity fee	Or provide amenities	Currently under review by staff and the economic consultant.
Firehall fee	Yes	Per current policy
Sewer fees	Yes	Per current policy
DCC's	Yes	Credit for any works performed or cash in lieu.
Social		
Rental housing	Yes – one building as rental	Typically, exact number of rental units will be determined upon economic analysis.
Partner with housing provider (BC Housing, MaKola etc) which may include seniors	Possible – would depend on economic feasibility	Typically, exact number of "affordable" units will be determined upon economic analysis and available partnerships.
Public Pocket Park	Yes	Or contribute to large central park? TBD
Private Amenity Space	Yes	Gathering spaces, small playgrounds, garden boxes.
Private Micro offices	No	None planned but could do if demand warranted.
Connecting Trails	Yes	Multi use – trail mix or asphalt
Day Care	No	None planned but could include as a permitted use in the zone if warranted.
3 bedroom or flex units	Yes	12 per building (2 unit per floor)
Adaptable/Accessible units	Per Code	As require by the building code.
Environmental		
Rehabilitate/Realign Latoria Creek	Yes	This work may be performed by the City as a park improvement project
Restore riparian areas (Latoria Creek)	Yes	
Restore riparian areas (Other)	Yes - North South drainage course	Planting plans to be designed by QEP and Landscape Architect. RAPR will be uploaded at DP stage. All crossings require a Section 11 permit.
Preserve Tree Canopy	If possible	Saved within 30m land dedication, riparian areas and north east corner of site.

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New and replacement trees	Yes	Trees will be replaced at a 3:1 ratio and be suitable for long term health and environmental/climate benefits.
Pollinator friendly plantings	Yes	Included in Landscape plans
Environmental - Building		
Electric Heat Pumps	Yes	
Step Code - most recent	Yes	
Drought resistant planting	Yes	
Energy Star appliances	Yes	
"Green" Concrete	Yes	
Garden boxes	Yes	To be provided in private amenity areas
Low Maintenance exteriors	Yes	
Natural gas	No	
Mode Shift		
EV Charger Ready	Yes	In all parkades
Extra Bike parking	Yes	Easily accessible
Modo (or other) car share	Investigate	To be determined based on discussion with car share services
Multi Use pathways	Yes	Throughout to access other neighborhoods and transit stops
Bus Shelters	As required	Would need discussion with BC Transit
Trail/Path connect to bus tops	Yes	May require creek crossings – bridges similar to those within Royal Bay.
Bus Shelter	Yes	New covered bus shelter

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532, 538 & 542 LATORIA DRIVE – REZONING APPLICA ON 2025	
NEIGHBOURHOOD – HILLSIDE AND SHORELINE OCP COMPLIANCE with SITE ADPATIVE PLANNING COMMENTARY	
Note that while the Noth Latoria area is undergoing a "Visioning" process that will provide a new OCP designation, the following analysis and commentary has been prepared under the existing OCP designation.	
The land use objective for these areas is the same as in the "Neighbourhood" land use designation, as well as to be exceptionally supportive of protecting natural features and sensitive ecological areas.	All three properties have been impacted by their respective residential uses and are sparsely treed. Overland flows have been historically channeled to Latoria Creek by a north-south "ditch" which is considered tributary to Latoria Creek. The City has requested a 30-metre land dedication to potentially widen Latoria Road and realign Latoria Creek. An additional 10 metres of SPEA to the future relocated Creek alignment (by others) is required as determined by the QEP. Latoria Creek will be protected, rehabilitated and enhanced as part road improvements undertaken by the City of Colwood in the Roads DCC program.

APPENDIX 2: Letter of Rationale

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7.2.20 USES a. Single-detached residential b. Secondary suites and coach houses c. Ground-oriented multi-unit residential, including duplexes, townhouses, and apartments that are subject to the provisions of the Royal Beach Sub Area Plan d. Live/work and home occupations e. Institutional f. Limited small-scale commercial and mixed-use (to a maximum of 250m2) sensitive to the existing neighbourhood. g. **Low rise multi-unit residential in very limited situations, and only where significant environmental and ecological benefits to the overall site can be achieved, while minimizing ecosystem disturbance, protecting habitat areas and incorporating existing natural features.**	The City requires a 30-metre land dedication for park and trail use and potentially widen Latoria Road. Will include environmental enhancements to Latoria Creek. An additional 10 metres of SPEA to the creek alignment (by others) as determined by the QEP. As discussed with staff prior to application, this environmental protection provides a significant benefit to the environment that justifies the increased density. Riparian restoration of these man-made channels, currently choked with invasive species, will provide environmental benefit to the Creek and surrounding neighbourhood. Existing tree canopy will be preserved as much as possible and new trees will be planted that will be appropriate for the area as well as longevity and will provide canopy and carbon sequestration for years to come.
7.2.21 BUILT FORM a. Ground-oriented buildings up to approximately three storeys b. Low rise buildings of no more than **six storeys** c. Apartment up to four storeys subject to the provisions of the Royal Beach Sub Area Plan d. FAR ranging up to approximately 1.2	We are proposing four, six-storey condominium/apartment buildings with all parking underground. The smaller footprint and reduced road and service construction will have a smaller footprint than traditional housing but will house many more people adjacent to existing services and transportation alternatives. The FAR will be determined by the actual lot sizes after the proposed land dedication has been provided to the City.

APPENDIX 2: Letter of Rationale

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7.2.22 OTHER DIRECTIONS Support the land use objectives for Neighbourhood – Hillside and Shoreline areas by:	
a. Adhering to the "Other Directions" policies for the Neighbourhood land use designation.	
b. Applying an especially strong focus on site adaptive policies for both hillsides and shorelines in Section 11 (Park Spaces and Natural Assets), including clustering of development to be set back from and preserve nature features and sensitive ecosystems, consistent with Figure 16.	Site adaptive planning is implemented by clustering development to protect the creeks and drainage courses, which are the significant environmental features on this site. Many existing trees will be retained, and many new native and complimentary species are planted on these impacted sites.
c. Protecting and optimizing views from public spaces.	No views are impacted. The residents to the north are screened by tress on their own properties.
d. Applying alternative infrastructure standards, where feasible, such as reduced rights-of-way requirements, to reduce the development footprint.	Private roads and services are proposed, with a new road the "Bezanton Extension" which will reduce the number of vehicular crossings.
e. When considering development on greenfield sites, retain a minimum of 40% of the site area as part public and part private open space. If an area plan is in place, each subdivision application will benefit from the overall conditions of the plan as it relates to open space retention on an area-wide basis. That is, if 40% of the area has been retained for open space through the area-wide plan, individual parcels created through subdivision within designated development areas will not be expected to achieve the 40% open space	The lot coverage and % greenspace will be calculated to include the 30m land dedication. Land dedication along Latoria Road can count toward the 40% requirement, if this proposal is considered under this designation Trails, seating areas and amenity spaces will be provided for the residents, with access to the ultimate Latoria multi-use pathways, bus stops and amenities to the west and east.

APPENDIX 2: Letter of Rationale

on a site by site basis. Detailed urban design directions and other guidelines for hillsides and shorelines are provided in both the Environmental Development Permit Area and Form and Character Development Permit Area.	

APPENDIX 2: Letter of Rationale

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SITE ADAPTIVE PLANNING	
1. **IDENTIFY FORMATIVE SYSTEMS AND FEATURES** Identify the formative systems, topographic forms, and features of the site. On most sites the formative system is runoff, usually some combination of overland flow, stormflow, and stream flow, and corresponding features like swales, seasonal channels, streams, and wetlands.	The properties slope gently from north to south. The buildings will be designed to settle into the grades reducing the amount of cuts, fills and blasting that might be required. Currently no retaining walls over 1.2m are anticipated. Please refer to the Corvidea report attached for an overall environmental conditions assessment, and the WSP report dated February 9th, 2022 for the existing watercourse mapping and SPEA report.
2.0 MAP OUT A SITE ANALYSIS Provide maps that identify key site forms and features, including those earmarked for protection by the community (as defined in the OCP), and including but not limited to the following: a) Hydrologic Features: areas that contribute runoff and areas that receive runoff, such as swales and wetlands. Those areas that receive runoff should either be protected from development or developed with designs that avoid disrupting the drainage system. b) Topographic Features: areas that are too steep to develop given the site's proposed development program. c) Vegetation/habitat: areas of designated high value due to their rarity (for example, Environmentally Sensitive Areas) or have high value placed upon them by the community, as represented in the development permit area guidelines.	Development areas are limited to those outside the existing and future SPEAs and to retain as much of the existing tree canopy as possible. North south drainage course to be enhanced and protected. This will receive treated storm waters from development areas. While the site slopes up towards the north, the site is not too steep for the proposed development and is not within a steep slope DP area. Large retaining walls are not required.

APPENDIX 2: Letter of Rationale

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3.0 OUTLINE A FRAMEWORK PLAN Compare the site analysis with the proposed development program to identify apparent opportunities and constraints. For most sites, the outcome yields two classes of land: areas that pose constraints to the proposed development, and areas with opportunities (few or no constraints) for the proposed development. Land marked with constraints is: (a) ground that will result in significant disruption to landscape systems if developed; and (b) ground that will violate declared community values (i.e. conflict with development permit area design guidelines) if developed.	Working with our environmental and geotechnical professionals, the buildings have been placed in areas of the least impact. It should be noted that there are peat deposits on the south side of the site, and standard piles will be implemented for building support for the proposed south condominium. This is standard practice and will be designed and certified by the appropriate professionals at building permit. This methodology greatly reduces potential soil export and rock import to the site, reducing trucking and impacts to the adjacent SPEAs.
4.0 PLAN FOR DEVELOPMENT Plan development such that facilities (i.e., roads, buildings, etc) fall within the areas with the least constraints, and thus cause the least landscape disruption. The most important measures of landscape disruption is (1) the severity of clearing, blasting, and grading needed in site preparation, and (2) the amount and cost of piping and related infrastructure that must be invoked to offset the disruption.	The ultimate municipal road system will limit Latoria Creek crossings for traffic and infrastructure (temporary access using existing driveways may be required on an interim basis). Any internal crossings of the north/south waterway will require Section 11 permits from the Ministry of Environment and supervision of our environmental professional. The plans are designed to work with existing grades limiting the amount of earthworks required. Blasing is expected to be minimal. Drainage facilities will mimic exiting flows and will be retained and treated prior to entering the creek system.

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RIPARIAN AREA AND MARINE SHORELINE GENERAL GUIDELINES	
d. Protect the integrity and ecological function of riparian areas and marine shorelines. e. Guide development to occur in a manner that minimizes environmental impact on aquatic and shoreline habitat, fish and wildlife, and supports the regeneration of ecological functions and processes. f. Conserve and manage riparian and foreshore areas as a public resource. g. Maintain the natural water balance of the site including the interconnectedness of precipitation, surface water, groundwater, and marine waters. h. Protect development from flooding and erosional processes associated with extreme weather events and potential sea level rise inways that do not lead to hardening of shorelines and loss of environmental and recreational values. i. Minimize or reduce pollutants to the aquatic environment. j. Reduce cumulative impacts to riparian and shoreline environments.	The primary riparian area if potential impact is Latoria Creek. The creek will be enhanced and potentially located to accommodate road widening and infrastructure works. A RAPR application will be provided to the Ministry of Environment for that work when the designs have been prepared and the work is scheduled. The proposed development does not impact the creek, except for a crossing at the Bezanton Road extension. All other crossings will be decommissioned and rehabilitated when no longer required. Storm water facilities will be designed in accordance with Colwood bylaws and will include a factor of safety for Climate Change. All storm waters will be treated to remove pollutants prior to entering the natural system. Riparian areas will be protected and enhanced to a better condition than the existing, as the watercourses unmaintained and choked with invasive species. Post development, the adjacent property stratas will be responsible for the ongoing maintenance of the SPEA areas, as protected by registered covenants on the property.

APPENDIX 2: Letter of Rationale

Grayland Consulting Ltd.

SITE ADAPTIVE PLANNING FOR HILLSIDES	
q. Protect wildlife habitat and corridors, and environmentally sensitive areas on hillsides. r. Identify significant features prior to development and protect hillside character and natural features. s. Conserve unique natural features such as landforms, rock outcrops, mature trees and vegetation, hilltops, and ridge lines. t. Minimize blasting and re-contouring of hillsides.	Wildlife corridors will be protected through the SPEAs. There are no significant features other than the SPEAs on the properties. There are no rock outcroppings on the property. Existing trees will remain at the north property line and within riparian areas. Minimal blasting and terraforming is anticipated.

APPENDIX 2: Letter of Rationale

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20.0 RIPARIAN AREA AND MARINE SHORELINE ENVIRONMENTAL DPA	
The areas included on Figure 18 include environmentally sensitive areas in or around lakes, streams, ponds, wetlands, and the sea. Riparian areas are those areas adjacent to aquatic systems that contribute to the proper functioning condition of the aquatic system and are distinctly marked on the map presented in 18. The following design guidelines are intended to complement a site adaptive planning approach to minimize ecosystem disturbance and protect open space and wildlife corridors.	
20.1 RIPARIAN AREA GUIDELINES a. Require a report for all riparian areas from a Qualified Professional identifying environmentally valuable resources and wildlife values other than fish, including but not limited to amphibians and wildlife corridors. The report will identify measures to protect, enhance and restore ecosystem values and the Proper Functioning Condition of the watercourse or waterbody and riparian area. This report must: i. Identify environmentally valuable resources and wildlife values other than fish, including, but not limited to, amphibians and wildlife corridors; and ii. Identify measures to protect, enhance and restore ecosystem values and the Proper Functioning Condition of the watercourse or waterbody and riparian area.	Please refer to the WSP report dated February 2022.

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b. For water bodies which contain fish or are connected to fish habitat, as defined by the Riparian Areas Regulation (RAR), a detailed assessment report must be prepared by a Qualified Professional, in accordance with the RAR in support of a development permit for development within 30 m of the water body. Colwood Creek, Millstream Creek, Latoria Creek, Selleck Creek, Bee Creek, Lookout Brook and Joe's Creek are known to have fish present. A single report may be prepared which covers both RAR and City requirements. In compliance with the provincial requirements, the RAR report must: i. Clearly identify the width of the streamside protection and enhancement area (SPEA) to be protected, and measures necessary to protect the integrity and function of the SPEA; ii. Include an explanatory plan or reference plan prepared by a BC Land Surveyor which delineates the identified streamside protection and enhancement area; iii. Include measures to protect the root zones of trees within the SPEA and along the SPEA boundary, and protect the trees from windthrow. A report from a qualified professional (e.g. Professional Forester, ISA Certified Arborist) will be required as part of the RAR report if the Qualified Professional does not have such expertise. iv. Be prepared in accordance with the joint EGBC/ABCFP/CAB professional practice guidelines titled "Legislated Riparian Assessments in BC" as amended from time to	Please refer to the WSP report dated February 2022. The QEP discussed the required SPEA and those shown are acceptable. A 2m SPEA for the north south watercourse was conditionally approved. The RAPR report will be uploaded again to the Development Permit stage. This area will be rehabilitated, invasive species removed and planted in accordance with the QEP and Landscape Architect directions. Crossings will require Section 11 approvals.

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ne; v. Protect water quality and natural systems by leaving stream banks intact and not altering slopes and vegetation. vi. Provide leave strips of adequate width, a minimum of 30 metres (100 feet) adjacent to watercourse and foreshore to be maintained vii. in a natural state; and vii. If the subject property is adjacent to a ravine, steep slope or other known hazard area, including those shown in Figure 19	
Provide a report certified by a geotechnical professional or professional engineer, that identifies any natural hazards along watercourses or waterbodies (including groundwater discharge), as part of the RAR report. A Riparian Area Regulation (RAR) report may not be required where a prior RAR report has been done within the previous two years. Such reports are only valid if the site conditions have not changed and the proposed development remains substantively unchanged. If a suitable report is available, the proponent will be required to provide a letter from a Qualified Professional confirming that site conditions (existing and proposed) have not changed with respect to the impact on the riparian area and to provide a detailed Riparian Management Report.	

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c. In general, no part of a SPEA may extend on to a newly created private residential lot. In special circumstances, the City may allow SPEAs on private lots with the registration of a covenant and/or provision of right-of-way access for municipal maintenance.	The SPEA for the north south drainage course that bisects 532 and 538 Latoria will be enhanced and protected by a s.219 covenant. This will require the strata to perform vegetation management within the SPEA. A right of way in favour of Colwood will be registered to allow inspections.
d. City issuance of a development permit is subject to notification from the Province that a copy of the assessment report with the proper certifications has been submitted to the Riparian Area Regulation Notification System.	Subsequent RAPR uploads will likely be required for Development Permit and Building Permit.
e. A post-development assessment report must be provided by a Qualified Professional upon completion of the project, which certifies that the prescribed measures have been satisfactorily completed, before the security for ecological restoration and enhancement is returned to the applicant.	Yes, this will be performed.
f. The only activities permitted in riparian buffer areas are management of invasive species, ecological restoration/enhancement, wildfire interface treatments and modification of hazard trees, as approved by Colwood, or activities expressly authorized by the Province of BC. g. Trails may be permitted within the riparian buffer. Trails must be unpaved and must not result in the significant removal of native vegetation or disruption of wildlife, provided that the RAR applies to the waterbody.	Agreed.

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h. In alignment with the Water Sustainability Act, development permits issued with regard to road and driveway construction will ensure that:	
i. watercourse crossings are located to minimize disturbance of riparian areas and streambanks;	
ii. wherever possible, bridges are used instead of culverts for crossings of watercourses; and	
iii. culverts are sited to allow unrestricted movement of fish and amphibians in both directions. Where desirable, culverts may be designed to encourage in-stream storage of water. Culverts that are sized to maintain natural width of watercourses such as arch or "D" shaped culverts shall be used in areas identified as fish and wildlife habitat	Culverts, if required, will also be constructed under a section 11 permit, and construction supervised by the QEP.
i. All stormwater or treated sewage effluent discharged into or through a riparian area must first be treated to prevent pollution from sediments, oils and greases, nutrients or other pollutants entering the water body or riparian area.	Yes, in accordance with the SWMP for the project.
j. Areas of land specified in the permit, in addition to the SPEA, must remain free of development, except in accordance with any conditions contained in the permit.	OK

APPENDIX 2: Letter of Rationale

For projects that cannot meet the above riparian buffer requirements, the City will consider an alternative approval process. Consideration will be given to narrower riparian buffers only if the proponent can demonstrate a significant net ecological benefit and the maintenance of the watercourse and riparian buffer in a state of Proper Functioning Condition (PFC). Any applications to relocate or fill any portion of a watercourse or water body must first be approved by the Province of BC per the Water Sustainability Act, and Fisheries and Oceans Canada or other senior government agencies (as applicable). The City may impose terms and conditions requiring the applicant to take compensatory mitigation measures on the subject property or elsewhere in the watershed. This option will only be entertained where significant net ecological benefit can be demonstrated by a Qualified Professional to the satisfaction of the City. Compensatory measures must result in replacement habitat that achieves a state of PFC. Examples where such	

alternative consideration may be given include water bodies or watercourses with severely degraded ecological function where there would be significantly greater ecological benefit derived from applying resources to the restoration of habitat elsewhere in the watershed or elsewhere on the watercourse, or hardship cases where maintenance of the full riparian buffer would prohibit development of an existing lot per the current zoning.	

APPENDIX 2: Letter of Rationale

Grayland Consulting Ltd.

22.0 HILLSIDE ENVIRONMENTAL DPA	
Hillsides form the backdrop for many of the views within Colwood, and views of Colwood from neighbouring municipalities. Hillsides and ridgelines are important travel corridors for wildlife and form the headwaters of the creeks and streams. Careful development of these areas protects views, natural drainage patterns and wildlife habitat, while ensuring slope stability and protecting property values both on and below hillsides. The following guidelines apply in areas identified as hillsides in the map presented in Figure 18. In many cases these areas are also within other DP areas, and those guidelines also apply. The following design guidelines are intended to complement a site adaptive planning approach to minimize ecosystem disturbance and protect open space and wildlife corridors.	
22.1 Hillsides a. Open space and corridors between development areas or lots should be retained to provide continuous habitat linkages within the site and surrounding area. Significant features such as rock outcrops, streams, cliffs, and stands of trees should be incorporated into the open space and corridors as much as possible.	There are no rock outcrops on the property. Please refer to the WSP memo dated June 15th, 2023. Habitat linkages can be realized within the riparian SPEA's.
b. Windfirm treed buffers must be maintained between the subject parcel and adjacent lots and should also be applied along major roads fronting the development.	The Talmack arborist report, does not note any windfirm tree issues.
c. Where trees are not present, and soils are suitable, new trees which are native to the Coastal Douglas-Fir Bio geoclimatic Zone must be planted.	New trees are proposed within the submitted landscape plan and restored riparian areas.
d. Development on steep slopes and hillsides must not alter quantity, timing or quality of runoff from the site.	There are no steep slopes or hillsides on the site.
e. Discourage development on ridge lines.	There are no ridgelines.

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Grayland Consulting Ltd.

f. A rainwater management plan, prepared by a Qualified Professional, must be submitted which demonstrates that post-development conditions closely match pre-development conditions. The plan must: i. Protect natural flow paths, volumes and storage resources. ii. Avoid impacts to trees, vegetation and other environmental features due to changes in drainage patterns. iii. Ensure no negative impact on water quality of run-off during and post- development. iv. Address sediment and erosion control requirements. v. Ensure no off-site drainage impacts (e.g., drainage from an upper lot to a lower lot)	Please refer to the Aplin Martin design brief. Detailed Storm Water Management Plans will be provided with the detailed development servicing plans in accordance with Colwood Bylaws. Natural flow paths (SPEAS) will be Protected. OK Per Colwood Bylaws and Provincial Regulations. The professional engineer of record will provide erosion and sediment control plans prior to the start of any work on site.
g. Post-development, exposed soil on steep slopes subject to erosion shall be re- vegetated with vegetation native to the Coastal Douglas-Fir Bio geoclimatic zone or otherwise protected from run-off erosion.	Yes, the site will be replanted with the appropriate native vegetation under the supervision of the QEP.
h. Avoid using fast-growing non-native plants to retain soils. Temporary erosion control measures must be maintained during and post-construction until native vegetation is re-established and capable of protecting slopes from erosion.	OK

APPENDIX 2: Letter of Rationale

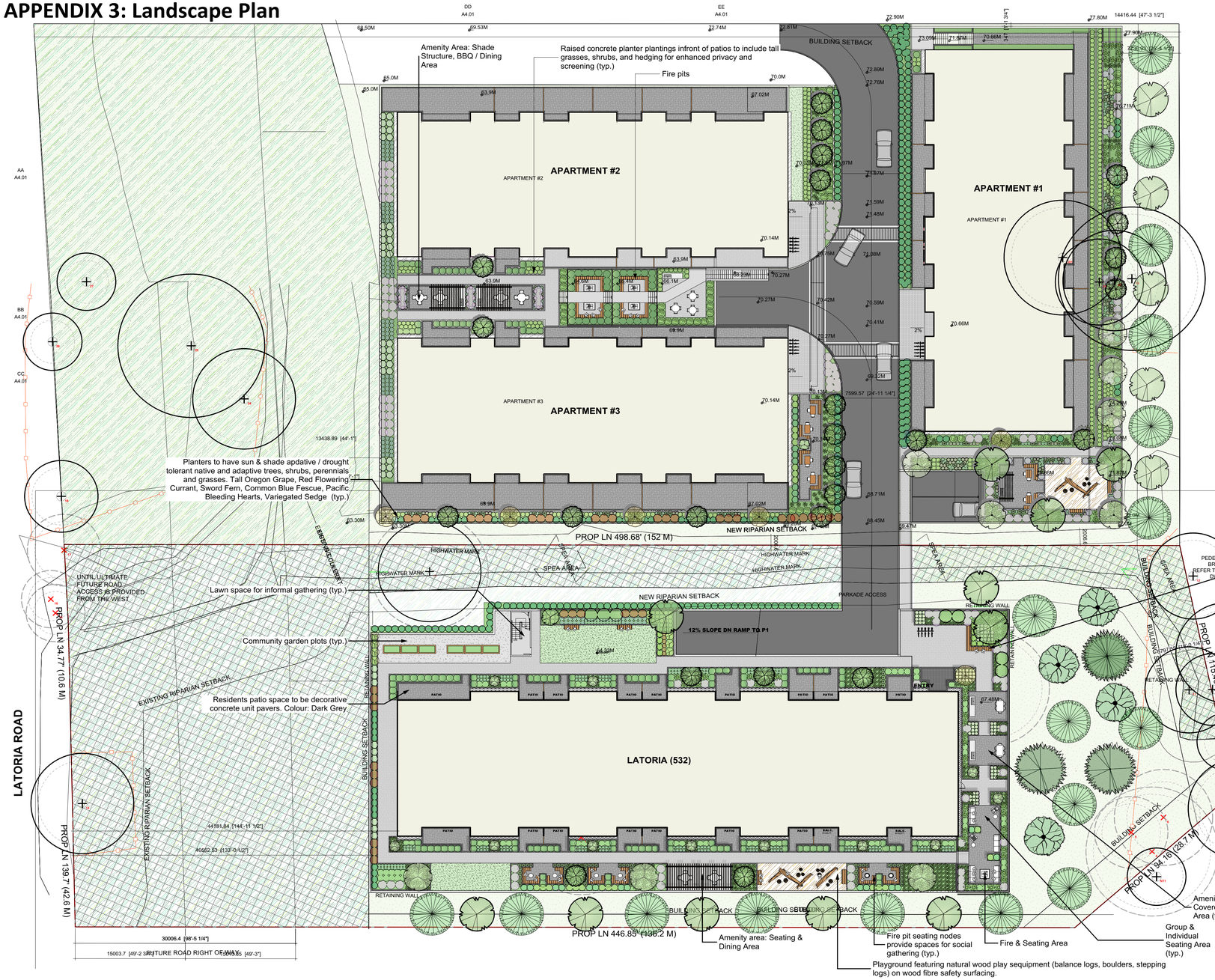
Grayland Consulting Ltd.

i. Avoid tree removal on steep slopes. Trees intercept precipitation and reduce stormwater runoff volumes, protect soils from erosion, and protect the scenic quality of the community.	There are no steep slopes
j. All new Hillside development must be sewered or be connected to a sewerage system that does not discharge treated effluent within the Hillside DP area.	Sanitary sewers are planned.
k. Do not clear more trees and vegetation than is necessary to install services for any given phase of the development.	OK

APPENDIX 2: Letter of Rationale

l. Take advantage of topography and minimize disruption of rock outcroppings, sensitive ecosystems, mature trees and culturally significant features.	There have been none noted.
m. Design sites to incorporate, protect and enhance remnant riparian zones, watercourses, and urban forests and to optimize opportunities to establish new ecological connections through the site, such as urban forest corridors and watercourses.	Yes, this has been done.
n. Assess the development site for high-value natural vegetation that provides effective stormwater management.	This will be provided vis restorative plantings.
o. Provide a landscaped or forest leave (retention) area with an increased building setback where residential uses are located at grade along a high traffic corridor, for unit comfort.	There is a 40m separation between Latoria Drive and the development area. This area will be restored and replanted by the City of Colwood when the road widening and Latoria Creek works are performed.

APPENDIX 3: Landscape Plan



Recommended Nursery Stock

Trees

ID	Quantity	Botanical Name	Common Name	Size
AcCi	25	Acer circinatum	Vine Maple	6cm cal.
AcGr	1	Acer griseum	Paperbark Maple	6cm cal.
CoAl	12	Acer palmatum 'Butterfly'	Butterfly Japanese Maple	6cm Cal.
AcP	6	Acer palmatum 'Sango Kaku'	Coral Bark Japanese Maple	2 m ht.
CeCaFP	11	Cercis canadensis 'Forest Pansy'	Forest Pansy Redbud	6cm cal.
CoAl-1	9	Cornus alternifolia	Pagoda Dogwood	6cm Cal.
MaD	1	Magnolia 'Daybreak'	Daybreak Magnolia	6cm cal.
PiSi	3	Picea sitchensis	Sitka spruce	6cm cal.
PsMe	18	Pseudotsuga menziesii	Douglas fir	6cm cal.
QuGa	5	Quercus garryana	Garry Oak	4cm cal.
ThPl	4	Thuja plicata	Western Redcedar	3.0 M Ht.

Large Shrubs

ID	Quantity	Botanical Name	Common Name	Size
PhBE	7	Philadelphus 'Belle Etoile'	Belle Etoile Mock Orange	#5 Pot
PiTe	107	Pittosporum tenuifolium 'Silver Magic'	Kohuhu	#1 pot

Medium Shrubs

ID	Quantity	Botanical Name	Common Name	Size
AzJH	38	Azalea japonica 'Herbert'	Herbert Evergreen Azalea	#3 Pot
CiHy	43	Cistus x hybridus	White Rockrose	#3 pot
CoStS	7	Cornus sericea 'stolonifera'	Yellowtwig Dogwood	#5 pot
HyMa	22	Hydrangea macrophylla 'Lanarth White'	Lanarth White Hydrangea	#5 Pot
HyBl	23	Hydrangea macrophylla 'Nikko Blue'	Nikko Blue Hydrangea	#5 Pot
LaOf	90	Lavandula officinalis	English Lavender	#1 pot
MaAq	279	Mahonia aquifolium	Tall Oregon Grape	#3 pot
PiTe	68	Pittosporum tenuifolium 'Silver Magic'	Kohuhu	#1 pot
RhDA	81	Rhododendron 'Dora Amateis'	Dora Amateis Rhododendron	#5 pot
RhMa	124	Rhododendron macrophyllum	Pacific Rhododendron	#5 Pot
RiSa	41	Ribes sanguineum 'King Edward VII'	King Edward VII Flowering Currant	#3 pot
VaOv	91	Vaccinium ovatum	Evergreen Huckleberry	#2 Pot

Small Shrubs

ID	Quantity	Botanical Name	Common Name	Size
PoMu	28	Blechnum spicant	Deer Fern	#1 Pot
CoStk	6	Cornus stolonifera 'Kelseyi'	Kelsey Dogwood	#1 Pot
GaSh	464	Gaultheria shallon	Salal	#1 Pot
SaH	97	Sarcococca hookeriana var. humilis	Dwarf Sweet Box	#1 Pot

Groundcovers

ID	Quantity	Botanical Name	Common Name	Size
JcGc	11	Juniperus horizontalis 'Golden Carpet'	Golden Carpet Juniper	#2 pot

Perennials, Annuals and Ferns

ID	Quantity	Botanical Name	Common Name	Size
PoMu	388	Blechnum spicant	Deer Fern	#1 Pot
---	137	Carex 'Ice Dance'	Variegated Sedge	#1 Pot
DiFo	117	Dicentra formosa	Pacific Bleeding Heart	#1 Pot
FeGl	336	Fetuca glauca	Common Blue Fescue	#1 pot
LaOf	24	Lavandula officinalis	English Lavender	#1 pot
PoMu-1	230	Polystichum munitum	Sword Fern	#1 Pot

532,538 & 542 Latoria | Full Site | Landscape Rezoning

LADR LANDSCAPE ARCHITECTS

#3-864 Queens Ave. Victoria B.C. V8T 1M5
Phone: (250) 598-0105

Project No: 0000 JUN-16-25

APPENDIX 4: Environmental Assessment



ENVIRONMENTAL ASSESSMENT

542, 538, AND 532 LATORIA ROAD, COLWOOD BC

PREPARED FOR:

LANDVISION GROUP
15585 24 AVE UNIT 106
SURREY, BC V4A 2J4

AND

CITY OF COLWOOD
3300 WISHART ROAD
COLWOOD, BC, V9C 1R1

CORVIDAE PROJECT #2042-123
SEPTEMBER 2024

CORVIDAE
ENVIRONMENTAL CONSULTING INC
6526 WATER STREET, SOOKE, BC

APPENDIX 4: Environmental Assessment

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CAVEAT

This Environmental Assessment (EA) has been prepared with the best information available at the time of writing, including the City of Colwood Official Community Plan, communications with the client, site visits, review of site plans and design drawings and other documentation relevant to the project. This EA has been developed to assist the project in remaining in compliance with relevant environmental regulations, acts and laws pertaining to the project and to identify and mitigate the expected impacts of the project.

1 INTRODUCTION

Corvidae Environmental Consulting Inc. (Corvidae) is pleased to provide this Environmental Assessment (EA) for a rezoning application and proposed townhouse development at 542 Latoria Road (PID: 005-743-281; LOT 4, PLAN VIP7244, SECTION 60 & 61, ESQUIMALT LAND DISTRICT), 538 Latoria Road (PID: 002-541-66; LOT 5, PLAN VIP7244, SECTION 61, ESQUIMALT LAND DISTRICT), and 532 Latoria Road (PID: 000-606-201; LOT 2, PLAN VIP23793, SECTION 61, ESQUIMALT LAND DISTRICT) in Colwood, BC (the Site). The Site is currently zoned as Rural 1 (A1) and includes a residential home on each property with associated accessory buildings/structures. The Site boundaries are shown in Figure 1, designated by the red polygon (property boundary).

The Site occurs within one identified development permit areas (DPAs): Riparian Zones. The Environmental Protection DPA for the Riparian Zone encompasses the southern aspects of the Site where Latoria Creek occurs.

Latoria Creek, a permanent, fish-bearing watercourse, occurs in the southern extent of the Site. A Qualified Environmental Professional (QEP) from WSP has determined the Streamside Protection and Enhancement Area (SPEA) from the natural boundary of the watercourse in accordance with the Riparian Areas Protection Regulation (RAPR) (BC Ministry of Forests, Lands, Natural Resource Operations and Rural Development 2019). The natural boundary is determined by the 1:5-year high-water mark for an active floodplain of a waterbody. All applicable RAPR reporting has been submitted to the province by WSP in 2022.

This document addresses the requirements outlined in Part D of the City of Colwood Bylaw No. 1700, provides a detailed assessment on the environmental conditions on the Site, potential impacts of the proposed development, and recommendations for the protection of environmentally sensitive features and methods to minimize impacts of the proposed development.

APPENDIX 4: Environmental Assessment

Project location

Project boundary

N

0 15 30 60 Meters

Project: 532, 538 and 542 Latoria DP | Sources: ESRI Basemap

CORVIDAE ENVIRONMENTAL CONSULTING INC

Rev. #	Date
0	September 11, 2024

Corvidae Project No.
COR-2024-123

Figure 1

1.1 OBJECTIVES

The purpose of this EA is to assess the current biophysical environments onsite, identifying terrestrial and aquatic habitat, sensitive ecosystems, and wildlife habitat, including wildlife trees, nests, and any other wildlife features. This EA also identifies the presence of threatened or endangered species on or around the Site, which includes a 30 metre (m) buffer around the Site boundaries. As part of the EA, Corvidae completed a field assessment to document biophysical features, habitat and verify available ecosystem inventory data.

From this information potential impacts have been determined and mitigations provided to protect the natural environment, its ecosystems and associated biological diversity. This report and planning meet the environmental requirements in the City of Colwood Official Community Plan, zoning by-laws and addresses provincial and federal laws.

1.2 REGULATORY FRAMEWORK

This environmental assessment is designed to comply with the provisions set out in the City of Colwood Official Community Plan (OCP) for development permit areas and for compliance with the provisions for environmental protection contained in the following relevant legislation:

Municipal

City of Colwood OCP, Bylaw No. 1700 (City of Colwood 2018)

Environmental Protection DPA

Objectives

- Promote site adaptive planning in all new developments as a means of protecting ecological features, viewscapes, and neighbourhood character.
- Support an integrated watershed planning approach to the comprehensive management of surface, rainwater, groundwater, and marine resources that promotes healthy, resilient aquatic ecosystems and maintains natural hydrological functions.
- Protect biological diversity, wildlife and wildlife habitats, habitat features and ecosystem function.

Riparian Areas (OCP Section 20.1)

- Require a report for all riparian areas from a Qualified Professional identifying environmentally valuable resources and wildlife values other than fish, including but not limited to amphibians and wildlife corridors. The report will identify measures to protect, enhance and restore ecosystem values and the Proper Functioning Condition of the watercourse or waterbody and riparian area.

The guiding principle for the use of Development Permits is found within the *Local Government Act*. Development Permit Areas can be designated for purposes such as, but not limited to: protecting, enhancing and restoring the biodiversity and ecological values and functions of environmentally sensitive areas; fostering compatibility between development, existing land uses and environmentally

sensitive areas; maintaining connectivity between sensitive ecosystems; and protecting water quality and quantity.

Provincial

- Wildlife Act (1996)
- Water Sustainability Act (2016)
- Invasive Species Council of BC
- *Weed Control Act* (1996, current as of October 2016)

Federal

- Migratory Birds Convention Act (1994)
- Species at Risk Act (SARA) (2002)
- Fisheries Act (2019)

1.3 DEVELOPMENT PERMIT AREAS

As per Figure 18 of the City of Colwood OCP, the Site occurs within the Riparian Area Development Permit Area (DPA). The objectives of this DPA include the protection of riparian habitat and ecosystem function. The riparian area protection and planning has been completed by WSP (2022).

2 SCOPE OF WORK

Corvidae completed an environmental assessment for the Site and documented the ecological features. Background information was reviewed, including applicable databases. The following features were documented and provided in this report:

- Areas of sensitivity, including aquatic ecosystems and riparian areas.
- Areas of habitat and biodiversity values.
- Plant communities and plant species on site.
- Potential wildlife presence and wildlife habitat.
- Soil types and terrain.

Following the field assessment, the biophysical features were mapped, and buffer areas have been identified. Mitigations to minimize the impacts of the proposed residential development on the environment have been provided in Section 5.

2.1 DESKTOP REVIEW

Baseline biophysical conditions were compiled by reviewing the best available data and information including existing reports for the area and conducting searches of online provincial and federal databases:

- BC Conservation Data Centre (BC CDC 2024a and 2024b).
- BC Habitat Wizard (Province of BC 2024).
- City of Colwood Parcel Information Map (City of Colwood 2024)
- Colwood Official Community Plan Bylaw No. 1200 (City of Colwood 2022).

3 ENVIRONMENTAL SITE ASSESSMENT

Corvidae completed a site visit on September 6, 2024. Site photographs are included as Appendix A. The field assessment of the Site was completed by a Qualified Environmental Professional (QEP) from Corvidae. The assessment included characterization of vegetation and habitat types, wildlife sign and species observations, wildlife habitat, surface water flow patterns, and assessed the current conditions of the Site.

