

From: Doug W
Sent: Tuesday, February 2, 2021 2:59 PM
To: Info Address <info@viewroyal.ca>
Subject: Rezoning 3360-020-2020/04 298 Island Highway

To whom it may concern:

I would like to bring the following to your attention and ask that you resolve these matters prior to approving this rezoning of 298 Island Highway.

1. Set out requirements for traffic flow on Island Highway during the development construction. A plan that states methods to minimize the impact on traffic flow during construction is needed. The plan must include targets for hours of lane unavailability as well as meaningful penalties for exceeding the target.
2. View Royal must acknowledge that reduced traffic flow due to construction will cause excessive increased traffic on View Royal Ave. and the town of View Royal must put a plan in place to curb that increase in traffic flow.

Doug Wilson
291 View Royal Ave.

From: Jutta Franke

Sent: Monday, February 1, 2021 3:29 PM

To: Info Address <info@viewroyal.ca>

Subject: Files: OCP 3440-020-2020/01 Rezoning: 3360-020-2020/04

Lot 1, Section 8, Esquimalt District, Plan 35505.

Dear View Royal Council Members,

I propose we stay with our ORIGINAL OFFICIAL COMMUNITY PLAN.

I will try to explain why: WE have to FIX FIRST OF ALL OUR TRAFFIC CHAOS (AM and PM) along Island Hwy Intersection of Admirals TOWARDS THE WESTERN COMMUNITIES.

I live on 306 Island Hwy/corner of Helmcken Rd, 7 feet from a MAJOR INTERSECTION, WHICH ALLOWS RIGHT TURNS ON A RED LIGHT.

WE HAVE 1 BUS STOP ADJACENT TO OUR DRIVEWAY, WE HAVE ANOTHER BUS STOP 30 FEET TO THE LEFT ON HELMCKEN RD.

when these people get off the bus they run across the street and across the bottom of my driveway, to connect to another bus.

If WE/I drive down and come to the last part of drive, we have a BIG BLINDSPOT (all bushes and trees) and many, many times we nearly missed a few of them ...getting hurt or killed....school kids run...don't walk!!!

We have to make a right on Island Hwy. a right on Jedburgh and on Helmcken RD. one can only turn LEFT.

WE HAVE TO USE THE TRANS CANADA HIGHWAY TO GET TO CANADA TIRE OR YOUR PLACE. COST EXTRA FUEL AND IS PLAIN RIDICULES!!!

THE BOTTOM OF MY DRIVEWAY ATTRACTS MANY SHOPPERS AND THEY JUST PARK THERE.

18 MONTH AGO I ASKED MR. SCREECH TO HAVE A LOOK AND POST A SIGN : NO PARKING!!!

WE HAVE NEVER HEARD FROM OUR MAYOR AGAIN....TOO BAD!

AND NOW HE ACCEPTED AN APPLICATION FOR A MONSTER-

BUILDING ...A FIRST FOR VIEW ROYAL....ON A LOT WHAT NEVER EVER HAD ANY SOIL " ANALYSES" NOR THE OLD UNDERGROUND STORAGE GAS TANKS REMOVED.

GULF CANADA HAD A NICE FILLING STATION ON THAT SPOT WITH 2 REPAIR BAYS AND GREAT SERVICE.

SUDDENLY THEY PACKED IT IN ALL OVER CANADA AND THEY

CLOSED THE STATION, THE CORNER LOT WAS SOLD.

ZONING BYLAW NO.900, 2014, AMENDMENT BYLAW NO.1061,

2020 PROPOSES TO REZONE THE SUBJECT PROPERTY FROM

" C:1 COMMUNITY COMMERCIAL to a new zone , " CD-26 ISLAND HIGHWAY/HELMCKEN COMPREHENSIVE DEVELOPMENT".

WE DO NOT NEED ANYMORE GROCERY STORES AROUND HERE, WE HAVE 3 LARGE GROCERY STORES WITHIN A 1 KM RADIUS ON A BUS LINE, THE STORES ALL DELIVER!

ON TOP OF 4 MILE HILL THEY ARE ADVERTISING FOR A CONDO

DEVELOPMENT, LOOKS GREAT AND FITS INTO OUR COMMUNITY. THAT'S WHAT WE SHOULD BE LOOKING FOR, NICE

AND FRIENDLY LOOKING AND WITH A VILLAGE " LOOK" !!!

WHO WANTS " CLONKERS " ???

THEY LOOK GOOD IN LANGFORD AND IN A FEW PLACES IN COLWOOD....GET MY DRIFT???

DON'T TELL ME YOU'RE LEANING TOWARDS THE CITY OF VICTORIA LOOK?

JUST PICTURE THE ADDITIONAL TRAFFIC CHAOS AND NO STREET PARKING AND SALVATION ARMY STORE....EVERY CUSTOMER IGNORES YOUR " NO LEFT TURN SIGN" AND THE LOT IS FULL ALWAYS TILL LATE AT NIGHT.

DRIVERS COME DOWN THE HILL,STOP AND WAIT TILL THEY CAN TURN LEFT,THE TRAFFIC BACKS UP TO THE 2ND LIGHT!

YOU WANT TO HEAR MORE HORROR STORIES...CALL ME!

