



CORPORATION OF THE TOWNSHIP OF ESQUIMALT

LATE AGENDA ITEMS COUNCIL

Monday, September 27th, 2021 @ 7:00 pm
Esquimalt Council Chambers

(1) PERTAINING to Item No. 7.7: STAFF REPORTS – Rezoning Application – 530, 534 & 538 West Bay Terrace, and 877 & 879 Dunsmuir Road, Staff Report No. DEV-21-065

- Email from Ed Adams, dated September 27, 2021, Re: West Bay Terrace Project
- Email from Isabelle Lacoste, dated September 26, 2021, Re: Wexford development
- Email from Marc Foucher, dated September 27, 2021, Re: West Bay Terrace Project

(2) PERTAINING to Item No. 7.8: STAFF REPORTS – 880 Fleming Street - Proposed OCP and Zoning Bylaw Amendments, Staff Report No. DEV-21-067

- Email from Valerio Giaretta, dated September 23, 2021, Re: Development at 880 Fleming Road
- Email from Kim Heffler, dated September 23, 2021, Re: 880 Fleming Street (proposed new development)
- Email from Alan Barwin, dated September 27, 2021, Re: 880 Fleming Street
- Email from Dr. Jean-Paul Restoule, dated September 26, 2021, Re: 880 Fleming Street
- Email from James Nadeau, dated September 24, 2021, Re: 1st reading submission 880 Fleming Street
- Email from James Nadeau, dated September 24, 2021, Re: Petition
- Email from Lynn West, dated September 27, 2021, Re: 880 Fleming Street
- Email from Guuduniia LaBoucan, dated September 27, 2021, Re: No to development on 880 Fleming Street
- Email from Pam Campbell, dated September 26, 2021, Re: 880 Fleming Rezoning
- Email Sharon Pedersen, dated September 27, 2021, Re: Vote No to Proposed Rezoning 880 and 874 Fleming
- Email from Tara Harper, dated September 26, 2021, Re: Rezoning of 880 Fleming Street
- Email from Kevin Smitten, dated September 27, 2021, Re: Opposed to the rezoning of 880 Fleming Street

Deborah Liske

From: Ed Adams [REDACTED]
Sent: September-27-21 9:59 AM
To: Corporate Services
Subject: File 21-455 West Bay Terrace Project

CORPORATION OF THE TOWNSHIP OF ESQUIMALT	
RECEIVED:	September 27, 2021
For Information	<input type="checkbox"/> CAO <input type="checkbox"/> Mayor/Council
Other	_____
Referred to:	Deb H
For	<input type="checkbox"/> Action <input type="checkbox"/> Response <input type="checkbox"/> Report
For Agenda	<input checked="" type="checkbox"/> Council <input type="checkbox"/> COTW <input type="checkbox"/> IC

To whom it may concern,

*late item

I would like to voice my support for this project. As a resident of Vic West and an advocate for what Esquimalt has to offer there simply needs to be a push for more housing to allow the area to grow. Not only does this project bring more housing, it is **rental** housing which should outweigh any condo/strata project that is put forward. There is a generous suite mix that is attractive for young families who want to live in the area and close to schools that are walking distance away. The architecture of the building is first class and the West bay neighbourhood is only going to improve and feel safer with the addition of this project.

Thank you for your time.

Ed

Deborah Liske

Subject:

FW: Wexford development

CORPORATION OF THE TOWNSHIP OF ESQUIMALT	
RECEIVED:	September 27, 2021
For Information	<input type="checkbox"/> CAO <input type="checkbox"/> Mayor/Council
Other	_____
Referred to:	Deb H
For	<input type="checkbox"/> Action <input type="checkbox"/> Response <input type="checkbox"/> Report
For Agenda	<input checked="" type="checkbox"/> Council <input type="checkbox"/> COTW <input type="checkbox"/> IC

*late item

- > On Sep 26, 2021, at 2:09 PM, jakisa wrote:
- >
- > Dear mayor and council,
- >
- > We do not agree with the Wexford development proposal.
- >
- > This proposal is HUGE.... too big in height, too big in density for these 2 small streets's corners.
- >
- > We do not think that Head St and Dunsmuir St are designed to support the density of traffic that this proposal will generate, combine to the increase of WestBay Quay traffic and Pacific House.
- >
- > Isabelle Lacoste
- > 563 HEAD ST

Deborah Liske

From: Marc Foucher <[REDACTED]>
Sent: September-27-21 9:45 AM
To: Corporate Services
Subject: West Bay Terrace Project

CORPORATION OF THE TOWNSHIP OF ESQUIMALT
RECEIVED: September 27, 2021
For Information CAO Mayor/Council
Other _____
Referred to: Deb H
For Action Response Report
For Agenda Council COTW IC

Good morning,

*late item

I'd like to submit this email as my full support for Wexford Development's West Bay Terrace project - file number 21-455.

As a young professional, I looked for places to rent/buy in Esquimalt, but with so little available I had to look elsewhere. I believe this project will bring much needed quality housing to Esquimalt and will certainly enhance the neighbourhood.

Sincerely,

--

Marc Foucher
[REDACTED]

Kim Maddin

Subject:

FW: development at 880 Fleming road

CORPORATION OF THE TOWNSHIP OF ESQUIMALT	
RECEIVED:	_____, 2021
For Information	<input type="checkbox"/> CAO <input type="checkbox"/> Mayor/Council
Other	_____
Referred to:	_____
For	<input type="checkbox"/> Action <input type="checkbox"/> Response <input type="checkbox"/> Report
For Agenda	<input type="checkbox"/> Council <input type="checkbox"/> COTW <input type="checkbox"/> IC

On Sep 23, 2021, at 9:46 PM, Val Giaretta [REDACTED] wrote:

Dear Sir

I am very concerned about the proposed development, it will increase the traffic in the area, the development has no common area for the tenant, the parking offered are very few in the project
were are the tenant going to park? at the information meeting I was told that the tenant prefer to take public transportation or bicycle that being the new trend in Victoria
Please have a look at rush hours and the above was only wishful thinking.
have a look at the plan view of the project and it look like 36 inches separation between there fence and the fence of my house
also the consideration of the impact on the area of the increase population and all the negative things associated with a high rental density area.
the council should consider for the project to have adequate common area, adequate parking for the tenant and recreation for the tenants
Please have consideration for many others factors associated with a large rental area.

