

Public Input Binder

The general purpose of proposed “**Colwood Land Use Bylaw No. 151, 1989, Amendment No.232 (CD 44 - 420 Tamarack Road), Bylaw No. 2115, 2026**” is to This application proposes a rezoning from R1 to a CD zone to permit a 6-storey apartment with 2 levels of underground parking.

Within the electronic binder, please find a copy of:

1. Staff Report to Planning and Land Use Committee (May 4, 2026)
2. Architectural Plans
3. Letter of Rationale
4. Arborist Report
5. Traffic Impact Assessment
6. Neighbourhood Consultation Summary
7. Proposed Bylaw
8. Staff Presentation
9. Applicant Presentation
10. Public Notice Advertisement
11. Public Input

Minutes and videos of Council are publicly available and can be accessed through the following link:

- [City of Colwood - Home \(civicweb.net\)](http://civicweb.net)

To: CAO – Jason Johnson
Submitted: April 9, 2026
From: Desiree Givens, Planner III
RE: Rezoning Application for 420 Tamarack Road
File: RZ000030

RECOMMENDATION

THAT the Planning and Land Use Committee recommend to Council:

THAT *Colwood Land Use Bylaw No. 151, 1989, Amendment No. 232 (CD44 - 420 Tamarack Road), Bylaw No. 2115, 2026* be considered for first, second, and third reading;

AND THAT prior to adoption of *Colwood Land Use Bylaw No. 151, 1989, Amendment No. 232 (CD44 - 420 Tamarack Road), Bylaw No. 2115, 2026*, approval be received by the Ministry of Transportation and Transit;

AND FURTHER THAT prior to adoption of *Colwood Land Use Bylaw No. 151, 1989, Amendment No. 232 (CD44 - 420 Tamarack Road), Bylaw No. 2115, 2026*, the following long-term conditions be registered within a Section 219 Covenant Development Agreement that addresses:

SUBDIVISION

Prior to issuance of a development permit, the owner shall complete subdivision of the subject property into two separate lots, consistent with the proposed Comprehensive Development 44 zone and associated sub-areas, to the satisfaction of the City's Approving Officer.

CONSERVATION COVENANT

Prior to the issuance of a development permit, the Owner shall register a Section 219 Covenant over the property legally described as "Lot 1, Esquimalt District Plan VIP24227, Section 1, Except Plan 44406" agreeing to preserve and retain, to the best of their ability, the streamside protection and enhancement area for Millstream Creek, for environmental conservation purposes and agreeing to install signage and split rail fencing to delineate the area highlighting the purpose of the conservation intent at the direction of a registered Landscape Architect or a Qualified Environmental Professional. This area will be maintained by the current/future Owner of the subject property. For the purposes of this paragraph above:

conservation means retaining open green space areas, limiting tree/vegetation removal (except for the removal of invasive non-native plant species and dead or dangerous trees), and limiting disturbances to the forest floor

CRITICAL ROOT ZONE PROTECTION

The Owner agrees to submit a report or memo prepared by a certified arborist at the time of building permit submission and prior to the issuance of a building permit, which shall approve the site plan design, confirm that all proposed buildings and structures (including retaining walls) shown on the site plan are outside the Critical Root Zone of all protected trees that were identified for retention (or as TBD) as part of an issued Environmental Development Permit or Tree Management Permit, and confirm that adequate temporary tree fencing has been installed around all protected trees that were identified for retention (or TBD).

OFF-SITE WORKS

Prior to the issuance of a building permit, the Owner agrees to either: 1.) complete the frontage improvements on Tamarack Road and Loiacono Road as required by applicable City of Colwood bylaws and policies and an approved Traffic Impact Assessment, including a multi-use pathway along the west side of Gamble Drive; 2.) enter into a Servicing Agreement with the City of Colwood (and provide the required security as agreed to by the City) that will address the required frontage improvements; 3.) provide a cash contribution to the City of Colwood in lieu of completing the required frontage improvements as determined and approved by the City; or 4.) a combination of cash-in-lieu and frontage works completion as determined and approved by the City.

PARK IMPROVEMENTS (GAMBLE PARK)

Prior to the issuance of a development permit, the Owner shall provide a park improvement plan, to the satisfaction of the City's Manager of Parks or their delegate, for upgrades to Gamble Park. The plan will include formalized and accessible park entrances from Tamarack Road and Gamble Place, improvements to pathways and site accessibility, provision of additional seating and picnic areas, and incorporation of small-scale, nature-based play features. All improvements shall be designed to enhance usability, safety, and accessibility while maintaining the natural character of the park.

Prior to the issuance of a building permit, the Owner further agrees to either complete the improvements outlined in the approved park improvement plan or enter into a Servicing Agreement with the City of Colwood (and provide the required security as agreed to by the City) that will address the required park improvements.

SUMMARY AND PURPOSE

The purpose of this report is to present rezoning application RZ000030 to Council. The applicant is requesting an amendment to the *Land Use Bylaw, No. 151, 1989* to rezone the subject property at 420 Tamarack Road (**Figure 1**) from the Residential 1 (R1) Zone to a new comprehensive development zone to allow for the construction of a six-storey apartment building consisting of 153 units as shown in the Architectural Plans (**Appendix 1**). The applicant's letter of rationale is included in **Appendix 2**.

The proposal aligns with the Colwood Corners land use designation, which supports multi-unit buildings up to approximately 12-15 storeys (in limited situations) and a base Floor Area Ratio (FAR) of

2.0 up to 4.5. The site is located within the Colwood Corners land use designation, which emphasizes accommodating future residential and commercial growth. This area is intended to support a diverse mix of housing types and choices, and to feature the highest levels of residential density and development scale in the city. Colwood Corners is also designed to encourage walking and cycling, and to promote transit use, serving as a key regional hub that connects residents to surrounding municipalities through rapid transit.

If approved, this proposal would be the first apartment-style residential development within the Tamarack neighbourhood. The surrounding area is experiencing gradual change, with the OCP identifying the Colwood Corners designation as an area for increased residential density due to its proximity to rapid transit infrastructure. The subject neighbourhood is considered transitional, with recent development interest indicating a shift in land use patterns and a growing trend toward higher-density housing in the area. Notably, the City recently received and denied a comparable application for multi-unit residential development at the neighbouring property of 396 Tamarack Road.

STRATEGIC PLAN

- *Invest in Infrastructure*
- *Pursue Economic Growth + Vitality*

The proposal aligns with the four pillars of the Colwood Strategic Plan 2025-2027, particularly supporting the pillars of Invest in Infrastructure and Pursue Economic Growth and Vitality. It contributes to these strategic goals by:

- Prioritizing road upgrades that enhance safety and mobility
- Leveraging new development to secure desired community amenities
- Supporting the achievement of targets for development application processing times
- Increasing the quantity and quality of amenities secured through development contributions

Through these outcomes, the proposal reinforces the City's commitment to sustainable growth, improved infrastructure, and enhanced livability for residents.

RELATED POLICIES

Housing Needs Report (2024)

The City of Colwood's Housing Needs Report (2024) identifies seven key areas of housing need: affordable housing, rental housing, housing for people with specific needs, housing for seniors, housing for families, housing for individuals experiencing or at risk of homelessness, and housing that supports transit-oriented development and complete communities.

The subject property is located approximately 300 metres from a Route 95 Blink RapidBus stop along Goldstream Avenue, providing frequent and direct connections to key destinations across the region. As such, the proposal supports transit-oriented development by locating higher-density housing within walking distance of high-frequency transit, consistent with broader policy direction to concentrate growth in areas with strong transit access.

In addition, the proposal contributes to the City's efforts to meet both identified housing needs and provincial housing targets by increasing overall housing supply in a location well-served by existing infrastructure and amenities. While the proposal has the potential to support rental housing needs, it is not yet confirmed whether the units will be secured as purpose-built rental housing or developed as condominiums.

BACKGROUND

APPLICANT INFORMATION

Applicant/Owner: Lovick Scott Architects Ltd. / Laricina Properties Inc.

Address: 420 Tamarack Road

Legal: Lot 1, Esquimalt District Plan VIP24227, Section 1, Except Plan 44406

Current Zoning: Residential 1 (R1) Zone

Proposed Zoning: Comprehensive Development 44 Zone

Current OCP Designation: Colwood Corners

Proposed OCP Designation: No Change

Development Permit Area: Form & Character DPA, Centers & Multi-family

APPLICATION REVIEW

Proposal

The applicant is seeking to amend the *Land Use Bylaw No. 151, 1989* by rezoning the property at 420 Tamarack Road from the Residential 1 (R1) Zone to a new comprehensive development (CD) Zone. This rezoning would facilitate the development of a six-storey multi-family residential building comprising a total of 153 units, including 23 studio units, 80 one-bedroom units, 39 two-bedroom units, and 11 three-bedroom units (**Appendix 1**).

The proposed development is located next to Gamble Park at the end of Tamarack Road. Vehicular access to the building's two levels of underground parking will be via Loiacono Road.

The application proposes to subdivide the property into two lots so the existing home can be retained. The proposed CD zone includes two sub-areas: one to regulate the existing single-family home (Area 1), and one to regulate the proposed multi-family development (Area 2). Subdivision must be completed before any development permit can be issued.

Site Context

The subject property is situated within an established residential area of Colwood, characterized predominantly by single-family homes. Some multi-family developments are located in the broader area, generally along arterial and collector roads such as Goldstream Avenue and Wale Road. The subject property is located within 300 metres of the intersection of Goldstream Avenue and Wale Road, which includes a Route 95 Blink RapidBus stop. The property is currently occupied by a single-family dwelling and slopes significantly downward toward the rear of the lot, away from Tamarack Road.

Figure 1

RZ000030

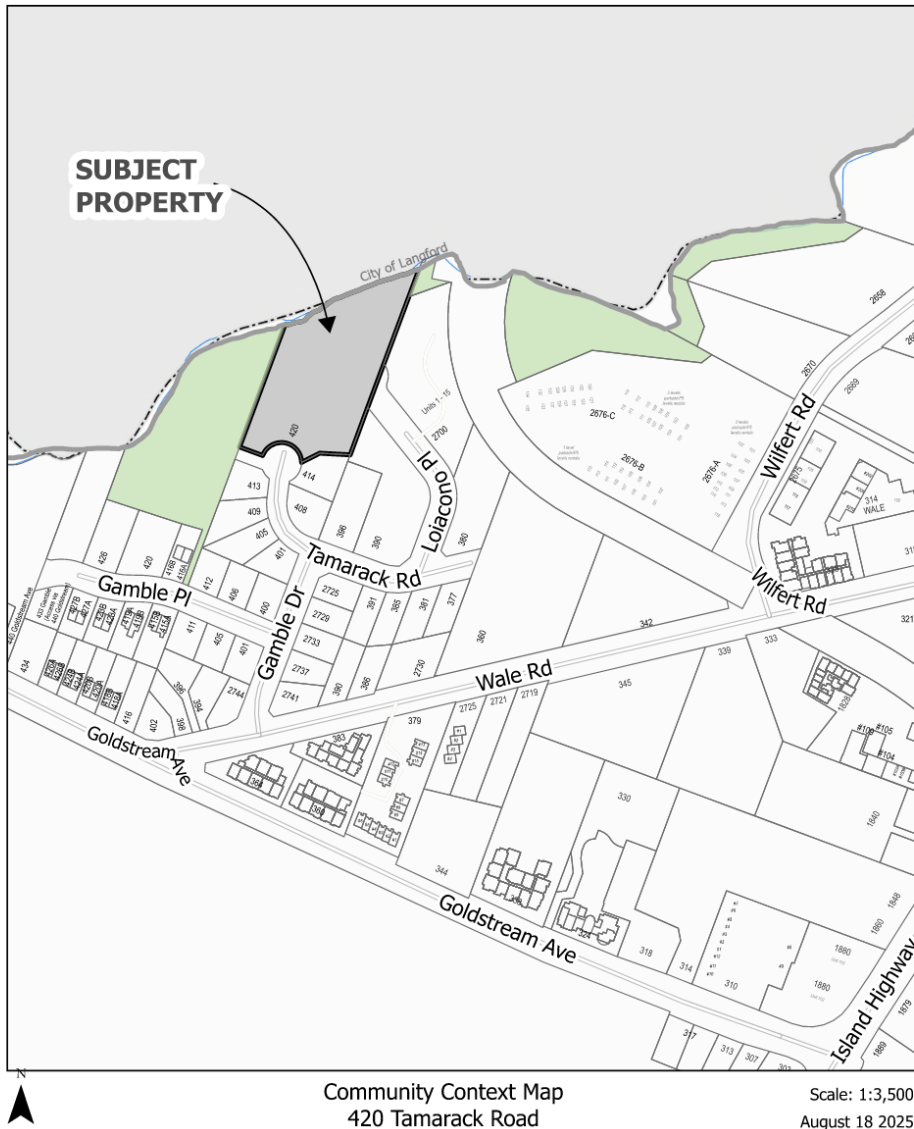


Table 1 summarizes the land uses and zones of properties adjacent to the subject property. It should be noted that while there is no proposal or active development application for the existing single-family neighbourhood surrounding the subject property, these lots are designated by the Official Community Plan as Colwood Corners and their current land use is expected to transition, over time, to more compatible higher density residential and commercial uses.

Table 1: Existing Zoning and Adjacent Parcel Uses			
Parcel	Current Zoning	Existing Land Use	OCP Designation
North 355 and 331 Atkins	One- and Two-Family Residential R2 (City of	Vacant Land	Corridor (City of Langford)

Parcel	Current Zoning	Existing Land Use	OCP Designation
	Langford)		
East 390 Tamarack Road 396 Tamarack Road 2700 Loiacono Place	Residential 1 (R1) Medium Density Attached Housing B (RMB1)	Single-Family Dwelling Pacifica Housing Townhomes	Colwood Corners
South 413-414 Tamarack Road	Residential 1 (R1)	Single-Family Dwellings	Colwood Corners
West Gamble Park	Residential 1 (R1)	Park	Colwood Corners

Land Use Bylaw No. 151, 1989

Table 2 provides a comparative overview of land use requirements under three frameworks: the existing Residential 1 (R1) zone, the proposed CD44 zone, and the specific provisions of the current rezoning proposal. A copy of the draft amending bylaw is provided as **Appendix 7**.

Table 2: Comparison of Current and Proposed Zoning

	Residential 1 Zone (Current)	Comprehensive Development 44 Zone (Proposed)	Proposal
Lot Area	Min. 695 m ² (Single-family dwelling) Min. 1,100 m ² (Two family dwelling)	Min. 695 m ² (Single-family dwelling) Min. 6,800 m ² (Multi-family)	3,350 m ² (Single-family dwelling) 6,816 m ² (Multi-family)
Lot Frontage	Min. 16m	<u>Area 1</u> Min. 16 m <u>Area 2</u> Min. 25 m	>16 m (Single-family dwelling) 35 m (Multi-family)
Lot Coverage	35%	35% (Single-family dwelling) 45% (Multi-family)	Approx. 5% (Single-family dwelling) 41% (Multi-family)
Permitted Uses	1-family dwelling & 2-family dwelling Group home use Home occupation	<u>Area 1</u> 1-family dwelling Home occupation Not more than 2	<u>Area 1</u> 1-family dwelling <u>Area 2</u>

	Residential 1 Zone (Current)	Comprehensive Development 44 Zone (Proposed)	Proposal
	Not more than 2 boarders or lodgers Accessory buildings & structures Secondary suite Accessory dwelling unit Show homes	boarders or lodgers Accessory building and structures Secondary suites <u>Area 2</u> Apartment Accessory buildings and structures Home occupations - office use only Sales centre not exceeding 180m2	Apartment
Density	Not to exceed 0.40 FAR	<u>Area 1</u> 0.4 FAR <u>Area 2</u> Min. 2.0 FAR Max. 2.5 FAR	<u>Area 1</u> 0.07 FAR (approx.) <u>Area 2</u> 2.02 FAR
Height	Max. 8.5 m	<u>Area 1</u> Max. 8.5 m <u>Area 2</u> Greater of 6 storeys or 24 m	<u>Area 1</u> >8.5 m <u>Area 2</u> 6 storeys
Building Setbacks			
Front	7.5 m	<u>Area 1</u> 7.5 m <u>Area 2</u> 5 m	<u>Area 1</u> 8.5 m <u>Area 2</u> 5 m
Rear	7.5 m	<u>Area 1</u> 7.5 m <u>Area 2</u>	<u>Area 1</u> 21.5 m <u>Area 2</u>

	Residential 1 Zone (Current)	Comprehensive Development 44 Zone (Proposed)	Proposal
		7.5 m	7.5 m
Side	1.5 m (sum of the two side yards shall be not less than 4.5 m)	<u>Area 1</u> 1.5 m (sum of the two side yards shall be not less than 4.5 m) <u>Area 2</u> 3 m (east) 9 m (west)	<u>Area 1</u> 17.8 m <u>Area 2</u> 3 m (east) 9 m (west)

Official Community Plan (OCP) Bylaw No. 1700

Land Use Policies

The subject property is located on lands designated Colwood Corners in Section 7 of the Official Community Plan (OCP). The Colwood Corners designation is identified as one of the City’s two primary centres for cultural, civic, economic, and public life. The land use objective for this area is to serve as a vibrant and accessible destination at the local, city-wide, and regional levels, for shopping, employment, and community gathering. Colwood corners is intended to be a focal point for Colwood’s future growth and is considered to accommodate the highest residential and commercial development intensities within the city.

The area is envisioned to support active transportation with enhanced public realm that encourages walking and cycling and fosters a lively street environment. This land use designation has been applied to this strategically located area to support Colwood Corners in its role as a regional transit hub. Its location facilitates improved mobility options and strengthens connectivity between Colwood and surrounding communities through access to rapid transit services.

Table 3 describes the OCP objectives for the land use designation and how the proposal aligns with those objectives.

Table 3: Compliance of Proposed Development with OCP Policies			
Colwood Corners OCP Policy		Proposal	Staff Comment
Land Uses Policy 7.2.3	<ul style="list-style-type: none"> Multi-unit residential and mixed-use Commercial Institutional Live/work and home occupations Customer service oriented industrial uses, where there is an active ground floor and 	Multi-unit residential	Policy met

Table 3: Compliance of Proposed Development with OCP Policies			
Colwood Corners OCP Policy		Proposal	Staff Comment
	where uses are compatible with residential use		
Built Form Policy 7.2.4	Low-rise, mid-rise, and high-rise development, ranging up to approximately 12 to 15 storeys. The base permitted Floor Area Ratio (FAR) is 2.0, with a maximum of approximately 4.5. The highest development intensities are intended to be concentrated along key corridors, specifically Sooke Road, Goldstream Avenue, and Wale Road east of Wilfert Road.	The proposal is for a 6-storey building with a FAR of 2.02.	Policy met
Other Directions Policy 7.2.5			
Policy 7.2.5 (c)	Supporting a diversity of housing types and choices.	The proposed residential density and variety of unit sizes will offer future residents the opportunity to find an apartment that suits their needs.	Policy met.
Policy 7.2.5 (f)	Situate parking underground or behind buildings.	The proposed development situates parking underground.	Policy met.
Policy 7.2.5 (i)	Maintain and enhance transportation services and infrastructure to connect residents to regional transportation networks, including the Rapid Transit Network.	The proposed increase in density is anticipated to support existing transit service in the area, including nearby RapidBus routes. The proposal also contributes to enhanced transportation	Policy met.

Colwood Corners OCP Policy	Proposal	Staff Comment
	<p>infrastructure through frontage improvements along Tamarack Road and Loiacono Road, improving connectivity for pedestrians, cyclists, and vehicles. Together, these elements align with the policy objective to maintain and enhance transportation services and infrastructure that connect residents to regional transportation networks.</p>	

Council Resolutions

At its [October 14 Regular Meeting](#), Council passed a resolution (Resolution No. R2025-224) directing staff to review the appropriateness of the Official Community Plan (OCP) Colwood Corners designation for the surrounding neighbourhood and to develop a gentle infill strategy for existing neighbourhoods. As the subject property is located within the Colwood Corners designation, this direction has potential implications for the proposed rezoning. Staff advised the applicant of this resolution, including that a similar rezoning application in the area was not supported by Council. Notwithstanding this, the applicant has requested that their application proceed for consideration under the current OCP policies.

Site Adaptive Planning Policies

Site adaptive planning is a general approach to conducting site analysis, identifying buildable and non-buildable (conservation) areas, and using this information to arrive at a site plan that reflects site opportunities and constraints. Described in Policy 11.2.2.3 and Section 18.4 of the OCP, this approach is encouraged when developing environmentally sensitive areas and hillside sites. The primary objectives of this approach are to:

- Maintain the functions of key natural systems including hydrologic (runoff) systems, longshore (drift) systems, climate systems, and ecosystems; and
- Minimize disruption to the landscape in areas identified by the development permit area objectives and guidelines.

The subject property is located within a Riparian Areas Development Permit Area associated with Millstream Creek and is therefore required to demonstrate consistency with the City’s site adaptive planning policies. As part of the rezoning application, the applicant retained a Qualified Environmental Professional to undertake an Environmental Assessment and identify site constraints, opportunities,

and appropriate development areas. This section summarizes the proposal's response to site adaptive planning policies, with further detail provided in **Appendix 3**.

A site adaptive planning approach was undertaken as per Section 18.4 and Policy 11.2.2.3 of the OCP, which require:

1. Preparation of a natural assets inventory; and,
2. Shaping of the developable area based on identified environmental features and constraints.

Natural Assets Inventory

To support this approach, the applicant retained Corvidae Environmental Consulting Inc. to prepare an Environmental Assessment (**Appendix 3**). The assessment identifies the primary environmental features and constraints of the site as:

- The Streamside Protection and Enhancement Area (SPEA) associated with Millstream Creek along the northern and western portions of the site;
- A stormwater drainage ditch along the eastern property boundary; and,
- Steep slopes and a ravine associated with Millstream Creek.

The Environmental Assessment notes that much of the site has been previously disturbed through historical clearing and residential use, with vegetation primarily consisting of grasses, ornamental species, and invasive plants, while more intact natural features are largely confined to the protected riparian areas.

Consistent with a site adaptive planning approach, the proposed development footprint has been located outside of the SPEA and other constrained areas, focusing development within the more disturbed and developable portions of the site. Recommended environmental protection measures include maintaining riparian setbacks, installing tree protection fencing, replanting disturbed areas with native vegetation, managing invasive species, timing vegetation clearing to avoid impacts to nesting birds, and implementing erosion and sediment control measures during construction.

These measures are intended to minimize environmental impacts and support the long-term protection and function of the site's riparian and ecological features.

Tree Inventory

The applicant has provided an arborist report (**Appendix 4**) identifying nineteen bylaw-protected trees, including ten located on-site and nine off-site, within the influence area of the proposed development. In accordance with *Urban Forest Bylaw No. 1735, 2018*, the removal of these trees requires 38 replacement trees based on a 2:1 replacement ratio. The applicant proposes to meet this requirement through a combination of on-site replanting and cash-in-lieu contributions to be determined at the time of Development Permit.

Parks and Recreation Master Plan (PRMP)

The City of Colwood's Parks and Recreation Master Plan (2021) (PRMP) provides strategic direction for enhancing park infrastructure, accessibility, and recreational opportunities across the community over the next ten years. Key themes include improving park access and connectivity, enhancing amenities to support a range of users, and expanding opportunities for informal recreation and nature-based play.

The subject property is located next to Gamble Park. The proposed rezoning provides an opportunity to implement the PRMP's objectives at a neighbourhood scale. Consistent with the PRMP's direction, the staff recommendation includes a condition requiring the developer to design and construct improvements to Gamble Park, including formalized and accessible park entrances, enhanced pathways, additional seating and gathering spaces, and incorporation of nature-based play features. These improvements are intended to enhance usability, accessibility, and community value while maintaining the park's natural character, and will be secured through a development agreement and engineering works and services agreement as part of the development process.

Frontage Improvements

For this site, both Tamarack Road and Loiacono Place front the subject property. Frontage improvements along the property's frontage must be provided (or secured for) through the development process (at building permit) in accordance with the City of Colwood's *Subdivision and Development Servicing Bylaw No. 2000, 2024*, and Transportation Master Plan. Both documents are amended from time to time to reflect current and future transportation needs of the community, including road expansion, transit, and active transportation considerations.

Per the City's *Subdivision and Development Servicing Bylaw*, Loiacono Place must be extended to the property line of the subject property using a 20m local road cross-section, which includes sidewalk on the east side of the road. The existing non-standard cul-de-sac will be removed and is expected to be replaced with a full cul-de-sac as part of the required frontage improvements. At this time, the applicant is proposing an alternate turnaround, which would require a development variance permit and Council approval to vary this bylaw requirement.

Traffic Impact Assessment

The subject property will have dual access from both Loiacono Place and Tamarack Road, with Loiacono Place serving as the primary access where the underground parkade entrance will be located and Tamarack Road serving as a secondary access where the front entrance of the building and visitor parking stalls will be located.

The applicant has engaged Watt Consulting Group to prepare a Transportation Impact Assessment (**Appendix 5**), which evaluates the surrounding road network, intersections, and active transportation connections. The report has been reviewed and accepted by the Engineering Department. Overall, the assessment concludes that the surrounding road network is expected to continue to operate within acceptable levels of service following development, with no significant capacity constraints identified. The report also reviewed operations at the intersection of Wale Road and Gamble Drive under existing and post-development conditions. The analysis indicates that the intersection is expected to continue to operate within acceptable levels of service after the site is developed, with no capacity-related upgrades or signalization required at this time.

The assessment identifies opportunities to improve active transportation connections in the area, particularly given the absence of sidewalks and cycling infrastructure along Tamarack Road, Gamble Drive, and Loiacono Place, and existing gaps in the pedestrian network along Wale Road. In response, the City is seeking to secure frontage improvements through the development process, including the

provision of sidewalks and enhanced pedestrian connections along Tamarack Road and Loiacono Place, as well as a multi-use pathway along the west side of Gamble Drive to provide pedestrian and cycling connections to Wale Road. Broader improvements to Gamble Drive would be pursued over time.

Site Servicing

The site can be serviced by CRD water. Sewer is available fronting the property. Connection to sewer for the single-family property at the rear of the site (post subdivision), and the front of the property where the proposed development is proposed, will be required. A civil, lighting, off-site landscape and irrigation, stormwater management plan and sewer and design drawings will be required prior to Building Permit issuance.

Community Amenity Contributions

The Community Amenity Contributions (CAC) Policy COM002 and Attainable Housing Policy ATT001 are considered at the time of a rezoning application with respect to increased residential density. See **Table 4**.

Table 4: Preliminary Summary of Developer Contributions

Contributions by Type	Rate per Unit	Total	Bylaw/Policy Reference
CAC Fund	\$4,500* per unit	\$688,500	Policy COM003 as amended
Affordable Housing Fund	\$1,500* per unit	\$229,500	Policy COM003 as amended
Fire Hall Fund	\$632* per unit	\$96,696	Council resolution
School DCC (payable to SD62)	\$600 per unit	\$91,800	CRD Bylaw No. 2019-01
Road DCC	\$4,949.11 per unit	\$757,213.83	Bylaw No. 1836
Water DCC (payable to CRD)	\$1,573 per unit	\$240,669	CRD Bylaw No. 2758
Sewer Enhancement DCC	\$1,178 per unit	\$180,234	Bylaw No. 1431
Park Acquisition DCC	\$1,631.55 per unit	\$249,627.15	Bylaw No. 2037
Park Improvement DCC	\$1,578.64 per unit	\$241,531.92	Bylaw No. 1900
Total Contributions		\$2,775,771.90	

**Subject to annual CPI increases*

Public Engagement

As required by Development Application Consultation Policy DEV 001, the applicant contacted nearby residents to inform them of their development proposal. A summary of the applicant's engagement is included in **Appendix 6**.

OPTIONS / ALTERNATIVES

The Planning and Land Use Committee may wish to consider recommending to Council one of the following options:

OPTION 1 (Staff recommendation)

THAT the Planning and Land Use Committee recommend to Council:

THAT *Colwood Land Use Bylaw No. 151, 1989, Amendment No. 232 (CD44 - 420 Tamarack Road), Bylaw No. 2115, 2026* be considered for first, second, and third reading;

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Prior to the issuance of a building permit, the Owner further agrees to either complete the improvements outlined in the approved park improvement plan or enter into a Servicing Agreement with the City of Colwood (and provide the required security as agreed to by the City) that will address the required park improvements.

OPTION 2 - THAT the application for Rezoning Application RZ000030 for 420 Tamarack Road be deferred pending the provision of additional information as requested by Council.

OPTION 3 - THAT the application for Rezoning Application RZ000030 for 420 Tamarack Road be denied, thereby maintaining the current zoning requirements.

COMMUNICATIONS & ENGAGEMENT

A development notification sign was posted on the subject property as required under the *Land Use Application Procedures Bylaw 1998*. The application and supporting documents will be available for public viewing on the City's website during the weeks leading up to first reading of an amending bylaw. Further, prior to first reading, the City will mail postcard notices to owners and occupants within a 100-meter radius of the subject property and post notice on the City's website and in two consecutive issues of a local newspaper.

TIMELINES

May 4, 2026	May 4, 2026	May 25, 2026	TBD
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<p>Rezoning application is introduced to Committee. WE ARE HERE</p>	<p>Notices will be mailed and published 2 weeks prior to first reading of the amending bylaw.</p>	<p>Council will consider the Committee's recommendation. The public will be invited to provide input prior to the amending bylaw receiving 1st, 2nd and 3rd reading.</p>	<p>Prior to Council adoption, the applicant is required to register the required Development Agreement. Further, approval from the Ministry of Transportation and Transit is required prior to adoption.</p>
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CLIMATE CONSIDERATIONS

Under Pathway 3: Building and Infrastructure, the Climate Action Plan (2023) envisions that buildings in Colwood will be built for zero emissions and climate resilience. An action to achieve this is to continue reducing the carbon footprint of new buildings through the application of BC Energy Step Code in accordance with the provincial target for all new buildings to be net-zero energy-ready by 2032. The provincial timelines indicate that the target for all Part 3 buildings (e.g., multi-unit residential, commercial) to achieve Step 3 is by 2027. On December 11, 2023, Colwood Council passed a resolution (R2023-409) to move toward adoption of Zero Carbon Step Code in 2024. With this amendment, all Part 3 buildings must be designed to meet Step 4 (the “zero carbon performance”) by July 1, 2024, or November 1, 2024, depending on the building's height and classification. If an application for a building permit is received before these dates, however, the building must be designed and constructed to meet Step 3. The applicant has indicated they will meet Step 3.

FINANCIAL CONSIDERATION

Rezoning the subject property to permit a higher density of development will increase the assessed value of the lands, thus increasing its taxable value. **Table 4** provides a preliminary estimate of the developer contributions for the proposed 153 apartment units.

CONCLUSIONS

The proposal meets the policy objectives of the Colwood Corners Area land use designation as well as the City's broader OCP goals of increasing housing choices that meets a range of needs and lifestyles as emphasized in the Housing Needs Assessment. Committee may wish to recommend to Council that they endorse the staff recommendation.

Attachments:

[Appendix 1: Architectural Plans](#)

[Appendix 2: Letter of Engagement](#)

[Appendix 3: Environmental Assessment](#)

[Appendix 4: Arborist Report](#)

[Appendix 5: Traffic Impact Assessment](#)

[Appendix 6: Neighbourhood Consultation Summary](#)

[Appendix 7: Draft Bylaw](#)

[Staff Presentation](#)

[Applicant Presentation](#)

Approved by:

Mairi Bosomworth, Manager of Planning
Heather Power, Deputy Corporate Officer
Marcy Lalande, Manager of Corporate Services
Kathy McLennan, Director of Finance
Jenn Hepting, Deputy Chief Administrator Officer
Jason Johnson, Chief Administrative Officer

Status:

Approved - 23 Apr 2026
Approved - 27 Apr 2026
Approved - 27 Apr 2026
Approved - 28 Apr 2026
Approved - 28 Apr 2026
Approved - 29 Apr 2026

420 TAMARACK

420 TAMARACK ROAD,
COLWOOD, B.C.



DRAWING / CONSULTANT LIST:

ARCHITECTURAL

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(tel) 604.298.3700
(fax) 604.298.6081
(e-mail) ascott@lovickscott.com (Andrea Scott)

A0 COVER SHEET
AS1 SITE PLAN
A1.0 P2 PARKADE FLOOR PLAN
A1.1 P1 PARKADE FLOOR PLAN
A1.2 GROUND FLOOR PLAN
A1.3 SECOND FLOOR PLAN
A1.3 THIRD FLOOR PLAN
A1.4 FOURTH FLOOR PLAN
A1.5 FIFTH FLOOR PLAN
A1.6 SIXTH FLOOR PLAN
A3.0 BUILDING SECTIONS
RENDERINGS

JANUARY 15, 2026 - RE-ISSUED FOR REZONING



REV	DATE	DESCRIPTION
2	JAN 15 26	RE-ISSUED FOR REZONING
1	JUNE 18 25	ISSUED FOR REZONING

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 DRAWING

PROJECT NUMBER	DRAWING NUMBER
24-054	A1.0
SCALE AS NOTED	REVISION
DATE JULY 23 24	DEC 23 25

1 P2 PARKADE FLOOR PLAN
 SCALE: 1" = 10'-0"



REV	DATE	DESCRIPTION
2	JAN 15 26	RE-ISSUED FOR REZONING
1	JUNE 18 25	ISSUED FOR REZONING

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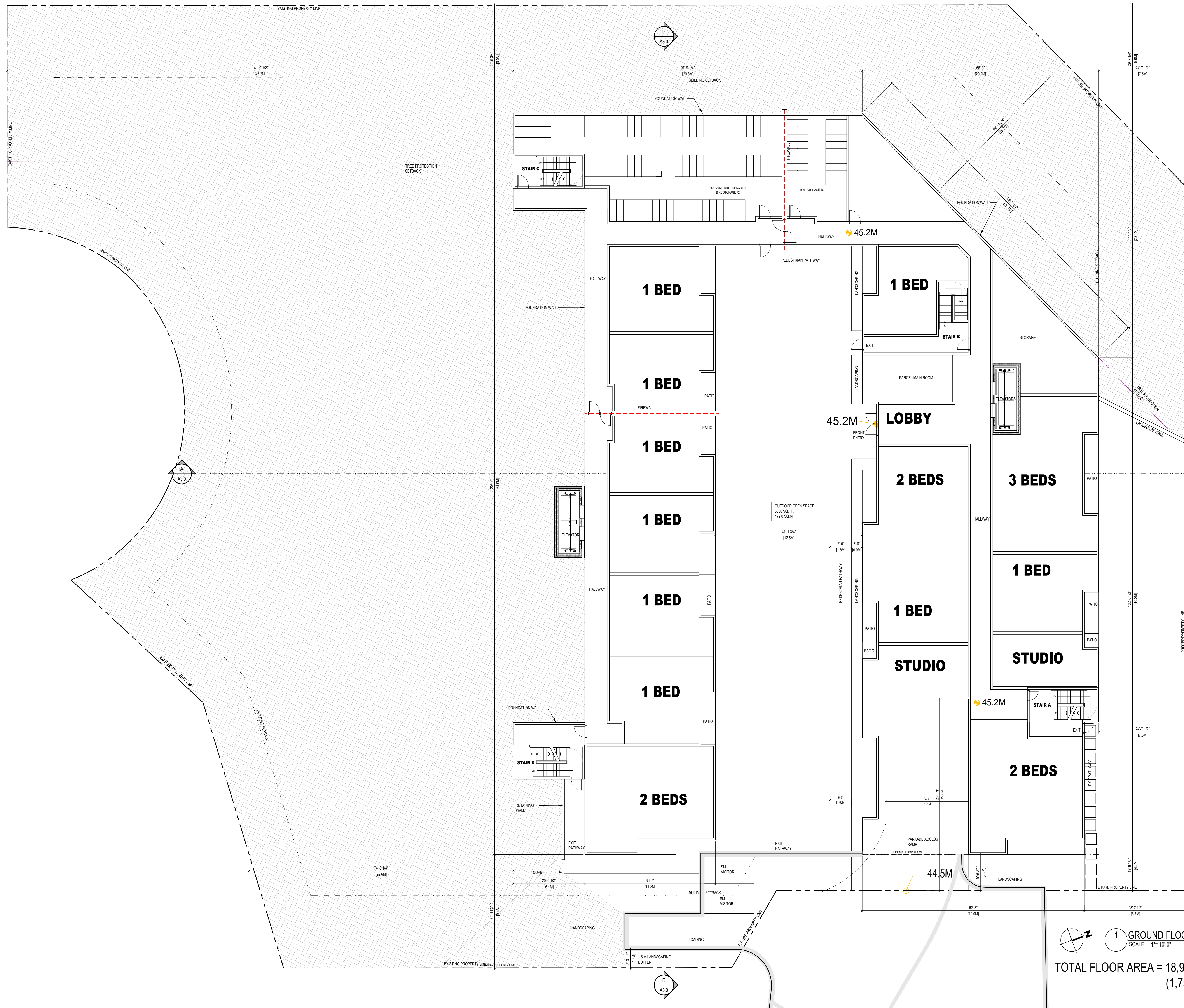
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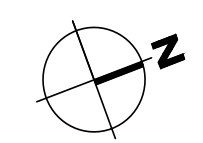
DRAWING

**P1 PARKADE
 FLOOR PLAN**

PROJECT NUMBER: 24-054 DRAWING NUMBER: A1.1
 SCALE: AS NOTED
 DATE: JULY 23 24 REVISION: DEC 23 25

1 P1 PARKADE FLOOR PLAN
 SCALE: 1"=10'-0"




1 GROUND FLOOR PLAN
 SCALE: 1" = 10'-0"
TOTAL FLOOR AREA = 18,905.0 SQ.FT.
(1,756.3 SQ.M.)

REV	DATE	DESCRIPTION
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1	JUNE 18 25	ISSUED FOR REZONING

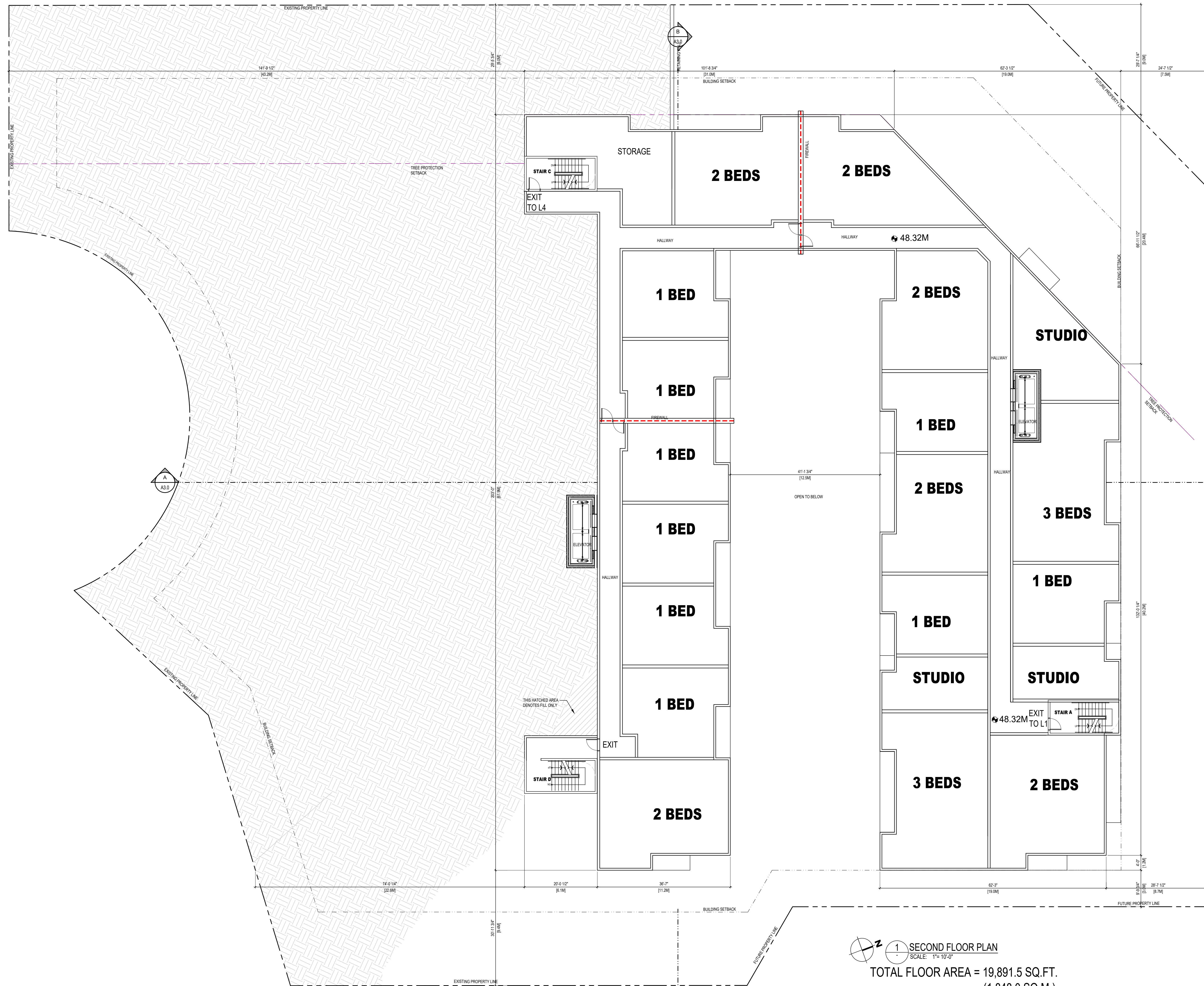
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PROJECT NUMBER	DRAWING NUMBER
24-054	A1.2

