

MINUTES OF THE COUNCIL MEETING  
HELD IN THE COUNCIL CHAMBERS  
SAANICH MUNICIPAL HALL, 770 VERNON AVENUE  
**MONDAY, APRIL 20, 2009 AT 7:30 P.M.**

Present: **Chair:** Mayor Leonard  
**Council:** Councillors Brice, Brownoff, Derman, Gerrard, Hunter, Murdock, Sanders, and Wergeland  
**Staff:** Chris Nation, Municipal Solicitor; Russ Fuoco, Director of Planning; Colin Doyle, Director of Engineering; Donna Dupas, Deputy Manager of Legislative Services; and Shirley Leggett, Senior Committee Clerk

Minutes **ADOPTION OF MINUTES**

**MOVED by Councillor Brownoff and Seconded by Councillor Wergeland: "That the Minutes of the Council and the Committee of the Whole Meetings held March 23, 2009, the Special Council Meeting held March 24, 2009, and the Special Committee of the Whole Meetings held March 30, 2009 and March 31, 2009, be adopted."**

**CARRIED**

**BYLAWS**

Prospect Lake Rd  
Bylaw 8982

**PARKS RESERVATION BYLAW AMENDMENT – 4315 PROSPECT LAKE ROAD**

Three Readings of the "Parks Reservation Bylaw, 2006, Amendment Bylaw, 2009, No. 8982". To reserve 4315 Prospect Lake Road as park.

**MOVED by Councillor Derman and Seconded by Councillor Gerrard: "That Bylaw No. 8982 be introduced and read."**

**CARRIED**

**MOVED by Councillor Derman and Seconded by Councillor Gerrard: "That Bylaw No. 8982 be read a second time."**

**CARRIED**

**MOVED by Councillor Derman and Seconded by Councillor Gerrard: "That Bylaw No. 8982 be now passed."**

**CARRIED**

ADM40  
Bylaw 8983

**SIGN BYLAW – HOUSEKEEPING AMENDMENT**

Three Readings of the "Sign Bylaw, 2006, Amendment Bylaw, 2009, No. 8983". To include new zone C-2RO (Royal Oak Commercial/Apartment) and to correct a section numbering reference in Section 19 (b).

**MOVED by Councillor Wergeland and Seconded by Councillor Hunter: "That Bylaw No. 8983 be introduced and read."**

**CARRIED**

**MOVED by Councillor Wergeland and Seconded by Councillor Hunter: "That Bylaw No. 8983 be read a second time."**

**CARRIED**

**MOVED by Councillor Wergeland and Seconded by Councillor Hunter: "That Bylaw No. 8983 be now passed."**

**CARRIED**

PLD55  
Bylaw 8987

**4595 ELK LAKE DRIVE**

First Reading of the "Official Community Plan Bylaw, 2008, Amendment Bylaw, 2009, No. 8987". To amend the Royal Oak Local Area Plan to designate the remainder of the property for institutional use.

**MOVED by Councillor Hunter and Seconded by Councillor Brice: "That Bylaw No. 8987 be introduced and read."**

**CARRIED**

Elk Lake Drive  
Bylaw 8988

**4595 ELK LAKE DRIVE**

First Reading of the "Zoning Bylaw, 2003, Amendment Bylaw, 2009, No. 8988". Rezoning from P-1 and RS-10 to P-2.

**MOVED by Councillor Derman and Seconded by Councillor Hunter: "That Bylaw No. 8988 be introduced and read."**

**CARRIED**

**RESOLUTIONS FOR ADOPTION**

PQS100  
Tender 09/09

**TENDER 09/09 – SUPPLY OF HOT AND COLD MIX ASPHALT – F.O.B. PLANT**

Report of the Director of Finance dated April 8, 2009 recommending Tender 09/09 for the supply of hot and cold mix asphalt be awarded to Island Asphalt Company in the amount of \$586,992.

**MOVED by Councillor Gerrard and Seconded by Councillor Brice: "That Tender 09/09 for the supply of hot and cold mix asphalt be awarded to Island Asphalt Company in the amount of \$586,992."**

**CARRIED**

PQS100  
Tender 10/09

**TENDER 10/09 – COLD ASPHALT MILLING**

Report of the Director of Finance dated April 8, 2009 recommending Tender 10/09 for cold asphalt milling be awarded to Capital City Paving in the amount of \$293,580.