Kinds Regards

Valerio Giaretta

887 Lampson street
[REDACTED]

Alicia Ferguson

From: Deb Hopkins <Deb.Hopkins@esquimalt.ca>
Sent: September-24-21 1:46 PM
To: Alicia Ferguson
Subject: FW: K. Heffler re: 880 Fleming Rd
Attachments: Kim Heffler re. 880 Fleming Rd development.pdf

Deb Hopkins, (She/Her)

Corporate Officer, Manager of Corporate Services
Township of Esquimalt | Corporate Services
Tel: 250-414-7135 | www.esquimalt.ca

For the latest on the Township's response to COVID-19, please visit esquimalt.ca/covid19

From: Kim Maddin <kim.maddin@esquimalt.ca>
Sent: September-24-21 1:42 PM
To: Deb Hopkins <Deb.Hopkins@esquimalt.ca>
Subject: K. Heffler re: 880 Fleming Rd

Hi Deb,

For Council Agenda, as per Laurie.

Note: In Kim's correspondence she intended to attach 2 previous letters, but one attachment would not open. I told her if she gets it to us by Monday afternoon, we can add it to this correspondence.

Kim Maddin, (She/Her)

Administrative Clerk II
Township of Esquimalt | Corporate Services
Tel: 1-250-414-7109 | www.esquimalt.ca

For the latest on the Township's response to COVID-19, please visit esquimalt.ca/covid19

Kim Maddin

Subject: FW: submission please for meeting Friday, September 27, 2021
Attachments: Township of Esquimalt.docx

CORPORATION OF THE TOWNSHIP OF ESQUIMALT RECEIVED: _____, 2021 For Information __CAO __Mayor/Council Other _____ Referred to: _____ For __Action __Response __Report For Agenda __Council __COTW __IC

From: Kim Heffler [REDACTED]
Date: September 23, 2021 at 1:17:05 PM PDT
To: Mayor and Council <mayorandcouncil@esquimalt.ca>
Subject: submission please for meeting Friday, September 27, 2021

Re: 880 Fleming Street (proposed new development)
September 23, 2021

To whom it may concern,

I've written 2 letters already, explaining about the lack of parking (see attached).

I understand the housing issue, but this is NOT the solution!

I've had no correspondence, of any kind, and would appreciate knowing my voice matters.

30 year plus resident of 867 Fleming Street

[REDACTED]

Kim Heffler

Sent from [Mail](#) for Windows

Township of Esquimalt
Developmental Services

December 4, 2020

Attn: Rachel Dumas, Corporate Officer

Re: Rezoning Application for 874 Fleming Street

Dear Ms. Dumas,

The value of our homes, on the street will depreciating in value because of this deveopment.

This new development doesn't allow for enough parking - result - parking on the street. Presently an issue, with the existing building. Where would the trades people park, our street is full.

The new building is too close to Fleming Pathway. The pathway would become more of an alley. Unsafe to walk to bus stop, etc. The walker would be completing blocked in if attacked.

I don't feel our street can accommodate such a large development.

Solution: the developer buy the vacant property off Craigflower Rd. Access would be off Craigflower Rd. and would allow for proper parking.

Owners of
867 Fleming Street

Deborah Liske

Subject: FW: 880 Fleming St Rezoning

CORPORATION OF THE TOWNSHIP OF ESQUIMALT
RECEIVED: September 27, 2021
For Information CAO Mayor/Council
Other _____
Referred to: Deb H
For Action Response Report
For Agenda Council COTW IC

[redacted] wrote:

Dear Mayor Desjardins and Esquimalt Council,

*late item

I would like to voice my objection to the proposed rezoning and sale of 880 Fleming Street. The lot has incredible environmental value and its location makes it problematic for development. My home at 891 Lampson Street is adjacent to 880 Fleming.

One of the reasons we love our neighbourhood so much is the green space around it. As well as providing a rare wooded space within the township, the lot stores and extracts large amounts of carbon, helping the community address its Climate Change goals. It is home to wildlife. Our yard is teeming with birds, a situation that would change if they lost their habitat. The lot also provided a wild natural place to explore for myself and my family to explore, something that Esquimalt could enhance if the lot were to become a part of Lampson Park. I could see collaboration with École Victor Brodeur, Esquimalt High School and SD61 as options to create learning opportunities for the community.

The proposed development is also not compatible with the Fleming/Colville/Upper Lampson neighbourhood. While Craigflower Road is a major traffic route and already has many apartment buildings, our neighbourhood is predominantly smaller homes and quiet streets. Families cycle, walk and play in Lampson park and the surrounding streets. Students come from all over the community to Esquimalt High. The added traffic on local streets from the development at 874 Fleming will already change the safety, quality and character of the neighbourhood. Adding another large building that would bring more vehicles to the streets and impact Lampson Park is too much.

For these reasons, I ask you reject the rezoning application for 880 Fleming and instead move to add the lot to Lampson Park.

Thank you for your consideration,

Alan Barwin
891 Lampson Street
Esquimalt
[redacted]

Deborah Liske

From: Jean-Paul Restoule
Sent: September-26-21 9:57 PM
To: Corporate Services
Subject: 880 Fleming Street

CORPORATION OF THE TOWNSHIP OF ESQUIMALT	
RECEIVED:	September 27, 2021
For Information	<input type="checkbox"/> CAO <input type="checkbox"/> Mayor/Council
Other	_____
Referred to:	Deb H
For	<input type="checkbox"/> Action <input type="checkbox"/> Response <input type="checkbox"/> Report
For Agenda	<input checked="" type="checkbox"/> Council <input type="checkbox"/> COTW <input type="checkbox"/> IC

*late item

ÍY, SŁÁCEL SIÁM

Good day esteemed council members. As a resident of 849 Fleming Street, I write to express my concerns regarding the proposed development at 880 Fleming St. particularly the additional 45 unit building that did not appear to be part of the initial posted development. While Method Build claims to have communicated to residents via a letter sent July 19, our house received nothing. I'd have attended an open house had I been aware. My concerns are primarily related to safety with the increased traffic to a small street with plenty of pedestrians and no sidewalks.

Several families with young children live on this street and many more pedestrians use the street and its walkway connecting to Craigflower. There are plenty of pedestrians using the street as a walkway connecting the high school and tennis courts with Craigflower Avenue. A development of 137 units and additional potential visitors is bound to increase traffic on the street significantly. Having lived here since 2017, I have witnessed the increased use of Fleming street by cars when scheduled meetings were held at the Lodge weekly or more. Parking on the street, already at a premium, becomes non-existent during such an event.

When baseball games are held at the Lions park adjacent to the unit, there is no parking on Colville and cars come on to Fleming. With inadequate parking allotment at 880 Fleming, we are likely to see visitors and residents attempting to park on Fleming, and search for spots to leave their cars, increasing the traffic and a rise in potential safety issues. With congestion on the streets, access for emergency vehicles will be a concern with limited space for fire trucks and ambulances to make their way through (already a frequent occurrence with the old Lodge).

