

(To request approval for installation of a commemorative plaque, memorial bench and trees in a prominent public location within Sidney.)

Letter from Royal Canadian Legion Saanich Peninsula Branch 27 dated June 1, 2026.

- presentation by Kenny Podmore, Centennial Chair, Royal Canadian Legion.

[7D1-Royal Canadian Legion Legacy Project](#)

Recommendation: refer to staff for a report back to Council.

8. BYLAWS

- a. Bylaw No. 2315 - Official Community Plan, Amendment No. 2** 47 - 52
(To establish new Tenant Protection Development Permit Area, expand the areas where Temporary Use Permits may be issued, align height limits across residential areas, and make additional minor amendments.)
Introduction from C. Newcomb, Director of Community Planning, dated June 8, 2026.
Recommendation: that the bylaw be given third reading and adoption.
[8a-Bylaw 2315 - OCP, Amend 2](#)
- b. Bylaw No. 2319 - Land Use Procedures, Amendment No. 7** 53 - 56
(To expand Temporary Use Permit procedures and remove application form to allow administrative updates.)
Report from A. Verhagen, Director of Development Services, dated June 8, 2026.
Recommendation: that the bylaw be given first, second and third readings.
[8b-Bylaw 2319 - Land Use Procedures Amendments](#)
- c. Bylaw No. 2318 - Streets & Traffic, Amendment No. 5** 57 - 66
(To establish roads with maximum speed of 20km/h and 30km/h, lanes with maximum speed of 20km/h and authorize the Municipal Engineer to establish school and playground zones).
Report from B. Murphy, Director of Engineering, dated June 8, 2026.
Recommendation:
1. That Bylaw No. 2318 be given first, second and third readings; and
 2. That staff proceed with implementation of required signage and related measures following adoption of the amending bylaw.
- [8c-Bylaw 2318 - Streets & Traffic - Speed Limit Amendments](#)

9. DEVELOPMENT PERMITS & DEVELOPMENT VARIANCE PERMITS

10. MAYOR'S REPORT

11. COUNCILLORS' REPORTS

- a. Councillor S. Garnett** - verbal update from the Shaw Centre for the Salish Sea.

12. COMMITTEE REPORTS

- a. SP Accessibility Advisory Committee - April 23, 2026** 67 - 72
[12a- SPAAC Minutes - April 23 2026](#)

Minutes contain recommendation(s) regarding:

R.1 Tactile Markings at Intersections

Recommendation: that staff be directed to review the guidelines for installation of tactile markings at intersections and report back to Council.

* **Staff Comments:** The Town conforms to the Master Municipal Construction Documents (MMCD) for tactile markings; a copy of which could be provided to SPAAC for information.

b. SP Accessibility Advisory Committee - May 28, 2026

73 - 78

[12b-SPAAC Minutes - May 28 2026](#)

Minutes contain recommendation(s) regarding:

R.1 Accessibility at TownPlace Suites by Marriott

Recommendation: that the Town communicate with the Victoria Airport Authority regarding accessibility concerns raised by the Saanich Peninsula Accessibility Advisory Committee.

R.2 Accessible Parking Awareness

Recommendation: that Town staff, during Accessible Parking Awareness Month in November, undertake an information campaign directed to the business community regarding best practices for accessible parking.

c. Committee of the Whole Meeting - June 1, 2026

79 - 82

[12c-CofW Minutes - June 01 2026](#)

Minutes contain recommendation(s) regarding:

R.1 Sidney Transit Hub

Recommendation:

1. That Council approve in principle the June 1, 2026 revised concept plan for the Sidney Transit Hub as proposed on Slide 5 of the BC Transit Presentation; and
2. That Council re-affirms approval in principle for the planning and design work to continue developing designs and cost estimates for the Sidney Transit Hub to support a business case and future funding application.

R.2 Development Variance Permit Application No. DV100390 (9522 Lochside Drive)

(To allow a longer extension to the Preliminary Letter of Approval for the subdivision application, and to defer off-site improvements requirements for the proposed Lot 2 until the time of development on Lot 2.)

Recommendation:

1. That owners and tenants in occupation of property within 75 metres (246 feet) of 9522 Lochside Drive be notified regarding Development Variance Permit Application No. DV100390 (to allow a longer extension to the Preliminary Letter of Approval for the subdivision application; and to defer subdivision requirements for off-site improvements for the proposed Lot 2 until the time of development on Lot 2) and that any written correspondence received to be forwarded to Council at the time of consideration of approval of the variance.

2. *That as a condition of approval of Development Variance Permit Application No. DV100390, the property owner shall, prior to subdivision approval, register a covenant on title prohibiting any construction on Lot 2 until proof of payment to install underground electrical and telecommunication service is provided to the Town.*

R.3 Update to Policy WS-015 - Public Bench Dedication – Bevan Fishing Pier Bench Fee Adjustment

Recommendation:

1. *That Policy WS-015 Public Bench Dedication be approved as amended (which includes introducing a new, separate fee of \$4,000 for dedicated benches located on the Bevan Fishing Pier, and maintaining the existing \$3,000 fee for all other dedicated bench locations.)*
2. *That the updated policy apply to both new applications and renewals on the Bevan Fishing Pier.*
3. *That staff be directed to bring forward an amendment to the Town’s Fees and Charges Bylaw, at an appropriate time, to reflect the updated fee structure.*

R.4 Proposed New Traffic Calming Policy

Recommendation:

1. *That staff consider alternate wording for minimum score thresholds, including other traffic calming measures and notes on other non-traffic calming measures; and*
2. *That staff bring forward a proposed dedicated traffic calming capital budget for Council’s consideration in the next annual budget cycle.*

OR

* Report from B. Murphy, Director of Engineering, dated June 8, 2026.

Recommendation:

83 - 106

1. *That Policy WS-024 - Traffic Calming (For Resident Initiated Requests) be approved as amended; and*
2. *That staff bring forward a proposed dedicated traffic calming capital budget for consideration in the next annual budget cycle.*

[12c.R.4 - Policy WS-024 - Traffic Calming](#)

d. Advisory Planning Commission - June 2, 2026

107 - 110

[12d-APC Minutes - June 2 2026](#)

Minutes contain recommendation(s) regarding:

**R.1 Development Permit Application No. DP100859
(9616 Sixth Street)**

(To permit the form and character of a new four-unit residential development.)

Recommendation: *That Development Permit DP100859 (to permit the form and character of a four-unit residential development) for the property at 9616 Sixth Street be approved, subject to the condition that the property owner shall, prior to the issuance of a building permit:*

1. *Address design guidelines 25.4.4 (private outdoor space) and 25.3.36 (provide weather protection such as awnings and*

- canopies at primary building entries); and*
2. *Pay to the Town a deposit in the amount of 115% of the estimated cost to complete the hard and soft landscaping for the development.*

13. STAFF REPORTS

- a. **Monthly Building Permit Report - April 2026** 111 - 114
(No recommendation: for information.)
[13a-Monthly BP Report - April 2026](#)

14. CORRESPONDENCE

- a. **Installation of Scaffolding on Beacon Avenue** 115 - 116
Email from A. Coe, Scoop and Waffle, dated May 28, 2026.
Recommendation: *that staff reply to the writer.*
[14a- Installation of Scaffolding on Beacon Ave](#)

15. CORRESPONDENCE FOR INFORMATION

1. Emails (3) regarding proposed development at 9972 Third Street. 117 - 120
[15.1-emails - proposed development at 9972 Third St - 3](#)
2. Emails (2) regarding parking on Allbay Road. 121 - 122
[15.2-emails - parking on Allbay Road - 2](#)
3. Email from J. Wellbourn, expressing concerns with the bike crossing at Beacon Avenue and Highway 17, dated May 25, 2026. Copy of Town's letter to the Minister of Transportation and Transit, dated May 28, 2026. 123 - 132
[15.3-email - intersection Beacon & Highway 17](#)
[15.3-letter - Town's letter to Minister](#)
4. Email from J. & H. Wills, regarding potential development application for 10425 Allbay Road, dated May 19, 2026. Reply dated May 20, 2026. 133 - 136
[15.4-email -potential development 10425 Allbay Road](#)
5. Email from P. Drury, regarding light on in facility during construction, dated June 1, 2026. 137 - 138
[15.5-emails-lights on in facility during construction](#)
6. Email from M. Corry, expressing concerns regarding the Bowerbank bikeway, dated May 29, 2026. 139 - 140
[15.6-email-Bowerbank bikeway](#)
7. Email from D. Savage, expressing concerns regarding the Town's 2026 tax increase, dated May 29, 2026. 141 - 142
[15.7-email-2026 tax increase](#)
8. Email from S. Watkinson, expressing concerns regarding rezoning application for 2270 Harbour Road, dated June 1, 2026. 143 - 144
[15.8-email-rezoning application for 2270 Harbour Road](#)
9. Email from Better Transit YYJ, regarding the proposed Sidney Transit Hub, dated June 1, 2026. 145 - 146
[15.9-email-Sidney Transit Hub](#)
10. Email from L. Rojas, requesting support for a resolution for rat 147 - 148

Re: Proposed Amendment to Bylaw No. 2315 – Tenancy Protection Bylaw and Tenant Assistance Policy DV-016

Mayor and Council,

Please accept this letter as my formal opposition to the proposed amendment to Bylaw No. 2315.

I am concerned by the proposal to limit tenancy protections to only eight selected rental buildings. The suggestion that extending protections beyond these buildings places too great a responsibility on the municipality overlooks the much greater burden borne by tenants who face redevelopment-related displacement.

Existing tenants, particularly low-income seniors and those living on fixed incomes, are among the most vulnerable members of our community. Many have spent years contributing to Sidney and rely on stable, affordable rental housing to remain connected to their neighbourhoods, support networks, healthcare providers, and local services. Displacement can have significant financial, social, and health consequences that are difficult, if not impossible, to overcome.

Rental housing is also essential to maintaining a healthy and functioning community. Many workers in retail, hospitality, caregiving, maintenance, and other service industries rely on rental housing in order to live and work in Sidney. When renters are displaced, businesses face staffing challenges and the entire community is affected.

Protecting tenants from unnecessary displacement is not simply a housing issue—it is an investment in the social and economic well-being of Sidney. I urge Council to reconsider this amendment and pursue policies that provide fair and consistent protections for all tenants affected by redevelopment.

Thank you for your consideration. Please include this correspondence in the official public record regarding the proposed amendment to Bylaw No. 2315.

Sincerely,

Gina Gervais

Amelia Avenue

From: Kim Bellis [REDACTED]
Sent: Wednesday, June 3, 2026 3:55 PM
To: admin
Subject: Bylaw amendment 2315

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

I would like to go on record to voice my concern about restricting the municipalities responsibility for tenanted buildings. I would ask that much consideration be given to expanding protections beyond the eight selected buildings in order to provide housing security for the most vulnerable in our society.

Thank you
 Kim Bellis

Sent from my iPhone

File No.	
Mayor	
Councillor(s)	
Agenda	✓
CAO	
Administration	
Finance	
IT	
Dev Services	✓
Engineering	
Parks	
Public Works	
Fire Dept	
RCMP	
Comments:	
	For info

From: admin
Subject: FW: June 8 meeting - tenant protection bylaw

From: Kirsten Mike [REDACTED]
Sent: June 4, 2026 4:23 PM
To: admin <admin@sidney.ca>
Subject: June 8 meeting - tenant protection bylaw

You don't often get email from [REDACTED] [Learn why this is important](#)

Hello, please forward this message on to the mayor and council as part of the June 8 tenant protection bylaw package.

Dear honourable mayor and council members.

I am writing with respect of the proposed tenant protection bylaw.

The report prepared by town staff says that the tenant protection powers in Bill 16 represent yet another instance of potential downloading of provincial responsibilities onto local governments. I respectfully disagree and would reframe this as giving a local government the opportunity to assist in the protection of their residents as purpose built rentals age out or are replaced for other reasons.

Further, the Town controls the approvals that ultimately cause the displacement of its residents by way of redevelopment or demolition, therefore, it is reasonable for the Town to mitigate this harm, or want to, and have new developments and builders lessen the loss experienced by the tenants - especially longer term tenants.

A tenant protection bylaw should be inclusive of ALL purpose built rentals, regardless of age, within Sidney because any building may need to be demolished or substantially renovated or renovated. Limiting the buildings to a small portion of town or already built buildings leaves many residents vulnerable if their building becomes affected. While a newer building may imply it won't need to be demolished for quite some time, it isn't a guarantee, and should also be included.

There are also many other types of rentals that were purposely built (secondary suites, laneway homes) or purchased for the purposes of being rented out (by either an individual or a company). Your proposed bylaw does not include those situations and leaves many residents vulnerable. Any tenant protection bylaw should strive to include as many renting residents as possible.

While I agree a tenant protection bylaw should be created, there are still things to amend and consider. I encourage you to send the idea back to staff with requests to include all of sidney's purpose built rentals, current and future, and other types of rentals so that protections are applied to more of your residents if and when the time comes that they lose their home.

Thank you for taking the time to read and consider my comments.

Sincerely,

Kirsten Snedden

Town of Sidney Resident

McCarthy Tétrault LLP
Suite 2400, 745 Thurlow Street
Vancouver BC V6E 0C5
Canada
Tel: 604-643-7100
Fax: 604-643-7900

**mccarthy
tétrault**

Craig Shirreff*
Partner
Direct Line: 604-643-5955
Direct Fax: 604-622-5655
Email: cshirreff@mccarthy.ca
***Law Corporation**

Assistant: Dena Gigliotti
Direct Line: 604-643-7932
Email: dgigliotti@mccarthy.ca

June 4, 2026

Via Email (admin@sidney.ca)

Mayor and Council
Town of Sidney
2440 Sidney Avenue
Sidney BC
V8L 1Y7

Attention: Corporate Officer

Dear Mayor and Council:

**Re: Proposed Official Community Plan Amendment Bylaw No. 2315 – Tenant Protection Development Permit Area Public Hearing – June 8, 2026
Property: 10159 Third Street, Sidney, BC (the “Property”)**

We are legal counsel to Gary Hammonds Ltd. (the “**Owner**”), the registered owner of the Property, which is one of the eight existing rental buildings that would be included within the proposed Tenant Protection Development Permit Area (the “**DPA**”). We write on behalf of the Owner to register its strong objection to Bylaw No. 2315 as drafted, and to respectfully request that Council defer or amend the proposal for the reasons we have set out below.

The Owner does not dispute that the *Local Government Act* (British Columbia) and the *Community Charter* (British Columbia) permit a municipality to designate a redevelopment protection area and to support it with a tenant protection bylaw. In this case, however, and as detailed below, the Owner has significant concerns regarding the substance, timing and fairness of what the Town proposes, as well as with the absence of the information owners and Council would reasonably need in order to credibly assess it.

1. The DPA designation would be premature because its operative content does not yet exist.

By the Town’s own materials, the DPA will only become effective upon adoption of a Tenant Protection Bylaw that the Town has not yet drafted. Section 488(2) of the *Local Government Act* (British Columbia) requires the Official Community Plan to describe the special conditions justifying the designation and to specify guidelines respecting its exercise. Designating the area now – before the bylaw, the development permit guidelines, the compensation formula, relocation standards or any right-of-first-refusal mechanics have been written or made public – essentially asks owners and Council to endorse a regulatory framework of unknown substance. It should be an obvious point,

but the Owner certainly cannot meaningfully respond, and Council cannot meaningfully weigh the proposal, on the current record. We respectfully submit the designation should not proceed until the accompanying bylaw and guidelines are before the public.

2. There is insufficient information available regarding enforcement, appeals and dispute resolution.

Related to the above, the proposal provides no detail on how the permit guidelines will be administered, how compliance will be enforced, what appeal or reconsideration rights an owner will have or how disputes between owners and tenants will be resolved. The Residential Tenancy Branch does not adjudicate municipal tenant protection bylaws, leaving a real question as to the forum and process. Owners are entitled to know these mechanics before a framework is fixed in the Official Community Plan.

3. The framework risks duplicating and stacking on the *Residential Tenancy Act*.

Tenants in the affected buildings already enjoy substantial statutory protection (including notice and compensation on redevelopment) under the *Residential Tenancy Act* (British Columbia). The Legislature recognized this overlap: section 63.3(2) of the *Community Charter* requires that compensation payable under the *Residential Tenancy Act* be deducted from any amount required under a tenant protection bylaw. The Town's materials do not explain how the proposed framework will respect that limit or avoid imposing duplicative obligations. We ask that any framework expressly coordinate with, and not duplicate, existing *Residential Tenancy Act* entitlements.

4. The proposal singles out a limited group of owners and is arguably discriminatory.

The DPA would single out only eight identified properties for additional regulation and presumably substantial new financial burdens, while leaving untouched materially similar rental properties elsewhere in the Town. At common law, a municipality may not enact a bylaw that discriminates between persons or classes of persons (in the sense of treating them differently) unless that distinction is expressly or necessarily authorized by statute. By targeting this small group of owners rather than addressing housing policy through measures of general application, the proposal is arguably discriminatory in this sense, and the Town has not identified any feature of these eight properties that justifies subjecting them, alone, to obligations not imposed on comparable rental housing. Compounding the unfairness, the Owner acquired and has operated the Property under the regulatory framework in place at the time, and the proposal will presumably impose substantial new obligations retroactively on that investment. This will constrain redevelopment flexibility, increase approval risk and depress the value of the Property and the other affected properties.

5. The proposal may work against the Province's housing-supply objectives.

The amendment is intended to advance housing goals, but added uncertainty around redevelopment approval and permit timing may very well have the opposite effect. Our understanding is that the affected buildings are among the oldest rental stock in Sidney. A framework that prolongs the operating life of deteriorating buildings (by making their



redevelopment slower and less certain) may forestall the replacement of aging units with new, additional housing, cutting against the very provincial objectives the Town cites.

Request

For the reasons set out above, on behalf of the Owner we respectfully request that Council:

- (a) defer adoption of Bylaw No. 2315 until the accompanying Tenant Protection Bylaw and development permit guidelines have been drafted and made available for public review and consideration; or
- (b) failing deferral, amend the proposal to (i) remove the Property from the designated area, or (ii) provide clear guidelines that coordinate with the *Residential Tenancy Act*, confine obligations to the statutory scope of "redevelopment," and set out enforcement, appeal and dispute-resolution procedures.

We would welcome the opportunity to discuss these concerns with staff before the hearing. The Owner reserves all rights, including the right to make further submissions at the public hearing on June 8, 2026.

Yours truly,

McCarthy Tétrault LLP

Signed by:

952C83CBA1044B1...
Craig Shirreff
Partner

CWS/deg
cc: Client

223976/617864
MTDOCS 65400271v1

Mayor and Council
Town of Sidney - June 4, 2026

From: [Redacted]
Sent: Thursday, June 4, 2026 2:00 PM
To: admin
Subject: Tenant Protection Bylaw number 2315.



2026 Sidney Town
 Council submi...

To: Sidney Town Council members

From: Alison Gardner, Resident [Redacted] of The Waterfront Apartments [Redacted] Second St, Sidney BC

Re: Sidney Protection Bylaw, Number 2315, for public hearing and council vote on June 8 at 6 pm.

Date: June 3, 2026

It has come to my attention that the apartment building in which I live has not been included in a present list of eight older rental buildings in the town to fall under the tenant protection bylaw being considered.

I have now lived in Sidney as a tenant for five years and at this property as a tenant for two years, so I believe I can legitimately ask, "Why has The Waterfront not been included in the list?" Without doubt it fits under the appropriate age designation for inclusion having been built and occupied by tenants since 1980. I am told that the reason is because the building was renovated in 2011. That is incorrect. It was the apartments that were renovated 15 years ago, while much of the building and its infrastructure remains original or repaired on an "as needs" basis.

By all measures, both visible and invisible, The Waterfront is an old but serviceable building if it is respectfully cared for by its new ownership, its management, and tenants who choose to live in it, some for a very long and loyal time. Going into the future, I hope to be one of them.

A tenant protection bylaw that includes The Waterfront Apartments will be a positive step toward safeguarding over 40 more units of valuable, but modest, accommodation for renters in the community core of Sidney. I understand that other communities across our province have taken or are taking similar steps to foster care of such rental value in their bylaws, and I encourage my adopted town of Sidney to do the same.

