

**CORDOVA BAY ASSOCIATION for COMMUNITY AFFAIRS ~ TRIO SUBCOMMITTEE
ARAGON - CORDOVA BAY DEVELOPMENT**

REPORT on KEY ISSUES & CONCERNS

Prepared for: Cordova Bay Association for Community Affairs

Submitted by: the CBA Trio Subcommittee

Date: December 01, 2015

ISSUE:

The District of Saanich Planning Department has requested a response from the Cordova Bay Association for Community Affairs (CBA) to an application from Aragon Developments to rezone from M-2, P-4, and RM-3TR to a new CD (Comprehensive Development) zone to construct a mixed-use development comprising 385 residential units including detached homes, attached housing and apartments; and a small commercial component.

EXECUTIVE SUMMARY:

The proposed Aragon Development represents a high concentration of residential units, with a property density 3-4 times greater than the adjacent community of Sayward Hill. Correspondingly, the east-west Cordova Bay Road connector and neighbourhood roads within the immediate vicinity of the development will likely see an increase in private vehicle traffic volume in excess of 140% over current levels. Existing infrastructure services and local amenities will also be significantly impacted by the proposed unit mass.

The Cordova Bay Local Area Plan (LAP) was a primary reference source for the CBA Trio Subcommittee; a full list of references is noted at the end of this Report.

In its current form, the CBA TRIO Subcommittee raises objection to the Aragon proposal, as per the following:

1. The residential density of the proposed Development is the foremost critical component, which in turn will bear heavily on all other matters.
2. The inadequacy of the "Traffic Impact Assessment" in addressing volume impacts on prevailing conditions and within the local/neighbourhood road network.
3. Traffic safety issues, including access to Hwy 17 from Cordova Bay Road; also bus service, accommodation of pedestrians and cyclists, traffic routing and sight lines.
4. The timing of infrastructure upgrades such as sewage handling capacity, bus stops, pedestrian crosswalks, streetlight locations and traffic signals.
5. Neighbourhood and design issues, including the proposed commercial site, parking and public access to the proposed parks, blockage of views on Cordova Bay Road and safety issues with driveways backing on to Cordova Bay Road.

The discussion that follows expands on these key issues and concerns, and provides a number of specific recommendations for Board, Saanich Planning and Aragon consideration.

BACKGROUND:

The CBA formed a TRIO Subcommittee to review and provide the CBA Board with comments and recommendations on the proposed Aragon Development at 755 Cordova Bay Road. Saanich had requested a response from CBA by November 16th but subsequently granted an extension to early December to submit comments.

During the course of its review, the subcommittee met with David Roppel from Aragon on November 12, 2015, to discuss a number of items and seek clarification on specific intent. The extent of the review covered the Aragon Rezoning & Development Application, including their "Traffic Impact Assessment" (Boulevard Transportation) and "Geotechnical Assessment" (Ryzuk Geotechnical). Traffic studies from nearby developments such as Mattick's Farms were also requested, but Saanich Planning indicated that these were outdated and would not provide a useful comparative analysis.

Members of the community, including the President of Hill Rise Strata, have provided CBA with copies of correspondence and reports that have been submitted to the District of Saanich, and these have been provided in this Report as additional background (Appendix 1).

DISCUSSION:

Density and Infrastructure

Density

Aragon is proposing to construct 385 residential units over 10.77 hectares, which is a density of 35.74 units per hectare. In comparison, the Sayward Hill development has 206 units over 23.56 hectares (inclusive of the 7.06 hectare "Ridge" golf course) for a density of 8.74 units per hectare. Excluding the golf course, Sayward Hill has 206 units over 16.5 hectares for a density of 12.48 units per hectare.

In other words, the Aragon proposal has a density factor four times greater than Sayward Hill; or close to three times the density if the golf course is excluded.

Such a high concentration of residential property will have a significant impact across a wide range of services and amenities in the area; the Development would exceed the capacity of the existing sewage system, and further aggravate existing traffic issues in the immediate vicinity of the development location.

Infrastructure: Sewage Capacity:

The community at large is concerned about the impact the proposed Development would have on the current sewage capacity within Cordova Bay. The limited capacity of the existing system has been well documented, and has been previously recognized within the LAP; the Aragon Development will only stress the matter further. It is understood that the topic, and the management of the potential shortfall, is under discussion between Aragon and Saanich. Engineering solutions, such as the possibility of on-site storage for overnight/off-peak pump-out, have been tabled but as yet remain unresolved. Given the importance of the issue, the CBA would appreciate being kept updated on the status of these discussions.