Similarly, on school days, there is a great deal of pedestrian activity as the Esquimalt Secondary School students make their way along Colville, and along Fleming to the buses on Craigflower. Adding vehicular traffic to a small street with many pedestrians is dangerous. It would be far preferable for the unit to have access direct from a main thoroughfare like Craigflower.

A secondary concern is the removal of several dozen trees to make space for the additional units. This alteration of the urban greenery will have an impact on the deer making use of the wooded area for shelter and movement, not to mention the lost potential of carbon capture. Should this rezoning go ahead, I would like to see some kind of balance in trees added to the area to balance out the removal of trees for housing.

Thank you for hearing my concerns. Please keep me informed of future developments.
HÍSWKE SIÁM,

Dr. Jean-Paul Restoule
849 Fleming Street
Esquimalt

Deborah Liske

Subject: FW: Submission for 1st reading re: 880 Fleming St
Attachments: 1st reading submission 880 fleming st.docx; Attached a (2).tif; Attached B (1).tif

From: James nadeau [REDACTED]
Date: September 24, 2021 at 12:36:28 PM PDT
To: Mayor and Council <mayorandcouncil@esquimalt.ca>
Subject: Submission for 1st reading re: 880 Fleming St

I have attached my submission, but am also pasting the copy to this e-mail in case there are problems with attachments.

Submission for first reading re: 880 Fleming St. From James Nadeau of 854 Fleming St.

I am writing to request that the proposal to develop 880 Fleming Street does not go to first reading until the plans for accessing this lot are finalized. As access is the single most important issue facing this neighborhood, this issue should not be left open ended. If this issue has been addressed by the time of reading, I would still request that there is a postponement so that the neighborhood has an opportunity to review it. So far we have been told it is unavailable to us.

Additional concerns:

a) Right next to this proposed development, at 874 Fleming Street, is the Lion's Seniors' Lodge. This is a 70 unit, four story building which has been rezoned and is slated for demolition. It will be replaced by a six story building with double the footprint, which will increase occupancy from 70 units to 140 units. Because this is much needed social housing the neighborhood, although concerned about the size of this development, has supported it. Fleming Street is a quiet, no exit/single entrance street will already absorb 70 extra units when the development at 874 is complete. When the neighborhood agreed to this development, there was no mention of an additional development right next door. We are adamant that these two projects combined would be too much development pressure to put on this one neighborhood. The proposed development at 880 Fleming would add 50 more units to this street. Including the additional 70 units being added to the Seniors' Lodge, this new proposal means there would be an additional 120 units in this neighborhood, all with access through Fleming St. If this new proposal goes ahead, the number of residents accessing housing units through Fleming St would be (at least) tripled.

b) When 880 Fleming was zoned as a lot in the 1970's, the right of way linked Fleming St to Lampson St (see Attached "a"). It was never the intention to have Fleming St be a closed cul de sac and allowing a right of way to be the private drive way for a development. When the lot was amended in the 80's (see attached "b") it still shows a road existing to Lampson St. We believe that, the lot should be accessed from Lampson St. As a second resort, there is a vacant lot on Craigflower, directly in front of the property, that could be used for access instead. If there is some reason that these access points can't be used, we request a meeting with the developer and public works to explain to us exactly why. If, for some reason Fleming St is the only access point then the size of the development would have to be drastically reduced. Also, If for some reason an access point of a right of way is invalid, wouldn't that invalidate the entire right of way?

c) It makes more sense to access this lot from Lampson. It is the less trafficked part of Lampson as it is north of transfer st. and the lot is closer to Lampson. There would be challenges to doing this, but there are challenges using the other side as well. Access from Lampson would have much less impact on the neighborhood and the lot could be given a Lampson St address.

d) How can a city, in the fourth most expensive region in Canada let a lot of this size sell of one million dollars? Who negotiated this? I have been told the far-below-market price would be considered a donation to parks. Will this money be spent in the affected neighborhood? If the reason for subsidizing this development is to offset the significant costs of developing this lot, then any extra costs associated with access should be assumed by the developer, not by the city or the neighborhood. If this isn't worth developing unless it is pretty much given away, we argue that this is a good reason to not develop the lot at all and instead attach it to the park.

e) If for some reason accessing from Lampson is unfeasible then this lot should not be developed until the development at 874 is finished and a traffic study is conducted. The housing society has made commitments to the neighborhood during the construction phase and we feel that if both these developments happen at the same time, that it will be chaos. Developing both at once would make it impossible to assess the impact of each development (and access) independently. Accessing from Lampson St would alleviate this and both developments could happen synchronously.

f) I realize that they are promoting "affordable" units, but as a person who works at the forefront of the region's housing crisis, affordable is usually a small percentage below market rate. Another way to look at this is the rent is 10% less than the most money a landlord can get away with charging.

g) Parking and developer engagement: The engagement with the developer has been atrocious. First they book the public meeting on the Tuesday after the August long weekend and many of us were away. The people that did attend the meeting described the parking plan as "delusional." When calling the contact number we get someone who seems to know nothing about the project. The engagement with very good with the housing society and they made commitments to the neighborhood around not parking work equipment or employee vehicles on the street. We would require this from the other developer as well, this doesn't seem feasible if both these projects happen at the same time.

With the previous occupancy at 874, traffic and parking on Fleming Street were already at a maximum. Traffic will double when 874 is complete. The 880 development has inadequate parking and the limited amount they will offer costs \$150.00 per month. This is another reason that we require an exact plan of the access point, so that the access point doesn't turn into a parking lot. Remember, this is right outside some resident's back yards. There seems to be a belief that people in rental properties do not drive cars. This is completely wrong. Go to any apartment building and look at the full parking lots. What often happens is that they choose not to pay the parking fees and find street parking, which has been the case on Fleming St.

Frankly, if there was a desire to develop these lots at the same time they should have been rezoned at the same time. Even with our concerns, we supported the addition of the social housing project. Some neighborhoods have negative reactions to this type of housing. We wanted to be YIMBY not NIMBY. But how we are rewarded for this positive attitude regarding social housing? We are just going to tag another five story building at the end of your Street.

These concerns are valid and we are looking for support and to have them taken seriously. Once again we require an exact layout of the access point/turn around in front of the building before it goes to first reading and we feel that this is a reasonable request.