3.1 LAND USE

A primary residence and various accessory structures are present within the properties. Areas not occupied by structures are characterized by treed areas, gravel, the riparian area of Latoria Creek and cleared areas. Surrounding land use is primarily residential. The Site is bound by Latoria Road to the south and by residential properties to the east, west, and north.

3.2 CLIMATE AND BIOGEOCLIMATIC ZONE

The project is located within the Coastal Douglas-fir (CDF) biogeoclimatic zone, specifically in the Moist Maritime Coastal Douglas-fir Subzone (CDFmm) (BC CDC 2023b). The CDFmm occurs at low elevations (<150 m) along southeast Vancouver Island, the southern Gulf Islands, and part of the Sunshine Coast. The CDFmm has the mildest climate in Canada. This subzone has a long growing season with warm, dry summers and mild, wet winters.

3.3 TERRAIN AND SOILS

Soils in the CDF biogeoclimatic zone are generally derived from morainal, colluvial, and marine deposits, and are typically Brunisols, grading with increased precipitation to Humo-Ferric Podzols (Nuszdorfer *et. al.* 1991). Soil on Site is described as Quamichan (100%), a rapidly draining sandy loam (SIFT 2018).

Steep slopes occur on the property, with slopes gradually increasing from Latoria Road to the northern property extents.

3.4 VEGETATION

Dry forests in the CDFmm zone are typically dominated by Douglas-fir (*Pseudotsuga menziesii*), arbutus (*Arbutus menziesii*), and western redcedar (*Thuja plicata*). Grand fir (*Abies grandis*) and shore pine (*Pinus contorta* var. *contorta*) may also be present. Salal (*Gaultheria shallon*), dull Oregon-grape (*Mahonia nervosa*), ocean spray (*Holodiscus discolor*), baldhip rose (*Rosa gymnocarpa*), and red huckleberry (*Vaccinium parvifolium*) are common in the shrub layer. Bracken fern (*Pteridium aquilinum*), snowberry (*Symphoricarpos albus*), grasses, and pacific sanicle (*Sanicula crassicaulis*) are common in the herb layer. Oregon beaked-moss (*Eurhynchium oreganum*), step moss (*Hylocomium splendens*), and electrified cat's-tail moss (*Rhytidiadelphus triquetrus*) dominate the well-developed moss layer (Nuszdorfer *et. al.* 1991).

Vegetation species typical of a dry forest in the CDFmm are present on the Site, however, these occur intermittently due to prior site modifications for residential development. The southern extents of all three properties have been highly disturbed to accommodate the onsite residences and accessory structures. Mature Douglas-fir trees occur in the northern aspect of the Site; however, the shrub and herb layers are absent. Disturbed areas are characterized by invasive species, fruit trees, weeds, lawn, ornamental species, or bare ground.

Both native and invasive species occupy the riparian area of Latoria Creek, including red alder, Himalayan blackberry, willow sp., western redcedar, grasses, bigleaf maple, salmonberry, sword fern, bracken fern, reed canary grass, and spurge-laurel. Ten invasive plant species were observed on the Site, listed below.

Table 1. Plant species observed on site during the September 6, 2024, field visit.

Common Name	Scientific Name	BC Provincial Status[1]	*SARA* Schedule 1 Status[2]
Arbutus	*Arbutus menziesii*	Yellow	--
Bamboo	*Sp*	--	--
Bigleaf maple	*Acer macrophyllum*	Yellow	--
Black locust	*Robinia pseudoacacia*	Exotic	--
Bracken fern	*Pteridium aquilinum*	Yellow	--
Canada thistle	*Cirsium arvense*	**Invasive**; Exotic	--
Cherry tree	*Prunus avium*	Yellow	--
Chestnut species	*Castanea sp.*	--	--
Creeping buttercup	*Ranunculus repens*	**Invasive;** Exotic	--
Douglas-fir	*Pseudotsuga menziesii*	Yellow	--
Dull Oregon-grape	*Mahonia nervosa*	Yellow	--
English holly	*Ilex aquifolium*	**Invasive**; Exotic	--
English Ivy	*Hedera helix*	**Invasive**; Exotic	-
Field bindweed	*Convolvulus arvensis*	**Invasive**; Exotic	--
Grand fir	*Abies grandis*	Yellow	--
Himalayan blackberry	*Rubus armeniacus*	**Invasive**; Exotic	--
Horsetail species	*Equisetum* sp.	--	--
Lady fern	*Athyrium filix-femina*	Yellow	--

Common Name	Scientific Name	BC Provincial Status[1]	*SARA* Schedule 1 Status[2]
Monkey puzzle tree		--	--
Oceanspray	*Holodiscus discolor* var. *discolor*	Yellow	--
Orchard grass	*Dactylis glomerata*	Exotic	--
Pacific ninebark	*Physocarpus capitatus*	Yellow	--
Plum tree	*Prunus* sp.	--	--
Pear tree	*Pyrus sp.*	--	--
Pearly everlasting	*Anaphalis margaritacea*	Yellow	--
Red alder	*Alnus rubra*	Yellow	--
Reed canarygrass	*Phalaris arundinacea* var. *arundinacea*	Exotic	--
Salmonberry	*Rubus spectabilis*	Yellow	--
Scentless chamomile	*Tripleurospermum inodorum*	**Invasive**; Exotic Noxious	--
Scotch broom	*Cytisus scoparius*	**Invasive**; Exotic	--
Skunk cabbage	*Lysichiton americanus*	Yellow	-
Spruce			
Spurge-laurel	*Daphne laureola*	**Invasive**; Exotic	--
Sword fern	*Polystichum munitum*	Yellow	--
Trailing blackberry	*Rubus ursinus*	Yellow	--
Weeping willow	*Salix babylonica*	**Invasive**	
Western hemlock	*Tsuga heterophylla*	Yellow	--
Western redcedar	*Thuja plicata*	Yellow	--
Willow sp.	*Salix* sp.	--	--

[1] BC CDC 2023a
[2] Government of Canada 2022

3.5 RIPARIAN AREAS AND FISHERIES

The Site is located within the Latoria Creek watershed, which is approximately 404 hectares in size (WSP 2022). The proposed development triggers the 30 metre (m) Riparian Assessment Area of Latoria Creek that flows in a west to east direction in the southern Site extent. Latoria Creek is a permanent, fish-bearing waterbody. From the Site, Latoria Creek flows east along Latoria Road before entering Latoria Creek Park to the southeast. Waters eventually discharge to Albert Head Lagoon.

Flows within Latoria Creek were observed at the time of the assessment and enter the Site via a driveway culvert at the western extent of the Site. Substrates are characterized by fines, cobbles, and gravel. Species within the riparian area included bigleaf maple, western redcedar, grasses, creeping buttercup, sword fern, skunk cabbage, spurge laurel, willow sp., reed canarygrass, red alder, Himalayan blackberry and salmonberry.

No fish records are shown on provincial mapping resources for Latoria Creek (e.g., iMapBC, HabitatWizard), however, a watershed assessment completed by WSP indicates the presence of Coastal Cutthroat Trout (*Oncorhynchus clarki clarki*), Prickly Sculpin (*Cottus asper*) and Three-spine Stickleback (*Gasterosteus aculeatus*) within the Latoria Creek watershed (2022).

WSP completed the RAPR for this site and submitted it to the province. In addition, WSP calculated and delineated the SPEA, which has been applied to all the site plans. The SPEA delineation is not part of this report due to previous completion by a QEP at WSP. No SPEA encroachment is proposed as part of the development.

3.6 WILDLIFE

Existing trees and shrubs on the Site may provide nesting and roosting habitat for birds, including migratory songbirds, year-round resident species, raptors, and owls. No nests were observed during the site assessment; however, the Site was visited outside of the breeding bird window. Two pileated woodpeckers were observed on the Site. They were foraging for insects on the dead standing trees. There was one very small hole in a dead standing alder, but it was too small for a cavity nest. The woodpeckers were passing through the Site with no signs of nesting cavities on any of the trees. There were no signs of nesting in the cavity at the time of the assessment.

Habitat value for wildlife is considered moderate overall due to prior disturbances, existing houses and the site being dominated by invasive species (lacking habitat value). There are tall conifer trees at the north and south ends of the property, which would provide nesting habitat for birds. The riparian area may be utilized by birds, small mammals, and amphibians. The Site is also utilized by black-tailed deer; there was a deer carcass on the 538 Latoria property that looked to not be a kill due to the skeleton being in-tact.

During the site assessment the species listed in Table 2 were observed on or near the Site.

Table 2. Wildlife Species observed on site during the September 2024 field visit.

Common Name	Scientific Name	BC Provincial Status[1]
Black-tailed deer (deceased)	*Odocoileus hemionus*	Yellow
Eastern cottontail	*Sylvilagus floridanus*	Invasive
Eastern gray squirrel	*Sciurus carolinensis*	Invasive
Pileated woodpecker	*Dryocopus pileatus*	Yellow

[1] BC CDC 2023a, [2] Government of Canada 2023

3.7 SPECIES AT RISK

A query of the BC CDC iMap tool yielded occurrences of 5 species and 3 ecosystems at risk, including one masked occurrence, within a two-kilometer radius of the Site (BC CDC 2023b). Species and ecosystems are listed in Table 3. None of the species or ecosystems listed in Table 3 were detected at the time of the September 6th field assessment.

One (1) element occurrence overlaps the Site: the Douglas-fir / dull Oregon-grape (*Pseudotsuga menziesii / Mahonia nervosa*) ecosystem (BC CDC 2023b). Mature, intact forests within this ecological community are characterized by mature Douglas-fir, western redcedar, arbutus and bigleaf maple trees ranging from 80 to 100 years-old. The understory has a well-developed mix of shrubs, including dull Oregon-grape, salal, red huckleberry, beaked hazelnut, oceanspray and baldhip rose. The forest floor has scattered sword fern and hairy honeysuckle with an almost continuous moss carpet dominated by step moss, Oregon beaked-moss and electrified cat's-tail moss. Several dead or dying mature trees are typically present that provide habitat for nesting birds and small mammals (BC CDC 2012). This

ecosystem was not observed onsite during the assessment. The Site has undergone extensive modification as a result of development activities and no longer supports this sensitive ecosystem.

Northern red-legged frog individuals were detected by WSP at sampling locations upstream and downstream of the Site during their assessment of the Latoria Creek (2022). Should northern red-legged frog occur onsite, the species would utilize the riparian area of Latoria Creek. Potential habitat within the SPEA of Latoria Creek will be retained as part of the proposed development.

Table 3. Species at risk that may occur in the vicinity of the Site.

Common Name	Scientific Name	BC Provincial Status[1]	*SARA* Schedule 1 Status[2]
Species			
Common bluecup	*Githopsis specularioides*	Blue	n/a
Howell's triteleia	*Triteleia howellii*	Red	Endangered
Northern Red-legged Frog	*Rana aurora*	Blue	Special Concern
Slimleaf onion	*Allium amplectens*	Blue	n/a
Western Painted Turtle (Pacific Coast population	*Chrysemys picta bellii*	Red	Threatened
Ecosystems			
Douglas-fir / dull Oregon-grape	*Pseudotsuga menziesii / Mahonia nervosa*	Red	n/a
Grand fir / three-leaved foamflower	*Abies grandis / Tiarella trifoliata*	Red	n/a
Grand fir / dull Oregon-grape	*Abies grandis / Mahonia nervosa*	Red	n/a

[1] BC CDC 2023a

[2] Government of Canada 2023

CRITICAL HABITAT

Critical habitat is mapped for Western Painted Turtle (Pacific Coast population) (*Chrysemys picta bellii*) and Howell's Triteleia (*Triteleia howellii*) within 2 km of the Site. The Site falls within large polygons that reflect mapped, final critical habitat for Western Painted Turtle (Pacific Coast population) (*Chrysemys picta bellii*). Western Painted Turtles are a provincially red listed (critically imperiled) species and are listed as endangered under the federal *Species at Risk Act*. Western Painted Turtles are highly aquatic and are found in shallow waters of ponds, lakes, oxbows, and marshes, in slow-moving stream reaches, and in quiet backwater sloughs of rivers. Western Painted Turtle requires both aquatic habitat for breeding, foraging, basking, overwintering, and movement, and surrounding terrestrial habitat for nesting, basking, and movement (Environment and Climate Change Canada 2018). Usually, their habitat contains muddy substrates with emergent aquatic vegetation, exposed vegetation root mats, floating logs, and open banks. Western Painted Turtles prefer floating logs, branches, or other emergent objects for basking. Nesting habitats are on land adjacent to aquatic foraging habitat, usually within 200 m of the water body, typically on gentle south-facing slopes. Western painted turtle was not detected during the site assessment and it is not considered suitable habitat for turtle use.

4 POTENTIAL ENVIRONMENTAL EFFECTS

The potential impacts of the proposed development of the Site on the environment are:

- Loss of native vegetation and spread of invasive plant species.
- Change in wildlife habitat availability and wildlife mortality risk.
- Sediment movement in the project area.

The residual environmental impacts of the activities on the Site will be reduced by the implementation of the mitigation and restoration measures recommended in Section 5 of this report.

AQUATIC AND RIPARIAN ENVIRONMENT

Vegetation in the riparian area controls surface water run-off from the upland areas, preventing excessive silt and surface run-off pollution from entering the aquatic environment.

VEGETATION

The effects of trees and vegetation removal may include loss of biodiversity of plant species and increased susceptibility to invasive plants not only in the cleared area but also in adjacent plant communities.

INVASIVE SPECIES

Invasive plants are particularly adept at colonizing degraded plant communities and disturbed soils. Invasive plants establish readily in disturbed areas as they have a wide ecological tolerance and grow and propagate quickly. The effects of invasive plant establishment may be the reduction or displacement of native species by capturing resources and occupying habitats. Removal of invasive plants and replacement with native plants can improve biodiversity, shade structure and habitat.

WILDLIFE AND WILDLIFE HABITAT

Loss and alteration of terrestrial habitat can result in the loss of habitat for wildlife species. Tree and shrub clearing can directly alter or remove wildlife habitat. Noise from site preparation and construction may temporarily disturb and displace remaining wildlife.

EROSION AND SEDIMENT

Removal of vegetation during construction exposes soils to erosion and can result in the movement of sediment on the Site. Damage or degradation of soil surfaces during construction can include loss of soil structure, increased erosion, and soil compaction.

5 RECOMMENDED ENVIRONMENTAL PROTECTION MEASURES

The mitigation measures provided in this report are designed to protect sensitive ecosystems and were developed in accordance with:

- The City of Colwood OCP (City of Colwood 2022),
- Procedures for Mitigating Impacts on Environmental Values (Environmental Mitigation Procedures) (BC Ministry of Environment [MOE] 2014a),
- Develop with Care 2014: Environmental Guidelines for Urban and Rural Land Development in British Columbia (Government of BC 2014), and
- Environmental Best Management Practices for Urban and Rural Land Development in British Columbia (BC Ministry of Water, Land and Air Protection 2004).

RIPARIAN AREA

The SPEA has been clearly delineated by WSP in the Riparian Area Report. The applicable setbacks will be followed for that area, as per the WSP report mitigations.

VEGETATION

The entire SPEA will be replanted with native species. It is recommended that areas disturbed by project construction or activities outside of the SPEA that are not part of the permanent footprint be replanted with native vegetation. The purpose of using native species is to reduce irrigation maintenance in the future. The optimal time for revegetation is in the fall, prior to the wet winter season. However, planting at any time of the year (with irrigation as needed) is acceptable to prevent invasive species. It is recommended that the revegetated areas will require three years of watering during the dry seasons to ensure establishment.

INVASIVE SPECIES

Invasive weed control is difficult for established populations. Species should be removed using the most appropriate methods, at the correct time of year, and plant material must be disposed of at an approved facility to avoid re-establishment or spread. Mitigation measures to control and minimize the spread of invasive weeds on the site include:

- Clean all machinery before arrival onto the site to ensure that more weed seeds and other propagules (e.g., pieces of root) are not brought into the project area.
- Use available fill and soil from on site where possible (weed free). If fill or topsoil is imported from external areas, ensure that it is from a weed-free source.
- Soil should not be left exposed until landscaping. Disturbed areas should be seeded with fast growing vegetation such as a mix with a native clover or seed mix to compete with weed species, fix nitrogen and provide soil stabilization right after clearing.

WILDLIFE AND WILDLIFE HABITAT

Mitigation measures to minimize impacts on wildlife and wildlife habitat include:

- Vegetation clearing should be completed outside of the migratory bird window (prior to March 15th or after August 15th; Government of Canada 2021). Based on professional project experience, the ideal clearing window for the Site is mid-September to end of January to mitigate potential harm to breeding birds. If vegetation clearing is scheduled within the sensitive time period for breeding birds, a QEP should conduct nest search surveys a maximum of 2 days prior to the start of activities. If an active nest is discovered during nest searches or clearing activities, the nest will be subject to site-specific mitigation measures (e.g., protective buffer around the nest or unobtrusive monitoring) until the young have naturally fledged/left the area. Multiple nest sweeps may be required. Nest search areas include both vegetation and onsite, man-made structures that are scheduled for removal.
- If clearing is schedule between January 1 and August 15, a raptor nest survey should be completed by a QEP prior to clearing. Occupied or active nests would be subject to the actions described above. In addition, permits are required to remove eagle or osprey nests regardless of occupancy. There were no raptor nests or cavities at the time of the site assessment on September 6, 2024.
- Avoid additional removal of established trees or shrubs, where practical (outside of the project footprint), except for identified danger trees that cannot be avoided.

EROSION AND SEDIMENT CONTROL

The primary focus of erosion and sediment control planning is erosion control; if there is no erosion then there is no sediment. Erosion control is far more cost effective to implement and manage than sediment control.

Mitigation options to minimize the potential effects of the project on the natural environment include:

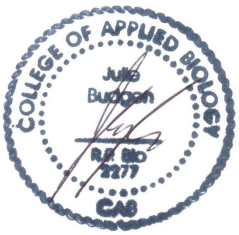
- Place protective construction fencing at the edge of the SPEA to prevent construction impacts from entering the SPEA.
- Remove invasive species during dry conditions to prevent sediment from entering Latoria Creek.
- Store all soil piles >15 m from Latoria Creek.
- If soil is being stored in place for more than one growing season, tarp, or seed with a quick growing species (fall rye, clover or other agronomic).
- Restore the riparian habitat during early spring or late fall to maximize survivability. Irrigate for two to three years, until established.
- Keep construction fencing in place to protect the creek habitat until all construction is completed and disturbed ground has been permanently stabilized with landscaping, buildings, and driveway access.

- Heed weather advisories and scheduling initial clearing work to avoid excessively rainy periods (>20 mm in 24 hours) that may result in high flow volumes and/ or increase erosion and sedimentation.
- Regularly inspect and maintain Erosion and Sediment Control measures for the duration of the project. Acquisition of an Environmental Monitor is recommended, particularly during and following rainfall events and during SPEA restoration.

6 CONCLUSION

The potential environmental impacts of the proposed development at 542, 538 and 532 Latoria Road have been presented in this report. As development plans progress, implementation of the mitigation and restoration measures recommended in the WSP report to protect the SPEA, and, including restoring and enhancing areas dedicated as open space and SPEA, with native plant installation, protecting retained trees and shrubs, and erosion and sediment controls during construction, will minimize the impacts of the proposed development on the environment.

Report Prepared By:



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APPENDIX A – SITE PHOTOGRAPHS

All photos taken on September 6, 2024

Photo 1. Dead poplar trees, un-used, small cavity space.

Photo 2. Deer skeleton in grassy area at north end of 538.

Photo 3. Top of Site with view to south.

Photo 4. Blackberry infestations throughout.

Photo 5. House to be removed.

Photo 6. Garage at 538 Latoria Rd.

APPENDIX 5: Tree Management Plan

TALMACK
URBAN FORESTRY
Consultants Limited

542, 538 & 532 Latoria Road, Colwood BC

Construction Impact Assessment &

Tree Management Plan

PREPARED FOR: Land Vision Group c/o Rachael Sansom

PREPARED BY: Talmack Urban Forestry Consultants Ltd.

Brayden Borle – Consulting Arborist
ISA Certified # PR-5508A
Tree Risk Assessment Qualified

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ISA Certified # PN-6822A
Tree Risk Assessment Qualified

DATE OF ORIGINAL REPORT ISSUANCE: February 26, 2025

APPENDIX 5: Tree Management Plan

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TABLES

APPENDICES

REVISION RECORD

REVISION	DESCRIPTION	DATE (YYYY-MM-DD)	ISSUED BY
DRAFT	Draft report delivered to the client for review and coordination.	2023-04-10	NT
F0	Original TPP report delivered to the client.	2023-04-11	NT
F1	Addition of 542 Latoria Drive, Updated Plans	2025-02-26	BB/NT

APPENDIX 5: Tree Management Plan

1. INTRODUCTION

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

Site:	532, 538 & 542 Latoria Road, Colwood BC
Municipality	City of Colwood (COC)
Client Name:	Land Vision Group c/o Racheal Sansom
Dates of Site Visit:	August 04, 2022, April 04, 2023
Site Conditions:	Three (3) existing lots. Pre-construction.
Weather During Site Visit:	Clear and sunny

The purpose of this report is to address requirements of the arborist report requirements of the Colwood Urban Forest Bylaw No. 1735 (2018). The construction impact assessment section of this report (section 8), is based on plans reviewed to date, including the: Architectural Plan Set (Lovick Scott Architects; December 13, 2024), Civil Report and Design Package (Aplin Martin; November 14, 2024) and Landscape Concept Plan (LADR Landscape Architects; December 16, 2024).

Limitations:

The plans most currently reviewed are preliminary in nature. As necessary, Talmack recommends all non-surveyed trees be geo-located early in the planning stages to ensure construction impacts are accurately represented within the scope of the project. Without this information, construction impacts discussed here are our best approximation. The recommendations stated in this report reflect our current level of understanding and are subject to change upon the availability of new information.

2. TREE INVENTORY METHODOLOGY

We attended the subject site to inventory onsite bylaw protected trees, and any trees on neighbouring properties within influencing distance of the proposed development. At the time of our initial site visit, there were no design plans or survey plan available for review. For this report, the size, health, and structural condition of inventoried trees was documented. For ease of identification in the field, numeric metal tags were attached to the lower trunks of bylaw protected onsite trees. Trees located on neighbouring private properties (where access was restricted) were not tagged but were given ID numbers. Each onsite 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.

APPENDIX 5: Tree Management Plan

3. EXECUTIVE SUMMARY

Talmack was retained to complete a tree inventory, tree management plan and construction impact assessment for the proposed development at 532, 538 & 542 Latoria Road, Colwood BC. It is our understanding that these three (3) lots will be consolidated, and four (4) multi-unit residential buildings will be constructed.

During our tree inventory, Talmack documented fifty-four (54) bylaw protected trees within influencing distance of the proposed development. Twenty-nine (29) trees were observed within or shared with the subject site. Twenty-one (21) trees were documented within the neighboring properties to the north and west of the subject site. Four (4) municipal trees were documented along the frontages of Latoria Road and Elizabeth Ann Drive.

Thirteen (13) onsite, protected trees have been recommended for removal due to conflicts with the proposed construction. To compensate for the removal of these trees, twenty-six (26) trees shall be planted within the subject site (Section 9(2) - COC Tree Protection Bylaw No 1735). An additional three (3) offsite trees (OS801 – OS803) will require removal when the proposed common road and servicing between 542 & 546 Latoria Road is constructed. The agreements between the sites and timing surrounding this construction are currently unknown. These trees currently have a “To Be Determined” retention status until more information becomes available. Unless determined otherwise, compensation for these trees will likely be the responsibility of the developer that initiates construction. All other onsite, offsite and municipal trees shall be retained throughout construction.

If the site cannot accommodate the required quantity of replacement trees, the deficit will be compensated to the municipality via a cash in lieu contribution by the development owner. Current arboricultural best management practices and BCSLA/BCLNA standards apply to selection, handling, planting, supporting and care of replacement trees.

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.

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

* Measured over ivy

~ Approximate due to inaccessibility or on neighbouring property

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

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

APPENDIX 5: Tree Management Plan

Critical Root Zone: Meant the area of land surrounding the trunk of a tree contained within a circle of radius equal to the DBH of the tree multiplied by 6, or the area of land surrounding the tree that extends one meter beyond the dripline of the tree, whichever is greater.

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 (ie. 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

APPENDIX 5: Tree Management Plan

Table 1. Tree Inventory

Tag #	Surveyed (Yes/No)	Location (On, Off, Shared, City)	Bylaw protected (Yes/No)	Name		DBH (cm)	Height (m)	Critical Root Zone (m)	Drip Line (m)	Condition		Onsite Retention Suitability	Relative tolerance	General field observations/remarks	Tree retention/location comments	Retention status
				Common	Botanical					Health	Structural					
1	Yes	On	Yes	Weeping willow	Salix babylonica	74	20	8	7	Fair/good	Fair	Unsuitable	Poor	Growing within wet soil conditions, target canker, history of large limb removal with associated surface decay.	Within proposed building footprint	Remove
2	Yes	On	Yes	Weeping willow	Salix babylonica	67	20	8	7	Fair/good	Fair	Unsuitable	Poor	Decayed within lower scaffold limbs, asymmetric crown on North side due to shading.	Significantly impacted by construction of u/g parking facilities	Remove
3	No	City*	Yes	Western redcedar	Thuja plicata	36, 46, 41	20	7	6	Fair/good	Fair		Poor	Multiple stems form at .5m above grade - narrow angles of attachment.	Located on Elizabeth Ann Drive	Retain
NT1	No	City*	Yes	Bigleaf maple	Acer macrophyllum	30	10	3.6	4	Fair	Fair		Moderate		Located on Elizabeth Ann Drive	Retain
4	No	Shared*	Yes	Red alder	Alnus rubra	50, 56, 19	20	9	8	Fair	Fair/poor	Suitable	Poor	Multiple stems form at base - no major weaknesses visible at stem unions.	Located adjacent to Elizabeth Ann Drive	Retain
5	No	On*	Yes	Bigleaf maple	Acer macrophyllum	20, 11, 12, 25	15	5	4	Fair	Poor	Conditional	Moderate	Sucker stems emerging from a failed stem, decay and sloughing bark.	Generally located away from activity. Could be converted to wildlife tree	Retain*
6	No	On*	Yes	Western redcedar	Thuja plicata	48, 68, 75	20	6.7	5	Poor	Poor	Conditional	Poor	In advanced stage of health decline - extensive crown dieback - 30% live crown ratio.	Generally located away from activity. Could be converted to wildlife tree	Retain*
OS7	Yes	Off	Yes	Western redcedar	Thuja plicata	50 ~	20	4	3	Fair/poor	Fair		Poor	Declining health - dead top, longitudinal trunk cavity.	Located near property line	Retain
OS8	Yes	Off	Yes	Western redcedar	Thuja plicata	70 ~	20	N/A	N/A	Dead	Dead		Poor	Dead snag - sloughing bark.	Located 5m north-east of property line	Retain
OS9	Yes	Off	Yes	Western redcedar	Thuja plicata	103	20	7	6	Good	Fair/good		Poor	Rooted near edge of existing ditch, small top died back historically.	Located 4m north-east of property line	Retain

APPENDIX 5: Tree Management Plan

Tag #	Surveyed (Yes/No)	Location (On, Off, Shared, City)	Bylaw protected (Yes/No)	Name		DBH (cm)	Height (m)	Critical Root Zone (m)	Drip Line (m)	Condition		Onsite Retention Suitability	Relative tolerance	General field observations/remarks	Tree retention/location comments	Retention status
				Common	Botanical					Health	Structural					
OS10	Yes	Off	Yes	Bigleaf maple	Acer macrophyllum	23, 24, 19, 17, 23, 13	20	5	4	Good	Fair/poor		Moderate	Multiple stems form at .5m above grade - narrow angles of attachment, rooted at edge of existing ditch.	Located near property line	Retain
11	Yes	On	Yes	Bigleaf maple	Acer macrophyllum	23, 25, 27, 16, 28	20	6	5	Good	Fair/poor	Suitable	Moderate	Multiple stems form at5m above grade - narrow angles of attachment.	Located near property line	Retain
OS12	Yes	Off	Yes	Western redcedar	Thuja plicata	40, 16, 15	20	6	5	Fair/good	Fair/poor		Poor	Suppressed by adjacent alder trees.	Located within SPEA	Retain
13	Yes	On	Yes	Sitka spruce	Picea sitchensis	64	20	8	7	Good	Fair/good	Conditional	Moderate	Surface rooted at edge of existing ditch.	Located within SPEA. Need to utilize shoring or another geotechnical approved method. Over excavation likely no more than 1m west.	Retain
14	No	On	Yes	Red alder	Alnus rubra	36, 52	20	7	6	Poor	Poor	Conditional	Poor	Declining health - extensive dieback of upper crown, large hanger at 10 above grade - over low target area, rooted at edge of existing ditch.	Generally located away from activity. Remove large hangers. Could be converted to wildlife tree	Retain
15	No	City*	Yes	Bigleaf maple	Acer macrophyllum	18, 15, 15, 14	10	4	3	Fair	Poor		Moderate	Topped historically at 10m above grade for hydro clearance - no regrowth leaders, rooted at edge of existing embankment.	Generally located away from activity.	Retain
16	Yes	City	Yes	Douglas-fir	Pseudotsuga menziesii	41	10	4	3	Fair	Poor		Moderate	Topped historically at 5m above grade for hydro clearance and maintained.	Generally located away from activity.	Retain
17	Yes	Shared	Yes	Bigleaf maple	Acer macrophyllum	35, 36	15	5	4	Fair/poor	Poor	Suitable	Moderate	Topped historically at 10m above grade for hydro clearance - multiple regrowth leaders form at topping location.	Generally located away from activity.	Retain
18	Yes	Shared	Yes	Bigleaf maple	Acer macrophyllum	66	15	5	4	Fair/poor	Poor	Conditional	Moderate	Topped historically at 10m above grade for hydro clearance - multiple regrowth leaders form at topping location, stem decay.	Arborist should supervise the demolition of the existing dwelling and landscape features	Retain

APPENDIX 5: Tree Management Plan

Tag #	Surveyed (Yes/No)	Location (On, Off, Shared, City)	Bylaw protected (Yes/No)	Name		DBH (cm)	Height (m)	Critical Root Zone (m)	Drip Line (m)	Condition		Onsite Retention Suitability	Relative tolerance	General field observations/remarks	Tree retention/location comments	Retention status
				Common	Botanical					Health	Structural					
19	Yes	On	Yes	Douglas-fir	Pseudotsuga menziesii	98	25	10	9	Good	Fair/good	Unsuitable	Moderate	Deadwood throughout crown, end weighted limbs, crown raised to 8m above grade.	Significantly impacted by grade change and u/g construction along the northern side of the building	Remove
20	Yes	On	Yes	Douglas-fir	Pseudotsuga menziesii	58	25	7	6	Good	Fair/poor	Unsuitable	Moderate	Suppressed between larger surrounding trees - phototropic growth form - crown weighted entirely weighted to East.	Significantly impacted by grade change and u/g construction along the northern side of the building	Remove
21	Yes	On	Yes	Western redcedar	Thuja plicata	49	15	6	5	Fair/good	Fair/poor	Unsuitable	Poor	Suppressed by adjacent larger trees - asymmetric crown on West side due to shading.	Significantly impacted by grade change and u/g construction along the northern side of the building	Remove
22	Yes	On	Yes	Douglas-fir	Pseudotsuga menziesii	89	25	8	7	Poor	Fair	Unsuitable	Moderate	Declining health - sparse foliage throughout crown.	Significantly impacted by u/g parking ramp construction	Remove
23	Yes	On	Yes	Douglas-fir	Pseudotsuga menziesii	83	25	6	5	Poor	Poor	Unsuitable	Moderate	Declining health - sparse foliage, branch dieback and dead top, 30% live crown ratio.	Within proposed building footprint	Remove
24	Yes	On	Yes	Western redcedar	Thuja plicata	85	25	7	6	Fair/good	Fair	Conditional	Poor	Corrected trunk lean, rooted bear edge of existing ditch.	Arborist should supervise the demolition of the existing dwelling and landscape features	Retain
25	Yes	On	Yes	Douglas-fir	Pseudotsuga menziesii	78	25	10	9	Fair/poor	Fair	Conditional	Moderate	Surface rooted, end weighted limbs, phaeolus schweinitzii fruiting body found near root collar, health stress - weak vigour.	Arborist should supervise the demolition of the existing dwelling and landscape features	Retain
26	Yes	On	Yes	Bigleaf maple	Acer macrophyllum	8, 8, 18, 13, 15	5	4	3	Fair/poor	Poor	Conditional	Moderate	Topped historically at 5m above grade for hydro clearance and maintained.	Arborist should supervise the demolition of the existing dwelling and landscape features	Retain
27	Yes	On	Yes	Grand fir	Abies grandis	42	10	4	3	Fair/poor	Fair/poor	Conditional	Moderate	Small top removed for overhead utilities clearance.	Arborist should supervise the demolition of the existing dwelling and landscape features	Retain

APPENDIX 5: Tree Management Plan

Tag #	Surveyed (Yes/No)	Location (On, Off, Shared, City)	Bylaw protected (Yes/No)	Name		DBH (cm)	Height (m)	Critical Root Zone (m)	Drip Line (m)	Condition		Onsite Retention Suitability	Relative tolerance	General field observations/remarks	Tree retention/location comments	Retention status
				Common	Botanical					Health	Structural					
28	No	On	Yes	Douglas-fir	Pseudotsuga menziesii	106	25	9	8	Good	Good	Suitable	Moderate	Dominant tree in area - good trunk taper, small deadwood in upper canopy, compacted gravel driveway over West side of the crz.	Generally located away from activity. Project arborist to supervise the installation of roadway	Retain
29	No	On	Yes	Douglas-fir	Pseudotsuga menziesii	33	15	4	3	Fair	Fair/poor	Suitable	Moderate	Suppressed - poor trunk taper, rooted at edge of existing embankment.	Generally located away from activity. Project arborist to supervise the installation of roadway, as need	Retain
30	No	On	Yes	Bigleaf maple	Acer macrophyllum	16, 21, 13, 12, 9, 9, 9	10	5	3	Poor	Poor	Unsuitable	Moderate	Sucker stems emerging from decayed stump.	Poor Condition. Not suitable for long-term retention	Remove
31	Yes	On	Yes	Cherry	Prunus sp.	13, 9, 15, 21, 6, 7, 9	5	5	3	Good	Fair	Unsuitable	Good	Multiple stems form at5m above grade - included bark, rooted near edge of existing embankment.	Within proposed building footprint	Remove
OS 801	No	Off	Yes	Horse chestnut	Aesculus hippocastanumm	~50 ,50, 50	20	11	6	Good	Fair		Good	Codominant stems form at 1.5m above grade. Growing on West side of existing gravel driveway.	Within proposed road footprint and servicing impacts. Retention until proposed common road and servicing is constructed. Compensation determined at time of construction.	TBD
OS 802	No	Off	Yes	Bigleaf maple	Acer macrophyllum	43	20	7	6	Fair/good	Fair/poor		Moderate	Suppressed by Douglas-fir 28 - asymmetric crown on East side due to shading, compacted gravel driveway over East side of the crz.	Within proposed road footprint and servicing impacts. Retention until proposed common road and servicing is constructed. Compensation determined at time of construction.	TBD
OS 803	No	Off	Yes	Pacific dogwood	Cornus nuttallii	41	20	4	3	Fair/good	Fair		Moderate	Multiple stems form at 1.5m above grade - included bark - not active.	Within proposed road footprint and servicing impacts. Retention until proposed common road and servicing is constructed. Compensation determined at time of construction.	TBD

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Tag #	Surveyed (Yes/No)	Location (On, Off, Shared, City)	Bylaw protected (Yes/No)	Name		DBH (cm)	Height (m)	Critical Root Zone (m)	Drip Line (m)	Condition		Onsite Retention Suitability	Relative tolerance	General field observations/remarks	Tree retention/location comments	Retention status
				Common	Botanical					Health	Structural					
3797	Yes	On	Yes	Western redcedar	Thuja plicata	143*	25	8	7	Good	Fair/good	Unsuitable	Poor	Codominant crown with Douglas-fir 20 - asymmetric crown on North side due to shading, crown raise pruned to 10m above grade.	Significantly impacted by grade change and u/g construction along the northern side of the building	Remove
OS1	No	Off	Yes	Western redcedar	Thuja plicata	70*	20	10.5	6	Fair	Fair		Poor	Codominant crown with OS2.	Should utilize shoring or another geotechnical approved method. Arborist shall supervise excavation within critical root zones	Retain
OS2	No	Off	Yes	Western redcedar	Thuja plicata	60*	20	9	6	Fair	Fair		Poor	Codominant crown with OS1	Should utilize shoring or another geotechnical approved method. Arborist shall supervise excavation within critical root zones	Retain
3798	Yes	On	Yes	Western redcedar	Thuja plicata	55*	20	8.25	5	Fair	Fair/poor	Unsuitable	Poor	Column of surface decay on the South side of the lower trunk.	Likely significantly impacted by the construction proposed building and retaining wall	Remove
3799	Yes	On	Yes	Western redcedar	Thuja plicata	57*	20	8.55	5	Fair	Fair	Conditional	Poor		Shoring or another geotechnical approved method required. Over excavation likely no more than 0.5m north	Retain
3800	Yes	On	Yes	Douglas-fir	Pseudotsuga menziesii	47*	25	5.64	5	Fair	Fair	Unsuitable	Moderate	Growing on North side of existing retaining wall.	Likely significantly impacted by the construction proposed building and retaining wall	Remove
3801	Yes	On	Yes	Douglas-fir	Pseudotsuga menziesii	63*	25	7.56	5	Fair	Fair	Unsuitable	Moderate	Codominant crown with adjacent fir trees, growing on North side of existing retaining wall.	Likely significantly impacted by the construction proposed building and retaining wall	Remove
3802	Yes	On	Yes	Douglas-fir	Pseudotsuga menziesii	49*	25	5.88	5	Fair	Fair	Unsuitable	Moderate	Codominant crown with adjacent fir trees.	Likely significantly impacted by the construction proposed building and retaining wall	Remove

