

Brown, Susan M TRAN:EX

From: Page, Owen TRAN:EX
Sent: November 10, 2020 4:44 PM
To: 'Gina.Lyons@saanich.ca'
Subject: RE: Rezoning of 3 Properties on Elk Lake Drive for Multi Family Project; Ministry File # 2020-01498

Hi Gina,

Apologies on behalf of the Ministry in regards to the turnaround time on the review of the developments TIA. The Ministry's traffic engineer has provided the below comments:

- On page 16 the TIA evaluates post development traffic volumes by delay time only, and does not provide numerical queue lengths or address the impacts to each lane.
- Page 20 suggests that a protected-permissive eastbound left turn signal and increased cycle length could be implemented to address traffic growth at the 10 year horizon. This suggestion must be fully evaluated and include full signal delays to the other movements due to added time for the eastbound left turn.
- Continued expansion of vehicle capacity at MoTI signals, specifically the Royal Oak/Elk Lake intersection, could have some serious implications to all surrounding signals. The and continued growth of the surround area, combined with the nearby ramp signals, and planned emergency signal at the upcoming fire station on Royal Oak could cause a rapid degradation of the LOS of the adjacent network.

I think it would be beneficial to arrange a meeting between Saanich and the Ministry to discuss further the expectations of the TIA and Ministry's concerns that future growth of the area may have to the surrounding road network.

Thank you,

Owen Page
Development Officer
Ministry of Transportation and Infrastructure
Vancouver Island District
Ph: 236-478-1552



Ministry of
Transportation
and Infrastructure

WEBSITE FOR DEVELOPMENT APPROVALS:

www.th.gov.bc.ca/Development_Approvals/home.htm | MINISTRY WEBSITE: <http://tranbc.ca/>

From: Page, Owen TRAN:EX
Sent: March 26, 2020 4:14 PM
To: Gina.Lyons@saanich.ca
Subject: Rezoning of 3 Properties on Elk Lake Drive for Multi Family Project; Ministry File #2020-01498

District of Saanich File: REZ00539

Good Morning,

Please consider this the official response from the Ministry of Transportation and Infrastructure regarding the proposed rezoning of 4734, 4744 & 4754 Elk Lake Drive from RA-3 to a site specific zone to develop a 242 Unit Multi Family Project.

The Ministry has no objections to the proposed rezoning for the development provided that:

- The developer shall retain a Professional Traffic Engineer, licensed to practice in the Province of BC, to produce a Traffic Impact Study (TIS/TIA). The study shall investigate the impact of the ultimate development, according to the Terms of Reference (ToR) and the format of the Ministry of Transportation & Infrastructure "Planning and Designing Access to Developments" Manual. With other developments in the District of Saanich that have required a TIS/TIA, the District and Ministry have co-authored the ToR, and had the applicant submit their understanding of the ToR for both of our approval.
- Road is to be dedicated from *PARCEL "A" (DD S13027), OF LOT 1, SECTION 108, LAKE DISTRICT, PLAN 3255* to the Patricia Bay Highway to remove the 'jag' in the property line between the aforementioned parcel and parcel sharing the southern property line.
- No storm drainage shall be directed into Ministry of Transportation and Infrastructure systems. This would include, but is not limited to, collection/run-off of the internal road system. All storm water is to be directed to a municipally maintained storm system.

Thank you for the opportunity to comment on this proposal. If you would like to discuss this file further please feel free to contact me.

Best Regards,

Owen Page
Development Officer
Ministry of Transportation and Infrastructure
Vancouver Island District
Ph: 236-478-1552



Ministry of
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and Infrastructure

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District of Saanich
Current Planning
770 Vernon Ave.
Victoria BC V8X 2W7

t. 250-475-5471
f. 250-475-5430
saanich.ca



RECEIVED
MAR 18 2019

March 12, 2020

Ministry of Transportation and Infrastructure
Saanich Area Office
Suite 240 – 4460 Chatterton Way
Victoria BC V8X 5J2

Attention: Nikki Schneider, Senior District Development Technician

Re: Development Application:

Site Address:	4734, 4744, 4754 Elk Lake Drive
Legal:	Parcel A Lot 1 section 108 Lake Land District Plan 3255 Lot am 1 section 110 Lake Land District Plan 8316 Lot am 2 section 110 Lake Land District Plan 8316
Folder:	DPR00573; REZ00539
Project:	To Rezone From RA-3 To A New Site Specific Zone To Develop A 242-Unit Multi-Family Project Within Two Separate Buildings Over An Underground Parkade

This application is referred to you for preliminary comments pursuant to Section 52 of the Transportation Act and/or Section 80 of the Land Title Act.

Sincerely,

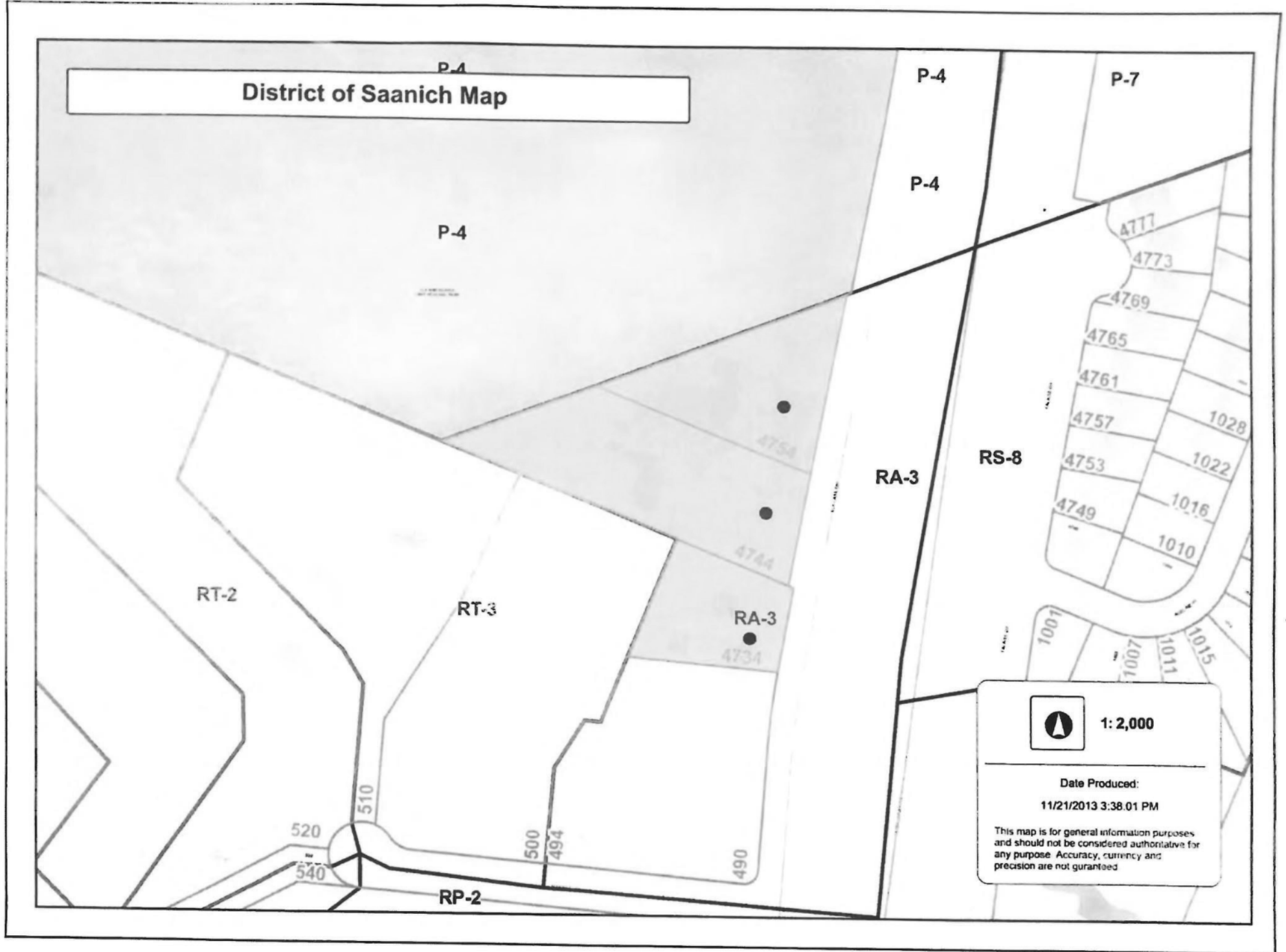
A handwritten signature in cursive script that reads "Gina Lyons".