Respectfully submitted,

Alison Gardner,
 [Redacted] Second St
 Sidney, BC [Redacted]

File No.	Mayor	Councillor(s)	Agenda	CAO	Administration	Finance	IT	Dev Services	Engineering	Parks	Public Works	Fire Dept	RCMP	Comments:
														Jul Info

LANDLORDBC

June 5, 2026

Mayor & Council
Town of Sidney
2440 Sidney Ave.
Sidney, BC, V8L 1Y7
Send via email to: admin@sidney.ca

**Subject: June 8, 2026 Public Hearing – OCP Amendment Bylaw No. 2315
“Tenant Protection Development Area”**

Dear Mayor & Council,

LandlordBC is the non-profit industry association representing owners and managers of rental housing in British Columbia. LandlordBC’s mandate is to support a balanced and healthy rental housing ecosystem with an emphasis on private sector solutions. I am writing on behalf of our 3300 members to express our concern about the proposed OCP Amendment Bylaw No. 2315 “Tenant Protection Development Area”.

While we support, in principle, the notion of consideration for tenants that may be displaced as a result of the redevelopment of existing stock that is at or near the end of its functional life, we are very concerned that Council is moving forward with this specific amendment without addressing the serious unintended consequences of the proposed amendment. We are particularly concerned that the decision appears to be getting fast-tracked without any consultation with our sector, the development community, and most importantly the owners of the eight purpose-built rental buildings targeted by this proposed amendment so that Council can understand the unintended consequences.

Renewal of older rental housing is critical to generate an abundant supply of safe, secure, sustainable purpose-built rental housing for both current and future renters. Any measures that unnecessarily impede the renewal of older rental housing risk long term harm to the constituents that you profess a desire to protect, namely renters. It does not have to be that way, as is evidenced by what we are witnessing across BC right now.

LANDLORDBC

105 – 1001 Cloverdale Avenue, Victoria, BC, V8X 4C9

LANDLORDBC

Because of a robust increase in purpose-built supply literally across the province, vacancy rates are up, rents are down, and vacancy chains are working, meaning that renters have more choice now than they've had in decades. This only occurs when government removes barriers and facilitates an environment conducive to the renewal of supply that results in the creation of more new, safer, and healthier rental homes.

What we find particularly concerning about what's unfolding is the fact that while Council is contemplating this proposed amendment, to-date there's been no discussion with our sector or the impacted building owners about the scope of tenant protections envisioned. What this means is that Council has given absolutely zero consideration to the financial implications for the eight building owners. We question, with all due respect, how this can be considered sound governance.

We reiterate that we support, in principle, the notion of consideration for tenants that may be displaced because of the redevelopment of existing stock. However, Council must know that proceeding with this proposed amendment in the absence of robust consultation to understand and address all the unintended consequences, will place the eight buildings and their owners in an uncertain situation where progress or improvement is stalled. If this amendment proceeds, because of the uncertainty surrounding the proposed tenant protections, these assets will be frozen in terms of disposition potential should any of the owners wish to or need to sell. The owners of these buildings would literally be stuck in prolonged uncertainty, powerless to influence the outcome. In other words, stuck in a "state of limbo".

We respectfully ask that you defer a decision on this matter until a proper and in-depth consultation process takes place. LandlordBC is available for these discussions and welcomes them at your earliest convenience. Thank you.

Sincerely,



David Hutniak
CEO
LandlordBC

LANDLORDBC

105 – 1001 Cloverdale Avenue, Victoria, BC, V8X 4C9

From: admin
Subject: FW: Proposed Tenant Protection Development Permit Area

From: Jan Huminuik [REDACTED]
Sent: June 5, 2026 10:17 AM
To: admin <admin@sidney.ca>
Subject: Proposed Tenant Protection Development Permit Area

You don't often get email from [REDACTED] [learn why this is important](#)

Council members,

TOPIC: Proposed Tenant Protection Development Permit Area identifying 9882 Second Street as one of eight older rental apartment buildings proposed to be included in the Town of Sidney's Official Community Plan

My name is Jan Huminuik. My husband, Mike, and I have owned the sixplex at 9882 Second Street since the year 2000. We are not a corporation or a business. We understand that our property may be effected in the new proposed community plan. We cannot speak for the other seven properties that have been selected but we adamantly disagree with targeting our property. Targeting and penalizing older existing rental properties is unfair, unjustified, and a bandaide solution to what the town of Sidney seems to perceive as an issue. Some may think the tenants are the only victims. However, the burdens on the owner have increased substantially and has resulted in a huge [negative impact](#). In reality, we are the victims. We understand that the Tenant Protection Bylaws are currently being drafted and have not been developed per the staff reports that we researched. We really do not know what to expect.

Our property is located in a small quadrant area surrounded by four and six storey condominium developments that are providing long term tax dollars to the town of Sidney's

tax base. In 2024, the town rezoned our property from R7 to RM6-R placing a large potential loss on the value of the property yet the property taxes do not reflect this change. Over the years, we have invested in the interior and exterior upkeep of the building, maintaining a more than affordable rental property. The present government capped rent regulations have not enabled us to keep pace with all the increases - taxes, labor costs, material costs, increased sewer and water rates, and insurance costs. We would like to make further improvements but with present and future unknown regulations and restrictions being reviewed, we will not be proceeding. Examples: The parking lot needs paving (quoted approx. \$35,000.00); the replacing and removing older decks, railings, fascia boards, fence repairs, painting, removal of old materials (quoted approx. \$65,000.00). Our net profit last year was approximately \$60,000.00. You do the math. Over time, this will lead to a deteriorated two story building with unhappy tenants or no tenants in an area surrounded by four and six storey high end modern condominiums in a most desirable location of Sidney's waterfront.

Our present assessment of our land and buildings is approximately \$3,000,000. After expenses if you are to divide the profit margin into the property assessed value, the result is approximately 1.5% return on your money. In today's business structure this is not considered profitable and banks will not finance.

We agree there may be a need for rental properties. However, placing the burden on a few older properties is undemocratically not the answer to that issue. We feel there are other avenues that may address those needs. One option is providing incentives for private individuals to build more rental units by making it financially feasible. A second option is the Town purchasing properties and providing affordable rental units, as is being done in other towns and cities.

To summarize, we are discouraged with Council's approach and ask the Council to reconsider their direction regarding our property and to exclude it. We do hope the Council takes into consideration the perspective of owners and decides not to target selective older rental properties.

Sincerely,
Mike and Jan HumInuik

From: Deborah Bateman [REDACTED]
Sent: Friday, June 5, 2026 4:08 PM
To: admin
Subject: Proposed Tenant Protection Bylaw for June 8,2026

You don't often get email from [REDACTED] [Learn why this is important](#)

To the mayor and town council; As a renter for 12 years now in The Waterfront building on Second Street ,I do feel you should know that I have already received a letter from the current management company on behalf of the unknown current owner.This letter was for the exact financial amount suggested in the current TAP for my amount of my years of living in this building.The letter was worded as to make me feel like this was such a unique opportunity that I should take advantage of it in the couple of days I had been given to accept.As there has not been any other notices about plans for redevelopment,as a tenant what do I assume is going on?Is it simply an attempt to get long term tenants out an make major rent increases to future tenants or is the writing on the wall that the current owner is sitting on a very financially desirable piece of property and is very aware that your current protection of older buildings has fortunately NOT included this building? Truly hope that council reconsiders adding the Waterfront to the current protection list.Even though this building had some internal updates done less than 15 years ago by a previous owner(solely to increase amount of rentals and of course increase all the rental rates as well),it is still a much older building that may start to need more repairs,which unfortunately for most tenants simply means landlords/owners will sell while they can.Even with the town's current policy suggestions for the procedures to be able to go ahead with new building plans,it will still mean that another large group of tenants will be struggling in todays market place to find new places to live.Realize tenants do not support the town itself with property tax dollars and perhaps are opinions do not matter as much in the big picture?However we do support the local community with our votes and the money we do spend in this community we have chosen to rent in.Thank you Deborah Bateman(ask this letter to be offered to the official agenda for by law 2315)

From: Jan Huminuik [REDACTED]
Sent: Sunday, June 7, 2026 12:41 PM
To: admin
Subject: Proposed Tenant Protection Development Permit Area

You don't often get email from [REDACTED] [Learn why this is important](#)

Council members,

My name is Jan Huminuik. My husband, Mike, and I have owned the sixplex at 9882 Second Street since the year 2000. We are not a corporation nor a business. We understand that the Tenant Protection Bylaws are currently being drafted for inclusion in the newly proposed community plan and that our property may be one of eight affected. While we cannot speak for the other seven, we adamantly disagree with the inclusion of our property in this bylaw plan. In fact, we disagree with the plan entirely as it places an unfair burden upon older, existing rental properties in an effort to bandaid an issue for which a solution is not even required.

If Sidney would like to increase the stock of rental housing, there are other avenues that can be explored such as the Town purchasing properties and building tiny homes, small multi-family buildings or purchasing existing buildings as is being done in other towns and cities. More leeway could be given to private homeowners to build carriage houses on their properties for rentals; basement suites could be subsidized through the tax system.

People think being a landlord is a cash grab but that's not the reality. The burdens of property owners have increased substantially and have resulted in huge financial and negative impacts. The protections that tenants enjoy under the BC Residential Tenancy Act are broader

in this province than in the majority of Canada.

Our property is located in a small quadrant area surrounded by four and six storey condominium developments that are providing long term tax dollars to the town of Sidney's tax base. In 2024, the town rezoned our property from R7 to RM6-R placing a large potential loss on the value of the property yet the property taxes do not reflect this change. Over the years, we have invested in the interior and exterior upkeep of the building, maintaining a more than affordable rental property. The present government-capped rent regulations have not enabled us to keep pace with all the increases - taxes, labor costs, material costs, increased sewer, water and garbage rates, and insurance costs. We would like to make further improvements but with present and future unknown regulations and restrictions being reviewed, we will not be proceeding. Examples: Parking lot paving - quoted approx. \$35,000.00; replacing and removing older decks, railings, fascia boards, fence repairs, painting, removal of old materials - quoted approx. \$65,000.00. Our net profit last year was approximately \$60,000.00. You do the math. Over time, this will lead to a deteriorated building with unhappy tenants or no tenants in an area surrounded by four and six storey high-end modern condominiums in a most desirable location of Sidney's waterfront. **After expenses if you are to divide the profit margin into the property assessed value, the result is approximately 1.5% return on your money. In today's business structure this is not considered profitable and banks would not finance.**

To summarize, we are discouraged with Council's approach and ask the Council to reconsider their direction. We ask that Council take into consideration the perspective of rental owners and decide to not restrict older rental properties as part of a tenant bylaw or community plan.

Sincerely,

Mike and Jan Humlnuik

Letter for Submission

Date: June 7, 2026

To: Mayor and Council, Town of Sidney

Re: OCP Amendment Bylaw No. 2315 – Tenant Protection Development Area

Property: 9891 Resthaven Drive

Submission Type: Written Representation for the June 8, 2026 Public Hearing

Dear Mayor and Council:

We are writing in regards to the OCP Amendment Bylaw No. 2315, “Tenant Protection Development Area”. We are owners of 9891 Resthaven Drive, one of the eight older purpose-built rental properties that this bylaw directly targets for inclusion in the new Tenant Protection Development Permit Area. We are deeply concerned by the total lack of meaningful consultation with affected rental building owners prior to this bylaw being brought forward.

We feel strongly that the Town is putting the cart before the horse. According to the Town's own public statements, the actual Tenant Protection Bylaw—which will dictate the structural rules, developer obligations, and the costs to evict or compensate current tenants—is still "currently in development."

It is a major failure of inclusive governance to pass an OCP amendment that penalizes and restricts our land title today when Council has not yet verified what measures will be put on developers or what the financial liabilities will be.

For example, what length of tenancy would equate to the amount of compensation that the owner would have to pay to the tenants upon redevelopment? Who determines this amount? How can housing providers evaluate the viability of upgrading Sidney's aging infrastructure when the core financial implications remain completely unclarified?

According to the town's staff reports, this DPA acts as an empty regulatory shell because the actual Tenant Protection Bylaw (TPB) outlining developer requirements and precise eviction costs is still "currently in development".

This means the town is effectively restricting our property rights before they have even finalized or revealed the rules, costs, and compensation formulas.

Currently, 80% of our current tenants' monthly rent is below market value, and 50% are paying half of the market value rate. Having been good landlords over the past years, we feel this amendment actively punishes housing providers who have provided stable, affordable, long-term housing for tenants in our community.

There is already strict rent control in place and structural protection for displaced tenants under the provincial government, which requires one month's rent compensation and three months' notice to vacate for redevelopment. It is highly concerning that by stacking

additional unverified municipal costs onto redevelopment, rents in new buildings will continue to skyrocket to recoup these growing expenditures. This does not serve the tenant's best interest.

Sidney needs to increase the overall number of rental units, but there is zero incentive for property owners to invest when faced with escalating development costs and completely undefined financial liabilities. Encouraging the redevelopment of older buildings—rather than adding vague obstacles that deter growth—is what will benefit the community at large. This is proven by the new 180-unit rental development being built in Sidney and new secure housing in neighboring Central Saanich, both of which succeed by creating supply, not by choking existing properties with unfinalized regulations.

As building owners who pay a considerable amount of tax to the Town of Sidney, we deserve a transparent process. There must be greater discussion and a formal opportunity for affected property owners to have their voices heard before this restrictive DPA framework is accepted.

We are asking Council to defer the third reading of Bylaw No. 2315 until the draft Tenant Protection Bylaw is fully drafted, publicly disclosed, and evaluated alongside property owners in a collaborative consultation process.

Thank you, and we look forward to your response.

Sincerely,

Rema Development Ltd

Robert & Michele Bramley

remadevelopmentltd@gmail.com

BROOK.

Chuck Brook Real Estate Advisor Inc.
402 – 480 Robson Street, Vancouver, BC V6B 1S1

June 8, 2026

Mayor and Council,

Re: "Tenant Protection Development Permit Area" Amendment to the Official Community Plan

My name is Chuck Brook. I am a planning and development consultant based in Vancouver. I have been in practice since 1988 and have built one of the leading development planning consultancies in BC. Clients include both the private and public sectors.

I represent the owners of Georgia Manor, 10159 Third Street - a 20-unit rental residential building which is slated to be part of the proposed Tenant Protection Development Permit Area in the OCP.

On behalf of the owner, I am here to express significant concerns regarding both the substance and timing of this proposal.

First, the proposed Tenant Protection DP Area does not resemble a conventional Development Permit Area. Rather than applying to a clearly defined geographic area identified through the Official Community Plan, it selectively targets eight separate and non-contiguous properties containing older buildings. This creates a policy targeting a very limited number of property owners, rather than a comprehensive policy and planning initiative applied equitably across the community. I also understand that some of these eight properties may in fact be strata-titled multi-ownership, rather than a purpose-built rental building with a single landlord.

Second, the proposal appears premature. Council has not yet released a draft Tenant Protection Bylaw to accompany the tenant Protection Area outlining the specific rules, obligations, costs, or procedures that these eight property owners would be required to follow. In effect, the Town is proposing to impose new development restrictions without considering the Bylaw itself.

As a result, affected property owners are being asked to blindly accept considerable uncertainty regarding future redevelopment approvals, financial obligations, timelines, and legal responsibilities without understanding the full policy framework and its consequences.

The proposed Tenant Protection DP Area may discourage the redevelopment of aging residential buildings by introducing additional permitting requirements, delays, project expenses, and compensation obligations. In many instances, these added burdens may undermine the financial viability of projects that may otherwise provide new, safer, and more energy-efficient housing,

including but not limited to replacement rental housing.

At a time when all levels of government are stressing the urgent need to increase supply and density across the housing spectrum, this proposal may well impede and discourage such redevelopment and delay the delivery of new housing in Sidney.

There are also important concerns regarding fairness. The proposal imposes substantial new obligations on a small and geographically disparate group of property owners under a regulatory framework that did not exist when many of these properties were acquired. It may also reduce redevelopment flexibility and adversely affect property values.

In addition, significant concerns remain regarding administration and enforcement. The Town has not yet considered how additional permit requirements can be applied consistently, or how disputes will be resolved.

Finally, some of the affected property owners have not been meaningfully consulted during the preparation of this proposal. If Council intends to proceed with tenant protection measures, the complete policy package — including the full draft Tenant Protection Bylaw — should be released prior to the consideration of any such Official Community Plan amendments.

Accordingly, I respectfully request that Council remove the proposed Tenant Protection Development Permit Area from the OCP Bylaw and undertake further consultation and analysis before proceeding.

Sincerely,



BROOK.

Chuck Brook Real Estate Advisor Inc.

(604) 250-2289

<https://brookdev.ca/>

From: Howard Paskowitz <hpaskowitz@starlightinvest.com>
Sent: Monday, June 8, 2026 10:11 AM
To: admin
Subject: Submission re: Bylaw No. 2315 -- Official Community Plan, Amend. No. 2

You don't often get email from hpaskowitz@starlightinvest.com. [Learn why this is important](#)

Dear Mayor and Members of Council-

My name is Howard Paskowitz and I am the Senior Vice President of Development and Public Affairs for Starlight Investments, Canada's largest provider of rental housing. We are proud landowners in Sidney with an active development pipeline across the country.

We are not making this submission to oppose tenant protection — we share that goal — but to respectfully request that Council pause and undertake meaningful consultation before adopting the proposed Tenant Protection Development Permit Area. We have seen numerous cases where onerous tenant protections become both an obstacle to new housing and a detriment to tenants of older buildings.

The intent behind this policy is right. Tenants deserve security, fair treatment, and a clear process when redevelopment affects their homes. We are committed to that. What is missing is the detail that makes a policy like this workable — the specific requirements, compensation obligations, timelines, and procedures that would govern how any relocation is actually carried out.

Adopting a Development Permit Area before the Tenant Protection Bylaw itself has been drafted and reviewed creates real uncertainty — for tenants, who won't know what protections they're actually entitled to, and for housing providers, who cannot responsibly plan or finance new development against an undefined regulatory framework.

Done right, tenant relocation and redevelopment is not a loss for residents. In our experience, it is an opportunity to move people from aging buildings into brand new homes — with energy-efficient appliances, modern amenities, and significantly improved living conditions. But this can only happen if the policy framework is clear, fair, and developed with input from those who will be responsible for implementing it.

We respectfully request that Council defer adoption of the proposed DPA and initiate a structured consultation process — one that includes affected property owners and housing providers alongside tenants and community advocates. We are ready to participate constructively in that process and to help design protections that work for everyone.

Thank you for your consideration of this request for further consultation.

Kind regards-

Howie



Howard Paskowitz, M.B.A. | Starlight Developments

Senior Vice President, Development and Public Affairs

1400 - 3280 Bloor Street West, Centre Tower, Toronto, Ontario, M8X 2X3

Main: 416-234-8444 | Fax: 416-855-0192 | Direct:416-855-1579 | Cell:416-500-4774

hpaskowitz@starlightinvest.com  



June 8, 2026

Peter Hollemans
Resident of Waterfront Apartments
[REDACTED] Second Street, Sidney, BC

Mayor and Council
Town of Sidney

Re: Official Community Plan Amendment Bylaw No. 2315

I support the objective of protecting tenants who are displaced by redevelopment. Losing one's home through redevelopment can be disruptive and financially difficult, and it is appropriate for the Town to consider measures that help reduce those impacts.

As a resident of Waterfront Apartments at [REDACTED] Second Street, a purpose-built rental building constructed in 1979, I am concerned that my neighbours and I would not receive the same protections afforded to tenants in the designated buildings. Although our building is of similar age and serves the same purpose as many of the protected rental buildings, it appears to be excluded because of its zoning designation rather than the circumstances faced by its tenants.

The proposed Tenant Protection Development Permit Area appears to apply only to a limited number of older rental buildings. This creates two classes of tenants within Sidney, where eligibility for protection depends not on the impacts of redevelopment or the needs of displaced renters, but on the zoning designation of the building in which they happen to live.

If the underlying principle is that tenants displaced by redevelopment deserve assistance, then that principle should apply consistently whenever purpose-built rental housing is redeveloped. As newer rental buildings age, they too will eventually become redevelopment candidates, and their tenants could face the same challenges of displacement and rising rents.

Rather than creating a bylaw that protects only a selected group of buildings, I encourage Council to consider a framework that applies fairly and consistently to all purpose-built rental redevelopment in Sidney. Such an approach would avoid arbitrary distinctions between tenants and reduce the need for future amendments as additional buildings become eligible.