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Tag #	Surveyed (Yes/No)	Location (On, Off, Shared, City)	Bylaw protected (Yes/No)	Name		DBH (cm)	Height (m)	Critical Root Zone (m)	Drip Line (m)	Condition		Onsite Retention Suitability	Relative tolerance	General field observations/remarks	Tree retention/location comments	Retention status
				Common	Botanical					Health	Structural					
OS 723	No	Off	Yes	Douglas-fir	Pseudotsuga menziesii	57*	20	6.84	5	Poor	Fair		Moderate	Declining health condition – low live crown ratio.	Verify location. Protect arborist to supervise excavation for building and retaining wall. Shoring or another geotechnical approved method required. Over excavation likely no more than 0.5m west. Over excavation to be determined via project arborist review. Retain with adjacent cluster. Retention also subject to impacts on adjacent site.	Retain
OS 724	No	Off	Yes	Western redcedar	Thuja plicata	64*	20	9.6	5	Poor	Fair		Poor	In advanced stages of health decline.	Verify location. Protect arborist to supervise excavation for building and retaining wall. Shoring or another geotechnical approved method required. Over excavation likely no more than 0.5m west. Over excavation to be determined via project arborist review. Retain with adjacent cluster. Retention also subject to impacts on adjacent site.	Retain
OS 725	No	Off	Yes	Douglas-fir	Pseudotsuga menziesii	72*	25	8.64	5	Fair	Fair		Moderate	Codominant crown with adjacent fir trees.	Verify location. Protect arborist to supervise excavation for building and retaining wall. Shoring or another geotechnical approved method required. Over excavation likely no more than 0.5m west. Over excavation to be determined via project arborist review. Retain with adjacent cluster. Retention also subject to impacts on adjacent site.	Retain

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Tag #	Surveyed (Yes/No)	Location (On, Off, Shared, City)	Bylaw protected (Yes/No)	Name		DBH (cm)	Height (m)	Critical Root Zone (m)	Drip Line (m)	Condition		Onsite Retention Suitability	Relative tolerance	General field observations/remarks	Tree retention/location comments	Retention status
				Common	Botanical					Health	Structural					
OS 726	No	Off	Yes	Douglas-fir	Pseudotsuga menziesii	49*	25	5.88	5	Fair	Fair		Moderate	Codominant crown with adjacent fir trees.	Verify location. Protect arborist to supervise excavation for building and retaining wall. Shoring or another geotechnical approved method required. Over excavation likely no more than 0.5m west. Over excavation to be determined via project arborist review. Retain with adjacent cluster. Retention also subject to impacts on adjacent site.	Retain
OS 728	No	Off	Yes	Douglas-fir	Pseudotsuga menziesii	38*	15	4.56	3	Fair	Fair		Moderate	Suppressed by adjacent fir trees.	Verify location. Protect arborist to supervise excavation for building and retaining wall. Shoring or another geotechnical approved method required. Over excavation likely no more than 0.5m west. Over excavation to be determined via project arborist review. Retain with adjacent cluster. Retention also subject to impacts on adjacent site.	Retain
OS 729	No	Off	Yes	Douglas-fir	Pseudotsuga menziesii	49*	20	5.88	5	Fair	Fair		Moderate	Codominant crown with adjacent fir trees.	Verify location. Protect arborist to supervise excavation for building and retaining wall. Shoring or another geotechnical approved method required. Over excavation likely no more than 0.5m west. Over excavation to be determined via project arborist review. Retain with adjacent cluster. Retention also subject to impacts on adjacent site.	Retain

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Tag #	Surveyed (Yes/No)	Location (On, Off, Shared, City)	Bylaw protected (Yes/No)	Name		DBH (cm)	Height (m)	Critical Root Zone (m)	Drip Line (m)	Condition		Onsite Retention Suitability	Relative tolerance	General field observations/remarks	Tree retention/location comments	Retention status
				Common	Botanical					Health	Structural					
OS 730	No	Off	Yes	Douglas-fir	Pseudotsuga menziesii	47*	20	5.64	5	Fair	Fair		Moderate	Codominant crown with adjacent fir trees.	Verify location. Protect arborist to supervise excavation for building and retaining wall. Shoring or another geotechnical approved method required. Over excavation likely no more than 0.5m west. Over excavation to be determined via project arborist review. Retain with adjacent cluster. Retention also subject to impacts on adjacent site.	Retain
OS 731	No	Off	Yes	Douglas-fir	Pseudotsuga menziesii	57*	20	6.84	5	Fair	Fair		Moderate	Codominant crown with adjacent fir trees.	Verify location. Protect arborist to supervise excavation for building and retaining wall. Shoring or another geotechnical approved method required. Over excavation likely no more than 0.5m west. Over excavation to be determined via project arborist review. Retain with adjacent cluster. Retention also subject to impacts on adjacent site.	Retain
OS 732	No	Off	Yes	Douglas-fir	Pseudotsuga menziesii	42*	20	5.04	5	Fair	Fair		Moderate	Codominant crown with adjacent fir trees.	Verify location. Protect arborist to supervise excavation for building and retaining wall. Shoring or another geotechnical approved method required. Over excavation likely no more than 0.5m west. Over excavation to be determined via project arborist review. Retain with adjacent cluster. Retention also subject to impacts on adjacent site.	Retain

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Tag #	Surveyed (Yes/No)	Location (On, Off, Shared, City)	Bylaw protected (Yes/No)	Name		DBH (cm)	Height (m)	Critical Root Zone (m)	Drip Line (m)	Condition		Onsite Retention Suitability	Relative tolerance	General field observations/remarks	Tree retention/location comments	Retention status
				Common	Botanical					Health	Structural					
OS 733	No	Off	Yes	Douglas-fir	Pseudotsuga menziesii	36*	20	4.32	5	Fair	Fair		Moderate	Codominant crown with adjacent fir trees.	Verify location. Protect arborist to supervise excavation for building and retaining wall. Shoring or another geotechnical approved method required. Over excavation likely no more than 0.5m west. Over excavation to be determined via project arborist review. Retain with adjacent cluster. Retention also subject to impacts on adjacent site.	Retain
OS 734	No	Off	Yes	Douglas-fir	Pseudotsuga menziesii	80*	20	9.6	5	Fair	Fair		Moderate	Codominant crown with adjacent fir trees.	Verify location. Protect arborist to supervise excavation for building and retaining wall. Shoring or another geotechnical approved method required. Over excavation likely no more than 0.5m west. Over excavation to be determined via project arborist review. Retain with adjacent cluster. Retention also subject to impacts on adjacent site.	Retain

***Note that the ownership of unsurveyed trees should be verified by a registered land surveyor.**

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5. SITE INFORMATION & PROJECT UNDERSTANDING

It is our understanding that the three (3) existing lots at 532, 538 & 542 Latoria Road, Colwood BC will be consolidated into a singular lot. Within the consolidated lot, the following will be completed within the proposal:

- Removal of all existing structures, roadways and municipal services
- Construction of four (4) multi-unit residential buildings with underground parking facilities.
- Construction of on-site access roads connecting to Bezanton Way/Latoria Road
- Installation of new municipal services to each of the residential buildings
- Installation of landscape features (e.g., replacement trees, gardens, walkways and other outdoor amenities)

6. FIELD OBSERVATIONS

The onsite tree resource consisted of a mixture of native and non-native tree species. The non-native species were primarily growing around the 532 Latoria Road residence. Offsite and shared trees within influencing distance of the subject site were primarily native species. The offsite trees to the north were growing in stands that were continuous with the trees on the subject site.

Figure 1: Site context air photo: The approximate boundary of the subject site is outlined in blue. North represented by yellow arrow.

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7. TREE RISK ASSESSMENT

During our April 04, 2023, site visit and in conjunction with the tree inventory update, onsite trees were assessed for risk, on a limited visual assessment basis (level 1), and 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 the tree inventory). Unless otherwise noted herein, we did not conduct a detailed (level 2) or advanced (level 3) risk assessment, such as resistograph testing, increment core sampling, aerial examinations, or subsurface root/root collar examinations.

Existing Land Uses

We did not observe any trees that were deemed to be moderate, 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 included the existing dwellings (constant use), occupants of the existing dwellings (frequent use), occupants of vehicles travelling on Latoria Road or Elizabeth Ann Road (frequent use), pedestrians travelling along the existing sidewalk (occasional use) and utility lines (constant use).

8. CONSTRUCTION IMPACT ASSESSMENT

8.1. RETENTION AND REMOVAL OF PRIVATE OFFSITE TREES

The following protected, offsite trees (indicated by tag #) are located within influencing distance of the subject site, where they are possible for retention providing that the critical root zone can be adequately protected during construction. The project arborist must be onsite to supervise and excavation or fill placement required within the critical root zone (shown on the tree management plan (T1) in *appendix A*):

Retain and protect eighteen (18) protected offsite trees

- OS1, OS2, OS7, OS8, OS9, OS10, OS12, OS723, OS724, OS725, OS726, OS728, OS729, OS730, OS731, OS732, OS733 & OS734

Mitigation Measures:

The critical root zones of these trees shall be protected by the erection of tree protection fencing prior to the initiation of construction. Talmack or the municipality shall verify that the tree protection fencing has been constructed as shown in the Tree Management Plan, and per the COC Tree Protection Fencing Specification. Materials shall not be stored within its critical root zone unless an approved compaction mitigation method is installed prior and verified by the project arborist or municipality. Tree protection fencing shall only be modified under the direction of the project arborist or municipality.

OS7, OS8, OS9, OS10 & OS12: These trees are generally located away from the proposed construction activities. The impacts to these trees should be minor.

OS1 & OS2: The project arborist shall supervise all excavation within the critical root zones of these trees. Talmack recommends shoring or another geotechnical approved method during the excavation for the underground parking and building footprints to minimize impacts to the critical root zones. Over excavation should be limited to 1m from the edge of the northern retaining wall.

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OS723 – OS734: The project arborist shall supervise all excavation within the critical root zones of these trees to facilitate the construction of the underground parking and building footprints. Shoring or another geotechnical approved method shall be utilized during excavation to minimize impacts to the critical root zones. Over excavation should be limited to 0.5m from the edge of the western retaining wall. We recommend these trees be geo-located (i.e., surveyed) to improve our understanding of the proposed impacts. These trees may be subject to impacts from the neighbouring development (546 Latoria Road). We recommend that this development coordinate with the neighbouring development regarding the final retention of these trees.

The following protected, offsite trees (indicated by tag #) are located within influencing distance of the subject site, where they may be impacted by the proposed development, but more information is required. These trees have a retention status of "To Be Determined" which could be finalized at the time of construction or when additional information becomes available. The project arborist must be onsite to supervise and excavation or fill placement required within the critical root zone (shown on the tree management plan (T1) in *appendix A*):

Retention status "To Be Determined" – Three (3) protected offsite trees

- OS801, OS802 & OS803

Mitigation Measures:

The critical root zones of these trees shall be protected by the erection of tree protection fencing prior to the initiation of construction. Talmack or the municipality shall verify that the tree protection fencing has been constructed as shown in the Tree Management Plan, and per the COC Tree Protection Fencing Specification. Materials shall not be stored within its critical root zone unless an approved compaction mitigation method is installed prior and verified by the project arborist or municipality. Tree protection fencing shall only be modified under the direction of the project arborist or municipality.

OS801, OS802 & OS803: It is our understanding that these trees will likely require removal during the construction of the proposed common road and service lines within the property lines of 542 & 546 Latoria Road, Colwood BC. The agreements between the developments and timing surrounding this construction are currently unknown. These trees currently have a "To Be Determined" retention status until more information becomes available. Unless determined otherwise, compensation for these trees will likely be the responsibility of the developer that initiates construction. Talmack should supervise the installation of site servicing and roadway construction within the critical root zone of Tree ID OS801, OS802 & OS803 until authorization for removal has been granted. The location of the tree protection fencing surrounding this tree shall be determined during an onsite visit with the project arborist.

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

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8.2. RETENTION AND REMOVAL OF ONSITE TREES

The following protected onsite and shared trees (indicated by tag #) are located within influencing distance of the subject site, where they are possible for retention providing that the critical root zone can be adequately protected during construction. The project arborist must be onsite to supervise and excavation or fill placement required within the critical root zone (shown on the tree management plan (T1) in *appendix A*):

Retain and protect seventeen (16) onsite and shared, protected trees

- 4, 5, 6, 11, 13, 14, 17, 18, 24, 25, 26, 27, 28, 29, 30 & 3799

Mitigation Measures:

The critical root zones of these trees shall be protected by the erection of tree protection fencing prior to the initiation of construction. Talmack or the municipality shall verify that the tree protection fencing has been constructed as shown in the Tree Management Plan, and per the COC Tree Protection Fencing Specification. Materials shall not be stored within its critical root zone unless an approved compaction mitigation method is installed prior and verified by the project arborist or municipality. Tree protection fencing shall only be modified under the direction of the project arborist or municipality. The project arborist shall be onsite to direct the pruning of above and below ground tissues.

4, 5, 6, 11, 14, 17, 28 & 29: These trees are generally located away from the proposed construction activities. The impacts to these trees should be minor. Tree ID 5, 6 and 14 could be converted into wildlife trees. Talmack recommends removing the large, suspended wood within the canopy of Tree ID 14 to eliminate the risk of failure and impact. Where applicable, the project arborist shall supervise any road work within the critical root zones of Tree ID 28 and 29.

13 & 3799: The project arborist shall supervise all excavation within the critical root zones of this tree to facilitate the construction of the underground parking and building footprints. Shoring or another geotechnical approved method shall be utilized during excavation to minimize impacts to the critical root zones. Over excavation should be limited to 0.5m from the edge of the western and northern retaining walls. It is our understanding that Tree ID 13 is located within a SPEA and may be subject to additional regulations.

18, 24, 25, 26, 27 & 30: The project arborist shall supervise all excavation within the critical root zones of these trees to demolish the existing dwelling and site features within the southern portion of 538 Latoria Road. The existing hardscaping should be retained as long as possible to provide root armouring during demolition. The project arborist shall be onsite to direct the pruning of above and below ground tissues. Tree ID 30 could be converted into a wildlife tree.

The following bylaw protected onsite trees (indicated by tag or ID #) are located where they conflict with proposed construction and will require removal:

Remove thirteen (13) onsite, protected trees

- 1, 2, 19, 20, 21, 22, 23, 31, 3797, 3798, 3800, 3801 & 3802

1, 2, 19, 20, 21, 22, 23, 31, 3797, 3798, 3800, 3801 & 3802: These trees were significantly impacted by construction of the proposed buildings and/or underground parking facilities.

8.3. RETENTION AND REMOVAL OF MUNICIPAL TREES

The following municipal trees (indicated by tag #) are located within influencing distance of the subject site, where they are possible for retention providing that the critical root zone can be adequately protected during construction. The project arborist must be onsite to supervise and excavation or fill placement required within the critical root zone (shown on the tree management plan (T1) in *appendix A*):

Retain and protect four (4) municipal trees

- NT1, 3, 15 & 16

Mitigation Measures:

NT1, 3, 15 & 16: These trees are generally located away from the proposed construction activities. The impacts to these trees should be minor.

****Consent from the municipality is required prior to the removal of any trees located on municipal property.**

9. TREE REPLACEMENT

Pursuant to Colwood Urban Forest Bylaw No. 1735, the tree replacement calculations are as follows:

Quantity of Existing trees	# of Trees Retained	# of Trees Removed	Replacement Tree Ratio	Replacement Trees Required
Onsite & Shared - Protected				
29	16	13	2:1 - Section 9(2)	26
Municipal Trees				
4	4	0	N/A	N/A
Offsite – Protected				
21	18	0 + 3 TBD	TBD	TBD
			Total:	**26**

Thirteen (13) onsite, protected trees have been recommended for removal due to conflicts with the proposed construction. To compensate for the removal of these trees, twenty-six (26) trees shall be planted within the subject site (Section 9(2) - COC Tree Protection Bylaw No 1735). An additional three (3) offsite trees (OS801 – OS803) will require removal when the proposed common road and servicing between 542 & 546 Latoria Road is constructed. The agreements between the sites and timing surrounding this construction are currently unknown. These trees currently have a “To Be Determined” retention status until more information becomes available. Unless determined otherwise, compensation for these trees will likely be the responsibility of the developer that initiates construction. All other onsite, offsite and municipal trees shall be retained throughout construction.

If the site cannot accommodate the required quantity of replacement trees, the deficit will be compensated to the municipality via a cash in lieu contribution by the development owner. Current arboricultural best management

practices and BCSLA/BCLNA standards apply to selection, handling, planting, supporting and care of replacement trees.

10. IMPACT MITIGATION

Tree Protection Barrier: The areas, surrounding the trees to be retained should be isolated from the construction activity by erecting protective barrier fencing (see *Appendix A* for municipal barrier specifications). 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 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.

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:

1. The project arborist or municipality shall verify the tree protection fencing has been constructed as per the Tree Management Plan and City of Colwood “Tree Barrier Specifications.” Tree protection fencing shall only be modified under the guidance of the project arborist.

2. Talmack shall supervise all excavation within the critical root zone of Tree ID 13, OS723 to OS733, 3799, OS2 & OS1. Shoring or another geotechnical approved soil stabilization method shall be utilized to minimize over excavation. Over excavation shall be limited to 0.5. The project arborist shall discuss over-excavation limit with onsite contractors at time of excavation. The project arborist shall direct the pruning of above and below ground tissues as needed.

3. Talmack shall supervise the demolition of the existing dwelling, auxiliary buildings, servicing, hardscaping, and all other landscape features within the critical root zones of Tree ID 17, 18, 24, 25, 26, 27, 28 & 30. The existing hardscaping/roadways shall be retained as long as possible to function as root armoring during demolition. The project arborist shall direct the pruning of above and below ground tissues as needed.

4. Talmack shall supervise the construction of the proposed common road and boulevards along Bezanton Way, Colwood BC within the critical root zone of Tree ID 28, where applicable.

5. It is our understanding that Tree ID OS801, OS802 & OS803 will likely require removal during the construction of the proposed common road and service lines within the property lines of 542 & 546 Latoria Road, Colwood BC. The agreements between the sites and timing surrounding this construction are currently unknown. These trees currently have a “To Be Determined” retention status until more information becomes available. Unless determined otherwise, compensation for these trees will likely be the responsibility of the developer that initiates construction. Talmack should supervise the installation of site servicing and roadway construction within the critical root zone of OS801, OS802 & OS803 until authorization for removal has been granted. The location of the tree protection fencing surrounding this tree shall be determined during an onsite visit with the project arborist.

APPENDIX 5: Tree Management Plan

6. Existing hard surfaces/roadways within the critical root zones of retained trees should be retained as long as possible to provide root armoring. Existing access roads should be utilized throughout construction. If additional access roads are needed, the project arborist shall review placement as needed.

7. The project arborist shall review pruning needs and generate a plan, as required. The project arborist shall meet with the pruning contractor prior to the completion of work to discuss proposed impacts and pruning plan. As required, Talmack could generate a plan to convert Tree ID 5, 6, 14 and 30 into wildlife trees.

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

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

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.

Windthrow: Where forest edge trees are proposed to be removed, we recommend that trees that may experience an increase in wind exposure be re-examined, once tree clearing has taken place, to ensure that they are structurally stable, and suitable for retention as leading-edge trees.

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

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

Review and site meeting: Once the project receives approval, it is important that the project arborist meet with the principals involved in the project to review the information contained herein. It is also important that the

arborist meet with the site foreman or supervisor before any site clearing, tree removal, demolition, or other construction activity occurs and to confirm the locations of the tree protection barrier fencing.

11. DISCLOSURE STATEMENT

This arboricultural field review report was prepared by 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.

APPENDIX 5: Tree Management Plan

12. 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:

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Noah Talbot
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13. REFERENCES

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

Colwood Urban Forest Bylaw No. 1735 (2018).

APPENDIX 5: Tree Management Plan

APPENDIX A - TREE MANAGEMENT PLAN (T1)

532, 538 & 542 Latoria Road, Colwood BC

Tree Management Plan - Arborist Notes

The notes below are in reference to the 20250226 – 532/538/542 Latoria Road – Tree Management Plan – R1 (See Following Page). These notes outline the areas in need of arborist supervision, tree protection information and other miscellaneous notes, as required. The numbers listed here correspond to the numbers within the green circle noted on the tree management plan.

1. The project arborist or municipality shall verify the tree protection fencing has been constructed as per the Tree Management Plan and City of Colwood "Tree Barrier Specifications." Tree protection fencing shall only be modified under the guidance of the project arborist.

2. Talmack shall supervise all excavation within the critical root zone of Tree ID 13, OS723 to OS733, 3799, OS2 & OS1. Shoring or another geotechnical approved soil stabilization method shall be utilized to minimize over excavation. Over excavation shall be limited to 0.5. The project arborist shall discuss over-excavation limit with onsite contractors at time of excavation. The project arborist shall direct the pruning of above and below ground tissues as needed.

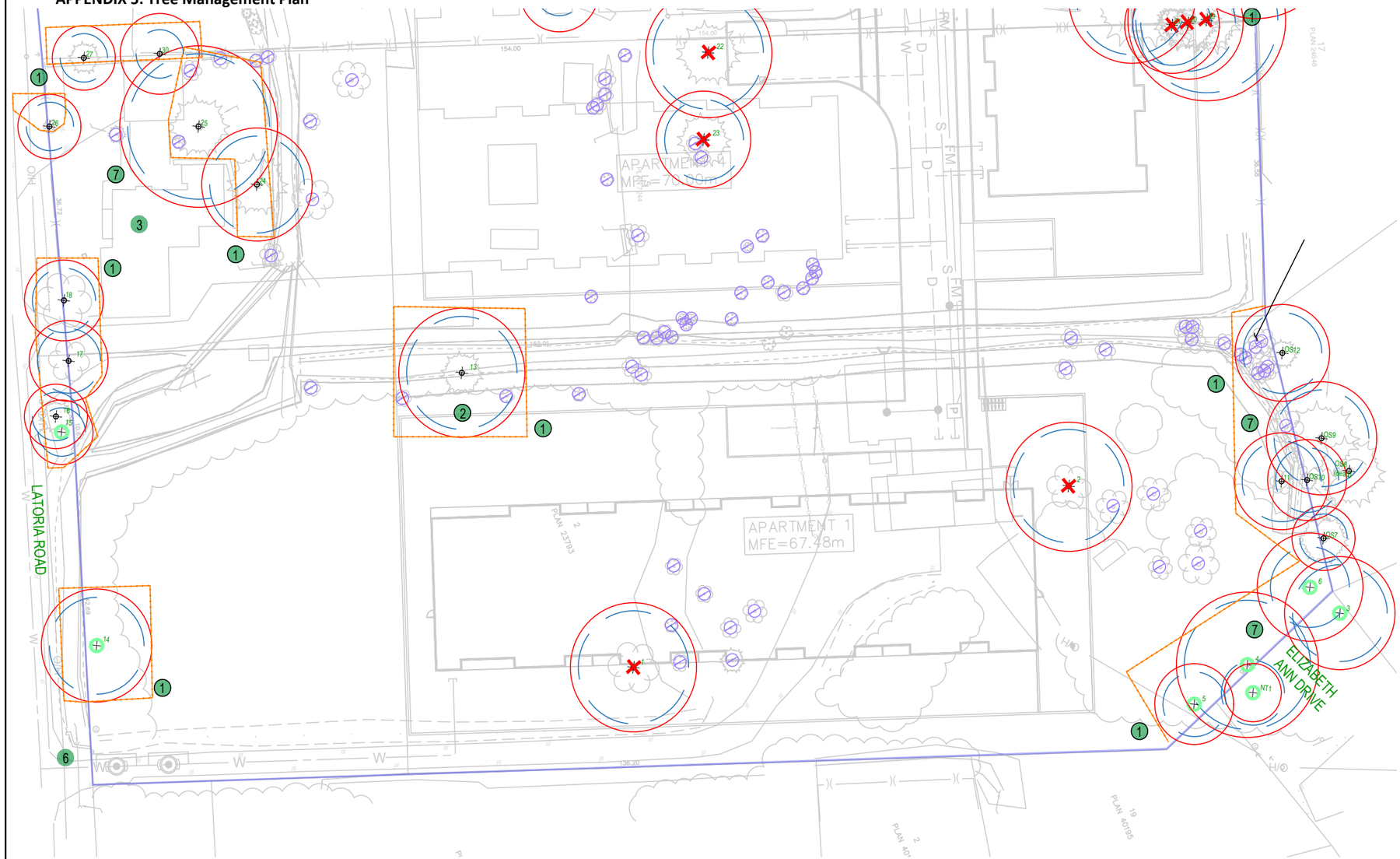
3. Talmack shall supervise the demolition of the existing dwelling, auxiliary buildings, servicing, hardscaping, and all other landscape features within the critical root zones of Tree ID 17, 18, 24, 25, 26, 27, 28 & 30. The existing hardscaping/roadways shall be retained as long as possible to function as root armoring during demolition. The project arborist shall direct the pruning of above and below ground tissues as needed.

4. Talmack shall supervise the construction of the proposed common road and boulevards along Bezanton Way, Colwood BC within the critical root zone of Tree ID 28, where applicable.

5. It is our understanding that Tree ID OS801, OS802 & OS803 will likely require removal during the construction of the proposed common road and service lines within the property lines of 542 & 546 Latoria Road, Colwood BC. The agreements between the sites and timing surrounding this construction are currently unknown. These trees currently have a "To Be Determined" retention status until more information becomes available. Unless determined otherwise, compensation for these trees will likely be the responsibility of the developer that initiates construction. Talmack should supervise the installation of site servicing and roadway construction within the critical root zone of OS801, OS802 & OS803 until authorization for removal has been granted. The location of the tree protection fencing surrounding this tree shall be determined during an onsite visit with the project arborist.

6. Existing hard surfaces/roadways within the critical root zones of retained trees should be retained as long as possible to provide root armoring. Existing access roads should be utilized throughout construction. If additional access roads are needed, the project arborist shall review placement as needed.

7. The project arborist shall review pruning needs and generate a plan, as required. The project arborist shall meet with the pruning contractor prior to the completion of work to discuss proposed impacts and pruning plan. As required, Talmack could generate a plan to convert Tree ID 5, 6, 14 and 30 into wildlife trees.



LEGEND

- Existing tree with ID #
- Tree protection fencing
- Drip line radius (m)
- Critical root zone radius (m)
- Tree proposed for removal
- Unsurveyed tree
- Non-bylaw onsite tree
- Site boundary

TREE PROTECTION FENCING

SCHEDULE "D"

TREE PROTECTION BARRIER REQUIREMENTS

1 The requirements for tree protection barriers are as follows:

(a) The barrier must be placed around the outside of the protected root zone of the tree, or as approved by the Director; and

(b) The barrier must meet the following specifications:

(i) it must have a minimum height of 1.2 m,

(ii) 38 mm x 89 mm timbers must be used for vertical posts, top and bottom rails (in rocky areas, metal posts (T-bar or rebar) drilled into rock will be accepted), and cross-bracing (in an "X"),

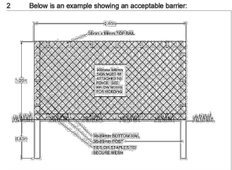
(iii) spacing between vertical posts must be a maximum of 3.0 metres on center,

(iv) the structure must be sturdy with vertical posts driven firmly into the ground,

(v) there must be continuous plastic mesh high visibility screening (e.g. orange snow fencing), and

(vi) it must have visible all weather 500 mm x 500 mm signage on it with the wording "Warning – Tree Protection Area".

2 Below is an example showing an acceptable barrier:



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 - T1

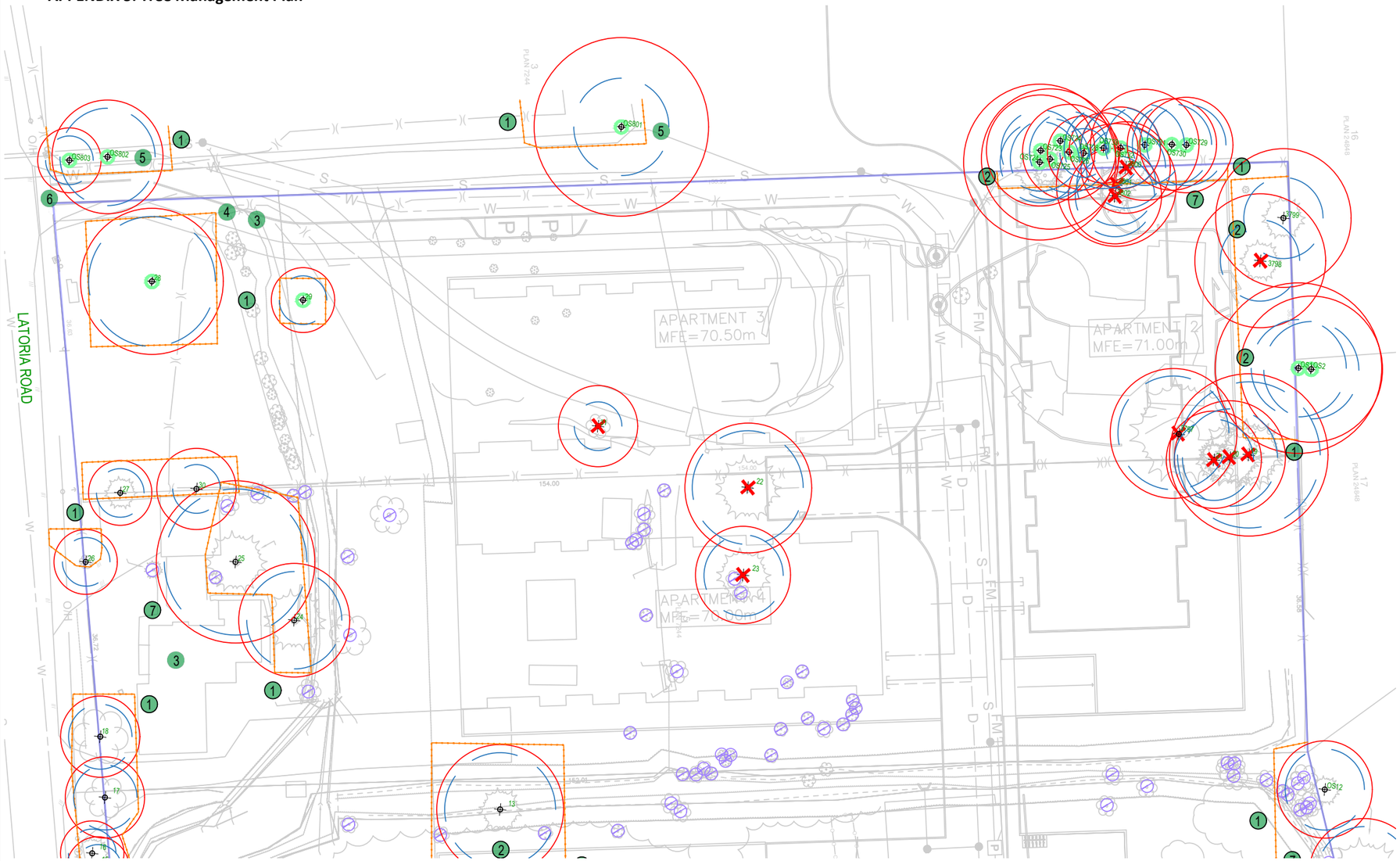
532/538/542 Latoria Road
Colwood, BC

DATE:	February 26, 2025
PREPARED FOR:	Land Division Group
SCALE:	1 : 500 @ 11" X 17"
DRAWN BY:	NT/BB
REVISION:	R1; Page 1/2
REFERENCE DWG:	Site Plan - Lovick Scott Architects - 2024-09-24

TALMACK URBAN FORESTRY Consultants Limited

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.
THE LOCATION OF ANY PROPERTY LINES SHOWN HAS BEEN APPROXIMATED AND SHOULD BE VERIFIED BY A REGISTERED LAND SURVEYOR.

APPENDIX 5: Tree Management Plan



LEGEND

- Existing tree with ID #
- Tree protection fencing
- Drip line radius (m)
- Critical root zone radius (m)
- Tree proposed for removal
- Unsurveyed tree
- Non-bylaw onsite tree
- Site boundary
- Arborist Notes

TREE PROTECTION FENCING

SCHEDULE "D"

TREE PROTECTION BARRIER REQUIREMENTS

1 The requirements for tree protection barriers are as follows:

(a) The barrier must be placed around the outside of the protected root zone of the tree, or as approved by the Director; and

(b) The barrier must meet the following specifications:

(i) it must have a minimum height of 1.2 m,

(ii) 38 mm x 89 mm timbers must be used for vertical posts, top and bottom rails (in rocky areas, metal posts (T-bar or rebar) drilled into rock will be accepted), and cross-bracing (in an "X"),

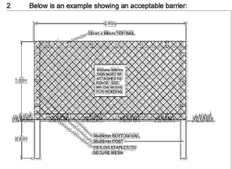
(iii) spacing between vertical posts must be a maximum of 3.0 metres on center,

(iv) the structure must be sturdy with vertical posts driven firmly into the ground,

(v) there must be continuous plastic mesh high visibility screening (e.g. orange snow fencing), and

(vi) it must have visible all weather 500 mm x 500 mm signage on it with the wording "Warning – Tree Protection Area".

2 Below is an example showing an acceptable barrier:



GENERAL 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 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 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 - T1

532/538/542 Latoria Road
Colwood, BC

DATE:	February 26, 2025
PREPARED FOR:	Land Division Group
SCALE:	1 : 500 @ 11" X 17"
DRAWN BY:	NT/BB
REVISION:	R1; Page 2/2
REFERENCE DWG:	Site Plan - Lovick Scott Architects - 2024-09-24

TALMACK URBAN FORESTRY Consultants Limited

APPENDIX 5: Tree Management Plan

APPENDIX B - PHOTOGRAPHS

Photograph 1. Yellow arrow indicates willow (tag# 1).

APPENDIX 5: Tree Management Plan

Photograph 2. Yellow arrow indicates spruce (tag# 13).

APPENDIX 5: Tree Management Plan

Photograph 3. Yellow arrow indicates Douglas-fir (tag# 16).

APPENDIX 5: Tree Management Plan

Photograph 4. Yellow arrow indicates Douglas-fir (tag# 022).

APPENDIX 5: Tree Management Plan

Photograph 5. Yellow arrow indicates Douglas-fir (tag# 023).

APPENDIX 6: Site Adaptive Planning Report

Grayland Consulting Ltd.

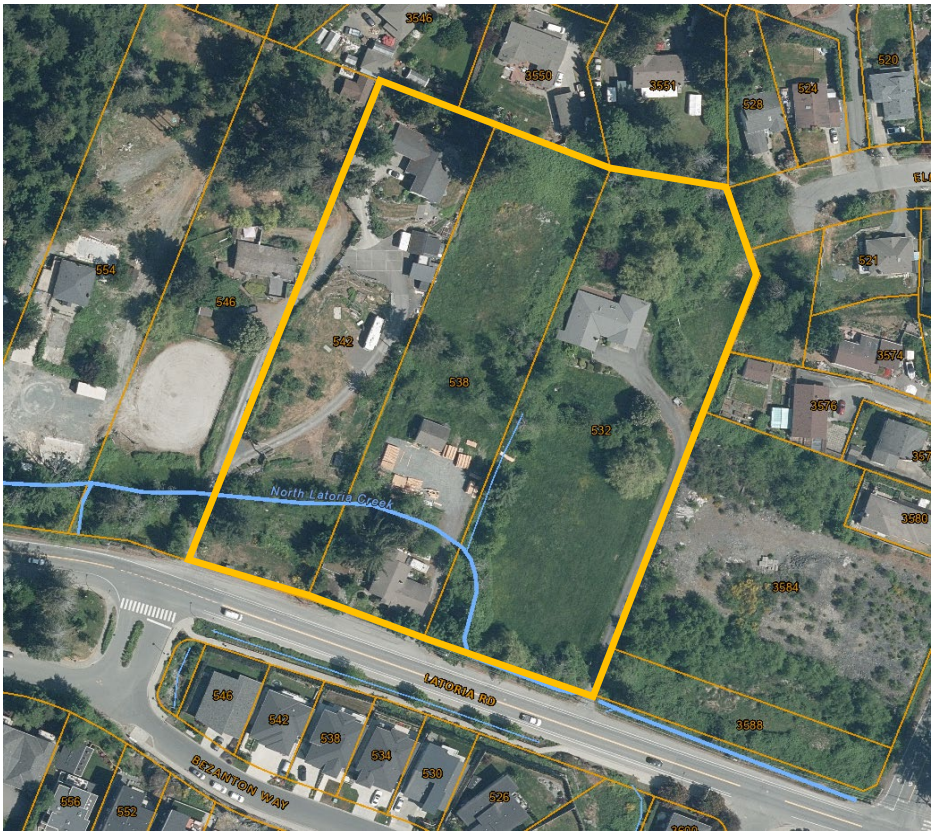
May 27th, 2025

City of Colwood, Development Services
3300 Wishart Road
Colwood B.C. V9C 1R1

Re: 532-538-542 – Site Adaptive Planning Analysis

Introduction

The owners of 532-538 and 542 Latoria Road have made an application to rezone the lands to accommodate 4 multifamily buildings in a new Comprehensive Development zone. The lands are a combined area of 1.93 hectares and are currently zoned for rural residential and agricultural (non ALR) uses. In accordance with Colwood Policy, Site Adaptive Planning analysis is required to support this proposal.



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APPENDIX 6: Site Adaptive Planning Report

Grayland Consulting Ltd.

The site slopes gently to the north from 62 metres to 75 metres geodetic, over 153 metres at an 8.5% grade.

The property is in the Hillside and Shoreline Environmental and Steep Slopes Development Permit Area and is designated as Neighborhood – Hillside and Shoreline in the Official Community Plan.

The Official Community Plan requires that all projects be analyzed under the "Site Adaptive Planning" lens to ensure that proposed developments are *"sensitive to the landscape by giving special consideration to site conditions, processes and systems in laying out a development plan. It requires careful attention to both the natural and man-made systems that may be present on a particular site and is therefore non-prescriptive in nature."*

Environmental Considerations

Environmental reviews of the land were performed by WSP Canada Inc. for the riparian resources and Corvidae Environmental Consulting for the overall Environmental Assessment.

Latoria Creek, a permanent fish-bearing watercourse, flows along the southern boundary at Latoria Road. The Qualified Environmental Professional (QEP) from WSP has determined the Streamside Protection and Enhancement Area (SPEA) from the natural boundary of the watercourse in accordance with the Riparian Areas Protection Regulation (RAPR). The natural boundary is determined by the 1:5-year high-water mark for an active floodplain of a waterbody. All applicable RAPR reporting was submitted to the province by WSP in 2022. A secondary seasonal water course bisects 532 and 538 Latoria and originates in the north end of the site. These areas are also protected by the RAPR and setbacks applied accordingly. Invasive species will be removed from all riparian areas and replanted under the direction of the project biologist.