COUNCIL SHOULD HAVE NOT ACCEPTED THAT APPLICATION IN THE FIRST PLACE FOR REZONING...YOUR GUYS GOOFED BIG

TIME WHEN ALLOWING THOSE " BIG BUILDINGS BEING BUILT "

NEXT TO OUR MUCH LOVED PARK...I MIGHT AS WELL SPEAK THE TRUTH.....NOBODY ELSE DOES!

Cheers Jutta.

From: Monique B

Sent: Monday, February 1, 2021 11:03 AM

To: Info Address <info@viewroyal.ca>

Subject: Written Comments for 298 Island Highway Agenda Item

Dear Mayor and Council Members,

When considering this project please consider the traffic safety impacts for the intersection of Island Highway and Helmcken. I walk my son to school each day and feel like our safety is being further and further jeopardized by increased cars using this route as a cut-through and dangerous driving. With the advance turning light cars constantly blow through after the pedestrian signal has turned on. This is a major route to school and I already don't feel safe taking this route and worry what additional cars coming in and out of this new property development will look like. Please consider the young students that pass this way each and every day to school and how you can do a better job to keep them safe. I have concerns about the intersection generally and would appreciate a follow-up to discuss further.

Kind regards,

Monique Booth

310 View Royal Ave

From: Thompson, Aaron
Sent: Monday, February 1, 2021 9:30 AM
To: Dawn Miles
Subject: RE: Notice of Public Hearing - 298 Island Hwy - View Royal

Dawn,

I believe BC Transit responded to this application on August 20, 2020 (attached). I would also like to repeat BC Transit's support for the proposed applications. Thank you for the chance to review this application.

Aaron Thompson

Transit Planner

BC Transit

520 Gorge Road East
Victoria, BC V8W 9T5

Development Referral Response

August 20, 2020

Development Location: 298 Island Highway

Local Government: Town of View Royal

Transit System: Victoria Regional Transit System

Development Proposal

The rezoning application proposes a mixed use commercial and residential development comprising the following:

- commercial floor area of approximately 1500 m² (~16,000 s.f.);
- 55 residential units encompassing 16 studio/one-bedroom units, 37 two-bedroom units and one three-bedroom unit;
- In a six-storey building with a height of approximately 20.23 metres

Overall Transit Impact

The proposed site is located directly on a Frequent Transit corridor and is serviced by the following transit routes:

- **14 Vic General/UVic:** a Frequent Transit route providing 15 minute or better service from 7 am to 10 pm, 7 days a week. A bus stop is currently situated for the northbound 14 Vic General adjacent to the subject property's Helmcken frontage.
- **46 Dockyards/Westhills:** a Local Transit – coverage route providing service between HMC Dockyard and Langford's Westhills Transit Exchange. Service on the 46 is currently provided only during peak hours (6:00 am to 8:30 am and 3:00 pm to 5:30 pm) on weekdays. The draft Esquimalt-View Royal Local Area Transit Plan includes a recommendation to introduce midday and weekend service on this route.

Bus Stops and Stations

- The nearest stop northbound stop (Helmcken at Island Hwy; Stop ID: 101051) is adjacent to the property frontage on Helmcken Road and provides service on the 14 Vic General. Prior to the COVID-19 pandemic, this stop accounted for 21 boardings and 111 alightings on the average weekday (stop level data is based only on actual sampled trips, which is typically less than actual stop activity). The proposed development can be expected to produce an increase in ridership at this stop. **BC Transit supports an upgrade to a T3-type shelter at this stop.**

- The nearest eastbound stop (Island Hwy at Helmcken; Stop ID: 101050) is opposite the subject property on Helmcken Road and provides service on the 14 UVic via Richmond and 46 Dockyard. Prior to the COVID-19 pandemic, this stop accounted for 116 boardings and 28 alightings on the average weekday (stop level data is based only on actual sampled trips, which is typically less than actual stop activity). The proposed development can be expected to produce an increase in ridership. **The current shelter looks suitable for this volume of ridership, but a T4-type shelter may be required should boardings exceed 400 per average weekday.**
- The nearest westbound stop (Island Hwy at Helmcken; Stop ID: 101057) is opposite Helmcken Road on the Island Highway and provides service on the 46 Westhills Exch. Prior to the COVID-19 pandemic, this stop accounted for 2.3 boardings and 1.2 alightings on the average weekday (stop level data is based only on actual sampled trips, which is typically less than actual stop activity). **The proposed development can be expected to produce an increase in ridership, but is unlikely to warrant any enhanced infrastructure at this time.**

Land Use

- The proposed uses are consistent with the Frequent Transit Network (FTN) corridor and support the continued development of the Island Highway and Helmcken as an FTN corridor, which can support growing ridership and, in turn, be supported with increased service levels.
- The submitted plans indicate the presence of landscaped boulevards and sidewalks. A mixed use pedestrian-friendly environment supports transit ridership. Additionally, the presence of pedestrian amenities such as lighting, street furniture, and public art support a vibrant pedestrian realm that will encourage active transportation and higher transit ridership. **Attractive pedestrian amenities (such as lighting and street furniture) are encouraged to support a vibrant pedestrian realm.**

BC Transit Level of Support

Contingent on consideration of the recommendations noted above, BC Transit supports the proposed development as it is consistent with transit supportive land use and current transit plans.