**MOVED by Councillor Wergeland and Seconded by Councillor Gerrard: "That Tender 10/09 for cold asphalt milling be awarded to Capital City Paving in the amount of \$293,580."**

**CARRIED**

RSF70  
Contract Award

**CEDAR HILL GOLF COURSE PRO SHOP OPERATOR – CONTRACT AWARD**

Report of the Director of Finance dated April 9, 2009 recommending Contract RFP 12/00 – Pro Shop Operator, Craig Rencher, be extended to December 31, 2011.

**MOVED by Councillor Hunter and Seconded by Councillor Sanders: "That Contract RFP 12/00 – Pro Shop Operator, Craig Rencher, be extended to December 31, 2011."**

**CARRIED**

Adjournment            On a motion from Councillor Sanders, the meeting adjourned at 7:32 p.m.  
The meeting reconvened at 9:31 p.m.

**RECOMMENDATIONS**

*From the Committee of the Whole Meeting held April 20, 2009*

Colquitz Avenue  
Heritage Alteration  
Permit

**2895 COLQUITZ AVENUE – HERITAGE ALTERATION PERMIT – JULIE DE MELO**

**MOVED by Councillor Hunter and Seconded by Councillor Derman:  
“That Heritage Alteration Permit HAP2008-00001 be approved.”  
CARRIED**

In Camera Motion

**MOVED by Councillor Brownoff and Seconded by Councillor Gerrard:  
“That the following meeting be closed to the public as the subject  
matter being discussed relates to the proposed acquisition of land  
and/or improvements.”  
CARRIED**

Adjournment

On a motion from Councillor Hunter, the meeting adjourned at 9:32 p.m.

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MAYOR

I hereby certify these Minutes are accurate.

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MUNICIPAL CLERK

THE FOLLOWING WAS REPORTED FROM THE “IN CAMERA” COUNCIL MEETING HELD MARCH 31, 2009

PKA35  
Parks - Individual

**LOCHSIDE PARK ARTIFICIAL TURF FIELD NAMING**

**MOVED by Councillor Brownoff and Seconded by Councillor Gerrard:  
“That Council approve the name ‘Frank’s Field’ for the Lochside Park  
Artificial Turf in honour of Francis M. Leversedge.”  
CARRIED**

MINUTES OF THE COMMITTEE OF THE WHOLE MEETING  
 HELD IN THE COUNCIL CHAMBERS  
 SAANICH MUNICIPAL HALL, 770 VERNON AVENUE  
**MONDAY, APRIL 20, 2009 AT 7:33 P.M.**

Present: **Chair:** Councillor Brownoff  
**Council:** Mayor Leonard and Councillors Brice, Derman, Gerrard, Hunter, Murdock, Sanders and Wergeland  
**Staff:** Chris Nation, Municipal Solicitor; Russ Fuoco, Director of Planning; Colin Doyle, Director of Engineering; Donna Dupas, Deputy Manager of Legislative Services; and Shirley Leggett, Senior Committee Clerk

Colquitz Avenue  
 Heritage Alteration  
 Permit

**2895 COLQUITZ AVENUE – HERITAGE ALTERATION PERMIT – JULIE DE MELO**

Report of the Director of Planning dated March 20, 2009 recommending approval of Heritage Alteration Permit HAP2008-00001.

Ms. J. DeMelo, owner, and Mr. P. Lamoureux, 2895 Colquitz Avenue, stated:

- They understand the significance of heritage values in Saanich; it is their intention to preserve the character of their home and they feel the improvements will enhance it.

**MOTION: MOVED by Councillor Derman and Seconded by Councillor Hunter: “That it be recommended that Heritage Alteration Permit HAP2008-00001 be approved.”**

Councillor Derman stated:

- The applicants attended a Heritage Foundation meeting to discuss the proposed alterations to the windows; committee members were satisfied and had no objections.

Councillor Sanders stated:

- She compliments the applicants for the sensitive approach they are taking with regard to the renovations of the dwelling; she is pleased they are honoring its heritage values.