If Council believes that only certain buildings currently warrant protection, I would appreciate a clear explanation of the policy rationale for distinguishing those tenants from all other renters in Sidney facing future redevelopment.

Thank you for considering these comments.

Sincerely,

Peter Hollemans



TOWN OF SIDNEY
Minutes of Regular Council Meeting
Monday, May 25, 2026
 Town Hall Council Chambers, 2440 Sidney Avenue
6:00 PM

PRESENT: Mayor C. McNeil-Smith
 Councillor S. Duck
 Councillor S. Duncan
 Councillor S. Garnett
 Councillor R. Novek
 Councillor T. O'Keeffe
 Councillor C. Rintoul

STAFF: L. Edwards, Chief Administrative Officer
 A. Hicik, Director of Finance (*electronically*)
 A. Verhagen, Director of Development Services
 B. DeMaere, Manager of Engineering (*electronically*)
 L. Judson, Manager of Communications
 S. Nelson, Corporate Officer

1. CALL TO ORDER

The Mayor called the meeting to order at 6:00 p.m.

2. TERRITORIAL ACKNOWLEDGEMENT

The Mayor respectfully acknowledged that this evening's meeting is being held on the traditional territory of WSÁNEĆ First Nations - STÁ,UTW_ (Tsawout), WJOŁEŁP (Tsartlip), WSÍKEM (Tsecum), BOKEĆEN (Pauquachin), and MÁLEXEŁ (Malahat) First Nations.

3. APPROVAL OF AGENDA

2026.15.258 Moved by Councillor S. Duck, seconded by Councillor R. Novek, that the agenda be approved with the following amendments:

1. additions to item 8a - email (3) from D. Irwin, S. McIvor and C. Black;
2. addition to item 8a -email from Westplan Consulting, dated May 25, 2025;
3. remove from item 10a, verbal report from ArtSea Community Arts Council;
4. raise item 15.3 to Correspondence as item 14a; and
5. raise item 15.7 to Correspondence as item 14b.

MOTION CARRIED UNANIMOUSLY

4. APPROVAL OF MINUTES

- a. **Special Council Meeting - May 11, 2026**
- b. **Regular Council Meeting - May 11, 2026**

2026.15.259 Moved by Councillor S. Duck, seconded by Councillor R. Novek, that Minutes of the Special Council Meeting of May 11 and the Regular Council Meeting of May 11, 2026, be approved.

MOTION CARRIED UNANIMOUSLY

5. RISE & REPORT FROM IN-CAMERA MINUTES (for information only)

6. BUSINESS NOT COMPLETED AT A PREVIOUS MEETING

7. PUBLIC PARTICIPATION OPPORTUNITIES

A. PUBLIC PARTICIPATION PERIOD (maximum 20 minutes)

1. **B. Fallot, Sidney** – referring to item 15.7, appealed to Council for their support and advocacy for a safety matter that warrants urgent action; the newly installed walking tactile pads at Highway 17 and Beacon Avenue were installed incorrectly, guiding people directly into harms way; Town staff advised this area is under the jurisdiction of the Ministry of Transportation & Transit and after contacting MOTT directly on April 18 was advised it would be fixed in two weeks; followed up with MOTT on April 30 and has received no response; and requested Council to use their position and authority to ensure the Town remains a safe place for all.
2. **B. Gartside, Gartside Marine Engines on Harbour Road** – referring to item 8a, advised has sent a letter to Council; marine industry services in Sidney are better than anywhere in the northwest coast and brings in huge dollars to the Town; some marine businesses need water access and only one side of Harbour Road has this; and stated if we lose it we will never get it back so it should be preserved.
3. **M. Holland, Westplan Consulting, 2270 Harbour Road** - referring to item 8a, advised an Open House was held to provide information on the application and to gather feedback from area residents and businesses, and have provided Council with a report on the feedback received; he noted there is no agreement on anything related to the application - residents were 100% in favour, subsequently others have come forward in opposition primarily because of concerns of lack of residential parking; received positive feedback from some business, however a few were in opposition, even with the OCP and Zoning provisions which have permitted a whole raft of uses which do not reflect the water-land interface; and encouraged Council to move the application to a public hearing where all feedback could be gathered and considered.
4. **K. Gartside, Gartside Marine Engines on Harbour Road** - referring to item 8a, stated is opposed to the rezoning; some marine services require waterfront access; once the properties are rezoned they are not coming back; having a marine business next door to a residential property is not always a happy combination; and is concerned about restricted access to the water should the zoning be changed.
5. **R. Simon, Sidney** – referring to Accessibility Week, expressed concerns regarding the one-day complimentary pass for persons with disabilities at Panorama Recreation, noting it does not provide sufficient time to try out the facility and that complimentary access should be provided for the whole week; and stated there is a demand for additional fitness facilities on the Peninsula.
6. **J. Wellbourn, Sidney and Chair of Capital Bike Peninsula Local Advocacy Committee** - referring to item 15.7, expressed another issue with the new crossing at Highway 17 and Beacon Avenue - the lack of bike signals; MOTT claimed there is no issue; advised this past Friday a cyclist was hit at the crossing and it may have been due to this issue; and asked Council that if they will be advocating to the Province regarding the tactile pads to request a solution to the bike signals as well.

Public Participation Period closed at 6:20 p.m.

B. SPECIAL PUBLIC PARTICIPATION

C. PUBLIC HEARINGS

D. PRESENTATIONS / PETITIONS & DELEGATIONS

1. 2025 Annual Report - Mary Winspear Centre

Denny Warner, Executive Director of the Mary Winspear Centre, was pleased to report on the Centre's activities, highlighting on the following:

- continue to operate on solid financial footing; net income= \$278,000 and is allocated to address capital deficiencies and fixed-asset upgrades

- two major capital issues require replacement - the roof and HVAC system, and will be fundraising for these projects
- will begin receiving capital and operation funding through the CRD Regional Performing Arts Service in 2027; which will also allow groups rental space subsidies to access the theater
- received \$200,000 donation for a new playground in Blue Heron Park, which will be installed by the end of July; the next project is to widen the access road and expand the parking area

Ms. Warner advised the funding received from the Town is essential to their operations and advised the Centre's 25th Anniversary celebrations will be held on Saturday, September 19, 2026.

8. BYLAWS

a. Bylaw No. 2316 - Zoning Amendment No. 4

(Zoning Amendment Application No. RZ100115 - 2270 Harbour Road - to amend conditions of use for retail and office uses in the Marine Industrial (W1) Zone to allow non-marine related uses in four commercial units.)

2026.15.260 Moved by Councillor S. Duncan, seconded by Councillor C. Rintoul, that Bylaw No. 2316 - Zoning Amendment No. 4 (2270 Harbour Road) be given first reading.

MOTION CARRIED UNANIMOUSLY

2026.15.261 Moved by Councillor S. Duncan, seconded by Councillor C. Rintoul, that Bylaw No. 2316 - Zoning Amendment No. 4 (2270 Harbour Road) be given second reading and that staff advertise for a public hearing.

**OPPOSED: Mayor & Councillors: S. Duck, S. Garnett, R. Novek
& T. O'Keeffe
DEFEATED 2:5**

9. DEVELOPMENT PERMITS & DEVELOPMENT VARIANCE PERMITS

10. MAYOR'S REPORT

11. COUNCILLORS' REPORTS

- a. **Councillor T. O'Keeffe** - provided a verbal report from Sidney Museum & Archives: new Board Chair elected – Susan Mercer; successful in receiving a number of grants to assist funding for student interns and the “Seat at the Table” exhibit; and the waterfront signage project has now been completed. She advised the Board received a complimentary letter from the W̱SÁNEĆ Leadership Council expressing appreciation for being included in the signage project and that plans are underway for a formal unveiling ceremony.
- b. **Councillor S. Duncan** - provided a verbal report from the CRD Regional Water Supply Commission: electrical upgrades have provided 23% reduction in power use, saving \$140,000/year on UV treatments; some new staff positions have been deferred to 2028; water conservation is very efficient and expect only 3-6% reduction of residential use by 2035; and looking at prescribed fire burns with First Nations involvement and amending bylaws to allow for traditional practices.

12. COMMITTEE REPORTS

a. Committee of the Whole Meeting - May 19, 2026

Minutes contain recommendation(s) regarding:

**R.1 Development Permit Application No. DP100859
(9616 Sixth Street)**

(To permit the form and character of a new four-unit residential development.)

2026.15.262 Moved by Councillor S. Duncan, seconded by Councillor S. Duck, that Development Permit Application No. DP100859 for the property at 9616 Sixth Street (to permit the form and character of a four-unit residential development) be forwarded to the Advisory Planning Commission for review and comment.

MOTION CARRIED UNANIMOUSLY

**R.2 Development Permit Application No. DP100857 and
Development Variance Permit Application No. DV100389
(2384 Orchard Avenue)**

(To relax requirements for minimum front setback and maximum lot coverage in order to allow a new four-unit residential development.)

- 2026.15.263 Moved by Councillor S. Duncan, seconded by Councillor S. Duck, that the Development Permit Application No. DP100857 (to permit the form and character of a four-unit residential building) and Development Variance Permit Application No. DV100389 (to increase the lot coverage from 45% to 57% and to reduce the front yard setback from 4.5m to 1.7m) for the property at 2384 Orchard Avenue be redesigned by the applicant to better comply with zoning requirements, and present revised plans to a future Committee of the Whole Meeting.

MOTION CARRIED UNANIMOUSLY

13. STAFF REPORTS

a. Results of Initial Engagement on Replacement of Town Hall

- 2026.15.264 Moved by Councillor S. Duncan, seconded by Councillor R. Novek, that Council receive the results of the initial public engagement regarding the replacement of Town Hall and consider them as part of future in-camera deliberations, should matters involving private property be discussed.

MOTION CARRIED UNANIMOUSLY

b. Request for Road Closure & Parks Use - Sidney BIA Pride Month

- 2026.15.265 Moved by Councillor S. Duck, seconded by Councillor T. O'Keeffe, that the Sidney BIA be authorized to close Beacon Avenue, east of the rainbow crosswalk, and to use sound amplification at Beacon Park for their Pride Month event at Beacon Park on Saturday, June 13, 2026.

MOTION CARRIED UNANIMOUSLY

14. CORRESPONDENCE

a. BC Transit Service to Airport

(Raised item 15.3 - Copy of Town's letter to Victoria Regional Transit Commission, regarding proposed changes to BC Transit Route #72 and service to the airport, dated May 8, 2026.)

The Mayor advised that the Victoria Regional Transit Commission, at a meeting on May 12, 2026, selected a new option that will provide direct bus service from downtown Victoria to the airport, but will be very limited and have no impact on current services to Sidney - 6:15 and 6:30am bus service from Victoria will go directly to YYJ prior to proceeding through Sidney and 10:15 and 10:30pm bus service from Swartz Bay will go through Sidney and then to YYJ. The Mayor also advised that the Commission resolved to make direct service to the airport the number one priority for future expansion of service.

b. Tactile Walking Surfaces at Highway 17 and Beacon Avenue

(Raised item 15.7 - Email from B. Fallot, regarding the tactile walking surfaces at Highway 17 and Beacon Avenue, dated May 11, 2026.)

- 2026.15.266 Moved by Councillor S. Garnett, seconded by Councillor S. Duck, that the Mayor, on behalf of Council, write a letter to the Minister of Transportation and Transit requesting an immediate remedy to the incorrect alignment of the scoring lines and tactile pads on the north east and south east portions of the traffic islands at the Beacon Avenue and Highway 17 intersection.

MOTION CARRIED UNANIMOUSLY

15. CORRESPONDENCE FOR INFORMATION

1. Emails (3) regarding proposed development at 9972 Third Street.
2. Email from P. Vagnerova, regarding waterfront washrooms, dated May 5, 2026. Reply dated May 13, 2026.
3. *(Item raised for discussion - see item 14a.)*
4. Email from W. McBride, regarding an outdoor piano, dated May 8, 2026.
5. Email from D. Tate-Stratton, regarding funding for a new recreation facility, dated May 11, 2026.
6. Email from J. Foster, regarding Bowerbank Road and the Ironman route, dated May 11, 2026.
7. *(Item raised for discussion - see item 14b.)*
8. Email from B. Boyd, regarding additional pickleball courts at Iroquois Park, dated May 18, 2026.
9. Email from Chair of the Victoria Family Court & Youth Justice Committee, providing a copy of their 2025 Annual Report, dated May 19, 2026.

16. NOTICE(S) OF MOTION

17. MOTION TO GO "IN-CAMERA" (CLOSED MEETING)

18. ADJOURNMENT

2026.15.267 Moved by Councillor S. Duck, seconded by Councillor R. Novek, that the meeting be adjourned at 8:02 p.m.

MOTION CARRIED UNANIMOUSLY

MAYOR

CORPORATE OFFICER



Notice Of Public Hearing

Official Community Plan Amendment

Bylaw No. 2315

The Council of the Town of Sidney will hold a Public Hearing on **Monday June 8, 2026, at 6:00 p.m.** to allow the public to make verbal or written representation to Council with respect to proposed amendments to the Town's Official Community Plan. The purpose of Bylaw No. 2315 is to amend the Official Community Plan to establish a new Tenant Protection Development Permit Area, expand the areas where Temporary Use Permits may be issued, align height limits across residential areas, and make additional minor amendments.

All persons who believe that their property is affected by the proposed amending bylaws will be afforded a reasonable opportunity to be heard or to present written submissions respecting matters contained in the bylaws at the Public Hearing.

Council will be holding this Public Hearing on **June 8, 2026, at 6:00 p.m.** in the **Council Chambers at Town Hall, 2440 Sidney Ave, Sidney, BC**. Members of the public may provide written submissions or speak in person at the Council meeting on **June 8, 2026**. Members of the public wishing to speak to Council electronically (via Zoom) must register in advance by contacting the Administration Department at admin@sidney.ca or by calling 250-656-1139 **by 12:00 p.m. on the day of the meeting**. A live stream of the Council meeting will be available through the Town's website at www.sidney.ca.

Written comments can be submitted until 4:00 pm on Monday June 8, 2026, by the following methods:

- Email: admin@sidney.ca
- Mail: **2440 Sidney Avenue, Sidney BC, V8L 1Y7**
- **Drop box:** Main front entrance at Town Hall, 2440 Sidney Avenue

All correspondence submitted will form part of the public record and may be published in a meeting agenda.

Copies of the proposed bylaw and background documentation can be viewed at Sidney Town Hall from 8:30 a.m. to 4:00 p.m., Monday through Friday (excluding statutory holidays) or at www.sidney.ca. Further inquiries can be directed to the Development Services Department, at 250-656-1725 or developmentservices@sidney.ca.

(First Advertised: May 28, 2026,
Second Advertised: June 4, 2026)

File No.	
Mayor	
Councillor(s)	✓
Agenda	
CAO	
Administration	
Finance	
IT	
Dev Services	✓
Engineering	
Parks	
Public Works	
Fire Dept	
RCMP	
Comments:	Tap info

From: admin
Subject: FW: Tenant Protection Bylaw

From: Thora Illing [REDACTED]
Sent: Thursday, May 7, 2026 2:51:38 PM
To: Mayor McNeil-Smith <Mayor@sidney.ca>; Chad Rintoul <crintoul@sidney.ca>; Richard Novek <rnovek@sidney.ca>; Terri O'Keeffe <tokeeffe@sidney.ca>; sduck@sidney.ca <sduck@sidney.ca>; Sara Duncan <sduncan@sidney.ca>; Scott Garnett <sgarnett@sidney.ca>
Subject: Tenant Protection Bylaw

You don't often get email from [REDACTED] [Learn why this is important](#)

Dear Mayor McNeil-Smith and Councillors:

I am pleased that Sidney Town Council is drafting a Tenant Protection Bylaw. I am sure we all agree that Sidney should not become a municipality where only affluent people can rent a home. The older purpose-built rental properties have many tenants on lower fixed incomes and these buildings are vulnerable to purchase for redevelopment or rent increase. The site redevelopment on Third Street is a recent example of tenant displacement.

I believe the scope of the new Tenant Protection bylaw needs to be broadened in three ways:

As it stands now, residents of eight older rental buildings in Sidney are to be protected by the designation of a new **Development Permit Area**. Unfortunately, this excludes the 1979 Waterfront building on Second Street (and perhaps other properties) equally in need of protection. Rather than a designation by area, I am appealing for an extension of protection to all rental properties purpose-built in Sidney before, say, 2010. The Waterfront was recently purchased by a numbered company. Devon, the property managers, are not permitted to reveal the identity of the new owners. Already several tenants have been invited to give up their apartments for a cash bribe. Uncertainty about the future intentions of the owners is causing distress. We do not know if they will move on to renovation.

Renoviction is not covered by the Residential Tenancy Act in BC and I am asking Council to include it in the new Tenant Protection bylaw. Ugly instances of tenants being forced out of their homes has led to legal protection in Toronto and elsewhere. In BC the City of Westminister since 2019 has had a renoviction bylaw that survived two court challenges. A search on *google* can provide details if any Councillors are not familiar with this case.

Thirdly, I believe the existing **Tenant Assistant Policy (TAP)** should be an integral part of the new bylaw. If buildings must be lost to redevelopment, tenants need the protections laid out in the Plan approved by Council in 2019/20. Including TAP as part of the new bylaw would give tenants more assurance that in case of displacement they do have rights.

Respectfully submitted for your consideration,

Thora Illing 13-year tenant of The Waterfront
 [REDACTED] Second St., Sidney BC [REDACTED]

From: Gail Aitken [REDACTED]
Sent: Friday, May 8, 2026 2:41 PM
To: Mayor McNeil-Smith; Steve Duck; Sara Duncan; Scott Garnett; Richard Novek; Terri O'Keeffe; Chad Rintoul; admin
Subject: Proposed Tenant Protection Development Permit Area - Sidney

You don't often get email from [REDACTED] [learn why this is important](#)

It has come to my attention that the Town of Sidney has under consideration a new Tenant Protection Bylaw which includes a "Tenant Protection Development Permit Area" detailing 8 specific rental buildings within the town. As a 13 year resident of The Waterfront Apartments, I am puzzled as to why this building has not been included in this DPA.

Many of the residents at the Waterfront are elderly and would have no place to go should they be forced out. The existing Tenant Assistance Policy appears sufficiently generous but only if alternative rental housing within the townsite is actually available for those needing to relocate due to redevelopment.

It is my hope that Council will consider The Waterfront as a suitable addition to the Tenant Protection Development Permit Area.

Thank you,
 Gail Aitken
 [REDACTED] Second Street
 Sidney, BC

File No.	
Mayor	
Councillor(s)	
Agenda	✓
CAO	
Administration	
Finance	
IT	
Dev Services	✓
Engineering	
Parks	
Public Works	
Fire Dept	
RCMP	
Comments:	
	FOR RESPONSE

From: Corey Newcomb
Sent: Wednesday, May 13, 2026 3:49 PM
To: [REDACTED]
Cc: admin
Subject: RE: Proposed Tenant Protection Development Permit Area - Sidney

Dear Ms. Aitken,

Thank you for your email to Mayor and Council regarding the proposed Tenant Protection Development Permit Area; I have been asked to respond with further information.

By way of background, two staff reports regarding this topic are included on recent Council meeting agendas: this [March 23rd staff report](#), regarding a proposed approach to a Tenant Protection Bylaw in Sidney, as well as this [April 27th staff report](#), regarding the Tenant Protection Development Permit Area (TPDPA), which is a required precursor to the development of a Tenant Protection Bylaw.

As noted in the March 27th staff report, the focus of a Tenant Protection Bylaw in Sidney is on older purpose-built rental buildings, whose age and condition put them at risk of redevelopment in the near-term. In the case of The Waterfront, although it was originally built in 1979, substantial interior and exterior renovations circa 2013 to substantially renew the building mean that it is unlikely to be considered for demolition and redevelopment in the near-term. As such, it has not been included in the TPDPA.

It is also worth highlighting that in British Columbia, the Residential Tenancy Act only allows tenancies to be ended in very specific circumstances, and both landlords and tenants are required to follow all regulations when a tenancy ends, including the provision of the required notice and compensation. It is also important to note that while municipal Tenant Protection Policies and Bylaws can help to mitigate some of the impacts of the end of a tenancy agreement, they cannot prevent tenancies from being ended under the regulations.