Talmack Urban Forestry has prepared the arborist report for the site, updated February 2025. The site is sparsely treed. Of the 29 trees onsite and shared with the property, 16 are to be retained and 13 to be removed and replaced at a 2:1 ratio, as per Table 1 in the Urban Forest Bylaw No. 1735, 2018. There are good planting areas for these replacement trees within the riparian areas, where they can be properly irrigated and maintained. The trees to be retained are clustered around the northerly boundary and the southern riparian area. There are several offsite trees along the shared property boundary with 546 Latoria that will likely be impacted by this and the project proposed for that property..

APPENDIX 6: Site Adaptive Planning Report

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Site Planning and Design

The steps to determine the most appropriate land use given the existing features, in accordance with s.18.4 of the Colwood Official Community Plan are as follows:

1. Identify formative systems and features.

Our professional consulting team identified the following existing features:

a. Streamside Protection and Enhancement Areas (verified by MoE)

b. Existing trees, including bylaw protected trees.

c. Geotechnical testing revealed peat in the south east corner of the site.

2. Map out a site analysis.

a. Hydrologic features – storm water either infiltrates into the existing soils or is directed toward Latoria Creek by overland flow and the north-south manmade tributary.

   It is unknown if Latoria Creek is considered to be a flood plain area. Per standard practice, all habitable areas of any building must be 600mm above the 1:200 year rainfall flood plain elevation. The developer does not anticipate any issues in this regard.

b. Topographic features – there are no rocky outcrops to be avoided. The site slopes gently at approximately 8.5%. Shallow peat deposits exist in the southeast corner of the site (<6m).

c. High value habitat and vegetation: The only high value areas are the SPEAs as identified by the project biologist.

APPENDIX 6: Site Adaptive Planning Report

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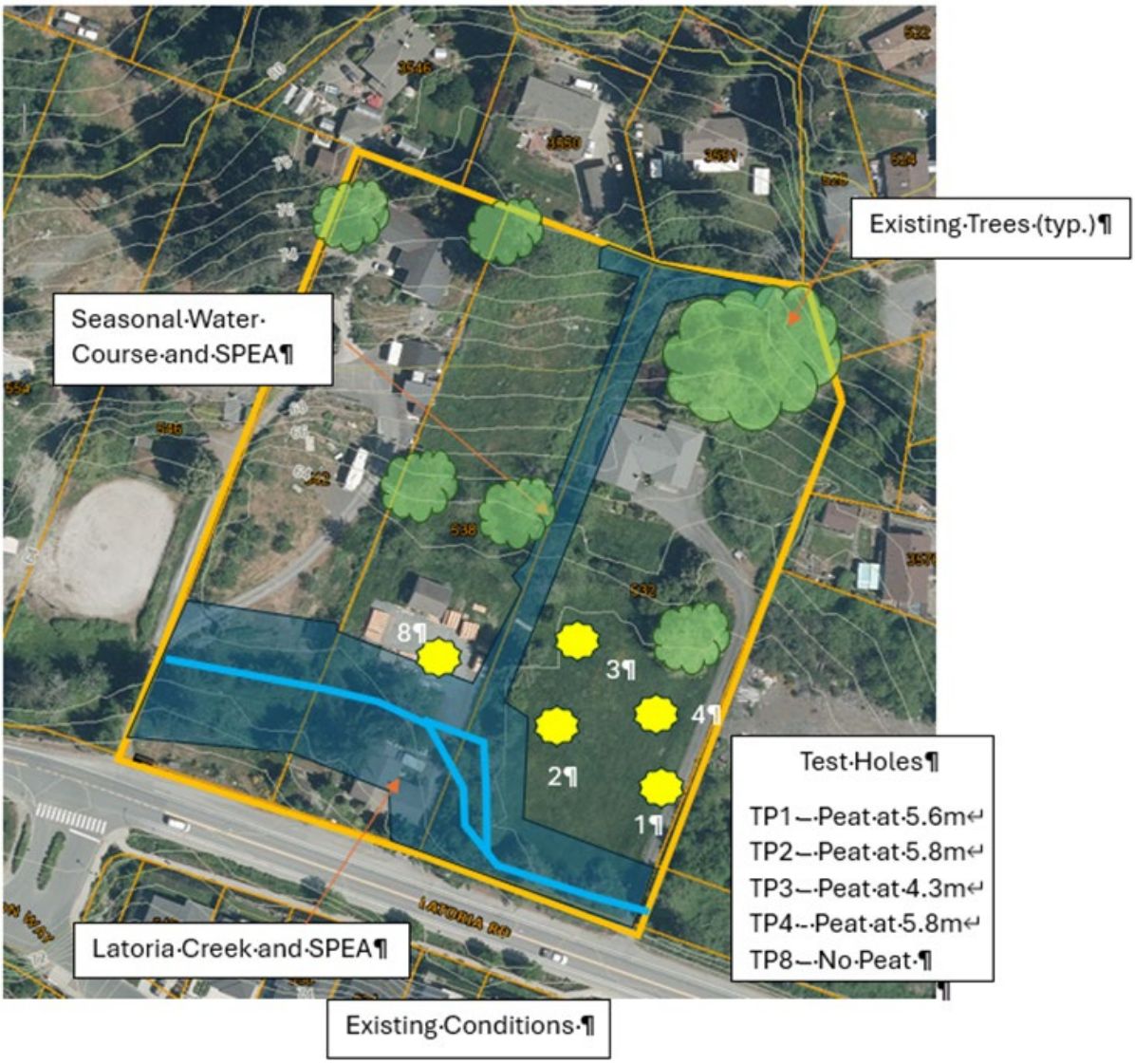

Note that Test Holes are shown here to locate the existing peat deposit. Please refer to the Ryzuk Geotechnical report attached for more detail. Depth to bedrock ranges from 5.5m to 14m below grade for 532 and 538 Latoria.

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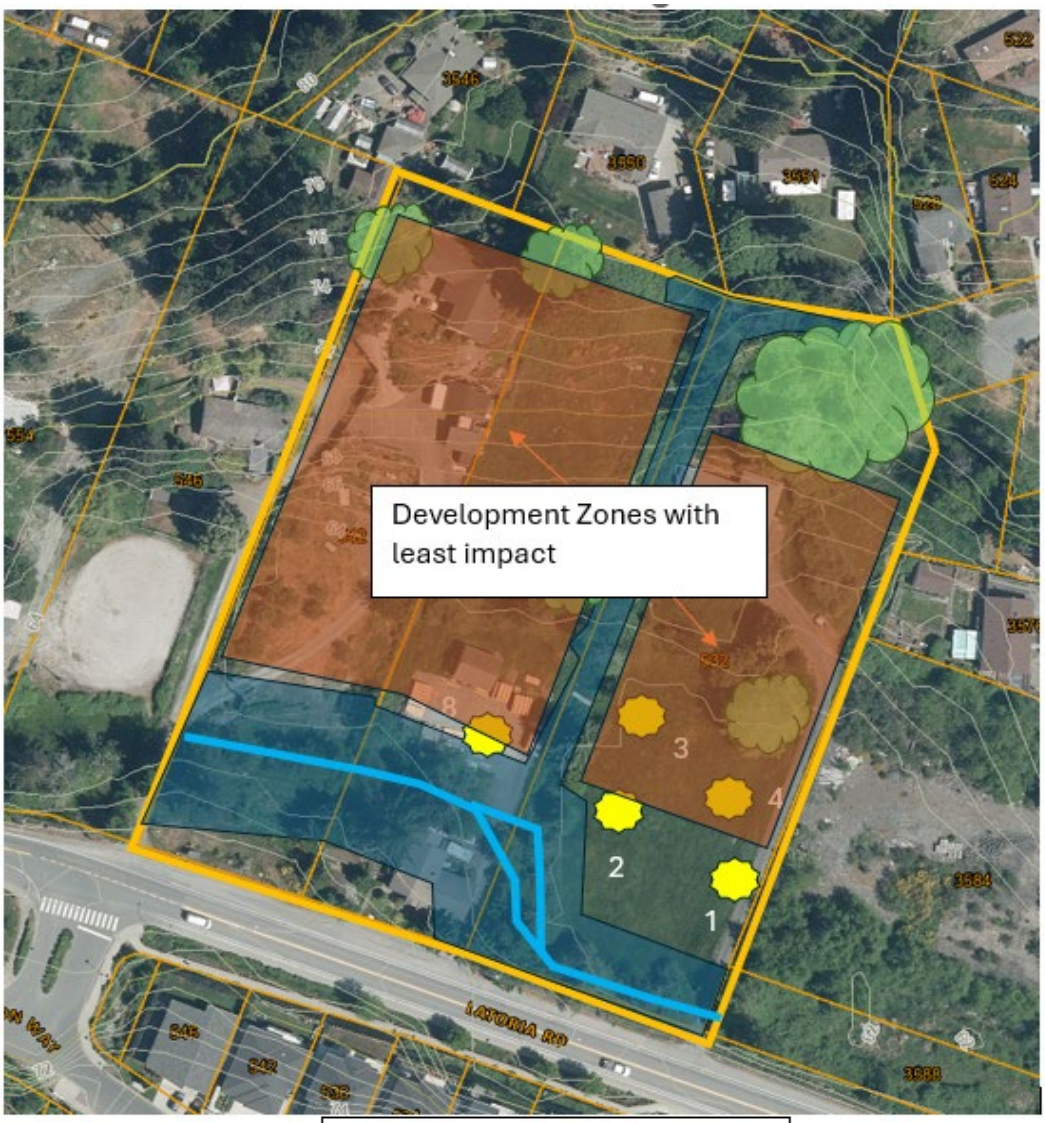
APPENDIX 6: Site Adaptive Planning Report

Grayland Consulting Ltd.

3. Outline a framework plan.



Framework Plan

4. Plan for development

Proposed Development Overlay

The proposed development areas are located where impact is minimal regarding sensitive natural features, topography and water movement. A 30 metre Dedication an Enhancement area for future road widening and creek protection will be transferred to the city as part of the development process.

APPENDIX 6: Site Adaptive Planning Report

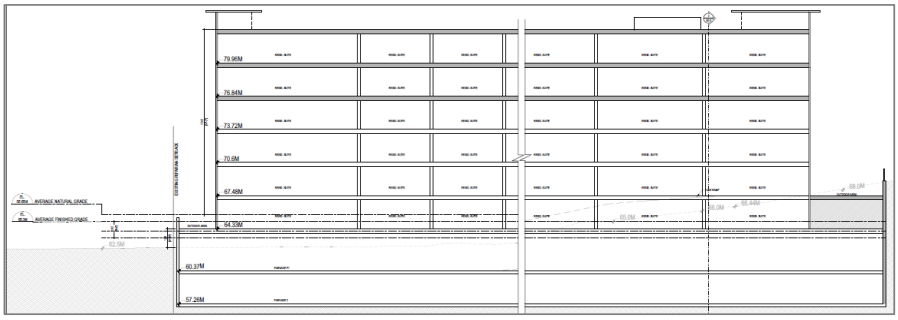
Grayland Consulting Ltd.

Geotechnical Considerations

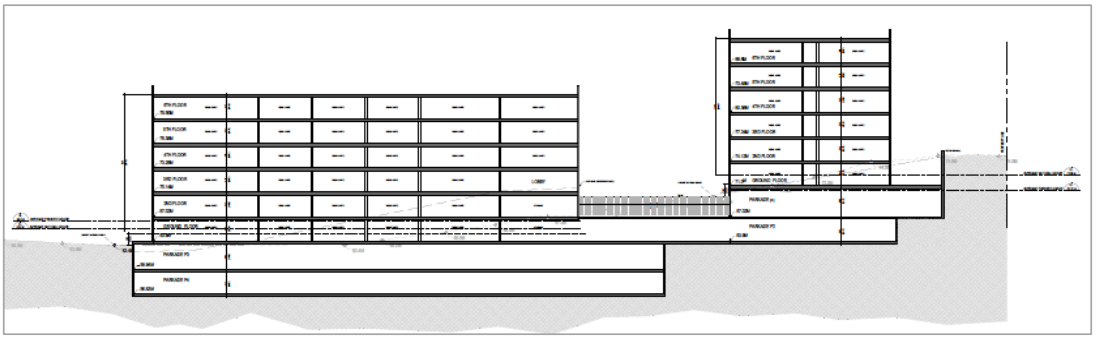
The site slopes at approximately 8.5%. The buildings have been designed to work with the existing grades. Some blasting might be expected for the parkade at 524 as the bedrock appears to become shallower to the west.

A shallow peat deposit (up to 6 metres) exists on the southeast corner of the site. Most of that area is within the 30m road dedication and additional SPEA setbacks. Any peat encountered in the building areas will either be excavated, as directed by geotechnical and structural engineers in accordance with the relevant building codes for gravity and seismic loads.

Retaining walls will be required at the north end of the land. At detailed design, the height and terracing details will be determined.



532 Latoria Section South to North



538-524 Latoria section typical South to North

APPENDIX 6: Site Adaptive Planning Report

Grayland Consulting Ltd.

Conclusion

Following the recommendations of our consultants, the proposed multifamily project has been designed to protect the sensitive ecosystems of Latoria Creek, its tributary and the northeast tree canopy.

The road and building locations have been designed to follow existing contours and reduce earthworks on site. Existing peat deposits in the southeast corner are not expected to be an impediment, as the depth of parkade exceeds the depth of those deposits.

Stormwater will be managed on site in accordance with Colwood Bylaws. Erosion and sediment control measures will be in place throughout construction to protect Latoria Creek and downstream drainage systems and watercourses.

The protected and enhanced areas make up approximately 40% of the site.

Respectfully submitted

Rachael Sansom A.Sc.T
Grayland Consulting

I concur with this Site Adaptive Planning report for 532-538 and 542 Latoria Road

Susan Blundell
Principal Biologist
M.Sc., R.P.Bio.
WSP Canada Inc.

I concur with this Site Adaptive Planning report for 532-538 and 542 Latoria Road

Brayden Borle
Consulting Arborist
PBiol, ISA Certified (PR-5508A), TRAQ
Talmack Urban Forestry Consultants Ltd.

APPENDIX 6: Site Adaptive Planning Report

Grayland Consulting Ltd.

Attachments:

Corvidae Environmental Assessment dated September 2024

Aplin Martin Storm Water Management Report dated April 29th, 2025

Talmack Urban Forestry Arborist Report and Drawings dated February 25, 2025

WSP – 542 Latoria Riparian Assessment Report Dated March 1st, 2022

WSP – 532 and 538 SPEA Adjustment Report dated February 9th, 2022

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WATT Consulting Group

REVIEWED City of Colwood Engineering Dept.
By A. Knutson Jun-25-2025

ACCEPTED FOR REZONING PURPOSES

VMP / LATORIA CONSORTIUM

Comprehensive Multi-Modal TIA

Steve Martin, MASc, EIT
Transportation Engineer-in-Training
Author

Nadine King, P.Eng. PTOE
Senior Transportation Engineer
Reviewer

Prepared For: Latoria Consortium
Date: June 25, 2025
Our File No: 3928.B01

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

EXECUTIVE SUMMARY

WATT Consulting Group has been retained to provide transportation consulting services in support of a multi-lot and multi-owner development on the northeast quadrant of Veterans Memorial Parkway (VMP) and Latoria Road in the City of Colwood. The entire development is split between a western and eastern section and is anticipated to contain approximately 1450 new residential units and 28,000 sq. ft of commercial, medical, and office space in total. Per the City of Colwood's TIA Guidelines (2023), this development qualifies as a Level 3: Comprehensive Multi-Modal TIA.

This report covers the existing transportation context, including roadway and traffic, transit, and active transportation networks in the area. It also describes the trip generation potential and assumed trip distribution for the site along with background developments and growth in the area. Both background and post development conditions are assessed to understand the triggers for mitigation and the types of mitigation for the surrounding network. The proposed accesses were reviewed for sight lines and operational performance to determine access laning and traffic control.

The following site accesses were evaluated: one (1) access off VMP just north of Brookside Road, and three (3) accesses off Latoria Road: on the 586 parcel, on the 568 parcel, and at Bezanton Way.

On opening day, left turn lanes will be added where required for left turns into the accesses on Latoria Road. Also by opening day, VMP is assumed to have two northbound lanes from the roundabout until past the VMP site access. By the 10-year horizon, VMP is anticipated to be widened to a 5-lane cross section.

Results indicated that the intersection of VMP / Cairndale Road meets the warrants for a signal under existing traffic conditions, while the intersection of Latoria Road / Wishart Road should explore signalization as background traffic growth in the area continues to increase. The intersection of Latoria Road / Bezanton Way should be signalized to accommodate the proposed access for the eastern section of the development, if the signal is not constructed prior to the development access being added.

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FIGURES

TABLES

1.0 INTRODUCTION

WATT Consulting Group has been retained to provide transportation consulting services in support of a multi-lot and multi-owner development on the northeast quadrant of Veterans Memorial Parkway (VMP) and Latoria Road in the City of Colwood. The subject properties include:

- **Western Section**
  - Parsi Development: 568-594 Latoria Road
- **Eastern Section**
  - Landvision Group: 532-542 Latoria Road
  - M-Squared Contracting Inc.: 546-554 Latoria Road

The consortium does not currently include the 560 or 576 Latoria Road parcels, separating the area into two distinct east and west sections. The 560 parcel currently features a house, creek and greenspace and 576 also has an existing single-family house. The site location and context are illustrated in **Figure 1**.

This study assesses the traffic impacts of the proposed land use, reviews traffic conditions at key intersections, and identifies any mitigation measures due to the development. The entire development is anticipated to contain approximately 1450 new residential units and 28,000 sq. ft of commercial, medical, and office space. Per the City of Colwood's TIA Guidelines (2023), this development qualifies as a **Level 3: Comprehensive Multi-Modal TIA**, which includes analysis for both peak hours (AM and PM), in the opening day scenario and 10-year horizon scenarios.

Previously, access review memos were prepared for both the western and eastern sections. These access reviews have been updated and included in this report, providing a review of access opportunities onto Veterans Memorial Parkway (VMP) and Latoria Road based on road geometry, current best practices, and known planned changes to the road network by the City of Colwood.

Figure 1: Site Location and Context

2.0 TRANSPORTATION CONTEXT

2.1 Roadway and Traffic

2.1.1 Existing Roadway Context

The site is bounded by Latoria Road to the south, Veterans Memorial Parkway (VMP) to the west, and adjacent parcels to the north and east. All streets in the study area are under the jurisdiction of the City of Colwood.

Latoria Road is classified as an arterial road. It currently has a two-lane cross section in the vicinity of the site. A sidewalk is provided on the south side of the road, largely separated from vehicle traffic by a landscaped boulevard, on-street parking (in bays), and/or bike lanes, depending on the section. A buffered bike lane is provided in the eastbound direction. The bike lane / paved shoulder in the westbound direction is fragmented due to the proximity of the ditch on the north side of the road; the paved shoulder runs from Wishart Road to Bezanton Way, where it terminates at the VMP / Latoria roundabout.

Veterans Memorial Parkway (VMP) is classified as an arterial road. It currently has a two-lane cross section in the vicinity of the site. Portions of the centre line north of Brookside Road are dashed in one direction which permits passing using the on-coming lane. Paved shoulders are provided in both directions and utilized by cyclists. A separate gravel path is provided on the west side of the road from the paved shoulder. South of Brookside Road, the paved shoulder transitions to an off-street facility.

Bezanton Way is classified as a local road. It is stop-controlled at Latoria Road with no marked turn lanes; however, the northbound lane is approximately 8 metres wide, allowing for left and right turn movements to be separated. Bezanton Way splits into an east-west road approximately 20 metres south of Latoria Road, providing limited storage room for queued vehicles

Brookside Road is classified as a local road. It is stop-controlled at VMP with no turn lanes provided on any leg of the intersection. Sidewalks are provided on both sides of the road. On-street parking is provided on both sides of the road (within lay-bys on the south side).

Creekview Lane is a local strata road, within private right-of-way. It features a narrow cross-section, with sections of the two-way roadway at 5.5m. There is a sidewalk along the west side connecting Bezanton Way to Latoria Road. It is stop-controlled to the north at Latoria Road, and to the south at Bezanton Way. It has recently been closed for through traffic with the addition of delineators separating the north and south sections.

There are six study intersections within the study area, as described in **Table 1** and illustrated in **Figure 2**. The study intersection traffic control is provided in **Figure 3**, with the detailed roundabout design at VMP and Latoria Road provided in **Figure 4**.

Table 1: Study Area Analysis Intersections

Intersection	Control Type	Crosswalks	Features
Veterans Memorial Parkway / Latoria Road	Roundabout	All legs	Each leg has 2 approach lanes, with a dedicated right turn slip lane on the WB approach The exit legs to the north (VMP) and east (Latoria Road) have 2 lanes that merge to 1 within a short distance. There is a combination of one and two inner circulating lanes Splitter islands are present on all approaches with a pedestrian refuge area.
Veterans Memorial Parkway / Cairndale Road	Two-Way Stop	N leg only	NB and SB left turn lanes NB bus stop on VMP, EB bus stop on Cairndale Stop sign on Cairndale Road EB/WB
Latoria Road / Bezanton Way	Two-Way Stop	S leg only	T-intersection WB bus stop on Latoria Landscaped median separating the south leg directions Stop sign on Bezanton Way NB
Latoria Road / Wishart Road	Two-Way Stop	None	T-intersection WB & EB bus stop on Latoria SB left turn lane Stop sign on Wishart Rd SB
Veterans Memorial Parkway / Brookside Road*	Two-Way Stop	W leg only	T-intersection Stop sign on Brookside Rd EB
Latoria Road / Creekview Lane*	Two-Way Stop	S leg only	T-intersection Driveway-style crossing at Creekview Lane Stop sign on Creekview Lane NB

Secondary study area intersection

Figure 2: Study Intersections

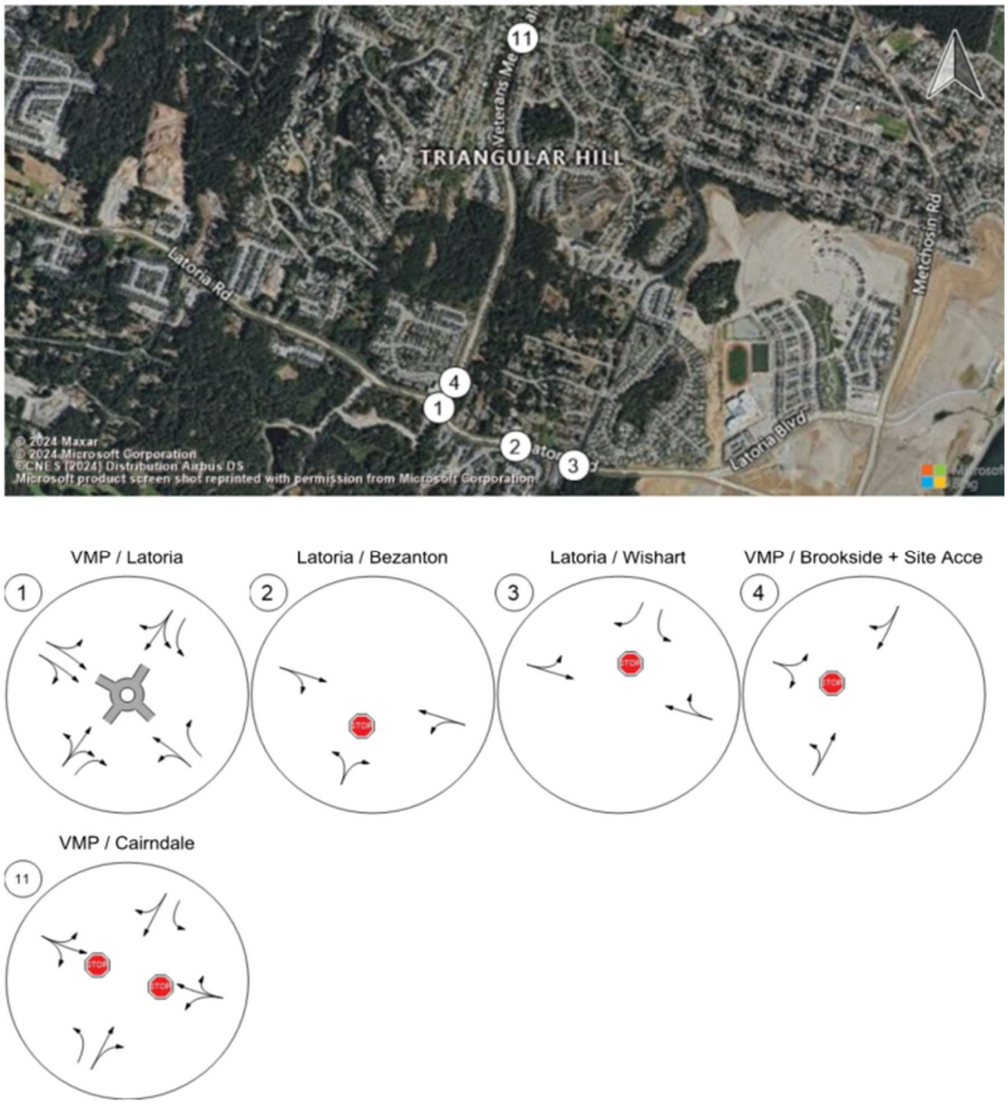


Figure 3: Intersection Traffic Control and Laning

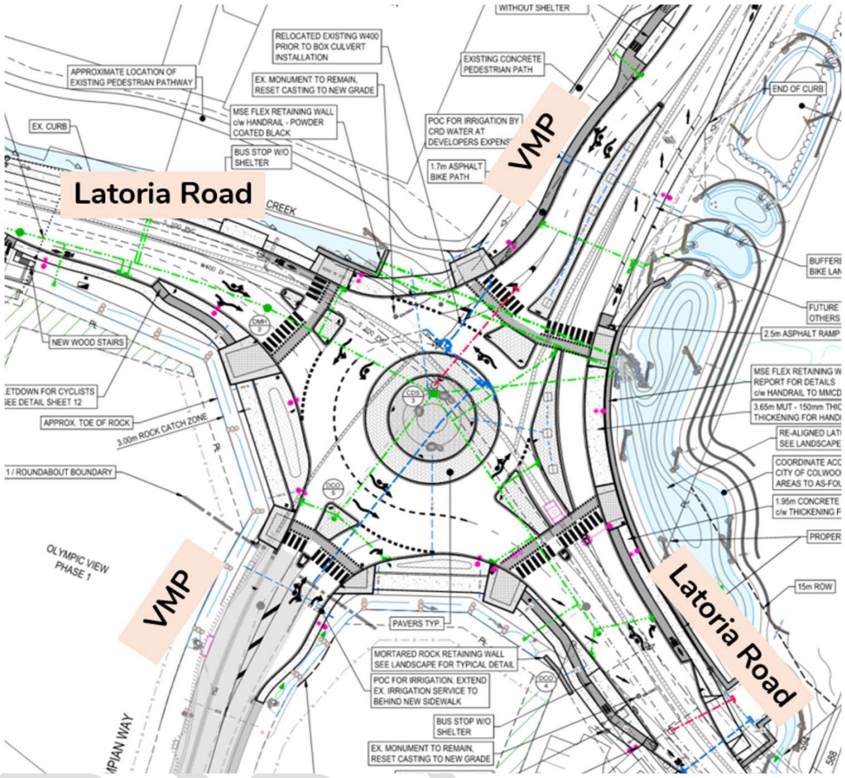


Figure 4: VMP and Latoria Roundabout Configuration

2.1.2 Evolving Roadway Context

Colwood is in the process of updating its Transportation Master Plan. Working papers dated November 2024 posted on the Let's Talk Colwood website indicate that several scenarios are currently being explored to address long-term congestion forecasted in the area, including the widening of VMP to five lanes, and Latoria Road to three lanes, where the fifth and third lane are for accommodating left turn lanes. Upgrades at the Latoria Road / Bezanton Way intersection (signalization) are planned.

The redevelopment of properties along Latoria Road (such as the subject properties) has been identified as an opportunity to widen Latoria to three lanes (for needed left turns) where possible.

2.2 Active Transportation and Transit

2.2.1 Existing Active Transportation Context

Transit

Transit services are located along Latoria Road and include routes 48, 52, 54, and 59, as summarized in **Table 2**. Most of the bus stops near the site feature simple signage to identify the bus stop; however, the eastbound bus stop on Latoria Road near Bezanton Way has a shelter, bench, and overhead lighting. All bus stops near the site lack routing and navigational information. There are currently no transit routes provided along VMP.

Table 2: Existing Transit Network

Route # and Name	Nearest Stop	Walking Distance to Nearest Stop	Headways
Route 48 – Happy Valley/Downtown	Latoria Road at Veterans Memorial Parkway	~850 metres (13-minute walk)	To Downtown: Weekdays: Every 30 minutes Weekends: No service To Happy Valley: Weekdays: Every 30 minutes Weekends: No service
Route 52 – Colwood Exchange/Bear Mountain	Latoria Road at Bezanton Way	~450 metres (7-minute walk)	Weekdays: Every 20-60 minutes Weekends: Every 30-70 minutes
Route 54 – William Heade/Langford	Wishart Rd at Bunker Rd	~900 metres	Weekdays: Every 60-120 minutes Weekends: Every 120 minutes

Exchange via Metchosin			
Route 59 – Royal Oak Exchange/Langford Exchange via Triangle Mountain	Latoria Road at Bezanton Way	~450 metres (7-minute walk)	Weekdays: Every 40-75 minutes Weekends: Every 60-80 minutes

The existing transit network, as provided by BC Transit, is shown in the **Figure 5**.

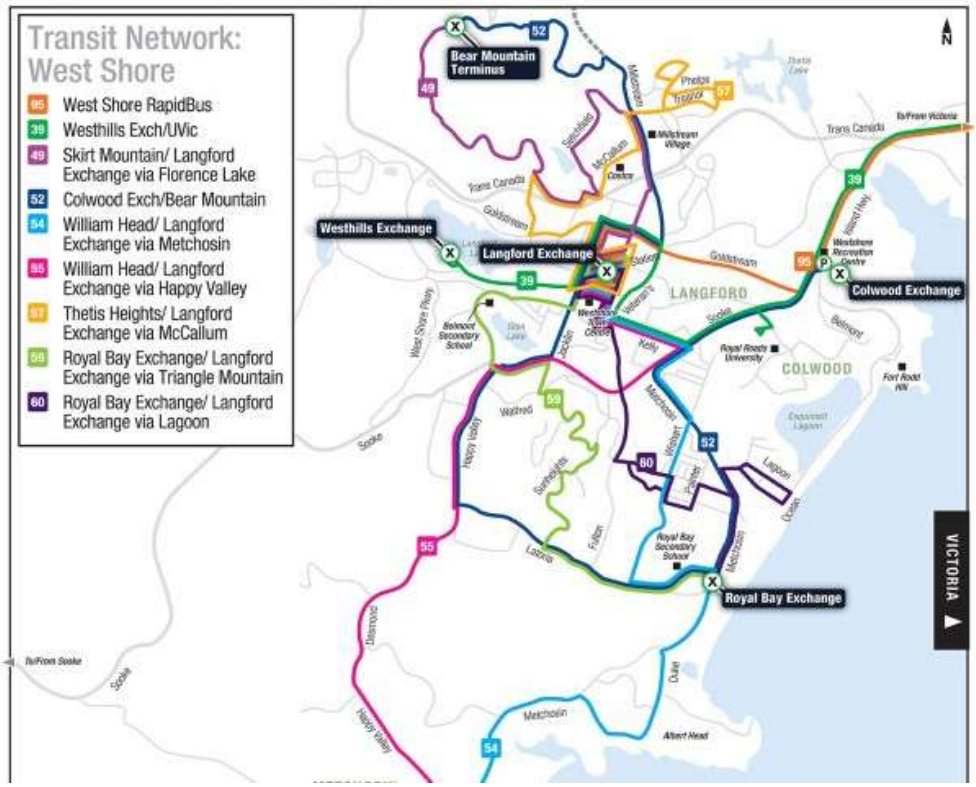


Figure 5: Existing Transit Network (BC Transit)

Pedestrian and Cyclist

Latoria Road has a paint-buffered bike lane heading eastbound on the south side of the road from Veterans Memorial Parkway to Pondside Terrace; a 70-metre section of this paint-buffered bicycle lane is removed for on-street parking between Creekview Lane and Bezanton Way. Veterans Memorial Parkway contains minimal cyclist infrastructure, with only a paved shoulder bikeway provided on both sides of the roadway.

A sidewalk is provided along the north side of Latoria to the west of VMP, and a mix of separated and unseparated along the south side of Latoria to the east of VMP. There is a short stretch of sidewalk connecting Latoria Road to Brookside Road on the west side of VMP, and an unpaved pathway along the west side of VMP to the north of Brookside. This unpaved pathway connects to a 400m sidewalk adjacent to Resolution Way. Paved shoulders are provided from Resolution Way up to Cairndale Road.

The existing active transportation context is shown in **Figure 6**.

Figure 6: Existing Active Transportation Network

2.2.2 Evolving Active Transportation Context

Transit

Latoria Road is identified as a future Frequent Transit Network (FTN) route which will have a service of 15 minutes or better between 7:00am and 10:00pm, seven days a week, as planned in the City of Colwood Transportation Master Plan[1] and the BC Transit Westshore Local Area Transit Plan[2]. There is a medium-sized exchange planned within the Royal Bay development to the east.

Pedestrian and Cyclist

The City of Colwood's draft Active Transportation Network Plan[3] (ATNP) identifies long term cycling projects in the area. This includes protected bicycle lanes along Latoria Road from the Langford-Colwood border to Ryder Hesjedal Way. No improvements are proposed along VMP, where the existing paved shoulders are classified as bicycle lanes.

[1] City of Colwood Transportation Master Plan. Available online at: https://www.colwood.ca/city-services/engineering/transportation-planning-0/transportation-master-plan

[2] BC Transit (2015). Westshore Local Area Transit Plan. Available online at: https://www.bctransit.com/wp-content/uploads/995/420/01.-Westshore-Local-Area-Transit-Plan.pdf

[3] City of Colwood (2023). Draft Active Transportation Network Plan. Available online at: https://letstalkcolwood.ca/activetransportationnetwork

3.0 PROPOSED DEVELOPMENT

The proposed development is summarized in **Table 3**. At the time of writing this report, the 594 Latoria parcel is the furthest along in the development process, with the assumption that it will be complete prior to 568, 586, or 588 being developed. The 576 parcel, located between 586 and 568 Latoria, currently has a separate owner and is not a part of the initial development plans.

Table 3: Proposed Development

	West Section	**East Section**	
	Parsi	**Landvision**	**M-Squared**
Parcels	568 Latoria Road 586 Latoria Road 588 Latoria Road 594 Latoria Road 576 Latoria Road*	532 Latoria Road 538 Latoria Road 542 Latoria Road	546 Latoria Road 554 Latoria Road
Built Form	4 mid-rise buildings	3 mid-rise buildings	4 mid-rise buildings
Residential Uses	800 units	313 units	356 units
Commercial Uses	~2320 m^2	N/A	~325 m^2

**This parcel currently has a separate owner and is not a part of the initial development plans.*

Potential commercial uses for the western section have been identified as coffee shop, daycare, medical office or small-format office. There is also potential for medical-adjacent uses, such as an assisted living facility.

Potential commercial uses for the eastern section include a coffee shop, daycare, or small-format office.

4.0 ACCESS REVIEW – WEST SECTION

The following section describes the access review for the west section, including a description of the proposed site accesses, sight distances, traffic control, and potential laning configurations.

4.1 Trip Generation Potential

The residential and commercial trip generation potential for the west section of the site is summarized in **Table 4** and **Table 5**, respectively. Summing the residential and commercial components, a total of **359** two-way trips are forecasted in the AM peak period, and a total of **407** two-way trips are forecasted in the PM peak period.

Table 4: Residential Trip Generation Potential – West Section

Use	AM Peak Hour			PM Peak Hour		
	In	Out	2-Way	In	Out	2-Way
Trip Generation Rates						
Multifamily Housing (Mid-Rise) Not Close to Rail Transit, General Urban/Suburban (ITE LU 221)[1]	0.09	0.28	0.37	0.24	0.15	0.39
Vehicular Trip Generation						
Mid-rise Multi-Family Residential (800 units)	72	224	296	192	120	312
Total	**72**	**224**	**296**	**192**	**120**	**312**

1. Rates per dwelling unit

Table 5: Commercial Trip Generation Potential – West Section

Use	AM Peak Hour			PM Peak Hour		
	In	Out	2-Way	In	Out	2-Way
Trip Generation Rates						
Clinical / Medical Offices (ITE LU 720)[2]	2.45	0.65	3.10	1.18	2.75	3.93
Commercial Retail Unit[2, 3]	0.41	1.09	1.50	2.05	1.64	3.69
Vehicular Trip Generation						
Clinical / Medical Offices (15,000 sq. ft.)	37	10	47	18	41	59
General Commercial (586 & 588 Latoria) (5,000 sq. ft.)	2	6	8	10	8	18
General Commercial (568 Latoria) (5,000 sq. ft.)	2	6	8	10	8	18
Total	**41**	**22**	**63**	**38**	**57**	**95**

2. Rates per 1,000 sq. ft.
3. Rates obtained from previous WATT Study

4.2 Proposed Site Access

The primary access to the west section, which includes the Parsi development (among others), will be located 10m north of VMP and Brookside Road, situated adjacent to the northern property line. This will create an intersection offset 10m from Brookside. This access will be shared between 594 and 586 Latoria once both sides develop and potentially 576 and 568 Latoria depending on the agreement between developers and / or the City.

Additional accesses are proposed off Latoria Road depending on when each parcel develops. There is one access planned for opening day on Latoria Road at the existing driveway of the 586 Latoria parcel. The westbound right turn lane of the roundabout

starts 45m west of the proposed access at 586 Latoria. There is potential for the 586 Latoria access to be relocated a further 10m to the east, alongside the eastern parcel border, once the 586 parcel develops – although these two accesses on 586 Latoria are not proposed to be operational at the same time. An additional access is planned for 568 Latoria parcel off Latoria Road once it develops. The accesses considered for analysis are illustrated in **Figure 7**.