Gina Lyons
Planner

GL/rh

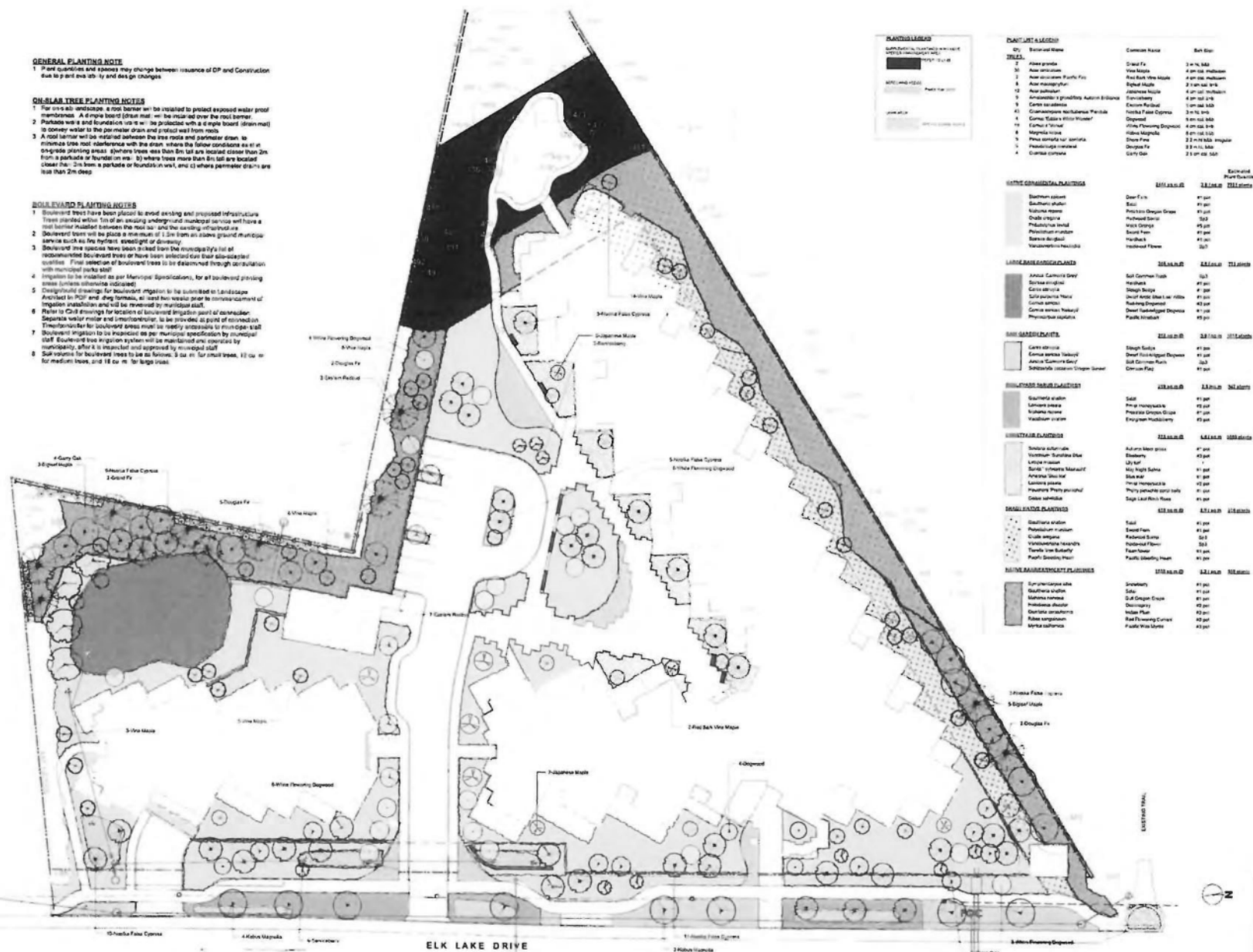
cc: Legislative Services

Enclosure



1. Part quantities and spaces may change between issuance of DP and Construction due to part availability and design changes.

- 1 The walls and foundation walls shall be protected with a single board (drain mat) to protect exposed water proof membranes. A single board (drain mat) will be used over the root barrier.
- 2 Portaflo walls and foundation walls will be protected with a single board (drain mat) to convey water to the perimeter drain and protect wall from roots.
- 3 A root barrier will be installed between the tree roots and perimeter drain. It minimize tree root interference with the drain where the follow conditions are met:
 - a) on-grade planting areas, b) where trees less than 8" in fall are located closer than 2m from a portaflo or foundation wall, c) where trees more than 8" in fall are located closer than 2m from a portaflo or foundation wall, and d) where perimeter drains are less than 2m deep

[illegible]

1	DEV PERMIT	20 62 27
END	END	END



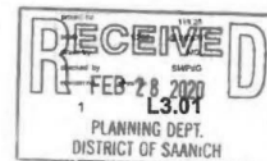
Feb. 27, 2020

MIKE GERIC CONSTRUCTION LTD.
4520 WEST SAANICH ROAD
VICTORIA, BC

**DORAL FOREST PARK
SAANICH, BC**

2001 12 15

Planting Plan



Brown, Susan M TRAN:EX

From: Page, Owen TRAN:EX
Sent: January 20, 2021 3:16 PM
To: Randle, Susan J TRAN:EX
Cc: Timpa, Arzeena TRAN:EX
Subject: RE: Rezoning of 3 Properties on Elk Lake Drive for Multi Family Project; Ministry File # 2020-01498

Thank you!

