



## DECISIONS AND ACTIONS

**Steering Committee**  
**Wednesday, January 18, 2017**

Victoria Canoe and Kayak Club

**Present:** John Mullane, Dorothy Chambers, Shaun Lees, Brian Koval, Sara Stallard, Mick Collins, Cathy and Yogi Carolsfeld, Julian Anderson, Jody Watson, Kitty Lloyd, Rick Daykin, Doug Critchley, Craig Elder, Jack Meredith, Tiffany Robinson, Francis Recalma, Brad Proctor (GWAS)

**Guests:** John Roe, Shellie Gudgeon, Judy Newnham, Melanie Molloy, Amanda, Bev Windjack, Jennifer Kay, Lehna Malmkvist, Lisa Cole, Arlene Morris

DECISIONS				
Next Meeting: <b>March 15, 2017</b>				
ACTIONS			ACTION BY	DUE
1	Send link to Christie Point Advocates website to GWI	Kitty	ASAP	
2	Send link to all reports on Christie Point website	Jennifer/Kitty	ASAP	
3	Contact Kitty if you would like printed copies of the Urban Sanctuaries brochure	All		
4	Add oil/sediment spill response/prevention to inter-municipal IWM agenda	Jody	ASAP	
5	Name cards – John Mullane, Vic West Community Association, GWAS members	Kitty	March	
6	Send Tiffany Robinson's contact information so people to contact her about potential restoration projects on the Gorge	Kitty	ASAP	

### INFORMATION

**Presentation: Christie Pt Redevelopment, Realstar consultant team: Jennifer Kay (TownSquare), Bev Winjack (LADR), Lehna Malmkvist (Swell Environmental), Sara Stallard (Swell Env.)**

- Plans were shown, revised following public input and after going before View Royal Council
- Want an open dialogue, and to address concerns of the public and different interest groups
- Rezoning application has been submitted to increase density to 473 units (from existing 161) with max. building height 26m
- No formal feedback has been received yet from View Royal, not sure of timeline or next dates
- Existing buildings are at the end of their life (built 1963)

- Realstar is a rental property owner and manager
- Looking to renew the site, with naturalized open spaces and publicly accessible areas
- Have received lots of community input
- Site constraints:
  - existing buildings, roads
  - 15m Environmental Development Permit Area (DPA) setback from the shoreline
  - archaeological sites
  - sea level rise
- For redevelopment to work, had to consider building up rather than out, due to these constraints
- Following public input, plans have gone from 9 storeys down to max. of 6, with some 4 and 2 storey, and from proposed 520 units down to 473
- Stretched out the buildings with more variation in building form, terraced 2, 4, 6 storeys; stepped buildings with open gaps between
- Treetops have been surveyed since Sept (when Realstar last presented to GWI); tree canopy tops out at 6 storeys
- Current zoning allows 4 storeys
- Units there now are a mix of 2 BR apartments and 3 BR town houses
- 473 units proposed will be a mix of studio, 1 and 2 BR
- Currently 4.7% of the buildings and roads encroach on the 15m shoreline DPA; proposed plan will reduce that to 3.2%
- Parking will be under buildings and underground (with accessible green roofs)
- Don't know exact mix of unit types at this point, but probably 1.25 parking spaces/unit which includes visitor parking
- Digital models showing views of proposed buildings from different points in surrounding area were shown
- At this point, buildings shown are at 'form and character' stage, final plans will be drawn once rezoning has been granted
- Lighting: night sky and bird habitat needs have been considered
- Used Fatal Light Awareness Program (<http://www.flap.org>) to assess buildings for light effects on surrounding area and possible effects on birds

#### **Ecological Features and Landscaping:**

- Limiting development to footprint of existing built spaces and roads
- Now 18.3% of site is paved/roofed; proposed plan will have 16.8%
- Access to shoreline will be controlled and limited (fencing, trails, signage)
- Educational component: interpretive signage showing sensitive nature of the surrounding Migratory Bird Sanctuary, ecosystems, archaeological sites
- Green roof over parking – only need 4 inches of soil, and fully mature trees can grow in 14", these parking roofs will have 6 – 8"
- Swell Environmental has advised Realstar about pre-development environmental management, including light shielding and invasive species management, sent in a report about this last week
- Shoreline access is now being enforced, asking residents to use appropriate access points to the shoreline
- Project is now registered with the Green Shores program

#### **Questions/Comments:**

- How high is a storey?