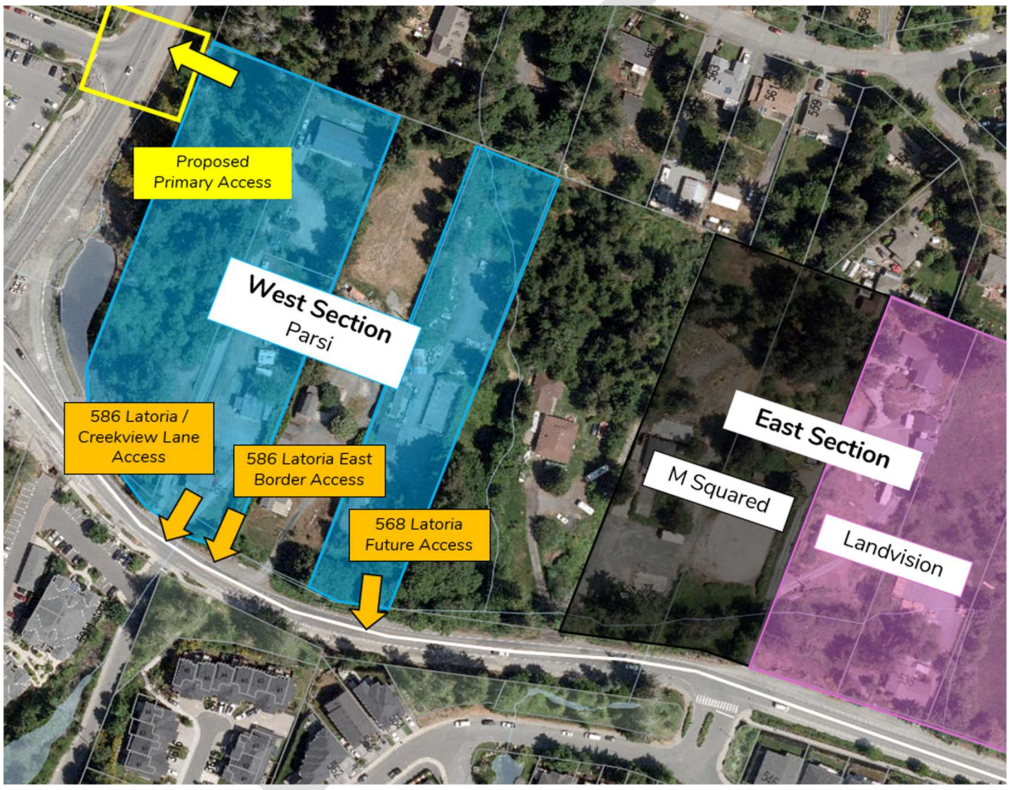


Figure 7: West Section Access Review Locations

4.2.1 Sight Distance

VMP Primary Access

On VMP, there is a downgrade of approximately -6.4% heading southbound and an upgrade of +3.1% heading northbound towards the primary site access at the Brookside Road intersection. From this primary access, turning sight distance and stopping sight distance are met to the north, and the stopping sight distance is met to the south; however, the intersection turning sight distance looking south is not met, due to the proximity of the roundabout at Latoria Road combined with a 60 km/h design speed on VMP. Further, given the offset of the proposed VMP access with Brookside Road to the west of approximately 10m, permissive left turns from the VMP access are not permitted. The sight distance for the primary access on VMP is illustrated in **Figure 8**.

Figure 8: Sight Distance Diagram (West Section, VMP Access)

Latoria Road Secondary Accesses

Sightlines for the secondary access points on Latoria Road are restricted when exiting the site and looking east (left) due to the combination of the road's horizontal curvature and encroaching vegetation within the right-of-way. The opening of the accesses planned on Latoria Road will be staged, as the 594 parcel is expected to develop before the rest of the west section. As a result, there is an opening day access proposed from the existing 586 Latoria parcel driveway, in alignment with Creekview Lane to the south. This access has the potential to be relocated further east (on the 586 Latoria east property line) once the 586 parcel develops to accommodate access to both developments. These two accesses located on 586 Latoria are not proposed to be open at the same time. Lastly, there is an additional access planned for the 568 Latoria development, which is the eastern-most parcel of the west section.

586 Latoria / Creekview Lane Access

The secondary access for the 594 Latoria development is located at the existing driveway for the 586 parcel. This access is located approximately 40m east from the start of the channelized westbound right taper and the eastbound merge taper of the VMP and Latoria Road roundabout. This proximity to the roundabout lanes is important because movements to and from the proposed access occur adjacent to merging and diverging traffic, where driver attention is split. Sight distances for this access were only measured for the existing two-lane configuration on Latoria Road, as this evaluates a more conservative road condition, and the future configuration of Latoria road has yet to be decided.

Sight distances under the existing configuration are challenging, given the proximity of the horizontal curve to the east, the roundabout to the west, and the roadside vegetation on both sides of the access; particularly a tree in front of the 586 Latoria parcel to the east. As shown in **Figure 9**, the required 105m turning sight distance cannot be met looking in either direction, and therefore impacts the sight distance for turning left out of this access. Further, stopping sight distance is not met looking east due to the presence of a tree in front of the 586 Latoria parcel; therefore, in order to implement this access off Latoria Road, the tree and vegetation must be removed. Once this tree is removed, the sight distance is improved looking left (east) by approximately 48m (for a total of 100m), satisfying the stopping sight distance requirement.

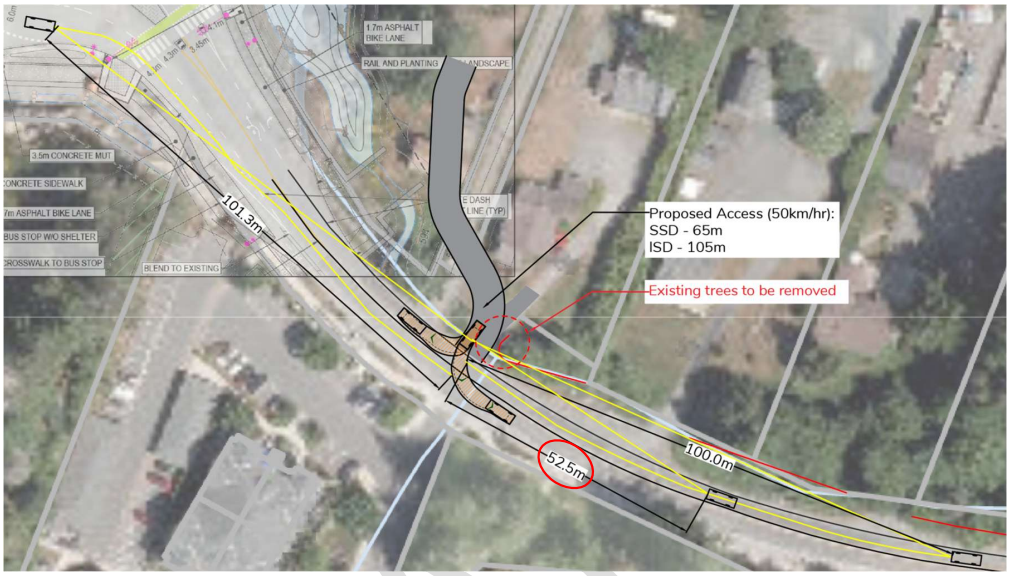


Figure 9: 586 Latoria / Creekview Lane Existing Driveway Access Sight Lines

586 Latoria – East Border Access

Sight distances for the potential future access at the 586 Latoria parcel were checked for both the existing condition (two-lane) and the Latoria Road widening (three-lane) scenarios. The road widening scenario assumes an expanded road right-of-way, which would result in the removal of some vegetation along the northern edge of Latoria Road.

In both scenarios, the required turning sight distance of 105m is not met looking left (east) due to the horizontal curvature and vegetation in front of the 576 parcel; therefore, left turns out of the site are not recommended. Stopping sight distance is achieved looking both ways, as illustrated in **Figure 10**.

It should be noted that this 586 East Border access is not recommended to be open at the same time as the 586 Latoria / Creekview Lane access.

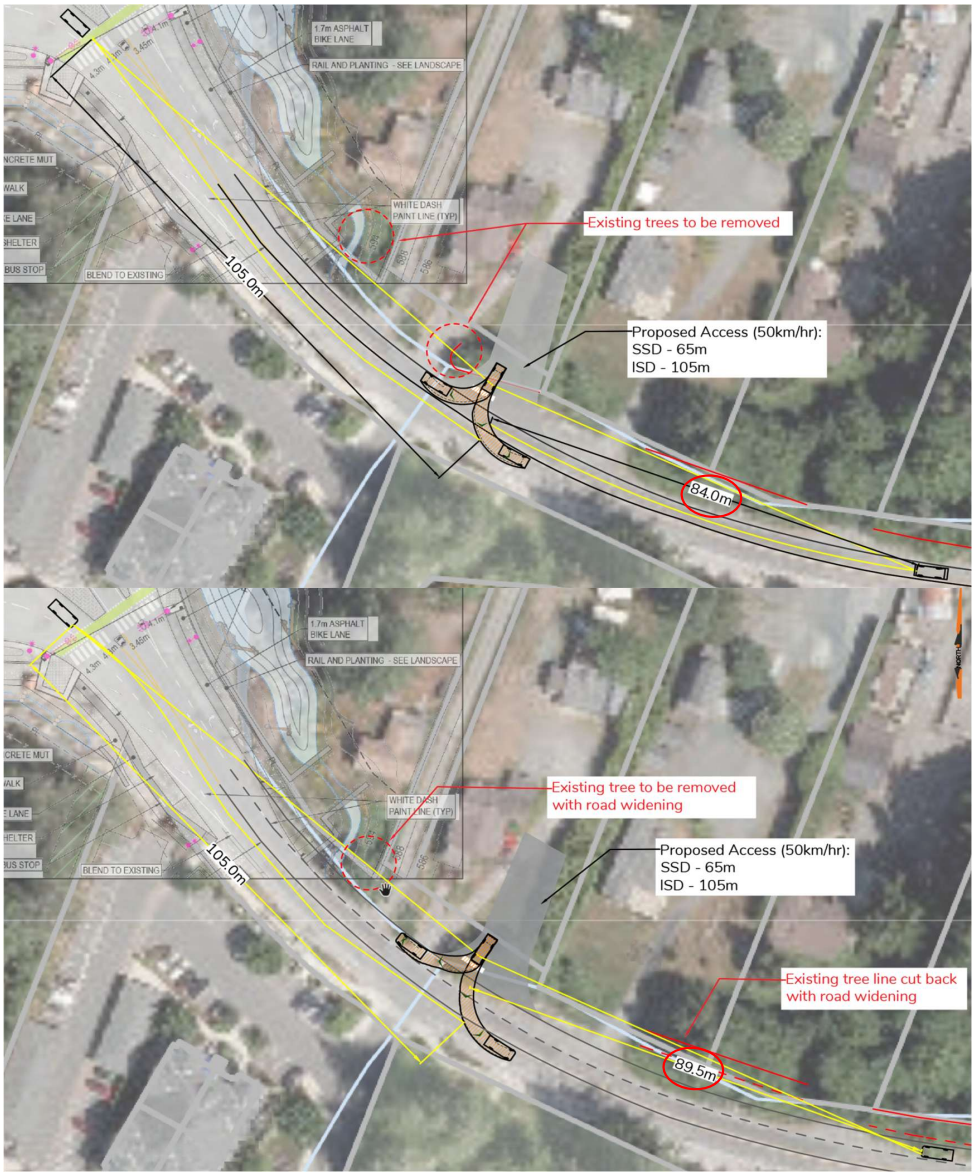


Figure 10: 586 Latoria Road Access Sight Lines (Top: Existing, Bottom: Road Widening)

568 Latoria Access

The future 568 Latoria access, located directly off the 568 Latoria parcel, meets the required turning sight distance of 105m in the future three-lane scenario (as a result of cutting back the roadside vegetation), but fails to achieve the required turning sight distance looking east in the existing Latoria Road scenario, as shown in **Figure 11.**

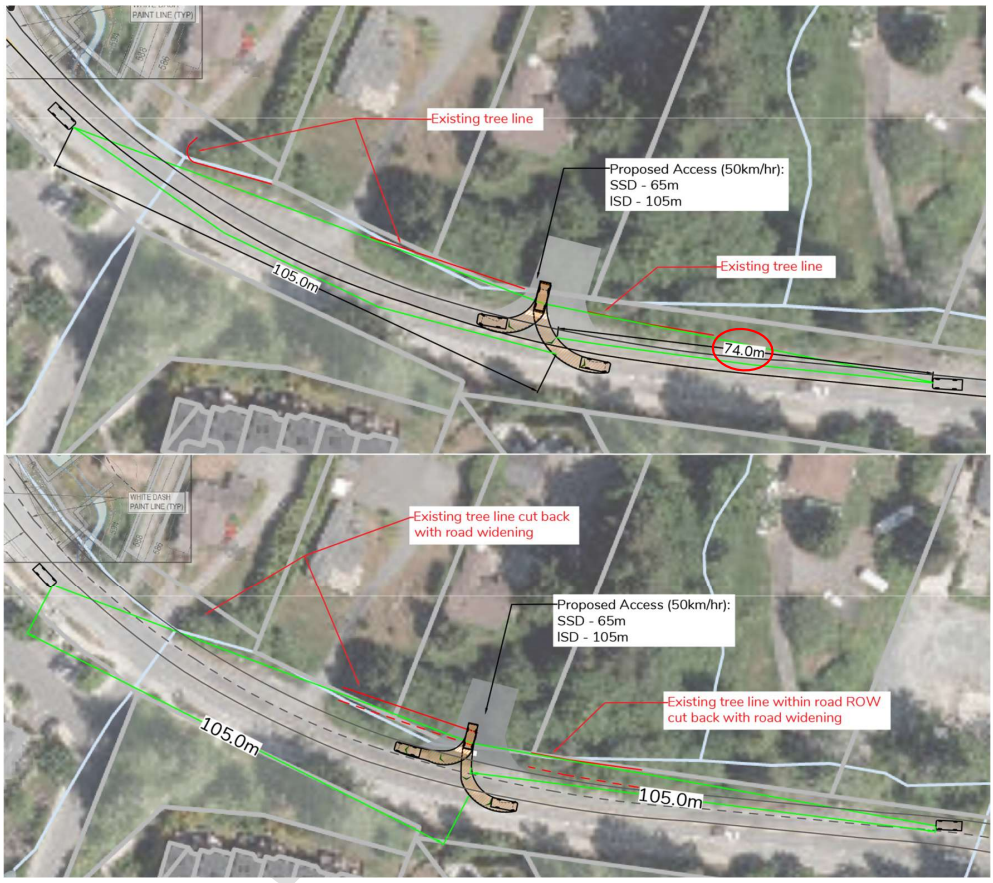


Figure 11: 568 Latoria Road Access Sight Lines (Top: Existing, Bottom: Road Widening)

Turning sight distance and stopping sight distances for all primary and secondary access points for the west section are summarized in **Table 6**.

Table 6: Sight Distance Requirements

Access	Direction	Speed Limit	Grade	Required SSD	Required Turning SD (Left)	SSD Achieved?	TSD (Left) Achieved?
VMP Access (North of Brookside)	Looking Left (South)	60 km/h	+3.1%	80 m	130 m	Yes	No[1]
	Looking Right (North)	60 km/h	-6.4%	92 m	143 m	Yes	Yes
586 Latoria / Creekview Lane Access	Looking Left (East)	50 km/h	-	65 m	105 m	Yes[2]	No
	Looking Right (West)	50 km/h	-	65 m	105 m	Yes	No
586 Latoria – East Border Access	Looking Left (East)	50 km/h	-	65 m	105 m	Yes	No
	Looking Right (West)	50 km/h	-	65 m	105 m	Yes	Yes
568 Latoria Access	Looking Left (East)	50 km/h	-	65 m	105 m	Yes	No[3]
	Looking Right (West)	50 km/h	-	65 m	105 m	Yes	Yes

[1] Speeds exiting the roundabout to the south are expected to be lower than 60 km/h
[2] SSD achieved with the removal of the tree in front of the 586 Latoria parcel
[3] TSD not achieved in existing condition, but achieved with road widening on Latoria to three lanes

Left-turn turning sight distance is not achieved at any of the proposed accesses on Latoria Road, indicating left turns from the accesses will be restricted and most will operate with a right-in, right-out configuration, as discussed in the following section.

4.2.2 Laning and Traffic Control

This section summarizes the required laning and traffic control obtained from the traffic model for each access, including the required turning lane storage where applicable. A traffic model was developed using PTV Vistro for the opening day (2028) and the 10-year horizon (2038) scenarios, as described in the traffic operations analysis section (Section 6 onwards) of this report.

VMP Primary Access

Due to the offset of the side street centerlines on VMP causing an overlap between the eastbound and westbound left turns, left turns out of the site under two-way stop control are not recommended due to high potential for conflicts. Additionally, on opening day (2028), left turn movements from both side streets operate at LOS F due to heavy northbound and southbound traffic on VMP. Upgrading traffic control to address this delay is not feasible at this location as a result of intersection spacing and right-of-way constraints.

When 594 Latoria is the only development built, the offset access near the VMP and Brookside intersection will be required to operate as a right-in, right-out (RIRO) configuration. Vehicles approaching the site from the north can use the Latoria Road roundabout to make a U-turn and then enter the site northbound via the proposed RIRO access. Similarly, vehicles exiting the site looking to head east toward Colwood along Latoria Road can use one of the proposed accesses off Latoria Road and complete a U-turn at the roundabout.

As development in the area continues and traffic volumes increase, improved accessibility to the site access on VMP will be desirable. Although left turns from the site are not feasible, left turns from VMP onto Brookside and into the proposed site access can be accommodated using a left-turn median island, as shown in **Figure 12**. This median, extended north from the roundabout, would restrict left turns onto VMP, while still allowing left turns from VMP into the site and Brookside. This would result in a left-in/right-in/ right-out configuration for the proposed VMP access. The recommended storage for the southbound left turn lane into the site is 50 m.

Adding the left-turn median island at the VMP access will reduce the number of vehicles using the VMP and Latoria roundabout to the south. It will also decrease the volume of northbound vehicles making right turns into the VMP access. As a result, a northbound right-turn lane is not necessarily required, although it could be explored as a future-proofing measure. Additionally, the uphill grade on northbound VMP will naturally limit

vehicle speeds exiting the roundabout to the south, so a deceleration lane into the site is not anticipated to be necessary.

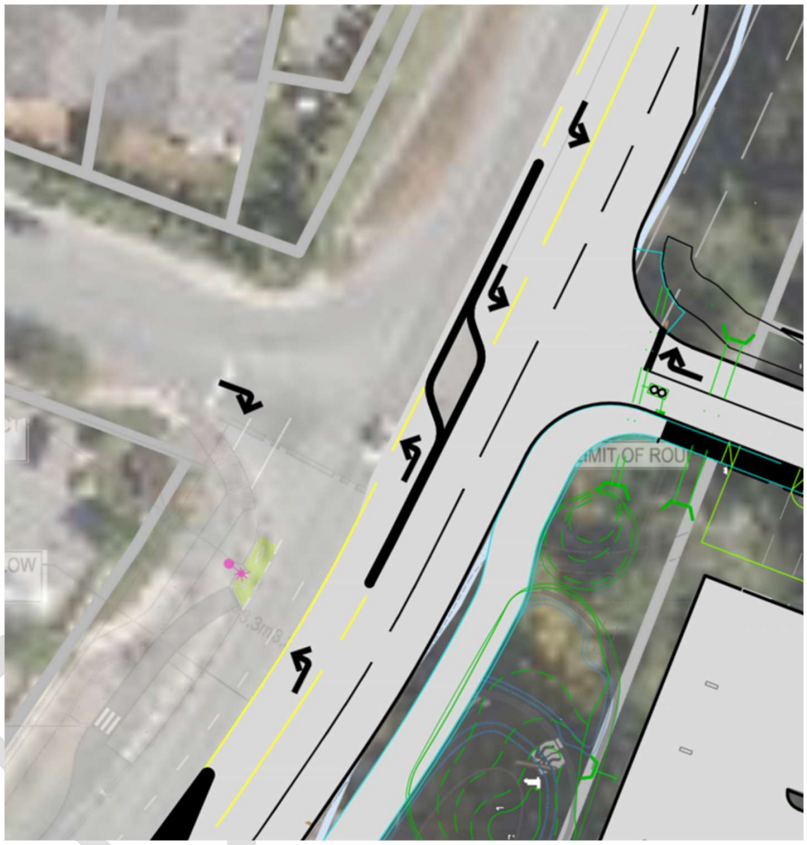


Figure 12: Left Turn Median Island at VMP Access

Latoria Road Secondary Accesses

586 Latoria / Creekview Lane Access

Given the proximity of the existing driveway access at 586 Latoria Road to the roundabout and the sightlines described in the previous section, full movements are not recommended, and the access should operate as left-in/right-in/ right-out. An eastbound left turn lane can fit between the proposed access and the roundabout, with a limited storage of 15 m, permitting left turns into the access from the roundabout.

Per NCHRP Report 672[4], typical spacing for a left turn lane to a minor street downstream of a roundabout is approximately 50 metres (including storage and taper) from the end of the nearby splitter island, as illustrated in **Figure 13**. Although the current access location is approximately 75 m from the splitter island, there is an eastbound merge lane, where the two internal lanes of the roundabout merge into one eastbound lane on Latoria Road, located 40m from the proposed access location. Based on the anticipated traffic volumes at this access, a reduced storage length of 15 m, along with a 25 m taper, is recommended, achieving the minimum spacing described in the NCHRP report above.

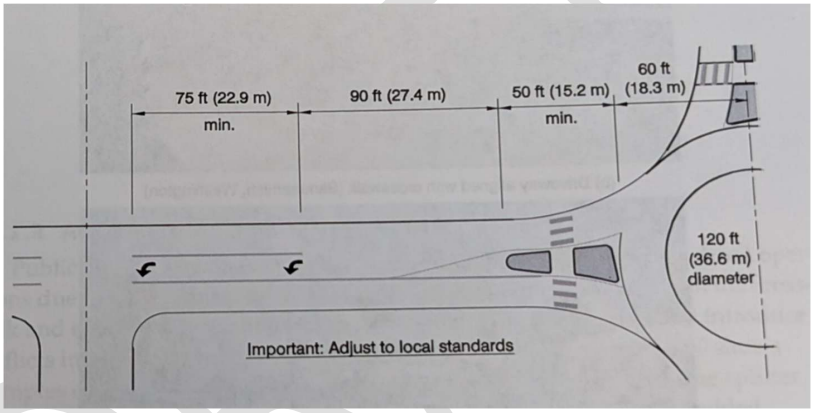


Figure 13: Typical Dimensions for Left-Turn Access Near Roundabouts[1]

Vehicles wanting to exit the site and head eastbound on Latoria Road can exit the site through a right turn onto Latoria, then use the VMP roundabout to complete a U-turn.

Stopping sight distance is not met looking east due to the presence of a tree in front of the 586 Latoria parcel; therefore, in order to implement this access as a left-in/right-in/ right-out the tree and vegetation must be removed.

No operational issues are forecasted for this access operating as left-in/right-in/ right-out.

[4] Transportation Research Board (2010). *Roundabouts: An Informational Guide*. 2nd Ed. National Cooperative Highway Research Program (NCHRP) Report 672.

586 Latoria – East Border Access

The 586 Latoria access along the eastern property line is located a further 10m east from the existing driveway at 586 Latoria, 50m from the VMP and Latoria Road roundabout, and 10m east of the Creekview Lane intersection. To accommodate left turns into the site, a dedicated left turn is required.

Evaluating the right-in, right-out, left-in access with a dedicated turn lane, intersection turning sight distance is not met looking east, and therefore left turns are not feasible out of the site from this access. Vehicles wanting to exit the site and head eastbound on Latoria Road can use the VMP roundabout to turn around.

No operational issues are forecasted for this access as there are no left turns from the site onto Latoria Road. However, providing this access with a dedicated eastbound left turn lane would impact the westbound left turn feasibility from Latoria Road onto Creekview Lane, since an offset would be introduced between the north and south legs of the intersection. However, a westbound left turn lane is not anticipated at Creekview Lane, since there is limited expected traffic as the local strata road has been closed for through traffic to Bezanton via an installation of delineators, as shown in **Figure 14**.

Figure 14: Creekview Lane Closure (Looking North)

568 Latoria Access

The turning sight distance for vehicles exiting this access is not met looking east in the existing condition, and therefore left turns out of the site are not recommended. To accommodate left turns into the site, a dedicated left turn is required. With the addition

of an eastbound left turn lane the sightlines are improved for left turn out vehicles such that the access could function as full movement access. However, the southbound left turn from the site is expected to operate at LOS F due to the anticipated traffic growth along Latoria Road, and therefore a full movement, two-way stop access is not recommended. The recommended storage for the eastbound left turn lane into the site is 20 m.

5.0 ACCESS REVIEW – EAST SECTION

The following section describes the access review for the east section, including a description of the proposed site accesses, sight distances, traffic control, and potential laning configurations.

5.1 Trip Generation Potential

The preliminary residential and commercial trip generation potential for the east section of the site is summarized in **Table 7** and **Table 8,** respectively. A total of **274** two-way trips are forecasted in the AM peak period, and a total of **290** two-way trips are forecasted in the PM peak period.

Table 7: Residential Trip Generation Potential – East Section

Use	AM Peak Hour			PM Peak Hour		
	In	Out	2-Way	In	Out	2-Way
Trip Generation Rates						
Multifamily Housing (Mid-Rise) Not Close to Rail Transit, General Urban/Suburban (ITE LU 221)[1]	0.09	0.28	0.37	0.24	0.15	0.39
Vehicular Trip Generation						
Mid-rise (Landvision) (313 units)	28	88	116	75	47	122
Mid-rise (M-Squared) (356 units)	32	100	132	85	54	139
Total	**60**	**188**	**248**	**160**	**101**	**261**

1. Rates per dwelling unit

Table 8: Commercial Trip Generation Potential – East Section

Use	AM Peak Hour			PM Peak Hour		
	In	Out	2-Way	In	Out	2-Way
Trip Generation Rates						
Daycare Centre (ITE LU 565)[2]	5.83	5.17	11.00	5.23	5.89	11.12
Commercial Retail Unit[2, 3]	0.41	1.09	1.50	2.05	1.64	3.69
Vehicular Trip Generation						
Daycare (M-Squared) (~2,170 sq.ft.)	13	11	24	11	13	24
General Commercial (M-Squared) (~1,330 sq.ft.)	1	1	2	3	2	5
Total	**14**	**12**	**26**	**14**	**15**	**29**

2. Rates per 1,000 sq.ft.
3. Rates obtained from previous WATT Study

5.2 Proposed Site Access

The primary access to the eastern section, which includes both the Landvision and M-Squared developments, will connect directly to the existing T-intersection at Latoria Road and Bezanton Way via a newly added north leg, as shown in **Figure 15**. The intersection of Latoria Road / Bezanton Way has been identified for signalization and is expected to be signalized prior to the opening day of these developments.

Figure 15: East Section Access Review Location

5.2.1 Sight Distance

Although this intersection is anticipated to be signalized before opening day, sight lines were checked for the north leg, forming the proposed access to the east section.

Sight distances leaving the site were checked for both the existing condition and the Latoria Road widening (2 westbound lanes) scenarios. The road widening scenario assumes an expanded road right-of-way, which would require the removal of some vegetation along the northern edge of Latoria Road.

Turning sight distance and stopping sight distance are met while looking in both directions, as outlined in **Table 9** and illustrated in **Figure 16**, in both the existing and road widening scenarios. However, there is a positive grade of approximately 4.1% heading westbound along Latoria Road towards Bezanton Way, which may slightly impact sightlines.

Table 9: Sight Distance Requirements (East Section)

Direction	Speed Limit	Required SSD	Required Turning SD (Left)	SSD Achieved?	TSD (Left) Achieved?
Looking Left	50 km/h	65 m	105 m	Yes	Yes
Looking Right	50 km/h	65 m	105 m	Yes	Yes

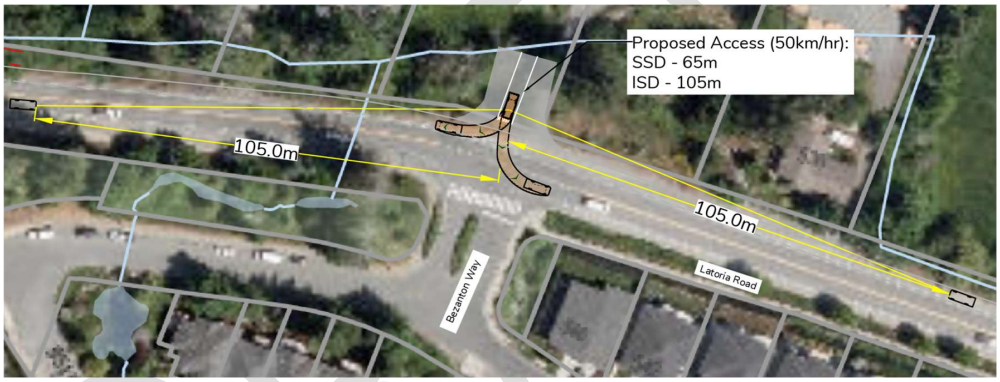


Figure 16: Sight Distance Diagram (East Section)

5.2.2 Laning and Traffic Control

This section summarizes the required laning and traffic control obtained from the traffic model for each access, including the required turning lane storage where applicable. A traffic model was developed using PTV Vistro for the opening day (2028) and the 10-year horizon (2038) scenarios, as described in the traffic operations analysis section (Section 6 onwards) of this report.

It is recommended that the newly added north leg should have a 20m left turn lane and a shared through/right lane. With most site-generated traffic expected to head west toward VMP, this lane split is recommended to improve efficiency for vehicles turning right from the site. Additionally, signalization will create an opportunity for a crosswalk, improving pedestrian connectivity to and from the site.

6.0 TRAFFIC OPERATIONS ANALYSIS METHODOLOGY

6.1 Traffic Analysis Scenarios and Time Periods

Traffic operations analysis has been undertaken during the weekday morning and afternoon periods under the following scenarios:

- Existing Conditions (Section 7.0)
- Opening Day (2028) Background Conditions (Section 8.1)
- Opening Day (2028) Post-Development Conditions (Section 8.2)
- 10-Year Horizon (2038) Background Conditions (Section 9.1)
- 10-Year Horizon (2038) Post-Development Conditions (Section 9.2)

6.2 Methodology and Performance Evaluation Criteria

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

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

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

The LOS for unsignalized (stop-controlled and roundabout) intersections is determined by the calculated delay for each critical movement. The LOS for a signalized intersection includes additional factors such as geometry, traffic and pedestrian volumes, and signal phasing / timing. LOS is broken down into six letter grades, with LOS A being excellent operation, and LOS F being unstable / failing operations. **Table 10** summarizes the delay per vehicle with the corresponding LOS for both signalized and unsignalized intersections.

Table 10: Level of Service Criteria

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

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

- v/c: overall intersection of 0.90 or greater, individual movements of 0.95 or greater
- Delay: greater than 35 seconds on any given lane for unsignalized intersections, and greater than 55 seconds on any given lane for signalized intersections
- LOS: E or F overall, F for minor left turn movements
- Queue lengths: exceeding existing storage capacity

There is no existing left/right turn storage lengths to report for the study area intersections.

6.3 Input and Calibration Parameters

Heavy Vehicle Percentage

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

Peak Hour Factor

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

Signal Timings

There are no existing signalized intersections within the study area. The future planned signalization of Latoria / Bezanton, in addition to any other intersections (such as VMP / Cairndale or Latoria / Wishart), will be determined using best practices in the Synchro and PTV Vistro software.

7.0 EXISTING CONDITIONS

7.1 Existing Traffic Volumes

Turning movement counts were collected for intersections in the study area for the weekday AM and PM peak periods. Updated 2025 traffic counts were collected at VMP / Cairndale, VMP / Brookside, VMP / Latoria Road, Latoria Road / Bezanton Way, and Latoria / Wishart.

The existing condition volumes are illustrated in **Figure 17**.

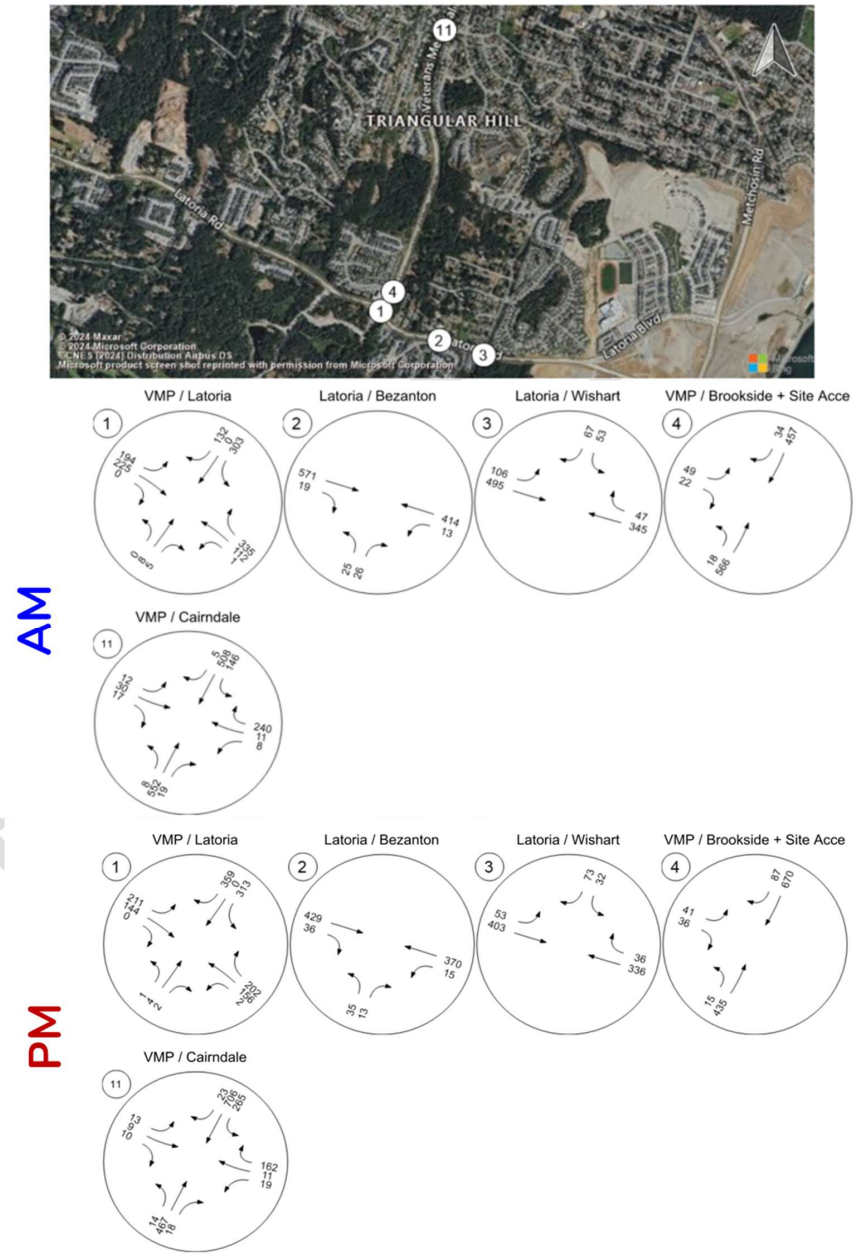


Figure 17: Existing Traffic Volumes

7.2 Existing Traffic Operations

Existing condition traffic operations are summarized in **Table 11**.

Table 11: Existing Conditions Traffic Operations

Approach	Movement	AM Peak Hour				PM Peak Hour			
		V/C	Delay (s)	LOS	95th % Queue (m)	V/C	Delay (s)	LOS	95th % Queue (m)
VMP / Latoria Road*									
NB	L	0.02	6	A	<5 m	0.01	5	A	<5 m
	T	0.02			<5 m	0.01			<5 m
	R	0.01			<5 m	0.00			<5 m
SB	L	0.22	5	A	5 m	0.30	6	A	10 m
	T	0.19			5 m	0.35			10 m
	R	0.19			5 m	0.35			10 m
EB	L	0.24	6	A	5 m	0.25	6	A	5 m
	T	0.24			5 m	0.25			5 m
	R	0.25			5 m	0.16			5 m
WB	L	0.12	1	A	<5 m	0.17	2	A	5 m
	T	0.12			<5 m	0.17			5 m
	R	0.00			<5 m	0.00			<5 m
Total		**0.25**	**6**	**A**	**-**	**0.35**	**6**	**A**	**-**
Latoria Road / Bezanton Way*									
NB	L	0.17	29	D	10 m	0.13	19	C	5 m
	R	0.08	18	C	10 m	0.02	13	B	5 m
EB	T	0.01	8	A	<5 m	0.00	8	A	<5 m
	R	0.00	0	A	<5 m	0.00	0	A	<5 m
WB	L	0.02	9	A	<5 m	0.02	8	A	<5 m
	T	0.01	0	A	<5 m	0	0	A	<5 m
Total		**0.17**	**29**	**D**	**-**	**0.13**	**19**	**C**	**-**
Latoria Road / Wishart*									
SB	L	0.4	42	E	15 m	0.12	20	C	5 m

	R	0.13	12	B	5 m	0.12	11	B	5 m
EB	L	0.11	8	A	<5 m	0.05	8	A	<5 m
	T	0.01	0	A	<5 m	0.00	0	A	<5 m
WB	T	0.00	0	A	<5 m	0.00	0	A	<5 m
	R	0.00	0	A	<5 m	0.00	0	A	<5 m
Total		**0.4**	**42**	**E**	**-**	**0.12**	**20**	**C**	**-**
VMP / Brookside Road*									
NB	L	0.02	9	A	<5 m	0.02	10	A	<5 m
	T	0.01	0	A	<5 m	0.00	0	A	<5 m
SB	T	0.01	0	A	<5 m	0.01	0	A	<5 m
	R	0.00	0	A	<5 m	0.00	0	A	<5 m
EB	L	0.25	27	D	10 m	0.29	37	E	15 m
	R	0.04	17	C	10 m	0.11	25	C	15 m
Total		**0.25**	**27**	**D**	**-**	**0.29**	**37**	**E**	**-**
VMP / Cairndale Road*									
NB	L	0.01	9	A	<5 m	0.02	9	A	<5 m
	T	0.01	0		<5 m	0.00	0		<5 m
	R	0.00	0		<5 m	0.00	0		<5 m
SB	L	0.17	10	A	<5 m	0.27	10	A	<5 m
	T	0.01	0		<5 m	0.01	0		<5 m
	R	0.00	0		<5 m	0.00	0		<5 m
EB	L	0.62	345	F	<5 m	0.72	377	F	<5 m
	T	0.38	216		<5 m	0.19	263		<5 m
	R	0.04	183		<5 m	0.03	202		<5 m
WB	L	0.20	140	F	<5 m	0.64	275	F	<5 m
	T	0.13	97		<5 m	0.32	229		<5 m
	R	0.58	65		<5 m	0.30	165		<5 m
Total		**0.62**	**345**	**F**	**-**	**0.72**	**377**	**F**	**-**

XX - Value exceeding threshold
*Unsignalized intersection 'Total' V/C and Delay are taken from the worst movement

Existing intersections generally operate well, with V/C ratios well below capacity. One notable exception is at the intersection of VMP and Cairndale Road, where the heavy northbound and southbound traffic creates challenges for vehicles turning onto VMP from Cairndale in both the AM and PM peak. This intersection is expected to be upgraded to a full signal in the coming years. Since current conditions already warrant signalization based on the existing analysis, the upgraded signal is assumed for all remaining analysis scenarios in this report. Implementing signalization at this location improves side street operations from LOS F to LOS B, with VMP's operations remaining at LOS A.