From: Randle, Susan J TRAN:EX <Susan.Randle@gov.bc.ca>
Sent: January 20, 2021 2:36 PM
To: Page, Owen TRAN:EX <Owen.Page@gov.bc.ca>
Cc: Timpa, Arzeena TRAN:EX <Arzeena.Timpa@gov.bc.ca>
Subject: RE: Rezoning of 3 Properties on Elk Lake Drive for Multi Family Project; Ministry File #2020-01498

Hi Owen,

I don't think I officially responded to you on this one.... But I will send you one tomorrow morning. I'll put it on my priority list!

Susan Randle, P.Eng.

District Engineer

Ministry of Transportation and Infrastructure | Vancouver Island District
2100 Labieux Road, Nanaimo, BC, V9T 6E9
Phone: 250-734-4805 Email: Susan.Randle@gov.bc.ca

From: Page, Owen TRAN:EX <Owen.Page@gov.bc.ca>
Sent: January 20, 2021 2:14 PM
To: Randle, Susan J TRAN:EX <Susan.Randle@gov.bc.ca>
Cc: Timpa, Arzeena TRAN:EX <Arzeena.Timpa@gov.bc.ca>
Subject: RE: Rezoning of 3 Properties on Elk Lake Drive for Multi Family Project; Ministry File #2020-01498

Hey Susan,

Just wanted to follow up on this TIA review again. I know we've talked about it extensively but I can't find any official comments in my file anywhere. If you've sent them already would you mind flipping me the email?

Thanks!

Owen

From: Page, Owen TRAN:EX
Sent: November 30, 2020 4:20 PM
To: Randle, Susan J TRAN:EX <Susan.Randle@gov.bc.ca>

Cc: Timpa, Arzeena TRAN:EX <Arzeena.Timpa@gov.bc.ca>

Subject: RE: Rezoning of 3 Properties on Elk Lake Drive for Multi Family Project; Ministry File #2020-01498

Hi Susan,

Do you have any comments on the latest TIA to provide to Saanich in advance of our meeting later this week?

Owen

From: Page, Owen TRAN:EX

Sent: November 23, 2020 9:58 AM

To: Randle, Susan J TRAN:EX <Susan.Randle@gov.bc.ca>

Cc: Timpa, Arzeena TRAN:EX <Arzeena.Timpa@gov.bc.ca>

Subject: RE: Rezoning of 3 Properties on Elk Lake Drive for Multi Family Project; Ministry File #2020-01498

Morning Susan,

Saanich submitted a revised TIA for the Elk Lake development for your review and comment. We a meeting booked to discuss the development for tomorrow at 1, but I'm going to ask to reschedule until next week to give you time to take a peak at the latest draft. I'll send out a meeting invite once I confirm a time.

As a refresher, below are the comments that you provided on the initial TIA:

"I have some serious concerns with this TIA. It does not address, at all, any queue lengths at any of the intersections in the study. It only evaluates impacts by delay. It states on page 16 that with post development volumes, the eastbound left turn at Royal Oak/Elk Lake incurs 55 seconds of additional delay, but does not address what that queue looks like. Does the left turn subsequently queue out of the left turn bay? Because it would seem that it likely would with those numbers.

On page 20, in the evaluation of the 10 year horizon, it suggests that a protected-permissive eastbound left turn signal and increased cycle length could be implemented. If they are suggesting this, they must evaluate the full signal for delays to the other movements due to added time for the eastbound left turn.

I have serious concerns with the suggested added capacity to the MOTI signals, but I think the Royal Oak/Elk Lake will be the one of most concern. With the signals for the ramps nearby, and the suggested emergency signal at the fire station coming up, I think that added traffic could have some very serious implications to all surrounding signals.

Along with these comments, I think we should set up a meeting with the City of Saanich to discuss the widespread impact of continued development along Elk Lake.

However, they must first address the egregious lack of detailing queueing and other impacts to movements due to signal timing changes."

Thanks!

Owen Page

Development Officer

Ministry of Transportation and Infrastructure

Vancouver Island District

Ph: 236-478-1552



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and Infrastructure

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www.th.gov.bc.ca/Development_Approvals/home.htm | MINISTRY WEBSITE: <http://tranbc.ca/>

From: Randle, Susan J TRAN:EX <Susan.Randle@gov.bc.ca>
Sent: November 19, 2020 4:23 PM
To: Page, Owen TRAN:EX <Owen.Page@gov.bc.ca>
Subject: RE: Rezoning of 3 Properties on Elk Lake Drive for Multi Family Project; Ministry File #2020-01498

I can make that work 😊

Susan Randle, P.Eng.

District Engineer

Ministry of Transportation and Infrastructure | Vancouver Island District
2100 Labieux Road, Nanaimo, BC, V9T 6E9
Phone: 250-734-4805 Email: Susan.Randle@gov.bc.ca

From: Page, Owen TRAN:EX <Owen.Page@gov.bc.ca>
Sent: November 19, 2020 4:21 PM
To: Randle, Susan J TRAN:EX <Susan.Randle@gov.bc.ca>
Subject: FW: Rezoning of 3 Properties on Elk Lake Drive for Multi Family Project; Ministry File #2020-01498

Hey Susan,

Saanich wants host a meeting to discuss the comments provided on Elk Lake Drive development TIA. Are you free Tuesday at 1?

Owen

From: Gina Lyons <Gina.Lyons@saanich.ca>
Sent: November 19, 2020 1:22 PM
To: Page, Owen TRAN:EX <Owen.Page@gov.bc.ca>
Subject: RE: Rezoning of 3 Properties on Elk Lake Drive for Multi Family Project; Ministry File #2020-01498

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Hello Owen,

As requested, staff are available for a Teams meeting on Tuesday, November 24 at 1pm to discuss the concerns expressed regarding the development at 4734 Elk Lake Drive. Please let me know if that time works for your group and I will forward a meeting invite.

Thanks,
Gina Lyons, Architect AIBC
Senior Planner
Planning Department
District of Saanich
770 Vernon Avenue
Victoria BC V8X 2W7

t. 250-475-5494 Ext. 3429
Gina.Lyons@Saanich.ca
www.saanich.ca

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From: "Page, Owen TRAN:EX" [<mailto:Owen.Page@gov.bc.ca>]
Sent: Thursday, April 23, 2020 3:01 PM
To: Gina Lyons <Gina.Lyons@saanich.ca>
Subject: RE: Rezoning of 3 Properties on Elk Lake Drive for Multi Family Project; Ministry File #2020-01498

Thanks Gina,

I've sent it to traffic engineering for review.

Cheers,

Owen Page
Development Officer
Ministry of Transportation and Infrastructure
Vancouver Island District
Ph: 236-478-1552



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From: Gina Lyons <Gina.Lyons@saanich.ca>
Sent: April 22, 2020 12:22 PM
To: Page, Owen TRAN:EX <Owen.Page@gov.bc.ca>
Subject: Re: Rezoning of 3 Properties on Elk Lake Drive for Multi Family Project; Ministry File #2020-01498

Hello Owen,

Thank you for your comments.