Thank you,

James Nadeau

854 Fleming St

CORPORATION OF THE TOWNSHIP OF ESQUIMALT	
RECEIVED:	September 27, 2021
For Information	<input type="checkbox"/> CAO <input type="checkbox"/> Mayor/Council
Other	_____
Referred to:	Deb H
For	<input type="checkbox"/> Action <input type="checkbox"/> Response <input type="checkbox"/> Report
For Agenda	<input checked="" type="checkbox"/> Council <input type="checkbox"/> COTW <input type="checkbox"/> IC

*late item

**PLAN OF SUBDIVISION OF
 LOTS 4, 5 & 6, PLAN 7500, LOT A, PLAN 17077, PART OF LOT 1, PLAN 7160
 AND PART OF LOT 2, BLOCK D, PLAN 195,
 SECTION 10, ESQUIMALT DISTRICT.**

PLAN 25267

Registered in the Land Registry Office
 of Victoria, B.C.
 this 21st day of February 1972

Richard J. ...
 Deputy Registrar

Approved under the Land Title Act
 this 28th day of February 1972

C. ...
 Acting Officer
 Esquimalt Municipality

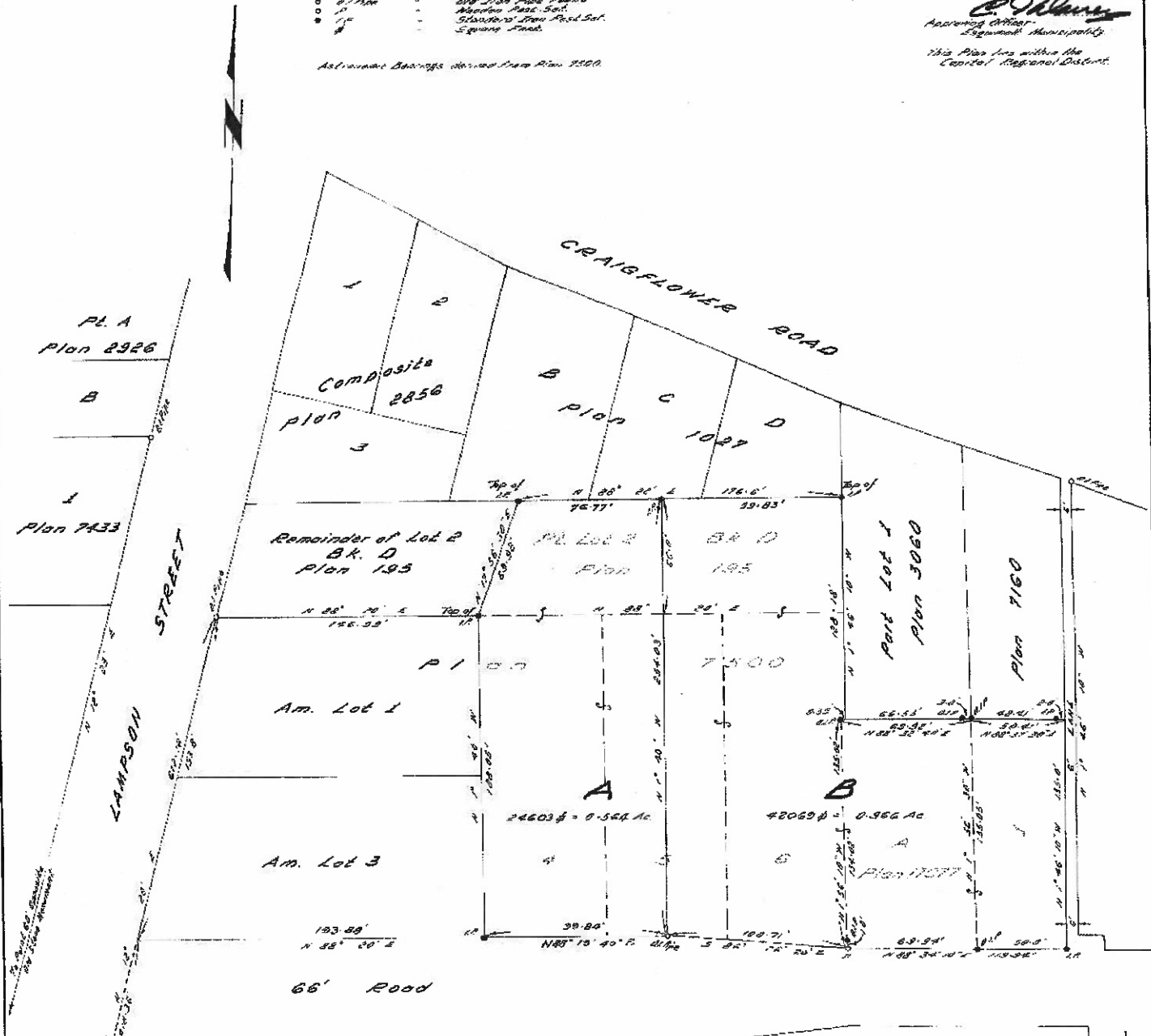
This Plan lies within the
 Central Regional District.

Scale: 1 inch = 40 Feet.

Legend

- 0.1" Double Line - Douglas Old Iron Rail Fence
- 0.1" Single Line - Old Iron Pipe Fence
- 1" - Mason's Post-Set
- 1/2" - Standard Iron Post-Set
- 1/4" - Square Track

Astronomical Bearings derived from Plan 2526



Registered Owner
 Corporation of Esquimalt

Richard J. ...
 Mayor
M. ...
 Clerk

I, F. C. Small, of the City of Victoria British Columbia do hereby certify
 to the truth and lawfulness of the contents of and the correctness of the
 boundary represented by this plan and that the same is correct and
 the said survey was completed on the 10th day of February 1972

Surveyed by this (10th) day of February 1972
 F. C. Small

F. Curitt
 A Commissioner of the Land Registry Office British Columbia

J. Robert C. Howells
 2110 10th Street
 Victoria B.C.
 No. 2410
 10 100-3
 C.B. 205-30

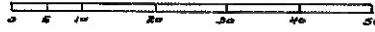
PLAN
OF SUBDIVISION OF
AMENDED LOT 3 AND LOTS 7, 8, 9, 10, 13, 14 AND 15 PLAN 7500 AND
PART OF LOT A PLAN 25267 AND CLOSED ROAD AS SHOWN IN
PLAN 35754, SECTION 10, ESQUIMALT DISTRICT.