Other Infrastructure Concerns:

- Potential damage from pre-construction/pile driving activity ~ will Aragon consider/Saanich require that surveys be conducted on neighbouring homes prior to commencement?
- What noise abatement/air quality control measures will Aragon put in place?
- Will there be other Services impacts on the neighbourhood; e.g. hydro demand on the grid;

- natural gas supply?
- Can the neighbourhood be assured that parking of all construction/contractor traffic will be located on-site, and not spill over onto adjacent streets?

Amenity Funds:

The subcommittee is of the view that the proposed use of amenity funds for improvements to sidewalks and bike lanes are infrastructure enhancements that should rightly be included in development plans. The safe transit of residents and neighbours would seem to be something naturally included within the scope of those aspects required to be included within any development. The proposed contribution towards the creation of pathways, parks and a playground within the development boundary are less likely to benefit the Cordova Bay community-at-large. The allocation of the Aragon amenities fund should be reconsidered.

Traffic

Neighbourhood roads within the immediate vicinity of the Aragon Development will be significantly impacted by traffic, both during construction and after build-out. On a *per unit basis*, and given similar traffic patterns to those already existing, an increase in current volumes in excess of 140% would be likely. The Aragon/Boulevard "Traffic Impact Assessment" (TIA) overlooks a number of key issues:

In particular, the amount of traffic generated per household seems to be significantly underestimated in comparison with other external studies which indicate 7-10 trips generated per household per day. Also the evening rush hour traffic, observed from 4-5 p.m. on one day, does not realistically capture the actual rush hour pressures. Local residential roads like Alderley, Santa Clara and Sayward Hill Crescent were not addressed in the TIA, though they will be heavily impacted. Traffic on Cordova Bay Road is a long-standing issue; it already carries more traffic than a local road normally would, and there are numerous safety concerns. Yet the entire proposed Development takes its access/egress from it.

Construction will considerably increase traffic pressures throughout the building schedule, especially given the nature and extent of remedial geohazard work that has been identified. Fowler Road and its intersection with Cordova Bay Road will be most impacted. Traffic control measures at this intersection (lights or roundabout) should be developed together with Saanich and implemented prior to commencement of construction, and not left until the 80% build-out point.

As previously noted in the LAP, it is expected that access to the Pat Bay Highway 17 from Cordova Bay Road will be closed at some time in the future; at the very least to left-turning, southbound traffic. This issue alone represents a significant determinant of future traffic planning within the area, and yet the TIA remains silent on the matter. Further study should be conducted, to address the consequences of the closure of this intersection specifically as it relates to future traffic flow to and from the neighbouring areas. The CBA would like to see a plan developed jointly by Aragon, Saanich and the Ministry of Transportation and Infrastructure, culminating in a timely solution that would also address the related safety concern.

Driveway access to the proposed residential units at the upper end of Cordova Bay Road (Phase 6) would result in traffic backing out onto the road and represents a considerable safety issue. Similarly, the proposed angled parking off Cordova Bay Road in front of the Commercial Unit (Bldg #11) also presents congestion and safety issues which should be further addressed by having Aragon reconfigure the access and parking for the proposed commercial unit. In addition, the

subcommittee has concerns that there be adequate parking for the rental units above the commercial space, since this is not a location where public transit can be counted on. Two or three vehicles per unit should be accommodated in the adjacent parking.

The existing drainage ditches on both Cordova Bay and Fowler Roads also present safety hazards, and the CBA would like to see a plan to address these issues (such as burying/in-filling drainage pipelines). At the same time consideration should be given to relocating above ground utilities below grade. Measures should be directed at improving sightlines on Cordova Bay Road for uphill westbound traffic.

Traffic patterns created by the increased density will impact private vehicles and also buses (both transit and school) and service trucks, cyclists and pedestrians. *The layout, traffic flow in/out, and adjoining roads/pathways must work for all and be considered in the plan.*

Local “side” roads in the immediate vicinity (i.e. Alderley, Santa Clara, Sayward Hill, etc.) will all be impacted by the increased traffic volume generated by this Development; not just Fowler and the east-west Cordova Bay Road connector.