As requested, please see the attached Transportation Impact Assessment report.

Kind Regards,
Gina Lyons

Gina Lyons Architect AIBC
Planner
Planning Department
District of Saanich
770 Vernon Avenue
Victoria BC V8X 2W7

t. 250-475-5494 Ext. 3429
Gina.Lyons@Saanich.ca

www.saanich.ca

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Please consider the environment before printing this e-mail.

>>> "Page, Owen TRAN:EX" <Owen.Page@gov.bc.ca> 3/26/2020 4:13 PM >>>
District of Saanich File: REZ00539

Good Morning,

Please consider this the official response from the Ministry of Transportation and Infrastructure regarding the proposed rezoning of 4734, 4744 & 4754 Elk Lake Drive from RA-3 to a site specific zone to develop a 242 Unit Multi Family Project.

The Ministry has no objections to the proposed rezoning for the development provided that:

- The developer shall retain a Professional Traffic Engineer, licensed to practice in the Province of BC, to produce a Traffic Impact Study (TIS/TIA). The study shall investigate the impact of the ultimate development, according to the Terms of Reference (ToR) and the format of the Ministry of Transportation & Infrastructure "Planning and Designing Access to Developments" Manual. With other developments in the District of Saanich that have required a TIS/TIA, the District and Ministry have co-authored the ToR, and had the applicant submit their understanding of the ToR for both of our approval.
- Road is to be dedicated from *PARCEL "A" (DD S13027), OF LOT 1, SECTION 108, LAKE DISTRICT, PLAN 3255* to the Patricia Bay Highway to remove the 'jag' in the property line between the aforementioned parcel and parcel sharing the southern property line.
- No storm drainage shall be directed into Ministry of Transportation and Infrastructure systems. This would include, but is not limited to, collection/run-off of the internal road system. All storm water is to be directed to a municipally maintained storm system.

Thank you for the opportunity to comment on this proposal. If you would like to discuss this file further please feel free to contact me.

Best Regards,

Owen Page
Development Officer
Ministry of Transportation and Infrastructure
Vancouver Island District
Ph: 236-478-1552



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Brown, Susan M TRAN:EX

From: Randle, Susan J TRAN:EX
Sent: January 26, 2021 4:33 PM
To: Page, Owen TRAN:EX
Cc: Demerse, Trevor TRAN:EX; Pearson, Michael TRAN:EX; Kelly, Brendan TRAN:EX
Subject: Elk Lake Drive TIAs

Hi Owen,

The TIA for the Doral Forest Park still doesn't have queue lengths in it for the pre-existing conditions. I cannot compare pre-development to post-development without a fulsome look at what each of those entails. They should also be giving us total delay in the post-development conditions, not the difference in delay.

In any case, our greatest concerns are going to be how the signal operates at Elk Lake/Royal Oak and Highway 17/Elk Lake/Haliburton.

Queue lengths at both these signals are ranging into the unacceptable. The queue on Haliburton is long enough in the AM period to block traffic from egressing off side streets onto the collector routes. While that is a City of Saanich concern, both jurisdictions will hear complaints about road conditions and the inability of traffic to get onto the highway at this signal.

For Elk Lake/Royal Oak, in the PM peak, it gives the queue length for eastbound through traffic as 258m, and the LT queue as 100.6m. Since there is, at most, 80m of storage in the LT bay, these two queues will compound back through the W Saanich Road intersection. I am not sure how Watt is getting a LOS C (26 seconds of delay) on a 258m queue, because that is sure to incur multiple cycle lengths to get through the signal, which means a delay of over a minute?

Westbound traffic through Elk Lake/Royal Oak also has very concerning queue issues. Not only does the LT lane queue back out of the LT bay, but it also compounds with a through traffic queue that already backs through the signal at the ramp, which will compound with the queues for that signal through the other ramp.

Additionally, Saanich is looking to implement changes at their fire hall which includes a fire signal between Elk Lake Drive and the Interchange, which would exacerbate the queue lengths.

While I do not think we can reject the rezoning outright, I certainly do not have a level of comfort that I would find adequate to approve this scale of development and the anticipated vehicle loading. I would advise the City of Saanich to undergo some engineering work to address the congestion issues that are anticipated given further development. I think that this could result in some very serious gridlock-type issues, and would advise the City against approving this rezone, however, I'm not sure about the process or if we even **can** do so. You may have to rely on Brendan for advice on how to address a negative review on a rezone.

I hope this helps – everyone else can feel free to chime in if they have further information to add.

Thanks,

Susan Randle, P.Eng.

District Engineer

Ministry of Transportation and Infrastructure | Vancouver Island District
2100 Labieux Road, Nanaimo, BC, V9T 6E9

Brown, Susan M TRAN:EX

From: Page, Owen TRAN:EX
Sent: February 8, 2021 9:55 AM
To: Randle, Susan J TRAN:EX; Demerse, Trevor TRAN:EX; Pearson, Michael TRAN:EX; Kelly, Brendan TRAN:EX
Subject: RE: Elk Lake Drive TIAs

Hi all,

Before I send these comments to Saanich can we have a brief meeting to chat about what the ministry's stance on this rezoning is? Whether we can, or should, reject bylaw certification based on the adverse impacts to the highways due to development or whether this just triggers a higher level planning discussion with Saanich about road network improvements. There are plans for further rezoning and development surrounding this intersection so this is an opportunity to provide consistent messaging to Saanich moving forward.

I'll send out a meeting invite for early next week to discuss.

Thanks,

Owen Page
Development Officer
Ministry of Transportation and Infrastructure
Vancouver Island District
Ph: 236-478-1552



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From: Randle, Susan J TRAN:EX <Susan.Randle@gov.bc.ca>
Sent: January 26, 2021 4:33 PM
To: Page, Owen TRAN:EX <Owen.Page@gov.bc.ca>
Cc: Demerse, Trevor TRAN:EX <Trevor.Demerse@gov.bc.ca>; Pearson, Michael TRAN:EX <Michael.Pearson@gov.bc.ca>; Kelly, Brendan TRAN:EX <Brendan.Kelly@gov.bc.ca>
Subject: Elk Lake Drive TIAs

Hi Owen,

The TIA for the Doral Forest Park still doesn't have queue lengths in it for the pre-existing conditions. I cannot compare pre-development to post-development without a fulsome look at what each of those entails. They should also be giving us total delay in the post-development conditions, not the difference in delay.

In any case, our greatest concerns are going to be how the signal operates at Elk Lake/Royal Oak and Highway 17/Elk Lake/Haliburton.

Queue lengths at both these signals are ranging into the unacceptable. The queue on Haliburton is long enough in the AM period to block traffic from egressing off side streets onto the collector routes. While that is a City of Saanich concern, both jurisdictions will hear complaints about road conditions and the inability of traffic to get onto the highway at this signal.