Thank you for the opportunity to review this proposed development. If you have any questions or would like further comments on this proposal, please contact:

Seth Wright
Transit Planner
BC Transit

January 30th, 2021

View Royal Town Hall

City Planning department>

SUBJECT: LOT 1, SECTION 8, ESQUIMALT DISTRICT, PLAN 35505

To whom it may concern,

According with the notice on the lot, there is a rezoning application proposal for a new 6 storey building with commercial area for that lot.

We own and live on 308 Island Hwy and we would like to ask you to take in consideration the next points:

- We are concerned for the blasting to build 6 storeys building due the proximity of our property. Our house is built on rock and every blasting is going to affect our foundations. We would like to ask to the builders for a warrant against damages on our property due the construction work.
- Other buildings around are not more than 4 storeys and is going to alter the general look of the neighbour.
- There is currently high dense traffic mainly during commute hours and a elementary school nearby and 3 bus stops at that corner. With a building that size the traffic conditions are going to be challenging.

Thank you so much for your attention to these subjects.

Regards,

 
Leopoldo Padilla and Rebeca G. Price

308 Island Hwy,

RECEIVED
FEB 01 2021
TOWN OF VIEW ROYAL

From: Cathy Lavoie
Sent: Friday, January 29, 2021 9:21 AM
To: Info Address <info@viewroyal.ca>
Subject: Public Hearing Feb. 2 2021

We are writing with regard to

Lot 1, Section 8, Esquimalt District, Plan 35505

We wish to register our opposition to the proposed changes to the Official Community Plan and to the Zoning Bylaw.

1. We believe that changing the Official Community Plan to allow for six storey buildings would set a dangerous precedent.

- At the time that the Official Community Plan was created, the citizens of View Royal agreed on an acceptable maximum height for buildings at the intersection of Helmcken Road and the Old Island Highway. Given the footprint of the subject lot, six storeys are simply too high and too dense.
- In exchange for a 50% increase in the legal height of the proposed building, the developer is offering the possibility of an anchor tenant grocery store. If this anchor tenant is not found, or if a grocery store opens and then quickly closes again, it will be too late to regret allowing the higher building.
- If a six storey building is approved at the northeast corner, that will put pressure on the opposite, southwest corner for a similar change. Beginning at that corner and continuing west beyond the building that currently houses a Salvation Army store, that is a large area, all owned by the same person. If Council agrees to change the Community Plan for Lot 1, Section 8, it will be logical for the owner of the opposite corner to assume that Council might be willing to allow even greater building height and density on that much larger property.
- The area surrounding this intersection is still primarily residential. We believe that a six storey building would negatively affect the property values of adjacent residential properties and the right of their owners to privacy and quiet.

2. We are anxious about the effect of this proposed development on parking in the surrounding neighbourhoods.

- With a six storey building and a grocery store, a realistic number of parking stalls on the property must be a consideration. From our home at 285 Helmcken Road, we are daily witnesses to the lack of sufficient parking spaces at the development at 284 Helmcken Road (View Royal Square), directly across from Lot 1, Section 8. At the time that that property was approved by Council, the developer promised that there would be plenty of parking. This has never been the case, and vehicles are illegally parked in front of the neighbouring property at 286 Helmcken, as well as on Bessborough Road, every single weekday. Large delivery vehicles, including ones carrying dangerous cargo such as liquid nitrogen, visit the site regularly, and park either on the yellow lines in front of 286 Helmcken, or double parked beside 284 Helmcken.

In their deliberations on these proposed changes, we hope that Council will remember that promises made by developers are not always kept.

Sincerely
Catherine and Glenn Lavoie
285 Helmcken Road

From: kyra henry
Sent: Wednesday, January 27, 2021 2:08 PM
To: Info Address <info@viewroyal.ca>
Subject: Rezoning 298 island highway

Dear Mayor and Council,

We received the notice for the upcoming public hearing. After looking at the plans for this new development, we are quite excited to have a grocery/Coffee/shops in our area. It would certainly be a lovely neighborhood centre.

Our main concern is that 6 stories is very high in contrast to other complex's in the area. Will there be enough parking for residents and visitors or will they be using the side streets to park?

Thank you for taking the time to read this.

Kyra Henry
31 Jedburgh Rd.

#220 - 290 Island Highway
Victoria, B.C.
V9B 1G5

January 26, 2021

The Town of View Royal
45 View Royal Ave.
Victoria, B.C.

RECEIVED
JAN 29 2021
TOWN OF VIEW ROYAL

Council:

I am writing in regard to the proposed amendments to the zoning bylaws, and the subsequent development at 298 Island Highway.

My primary concern lies with the volume and flow of traffic that would be generated by such a complex. It is difficult enough now to make a left-hand turn off of Eltham Road because of the backward angle of Helmcken Road that limits vision of vehicles coming from the north, and the retaining wall, of the house at 250 Helmcken Rd., which limits vision of vehicles coming from the south. Vehicles, exiting from the proposed complex, would necessarily be prohibited from making left-hand turns either onto Helmcken or the Island Hwy. because of the proximity to the corner. For the safe flow of traffic in any direction, the corner would, therefore, have to be totally reconfigured. Even if the development's design suggests alternate vehicular traffic, in the form of bicycles, road safety would still be my concern because I feel it's unrealistic to plan without cars/trucks. And what about underground parking? How would that affect the ground stability of Lions Cove and the neighbouring houses?