SCALE	REVISION
1/8" = 1'-0"	DEC 23 25
DATE	REVISION
JULY 23 24	DEC 23 25



1 SECOND FLOOR PLAN
 SCALE: 1"=10'-0"
TOTAL FLOOR AREA = 19,891.5 SQ.FT.
(1,848.0 SQ.M.)

REV	DATE	DESCRIPTION
2	JAN 15 25	RE-ISSUED FOR REZONING
1	JUNE 18 25	ISSUED FOR REZONING

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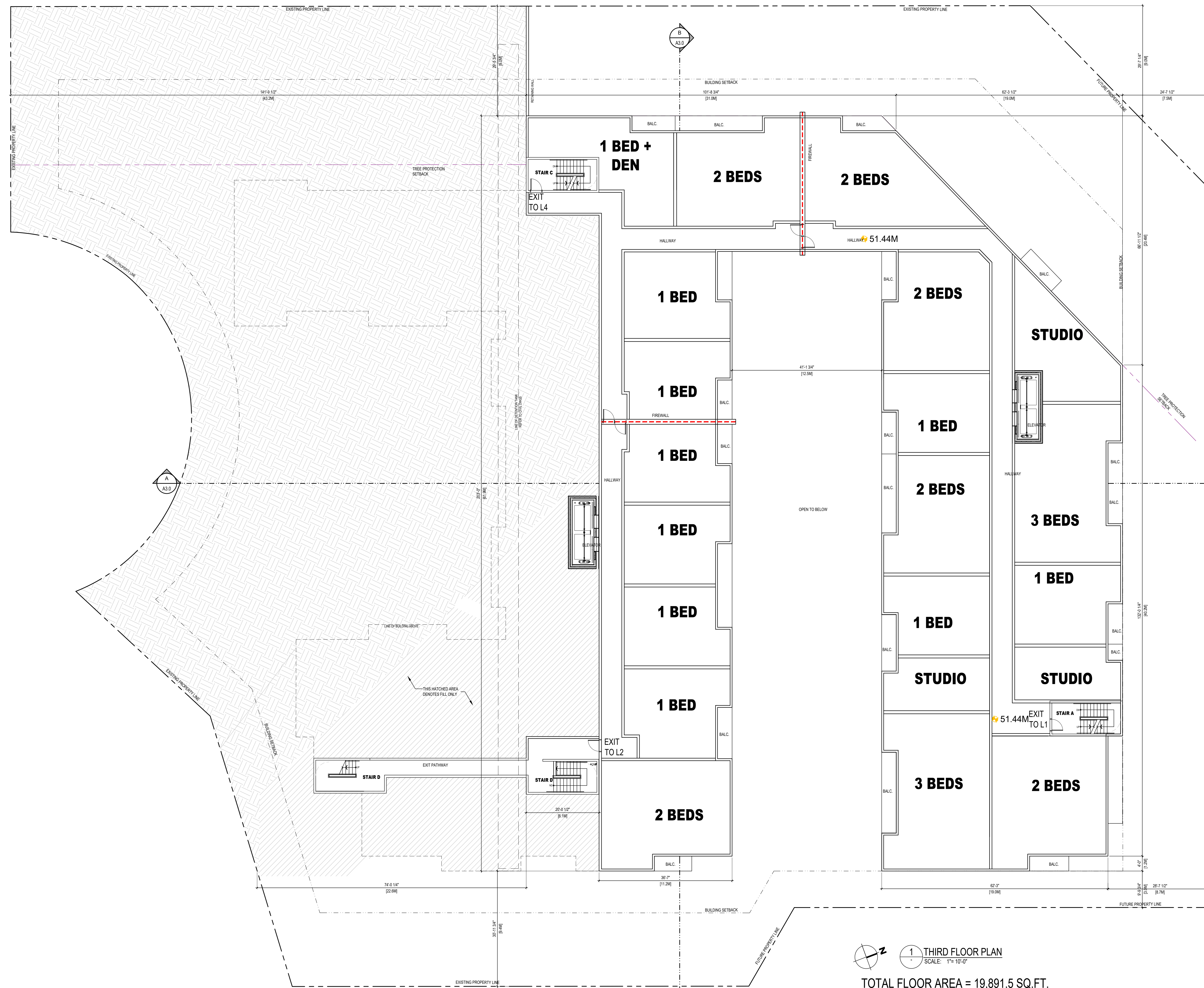


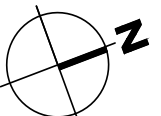
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PROJECT NUMBER	DRAWING NUMBER
24-054	A1.3
SCALE	1/8"= 1'-0"
DATE	JULY 23 24
REVISION	DEC 23 25




1 THIRD FLOOR PLAN
 SCALE: 1"= 10'-0"
TOTAL FLOOR AREA = 19,991.5 SQ.FT.
(1,848.0 SQ.M.)

REV	DATE	DESCRIPTION
2	JAN 15 26	RE-ISSUED FOR REZONING
1	JUNE 18 25	ISSUED FOR REZONING

CONSULTANT SEAL

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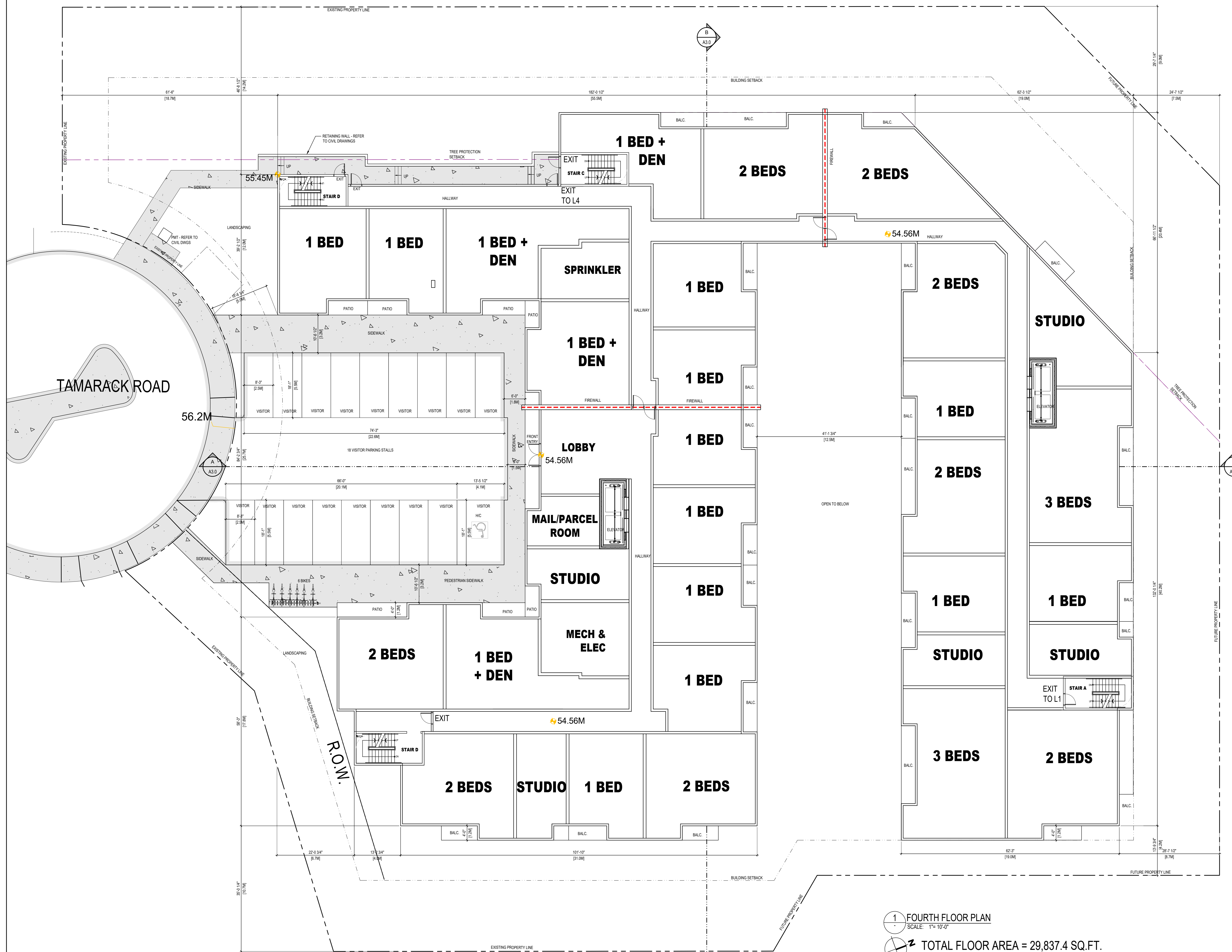


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 DRAWING

THIRD FLOOR PLAN	
PROJECT NUMBER	DRAWING NUMBER
24-054	A1.4
SCALE	AS NOTED
DATE	REVISION
JULY 23 24	DEC 23 25



1 FOURTH FLOOR PLAN
 SCALE: 1"= 10'-0"
 TOTAL FLOOR AREA = 29,837.4 SQ.FT.
 (2,772.0 SQ.M.)

REV	DATE	DESCRIPTION
2	JAN 15 26	RE-ISSUED FOR REZONING
1	JUNE 18 25	ISSUED FOR REZONING

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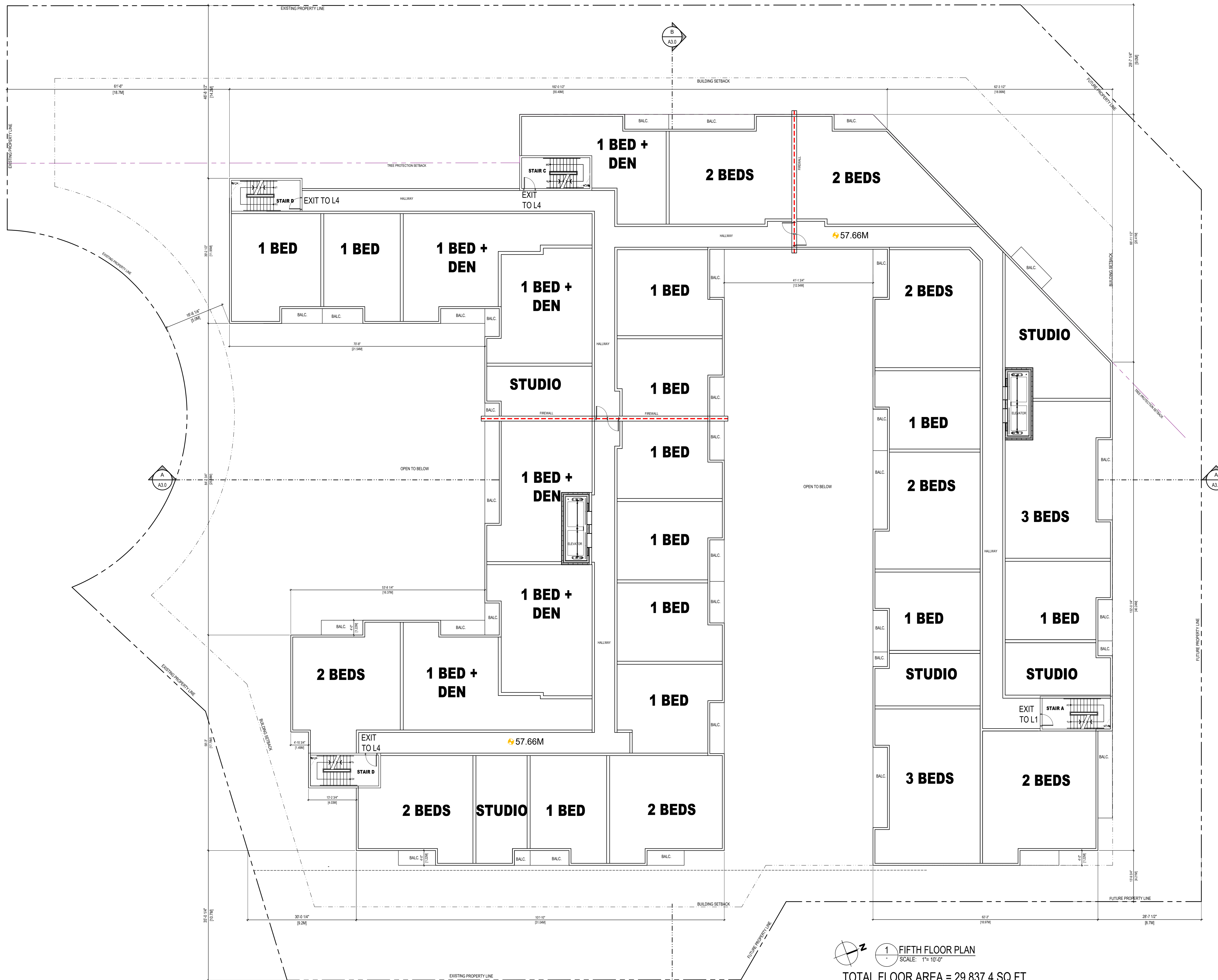


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APPROVED

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 420 TAMARACK ROAD,
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FOURTH FLOOR PLAN	
PROJECT NUMBER	DRAWING NUMBER
24-054	A1.5
SCALE 1/8"= 1'-0"	DATE JULY 23 24
DATE JULY 23 24	REVISION DEC 23 25



1 FIFTH FLOOR PLAN
SCALE: 1" = 10'-0"

TOTAL FLOOR AREA = 29,837.4 SQ.FT.
(2,772.0 SQ.M.)

REV	DATE	DESCRIPTION
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1	JUNE 18 25	ISSUED FOR REZONING

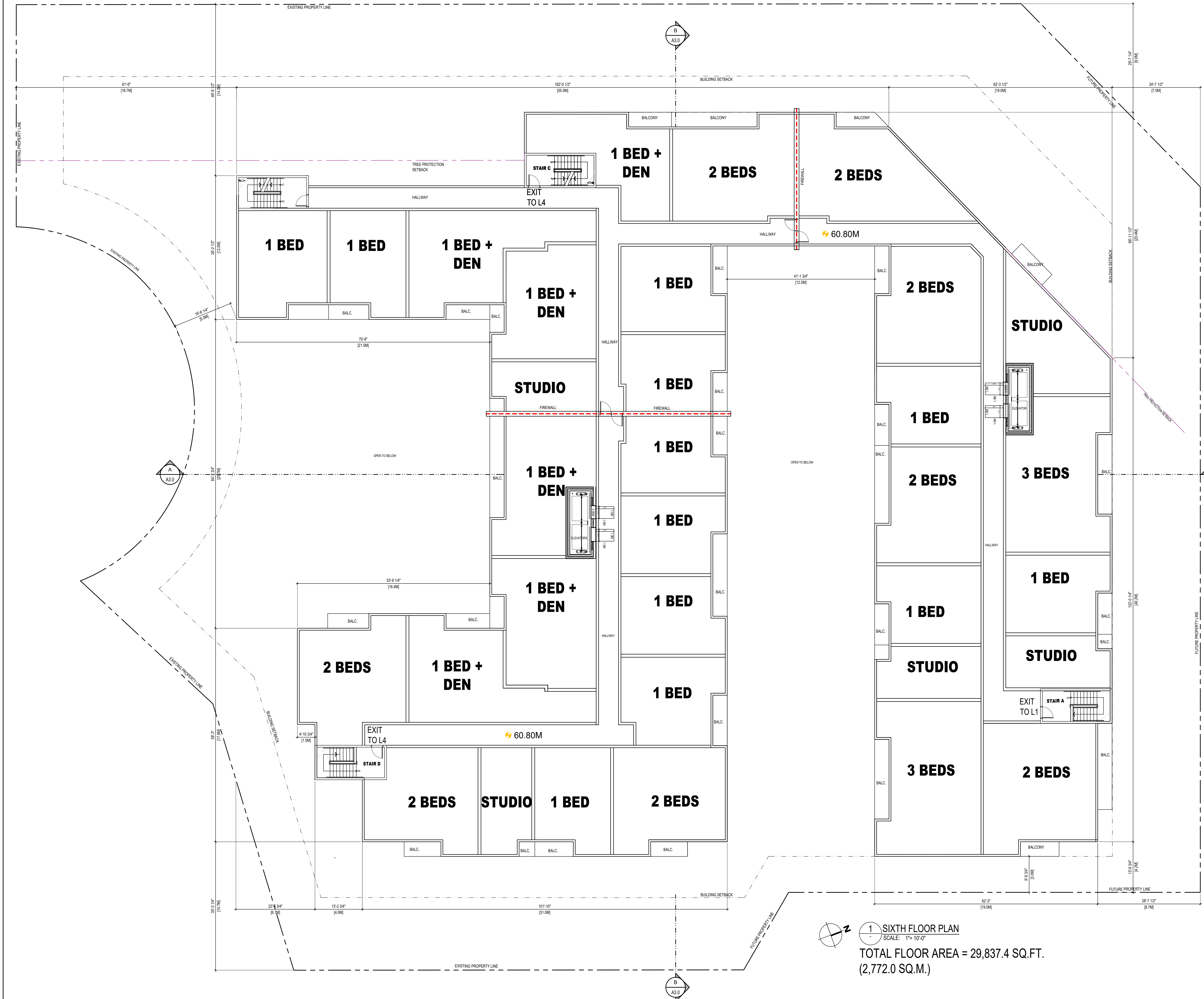
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PROJECT NUMBER	DRAWING NUMBER
24-054	A1.6
SCALE AS NOTED	DATE JULY 23 24
DATE JULY 23 24	REVISION DEC 23 25



1 SIXTH FLOOR PLAN
 SCALE: 1"=10'-0"
 TOTAL FLOOR AREA = 29,837.4 SQ.FT.
 (2,772.0 SQ.M.)

REV	DATE	DESCRIPTION
2	JAN 15 26	RE-ISSUED FOR REZONING
1	JUNE 18 25	ISSUED FOR REZONING

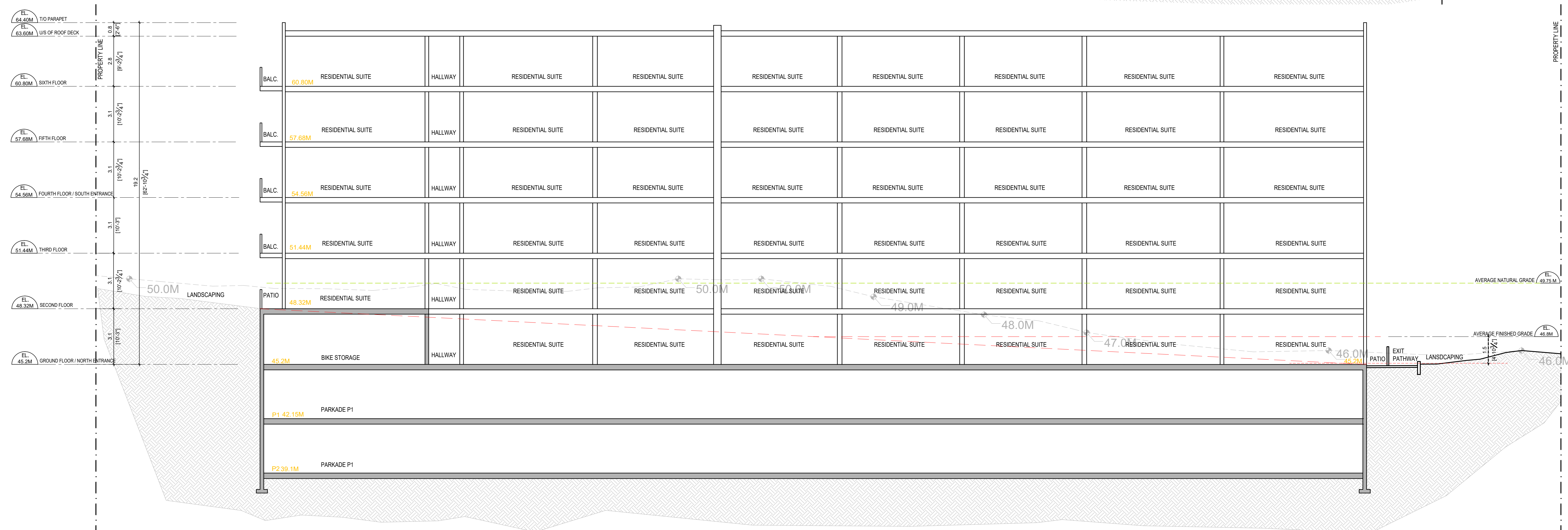
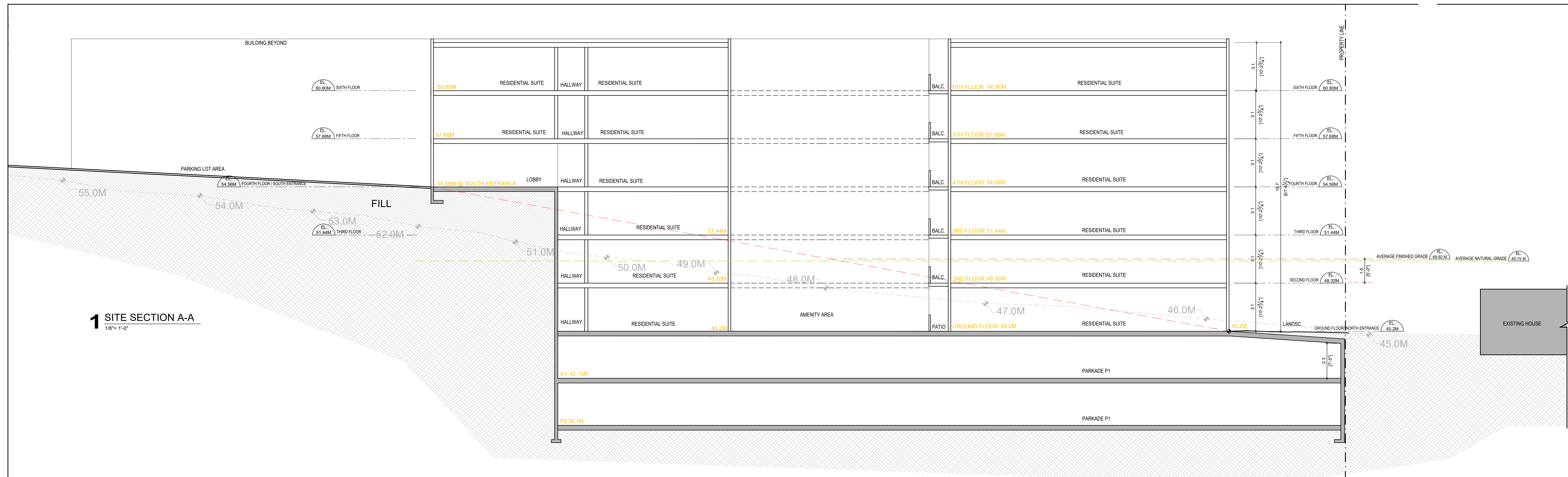
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 DRAWING

PROJECT NUMBER	DRAWING NUMBER
24-054	A1.7

SCALE
 AS NOTED
 DATE
 JULY 23 24

REVISION	DATE
APPROVED	DEC 23 25



REV	DATE	DESCRIPTION
3	JAN 15 20	RE-ISSUED FOR REZONING
2	JUN 18 23	ISSUED TO REZONING
1	JUL 31 24	ISSUED TO CLIENT REVIEW

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DRAWN BY: AC
APPROVED: LSA

PROJECT: 420 TAMARACK
420 TAMARACK ROAD, COLWOOD, B.C.

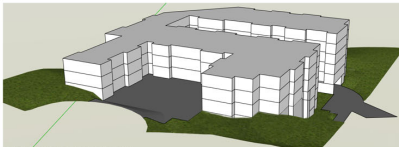
DRAWING: BUILDING SECTION

PROJECT NUMBER: 24-054
DRAWING NUMBER: A3.0

SCALE: 1" = 20'-0"

DATE: JULY 23 24
REVISION: DEC 23 25

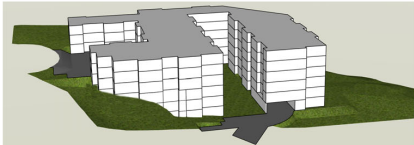
24-054-420 TAMARACK



1. VIEW OF THE PROPOSED SITE LOOKING NORTH



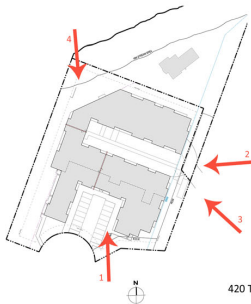
2. VIEW OF THE PROPOSED SITE LOOKING WEST



3. VIEW OF THE PROPOSED SITE LOOKING NORTH WEST



4. VIEW OF THE PROPOSED SITE LOOKING SOUTH



Page 29 of 202

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BRITISH COLUMBIA, ALBERTA, SASKATCHEWAN, MANITOBA

ANDREA SCOTT ARCHITECT AIBC

Letter of Rationale **420 Tamarack Road, Colwood BC**

1. List any land use/zoning change

The subject property is strategically located within the Colwood Corners area, which the OCP identifies as one of the city's primary centres for cultural, civic, economic, and public life. The land use objective for this area is to be a major focus of future residential and commercial growth, with the city's greatest residential and commercial intensities and scale of development.

The OCP supports multi-unit residential and mixed-use developments in this area, with permitted building forms ranging from low-rise to high-rise structures up to approximately 12–15 storeys. The base permitted Floor Area Ratio (FAR) is 2.0, with a maximum FAR of approximately 4.5. City of Colwood Rezoning this underutilized site from R1 Residential to a Comprehensive Development (CD) zone for a six-storey complex aligns with the OCP's vision for increased density in key areas. By proposing a development that is well within the permitted density and height parameters, this initiative demonstrates sensitivity to the existing neighbourhood context while fulfilling a critical demand for housing in a location primed for such transformation.

2. List any density changes

The existing site is currently zoned for low-density single-family residential use under the R1 zone. This proposal seeks to rezone the property to a Comprehensive Development (CD) zone to allow for a multifamily building with a proposed Floor Space Ratio (FSR) of 2.02.

This change represents a strategic and modest increase in density that supports the City of Colwood's objectives for growth within designated urban centres, particularly within the Colwood Corners area. While the OCP permits densities up to 4.5 FSR in this location, the proposed 2.02 FSR reflects a thoughtful and context-sensitive approach to infill development—delivering more homes without overwhelming the existing neighbourhood fabric.

By transitioning from a single-family use to multifamily residential, the project will significantly increase the site's housing capacity, supporting the city's housing targets while maintaining an appropriate scale and fit within the evolving urban landscape.

3. List the type of tenure

The site is proposed to be developed as market apartments or condominiums, depending on prevailing market conditions at the time of construction.

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BRITISH COLUMBIA, ALBERTA, SASKATCHEWAN, MANITOBA

ANDREA SCOTT ARCHITECT AIBC

Given the current volatility and unpredictability in the housing market, maintaining flexibility in tenure is a prudent and responsible approach. By keeping both purpose-built rental and market ownership (condominium) options open, the project can adapt to meet the most pressing housing needs at the time of delivery—whether that’s responding to demand for long-term rental supply or providing attainable homeownership opportunities.

This dual-path strategy ensures that the development remains economically viable, while also aligning with the City of Colwood’s broader housing goals. It supports the creation of diverse and stable communities, and helps the City remain responsive to shifting economic realities and housing affordability trends without the need for further rezoning or delays.

Ultimately, this approach maximizes the site’s contribution to housing supply in a way that is both market-aware and community-focused.

4. List the dwelling unit information

Description: Multifamily

Type: Apartment/condominium

Number:153

REVIEW OF CITY POLICIES

1. Summarize how the proposal conforms to the applicable designation in the Official Community Plan (OCP)

The subject property is located within the Colwood Corners land use designation in the City of Colwood’s Official Community Plan (OCP). This designation encourages higher-density residential and mixed-use development in areas identified for future growth, with an intended Floor Space Ratio (FSR) ranging from 2.0 to 4.5, and building heights of up to 12–15 storeys, depending on location and context.

This proposal, which includes a six-storey building at a proposed FSR of 2.02, aligns directly with the intent of the Colwood Corners designation by contributing to compact, transit-accessible urban growth in a designated development node. The inclusion of a range of unit types also supports the OCP’s goal of providing a diverse mix of housing options.

Itemize policies and demonstrate how the proposal achieves these policies

- **Policy 5.1.1 – Compact and Complete Land Use Pattern:**
The development supports a compact and complete community by adding density within a designated growth area close to services, transit, parks, and schools.
- **Policy 7.1 – Urban Centres and Transit Growth Areas:**
The proposal reinforces Colwood Corners as a vibrant urban centre by introducing higher-density residential uses that will support commercial services and improve walkability.
- **Policy 7.2.5 – Housing Diversity:**
The proposed building introduces a mix of studio, one-, two-, and three-bedroom units, directly responding to the policy’s call for a broader range of housing types and tenures.

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This development reflects the OCP's vision for Colwood Corners as a lively, well-connected, and housing-rich neighbourhood, while balancing growth with thoughtful design and neighbourhood sensitivity.

Provide a rationale if a change to the OCP is being requested

No change in OCP designation is required.

The subject property is already designated Colwood Corners in the Official Community Plan (OCP), which supports the proposed form of development—including multifamily residential housing at moderate to high densities. The OCP explicitly encourages compact, complete communities in growth areas like Colwood Corners, where infrastructure, transit, parks, and services already exist to support additional density.

This application for rezoning is not seeking to alter the land use vision for the area, but rather to implement it in a way that is consistent with the City's long-term planning objectives. The proposal aligns with the Colwood Corners designation in terms of land use, built form, height, and density, and therefore no amendment to the OCP is necessary.

This approach reflects a seamless continuation of Colwood's broader vision for sustainable urban development within its identified core growth areas.

2. Summarize how the proposal conforms to other City bylaws, plans and policies

e.g., Active Transportation Network Plan, Gateway and Triangle Lands Vision and Action Plan, Climate Action Plan, Urban Forest Bylaw, Parks and Recreation Master Plan

The proposed development demonstrates strong conformance with a wide range of City of Colwood policies, bylaws, and master plans. The site has been thoughtfully designed to reflect both the technical requirements and the broader vision set out in key city planning documents:

Zoning and Density Compliance

- The project proposes a Comprehensive Development (CD) zone with a Floor Space Ratio (FSR) of 2.02, which is well within the OCP's permitted range of 2.0 to 4.5 for the Colwood Corners designation.
- The building height is proposed at six storeys, which conforms with the urban form envisioned for this area—supporting increased density while maintaining a moderate scale that respects surrounding development.
- The building footprint achieves 50% lot coverage, ensuring appropriate massing and green space integration.

Parking Bylaw Compliance

- The development strictly adheres to the City's Parking Bylaw for urban centres:
 - A total of 189 parking stalls are provided (inclusive of visitor, loading, and accessible stalls), which precisely meets the required stall count based on unit mix.
 - 3 accessible stalls are provided, meeting the threshold for developments over 151 spaces.

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BRITISH COLUMBIA, ALBERTA, SASKATCHEWAN, MANITOBA

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- 41 small car stalls represent only 21.7% of total parking, well under the maximum allowable 30%.

Active Transportation Network Plan

- The project incorporates direct pedestrian and cycling connections, including:
 - 6 short-term bicycle stalls per building.
 - 170 long-term bicycle stalls.
- The site will provide direct access to the Galloping Goose Regional Trail, a significant enhancement to Colwood's Active Transportation Network, supporting safe and efficient non-vehicular travel.

Transportation Master Plan

- The site design includes expanded cul-de-sac geometry to meet provincial truck turn-around standards.
- Driveways are strategically integrated with the existing streetscape to minimize visual impact and ensure safe ingress/egress.
- The project supports multi-modal travel through proximity to the Blink RapidBus Line 95 and connections to key regional roadways.

Climate Action Plan & Energy Step Code

- The development is designed to meet BC Energy Step Code 3, ensuring improved energy efficiency, reduced greenhouse gas emissions, and long-term sustainability—all aligning with Colwood's Climate Action Plan goals.

Urban Forest Bylaw and Environmental Stewardship

- The design respects the adjacent Millstream Creek and associated Streamside Protection and Enhancement Area (SPEA), ensuring a 16m buffer from natural features and integration of sensitive landscape design.
- Tree retention and landscape planning will reflect the principles of the Urban Forest Bylaw, with further detail to be provided at the development permit stage.

Parks and Recreation Master Plan

- The property is directly adjacent to Gamble Park, a well-used public green space offering residents immediate access to passive and active recreation opportunities. Its proximity supports the City's goals of fostering community wellness and ensuring that parks are within walking distance for most households.
- This proposal also contributes to the realization of the City's vision for interconnected green space networks, as outlined in the Parks and Recreation Master Plan. By situating new housing near existing parkland and incorporating pedestrian connections, the development helps reinforce walkability, connectivity, and a healthy lifestyle.

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- In addition to Gamble Park, residents will benefit from access to nearby recreation amenities such as:
 - **Colwood Creek Park** – a natural green space with a paved multi-use trail, playground, and open lawn area, ideal for families and casual recreation.
 - **The Galloping Goose Regional Trail** – a major regional corridor that supports cycling, walking, and commuting throughout the Capital Region, located just a short distance from the site and integrated directly into the development.
 - **Royal Colwood Golf Club** – located nearby, this private club adds to the recreational character of the area and supports the image of Colwood as a well-rounded, amenity-rich community.
 - **West Shore Parks and Recreation Centre** – offering indoor fitness, aquatics, arenas, and playing fields just a short drive or transit ride away, it rounds out the spectrum of recreational opportunities available to future residents.

This access to a diverse mix of recreational assets aligns with the Master Plan's goal of providing a wide range of outdoor and indoor opportunities that encourage year-round activity and enhance quality of life for all age groups and household types.

3. Summarize how the proposal conforms to the Site Adaptive Planning and Design framework in the OCP

While the Site Adaptive Planning and Design framework in the OCP specifically applies to Greenfield, Hillside, and Shoreline development areas, this site does not fall into any of those categories. As such, the formal requirements of the framework are not applicable.

However, the project still embraces the spirit and intent of site-adaptive design principles through a number of sensitive and responsible planning strategies, including:

- **Retention of the existing single-family home**, which reduces site disturbance and preserves the embodied carbon of the original structure.
- **Respect for natural site features**, including the adjacent Millstream Creek and its designated Streamside Protection and Enhancement Area (**SPEA**), which is maintained with appropriate setbacks and protected through sensitive site planning.
- **Compact footprint and efficient land use**, limiting lot coverage to 48% and avoiding unnecessary land alteration, while delivering much-needed housing within an already urbanized area.
- **Strategic placement of buildings and access points** to preserve the character of the neighbourhood, manage views, and minimize the visual impact of new development on adjacent homes.

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Although the site does not trigger the technical requirements of the Site Adaptive Planning and Design framework, the proposal reflects a context-aware, environmentally conscious, and community-minded approach to development that aligns with the broader goals of the OCP.

PROJECT BENEFITS AND AMENITIES

1. Highlight any economic, environmental, and social benefits to the city and neighbourhood

Economic Benefits:

- **Job Creation:** The proposed development will inject immediate economic stimulus into the local construction sector, creating jobs and supporting related industries. Upon completion, the increased residential population will provide a sustained boost to local businesses, restaurants, and services, helping Colwood's economy thrive.
- **Increased Tax Revenue:** The introduction of a multifamily complex, in addition to retaining the existing single-family dwelling, will substantially increase the assessed value of the property. This expanded tax base enables the Colwood to reinvest in public infrastructure, community amenities, and essential services, benefiting all residents.

Environmental Benefits:

- **Sustainable Living:** The proposed development strongly aligns with Colwood's environmental priorities by promoting compact, higher-density housing in an already serviced urban area. This approach minimizes land consumption and preserves outlying greenfield areas. The project will be constructed to meet or exceed BC Energy Step Code 3, demonstrating a commitment to improved energy efficiency, building performance, and long-term environmental stewardship. This results in lower greenhouse gas emissions, reduced energy consumption, and healthier living environments for residents.
- In addition, the property lies in proximity to Millstream Creek, a valuable natural corridor that supports local biodiversity and plays an important ecological role in the region. The development team is sensitive to the presence of this natural feature and will ensure appropriate environmental protection measures are integrated into the site design and construction process. This includes stormwater management strategies that help preserve watershed health, and landscaping practices that complement and enhance the existing ecosystem.
- **Retention of Existing Home:** The project retains the existing single-family dwelling on-site, a conscious environmental decision that minimizes demolition waste and preserves the existing structure. This approach reflects a thoughtful balance between growth and conservation.

Social Benefits:

- **Diversified Housing Options:** By introducing 153 new units to Colwood, the proposed development directly responds to the city's call for more diverse and inclusive housing. The project offers a balanced mix of studio, one-bedroom, two-bedroom, and three-bedroom units, ensuring that the community can meet the needs of a broad demographic spectrum.

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- Studio and one-bedroom units are ideal for young professionals, students, and individuals seeking affordable, low-maintenance living options in a vibrant, transit-connected area.
- Two-bedroom units provide flexibility for young couples, roommates, and small families, offering space for growing households without sacrificing proximity to urban amenities.
- Three-bedroom units cater to larger families or multi-generational living arrangements—something increasingly important in today’s housing market, where demand for family-oriented rental housing is growing.
- This thoughtful unit composition not only enhances housing choice but also helps build a diverse, multi-generational, and socially connected neighbourhood—an important goal reflected in Colwood’s Official Community Plan.

2. Highlight any public amenities included in this development

e.g., Playgrounds, public art, streetscape improvements, community gardens, conservation areas, park dedication

Public amenities and community benefits will be identified and refined as the project advances through the detailed design and development permit stages. We are committed to working collaboratively with Colwood to ensure the final design includes meaningful contributions that align with policy objectives and enhance the surrounding public realm.

The development is being approached with a strong emphasis on livability, walkability, and neighbourhood integration, and public amenities will be designed to complement those goals. Emphasis will be placed on delivering enhancements that support community connection, accessibility, and alignment with the City’s vision for Colwood Corners as a vibrant, people-oriented urban centre.

NEED AND DEMAND

1. Describe how the proposal meets an identified need in the City’s Housing Needs Assessment

Colwood’s Housing Needs Assessment has identified a pressing demand for multifamily housing options to accommodate the city’s growing population. This development directly responds to this need by providing 153 new units, thereby contributing to the alleviation of housing shortages and supporting the city’s strategic objectives for residential growth in the Colwood Corners area.

2. Describe how the location meets a need or demand which is not met in land that is already zoned for the proposed use.

The subject property is strategically located within the Colwood Corners area, a focal point for urban development as outlined in the Official Community Plan. Rezoning this underutilized site from R1 Residential to a Comprehensive Development (CD) zone for a six-storey complex optimizes land use in a way that current zoning does not permit, unlocking much-needed housing supply in a transit-accessible, infrastructure-ready location.

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Importantly, while the OCP and associated policy framework would support a Floor Space Ratio (FSR) of up to 4.5, this proposal seeks a more modest 2.02 FSR. This reflects a deliberate and thoughtful response to the surrounding neighbourhood context, prioritizing compatibility with adjacent residential uses and maintaining a respectful urban scale. By taking a measured approach to density, the project balances Colwood's need for housing with community sensitivities—an approach that underscores the applicant's commitment to responsible, context-aware development. This initiative not only aligns with the City's vision for smart growth and intensification in key areas, but also demonstrates how higher-density housing can be delivered sensitively and successfully within established neighbourhoods.

NEIGHBOURHOOD

1. Detail what is unique about the site to warrant rezoning

e.g., Lot size, topography, context, existing site, neighbouring development

The property presents a unique and highly suitable opportunity for rezoning due to a combination of its size, location, context, and underutilization.