For Elk Lake/Royal Oak, in the PM peak, it gives the queue length for eastbound through traffic as 258m, and the LT queue as 100.6m. Since there is, at most, 80m of storage in the LT bay, these two queues will compound back through the W Saanich Road intersection. I am not sure how Watt is getting a LOS C (26 seconds of delay) on a 258m queue, because that is sure to incur multiple cycle lengths to get through the signal, which means a delay of over a minute?

Westbound traffic through Elk Lake/Royal Oak also has very concerning queue issues. Not only does the LT lane queue back out of the LT bay, but it also compounds with a through traffic queue that already backs through the signal at the ramp, which will compound with the queues for that signal through the other ramp.

Additionally, Saanich is looking to implement changes at their fire hall which includes a fire signal between Elk Lake Drive and the Interchange, which would exacerbate the queue lengths.

While I do not think we can reject the rezoning outright, I certainly do not have a level of comfort that I would find adequate to approve this scale of development and the anticipated vehicle loading. I would advise the City of Saanich to undergo some engineering work to address the congestion issues that are anticipated given further development. I think that this could result in some very serious gridlock-type issues, and would advise the City against approving this rezone, however, I'm not sure about the process or if we even **can** do so. You may have to rely on Brendan for advice on how to address a negative review on a rezone.

I hope this helps – everyone else can feel free to chime in if they have further information to add.

Thanks,

Susan Randle, P.Eng.

District Engineer

Ministry of Transportation and Infrastructure | Vancouver Island District
2100 Labieux Road, Nanaimo, BC, V9T 6E9
Phone: 250-734-4805 Email: Susan.Randle@gov.bc.ca

Brown, Susan M TRAN:EX

From: Randle, Susan J TRAN:EX
Sent: February 16, 2021 1:33 PM
To: Page, Owen TRAN:EX
Subject: Elk Lake - Doral Forest

Hey Owen

Sorry, I told you I'd send you additional feedback and then I had to clear a bunch of stuff out of my inbox and it slipped my mind.... So here it is!

One additional point to everything else I said here is that MOTI is going to prioritize signal timing to keep our interchange ramps running smoothly. This includes the signal coordination with Elk Lake that is anticipated to happen shortly with our controller upgrade.

Prioritizing the through traffic at Elk Lake is going to exacerbate the queue lengths for the EB to NB LT, which already has a queue that will likely back into West Saanich Road, because we will be stealing green time from other phases to accommodate the longer green needed to clear out the interchange ramp signals.

Additional to this, they need to consider the potential impacts that the gridlock could have to their emergency response times from their fire stations, and the mobility of the transit system to the Royal Oak bus exchange.

Thanks!

Susan Randle, P.Eng.

District Engineer

Ministry of Transportation and Infrastructure | Vancouver Island District
2100 Labieux Road, Nanaimo, BC, V9T 6E9
Phone: 250-734-4805 Email: Susan.Randle@gov.bc.ca

Brown, Susan M TRAN:EX

From: Page, Owen TRAN:EX
Sent: February 17, 2021 12:09 PM
To: Gina Lyons
Cc: Randle, Susan J TRAN:EX
Subject: Doral Forest Park Rezoning, Elk Lake Drive; Ministry File #2020-01498

Hi Gina,

In regards to the TIA provided for the Doral Forest Park rezoning of 4734 – 4753 Elk Lake Drive, the Ministry has various concerns with the impacts the development will have on number of interface areas, specifically Elk Lake/Royal Oak and Highway 17/Elk Lake/Haliburton. See the Ministry's assessment of the TIA impacts of this development below:

- Queue lengths at both signals range into the unacceptable. Queues on Haliburton are long enough in the AM period to block traffic from egressing off side streets onto the collector routes.
- In the PM peak at the Elk Lake/Royal Oak intersection the queue length for eastbound through traffic as 258m, and the LT queue as 100.6m. Since there is, at most, 80m of storage in the LT bay, these two queues will compound back through the W Saanich Road intersection. Watt's LOS C (26 sec delay) on a 258m queue length is dubious since at that length a vehicle likely to incur multiple signal cycles to pass the intersection, which may lead to delays exceeding a minute.
- Westbound traffic through Elk Lake/Royal Oak also has very concerning queue issues. The LT lane queue back out of the LT bay, and it also compounds with a through traffic queue that already backs through the signal at the ramp. This further compounds with the queues for that signal through the other ramp.
- Consideration should also be given to how the implementation of changes to the Saanich Fire Department Hall #2, which includes a fire signal, will further exacerbate the queue lengths. Resulting gridlock could reduce emergency response times from the fire station as well as the mobility of the transit system at the Royal Oak Bus Exchange.

While the Ministry advises against and is unsupportive of this proposed rezoning and subsequent development, should Council pass the motion I will certify the bylaw under Section 52 of the Transportation Act.

However, it should be understood that the District of Saanich will endure the majority of the negative road network effects due to this development. The Ministry will continue to prioritize signal timing to keep the interchange ramps and intersections operating efficiently which may lead to further degradation of Saanich road network. This includes prioritizing the through traffic at Elk Lake Road to clear out interchange ramps, which will further exacerbate queue lengths for the EB and NB left turn lane, which already queues back into West Saanich Road.

If Saanich Council chooses to proceed with this rezoning, the District is advised to undergo some engineering review to address the increasing congestion issues that are anticipated with further development of the area, as they could result in serious gridlock issues.

Owen Page
Development Officer
Ministry of Transportation and Infrastructure
Vancouver Island District
Ph: 236-478-1552



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and Infrastructure

Page 17 of 36 to/à Page 22 of 36

Withheld pursuant to/removed as

s.13

Brown, Susan M TRAN:EX

From: Greg Gillespie <Greg@gericconstruction.com>
Sent: April 1, 2021 3:03 PM
To: Randle, Susan J TRAN:EX; Nadine King; Gina Lyons; Page, Owen TRAN:EX; Troy McKay
Cc: Shari Holmes-Saltzman
Subject: RE: Doral Forest Park Rezoning, Elk Lake Drive; Ministry File #2020-01498

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Thanks, Susan.

We appreciate your input.

As mentioned during our videocall and outlined in the TIA, much of the concerns raised seem related to existing traffic conditions within and outside of Royal Oak. The impact from our development is minimal.

Nonetheless, one area we may be able to make an impact on improving vehicular traffic flows through the neighbourhood is at Elk Lake Dr. and Royal Oak Ave.^{S.13} as part of our Community Amenity Contribution to extend the left hand turn lane as outlined by Watt OR if Saanich feels this money is better spent elsewhere on Active Transportation initiatives, we would support that as well.