L21177
AL

PLAN 3809

Deposited in the Land Titles Office of
Victoria, B.C. this 1st day of June
1961.
Deputy Registrar

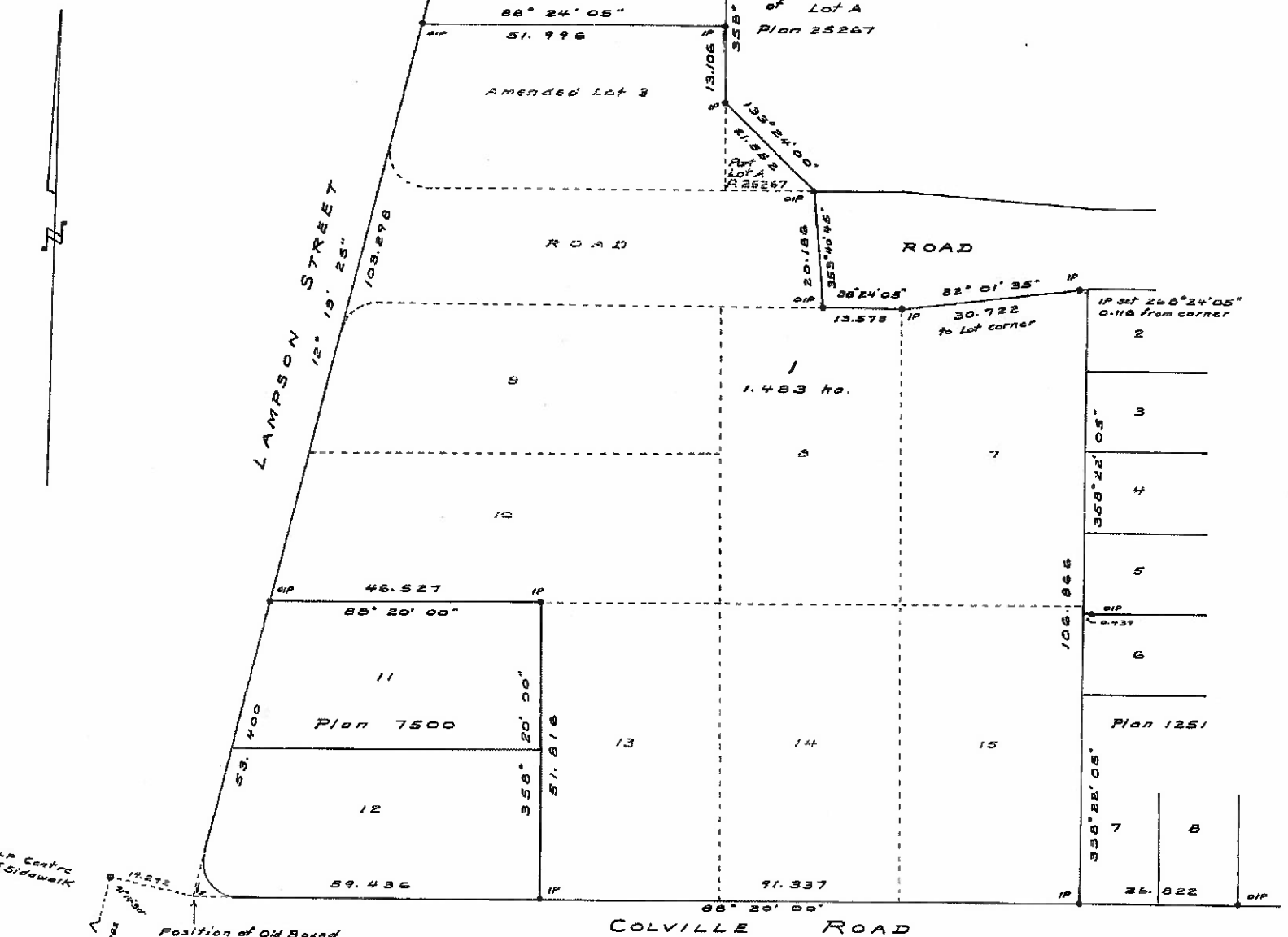
SCALE 1:500
Distances are in metres.



Legend

to m.c. Bearings derived from Plan 7500
IP indicates Old Iron Post.
IP indicates Iron Post.
P indicates Old Lead Plug.

Approved under the Land Title Act
this 26th day of May
1961.
Approving Officer, Esquimalt Municipality
This Plan lies within the Capital Region



1/4" Centre & Sidewalk
14.872
Position of Old Boxed Monument according to J.R.C. Hawell, B.C.L.S.

Municipality of Esquimalt
[Signature]
[Signature]

I, H. Hill, a British Columbia Land Surveyor, in British Columbia certify that I was present at and personally supervised the survey represented by this plan. The survey and plan are correct. The survey was completed on the 15 April, 1961.
H. Hill

Deborah Liske

Subject: FW: Submission for 1st reading 880 Fleming St - Petition
Attachments: Petition 880fleming.pdf

From: James nadeau [REDACTED]
Date: September 24, 2021 at 12:42:32 PM PDT
To: Mayor and Council <mayorandcouncil@esquimalt.ca>
Subject: Submission for 1st reading 880 Fleming St - Petition

CORPORATION OF THE TOWNSHIP OF ESQUIMALT RECEIVED: <u>September 27, 2021</u> For Information <input type="checkbox"/> CAO <input type="checkbox"/> Mayor/Council Other _____ Referred to: <u>Deb H</u> For <input type="checkbox"/> Action <input type="checkbox"/> Response <input type="checkbox"/> Report For Agenda <input checked="" type="checkbox"/> Council <input type="checkbox"/> COTW <input type="checkbox"/> IC

Attached please find a petition signed by the residents of Fleming Street and the affected residents of Colville St. We want it to be understood that there is unanimous opposition by the neighborhood to this development as it stands. I will also deliver a hard copy to city hall by the end of the day.

*late item

Thanks

We, the undersigned residents of Fleming street, request that the re zoning of the lot designated as 880 Fleming St not go to first reading until an alternate access for the site can be found. There is already a demolition and then construction of a six-story building happening next door to this lot. This will increase traffic substantially as it is. All access for both these sites will be from Fleming St, which has a single access point. We believe that this will be too much traffic for this one road and that there are alternative ways to access this lot.

SIGNATURES	Name:	Address:	Date:
①	Tara Horfer	849 Fleming St	Sept 22/21
②	JP Restak	849 Fleming St	Sept 22/21
③	LORRAINE ANDERSON	899 Craigflower	Sept 23/21
④	Kim Hoffer	869 Fleming St.	Sept 22/21
	pw LABILLIS	863 Flemington St	Sept 23/21
	SHARON PEDERSEN	904 COLVILLE RD VICTORIA	Sept 23/21
	Lyn West	851 Fleming St.	Sept 23/21
	David Reeds	868 Fleming St	Sept 23/21
	DAVID G ASTON	892 COLVILLE RD.	Sept 23/21
	Daniel Willes	871 Fleming St?	Sept 23/21
	Jim KELLY	867 FLEMING ST	SEPT 23/21
	Name:	Address:	Date:

TO ESQUIMALT COUNCIL MEMBERS.