- 3.1m or 9 ft
- Construction staging?
  - Environmental construction plan will be developed when building phasing happens; program to reach out to existing tenants; 2 phases, will hold vacancies in parts of the area for tenants to move into during construction
- Pricing?
  - Christie Pt is a market rental site now, this will not change (part of amenity package to View Royal will be a contribution to regional housing fund); pricing will reflect market rates for new buildings
- What about boat storage?
  - Non-motorized boats only, existing storage will be improved and existing “personal” shoreline access and boat storage in front of units will not be allowed, keep all boating activity and shoreline access in one area
- This is a very challenging project; tripling the number of units, and providing parking for 700 cars
- How will you control shoreline and sensitive area access by people and dogs?
  - In critical areas there will be fencing, signage, restoration; there will be a small fenced off-leash area for dogs, otherwise dogs must be on-leash on the site.
- What about rainwater management?
  - Handled by green roofs on parking structures; surface parking will have permeable paving, other surfaces will have rain gardens for primary bioremediation; oil and grit separators where bioremediation is not possible
- How many trees will be removed, and how tall will replanted trees be?
  - 18 non-native and 7 native trees removed during construction, many more will be replanted; can re-plant with trees up to 6 – 8m tall, but these typically have poor root structures, better in long run to plant smaller trees, they grow faster and have stronger root systems
- Tree heights – would like to see a survey or report of all tree heights relative to proposed building heights
- Night lighting renderings – comparisons shown are to areas in Victoria Harbour with many more buildings around, light pollution effects could be greater in Portage Inlet which is generally darker than in Victoria Harbour
- Boat capacity: probably most residents will want a boat, how can this be accommodated with proposed boat storage?
  - May have to consider some indoor storage in parking garages
  - Want to work with GWI on education about boating protocol within the bird sanctuary
- Will you incorporate these shoreline access and boating rules into a rental agreement that tenants sign?
  - Will prepare a welcome package for new tenants with information about sensitive ecosystems, shoreline access, etc; will have to educate the site manager and exercise some enforcement
- How do we ensure that construction is done within the appropriate fisheries windows? We’ve seen other projects (international marina, McKenzie interchange) where construction has occurred outside that window, which can have severe impacts on fish migration, spawning, etc
- Comments submitted via email from PISCES:
  - Incorporate Green Shores concepts into a land title covenant so these get registered with the property title and green spaces are protected

- Proposed buildings are too high, will have negative impact on migratory and resident birds
- With 473 units, there will be too many people on this sensitive site, likely to have negative impact on sensitive ecosystems, wildlife and plants

**ACTION:** Jennifer will send links to all reports that are on the Christie Point website (<https://christiepoint.ca/>) Kitty will forward

**Presentation: Christie Point Advocates – Judy Newnham, Arlene Morris, Melanie Molloy**

- CPA is made up 50/50 of Christie Pt residents and neighbours
- Tenants only heard in November about redevelopment plans going to View Royal council
- 30% of 161 units are 3BR town houses, very hard to find rental accommodation with 3BR anywhere else in the region, especially places that will accept pets
- Concerns: height of new buildings, increased number of residents in a constricted area
- 3 main areas of concern: environment, traffic, resident displacement and affordability
- Concerned about potential loss of birds: following construction of the Craigflower Pump Station in 2013, appeared that bird populations declined afterward
- Increased potential for bird strikes on utility lines and windows; this is a very narrow peninsula
- Erosion is a concern
- Parking – now there are 121 spaces, this will increase to >500
- Safety at Shoreline/Craigflower intersection – this is already a huge challenge twice a day during rush hour
- Would like to see developers maintain the current zoning on the property, re-build within that