Another exception is the southbound movement on Wishart Road at Latoria, which currently operates at LOS E in the AM peak hour – just beyond the threshold for acceptable performance. While this indicates a relatively high level of delay, it falls just short of acceptable performance and may not warrant full signalization right away. As such, for the purposes of this analysis, the intersection will continue to operate as a two-way stop in the opening day scenario and will be re-evaluated for full signalization.

8.0 OPENING DAY CONDITIONS

8.1 Background

8.1.1 Corridor Growth & Concurrent Developments

Background traffic growth in the area was determined through forecasted development along the Latoria corridor as described in the 2019 Joint Memo Traffic Impact Analysis Update prepared by WATT Consulting Group and Bunt & Associates. The memo details proposed land uses and unit counts for the 2040 analysis horizon, which was used to estimate the percentage of growth per year from today to the opening day, and to the 10-year horizon. This memo includes the developments of Royal Bay (including Latoria North and Latoria South), the Beachlands (previously Royal Beach), Olympic View (including the Langford and Colwood sections), and other sites (including our development site), as illustrated in **Figure 18**.

Rather than applying a blanket annual growth rate to traffic in the area, unit growth along the corridor was used to represent traffic growth. As of today, approximately 27% of the total units have been constructed. This is projected to increase to 51% by the 2028 opening day, and to 96% by the 10-year horizon in 2038. This corresponds to a 24% increase in traffic on Latoria Road and VMP (about 8% annually) by opening day, and a 68% increase (about 5% annually) by 2038.

Traffic volumes collected from 2025 were increased by 24% and 68% in the opening day and 10-year horizon scenarios, respectively. No additional concurrent developments were considered, as the background growth methodology already reflects a conservative approach covering the major developments and much of the remaining potential is within the Latoria Consortium's properties.

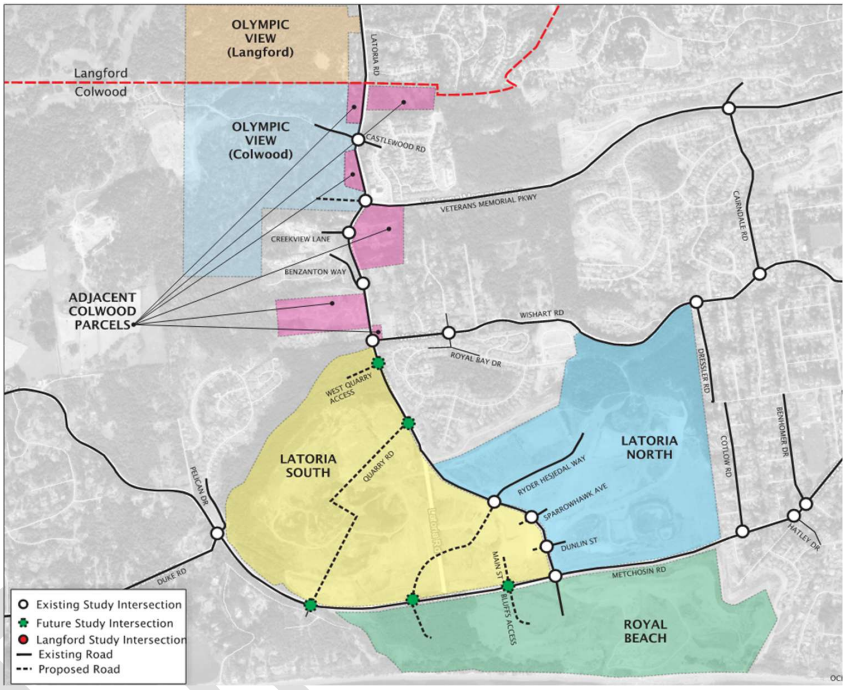


Figure 18: 2019 Joint Memo Traffic Analysis Development Areas

8.1.2 Opening Day Background Traffic Volumes

Background traffic volumes are the sum of existing traffic volumes and the forecasted growth. Background traffic volumes for opening day (2028) are illustrated in **Figure 19**.

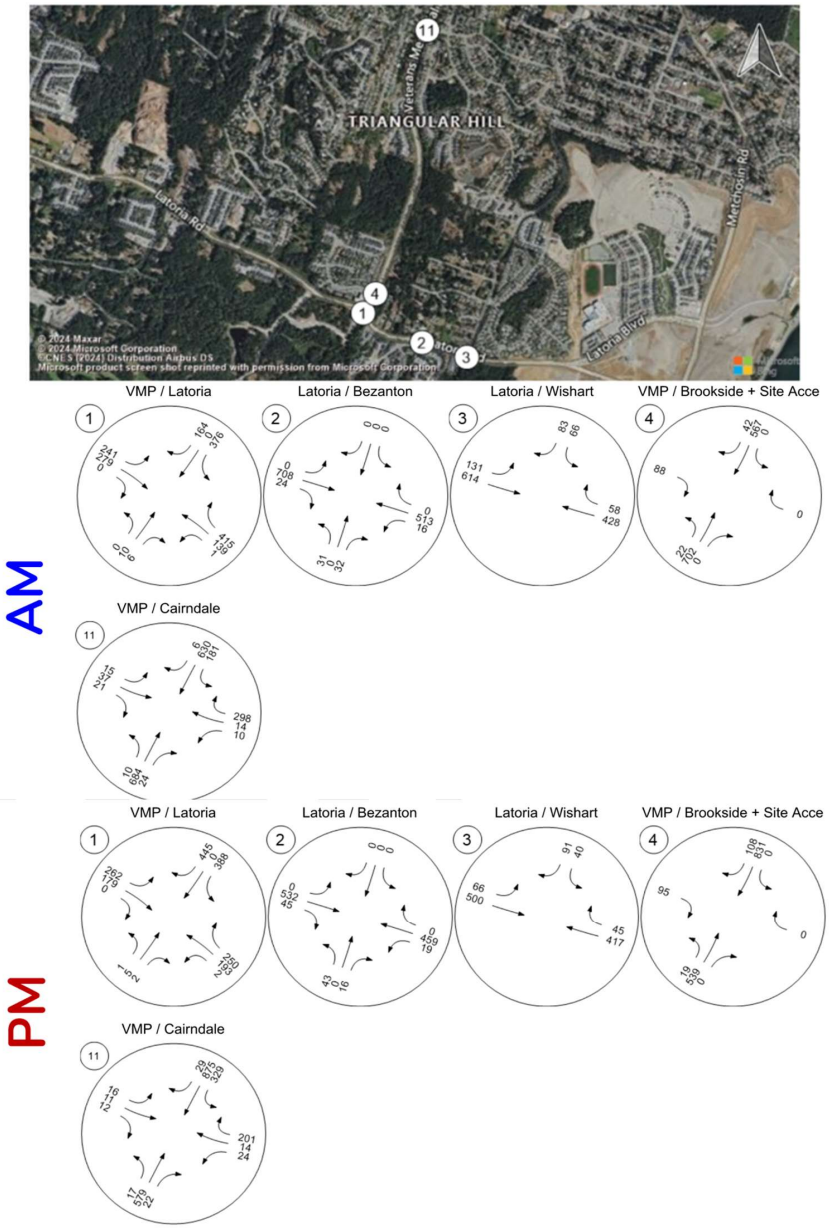


Figure 19: Opening Day Background Traffic Volumes

8.1.3 Opening Day Background Traffic Operations

The post-development traffic operation analysis results for the 2028 opening day are summarized in **Table 12**.

Table 12: Opening Day Background Traffic Operations

Approach	Movement	AM Peak Hour				PM Peak Hour			
		V/C	Delay (s)	LOS	95th % Queue (m)	V/C	Delay (s)	LOS	95th % Queue (m)
VMP / Latoria Road*									
NB	L	0.02	7	A	<5 m	0.01	7	A	<5 m
	T	0.02			<5 m	0.01			<5 m
	R	0.01			<5 m	0.00			<5 m
SB	L	0.28	5	A	10 m	0.39	8	A	15 m
	T	0.25			10 m	0.45			20 m
	R	0.25			10 m	0.45			20 m
EB	L	0.32	8	A	10 m	0.34	7	A	10 m
	T	0.32			10 m	0.34			10 m
	R	0.33			10 m	0.21			5 m
WB	L	0.16	1	A	<5 m	0.22	3	A	5 m
	T	0.16			<5 m	0.22			5 m
	R	0.00			<5 m	0.00			<5 m
Total		**0.33**	**8**	**A**	**-**	**0.45**	**8**	**A**	**-**
Latoria Road / Bezanton Way (signalized)									
NB	L	0.27	16	B	5 m	0.19	12	B	5 m
	T								
	R								
SB	L	-	-	-	-	-	-	-	-
	T	-			-	-			-
	R	-			-	-			-
EB	L	-	-	-	-	-	-	-	-
	T	0.83	7	A	25 m	0.69	6	A	10 m

	R	0.83	7		25 m	0.69	6		10 m
WB	L	0.06	12	B	<5 m	0.05	9	A	<5 m
	T	0.59	5	A	10 m	0.56	5	A	5 m
	R	0.59	5	A	10 m	0.56	5	A	5 m
Total		**0.59**	**7**	**A**	**-**	**0.47**	**6**	**A**	**-**
Latoria Road / Wishart*									
SB	L	0.84	134	F	35 m	0.22	28	D	5 m
	R	0.18	13	B	5 m	0.16	12	B	5 m
EB	L	0.15	9	A	<5 m	0.07	9	A	<5 m
	T	0.01	0	A	<5 m	0.01	0	A	<5 m
WB	T	0.00	0	A	<5 m	0	0	A	<5 m
	R	0.00	0	A	<5 m	0	0	A	<5 m
Total		**0.84**	**134**	**F**	**-**	**0.22**	**28**	**D**	**-**
VMP / Brookside Road*									
NB	L	0.03	9	A	<5 m	0.03	11	B	<5 m
	T	0.01	0	A	<5 m	0.01	0	A	<5 m
	R	-	-	-	-	-	-	-	-
SB	L	-	-	-	-	-	-	-	-
	T	0.01	0	A	<5 m	0.01	0	A	<5 m
	R	0.00	0	A	<5 m	0.00	0	A	<5 m
EB	R	0.14	11	B	5 m	0.22	14	B	5 m
WB	R	-	-	-	-	-	-	-	-
Total		**0.14**	**11**	**B**	**-**	**0.22**	**14**	**B**	**-**
VMP / Cairndale Road (signalized)									
NB	L	0.03	12	B	<5 m	0.06	14	B	<5 m
	T	0.66	8	A	65 m	0.49	5	A	35 m
	R	0.66	8	A	65 m	0.49	5	A	35 m
SB	L	0.58	21	C	35 m	0.68	16	B	50 m
	T	0.59	7	A	60 m	0.74	8	A	70 m
	R	0.59	7	A	60 m	0.74	8	A	70 m
EB	L	0.2	22	C	15 m	0.1	23	C	5 m
	T								
	R								

WB	L	0.7	28	C	55 m	0.6	28	C	40 m
	T								
	R								
Total		**0.59**	**12**	**B**	**-**	**0.63**	**10**	**B**	**-**

XX - Value exceeding threshold
*Unsignalized intersection 'Total V/C and Delay are taken from the worst movement

Opening day background traffic performance continues to operate well at most intersections within the study area, with V/C ratios below capacity. Traffic signals are assumed to have been installed at Latoria Road and Bezanton Way, providing access to the eastern section, and at VMP and Cairndale Road, solving the existing delay concerns.

The Latoria and Wishart intersection has deteriorated from LOS E for southbound left-turning traffic in the existing AM scenario to LOS F in the opening day background, indicating that some form of mitigation is required at this stage. Adding a traffic signal at this location improves the southbound delay to LOS B, with LOS A maintained for the eastbound and westbound movements. The laning for the proposed traffic signal would retain the existing southbound left and right turn lanes. A 30m eastbound left turn lane should be added to accommodate left turns onto Wishart Road while not blocking eastbound through traffic.

8.2 Post-Development

8.2.1 Trip Generation

Vehicular trip generation rates for the proposed mixed-use developments are based on the *ITE Trip Generation Manual (11th Edition)*. The full-build out trip generation forecast for the various developments across the site is summarized in **Table 13**. Since the site is currently vacant, no trips were removed in the trip generation analysis.

In the opening day scenario, it is anticipated that only 594 Latoria will be fully open. For the purpose of a conservative analysis, it is assumed that 50% of the remaining units in both the east and west section will also be open. This equates to 366 and 405 two-way trips in the weekday AM and PM peak periods, respectively.

By the 10-year horizon, it is anticipated that 100% of the unit will be complete. The entire proposed development, including both the east and west sections, is expected to

generate 633 and 697 two-way trips in the weekday AM and PM peak periods, respectively.

Table 13: Full Buildout Trip Generation

Development (Section)	AM Peak Hour			PM Peak Hour		
	In	Out	2-Way	In	Out	2-Way
Parsi (West)	113	246	**359**	230	177	**407**
Landvision (East)	28	88	**116**	75	47	**122**
M-Squared (East)	46	112	**158**	100	68	**168**
Total	187	446	**633**	405	292	**697**

8.2.2 Trip Distribution

The trip distribution pattern for site traffic was established based on the person-trip OD matrix for the City of Colwood provided in the 2022 CRD Household Travel Survey, existing traffic patterns, and key origins / destinations in the area. The majority of trips are anticipated to use VMP as the key access to and from the area, apart from accessing certain areas of Langford, Colwood, Metchosin, or Sooke. The distribution of inbound and outbound traffic adopted for the proposed development is provided in **Table 14**.

Table 14: Site Traffic Trip Distribution

Gate #	Street	Direction	AM	PM
1	Veterans Memorial Parkway	North	65% In / 75% Out	75% In / 70% Out
2	Latoria Road	West	20% In / 10% Out	10% In / 15% Out
3	Latoria Road	East	10% In / 10% Out	10% In / 10% Out
4	Wishart Road	North	5% In / 5% Out	5% In / 5% Out

8.2.3 Opening Day Post-Development Traffic Volumes

Post-development traffic volumes are the sum of background traffic volumes and development traffic volumes. Post-development traffic volumes for the 2028 opening day are illustrated in **Figure 20**.

At the proposed site accesses along Latoria Road, eastbound and westbound traffic volumes were determined through volume balancing between adjacent intersections.

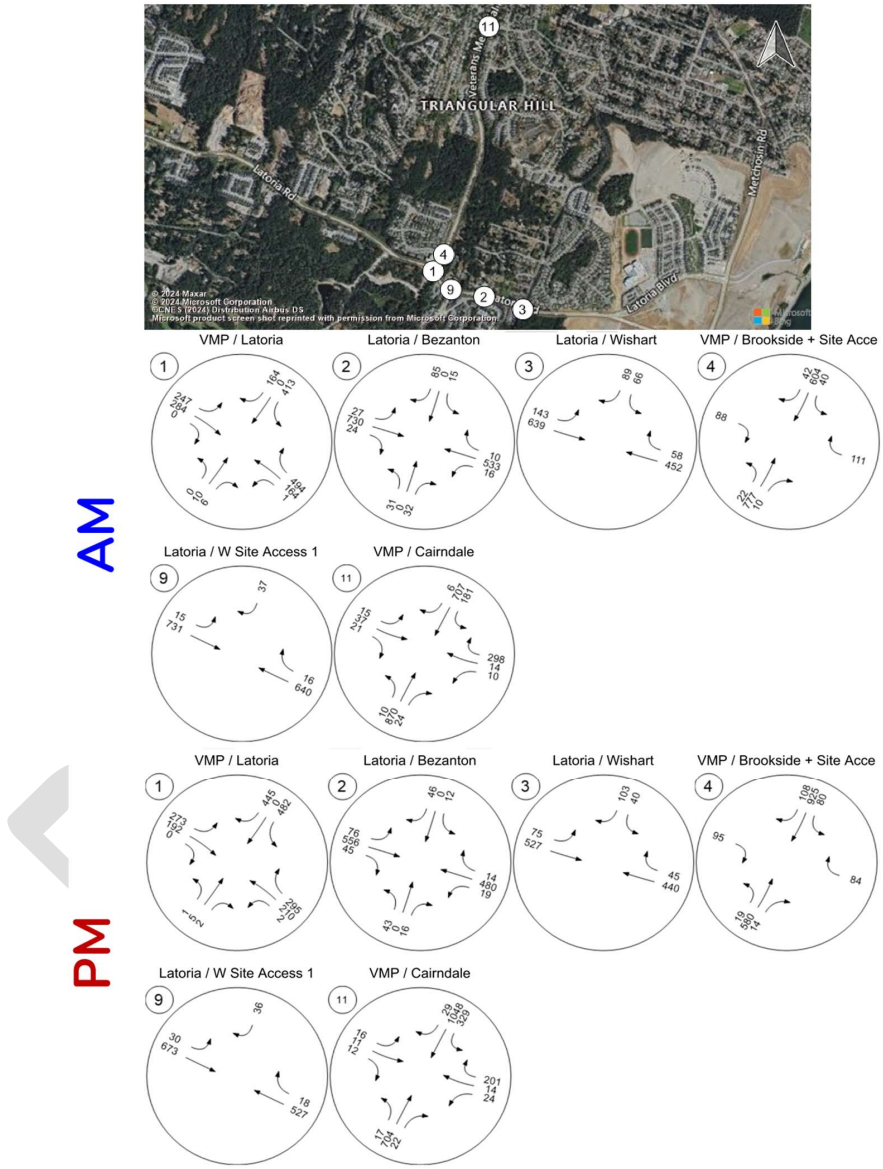


Figure 20: Opening Day Post-Development Traffic Volumes

8.2.4 Opening Day Post-Development Traffic Operations

The post-development traffic operation analysis results for the 2028 opening day are summarized in **Table 15**.

Table 15: Opening Day Post-Development Traffic Operations

Approach	Movement	AM Peak Hour				PM Peak Hour			
		V/C	Delay (s)	LOS	95th % Queue (m)	V/C	Delay (s)	LOS	95th % Queue (m)
VMP / Latoria Road*									
NB	L	0.02	8	A	<5 m	0.01	7	A	<5 m
	T	0.02			<5 m	0.01			<5 m
	R	0.01			<5 m	0.00			<5 m
SB	L	0.30	6	A	10 m	0.50	9	A	20 m
	T	0.27			10 m	0.45			20 m
	R	0.27			10 m	0.45			20 m
EB	L	0.34	8	A	10 m	0.39	8	A	15 m
	T	0.34			10 m	0.39			15 m
	R	0.36			10 m	0.25			10 m
WB	L	0.19	1	A	5 m	0.25	3	A	5 m
	T	0.19			5 m	0.25			5 m
	R	0.01			<5 m	0.00			<5 m
Total		**0.36**	**8**	**A**	-	**0.50**	**9**	**A**	-
Latoria Road / Bezanton Way (signalized)									
NB	L	0.28	16	B	5 m	0.22	13	B	5 m
	T								
	R								
SB	L	0.09	14	B	<5 m	0.04	10	B	<5 m
	T	0.39	16	B	5 m	0.22	11	B	<5 m
	R	0.39	16	B	5 m	0.17	11	B	<5 m
EB	L	0.07	9	A	<5 m	0.17	8	A	5 m
	T	0.85	8	A	35 m	0.69	6	A	10 m
	R	0.85	8	A	35 m	0.69	6	A	10 m
WB	L	0.07	14	B	<5 m	0.05	9	A	<5 m

	T	0.61	5	A	15 m	0.57	5	A	5 m
	R	0.61	5	A	15 m	0.57	5	A	5 m
Total		**0.62**	**8**	**A**	**-**	**0.76**	**6**	**A**	**-**
Latoria Road / Wishart*									
SB	L	1.00	195	F	40 m	0.25	32	D	5 m
	R	0.20	14	B	5 m	0.19	13	B	5 m
EB	L	0.17	9	A	<5 m	0.08	9	A	<5 m
	T	0.01	0	A	<5 m	0.01	0	A	<5 m
WB	T	0.01	0	A	<5 m	0	0	A	<5 m
	R	0.00	0	A	<5 m	0	0	A	<5 m
Total		**1.00**	**195**	**F**	**-**	**0.25**	**32**	**D**	**-**
VMP / Brookside Road*									
NB	L	0.03	9	A	<5 m	0.04	11	B	<5 m
	T	0.01	0	A	<5 m	0.01	0	A	<5 m
	R	0.00	0	A	<5 m	0.00	0	A	<5 m
SB	L	0.06	10	B	<5 m	0.10	9	A	5 m
	T	0.01	0	A	<5 m	0.01	0	A	<5 m
	R	0.00	0	A	<5 m	0.00	0	A	<5 m
EB	R	0.15	12	B	5 m	0.24	15	C	5 m
WB	R	0.20	13	B	5 m	0.14	11	B	5 m
Total		**0.20**	**13**	**B**	**-**	**0.24**	**15**	**C**	**-**
VMP / Cairndale Road (signalized)									
NB	L	0.03	14	B	<5 m	0.08	23	C	<5 m
	T	0.80	12	B	115 m	0.57	6	A	50 m
	R	0.80	12	B	115 m	0.57	6	A	50 m
SB	L	0.84	40	D	60 m	0.80	26	C	75 m
	T	0.64	8	A	75 m	0.85	13	B	115 m
	R	0.64	8	A	75 m	0.85	13	B	115 m
EB	L	0.20	26	C	15 m	0.10	27	C	10 m
	T								
	R								
WB	L	0.7	36	D	65 m	0.70	33	C	45 m
	T								
	R								
Total		**0.70**	**16**	**B**	**-**	**0.73**	**14**	**B**	**-**

Latoria Road / Site Access #1 (E of Creekview Lane)*									
SB	R	0.08	13	B	<5 m	0.07	12	B	<5 m
EB	L	0.02	9	A	<5 m	0.03	9	A	<5 m
	T	0.01	0	A	<5 m	0.01	0	A	<5 m
WB	T	0.01	0	A	<5 m	0.01	0	A	<5 m
	R	0.00	0	A	<5 m	0.00	0	A	<5 m
Total		**0.08**	**13**	**B**	**-**	**0.07**	**12**	**B**	**-**

XX - Value exceeding threshold
*Unsignalized intersection 'Total V/C and Delay are taken from the worst movement

Opening day post-development operates at a similar level to the opening day background scenario. The addition of development traffic has further pushed the southbound movement at the Latoria Road and Wishart intersection to capacity in the AM peak hour. Implementing a signal at this intersection improves southbound LOS from F to B and improves v/c from 1.00 to 0.31.

The proposed site access off VMP operates well with the restricted left-in/right-in/right-out configuration through the proposed left turn median for both the site access and Brookside Road.

The proposed site access off Latoria Road operates well with the left-in/right-in/right-out configuration.

9.0 10-YEAR HORIZON CONDITIONS

9.1 Background

9.1.1 10-Year Horizon Background Traffic Volumes

Background traffic volumes are the sum of existing traffic volumes and the forecasted growth. Background traffic volumes for the 2038 horizon year are illustrated in **Figure 21**.

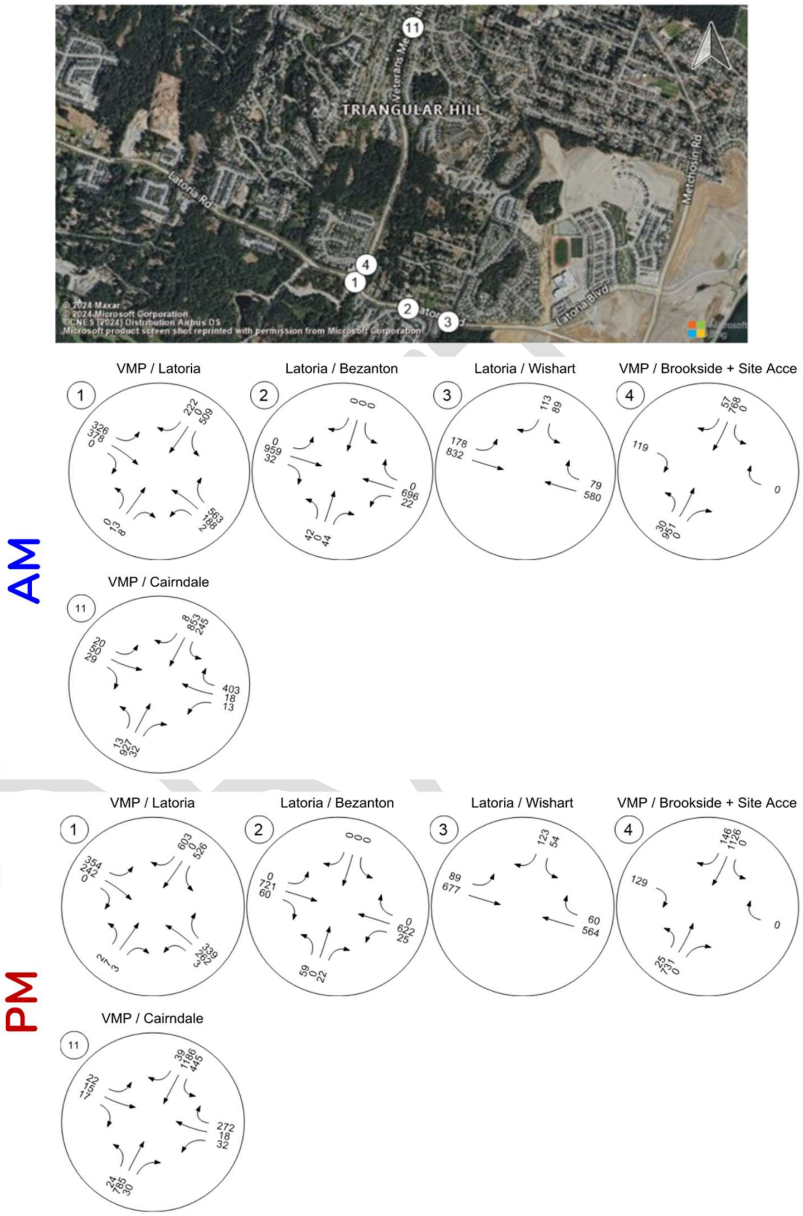


Figure 21: 10-Year Horizon Background Traffic Volumes

9.1.2 10-Year Horizon Background Traffic Operations

The background traffic operation analysis results for the 2038 horizon year are summarized in **Table 16**.

Table 16: 10-Year Horizon Background Traffic Operations

Approach	Movement	AM Peak Hour				PM Peak Hour			
		V/C	Delay (s)	LOS	95th % Queue (m)	V/C	Delay (s)	LOS	95th % Queue (m)
VMP / Latoria Road*									
NB	L	0.04	10	B	<5 m	0.02	9	A	<5 m
	T	0.04			<5 m	0.02			<5 m
	R	0.02			<5 m	0.01			<5 m
SB	L	0.40	7	A	15 m	0.57	12	B	30 m
	T	0.35			10 m	0.65			40 m
	R	0.35			10 m	0.65			40 m
EB	L	0.50	12	B	20 m	0.53	11	B	25 m
	T	0.50			20 m	0.53			25 m
	R	0.52			25 m	0.33			10 m
WB	L	0.24	2	A	10 m	0.34	3	A	10 m
	T	0.24			10 m	0.34			10 m
	R	0.01			<5 m	0.00			<5 m
Total		**0.52**	**12**	**B**	**-**	**0.65**	**12**	**B**	**-**
Latoria Road / Bezanton Way (signalized)									
NB	L	0.43	26	C	16 m	0.32	15	B	5 m
	T								
	R								
SB	L	-	-	-	-	-	-	-	-
	T	-			-	-			-
	R	-			-	-			-
EB	L	-	13	B	-	-	6	A	-
	T	0.92			85 m	0.79			15 m
	R	0.92			85 m	0.79			15 m
WB	L	0.14	21	C	5 m	0.08	11	B	<5 m

	T	0.65	5	A	30 m	0.63	5	A	10 m
	R	-	-	-	-	-	-	-	-
Total		**0.75**	**10**	**B**	**-**	**0.65**	**6**	**A**	**-**
Latoria Road / Wishart (signalized)									
SB	L	0.44	20	B	15 m	0.23	13	B	5 m
	R	0.31	20	B	10 m	0.29	13	B	5 m
EB	L	0.48	13	B	20 m	0.23	11	B	5 m
	T	0.81	8	A	50 m	0.70	6	A	20 m
WB	T R	0.61	5	A	5 m	0.62	5	A	15 m
Total		**0.59**	**8**	**A**	**-**	**0.43**	**7**	**A**	**-**
VMP / Brookside Road*									
NB	L	0.04	10	B	<5 m	0.06	13	B	<5 m
	T	0.01	0	A	<5 m	0.01	0	A	<5 m
	R	-	-	-	-	-	-	-	-
SB	L	-	-	-	-	-	-	-	-
	T	0.01	0	A	<5 m	0.01	0	A	<5 m
	R	0.00	0	A	<5 m	0.00	0	A	<5 m
EB	R	0.23	13	B	5 m	0.40	21	C	15 m
WB	R	-	-	-	-	-	-	-	-
Total		**0.23**	**13**	**B**	**-**	**0.40**	**21**	**C**	**-**
VMP / Cairndale Road (signalized)									
NB	L	0.07	19	B	<5 m	0.14	22	C	5 m
	T	0.81	18	B	70 m	0.61	15	B	55 m
	R	0.81	18	B	70 m	0.61	15	B	50 m
SB	L*	0.51	13	B	25 m	0.66	13	B	40 m
	T	0.48	8	A	35 m	0.55	6	A	40 m
	R	0.48	8	A	35 m	0.56	6	A	40 m
EB	L T R	0.19	15	B	10 m	0.14	19	B	5 m
WB	L T	0.71	20	C	50 m	0.67	23	C	40 m

	R								
Total		**0.60**	**14**	**B**	**-**	**0.55**	**12**	**B**	**-**

XX - Value exceeding threshold
*Unsignalized intersection 'Total V/C and Delay are taken from the worst movement

The signal at Latoria Road and Wishart operates at an acceptable level of performance, with an eastbound left turn lane and separate southbound right and left turn lanes.

All movements and intersections throughout the study area operate within acceptable levels of service. As a result of background traffic growth and single through lanes along Latoria Road, certain intersections begin to approach capacity, including the eastbound through / right movement at Latoria Road and Bezanton Way.

Signal timing was optimized in the 10-year horizon scenario at all intersections to accommodate forecasted growth. This includes additional green time allocated to the Latoria Road phases for the intersections at Bezanton Way and at Wishart Road, in addition to a southbound protected-permitted left turn phase at the intersection of VMP and Cairndale.

9.2 Post-Development

9.2.1 10-Year Horizon Post-Development Traffic Volumes

Post-development traffic volumes are the sum of background traffic volumes and development traffic volumes. Post-development traffic volumes for the 2038 horizon year are illustrated in **Figure 22**.

At the proposed site accesses along Latoria Road, eastbound and westbound traffic volumes were determined through volume balancing between adjacent intersections.

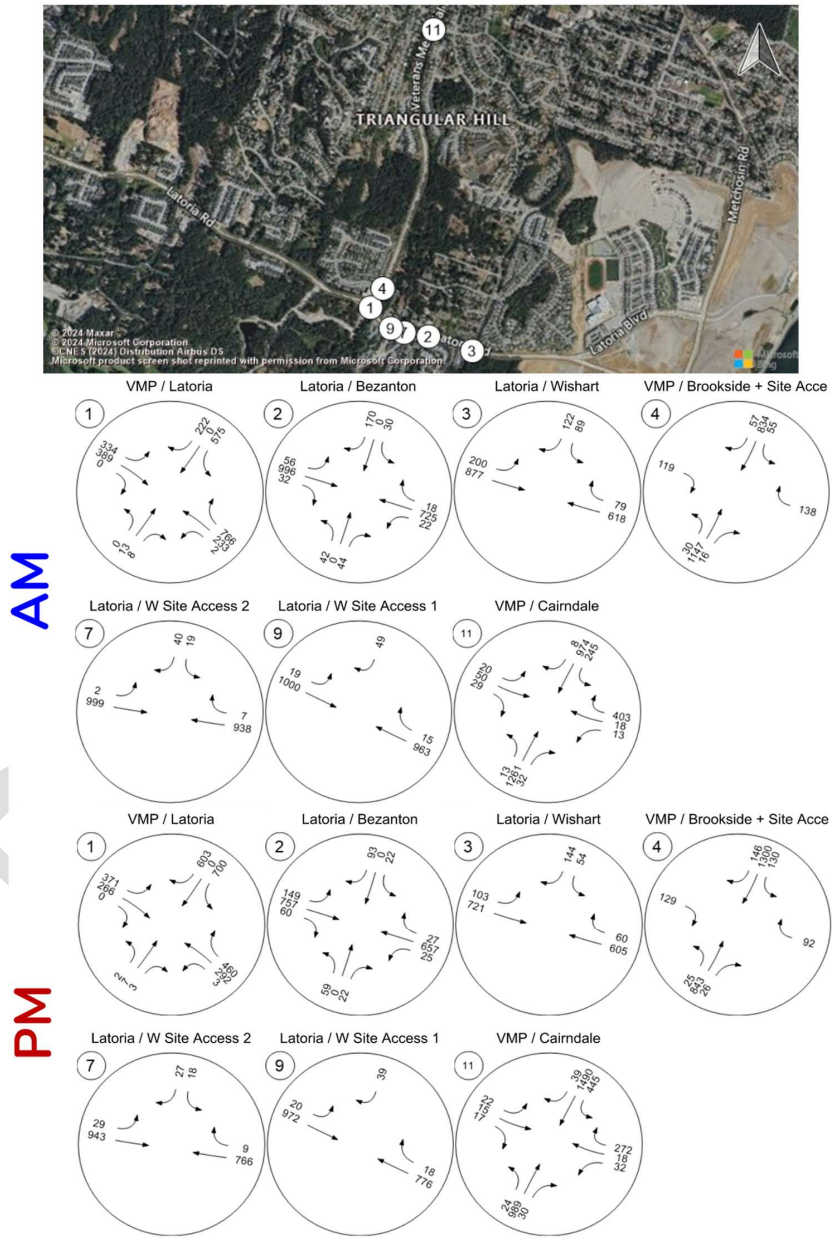


Figure 22: 10-Year Horizon Post-Development Traffic Volumes

9.2.2 10-Year Horizon Post-Development Traffic Operations

The post-development traffic operation analysis results for the 2038 horizon year are summarized in **Table 17**.

Table 17: 10-Year Horizon Post-Development Traffic Operations

Approach	Movement	AM Peak Hour				PM Peak Hour			
		V/C	Delay (s)	LOS	95th % Queue (m)	V/C	Delay (s)	LOS	95th % Queue (m)
VMP / Latoria Road*									
NB	L	0.05	11	B	<5 m	0.03	11	B	<5 m
	T	0.05			<5 m	0.03			<5 m
	R	0.02			<5 m	0.01			<5 m
SB	L	0.45	8	A	20 m	0.77	16	C	60 m
	T	0.40			15 m	0.68			45 m
	R	0.40			15 m	0.68			45 m
EB	L	0.56	14	B	25 m	0.67	16	C	40 m
	T	0.56			25 m	0.67			40 m
	R	0.57			30 m	0.43			15 m
WB	L	0.31	2	A	10 m	0.39	3	A	15 m
	T	0.31			10 m	0.39			15 m
	R	0.01			<5 m	0.01			<5 m
Total		**0.57**	**14**	**B**	**-**	**0.77**	**16**	**C**	**-**
Latoria Road / Bezanton Way (signalized)									
NB	L	0.5	35	C	25 m	0.41	22	C	10 m
	T								
	R								
SB	L	0.32	28	C	10 m	0.12	15	B	<5 m
	T	0.66	32	C	35 m	0.41	17	B	5 m
	R	0.66	32	C	35 m	0.41	17	B	5 m
EB	L	0.21	15	B	10 m	0.38	11	B	10 m
	T	0.97	25	C	175 m	0.76	6	A	30 m
	R	0.97	25	C	175 m	0.76	6	A	30 m

WB	L	0.24	35	D	5 m	0.08	11	B	<5 m
	T	0.70	7	A	70 m	0.64	5	A	20 m
	R	0.70	7	A	70 m	0.64	5	A	20 m
Total		**0.84**	**19**	**B**	**-**	**0.85**	**7**	**A**	**-**
Latoria Road / Wishart (signalized)									
SB	L	0.48	23	C	15 m	0.23	14	B	5 m
	R	0.37	22	C	10 m	0.34	14	B	5 m
EB	L	0.54	14	A	30 m	0.27	12	B	10 m
	T	0.82	8	A	60 m	0.72	6	A	25 m
WB	T	0.62	5	A	30 m	0.64	6	A	20 m
	R								
Total		**0.62**	**9**	**A**	**-**	**0.46**	**7**	**A**	**-**
VMP / Brookside Road*									
NB	L	0.05	10	B	<5 m	0.07	15	B	<5 m
	T	0.01	0	A	<5 m	0.01	0	A	<5 m
	R	0.00	0	A	<5 m	0.00	0	A	<5 m
SB	L	0.11	12	B	<5 m	0.21	12	B	5 m
	T	0.01	0	A	<5 m	0.01	0	A	<5 m
	R	0.00	0	A	<5 m	0.00	0	A	<5 m
EB	R	0.24	14	B	5 m	0.46	26	D	15 m
WB	R	0.34	18	C	10 m	0.20	13	B	5 m
Total		**0.34**	**18**	**C**	**-**	**0.46**	**26**	**D**	**-**
VMP / Cairndale Road (signalized)									
NB	L	0.06	20	B	<5 m	0.17	26	C	5 m
	T	0.86	20	B	110 m	0.64	15	B	75 m
	R	0.87	20	B	110 m	0.64	15	B	70 m
SB	L	0.66	21	C	35 m	0.77	19	B	50 m
	T	0.49	8	A	50 m	0.65	7	A	65 m
	R	0.49	8	A	50 m	0.66	7	A	65 m
EB	L	0.22	20	B	15 m	0.2	23	C	10 m
	T								
	R								
WB	L	0.8	27	C	70 m	0.7	29	C	55 m
	T								
	R								

Total		**0.69**	**17**	**B**	**-**	**0.59**	**13**	**B**	**-**
Latoria Road / Site Access #1 (E of Creekview Lane)									
SB	R	0.16	19	C	5 m	0.10	15	C	5 m
EB	L	0.03	10	B	<5 m	0.02	10	A	<5 m
	T	0.01	0	A	<5 m	0.01	0	A	<5 m
WB	T	0.01	0	A	<5 m	0.01	0	A	<5 m
	R	0.00	0	A	<5 m	0.00	0	A	<5 m
Total		**0.16**	**19**	**C**	**-**	**0.10**	**15**	**C**	**-**
Latoria Road / Site Access #2 (568 Latoria)									
SB	L	0.27	73	F	5 m	0.20	56	F	5 m
	R	0.13	18	C	5 m	0.07	15	B	<5 m
EB	L	0.00	10	A	<5 m	0.03	9	A	<5 m
	T	0.01	0	A	<5 m	0.01	0	A	<5 m
WB	T	0.01	0	A	<5 m	0.01	0	A	<5 m
	R	0.00	0	A	<5 m	0.00	0	A	<5 m
Total		**0.27**	**73**	**F**	**-**	**0.20**	**56**	**F**	**-**

The 10-year horizon post-development traffic operation is comparable to the 10-year horizon background scenario, with intersection v/c approaching capacity for eastbound and westbound movements along Latoria Road during the AM and PM peak hours.