Neighbourhood

The community looks forward to welcoming new neighbours into a handsomely developed Trio site, though the subcommittee believes strongly that there are far too many units proposed, given surrounding densities and road capacities. The subcommittee is also hoping for as much physical continuity as possible to optimize a good fit into the existing neighbourhood, and to maintain the appearance and character of the Cordova Bay community.

It is our understanding that Aragon will retain ownership and management of the proposed commercial building; including the associated rental accommodation units. We view this as a positive sign of the commitment of Aragon to a high quality and neighbourhood-appropriate development. However, the subcommittee questions the need for a commercial component within this development. What value would this bring to the Cordova Bay neighbourhood; what will be provided that Cordova Bay doesn't already have at both Mattick's and the Village Plaza; can we be assured of sustainable occupancy? The subcommittee recalls community reservations and the lukewarm reception when the idea was floated at earlier public open houses.

Townhouse scale homes along Cordova Bay Road are appropriate and positive, except for the individual driveways (Phase 6) which represent an unacceptable hazard above a blind curve on a local road (which the TIA traffic study identifies as a *collector* because of its heavy use).

The subcommittee fully supports Aragon's proposal to create a new sidewalk to run the length of the Cordova Bay Road frontage (north side), to link up with the existing sidewalk on Fowler Road. Improvements are also proposed to be made to the Fowler Road frontage of the Development site. The proposed extension to the bike lanes on Fowler Road (both sides) are strongly supported, as part of the amenities fund expenditure. *All of these proposed improvements are consistent with the vision and goals of the LAP.* An access pathway is also proposed to be provided between the NE corner of the development site and Fowler Road, giving residents/children safe access to transit and school bus pick-up points. This connecting link would also provide direct sidewalk access to the pedestrian crossing leading to Fowler Park, and beyond to Lochside Trail and Lochside Park.

RECOMMENDATIONS:

The following recommendations are respectfully submitted to the CBA Board, for consideration and subsequent transmission to The District of Saanich Planning Department. The adoption and implementation of these measures will go a long way to easing the issues and concerns that the Cordova Bay community has expressed over the proposed Aragon development.

Density & Infrastructure

It is recommended that:

- Aragon plan for reduced “like for like” density, consistent with the surrounding neighbourhood and in keeping with the character of the Cordova Bay community.
- Traffic lights be installed at the Fowler/Cordova Bay Road intersection before construction begins, and prior to the commencement of Phase 1 of the development project.
- The bus stop in front of the existing residences on Cordova Bay Road (south side) be removed and the bus stop area in front of the school improved, including a pull out lane to minimize disruption to traffic flow.
- The acknowledgment by Aragon that sidewalks will be required to run the length of Cordova Bay Road along the south side of the development offers the opportunity to bury the existing overhead utilities under the sidewalks on the north side of Cordova Bay Road. As mentioned earlier in this report the committee feels that perimeter sidewalks should rightly be included in the development plan.

Traffic

It is recommended that:

- Saanich commission an independent traffic study to further consider the traffic implications. The traffic study (TIA) does not adequately consider rush hour traffic, nor the traffic safety issues with respect to southbound turns at Cordova Bay Road and Hwy 17. (the likelihood of this junction being closed in the relatively near future has not been taken into account.) Additionally, it does not address the increased traffic generated from the proposed commercial development.
- Consideration be given as how best to ease turning pressures on Cordova Bay Road at Fowler, Alderley and Santa Clara Roads (not addressed in the traffic study). The estimated increased traffic will result in excess pressure on Cordova Bay Road (and in particular when the Hwy 17 intersection is closed).
- Aragon plan and provide sidewalks for the Development frontage on Cordova Bay Road, between Fowler and Alderley.
- The planned sidewalk extension/improvement on Fowler (the Aragon “Amenities/Community Enhancement” contribution) be extended from the crosswalk at Fowler Park towards the Cordova Bay Road intersection, on the west side; resulting in a continuous, safe sidewalk and an attractive low-maintenance streetscape running the entire western corridor from Sayward/Hunt to Royal Oak Drive.
- Extended bicycle lanes on Fowler (both sides) also be incorporated. *The introduction of these bicycle lanes and the west-side sidewalk extension/improvement would be entirely consistent with both the LAP and the Saanich Bicycle & Pedestrian Mobility Advisory Committee initiative.*
- Introduce a second crosswalk at the controlled intersection of Fowler and Cordova Bay Roads,

allowing for safe passage north-south and west-east; to access a new sidewalk stretch on east side CBR, from the intersection lights, leading to Lochside Drive/Park.