- **Large Lot Size:** At 6,763 square metres (1.67 acres), the site is significantly larger than surrounding single-family parcels, making it one of the few remaining lots of this scale within the Colwood Corners area. This generous size provides the flexibility to accommodate multi-unit housing with appropriate setbacks, parking, open space, and landscape buffers, without overburdening the site.
- **Underutilized Land:** The site is currently developed with a single-family dwelling, which represents a very low-intensity use of land that has been identified in the OCP as appropriate for higher-density, urban residential development. Rezoning would unlock the full potential of the site in alignment with the City's strategic goals.
- **Strategic Urban Context:** Located within the Colwood Corners growth area, the site is within walking distance of parks, schools, commercial services, and high-frequency public transit. This makes it an ideal candidate for intensification under smart growth principles—delivering more housing where infrastructure already exists to support it.
- **Neighbouring Transition Potential:** The property is adjacent to both established residential neighbourhoods and parcels that are expected to redevelop over time in accordance with the Colwood Corners designation. This creates a logical transition site—where medium-density development can serve as a buffer between low-density areas and future higher-intensity uses along key corridors.
- **Environmental Sensitivity with Opportunity:** The site's proximity to Millstream Creek and the associated Streamside Protection and Enhancement Area (**SPEA**) adds environmental context that the project is designed to respect. At the same time, this natural amenity adds significant value for future residents and contributes to the overall livability of the proposed development.

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These factors together make the site exceptionally well-suited for rezoning. The proposal represents a responsible, forward-looking response to Colwood's housing needs—achieved through thoughtful intensification of a site that is both underutilized and ideally located for growth.

2. Detail how the proposed development positively relates to the neighbourhood

The proposed development has been carefully designed to respect the character of the surrounding neighbourhood while delivering on the City's broader goals for growth and intensification within the Colwood Corners urban centre.

- **Context-sensitive Design:** Although the proposal includes a six-storey building, the massing has been strategically stepped back so that the Tamarack Road-facing side appears as only three storeys. This thoughtful design decision reduces the visual impact from the street and preserves a more residential-scale aesthetic that complements adjacent homes and the broader neighbourhood fabric.
- **Transition in Scale:** The building form provides a gentle transition in height and density from existing single-family homes toward more urban uses envisioned in the Colwood Corners OCP. This aligns with smart growth principles and the City's vision for walkable, complete communities that evolve in a respectful and balanced way.
- **Enhanced Connectivity:** The development has been planned to enable pedestrian access to adjacent Gamble Park, which offers a valuable public green space for both new and existing residents. The proposal also anticipates the potential to link into the Galloping Goose Regional Trail, offering safe, convenient access to one of the region's most significant active transportation corridors. These connections reinforce community integration and promote healthy, car-light lifestyles.
- **Complementary Urban Form:** The site's generous size allows for adequate building setbacks, landscape buffers, and open space—all of which contribute to a visually appealing and functional development that adds to, rather than overwhelms, the existing neighbourhood character.

In all, the proposal reflects a sensitive and forward-thinking design approach—one that responds to the needs of a growing city while maintaining respect for the people, places, and values that define the existing community.

3. Detail the existing and proposed land uses surrounding the site

The development is situated in a diverse and evolving residential context, bordered by a mix of land uses that reflect the transitional nature of the Colwood Corners growth area.

- To the North-East, the site borders an existing low-income rental townhouse complex, contributing to the area's affordable housing stock. The proposed development complements this use by introducing purpose-built market

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rental or ownership units, creating a broader spectrum of housing options and supporting a more socioeconomically diverse community.

- To the South, the property is adjacent to two single-family homes, representative of the area's traditional low-density residential pattern. The project has been carefully designed to transition respectfully from this lower-density form, with stepped massing and residential-scale frontage along Tamarack Road to reduce visual impact and preserve a compatible streetscape.
- To the North-West, the property shares a boundary with Gamble Park, a public green space that will serve as an immediate recreational amenity for future residents and a key connection point for the broader community. The development is designed to enhance walkability and facilitate access to Gamble Park, further supporting public use and activation of the space.
- To the North, the site is bordered by Millstream Creek and its designated Streamside Protection and Enhancement Area (**SPEA**). This natural corridor adds ecological and recreational value to the site, and the proposal includes appropriate buffers and design responses that protect and celebrate this important environmental feature.

The proposed land use—multifamily residential within a comprehensively designed mid-rise form—aligns with the vision for the Colwood Corners area as a complete, mixed-use, and transit-oriented neighbourhood. It acts as a bridge between lower-density housing, natural amenities, and evolving urban nodes, positioning the site as a cornerstone of thoughtful growth in this key area of the city.

4. Detail the available transportation options

The proposed development benefits from a variety of transportation options, enhancing connectivity for residents:

- **Public Transit:** The site is in proximity to major transit routes, including the Blink Rapid Bus Line 95, which commenced service on April 10, 2023. This line connects Langford, Colwood, View Royal, Saanich, and Victoria, offering efficient and rapid transit options for commuters.
- **Active Transportation:** Colwood's Active Transportation Network Plan aims to improve infrastructure for cyclists and pedestrians. The development will integrate with planned improvements, promoting walking and cycling as viable modes of transport.
- **Road Network:** The site's location offers easy access to major roadways, facilitating convenient vehicular travel to and from the development.

5. Detail any existing neighbourhood amenities

e.g., Playgrounds, public art, streetscape improvements, community gardens, conservation areas, park dedication

The development is situated in a well-established neighbourhood enriched with various amenities:

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- **Parks and Recreation:** The area boasts several parks and trails, aligning with Colwood's Parks & Recreation Master Plan, which envisions a network of interconnected green spaces that support health, well-being, and community connection. The subject property is directly adjacent to Gamble Park, providing immediate access to a recreational amenity. In addition, nearby destinations like Colwood Creek Park and the Galloping Goose Regional Trail offer residents further opportunities for walking, cycling, play, and relaxation in natural settings. These facilities collectively contribute to an active, family-friendly neighbourhood environment.
- **Educational Institutions:** Proximity to schools and educational centers makes the location ideal for families with children.
- **Commercial Services:** Nearby shopping centers, restaurants, and service providers contribute to the convenience and vibrancy of the neighbourhood.

IMPACTS

1. Outline how the development would complement or improve conditions in the surrounding area

The proposed development complements and enhances the surrounding area by delivering the type and scale of housing envisioned in the Colwood Corners designation of the Official Community Plan. By increasing residential density in a designated growth node, the project supports Colwood's goals for compact, walkable communities that optimize existing infrastructure and services.

Specifically, the development:

- **Introduces a balanced form of urban density** that respects the surrounding residential context through scaled massing and design treatments that reduce perceived height and maintain visual continuity along Tamarack Road.
- **Promotes connectivity** by improving access to existing amenities such as Gamble Park and potentially linking to the Galloping Goose Regional Trail, enriching the neighbourhood's walkability and recreational accessibility.
- **Activates underutilized land** by transitioning it from a low-density, single-family parcel to a vibrant, multi-unit housing development that contributes to housing diversity and long-term community sustainability.
- **Improves the streetscape and public realm** through landscaping, organized access points, and urban design enhancements that elevate the appearance and function of the immediate area.

Overall, the development supports smart growth, encourages community livability, and contributes to the vibrancy and resilience of Colwood's evolving urban core.

2. Outline any other effects this proposal would have on the immediate neighbours, including the displacement of existing tenants

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There are no residential tenants on the subject property, and therefore, no displacement will occur as a result of the proposed redevelopment. The existing single-family home is owner-occupied and will be retained as part of the development, further reinforcing the applicant's commitment to sensitive intensification and community continuity.

The site is uniquely positioned, bordered on two sides by Millstream Creek and Gamble Park, which act as natural buffers between the proposed development and the broader community. The property directly abuts only three residential lots—two single-family homes and one multi-unit townhouse complex.

The project has been designed with these neighbours in mind:

- **Setbacks and building orientation** help maintain privacy and reduce massing impacts on adjacent homes.
- **The design presents as only three storeys** along Tamarack Road, preserving the residential character and minimizing disruption to the existing streetscape.
- **Traffic, noise, and light impacts** have been carefully considered, with access points and circulation designed to maintain neighbourhood livability.

In summary, this proposal offers a low-impact, high-benefit form of residential intensification that both complements its surroundings and preserves the integrity of the existing neighbourhood.

BUILDING/SITE FEATURES

1. Highlight the unique features that respond to the City's areas of priority
e.g., Low carbon plan, urban forest strategy, site adaptive planning

While the site is not formally categorized under the City's Site Adaptive Planning framework, the proposed development has been intentionally designed to fit the site and reflect Colwood's broader planning priorities, including climate responsibility, environmental sensitivity, and livable urban form.

- **Site-Fitting Design:** The massing and orientation of the building have been tailored to suit the irregular lot configuration, taking into account surrounding land uses, existing grades, and environmental constraints. By placing the six-storey form toward the interior of the site and stepping the height down to three storeys along Tamarack Road, the design minimizes visual impact and ensures a context-sensitive interface with the existing neighbourhood.
- **Climate Responsibility (Low Carbon Plan):** The project is being designed to meet BC Energy Step Code 3, which supports the City's Low Carbon Resilience (LCR) goals by improving energy efficiency, reducing greenhouse gas emissions, and lowering long-term utility costs for residents. High-performance building envelope strategies and efficient mechanical systems will further contribute to the City's climate action targets.
- **Environmental Stewardship and Passive Protection:** The site borders Millstream Creek, and the proposed development includes appropriate setbacks and maintains the Streamside Protection and Enhancement Area

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(SPEA), respecting the City's environmental policies and ensuring long-term ecological health. This green buffer enhances stormwater absorption, habitat preservation, and the natural aesthetics of the development.

- **Urban Forest Strategy Compatibility:** While no significant tree removal is proposed, the site design allows for meaningful landscaping opportunities and future planting consistent with the City's Urban Forest Strategy, which promotes canopy coverage, biodiversity, and heat mitigation in urban environments.

Although the site does not contain exceptional topographic or ecological complexity, the design team has taken a performance-based and principled approach to responding to City priorities. This includes reducing environmental impacts, reinforcing livability, and integrating development with the site's natural and urban context.

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

1. Describe any incorporated urban or architectural design elements that align with principles of Crime Prevention Through Environmental Design (CPTED)

The proposed development incorporates key CPTED principles to enhance safety, visibility, and natural surveillance across the site. The design fosters a secure and welcoming environment by integrating the following elements:

- **Eyes on the Street & Public Spaces:** Ground-floor residential units are strategically oriented with windows and entrances facing onto Tamarack Road, Gamble Park, Millstream Creek, common amenity areas, and parking courts. This configuration ensures a high level of passive surveillance, allowing residents to naturally observe and oversee public and semi-public spaces, which deters unwanted activity.
- **Well-Defined Access Points:** Pedestrian and vehicular entryways are clearly demarcated and designed for visibility, ensuring residents and visitors can navigate the site confidently and safely. The layout avoids hidden or obscured access points, reducing the potential for loitering or concealment.
- **Lighting and Visibility:** The site will be equipped with adequate, pedestrian-scale lighting along walkways, entry areas, and parking zones to enhance nighttime visibility and create a sense of safety during evening hours, without contributing to light pollution or disrupting adjacent residential uses.
- **Activity and Territorial Reinforcement:** The placement of amenity areas near building entrances and active windows promotes legitimate activity throughout the day and reinforces a sense of ownership and stewardship by residents. Defined pathways, landscaping, and architectural elements help distinguish private, semi-private, and public spaces to discourage trespassing and promote responsible use.
- **Clear Sightlines:** Landscaping will be designed to maintain open sightlines along pathways and to/from building entries and common areas, avoiding the use of tall shrubs or dense vegetation that could obscure views or create hiding spots.

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By embedding these CPTED strategies into the site's architecture and layout, the development promotes a safe, secure, and comfortable environment for residents, visitors, and the surrounding neighbourhood.

TRANSPORTATION

1. Describe how the proposal supports and/or implements the Active Transportation Network Plan

The proposed development directly supports the goals of Colwood's Active Transportation Network Plan by prioritizing safe, convenient, and interconnected non-vehicular travel options for residents and visitors.

- **Enhanced Connectivity:** The site has been designed with integrated pedestrian pathways and cycling infrastructure that connect seamlessly with the surrounding road network and public amenities. Internal walkways link residential entries with the public sidewalk system, Gamble Park, and future access points to the Galloping Goose Regional Trail, a key piece of regional active transportation infrastructure.
- **Proximity to High-Quality Transit:** Located within walking distance of major transit corridors, including the Blink RapidBus Line 95, the development enables residents to pair active transportation modes (walking and cycling) with efficient regional transit. This proximity makes car-free or car-light lifestyles more viable and supports the broader shift toward sustainable multimodal travel.
- **Supportive Facilities:** The project includes substantial bicycle parking infrastructure, with 170 long-term and 6 short-term stalls per building, meeting bylaw requirements. These facilities are easily accessible and designed to encourage year-round bicycle use for commuting, errands, and recreation.
- **Safety and Comfort:** Pedestrian and cyclist routes through the site are designed to be safe, well-lit, and clearly delineated, minimizing conflict points with vehicles and enhancing user confidence. The site layout also avoids unnecessary barriers or obstructions, ensuring smooth, accessible movement for users of all ages and mobility levels.
- **Reduced Vehicle Dependence:** By offering direct access to transit, integrated trail connections, and secure bike storage, the development actively reduces reliance on personal vehicles. This aligns with the City's goals of reducing greenhouse gas emissions, minimizing traffic congestion, and fostering healthier communities.

Together, these features demonstrate a strong commitment to advancing the Active Transportation Network Plan, ensuring that this project not only delivers housing but also helps shape a connected, people-first community in the heart of Colwood Corners.

2. Describe how the proposal supports and/or implements the Transportation Master Plan

The proposed development meaningfully supports the goals and strategies outlined in the City of Colwood's Transportation Master Plan (TMP), which envisions a safe, efficient, and sustainable transportation system that supports multi-modal travel and compact community design.

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- **Reduces Car Dependency:**

The project has been carefully designed to reduce reliance on private vehicles by supporting and encouraging alternative modes of transportation. Its strategic location within walking distance of key amenities, parks, and high-frequency transit service (such as the Blink RapidBus Line 95) enables future residents to meet many of their daily needs without the use of a car. The inclusion of extensive bicycle storage, dedicated pedestrian pathways, and future connections to the Galloping Goose Regional Trail further reinforce active and low-emission travel choices. This approach aligns directly with the TMP's goal of prioritizing walking, cycling, and transit as viable and preferred transportation modes.

- **Integrates with Existing Infrastructure:**

The development fits seamlessly within the existing transportation network, complementing the street hierarchy and providing clear, logical access points for vehicles, pedestrians, and cyclists. The project tie into Colwood's broader pedestrian network.

- **Supports Transit-Oriented Growth:**

By locating higher-density housing within an urban centre served by regional transit, the proposal directly supports the City's efforts to concentrate growth in transit-rich areas, thereby improving the efficiency of the transportation network and reducing pressure on local roads. This is especially aligned with the TMP's focus on fostering transit-supportive land use patterns in areas like Colwood Corners.

- **Encourages Sustainable Mobility Choices:**

With its proximity to trails, transit, and key destinations, the development empowers residents to make environmentally and economically sustainable travel decisions. This supports the City's integrated transportation and climate goals, while helping to shape a more resilient, inclusive, and connected urban environment.

The project is more than just a housing development—it is a transportation-conscious urban infill project that will advance Colwood's vision for a multi-modal, future-ready community.

3. Describe any anticipated improvements to vehicular, cycling, and pedestrian routes

A standout feature of the development is the planned integration of the Galloping Goose Regional Trail, which runs near the site. The project will provide direct and convenient access to this highly utilized multi-use trail, offering residents a safe and effective option for active transportation. This connection supports Colwood's vision for sustainable mobility and promotes healthier commuting alternatives by linking the site with key destinations throughout the region

INFRASTRUCTURE

1. Demonstrate that adequate public infrastructure and community/recreation services are available to meet the proposal, or detail how the proposal would address infrastructure and service requirements

e.g., Sewer, water, sidewalks, roads, parks

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The proposed development is well-positioned to be supported by existing public infrastructure and services, with selective upgrades planned where necessary to ensure reliable, long-term functionality for future residents. The project has been designed to integrate efficiently into the city's utility and transportation networks and to take full advantage of the robust community and recreational amenities located within close proximity.

• **Sewer and Water:**

The site is currently serviced by municipal sewer and water infrastructure. Targeted upgrades to the water supply have been identified through engineering review and will be proactively implemented as part of the development process to ensure adequate capacity and performance. This demonstrates the project's commitment to working with City staff to deliver responsible and sustainable growth.

• **Road and Access:**

The development includes expansion and realignment of the existing cul-de-sac to meet provincial truck turn-around requirements, while maintaining a design that blends into the residential character of the neighbourhood. Driveway access points will be carefully integrated to prioritize both functionality and streetscape appeal, contributing to a safe and visually cohesive public realm.

• **Parks and Recreation:**

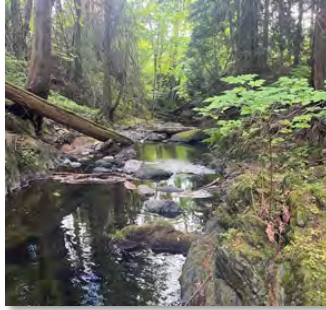
Future residents will benefit from exceptional access to a diverse network of parks and recreational amenities, consistent with the vision of Colwood's Parks & Recreation Master Plan, which emphasizes access, inclusion, and community health through green space connectivity. Key nearby amenities include:

- **Gamble Park (directly adjacent):** A public park providing open green space, walking paths, and passive recreation opportunities immediately accessible to residents.
- **Galloping Goose Regional Trail (nearby access):** A major regional active transportation corridor ideal for walking, running, and cycling, which connects residents to broader destinations throughout the Capital Region.
- **Colwood Creek Park:** A naturalized park with walking trails, a playground, and scenic views, offering families and individuals a tranquil place for recreation and relaxation.
- **Juan de Fuca Recreation Centre:** A full-service facility within walking distance that includes an aquatic centre, ice arenas, fitness centre, sports fields, library, curling club, and tennis courts—serving as a regional hub for community programs and healthy living for all ages.

This abundance of existing recreational assets supports the livability of the proposed development and ensures that increased density does not strain community resources. Instead, it promotes active lifestyles, social engagement, and wellness—core values outlined in the City's strategic and recreation planning documents.

In summary, the proposal not only aligns with but actively supports the City's infrastructure and recreation goals, delivering growth in a location that is already well-equipped to welcome it.

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ENVIRONMENTAL ASSESSMENT

FOR 420 TAMARACK ROAD
COLWOOD, BC

PREPARED FOR:
LARICINA PROPERTIES INC.
813 GOLDSTREAM AVE.
VICTORIA, BC V9B 2X8

AND

CITY OF COLWOOD
3300 WISHART ROAD
COLWOOD, BC V9C 1R1

CORVIDAE PROJECT #2024-080
JUNE 2025



6526 WATER STREET, SOOKE, BC

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CAVEAT

This Environmental Assessment (EA) report has been prepared with the best information available at the time of writing, including the City of Colwood Official Community Plan, communications with the client, field assessments by QEPs and members of the Ministry of Water, Land and Resource Stewardship, review of site plans and design drawings, and other documentation relevant to the project. This EA report has been developed to assist the subdivision proposal in remaining in compliance with relevant environmental regulations, acts and laws and to identify and mitigate anticipated impacts of the proposed works.



1 INTRODUCTION

Corvidae Environmental Consulting Inc. (Corvidae) has been retained to provide this Environmental Assessment (EA) for the proposed development at 420 Tamarack Road in Colwood, BC (the Site) (PID: 002-984-121; Lot REM 1, Plan VIP24227, Section 1, Esquimalt District).

The lot is 1 ha in area, zoned as Comprehensive Development 1 (CD), and currently contains one residence. The land is disturbed by historical land clearing and residential development. The disturbed area surrounding the residence is vegetated with native and non-native species, including grasses and ornamentals. The landowner plans to subdivide the existing parcel into two lots and develop multi-family housing. The proposal includes a six-store, 153-unit multi-family apartment building.

The Site is bound by Millstream Creek to the north, residential areas to the east, Tamarack Road and residences to the south, and Gamble Park to the west. The Site boundaries and environmental features are shown in Figure 1. The development plan is included in Figure 2, along with environmental protection (watercourse) setbacks. Site preparation activities may include (but are not limited to) the following: vegetation removal, rock excavation (blasting), grading, installation of driveways, utility alignments, and retaining structures. Due to the proximity of Millstream Creek to the Site, a Riparian Areas Development Permit Area (DPA) applies to the Site. A Riparian Areas Protection Regulation (RAPR) Assessment has been submitted in supplement to this report and will be approved prior to development. Additionally, a drainage ditch is present along the eastern parcel boundary, which drains into a culverted system and flows subsurface eastward into the municipal stormwater system.

Aside from the riparian area of Millstream Creek, sensitive environmental features were not detected onsite at the time of the Field assessment. The Site is highly disturbed from residential development, and based on available imagery, the Site was cleared prior to 2010 along with the adjacent residential lots to the east.





No species at risk were detected on the Site during the EA, however, the intact riparian area of Millstream Creek exhibits characteristics of the Douglas-fir / Dull Oregon-grape (*Pseudotsuga menziesii* / *Mahonia nervosa*) ecological community, which is a provincially red-listed (Endangered / Threatened) community. Potential occurrences of Species and Ecological Communities at risk within the project area have been provided in Section 4.7.

This document addresses the requirements outlined in Part D of the City of Colwood Bylaw No. 1700, provides a detailed assessment of the environmental condition of the Site at the time of the EA, and potential impacts of the proposed subdivision, as well as recommendations for the protection of environmentally sensitive features and methods to minimize environmental impacts of the proposed development.





Site Location, Boundary and Environmental Features

-  Culvert
-  Ditch
-  Millstream Creek
-  Property boundary



CORVIDAE
ENVIRONMENTAL CONSULTING INC

0 20 40 80 Meters
Project: 420 Tamarack Road | Sources: Capital Regional District, City of Colwood

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0	June 05, 2025

Figure 1



Site plan and environmental features

-  Culvert
-  TORB
-  Ditch
-  Millstream Creek
-  Riparian Assessment Area Buffer
-  2m Ditch Buffer
-  Existing Building
-  Developable Footprint
-  16m Stream SPEA
-  Site Plan
-  Property Boundary



CORVIDAE
ENVIRONMENTAL CONSULTING INC

0 15 30 60 Meters
Project: 420 Tamarack Road | Sources: Capital Regional District, City of Colwood

Corvidae Project No.
COR-2024-080

Rev. #	Date
0	October 20, 2024
1	February 12, 2025
2	March 05, 2025
3	June 03, 2025

Figure 2

1.1 REGULATORY FRAMEWORK

This EA is designed to comply with the provisions set out in the City of Colwood Official Community Plan (OCP) for development permit areas and for compliance with the provisions for environmental protection contained in the following relevant legislation:

Municipal

City of Colwood OCP, Bylaw No. 1700 (City of Colwood 2018)

Riparian Areas DPA

Objectives

- Protect the integrity and ecological function of riparian areas and marine shorelines.
- Guide development to occur in a manner that minimizes environmental impact on aquatic and shoreline habitat, fish and wildlife, and supports the regeneration of ecological functions and processes.
- Conserve and manage riparian and foreshore areas as a public resource.
- Maintain the natural water balance of the site including the interconnectedness of precipitation, surface water, groundwater, and marine waters.
- Protect development from flooding and erosional processes associated with extreme weather events and potential sea level rise in ways that do not lead to hardening of shorelines and loss of environmental and recreational values.
- Minimize or reduce pollutants to the aquatic environment.
- Reduce cumulative impacts to riparian and shoreline environments.

The guiding principle for the use of Development Permits is found within the *Local Government Act*. Development Permit Areas can be designated for purposes such as, but not limited to: protecting, enhancing and restoring the biodiversity and ecological values and functions of environmentally sensitive areas; fostering compatibility between development, existing land uses and environmentally sensitive areas; maintaining connectivity between sensitive ecosystems; and protecting water quality and quantity.



Provincial

- Wildlife Act
- Invasive Species Council of BC
- Weed Control Act
- Water Sustainability Act
- Riparian Areas Protection Regulation
 - *The objective of the Riparian Area Protection Regulation (RAPR) is to preserve and enhance sensitive riparian ecosystems, including vegetation and coarse woody debris, shade and hydrogeological conditions that are vital for maintaining stream health and productivity.*
 - *In the RAPR, a Streamside Protection and Enhancement Area (SPEA) is defined as “an area (a) adjacent to a stream that links aquatic to terrestrial ecosystems and includes both existing and potential riparian vegetation and existing and potential adjacent upland vegetation that exerts an influence on the stream, and (b) the size of which is determined according to this regulation on the basis of an assessment report provided by a qualified environmental professional in respect of a development proposal.”*

Federal

- Migratory Birds Convention Act
- Species at Risk Act (SARA)



1.2 DEVELOPMENT PERMIT AREAS

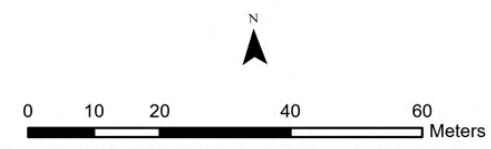
As per Figure 19 of the City of Colwood OCP, the Site occurs within the Riparian Areas Development Permit Area (DPA) as it is adjacent to Millstream Creek. DPA boundaries are shown in Figure 3.





Development Permit Areas

-  Riparian Areas DPA
-  Property boundary



Project: 420 Tamarack Road | Sources: Capital Regional District, City of Colwood

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0	July 24, 2024

Figure 3

2 SCOPE OF WORK

Corvidae completed an EA of the Site and documented current environmental features. Background information was reviewed, including applicable databases. The following features were documented and are discussed in this report:

- Geography, soil characteristics, and terrain
- Vegetation
- Wildlife and wildlife habitat
- Species At Risk and Critical Habitat
- Hydrology

3 METHODS

3.1 DESKTOP REVIEW

Baseline biophysical conditions were compiled by reviewing the best available data and information including existing reports for the area and conducting searches of online provincial and federal databases:

- BC Conservation Data Centre (BC CDC 2025a and 2025b)
- BC HabitatWizard (Province of BC 2024)
- Aerial photographs of the Site (Google Earth 2024)
- CRD mapping system and database (CRD 2024)
- City of Colwood GIS Mapping (City of Colwood n.d.)
- Colwood Official Community Plan Bylaw No. 1700 (City of Colwood 2018)

3.2 FIELD ASSESSMENT

A field assessment of the Site was completed by two (2) Qualified Environmental Professionals (QEPs) from Corvidae on June 11th, 2024, and March 28th, 2025. The assessment included characterization of vegetation and habitat types, documenting signs of wildlife and species observations, a RAPR assessment, and evaluating the current conditions of the Site. Site photographs are included as Appendix A.



4 ENVIRONMENTAL ASSESSMENT

4.1 LAND USE

The Site currently supports one residence and evidence of previous disturbance is abundant throughout (i.e., vegetation clearing, residential building, and ground disturbance). Land use in the surrounding areas is primarily residential. The Site is bound by Millstream Creek to the north, residential properties to the east, Tamarack Place / residential properties to the south and Gamble Park to the west.

4.2 CLIMATE AND BIOGEOCLIMATIC ZONE

The Site is located within the Coastal Douglas-fir (CDF) biogeoclimatic zone, specifically in the Moist Maritime Coastal Douglas-fir Subzone (CDFmm) (BC CDC 2025b). The CDFmm occurs at low elevations (<150 m) along southeast Vancouver Island, the southern Gulf Islands, and part of the Sunshine Coast. The CDFmm has the mildest climate in Canada. This subzone has a long growing season with warm, dry summers and mild, wet winters (Nuszdorfer et al. 1991).

4.3 TERRAIN AND SOILS

Soils in the CDF biogeoclimatic zone are generally derived from morainal, colluvial, and marine deposits, and are typically Brunisols, grading with increased precipitation to Humo-Ferric Podzols (Nuszdorfer et al. 1991). Soils on the Site are described as 100% rapidly drained sandy loam (QUAMICHAN soil association) (BC SIFT 2018). The terrain onsite slopes from the southern property boundary towards Millstream Creek (to the north). The Site transitions from plateaued land to a steep ravine at the northern and western Site boundaries, along Millstream Creek.

4.4 SURFACE WATER

Surface water features were identified onsite and within 30 metres of the proposed development footprint (Millstream Creek and stormwater ditch). The water features were delineated, and measurements were taken to determine the Stream Protection Enhancement Areas (SPEAs), which are to remain undisturbed.

The ditch is a man-made stormwater ditch that is not from an existing/natural watercourse. This ditch lies along the eastern property boundary, and drains into the Colwood stormwater system offsite and, presumably into Millstream Creek, eventually. The ditch is not protected under the Water Sustainability Act by definition, confirmed by members of the WLRS who visited the Site. The stormwater management plan for the project will be provided to address all stormwater, including integrating the road stormwater that drains into this ditch.

4.5 VEGETATION

Due to historical clearing, existing vegetation on the Site is limited to grasses, ornamentals, and invasive vegetation species. Mature coniferous and deciduous trees are growing in the riparian area and along the edges of the Site boundary, within the protected SPEAs. Native shrub cover is generally lacking on the Site, and the moss layer is limited to small patches. Himalayan blackberry grows readily along the eastern boundary of the Site.



Four (4) invasive plant species were observed on the Site: Himalayan blackberry, English holly, thistle, and spurge laurel. These are listed as “Control” species as per the Coastal Invasive Species Committee (2024). It is recommended that efforts to control these species are focused within high value conservation areas and that the use of Biological Control, if available, is utilized on a landscape scale. Measures to remove and prevent invasive species are recommended and discussed in Section 6 of this report. All vegetation species noted during the June 11th, 2024 field assessment are included in Table 1.

Table 1. Plant species observed on or near the site during the June 11th, 2024 field assessment.

Common Name	Scientific Name	BC Provincial Status ¹	SARA Schedule 1 Status ²
Arbutus	<i>Arbutus menziesii</i>	Yellow	--
Balsam poplar	<i>Populus balsamifera</i>	Yellow	--
Bigleaf maple	<i>Acer macrophyllum</i>	Yellow	--
Black hawthorn	<i>Crataegus douglasii</i>	Yellow	--
Boxwood	<i>Buxus</i> sp.	Exotic	--
Bracken fern	<i>Pteridium aquilinum</i>	Yellow	--
Cherry plum	<i>Prunus cerasifera</i>	Exotic	--
Douglas-fir	<i>Pseudotsuga menziesii</i>	Yellow	--
Dull Oregon-grape	<i>Mahonia nervosa</i>	Yellow	--
English ivy	<i>Hedera helix</i>	Invasive ; Exotic	--
Foamflower	<i>Tiarella</i> sp.	Yellow	--
Grass species	<i>Poa</i> spp.	--	--
Herb Robert	<i>Geranium robertianum</i>	Exotic	--
Himalayan blackberry	<i>Rubus armeniacus</i>	Invasive ; Exotic	--
Horsetail	<i>Equisetum</i> sp.	Yellow	--
Lady fern	<i>Athyrium filix-femina</i>	Yellow	--
Licorice fern	<i>Polypodium glycyrrhiza</i>	Yellow	--
Nootka rose	<i>Rosa nutkana</i>	Yellow	--
Oceanspray	<i>Holodiscus discolor</i>	Yellow	--
Osoberry	<i>Oemleria cerasiformis</i>	Yellow	--
Oxeye daisy	<i>Leucanthemum vulgare</i>	Exotic	--
Pacific crabapple	<i>Malus fusca</i>	Yellow	--
Red alder	<i>Alnus rubra</i>	Yellow	--
Red huckleberry	<i>Vaccinium parvifolium</i>	Yellow	--
Red osier dogwood	<i>Cornus sericea</i>	Yellow	--
Reed canary grass	<i>Phalaris arundinacea</i>	Exotic	--
Salmonberry	<i>Rubus spectabilis</i>	Yellow	--
Spurge laurel	<i>Daphne laureola</i>	Invasive ; Exotic	--
Spruce	<i>Picea</i> sp.	Yellow	--
St. John's wort	<i>Hypericum perforatum</i>	Exotic	--
Sword fern	<i>Polystichum munitum</i>	Yellow	--
Thistle	<i>Cirsium</i> sp.	Invasive ; Exotic	--
Trailing blackberry	<i>Rubus ursinus</i>	Yellow	--
Western flowering dogwood	<i>Cornus nuttallii</i>	Yellow	--



Common Name	Scientific Name	BC Provincial Status ¹	SARA Schedule 1 Status ²
Western redcedar	<i>Thuja plicata</i>	Yellow	--

¹ BC CDC 2025a² Government of Canada 2024

4.6 WILDLIFE

Remaining vegetation on the Site, including shrubs and young conifers, may provide nesting habitat for migratory songbirds and year-round resident species. Although no raptor or pileated woodpecker nests were observed during the field assessment, there may be suitable nesting or roosting habitat for these species provided within the SPEA (i.e., mature and wildlife trees) of Millstream Creek. The Site is also used by deer, confirmed during the assessment. The riparian vegetation (including mature vegetation) will be protected in perpetuity within the SPEAs. All wildlife species detected during the field assessment are included in Table 2.

Table 2. Wildlife Species observed onsite during the June 11th, 2024, field assessment.

Common Name	Scientific Name	BC Provincial Status ¹	SARA Schedule 1 Status ²
Anna's hummingbird	<i>Calypte anna</i>	Yellow	--
American robin	<i>Turdus migratorius</i>	Yellow	--
Bewick's wren	<i>Thryomanes bewickii</i>	Yellow	--
Chestnut-backed chickadee	<i>Poecile rufescens</i>	Yellow	--
Common raven	<i>Corvus corax</i>	Yellow	--
Dark-eyed junco	<i>Junco hyemalis</i>	Yellow	--
Downy woodpecker	<i>Dryobates pubescens</i>	Yellow	--
Eastern grey squirrel	<i>Sciurus carolinensis</i>	Exotic	--
Hairy woodpecker	<i>Dryobates villosus</i>	Yellow	--
Mule deer	<i>Odocoileus hemionus</i>	Yellow	--
Pacific-slope flycatcher	<i>Empidonax difficilis</i>	Yellow	--
Pacific wren	<i>Troglodytes pacificus</i>	Yellow	--

¹ BC CDC 2025a² Government of Canada 2024

4.7 SPECIES AT RISK

A query of the BC CDC iMap tool yielded occurrences of two (2) species at risk, three (3) ecosystems at risk and one (1) critical habitat polygon within a 0.5 km radius of the Site (BC CDC 2025a) (Table 3).

The Site is within a mapped occurrence polygon of two provincially red-listed (Endangered or Threatened) plant species, provided in Table 3 (BC CDC 2025a). There is no potential for the Lobb's water-buttercup to occur onsite due to no standing water or suitable habitat. The prairie lupine inhabits rocky outcrops, on dry, fully exposed rocky areas, with well-drained, nutrient-poor soils (not present onsite).

The 0.5 km buffer overlaps mapped polygons for three sensitive ecological communities: Douglas-fir / Dull Oregon-grape (*Pseudotsuga menziesii* / *Mahonia nervosa*), red alder / skunk cabbage (*Alnus rubra* / *Symplocarpus foetidus*), and Garry Oak / California brome (*Quercus garryana* / *Bromus carinatus*), shown in Figure 4 (BC CDC 2025a).



The Douglas-fir / Dull Oregon grape ecological community description is consistent with vegetation species and characteristics within the north and west riparian areas of Millstream Creek, which is protected within the SPEA. This community is characterized by mature Douglas-fir, western redcedar, arbutus and bigleaf maple trees ranging from 80 to 100 years old. The understory has a well-developed mix of shrubs, including dull Oregon-grape, salal, red huckleberry, oceanspray and baldhip rose. The forest floor is comprised of scattered sword fern and hairy honeysuckle with an almost continuous moss carpet dominated by step moss, Oregon beaked-moss and electrified cat's-tail moss. Several dead or dying mature trees are typically present that provide habitat for nesting birds and small mammals (BC CDC 2012). No other species or ecosystems listed in Table 3 were detected onsite, nor suitable habitat features.

Table 3. Species and ecosystems at risk that may occur in the vicinity of 420 Tamarack Rd.

Common Name	Scientific Name	BC Provincial Status ¹	SARA Schedule 1 Status ²	Presence/Absence on site
Species				
Lobb's water-buttercup	<i>Ranunculus lobbii</i>	Red	--	Absent
Prairie lupine	<i>Lupinus lepidus</i>	Red	Endangered	Absent
Western Painted Turtle (Pacific Coast Population)	<i>Chrysemis picta bellii</i>	Red	Threatened	Absent
Ecosystems				
Douglas-fir / Dull Oregon grape	<i>Pseudotsuga menziesii</i> / <i>Mahonia nervosa</i>	Red	--	Present in SPEA (protected)
Garry Oak / California brome	<i>Quercus garryana</i> / <i>Bromus carinatus</i>	Red	--	Absent
Red alder / Skunk cabbage	<i>Alnus rubra</i> / <i>Lysichiton americanus</i>	Red	--	Absent

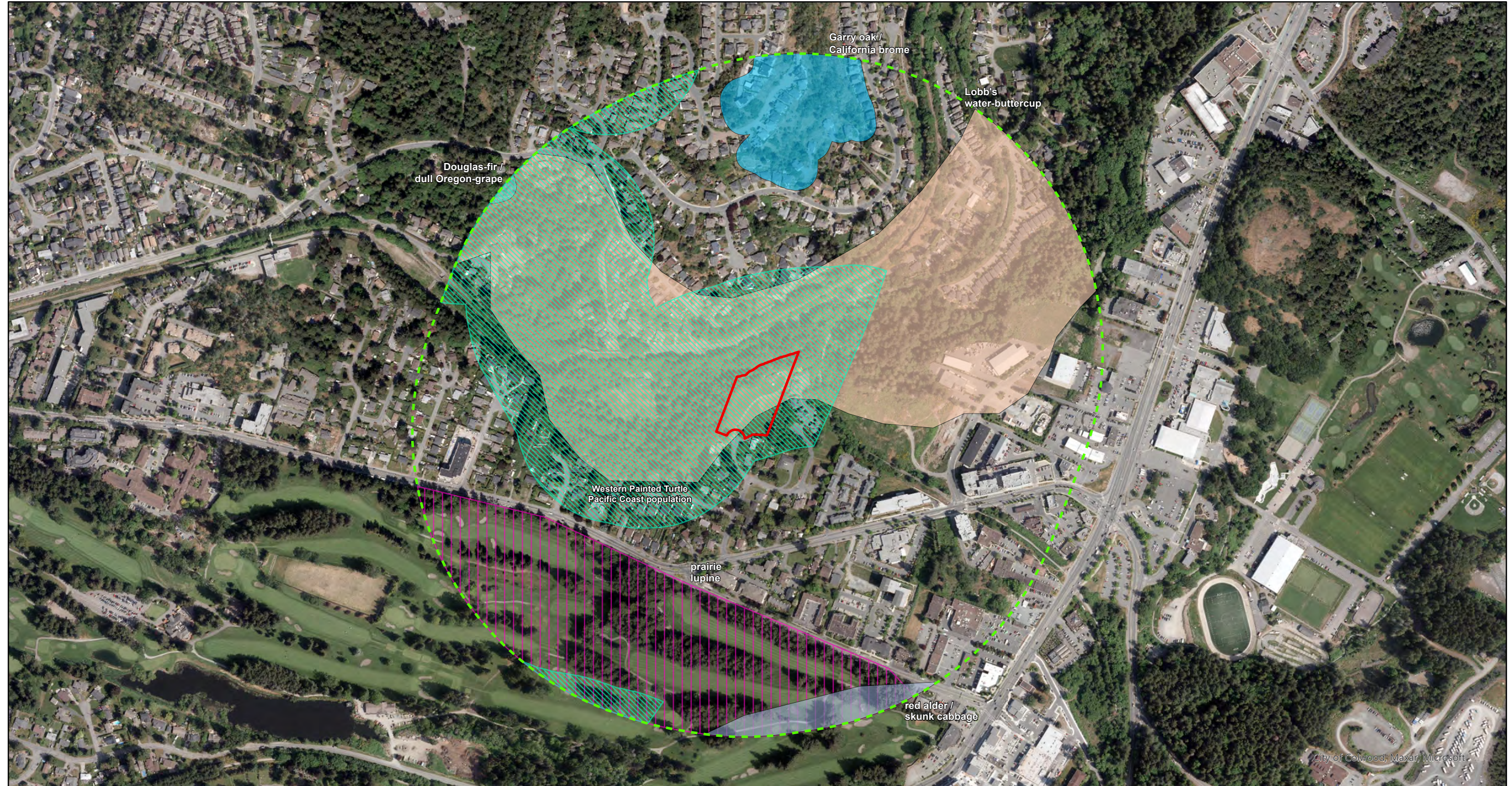
¹ BC CDC 2025a

² Government of Canada 2024

CRITICAL HABITAT

The Site falls within a mapped polygon of Western Painted Turtle (Pacific Coast population) (*Chrysemys picta bellii*) critical habitat (BC CDC 2025b). However, current conditions onsite (e.g., ravine, lack of waterbodies and south facing slopes) do not support Western Painted Turtle and thus the species is unlikely to utilize the Site.