Thanks again,

Greg Gillespie
Mike Geric Construction Ltd.
250-858-6940

From: Randle, Susan J TRAN:EX <Susan.Randle@gov.bc.ca>
Sent: Thursday, April 1, 2021 9:53 AM
To: Nadine King <NKing@wattconsultinggroup.com>; Greg Gillespie <Greg@gericconstruction.com>; Gina Lyons <Gina.Lyons@saanich.ca>; Page, Owen TRAN:EX <Owen.Page@gov.bc.ca>; Troy McKay <Troy.McKay@saanich.ca>
Cc: Shari Holmes-Saltzman <Shari.Holmes-Saltzman@saanich.ca>
Subject: RE: Doral Forest Park Rezoning, Elk Lake Drive; Ministry File #2020-01498

Hi all,

Sorry for the delay in getting feedback to you on this;^{S.22} and didn't see this until yesterday.

MOTI's initial comments still stand. As stated before, should the City determine that they want to support the rezoning on other considerations, MOTI will sign off on the zoning bylaw when submitted.

Thanks,

Susan Randle, P.Eng.
District Engineer

Ministry of Transportation and Infrastructure | Vancouver Island District
2100 Labieux Road, Nanaimo, BC, V9T 6E9
Phone: 250-734-4805 Email: Susan.Randle@gov.bc.ca

From: Nadine King <NKing@wattconsultinggroup.com>

Sent: March 19, 2021 11:19 AM

To: Greg Gillespie <Greg@gericconstruction.com>; Gina Lyons <Gina.Lyons@saanich.ca>; Page, Owen TRAN:EX <Owen.Page@gov.bc.ca>; Troy McKay <Troy.McKay@saanich.ca>; Randle, Susan J TRAN:EX <Susan.Randle@gov.bc.ca>

Cc: Shari Holmes-Saltzman <Shari.Holmes-Saltzman@saanich.ca>

Subject: RE: Doral Forest Park Rezoning, Elk Lake Drive; Ministry File #2020-01498

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Hi All,

Attached is my memo reviewing the three key topics. The summary is as follows:

s.13

If any addition information/details required (such as Synchro / Sim Traffic reports) please let me know.

Any further correspondence on this file (traffic study) is requested to be **sent to Saanich by March 31, 2021** to allow them time to complete their report for the public hearing.



Nadine King, P Eng., PTOE
Regional Lead, Transportation
T 250-388-9877 ext. 423
D 250-410-1058 C 250-634-4112
E nking@wattconsultinggroup.com

From: Greg Gillespie <Greg@gericconstruction.com>

Sent: March 12, 2021 12:52 PM

To: Gina Lyons <Gina.Lyons@saanich.ca>; Page, Owen TRAN:EX <Owen.Page@gov.bc.ca>; Nadine King <NKing@wattconsultinggroup.com>; Troy McKay <Troy.McKay@saanich.ca>; Randle, Susan J TRAN:EX <Susan.Randle@gov.bc.ca>

Cc: Shari Holmes-Saltzman <Shari.Holmes-Saltzman@saanich.ca>

Subject: RE: Doral Forest Park Rezoning, Elk Lake Drive; Ministry File #2020-01498

Good afternoon, all.

Thank you very much for participating on the call this week.

We have asked Watt Consulting Group to draft a Memo addressing the 3 key items addressed during our conversation;

- sensitivity analysis looking at redistribution of traffic through the area (we noted the current distribution likely represented the worse case scenario yet additional analysis may be helpful)
- possible infrastructure improvements at Haliburton/Elk Lake
- possible infrastructure improvements to EB left turn lane on Royal Oak (i.e. lengthening of queue lane)

We are targeting this Memo to be ready for circulation mid next week.

Based on the timelines discussed to meet the Public Hearing of May 11th, all submissions back to District Staff must be made by March 31st. This gives 2 weeks for review by MOTI which I understand is possible.

We hope these timelines are agreeable as we are eager to progress this important file to Public Hearing as soon as possible.

Thank you,

Greg Gillespie
Mike Geric Construction Ltd.
250-858-6940

From: Greg Gillespie

Sent: Friday, February 26, 2021 10:30 AM

To: Gina Lyons <Gina.Lyons@saanich.ca>; Harley Machielse <Harley.Machielse@saanich.ca>; Page, Owen TRAN:EX <Owen.Page@gov.bc.ca>; Nadine King <NKing@wattconsultinggroup.com>

Cc: Troy McKay <Troy.McKay@saanich.ca>; Jason Hodgins <Jason.Hodgins@saanich.ca>; Shari Holmes-Saltzman <Shari.Holmes-Saltzman@saanich.ca>

Subject: RE: Doral Forest Park Rezoning, Elk Lake Drive; Ministry File #2020-01498

Importance: High

Good morning, Gina.

Thank you for forwarding the updated MOTI comments. I would like to arrange for a video call with MGC, Watt Consulting, Saanich Staff and MOTI to review these comments in more detail. The purpose is to ensure we are all clear on current conditions, anticipated demand/impact from our proposal and how to best move forward.

Suggested attendees:

Greg Gillespie – MGC
Nadine King – Watt Consulting Group
Owen Page – MOTI
Harley Machielse – Saanich Engineering
Gina Lyons – Saanich Planning

If there are more appropriate people from MOTI or Saanich who should be on the call, please let me know.

May I suggest sometime next week or the week after?

Proposed times:

Tuesday, March 2nd - anytime
Wednesday, March 3rd - before 2pm
Thursday, March 4th - afternoon
Friday, March 5th - anytime

Please let me know what work best for everyone.

Thanks,

Greg Gillespie
Mike Geric Construction Ltd.
250-858-6940

From: Gina Lyons <Gina.Lyons@saanich.ca>
Sent: Wednesday, February 24, 2021 2:32 PM
To: Greg Gillespie <Greg@gericconstruction.com>
Cc: Troy McKay <Troy.McKay@saanich.ca>; Jason Hodgins <Jason.Hodgins@saanich.ca>
Subject: Doral Forest Park Rezoning, Elk Lake Drive; Ministry File #2020-01498

Hi Greg,

Please see below for the MoTI's comments regarding the Dorel Forest Park application. Could you please have the consultant who prepared the Traffic Impact Assessment provide a formal response to the Ministry's comments. Staff require the comments by the end of March to target the May 11 Public Hearing. Once the comments are provided, staff will draft the supplemental report.

Kind Regards,
Gina Lyons, Architect AIBC
Senior Planner
Planning Department
District of Saanich
770 Vernon Avenue
Victoria BC V8X 2W7

t. 250-475-5494 Ext. 3429
Gina.Lyons@Saanich.ca
www.saanich.ca

Please consider the environment before printing this e-mail.

From: Page, Owen TRAN:EX [<mailto:Owen.Page@gov.bc.ca>]
Sent: Wednesday, February 17, 2021 12:09 PM
To: Gina Lyons <Gina.Lyons@saanich.ca>
Cc: Randle, Susan J TRAN:EX <Susan.Randle@gov.bc.ca>
Subject: (External Email) Doral Forest Park Rezoning, Elk Lake Drive; Ministry File #2020-01498

This email sent from outside the District of Saanich. Use caution if message is unexpected or sender is not known to you.