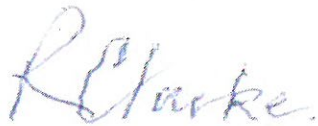
In addition to the increased volume of traffic, would be the increase in noise, not just from the vehicles themselves but from the increase in people. Sound carries a great distance in this area! As one goes higher, the noise level increases because there are fewer tree branches, and fewer structures (i.e. houses, sheds, etc.) to muffle sound. A proposed building structure of six storeys would greatly impact the quality of life for those of us facing west in Lions Cove. And what of the proposed grocery store: what happens to the surrounding neighbours if store hours extend to late evening, or even overnight?

And lastly, I worry about how water pressure would be affected. There have already been a number of residential projects along this stretch of Island Hwy. with another starting construction at #240 (?). Can the current infrastructure - water/sewage/drainage - handle all the development, or are property taxes going to go up to cover the cost to upgrade all these systems?

In conclusion, I feel that the proposed complex is too large a development for this particular piece of property.

I thank you for your consideration of my concerns and hope that they can be adequately addressed.

Yours respectfully,

A handwritten signature in blue ink, appearing to read "R. Clarke". The signature is fluid and cursive, with a large initial "R" and a clear "Clarke" following.

R. (Robin) F. Clarke

*#220 -290 Island Hwy.
Victoria, B.C. V9B 1G5*

Cc: Jennifer -Engineering Dept.

rc

From: JC Scott

Sent: Tuesday, January 26, 2021 12:28 PM

To: Info Address <info@viewroyal.ca>; View Royal Planning <planning@viewroyal.ca>

Cc: 'Anita Rydygier

Subject: Rezoning 3360-020-2020/04

We are writing in support of both the OCP Amendment 3440-020-2020/01 and the Rezoning 3360-020-2020/04 because of several reasons:

- The intersection of Helmcken Road and Island Highway is one of the natural centre points for View Royal.
- Being located at a low point in the natural landscape mitigates the proposed six storey building height.
- There is already commercial on three corners of the intersection and the fourth corner is parkland, so this development could be a catalyst to a comprehensive urban node.
- View Royal needs more walkable destination shopping and service locations, because services at Admirals Road, and Eagle Creek, although good, are a long way from where we live, so we usually drive there.
- Walkable neighbourhoods make better cities, this is being proven all across North America today. See the book '[Walkable City](#)' by Jeff Speck.

We look forward to this development moving forward.

Thank you,

JC Scott & Anita Rydygier

291 Kerwood Street, View Royal, V9B 1A2

JC Scott,

JC Scott eco Design Associates

home studio: 291 Kerwood St,

View Royal, Victoria, BC, V9B-1A2

From: Gary Mathies
Sent: Sunday, January 24, 2021 3:09 PM
To: Info Address <info@viewroyal.ca>
Cc: gmathies
Subject: Zoning Amendments - 298 Island Highway

I agree and support the amendments being suggested for the 'Official Community Plan No. 811, 2011, Amendment Bylaw No. 1060, 2020'.
I also agree and support the amendments being suggested for 'Zoning Bylaw No. 900, 2014, Amendment Bylaw No. 1061, 2020'.

I believe that a structure as proposed in your Notice of Public Hearing (neighbourhood grocery and six story building) is what is needed to work our way towards a neighbourhood centre.

Gary Mathies
333A Stewart Ave.,
Victoria, B.C
V9B 1R6

To whom it may concern

Re proposal at 298 Island Highway

January 21, 2021.

Further to my letter dated January 15, 2021.

Can you please clarify exactly what if any windows will face the Lions Cove side of the 298 Island Highway proposed building?

Drawing Number A230, pages 30 – 35, seems to be showing quite a few windows. It was my understanding that there would not be any windows on this part of the building.

Also, it was my understanding that there would not be any opportunity to invade the privacy of residents of Lions Cove in the West Wing from balconies, decks or terraces built as part of this proposal.

The attachment drawings on pages 30 - 35 seem to show that the roof decks on levels 2, 4, 5 and 6 and a rooftop garden terrace will make it possible to invade our privacy.

If this is not the case, please provide a detailed explanation of why it is not the case because the plans seem to be saying otherwise.

A third question is why consideration does not seem to have been given in the Traffic Impact Assessments (TIA's) of the following factors:

- Significant increase in housing currently and planned increases for many regional communities that will add traffic load directly or indirectly to Helmcken and Island Highway.

Why should the provided TIA's be used when they do not seem to consider broader regional and more localised factors?

For example, shouldn't there be a study that at least anticipates the extent of future development of a Town Centre and the impact it will have on traffic caused issues? Would there be an increase beyond the level of traffic attributed to the current Victoria RV park or not? The answer to this would add significant context to the studies conclusions about this proposal.