- The opportunity be taken during the Development to address the management of prevailing speed/safety issues on both Cordova Bay and Fowler Roads; that Aragon in conjunction with Saanich consider the lack of traffic calming measures in the area and around the new Fowler Park; e.g. consider extending the 40km/hr speed limit the full length of CBR, and continue on to Fowler until the Sayward/Hunt intersection. (A 30km/hr limit is likely to be imposed at some time on Fowler in way of the Park.).
- Any development on Fowler should conform to the Cordova Bay Streetscape plan.

Neighbourhood

It is recommended that consideration also be given to the following:

- The majority of the proposed large scale buildings (six storeys) are tucked back into the site, similar to the development across Cordova Bay Road on Sayward Hill, except for the six storey and four storey buildings along the street at the site entrances. These are out of scale with anything directly along Cordova Bay Road, and should also be moved back into the site, or lowered as part of a density reduction.
- Angle parking shown along Cordova Bay Road is not aesthetically consistent with the rest of the community and presents significant safety hazards. It appears to be placed over the sidewalk that needs to connect to the Fowler Road frontage (no sidewalk shown) leading to the Fowler bus stop. The proposed arrangement also limits the ability of drivers to safely about turn back down onto n-s Fowler/Cordova Bay Road.
- The proposed houses along the Fowler frontage of the Development are on a raised elevation, so that there would be little potential for their residents to visually monitor the street, which is an unfortunate condition for public security. Additionally, as referenced in the seismic report, the fill creating this height should be tested for stability before building is approved.
- The subcommittee would like clarification regarding responsibility for the proposed streets and public walkways. The proposed public parks are likely to serve only the immediate residents of the development since they are not visible from current public streets, and without linkages to streets other than Cordova Bay Road, this entire housing site is likely to be seen as private.
- As a further contribution from the “amenities” fund, have the “Cordova Bay” sign from the bend on Cordova Bay Road (at the intersection with Fowler Road) relocated to Sayward Road, at a safe/convenient distance after turning off the Pat Bay Highway.

REFERENCE DOCUMENTS:

- i. Letter from the District of Saanich Planning Department, dated October 19, 2015, inviting comment from the CBA on the Aragon Application for Development
- ii. Aragon Application for Rezoning and Development Permit, dated July 07, 2015, and related Supplementary Information
- iii. Boulevard Transportation “Traffic Impact Assessment”, dated August 11, 2015
- iv. Ryzuk Geotechnical “Geotechnical Assessment” Letter, dated September 21, 2015
- v. Cordova Bay Local Area Plan (July 2008)
- vi. Saanich Bicycle & Pedestrian Mobility Advisory Committee: Minutes dated February 21, 2013

Appendix 1 - Letters and reports from residents of Cordova Bay Community

Review of
Traffic Impact
Assessment
Dated 11 Aug/15
By Alan Macnab,
D.GE., P. Eng.
2 Nov/ 15

I have reviewed the above mentioned traffic impact assessment report by Boulevard Transportation. The report seems to be grounded in traffic studies and makes assumptions of growth based on a science based approach. I feel that some of the underlying assumptions are simplistic, and predicted behaviour of drivers, less than convincing. The following are my problems with the report.

The report looks at existing conditions, and extrapolates them to some time in the future both with the development and without. What is missing is that there will be a construction phase for the development which will have construction induced traffic. One cannot build 400 units and accompanying infrastructure without construction vehicles. The geotechnical report acknowledges the need for preloading and pile driving, activities not normally associated with residential construction. So, in addition to tradesman's vans etc., the area will receive traffic in the form of low boy haulers, backhoes, cranes, dump trucks, concrete trucks, and long axle construction delivery trucks.

The proposed routes of ingress and escape for the project are Fowler to Sayward to Hwy 17 or Cordova Bay Road (CBR) to Claremont to Wesley to Haliburton. The section of Claremont from CBR to Wesley cannot be considered to be a collector road. It has a switch back on it, and steep grades which will make heavy vehicle traffic (trucks, etc.) impractical. These problems will force a left turn at CBR/Fowler or almost all construction traffic.

The report assumes that because the CBR/HWY 17 intersection is currently functions at level of service (LOS) F, all outbound traffic will then be forced to use Fowler/Sayward or Claremont/Haliburton. It further assumes that the majority of the traffic will choose to exit right onto CBR. This forces the access to Pat Bay up Claremont, along Wesley and up Haliburton. The ingress is a little easier as there is the opportunity to access Claremont directly from Pat Bay.