**The Motion was then PUT and CARRIED**

Borden Street  
 Rezoning  
 Application

**4030, 4032, 4034 AND 4036 BORDEN STREET/4040 CEDAR HILL CROSS ROAD – REZONING APPLICATION – BORDEN STREET PROPERTIES LTD.**

Reports of the Director of Planning dated September 24, 2007 and September 22, 2009, the latter recommending that the North Quadra Local Area Plan and the Quadra McKenzie Development Permit Area be amended as outlined, that the rezoning from RS-6 to RA-6 and Development Permit DPR2006-00013 be approved, and that prior to final reading a covenant be registered to secure the construction of road improvements on Borden Street and a concrete sidewalk along Cedar Hill X Road/Morris Drive between the site and Ambassador Road. Report of the Advisory Design Panel dated June 13, 2007 recommending approval of the design.

Mr. D. Nyren, Director, Borden Street Properties stated:

- In October 2007, they presented a similar rezoning application at a Committee of the Whole meeting which was ultimately postponed so that they could further consider their proposal and undertake additional public consultation.
- The current proposal still includes the proposed 51 residential units in two condominium apartment buildings with underground parking; however, they are deleting the public access to the onsite amenity space between the two buildings and the public art elements for the exterior of the elevator shafts; they are now proposing a number of off-site amenities.
- As a result of three public meetings they held and numerous discussions with the Community Association and Saanich staff, they are now proposing to construct a new concrete sidewalk on the west side of Cedar Hill Cross Road/Morris Drive from Borden Street to Ambassador Avenue, bike lanes on Borden Street from McKenzie to Cedar Hill Cross Road, and a raised crosswalk on Cedar Hill Cross Road north of Borden Street.
- At the meetings, the community expressed overwhelming concerns with respect to traffic issues at the McKenzie Avenue/Borden Street intersection and the Borden Street/Cedar Hill Cross Road intersection.
- The proposed suites will be small and affordable and range in size from 480 square feet to about 750 square feet; they are prepared to enter into a land use agreement with four of the units and have them for market housing for 10 years.

Mr. M. Skene, Boulevard Transportation Group, stated:

- The proposed development will generate approximately 24 vehicles at peak morning times and 28 vehicles at peak afternoon times.
- They are proposing a southbound left turn at the intersection of Cedar Hill Cross Road and Borden Street which will decrease traffic delays.
- The developer is committed to supplying one strata-managed electric vehicle for shared use by strata owners; there will be an initiated strata Transportation Demand Management (TDM) committee to promote and encourage alternative transportation modes.
- The proposed improved infrastructure will also encourage cycling and walking for local trips; there is also frequent transit service in the area.

Mr. R. James, Richard James and Associates, Transportation Engineering and Planning, stated:

- The proposed sidewalk improvement consists of two parts: north of Cedar Hill Cross Road the existing sidewalk will be repaved; southwards of the project they will retain some existing sidewalk and rebuild portions where they have to widen the road which in order to accommodate the proposed bike lanes.
- The new sidewalk through the frontage of the property will be 2.0 to 2.5 metres wide depending on the location of existing trees.
- They are proposing a raised crosswalk on Cedar Hill Cross Road north of the intersection which is the best location for sight distance

through the curve; they will also be able to improve the sight distance by removing the existing dense hedge and ease the curve slightly.

- From the entrance of the Saanich Public Works Yard to the south they will widen the left side of Borden Street; south of the Monkey Tree Pub they will widen the right hand side which is a function of the property constraints.
- They will retain the left turn lanes into the Pub and the Works Yard and at the McKenzie Road intersection, and add bike lanes down to the intersection which will provide a new link to the Lochside Trail.

In response to questions from Council, Mr. Nyren stated:

- With respect to the proposed new sidewalk on the west side of Cedar Hill Cross Road to Ambassador Avenue, it will be approximately 550 metres long and be built to current municipal standards of a minimum of 1.5 metres wide; the value of the construction of this amenity is about \$150,000.
- They have not completed the sidewalk design but they intend to construct it so that it will be separated where possible with swales for stormwater management; the sidewalk will be built once the construction of the buildings is completed and they are offering a covenant in favor of the municipality to ensure that work gets done.
- It is their intent to build to LEED standards and they have already registered the building.