**ACTION:** send link to Christie Point Advocates website to GWI:  
<http://christiepointadvocates.com/>

**Discussion of oil and sediment spills into the Gorge**

- Dorothy reported on yet another oil spill from a leaking home heating oil tank entering the Gorge from a trailer on the Songhees reserve. Confusing layers of jurisdiction/responsibility as trailer is on land leased from Songhees Nation, on land surrounded by View Royal jurisdiction, and within infrastructure owned by Esquimalt.
- Esquimalt has now put absorbent booms in the water, but nothing is being done at the source, as that is a private responsibility
- BC Hazmat was called out, Esquimalt responded much better than during a spill earlier into West Bay, also from a home heating oil tank
- No municipalities have jurisdiction on First Nations lands, so who is responsible in this situation? View Royal says they don't know about infrastructure in Songhees lands. This should be a federal responsibility
- 1,200 liters entered the Gorge from another trailer in the same complex last year, cost resident \$35,000 to clean it up
- Sediment in the Colquitz:
  - After the first sediment spill from the McKenzie Interchange project site in November, salmon stopped entering the creek
  - Second breach happened when the contractor drove an excavator through a berm
  - More recently, Saanich employees were observed dumping buckets of sediment into a ditch which caused a sediment plume to enter the Gorge at Wyndeatt Ave, along Gorge Waterway Park

- There seems to be a disconnect between municipal engineers/managers, who say this is not how things are done, and the workers who don't follow municipal protocols
- We need to have a regional discussion, and make sure everyone is educated about guidelines, protocols and regulations about sediment, oil spill response, etc and actually follow these rules on all sites
- Sara Stallard commented that she has talked with Ministry of Environment, which oversees the permitting, about what happens regarding sediment spills, and there is no provincial protocol for sediment spills, only oil/hydrocarbon spills
- What can the GWI do?

**ACTION:** Jody will bring this up at the next Integrated Watershed Management Inter-Municipal group meeting

**Discussion: restoration projects along the Gorge** – Tiffany Robinson, UVic Restoration of Natural Systems student; GWAS member

- Looking for a restoration project on the Gorge as a subject for her year-long final project; one that can be continued by others after her project is over
- Tiffany is a Gorge Waterway Action Society member, wants to create a legacy project that GWAS summer students in future can continue to work on
- Kitty sent ideas earlier about doing an inventory of public road ends along the Gorge, and their potential for restoration, adaptation to sea level rise
- Dorothy reported that UVic Environmental Law Centre has already undertaken a feasibility study of the road ends along the Gorge (mapping, evaluating restoration potential)
- Has spoken with Craig Elder about Gorge Park – gorse is a problem near the community gardens there
- Spoke with Ian Bruce at Peninsula Streams, ideas about environmental reporting on McKenzie Interchange, other locations
- Mick – Saanich has received \$450,000 from provincial government as compensation for park lands lost to the McKenzie Interchange project; suggests contacting Saanich Parks about using some of that funding to make and implement restoration plans within the Cuthbert Holmes Park

**ACTION:** Kitty to send Tiffany's contact information for people to get in touch about potential projects

**Coordinator Updates** (note that due to time constraints, some of the items below were not discussed during the meeting, but are provided here for information)

- Urban Sanctuary brochure handed out, please let Kitty know if you'd like more printed copies
- Green Shores:
  - Level 1 workshop March 3 at UVic; This will be free of charge for participants
  - Making a presentation to James Bay Community Association about GS in relation to planned harbour pathway and bridge at Heron Park near Fisherman's Wharf
- Summary of site tour with CRD engineering staff re sewer line installation at Colquitz/Elk Beaver Lake: comments and concerns raised included:
  - Contract documents will be made public when finalized
  - Proposed trail build-up may impede amphibian traffic, reduce localized retention volume and introduce fill near the creek

- High water mark has been verified and project is not considered “in-stream works”
- Saanich will review the plan again before the contract work is tendered
- Results from water quality monitoring done a few years ago will be reviewed and considered for establishing a baseline quality during construction monitoring

### **Partner Updates**

Colquitz Coalition has a meeting next week, January 25, Pearkes Arena, 7-9pm

City of Victoria Update regarding anchored boats [via email from Adam Steele]:

- “The environmental report that was prepared requires additional information relating to longer term impacts of boats moored in the Gorge. This will need to be finalized prior to being presented to Council and available to the public, which may take a few more months. This will not affect the City seeking an injunction to remove the remaining boats. That process is underway with documents being prepared now. I am not sure of the timeline there but things are happening as quickly as possible.”

No other partner updates due to time constraints

**Adjournment: 9:45pm**