In an effort to expand housing options for tenants, the Town has also been working to add to the community's existing stock of rental housing. Since 2019, the Town of Sidney has seen the construction of approximately 300 new purpose-built rental units in the community. In addition, the current Council has recently approved or is considering an additional 460 new rental units, some of which are already under construction. These units are a mix of sizes and are in various locations, providing a range of housing options for residents to consider in the future.

Thank you again for sharing your thoughts with Mayor and Council. If you have further questions please do not hesitate to respond to this email.

Sincerely,

Corey Newcomb RPP, MCIP, Director of Community Planning
Town of Sidney
2440 Sidney Avenue, Sidney, BC V8L 1Y7
SETINES – WSÁNEĆ Territory
250-655-5428
cnewcomb@sidney.ca www.sidney.ca

From: Patricia Hirsch [REDACTED]
Sent: Saturday, May 23, 2026 10:25 AM
To: admin
Subject: Fwd: Tenant Protection Bylaw

ESPRESSO You don't often get email from [REDACTED]. [Learn why this is important](#)

Subject: Tenant Protection Bylaw

Mayor and Members of Council.

I wish to speak in opposition to the restrictive scope of the proposed Tenant Protection Development Permit Area under Bylaw No. 2315 (see attached: [Notice Of Public Hearing Official Community Plan Amendment Bylaw No. 2315](#)) While I believe codifying tenant protections into a formal bylaw is a step in the right direction, this proposal significantly reduces tenant protections. It shelves the comprehensive foundations of Sidney's original Tenant Assistance Policy (TAP), (see attached: [Tenant Assistance Policy - DV-016](#)), in favor of a bylaw framework butchered by costly and unnecessary research (see attached: [13a-Development of Tenant Protection Bylaw](#)), and by imposing greater restrictions on protections as compared to the existing policy.

Limiting this new Development Permit Area to only eight hand-picked older buildings will repeat the enforcement failures we already witnessed under the previous TAP framework. By drawing a rigid line around only eight properties, the Town is actively choosing to exclude many Sidney's renters. Renters in townhouses, secondary suites, and excluded rental buildings are completely left behind. A large portion of the apartment buildings excluded in this bylaw are investor-owned. This leaves those tenants fully exposed to redevelopment, renoviction, and displacement without municipal protections. By only selecting 8 older, and most at risk buildings to be protected, this bylaw is rendered temporary and offers no protections to excluded tenants as their buildings age.

We continually hear staff and some council members use the rhetoric that tenant protections constitute an unfair "downloading of responsibility" onto municipal governments. This is a false narrative for two reasons. The Province of British Columbia explicitly grants local governments these powers because municipalities deal most directly with the development and permit approval processes. The Town controls the approvals that cause displacement; therefore, it is reasonable for the Town to hold the framework to mitigate this harm. This is also not a new responsibility. Sidney voluntarily adopted a Tenant Assistance Policy years in 2019, that was found to have limited enforcement. Downloading claims have become a convenient excuse for the Town to backtrack on values already accepted.

The real downloading happening now is the immense economic uncertainty, psychological pressure, and physical displacement that Sidney actively downloads onto vulnerable tenants during the redevelopment process. When a property is targeted for redevelopment, official notification letters are mailed directly to landowners. Yet no notification letters are sent to the tenants whose lives will be most affected. Renters are often intentionally kept in the dark, which denies them a fair opportunity to participate in shaping the very bylaws meant to protect them, or the redevelopments that displace them.

Look no further than the Waterfront Apartments at 9843 Second Street. Built in 1979, this older rental building meets the required building age to qualify for protections under the proposed bylaw (1985 and older) that Town staff used to select the protected eight buildings. Yet, because of arbitrary exclusion, the Waterfront tenants received no notice their building would be excluded from the bylaw, basically offering these tenants no seat at the table and who would be left completely unprotected under Bylaw

2315. Even tenants in the 8 proposed protected buildings have not been officially notified, leading to the question - who is actually shaping this bylaw that is intended to be for the protection of tenants?

I urge Council to defeat Bylaw No. 2315 in its current form. Send it back to staff with instructions to remove the eight-building limit and adopt the existing tenant protection policy into a bylaw format, including a provision for a municipal wide DPA that will offer protections to future housing developments. Applicability considerations for greater scope should also be given to the range of tenants protected under this bylaw, and whether those renting in townhouses, duplexes, secondary suites, and the currently excluded rental apartment buildings should also be protected under this bylaw, many of which are likely to be displaced by the investor-based redevelopments which we increasingly see. The days of local mom-and-pop landlords are seemingly coming to an end. The growing acquisition and development of housing is dominated by real estate investment companies, representing a new housing environment tenants must attempt to navigate - hopefully with the support of local governments. Adapting the original Tenant Assistance Policy into an enforceable bylaw that protects all tenants facing displacement across Sidney, regardless of arbitrary zoning map details, is what I hope to see moving forward as a tenant myself.

Thank you, Patricia Hirsch. [REDACTED] 2nd St. Waterfront Apartments. Member of Waterfront Tenants Association.

File No.	
Mayor	
Councillor(s)	
Agenda	<input checked="" type="checkbox"/>
CAO	
Administration	
Finance	
IT	
Dev Services	<input checked="" type="checkbox"/>
Engineering	
Parks	
Public Works	
Fire Dept	
RCMP	
Comments:	<p>For info</p>

From: Murielle Gagnon [REDACTED]
Sent: Monday, June 1, 2026 11:54 AM
To: admin
Subject: Comments on Amendment to OFP Bylaw No.2315

You don't often get email from [REDACTED] [Learn why this is important](#)

Hello,

Please find my comments on the proposed change to the following bylaw.

Aligning height limits across residential areas:

This proposed change is another 'squeeze' in as much as you can on residential areas which are now no longer residential areas but urban areas; adding more 3 storey buildings such as townhouses will dramatically impact:

- natural light will be further reduced or no light especially for houses that are one story and also, 2 story houses
- it will also mean less light for gardens, trees, etc...
- Sidney municipality should also consider the impact adding more height on the environment. Sidney has a policy to make Sidney more 'green' - this amendment goes against this policy
- there's limited to no parking already; and will parking be considered as part of this amendment?
- there's pressure on other infrastructures such as electrical and water supply
- this proposed amendment benefits developers and the municipality coffers, it doesn't take into account quality of life and endorses a vision focusing on transforming neighborhoods into unpersonalized and crowded urban spaces.

Thank you for asking for feedback.

Sincerely,

Murielle Gagnon

File No.	
Mayor	
Councillor(s)	
Agenda	✓
CAO	
Administration	
Finance	
IT	
Dev Services	✓
Engineering	
Parks	
Public Works	
Fire Dept	
RCMP	
Comments:	
for info	

Planning



**Royal Canadian Legion
Saanich Peninsula Branch 37
PO Box 2152 STN Main
Sidney BC V8L 3S6**

**Phone: 250 656 2428
E-mail: rcl37@peninsulalegion.ca
Website: peninsulalegion.ca**

Mayor and Council
Town of Sidney
2440 Sidney Avenue
Sidney, BC V8L 1Y7

Re: Request for Support – Legion Centennial Memorial

June 1st, 2026

Dear Mayor and Members of Council,

On behalf of the members of Royal Canadian Legion Branch 37 Saanich Peninsula, we are writing to seek the Town of Sidney's support for a special legacy project to commemorate the Legion's Centennial in 2026.

Since 1926, Legion Branch 37 has served Veterans, military families, and the residents of Sidney and the Saanich Peninsula through remembrance activities, advocacy, volunteer service, and community-building initiatives. As we approach this significant milestone, we hope to create a lasting public tribute that recognizes the Legion's century of service and its enduring connection to the residents of Sidney. As the home of our Branch and the community we have proudly served for the past century, Sidney is a fitting location for this commemorative project.

To mark this important occasion, we propose the installation of a Legion Centennial Memorial in a prominent public location within Sidney. The memorial would consist of a commemorative plaque recognizing the Legion's Centennial, accompanied by a memorial bench and trees that would provide a place for reflection, remembrance, and community gathering for generations to come. To assist with the cost of this project, the Legion has applied to Veterans Affairs Canada's Commemorative Partnership Program (CPP) for funding toward the commemorative plaque. While the application is currently under review and no funding decision has been made, we are optimistic that the project aligns well with the program's objectives of recognizing Veterans and preserving Canada's remembrance heritage.

We believe this project would not only celebrate the Legion's rich history but also serve as a lasting reminder of the contributions and sacrifices of Veterans and the many volunteers who have strengthened our community over the past century.

Cost

We have established a preliminary budget of approximately \$7,500 to complete the project, consisting of:

- I. \$3,000 for a Town of Sidney Memorial Bench
- II. \$2,000 for a bronze commemorative plaque and mounting structure
- III. \$1,000 for trees
- IV. \$1,500 for staff time

The Legion recognizes that this project will require staff time and municipal resources to bring to fruition. To

REMEMBER - JOIN - GIVE

offset these costs, we have included \$1,500 in our project budget to cover installation related staff time, including the placement of the memorial and any associated landscaping work.

Should the CPP application be successful, grant funding would be applied toward the cost of the commemorative plaque. However, regardless of the outcome of the grant application, the Legion is committed to ensuring the project proceeds and is prepared to fund any remaining costs required to complete the memorial.

We also recognize that the Town may have considerations regarding long-term maintenance. While we believe the proposed trees would enhance the site by providing shade, beauty, and a welcoming setting for reflection, we are flexible on this aspect of the proposal and would be pleased to work with staff to determine whether the tree component is appropriate for the selected location.

Location

We would like the Centennial Memorial to be in a public space that is seen every day by many citizens from our community. Potential locations could include Beacon Park, Tulista Park, or another suitable location along Sidney's waterfront trail system. We don't have a specific spot in mind and would defer to staff about a mutually agreeable location.

Timeline

Veterans Affairs Canada's Commemorative Partnership Program requires the plaque to be installed by July 31, 2026. If the grant is approved, we would work with staff to ensure the plaque is installed prior to the July 31, 2026 deadline, with the bench and landscaping elements following thereafter if necessary.

Once all the items are in place, we would like to hold a small dedication ceremony with elected officials from Town of Sidney and neighbouring jurisdictions. The Legion would plan and organize the dedication ceremony in consultation with Town staff.

In closing, we respectfully request Council's support for this Centennial Memorial project and authorization for staff to work with the Legion to identify a suitable location and implementation plan. We believe this project represents a meaningful opportunity to recognize one hundred years of service by the Royal Canadian Legion while creating a lasting community asset for residents and visitors alike.

We appreciate Council's consideration of this proposal and hope to work collaboratively with the Town to create a lasting tribute to a century of service, remembrance, and community leadership on the Saanich Peninsula.

Respectfully submitted,

Ryan Trelford
President

Kenny Podmore
Centennial Chair



Branch 037
Sidney



**Royal Canadian Legion
Saanich Peninsula Branch 37
PO Box 2152 STN Main
Sidney BC V8L 3S6**

**Phone: 250 656 2428
E-mail: rcl37@peninsulalegion.ca
Website: peninsulalegion.ca**

Artist's Rendering of Memorial Project:



LEGION CENTENNIAL MEMORIAL
ROYAL CANADIAN LEGION BRANCH 37
SAANICH PENINSULA

*Honouring a Century of Service
1926 - 2026*

ROYAL CANADIAN LEGION
BRANCH 37
SAANICH PENINSULA
1926 - 2026
Honouring one hundred years of
service to Veterans, military families
and the community.
We will remember them.

LEST WE FORGET

CONCEPT OVERVIEW

A welcoming place for reflection, remembrance and community. The Legion Centennial Memorial will honour a century of service while providing a lasting legacy for future generations.

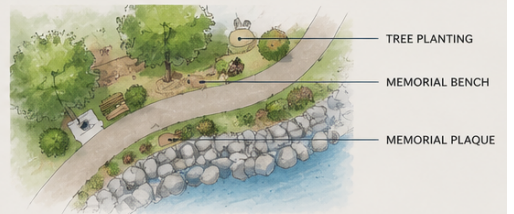
MEMORIAL PLAQUE



MEMORIAL BENCH



TREE PLANTING



TREE PLANTING
MEMORIAL BENCH
MEMORIAL PLAQUE

ARTIST RENDERING - CONCEPT ONLY

* This rendering is provided for illustrative purposes only. Final design, materials, landscaping, and location would be developed in consultation with Town of Sidney staff. *

REMEMBER - JOIN - GIVE

TOWN OF SIDNEY

BYLAW 2315

A BYLAW TO AMEND OFFICIAL COMMUNITY PLAN BYLAW NO. 2240

The Council of the Town of Sidney, in open meeting assembled, enacts as follows:

This Bylaw may be cited as "**Official Community Plan Bylaw No. 2240, Amendment No. 2, Bylaw No. 2315**".

That Official Community Plan Bylaw No. 2240 be amended as follows:

1. By adding a new Section 5.3.40 to Residential Lands Policies under a new heading of Land Use, that reads as follows:

Land Use

5.3.40 Notwithstanding the existing zoning, the issuance of Temporary Use Permits may be considered by Council in areas designated as Neighbourhood Residential, Intensive Neighbourhood Residential, Multi-Unit Residential, and Neighbourhood Townhouse on Map 1 of the Official Community Plan, subject to the conditions contained in Section 492 to 497 of the Local Government Act.

2. By amending Section 6.3.19 so that it reads as follows:

6.3.19 Notwithstanding the existing zoning, the issuance of Temporary Use Permits may be considered by Council in areas designated as Downtown Commercial on Map 1 of the Official Community Plan, subject to the conditions contained in Section 492 to 497 of the Local Government Act.

3. By adding a new Section 7.3.7 to West Sidney Mixed Use Village Policies, that reads as follows:

7.3.7 Notwithstanding the existing zoning, the issuance of Temporary Use Permits may be considered by Council in areas designated as West Sidney Mixed Use Village on Map 1 of the Official Community Plan, subject to the conditions contained in Section 492 to 497 of the Local Government Act.

4. By adding a new Section 8.3.10 to Neighbourhood Commercial Policies, that reads as follows:

8.3.10 Notwithstanding the existing zoning, the issuance of Temporary Use Permits may be considered by Council in areas designated as Neighbourhood Commercial on Map 1 of the Official Community Plan, subject to the conditions contained in Section 492 to 497 of the Local Government Act.

5. By adding a new Section 9.3.9 to Airport Commercial Policies, that reads as follows:

9.3.9 Notwithstanding the existing zoning, the issuance of Temporary Use Permits may be considered by Council in areas designated as Airport

Commercial on Map 1 of the Official Community Plan, subject to the conditions contained in Section 492 to 497 of the Local Government Act.

6. By amending Section 10.3.9 so that it reads as follows:
 - 10.3.9 Notwithstanding the existing zoning, the issuance of Temporary Use Permits may be considered by Council in areas designated as West Side Industrial on Map 1 of the Official Community Plan, subject to the conditions contained in Section 492 to 497 of the Local Government Act.

7. By adding a new Section 11.3.11 to Harbour Road Marine Policies, that reads as follows:
 - 11.3.11 Notwithstanding the existing zoning, the issuance of Temporary Use Permits may be considered by Council in areas designated as Harbour Road Marine on Map 1 of the Official Community Plan, subject to the conditions contained in Section 492 to 497 of the Local Government Act.

8. By adding a new Section 13.3.10 to Marine Policies, that reads as follows:
 - 13.3.10 Notwithstanding the existing zoning, the issuance of Temporary Use Permits may be considered by Council in areas designated as Marine on Map 1 of the Official Community Plan, subject to the conditions contained in Section 492 to 497 of the Local Government Act.

9. By adding a new Section 14.3.15 to Parks, Public Open Space, and Leisure Facilities Policies, that reads as follows:
 - 14.3.15 Notwithstanding the existing zoning, the issuance of Temporary Use Permits may be considered by Council in areas designated as Park on Map 1 of the Official Community Plan, subject to the conditions contained in Section 492 to 497 of the Local Government Act.

10. By adding a new Section 17.3.10 to Institutions, Infrastructure, and Services Policies, that reads as follows:
 - 17.3.10 Notwithstanding the existing zoning, the issuance of Temporary Use Permits may be considered by Council in areas designated as Institutional on Map 1 of the Official Community Plan, subject to the conditions contained in Section 492 to 497 of the Local Government Act.

11. By adding, in alphabetical order, a new Section k) to Section 19 Context, that reads as follows:
 - k) mitigation of the effects of displacement on tenants who will be or have been displaced from their rental units in relation to a redevelopment or proposed redevelopment, as those terms are defined under section 63.1 of the *Community Charter*.

12. By moving the content of Section 21 Exemptions in its entirety to Section 20 and renumbering it accordingly underneath the current text in Section 20 and updating any references to it.

13. By adding the following text to Section 21 and retitling it Tenant Protection Development Area, so that it reads as follows:

Tenant Protection Development Area

21.1 Designation

All properties identified within the Tenant Protection Development Area on Map 5 are designated as a Development Permit Area pursuant to Section 488(1)(k) of the Local Government Act and are subject to the requirements under this section.

21.2 Justification

Section 488(1) of the Local Government Act authorizes local governments to designate development permits where desired and justified for the mitigation of the effects of displacement on tenants who will be or have been displaced from their rental units in relation to a redevelopment or proposed redevelopment.

The Town of Sidney has a number of older purpose-built rental buildings that may reach the end of their useful life in the foreseeable future. As the redevelopment of these buildings may result in the loss of the tenants' homes and financial or other hardships for the tenants of these buildings, the Tenant Protection Development Area is being designated to mitigate these impacts.

21.3 Requirements

A Tenant Protection Development Permit may only be issued in accordance with the regulations of a Tenant Protection Bylaw adopted by the Town of Sidney.

14. By adding Map 5: Tenant Protection Development Area found in Appendix A of this bylaw following Map 4: Environmentally Sensitive Areas.

15. By amending the text of Section 5.3.1 under Residential Lands Policies, so that it reads as follows:

5.3.1 The Neighbourhood Residential designation is intended to provide residential uses consisting of single-detached dwellings, duplexes, and Small Scale Multi-Unit Housing of up to 4 units per lot as required by Provincial legislation, at a scale of between 1-3 storeys. This designation will also provide rental housing options in a variety of forms.

16. By amending the text of Section 5.3.2 under Residential Lands Policies, so that it reads as follows:

5.3.2 The Intensive Neighbourhood Residential designation is intended to provide residential uses with a high standard of design in a more compact building form, consisting of single-detached dwellings, duplexes, and Small Scale Multi-Unit Housing of up to 4 units per lot as required by Provincial legislation, at a scale of between 1-3 storeys. This designation will also provide rental housing options in a variety of forms.

17. By amending the text of Section 5.3.3 under Residential Lands Policies, so that it reads as follows:

5.3.3 The Neighbourhood Townhouse designation is intended to provide residential uses in the form of townhouses near to Neighbourhood Commercial uses and

larger transit corridors, on a minimum lot size of 750 square metres and at a scale between 1-3 storeys. This designation may also provide rental housing options in a variety of forms.