Mr. C. Kierulf, de Hoog & Kierulf Architects, stated,

- The project addresses many of the issues associated with traffic and the streets but it means that the siting of the buildings and the way they are situated on the site requires variances for setbacks.
- The south building will be four storeys high with seven units on each floor with a mix of one and two-bedroom units; the north building adjacent to the neighbours steps down to three storeys and has fewer units.
- The units will be compact and efficient and have lots of natural light; they are still developing their LEED strategies for the design features.

Ms. B. Windjack, LADR Landscape Architects, stated:

- The design maximizes the opportunity for outdoor living for the residents; the streetscape frontage along Borden Street will be improved for pedestrian safety and each of the lower level units will be designed like townhouse units with front doors to give a residential scale.
- The plantings in the central courtyard will be either canopy or under three feet high so that there are clear views through the courtyard; there will be a water feature which is tied into the stormwater management program.
- Residents can go through the garden out to the west walkway and loop around to the south end by the Public Works Yard and back onto Borden Street; there is open lawn and a seating area to the north.
- The west edge of the property line will be planted with a diverse selection of specifically chosen plants such as blueberries, roses, salmonberries, etc. so that it will provide year round visual interest.

- They will be removing a few trees but replacing them on a 4:1 ratio; there will also be hundreds of shrubs and ground cover; roof water will be collected and put into a slow release underground tank which will be located at the entrance to the underground parking.
- In the central garden, they are proposing to have a couple of rain leaders empty into a European style plaza so that in a rain event there will be water up to a maximum of six inches high which will slowly drain into the underground tank.
- They are planning to double the width of the existing buffer between the south side and the Works Yard which will help mitigate some of the noise from the activity at the Yard.

In response to questions from Council, Mr. James stated:

- Because of the design of the site, it was determined that it was not practical to have vehicles close enough to the front doors of some of the units on the site; they considered the safety implications and determined that there would be adequate sight distances for a restricted parking bay on the street.
- There will be two crosswalks on Cedar Hill Cross Road; one will be a raised crosswalk and one will be painted.

In response to questions from Council, Mr. Skene stated:

- The TDM initiatives will be at the discretion of the strata council; he expects they would look at the management of the car share program, promoting other modes of transportation such as transit, cycling, walking, etc., and making sure that residents are aware of the various networks.

In response to questions from Council, Mr. Nyren stated:

- They have not considered any provisions for bus passes at this point; they felt that the ownership of an electric hybrid vehicle was an interesting option for this particular development.
- In their past experience with bus passes associated with other developments, they found that the usage is not very high and that they are expensive to administer.
- They are hoping to sell the units in the price range of \$230,000; they acquired some of the properties to the rear of the subject site and they hope to construct another one or two phases of multi-family housing.
- The Monkey Tree Pub has not used the adjacent property for overflow parking for the past two years.
- At the Public Hearing, they will provide a comprehensive sustainability statement in terms of LEED standards.
- With respect to advising prospective purchasers that the subject property is located next to an active Public Works Yard they could make a disclosure statement to the buyers or they could provide a covenant in favor of the municipality to identify the activity, trucks, noise, dust, etc.

Mr. P. Chenier, president, North Quadra Land Use Protection Association, stated:

- The Association welcomes the proposed public amenities.
- The ongoing issue pertaining to access for the residents on the east side of the Cedar Hill Cross Road intersection onto Borden Street remain a concern; they urge Council to take immediate action in coordination with the residents and the Community Association to resolve the issue.
- In April 2008 the applicants hosted a public meeting and one of the suggestions was to create an alternate route by opening Willow Street; if this option was to seriously be considered there would have to be a comprehensive consultation process with the immediate residents.
- A repositioning of the security gate for the underground parking would allow for the on-site visitor parking being located outside of the security area which would be more accessible and convenient for visitors.
- Residents have expressed concerns with the proposed underground parkade and the ramp location; perhaps at the bend a turn lane could be created into the entrance of the building which may address traffic congestion and safety issues.

Ms. M. Morgan, 1095 Willow Street, stated:

- She has lived in her present location for the past 45 years; she would not like to see Willow Street opened up to traffic.
- Traffic and access at the Cedar Hill Cross Road/Borden Street intersection needs to be addressed; the existing Cedar hedge is too high and although it was trimmed it still blocks sight lines.
- She does not think the existing speed humps on Cedar Hill Cross Road are effective for slowing traffic.