Species and ecosystems at risk occurrences within 0.5 km of the site

- Property boundary
- 0.5 km area around property boundary

Species at Risk

- Douglas-fir / dull Oregon-grape
- Garry oak / California brome
- Lobb's water-buttercup
- prairie lupine
- red alder / skunk cabbage

Critical Habitat

- Western Painted Turtle Pacific Coast population



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0	July 24, 2024
1	October 20, 2024

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Figure 4

5 POTENTIAL ENVIRONMENTAL EFFECTS

The potential impacts of future development of the Site on the environment include:

- Further spread of invasive plant species
- Change in wildlife habitat availability and wildlife mortality risk
- Sediment movement in the project area

The residual environmental impacts of the activities on the Site will be reduced by the implementation of the mitigation and restoration measures recommended in Section 6 of this report.

INVASIVE SPECIES

Invasive plants are particularly adept at colonizing degraded plant communities and disturbed soils. Invasive plants establish readily in disturbed areas as they have a wide ecological tolerance and grow and propagate quickly. Invasive plant establishment can result in the reduction or displacement of native species by capturing resources and occupying habitats.

WILDLIFE AND WILDLIFE HABITAT

Loss and alteration of vegetation can result in the loss of habitat for wildlife species. Site grading can also disturb wildlife or cause mortality. Noise from site preparation and construction may temporarily disturb and displace wildlife residing or passing through the Site.

EROSION AND SEDIMENT

Ground disturbance during site preparation and construction exposes soils to erosion and can result in the movement of sediment on the Site. Damage or degradation of soil surfaces during site preparation and construction can include loss of soil structure, increased erosion, and soil compaction.



6 RECOMMENDED ENVIRONMENTAL PROTECTION MEASURES

The mitigation measures provided in this report are designed to protect sensitive environmental features and were developed in accordance with:

- The City of Colwood OCP (City of Colwood 2018)
- Procedures for Mitigating Impacts on Environmental Values (Environmental Mitigation Procedures) (BC Ministry of Environment [MOE] 2014a)
- Develop with Care 2014: Environmental Guidelines for Urban and Rural Land Development in British Columbia (Government of BC 2014b)
- Environmental Best Management Practices for Urban and Rural Land Development in British Columbia (BC MOE 2004)

The mitigation measures identified below are expected to reduce potential environmental impacts when applied during site preparation and future development / building activities at 420 Tamarack Road.

VEGETATION

Retention of native vegetation is recommended wherever feasible. Tree protection fencing along the SPEA will be installed prior to clearing to protect the root zones of the remaining trees.

It is recommended that areas disturbed by site preparation and project construction activities that are not part of a permanent road or residential footprint (outside of the no-disturbance SPEA) be replanted with native vegetation or suitable vegetation for this area as part of the landscape design. Table 4 provides native plant species that are recommended for the area with a planting density of 1 to 2 m² for shrubs and 6 m² for trees.

The purpose of using native species is to reduce irrigation maintenance in the future. The optimal time for revegetation is in the fall, prior to the wet winter season. However, planting at any time of the year (with irrigation as needed) is acceptable.

Table 4. Recommended native vegetation species options for future enhancement.

Common Name	Species
Arbutus	<i>Arbutus menziesii</i>
Douglas-fir	<i>Pseudotsuga menziesii</i>
Dull Oregon-grape	<i>Mahonia nervosa</i>
Oceanspray	<i>Holodiscus discolor</i>
Rose species	<i>Rosa nutkana / gymnocarpa</i>
Salal	<i>Gaultheria shallon</i>

INVASIVE SPECIES

It is recommended that invasive species encountered on the Site are removed using appropriate methods, at the correct time of year, and disposed of to avoid re-establishment or spreading. Following removal, re-seed bare soil that will be exposed for more than a growing season with desirable,



competing, native vegetation. Details of removal methods for the invasive species onsite are provided in Table 5.

Table 5. Removal and disposal methods for invasive species

Species	Removal Method	Removal Timing	Plant Disposal
English holly	English holly can be removed by hand pulling small seedlings or cutting mature trees at ground level removing all plant material.	Removal is best done before flowering to eliminate seed production.	Holly does not root again once removed, so it can also be piled to desiccate on site. Can be disposed of properly in a landfill. Do not compost.
Himalayan blackberry	Can be removed by pulling or cutting the canes from the ground. If possible, dig out the roots, paying careful attention not to damage nearby vegetation.	Removal should occur in the spring and early summer before they produce berries as canes that are cut as the plant is producing flowers are least likely to re-sprout.	Burned or disposed of properly in a landfill. Do not compost.
Spurge-laurel	Can be removed by pulling small plants or cutting larger plants just below the soil. Stems may re-sprout after cutting and numerous seedlings may germinate so repeated field assessments are necessary. Always wear gloves when handling spurge laurel. It produces a noxious substance which can cause severe eye and skin irritation. Avoid spreading berries during removal.	Can be removed year-round.	Removed plants should be disposed of properly in a landfill. Do not transport inside an enclosed vehicle as the plants can cause respiratory irritation.
Thistle	Regular cutting or pulling can help wear down plant reserves, reduce plant growth, and reduce populations, but is not likely to eradicate the species.	Cutting and pulling are best done before flowering to eliminate seed production.	If plants are cut prior to flowering, the plant material can be left on the site to decompose. If plants are cut post flowering, all plant parts, including flower heads, should be disposed of properly in a landfill.

Mitigation measures to control and minimize the spread of invasive weeds on the site include:

- Cleaning all machinery before arrival onto the Site to ensure that more weed seeds and other propagules (e.g., pieces of root) are not brought into the project area.
- If fill or topsoil is imported from external areas, ensure that it is from a weed-free source.

Soil should not be left exposed until landscaping. Disturbed areas should be seeded with fast growing grasses such clover or an agronomic mix to compete with weed species, fix nitrogen and provide soil stabilization immediately after disturbance.



WILDLIFE AND WILDLIFE HABITAT

Mitigation measures to minimize impacts of the proposed residential development on wildlife and wildlife habitat include:

- Vegetation clearing of any trees and shrubs should be completed outside of the migratory bird window (prior to March 15th or after August 31st; Government of Canada 2024). If tree and shrub clearing must occur within the sensitive time period for breeding birds, a QEP must conduct nest search surveys a maximum of 2-3 days prior to the start of activities. If an active nest is discovered during nest searches or clearing activities, the nest will be subject to site-specific mitigation measures (e.g., protective buffer around the nest or unobtrusive monitoring) until the young have naturally fledged/left the area. Multiple nest sweeps may be required. Nest search areas include both vegetation and man-made structures onsite that are scheduled for removal.
- Avoid additional removal of established native trees or shrubs, where practical, except for identified danger trees that cannot be avoided.

EROSION AND SEDIMENT CONTROL

The primary focus of erosion and sediment control planning is erosion control; if there is no erosion then there is no sediment. Erosion control is far more cost effective to implement and manage than sediment control.

Mitigation options to minimize the potential effects of erosion and sediment movement on the natural environment include:

- No soil should remain exposed for more than one growing season. Disturbed areas and topsoil storage piles should be seeded with fast growing vegetation such as a mix with an agronomic seed mix to compete with weed species, fix nitrogen and provide soil stabilization.
- Prior to groundworks upslope of and/or adjacent to the SPEA, install sediment fencing along the SPEA boundary to prevent sediment movement downslope into the water features (Millstream Creek).
- If erosion or sediment movement is observed during site preparation activities, silt fencing or straw wattles should be installed to direct sediment to a holding area or vegetated area to settle.
- Regularly inspect and maintain Erosion and Sediment Control measures for the duration of the project.

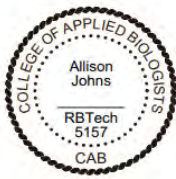
Measures must also be taken to prevent the risk of hazardous materials and contaminant spills, including oil, gas, and hydraulic fluid during construction. It is recommended that a large, labeled, mobile spill kit is kept onsite during construction works and that all construction equipment is kept in good working order without leaks.



7 CONCLUSION

The potential environmental impacts of the proposed development at 420 Tamarack Road have been provided in this report. As development progresses, implementation of the mitigation and restoration measures recommended in this report, including preservation of the SPEAs, native plant installation, invasive species removal, and the implementation of erosion and sediment controls during construction, will minimize the impacts of the proposed development on the environment.

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Environmental Assessment - 420 Tamarack Road

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APPENDIX A – SITE PHOTOGRAPHS

Photo 1. Site and existing residence in the northwest corner of the parcel. View north. June 11th, 2024.



Photo 2. Western Site boundary and tree line (SPEA). View west. June 11th, 2024.



Photo 3. View northwest of Millstream Creek, to the west of the Site. June 11th, 2024.



Photo 4. View south of southern extent of the ditch on Site (left) and the end of ditch at the northern extent / culvert (right). June 11th, 2024.



Photo 5. Culvert (outlet) at the southern extent of the ditch onsite. View south. June 11th, 2024.



Photo 6. Outlet point of the Colwood's stormwater system from subsurface treatment into Millstream Creek. View north June 11th, 2024.



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Concrete Jungle Forestry Ltd.

420 Tamarack Road

Proposed Multi-Family Construction Tree Impact Arborist Report

Donald Skinner M.Sc.
Registered Professional Biologist (#827).
I.S.A. Certified Arborist (# PN5907A).
I.S.A. Tree Risk Assessment Qualified.

December 19, 2025

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Executive Summary:

Introduction.

At 420 Tamarack Road Alora Developments Ltd (Alora) proposes construction of a six story multi-family residential complex with surface and two level garage parking, dedicated service connections and Tamarack Road / Loiacono Place property entrance. Because proposed construction potentially impacts 48 trees Alora has retained ISA Certified and Tree Risk Assessment Qualified consulting arborist Donald Skinner of Concrete Jungle Forestry Ltd. (CJF) to assess construction impact to City of Colwood (Colwood) Urban Forest Bylaw No.1735, 2018 (Bylaw) and RAPR protected trees.

Current Site Condition.

Except for its Millstream Creek forest; 1.14ha / R1 zone 420 Tamarack Road development limited to a 1976 built single family dwelling (SFD) and large grass field (Figure 2). The northeast sloping property descends from ~59m elevation in the southwest to ~43m in the northeast. Existing SFD access from Tamarack Road via long gravel driveway.

Proposed Subdivision:

Alora intends to subdivide 420 Tamarack creating;

- 0.353ha Lot 1; existing SFD / landscape retained, undisturbed Millstream Creek SPEA forest. Property access via developed Loiacono Place RoW.
- 0.674ha Lot 2; multi-family residential; access from Tamarack Road turnaround and developed Loiacono Place RoW.

Methodology.

Tree Inventory completed June 25, 2024. JE Anderson survey tree locations and September 23, 2025 McElhanney Civil drawing service locations added to June 2, 2025 Lovick Scott Architects building plan to create Arborist Report base drawing. Report retain / remove conclusion based on expected multi-family construction root and canopy disturbance.

Proposed Multi-Family and 420 Tamarack Lot 1 Construction Tree Impact Summary.

48 impacted trees;

- Tamarack Road turnaround;
 - Red Alder #1-4; remove.
 - Western Redcedar #5; retain with protection measures / irrigation.
- Gamble Park; tree #6-29 retain with protection measures, #18, 20, 21 made safe.
- Millstream Creek SPEA and adjacent Lot 2 #30 – 42.
 - #32, 34 -36 retain with protection measures.
 - #31, 31, 33, 37 – 42 remove.
- 420 Tamarack Lot 1; #43 remove.
- 2700 Loiacono Place; #44 remove.
- 390 Tamarack Road #45 – 48; remove, snag tree with 1 tree length of property line removed / made safe.

420 Tamarack Road multi-family construction tree retain / remove summary.

Location	Retain	Remove	Total
Colwood Tamarack turnaround	1	4	5
Gamble Park, GP / Lot 2 shared	23	N/A	23
Millstream Crk SPEA / Lot 2	5	9	14
420 Tamarack Lot 1	N/A	1	1
Offsite private; 2700 Loiacono, 390 Tamarack	N/A	5	5
Total	29	19	48

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Gamble Parks and Millstream Creek SPEA development tree removal / safety prune consequence.

- Affected trees remain; stable, vital.
- Forest interior; increased sunlight, wind penetration
- Open forest edge; invasive species entrance point.
- *Conclusion:*
 - Lot 2 multi-storey residential may reduce sunlight / wind penetration.
 - Open forest edge; supports invasive species establishment.
 - Working assumption; minimal edge tree CRZ disturbance;
 - Park and SPEA trees expected to remain stable / vital.
 - Sound arboricultural practice; retained Park / SPEA edge tree clearance / safety prune;
 - No more than 25% live canopy removed in 12 month period.
 - Canopy lift <50% height.
 - No live trunk topping.
 - No CRZ structural root prune.
 - March 15 to August 31 bird nesting season; no Park / SPEA tree safety prune / felling.
 - SPEA forest edge replacement trees; Lot 1, 2 SPEA adjacent minimum 1:1 native species; Arbutus, Garry oak, Western Redcedar (shade tolerant), Douglas-fir (shade intolerant).

420 Tamarack Road; Loiacono Place Undeveloped RoW Tree Impact.

Previous clearing likely, Loiacono Place RoW between turnaround and 420 Tamarack Lot 1, 2 entrance contains numerous unsurveyed Red Alder, Pacific Willow (*Salix lucida*).

RoW boundary trees not tagged; April 9, 2025 CJF dot-count estimated DBH of trees to be removed;

- Red Alder;
 - ~25; >/=20cm; Bylaw protected.
 - ~40; <20cm.
 - Health and Structure; good / fair.
 - Estimated age; +/-25 years.
- Pacific Willow;
 - 3; >/=20cm; Bylaw protected.
 - 2; <20cm.
 - Health and Structure; good, fair.

Construction consequence:

- *Removal of ~70 RoW Red Alder and Pacific Willow.*

Occupied bird nest protection.

- April 9, 2025 CJF observed two RoW unoccupied 2024 bird nests.
- Occupied nests; British Columbia Wildlife Act, Section 34 protected.

Loiacono Place RoW development offsite private tree removal consequence;

- Remove all trees; underground service install and 420 Tamarack Road Lot 1, 2 driveway construction may also impact;
 - 2700 Loiacono Place landscaping against / encroaching into RoW.
 - 390 Tamarack Road; native deciduous contiguous with RoW forest.
- Conclusion;
 - Pre-construction determine;
 - Pre-construction retain / remove status; i.e. 2700 Loiacono Place south headwall Birch.

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- Stability / vitality impact to retained RoW edge private.
- Offsite private; owner signed permission to remove.
- Sound arboricultural practice; retained RoW edge canopy clearance / safety prune.

Tree Protection Measures.

Listed tree protection measures intended to separate retained trees from critical construction disturbance. Among these Concrete Jungle Forestry Ltd. responsible for;

- Mark remove and canopy prune trees; ID tag and survey tape.
- Review felling / pruning practice with tree service contractor.
 - Gamble Park; branch, safety prune; #18, 20, 21.
 - Millstream Creek SPEA; #30, 31, 33, 37 – 42.
 - 420 Tamarack Road Lot 1; #43.
 - 2700 Loiacono Place; Maple #44.
 - 390 Tamarack Road Bigleaf Maple #45, 46, Douglas-fir #47, 48.
- Pre-construction; Tree Risk Assessment;
 - Millstream Creek SPEA #35.
 - 390 Tamarack Road; mature conifer snags.
- Pre-construction; ensure Barrier Fence Alignments 1, 2, 3;
 - Located as Arborist Report specified.
 - Meet Bylaw Schedule “B” specification – wood frame, snowfence panel / signage or temporary fence panels / signage.
- Pre-construction; Colwood Planning confirmation barrier fence in place.
- Excavation oversight:
 - Gamble Park / Millstream Creek SPEA edge.
 - Municipal stormwater drain; adjacent offsite private.
- Excavation exposed roots;
 - Prune flush at undamaged tissue.
- Occasionally visit site;
 - Monitor retain tree condition.
 - Monitor barrier fence condition
 - When requested by; developer, builder, Colwood staff.
- If required; create project completion tree impact statement for Colwood staff.

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- Undeveloped Loiacono Place RoW.
- Select 2700 Loiacono Place, 390 Tamarack Road privately owned.

Impact confirmed, proponent Alora has retained ISA Certified and Tree Risk Assessment Qualified consulting arborist Donald Skinner of Concrete Jungle Forestry Ltd. (CJF) to assess construction impact to City of Colwood (Colwood) Urban Forest Bylaw No.1735, 2018 (Bylaw) and RAPR protected trees.

Current Site Condition:

Except for its Millstream Creek forest; 1.14ha / R1 zone 420 Tamarack Road development limited to a 1976 built¹ single family dwelling (SFD) and large grass field (Figure 2). The northeast sloping property descends from ~59m elevation in the southwest to ~43m in the northeast (Figure 2). Existing SFD access from Tamarack Road via long gravel driveway. Since home construction, Gamble Park and Millstream Creek forest tree canopies / root plates have expanded toward field, SFD and its landscape.

Figure 2: JE Anderson & Assoc. July 4, 2024 survey plan; mid-lot dashed black line subdivided Lot 1, 2 boundary.



¹ BC Assessment.

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Proposed Subdivision:

Alora intends to subdivide 420 Tamarack creating;

- 0.353ha Lot 1; existing SFD / landscape retained, undisturbed Millstream Creek SPEA forest. Property access via developed Loiacono Place RoW.
- 0.674ha Lot 2; multi-family residential; access from Tamarack Road turnaround and developed Loiacono Place RoW.

Methodology:

Tree Inventory completed June 25, 2024; measured / calculated / awarded attributes include;

- CJF assigned ID tag number; #1 – 48.
- Common and Latin name.
- Ownership;
 - Colwood.
 - Colwood / 420 Lot 2 shared.
 - Gamble Park.
 - Gamble Park / 420 Lot 2 shared.
 - 420 Lot 2 Millstream Creek 16m SPEA.
 - 420 Lot 1.
 - 2700 Loiacono Place.
 - 390 Tamarack Road.
- Diameter at Breast Height; DBH=1.4m. Multi-trunk consolidated DBH =square root of the sum of all squared stem DBHs rounded to nearest centimeter. Inventoried 420 Tamarack trees; </=3-trunk.
- Critical Root Zone; CRZ= larger of DBH in meters x 6 or canopy radius + 1m. Inventoried trees; 47 of 48 CRZ=canopy radius +1m, #35; DBH in meters x6.
- Canopy radius; measured toward proposed development except Tamarack turnaround #1 – 4 over road.
- Health and Structure; good, fair, poor based on visible clues.
- Bylaw protected; 47 yes, 1 2700 Loiacono Place #44 no.
- Relevant notes.

Arborist report additional;

- Autodesk Viewer² measured impacted tree trunk to foundation offset.
- Calculated trunk to 3.0m multi-family foundation overdig offset.
- Construction tolerance; based on expected impact.
- Proposed action; retain, remove.

JE Anderson survey tree locations and September 23, 2025 McElhanney Civil drawing service locations added to June 2, 2025 Lovick Scott Architects building plan to create Arborist Report base drawing. Report retain / remove conclusion based on expected multi-family construction root and canopy disturbance.

² [Autodesk Viewer | Free Online File Viewer](#)

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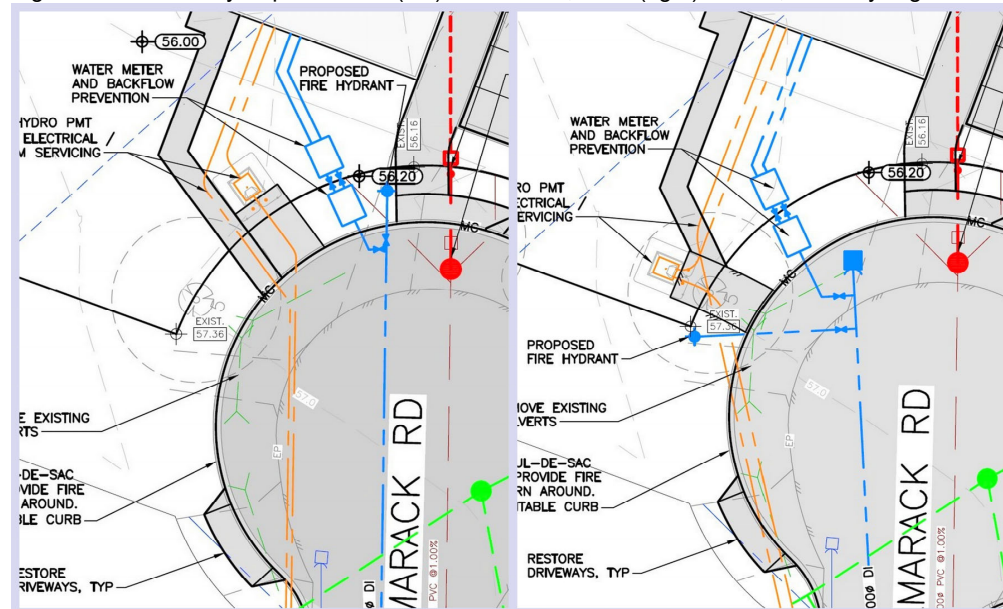
Disturbance offsets;

- 0.5m Tamarack Road Lot 2 surface parking, electrical service PMT.
- 3.0m multi-family foundation – perimeter services / worker safety.
- South / east property line (P/L) private tree offset from;
 - Loiacono Place RoW / Lot 1 water.
 - Lot 2 / Loiacono Place RoW municipal stormwater drain.
 - Lot 2 Tamarack Road electrical, communications.

October 31, 2025 revised June 11, 2025 Arborist Report reflects McElhanney September 23, 2025 *Conceptual Site Servicing and Grading Plan* utility design change. Revised Tamarack Road turnaround and Lot 2 (Figure 3);

- Electrical / Communications PMT, underground supply and building connection.
- Water meter and backflow prevention and under turnaround supply.
- Entrance walkway alignment.

Figure 3: McElhanney September 23 (left) vs. June 11, 2025 (right) service, walkway alignments.



Note:

- 420 Tamarack Road Lots 1, 2, Gamble Park and Millstream Creek SPEA within Colwood Official Community Plan *Environmental Development Permit Areas; Riparian Areas DPA*. Trees ≥ 10 cm DBH Bylaw protected.
- Millstream Creek SPEA 16m high water offset determined by; Corvidae Environmental Consulting Inc.

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Construction Impacted Tree Resource:

Tamarack Road turnaround; tree #1 – 5, Table 1.

Red Alder (*Alnus rubra*); #1 – 4 (Image 1).

- Single and 2-trunk consolidated DBH; 18 – 47cm, canopy +1m CRZ radii; 4.3 – 6.5m.
- Canopy radii; 3.3 – 5.5m.
- Health and Structure; good / good, good / fair, fair / fair, poor / poor.
- Construction Tolerance; N/A (4).
- Proposed action; **REMOVE** – Tamarack turnaround surface parking entrance.

Western Redcedar (*Thuja plicata*); #5 (Image 2).

- DBH; 81cm, canopy + 1m CRZ radius; 6.0m.
- Canopy radius; 5.0m.
- Health and Structure: good / good.
- Construction Tolerance; poor – root / canopy disturbance.
- *Proposed action*; retain with protection measures;
 - PMT / underground supply trench excavation expected CRZ loss 30% – 15% electrical / 15% Tamarack turnaround excavation root disturbance – manageable with arborist oversight / supplemental irrigation.
 - Canopy clearance prune reduction; ~10% live – manageable with sound arboricultural practice.

Table 1: 420 Tamarack Road; surface parking, electrical service impacted tree attributes.

Tree ID	Common Name	Latin Name	Ownership	Consolidated DBH (cm)	6:1 CRZ Radius (m)	Canopy Radius (m)	Canopy Radius +1m CRZ (m)	Health	Structure	Construction Tolerance	Bylaw Protected	Trunk to Foundation Offset	Overdig (m)	Offset Minus Overdig	Proposed Action
1	Red Alder	<i>Alnus rubra</i>	Colwood	47	2.8	5.0	6.0	fair	fair	N/A	yes	0.0	0.0	N/A	remove
2	Red Alder	<i>Alnus rubra</i>	Colwood	24	1.4	3.3	4.3	poor	poor	N/A	yes	0.0	0.0	N/A	remove
3	Red Alder	<i>Alnus rubra</i>	Colwood	18	1.1	4.0	5.0	good	good	N/A	yes	0.0	0.0	N/A	remove
4	Red Alder	<i>Alnus rubra</i>	Colwood	41	2.5	5.5	6.5	good	fair	N/A	yes	0.0	0.0	N/A	remove
5	Western Redcedar	<i>Thuja plicata</i>	Colwood / 420 Lot 2	81	4.8	5.0	6.0	good	good	poor	yes	0.0	0.0	N/A	retain with measures

Gamble Park and Tamarack Road 420 Lot 2 shared; trees 6 – 28, Table 2.

Figures 4, 5.

Bigleaf Maple (*Acer macrophyllum*); #7, 9, 12, 15, 17, 18, 21, 23, 24, 25 (Image 3).

- Single and 2 / 3-trunk consolidated DBH; 32 – 85cm, canopy +1m CRZ radii; 7 – 13m.
- Canopy radii; 6 – 10m.
- Health and Structure; good / good, good / far, good / fair, fair / fair, fair / poor, poor / poor – #18, 21 *make safe prior to construction*.
- Construction tolerance; good (5), moderate (5).

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- *Proposed action*; retain with protection measures.

Douglas-fir (*Pseudotsuga menziesii*); #6, 8, 10, 11, 13, 14, 16, 19, 22, 27, 28 (Image 3).

- DBH; 60 – 95cm, canopy + 1m CRZ; 7 – 11m.
- Canopy radii; 6 – 10m.
- Health and Structure; good / good, good / far, fair / fair.
- *Proposed action*; retain with protection measures.
- Construction Tolerance; good (8), moderate (3).
- *Proposed action*; retain with protection measures.

Western Redcedar; #20, 26 (Image 3).

- DBH; 34, 35cm, canopy + 1m CRZ radii; 5, 6m.
- Canopy radii; 4, 5m.
- Health and Structure; good / fair, fair / far, poor / fair – #20 *make safe prior to construction*.
- Construction Tolerance; good (1), moderate (1), fair (1).
- *Proposed action*; retain with protection measures.

Table 2: Gamble Park & access RoW & Park / 420 Tamarack Road Lot 2 shared tree attributes.

Tree ID	Common Name	Latin Name	Ownership	Consolidated DBH (cm)	6:1 CRZ Radius (m)	Canopy Radius (m)	Canopy Radius +1m CRZ (m)	Health	Structure	Construction Tolerance	Bylaw Protected	Trunk to Foundation Offset	Offset Minus 3m Overdig	Proposed Action
1	6 Douglas-fir	<i>Pseudotsuga menziesii</i>	Gamble Park / 420 Lot 2	90	5.4	7.0	8.0	good	good	good	yes	14.12	11.12	retain
2	7 Bigleaf Maple	<i>Acer macrophyllum</i>	Colwood / 420 Lot 2	85	5.1	10.0	11.0	good	fair	moderate	yes	11.30	9.3	retain
3	8 Douglas-fir	<i>Pseudotsuga menziesii</i>	Gamble Park	75	4.5	8.2	9.2	good	good	good	yes	N/A	N/A	retain
4	9 Bigleaf Maple	<i>Acer macrophyllum</i>	Gamble Park	49	2.9	8.0	9.0	good	good	good	yes	18.74	15.74	retain
5	10 Douglas-fir	<i>Pseudotsuga menziesii</i>	Gamble Park	74	4.4	10.0	11.0	good	fair	good	yes	18.72	15.72	retain
6	11 Douglas-fir	<i>Pseudotsuga menziesii</i>	Gamble Park	93	5.6	7.0	8.0	good	good	good	yes	18.51	15.51	retain
7	12 Bigleaf Maple	<i>Acer macrophyllum</i>	Gamble Park	57	3.4	12.0	13.0	fair	fair	good	yes	17.25	14.25	retain
8	13 Douglas-fir	<i>Pseudotsuga menziesii</i>	Gamble Park / 420 Lot 2	94	5.6	8.5	9.5	good	good	good	yes	13.66	10.66	retain
9	14 Douglas-fir	<i>Pseudotsuga menziesii</i>	Gamble Park	68	4.1	6.0	7.0	good	good	good	yes	16.62	13.62	retain
10	15 Bigleaf Maple	<i>Acer macrophyllum</i>	Gamble Park	36	2.1	7.0	8.0	good	fair	good	yes	N/A	N/A	retain
11	16 Douglas-fir	<i>Pseudotsuga menziesii</i>	Gamble Park	77	4.6	7.5	8.5	good	good	good	yes	16.97	13.97	retain
12	17 Bigleaf Maple	<i>Acer macrophyllum</i>	Gamble Park	36	2.2	8.5	9.5	fair	fair	good	yes	N/A	N/A	retain
13	18 Bigleaf Maple	<i>Acer macrophyllum</i>	Gamble Park / 420 Lot 2	48	2.9	8.0	9.0	fair	poor	good	yes	15.06	12.06	retain
14	19 Douglas-fir	<i>Pseudotsuga menziesii</i>	Gamble Park	65	3.9	7.0	8.0	good	good	good	yes	16.09	13.09	retain
15	20 Western Redcedar	<i>Thuja plicata</i>	Gamble Park / 420 Lot 2	34	2.0	4.0	5.0	poor	fair	good	yes	15.06	12.06	retain
16	21 Bigleaf Maple	<i>Acer macrophyllum</i>	Gamble Park	60	3.6	6.0	7.0	poor	poor	moderate	yes	10.15	7.15	retain
17	22 Douglas-fir	<i>Pseudotsuga menziesii</i>	Gamble Park	60	3.6	7.0	8.0	good	good	moderate	yes	9.28	6.28	retain
18	23 Bigleaf Maple	<i>Acer macrophyllum</i>	Gamble Park	35	2.1	8.0	9.0	good	fair	moderate	yes	11.35	8.35	retain
19	24 Bigleaf Maple	<i>Acer macrophyllum</i>	Gamble Park	32	1.9	8.0	9.0	good	fair	moderate	yes	10.24	7.24	retain
20	25 Bigleaf Maple	<i>Acer macrophyllum</i>	Gamble Park	85	5.1	9.0	10.0	good	fair	moderate	yes	11.30	8.30	retain
21	26 Western Redcedar	<i>Thuja plicata</i>	Gamble Park	35	2.1	5.0	6.0	good	fair	moderate	yes	10.89	7.89	retain
22	27 Douglas-fir	<i>Pseudotsuga menziesii</i>	Gamble Park	95	5.7	7.0	8.0	good	fair	moderate	yes	9.85	6.85	retain
23	28 Douglas-fir	<i>Pseudotsuga menziesii</i>	Gamble Park	75	4.5	7.0	8.0	fair	fair	moderate	yes	10.17	7.17	retain

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Millstream Creek SPEA / 420 Tamarack Lot 2 opposite SPEA; trees 29 – 42, Table 3. Figures 5, 6.

Douglas-fir: #31, 32, 34, 37, 39, 40, 42 (Image 4).

- DBH; 31 – 69cm, canopy + 1m CRZ radii; 6.5 – 10m.
- Canopy radii; 5.5 – 9m.
- Health and Structure; good / good.
- Construction Tolerance; moderate (1), poor (6).
- *Proposed action;*
 - Retain; #32, 34.
 - **REMOVE**; 31, 37, 39, 40, 42 – *retain stump / root system.*

Western Redcedar; #29, 35, 36, 38, 41 (Image 4).

- DBH; 42 – 147cm, canopy + 1m CRZ radii; 5 – 8.6m, #35 6:1 CRZ radius; 8.8m.
- Canopy radii; 4 – 7.6m.
- Health and Structure; good / good, good / fair, fair / poor.
- Construction Tolerance; poor (5).
- *Proposed action;*
 - Retain; #35, 36 – #35 *fire hollowed trunk; pre-construction Tree Risk Assessment.*
 - **REMOVE**; #38, 41 – *retain stump / root system.*

Arbutus (*Arbutus menziesii*); #30, 33 (Image 4).

- DBH; 23, 29cm, canopy + 1m CRZ radii; 8.7 – 11m.
- Canopy radii; 7.7 – 10m.
- Health and Structure; good / fair.
- Construction Tolerance; poor (2).
- *Proposed action;* **REMOVE** – *retain stump / root system.*

Note: Gamble Park, Millstream Creek SPEA Douglas-fir height; 40 – 45m.

Bigleaf Maple shorter, canopy broader, Arbutus trunk / canopy extend into Lot 2.

420 Tamarack Road Lot 1 (Table 4).

Western Redcedar; #43 (Image 4).

- DBH; 59cm, canopy + 1m CRZ radius; 7.2m.
- Canopy radius; 6.2m.
- Health and Structure; good / good.
- Construction Tolerance; poor.
- *Proposed action;* **REMOVE**;
 - Garage foundation at Lot 1, 2 P/L.
 - Lot 2 root zone overlap.
 - 3m overdig critical root / canopy disturbance.
 - *Retain stump / root system.*

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Table 3: Millstream Creek SPEA / 420 Tamarack Lot 2 shared and Lot 2 tree attributes.

Tree ID	Common Name	Latin Name	Ownership	Consolidated DBH (cm)	6:1 CRZ Radius (m)	Canopy Radius (m)	Canopy Radius +1m CRZ (m)	Health	Structure	Construction Tolerance	Bylaw Protected	Trunk to Foundation Offset	Offset Minus 3m Overdig	Proposed Action
1	29 Western Redcedar	<i>Thuja plicata</i>	Gamble Park Millstream Crk SPEA	92	5.5	6.0	7.0	fair	fair	poor	yes	13.13	10.13	retain
2	30 Arbutus	<i>Arbutus menziesii</i>	420 Lot 2	23	1.4	10.0	11.0	good	fair	poor	yes	9.86	6.86	remove
3	31 Douglas-fir	<i>Pseudotsuga menziesii</i>	420 Lot 2	37	2.2	6.2	7.2	good	good	poor	yes	9.45	6.45	remove
4	32 Douglas-fir	<i>Pseudotsuga menziesii</i>	420 Lot 2	31	1.9	5.7	6.7	good	good	poor	yes	10.90	7.90	retain
5	33 Arbutus	<i>Arbutus menziesii</i>	420 Lot 2	29	1.7	7.7	8.7	good	fair	poor	yes	10.47	7.47	remove
6	34 Douglas-fir	<i>Pseudotsuga menziesii</i>	420 Lot 2 Millstream Crk SPEA	63	3.8	8.0	9.0	good	good	mod	yes	11.14	8.14	retain
7	35 Western Redcedar	<i>Thuja plicata</i>	420 Lot 2 Millstream Crk SPEA	147	8.8	4.0	5.0	fair	poor	poor	yes	13.30	10.30	retain
8	36 Western Redcedar	<i>Thuja plicata</i>	420 Lot 2	42	2.5	5.0	6.0	good	good	poor	yes	8.14	5.14	retain
9	37 Douglas-fir	<i>Pseudotsuga menziesii</i>	420 Lot 2	69	4.1	5.5	6.5	good	good	poor	yes	6.92	3.92	remove
10	38 Western Redcedar	<i>Thuja plicata</i>	420 Lot 2	44	2.6	6.5	7.5	good	good	poor	yes	7.12	4.12	remove
11	39 Douglas-fir	<i>Pseudotsuga menziesii</i>	420 Lot 2	41	2.5	8.5	9.5	good	good	poor	yes	4.92	1.92	remove
12	40 Douglas-fir	<i>Pseudotsuga menziesii</i>	420 Lot 2	66	4.0	9.0	10.0	good	good	poor	yes	5.63	2.63	remove
13	41 Western Redcedar	<i>Thuja plicata</i>	420 Lot 2	52	3.1	7.6	8.6	good	fair	poor	yes	8.01	5.01	remove
14	42 Douglas-fir	<i>Pseudotsuga menziesii</i>	420 Lot 2	66	4.0	9.0	10.0	good	good	mod	yes	9.26	6.26	remove

Table 4: 420 Tamarack Road Lot 1 tree attributes.

Tree ID	Common Name	Latin Name	Ownership	Consolidated DBH (cm)	6:1 CRZ Radius (m)	Canopy Radius (m)	Canopy Radius +1m CRZ (m)	Health	Structure	Construction Tolerance	Bylaw Protected	Trunk to Foundation Offset	Offset Minus 3m Overdig	Proposed Action
1	43 Western Redcedar	<i>Thuja plicata</i>	420 Lot 1	59	3.5	6.2	7.2	good	good	poor	yes	4.38	1.38	remove

Offsite Private Bylaw Protected (Table 5, Figure 8).

2700 Loiacono Place.

'Crimson King' Norway Maple (*Acer platanoides* 'Crimson King'); #44 (Image 5).

- DBH; 30cm, canopy + 1m CRZ radius; 6m.
- Canopy radii; 5m.
- Health and Structure; good / good.
- Construction Tolerance; poor.
- Proposed action; **REMOVE**;
 - ~2.3m east of new 420 Tamarack Lot 1 water service line.
 - ~4.3m north of new Colwood 300mm stormwater connection to underground municipal at Loiacono Place RoW open ditch north headwall.
- Root zone / canopy overlap construction impact;
 - Root disturbance; Low;

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- 420 Tamarack Lot 1 water service trench excavation.
- New municipal stormwater connection to existing.
- Moderate to Significant; canopy overhang disturbance;
 - 420 Lot 1 driveway / water service trench excavation.
 - New municipal stormwater connection to existing 2700 Loiacono Place underground.
- Canopy worst case conclusion;
 - Loiacono Place RoW / 420 Lot 1 driveway overlap cleared to closest P/L – one-time +/-40% live canopy reduction, compromised vitality / structure.
 - *Retain stump / root system.*

Note #44:

- 300mm municipal storm drain trench depth / width unknown.
- #44; 2700 Loiacono strata signed permission required to remove.

390 Tamarack Road.

Bigleaf Maple; #45, 46 (Image 6).

- DBH; 16, 42cm, canopy + 1m CRZ radii; 5, 7m.
- Canopy radii; 7.7 – 10m.
- Health and Structure; good / fair.
- Construction Tolerance; poor (2).
- Proposed action; **REMOVE**;
 - #45; ~0.70m east of 420 Tamarack Lot 2 P/L, ~2.2m east of renewed municipal stormwater drain.
 - #46; ~1.70m east of 420 Tamarack Lot 2 P/L ~3.2m east of renewed municipal stormwater drain.
 - Root zone / canopy construction overlap – critical root / canopy disturbance.
 - *Retain stump / root system.*

Douglas-fir; #47, 48 (Image 6).

- DBH; 60, 75cm, canopy + 1m CRZ radii; 7, 7.5m.
- Canopy radii; 6, 6.5m.
- Health and Structure; good / good, good / fair.
- Construction Tolerance; poor (2).
- Proposed action; **REMOVE**;
 - #47; ~0.6 east of 420 Tamarack Lot 2 P/L, ~3.2m east of renewed municipal stormwater drain.
 - #48; ~1.5m east of 420 Tamarack Lot 2 P/L, 3.6m east of renewed municipal stormwater drain.
 - Root zone / canopy construction overlap – critical root disturbance.
 - *Retain stump / root system*

Note #45 – #49:

- 300mm municipal storm drain trench depth / width unknown
- 390 Tamarack owner signed permission required to remove.

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Other 390 Tamarack Road:

- Pre-construction ensure no-tag snag trees within one (1) tree length of 420 Tamarack development stable. Remove or reduce height if determined high or extreme failure risk.
- Owner signed permission required to remove / modify.

Table 5: 420 Tamarack Road offsite private tree attributes.