18. By changing the land use designations for the properties shown in Appendix B from “Institutional” to “Park” in Map 1: Land Use Map, and from null to “Parks” in Map 2: Parks, Trails and Open Space.
19. By adding abbreviations to the end of the land use designation categories in the legend of Map 1: Land Use Map, as follows:

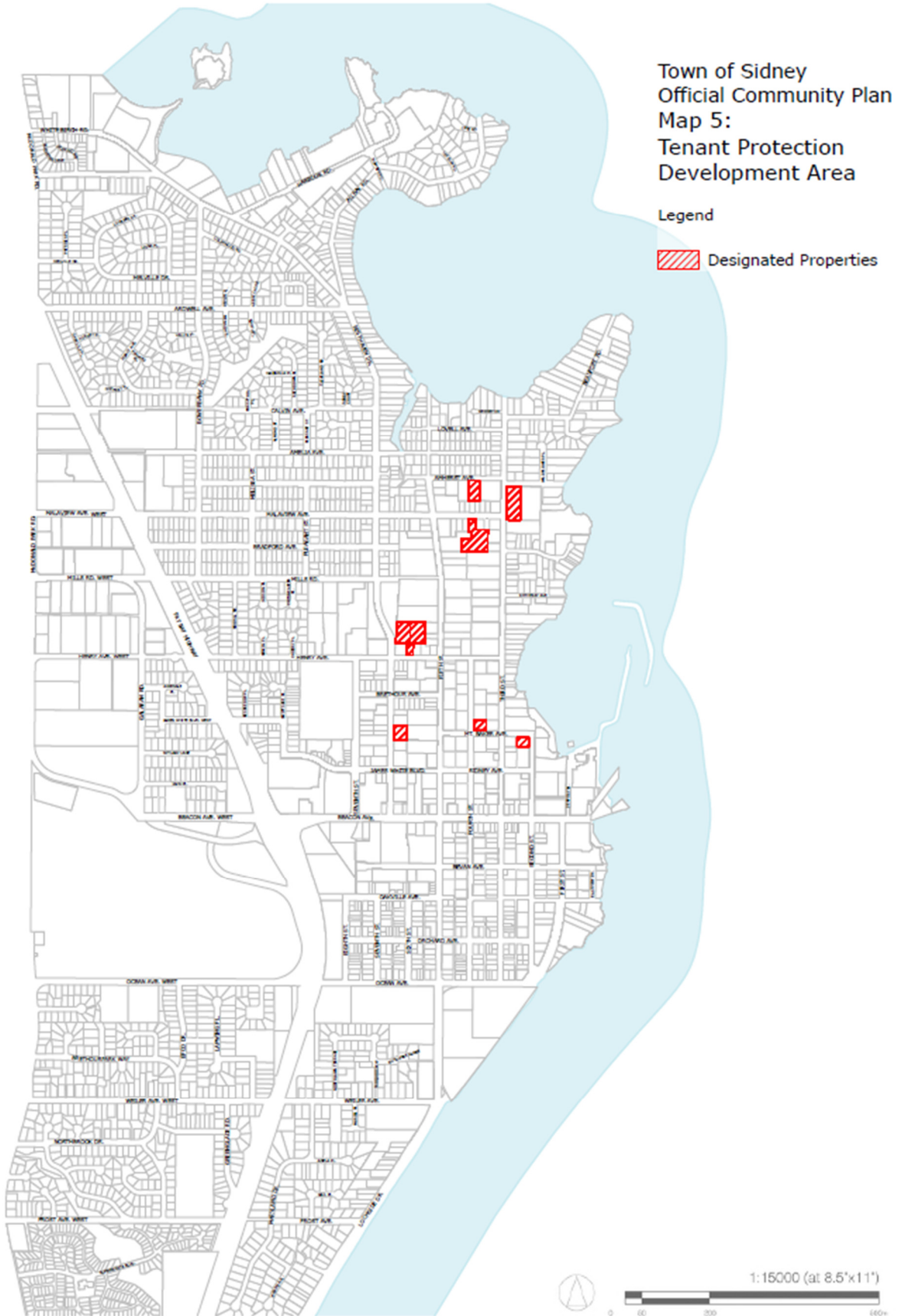
Neighbourhood Residential (RES-1)
 Intensive Neighbourhood Residential (RES-2)
 Multi-Unit Residential (RES-3)
 Neighbourhood Townhouse (RES-4)
 Downtown Commercial (COM-1)
 Neighbourhood Commercial (COM-2)
 Airport Commercial (COM-3)
 West Sidney Mixed Use Village (WSM)
 West Side Industrial (IND)
 Harbour Road Marine (HRM)
 Institutional (INS)
 Marine (M-1)
 Park (P)

Read a first time the	27 th day of	April, 2026.
Read a second time the	27 th day of	April, 2026.
Public Hearing held the	day of	, 2026.
Read a third time the	day of	, 2026.
Adopted the	day of	, 2026.

 MAYOR

 CORPORATE OFFICER

Appendix A



Appendix B





TOWN OF SIDNEY

REPORT TO COUNCIL

TO: Mayor and Council

FROM: Alison Verhagen, Director of Development Services
Corey Newcomb, Director of Community Planning

DATE: Regular Council - 08 Jun 2026 **FILE NO.:** 3900-02

SUBJECT: **Bylaw No. 2319 - Land Use Procedures Amendments**

PURPOSE:

To provide an overview of Bylaw No. 2319, a bylaw to amend the Town of Sidney Land Use Procedures Bylaw No. 1380 to:

1. Expand Temporary Use Permit (TUP) procedures to apply to all TUP eligible areas now authorized under the Official Community Plan, rather than only commercial and industrial uses; and
2. Remove the general development/land use application form (Schedule "A") from the bylaw to allow administrative updates to application requirements without requiring future bylaw amendments.

BACKGROUND:

At its meeting of April 27, 2026, Council considered Bylaw No. 2315 – Official Community Plan Amendment No. 2, which proposes expanding the range of Official Community Plan land use designations where TUPs may be considered.

The Town's current Land Use Procedures Bylaw No. 1380 establishes procedures for Official Community Plan and Zoning Bylaw amendments, as well as Development Permit, Development Variance Permit, and Temporary Use Permit applications.

A TUP in British Columbia is a specialized tool that provides municipal Councils with the discretion to authorize, for a limited time period, a land use that is not normally permitted by a property's existing zoning. TUP's can be considered a type of "short-term zoning," and can provide a flexible alternative to permanent rezoning for activities that are seasonal, experimental, or transitional. Once the limited time period expires, the use would either end or a rezoning would be required to permit it permanently.

Once issued, TUPs are valid for a maximum of three years and can be renewed only once for up to an additional three years, subject to further approval by Council. Approving a TUP requires a process that is akin to a rezoning and includes the requirement for property owner notification and advertising, although the process does not include a public hearing. This bylaw amendment would allow the existing TUP application process in Bylaw No. 1380 to be applied to additional TUP eligible areas, which includes Residential land use designations, as well as the Neighbourhood Commercial, Airport Commercial, Harbour Road Marine, Institutional, Marine, and Park land use designations. TUPs are already permitted in the Downtown Commercial, West Sidney Mixed Use Village, and West Side Industrial land use designations.

Bylaw No. 2319 - Land Use Procedures Amendments

In addition, Schedule "A" of the bylaw contains the Town's development/land use application form. While application forms periodically require revision to reflect changes in legislation, policy, technology, and administrative practices, amendments currently require a bylaw amendment process. Removing the application form from the bylaw would allow administrative updates to be made more quickly and efficiently

DISCUSSION:

1. Temporary Use Permit Amendments

Bylaw No. 2319 would amend the Land Use Procedures Bylaw by removing references to "commercial and industrial" Temporary Use Permits and referencing only "Temporary Use Permits."

These amendments would occur throughout the bylaw, including in Section 2.2(c), the heading of Section 6; and any other related references.

The proposed amendment would align the Land Use Procedures Bylaw with the broader Temporary Use Permit provisions proposed through OCP Amendment Bylaw No. 2315. This amendment does not authorize any specific temporary use, nor does it alter Council's discretion regarding issuance of permits. Each application would continue to require individual Council consideration, public notification, and compliance with the applicable requirements of the Local Government Act.

Staff believe this amendment would improve consistency between the Official Community Plan and the Land Use Procedures Bylaw and would provide Council with greater flexibility when considering temporary land use proposals.

2. Removal of Schedule "A" Application Form

The current bylaw includes a detailed application form as Schedule "A". Application forms are administrative documents that require periodic revision to address changes in legislation, application requirements, electronic submission processes, and municipal practices.

Maintaining application forms within a bylaw creates unnecessary administrative burden because even minor revisions require preparation and adoption of a bylaw amendment.

Staff recommend removing Schedule "A" from the bylaw and replacing references to the schedule with wording requiring applications to be submitted on forms as prescribed by the Director of Development Services. This approach is common among local governments and allows application forms to be updated administratively while maintaining Council control over substantive application procedures and fees through the bylaw itself.

The proposed amendment would not alter any application fees, notification requirements, review processes, or Council decision-making authority.

COMMUNICATION & PUBLIC ENGAGEMENT:

The proposed changes reflect the amendment to the Official Community Plan which proposes expanding the range of land use designations where TUPs may be considered, and that OCP amendment process includes a public hearing. Public notification or a public hearing are not required to amend the Land Use Procedures Bylaw.

FINANCIAL IMPLICATIONS:

The proposed amendments are administrative in nature and are not expected to have any financial implications.

RECOMMENDATION:

That Bylaw No. 2319, Land Use Procedures Bylaw Amendment No. 7, be considered for first, second, and third readings.

Submitted By:	Alison Verhagen, Director of Development Services
Concurrence:	Liam Edwards, Chief Administrative Officer
Concurrence:	
Concurrence:	

ATTACHMENTS:

[Bylaw 2319- Land Use Procedures, Amend 7](#)

TOWN OF SIDNEY

BYLAW 2319

A BYLAW TO AMEND LAND USE PROCEDURES BYLAW NO. 1380

The Council of the Town of Sidney, in open meeting assembled, enacts as follows:

This Bylaw may be cited as "**Land Use Procedures Bylaw No. 1380, Amendment No. 7, Bylaw No. 2319**".

That Land Use Procedures Bylaw No. 1380 be amended as follows:

1. By removing the words "Commercial and Industrial" from section 2.2.c, Issuance of Temporary Commercial or Industrial Use Permits";
2. By replacing the words "attached hereto as Schedule "A" and forming a part of this Bylaw" with "as prescribed by the Director of Development Services" in section 3.2, Amendments to Official Community Plan Bylaw or Zoning Bylaw;
3. By replacing the words "attached hereto as Schedule "A" and forming a part of this Bylaw" with "as prescribed by the Director of Development Services" in section 4.2, Development Permit;
4. By replacing the words "attached hereto as Schedule "A" and forming a part of this Bylaw" with "as prescribed by the Director of Development Services" in section 5.2, Development Variance Permit;
5. By changing the name of section 6 from "Temporary Commercial or Industrial Use Permits" to "Temporary Use Permits";
6. By replacing the words "attached hereto as Schedule "A" and forming a part of this Bylaw" with "as prescribed by the Director of Development Services" in section 6.2, Temporary Use Permits;
7. By removing Schedule A, Application Form, from the bylaw.

Read a first time the _____ day of _____, 2026.

Read a second time the _____ day of _____, 2026.

Read a third time the _____ day of _____, 2026.

Adopted the _____ day of _____, 2026.

MAYOR

CORPORATE OFFICER



TOWN OF SIDNEY

REPORT TO COUNCIL

TO: Mayor and Council

FROM: Brian Murphy, Director of Engineering

DATE: Regular Council - 08 Jun 2026 **FILE NO.:** 3900-20

SUBJECT: **Bylaw No. 2318 - Streets and Traffic Bylaw - Speed Limit Amendments**

PURPOSE:

To present proposed amendments to Streets and Traffic Bylaw No. 1966 implementing approved speed limit changes, formalizing existing posted speed limits not currently reflected in the Bylaw, introducing new provisions for the Municipal Engineer (ie. the Director) to designate School Zones, Playground Zones, applying a blanket 20 km/h speed limit on all lanes within the Town, introducing a definition and application provision for designated bicycle crossings; and to seek Council approval of the amending bylaw.

BACKGROUND:

At its meeting of March 9, 2026, Council directed staff to prepare amendments to Streets and Traffic Bylaw No. 1966 to reflect approved speed limit changes, to list all speed limit reductions from the default 50 km/h in the Bylaw, to grant the Municipal Engineer explicit authority to establish School Zone and Playground Zone 30 km/h zones, and to establish a blanket 20 km/h speed limit on all lanes within the Town.

This report presents the proposed amending bylaw for Council adoption.

DISCUSSION:

1. Current Bylaw — Section 13

The current Section 13 of Bylaw No. 1966 establishes a default speed limit of 50 km/h throughout the Town, with specific 30 km/h exceptions listed within the body of the section. The existing 30 km/h designations — Allbay Road, Harbour Road, Epco Drive, Brethourpark Way, Resthaven Drive between Sidney Avenue and Mills Road, and those streets within the pedestrian friendly downtown / waterfront boundary area — are carried forward unchanged into the amended Bylaw and are listed in new Schedule “A”, Part 1B.

The current Bylaw does not include provisions for lane speed limits, School Zone or Playground Zone designations, or a separated Schedule to present additional speed limit reductions in an easy to understand format. The amending bylaw introduces these elements as follows below.

2. Structure of the Amending Bylaw

The amending bylaw replaces Section 13 in its entirety and introduces Schedule “A” as a new schedule to Bylaw No. 1966. The revised Section 13 references Schedule “A” for all speed limit designations, replacing the approach of listing out roads within the body of the section. Schedule “A” is organized as follows:

- **Part 1A** — Roads with a maximum speed of 20 km/h
- **Part 1B** — Roads with a maximum speed of 30 km/h
- **Part 2** — Lanes with a maximum speed of 20 km/h
- **Part 3** — Designated School Zones and Playground Zones

3. Bicycle Crossings — Elephant’s Feet Markings

The amending bylaw also introduces a new definition for “Elephant’s Feet Markings” and a new provision under Section 63(b) clarifying that no person shall ride a bicycle across a roadway within a crosswalk unless the crossing is designated for cycling by the use of Elephant’s Feet Markings or other authorized traffic control devices.

This addition provides a clear regulatory basis for designated cycling crossings and supports consistent application and enforcement. Elephant’s Feet Markings are a recognized traffic control device used to delineate cycling crossings at intersections and mid-block locations, and their use in Sidney is expected to expand as active transportation infrastructure expands.

4. Speed Limit Changes Approved by Council

The following speed limit changes were approved by Council at its meeting of March 9, 2026 and are reflected in the amending bylaw:

a) Roads Established at 30 km/h

The following roads are established or formalized at 30 km/h:

- Brethour Avenue, between Resthaven Drive and Seventh Street
- Buddleia Place
- Chicory Place
- Cotoneaster Place
- Henry Avenue, from Resthaven Drive to Highway No. 17 west of Siddall Road
- Judson Place
- Natasha Place
- Northbrook Drive, between Westbrook Drive and Eastbrook Drive
- Seventh Street, from James White Boulevard to Henry Avenue
- Simkin Place
- Teale Place

b) Mills Road East

Mills Road East is established at 30 km/h, and is to be reclassified as a local road.

c) Roads Established at 20 km/h

The following roads are established at 20 km/h:

- Allbay Road, north of Jocelyn Place
- Jocelyn Place
- Lyme Grove
- Sandpiper Lane
- Seawind Way

Note that Fire Lane #3 (Amelia Avenue), between Malaview Avenue West and Fire Lane #4, is also proposed to be designated at 20 km/h, but is listed in Part 1A as a road rather than Part 2 as a lane, as it is constructed to a width exceeding that of a typical lane.

d) Blanket 20 km/h Limit on All Lanes

A blanket maximum speed of 20 km/h would apply to all lanes within the Town, consistent with Section 146(8) of the *Motor Vehicle Act*, which authorizes municipalities to establish 20 km/h speed limits on access lanes less than 8 metres in width by bylaw. Schedule “A”, Part 2 identifies specific named lanes for certainty; however, the 20 km/h limit would apply to all lanes regardless of whether they are individually listed. The named lanes listed in Part 2 include fire lanes, access lanes, and other named lanes within the Town.

e) Municipal Engineer Authority for School and Playground Zones

The amending bylaw grants the Municipal Engineer (ie. the Director) the authority to designate School Zones and Playground Zones by the erection of appropriate signage, in accordance with the standards prescribed under the *Motor Vehicle Act*. The zones currently established are listed in Schedule “A”, Part 3 and will be updated administratively as new zones are designated. This authority streamlines operational implementation and maintains consistency with the approach used by other municipalities.

5. Additional Road Designations — Staff Recommendation

In addition to the roads approved by Council resolution, staff recommend including the following additional road designations in the amending bylaw. These roads were identified during preparation of the amendment as logically consistent with adjacent speed reduction changes.

a) Courser Drive and Linda Place

Courser Drive is specifically proposed for designation at 30 km/h following requests recently received from local residents, which staff support. Courser Drive is a highly residential local road with low traffic volumes. Non-standard “Watch for Pedestrians” signs with 30 km/h advisory labels are currently installed in the field, reflecting existing community awareness of pedestrian activity in the area. Any removal of these signs would likely generate resident concern. The road also serves as a key access point to a well-utilized pedestrian pathway connecting to Melville Park, generating regular pedestrian activity along the corridor.

Linda Place is a short cul-de-sac connecting directly to Courser Drive. Establishing it at 30 km/h would be consistent with the Courser Drive designation.

b) Cul-de-sacs Connected to Roads Being Reduced

The following cul-de-sacs are specifically proposed for designation at 30 km/h on the basis that each connects directly to a road that is being reduced to 30 km/h. These cul-de-sacs were not included in the March 9, 2026 Council discussion; however, maintaining the default 50 km/h on these short residential dead-ends, which will be connected to roads that are being reduced to 30 km/h, would not be consistent or logical given the pending speed limit reductions where the cul-de-sacs connect.

Connected to Brethour Park Way:

- Christine Place
- Redwing Place
- Waxwing Place

Connected to Mills Road:

- Wisteria Place

Staff consider these designations minor housekeeping in nature, ensuring the speed environment is consistent and logical throughout each neighbourhood. Staff recommend that Council approve these additional designations as part of the amending bylaw.

6. New Playground Zone — Greenglade Community Centre (Lannon Way)

Lannon Way, adjacent to the Greenglade Community Centre, is not currently designated as a playground zone in the Bylaw and is at the default 50 km/h. Playground awareness signs are present but no speed reduction is posted. Staff have reviewed this location against playground zone warrant criteria and have identified that it meets the threshold for a designated playground zone. A 30 km/h speed limit for Lannon Way is included in Schedule "A", Part 3 of the amending bylaw. The existing signs would be modified if this proceeds as proposed.

7. Stirling Way

Stirling Way has historically been posted at 40 km/h; however, this speed limit was not formalized in Bylaw No. 1966. Following a records review and consultation with the Victoria Airport Authority, which supports the change, Stirling Way has been returned to the default 50 km/h speed limit. Caution signage is being installed and retained at the curve. No bylaw amendment is required for this change.

8. Signage and Implementation

Signage updates required to implement the approved speed limit changes will proceed following adoption of the amending bylaw. Costs associated with signage updates can be accommodated within existing traffic operations budgets. The RCMP will be advised of the changes and enforcement will be encouraged during the initial implementation period, subject to the availability of RCMP resources.

COMMUNICATION & PUBLIC ENGAGEMENT:

The Town will communicate speed limit changes through:

- the Town website and social media channels;
- signage in zones where speed limits are being adjusted.

Communications will emphasize the safety rationale for the changes and provide clear information on new speed limits and locations.

FINANCIAL IMPLICATIONS:

Costs associated with required signage updates and any supporting measures can be accommodated within existing traffic operations budgets.

RECOMMENDATION:

1. That Bylaw No. 2318 - Streets and Traffic, Amendment No. 5 (which replaces Section 13 and Section 63 and introduces Schedule "A" – Speed Limit Designations) be given first, second and third readings; and

Bylaw No. 2318 - Streets and Traffic Bylaw - Speed Limit Amendments

2. That staff proceed with implementation of required signage and related measures following adoption of the amending bylaw.

Submitted By:	Brian Murphy, Director of Engineering
Concurrence:	Liam Edwards, Chief Administrative Officer
Concurrence:	
Concurrence:	

ATTACHMENTS:

[2318-Streets & Traffic, Amend 5](#)

TOWN OF SIDNEY

BYLAW NO. 2318

A BYLAW TO AMEND STREETS AND TRAFFIC BYLAW NO. 1966.

The Council of the Town of Sidney, in open meeting assembled, enacts as follows:

This Bylaw may be cited as “**Streets and Traffic Bylaw No. 1966, Amendment No. 5, Bylaw No. 2318**”.

That Streets and Traffic Bylaw 1966 be amended as follows:

1. By adding the following definitions to section 2 (b):

Elephant’s Feet Markings – means a series of white square pavement markings arranged in parallel lines, typically adjacent to or within a crosswalk, that delineate a designated cycling crossing (crossride) and indicate that cyclists may lawfully traverse the crossing while mounted, subject to applicable traffic control devices and right-of-way rules.

Playground Zone – shall mean a signed portion of highway adjacent to a public playground where a 30 km/h speed limit applies between dawn and dusk each day, unless otherwise specified.