We, the undersigned residents of Fleming Street, request that the rezoning of the lot designated as 880 Fleming St not go to first reading until an alternate access for the site can be found. There is already a demolition and then construction of a six-story building happening next door to this lot. This will increase traffic substantially as it is. All access for both these sites will be from Fleming St, which has a single access point. We believe that this will be too much traffic for this one road and that there are alternative ways to access this lot.

SIGNATURE

[Redacted] Name: Laurie Brown Address: 2579 Dowler PL V/C Date: Sep 22nd 2021

QUIDUNIA

[Redacted] Name: LA BOUCAN Address: 850 FLEMING ST, ESQ Date: 22/09/21

[Redacted] Name: Louie OWEN Address: 850 Fleming St. ESQ Date: 22/09/21

[Redacted] Name: Fynn La Boucan Address: 850 Fleming St., ESQ Date: 22/09/21

[Redacted] Name: KEVIN SMITEN Address: 844 FLEMING ST, ESQ Date: 22/09/21

[Redacted] Name: Melanie Reid Address: 844 Fleming St, ESQ Date: 22/09/21

[Redacted] Name: Robin Shunaker Address: 840 Fleming Date: 22/09/21

[Redacted] Name: Jan McEllen Address: 855 Fleming Date: 23/09/21

[Redacted] Name: Karra McCulloch Address: 855 Fleming St Date: 23/09/21

[Redacted] Name: Susan Ellis Address: 861 Fleming St. Date: 23/09/21

[Redacted] Name: M-J [Redacted] Address: 860 Fleming St Date: 23/09/21

[Redacted] Name: JOHN AASEN Address: 864 Fleming St. Date: 23/09/21

Deborah Liske

From: Guuduniia LaBoucan [REDACTED]
Sent: September-27-21 7:20 AM
To: Corporate Services
Cc: James nadeau; Tara Harper; Louise owen; Sharon Pedersen
Subject: No to development on 880 Fleming Street

To the Esquimalt Town Council

I am a 20 year resident of Fleming Street, Esquimalt and live close to the proposed development of the 880 Fleming street multi-family residential development with 45 affordable housing units. The parking issue on our street has never been optimal when the former Lion's Lodge was there. There was a constant car dance to find parking and many occasions when I or my partner have had to park on Colville Street as our street was full. I read the Watt Parking Study and laughed about the so called 80% parking rate on Fleming Street on listed in Table 10. It has always been 90% or more in my years here. Granted some of the parking may have been visitors, but I have my doubts when the cars in question don't move for weeks on end or come back every night to park. I have also seen an incident where a fellow trying to park in the old lodge was verbally assaulted because he couldn't park in the full visitor section and had tried to park in a resident's spot for a few minutes. That doesn't bode well for increasing the capacity of the building and decreasing the number of parking stalls required by our bylaws from 59 spaces to the proposed 26! This 26 assumes that only 24 of the proposed 45 units will have a single car. I did not see that as the case when the old lodge was operating and the pat answer of poor people don't have cars is both insulting and inaccurate. They do have cars and they do have friends who have cars so the proposed 2 spots for their visitors is absurd given that Fleming is already full and Colville has just had an extra 19 units put in with more to come.

I am also not seeing any studies that support the Walker Study's assumption that 5 electric bikes for 45 units and 1 Modo car will make a difference in the ownership of cars or the number of visitors. Indeed the study states, that there is only "limited research that has quantified the impact of these bikes on vehicle ownership/parking demand." So until there is more certainty around that, which I have not seen, it remains a hugely moot point. I and my partner both owns electric bikes, but we still own two cars because of commuting in the rain and snow, getting groceries, ferrying other people around (read kids) and just plain travelling for vacations etc. Granted, we could use a Modo but the availability is limited and the scheduling is a hassle. Plus if the housing is going to target low income folks, where do they get the

money to use such a car? And if they do, one car to 45 units is not adequate. BTW, the new housing near the end of Colville has a Modo or something like it, but I haven't actually seen the car move in the times I walk by, which is pretty much every day. But what I have seen is a huge increase in the number of cars on Colville to the point now that it is more occupied than prior to the buildings being finished and there is still another 6 unit one nearing finishing and another planned development across the street from those. So where does the Walker Plan account for that increase?

Regarding the Walker Study, I found it very confusing to understand how these other streets parking (which was only counted if they could be seen i.e. no gated or underground parking was counted) situations apply to our street and surrounding area. The study assumes that the street dynamics are the same for those surrounding areas studies, but I didn't see a description of the places and the parking they included so it would be very easy to assume similarities, but there is not proof. As well, the proposed plan has more 3 bedroom units than the study covered and the use of the 2 bedroom rate is not clear as to how that correlates to the 3 bedroom increased chance of vehicle ownership as stated in the Study. As said above, the Walker Study is out of date as it was completed prior to the completion of the 12 unit development and the 6 or 7 unit one that is nearing completion. So how does that affect our rates of parking demand? I know it has increased the access time to Lampson by 10 fold !

As well, the proposed capacity is going to put increased pressure on already aging and near failing infrastructure in our neighbourhood. I mean the sewage, the water, the road itself. I have not seen any work done on our street save some installation of gas pipelines and I think water line repairs. Given the proposed increase of density, the system will be pushed further and may not withstand it. I didn't see anything on this in the submissions, and would like more information on this.

Safety is another reason to reconsider the rezoning and development. The area as the Study states has schools and playing fields nearby and the speeding of cars down Colville is already causing anxiety to residents and parents. This is also a concern on our street. There are no speedbumps on our street to stop speeding vehicles, I understand because of the access requirement for the emergency vehicles that used to come up to the old lodge once a month if not more. The area for turning around is very tight and added parking will cause even more delays in getting to the proposed development where minutes count for medical emergencies.

The cutting down of the trees in the surrounding area by the old lodge is very short sighted also given climate change. Removing over 60 trees that are mature and

rendering habitat to animals is contrary to where Esquimalt has said it wants to go, greener and more environmentally responsible.

There are alternatives to putting all of our density eggs in one basket. Using Fleming as the entry way for the new development creates huge issues. We could look at having the entrance and egress put through to Lampson behind the ball parks where there appears to be a right of way already existing. Increasing the one lodge to 5 stories and then adding another building with a further 6 stories is putting density first and quality of living last. If we need more development, we need to distribute it evenly throughout our township so one area does not bear the brunt of the development frenzy. Our neighbourhood is growing, granted, but it doesn't have to do so at the cost of our safety, peace of mind, and environment. I think a rethink of our whole Community Plan is required and should be considered also with proper consultation and adequate time to respond.