Tree ID	Common Name	Latin Name	Ownership	Consolidated DBH (cm)	6:1 CRZ Radius (m)	Canopy Radius (m)	Canopy Radius +1m CRZ (m)	Health	Structure	Construction Tolerance	Bylaw Protected	Trunk to Foundation Offset (m)	Offset Minus 3m Overdig	Proposed Action
44	Crimson King Norway Maple	<i>Acer platanoides</i> 'Crimson King'	2700 Loiacono Pl	30	1.8	5.0	6.0	good	good	poor	no	2.47	1.47	remove
45	Bigleaf Maple	<i>Acer macrophyllum</i>	390 Tamarack Rd	16	1.0	4.0	5.0	good	fair	poor	yes	0.81	0.00	remove
46	Bigleaf Maple	<i>Acer macrophyllum</i>	390 Tamarack Rd	42	2.5	6.0	7.0	good	poor	poor	yes	1.69	0.69	remove
47	Douglas-fir	<i>Pseudotsuga menziesii</i>	390 Tamarack Rd	75	4.5	6.5	7.5	good	fair	poor	yes	0.44	0.00	remove
48	Douglas-fir	<i>Pseudotsuga menziesii</i>	390 Tamarack Rd	60	3.6	6.0	7.0	good	good	poor	yes	1.39	0.39	remove

Appendix 1: 420 Tamarack 48 tree inventory table; 28 retained, 20 removed (19 Bylaw protected).

Proposed Multi-Family Construction Tree Impact Summary (Table 6).

- Tamarack Road turnaround;
 - Red Alder #1-4; remove.
 - Western Redcedar #5; retain with protection measures / irrigation.
- Gamble Park; retain #6-28 with protection measures, #18, 20, 21 make safe.
- Millstream Creek SPEA and adjacent Lot 2 #29 – 42.
 - #29, 32, 34 -36 retain with protection measures.
 - #30, 31, 33, 37 – 42 remove.
- 420 Tamarack Lot 1; #43 remove.
- 2700 Loiacono Place; #44 remove.
- 390 Tamarack Road #45 – 48; remove, snag trees with 1 tree length of property line; remove / make safe.

Table 6; 420 Tamarack Road Lot 2 multi-family construction tree retain / remove summary.

Location	Retain	Remove	Total
Colwood Tamarack turnaround	1	4	5
Gamble Park, GP / Lot 2 shared	23	N/A	23
Millstream Crk SPEA / Lot 2	5	9	14
420 Tamarack Lot 1	N/A	1	1
Offsite private; 2700 Loiacono, 390 Tamarack	N/A	5	5
Total	29	19	48

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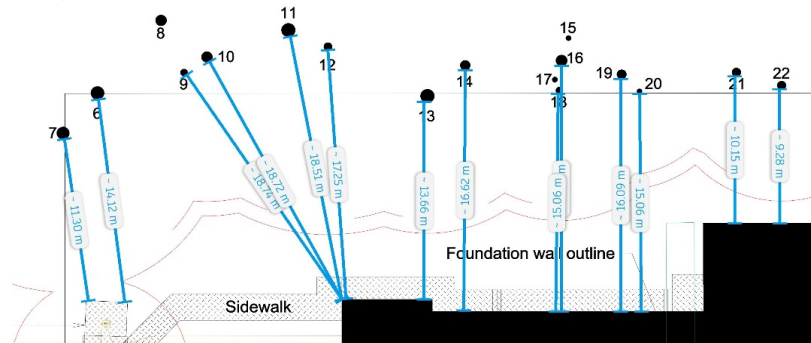
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Gamble Parks and Millstream Creek SPEA development tree removal / safety prune consequence;

- Affected trees remain stable, vital.
- Forest interior; increased sunlight, wind penetration
- Open forest edge; invasive species entrance point.
- Conclusion:
 - Lot 2 multi-storey residential may reduce sunlight / wind penetration.
 - Open forest edge; supports invasive species establishment.
 - Working assumption; minimal edge tree CRZ disturbance;
 - Park and SPEA trees expected to remain stable / vital.
 - Sound arboricultural practice; retained Park / SPEA edge tree clearance / safety prune;
 - No more than 25% live canopy removed in 12 month period.
 - Canopy lift <50% height.
 - No live trunk topping.
 - No CRZ structural root prune.
 - March 15 to August 31 nesting season; no Park / SPEA tree safety prune / felling.
 - SPEA forest edge replacement trees; Lot 1, 2 SPEA adjacent minimum 1:1 native species; Arbutus, Garry oak, Western Redcedar (shade tolerant), Douglas-fir (shade intolerant).

Impacted Tree Foundation, Driveway, Retaining Wall Offsets Figures.

Figure 4: 420 Tamarack Road / Gamble Park; #9 – 14, #16 – 22. Disregard #6, 7; PMT / path September 23, 2025 relocated further from trees.



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Figure 5: 420 Tamarack Road / Gamble Park tree #23 – 29, Millstream Creek SPEA / Lot 2 contiguous forest; #30 – 33.

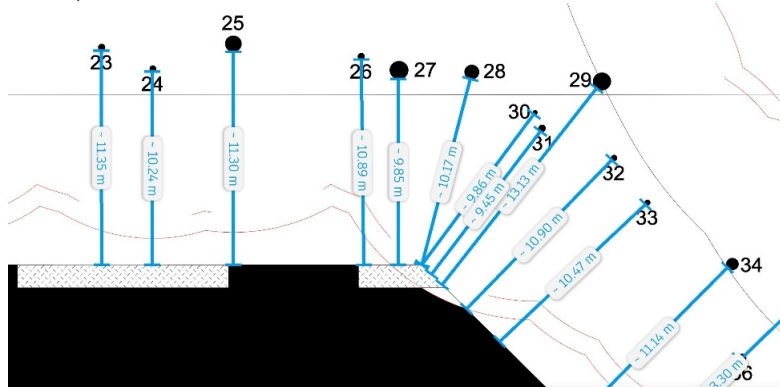
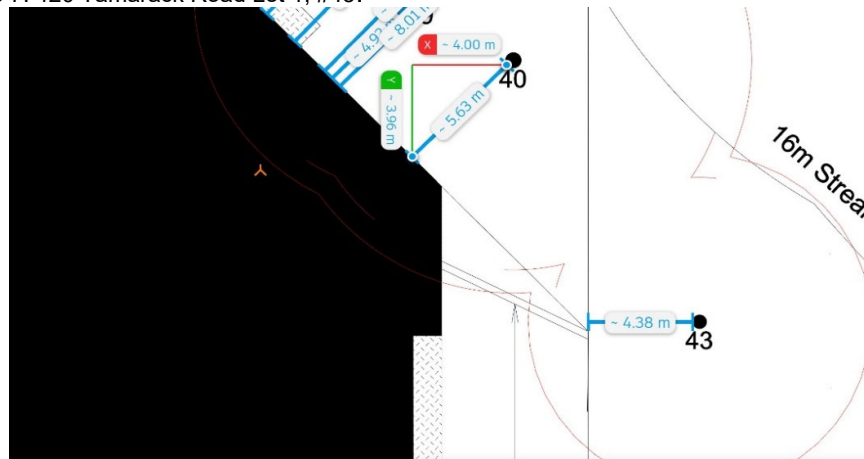


Figure 6: 420 Tamarack Road / Millstream Creek SPEA / Lot 2 contiguous forest; #34 – 42.



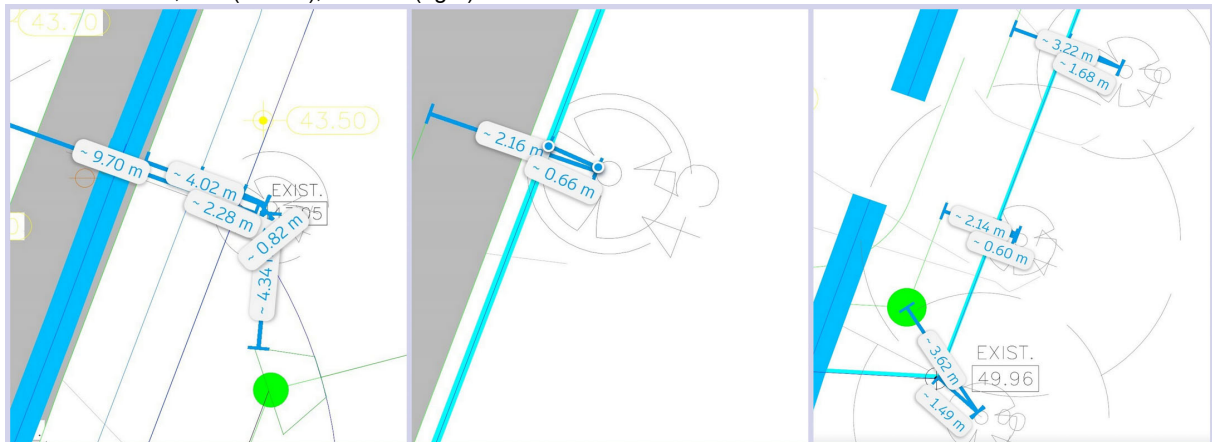
Figure 7: 420 Tamarack Road Lot 1; #43.



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Figure 8: 420 Tamarack Road impacted private offsite; 2700 Loiacono Place #44 (left); 390 Tamarack; #45 (middle), #46 -48 (right).



420 Tamarack Road; Loiacono Place Undeveloped RoW Tree Impact.

Previous clearing likely, Loiacono Place RoW between turnaround and 420 Tamarack Lot 1, 2 entrance contains numerous unsurveyed Red Alder, Pacific Willow (*Salix lucida*) (Image 6).

RoW boundary trees not tagged; April 9, 2025 CJF dot-count estimated DBH of trees to be removed;

- Red Alder;
 - ~25; ≥ 20 cm; Bylaw protected.
 - ~40; < 20 cm.
 - Health and Structure; good / fair.
 - Estimated age; ± 25 years.
- Pacific Willow;
 - 3; ≥ 20 cm; Bylaw protected.
 - 2; < 20 cm.
 - Health and Structure; good, fair.
- RoW contains storm water management infrastructure; buried pipe and open ditch (Image 7).
- See JE Anderson September 23, 2025 Civil Plan for proposed RoW services.

Construction consequence;

- Removal of ~70 RoW Red Alder and Pacific Willow.

Occupied bird nest protection.

- April 9, 2025 CJF observed two RoW unoccupied 2024 bird nests.
- Occupied nests; British Columbia Wildlife Act, Section 34 protected.
- No RoW tree clearing during March 15 to August 31 nesting season.

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Loiacono Place RoW development offsite private tree removal consequence;

- Remove all trees; underground service install and 420 Tamarack Road Lot 1, 2 driveway construction may also impact;
 - 2700 Loiacono Place landscaping against / encroaching into RoW.
 - I.e. no-tag ~15cm DBH Weeping Birch (Image 7) immediately adjacent RoW boundary / open ditch south headwall;
 - 390 Tamarack Road; native deciduous contiguous with RoW forest.
- Conclusion;
 - Pre-construction determine;
 - Pre-construction retain / remove status; i.e. 2700 Loiacono Place south headwall Birch.
 - Stability / vitality impact to retained RoW edge private.
 - Offsite private; owner signed permission to remove.
 - Sound arboricultural practice; retained RoW edge canopy clearance / safety prune.

Tree Protection Measures:

Appendix 2: 420 Tamarack Road Proposed Construction Tree Protection Plan.

Protection Barrier Fence Alignments:

- Construct to Urban Forest Bylaw No.1735, 2018, Schedule “B” tree protection barrier fence specification (Appendix 3).
- *Alignment 1*; from Tamarack turnaround Gamble Park access continuous around building west, north side east to Lot 1 driveway.
 - Foundation perimeter offset; 3m, other offsets as TPP indicated.
- *Alignment 2*; 2700 Loiacono Place RoW and Lot 1 east P/L north past remove Maple #44.
- *Alignment 3*; 390 Tamarack Road Loiacono Place RoW / Lot 2 P/L.
- *Alignment 2, 3*; intended to protect retained private landscape / forest vegetation.
- Where alignments 1 – 3 overlap perimeter site hoarding; designate tree protection barrier when braced / pinned to ground.

Bylaw Schedule “B” Warning – Tree Protection Area sign.

- Dimensions: 500 x 500mm.
- Print on Coroplast³ board to ensure all-weather suitable.
- ~33 signs required – post every 10 linear meters.
- Alignment 1; ~165m =17 signs.
- Alignment 2; ~65m =7 signs.
- Alignment 3; ~85m =9 signs.

³ [Coroplast® Print - Coroplast®](#)

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Tree Removal / Canopy Prune.

- Remove; if possible limb and section rather than fall into field.
- Prune; arboriculture best practice meeting ANSI A300 standard.

Remove Tree; Cut Low, Retain Stump / Rootplate.

- 420 Tamarack Lot 2 SPEA forest contiguous; #30, 31, 33, 37 – 42.
- 420 Tamarack Lot 1 SPEA forest contiguous; #43.
- Private: 2700 Loiacono Place; #44, 390 Tamarack Road; #45 – 48.

Arborist Excavation Oversight.

- Gamble Park / Millstream Creek SPEA edge.
- Municipal stormwater drain; adjacent offsite private.

Excavation Exposed Roots.

- Prune flush at undamaged tissue.

Project Arborist Oversight:

- Mark remove and canopy prune trees; ID tag and survey tape.
- Review felling / pruning practice with tree service contractor.
 - Gamble Park; branch, safety prune; #18, 20, 21.
 - Millstream Creek SPEA; #30, 31, 33, 37 – 42.
 - 420 Tamarack Road Lot 1; #43.
 - 2700 Loiacono Place; Maple #44.
 - 390 Tamarack Road Bigleaf Maple #45, 46, Douglas-fir #47, 48.
- Pre-construction; Tree Risk Assessment;
 - Millstream Creek SPEA #35.
 - 390 Tamarack Road; mature conifer snags.
- Pre-construction; ensure Barrier Fence Alignments 1, 2, 3;
 - Located as Arborist Report specified.
 - Meet Bylaw Schedule “B” specification – wood frame, snowfence panel / signage or temporary fence panels / signage.
- Pre-construction; Colwood Planning confirmation barrier fence in place.
- Excavation oversight:
 - Gamble Park / Millstream Creek SPEA edge.
 - Municipal stormwater drain; adjacent offsite private.
- Excavation exposed roots;
 - Prune flush at undamaged tissue.
- Occasionally visit site;
 - Monitor retain tree condition.
 - Monitor barrier fence condition
 - When requested by; developer, builder, Colwood staff.
- If required; create project completion tree impact statement for Colwood staff.

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End Arborist Report:

Image 1: Tamarack Road turnaround Red Alder #1 – 4. May 28, 2024.



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Image 2: Image 1: Tamarack Road turnaround Western Redcedar #5, May 28, 2024.



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Image 3: 420 Tamarack Road / Gamble Park forest panorama, May 28, 2025.



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Image 4: Millstream Creek SPEA / contiguous 420 Tamarack Road forest 420 Lot 1 #43 behind lamp, April 9, 2025.



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Image 5: 390 Tamarack Road offsite private; Bigleaf Maple #45 (upper left), 390 Tamarack snag tree (upper right), Bigleaf Maple #46, (lower left), Douglas-fir #47, 48 (lower right), June 25, 2024.



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Image 6: Loiacono Place RoW Red Alder, Pacific Willow forest, April 9, 2025.



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Image 7: 2700 Loiacono Place landscape no-tag Weeping Birch / open stormwater ditch to buried pipe headwall / railing, April 9, 2025.



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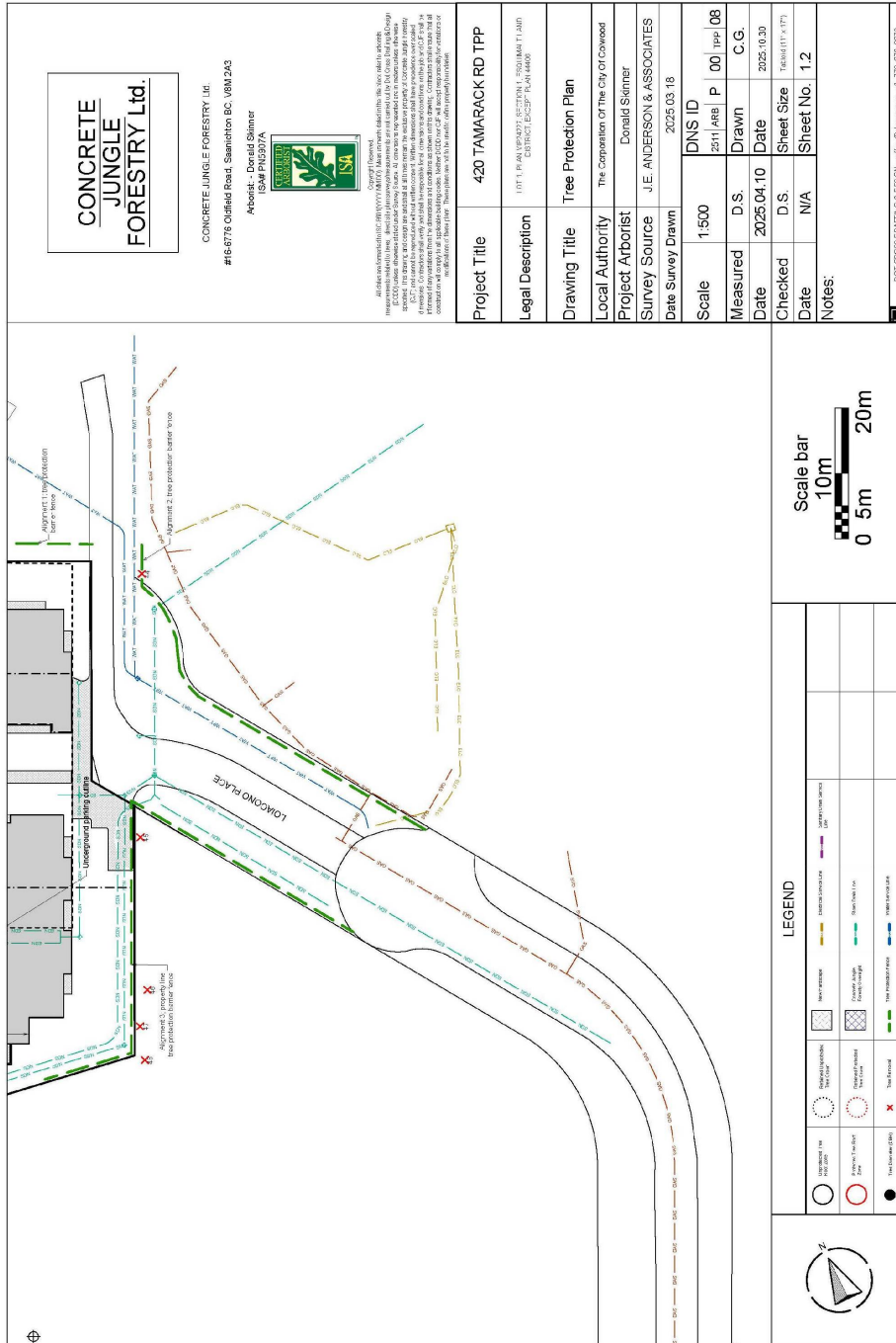
Appendix 1: 420 Tamarack proposed development impacted tree inventory table.

Tree ID	Common Name	Latin Name	Ownership	Consolidated DBH (cm)	Height (m)	Canopy Radius (m)	Canopy Radius +1m CRZ (m)	Health	Structure	Construction Tolerance	Blkly Protected	Trunk to Foundation Offset	Overhang (m)	Office, Millis Overhang	Proposed Action	Notes
1	Red Alder	<i>Alnus rubra</i>	Colwood	47	2.8	5.0	6.0	fair	fair	N/A	yes	0.0	0.0	N/A	remove	Tamarack Rd surface parking, upper canopy dieback
2	Red Alder	<i>Alnus rubra</i>	Colwood	24	1.4	3.3	4.3	poor	poor	N/A	yes	0.0	0.0	N/A	remove	Tamarack Rd surface parking, upper 3/4 dead
3	Red Alder	<i>Alnus rubra</i>	Colwood	18	1.1	4.0	5.0	good	good	N/A	yes	0.0	0.0	N/A	remove	Tamarack Rd surface parking
4	Red Alder	<i>Alnus rubra</i>	Colwood	41	2.5	5.5	6.5	good	fair	N/A	yes	0.0	0.0	N/A	remove	Tamarack Rd surface parking, leader dead
5	Western Redcedar	<i>Thuja plicata</i>	Colwood / 420 Lot 2	81	4.8	5.0	6.0	good	good	N/A	yes	0.0	0.0	N/A	retain with measures	Colwood / 420 shared, Tamarack turnaround / Hydro kiosk / comms, curb w/in 6m CRZ, manageable construction impact with measures
6	Douglas-fir	<i>Pseudotsuga menziesii</i>	Gamble Park / 420 Lot 2	90	5.4	7.0	8.0	good	good	good	yes	14.12	3.0	11.12	retain	Gamble Park P/L, PMT 2m construction overdig offset
7	Maple	<i>Acer macrophyllum</i>	Colwood / 420 Lot 2	85	5.1	10.0	11.0	good	fair	moderate	yes	11.30	3.0	9.3	retain	Gamble Park access P/L, retain with measures
8	Douglas-fir	<i>Pseudotsuga menziesii</i>	Gamble Park	75	4.5	8.2	9.2	good	good	good	yes	N/A	N/A	N/A	retain	Gamble Park
9	Maple	<i>Acer macrophyllum</i>	Gamble Park	49	2.9	8.0	9.0	good	good	good	yes	18.74	3.0	15.74	retain	Gamble Park
10	Douglas-fir	<i>Pseudotsuga menziesii</i>	Gamble Park	74	4.4	10.0	11.0	good	fair	good	yes	18.72	3.0	15.72	retain	Gamble Park
11	Douglas-fir	<i>Pseudotsuga menziesii</i>	Gamble Park	93	5.6	7.0	8.0	good	good	good	yes	18.51	3.0	15.51	retain	Gamble Park
12	Maple	<i>Acer macrophyllum</i>	Gamble Park	57	3.4	12.0	13.0	fair	fair	good	yes	17.25	3.0	14.25	retain	Gamble Park, 2024 seed crop retained - under stress / in decline
13	Douglas-fir	<i>Pseudotsuga menziesii</i>	Gamble Park / 420 Lot 2	94	5.6	8.5	9.5	good	good	good	yes	13.66	3.0	10.66	retain	Gamble Park P/L
14	Douglas-fir	<i>Pseudotsuga menziesii</i>	Gamble Park	68	4.1	6.0	7.0	good	good	good	yes	16.62	3.0	13.62	retain	Gamble Park
15	Maple	<i>Acer macrophyllum</i>	Gamble Park	36	2.1	7.0	8.0	good	fair	good	yes	N/A	N/A	N/A	retain	Gamble Park
16	Douglas-fir	<i>Pseudotsuga menziesii</i>	Gamble Park	77	4.6	7.5	8.5	good	good	good	yes	16.97	3.0	13.97	retain	Gamble Park
17	Maple	<i>Acer macrophyllum</i>	Gamble Park	36	2.2	8.5	9.5	fair	fair	good	yes	N/A	N/A	N/A	retain	Gamble Park
18	Maple	<i>Acer macrophyllum</i>	Gamble Park / 420 Lot 2	48	2.9	8.0	9.0	fair	poor	good	yes	15.06	3.0	12.06	retain	Gamble Park P/L, primary trunk broken at 3m, Lot 2 pre-construction safety / maintenance prune
19	Douglas-fir	<i>Pseudotsuga menziesii</i>	Gamble Park	65	3.9	7.0	8.0	good	good	good	yes	16.09	3.0	13.09	retain	Gamble Park
20	Western Redcedar	<i>Thuja plicata</i>	Gamble Park / 420 Lot 2	34	2.0	4.0	5.0	poor	fair	good	yes	15.06	3.0	12.06	retain	Gamble Park P/L, dead leader at 6m, Lot 2 pre-construction safety / maintenance prune
21	Maple	<i>Acer macrophyllum</i>	Gamble Park	60	3.6	6.0	7.0	poor	poor	moderate	yes	10.15	3.0	7.15	retain	codominant leaders at 3m, Lot 2 pre-construction safety / maintenance prune
22	Douglas-fir	<i>Pseudotsuga menziesii</i>	Gamble Park	60	3.6	7.0	8.0	good	good	moderate	yes	9.28	3.0	6.28	retain	Gamble Park, retain with measures
23	Maple	<i>Acer macrophyllum</i>	Gamble Park	35	2.1	8.0	9.0	good	fair	moderate	yes	11.35	3.0	8.35	retain	Gamble Park, retain with measures
24	Maple	<i>Acer macrophyllum</i>	Gamble Park	32	1.9	8.0	9.0	good	fair	moderate	yes	10.24	3.0	7.24	retain	Gamble Park, retain with measures
25	Maple	<i>Acer macrophyllum</i>	Gamble Park	85	5.1	9.0	10.0	good	fair	moderate	yes	11.30	3.0	8.30	retain	Gamble Park, retain with measures
26	Redcedar	<i>Thuja plicata</i>	Gamble Park	35	2.1	5.0	6.0	good	fair	moderate	yes	10.89	3.0	7.89	retain	Gamble Park, retain with measures
27	Douglas-fir	<i>Pseudotsuga menziesii</i>	Gamble Park	95	5.7	7.0	8.0	good	fair	moderate	yes	9.85	3.0	6.85	retain	Gamble Park, retain with measures
28	Douglas-fir	<i>Pseudotsuga menziesii</i>	Gamble Park	75	4.5	7.0	8.0	fair	fair	moderate	yes	10.17	3.0	7.17	retain	Gamble Park, canopy thin
29	Western Redcedar	<i>Thuja plicata</i>	Gamble Park Millstream Crk SPEA	92	5.5	6.0	7.0	fair	fair	poor	yes	13.13	3.0	10.13	retain	Gamble Park / Millstream Crk SPEA, lower trunk internal decay
30	Arbutus	<i>Arbutus menziesii</i>	420 Lot 2	23	1.4	10.0	11.0	good	fair	poor	yes	9.86	3.0	6.86	remove	contiguous with Gamble Park / SPEA forest, retain stump / root system
31	Douglas-fir	<i>Pseudotsuga menziesii</i>	420 Lot 2	37	2.2	6.2	7.2	good	good	poor	yes	9.45	3.0	6.45	remove	contiguous with Gamble Park / SPEA forest, retain stump / root system
32	Douglas-fir	<i>Pseudotsuga menziesii</i>	420 Lot 2	31	1.9	5.7	6.7	good	good	poor	yes	10.90	3.0	7.90	remove	contiguous with Millstream Crk forest, root zone overlaps SPEA
33	Arbutus	<i>Arbutus menziesii</i>	420 Lot 2	29	1.7	7.7	8.7	good	fair	poor	yes	10.47	3.0	7.47	remove	contiguous with Millstream Crk forest, root zone overlaps SPEA, retain stump / root system
34	Douglas-fir	<i>Pseudotsuga menziesii</i>	420 Lot 2 Millstream Crk SPEA	63	3.8	8.0	9.0	good	good	mod	yes	11.14	3.0	8.14	retain	Millstream Crk SPEA tree
35	Western Redcedar	<i>Thuja plicata</i>	420 Lot 2 Millstream Crk SPEA	147	8.8	4.0	5.0	fair	poor	poor	yes	13.30	3.0	10.30	retain	Millstream Crk SPEA tree, veteran, large / open fire scar, broken trunk at 15m
36	Redcedar	<i>Thuja plicata</i>	420 Lot 2	42	2.5	5.0	6.0	good	good	poor	yes	8.14	3.0	5.14	retain	contiguous with Millstream Crk SPEA forest, north root zone @ SPEA boundary
37	Douglas-fir	<i>Pseudotsuga menziesii</i>	420 Lot 2	69	4.1	5.5	6.5	good	good	poor	yes	6.92	3.0	3.92	remove	contiguous with Millstream Crk SPEA forest, retain stump / root system
38	Redcedar	<i>Thuja plicata</i>	420 Lot 2	44	2.6	6.5	7.5	good	good	poor	yes	7.12	3.0	4.12	remove	contiguous with Millstream Crk SPEA forest, retain stump / root system
39	Douglas-fir	<i>Pseudotsuga menziesii</i>	420 Lot 2	41	2.5	8.5	9.5	good	good	poor	yes	4.92	3.0	1.92	remove	contiguous with Millstream Crk SPEA forest, retain stump / root system
40	Douglas-fir	<i>Pseudotsuga menziesii</i>	420 Lot 2	66	4.0	9.0	10.0	good	good	poor	yes	5.63	3.0	2.63	remove	contiguous with Millstream Crk SPEA forest, retain stump / root system
41	Western Redcedar	<i>Thuja plicata</i>	420 Lot 2	52	3.1	7.6	8.6	good	fair	poor	yes	8.01	3.0	5.01	remove	contiguous with Millstream Crk forest edge, root zone overlaps SPEA, retain stump / root system
42	Douglas-fir	<i>Pseudotsuga menziesii</i>	420 Lot 2	66	4.0	9.0	10.0	good	good	mod	yes	9.26	3.0	6.26	remove	contiguous with Millstream Crk forest edge, root zone overlaps SPEA, retain stump / root system
43	Redcedar	<i>Thuja plicata</i>	420 Lot 1	59	3.5	6.2	7.2	good	good	poor	yes	4.38	3.0	1.38	remove	contiguous with Millstream Crk SPEA forest, retain stump / root system
44	Crimson King Norway Maple	<i>Acer glaberrimus</i>	2700 Loisano Pl	30	1.8	5.0	6.0	good	good	poor	no	2.47	1.0	1.47	remove	OIP 23, canopy / CRZ overlap 420 Lot 1, owner permission required to critically impact, retain stump / root system
45	Maple	<i>Acer macrophyllum</i>	390 Tamarack Rd	16	1.0	4.0	5.0	good	fair	poor	yes	0.81	1.0	0.00	remove	OIP 17, canopy / CRZ overlap 420 Lot 1, 2, owner permission required to critically impact, retain stump / root system
46	Maple	<i>Acer macrophyllum</i>	390 Tamarack Rd	42	2.5	6.0	7.0	good	poor	poor	yes	1.69	1.0	0.69	remove	420 south east corner, canopy / CRZ overlap 420 Lot 2, owner permission required to remove, retain stump / root system
47	Douglas-fir	<i>Pseudotsuga menziesii</i>	390 Tamarack Rd	75	4.5	6.5	7.5	good	fair	poor	yes	0.44	1.0	0.00	remove	420 south east corner, canopy / CRZ overlap 420 Lot 2, owner permission required to remove, retain stump / root system
48	Douglas-fir	<i>Pseudotsuga menziesii</i>	390 Tamarack Rd	60	3.6	6.0	7.0	good	good	poor	yes	1.39	1.0	0.39	remove	OIP 16, 420 south east corner, canopy / CRZ overlap 420 Lot 2, owner permission required to remove, retain stump / root system

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Urban & Wildland Forest Assessment & Mapping

Appendix 2b: 420 Tamarack Road Proposed Construction Tree Protection Plan



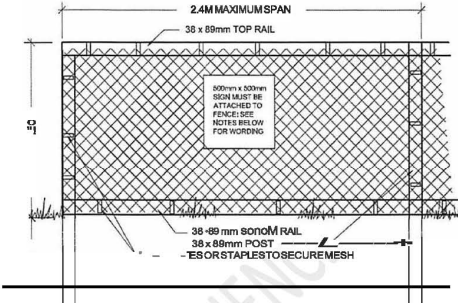
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Urban & Wildland Forest Assessment & Mapping

Appendix 3: Urban Forest Bylaw No.1735, 2018, Schedule “B” tree protection barrier fence specification.

SCHEDULE B
TREE PROTECTION BARRIER

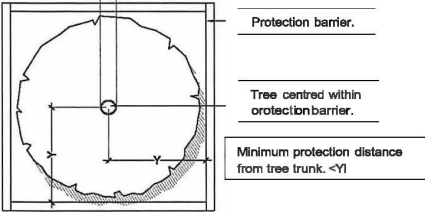
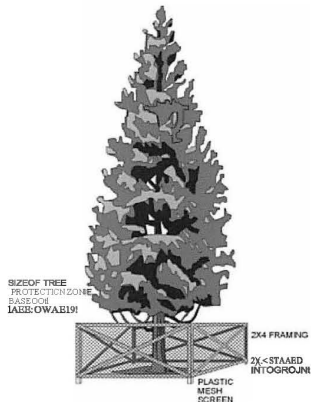
Trunk Diameter (cm)	Minimum protection distance (y) (m from trunk)
x	6X
20	1.2
25	1.5
30	1.8
35	2.1
40	2.4
45	2.7
50	3.0
55	3.3
60	3.6
75	4.5
90	5.0
100	6.0



Trunk Diameter X

Notes

- Tree diameter at breast height (dbh) to be measured at 1.4m from grade.
- Install the tree protection barrier before construction begins and keep in place until landscape construction is complete.
- Attach a 500mm x 500mm sign with the following wording: WARNING – TREE PROTECTION AREA. This sign must be affixed on every fence face or at least every 10 linear metres.
- Storage of building materials and litter within, or against the tree protection barrier is prohibited. The developer/owner are responsible for the maintenance within the tree protection barrier
- Maintain existing grades at protection barrier for all protected and retained trees.
- Re-grading outside of the protection barrier should not adversely compromise protected, retained and existing trees

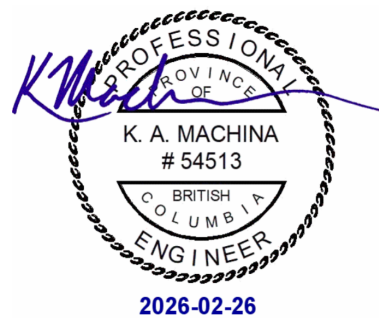



"Urban Forest Bylaw" No. 1735, 2018 – Consolidated Version



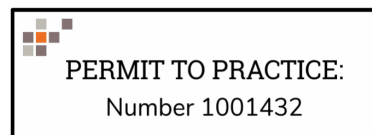
420 TAMARACK ROAD

Traffic Impact Assessment



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Reviewer



Prepared For: Laricina Properties Inc.
Date: February 26, 2026
Our File No: 3931.B01

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1.0 INTRODUCTION

WATT Consulting Group is retained by Laricina Properties Inc. to prepare a Transportation Impact Assessment (TIA) for a proposed multifamily development with one, six-storey building at 420 Tamarack Road in the City of Colwood. The site location is illustrated in **Figure 1**.

1.1 The Site Today

The site is bound by Tamarack Road and single-family homes to the south, single-family homes to the east, Gamble Park to the west, and vegetation to the north.

The site today is occupied by one single family home situated at the north end of the lot.

1.2 Proposed Development

The proposed development will include one, six-storey multifamily apartment building with up to 153-units.



Figure 1 – Site Location



1.3 This Report

This report is provided as part of the rezoning application being submitted to the City of Colwood. Based on the City of Colwood's guidelines this study falls under TIA level 2 (25-75 trips) as the maximum number of 2-way trips is 60 in the PM peak hour. The confirmed Terms of Reference are provided in **Appendix A**.

This report provides the following:

- An overview of the existing and evolving transportation context, including vehicular, pedestrian, cycling, and transit facilities, and area travel characteristics
- An overview of the proposed development and the transportation-related features of the proposed site plan
- An overview of what Transportation Demand Management (TDM) is and an assessment of any needed TDM
- A projection of the site's trip generation, distribution, and assignment potential
- An assessment of existing traffic patterns and volumes in the study area during the opening day.
- A review of the vehicular traffic volume changes that may occur in the future due to growth in the surrounding area
- An operational assessment of vehicular traffic operations in the study area under existing, background, and post-development conditions



2.0 TRANSPORTATION CONTEXT

2.1 Road Network

2.1.1 Existing Road Network

The existing road network, lane configuration, and intersection control within the study area are illustrated in **Figure 2**. An outline of the characteristics of the existing roads and intersections within the study area are provided in **Table 1** and **Table 2**, respectively.

Table 1 – Existing Road Network

Ownership	Classification	Cross Section	Speed Limit	Features
Goldstream Avenue				
City of Colwood	Arterial	Urban	50 km/h	Two lanes (one in each direction); On-street parking available on the south side fronting the golf course and north side in front of residential; North side of road has concrete curb/asphalt shoulder (bike lane), south side is concrete curb at intersections and a gravel shoulder between the bus stops on Wale Road and Island Highway
Wale Road				
City of Colwood	Arterial	Urban	50 km/h	Three lanes (one in each direction and continuous left turn lanes in centre); Parking in lay-by on-street; concrete curb
Wilfert Road				
City of Colwood	Local	Urban	50 km/h	Two lanes (one in each direction); On-street parking north of the intersection; concrete curb; Road is under construction due to development in the area, so final road configuration is unknown.
Gamble Drive				
City of Colwood	Local	Urban	50 km/h	Two lanes (one in each direction); On-street parking; East shoulder is gravel, west shoulder is a concrete curb
Tamarack Road				
City of Colwood	Local	Rural	50 km/h	Two lanes (one in each direction); On-street parking; Gravel shoulders



Table 2 – Study Area Intersection Overview

Intersection	Control Type	Crosswalks	Features
Goldstream Avenue / Wale Road	Signalized	South and East legs	3-leg intersection with no north leg; Northbound channelized right turn; Westbound left turn lane
Wale Road / Gamble Drive	Stop-Controlled	None	3-leg intersection with no south leg; Eastbound and westbound left turn lanes (westbound left turns into a private driveway); Southbound is limited to right turns only
Wale Road / Wilfert Road	Signalized	North and East legs; Diagonal NW corner to SE corner (pedestrian phase only)	3-leg intersection with no south leg; Eastbound left turn lane; Westbound right turn lane; Southbound has separate left and right turn lanes; No right-turn-on-red; Galloping Goose Regional Trail crossing with a pedestrian “scramble” phase.
Tamarack Road / Gamble Drive	Stop-Controlled	None	3-leg intersection with no north leg
Tamarack Road / Loiacono Place	Stop-Controlled	None	3-leg intersection with no south leg

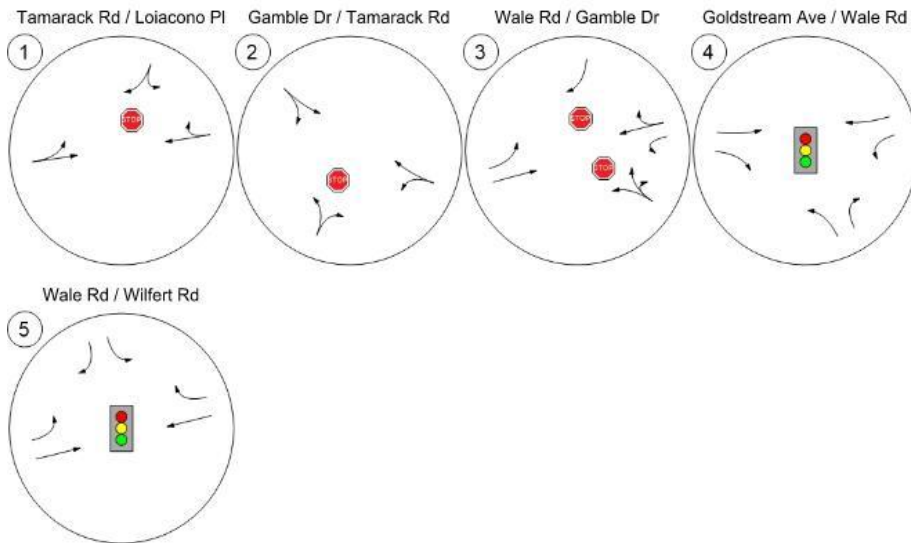


Figure 2 – Existing Road Network



2.1.2 Evolving Road Network

Wilfert Road is incomplete due to construction in the area and is classified as a Collector Road.

The residents of the area have identified a concern that on-street parking activity along both sides of the road narrows the road to effectively one lane, making entering and exiting at Wale Road challenging, especially during peak hours. It is recommended to restrict on-street parking to only one side on Gamble Drive to mitigate this issue and allow safer traffic flow in the area.

2.2 Transit Network

2.2.1 Existing Transit Network

The existing transit network in the vicinity of the site is illustrated in **Figure 3**. An outline of the nearby transit routes within the study area is provided in **Table 3**.