School Zone – shall mean a signed portion of highway adjacent to a school where a 30 km/h speed limit applies during the times indicated on regulatory signage or, if not otherwise specified, between 8:00 a.m. and 5:00 p.m. on school days.

2. By deleting section 13 in its entirety and replacing it with the following:

13. Speed Limits:

- (a) The maximum rate of speed at which a person may drive or operate a motor vehicle upon a highway, roadway, or lane within the Municipality shall not exceed fifty (50) kilometres per hour, except as otherwise provided in this Bylaw or the *Motor Vehicle Act*.
- (b) The maximum rate of speed upon the roads listed in **Schedule “A”, Part 1A** shall be twenty (20) kilometres per hour.
- (c) The maximum rate of speed upon the roads listed in **Schedule “A”, Part 1B** shall be thirty (30) kilometres per hour.
- (d) The maximum rate of speed upon all lanes within the Municipality shall be twenty (20) kilometres per hour. The specific lanes listed in **Schedule “A”, Part 2** are designated at twenty (20) kilometres per hour for certainty.

- (e) The maximum rate of speed within a designated School Zone or Playground Zone shall be the speed posted on signage erected pursuant to this Bylaw and the *Motor Vehicle Act*.
- (f) The Municipal Engineer is hereby authorized to designate School Zones and Playground Zones within the Municipality by the erection of appropriate signage, in accordance with the standards prescribed under the *Motor Vehicle Act*. The specific zones so established are listed in **Schedule “A”, Part 3**.
- (g) The Administrator and/or the Municipal Engineer shall cause to be placed upon the streets referred to in subsections (b) and (c) of this Section such signs indicating the speed limits aforesaid as may be required.
- (h) The provisions of this section shall not apply to an emergency vehicle as defined in section 2 hereof.

3. By adding the attached Schedule “A” to Bylaw No. 1966.

4. By deleting and replacing section 63 in its entirety with the following:

- 63. (a) No person shall ride or operate a bicycle upon or across footpath in any public park or upon or across any street or path in any public place where signs are displayed stating that the said street or path is for pedestrian traffic only.
- (b) No person shall ride a bicycle across a roadway within a crosswalk unless the crossing is designated for cycling by Elephant’s Feet Markings or other authorized traffic control devices.

Read a first time the _____ day of _____, 2026.

Read a second time the _____ day of _____, 2026.

Read a third time the _____ day of _____, 2026.

Adopted the _____ day of _____, 2026.

MAYOR

CORPORATE OFFICER

Schedule A

Speed Limit Designations

PART 1A — ROADS WITH A MAXIMUM SPEED OF 20 km/h

- Allbay Road, north of Jocelyn Place
- Jocelyn Place
- Lyme Grove
- Sandpiper Lane
- Seawind Way
- Fire Lane #3 (Amelia Avenue), between Malaview Avenue West and Fire Lane #4

PART 1B — ROADS WITH A MAXIMUM SPEED OF 30 km/h

- Allbay Road, from Resthaven Drive to Jocelyn Place
- Brethour Avenue, between Resthaven Drive and Seventh Street
- Brethourpark Way
- Buddleia Place
- Chicory Place
- Christine Place
- Cotoneaster Place
- Courser Drive
- Epco Drive
- Harbour Road
- Henry Avenue, from Resthaven Drive to Highway No. 17 west of Siddall Road
- Judson Place
- Linda Place
- Mills Road East
- Natasha Place
- Northbrook Drive, between Westbrook Drive and Eastbrook Drive
- Redwing Place
- Resthaven Drive, between Sidney Avenue and Mills Road
- Seventh Street, from James White Boulevard to Henry Avenue
- Simkin Place
- Teale Place
- Waxwing Place
- Wisteria Place
- Those streets bounded by the waterfront to the east, Highway No. 17 to the west, Ocean Avenue to the south, and Sidney Avenue, James White Boulevard, Swiftsure Place, and Bessredge Place to the north

PART 2 — LANES WITH A MAXIMUM SPEED OF 20 km/h

All lanes within the Municipality are designated at a maximum speed of twenty (20) kilometres per hour pursuant to Section 13(d). The following lanes are specifically identified for certainty:

- Fire Lane #1 (between Henry Avenue West and Mills Road West)
- Fire Lane #2 (Bradford Avenue), between Mills Road West and Malaview Avenue West
- Fire Lane #4 (Calvin Avenue), between McDonald Park Road and Patricia Bay Highway
- Third Street Fire Lane (between Beacon Avenue and Bevan Avenue)
- Amelia Lane (access for 2081 Amelia Avenue) – Access Lane
- Landmark Lane (from Second Street to Seaport Place) – Access Lane
- Resthaven Drive (“Gregory Place” 10175–10183 Resthaven Drive) – Access Lane
- Resthaven Lane (between James White Boulevard and Beacon Avenue) – Access Lane
- Seventh Lane (between James White Boulevard and Beacon Avenue) – Access Lane
- Seventh Lane (between Beacon Avenue and Bevan Avenue) – Access Lane
- Access Lane #1 (between Second Street and Third Street)
- Access Lane #2 (between Third Street and Fourth Street)
- Access Lane #3 (between Fourth Street and Fifth Street)
- Access Lane #4 (between Fifth Street and Sixth Street)
- Access Lane #5 (between Sixth Street and Seventh Street)
- Access Lane #6 (between Seventh Street and Eighth Street)
- Community Safety Building / Downtown Employee Parking Lot Access from Bevan Avenue – Access Lane

PART 3 — DESIGNATED SCHOOL ZONES AND PLAYGROUND ZONES

School Zones

Zone	Location Description	Base Speed Limit	Posted Reduction
Sidney Elementary	Seventh Street, between Henry Avenue and James White Boulevard Henry Avenue, between Simkin Place and Resthaven Drive	30 km/h 30 km/h	30 km/h 30 km/h
North Saanich Middle School	McDonald Park Road, between Resthaven Drive and Melville Drive Resthaven Drive, from 10507 Resthaven Drive to McDonald Park Road	30 km/h 30 km/h	30 km/h 30 km/h

Playground Zones

Zone	Location Description	Base Speed Limit	Posted Reduction
Brethour Park	Ocean Avenue West, between 2051 Ocean Avenue West and Epco Drive	50 km/h	N/A
Greenglade Community Centre	Lannon Way	50 km/h	30 km/h
Melissa Park	Malaview Avenue, between 2209 and 2221 Malaview Avenue	50 km/h	N/A
	Bradford Avenue, between 2203 and 2220 Bradford Avenue	50 km/h	N/A
	Mills Road, between 2208 and 2220 Mills Road	30 km/h	N/A
Melville Park	Courser Drive, between 2021 Courser Drive and 2025 Courser Drive	30 km/h	N/A
Mermaid Park	Amelia Avenue, between Resthaven Drive and Fifth Street	50 km/h	30 km/h
Rathdown Park & Beaver Park	Bowerbank Road, between Vallis Place and Calvin Avenue Calvin Avenue, between Bowerbank Road and Robinia Place	50 km/h 50 km/h	30 km/h 30 km/h
Resthaven Park	Resthaven Drive, between Seawind Way and Bowerbank Road	50 km/h	N/A

SUBJECT TO ADOPTION
Minutes of the Saanich Peninsula Accessibility Advisory Committee
District North Saanich - 1620 Mills Road
Thursday, April 23, 2026, at 10:00 a.m.

PRESENT:

	Chair	L. York
	Vice Chair	C. Froom
		C. Love
		J. Biagioni
		R. Welland
		C. Tremblay (Zoom)
		S. Meikle
		J. Van Es
		P. DiBattista
		T. O'Keeffe
		G. Newton

ATTENDING:

	Staff Liaison, Central Saanich	J. Matanowitsch
	Staff Liaison, Sidney	C. Newcomb (Zoom)
	Staff Liaison, North Saanich	F. Mazzoni
	Director of Infrastructure Services, Asset Management & First Nations Relations	B. Martin
	Administrative Assistant, Infrastructure Services	E. Hewitt
	Recording Secretary	M. Lint

1 CALL TO ORDER

Chair, L. York, called the Saanich Peninsula Accessibility Advisory Committee meeting to order at 10:02 a.m.

2 FIRST NATIONS TERRITORY ACKNOWLEDGEMENT

Chair L. York acknowledged that we are meeting on the traditional territories of the W̱SÁNEĆ people who have lived on and stewarded the Saanich Peninsula since time immemorial. In North Saanich, we acknowledge the BO̱KÉĆEN (Pauquachin) and W̱SÍKEM (Tseycum) First Nations who are active and vital members of our community.

3 INTRODUCTION OF LATE ITEMS

Late items for committee consideration meet the requirements of either pertaining to an existing agenda item or are of a time sensitive nature.

Add as:

- Item No. 10(d) - OTHER ITEMS - Update re: Development Permit Guidelines (District of Central Saanich)

4 APPROVAL OF AGENDA

MOVED BY: T. O'Keeffe
 SECONDED BY: P. DiBattista

- 8- SPAAC That the April 23, 2026, Saanich Peninsula Accessibility Advisory Committee agenda be approved with the inclusion of late items and be renumbered accordingly.

CARRIED UNANIMOUSLY

5 NEW BUSINESS

- a) Councillor O'Keeffe delivered a broad overview of Committee Processes and Terms of Reference for new Committee members.

- b) Election of the Vice Chair (Chair).

The Chair called for nominations for the role of Vice Chairperson from the floor and online. C. Froom was nominated as Vice Chair by Council Liaison, P. DiBattista. C. Froom accepted the nomination and was declared Vice Chairperson of the Saanich Peninsula Agriculture and Food Security Advisory Committee for the 2026 term.

MOVED BY: P. DiBattista

SECONDED BY: G. Newton

- 9- SPAAC That C. Froom be elected as Vice Chairperson of the Saanich Peninsula Accessibility Advisory Committee for the 2026 term.

CARRIED UNANIMOUSLY

- c)
1. Central Saanich - March 23, 2026 - Rise & Report - Council's Committee Appointments to the Saanich Peninsula Accessibility Advisory Committee
 - Casey Tremblay - 2 year term
 - Janelle Biagioni - 2 year term
 2. Town of Sidney - March 23, 2026 - Rise & Report - Council's Committee Appointments to the Saanich Peninsula Accessibility Advisory Committee
 - Richard Welland - 2 year term
 3. District of North Saanich - April 13, 2026 - Rise & Report - Council's Committee Appointments to the Saanich Peninsula Accessibility Advisory Committee
 - Charlene Froom - 2 year term

6 ADOPTION OF MINUTES

Minutes of the January 22, 2026, Saanich Peninsula Accessibility Advisory Committee meeting

- It was noted that staff will capture more comments and recommendations in detail, on future minutes

MOVED BY: T. O'Keeffe

SECONDED BY: P. DiBattista

- 10- SPAAC That the minutes of the January 22, 2026, Saanich Peninsula Accessibility Advisory Committee meeting be adopted.

CARRIED UNANIMOUSLY

7 ACCESSIBILITY PLAN UPDATES

Staff to bring forward status/updates on the Accessibility Plan, as it is legislatively required

- Being addressed by Sidney and Central Saanich
- Councils review of Accessibility Plan, with staff to report on any updates required

MOVED BY: T. O'Keeffe

SECONDED BY: C. Froom

11- SPAAC That the municipalities review the requirements to update and review their Accessibility Plans as per the *AccessibleBC Act*

CARRIED UNANIMOUSLY

8 COUNCIL REFERRALS

There were no Council referrals presented

9 COUNCIL LIAISON UPDATE

- Councillor Newton noted the OCP amendment regarding design permit areas, viewed from an accessibility lens
- Councillor DiBattista noted that the District of North Saanich is in the middle of a Zoning Bylaw review, with the option of it going out to committees for feedback. He also reminded the committee of the opening ceremony for Wolf Orchard on April 24. Wain Road park can be brought forward at a later date for feedback
- No updates from Councillor O'Keefe. Staff Liaison for Town of Sidney, C. Newcomb, spoke to the SPARC BC (Social Planning and Research Council of British Columbia) grant received by Town of Sidney. The Grant has been used towards training new employees and volunteer firefighters

10 OTHER ITEMS

a) Updated Parks Reservation Application - Infrastructure Services - North Saanich

The Director of Infrastructure Services, Asset Management and First Nations Relations (North Saanich), spoke to the Park event permit application. This application encourages organizers to consider accessibility when planning events.

Feedback from the Committee included:

- Communicating the accessibility features in advance of events is very helpful
- Importance of Accessible washrooms

B. Martin also provided an update on Park Plan, specifically at Wain Park.

MOVED BY: DiBattista

SECONDED BY: O'Keeffe

12- SPAAC That the Saanich Peninsula Accessibility Advisory Committee direct staff at North Saanich to present plans for Wain Road Park at a future meeting.

CARRIED UNANIMOUSLY

b) North Saanich Seniors/Loneliness Centre (February 23, 2026, Regular Council meeting) for discussion

The Committee felt that in the event that a centre be built, that Council should allow for input from the Saanich Peninsula Accessibility Advisory Committee.

MOVED BY: C. Froom

SECONDED BY: P. DiBattista

- 13- SPAAC That the District of North Saanich report back on any decisions and discussions and provide a presentation to SPAAC regarding a Seniors and Loneliness Centre

CARRIED

OPPOSED: S. Meikle, G. Newton

- c) North Saanich Quality of Life and Age Friendly Working Group (April 13, 2026, Regular Council meeting) for discussion

The following motion was approved at the April 13, 2026, Regular Meeting of Council:

"That Council establish a Quality of Life and Age-Friendly Community Working Group to provide policy advice and practical recommendations to the Mayor and Council aimed at strengthening the district as an age-friendly community"

MOVED BY: Councillor DiBattista

SECONDED BY: Councillor Stock

CARRIED

Discussion included:

- Consideration of a member of SPAAC sit as a liaison on this Committee for representation
- Councillor DiBattista shared the Notice of Motion regarding the Quality of Life and Age-Friendly Community Working Group

MOVED BY: C. Froom

SECONDED BY: G. Newton

- 14- SPAAC That the Saanich Peninsula Accessibility Advisory Committee be consulted regarding the Quality of Life and Age-Friendly Community working group with the District of North Saanich

CARRIED UNANIMOUSLY

- d) Development Permit Guidelines – District of Central Saanich
N. Rashidianfar, Community Planner - District of Central Saanich gave a presentation on Development Permit Guidelines

Highlights included:

- Development Permit Areas (DPA) are special areas in the community that have a particular importance. Special designated areas that the municipality wants to operate in a certain way.
- These DPA's apply only to private lands.
- May 28 and 30, 2026 - open house at the District of Central Saanich Municipal Hall
- Councillor O'Keeffe suggested that the District of Central Saanich advise the Committee on the areas within proposal that require their feedback. An email will go out to Committee members regarding this request.

- SPAAC members have requested time to reflect on this information and can reach out to the District of Central Saanich directly with feedback

MOVED BY: G. Newton

SECONDED BY: R. Welland

- 15- SPAAC That this agenda item be added to the May 28, 2026, Saanich Peninsula Accessibility Advisory Committee agenda for discussion, so that the Committee has time to absorb and process it. At that time, comments may be forwarded from any motions made to Central Saanich.

CARRIED UNANIMOUSLY

11 PUBLIC FEEDBACK

Public Feedback submission - Town of Sidney

- New crosswalk at Dean Park requires review as it does not direct a visually impaired individual in the right direction. The Director of Planning and Community Services to discuss with the Director of Infrastructure.

MOVED BY: C. Froom

SECONDED BY: T. O'Keeffe

- 16- **R.1** SPAAC That Municipal staff review the guidelines for installation of tactile markings at intersections and report back to the Committee

CARRIED UNANIMOUSLY

MOVED BY: G. Newton

SECONDED BY: R. Welland

- 17- SPAAC That staff forward the email received by the Town of Sidney, from B. Fallot, to the Ministry of Transportation.

This motion was WITHDRAWN

MOVED BY: G. Newton

SECONDED BY: T. O'Keeffe

- 18- SPAAC The Committee reminds the municipalities that AccessAbility Awareness week is May 30-June 6, 2026, and further, reminds the member municipalities to promote the event through their communication channels.

CARRIED UNANIMOUSLY

12 ADJOURNMENT

That the April 23, 2026, Saanich Peninsula Accessibility Advisory Committee meeting be adjourned at 12:06 p.m.

CERTIFIED CORRECT

APPROVED AND CONFIRMED

Deputy Corporate Officer

Chair

DRAFT

SUBJECT TO ADOPTION
Minutes of the Saanich Peninsula Accessibility Advisory Committee
District North Saanich - 1620 Mills Road
Thursday, May 28, 2026, at 10:00 a.m.

PRESENT:	Vice Chair	C. Froom P. DiBattista T. O’Keeffe G. Newton J. Biagioni J. Van Es
ABSENT:	Chair	L. York C. Love C. Tremblay S. Meikle R. Welland
ATTENDING:	Staff Liaison Sidney Community Planner Central Saanich Senior Engineering Technologist North Saanich Recording Secretary Recording Secretary	C. Newcomb N. Rashidianfar D. Penney H. Nunn S. Spittle

1 CALL TO ORDER

Vice Chair, C. Froom, called the Saanich Peninsula Accessibility Advisory Committee meeting to order at 10:00 a.m.

2 FIRST NATIONS TERRITORY ACKNOWLEDGEMENT

Vice Chair, C. Froom acknowledged with respect the W̱SÁNEĆ people on whose traditional territory the District stands and the W̱SÁNEĆ people whose historical relationships with the land continue to this day.

3 INTRODUCTION OF LATE ITEMS

Late items for Committee consideration meet the requirements of either pertaining to an existing agenda item or are of a time sensitive nature.

The following late items were presented to the Committee:

Add as:

Item No. 9(d) - OTHER ITEMS

- Brain Injury Awareness Month

Item No. 9 (e) - OTHER ITEMS

- Shoal Community Centre Accessibility Awareness Month

4 APPROVAL OF AGENDA

MOVED BY: J. Biagioni

SECONDED BY: Councillor DiBattista

- 19- SPAAC That the May 28, 2026, Saanich Peninsula Accessibility Advisory Committee agenda be approved, with the inclusion of the late items, and further, that the agenda be renumbered accordingly.

CARRIED UNANIMOUSLY

5 ADOPTION OF MINUTES

Minutes of the April 23, 2026, Saanich Peninsula Accessibility Advisory Committee Meeting.

It was noted the following amendments be made to the minutes:

- In Item No. 5(b) remove the wording Agriculture and Food Security Advisory Committee and replace with Saanich Peninsula Accessibility Advisory Committee.
- In Item No. 11 add the following bullet for information "Letter from Ms. Fallot expressing concern about the misalignment of the tactile pads at Highway 17 and Beacon Avenue. They pose a safety hazard as the lines currently direct visually impaired individuals into the middle of the intersection. C. Newcomb from Town of Sidney advised that Engineering staff at Town of Sidney have discussed this with Ministry of Transportation and Transit and believes the changes are being made. The Saanich Peninsula Accessibility Advisory Committee determined no further action required."

MOVED BY: Councillor DiBattista

SECONDED BY: J Van Es

- 20- SPAAC That the minutes of the Saanich Peninsula Accessibility Advisory Committee meeting held April 23, 2026, be adopted as amended.

CARRIED UNANIMOUSLY

6 ACCESSIBILITY PLAN UPDATES

Recommendations to Council Tracking Sheet, for information.

The Committee received the Council Tracking Sheet for information.