Mr. R. Sanders, 4038 Cumberland Road, stated:

- He and his wife have lived in their present location for the past 47 years; they are concerned with the traffic at the corner of Borden Street and Cedar Hill Cross Road; there are 115 houses in the immediate area and there is only one way to exit.
- On Saturdays traffic is backed up because vehicles are trying to enter the Saanich Public Works yard; if they want to get off their street and onto Cedar Hill Cross Road they have to wait until another driver lets them into traffic.

Ms. L. Sanders, 4038 Cumberland Road, stated:

- There is only one exit from their neighbourhood and with the traffic congestion at Cedar Hill Cross Road at Borden Street there could be issues with emergency vehicles being able to access their neighbourhood.

Ms. C. Holroyd, 4032 Cumberland Road, stated:

- She has lived in her present location for the past 47 years; she does not understand how the proposed sidewalks and bike lane will be accommodated by the Monkey Tree Pub because that section of road is already very narrow.
- She would like more clarification with regard to the turn lanes onto McKenzie Avenue.

Mr. K. Whitcroft, 1044 Inverness Road, stated:

- The developer has indicated that he has acquired the property to the rear of the subject site and hopes to build another one or two phases but there are no definite plans; we cannot continue to construct one-off developments without having an overall plan for the area.
- He does not have any problems with the appearance of the proposed development but there is no buffer between the proposed three and four storey buildings and the 1½ storey townhouse across the street.

Ms. I. Mackay, 102-1110 Willow Street, stated:

- There is already a lot of traffic accessing the parking lot for the Lochside Trail and Willow Street could be impacted if it were opened up to traffic.
- She agrees that there needs to be a future plan for the area; there are residents, school children, student drivers, cyclists, joggers, pub users, heavy vehicle traffic, municipal trucks, etc. and there needs to be a solution for how to manage all these activities.

Mr. H. Charania, 757 Genevieve Road, stated:

- There are many pros and cons associated with the proposed development; there is a mix of uses in the area and one of the busiest residential intersections at Borden Street and McKenzie Avenue.
- We need affordable housing stock but he is not sure if this is the right location to add more housing; off-site amenities are being offered and there is a real need for the proposed new sidewalk.
- There are many existing problems in the area and unless there are some significant improvements made there could be long term cumulative impacts.

In response to questions and comments, Mr. James stated:

- The plan they are presenting retains the current left turn lane for southbound traffic at Borden Street and McKenzie Avenue, as well as the shared right and left lanes for southbound traffic.
- They looked at the option of adding a dedicated right turn lane but it did not prove to be effective in addressing concerns; the operation of traffic on Borden Street is controlled more by northbound traffic than southbound traffic.
- The traffic generated by the site will not be significant and they did not feel that a left turn lane would be a benefit; they felt it would be better to put the money and effort into providing a left turn access for this section of Cedar Hill Cross Road.

In response to questions and comments, Mr. Kierulf stated:

- Currently the security gate for the proposed underground parking lot will be located on the ramp, however, it may be possible to relocate it.

Mayor Leonard stated:

- This project has been discussed for quite some time; we have considered issues pertaining to bike lanes, turn lanes, traffic, etc. and while those are extremely important to the neighbourhood, we

should not lose sight of the land use and that it is a proposal that has merit.

- The subject site is adjacent to commercial services, major roads, Lochside Trail and public transit.
- The applicants have spent a lot of time dealing with traffic and traffic movements and offered a significant amenity package which has been vetted by the Community Association.
- He feels that the merits of the proposal make it worthy of a Public Hearing.
- At the Public Hearing it would be beneficial to have more substantive information with respect to what the applicants hope to achieve in terms of LEED standards and more details on the TDM program.