Table 3 – Existing Transit Network

Route # and Name	Nearest Stop	Walking Distance to Nearest Stop	Headways
Route 39 – Westhills / Interurban / Royal Oak / UVic	Sooke Rd / Goldstream Ave	850 metres (12 minutes)	Weekdays: Every 30 – 60 minutes* Weekends: No trips by site
Route 43 – Royal Roads / Belmont Park	Sooke Rd / Goldstream Ave	850 metres (12 minutes)	Weekdays: One AM and two PM Weekends: None
Route 46 – Dockyard / Westhills	Goldstream Ave / Wale Rd	300 metres (5 minutes)	Weekdays: Every 30 – 60 minutes (3-hr gap between 10:00 to 13:30) Weekends: None
Route 48 – Happy Valley / Downtown	Sooke Rd / Goldstream Ave	850 metres (12 minutes)	Weekdays: Three AM trips (between 6:45-7:45) and three PM trips (between 16:45-17:45) Weekends: None
Route 51 – Langford / UVic	Sooke Rd / Goldstream Ave	850 metres (12 minutes)	Weekdays: Langford to UVic: Four early AM trips and two PM trips* UVic to Langford: Two early AM trips and four PM trips* Weekends: None
Route 52 – Colwood Exchange / Bear Mountain	Sooke Rd / Goldstream Ave	850 metres (12 minutes)	Weekdays: Every 20 – 60 minutes Weekends: Every 30 – 60 minutes
Route 61 – Sooke / Langford / Downtown	Sooke Rd / Goldstream Ave	850 metres (12 minutes)	Weekdays: AM trips between 5:50-8:40; PM trips between 15:40-18:25; Every 15 – 25 minutes Weekends: No trips by site
Route 95 – Langford / Downtown RAPIDBUS	Goldstream Ave / Wale Rd	300 metres (5 minutes)	Weekdays & Saturdays: Peak Hours (7-10 AM) - Every 7 – 8 minutes Outside Peak Hours: Every 15 – 30 minutes Sundays: Peak Hours (8-10 AM) - Every 7 – 8 minutes Outside Peak Hours: Every 15 – 30 minutes

*More trips operate in the morning between 7:00-9:00 and in the evening between 14:00-17:00 during the Fall or Winter sessions for UVIC and/or Camosun College.



Amenities at local bus shelters:

- Sooke Road / Goldstream Avenue – Bus shelter with bench, garbage can, and a bus stop sign with a schedule.
- Goldstream Avenue / Wale Road - Bus shelter with bench, garbage can, and a bus stop sign with a schedule



Figure 3 – Existing Transit Network

2.2.2 Evolving Transit Network

As outlined in Colwood's Transportation Master Plan (TMP), improved transit service is critical for changing ridership mode split. This includes increased frequency of transit, access to key destinations, and improvements to stops. The TMP notes that Wale Road is not on the proposed transit network, and as outlined above there are no stops on Wale Road near the site; however, Wale Road and Goldstream Avenue are both listed as candidate locations for transit priority treatments such as signage, enhanced information, accessible bus stops, etc. Goldstream Avenue is also listed as a priority corridor for rapid transit.



The Colwood Exchange is just under 1 km away (15min walk) and has shelters and other amenities. The stop at Wale Road and Goldstream Avenue has a shelter, trash can, and signpost. The well-developed transit amenities in the area leave little room for transit improvements as the City's criteria outlined in the TMP is met.

The *West Shore Transit Future Plan (2022)* outlines as a short-term priority an increase in infrastructure for the West Shore RapidBus line including queue jumper lanes at key intersections and dedicated transit lanes to improve service reliability along the corridor. Also included are evening frequency improvements as ridership increases for the West Shore RapidBus. Medium-term service priorities include a restructuring of the West Shore Network, which will give route 52 improved frequency, and a new terminus point at Colwood Exchange / Millstream to allow it to function as an FTN. Route 46 and 51 will be restructured / extended so they can serve the Westhills. Long-term service priorities include enhanced amenities such as larger shelters, more seating, and electronic information displays. West Shore transit restructuring near the site is illustrated in **Figure 4**.

A 200-metre radius of land around the Colwood Exchange is designated as a Transportation Oriented Area (TOA), which allows for more development density and reduced amounts of parking in the area near the development. The site is approximately 480 metres from the TOA zone.



Figure 4 – Evolving Transit Network

2.3 Cycling Network

2.3.1 Existing Cycling network

The existing cycling network in the vicinity of the site is summarized in **Table 4**, and illustrated in **Figure 5**. Tamarack Road, Loiacono Place, and Gamble Drive do not have bike facilities currently.

Table 4 – Existing Cycling Network

Road Name	Type of Facility	Features
Goldstream Avenue	Unidirectional Bike Lanes	Painted bike lanes; Connects to the E&N Rail Trail Humpback Connector which leads to the Galloping Goose Regional Trail.
Wale Road	Unidirectional Bike Lanes	Painted bike lanes; Connects to the Galloping Goose Regional Trail at Wilfert Road.
Galloping Goose Regional Trail	Paved Multi-Use Trail	Runs from Victoria to Sooke. Intersects with the Lochside Regional Trail and the E&N Rail Trail.

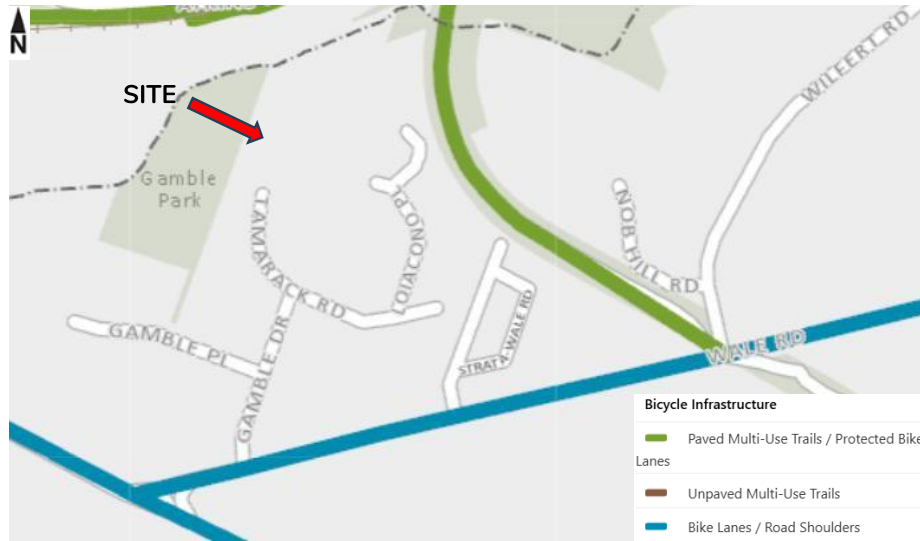


Figure 5 – Existing Cycling Network



2.3.2 Evolving Cycling Network

According to the Colwood Active Transportation Network Plan (Draft July 2022), Wale Road and Goldstream Avenue are identified as Priority Networks. Goldstream Avenue is also marked as a Primary Regional Cycling Connection directed into the west. Wale Road is not proposed to have any cycling upgrades as part of the ANTP or TMP, although it is listed as a Priority Network (with existing bike lanes) element in the Long-Term Cycling Network. The evolving cycling network is illustrated in **Figure 6**.

In the vicinity of the site, Goldstream Avenue is identified as a road that will get future protected bike lanes and Wilfert Road is listed as a road that will get future bicycle lanes (the ANTP suggests buffered bicycle lanes). The ANTP suggests that the intersection of Wale Road / Wilfert Road is a good place for a cycling hub (i.e., bicycle racks, bicycle maintenance and repair station, public art, lighting, bicycle counters, other amenities, etc.) for the Galloping Goose Regional Trail.

The Colwood Master Transportation Plan lists Wale Road and Goldstream Avenue as places that the City should consider upgrading the existing bicycle lanes and shoulder bikeways to buffered bicycle lanes or physically separated bicycle lanes to increase safety and comfort (as the opportunity arises). Physical protection of cyclists is critical to attract new riders.

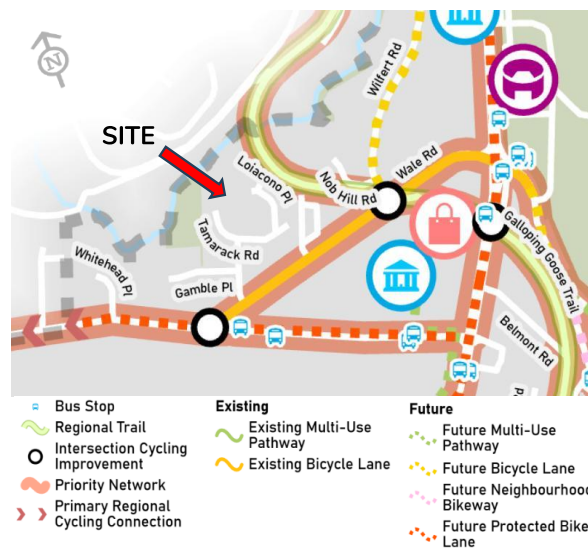


Figure 6 – Evolving Cycling Network



The Colwood Official Community Plan and the City of Colwood website both recommended a grade-separated bridge for the Galloping Goose Regional Trail at Island Highway, which started construction in the summer of 2025. Construction is expected to be completed before the March 2026 grant deadline will expire. The Galloping Goose Overpass location as illustrated in the OCP is illustrated in **Figure 7**.

In the long-term, as redevelopment opportunities arise (specifically at 380 Tamarack Road or 2700 Loiacono Place), adding a connection to the Galloping Goose Trail from Loiacono Place would further improve the active transportation connections for this residential area and should be explored by the City of Colwood. The developer has reached out to both property owners and has either received no response or they have declined to participate in providing the connection at this time. The City of Colwood cannot compel the developer to construct infrastructure on another landowner's property. A cost contribution from the developer towards a future connection to the trail, to be completed by others as the adjacent properties come up for redevelopment, is recommended.

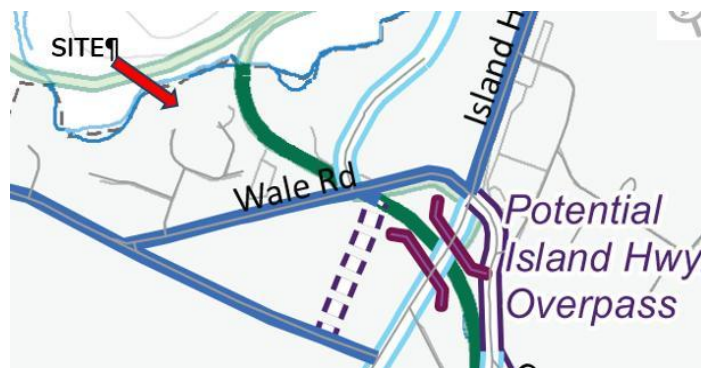


Figure 7 – Galloping Goose Overpass Location



2.4 Pedestrian Network

2.4.1 Existing Pedestrian Network

The existing pedestrian network in the vicinity of the site is summarized in **Table 5** and illustrated in **Figure 8**. The map shown in **Figure 8** (taken from the ANTP) incorrectly shows sidewalk on both sides of Wale Road; in reality there is a 225m gap east of Gamble Drive, although a worn foot path is present clearly noting the desire for sidewalk. Gamble Drive itself has no sidewalk, which is a barrier for those wishing to walk to access nearby transit.

Table 5 – Existing Pedestrian Network

Road Name	Type of Facility	Features
Goldstream Avenue	Sidewalk	Concrete sidewalk on north side and asphalt sidewalk with rollover curb switching to regular curb on south side east of 318 Goldstream Ave, and concrete sidewalk at Island Hwy intersection; Priority pedestrian network
Wale Road	Sidewalk	Concrete sidewalk on both sides except for a 225m gap on the north side of Wale Road east of Gamble Drive; Crosswalk with flashers across Wale Rd at Wilfert Rd; Priority pedestrian network
Gamble Drive	None	No sidewalk present
Tamarack Road	None	No sidewalk present
Loiacono Place	None	No sidewalk present



Figure 8 – Long Term Sidewalk Network



2.4.2 Evolving Pedestrian Network

The evolving pedestrian network is illustrated in **Figure 8**. Note that the sidewalk gap noted above is still present and not accounted for in **Figure 8**. The *Subdivision and Development Servicing Bylaw No. 2000* recommends local roads have a 2-metre sidewalk on both sides of the road. Adding a walkway on Tamarack Drive and Gamble Drive is recommended to facilitate this connection. Low-cost materials (such as asphalt) can be explored in the interim prior to other properties on Tamarack or Gamble redeveloping and improving their frontages in accordance with the *Development Servicing Bylaw's* sidewalk requirements.

The TMP lists adding concrete sidewalks on both sides of all arterial and collector streets as a short- and medium-term priority. Specifically, Goldstream Avenue is shown as a priority proposed sidewalk and is illustrated in **Figure 9**.



Figure 9 – Priority Sidewalk Improvements



3.0 PROPOSED DEVELOPMENT

The proposed development will include one, six-storey multifamily apartment building with 153 units. The key land uses and transportation-related elements of the proposed site plan are summarized in **Table 6**. The current site plan is provided in **Appendix B**. The site has an elevation difference from the south end of the lot to the north end of the lot. Due to this the Tamarack Road driveway connects to the fourth-floor level, and the Loiacono Place driveway connects to the ground floor (first floor) level.

Table 6 – Development Proposal

Site Element	Details	
Residential Units	153 units	
Vehicular Access	Two accesses; One north-south driveway on Tamarack Road with limited parking; one east-west driveway on Loiacono Place that connects to the main parkade.	
Cyclist Access	Long-term bicycle parking is located on the ground floor, P1, and P2 levels of the parkade. Access to bike parking on the ground floor is provided from a pathway through the courtyard. Bike parking in the parkade is accessed via the parking garage ramp. The short-term bicycle parking is located to the east of the visitor parking at the Tamarack Road driveway.	
Pedestrian Access	One pedestrian access is provided adjacent to the parking off Tamarack Road which leads to the front lobby; One pedestrian access is provided off Loiacono Place adjacent to the parkade entrance which leads to the back lobby.	
Loading Access	One loading space on the ground floor with access from Loiacono Place	
Vehicular Parking Supply	Residential	167 spaces
	Visitor	23 spaces
	Loading	1 space (not included in total)
	Total	190 spaces
Bicycle Parking Supply	Long-term (standard bicycle)	170 spaces
	Oversized Bikes	17 spaces (Included in Long Term Total)
	Short-term	6 spaces
	Total	176 spaces

Based on architectural plans prepared by Lovick Scott Architects, dated December 23, 2025.



3.1 Site Access

One site access is provided off Tamarack Road via a north-south driveway at the south end of the property at the west end of Tamarack Road. The other site access is provided via an east-west driveway at the east edge of the property at the north end of Loiacono Place. The Loiacono Place entrance will have a hammerhead to facilitate vehicles turning around and Tamarack Road will end in a cul-de-sac. A variance from the *Subdivision and Development Servicing Bylaw No. 2000* is required to facilitate the extension of the dead end from the cul-de-sac on Loiacono Place (length of dead-end is limited to 200m or less), and to permit a hammerhead design in lieu of a cul-de-sac. The proposed hammerhead design meets the intent of the *Subdivision and Development Servicing Bylaw*, as it provides motorists and servicing vehicles (such as fire trucks or waste collection vehicles) an opportunity to turn around at the dead end.

The speed limit is not posted in the area; however, traffic entering or exiting the area is expected to be slowing down to maneuver the curve in the road, end their trips, or to approach Gamble Drive to exit the cul-de-sac. Due to this, we have assumed a travelling speed in the area of 30 km/h for stopping sight distance.

A sight distance assessment was conducted at the proposed driveway. The required and measured sight distances as defined by the Transportation Association of Canada (TAC) and their publication *Geometric Design Guide for Canadian Roads, 2017* are summarized in **Table 7**.

Table 7 – Stopping Sight Distance Requirements

Access	Direction (Looking)	Speed Limit	Required Sight Distance	Measured Sight Distance	Achieved?
Tamarack Rd Access	South	30 km/h	35m	40m	Yes
	North	30 km/h	35m	50m	Yes
Loiacono PI Access	East	30 km/h	35m	40m	Yes
	West	30 km/h	35m	40m	Yes

The sight distance looking south out of the Tamarack Road driveway is a maximum of 40 metres due to a tree before the road starts to curve to the east. Looking north towards the driveway the sight distance is 50 metres. These sight distances are



sufficient for stopping sight distance requirements. The sight distance looking east (towards the driveway) or west (out of the driveway) of the Loiacono Place driveway is a maximum of 40 metres for both before the road starts to curve to the south. The sight distance is sufficient for stopping sight distance requirements assuming a travelling speed of 30 km/h. It is recommended to post a new speed limit of 30 km/h on Tamarack Road and Loiacono Place to reflect the residential nature of the roads and the slow travelling speeds required to access driveways.

Both of these driveways are situated at the end of cul-de-sacs and are low conflict due to the minimal trips from the surrounding single-family homes and the lack of crossing conflict points. The site's sight lines should be kept free of hardware (utility boxes, mailboxes, etc.), and vegetation should be designed appropriately.

3.2 Vehicular Parking

3.2.1 Vehicular Parking Requirements

The site is currently subject to the parking requirements outlined in the City of Colwood Bylaw No.1909 (2022). As the site is located in the "Urban Centre" area, reduced parking requirements are available. Per Section 2.3 in Bylaw No.1909, the calculation of parking and loading requirements must round decimal parking numbers to the nearest whole number. The vehicular parking requirements applicable to the site are outlined in **Table 8**.



Table 8 – Vehicular Parking Requirements

Use	Units / GFA	Minimum Rate	Minimum Requirement
Studios	23 units	0.8 spaces / unit	18.4 spaces
One Bedroom	80 units	1.0 spaces / unit	80 spaces
Two Bedrooms	39 units	1.3 spaces / unit	50.7 spaces
Three Bedrooms	11 units	1.5 spaces / unit	16.5 spaces
Visitor	153 units	0.15 / unit	22.9 spaces
Subtotal			188.5 spaces
Accessible	N/A	>151 spaces = 3 plus 1 space every 50 after	4 spaces (Included in Total)
Small Parking (Optional)	N/A	Max 30% of Required Total	56.6 spaces (Optional)
Total			189 spaces

3.2.2 Vehicular Parking Supply

The developer proposes to provide 190 parking spaces, exceeding the required total by one parking space. Included in the 190-parking space supply, four stalls will be accessible, 23 will be visitor spaces, and 43 will be small car spaces (22.6% of the required total). This meets the requirements outlined in the City of Colwood Bylaw No.1909 (2022).

3.2.3 Parking and On-Site Circulation

The residential parking garage is accessed from a driveway at the east edge of the property via Loiacono Place. Three visitor parking spaces are located on the P1 level, one of which is also accessible parking. Two additional accessible spaces are located adjacent to the elevator core on P1 and P2. An additional two at-grade, small visitor parking spaces are provided off Loiacono Place. Tamarack Road provides access to 18 at grade visitor parking spaces, one of which is also accessible, which are accessed via a driveway at the front of the building.

The north tower elevator core is located at the bottom of the parkade ramp which will necessitate traffic turning right immediately at the bottom of the ramp and then making a left to access the majority of parking spaces. The ramp down to P2 allows vehicles to



turn left at the bottom of the ramp. The parking garage has central north-south aisles with parking spaces on either side off Loiacono Place.

3.3 Loading Supply

For a residential building with more than ten units, one (1) loading space is required. The developer proposes to meet the requirement for one loading space, off Loiacono Place, adjacent to the two at-grade surface visitor spaces. The proposed loading supply meets the requirements outlined in the City of Colwood Bylaw No.1909 (2022).

3.4 Bicycle Parking

3.4.1 Bicycle Parking Requirements

The site is currently subject to the bicycle parking requirements outlined in City of Colwood Bylaw No.1909. The bicycle parking requirements applicable to the site are outlined in **Table 9**.

Table 9 – Bicycle Parking Requirements

Use	Units / GFA	Minimum Rate	Minimum Requirement
Long-term	86 units	1.0 spaces / unit <60m ²	86 spaces
	67 units	1.25 spaces / unit >60m ²	83.75 spaces
Short-Term	1 building	6 spaces / building	6 spaces
Oversized	-	10% of required (long and short term)	17 spaces (Included in long-term requirement)
Subtotal			170 spaces

3.4.2 Bicycle Parking Supply

A total of 170 long-term bicycle spaces including 17 E-bike / cargo bike / oversized spaces and an additional 6 short term spaces is proposed by the developer. This meets the requirements outlined in the City of Colwood Bylaw No.1909 (2022).



The short-term bicycle parking is located to the east of the visitor parking at the Tamarack Road driveway. Regular sized long-term bicycle parking is located in the southwest corner of the building (ground floor), the northeast corner of the parkade on P1, and the northwest corner of P1 and P2. Oversized bicycle parking is located in the northwest corner of the parkade on P1 and P2 as well. Scooter parking is located south of the oversized bicycle parking room on P1.

Cyclists can access the ground floor long-term bike room through an inner door on the north end of the bike room accessed from the lobby hallway and also through the pedestrian pathway that runs through the outdoor open space located west of the loading space on the ground floor. Cyclists can access the P1 bike room via the parkade access ramp on the east end of the building, the elevator opposite the lobby, or the stairs in the northeast corner of the building. The bike room door is in the northwest corner of the room.



4.0 TRAFFIC OPERATIONS ANALYSIS

4.1 Traffic Analysis Scenarios and Time Periods

Traffic operations analysis has been undertaken during the weekday PM peak period under the following scenarios:

- Existing Conditions (Section 4.4)
- 2027 Background Conditions (Section 4.5)
- 2027 Post-Development Conditions (Section 4.6)

Previous traffic counts were examined to determine the appropriate peak hour. The PM peak hour has the larger traffic volumes and is therefore the more conservative hour to study. Opening day is expected to be two years from the beginning of construction, the year 2027.

4.2 Methodology and Performance Evaluation Criteria

Intersection capacity analysis for the existing and proposed conditions was completed using the Vistro software package, which uses the Highway Capacity Manual (HCM) evaluation methodology.

Results are measured in volume-to-capacity ratio, delay (seconds), Level of Service (LOS), and 95th percentile queue length (metres).

The volume-to-capacity ratio (v/c) is an indicator of the capacity utilization for the key movements in the intersection. A v/c of 1.0 indicates that certain governing traffic movements through the intersection are operating at maximum capacity.

The LOS for unsignalized (stop-controlled and roundabout) intersections is determined by the calculated delay for each critical movement. The LOS for a signalized intersection includes additional factors such as geometry, traffic and pedestrian volumes, and signal phasing / timing. LOS is broken down into six letter grades, with LOS A being excellent operation, and LOS F being unstable / failing operations. **Table 10** summarizes the delay per vehicle with the corresponding LOS for both signalized and unsignalized intersections.



Table 10 – Level of Service Criteria

Level of Service (LOS)	Unsignalized Intersections: Average Vehicle Delay (sec / veh)	Signalized Intersections: Average Vehicle Delay (sec / veh)
A	0-10	0-10
B	> 10-15	>10-20
C	>15-25	>20-35
D	>25-35	>35-55
E	>35-50	>55-80
F	>50	>80

The values in **Table 11** have been selected as the threshold between acceptable and unacceptable performance at the study area intersections.

Table 11 - Thresholds

Value	Thresholds	
	Signalized	Unsignalized
v/c	≥0.9	≥0.85
LOS	E or F	
Queue Lengths	Exceeding existing storage capacity	

The existing storage capacity at the study area intersections is summarized in **Table 12**.



Table 12 – Existing Storage Capacity

Lane	Storage Capacity (m)
Wale Road / Gamble Drive (Two-way Stop)	
EBL	20
Goldstream Avenue / Wale Road (Signal)	
EBR	25
WBL	15
NBR	10
Wale Road / Wilfert Road (Signal)	
EBL	50
WBR	30

4.3 Input and Calibration Parameters

Heavy Vehicle Percentage

The percentage of heavy vehicles for each movement was based on the information provided as part of the turning movement counts. Where not available, a default value of 2 percent heavy vehicles was assumed.

Peak Hour Factor

The Peak Hour Factor (PHF) was based on the information provided as part of the turning movement counts. PHFs were calculated for each intersection using the overall intersection volumes. Where not available, a default PHF of 0.90 was used.

Signal Timings

Existing signal timings were used for all scenarios.



4.4 Existing Conditions

4.4.1 Existing Traffic Volumes

Turning movement counts were established for intersections in the study area for the weekday PM peak hour period. Traffic counts adopted as the basis for this study are summarized in **Table 13**.

Analysis of AM and PM peak hour counts showed that the PM peak hour was the most heavily trafficked. As per the *Colwood Transportation Impact Assessment (TIA) Guidelines*, only the highest volume time of day will be analyzed.

Table 13 – Existing Turning Movement Counts

Intersection	Count Date	Time Period	Source
Goldstream Avenue / Wale Road	Wednesday, February 1, 2023	4:00 – 5:00 PM	WATT
Wale Road / Gamble Drive	Wednesday, April 10, 2024	4:00 – 5:00 PM	WATT
Wale Road / Wilfert Road	Tuesday, January 21, 2025	4:00 – 5:00 PM	WATT
Tamarack Road / Gamble Drive	Tuesday, January 21, 2025	4:00 – 5:00 PM	WATT
Tamarack Road / Loiacono Place	Tuesday, January 21, 2025	4:00 – 5:00 PM	WATT

The existing turning movement counts were reviewed in detail to ensure general consistency in traffic volumes between intersections. The intersection of Goldstream Avenue / Wale Road was not well balanced with the neighboring intersection of Wale Road / Gamble Drive due to the difference in count dates. The decision was made to add traffic (rather than remove traffic) to the eastbound and westbound through movements at Goldstream Avenue / Wale Road to balance the traffic with the recent count at Wale Road / Gamble Drive. Adding traffic aligns with corridor growth in the area and is a more conservative estimate of traffic.

Traffic counts for the Wale / Gamble intersection included the driveway for the adjacent 364 Goldstream Avenue property as a fourth leg of the intersection.

The existing and balanced baseline traffic volumes for the weekday PM peak hour period are illustrated in **Figure 10**.

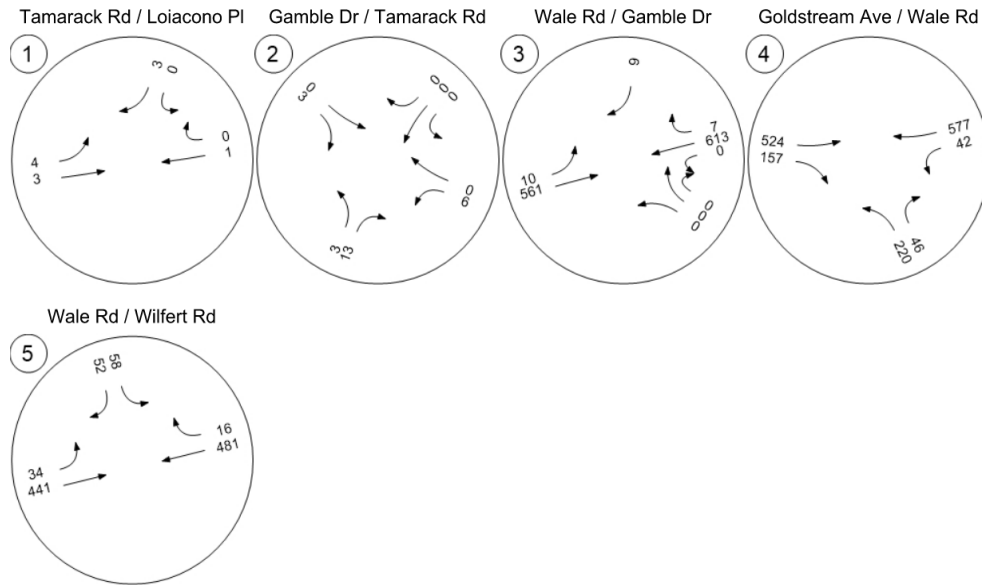


Figure 10 – Existing Traffic Volumes

4.4.2 Existing Traffic Operations

Intersection analysis results for existing conditions are summarized in **Table 14**.



Table 14 – Existing Conditions – PM Peak Hour

Movement	v/c	LOS	Delay (s)	95 th Percentile Queue (m)	Storage (m)
Goldstream Ave / Wale Rd (Signalized)					
NBL	0.67	B	16	21	
NBR	0.06	B	12	1	10
EBT	0.65	A	8	28	
EBR	0.12	A	5	3	25
WBL	0.13	B	13	3	15
WBT	0.73	A	9	33	
Wale Rd / Wilfert Rd (Signalized)					
SBL	0.25	B	16	6	
SBR	0.24	B	16	5	35
EBL	0.12	B	16	3	20
EBT	0.62	B	10	32	
WBT	0.67	B	11	36	
WBR	0.03	A	7	1	15
Wale Rd / Gamble Dr (Two-way Stop)					
SBR	0.02	B	13	0	
EBL	0.01	A	9	0	15
EBT	0.01	A	0	0	
WBL	0.00	A	9	0	15
WBT/R	0.01	A	0	0	
Gamble Dr / Tamarack Rd (Two-way Stop)					
NB	0	A	1	0	
EB	0	A	8	0	
WB	0.01	A	9	0	
Tamarack Rd / Loiacono PI (Two-way Stop)					
SB	0	A	8	0	
EB	0	A	4	0	
WB	0	A	0	0	

= Value exceeding threshold



Currently all of the intersections are functioning within capacity at LOS B or better with delays of 16 seconds or less. The v/c for all intersections is 0.67 or less and all 95th percentile queues are within their storage capacity.

During the traffic counts at Wale Road / Gamble Drive it was observed that the restriction on southbound left turns was easily ignored by residents, as the existing median island does not impede residents' ability to make the left turn. An alternative option to restrict the southbound left turns is to install a channelized island on the Gamble side of the intersection; however, this may complicate movements into the adjacent westbound left turn lane at the Goldstream intersection and should be considered during the design process.

4.5 Background Conditions

4.5.1 Corridor Growth

A 2% annual linear growth rate was used based on the Terms of Reference negotiations to simulate future conditions where further development not directly accounted for in this study may occur. A study of the surrounding neighbourhood at full OCP buildout is not within the scope of this study.

4.5.2 Concurrent Developments

Allowances were made to account for new traffic generated by other development proposals near the site. One background development has been considered for the purposes of this study. The concurrent development considered is summarized in **Table 15**. At the time of writing, the rezoning application for the 396 Tamarack site has been denied at Council; however, it is still included as a concurrent development for the purposes of this study to provide a conservative estimate of future traffic volumes.

Table 15 – Concurrent Developments

Development Address	Development Statistics	Trip Generation / Distribution Source
396 Tamarack Road	66 mid-rise, multifamily units	WATT TIA



4.5.3 Background Traffic Volumes

Background traffic volumes are the sum of existing traffic volumes, corridor growth, and concurrent developments which are expected to be completed by opening day. Background traffic volumes for 2027 are illustrated in **Figure 11**.

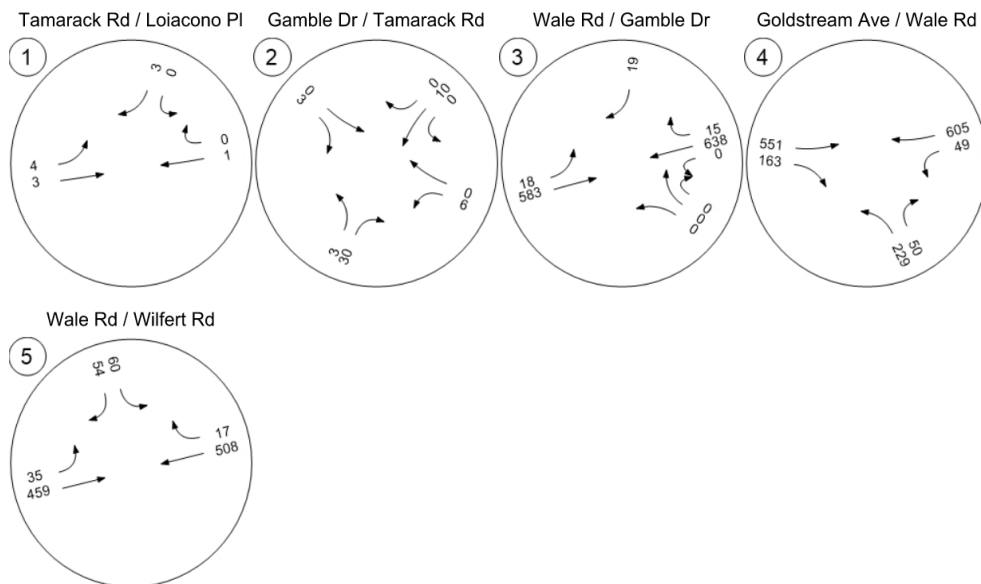


Figure 11 – 2027 Background Traffic Volumes

4.5.4 Background Traffic Operations – 2027

Intersection analysis results for 2027 under background conditions are summarized in **Table 16**.



Table 16 – Background Conditions – 2027 - PM Peak Hour

Movement	v/c	LOS	Delay (s)	95 th Percentile Queue (m)	Storage (m)
Goldstream Ave / Wale Rd (Signalized)					
NBL	0.68	B	17	24	
NBR	0.06	B	12	2	10
EBT	0.67	A	9	33	
EBR	0.12	A	6	3	25
WBL	0.15	B	14	5	15
WBT	0.74	A	10	39	
Wale Rd / Wilfert Rd (Signalized)					
SBL	0.26	B	17	7	
SBR	0.25	B	17	6	35
EBL	0.12	B	17	4	20
EBT	0.63	B	10	35	
WBT	0.69	B	11	41	
WBR	0.03	A	7	1	15
Wale Rd / Gamble Dr (Stop-Controlled)					
SBR	0.04	B	13	1	
EBL	0.02	A	9	0	15
EBT	0.01	A	0	0	
WBL	0.00	A	9	0	15
WBT/R	0.01	A	0	0	
Gamble Dr / Tamarack Rd (Stop-Controlled)					
NB	0	A	1	0	
EB	0	A	8	0	
WB	0.01	A	9	0	
Tamarack Rd / Loiacono PI (Stop-Controlled)					
SB	0	A	8	0	
EB	0	A	4	0	
WB	0	A	0	0	

= Value exceeding threshold



Under background conditions all of the intersections continue to function within capacity with very minor changes. All movements are LOS B or better with delays of 17 seconds or less. The v/c is good for all intersections at 0.87 or less, which remains less than the acceptable threshold and all 95th percentile queues are within their storage capacity.

4.6 Post-Development Conditions

4.6.1 Existing Site Trip Generation

Given the small number of existing trips on the site (i.e. one single family home), existing site trips were not removed from the trip generation forecast.

4.6.2 New Site Trip Generation

Vehicular trip generation rates for the proposed mixed-use development are based on the *ITE Trip Generation Manual (11th Edition)*. Trip generation for the proposed development was based off a previous version of the site plan which specified one, six-storey multifamily apartment building with 178 units. The new site plan has approximately 25 fewer units and will generate ~9 fewer trips in the PM peak hour. The analysis in this report is still valid and can be seen as a more conservative appraisal.

The trip generation forecast for the site is provided in **Table 17**. The proposed development is forecast to generate 60 new two-way trips in the weekday PM peak hour period.

Table 17 – New Site Trip Generation

Use	PM Peak Hour		
	In	Out	2-Way
Trip Generation Rates			
Multifamily Housing (Mid-Rise) (LU 221) ⁽¹⁾	0.24	0.15	0.39
Vehicular Trip Generation			
Residential (153-Units)	36	24	60
Total	36	24	60

Notes: 1. Trip rates are per dwelling unit



The above represents the expected trip generation for the most recent site plan (June 2025); however, the trip assignment and modelling analysis which was completed in April 2025 is based on nine less trips in the PM peak hour. This has negligible effects on the operations.

4.6.3 Trip Distribution and Assignment

The trip distribution pattern for site traffic was established based on existing traffic patterns and key sites and destinations in the area. The distribution of inbound and outbound traffic adopted for the proposed development is outlined in **Table 18**.

Table 18 – Site Traffic Distribution

Street	Direction	PM
Wale Road	North	50 % In / 40 % Out
Goldstream Avenue	East / South	10 % In / 5 % Out
	West	40 % In / 55 % Out

The new site traffic volumes assigned to the area road network are illustrated in **Figure 12**.

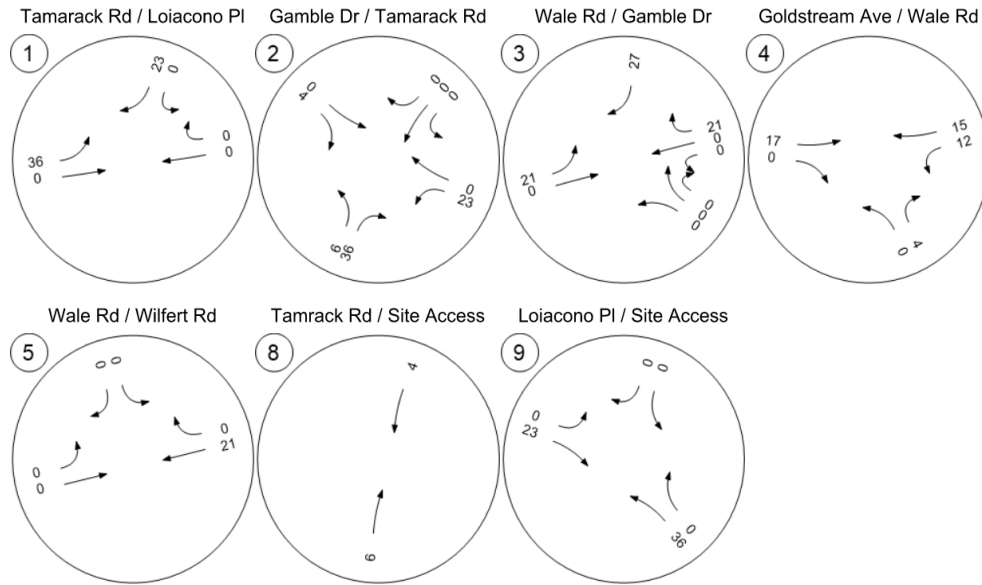


Figure 12 – New Site Traffic Volumes

4.6.4 Post-Development Traffic Volumes

Post-development traffic volumes are the sum of background traffic volumes and new site traffic volumes. Post-development traffic volumes for 2027 are illustrated in **Figure 13**.

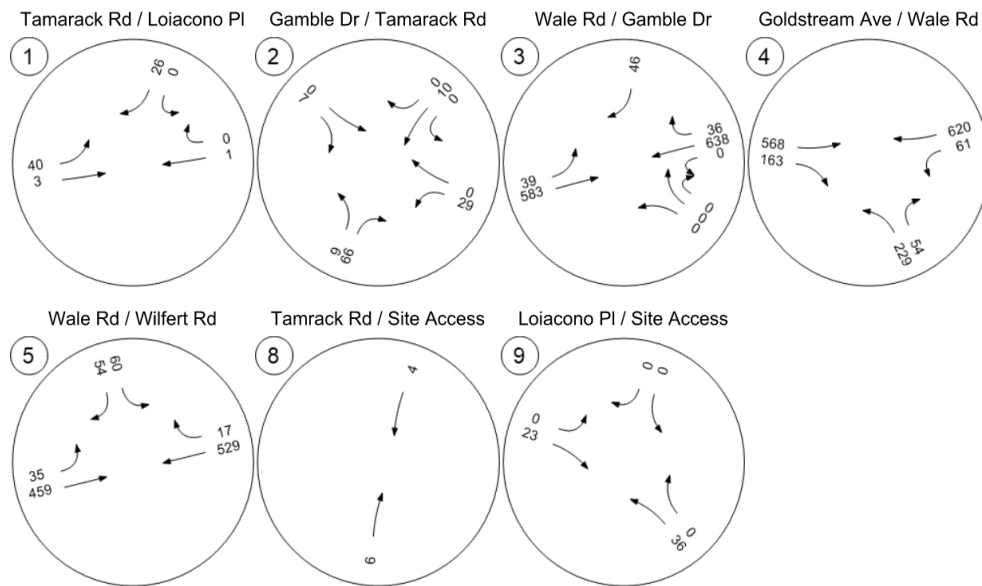


Figure 13 – 2027 Post Development Traffic Volumes

4.6.5 Post-Development Traffic Operations – 2027

Intersection analysis results for 2027 under post-development conditions are summarized in **Table 19**.



Table 19 – Post-Development Conditions – 2027 - PM Peak Hour

Movement	v/c	LOS	Delay (s)	95 th Percentile Queue (m)	Storage (m)
Goldstream Ave / Wale Rd (Signalized)					
NBL	0.69	B	18	26	
NBR	0.07	B	13	2	10
EBT	0.67	A	9	36	
EBR	0.12	A	6	4	25
WBL	0.19	B	15	6	15
WBT	0.74	A	10	42	
Wale Rd / Wilfert Rd (Signalized)					
SBL	0.27	B	17	7	
SBR	0.26	B	17	6	35
EBL	0.13	B	17	4	20
EBT	0.62	B	10	36	
WBT	0.71	B	11	44	
WBR	0.03	A	7	1	15
Wale Rd / Gamble Dr (Stop-Controlled)					
SBR	0.10	B	14	3	
EBL	0.04	A	9	1	15
EBT	0.01	A	0	0	
WBL	0.00	A	9	0	15
WBT/R	0.01	A	0	0	
Gamble Dr / Tamarack Rd (Stop-Controlled)					
NB	0.01	A	1	0	
EB	0.01	A	8	0	
WB	0.03	A	9	1	
Tamarack Rd / Loiacono PI (Stop-Controlled)					
SB	0.02	A	8	1	
EB	0.02	A	7	1	
WB	0	A	0	0	

= Value exceeding threshold



Under post development conditions all of the intersections continue to function within capacity with very minimal change. All movements remain at LOS B or better with delays of 18 seconds or less.