If one thinks about it for a minute, you will see that this access which the report claims will be the preferred method will include the use of two traffic lights, transit two school zones, and climb the steep hill on Claremont at the switchback. This switchback is closed periodically in snowy or icy conditions.

In short, it would appear that this option will not be viewed favourably by the motoring public. This will further drive a left turn at Fowler/CBR. Without this behavioural characteristic, the Fowler /CBR left turn was predicted to function at LOS C while the sensitivity analysis predicted LOS F. Given that C is probably adequate, why would we want to participate in a development which would render our options adequate at best, and dismal at worst?

This whole problem is driven by the traffic volumes predicted from the development which are driven by the density.

In order to escape the problem of an overcrowded exit onto Fowler, motorists will opt for one of two escape routes. CBR to Alderley to Sayward, or CBR to Santa Clara to Claremont to Del Monte to Haliburton. Neither of these routes is suitable for high volumes of traffic, and in fact traffic calming is already in place on Del Monte. The report assumes that no added traffic will utilize CBR westbound to Pat Bay directly or to escape through Alderley or Santa Clara because the traffic light will draw the traffic towards it. This makes no sense to me from a behavioural stand point. There will always be

people who, even if the left turn at Fowler/CBR were functioning at reasonable levels (which it will not be as shown previously), will instinctively look for another route out. That leads them to Santa Clara (not even discussed in the report) or Alderley which is discussed and discarded as not relevant due to the presence of the light at Fowler/CBR. This argument fails because the assumption is invalid.

This increased traffic up CBR which I believe is inevitable, although the report says won't happen, will face the poor vertical curve and poor horizontal curve at the top of CBR hill. At the top of the hill, hidden by the alignment challenges, the developer proposes to build houses with driveways backing out onto CBR. A recipe for accidents. In fact, if the traffic flows are as predicted by Boulevard, those vehicles will be backing out across the uphill traffic to access the downhill lane of CBR to go to CBR/Fowler which the report claims is the preferred route.

This analysis convincingly supports the Hill Rise Strata strongly held position that access should not be permitted by backing out onto CBR. Access to the coach houses should be from the back (north side) onto a collector which could either access CBR at Hill Rise Terrace or better still into the development's internal unnamed streets.

It should also be noted that the traffic impact study assumes that a sidewalk and curb and gutter improvement of CBR from Fowler to the west extent of the project is a given. The application for rezoning dated 9 July/15 by the developer does not include this improvement. It should be stressed that we believe this is a necessity.

In conclusion it should not be a surprise that the density of the development is driving traffic issues which have not been adequately addressed in this report.

11 October 2015
Planning Department
District of Saanich
770 Vernon Ave.
Victoria, BC V8X 2W7
Attn: Neil Findlow

Re: Trio Site – Aragon Properties

Dear Neil:

We live at 770 Cordova Bay Rd. and as such are close neighbours of the above mentioned project. While the project offers a lot of opportunities to complete our neighbourhood, we are distressed that some of our concerns are not being heard. We have attended two town hall type meetings hosted by the developer, and read many publications available. The latest is an article in the Times Colonist announcing the application by Aragon Properties for a zoning change. We have expressed our concerns to the developer, but we feel that some of them may not have been understood. The following are our concerns.

Density

The current proposal is for approximately 15 units per acre. This would result in 750 - 800 residents and 750 - 800 vehicles trying to use adjacent streets. A common trip would be southbound on Pat Bay Highway. This would permit access to Victoria downtown, Western Communities Big Box stores and up Island travel on Hwy # 1. The access onto Pat Bay southbound from Cordova Bay Rd. is currently intended for low volumes as left turn opportunities must be sequenced around north bound red lights at Haliburton. To add 800 vehicles to this intersection will cause severe backlogs on Cordova Bay Rd and dangerous left turn pressure onto the Pat Bay. The alternative is for drivers to turn left onto Santa Clara and work their way through the neighbourhoods to Haliburton where there is a light. Those streets were never intended to handle this type of through traffic as there are numerous traffic calming objects embedded in the roadways.

This traffic congestion, which is not dealt with in the current plan, is brought on by a development which is much denser than the remainder of the neighbourhood. The fact that the current proposal has predicted sewerage flows which are double the allowable volumes is simply another measurement of the result of a development which is too dense. We suggest that a development of about six (6) units per acre might be more appropriate.