- Is there or is there not a possibility of new townhouses on 2 or 3 of the properties on the south side of Eltham that currently back onto the 298 Island Highway property? If so, then shouldn't this also be a factor to include in the current review?
- Is View Royal satisfied that the conclusions reached in the TIA's is based on defensible data? I ask this question because the only actual observed data appears to be the data referred to in the 2017 study done by View Royal in 2017 that focused on Helmcken only. All other data is based on assumptions and procedures to estimate appropriate factor adjustments.

It is not clear to a lay person how reliable such a process is. What is the accuracy of such a procedure (statistical variance)? And why isn't the data presented including this information?

- As briefly mentioned above my observations over the last five and one-half years are that traffic load is not only increasing but that the effect of this is different than the conclusions reached in these TIA's.

For example, there currently are times when traffic is backed up going west in the pm all the way to before Tillicum Avenue. When you pass through all intersections the back-up is still present. I was sitting in my vehicle in these crawls.

I find it significantly faster to drive between 10 am and 1 pm and after 6 pm locally and regionally.

The acceptability of traffic flow at much slower rates between 6 am and 10 am, 2 pm and 6 pm seems to be considered acceptable using the information provided in the TIA's. My non-scientific assessment differs from the reports that seems to focus on peak periods. Good to know but better to have a more comprehensive report that includes broader core time periods. There is no good substitute for good data. I think the result of such a study will produce quite different conclusions now and in the future.

- I also think many citizens would appreciate the addition of a lay person explanation rather than solely the jargon and reference to various standards used in the reports especially when citizen observations differ from results of study reports. There is reference made about following prescribed standards but what people want to know and need to know is what does it mean especially when it seems to differ from their first-hand observations. A conclusion that there is not a problem is not good enough.

A fourth question is regarding the retaining wall between Lions Cove and the proposed building. What precautions are going to be taken to ensure that the trees in the green buffer between properties will not have their root systems compromised?

Trust, confidence, and understanding are especially important when one tries to comment on proposals. It is even better when visions are also aligned in a fast-changing world.

Thank you for your written response.

Dan McDonald

217 – 290 Island Highway.

CRD Staff Referral Response Form

Referral No.: 298 Island Highway. OCP 3440-020-2020-01

	Interests Unaffected	Approval recommended for reasons outlined	Approval recommended subject to conditions	Approval <i>not</i> recommended due to reasons outlined	Comments
Executive Services	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Finance & Technology	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Integrated Water Services	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>The Capital Regional District (CRD) provides the following background information and comments with respect to the Regional Water Supply (RWS) system infrastructure, based on the referral submission provided to us on January 11, 2021 (attached):</p> <p><u>Background Information</u></p> <ul style="list-style-type: none">• The CRD has a large diameter water transmission main (Main No. 2) running along the Island Highway, as shown on the attached GIS map. Main No. 2 is a 813mm diameter welded steel transmission main constructed in 1973.• Main No. 2 assists in delivering water to approximately 400,000 residents within Greater Victoria. <p>The CRD provides the following general comments and conditions with respect to the RWS system infrastructure:</p> <ol style="list-style-type: none">1. If the development proceeds, the designer can obtain record drawing information by making a BC1 Call request at 1-800-474-6886; and2. Engineering details shall be submitted to CRD Integrated Water Services (Referral submissions email: dev-submissions.Engineering@crd.bc.ca) for review and comment, should there be any work within three meters of the transmission main. <p>Feel free to contact Tom Burton if you have any questions. Tom Burton tburton@crd.bc.ca</p>
Legislative Services	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

CRD Staff Referral Response Form

Parks & Environmental Services	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Planning & Protective Services	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	



Legend

Facility or Station

- Disinfection Facility
- Injection
- Pump Station
- Storage Facility

Bulk Meter

- Distribution Balancing Meter
- Supply Bulk Meter

Control Valve

- Altitude Valve
- Check Valve
- Pressure Control Station

Hydrant

- Bulk Water Station
- Hydrant
- Standpipe

System Valve

- Air Release, True
- Flush, True
- Lateral Valve, False; Valve, False
- Lateral Valve, True; Valve, True
- Valve Vault, False
- Valve Vault, True

Fitting

- Cap
- Reducer

1: 500



Notes

0.0 0 0.01 0.0 Kilometres

NAD_1983_UTM_Zone_10N
© Capital Regional District

Important: This map is for general information purposes only. The Capital Regional District (CRD) makes no representations or warranties regarding the accuracy or completeness of this map or the suitability of the map for any purpose. This map is not for navigation. The CRD will not be liable for any damage, loss or injury resulting from the use of the map or information on the map and the map may be changed by the CRD at any time.

To whom it may concern

January 15, 2021

I object to this application for rezoning 298 Island Highway for the following reasons:

Concerned about traffic jams and even more about carbon monoxide. It is bad enough now during traffic jams in rush hour when cars are idling for long periods of time. Rush hour will be extended no matter how the proponent tries to make it sound like many people will arrive on foot to this location. Traffic will increase noticeably and demonstratively without a doubt.

Concerned about the increased safety hazard that will result for those of us trying to get out to Helmcken via Eltham. Already a hazardous situation. The proposed development will also increase the hazard to bicycle riders on both Island Highway and Helmcken.