Hi Gina,

In regards to the TIA provided for the Doral Forest Park rezoning of 4734 – 4753 Elk Lake Drive, the Ministry has various concerns with the impacts the development will have on number of interface areas, specifically Elk Lake/Royal Oak and Highway 17/Elk Lake/Haliburton. See the Ministry's assessment of the TIA impacts of this development below:

- Queue lengths at both signals range into the unacceptable. Queues on Haliburton are long enough in the AM period to block traffic from egressing off side streets onto the collector routes.
- In the PM peak at the Elk Lake/Royal Oak intersection the queue length for eastbound through traffic as 258m, and the LT queue as 100.6m. Since there is, at most, 80m of storage in the LT bay, these two queues will compound back through the W Saanich Road intersection. Watt's LOS C (26 sec delay) on a 258m queue length is dubious since at that length a vehicle likely to incur multiple signal cycles to pass the intersection, which may lead to delays exceeding a minute.
- Westbound traffic through Elk Lake/Royal Oak also has very concerning queue issues. The LT lane queue back out of the LT bay, and it also compounds with a through traffic queue that already backs through the signal at the ramp. This further compounds with the queues for that signal through the other ramp.
- Consideration should also be given to how the implementation of changes to the Saanich Fire Department Hall #2, which includes a fire signal, will further exacerbate the queue lengths. Resulting gridlock could reduce emergency response times from the fire station as well as the mobility of the transit system at the Royal Oak Bus Exchange.

While the Ministry advises against and is unsupportive of this proposed rezoning and subsequent development, should Council pass the motion I will certify the bylaw under Section 52 of the Transportation Act.

However, it should be understood that the District of Saanich will endure the majority of the negative road network effects due to this development. The Ministry will continue to prioritize signal timing to keep the interchange ramps and intersections operating efficiently which may lead to further degradation of Saanich road network. This includes prioritizing the through traffic at Elk Lake Road to clear out interchange ramps, which will further exacerbate queue lengths for the EB and NB left turn lane, which already queues back into West Saanich Road.

If Saanich Council chooses to proceed with this rezoning, the District is advised to undergo some engineering review to address the increasing congestion issues that are anticipated with further development of the area, as they could result in serious gridlock issues.

Owen Page
Development Officer
Ministry of Transportation and Infrastructure
Vancouver Island District
Ph: 236-478-1552



WEBSITE FOR DEVELOPMENT APPROVALS:

[www.th.gov.bc.ca/Development Approvals/home.htm](http://www.th.gov.bc.ca/DevelopmentApprovals/home.htm) | MINISTRY WEBSITE: <http://tranbc.ca/>

We acknowledge that the District of Saanich lies within the territories of the ləkʷəŋən peoples represented by the Songhees and Esquimalt Nations and the W̱SÁNEĆ peoples represented by the W̱JOLELP (Tsartlip), BO̱KEĆEN (Pauquachin), STÁUTW̱ (Tsawout), W̱SIKEM (Tseycum) and MÁLEXEL (Malahat) Nations.

We are committed to celebrating the rich diversity of people in our community. We are guided by the principle that embracing diversity enriches the lives of all people. We all share the responsibility for creating an equitable and inclusive community and for addressing discrimination in all forms.

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From: [Page, Owen TRAN:EX](#)
To: [Gina Lyons](#)
Cc: [Randle, Susan J TRAN:EX](#)
Subject: Doral Forest Park Rezoning, Elk Lake Drive; Ministry File #2020-01498
Date: February 17, 2021 12:08:00 PM
Attachments: [image001.png](#)

Hi Gina,

In regards to the TIA provided for the Doral Forest Park rezoning of 4734 – 4753 Elk Lake Drive, the Ministry has various concerns with the impacts the development will have on number of interface areas, specifically Elk Lake/Royal Oak and Highway 17/Elk Lake/Haliburton. See the Ministry's assessment of the TIA impacts of this development below:

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While the Ministry advises against and is unsupportive of this proposed rezoning and subsequent development, should Council pass the motion I will certify the bylaw under Section 52 of the Transportation Act.

However, it should be understood that the District of Saanich will endure the majority of the negative road network effects due to this development. The Ministry will continue to prioritize signal timing to keep the interchange ramps and intersections operating efficiently which may lead to further degradation of Saanich road network. This includes prioritizing the through traffic at Elk Lake Road to clear out interchange ramps, which will further exacerbate queue lengths for the EB and NB left turn lane, which already queues back into West Saanich Road.

If Saanich Council chooses to proceed with this rezoning, the District is advised to undergo some engineering review to address the increasing congestion issues that are anticipated with further development of the area, as they could result in serious gridlock issues.

Owen Page

Development Officer

Ministry of Transportation and Infrastructure

Vancouver Island District

Ph: 236-478-1552



WEBSITE FOR DEVELOPMENT APPROVALS:

www.th.gov.bc.ca/Development_Approvals/home.htm | MINISTRY WEBSITE: <http://tranbc.ca/>

Brown, Susan M TRAN:EX

From: S.22
Sent: June 7, 2021 8:53 PM
To: Page, Owen TRAN:EX
Cc: Pearson, Michael TRAN:EX; Saanich Planning; Troy McKay
Subject: MoTI Memo on Doral Forest Park, Saanich

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Hello Owen, *et al.* —

Without being aware you were the author, I recently sent Mr. Pearson, MoTI District Manager, a request to obtain the memo that MoTI had prepared that summarizes its evaluation of the traffic impacts of the proposed 11-story, 242 unit Doral Forest Park condo tower in the Royal Oak area of Saanich.

The District of Saanich recently posted this memo online, along with all the other correspondence received on the project, so I no longer need it, thank you. A screenshot of the Feb. 17, 2021 memo from yourself on this subject is attached below for easy reference.

The District of Saanich Planning Department recently issued a "Supplemental Report 2" (May 18, 2021), mainly to outline MoTI's position on the above noted proposed development to Saanich Council. This report can be found at the very beginning of this [website](#), and I have also attached a screenshot of the final two paragraphs pertaining to MoTI at the very end of this message. The PDF file is too large to send electronically.

I believe you will concur with me that it is quite obvious that the Supplemental Report 2 misrepresents the major theme of MoTI's memo of Feb. 17, 2021, and in particular when using this sentence:

- "Generally, the concerns raised by the Ministry are related to the existing background traffic volumes and not impacts anticipated as a result of the proposed development."

MoTI's memo in fact makes no mention of "background traffic volumes", and instead specifically refers to "further development in the area":

- "If Saanich Council chooses to proceed with this rezoning, the District is advised to undergo some engineering review to address the increasing congestion issues that are anticipated with further development of the area, as they could result in serious gridlock issues."

Additionally, a whole group of us neighbours were greatly perplexed by the above noted statement in the Supplemental Report 2, as it made it appear that "background traffic volumes" (which were attributed to future nearby intersection failure in the developer-sponsored TIA), were also deemed to be the cause by MoTI. This is because we knew that the evidence clearly contradicts this statement, with the latest traffic figures showing an annual decline of 1.5%. When background traffic is declining annually by 1.5%, this cannot be the main contributing factor leading to impending traffic gridlock, whereas a 242 unit, 11-storey condo tower constructed nearby would logically be the major contributing cause.