V/c for all intersections remains good at 0.74 or less, which is less than the acceptable threshold.

All 95th percentile queues are within their storage capacities in all scenarios. These results are effectively unchanged from the pre-development scenario.

Intersection analysis results for the proposed site access are summarized in **Table 20**.

Table 20 – Site Access Conditions - 2027- PM Peak Hour

Movement	v/c	LOS	Delay (s)	95 th Percentile Queue (m)	Storage (m)
Tamarack Rd / Site Access					
NB	0	A	0	0	n/a
SB	0	A	0	0	n/a
Loiacono PI / Site Access					
NB	0.02	A	7	1	n/a
SB	0	A	0	0	n/a
EB	0.03	A	9	1	n/a

= Value exceeding threshold

The site accesses will operate well at LOS A with delays of 9 seconds or less.

4.7 Mitigation Measures

As shown above the addition of development traffic has little effect on the operations at the study intersections. Because of this, no mitigation measures are required under current conditions or as a result of this development.

Colwood staff have identified a concern for eastbound left turn queues at Wale Road / Gamble Drive to spill back into the storage for the westbound left turn from Wale Road onto Goldstream Avenue. The traffic modelling shows this will not be a concern through to the horizon year as there will be minimal queuing due to this development for the



eastbound left onto Gamble, and the current westbound left queues onto Goldstream are also only 6 metres long.

5.0 TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM) is the application of strategies and policies to influence the travel choice of an individual, most commonly to reduce single-occupant vehicle travel. TDM measures typically aim to encourage sustainable travel, enhance travel options, and decrease parking demand. TDM is usually done to support parking reductions requested by the developer. This development meets the Colwood parking requirements and TDM is therefore not necessary to support reduced passenger vehicle demand; however, if the applicant is looking to explore TDM options for this development some options that could be explored are:

- Supply 15% of bicycle parking sized for non-standard bicycles (e.g. cargo bikes)
- Supply a Transportation Welcome Package to all new residents (BC Transit map with route information, CRD Bike map, HandyDART registration information and application form, etc.)
- Provide end-of-trip bicycle facilities (i.e., repair tools, bike repair stand, bike wash station, lighting and surveillance, and information)
- Provide a cost contribution towards a future connection to the Galloping Goose Regional Trail

6.0 CONCLUSIONS

Traffic from the proposed development can easily be accommodated on the existing road network and into the horizon year of 2027. Parking, loading, and bicycle parking supplied will meet the City of Colwood Bylaw No.1909 (2022) requirements.

City of Colwood staff expressed concerns about queuing from the eastbound left at Wale Road / Gamble Drive spilling back into the westbound left storage at Goldstream Avenue / Wale Road. Traffic modelling shows this is not a concern for this development through to the horizon year studied; however, if the City sees the need to expand the storage to the westbound left at Goldstream Avenue / Wale Road they can do so by removing the porkchop at Wale Road / Gamble Drive and shifting the eastbound left 10 metres to the west. Additionally, installing a channelized median between the left turn lane and the through lane on Wale Road at Gamble Drive would enforce the no left turn



restriction for southbound lefts off of Gamble Drive, which is currently easily ignored by residents.

The on-street parking along both sides of Gamble Drive has been identified as a concern for residents of the area, as they advise that this effectively narrows the road to one lane and makes entering and exiting at Wale Road difficult. It is recommended that the road be limited to parking on only one side.

The site has good access to transit and bike lanes making active transportation an attractive option for tenants of the new development. Pedestrian access will be enhanced by adding a sidewalk, or dedicated pedestrian space, along Tamarack Road and Gamble Drive to connect to Wale Road. These improvements will further improve the active transportation options in the area. In the long-term, as redevelopment opportunities arise at 2700 Loiacono Place and/or 380 Tamarack Road, adding a connection to the Galloping Goose Trail from Loiacono Place would further improve the active transportation connections for this residential area and should be explored by the City of Colwood. The developer is willing to make a cost contribution towards the trail connection as the current property owners have declined to participate in facilitating the connection at this time. The City of Colwood cannot compel the developer to construct infrastructure on another landowner's property. Additional TDM measures are not required as a parking variance is not being requested; however, there may be some options to provide TDM if the developer is looking to provide options.

The sight lines from the driveways are acceptable for stopping sight distance at 30 km/h and new speed limit signs should be posted to enforce this safe travelling speed; however, vegetation should be kept in mind when designing the site frontage due to curvature in the road.



7.0 RECOMMENDATIONS

WATT makes the following recommendations to the developer of the site:

1. Keep sightline obstructions in mind when designing the site frontage.
2. Add a sidewalk, or a dedicated pedestrian space using low-cost materials, along Tamarack Road and Gamble Drive
3. Collaborate with the City of Colwood to post new 30 km/h speed limit signs on Tamarack Road and Loiacono Place.
4. Contribute a cost contribution towards a future trail connection, completed by others, between Loiacono Place and the Galloping Goose Regional Trail.
5. Install a channelized median between the left turn lane and through lane on Wale Road at Gamble Drive to enforce the no left-turn off Gamble Drive.

WATT makes the following recommendations to the City of Colwood:

1. Limit on-street parking on Gamble Drive to one side of the road

APPENDIX A – TERMS OF REFERENCE

Kristen Bacler

From: Aaron Knutson <aknutson@colwood.ca>
Sent: January 16, 2025 1:41 PM
To: Kristen Bacler
Cc: Kristen Machina; Joshua Baylis; John Rosenberg; Planning
Subject: RE: Terms of Reference for 420 Tamarack Road

WARNING: This email looks unusual because the sender has not sent any email in at least the past 30 days. Do not click URLs or open attachments unless you have verified that this email is safe. If you find anything suspicious, report the email to your administrator immediately.

Kristen,

Thank you for reaching out to confirm the TIA terms of reference for the above proposed development. What you have proposed below appears to capture the relevant items. We do not have any items to add at this time. We will, of course, reserve the right to provide any further comments once we receive and had a chance to review the report.

Regards,

Aaron Knutson
Engineering Technologist III
Engineering Department | City of Colwood
Phone: 250-478-5053 Ext. 142
Engineering Admin: 250-294-8145
aknutson@colwood.ca | www.colwood.ca



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From: Kristen Bacler <kbacler@wattconsultinggroup.com>
Sent: January 16, 2025 10:16 AM
To: Aaron Knutson <aknutson@colwood.ca>; Planning <planning@colwood.ca>
Cc: Kristen Machina <kmachina@wattconsultinggroup.com>
Subject: Terms of Reference for 420 Tamarack Road

Some people who received this message don't often get email from kbacler@wattconsultinggroup.com. [Learn why this is important](#)

Laricina Properties Inc. have requested that WATT complete a Traffic Impact Assessment (TIA) for a multi-family residential development at 420 Tamarack Road, Colwood, BC and we are reaching out to confirm Terms of Reference for the TIA. The development is proposing two 6-storey buildings with up to 170 units which generates approximately 66 trips during the PM peak hour which will require a Level 2 TIA as per the Colwood TIA guidelines. The nearest intersections to the development are Tamarack Road / Gamble Drive and Tamarack Road / Loiacono Place. Site access for the development will be from Tamarack Road and Loiacono Place.

We are proposing to analyze the following scenarios:

1. Existing (2025) – PM peak hour
2. Background (2027) – PM peak hour
3. Post development – Opening Day (2027) – PM peak hour

We are proposing a corridor growth rate of 2% for the 2027 analysis year. The development traffic will be generated with use of the *11th Edition ITE Trip Generation Manual* and development traffic will be assigned based broadly on turning movement count findings and expected trip generators.

The analysis will include weekday PM traffic counts which will be taken by WATT at the following intersections:

- Tamarack Road / Loiacono Place
- Tamarack Road / Gamble Drive
- Wale Road / Gamble Drive
- Wale Road / Goldstream Avenue
- Wale Road / Wilfert Road

We will analyze all intersections with use of PTV Vistro for v/c, delay, LOS, and queuing.

A site access review will be conducted for the proposed site accesses to ensure adequate safety conditions (sightlines, laning, etc). A review of all pedestrian and cyclist facilities, as well as transit service will be provided along with any improvements recommended.

The development site for 396 Tamarack Road will be included as a concurrent development for this study. Please let us know if any other concurrent developments need to be included.

Please let us know if there are any safety concerns you have or if there are any other intersections you wish to be included within the TIA. Further, if there are any network changes, active transportation / transit projects, or changes to the proposed TOR above which you wish to be included in this study, please let us know.

We have all of the STS for the signalized intersections.

To remain on schedule with the TIA, **we kindly request your feedback be submitted to us by January 30th, 2025.** If we do not receive feedback by this date, we will consider this as acceptance of the TOR above.



Kristen Bacler, (she/her)

Transportation Technologist

T 250-388-9877 ext. 438

C 250-880-7588

E kbacler@wattconsultinggroup.com

WATTCONSULTINGGROUP.COM

302-740 Hillside Ave, Victoria BC V8T 1Z4



#WEAREWATT

APPENDIX B – SITE PLAN

Hello Neighbours

New residential rental properties are currently being proposed in your neighbourhood.

A rezoning application has been submitted for the development of 153 rental units located at 420 Tamarack Rd.

Our proposed rezoning aligns with the Colwood Corners Zone designation for the area.

We invite you to an information session, where we will present our proposal and address any questions you may have. For any additional info, please contact:

Doug Foord
doug@icic.dev
778-350-2620

Please join us to learn more about the proposed project.

Neighbourhood Information Session:

DATE: **Wednesday October 1st**
TIME: **5:30 pm - 7:30 pm**
LOCATION: Holiday Inn Express
Boardroom
318 Wale Rd.





Comment Form

Name: [REDACTED]

Address: [REDACTED] Tamarack Road

	Yes	Maybe	No
--	-----	-------	----

Do you like the design?

Additional Comment:

Do you support this development?

Additional Comment:

The concept is very large for a family oriented neighbourhood. Serious concerns about traffic and change to community.

Thank you for your valuable feedback!

Comment Form

Name: [REDACTED]

Address: [REDACTED] Tamarack

	Yes	Maybe	No
--	-----	-------	----

Do you like the design?

Additional Comment:

Traffic study combined with other proposal on tamarack

Do you support this development?

Additional Comment:

Thank you for your valuable feedback!

Comment Form

Name: [Redacted]

Address: [Redacted] Tamarack rd

	Yes	Maybe	No
--	-----	-------	----

Do you like the design?

Additional Comment:

I am opposed to this development. I have concerns about the neighborhood being included in the "Edwood Corners" designation. I have concerns about parking, infrastructures, fish bearing stream, and other concerns.

Do you support this development?

Additional Comment:

Thank you for your valuable feedback!

Comment Form

Name: [Redacted]

Address: [Redacted] Tamarack Rd.

	Yes	Maybe	No
--	-----	-------	----

Do you like the design?

Additional Comment:
Pleasant design & structures are appropriate for the area.

Do you support this development?

Additional Comment:
Yes but... although the complex seems to offer appropriate parking we are concerned with the narrow road allowances to handle the traffic. Widening the roadways while still allowing street parking should be considered as part of the development. We heard there was a Island & sidewalks planned for our end of Tamarack. Both are not necessary →
Thank you for your valuable feedback!

We also heard lighting is planned for Gamble park. This is ~~totally~~ inappropriate - No one visits the park at night & lighting will just invite trouble into the park.

Comment Form

Name: [Redacted]

Address: [Redacted] Tamarack Rd

	Yes	Maybe	No
--	-----	-------	----

Do you like the design?

Additional Comment:

Proposed plans - Very attractive. We appreciate the 3-story building at Tamarack side. It fits into neighbourhood nicely.

Do you support this development?

Additional Comment:

We are concerned about traffic on Gamble Drive, as the road is not wide enough to pass, with cars parked on both sides. The Tamarack cul-de-sac is adequate now - we are not in favour of the proposed island and sidewalk or park lights.

Thank you for your valuable feedback!



**CITY OF COLWOOD
BYLAW NO 2115**

A BYLAW TO AMEND BYLAW NO. 151 BEING THE “COLWOOD LAND USE BYLAW, 1989”

The Council of the City of Colwood, in open meeting assembled, enacts as follows:

1. CITATION

This Bylaw may be cited as *“Colwood Land Use Bylaw No. 151, 1989, Amendment No.232 (CD 44 - 420 Tamarack Road), Bylaw No. 2115, 2026.”*

2. AMENDMENT

Bylaw No. 151, the **“Colwood Land Use Bylaw, 1989”** is amended as follows:

- a. Amend Schedule “A” (Zoning Map) by deleting from the Residential (R1) Zone and adding to the Comprehensive Development 44 (CD44) Zone, the property shown in Schedule 1 attached to this bylaw and described as “Lot 1, Esquimalt District Plan VIP24227, Section 1, Except Plan 44406”.
- b. In Section 1.2 “DEFINITIONS”, under the heading “COMPREHENSIVE DEVELOPMENT ZONE”, insert “CD44”.
- c. In Section 1.3.09 under the heading “SHORT FORM” insert “CD44” and under the heading “ZONE” insert “Comprehensive Development 44”.
- d. Add SECTION 10.49 COMPREHENSIVE DEVELOPMENT 44 (CD44) 420 TAMARACK ZONE as per Schedule 2 of this bylaw.
- e. Add the following to SCHEDULE B – AMENITY CONTRIBUTIONS

Zone	Bylaw No.	Legal Description	Amenity Contribution
CD44	2115	Lot 1, Esquimalt District Plan VIP24227, Section 1, Except Plan 44406 (420 Tamarack)	a) Contribute to the Affordable Housing Fund \$1,500 per additional residential unit b) Contribute to the Community Amenity \$7,500 per additional attached/townhouse dwelling unit and \$4,500 per additional apartment unit c) Contribute to the Fire Hall Fund \$632 per additional dwelling unit

			<p>d) All dollar amounts referred to above are the 2026 baseline rates and shall increase annually starting on January 1st of each year starting on January 1st, 2027, as per the Victoria Consumer Prince Index (CPI).</p>
--	--	--	---

READ A FIRST TIME on the _____ day of _____ 2026

READ A SECOND TIME on the _____ day of _____ 2026

READ A THIRD TIME on the _____ day of _____ 2026

APPROVED BY THE MINISTRY OF TRANSPORTATION AND TRANSIT on the _____ day of _____ 2026

ADOPTED on the _____ day of _____ 2026

Mayor

Corporate Officer

SCHEDULE 2**SECTION 10.49 COMPREHENSIVE DEVELOPMENT 44 (CD44) 420 TAMARACK ZONE**

10.49.1 Purpose

The purpose of this zone is to provide for the orderly development of the lands at 420 Tamarack Road in Colwood. A base level of development is provided for which would permit the development of the lands in the zone at a low density. Alternative regulations are specified for development at greater density, subject to the owner providing amenities contributions as contemplated by the *Local Government Act*.

10.49.2 Permitted Uses

1. In addition to the uses permitted by Section 2.1.10, the following uses and no others are permitted in the CD44 Zone:
 - a. Within that area of the lands identified as Area 1 on the CD44 Zone Map in Section 10.49.8:
 - i. Accessory buildings and structures
 - ii. Home Occupation
 - iii. One-family dwelling
 - iv. Not more than 2 boarders or lodgers in a dwelling unit provided that no dwelling unit shall be occupied by more than four unrelated persons; Civic Use
 - v. Secondary suite
 - b. Within that area of the lands identified as Area 2 on the CD44 Zone Map in Section 10.49.8:
 - i. Accessory buildings and structures
 - ii. Apartment
 - iii. Home Occupation – Office Use Only

10.49.3 Permitted Base Development

1. In the CD44 Zone the number of dwelling units shall not exceed 1.

10.49.4 Development Conditions

1. Despite the restrictions in Section 10.49.3, on land whose legal description is set out in Table 1 of Schedule B of the Land Use Bylaw, the density of development is permitted up to a maximum of 2.5 FAR in accordance with Section 10.49.5 if the owner pays to the City of Colwood the amount specified in Table 1 of Schedule B of the Land Use Bylaw.
2. Payment of the contributions in Schedule B shall be made at the time of issuance of a building permit.

10.49.5 Regulatory Conditions

1. Within that area of the lands identified as Area 1 on the CD44 Zone Map in Section 10.49.8, the following regulatory conditions apply:

Regulation	General
Minimum lot area	695m ²
Minimum lot frontage	16m
Maximum lot coverage	35%
Maximum building height	8.5m
Maximum FAR	2.5
Minimum usable open space	10%
Minimum Building Setbacks	
Front	7.5m
Side	1.5m and the sum of the two side yards shall not be less than 4.5 m
Rear	7.5m

2. Within that area of the lands identified as Area 2 on the CD44 Zone Map in Section 10.49.8, the following regulatory conditions apply:

Regulation	General
Minimum lot area	6800m ²
Minimum lot frontage	25m
Maximum lot coverage	45%
Maximum building height	Greater of 6 storeys or 24 m
Minimum FAR	2.0
Maximum FAR	2.5
Minimum usable open space	10%
Minimum Building Setbacks	
Front	5m
Side	3m (east) 9m (west)
Rear	7.5m

10.49.6 Landscaping

1. Landscaping is to be provided:
- a. Where a lot line joins a public road, a landscaped area of at least 1.5 m in width must be provided inside the property line that abuts the public road.
 - b. Whenever visible above finished grade from adjacent properties or public streets, loading areas and refuse removal area and recycling containers must be screened from adjacent properties and streets.
 - c. All mechanical, electrical, and other service equipment located on the roof of a

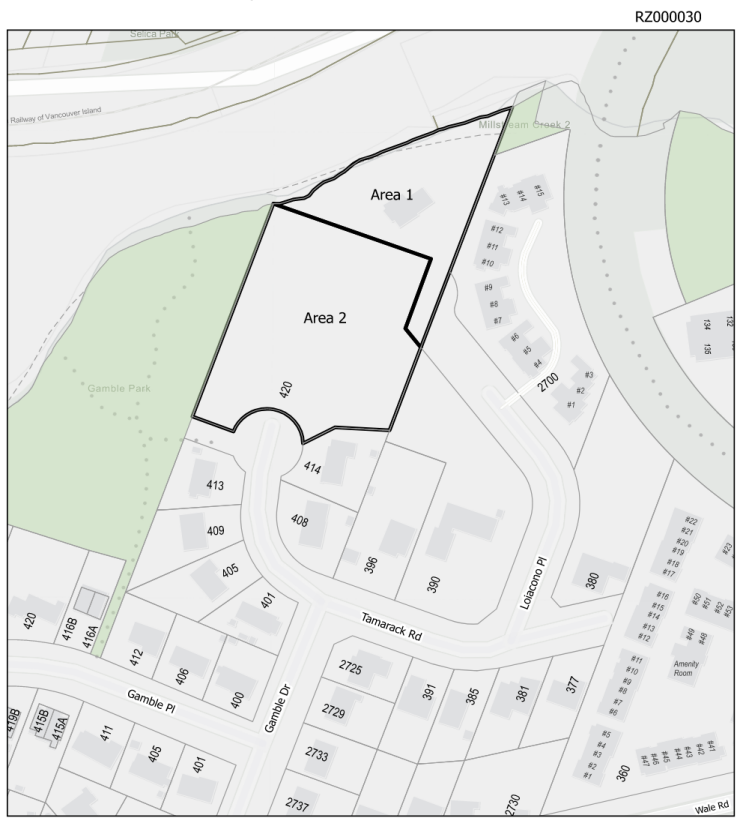
building must be screened from adjacent properties and streets by ornamental structures, landscaping, or other means.

- d. All mechanical, electrical, and other service equipment located within the front or side yard setback at finished grade must be screened from streets with a decorative UV and graffiti resistant laminated wrap that will form a year-round visual barrier.
- e. All portions of the lot not covered by buildings, structures or parking areas shall be landscaped and maintained in a neat and tidy condition.
- f. Landscape and screening areas shall retain existing trees and natural vegetation wherever possible and add planting with native species that enhances the natural environment.

10.49.7 General

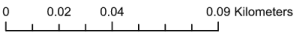
- 1. The relevant provisions of Divisions 1 and 2 shall apply. In the case of a conflict between the provisions of Divisions 1 and 2 and the provisions of this Zone, the latter shall prevail.

10.49.8 CD44 Zone Map



Proposed Zone Sub-Areas
420 Tamarack Road

April 15 2026
Scale: 1:1,500



Rezoning Application for 420 Tamarack Road

Planning and Land Use Committee Meeting
May 4, 2026



Neighborhood in Transition

RZ000030



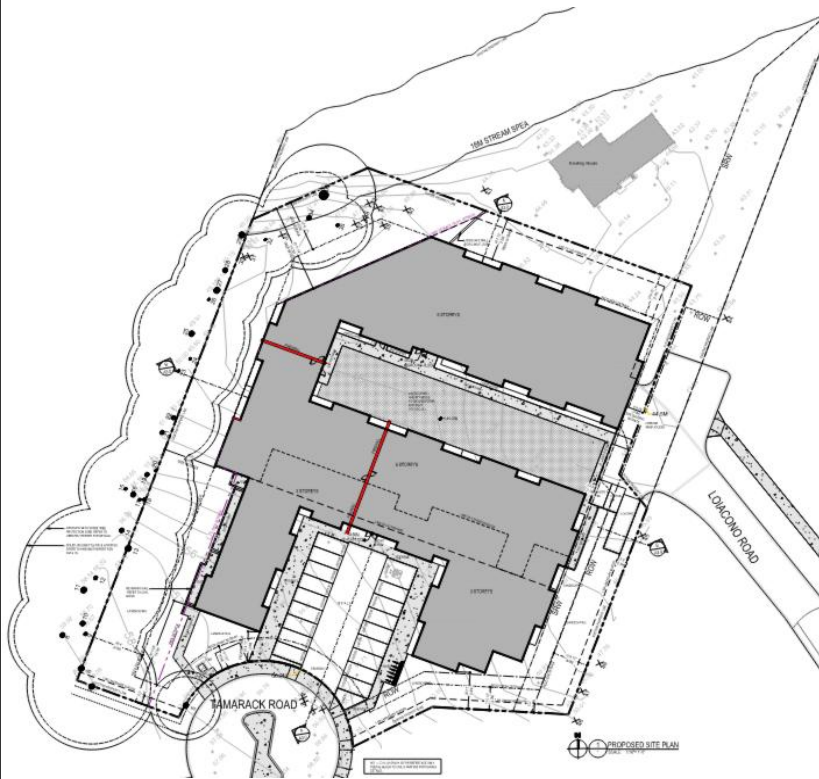
Community Context Map
420 Tamarack Road

Scale: 1:3,500
August 18 2025

Neighborhood in transition

- Neighborhood currently consists primarily of single-family dwellings on large lots.
- First application proposing this level of density in the neighborhood.
- Council recently denied a similar rezoning for 396 Tamarack, reflecting a similar scale of development.
- Additional development interest is likely due to the area's access to frequent, reliable transit.

Proposal



- 6 storey apartment
- 153 units
- 40% lot coverage, FAR of 2.02
- 250m from “Blink” Rapid Bus #95 stop
- 190 Vehicle Parking spaces
- 170 Bike Parking spaces
- End use facilities for bike washing & repair
- Development agreement seeks to formalize multi-use pathway along Gamble Drive connecting to Wale Road

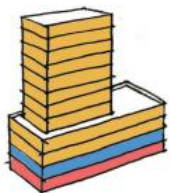
OCP Review

Built Form Policies



Intended Growth Area – Colwood Corners;

- Low-rise, mid-rise, and high-rise multi-unit buildings up to 12-15 storeys
- Base permitted FAR is 2.0. Maximum FAR is approximately 4.5.
- Greatest intensities to be focused along Sooke Road, Goldstream Avenue, and Wale Road east of Wilfert Road



Mixed use mid-rise building with retail, office, and residential units

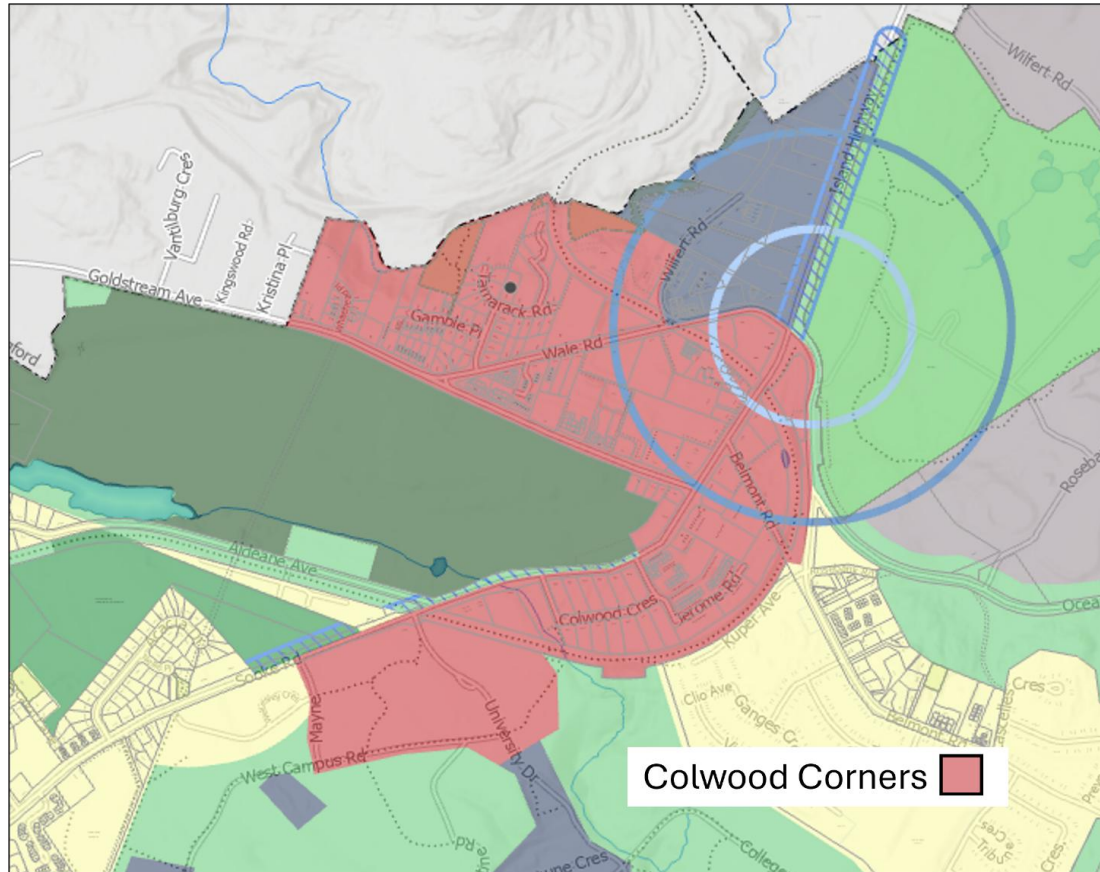


Multi-unit mid-rise residential building

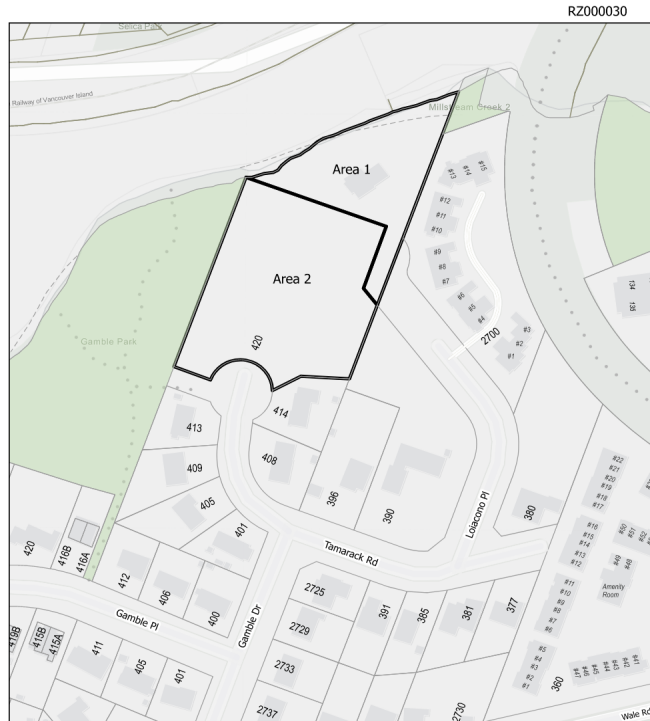


Mixed use low-rise residential building with retail and residential units

Colwood Corners OCP Designation



Proposed CD44 Zone



Proposed Zone Sub-Areas
420 Tamarack Road

April 15 2026
Scale: 1:1,500

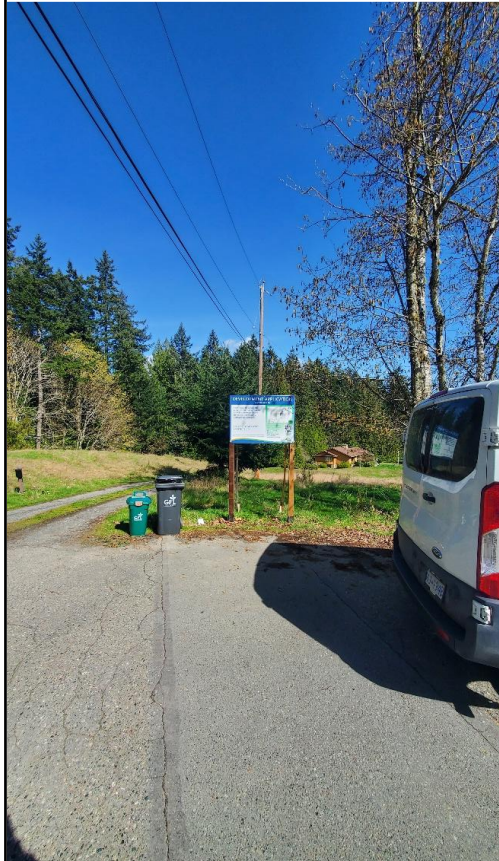
0 0.02 0.04 0.09 Kilometers



- Area 1 supports the proposed single-family lot and generally aligns with existing R1 zone
- Area 2 supports proposed apartment lot
 - 40% lot coverage
 - Max. 2.5 FAR
 - Max height of 6 storeys
 - 5% usable open space



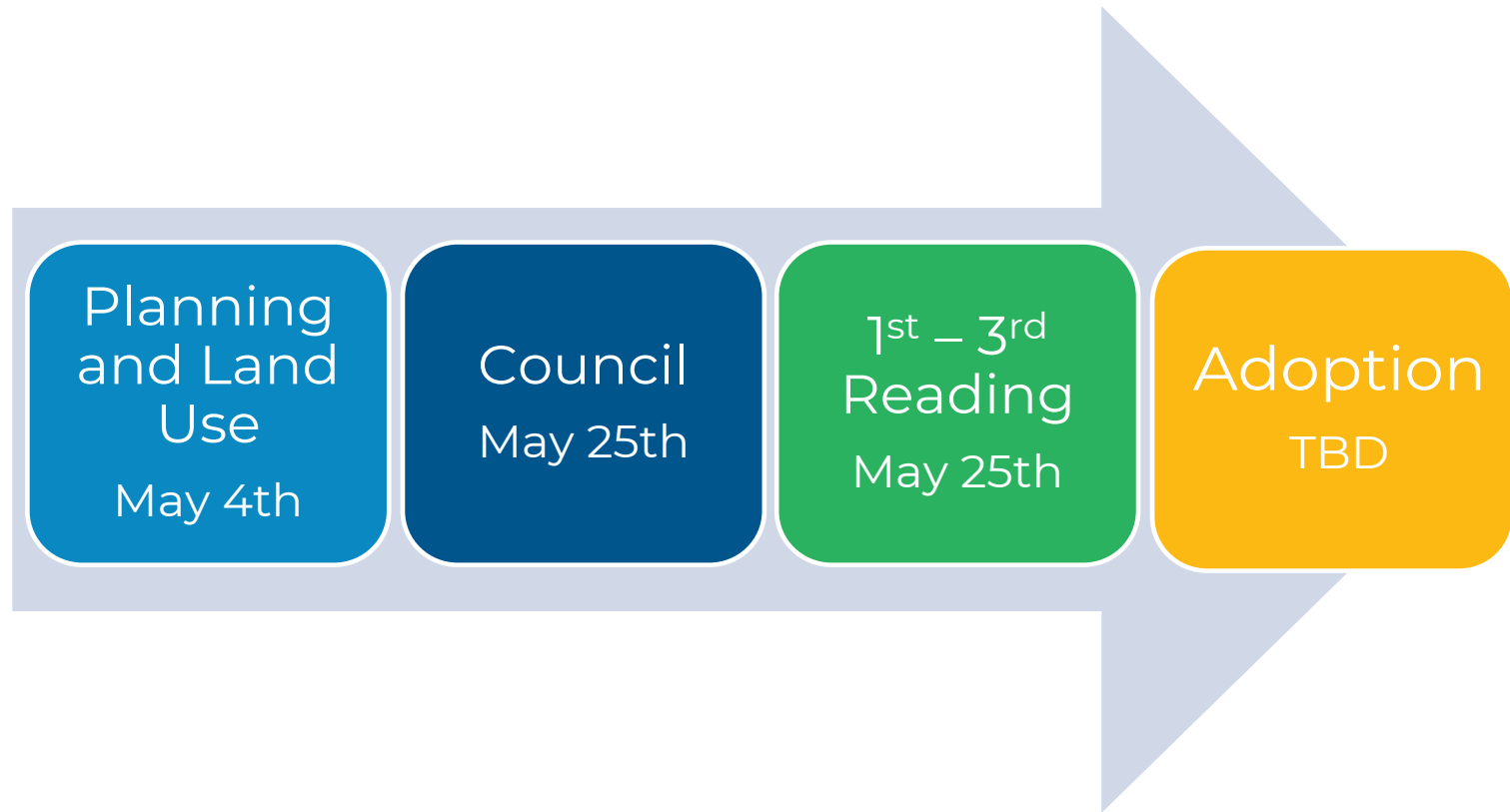
Communication/Timeline



- Oct. 2025** ● Neighbourhood Consultation
- Mar. 2026** ● Notice Sign Installed
- May 4th** ● Planning Land Use Committee
- May 4th** ● Public Notices (Rezoning)
- May 25th** ● Council Consider Bylaw readings
- TBD** ● Bylaw Adoption



Timelines



Staff Recommendation

THAT the Planning and Land Use Committee recommend to Council:

THAT *Colwood Land Use Bylaw No. 151, 1989, Amendment No. 232 (CD44 - 420 Tamarack Road), Bylaw No. 2115, 2026* be considered for first, second, and third reading;

AND THAT prior to adoption of *Colwood Land Use Bylaw No. 151, 1989, Amendment No. 232 (CD44 - 420 Tamarack Road), Bylaw No. 2115, 2026*, approval be received by the Ministry of Transportation and Transit.

AND THAT prior to adoption of *Colwood Land Use Bylaw No. 151, 1989, Amendment No. 232 (CD44 - 420 Tamarack Road), Bylaw No. 2115, 2026*, the following long-term conditions be registered within a Section 219 Covenant Development Agreement that addresses:

- Subdivision
- Conservation covenant
- Critical root zone protection
- Off-site works
- Park improvements (Gamble Park)

Options/Alternatives

Option 1: Staff recommendation

Option 2: That Council request staff to provide additional information

Option 3: That the application be denied

Questions?

420 TAMARACK ROAD

Colwood, British Columbia

Multifamily Redevelopment Proposal

153 Units · 6 Storeys · FSR 2.0 · Colwood Corners OCP

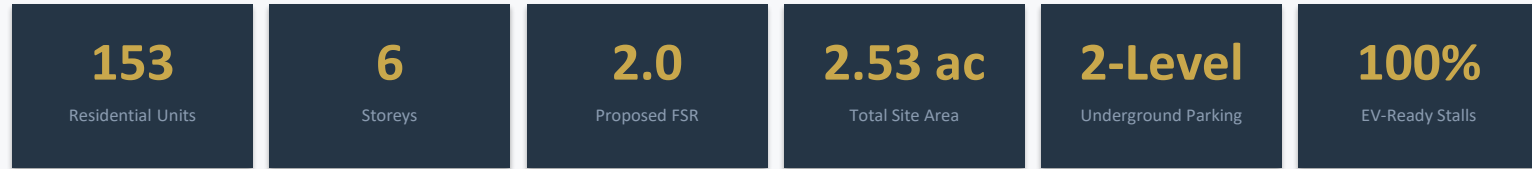
Designed with the neighbourhood in mind.

Artistic Rendering

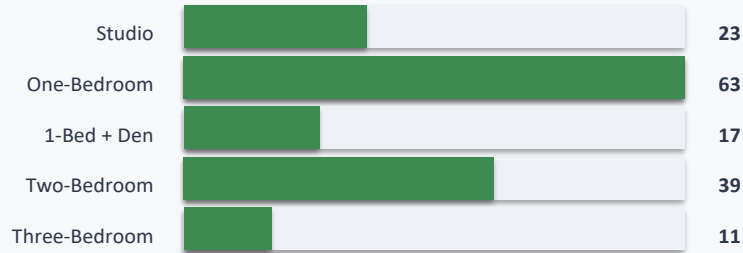
DEVELOPMENT PROPOSAL · APRIL 2026 · COLWOOD, BC

PROJECT OVERVIEW

Development Summary



Unit Mix



Site & Location

- ✓ Dev. Site: 73,371 SF (post-subdivision)
- ✓ Total Site: 110,545 SF / 2.53 acres
- ✓ OCP: Colwood Corners · Active Application
- ✓ 2-Level underground parkade — parking bylaw compliant
- ✓ Adjacent to Gamble Park
- ✓ SFH retained on subdivided lot — buffers strata complex
- ✓ Loiacono Place & Tamarack Rd and Gamble Dr. offsite upgrades

Colwood Corners Designation

OCP COLWOOD CORNERS — SECTION 7.2

Policy 7.2.3 — USES

- › Multi-unit residential and mixed-use
- › Commercial · Institutional

Policy 7.2.4 — BUILT FORM

- › Low-rise to high-rise up to approx. 12–15 storeys
- › Base permitted FAR is 2.0. Maximum FAR is approx. 4.5.
- › OCP public process informed these density ranges

Policy 7.2.5 — OTHER DIRECTIONS

- › Parking underground or behind buildings
- › Supporting diversity of housing types and choices
- › Enabling job growth and transit-supportive density

PROPOSAL vs. OCP — COMPLIANCE

OCP Use: Multi-unit Residential

✓ **6-Storey Apartment — Permitted Use**

FAR Range: 2.0 – 4.5

✓ **Proposed FSR 2.0 — At Base Permitted**

Height: Up to 12–15 Storeys

✓ **6 Storeys — Well Within Limit**

Parking Bylaw Compliance

✓ **Designed to Meet Colwood Bylaw**

EV Readiness

✓ **100% EV-Ready Rough-Ins — Exceeds Colwood Corners OCP Requirement**

Colwood Corners Node

✓ **Property Within Designated Area**

The Minimum. Not the Maximum.