Concerned with 'taxi' and other drop offs. 'Taxi' drivers often seem to believe they have a right to stop where most convenient for their customer/friend which again will stall traffic and raise the risk of traffic accidents that come with congestion. I just love the sound of the emergency vehicles so much that I can't wait for it to increase. Next thing you know there will be initiatives to widen the roadways to 'alleviate' these issues. Let's get rid of that little park, that will reduce the backlog on Helmcken to turn right onto Island Highway. Let's expropriate that person's property to widen the road for safety reasons. Right! Right for you wrong for those living here, who ride bicycles here, for the elderly who cross both roads, for children living in the neighbourhood and those attending the daycare next door to 290 Island Highway. All collateral damage. Good planning, not. Just because past planning practices allowed these things it should not now be repeated here.

Concerned about the sheer volume of traffic that such a project will attract. This concern is also for the proposed vision of redevelopment, 'along this corridor route'. People who look for economic or political advantage describe these sorts of projects as being wonderful even if it will destroy and endanger the neighbourhood. Why does everyone want to encourage development that leads to large population concentrations? How many people is enough before such people are satisfied? Do we all have to follow a big city model of greater and greater density? There are significant downfalls to this sort of model. But who cares, eh! Money, money, money. If you do not build it, they will not come!

Concerned about night light pollution affecting my sleep. There will be an increase in lighting that will affect me.

Concerned about any possibility now and in the future that microwave towers will be set up on the building having a negative effect on people's health.

Concerned about the effect on wind patterns between 290 and 298 Island Highway structures. The green strip will become more vulnerable to damage from wind at an increasing rate over time. Winds will be funneled and therefore accelerated. The result will be loss of portions of the green strip or damage to it and likely damage to the 290 Island Highway structure and other property on or adjacent to 290 Island Highway. The taller the trees grow the more vulnerable they become.

Concerned about increased garbage and litter blowing around in the neighbourhood.

Concerned about vehicle noise and other noise, especially if there ends up being lots of business (and of course that is Red Barn's goal) and/or people out on the upper floor terraces (which should not be allowed). How will noise be managed? Also, the additional people living next door will probably result at times in excessive noise late into the night. Parties, or even small groups sitting outside on the terraces having a few drinks oblivious to those who have a window open and are trying to sleep and further compounded by more late-night vehicle traffic noise. What about visitor parking? Will enough be provided to prevent pressure on neighbourhood parking spots which already present a serious hazard (visibility and narrowing of the road close to Lions Cove) on Eltham?

Concerned with further density related issues if a townhouse complex gets built on Eltham. A townhouse complex by itself would be an acceptable addition as density increase would be very modest and it would be possible to reduce parking issues on Eltham by providing off road parking.

Concerned about privacy as we will be right next door and there may be window peepers. The people on the terraces will be able to peep even if windows will not be installed on the side facing Lions Cove. I will lose my privacy and be deprived of getting cool air on a summer's night. Oh, I could of course put in air conditioning. There would be environmental consequences and significant increased costs to me as a result. But who cares, eh?

Concerned about construction noise and those late-night early morning dumpster pickups. And what about early hour grocery deliveries to the Red Barn? These wouldn't wake me up either. But who cares, eh? Money, money, money,

Very concerned if any blasting is being proposed. If a two-level underground parking lot is built it will almost certainly require blasting. Almost for sure there will be damage to our building due to the close proximity not to mention the noise of the drilling and blasting. Just what I am looking forward to listening to for a month or so. What provisions are to be made to get money from the owner or developer for this sort of damage, some of which will not be obvious until years later?

Concerned about the increased parking pressure in our neighbourhood (including beyond Eltham) during construction and afterwards. How many vehicle operators will think it is okay to use Lions Cove as a turn-around opportunity? Or will we be faced with long duration flag persons restricting/stopping travel on Eltham?

The neighbourhood is not suitable for higher density beyond what already exists.

Concerned about increased traffic going through the school zone of View Royal elementary. What was the point of spending so much money on traffic calming along Helmcken and Old Island Highway if the longer-term goal was to make Island Highway a business district instead of having a healthy and pleasant (i.e. not a development with high density development and its associated increase in traffic) residential focus?

Concerned about the increased use of View Royal Park which will be inevitable with so many additional people living in close proximity to the park. How will those of us who are community gardeners find a parking spot at the park or are we to use wheelbarrows to transport our tools and plants from home? It happens already that it is impossible to find a parking spot at the park. And what about all the children heading to the skate park? Great job of planning, not.

Concerned that the intersection of Helmcken and Island Highway will see more accidents especially involving pedestrians and bicycle riders. There also are issues with left hand turners into the thrift store. This issue will only get worse.

Concerned about an increase in motorcycles and cars that go through the intersection above (many times well above) the speed limit later in the evening and early morning hours. Yes, I absolutely want to hear more excessively loud so-called mufflers, on those speeding cars and motorcycles. Who cares, eh. Feel free.

Concerned it may become a drug exchange site or a place for homeless people to sleep at night. This of course will spill over to Lions Cove and create serious issues including dumpster diving, needles being discarded, theft, etc. There is nothing much to attract them currently. The Namaste restaurant does not do enough business to make their dumpster attractive.