Further, the Supplemental Report 2 goes on at length that TIA reports are prepared according to the highest of professional standards (using glowing terminology such as “conservative” and “robust”), whereas the MoTI memo points out that one of the most important intersection queuing numbers used in the Doral TIA report is “dubious”.

Most importantly, the MoTI letter points out that “... it should be understood that the District of Saanich will endure the majority of the negative road network effects due with this development.” (emphasis added) However, the Planning department completely neglects to bring this crucially important consideration to the attention of Council, and simply states that “they [MoTI] will certify the bylaw under Section 52 of the *Transportation Act*”.

Additionally, the traffic impacts arising from the soon to be expanded Saanich Fire Station #2 have not been addressed in the developer-sponsored TIA, but as the MoTI memo understandably points out: “resulting gridlock could reduce emergency response times from the fire station, as well as the mobility of the transit system at the Royal Oak Bus Exchange”. Are these public safety and neighbourhood quality of life issues so insignificant that they are not worthy of being pointed out for the consideration of Mayor and Council?

I believe MoTI should be provided with an opportunity to point out to Saanich that the misleading statements made in its Supplemental Report 2 of May 18, 2021 should be publicly retracted and corrected prior to the public hearing on this project to be held on June 15. This is particularly important, as this summary report by the Planning department is meant to be provided as a reasonably thorough and objective guide for Councillors to make an informed decision on this project, without having to read through all the individual background correspondence (at last count 458 pages).

And so now that you have this knowledge, I leave this in your very capable hands. If no notice of change is forthcoming in the next short while, I will proceed to send this message directly to Saanich Mayor and Council so they will have knowledge of it before the public hearing.

Respectfully submitted, Danny Foster

Screenshot of MoTI Memo on Doral Forest Park to District of Saanich Planning, dated February 17, 2021:

Screenshot of section from Saanich Planning Supplemental Report 2, dated May 18, 2021:

The Ministry of Transportation and Infrastructure has noted general concerns with the capacity of the transportation network in the Royal Oak community but has not provided quantifiable concerns linked directly to the subject application. Generally, the concerns raised by the Ministry are related to the existing background traffic volumes and not impacts anticipated as a result of the proposed development. The Ministry has further noted that while they advise against and are not supportive of the proposal, they will certify the bylaw under Section 52 of the Transportation Act should Council approve the subject proposal.

Engineering staff are confident that the current transportation network in the Royal Oak Community, layered with the investments envisioned in the Active Transportation Plan and improvements identified by the applicant and through the TIA's associated with this and other development applications, will serve the Royal Oak Community well into the future. In addition, the contributions proposed by the applicant to improve transit access and active transportation have the potential to offset the potential increases to traffic volume.

Brown, Susan M TRAN:EX

From: s.22
Sent: June 9, 2021 1:41 PM
To: Saanich Mayor; Susan Brice; Judy Brownoff; Nathalie Chambers; Zac de Vries; Karen Harper; Rebecca Mercereau; Colin Plant; Ned Taylor
Cc: Saanich Planning; Paul Thorkelsson; XT:Saanich, District ENV:IN; Page, Owen TRAN:EX
Subject: Fwd: MoTI Memo on Doral Forest Park, Saanich

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Hello Saanich Mayor & Councillors —

I sent the attached message to Saanich Planning and the Ministry of Transportation and Infrastructure (MoTI) but did not receive a response, so am forwarding it directly to you. Crucially important traffic issues have been identified in a MoTI memo to Saanich Planning dated February 17, 2021 (attached below) arising from the Doral Forest Park (Doral) proposal that have not been revealed to Council by Saanich Planning.

MoTI is not in support of approving the Doral proposal, and its objective assessment of Doral Forest Park makes it clear that it would contribute to “gridlock” (MoTI’s term) at both the Elk Lake Drive / Royal Oak Drive and Elk Lake Drive / Highway 17 (at Haliburton) intersections. This is consistent with the message that the neighbourhood has been conveying for years now.

In contrast, the developer-sponsored Traffic Impact Assessment (TIA), which Saanich Planning apparently supports, attributes impending traffic gridlock to “background traffic volumes”, while incredulously also stating that these background traffic volumes are declining by 1.5% annually, which they have been. There are obvious doubts about the credibility and objectivity of this TIA by Watt Consulting Group, and it is apparent that its terms of reference do not include some of the components discussed in the MoTI memo.

In contrast, MoTI logically views future gridlock (which is not in dispute) arising from development growth in the vicinity, namely high density residential projects such as Doral. It is concerning that the Saanich Planning memo to Council of May 18, 2021 ([link](#)) erroneously states that MoTI also attributes traffic gridlock to background traffic volumes, because these are not even mentioned in the MoTI memo.

Also notably, the MoTI memo of February 17, 2021 outlines that there is concern with the provision of emergency services from the soon-to-be expanded Saanich Fire Station #2, and the continued safe operation of the adjacent Royal Oak Transit Exchange. It very much seems that the extent of these impacts have yet to be identified, along with ways and costs of addressing them, if indeed this is possible without moving them to a different location.

Surely, a due diligent Mayor and Council would not approve a project with such a significant degree of risk to Saanich that is yet to be fully quantified. Indeed, at this point, it appears that there are more traffic questions than answers. Not only would traffic gridlock be unacceptable to the neighbourhood, what would the costs be to Saanich taxpayers to upgrade these intersections? Obviously, this would be well into the millions of dollars. By comparison, the Doral applicant has offered \$20,000 toward upgrading the Viewmont Avenue bikeway. This amount wouldn’t even cover the cost of determining what is needed. The MoTI memo additionally makes it clear that if Doral proceeds, the added infrastructure costs and responsibilities will be Saanich’s responsibility.

Saanich Planning’s Supplemental Report 2 to Council dated May 18, 2021 (see [link](#)) makes no mention of the crucial concerns mentioned above, such as the impacts of Doral on Saanich Fire Station #2 or the Royal Oak Transit

Exchange. In fact, this report completely misrepresents what is stated in the MoTI assessment of Doral. This is not in the best interest of the neighbourhood or to Saanich taxpayers in general, and so I have called for a retraction and a publicly released document that fairly and objectively identifies all of the risks involved with approving the Doral development.

Thank you for your time in taking these points into consideration.

Respectfully submitted,

S.22

Begin forwarded message:

From: S.22

Subject: MoTI Memo on Doral Forest Park, Saanich

Date: June 7, 2021 at 8:52:35 PM PDT

To: Owen.Page@gov.bc.ca

Cc: "Pearson, Michael TRAN:EX" <Michael.Pearson@gov.bc.ca>, Saanich Planning <planning@saanich.ca>, Troy McKay <Troy.McKay@saanich.ca>

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Respectfully submitted^{S.22}

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