Aragon Properties stated at their town hall meetings that they wished to create a development which fit into the neighbourhood and created a "like for like" situation where it abuts adjacent properties. We would like to see more attention to this commitment by Aragon Properties.

Development of Cordova Bay Rd.

The article in the 8 October edition of the Times Colonist mentions that sidewalk and curb and gutter would be continued along Fowler Road. We suggest that this needs to be extended to the full length of Cordova Bay Road through the west end of the property. This would alleviate the very dangerous open ditch which bounds the north side of Cordova Bay Road Hill. The ditch wall is vertical and abuts the driving lane. There is no shoulder. The open ditch exists in the steep hill section of Cordova Bay Rd. The ditch represents a very real drop off risk to cyclists and motorists. The drainage could be contained in a closed pipe buried below the sidewalk

The development of a sidewalk along the north side of the road would mean removal of the earthen berm which currently sits on the north side of Cordova Bay Rd. Once the berm is removed, a real problem of poor sight distances caused by the blind right hand curve on Cordova Bay Rd hill would be lessened. It is inevitable that there will be added traffic on Cordova Bay Rd as a result of the proposed development. Improvements to the alignment or lines of sight will be necessary, and a new sidewalk would create this improvement.

The development of a sidewalk and curb and gutter on the north side of the road would create a unique opportunity to bury the utilities currently hung on poles on the south side of Cordova Bay Rd.

Single Family Homes on Cordova Bay Rd.

The houses proposed for Cordova Bay Rd will sit on valuable lots as they will command tremendous views. The developer's models indicated that the floor slabs will be below the level of Cordova Bay Rd adjacent. This is a must because, if not, the homes will create a complete block of view lines for the homes of Hill Rise Strata. The proposed homes are currently proposed as 1600 sf. The homes across the street in Hill Rise Strata are 2500-3000 SF. This is not "like for like" with adjacent properties as the developer has stated was his intention. The current proposal for these homes indicates that each will have a driveway entrance onto Cordova Bay Rd. This presents a number of problems.

- 1) A significant vertical curve exists on Cordova Bay Rd. and even if the suggested sidewalk addition and berm removal is undertaken to help driving visibility, the vertical curve cannot be reasonably adjusted. A real danger of cars backing out onto Cordova Bay Road conflicting with west bound traffic on Cordova Bay Road including buses, which are unsighted because of the vertical curve, exists.
- 2) Driveways bring on their own share of "suburban clutter". This includes RVs, boats, third cars, basketball hoops and garbage cans to name but a few. These are not evident on the Hill Rise Strata side of the road where our front doors look out. We suggest the same respect be offered by Aragon Properties.
- 3) Servicing of these homes with mail service, garbage and recycling collection, tradesmen and other maintenance people would further congest Cordova Bay Rd and create a dangerous situation when coupled with the poor vertical curve geometry.

Jawl Developments, when they developed Hill Rise Strata, overcame these problems by accessing the Cordova Bay Rd. units from a road running behind the townhouses. These units are entered via a road in the rear (Hill Rise Lane). It keeps the "suburban clutter" in the back yards.

We spoke to the architect for Aragon Properties about this issue and he indicated that this could be done for the Aragon Project. It would result in a collection of traffic for these houses onto a roadway on the north side of the lots. A retaining wall would likely be needed. This roadway would then bring traffic to an access point onto Cordova Bay Road where traffic control such as stop signs etc. could be used to create a safer situation. We request that these townhomes be accessed from their north side leaving the front yards as clear as those on the south side of the street.

Thank for receiving our concerns. If you wish to discuss them further please do not hesitate to contact us.

Yours truly

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Cc
Aragon Properties – David Roppel
Cordova Bay Association – Larry Gontovnick
Hill Rise Strata - Peter & Shannon Baillie

**762 Cordova Bay
Road, Victoria v8y 1r1**

Planning
Department, District
of Saanich, 770
Vernon Street,
Victoria,
V8X 2W7

Attn: Neil Findlow.

Re Trio Site – Aragon

Properies. Dear Mr Findlow,

My wife and I are relatively new owners of a townhouse in the Hill Rise Strata at 762 Cordova Bay Road adjacent to the proposed development of the old Trio gravel pit. Recently, we have become familiar with the proposed development and the potential problems that we feel are likely to arise if they are not fully addressed. I believe the developer has received several written concerns including one by me but I am concerned that further expressions of our worries are warranted and require the attention of the planning department.