Most movements and intersections also continue to operate within acceptable levels of service throughout the study area, including the proposed left-in/right-in/right-out accesses on VMP near Brookside Road, and on Latoria Road near Creekview Lane.

The additional proposed site access for the west section at 568 Latoria Road, which was considered feasible as a full movement access from the sight line analysis, operates at LOS F for left turning vehicles from the site access in the future scenario. Since this access is approximately 180m from the Latoria Road and Bezanton Way intersection, and 130m from the VMP and Latoria Road roundabout, an additional signal is not feasible, nor recommended, for this access. It is recommended that the developer try to consolidate the various accesses for the west section into one right-in, right-out, left-in access on Latoria Road.

10.0 CONCLUSION

The residential development(s) at 568-594, 532-542, and 546-554 Latoria Road are anticipated to generate 633 two-way trips in the AM peak hour, and 697 two-way trips in the PM peak hour at full build-out.

There are various accesses planned for the development, including one on VMP across from Brookside Road (*left-in/right-in/right-out with a 50m SBL lane*), one on Latoria Road across from Creekview Lane (*left-in/right-in/right-out with a 15m EBL lane*), a potential future access on Latoria Road at the existing 568 Latoria parcel driveway (*left-in/right-in/right-out with a 20m EBL lane*), and one on Latoria Road forming the north leg of the Latoria and Bezanton Way intersection (*signalized with a 25m EBL and a 20m SBL lane*). Most of the site accesses are impacted by restricted sight lines, which limits the feasibility of left turn movements from each access onto VMP or Latoria Road. Development traffic exiting the site(s) on Latoria Road intending to head eastbound can be accommodated by taking a right turn out of the site and completing a U-turn movement at the adjacent VMP and Latoria Road roundabout.

Based on the analysis in this study, a traffic signal at the intersection of Latoria Road and Bezanton Way is recommended prior to the opening of the east section development and is expected to be implemented by the City of Colwood in the short term. Once the intersection is signalized it will operate acceptably until the 10-year horizon when additional capacity will be required in the South Latoria area.

A signal at VMP and Cairndale Road is warranted based on existing conditions, not from added development traffic, and should be implemented within the short term.

Similarly, a signal at Latoria Road and Wishart Road will be needed to accommodate the forecasted increase in southbound left-turn traffic from Wishart, as well as the anticipated growth in eastbound and westbound traffic along Latoria Road, and not as a direct result of added development traffic. This signal is anticipated to be warranted in the short term and should feature a 30 m eastbound left turn lane, while retaining the existing southbound lane configuration.

11.0 RECOMMENDATIONS

The following recommendations for traffic control upgrades and proposed site accesses are described in **Table 18**.

Table 18: Recommended Improvements and Staging

Intersection	Existing (2025)	Opening Day (2028)	10-Year Horizon (2038)
Major Intersections			
VMP / Cairndale Road	**Signal by the City of Colwood** (currently two-way stop)		
Latoria Road / Bezanton Way	Two-Way Stop	**Signal by the City of Colwood and Developer** Plan for a 25m EBL lane on Latoria to accommodate development Developer to provide lane configuration for the north leg, including a 20m SBL lane and a shared through/right lane	
Latoria Road / Wishart Road	Two-Way Stop	**Signal by the City of Colwood** Plan for a 30m EBL lane on Latoria to accommodate left turning traffic onto Wishart	
Proposed Site Access			
VMP Access (North of Brookside)	-	**Left-in / Right-in / Right-out** *Left-in (SBL – via Median Island)*: 50 m	
586 Latoria / Creekview Lane Access[1]	-	**Left-in / Right-in / Right-out** *Left-in (EBL)*: 15 m	
586 Latoria (East Border) Access[1]	-	**Left-in / Right-in / Right-out** *Left-in (EBL)*: 20 m	
568 Latoria Access	-	**Left-in / Right-in / Right-out** *Left-in (EBL)*: 20 m	

[1]These accesses should not be open at the same time due to the recommended spacing for adjacent residential driveways

APPENDIX 8: Applicant-Led Neighbourhood Consultation Summary

GRAYLAND CONSULTING LTD.

June 8, 2025

City of Colwood
Planning and Land Development Division
300 Wishart Road
Victoria, British Columbia V9C 1R1

Attn: Ms. Desiree Givens, Planner

Re: Public Consultation Summary 528-532 and 542 Latoria Road

As a supplement to the extensive City lead Latoria Visioning and community consultation, and in accordance with Colwood policy, Grayland Consulting conducted neighbourhood consultation to provide the neighbours with an additional opportunity to view the project, ask questions and to convey any concerns they may have.

Approximately 58 notices were mailed to all residents within a 100-metre radius. The email address 528532latoria@gmail.com and rachael@landvisiongroup.com, as well as my personal phone number were made available for questions and comments. In addition, 8 residents were contacted directly by email, having responded to previous consultation by this developer.

We heard from 5 neighbours. Their comments were as follows (*our comments in italics*):

1. Privacy – *fencing to be provided along the north property line and can be extended along the east property boundary if required*.

2. Traffic – concerns with the Bezanton intersection as well as traffic in general – *Colwood has studied this area extensively. Landvision will provide a Traffic Impact Assessment and will comply proportionately with those recommendations as necessary*.

3. Sewer Connections – is there potential for the properties to the north to connect? *Colwood to determine if this is required and in accordance with the sewer master plan*.

4. General questions about height, density and uses on the property.

We trust that this summary is satisfactory and look forward to further public participation throughout the rezoning process.

Best Regards,

Rachael Sansom, agent for the LandVision Group.

APPENDIX 8: Applicant-Led Neighbourhood Consultation Summary

532-538-542 Latoria Road – Rezoning Proposal

May 5th, 2025

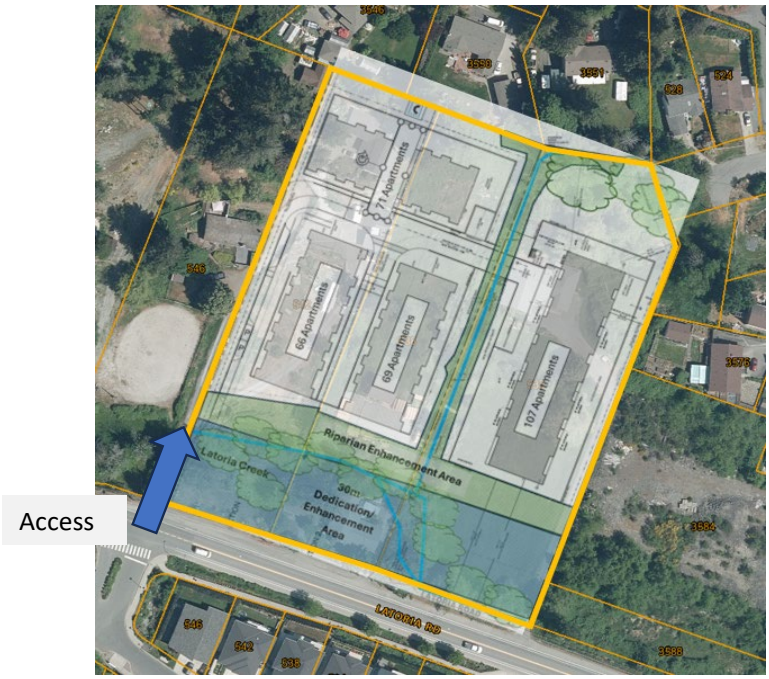
Dear Neighbour,

Proposed Rezoning of 532, 538 and 542 Latoria Road.

The landowners have been working with City of Colwood staff to create a comprehensive vision for the whole "Latoria Valley" area. We have worked diligently with our consulting team regarding environmental considerations and Latoria Creek protection, traffic and internal road networks, affordability, appropriate land use and density, and public amenities, to create a new vision for these properties.

Colwood staff and Council held 4 opportunities for the public to comment throughout 2024 at various public events, culminating in a street fair at the new roundabout last September. We hope that you we able to attend these sessions and provide your comments. Based on that feedback and staff recommendations, we are now preparing to take our plan before Council. You will be notified of any public meetings and opportunities for participation in that process.

We attach the latest vision for these three properties as they form part of the greater Latoria Valley vision. Our proposal is now for 4, 6 storey apartment buildings with underground parking. Approximately 40% of the land will be either dedicated to the city or preserved as green space and enhancement areas. Access will be from a new road with a controlled intersection, directly across from Bezanton Way (to be built in conjunction with the proposed development to the west).



Proposed Site Plan

APPENDIX 8: Applicant-Led Neighbourhood Consultation Summary

532-538-542 Latoria Road – Rezoning Proposal

Birds Eye View from East

View from Bezanton Way

View from Elizabeth Ann Dr.

Please do not hesitate to reach out at any time with your questions or comments. You can email 532538latoria@gmail.com, or rachael@landvisiongroup.com, or call me at 250-889-0047.

All the best,

Rachael Sansom, agent for the LandVision Group

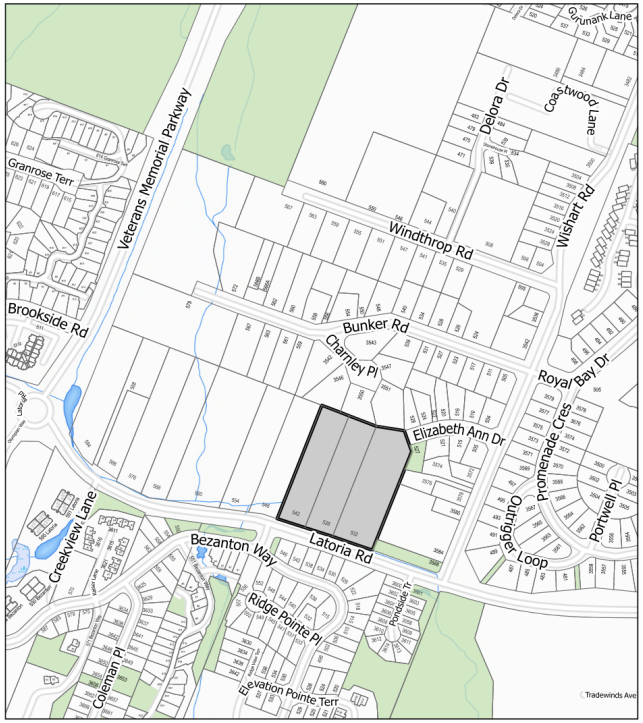
Rezoning Application for 532-542 Latoria Road

Planning and Land Use Committee Meeting

July 7, 2025

Colwood

Site Context



Community Context Map
532, 538 & 542 Latoria Road

Scale: 1:4,000
June 11 2025

Address: 532, 538 and 542 Latoria Road

Land Use Bylaw Zone: A1 and R1

OCP Designation: Neighbourhood Hillside

Colwood

Application Review
Official Community Plan (OCP)

OCP Review

Built Form Policies

- Low-rise multi-unit residential up to 6 storeys
- Floor Area Ratio up to approximately 1.2

Colwood

OCP Review

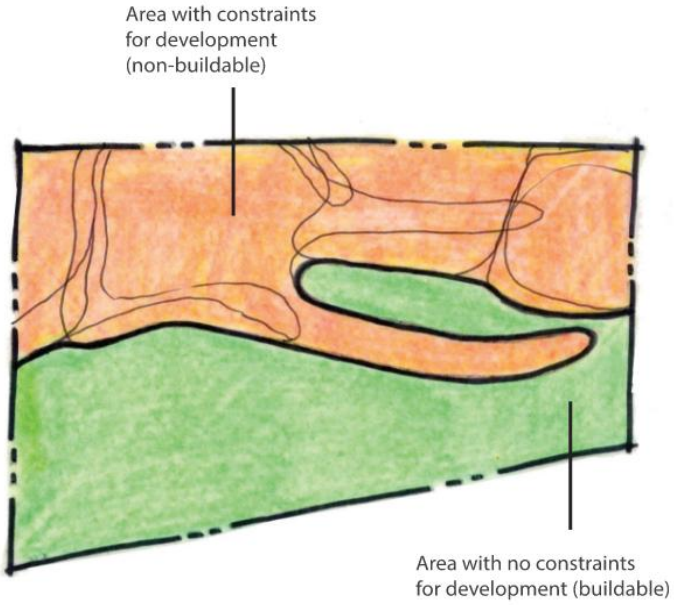
Public Realm Policies

- Improve public realm for pedestrians
- Create high degree of permeability
- Protect and optimize views from public spaces

Colwood

OCP Review

Natural Assets Policies



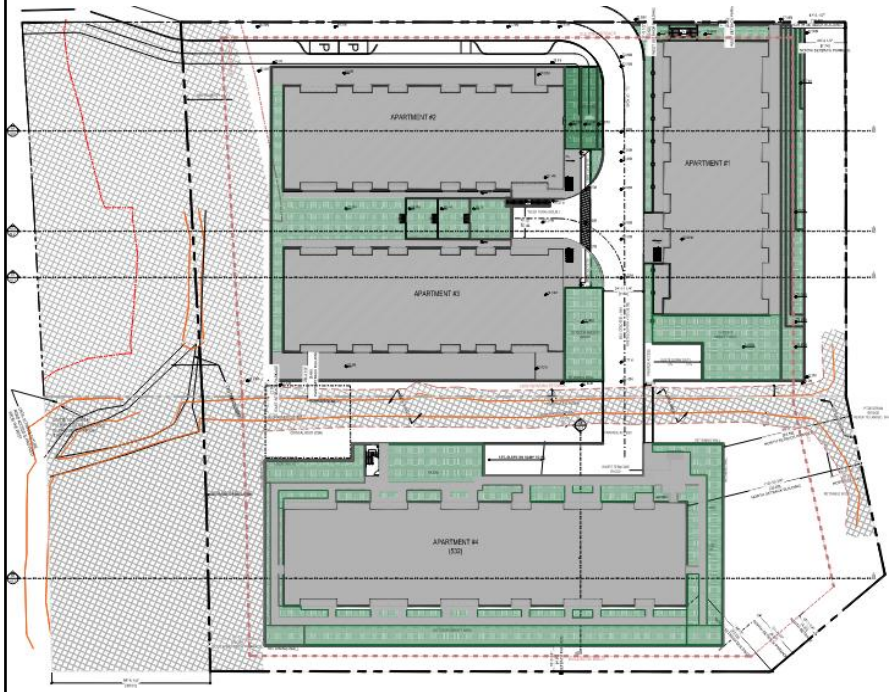
- Protect natural assets
- Put a strong focus on site adaptive planning policies
- Cluster development to preserve natural features
- Retain 40% of the site

Colwood

Application Review
Draft North Latoria Area Plan (NLAP)

NLAP Review

Built Form and Land Use Policies



- Multi-unit residential up to 6 storeys
- Maximum FAR is 2.5
- Siting of buildings should preserve existing tree canopy and minimize impacts to ecologically sensitive features

Colwood

NLAP Review

Housing Policies

- Target 20% of the total units for the purpose of addressing a key area of local need
- Housing Agreement is required to secure proposed housing types for 20+ years

Colwood

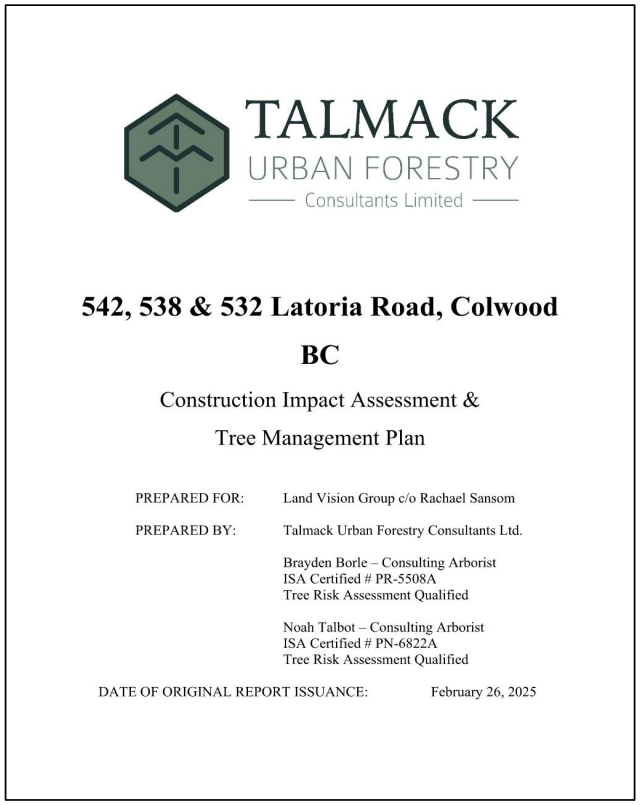
NLAP Review

Parks and Green Space Policies

- Public parks and green space will be secured through development process to conserve sensitive ecosystems in North Latoria Creek

Colwood

NLAP Review



TALMACK
URBAN FORESTRY
Consultants Limited

542, 538 & 532 Latoria Road, Colwood

BC

Construction Impact Assessment &

Tree Management Plan

PREPARED FOR: Land Vision Group c/o Rachael Sansom

PREPARED BY: Talmack Urban Forestry Consultants Ltd.

Brayden Borle – Consulting Arborist
ISA Certified # PR-5508A
Tree Risk Assessment Qualified

Noah Talbot – Consulting Arborist
ISA Certified # PN-6822A
Tree Risk Assessment Qualified

DATE OF ORIGINAL REPORT ISSUANCE: February 26, 2025

Urban Forest Policies

- Applicants must preserve at least one third of existing protected trees on the lands

Colwood

NLAP Review

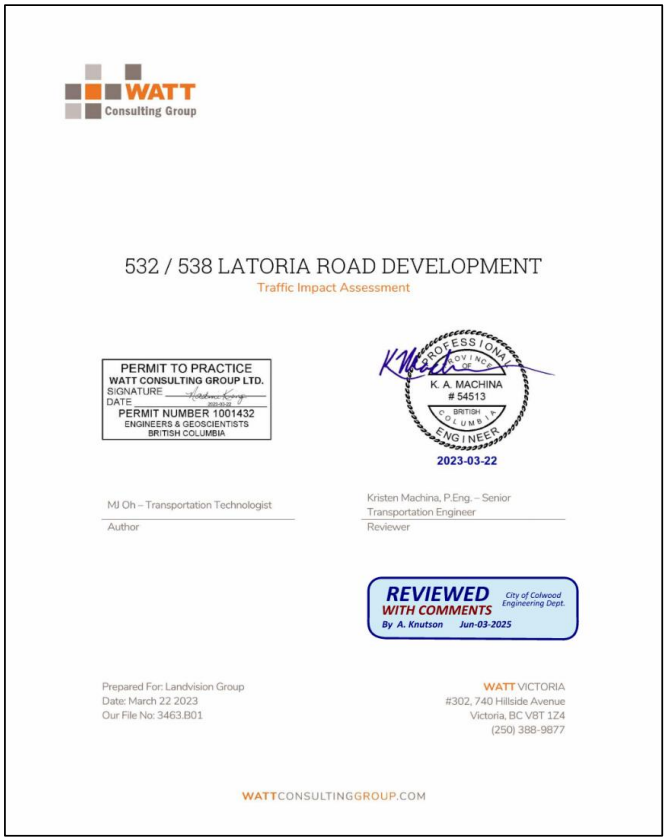
Environmental Stewardship Policies

Framework Plan

- Developments shall follow a site adaptive planning framework
- Applicants must dedicate land to support future realignment and restoration of Latoria Creek

Colwood

NLAP Review



WATT Consulting Group

532 / 538 LATORIA ROAD DEVELOPMENT

Traffic Impact Assessment

PERMIT TO PRACTICE
WATT CONSULTING GROUP LTD.
SIGNATURE
DATE
PERMIT NUMBER 1001432
ENGINEERS & GEOSCIENTISTS
BRITISH COLUMBIA

PROFESSIONAL ENGINEER
PROVINCE OF BRITISH COLUMBIA
K. A. MACHINA
54513
2023-03-22

MJ Oh – Transportation Technologist
Author

Kristen Machina, P.Eng. – Senior Transportation Engineer
Reviewer

REVIEWED WITH COMMENTS
City of Colwood Engineering Dept.
By A. Knutson Jun-03-2025

Prepared For: Landvision Group
Date: March 22 2023
Our File No: 3463.B01

WATT VICTORIA
#302, 740 Hillside Avenue
Victoria, BC V8T 1Z4
(250) 388-9877

WATTCONSULTINGGROUP.COM

Transportation Policies

- Road dedication and improvements secured through development process
- New development should improve transit services and amenities
- Walkable and bike-friendly routes shall be provided

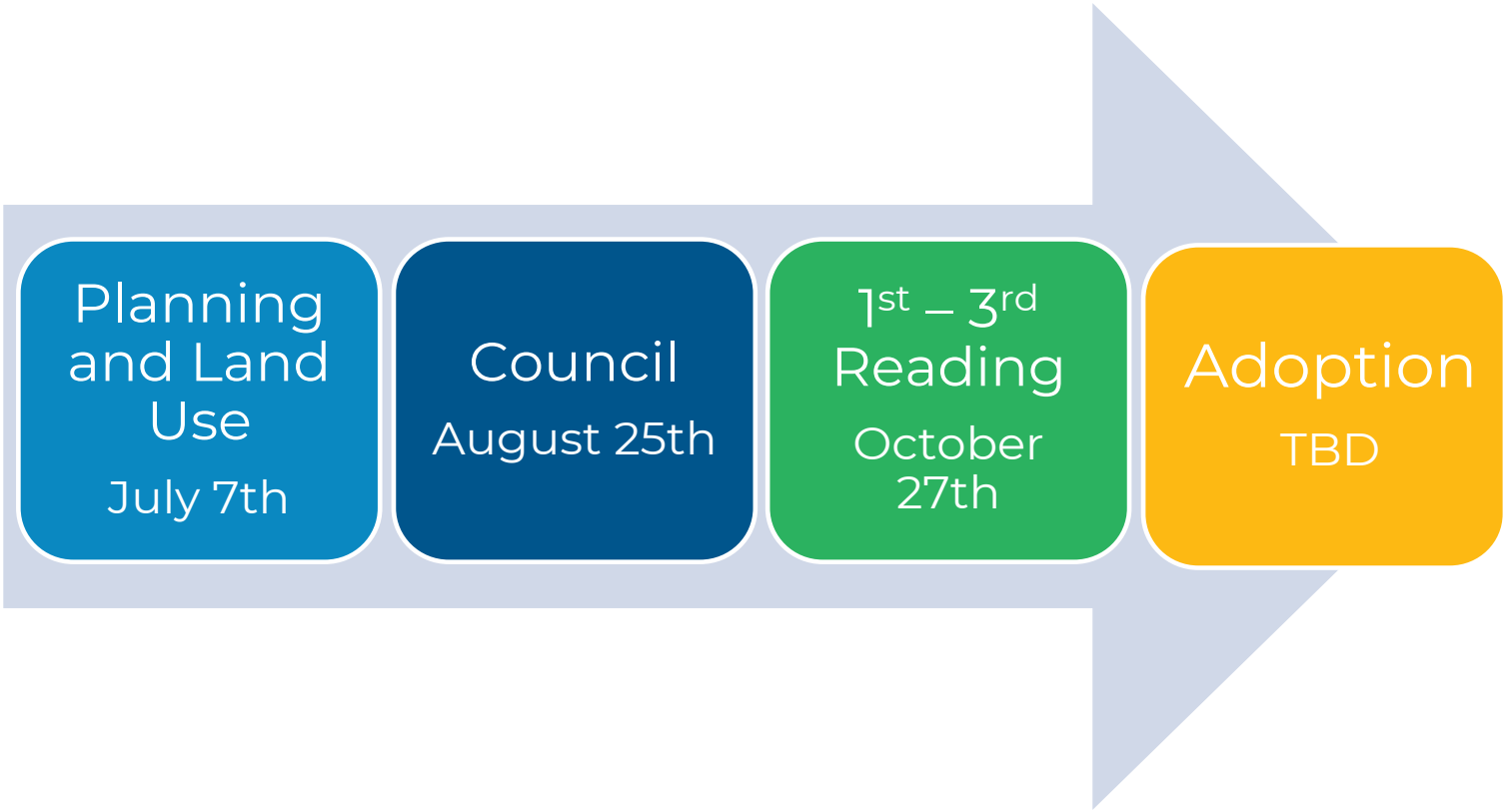
Colwood

Communications & Engagement

- Applicant-led neighbourhood engagement
- Development notification sign was posted
- Postcards will be mailed to neighbouring property owners
- Advertisements will be published in the newspaper

Colwood

Timelines


Planning and Land Use
July 7th
Council
August 25th
1st – 3rd Reading
October 27th
Adoption
TBD

Staff Recommendation

Consider Rezoning Application No. RZ000013

Prepare amendments to the Land Use Bylaw to rezone the properties from the A1/R1 zones to the proposed North Latoria Corridor (NLC) zone subject to the conditions described in the Staff Report

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: Another option as selected by Committee

Colwood

Thank you!

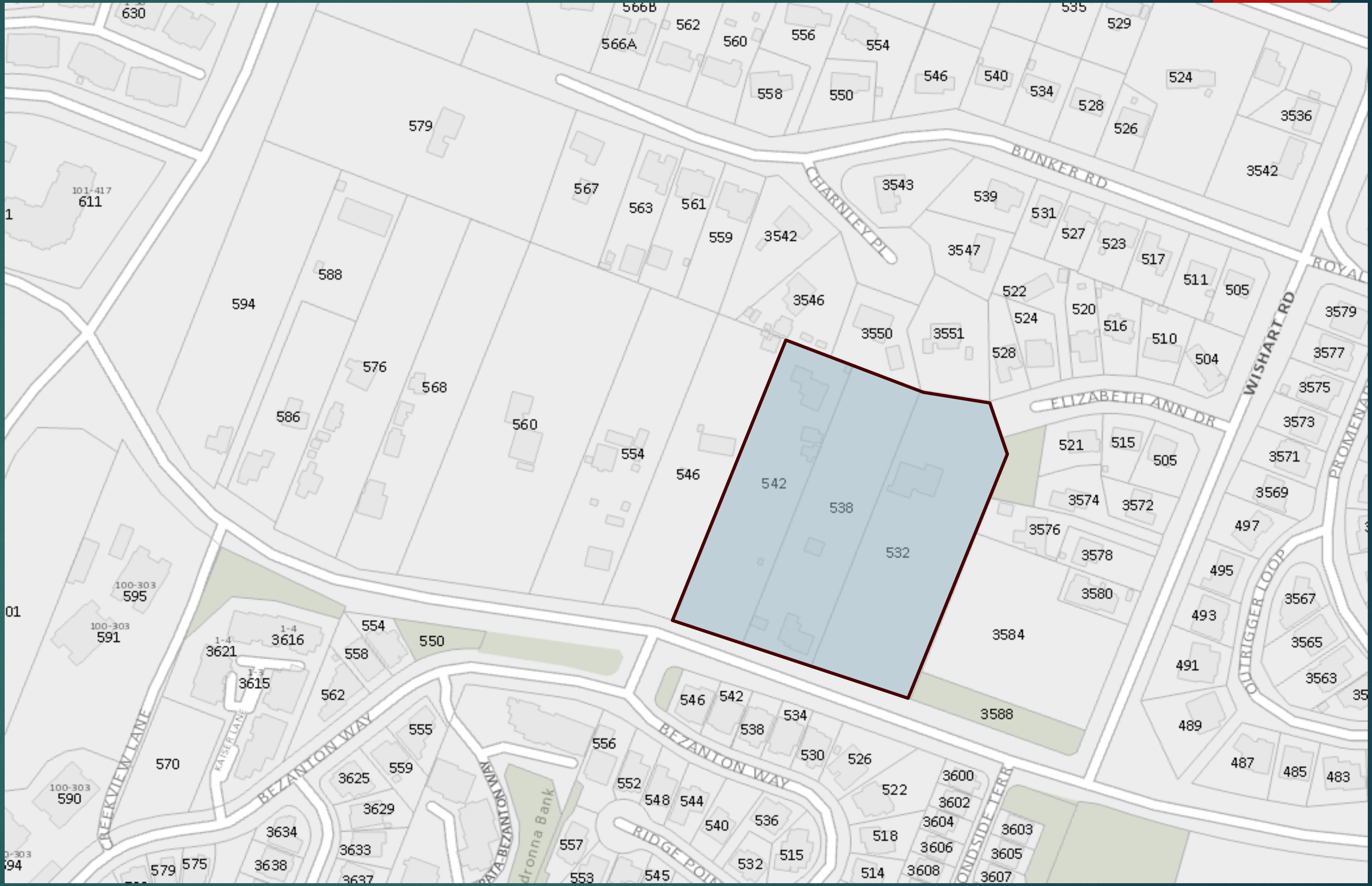
Colwood

532 538 & 542 Latoria Road

MULTI FAMILY REZONING PROPOSAL, COLWOOD B.C

JULY 7TH, 2025

Location



BUNKER RD
CHARNLEY PL
ELIZABETH ANN DR
WISHART RD
ROYAL
PROMENADE
OUTRIGGER LOOP
BEZANTON WAY
RIDGE POI
CREEKVIEW LANE
KAISER LANE
ONDSIDE TERR
Arbutus Bank
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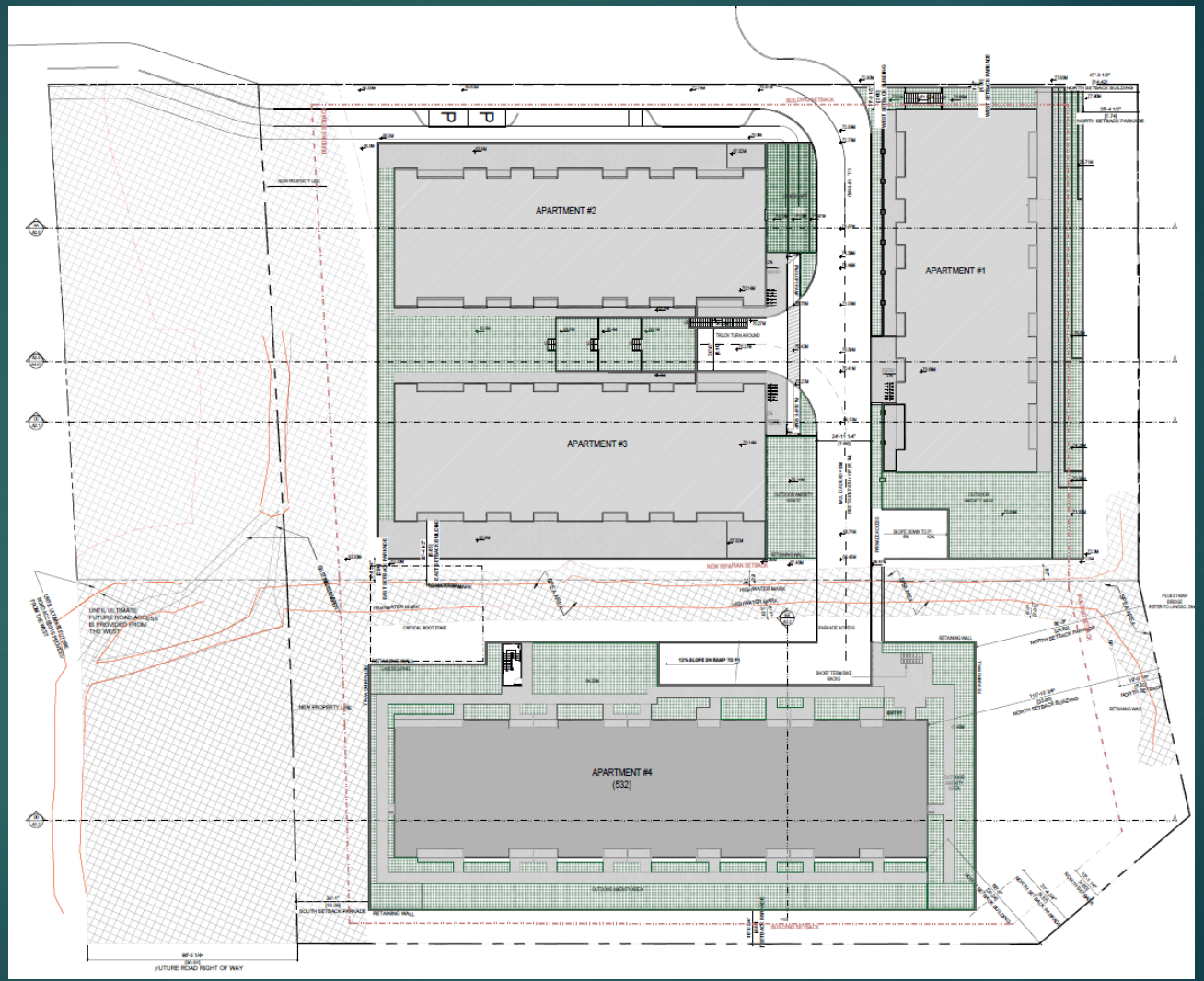
Existing Use:
Rural Residential

Proposed Residential Development



532-538-542 Latoria –Summary

- Four Multi Family buildings for a total of 313 (approximate) homes.