**MOTION:**

**MOVED by Mayor Leonard and Seconded by Councillor Wergeland: "That a Public Hearing be called to further consider the rezoning application for 4030, 4032, 4034 and 4036 Borden Street/4040 Cedar Hill Cross Road."**

Councillor Gerrard stated:

- We are losing site of the project itself; it is an excellent location for increased density, on a major transportation route, and an opportunity for affordable housing.
- The proposed sidewalk amenity is substantial to the North Quadra community; the improvements to the bike lanes and sidewalks to McKenzie Avenue are also to be applauded.
- At the Public Hearing it would be interesting to have some information on the possibility of opening up Willow Street or Nicholson Street; there is only one way in and out of that area which creates a lot of problems with respect to traffic congestion.

Councillor Murdock stated:

- He feels that the subject site is a good location for density; there is potential for future densification on adjacent properties, many of which are owned by the applicant; he would like a better sense of what kind of density could be contemplated in the area.
- With the size of the proposed units, the proximity to public transit, and the improvements to cycling and pedestrian mobility, the impacts to this corridor will likely not be as significant as dealing with the traffic congestion that already exists in the area.
- The region needs some affordable housing and this is an ideal location; he is pleased with the linkage that will be provided to the Lochside Trail.

Councillor Wergeland stated:

- He supports the application proceeding to a Public Hearing; the proposal meets the criteria for creating density close to amenities as it is close to parks, schools, shopping, transit, etc.
- The compact size of the proposed units means that they will be affordable to many people; the applicant is proposing significant improvements to the infrastructure.
- He is happy that the common area will only be accessible to the residents living in the development and not to the general public.

Councillor Sanders stated:

- There are many issues associated with traffic and traffic congestion in this area especially during peak hours; the amenities that the applicants are offering are significant and will help to mitigate some of those existing problems.
- People who purchase these kinds of small compact units tend to use transit and other modes of transportation and are not as vehicle oriented; the proposal meets the goals of an urban village and smart growth principles.
- She would hesitate to consider opening any of the side streets such as Willow or Nicholson; it would require a comprehensive consultation process with the neighbourhood to see if they would ever want those streets opened; perhaps there could be a left turn off Cedar Hill Cross Road onto Borden Street.

Councillor Brice stated:

- The problems associated with traffic and traffic congestion have existed for a long time in this area and she agrees that the proposal will not appreciably add to traffic concerns; she is happy that the applicants will be including an electric vehicle as part of their TDM program; the proximity to public transit will likely be a good selling feature for these units.
- The subject area is ideal for increased density; the proposed three and four storey buildings are modest and suitable for the area.
- At the Public Hearing she would like more information with respect to covenants and how the public can be assured of the timing of the proposed new sidewalk amenity.

Councillor Derman stated:

- He supports the application proceeding to a Public Hearing; it is a good location for density as it close to transit, shopping and the Lochside Trail which provide a lot of opportunities.
- The proposed bike lane on the east side of Borden Street goes up a reasonably steep hill and cyclists will likely not use it as it is not a direct route from the Lochside Trail; it may be a good idea to bank some of the money from this particular development and look for longer term solutions.
- At the Public Hearing he would like more information and assurances on the energy sustainability features that will be included in the proposed development, a more comprehensive statement of how the TDM is going to be accomplished, and what kind of bicycle storage will be provided.

Councillor Hunter stated:

- There is no doubt there are issues with the access at Cedar Hill Cross Road and Borden Street and that something needs to be done whether by installing a light or some other measure; we need to find a solution for the congestion in this area otherwise the problems are going to continue to grow.
- He supports the application proceeding to a Public Hearing.

Councillor Brownoff stated:

- At the Public Hearing she would like to have more information pertaining to environmental initiatives for the proposed development, and how the applicants intend to handle construction traffic on the

- site so that there are no impacts to the neighbouring streets.
- We need to make sure that the ramp from the driveway coming out to the sidewalk is level for people using scooters or walkers; it would also be a good idea to delineate the driveway from the underground parkade and the sidewalk so that drivers recognize the pedestrian environment.
- Initially there was some mention of a covenant that would prevent a few of the units from being sold until the amenities were completed and she would like clarification at the Public Hearing.
- The applicants also talked about a covenant with respect to the activities from the Public Works Yard and she would like more information on that as well.

**The Motion was then PUT and CARRIED**

Adjournment

On a motion from mayor Leonard, the meeting adjourned at 9:30 pm.

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CHAIR

I hereby certify these Minutes are accurate.

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MUNICIPAL CLERK