In closing, there is no room for increased parking in our area or as the study says within 450 meters of the site, the increased traffic is going to endanger school kids, the increased traffic parking is going to hinder emergency vehicles access and there are other options that need to be reviewed.

Thank you for your time and consideration, please ensure that this letter is considered at the Esquimalt Town Council meeting September 27, 2021

Ms. Guuduniia La Boucan, Esq.
850 Fleming Street

CORPORATION OF THE TOWNSHIP OF ESQUIMALT	
RECEIVED:	September 27, 2021
For Information	<input type="checkbox"/> CAO <input type="checkbox"/> Mayor/Council
Other	_____
Referred to:	Deb H
For	<input type="checkbox"/> Action <input type="checkbox"/> Response <input type="checkbox"/> Report
For Agenda	<input checked="" type="checkbox"/> Council <input type="checkbox"/> COTW <input type="checkbox"/> IC

*late item

Deborah Liske

Subject: FW: 880 Fleming, rezoning

> On Sep 26, 2021, at 7:25 PM, Pam wrote:

>

> Dear Mayor Desjardins and council,

> The proposed rezoning of the currently wooded area at 880 Fleming, feels like an environmentally unsound idea for Esquimalt. What with our province having the worst summer for forest fires ever, and the climate crisis being felt in a very real way, I am extremely opposed to cutting down more trees. They are doing the job of removing CO2 from the atmosphere, and providing critical habitat for birds. And making our community a lovely place to be! This kind of space is why I moved to Esquimalt, and it is irreplaceable!

> Please, let's keep it as a little gem of nature in our midst.

> Thank you,

> Pam Campbell

> Owner, Spiral Café

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Deborah Liske

Subject: FW: VOTE NO to Proposed Rezoning 880 and 874 Fleming

Subject: Re: VOTE NO to Proposed Rezoning 880 and 874 Fleming

[REDACTED] > wrote:

It has come to my attention by way of a Neighbourhood Petition there is a proposal for an additional 50 unit structure on a city lot next to the lot of the former Lions Lodge on Fleming Street which is to consist of a 6-storey structure of 140 units to accommodate much needed social housing.

My concerns as a resident on Colville Road around the corner from the one way access to Fleming Street is focused mainly on the roadway and infrastructure impact on Fleming Street, and surrounding area, i.e. very busy Colville Road and Lampson Road and Craigflower Road.

The Petition circulated notes an additional 140 units at the former Lions Lodge, plus now an additional 50 units for the city lot next door making that an increase of 190 units.


Based on the increase of 190 units it wouldn't be just 190 more people. It would in actuality be more like 280 people in typical two-person households. With additional 2 or more children which makes it more likely an increase in population of 560 people. Or more. Considering the town houses and apartment building at the corner of Lampson and Colville this immediate area is looking at an increase in population of 1,000 to 1,500. Or more.

Developers will probably include parking spots for 190 vehicles, not considering some households could have 2 vehicles, so now there could be a need for 280 parking spots, not to mention guest parking. Residents of Fleming Street and Colville Road cannot comfortably handle any more parking needs. The playing field and track on school property, tennis court, two softball parks and the Buddhist Temple bring excess parking as it is. It has to said development of town houses at the corner of Colville and Lampson, and an apartment building next door to the town houses brings increased parking demand burdening local residents. I understand there are even more building proposals for this very busy intersection. This neighbourhood is being overloaded with extra population increase. This has alarmed our neighbourhood.

The increase in population and the increase in vehicle traffic on Fleming Street and Colville Road and Lampson Road will impact the durability of local roadways and water mains and systems and sewer systems considerably. Plus increased waste pick-up for these additional units. Is there accommodation for this increase by the municipality?

I have concerns about the impact on nearby schools. Can the nearby schools handle a very likely increase in population of more students? Even when distributed to school levels of elementary and high school this increase in student population will likely require more teachers and more furniture and more equipment and more administrative staff and more cleaning staff. Has provision been made for School District #61's budget to accommodate this increase? Can water and sewer systems of these nearby schools handle this probable increase of the school populations? Consideration for increased vehicle impact on roadways and infrastructure to and from the nearby schools has to be addressed. Consideration should also be made for increased impact on local playing fields and Little League Softball Parks maintenance.

I submit that Mayor and Council vote no to rezoning and developing the city lot next to the proposed development of Craigflower Glen (Former Lions Lodge) until infrastructure impacts noted above are more thoroughly considered and approved by this local neighbourhood.

Regards,
Sharon Pedersen
904 Colville Road


CORPORATION OF THE TOWNSHIP OF ESQUIMALT	
RECEIVED:	<u>September 27, 2021</u>
For Information	<u>__ CAO __ Mayor/Council</u>
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For	<u>__ Action __ Response __ Report</u>
For Agenda	<u>X Council __ COTW __ IC</u>

*late item

Deborah Liske

From: Tara Harper [REDACTED]
Sent: September-26-21 6:46 PM
To: Mayor and Council; Corporate Services
Cc: Sharon Pedersen; James nadeau; Louise owen; Jean-Paul Restoule; Guuduniia LaBoucan
Subject: Rezoning of 880 Fleming Street

This letter is concerning the proposed rezoning of 880 Fleming St. My name is Tara Harper and I reside at 849 Fleming St, just down the road from the proposed development.

I was shocked to learn about the proposal for an additional 45-unit building on the street. Although Method Build claims a letter was sent to neighbours dated July 19, our house did not receive any communication – nor did any of the neighbours we spoke to on the south portion of Fleming St. Had we been informed of what was proposed we surely would have attended the open house to voice our concerns.

As you know, Fleming St. is already slated to become home to the expanded Esquimalt Lions Lodge which will bring 137 new affordable rental units to the small street – almost double the number of previous units (77). When the Lodge was operational, the traffic and parking was already challenging, especially on nights when baseball was in session at the adjacent baseball field and when the Lodge hosted community events and group meetings – at least once or twice a week.

My current concerns are as follows:

Parking

Allocating just 24 parking spaces for a 45 unit building is grossly inadequate and will undoubtedly result in an even more congested and frustrating parking situation for current residents and visitors of Fleming and surrounding streets. Esquimalt Parking Bylaw for this class of building would require the developer to provide 59 resident/visitor parking spaces meaning they are 33 parking spaces short of the township's own requirements. It's great that the community plan encourages more sustainable transportation options such as e-bikes and car shares but the reality is this is wishful thinking at present. I own an e-bike and am unable to use it for daily errands due to the epidemic levels of bike theft in the CRD.