- Building 1 – 71 suites
  - 12 Three bedroom
  - 23 Two bedroom
  - 36 One bedroom

- Building 2 – 68 suites
  - 12 Three bedroom
  - 20 Two bedroom
  - 36 One bedroom

- Building 3 – 68 suites
  - 12 Three bedroom
  - 20 Two bedroom
  - 36 One bedroom

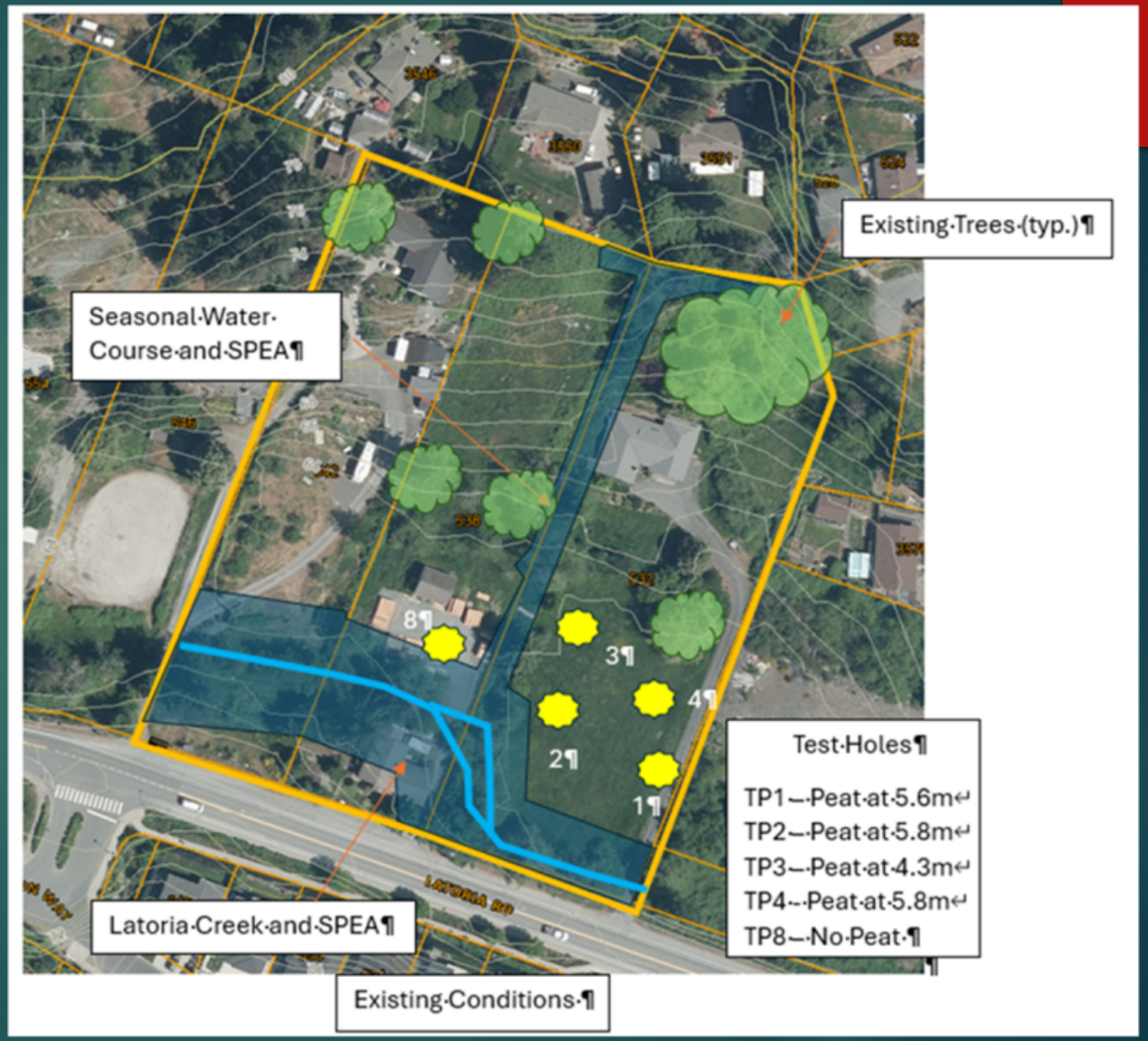
- Building 4 – 107 rental suites
  - 12 Three bedroom
  - 22 Two bedroom
  - 60 One bedroom
  - 1 Studio

Unit Mix Summary:
Three bedroom 15%, Two bedroom, 27%, One bedroom 53%, One bedroom + den 3%, Studio, 0.3%

532-538-542 Latoria – Project Highlights

- Extensive landscaping includes trees, plantings and amenity areas, tree replacement at 2:1 or cash in lieu. Invasive species removal at creek and at neighboring properties.
- No parking variances requested; secure bicycle parking provided.
- Singular access to Latoria for properties east of Havenwood Creek
- Centrally located between the Latoria Walk and Royal Bay neighborhood commercial areas.
- Walking distance to Havenwood Park, Latoria Creek Park and the parks at Royal Bay and Royal Beach.
- Walking distance to new elementary schools, middle schools and secondary schools.
- Located along frequent transit routes and walking distance to the Royal Bay transit exchange.
- All construction must comply with new B.C. Building Code standards for structural and seismic stability

Site Adaptive Planning Analysis Rural Residential



Site Adaptive Planning Analysis Impact Areas

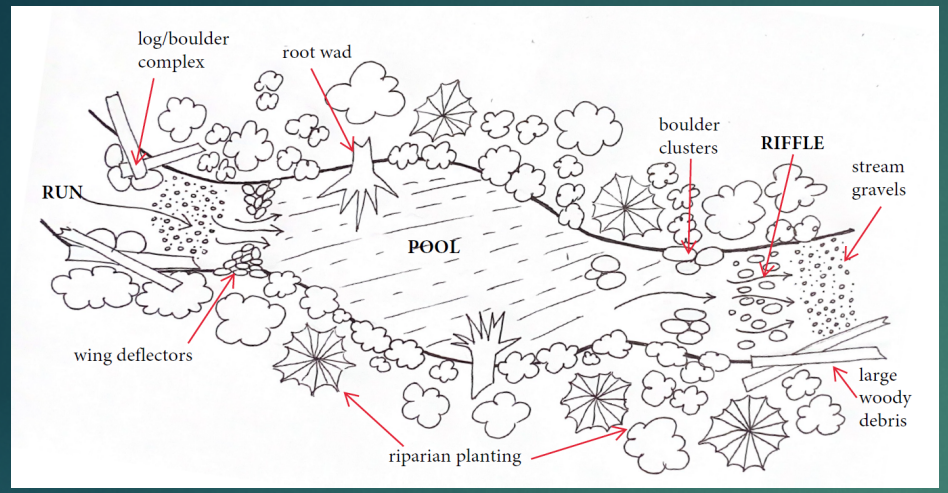
Framework Plan

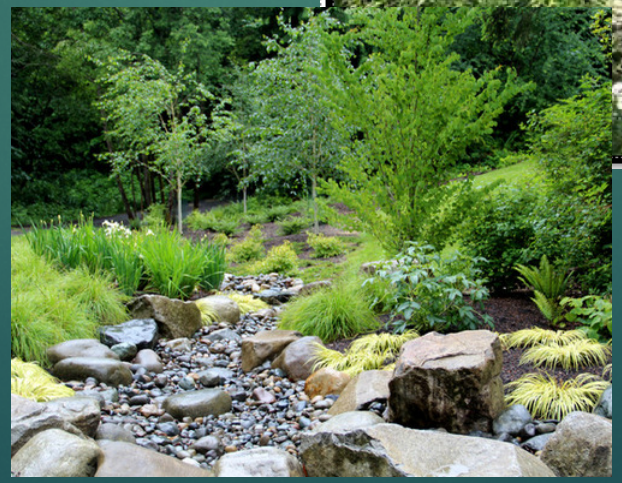
Site Adaptive Planning Analysis

Development Placement

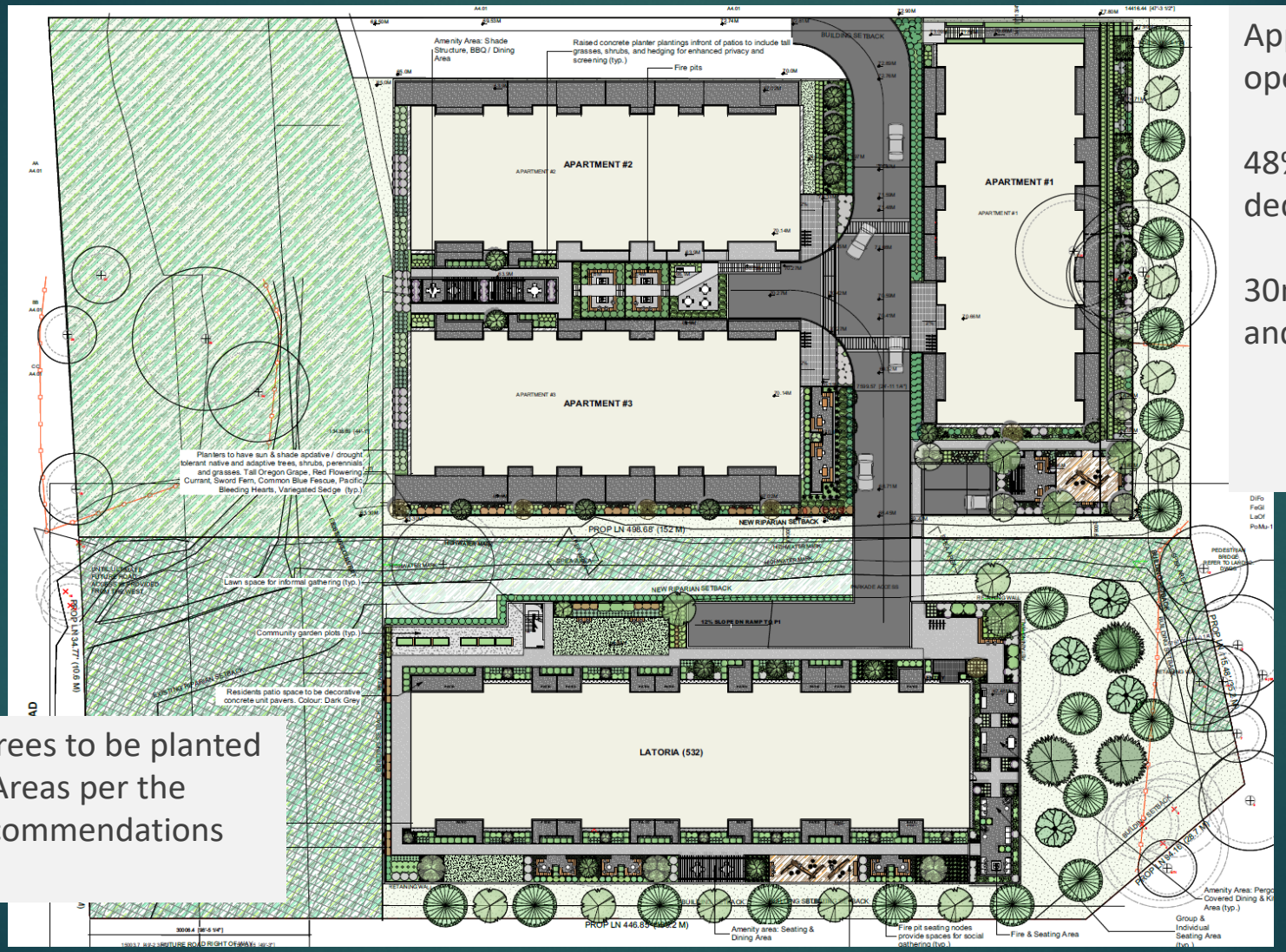
Proposed Development Overlay

Riparian Enhancements





Landscape and Tree Replacement



Approx. 1150 sq m of private open space.

48% open space after dedication.

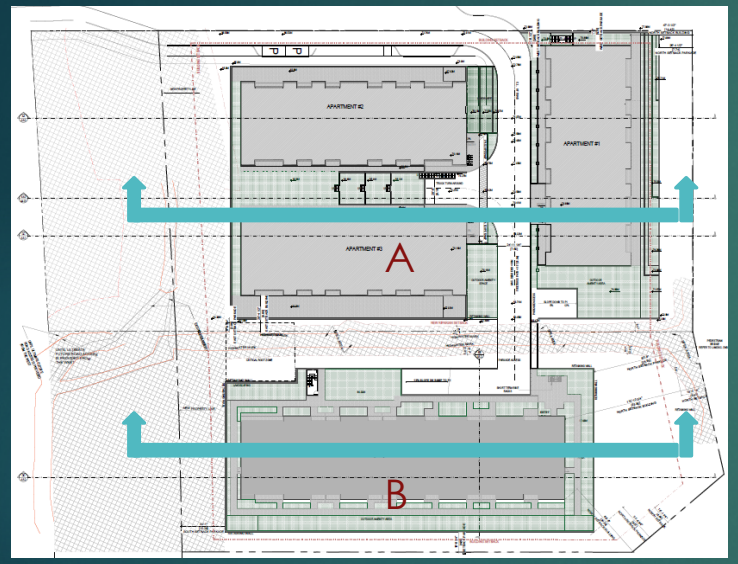
30m dedication for Road, Park and stream enhancements.

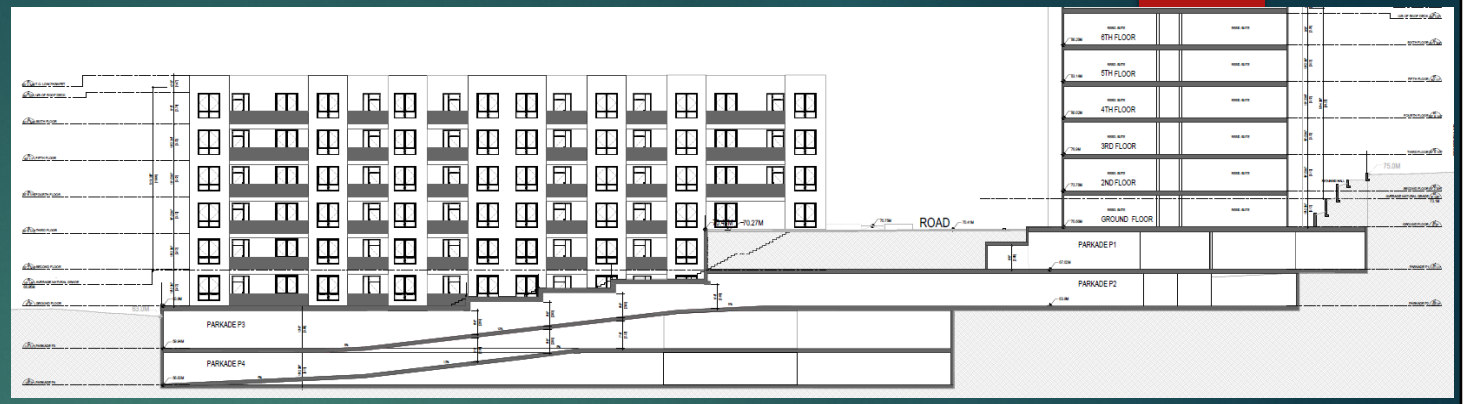
Additional trees to be planted in Riparian Areas per the biologist recommendations

View from Latoria

View from Elizabeth Anne Drive

Sections





Section A

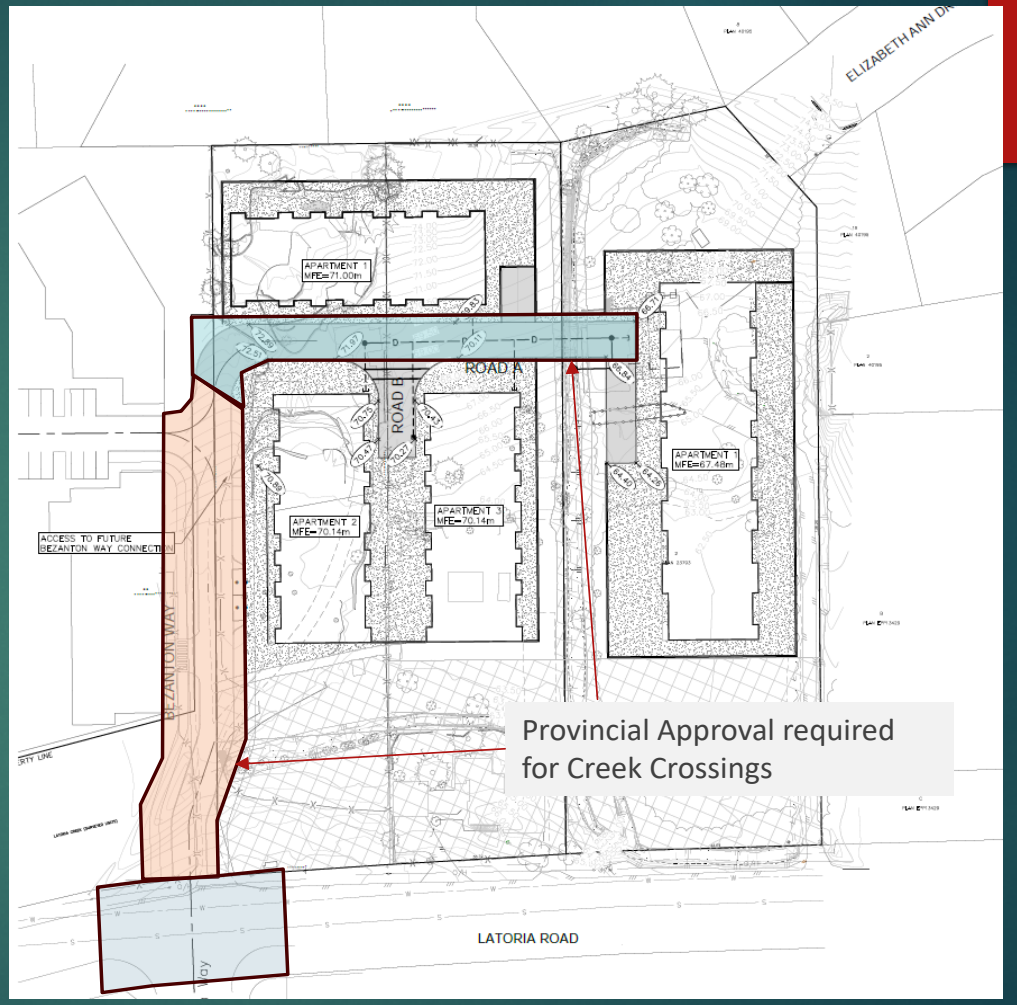
Section B

Bezanton Extension and Site Servicing

Bezanton extension

Private Roads (with RoW)

Bezanton Signalized Intersection



Note: Connection through Elizabeth Ann not supported by residents for traffic or pedestrians.

Emergency Vehicle Access

Note: All buildings fully sprinklered per BC Building Code

532-538-542 Latoria – Consultation

In addition to the four Colwood-led information sessions and other outreach efforts, Landvision performed the following :

- Consultation with neighbours within a 100metre radius of the site (approximately 58 households).
- Direct email to several neighbours who had reached out in the past.
- 5 neighbours responded. Their comments as follows:

1. Privacy – fencing to be provided along the north property line and can be extended along the east property boundary if required.

2. Traffic – concerns with the Bezanton intersection as well as traffic in general – Colwood has studied this area extensively. Landvision will provide a Traffic Impact Assessment and will comply proportionately with those recommendations as necessary.

3. Sewer Connections – is there potential for the properties to the north to connect? Colwood to determine if this is required and in accordance with the sewer master plan.

4. General questions about height, density and uses on the property.

532 538 542 Latoria Road

WE WELCOME YOUR QUESTIONS AND COMMENTS

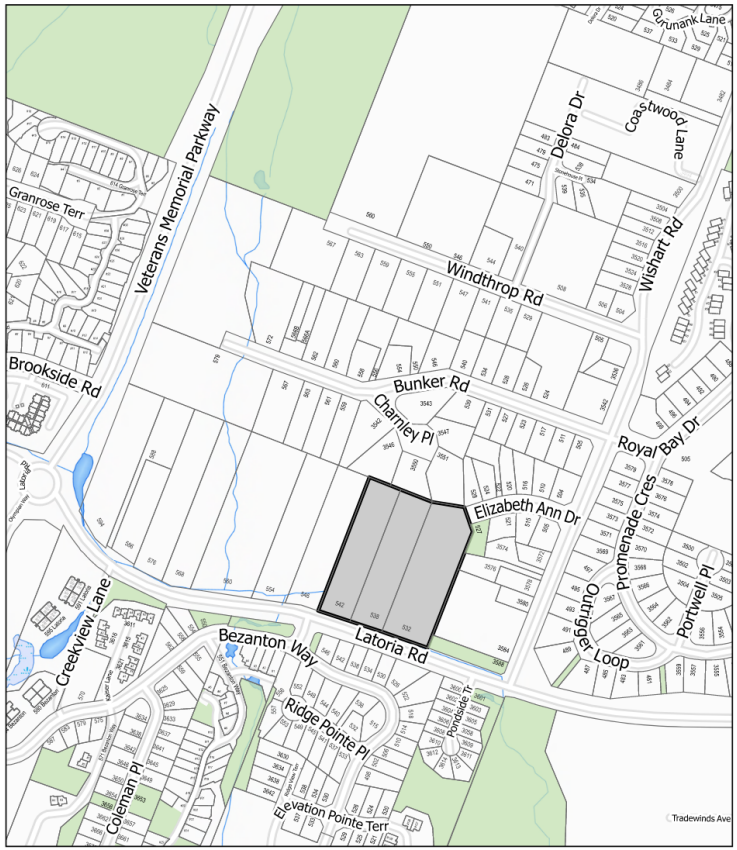
Rezoning Application for 532-542 Latoria Road

Planning and Land Use Committee Meeting

July 7, 2025

Colwood

Site Context



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Community Context Map
532, 538 & 542 Latoria Road

Scale: 1:4,000
June 11 2025

Address: 532, 538 and 542 Latoria Road

Land Use Bylaw Zone: A1 and R1

OCP Designation: Neighbourhood Hillside

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Application Review
Official Community Plan (OCP)

OCP Review

Built Form Policies

- Low-rise multi-unit residential up to 6 storeys
- Floor Area Ratio up to approximately 1.2

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OCP Review

Public Realm Policies

- Improve public realm for pedestrians
- Create high degree of permeability
- Protect and optimize views from public spaces

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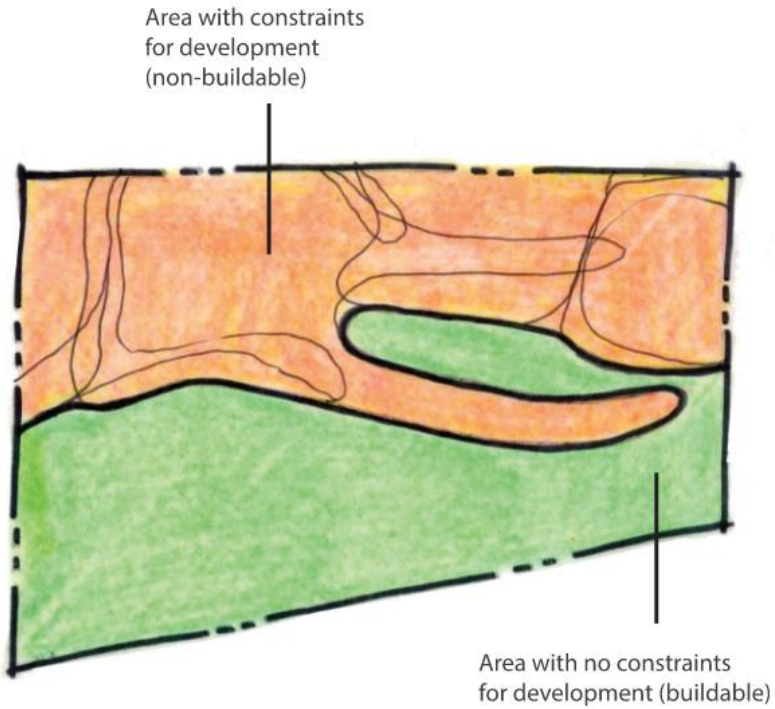
OCP Review

Natural Assets Policies



- Protect natural assets
- Put a strong focus on site adaptive planning policies
- Cluster development to preserve natural features
- Retain 40% of the site

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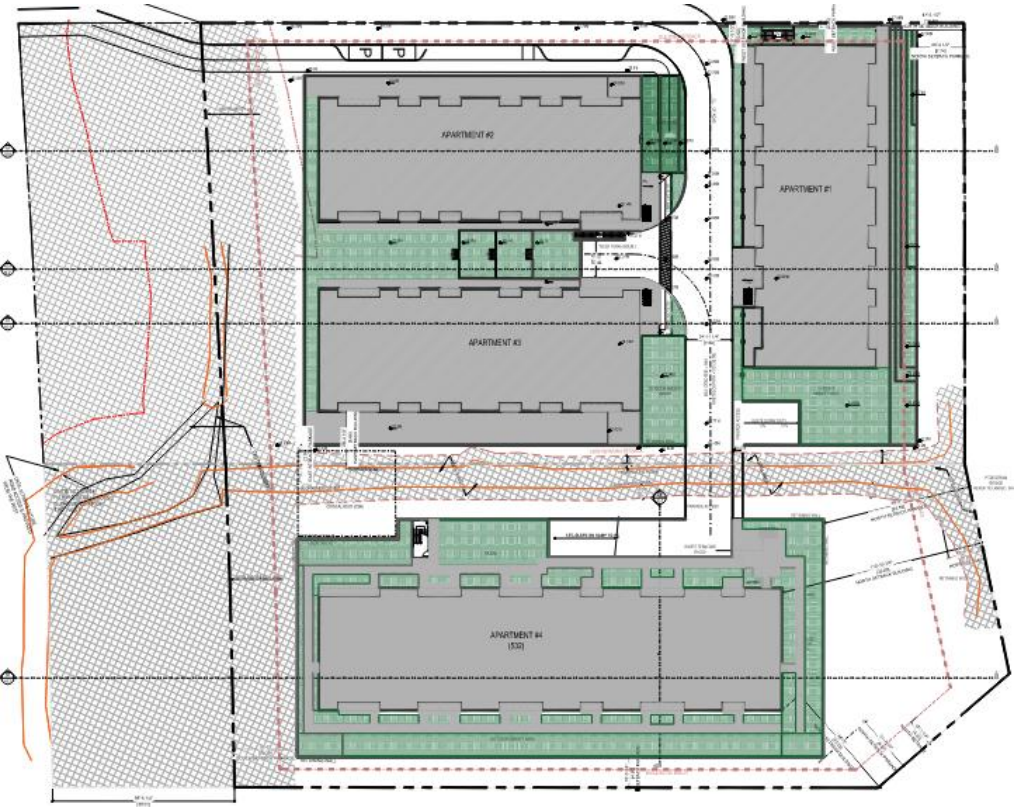
Application Review
Draft North Latoria Area Plan (NLAP)

NLAP Review

Built Form and Land Use Policies



- Multi-unit residential up to 6 storeys
- Maximum FAR is 2.5
- Siting of buildings should preserve existing tree canopy and minimize impacts to ecologically sensitive features

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NLAP Review

Housing Policies

- Target 20% of the total units for the purpose of addressing a key area of local need
- Housing Agreement is required to secure proposed housing types for 20+ years

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NLAP Review

Parks and Green Space Policies

- Public parks and green space will be secured through development process to conserve sensitive ecosystems in North Latoria Creek

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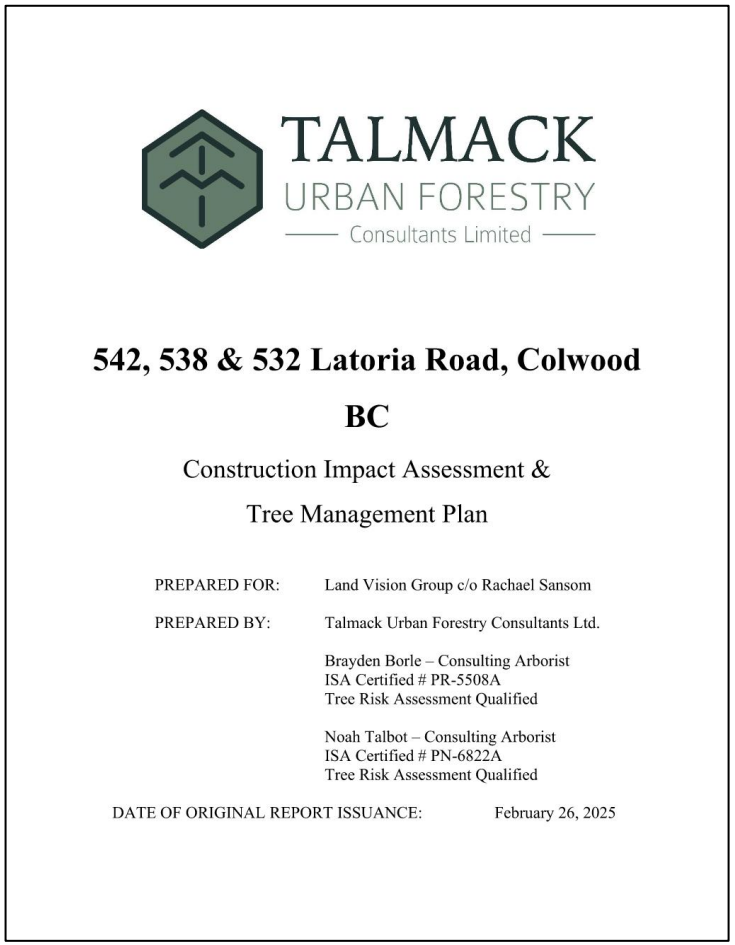
NLAP Review



TALMACK
URBAN FORESTRY
Consultants Limited

542, 538 & 532 Latoria Road, Colwood

BC

Construction Impact Assessment &

Tree Management Plan

PREPARED FOR: Land Vision Group c/o Rachael Sansom

PREPARED BY: Talmack Urban Forestry Consultants Ltd.

Brayden Borle – Consulting Arborist
ISA Certified # PR-5508A
Tree Risk Assessment Qualified

Noah Talbot – Consulting Arborist
ISA Certified # PN-6822A
Tree Risk Assessment Qualified

DATE OF ORIGINAL REPORT ISSUANCE: February 26, 2025

Urban Forest Policies

- Applicants must preserve at least one third of existing protected trees on the lands

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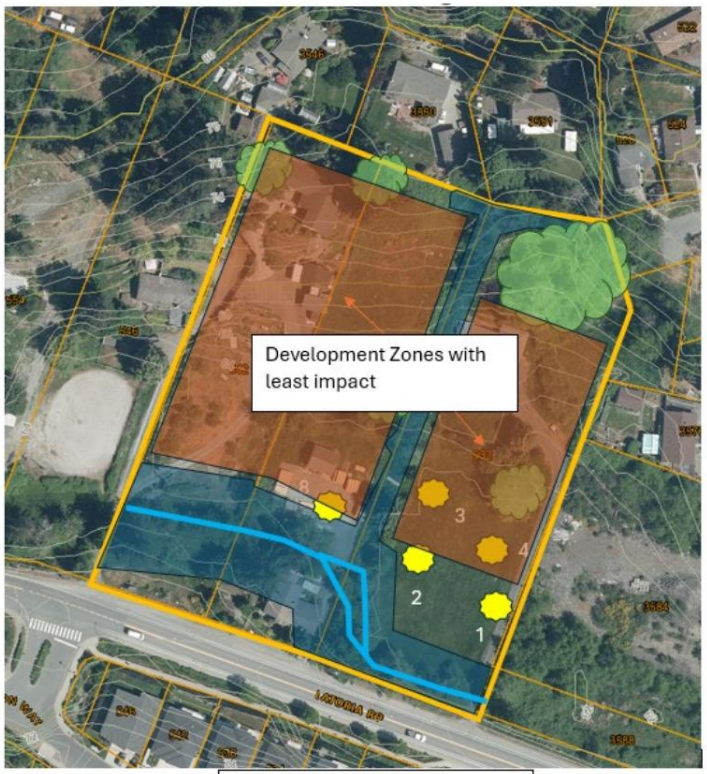
NLAP Review

Environmental Stewardship Policies



Framework Plan

- Developments shall follow a site adaptive planning framework
- Applicants must dedicate land to support future realignment and restoration of Latoria Creek

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NLAP Review

WATT Consulting Group

532 / 538 LATORIA ROAD DEVELOPMENT

Traffic Impact Assessment

PERMIT TO PRACTICE
WATT CONSULTING GROUP LTD.
SIGNATURE
DATE
PERMIT NUMBER 1001432
ENGINEERS & GEOSCIENTISTS
BRITISH COLUMBIA

PROFESSIONAL ENGINEER
PROVINCE OF BRITISH COLUMBIA
K. A. MACHINA
54513

2023-03-22

MJ Oh – Transportation Technologist
Author

Kristen Machina, P.Eng. – Senior Transportation Engineer
Reviewer

REVIEWED WITH COMMENTS
City of Colwood Engineering Dept.
By A. Knutson Jun-03-2025

Prepared For: Landvision Group
Date: March 22 2023
Our File No: 3463.B01

WATT VICTORIA
#302, 740 Hillside Avenue
Victoria, BC V8T 1Z4
(250) 388-9877

WATTCONSULTINGGROUP.COM

Transportation Policies

- Road dedication and improvements secured through development process
- New development should improve transit services and amenities
- Walkable and bike-friendly routes shall be provided

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Communications & Engagement

- Applicant-led neighbourhood engagement
- Development notification sign was posted
- Postcards will be mailed to neighbouring property owners
- Advertisements will be published in the newspaper

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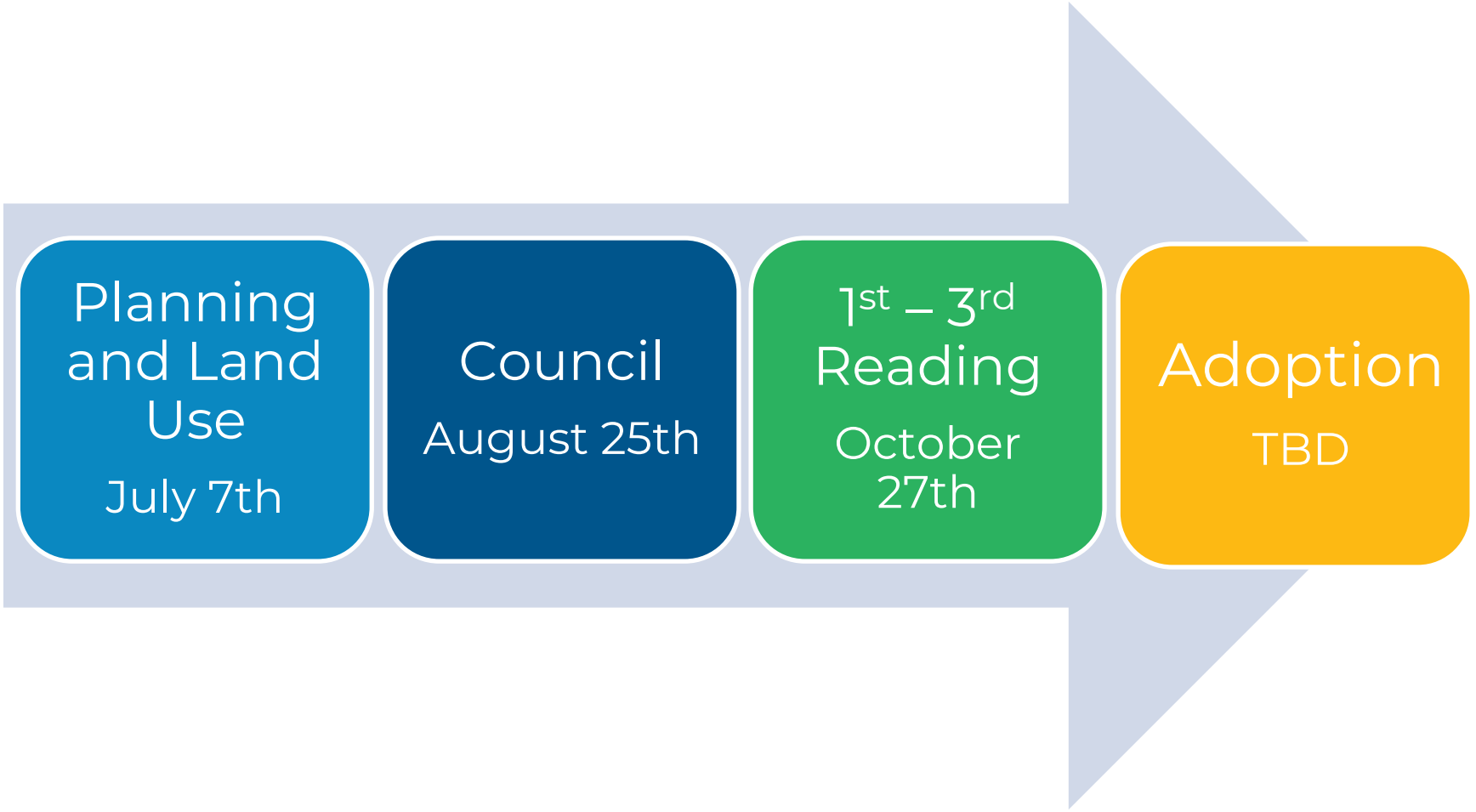
Timelines



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Staff Recommendation

Consider Rezoning Application No. RZ000013

Prepare amendments to the Land Use Bylaw to rezone the properties from the A1/R1 zones to the proposed North Latoria Corridor (NLC) zone subject to the conditions described in the Staff Report

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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: Another option as selected by Committee

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Thank you!

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NOTICE OF AMENDING BYLAW

Colwood Land Use Bylaw No. 151, 1989, Amendment No. 217 (North Latoria Corridor Zone; 532, 538 and 542 Latoria Road), Bylaw No. 2048, 2026

MEETING:	**Regular Meeting of Council**
DATE and TIME:	**Monday, February 9, 2026, 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, February 9, 2026, at 6:30pm in relation to the proposed "**Colwood Land Use Bylaw No. 151, 1989, Amendment No. 217 (North Latoria Corridor Zone; 532, 538 and 542 Latoria Road), Bylaw No. 2048, 2026**".

PURPOSE: This application proposes a rezoning from A1/R1 to a new multi-family residential zone to permit four 6-storey apartment buildings consisting of 313 units.

SUBJECT PROPERTY: This Bylaw applies to the lands legally described as

- Lot 2, Section 61, Esquimalt Land District, Plan VIP23793 (532 Latoria Road)
- Lot 5, Section 61, Esquimalt Land District, Plan VIP7244 (538 Latoria Road)
- Lot 4, Section 60 & 61, Esquimalt Land District, Plan VIP7244 (542 Latoria Road)

INSPECTION OF MATERIALS: Copies of the proposed bylaw and related materials can be viewed at www.colwood.ca/news, or in person at Colwood City Hall from January 26 to February 9, 2026, between 8:30am and 4:30pm, Monday to Friday excluding statutory holidays.

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.

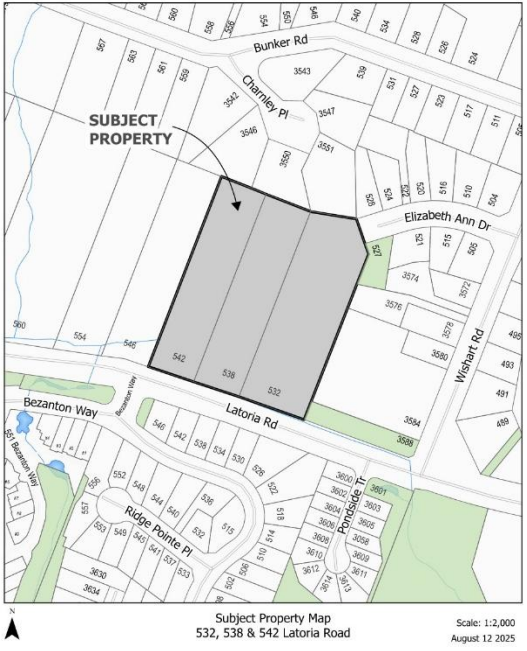
Colwood

REZONING APPLICATION
532, 538 AND 542 LATORIA RD

City of Colwood
3300 Wishart Road
Colwood, BC V9C 1R1

NOTICE IS GIVEN that a proposed Rezoning Application for 532, 538 and 542 Latoria Road is scheduled to be considered at the following meeting for First, Second, and Third Reading:

DECISION: Regular Meeting of Council – February 9, 2026, at 6:30 p.m.



Subject Property Map
532, 538 & 542 Latoria Road

Scale: 1:2,000
August 12 2025

SUBJECT PROPERTY: 532 LATORIA RD, 538 LATORIA RD, 542 LATORIA RD

PURPOSE: This application proposes a rezoning from A1/R1 to a new multi-family residential zone to permit four 6-storey apartment buildings consisting of 313 units.

VIEW RELATED MATERIALS:
Online: www.colwood.ca/news
In Person: Colwood City Hall from January 26 to February 9, 2026, between 8:30 am and 4:30 pm Monday to Friday excluding statutory holidays.

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

Comments	**In Writing:** The deadline for written submissions is 12:00 pm on the day of the meeting and must include your name and civic address. • Email corporateservices@colwood.ca • Mail/Drop-off: City of Colwood, 3300 Wishart Road, Colwood, BC V9C 1R1 Please note the full content of all submissions will be published, including name and address. For more information about Freedom of Information and Protection of Privacy, go to www.colwood.ca/FOIPPA
Speak to Council	**In Person:** The public will be permitted in the Council Chambers on a first come, first served basis until capacity is met. **Electronically:** To pre-register to speak please contact corporateservices@colwood.ca up until noon on the day of the meeting.
Watch the Meeting	www.colwood.ca/Meetings

Colwood