7 COUNCIL LIAISON UPDATE

- a) Councillor Newton - District of Central Saanich

Councillor Newton provided a verbal update highlighting the following:

- Development Permit Guidelines

- b) Councillor O'Keeffe - Town of Sidney

Councillor O'Keeffe provided a verbal update highlighting the following:

- Tactile walking pads at Highway 17 and Beacon Avenue, Sidney
- Suggestion to send a letter to the B.C. Ministry of Transportation and Transit (MOTI)

- Changing places washrooms

c) Councillor DiBattista - District of North Saanich

Councillor DiBattista provided a verbal update and responded to questions from the Committee highlighting the following:

- Senior Loneliness Centre
- Quality of Life and Age-Friendly Working Group
- District of North Saanich Advisory Committees, proposed Terms of Reference amendments
- SPAAC Host Municipality Change Over to Sidney

8 STAFF LIAISON UPDATE

a) J. Matanowitsch - Staff Liaison - District of Central Saanich

N. Rashidianfar, Community Planner, District of Central Saanich, on behalf of Staff Liaison, J. Matanowitsch, District of Central Saanich, provided a verbal update highlighting the following:

- Development Permit Areas (DPA) Design Guideline - Accessibility

b) C. Newcomb - Staff Liaison - Town of Sidney

Staff Liaison C. Newcomb, Town of Sidney, provided a verbal update highlighting the following:

- Accessibility Plan
- National AccessAbility Week

c) F. Mazzoni - Staff Liaison - District of North Saanich

D. Penney, Senior Engineering Technologist, on behalf of Staff Liaison F. Mazzoni, District of North Saanich, provided a verbal update highlighting the following:

- Accessibility Plan

9 OTHER ITEMS

a) **District of Central Saanich Development Permit Guidelines**

N. Rashidianfar, Community Planner, District of Central Saanich

N. Rashidianfar, District of Central Saanich, responded to questions from the Committee and provided a verbal update highlighting the following:

- Accessibility
- Positive feedback
- Presentation distributed to staff
- BC Building Code (BCBC)
- Development Permit Area (DPA)
- Public access
- Municipal coordination
- Official Community Plan (OCP)
- Land use designation
- Accessibility parking regulation
- Central Saanich Traffic Bylaw in progress

b) **Verbal Report from C. Fromm, Vice Chair, SPAAC.**

-TownePlace Suites by Marriott, Grand Opening & Accessibility features

-Victoria International Airport Accessibility Update

C. Froom, Vice Chair, SPAAC, provided a verbal update highlighting the following:

- Grand opening at TownePlace Suites
- Accessibility concerns raised
- Accessibility features
- TownePlace is on Federal Land and therefore Town of Sidney has no jurisdiction and zoning bylaws do not apply
- Communication and engagement with Federal Government regarding Municipal Government standards
- Accessibility features at Victoria International Airport (YYJ)
- C. Froom Attended Victoria Airport Authority's meeting

MAIN MOTION:

MOVED BY: Councillor O'Keeffe

SECONDED BY: J. Biagioni

21- SPAAC That the Saanich Peninsula Accessibility Advisory Committee recommends that the Town of Sidney communicate with the Victoria Airport Authority regarding accessibility concerns raised by the Saanich Peninsula Accessibility Advisory Committee.

R.1

CARRIED UNANIMOUSLY

AMENDMENT MOTION:

MOVED BY: Councillor Newton

SECONDED BY: Councillor DiBattista

22- SPAAC That the Main Motion be amended by including the Town of Sidney, District of North Saanich, and the District of Central Saanich.

CARRIED UNANIMOUSLY

A vote was called on the Main Motion as amended and declared CARRIED UNANIMOUSLY.

c)

Accessible Parking Updates

- Additional on-street parking, Town of Sidney

The Committee discussion highlighting the following:

- Accessible parking, Town of Sidney
- Minimizing curb drops, utilizing existing property driveways
- Parking space suggestions near Bevan Avenue and Fifth Street
- Private Property Accessibly Parking Signage
- Accessibly parking awareness

MOVED BY: Councillor O'Keeffe

SECONDED BY: Councillor Newton

23- SPAAC That the Saanich Peninsula Accessibility Advisory Committee recommend to the Town of Sidney, District of North Saanich, and District of Central Saanich that, during Accessible Parking

R.2

Awareness Month in November, staff undertake an information campaign directed to the business community regarding best practices for accessible parking.

CARRIED UNANIMOUSLY

d) Brain Injury Awareness Month (Late Item)

J. Biagioni provided a verbal update highlighting the following:

- Brain Injury Awareness Month, June 2026
- Victoria Brain Injury Society

e) Shoal Centre Access Awareness Day + Expo (Late Item)

J. Van Es provided a verbal update highlighting the following:

- June 1, 2026
- Speakers
- The Social Planning and Research Council of B.C. (SPARC BC)
- Beacon Community Services

10 ADJOURNMENT

MOVED BY: Councillor DiBattista

SECONDED BY: Councillor O'Keeffe

24- SPAAC That the May 28, 2026, Saanich Peninsula Accessibility Advisory Committee meeting be adjourned at 11:06 a.m.

CARRIED UNANIMOUSLY

CERTIFIED CORRECT

APPROVED AND CONFIRMED

Deputy Corporate Officer

Chair

TOWN OF SIDNEY
Minutes of Regular Committee of the Whole Meeting
Monday, June 1, 2026
Town Hall Council Chambers, 2440 Sidney Avenue
6:00 p.m.

PRESENT: Councillor T. O’Keeffe (Chair)
Mayor C. McNeil-Smith
Councillor S. Duck
Councillor S. Duncan
Councillor S. Garnett
Councillor R. Novek
Councillor C. Rintoul

STAFF: L. Edwards, Chief Administrative Officer
A. Hicik, Director of Finance (*electronically*)
B. Murphy, Director of Engineering
A. Verhagen, Director of Development Services
C. Newcomb, Director of Community Planning (*electronically*)
A. Morton, Executive Assistant

1. CALL TO ORDER

The Chair called the meeting to order at 6:00 p.m.

2. TERRITORIAL ACKNOWLEDGEMENT

The Chair respectfully acknowledged that this evening’s meeting is being held on the traditional territory of WSÁNEĆ First Nations - STÁUTW (Tsawout), WJOLELP (Tsartlip), WSÍKEM (Tseycum), BOKEĆEN (Pauquachin), and MÁLEXEĒ (Malahat) First Nations.

3. APPROVAL OF AGENDA

Moved by Councillor S. Duck, seconded by Councillor R. Novek, that the agenda be approved with the following additions:

1. *Item 8b - Public Bench Dedication Policy Update - email from R. Woodhead, dated June 1, 2026; and*
2. *Item 9 - Update on National Accessibility Awareness Week.*

MOTION CARRIED UNANIMOUSLY

4. APPROVAL OF MINUTES

a. Regular Committee of the Whole Meeting - May 19, 2026

Moved by Councillor S. Duck, seconded by Councillor R. Novek, that the Minutes of the Regular Committee of the Whole Meeting of May 19, 2026, be approved.

MOTION CARRIED UNANIMOUSLY

5. PUBLIC PARTICIPATION PERIOD (maximum 20 minutes)

1. **J. Wellbourn, Sidney** - referring to item 8a, noted that the proposed scoring threshold for traffic calming is too high; contacted West Vancouver to see how their policy is going and there have been no traffic calming changes since its implementation; stated preference for no petition requirements; requested that daylighting of parking around intersections be considered in traffic calming policy; and that requests for calming of arterial roads not be completely denied.

Public Participation Period ended at 6:05 p.m.

6. PRESENTATIONS

a. Draft Victoria Regional Transit Plan Update

Levi Megenbir, Manager of Service Planning, BC Transit provided an overview of the presentation; noted that they are looking for feedback before going back to the Transit Commission with the draft plan in July; guidance sought is for operations and maintenance facilities; the CRD is taking a larger role in regional transit; highlighted recent transit accomplishments; advised that regional express services are being looked into as the precursor to eventual rapid bus; separate service to YYJ will be part of rapid transit plan; the key component is Sidney Transit Hub; the system is currently at capacity in Sidney and Swartz Bay; additional infrastructure is needed to expand; and the plan includes park and ride facilities.

The Committee asked questions about service network improvements; digital on demand service; projected population statistics; gauging service demand; potential strike implications on cost and long-term ridership; differentiation between regional express and rapid bus; transit and mobility hubs; and HandyDART modernisation.

b. Sidney Transit Hub Update

Severin Odland, Planner - On-Street Infrastructure, BC Transit, advised that planning is underway so that the project is ready when funding is available; design elements are not finalised yet; and that BC Transit has been working with the feedback from the April 20 Committee of the Whole meeting. He provided an overview of the concept and design changes; noted removal of the Beacon Avenue bus stop; efforts to distinguish layover bays; the benefit of constructing longer term layover bays but keeping them as public street parking until needed later; and provided an overview of the alternative design options along with their advantages and challenges.

The Committee asked questions about bus routing; potential closure of laneway to Save On Foods; sightlines; funding impact on timeline; retention of left turn lane from Bevan to Seventh Street; and engagement timelines.

Moved by Mayor C. McNeil-Smith, seconded by Councillor R. Novek, that the Committee recommend to Council:

R.1

1. *That Council approve in principle the June 1, 2026, revised concept plan for the Sidney Transit Hub as proposed on Slide 5 of the BC Transit Presentation; and*
2. *That Council re-affirms approval in principle for the planning and design work to continue developing designs and cost estimates for the Sidney Transit Hub to support a business case and future funding application.*

MOTION CARRIED UNANIMOUSLY

7. DEVELOPMENT APPLICATIONS (including public participation)

a. Development Variance Permit Application No. DV100390 (9522 Lochside Drive)

(To relax requirements in Subdivision and Development Bylaw 1390 to allow a longer extension to the Preliminary Letter of Approval for the subdivision application, and to defer subdivision requirements for off-site improvements for the proposed Lot 2 until the time of development on Lot 2.)

i. Presentation from Applicant

Jordan Milne, Applicant, provided an overview of the application, noted that condominium pre-sales have commenced on Lot 1, that and market information will be used to inform Lot 2's unit sizing and development.

ii. Public Participation (maximum 10 minutes)

There were no public speakers.

iii. Committee Q & A Opportunity

The Committee asked about changes to plans for Lots 1 and 2; timeline for breaking ground on Lot 1; and the impact of DCC bylaw adoption.

Moved by Councillor S. Duck, seconded by Councillor S. Duncan, that the Committee recommend to Council:

R.2

1. *That owners and tenants in occupation of property within 75 metres (246 feet) of 9522 Lochside Drive be notified regarding Development Variance Permit Application No. DV100390 (to allow a longer extension to the Preliminary Letter of Approval for the subdivision application; and to defer subdivision requirements for off-site improvements for the proposed Lot 2 until the time of development on Lot 2) and that any written correspondence received to be forwarded to Council at the time of consideration of approval of the variance.*
2. *That as a condition of approval of Development Variance Permit Application No. DV100390, the property owner shall, prior to subdivision approval, register a covenant on title prohibiting any construction on Lot 2 until proof of payment to install underground electrical and telecommunication service is provided to the Town.*

MOTION CARRIED UNANIMOUSLY

8. STAFF REPORTS

a. Update to WS-015 Public Bench Dedication Policy – Bevan Fishing Pier Bench Fee Adjustment

B. Murphy, Director of Engineering, provided an overview of the staff report; noted that current bench pricing elsewhere has not changed; and that the fishing pier benches are both more expensive to install and they receive a mid-life refurbishment due to climate.

The Committee asked questions about the existing benches on the pier.

Moved by Councillor S. Duck, seconded by Councillor S. Garnett, that the Committee recommend to Council:

R.3

1. That Policy WS-015 Public Bench Dedication be approved as amended (which includes introducing a new, separate fee of \$4,000 for dedicated benches located on the Bevan Fishing Pier, and maintaining the existing \$3,000 fee for all other dedicated bench locations.)

2. That the updated policy apply to both new applications and renewals on the Bevan Fishing Pier.

3. That staff be directed to bring forward an amendment to the Town's Fees and Charges Bylaw, at an appropriate time, to reflect the updated fee structure.

MOTION CARRIED UNANIMOUSLY

b. Proposed New Traffic Calming Policy

B. Murphy, Director of Engineering, provided an overview of the staff report; noted that the policy would provide a pathway for residents to request traffic calming on their roadway; residents are responsible for obtaining the minimum support threshold; the policy is similar to West Vancouver's, who recently lowered their scoring threshold; scoring to include staff's professional judgment; advised that Victoria allows individuals

to request speed reduction, but theirs is led by 30 km speed reduction; and Saanich's policy is staff-initiated.

The Committee asked questions about pedestrian crossing signals; neighbourhood support survey; response timeframe; motivation for policy creation; timelines; determination of appropriate traffic calming measures; daylighting crosswalks; current number of requests received; response rate to Third Street parking permit letters; scoring thresholds and range; stop sign requests; and the differentiation between traffic safety measures and calming;

Moved by Mayor C. McNeil-Smith, seconded by Councillor S. Duck, that the Committee recommend to Council:

R.4

1. *That staff consider alternate wording for minimum score thresholds, including other traffic calming measures and notes on other non-traffic calming measures; and*
2. *That staff bring forward a proposed dedicated traffic calming capital budget for Council's consideration in the next annual budget cycle.*

MOTION CARRIED UNANIMOUSLY

9. OTHER BUSINESS

a. Update on National Accessibility Awareness Week

Councillor O'Keeffe advised the Committee and the public about National Accessibility Awareness Week, noting that the SHOAL Centre is hosting an event on Friday, June 5 with a film screening, presentations, and information booths.

10. ADJOURNMENT

Moved by Councillor S. Duck, seconded by Councillor R. Novek, that the meeting be adjourned at 8:03 p.m.

MOTION CARRIED UNANIMOUSLY

CHAIR

CORPORATE OFFICER



TOWN OF SIDNEY

REPORT TO COUNCIL

TO: Mayor and Council

FROM: Brian Murphy, Director of Engineering

DATE: Regular Council - 08 Jun 2026 **FILE NO.:** 0340-20

SUBJECT: Policy WS-024 - Traffic Calming

PURPOSE:

This report presents the Town of Sidney's Traffic Calming Policy for Council adoption. The Policy establishes a transparent, consistent, and data-informed framework for evaluating and responding to resident-initiated requests for traffic calming measures on Town streets.

BACKGROUND:

The draft Traffic Calming Policy was reviewed by Committee of the Whole on June 1, 2026. Following discussion, Committee directed staff to incorporate a number of changes and bring the revised Policy forward to Council for adoption. The changes made by staff following that discussion are summarized below.

The rationale for the Policy, the process it establishes, and its financial implications were described in the staff report presented to Committee on June 1, 2026, and are not repeated in full here. In summary, the Policy establishes a formal process for responding to resident traffic calming requests, which have historically been handled on a case-by-case basis without a consistent, objective basis for evaluation or prioritization. The Policy introduces a scoring framework, a neighbourhood support requirement, and a structured approval process to ensure that limited capital funds are allocated equitably and defensibly.

DISCUSSION:

Changes Made Following Committee Discussion

The following changes were made to the draft Policy by staff following the Committee of the Whole discussion on June 1, 2026. Changes are described at a principles level rather than in technical detail; however, the redline version of the Policy is attached for review of the specific edits.

Scope – Resident-Initiated Requests

The Policy has been clarified to apply specifically to resident-initiated traffic calming requests. Staff retain the ability to introduce traffic calming measures at any time through the normal planning process, independent of this Policy. This distinction was discussed at Committee and is now reflected in the Policy title and purpose.

Scoring Flexibility

Language has been added to both the Scoring Framework section and Appendix A to clarify that the scoring criteria are not intended to be rigid. Staff may adjust scores within one or several categories based on professional judgment, where site conditions or other relevant factors are not fully captured by the standard criteria. This reflects the practical reality that no

scoring framework can anticipate every combination of conditions, and allows for appropriate staff discretion within a documented, defensible process.

Minimum Score Threshold

Following Committee discussion, the minimum score required for a location to advance to the prioritized project list has been reduced from 60 to 40 out of 100 points. This change reflects a view that the threshold should be set to ensure genuine community concerns are not screened out early in the process, with prioritization and resource constraints managing the volume of projects that ultimately proceed to implementation. Higher-scoring locations will continue to be prioritized first.

Appendix B – Related Traffic Safety Requests

The measures toolkit in Appendix B has been restructured into two parts. Part 1 contains the traffic calming measures toolkit. Part 2 is a new section – Related Traffic Safety Requests – that describes common requests falling outside the scope of this Policy, including stop sign reviews, new crosswalks and pedestrian flashers, and speed limit reductions. This section provides residents with a clear point of reference for requests that are better addressed through separate processes, and reduces the risk of confusion about what this Policy does and does not cover.

Daylighting / Increasing Setback

A new measure has been added to the toolkit in Appendix B: daylighting and increasing setback, which refers to restricting parking within a defined distance of an intersection or crosswalk to improve sightlines. This is a low-cost intervention that can address specific safety concerns without altering vehicle speeds or travel patterns more broadly.

Conclusion

The Traffic Calming Policy, as revised following Committee discussion, provides a structured and defensible framework for responding to resident traffic calming requests in a manner that is fair, transparent, and consistent with the Town's limited capital resources.

COMMUNICATION & PUBLIC ENGAGEMENT:

Implementation of the new Traffic Calming Policy will be supported through a combination of proactive public communication and ongoing staff engagement with residents.

The Policy, along with a summary and process flow diagram, will be posted on the Town's website to provide residents with clear guidance on how traffic calming requests are initiated, evaluated, and prioritized. This information will be structured to improve transparency, including outlining the thresholds for eligibility and the role of neighbourhood support in advancing projects.

To broaden awareness, the Town may include an overview of the Policy in a future issue of Town Talk, highlighting key elements such as how to submit a request, what conditions are required for consideration, and how projects are prioritized within limited capital budgets.

On an ongoing basis, staff will refer residents directly back to the Policy when responding to traffic-related inquiries and requests. This will ensure that residents are provided with consistent, accurate information and are guided through the established process, including available options where concerns do not meet the criteria for traffic calming measures.

FINANCIAL IMPLICATIONS:

There are no changes to the financial implications described in the June 1, 2026 Committee report. The Policy itself carries no direct financial implication. Staff recommend that Council consider establishing a dedicated annual traffic calming capital budget in conjunction with adoption of this Policy starting in the next budget cycle. In the interim, the existing \$30,000 annual allocation under the Miscellaneous Active Transportation Improvements capital account remains available for measures that align with the Active Transportation Plan.

RECOMMENDATION:

1. That Policy WS-024 - Traffic Calming (For Resident Initiated Requests) be approved as amended; and
2. That staff bring forward a proposed dedicated traffic calming capital budget for consideration in the next annual budget cycle.

Submitted By:	Brian Murphy, Director of Engineering
Concurrence:	Liam Edwards, Chief Administrative Officer
Concurrence:	
Concurrence:	

ATTACHMENTS:

- [Traffic Calming Policy June 8 2026 Redline](#)
- [Traffic Calming Policy June 8 2026](#)

TOWN OF SIDNEY

POLICY AND PROCEDURES

TITLE:		TRAFFIC CALMING <u>POLICY FOR RESIDENT INITIATED REQUESTS</u>	
Type:	Council	<input checked="" type="checkbox"/>	Administrative
Approved:			Ref: WS-024
Amended:			Page: 1 of 10

Purpose and Context

The Town of Sidney recognizes that traffic speeds, volumes, and driver behaviour can significantly affect the safety, livability, and character of neighbourhood streets. Traffic calming measures are one tool available to encourage safe driving behaviour and support a more balanced use of public roadways.

Residents regularly raise concerns about speeding and shortcutting traffic. These concerns reflect a range of perspectives on how neighbourhood streets should function and can provide valuable feedback for staff consideration.

Competing priorities, finite resources, and the need to balance mobility, safety, and emergency access require that traffic calming decisions that are in response to resident requests be made through a transparent and data-informed process.

This Policy establishes that process.

Policy Objectives

This Policy is intended to:

- Improve safety for all road users, with particular attention to vulnerable users including pedestrians, cyclists, children, and seniors.
- Enhance neighbourhood livability and the quality of the public realm.
- Ensure a fair, transparent, and defensible process for evaluating requests within limited budgets.
- Support efficient and equitable allocation of limited municipal resources.
- Balance neighbourhood concerns with the broader transportation network needs of the community.

Guiding Principles

Decisions under this Policy are guided by the following principles:

- Decisions are data-driven, informed by measured conditions and professional engineering judgment.
- Demonstrated neighbourhood support is required before funds are committed.
- Priority is given to locations with sensitive land uses (such as schools or playgrounds) and higher exposure of vulnerable users.
- Emergency vehicle access is maintained at all times. No measure will proceed without consultation with the Fire Department.
- Traffic displacement effects on adjacent streets will be considered as part of the assessment process. Significant displacement risk may affect which traffic calming measures (if any) are selected, or how the project is prioritized.

- Measures are designed to contribute to quality urban design and, where possible, improve the overall aesthetics and liveability of the neighbourhood.
- Limited traffic calming funds are invested equitably across the Town over time.