Traffic and Safety

Fleming St is a quiet residential street. The additional traffic, plus construction vehicles, will pose a safety hazard to the area's many children, including youth from the high school at the end of the road.

I understand the need to increase density along traffic corridors – and this is precisely why it is more appropriate to funnel traffic out to Craigflower rather than down a small residential street. Fleming St. does not have speed humps as it would hinder the ability of emergency services to quickly respond to the high volume of calls we have historically seen to the Lion's Lodge.

Infrastructure

I am extremely concerned about the effect an additional 182 new households (137 + the proposed 45) will have on an already failing infrastructure. Since we purchased our home in 2017 we have had sewage back up in our basement three times. We have replaced our pipes but the problem continues as the township pipes have not been updated and are cracking and becoming clogged due to age and lack of maintenance on township owned trees.

Tree Protection/Urban forest removal

The forest area which will be taken down to build this new development was a favourite of our children to play in. It provides a wildlife buffer and much-needed green space. Based on the Arborist’s Tree Assessment, 65 by-law protected trees will require removal to facilitate the proposed development, including several healthy arbutus trees – a species at risk which is protected in the surrounding municipalities of Victoria and Saanich. An additional 7 trees will require removal for development access. Removing 70+ trees is not very forward thinking when faced with the challenges of a changing climate.

While I do not support the rezoning application, if this project is to go ahead I would like to suggest the following:

1. Consider an alternative to Fleming as the access street. There is currently an overgrown abandoned lot on Craigflower Rd. that could be explored as a possible entrance point for the new developments. It makes more sense from a traffic flow and safety perspective as it would keep traffic on main roads rather than having the vehicles of an additional 182 new households funnel up a quiet residential street with no sidewalk and then drive down Colville...a street with a high school, baseball diamond and playground where children congregate.
2. Require the developer to provide some form of benefit to the neighbourhood and environment in exchange for the removal of trees required to facilitate building. The official community plan calls for increasing urban agriculture. Instead of a tree replacement levy, you could request the developer plant a small food forest or community orchard which would benefit local residents and the environment.

Thank you for your time and consideration. I would like to be kept informed of next steps.

Sincerely,

Tara Harper
849 Fleming St.
Esquimalt, BC V9A 5V3

CORPORATION OF THE TOWNSHIP OF ESQUIMALT	
RECEIVED:	September 27, 2021
For Information	<input type="checkbox"/> CAO <input type="checkbox"/> Mayor/Council
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*late item

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Other _____
Referred to: Deb H
For __Action __Response __Report
For Agenda Council __COTW __IC

Deborah Liske

From: Kevin Smitten [REDACTED]
Sent: September-27-21 11:59 AM
To: Corporate Services
Subject: Fwd: Opposed to the rezoning of 880 Fleming St

*late item

This email is concerning the proposed rezoning of 880 Fleming St. My name is Kevin Smitten and I reside at 844 Fleming St, just down the road from the proposed development. I was shocked to learn about the proposal for an additional 45-unit building on the street. Although Method Build claims a letter was sent to neighbours dated July 19, our house did not receive any communication – nor did any of the neighbours we spoke to on the south portion of Fleming St. Had we been informed of what was proposed we surely would have attended the open house to voice our concerns. The rezoning signage is also completely inadequate and can only be seen via the baseball diamonds. They are not visible from the constructed portion of Fleming St. As you know, Fleming St. is already slated to become home to the expanded Esquimalt Lions Lodge which will bring 137 new affordable rental units to the small street – almost double the number of previous units (77). When the Lodge was operational, the traffic and parking was already challenging, especially on nights when baseball was in session at the adjacent baseball field and when the Lodge hosted community events and group meetings – at least once or twice a week. My current concerns are as follows: Parking Allocating just 24 parking spaces for a 45 unit building is grossly inadequate and will undoubtedly result in an even more congested and frustrating parking situation for current residents and visitors of Fleming and surrounding streets. Esquimalt Parking Bylaw for this class of building would require the developer to provide 59 resident/visitor parking spaces meaning they are 33 parking spaces short of the township’s own requirements. It’s great that the community plan encourages more sustainable transportation options such as e-bikes and car shares but the reality is this is wishful thinking at present. I own an e-bike and am unable to use it for daily errands due to the epidemic levels of bike theft in the CRD. The development must put in the full parking required or it will cause issues on the surrounding streets. Has there been any traffic studies done to determine the impact of the new units on our small street. Traffic and Safety Fleming St is a quiet residential street. The additional traffic, plus construction vehicles, will pose a safety hazard to the area’s many children, including youth from the high school at the end of the road. I understand the need to increase density along traffic corridors – and this is precisely why it is more appropriate to funnel traffic out to Craigflower rather than down a small residential street. Fleming St. does not have speed humps as it would hinder the ability of emergency services to quickly respond to the high volume of calls we have historically seen to the Lion’s Lodge. Tree Protection/Urban forest removal The forest area which will be taken down to build this new development was a favourite of our children to play in. It provides a wildlife buffer and much-needed green space. Based on the Arborist’s Tree Assessment, 65 by-law protected trees will require removal to facilitate the proposed development, including several healthy arbutus trees – a species at risk which is protected in the surrounding municipalities of Victoria and Saanich. An additional 7 trees will require removal for development access. Removing 70+ trees is not very forward thinking when faced with the challenges of a changing climate. While I do not support the rezoning application, if this project is to go ahead I would like to suggest the following: 1. Consider an alternative to Fleming as the access street. There is currently an overgrown abandoned lot on Craigflower Rd. that could be explored as a possible entrance point for the new developments. It makes more sense from a traffic flow and safety perspective

as it would keep traffic on main roads rather than having the vehicles of an additional 182 new households funnel up a quiet residential street with no sidewalk and then drive down Colville...a street with a high school, baseball diamond and playground where children congregate. 2. Require the developer to provide some form of benefit to the neighbourhood and environment in exchange for the removal of trees required to facilitate building. The official community plan calls for increasing urban agriculture. Instead of a tree replacement levy, you could request the developer plant a small food forest or community orchard which would benefit local residents and the environment. 3. Turn the existing section of Fleming Street into residential parking only so the lack of provided parking does not impact the existing residents of Fleming Street. Thank you for your time and consideration. I would like to be kept informed of next steps. Sincerely,

Kevin Smitten & Melanie Reid
844 Fleming St



Virus-free. www.avast.com