It appears that the proposed use of the 26 acres as it stands will result in a density of approximately 15 units per acre that potentially will allow for almost 800 residents. Given that the proposal suggest an extension of the existing neighbourhood in terms of style, size and cost of accommodation, it is likely that the ownership of the number vehicles (usually at least two per household) will reflect the perceived needs of the residents. Not only will there be a significant rise in the number of vehicles located in this area, but those vehicles will, on average, be used several times a day resulting in a dramatic rise in the vehicular traffic using the existing road space. As we now know from numerous examples both in Victoria and elsewhere, building more roads and widening existing ones do not resolve the use of vehicles and the congestion, noise and pollution thereby created. Although the proposed development purports to emphasize pedestrian and park areas within the proposed site, more emphasis on the use of alternative means of transport to and from the site would reflect more closely current thinking regarding the use of non motorized travel and the promotion of alternative forms of public transportation. In this regard, it would be desirable if the Municipality would assume a role of leadership by promoting and thereby increasing the demand for better public transportation services.

Consequently, particular attention must be paid to the careful improvement of the access roads to the proposed site on Fowler, Cordova Bay Road and Alderley. Specifically, the Cordova Bay Road will require widening, to include adequate drainage, sidewalks and a cycle lane that, at present, is absent from the proposal. The Cordova Bay Road that leads West towards the Pat Bay highway is too narrow, has no sidewalk or drainage on the North side and has a deep ditch that is both dangerous for cyclists and motorists. In addition, a greater emphasis must be placed on the use and availability of public transport and the safety requirements while waiting and boarding the buses. To encourage the use of public transport and to improve its viability, a bus stop and turning space

should be included on the edge of the proposed complex. Because Fowler is adjacent to the popular cycling paths along Lochside drive, special emphasis should be placed on providing cycle paths that permit safe transitions for residents and those using the cycle facilities in the area. It is clear that little consideration has been given to the above described needs because the proposed development calls for a number of commercial businesses at the corner of Cordova Bay Road and Fowler. This further adds to the concerns for safety of pedestrians and cyclists (young and old) because commercial businesses will require parking for patrons, and space for service and delivery vehicles.

As a resident who lives in a townhouse facing Cordova Bay Road, I have particular concerns regarding the construction of seven carriage houses immediately opposite our townhouse. We have been assured that a "like for like" development of homes would be built opposite the Hill Rise Strata but the square footage of these proposed structures is far less. Furthermore, the design of the carriage houses calls for front facing garages with driveways leading directly on to Cordova Bay Road. The design now proposed will remove all greenery and well established trees that we, at present, enjoy. In addition, front driveways leading directly to Cordova Bay Road will allow the usual urban clutter of recreation vehicles, garbage cans, sport equipment and other family items to be left in the driveway. Servicing the houses will also present further annoyance, increased danger and detract from the relatively quiet setting that presently exists. We feel this design is a total disregard for existing residents of Hill Rise Strata and will have a profound negative affect on the value of our properties.

In terms of vehicular movement placing garages and driveways in the front of the houses will present a serious problem because of the blind right hand curve at the crest of the hill. Drivers will not have adequate time to react to vehicles proceeding Westward up the hill and the oncoming traffic Eastward. A simple solution to both the traffic issues and the untidy front aspects would be to construct a back lane and place the garages at the back of the carriage houses in keeping with the design that presently serves the townhouses on Hill Rise Strata. Similarly, front gardens and boulevard trees would lessen the impact of the new carriage houses on the existing residents of Hill Rise Strata.

Further to the problems already described, a heavier traffic volume will also present significant problems for traffic heading West to the Pat Bay Highway. Drivers of vehicles wishing to travel South towards Victoria already have a dangerous intersection to negotiate because drivers must be aware of vehicles wishing to turn from Pat Bay to Cordova Bay while ensuring that the North bound lane is clear. This is intended to be a low volume intersection but the increase of vehicles will result in long lines and impatient drivers wishing to travel South. The likelihood of serious accidents will increase if volumes increase raising the question of the design of the intersection.

We sincerely wish to see the development of the Trio site progress to replace the barren land that now exists but we also wish to maintain the pristine surroundings that we have moved here to enjoy. There is surely a way forward that will allow us all to exist in a safe relatively quiet and harmonious neighbourhood.

Yours Sincerely,

David and Jennifer Johns.