Concerned about the loss of daylight and being boxed in by the building. While to some it may appear not to be directly shading our building there will be reduced daylight due to the height and proximity of the 298 Island Highway building. Yes of course I will turn on my lights more and for longer periods of time. I will be penalized financially but who cares eh? And the environment will be assaulted as a result and someone will try to make me pay more so I reduce my energy consumption. But who cares, eh?

I think for all these reasons it will reduce the value of our homes in Lions Cove. But who cares, eh.

It may be handy to have a Red Barn store close at hand for some people but I can certainly do without it when the other costs are so high.

It will not surprise you that I am not a fan of the development, at all.

I moved to View Royal because it was quiet most of the days and nights and because it had lots of trees and relatively few commercial buildings. It seemed more respectful of the environment and all the benefits a healthy environment brings. A Red Barn/high density residential complex will bring a lot more traffic, worries, poorer health, environmental impacts, accidents, loss of privacy and light, noise and pollution to our home and neighbourhood and increase negative environmental impacts. It will also make our neighbourhood less safe in a number of ways.

For those of you who do not live here you have no real idea about the negative impacts that will be felt here, forever.

Good job, not!

Good planning involves first and foremost consideration for the well being of everyone who lives in the neighbourhood.

It involves consideration of the environment, the people's health and well being. What is sustainable?

We cannot go on forever with a growth mentality for everything. If our earth survives it will absolutely be necessary to change how we live. Let's start now to begin this change.

Convenience and profit are way down the list.

Every city should have population limits.

Every kind of ecosystem has a breaking point.

Moderation in all things should be a fundamental foundation of all planning.

Dan McDonald

217 – 290 Island Highway

From: Ardys Baker
Sent: Tuesday, November 3, 2020 11:17 AM
To: Mayor And Council Email <mayorandcouncil@viewroyal.ca>
Subject: Proposed Development - 298 Island Highway

Dear Mayor and Council,

I write to express opposition to the proposed development at 298 Island Highway. View Royal does need to do its part to create more housing for those living in the CRD, but it seems that we are already, given the other larger-scale housing developments that have recently been approved, e.g., at Thetis Lake and Eagle Creek, and Christie Point when that goes ahead.

Six stories is too big for the proposed development. If built, it will increase traffic congestion and detract from the small town feel of our community. I agree that one or two more light commercial businesses, such as a locally owned coffee shop, would be nice along Craigflower Rd near Helmcken; however, this can be done without an accompanying six storey condominium building.

I hope that there will be a reasonable amount of time given for meaningful public consultation on this development proposal, and that adequate notice for such consultation will be provided to View Royal residents.

Sincerely,
Ardys Baker

-----Original Message-----

From: Marcia Semenoff

Sent: Friday, October 23, 2020 10:50 AM

To: Info Address <info@viewroyal.ca>; Marcia Semenoff

Subject: Proposed development at 298 Island Highway

To whom it may concern:

I have lived at 295 View Royal Ave. for over 20 years. During that time, Craigflower Rd. went through a major redevelopment, and instead of widening the road, traffic calming flower beds were put in place. Once the work was complete, the newsletter from the Town of View Royal talked about how the road had been returned to the residential road it had always been. This strongly indicated to me that the plan for View Royal was residential, not for large developments.

The 6 story proposed commercial/residential building for 298 Island Hwy, a block and a half from my house, does not fit that quiet residential vision that I believed the Town of View Royal was maintaining. I am vehemently opposed to such a large development in my neighborhood. If commercial space in buildings was a priority for Craigflower/Island Hwy, perhaps the road should have been widened to ease traffic flow, instead of narrowed with flower beds and decorative lighting.

View Royal Ave has always been close to a main road, but an area with only single family homes, it has always been a quiet, and almost secret location, with its winding country like roads. There have been several new condominium developments on Craigflower/Island Hwy, but none 6 stories high, and none with commercial space.

In my opinion, commercial space has historically not done very well in this area. Louie's market closed; the Shar-Care market, which took over the space, closed; the corner store at the top of the hill closed; the medical building on the corner of Helmcken sat largely empty for many years, and the coffee shop open there, now, is not well utilized by the locals.

We already have the Thrifty's mall, and the new Quality Foods mall within walking distance. Esquimalt, Colwood, and downtown are easily accessible by bus.

There are no 6 story buildings nearby. The added traffic from such a large number of residences seems excessive for a corridor already burdened with daily traffic jams. Let developments of this size happen in Colwood, and please keep to your vision of quiet streets in View Royal. Thank you,

Marcia Semenoff

From: Robyn Rose
Sent: Monday, June 1, 2020 3:23 PM
To: Mayor And Council Email <mayorandcouncil@viewroyal.ca>
Cc: Aaron Hodgson ; Gery Lemon
Subject: 298 Island Hwy. project

Good day Mayor Screech and council:

To open, I am not opposed to development of this property but, I do have some concerns.