OCP MAXIMUM — NOT PROPOSED

4.5 FSR
12 – 15 Storeys

- X High-density towers at Wale Rd & Goldstream Ave nodes
- X Appropriate at major arterial intersections
- X Maximum permitted under Colwood Corners OCP
- X Not appropriate for a cul-de-sac adjacent to a park
- X NOT what is being proposed at 420 Tamarack

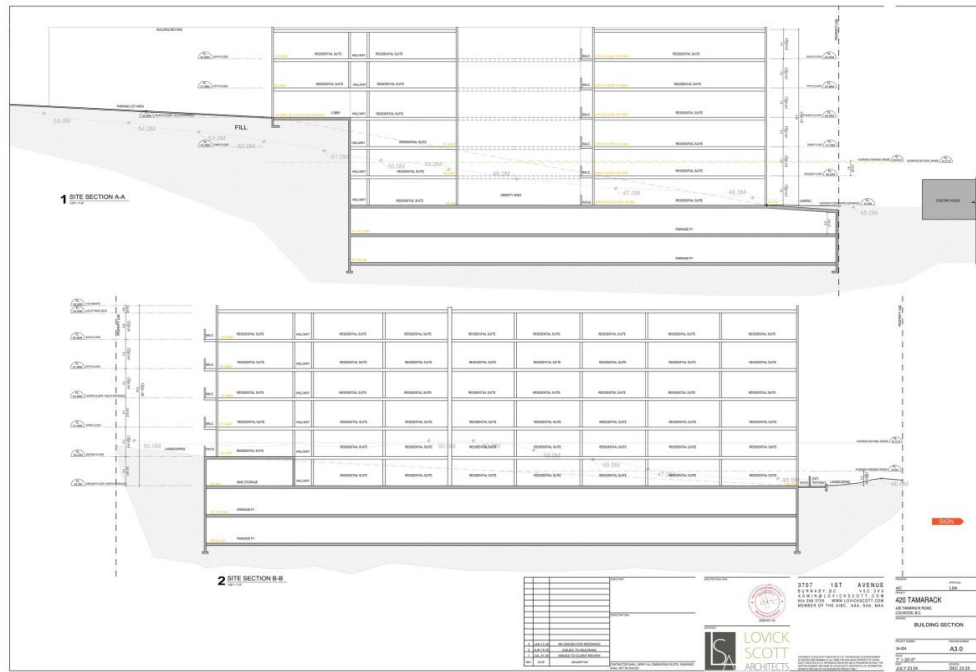
**V
S.**

PROPOSED — AT BASE PERMITTED

2.0 FSR
6 Storeys

- ✓ OCP base permitted density — the minimum viable project
- ✓ Met with staff, reviewed bylaws, reviewed OCP thoroughly
- ✓ Designed to fully comply with Colwood parking bylaws
- ✓ 3-storey street presence on the Tamarack cul-de-sac side
- ✓ U-shape design — articulation, not a monolithic block

How Topography Makes 6 Storeys Read as 3



Tamarack Side

Building enters at grade from the cul-de-sac. From the street, 3 floors are visible — comparable to a large 3-storey home.

Natural Grade

The site steps down from Tamarack Rd.. The building follows natural topography.

Park Side

6 storeys fully expressed toward Gamble Park open space. Residents on upper floors enjoy treetop and park views.

Fill & Grading

Minimal fill. Parkade is embedded in the hillside, reducing the visual bulk of the structure at street level.

A COMMUNITY FOR EVERYONE

Housing Where People Want to Live

Not Just Main Arteries

There are many people in this province who cannot afford a single-family home, and who are not drawn to living on a busy arterial road. They too want to live beside a park, be in nature, be part of a great community of neighbours.

Inclusivity Is Community

The Colwood OCP's public consultation process was a long, careful, and community-driven effort. Change is not always easy — but a true community is also defined by its inclusivity. We are not replacing this neighbourhood. We are expanding it.

Minimum, Not Maximum

This is the base permitted density under the OCP — the very minimum viable project. We reviewed the OCP, met with City staff, and spoke with many neighbours to arrive at a design that is financially viable, bylaw-compliant, and as respectful as possible of the existing landscape.

Artistic Rendering



Artistic Rendering

VIEW FROM TAMARACK ROAD



3 Storeys at the Neighbourhood Edge

From the Tamarack Road cul-de-sac, the building reads as 3 storeys — similar in scale to a large residential home. The U-shaped plan and articulated facade prevent a monolithic appearance, blending multifamily housing comfortably into an established single-family neighbourhood.

Artistic Rendering

DESIGN PHILOSOPHY — THE U-SHAPE COURTYARD

A Building That Opens to Its Community

Artistic Rendering



Articulation

Massing is broken by the U-shaped plan, and layered materiality — no two faces of the building are the same.

Landscaped Core

The central courtyard creates a green space for residents, softening the transition between wings.

Courtyard Entry

The open end of the U is the primary entry point — drawing residents and visitors through the courtyard and into the building, creating an inviting street presence rather than a closed facade.

AERIAL VIEW — BUILDING IN CONTEXT

Embedded in the Landscape

Artistic Rendering



SITE CONTEXT

U-Shape

The U-shaped plan breaks up the massing and further softens the 3-storey appearance at Tamarack — no flat, continuous facade reads as a single block.

Tree Canopy

Mature trees wrap the site perimeter. The cul-de-sac tree was retained by rerouting underground servicing.

Park Buffer

Gamble Park creates significant natural separation between the building and adjacent properties.

Topography

The land steps down naturally — the building follows the grade, reducing apparent height from the street.

The Tamarack Cul-de-Sac Today



Tamarack Road cul-de-sac looking north · Gamble Park entrance (left) · Retained tree (centre) · Adjacent homes (right)

Gamble Park Entrance

The park sign marks the boundary between the site and Gamble Park. Park access creates natural separation from adjacent residences.

The Retained Tree

The large cedar tree at the west cul-de-sac edge was saved by rerouting underground servicing — it remains a natural visual screen.

Adjacent Homes

Single-family homes visible to the right. The 3-storey Tamarack frontage and setbacks ensure their character and privacy are maintained.

The Natural Hillside

The site rises steeply from the north end. This topography is why 6 storeys from the park side reads as 3 from the street.

COMMUNITY ENGAGEMENT

We Listened. We Responded.

WHAT WE HEARD

Parking is critical in this neighbourhood. Residents rely on street parking and were concerned about overflow from new residents.

HOW WE RESPONDED

The project meets Colwood's parking bylaw — underground and surface stalls fully compliant.

WHAT WE HEARD

The scale and transition to adjacent single-family homes was a concern — nobody wants to feel overshadowed.

HOW WE RESPONDED

Stepped building to 3 storeys on the Tamarack side. U-shape design eliminates flat, imposing facades. Height steps with topography.

WHAT WE HEARD

The existing character of the cul-de-sac and the natural setting — including the mature tree canopy — matters deeply to residents.

HOW WE RESPONDED

Retained the tree at the west edge of the cul-de-sac by rerouting underground servicing — it remains a natural buffer. Pulled the building inward of gamble park to retain park trees.

WHAT WE HEARD

Pedestrian safety, particularly connections to Wale Road and Galloping Goose, was raised repeatedly.

HOW WE RESPONDED

Offsite civil upgrades include a new pedestrian and cycling connection along Gamble Drive to Wale Road — safe access route to the Galloping Goose.

What This Development Contributes to Colwood

Total Regulated Municipal Contributions:

\$2,509,659

REGULATORY CONTRIBUTIONS

DCCs — Colwood Development Cost Charges

Per unit \$10,403

\$1,591,659

CACs — Community Amenity Contribution (rental)

Per unit \$4,500

\$688,500

Affordable Housing Fund

Per unit \$1,500

\$229,500

COMMUNITY INFRASTRUCTURE

Gamble Park Playground

Henderson Recreation L06746R0 — 1,664 SF, ages 5–12, CSA-Z614-20 compliant. A park upgrade for the whole neighbourhood.

Curb, Sidewalk & Watermain

New 300mm watermain + 2.0m sidewalk from Tamarack Rd to Wale Rd — safer walking, better fire flows.

Pedestrian & Bike Path

New cycling and walking connection along Gamble Dr to Wale Rd — safe route to the Galloping Goose Trail.

Invasive Species Event

\$5,000 sponsorship — expert-led community removal event with Greater Victoria Green Team along the park corridor.

DCC and CAC figures per Colwood Bylaw schedule at time of application. Unit count: 153.

COMMUNITY AMENITY — GAMBLE PARK UPGRADE

Gamble Park Upgrade

L06746R0

Henderson Recreation Model No.

30

Capacity (Children)

1,664 SF

Equipment Border Area

Ages 5–12

Designed User Age

CSA-Z614-20 · Wood Chip Surfacing · Inground Install



Henderson Recreation — Model L06746Ro





COMMUNITY COMMITMENT



**GREEN
TEAMS**
Canada

Protecting What Makes This Neighbourhood Special

\$5,000

Committed Sponsorship

Funded by the development proponent to support a community-led invasive species removal event.

Organized Removal Day

Community volunteer event along the Gamble Park and Tamarack trail corridor.

Expert-Led

Facilitated by Greater Victoria Green Team — a registered environmental charity.

Lasting Protection

Prevents invasive spread into the retained tree buffer as construction disturbs the site edge.



SUMMARY

The Merits of This Project

Sensitive Design

3-storey Tamarack frontage. U-shape courtyard. Topography-led stepping. The building is designed to be a neighbour first.

Parking Addressed

Design fully complies with Colwood's parking bylaw. Including bike stalls,

Community Infrastructure — New watermain, curb, sidewalk, pedestrian trail, Gamble Park upgrade, and retained tree buffer.

OCP Compliant

FSR 2.0 — the minimum permitted in the Colwood Corners designation. Not 4.5. Not 12–15 storeys. The smallest project the economics support.

SFH Retained

The existing single-family home is subdivided onto its own lot and kept. This provides substantial distance and a deliberate buffer between the new building and the neighbouring strata complex.

Housing People Need — 153 homes for people who want to live beside a park, in a real neighbourhood — who simply can't afford a house to do it.

NOTICE OF AMENDING BYLAW

Colwood Land Use Bylaw No. 151, 1989, Amendment No.232 (CD 44 - 420 Tamarack Road), Bylaw No. 2115, 2026.

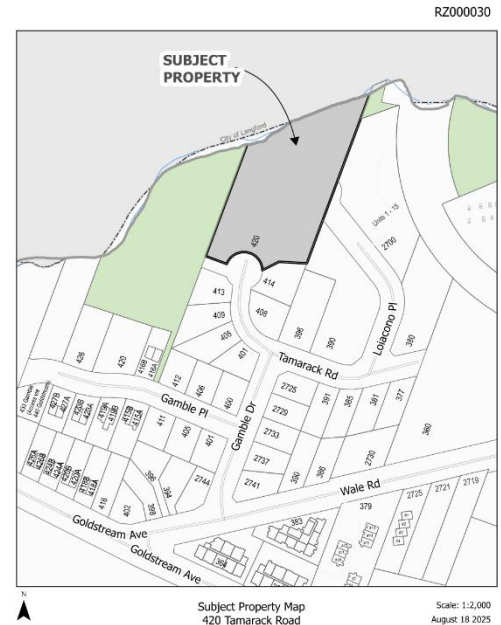
MEETING:	Regular Meeting of Council
DATE and TIME:	Monday, May 25th, 2026, at 6:30 pm
PLACE:	Council Chambers, 3300 Wishart Road, Colwood BC

NOTICE IS GIVEN that Council of the City of Colwood will consider First, Second, and Third Reading at the Regular Meeting of Council on Monday, May 25, 2026 at 6:30 pm in relation to the proposed Bylaw "Colwood Land Use Bylaw No. 151, 1989, Amendment No.232 (CD 44 - 420 Tamarack Road), Bylaw No. 2115, 2026."

PURPOSE: This application proposes a rezoning from R1 to a CD zone to permit a 6-storey apartment with 2 levels of underground parking.

SUBJECT PROPERTY: This Bylaw applies to the lands legally described as "LOT 1, SECTION 1, ESQUIMALT LAND DISTRICT, PLAN VIP24227, EXCEPT PLAN 44406" (420 TAMARACK RD).

INSPECTION OF MATERIALS: Copies of the proposed bylaw and related materials can be viewed at www.colwood.ca/news, or in person at Colwood City Hall from May 11 to May 25, 2026, between 8:30am and 4:30pm, Monday to Friday excluding statutory holidays.



We want to hear from you!

WRITE TO US

The deadline for written submissions is 12:00 pm on the day of the meeting. Submissions must include your name, civic address, and the specific meeting and date you want it included on.

- Email corporateservices@colwood.ca
- Mail/Drop-off: City of Colwood, 3300 Wishart Road, Colwood, BC V9C 1R1

SPEAK TO COUNCIL

In Person: The public is welcome to provide comments in person during the public participation portion of the meeting.

Electronically: To pre-register to speak please contact corporateservices@colwood.ca up until noon on the day of the meeting.

NEED MORE INFORMATION? Contact Planning at (250) 294-8153 or planning@colwood.ca.

From: [Jason Schultz](#)
To: [Corporate Services](#); [Doug Kobayashi](#); [Cynthia Day](#); [David Grove](#); [Dean Jantzen](#); [Kim Jordison](#); [Mayor and Council](#); [Ian Ward](#)
Subject: Submission: Opposition to rezoning Application RZ-22-015 (420 Tamarack Rd)- Planning and Land Use Committee Meeting May 4th
Date: May 4, 2026 10:24:15 AM

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Jason Schultz
[REDACTED] Tamarack Rd
May 4th, 2026

Colwood City Council
3300 Wishart Road
Colwood, BC V9C 1R1

RE: Formal Opposition to the Rezoning of 420 Tamarack Road

Dear Mayor and Council, and Members of the Land Use and Planning Committee,

I am writing to formally express my opposition to the proposed six-storey rezoning application for 420 Tamarack Road. While our neighbourhood remains supportive of the City's growth and the need for diverse housing, we believe this specific proposal represents an inappropriate scale for our quiet residential block.

Our opposition is rooted in the strong and recent precedent set by Council's decision regarding 396 Tamarack Road (Tamarack Landing) on October 14, 2025. In that case, Council rightly identified that a six-storey, high-density complex would "triple the number of dwellings on the block," creating an intrusive scale and severe infrastructure strain. As 420 Tamarack shares the same infrastructure and the same "Gamble Drive Bottleneck" at Goldstream Avenue, with a proposal of over double the number of units as 396 did, the same concerns regarding traffic gridlock and pedestrian safety remain unresolved.

We would like to emphasize that our position is not one of "no growth," but rather one of "appropriate growth." Our community recognizes that Colwood is a leader in housing—having already doubled its provincial targets for 2025 through successful high-density hubs like Royal Bay and The Beachlands. Because the City has met these targets so effectively, there is no urgent policy requirement to compromise the integrity of established single-family neighbourhoods with high-density "spot" rezonings.

Instead, we invite a collaborative approach to "Missing Middle" development that aligns with the Official Community Plan's goal of "gentle transitions." We would enthusiastically support a redesigned proposal for 420 Tamarack that features:

Human-Scale Density: Townhomes or 3-storey "stepped" designs that respect the privacy and sunlight of neighboring backyards.

Family-Oriented Units: A focus on three-bedroom dwellings that provide homeownership opportunities for young families, rather than high-turnover rental density.

Infrastructure Alignment: Development that fits within the existing

capacity of Tamarack Road without requiring taxpayer-funded utility upgrades or exacerbating the right-turn-only exit at Gamble Drive.

We believe that by rejecting this six-storey proposal, Colwood will reaffirm its commitment to the "gentle density" and "neighborhood character" promised in the OCP. We look forward to seeing a revised plan that offers a transition we can all support.

Please include these comments in the Planning and Land Use Meeting Package of Submissions for today.

Sincerely,
Jason Schultz



May 3, 2026

To Colwood Planning and Land Use Committee,

Re: development proposal for 420 Tamarack Road

We are writing this letter to oppose the rezoning of 420 Tamarack Road. During the October 2025 Council meeting, Colwood staff were directed to determine the appropriateness of the Colwood Corners (high density) zoning designation for our neighbourhood and to develop a gentle infill process existing neighbourhoods. If the rezoning of 420 Tamarack was allowed it will poison that process. It will be difficult to justify our community's position with an already accepted 6-story, high density complex already in the development stage.

We are worried that putting up a very large complex in a single-family neighbourhood will have many negative impacts on the current residents. These concerns were well presented during the rezoning application process for 396 Tamarack Road and still apply for this rezoning application. Colwood has other locations that are much more suitable for developments of this nature.

Please allow the process of staff reviewing the OCP as it pertains to our neighbourhood to be concluded before allowing future developments to proceed.

Respectfully,

Greg and Annamarie Sivertson

████ Tamarack Road

From: [Shara Schultz](#)
To: [Corporate Services](#); [Doug Kobayashi](#); [Cynthia Day](#); [David Grove](#); [Dean Jantzen](#); [Kim Jordison](#); [Mayor and Council](#); [Ian Ward](#)
Subject: SUBMISSION: Opposition to Rezoning Application RZ-22-015 (420 Tamarack Rd) - Planning & Land Use Committee Meeting May 4
Date: May 2, 2026 9:15:20 PM

To: Colwood Mayor and Council, James Parry, Kathleen Doney, Trina Gendall, Catriona Murray, and all other members of the Planning and Land Use Committee,

From: Shara Schultz

Address: [REDACTED] Tamarack Rd

Date: May 02, 2026

Subject: Formal Opposition to Rezoning Application RZ-22-015 (420 Tamarack Rd)

Dear Mayor and Council, and Planning and Land Use Committee,

I am writing to formally express my opposition to the proposed 6-storey residential development at 420 Tamarack Road. In addition to the concerns that I have previously voiced to council through a letter that I submitted for the October 14th Council Meeting regarding high density rezoning in our neighbourhood, I hereby submit the following additional environmental concerns for Councils consideration. While I recognize the need for housing in Colwood, the ecological risks this specific proposal poses to the Millstream Creek watershed, a vital salmon bearing system, are significant and must be taken into consideration.

The Fragility of the Millstream Watershed

Millstream Creek is a hard won success story in urban restoration. Thanks to the installation of six fishways, including the \$800,000 project at Mill Hill, and thousands of volunteer hours, Coho salmon and Coastal Cutthroat trout have returned to spawn in our community. In 2025, these fish utilized 7km of newly accessible upstream habitat. However, this success is fragile. Adding high-density development pressure at this location threatens the conditions these salmon require to survive.

Insufficient Mitigation Measures

The proposed Low Impact Development (LID) measures, including underground infiltration tanks and oil separators, often fail to account for Colwood's unique hydrology. Our region's impermeable bedrock and steep slopes mean that during the extreme weather events now common in BC, these engineered systems can be quickly overwhelmed. This leads to:

- Thermal Pollution: Runoff from 6 storeys of rooftop and asphalt reaches the stream at temperatures lethal to salmon.
- Hydrological Shock: Rapid surges of water from impervious surfaces erode stream banks and wash away the delicate gravel beds where Coho lay their eggs.
- Geological Disturbance: The rock blasting required for a project of this scale can unpredictably alter underground water veins, starving the riparian zone of the consistent moisture it needs.

A Critical Link in the Food Chain

The return of Coho salmon to Millstream Creek is not just a local victory, it is also a regional necessity. Salmon are a keystone species that nourish local wildlife, from eagles and otters to the nutrient cycling of the riparian forest itself. Most critically, our local Southern Resident Killer Whale (Orca) populations rely on healthy salmon runs for their survival. Any development that risks the productivity of a spawning stream like Millstream contributes to the cumulative decline of the Orcas' primary food source.

Cumulative Impact

With major projects like The Landing and Langford Heights Business Park and a half a dozen other new large developments already adding pressure to the Millstream corridor, we cannot afford to treat 420 Tamarack Road as an isolated case. The cumulative loss of natural canopy and the increase in "flashy" runoff will eventually reach a tipping point where the creek can no longer support fish life.

On a personal note, my family has held the Millstream watershed as a core curriculum focus of [REDACTED] over the past 6 years. We have followed the stream from the ocean, as far as our kayaks could take us, and then walked along its banks from our neighbourhood, through the rock tunnel near the Millstream Llama property, up to the new fish ladder at Mill Hill, through Goldie Park, and traced the streams path further up into the Highlands and the Gowan Todd Region. We have learned about our precious watershed through CRD educational initiatives, as well as field trips to all the local Salmon Hatcheries. We have studied the Salmon, the Orca, and the Trees that make our part of the world so unique and worth protecting. It is heartbreaking to think of the Gamble Park section of the stream coming under

studio suites.

2. To request that council amend the Official Community Plan to remove the Gamble and Tamarack Neighbourhood of small R1 residential cul-de-sacs from the designation of “Centers”, to allow future renewal of the existing neighbourhood to take place in a way that more closely aligns with the Colwood OCP's spirit of “gentle infill” during development in existing and established residential Neighbourhoods.

“We know that Colwood residents take pride in their yards and their neighbourhoods, and that cul-de-sacs are more than streets: they are places that provide opportunities for play and social connection, as well as beautiful plantings.”

-City of Colwood Website, Section on Business, Building and Development, sub-section Road Network

Location: The Gamble Tamarack Neighbourhood is a small collection of cul-de-sacs providing access to about 50 residences that currently fall within the Colwood/Langford defined City Center area on the border of Colwood and Langford. This neighbourhood sits geographically in an area between the ALR land of the Royal Colwood Golf Course, Mill Hill, and the Forested areas of Fort Rod Hill and Jaun de Fuca. The Neighbourhood itself is tucked back from the main artery, down in a valley that is accessed by car from a single entry point with a right turn exit only onto Wale Rd. It houses the 1 hectare area of Gamble Park, which is important habitat for owls, turkey vultures, spawning salmon, and is contained by its borders with the Millstream Creek and the Galloping Goose Trail.

Character: The Gamble Tamarack Neighbourhood is primarily an older, well established single family home and duplex neighbourhood that also is home to a [REDACTED] facility for [REDACTED] residents, and the 15 Unit Larchwood Lane “subsidized” Townhome Complex for [REDACTED], run by Pacifica Housing. Residents of this quiet neighbourhood enjoy protection from the traffic noise of Wale Rd thanks to the steep downward grade of the neighbourhood, which can also present challenges in winter for road clearing crews. Narrow roadways limit street parking to one side at a time to allow for access for things like garbage collection and safe pedestrian travel, as there are no sidewalks, and a curb defines the property borders on one side of the street. There is a substantial amount of water that flows down through the neighbourhood on its way to several large water falls and fish ladders, and water flow is managed by carefully maintained storm drains and a culvert system on the opposite side of the street. Some houses at the bottom of the neighbourhood have installed flood protection measures to help protect their homes when the stormwater system is overwhelmed. In Winter, the roar of the waterfalls and fish ladders can be heard throughout the neighbourhood.

How the OCP Impacts the Gamble Tamarack Neighbourhood

The City of Colwood's Official Community Plan or OCP was completed in 2017 with direct civic engagement of approximately 1400 residents or close to 8% population participation.

In the OCP, the Centers area is identified as the area of lands on Goldstream between the border of Langford and the Sooke Rd Corridor, and includes Sooke road between Royal Roads University and extends down the Colwood Strip towards 6 Mile. During the development of the OCP, The Colwood Tamarack Neighbourhood was not identified as an Established Neighbourhood, even though it is currently zoned R1, lowest density residential and the majority of the homes were built 40 to 50 years ago. Instead, and to the complete surprise of its residents, the Gamble Tamarack neighbourhood was included in the OCP's Centers designation despite not sharing neighbourhood characteristics with the rest of the Centers area which encompasses businesses, car dealerships, fast food franchises, shopping plazas, a gas station, a hotel, a rec center, the Old Island Highway and parking lots. A quick look at the neighbourhood on Google Earth shows clearly how the Gamble Tamarack neighbourhood of small residential cul-de-sacs, relates more closely to the surrounding treed areas that border Millstream, and Gamble Park, than it does to the rest of the Colwood Corners and therefore should not be subject to the newly created Centers Designation.

Rezoning of Tamarack and Gamble neighbourhood area properties from lowest density R1 to the highest allowable density is unnecessary at this time, as Colwood has already reached over 68% of its projected new housing requirements for 2038, as outlined in the OCP. Colwood's population density is also projected to sit at a fraction of what would be needed to support the kind of development that would require 15 to 25 storey towers to be built along Sooke rd. by 2038, as suggested in The Triangle and Gateway Land Vision and Action Plan which is referenced by Lida construction on their pre-sale website for 396 Tamarack and has a much further timeline for proposed development than the current OCP.

How the spirit of the OCP can be reapplied to Gamble and Tamarack

While the OCP allows for new development in residential areas, it also advocates for a gentle infilling in established neighbourhoods. If approved, 396 Tamarack would be one of the tallest buildings in Colwood at this time, placed directly at the center of and completely out of character within a well established R1 neighbourhood, and would not align with the spirit of the OCP.

Part 26.1 b of the OCP describes how to use gentle infill through site planning that should "reflect characteristics consistent with the surrounding context as it relates to the orientation, scale, form, height, setbacks, and materials proposed for a development", and further states that "sites in older neighbourhoods should be developed in a manner that improves the neighbourhood". Careful consideration is given in the OCP to maintaining the character of existing neighbourhoods and encouraging development that makes sense within the context of the whole neighbourhood and surrounding parks and natural areas. Section 26.5 c. of the OCP states that "Relaxation of setbacks requirements may be considered to facilitate innovative design solutions, provided that the encroachment into the setback does not adversely affect the privacy, sunlight, or views of the adjacent property,

nor restrain potential of the adjacent property for future development". It is clear that by approving a building that will require underground development that encroaches on neighbouring property lines and allowing building heights that tower by at least 4 storeys over other buildings nearby, these thoughtful conditions will not be met.

Using the OCP to Protect Colwood's Character and Charm

The OCP states that it shapes how Colwood looks and feels, and it influences the day to day experiences and the quality of life of residents and visitors.

Page 1 paragraph 1 of the OCP states an intention to "protect cherished characteristics of Colwood". Quiet neighbourhoods next to parks and streams where children can grow up close to nature is one such characteristic that Colwood families have enjoyed for generations. According to Colwood, 95% of private dwellings were occupied by permanent residents in 2016. The occupancy rate of persons and also children in Colwood residences was above the national average, demonstrating that the character of Colwood is primarily that of a Family Friendly City. On page 13, the OCP describes Colwood's family friendly neighbourhoods while expressing the need to give families choices to meet their needs and lifestyles. Colwood embraces this spirit through thoughtful new developments and by adhering to very clear definitions around how new density should be achieved without encroaching on the privacy and quality of life of existing residents.

Page 19 of the OCP describes how the mix of housing in Colwood may change over time to meet the needs of the growing community, but that the City will review projections regularly and if necessary revise the OCP over time, reminding us that this community plan needs to be a living breathing guide that can be changed as new evidence is presented around community needs.

A Better way to Build up a City

There is a need in Canada for more affordable housing, and Colwood is doing its part to fill the need for many types of housing, but this still needs to be done thoughtfully and with great care not to alienate existing residents who may feel that Colwood no longer has a place within its borders for them. Examples of comprehensive planning and infrastructure preparation can be seen in other development areas that Colwood has invested in like the Royal Bay Area. Approving individual projects like 396 Tamarack and the newly proposed development at 420 Tamarack, on single family home lots that become available in a R1 neighbourhood, without intentional infrastructure planning designed to address the complex traffic and transportation needs that will arise as such an area becomes filled in with individual and disconnected towers, seems short sighted and counter productive. The City of Colwood has demonstrated in the past that there are better ways to redevelop a neighbourhood like Gamble Tamarack, in consultation with existing land owners, residents, and developers, without creating potential headaches and financial burdens for Tax Payers down the line.

Supporting Existing Residents

It is for all these reasons that I request on behalf of my neighbourhood full of families with children and pets, that the Colwood City Council made up of our Elected Representatives, and the Mayor of Colwood, act to remove the Gamble Tamarack neighbourhood from the Centers Designation for Colwood Corners that would allow for the approval of individual and unrelated 6 storey high density housing developments to be built along shared property lines with existing Single family homes, and amend the OCP to allow for lower density developments like Townhomes and smaller residential structures to gently refresh this neighbourhood as land becomes available.

Thank you,
Shara Leah Schultz
[REDACTED] Tamarack Road

--

Shara Leah Schultz

[REDACTED]

From: [Anne Jeffrey](#)
To: [Corporate Services](#)
Subject: Written Submission for Today's Planning & Land Use Committee Meeting
Date: May 4, 2026 11:50:03 AM

Dear City Staff,

Please include the below letter in the written submissions for today's Planning & Land Use Committee Meeting. Thank you!

Anne

Dear Planning & Land Use Committee, Mayor, and City Council:

I am writing to express my reasoned opposition to the proposed development at 420 Tamarack Rd. based on multiple areas of concern, which I will elaborate below. I am a resident of [REDACTED] Tamarack Rd. and my family and I will be directly impacted by this development if it should be approved. I wish to note up front that my household did not receive notice of the Neighbourhood Information Session that was held last October 1st, and we were thus unable to attend it. From speaking with my neighbours, it appears that many of us were not notified of this meeting. I further note that the sheet of attendees has only 3 entries. I therefore ask you to give appropriate weight to our concerns as expressed in our letters and in our public participation in Planning & Land Use Committee (the "Committee") and City Council (the "Council") meetings.

OCP:

The developer wants to rely on one part of the OCP, which Council has already directed staff to review. From the Report attached to today's meeting Agenda:

“Council Resolutions

At its October 14 Regular Meeting, Council passed a resolution (Resolution No. R2025-224) directing staff to review the appropriateness of the Official Community Plan (OCP) Colwood Corners designation for the surrounding neighbourhood and to develop a gentle infill strategy for existing neighbourhoods. As the subject property is located within the Colwood Corners designation, this direction has potential implications for the proposed rezoning. Staff advised the applicant of this resolution, including that a similar rezoning application in the area was not supported by Council. Notwithstanding

this, the applicant has requested that their application proceed for consideration under the current OCP policies.”

I strongly believe it would be inappropriate for Council to approve this development prior to the receipt and review of the results of Resolution No. R2025-224. However, even without those results, which may result in changes to the OCP, the OCP already states that development in established neighbourhoods must take the approach of gentle infill:

“Objective: 6.2.4 To maintain existing character within existing single detached neighbourhoods, while creating greater housing choices and the ability of residents to meet more daily needs within walking distance of home.

“POLICY 6.2.4.1 GENTLE INFILL

Enable moderate residential growth in established single-detached neighbourhoods ... primary in the form of small single-detached lots, secondary suites including coach houses, duplexes, and ground-oriented townhouses. “

The Gamble-Tamarack neighbourhood meets the definition of “Neighbourhood” in the OCP:

“Neighbourhood

Neighbourhood areas are established residential neighbourhoods historically comprised largely of single-detached homes, and predominantly located on the valley floor. The land use objectives for these areas are to create neighbourhoods that are:

“a. Characterized by low-scale residential uses that protect existing character, while enabling gentle infill that encourages greater housing choice for diverse household needs”

While our neighbourhood is not within the “Transit Growth Areas” in the OCP, the language in this area provides helpful explanations of what “gentle infill” should be and do:

“Transit Growth Areas Transit Growth Areas are predominantly established residential areas in the Neighbourhood and Neighbourhood-Hillside & Shoreline land use designations that are situated within 200 metres of real travel distance of the Transit Growth Area identified on Figure 8: Land Use.

The Transit Growth Areas support moderate future residential growth, and provide transit access to a greater proportion of residents. For clarity, where

the Transit Growth Area is shown on the Land Use Map (Figure 8) to coincide with the Colwood Corners and Mixed-Use Employment Centre land use designations, the uses, built forms and other policies applicable to Colwood Corners and Mixed-Use Employment Centre respectively will prevail. The land use objective for these areas is to be:

- a. Characterized by low to mid-scale, multi-unit residential uses at densities that support transit use on the Transit Growth Area
- b. Supportive of housing choice and diversity
- c. Providing a gentle transition in scale via sensitive infill to existing predominately single detached neighbourhoods**
- d. Supportive of Neighbourhood Centres and other neighbourhood or city-scale destinations, such as schools, community facilities, and institutions
- e. Supportive of walking and cycling, and an enhanced public realm
- f. Characterized by green infrastructure and green spaces “ (emphasis added)

“Sensitive infill” is shown on p. 56 of the OCP in the figure titled: “Scale Transition between Transit Growth Areas and Existing Low-Density Neighbourhood Residential Areas”.

It is further described below:

“POLICY 7.2.25 OTHER DIRECTIONS Support the land use objectives for Transit Growth Areas by:

- a. Providing access to and support for frequent transit, as part of the Transit Growth Area shown on Figure 8: Land Use.
- b. Sensitively increasing density while providing a gentle transition in scale to existing predominantly single-detached residential areas, as illustrated in the “Scale Transition” diagram in this sub-section.**
- c. Improving the public realm for pedestrians and transit users, with sidewalk amenities and improved transit facilities.
- d. Creating and maintaining a high degree of permeability – including direct walking connections – with adjacent residential areas leading to/from the frequent transit service as shown in Figure 12: Transit Network.
- e. Enabling limited small-scale, neighbourhood-serving retail uses where there is demand and where they do not compromise the viability of established centres and other commercial areas.

f. Designing buildings, public open spaces, and transportation networks to protect natural assets, consistent with the site adaptive policies in Section 11: Park Areas and Natural Assets.“ (emphasis added)

There are presently approx. 50 homes on about 34 lots in the Gamble-Tamarack neighbourhood. This development would add 153 units, therefore possibly quadrupling the number of people living in the neighbourhood. Conservatively, it would more than double the neighbourhood population. This cannot be considered “gentle” or “sensitive infill” and it would not “maintain existing character within existing single detached neighbourhoods”, nor is it “in the form of small single-detached lots, secondary suites including coach houses, duplexes, and ground-oriented townhouses.”

The units of the proposed development may end up as rental units or condos, according to Letter of Rationale, which states: “The site is proposed to be developed as market apartments or condominiums, depending on prevailing market conditions at the time of construction.”

The 153 units consist of 11 3-bedroom units, 39 2-bedroom units, 17 1-bedroom+den units, 63 1-bedroom units, and 23 studio units. The only units really suitable for a family with children are the 2- and 3- bedroom units, which add up to only 50 of the 153 units. Fully two-thirds of this very large development would only be suitable for single people or couples who don't need much space. The addition of 103 small units to our neighbourhood would be a fundamental change to our neighbourhood, which presently consists of single-family homes, duplexes and townhouses.

The developer wishes to rely on certain parts of the OCP - which are presently under review - but, in spite of their insistence to the contrary, their proposal does not adhere to the concept of gentle infill. One example of an immediate and detrimental change is that, with the additional traffic caused by this development, it would no longer be safe for small children to practice riding their bikes on our dead-end streets. If this proposal goes forward, it will immediately and forever change the character of the neighbourhood.

I submit to the Committee and to City Council that an appropriate level of development for our neighbourhood would be small-scale, multi-unit housing (SSMUH), which the Province of BC defines as follows:

“Small-scale, multi-unit housing describes a range of buildings and housing units that can provide attainable housing for middle-income families. Examples of small-scale, multi-unit housing include:

- Secondary suites in single-family dwellings
- Detached accessory dwelling units (ADUs), like garden suites or laneway homes
- Triplexes
- Townhomes
- House-plexes

Source: [Small-scale, multi-unit housing - Province of British Columbia](https://www2.gov.bc.ca/gov/content/housing-tenancy/local-governments-and-housing/housing-initiatives/smale-scale-multi-unit-housing)
<https://www2.gov.bc.ca/gov/content/housing-tenancy/local-governments-and-housing/housing-initiatives/smale-scale-multi-unit-housing>

These types of development would add density to our neighbourhood in a gentle way that would adhere to both the letter and spirit of the OCP and provide the type of housing that is most badly needed in our community.

Environment:

I am deeply concerned by the staff's recommendation under the heading "Conservation Covenant". Specifically, I object to this phrasing:

"The Owner shall register a ... Covenant ... agreeing to preserve and retain, **to the best of their ability**, the streamside protection and enhancement area for Millstream Creek, for environmental conservation purposes" (emphasis added).

This language is vague and fails to provide clear instructions to the developer. It would be difficult, verging on impossible, to later assess whether they had met this obligation or not. If the Committee decides to recommend that Council approve this development, I urge you to recommend much clearer language that provides stronger protection to Millstream Creek and the plants & animals that depend on it.

I was also surprised and concerned that Environmental Assessment makes no

mention of fish. It does not give any indication that the proposed development's impact on fish in Millstream Creek was considered at all. I suggest in the strongest possible terms that, before this proposal can be approved, a new assessment should be required specifically to assess the impact of the proposed development on the fish in Millstream Creek.

Traffic:

I have a couple of specific concerns regarding the Traffic Impact Assessment. First, why does it posit that the development would add only 60 more cars at the peak hour? The development would have 189 parking stalls, of which 167 are intended for residents.

Under 4.6.2 "New Site Trip Generation" on p. 32:

"The trip generation forecast for the site is provided in Table 17. The proposed development is forecast to generate 60 new two-way trips in the weekday PM peak hour period."

A note under Table 17 states that "Trip rates are per dwelling unit", but neither the methodology nor the rationale for this calculation are explained.

The Traffic Impact Assessment's conclusion that, "Under post development conditions all of the intersections continue to function within capacity with very minimal change" (p. 37) is predicated on this calculation.

Prior to approving this application, I ask the Committee and City Council to ensure that you fully understand the reasoning behind this calculation and agree that it is reasonable.

Before relying on this Traffic Impact Assessment, I specifically request that the Committee and Council direct that the appropriate City Staff member or members, such as a certified transportation engineer or other certified engineer with relevant expertise, conduct a review of the Traffic Impact Assessment to determine if appropriate methodology was used throughout, if all relevant factors were considered, and if the Traffic Assessment's conclusions are valid.

Road width of Gamble Dr.:

The measures proposed by the Traffic Impact Assessment are insufficient to solve the problem of Gamble Dr. being too narrow for two cars traveling in opposite directions to pass each other.

2.1.2 Evolving Road Network, p. 4

"The residents of the area have identified a concern that on-street parking activity along both sides of the road narrows the road to effectively one lane, making entering and exiting Wale Road challenging, especially during peak hours. It is recommended to restrict on-street parking to only one side on Gamble Drive to mitigate this issue and allow safer traffic flow in the area."

p. 40, Recommendation No. 2

"Add a sidewalk, or a dedicated pedestrian space ... along ... Gamble Drive".

On Gamble Dr., if a sidewalk is added and parking is prohibited on one side of the street, then cars will still be unable to pass each other going opposite directions unless the road is widened, because the sidewalk will take up most of the space gained by prohibiting parking on one side of the road.

To my knowledge, the possible widening of Gamble Dr. has not been considered by the developer. I am uncertain whether it would be necessary for the City to expropriate land from one or both sides of Gamble Dr. in order to widen this road, but even if formal expropriation is not required due to the Road Dedication already being wider than the actual road, the landowners who would lose part of their yards may still be entitled to compensation. Even if no compensation is required, widening a road is an expensive endeavour. I ask that the Committee direct Council to consider this issue.

Access to Galloping Goose (the "Goose")

The Traffic Impact Assessment notes that unofficial bike access to the Goose already exists through the Larchwood Lane Townhome Complex, but the Assessment fails to take into account the extreme likelihood that all cyclists living in the proposed development would use this path rather than cycling up to Wale Rd. Realistically, there is no way that cyclists living in the proposed development will take the long way up Loiacono Pl., which has a steep slope, along Tamarack Rd., and up Gamble Rd., which also has a steep slope, and then deal with the complex intersection of Wale Rd. & Gamble Rd., which also frequently has heavy traffic. Given the existence of a direct path to the Goose that avoids all these slopes and traffic, cyclists are going to use it.

Before approving this proposal, I ask that the Committee recommend that City Council direct staff to investigate the nature of this existing unofficial access path and determine:

- a. Who owns the land it is on?

- b. Who maintains it? I have noticed plants being cut back and other such maintenance but I'm not sure if this is done by the landowner or simply by people who use the path;
- c. If the pedestrian and cyclist use of this path increases dramatically, as it inevitably would in the event that the proposed development goes forward, would the landowner be likely to remove access to the path for all residents?

This would be a significant loss to the neighbourhood, for the same reasons listed above. Our neighbourhood previously lost another access path to the Goose that went over private property because the landowner decided that they didn't want people crossing their property anymore, and put a fence up. I am concerned that greatly increased use of this path could result in its being closed.

Ultimately, I would like Council to commit to making this pathway official and permanent, given the significant increases in time, ease and safety it provides as compared to the only other way to exit the neighbourhood (as described above). I note that the Traffic Impact Assessment indicates the developer is prepared to help pay for this to happen. If the development is approved, then the increased use to the path may endanger its existence, and I ask that the City take advantage of the developer's offer in this case.

Conclusion:

I urge the Committee to recommend that Council not approve this development based on its unsuitability for our neighbourhood. Developments that adhere to the province's definition of SSMUH would be a much better fit and would increase housing density while maintaining the character of our neighbourhood.

If the Committee decides otherwise, then I request the following:

1. That a new environmental review focusing on the impact of the proposed development on fish in Millstream Creek, including salmon & trout, be required;
2. That Committee & Council ensure they fully understand the reasoning in the Traffic Impact Assessment for the calculated increase at peak hour of only 60 vehicles, and that you agree that this is a reasonable estimate; specifically, I

request that the Committee and Council direct that the appropriate City Staff member or members, such as a certified transportation engineer or other certified engineer with relevant expertise, conduct a review of the Traffic Impact Assessment to determine if appropriate methodology was used throughout, all relevant factors were considered, and if the Traffic Assessment's conclusions are valid;

3.

That the present direct access path to the Goose through the Larchwood Lane Townhome Complex be made permanent and official, with plans for its maintenance and upkeep;

4.

That the road width of Gamble Dr. be addressed and that it be determined who would pay for widening the road, if it is necessary in order for two lanes of traffic to safely pass each other.

I thank you for your attention to these matters.

Yours truly,

Anne Jeffrey