Attached please find the submission to you from Ankenman Marchand Architects, regarding the development at 298 Island Highway. Had not a resident of Lion's Cove forwarded this to me, I would be in the dark regarding this project. In their letter to you, Ankenman Marchand indicated that they have conducted an "ongoing door-knocking campaign of "immediate neighbours". My property is one of the three that backs onto this project and I have had no contact whatsoever. I don't believe any of my neighbours on Eltham Rd., who will be considerably impacted, have been contacted either. If they were, what were their comments? Our neighbourhood consists of a large townhouse complex, a condominium strata and single family dwellings on Eltham Rd.. We are what I would consider "immediate neighbours" of this project. Note that Lion's Cove has been contacted, but I see no indication that Ashley Gate has been contacted, nor have I. Needless to say, I will be considerably impacted by this development. In this regard I would hesitate to trust that the information contained in their letter to you is factual.

One of the respondents has not provided their address in their letter, so, who is Jason Boyd and, where does he live? He notes that "we will finally have a place to go and gather outside for coffee". I doubt this person lives close by, as there is already a coffee shop across the street from the proposed project. Adam Pederson lives in Governor's Point. I fail to understand how this development impacts them, other than the expected increase in traffic, since they are almost a kilometre from the subject property and certainly not what I would consider to be an "immediate neighbour". Presumably there are letters from objectors but they are not attached.

I have some reservations about the impact to my property in that it is difficult to read the writing in the plans, so it is difficult, if not impossible, to discern if there is sufficient parking for residents, customers and visitors at the site. As you are aware, there are already significant parking issues on Eltham Rd. so sufficient resident and visitor parking for surrounding properties are of paramount import. There is no mention of ratio of residents to parking spaces. This area is growing. There is no parking on Island Highway or Helmcken Road due to bike lanes that are seldom used. Overflow parking from this development is going to be a huge issue for the neighbourhood. There are three rental properties on Helmcken, across from the subject property. The tenants and their guests park on Eltham because there is not adequate parking on the rental properties. The by-law governing tenant parking is not enforced, thus this project is going to further impact parking in our neighbourhood.

The OCP requirement is:

"Neighbourhood Mixed-Use – Commercial uses with townhouses and low-rise apartments up to **four storeys** with a maximum Floor Space Ratio of 1.5."

This project does not comply with the OCP.

They refer to “future townhouses proposed” for the three properties on Eltham Rd. That’s news to me, and I own and reside at one of the three properties.

The submitted renderings are very pretty and the project could be an asset to our community, but the impact to neighbours is a concern. A four story building would be more in keeping with the existing neighbouring commercial/residential properties and would comply with the OCP. I submit that this project be limited to four stories and sufficient parking be provided for the residents, visitors and commercial space.

The overshadowing diagrams show no continuation of Eltham Rd. to Ashley Gate. This is a major consideration given the volume of traffic on Eltham Rd. and the possible impact to parking on the street. Currently there is not sufficient visitor parking at Ashley Court and Lion’s Cove, thus the overflow parks on Eltham Rd.. So do the residents who have no accommodation for second, third, and fourth vehicles. Additionally, even though he provides on-site parking, the doctor’s patients constantly park on Eltham Rd. Hopefully council would require sufficient visitor parking stalls for this project or the residents of Eltham Rd. will have no street parking available. Commuters park in the Namaste parking lot now. Will they too park on Eltham Rd.? Our street is narrow and hazardous now. What will it be like if there are more vehicles parked on it? Please ensure that there is ample parking on 298 Isle. Hwy. to accommodate ALL of their parking needs.

On a more personal note. My vegetable garden and greenhouse border on the property line between my property and this project. The overshadowing is a concern for me. I will no longer be able to grow produce on my property thus, I will have to incur considerable cost to purchase my produce. I am a pensioner on a limited income and this is not a minor consideration for me. Also, if there is blasting I fear the retaining wall at the back of my property, and my garage that borders 298 Isle. Hwy. will be at risk.

I need some assurances that I will not be unduly impacted by this project, or if so that there will be some compensation.

From: Dave & Monique Booth

Sent: Monday, June 1, 2020 1:35 PM

To: Mayor And Council Email <mayorandcouncil@viewroyal.ca>

Subject: Council Meeting Tuesday, June 2 - Agenda item 7.1a

Good morning Mayor and Council,

First I would like to thank Mayor Screech for posting about this agenda item on the "Friends who like the Town of View Royal" page. I find it really helpful.

Secondly, I want to convey how wanted (and needed in my opinion) increased vibrancy and commerce is to this particular neighbourhood. We live on view royal avenue and a bakery/grocery store/coffee shop would be so wonderful to have nearby. In order to meet a friend for coffee we have to go to the borders of the municipality and with two small children it is a bit of a trek to bike or walk there. We would love to see the property where the salvation army is currently located, as well as the small apartment building beside it developed to something that is more community oriented.

Lastly, as many others have raised on the facebook page already, traffic is a major concern for that intersection. If advanced, traffic safety (especially as this is a major corridor for kids going to and from elementary school) needs to be top priority. I would also like to request the need for a clearly marked bike line through the intersection to the top of the hill where the bike line currently starts. We often bike there to go to the school or connect to the rail trail that that short stretch often feels unsafe with the merge and the bus stop. It is so nice to see more and more young families move back to the neighbourhood where I also grew up. I worry for the safety of all the children that will be traveling from our neighbourhood to View Royal elementary and hope that you are mindful of this when making decisions related to this intersection.

Should you have any questions please don't hesitate to contact me.

Kind regards,

Monique Booth

308 View Royal Avenue