Roles and Responsibilities

Residents

Residents identify traffic concerns and may initiate a formal request by coordinating and collecting the required level of initial support from neighbours through the application process. Residents are responsible for collecting signatures for the application; staff administer the neighbourhood support survey independently. Participation in consultation is a required step before any project proceeds to implementation.

Town Staff

Engineering and Public Works staff are responsible for receiving requests, collecting field data, applying the scoring framework, preparing prioritized project lists, and assigning funds from the limited capital budgets approved by Council. Staff exercise professional judgment in the interpretation of scoring criteria and site conditions. Both Engineering and Planning staff may be involved in the evaluation process depending on the specific location and extents.

Council

Council sets policy direction by approving the Traffic Calming Policy and approves overall capital funding through the annual budget process, which is not typically project-specific for traffic calming measures.

Expectations and Limitations

Only a limited number of traffic calming requests will result in the installation of physical measures. In many cases, observed conditions will not meet the minimum threshold score required for advancement. In others, concerns may be more appropriately addressed through targeted enforcement, public education, or signage.

Requests for reduced speed limits are evaluated under a separate process not addressed through this Policy. Staff can provide guidance on the speed limit review process on request. Implementation of approved projects depends on available capital funding, which is frequently limited. Submission of an application, or achievement of a qualifying score, does not constitute a commitment to construct by the Town. Qualifying projects may be placed on a priority list for future consideration, should funding become available.

Where new roads are being designed or existing roads significantly reconfigured, the Town will seek to incorporate traffic calming considerations directly into the street design process, reducing the need for retroactive measures.

Note: Residents are encouraged to contact the Engineering & Public Works Department for preliminary information before submitting a formal application.

Eligible Roads

Traffic calming measures are considered only on roads that meet the eligibility criteria set out below. Staff will screen requests against these criteria before any assessment or evaluation

process is initiated. Road classifications referenced below are as defined in the Town's Transportation Master Plan.

Eligible Road Types

- Local residential streets.
- Collector roads (typically when located within or adjacent to a school zone or playground zone).

Ineligible Road Types

Traffic calming measures will not be considered on the following:

- Arterial roads with speed limits of 50 km/h.
- Lanes.
- Cul-de-sacs and dead-end streets less than 90 metres in length.

Where a request is received for an ineligible road type, staff will advise the applicant in writing and may identify alternative measures, such as enforcement referral, signage, or public awareness programs that may be applicable.

Initiation of a Request

Resident Application

A formal request for traffic calming must be supported by a formal application that includes the signatures and contact information for owners representing at least one-half (50%) of the affected properties on the subject street or within the identified study area. Strata Councils may represent the entire strata property for the purposes of the initial application. Residents are responsible for administering and submitting the formal application, including the collection of signatures. Staff will define the application area based on the nature and location of the concern.

Staff Initiation

Staff may introduce traffic calming measures at any time without a resident application where field observations, collision data, professional judgement, or network planning considerations identify a location as warranting traffic calming measures.

Scoring Framework

Requests that meet the minimum initiation application threshold will be evaluated using a 100-point scoring framework. The framework assesses six categories reflecting the safety conditions, traffic characteristics, and context of the subject location. Scores are based on measured data (where available) combined with professional engineering judgment. The scoring criteria are not intended to be rigid and staff may adjust scores within one or several categories based on professional judgement that considers other factors that may not be listed in the scoring criteria (Appendix A).

Category	Maximum Points	What It Measures
Speed	20	85th percentile speed vs. posted limit
Volume	10	Average daily traffic (ADT)
Safety	20	Incident history and near-miss reports (may be anecdotal)

Category	Maximum Points	What It Measures
Land Use	20	Proximity to schools, parks, seniors facilities
Vulnerable Users	20	Pedestrian and cyclist activity levels; ATP route designation
Network Function	10	Existing degree of shortcutting or through-traffic on the subject street
Total	100	

Detailed scoring criteria for each category are set out in **Appendix A**. Available traffic calming measures and their trade-offs are described in **Appendix B**.

Thresholds and Prioritization

Minimum Score

A minimum score of ~~60~~40 out of 100 points is required for a location to be eligible for inclusion on the prioritized project list. Projects with higher scores will be prioritized first.

Projects Below Threshold

Locations that do not achieve the minimum score are not eligible for traffic calming measures at that time. Staff will communicate results to the applicant in writing and may recommend alternative measures where appropriate. Residents may resubmit an application in a future year if material conditions change, for example following a change in adjacent land use, a documented increase in speeds or volumes, or an emerging safety concern.

Prioritization

Eligible locations are ranked by score for inclusion in the capital program. Where scores are similar, prioritization also considers:

- Geographic equity across Town neighbourhoods.
- Clustering or network efficiency benefits.
- Availability of external grant funding or partnership opportunities (for example, provincial or federal active transportation programs such as VisionZero or ICIP).

Projects Above Threshold — Measure Selection

For locations that meet or exceed the minimum score, staff will identify the most appropriate traffic calming measure or combination of measures based on the specific characteristics of the subject street, the nature of the concern, available capital budget, and the traffic calming objectives identified through the scoring process. Not all qualifying locations will receive the same type of measure as selection reflects site conditions, emergency access requirements, network context, neighbourhood design, and cost-effectiveness. The recommended measure will be included in the preliminary plan presented to the neighbourhood for the support survey.

Emergency Access Consultation

As part of the measure selection process, staff will consult with the Fire Department to confirm that potential measures do not materially impair emergency vehicle access or response times. Where a proposed measure fails to receive Fire Department confirmation, staff will revise the preliminary plan to consider alternative measure types before proceeding. In the event that no suitable measure can be identified, the project will not advance to the neighbourhood support survey stage.

Network Impact Assessment

Before a specific traffic calming measure is selected, staff will assess the likely effect on traffic patterns in adjacent streets. Where a proposed measure has significant potential to displace traffic onto parallel residential streets, that displacement risk will be documented and may affect the selection of measure type or overall project priority ranking. Assessment will be based on available data and professional judgment based on network context.

Approval Process

Neighbourhood Support Survey

Before a project proceeds, a neighbourhood support survey will be conducted by the Town in the same area identified as part of the initial application. A final approved project will require formal support from a minimum of two-thirds (67%) of owners representing the affected properties on the subject street or within the identified study area to advance. Strata Councils will not be accepted as representing the entire strata property at the final support survey stage.

Project Approval

Projects meeting the threshold score and neighbourhood support requirements are placed on the prioritized project list maintained by Engineering and Public Works. Staff authorize projects for design and construction in order of priority, within the traffic calming capital budget approved annually by Council. Placement on the prioritized list does not guarantee construction in any given year. Projects may be held on the priority list across multiple budget cycles until funding becomes available. Timing depends on available budget, project readiness, and competing capital priorities.

Appendix A — Detailed Scoring Criteria

Scoring applies quantitative thresholds combined with professional judgment. Where field conditions fall between categories, staff will assign the most defensible score based on the totality of observed evidence. The scoring criteria are not intended to be rigid and staff may adjust scores within one or several categories based on professional judgement that considers other factors that may not be listed in the scoring criteria.

Speed (0–20 points)

Measured using the 85th percentile speed from a minimum 48-hour automated traffic count. For school zones, the applicable reduced speed limit during school hours applies.

Condition (85th Percentile vs. Posted Limit)	Points
At or below the posted speed limit	0
1–5 km/h above the posted limit	5
6–10 km/h above the posted limit	10
11–15 km/h above the posted limit	15
More than 15 km/h above the posted limit	20

Volume (0–10 points)

Measured as average daily traffic (ADT) from the same automated count. Volume thresholds will be reviewed periodically and adjusted if Sidney's network conditions warrant recalibration.

Average Daily Traffic (ADT)	Points
Fewer than 750 vehicles/day	0
750 – 1,500 vehicles/day (Local Roads)	3
1,500 – 3,000 vehicles/day (Collector Streets)	6
More than 3,000 vehicles/day	10

Safety (0–20 points)

Based on ICBC collision records, police reports, and documented or anecdotal near-miss incidents for the most recent five-year period.

Safety Condition	Points
No documented incidents	0
Isolated incidents only	5
Documented near misses or minor collisions	10 - 15
Established collision pattern (frequency or severity)	20

Land Use (0–20 points)

Reflects the sensitivity of adjacent land uses and the likelihood of pedestrian-vehicle conflict arising from those uses.

Adjacent Land Use Context	Points
Residential only, no sensitive generators	0–5
Proximity to a park or open space	10
School frontage or seniors care facility	15
Multiple sensitive uses (e.g., school + park)	20

Vulnerable Users (0–20 points)

Reflects the level of pedestrian and cyclist activity observed in the corridor. Designation as an existing or future route in the Town’s Active Transportation Plan (ATP) may also be considered: existing ATP routes score toward the higher end of this range; future-designated routes toward the lower end.

Vulnerable User Activity Level	Points
Minimal observed activity	0
Occasional pedestrian or cyclist use	5
Regular use by pedestrians or cyclists	10
High volume of pedestrians or cyclists	15
High volume with a predominance of vulnerable users (children, seniors, mobility-impaired)	20

Network Function (0–10 points)

Assesses whether the subject street is experiencing disproportionate through-traffic or shortcutting behaviour relative to its road classification. This criterion reflects existing conditions, not projected post-implementation effects.

Network Function Condition	Points
Local access traffic only – no through use	0
Some through traffic, consistent with classification	3
Evident shortcutting (observational)	6
Significant shortcutting (confirmed by data if possible)	10

Appendix B — Traffic Calming Measures Toolkit

Appendix B — Part 1: Traffic Calming Measures Toolkit

The following measures are available for use in Sidney's traffic calming program. Not all measures are appropriate for every location. Selection is based on the nature of the concern, road classification, emergency access requirements, and network context. Measures may be used individually or in combination.

~~**Note:** Stop signs are not considered a traffic calming measure under this Policy. The installation of stop signs is governed by traffic control warrant criteria and is not appropriate where cross-traffic volumes do not justify their use. Residents wishing to request stop sign review should contact Engineering & Public Works separately.~~

Measure	Description	Key Considerations
Speed Hump	A raised, rounded pavement feature spanning the full travel lane width, typically 3-4 m long.	Most widely used and cost-effective measure. Some negative effect on snow plow operations. May divert traffic to parallel streets if used in isolation.
Speed Cushion	A segmented speed hump with gaps between sections, allowing wider vehicles (fire apparatus, buses) to straddle the raised portion.	Preferred over speed humps where emergency access or transit routes are present. Slightly less effective than full-width humps at reducing passenger vehicle speeds.
Raised Crosswalk	A pedestrian crossing raised to the level of the adjacent sidewalk, functioning as both a speed control device and a priority crossing treatment.	Effective at school crossings and high-pedestrian locations. Drainage design is important. Higher unit cost than standard humps.
Traffic Circle (Mini-Roundabout)	A raised circular island placed at an intersection, requiring vehicles to travel counter-clockwise around the island.	Effective at multi-way intersections. Requires adequate turning radii for emergency vehicles and delivery trucks. May affect cyclist comfort. More costly to implement; intersection geometry is a determining factor.
Curb Extension (Bump-Out)	A horizontal extension of the curb into the travel lane, narrowing the road at pedestrian crossings or mid-block. Reduces crossing distance for pedestrians.	Improves pedestrian visibility and crossing safety. Can be piloted cost-effectively using flexible delineator posts before committing to permanent construction. May require drainage adjustments. Generally well-supported by cyclists.

Measure	Description	Key Considerations
Raised Median Island	An elevated median on the centreline of a two-way street, narrowing both travel lanes and requiring drivers to navigate around the island.	Effective at reducing travel speeds. Must maintain minimum lane widths for emergency access. Can be constructed at relatively low cost using poured-in-place methods; landscaping is optional and can be avoided to reduce maintenance.
Chicane	A series of curb extensions on alternating sides of a road, creating an S-curve that requires drivers to reduce speed to navigate.	Effective on longer straight segments. Displacement of parked vehicles may be required. Careful design needed to maintain emergency access widths.
Lane Narrowing	Reduction of travel lane width using edge line markings, flexible delineator posts, or planted medians.	Lower cost and less permanent than physical measures. Effectiveness depends on driver perception and method of delineation (paint versus physical posts). Can be implemented as a pilot before permanent measures.
Diverter	A barrier placed partially or fully across an intersection to prevent undesired through or turning movements. Used to address shortcutting.	Effective at eliminating shortcut routes. Can significantly alter neighbourhood traffic patterns; network displacement assessment is essential before implementation. Emergency access routes must be confirmed.
<u>Daylighting / Increasing Setback</u>	<u>Restricting parking within a defined distance of an intersection or crosswalk to improve sightlines between drivers and pedestrians or cyclists approaching the conflict point. Achieved through signage and/or curb yellow paint.</u>	<u>Low cost and minimally disruptive to implement. Improves safety at specific conflict points without altering vehicle speeds or travel patterns more broadly. Loss of on-street parking may generate objections from adjacent property owners. Most effective when combined with other measures rather than as a standalone intervention.</u>

Note: The selection of specific measures for an approved project is determined by staff at the design stage, in consultation with the Fire Department, based on site conditions and the objectives identified through the scoring and approval process.

Appendix B — Part 2: Related Traffic Safety Requests

Residents raising concerns about traffic speeds, volumes, or safety on their street sometimes have concerns that are better addressed through measures other than physical traffic calming measures. The following are common requests that fall outside the scope of this Policy but can be directed to Engineering & Public Works staff for separate consideration.

Stop Signs

Stop signs are not a traffic calming measure and are not considered under this Policy. Their installation is governed by traffic control warrant criteria established under the Motor Vehicle Act and related standards, which typically require minimum cross-traffic volumes to justify their use. Installing stop signs where warrants are not met can be ineffective, creates driver non-compliance, and may reduce safety rather than improve it. Residents wishing to request a stop sign review should contact Engineering & Public Works separately.

Crosswalks and Pedestrian Flashers

The installation of new marked crosswalks and/or pedestrian-activated flashers is evaluated separately from traffic calming requests. Crosswalk and flasher installations are guided by the Town's Active Transportation Plan and are subject to their own warrant and prioritization criteria. Residents wishing to request a new crosswalk or flasher should contact Engineering & Public Works separately.

Speed Limit Reductions

The process of evaluating a traffic calming request may lead staff to conclude that a reduction in the posted speed limit may be warranted on a specific street, either as an alternative to physical measures or in conjunction with them. Speed limit decisions are made by Council on the recommendation of staff. Where a speed limit review appears warranted based on the traffic calming assessment, staff will bring the matter forward to Council separately for consideration on a case-by-case basis.

TOWN OF SIDNEY

POLICY AND PROCEDURES

TITLE:			
TRAFFIC CALMING POLICY FOR RESIDENT INITIATED REQUESTS			
Type:	Council	<input checked="" type="checkbox"/>	Administrative
Approved:			Ref: _____
Amended:			Page: 1 of 10

Purpose and Context

The Town of Sidney recognizes that traffic speeds, volumes, and driver behaviour can significantly affect the safety, livability, and character of neighbourhood streets. Traffic calming measures are one tool available to encourage safe driving behaviour and support a more balanced use of public roadways.

Residents regularly raise concerns about speeding and shortcutting traffic. These concerns reflect a range of perspectives on how neighbourhood streets should function and can provide valuable feedback for staff consideration.

Competing priorities, finite resources, and the need to balance mobility, safety, and emergency access require that traffic calming decisions that are in response to resident requests be made through a transparent and data-informed process.

This Policy establishes that process.

Policy Objectives

This Policy is intended to:

- Improve safety for all road users, with particular attention to vulnerable users including pedestrians, cyclists, children, and seniors.
- Enhance neighbourhood livability and the quality of the public realm.
- Ensure a fair, transparent, and defensible process for evaluating requests within limited budgets.
- Support efficient and equitable allocation of limited municipal resources.
- Balance neighbourhood concerns with the broader transportation network needs of the community.

Guiding Principles

Decisions under this Policy are guided by the following principles:

- Decisions are data-driven, informed by measured conditions and professional engineering judgment.
- Demonstrated neighbourhood support is required before funds are committed.
- Priority is given to locations with sensitive land uses (such as schools or playgrounds) and higher exposure of vulnerable users.
- Emergency vehicle access is maintained at all times. No measure will proceed without consultation with the Fire Department.
- Traffic displacement effects on adjacent streets will be considered as part of the assessment process. Significant displacement risk may affect which traffic calming measures (if any) are selected, or how the project is prioritized.

- Measures are designed to contribute to quality urban design and, where possible, improve the overall aesthetics and liveability of the neighbourhood.
- Limited traffic calming funds are invested equitably across the Town over time.

Roles and Responsibilities

Residents

Residents identify traffic concerns and may initiate a formal request by coordinating and collecting the required level of initial support from neighbours through the application process. Residents are responsible for collecting signatures for the application; staff administer the neighbourhood support survey independently. Participation in consultation is a required step before any project proceeds to implementation.

Town Staff

Engineering and Public Works staff are responsible for receiving requests, collecting field data, applying the scoring framework, preparing prioritized project lists, and assigning funds from the limited capital budgets approved by Council. Staff exercise professional judgment in the interpretation of scoring criteria and site conditions. Both Engineering and Planning staff may be involved in the evaluation process depending on the specific location and extents.

Council

Council sets policy direction by approving the Traffic Calming Policy and approves overall capital funding through the annual budget process, which is not typically project-specific for traffic calming measures.

Expectations and Limitations

Only a limited number of traffic calming requests will result in the installation of physical measures. In many cases, observed conditions will not meet the minimum threshold score required for advancement. In others, concerns may be more appropriately addressed through targeted enforcement, public education, or signage.

Requests for reduced speed limits are evaluated under a separate process not addressed through this Policy. Staff can provide guidance on the speed limit review process on request.

Implementation of approved projects depends on available capital funding, which is frequently limited. Submission of an application, or achievement of a qualifying score, does not constitute a commitment to construct by the Town. Qualifying projects may be placed on a priority list for future consideration, should funding become available.

Where new roads are being designed or existing roads significantly reconfigured, the Town will seek to incorporate traffic calming considerations directly into the street design process, reducing the need for retroactive measures.

Note: Residents are encouraged to contact the Engineering & Public Works Department for preliminary information before submitting a formal application.

Eligible Roads

Traffic calming measures are considered only on roads that meet the eligibility criteria set out below. Staff will screen requests against these criteria before any assessment or evaluation

process is initiated. Road classifications referenced below are as defined in the Town's Transportation Master Plan.

Eligible Road Types

- Local residential streets.
- Collector roads (typically when located within or adjacent to a school zone or playground zone).

Ineligible Road Types

Traffic calming measures will not be considered on the following:

- Arterial roads with speed limits of 50 km/h.
- Lanes.
- Cul-de-sacs and dead-end streets less than 90 metres in length.

Where a request is received for an ineligible road type, staff will advise the applicant in writing and may identify alternative measures, such as enforcement referral, signage, or public awareness programs that may be applicable.

Initiation of a Request

Resident Application

A formal request for traffic calming must be supported by a formal application that includes the signatures and contact information for owners representing at least one-half (50%) of the affected properties on the subject street or within the identified study area. Strata Councils may represent the entire strata property for the purposes of the initial application. Residents are responsible for administering and submitting the formal application, including the collection of signatures. Staff will define the application area based on the nature and location of the concern.

Staff Initiation

Staff may introduce traffic calming measures at any time without a resident application where field observations, collision data, professional judgement, or network planning considerations identify a location as warranting traffic calming measures.

Scoring Framework

Requests that meet the minimum initiation application threshold will be evaluated using a 100-point scoring framework. The framework assesses six categories reflecting the safety conditions, traffic characteristics, and context of the subject location. Scores are based on measured data (where available) combined with professional engineering judgment. The scoring criteria are not intended to be rigid and staff may adjust scores within one or several categories based on professional judgement that considers other factors that may not be listed in the scoring criteria (Appendix A).

Category	Maximum Points	What It Measures
Speed	20	85th percentile speed vs. posted limit
Volume	10	Average daily traffic (ADT)
Safety	20	Incident history and near-miss reports (may be anecdotal)

Category	Maximum Points	What It Measures
Land Use	20	Proximity to schools, parks, seniors facilities
Vulnerable Users	20	Pedestrian and cyclist activity levels; ATP route designation
Network Function	10	Existing degree of shortcutting or through-traffic on the subject street
Total	100	

Detailed scoring criteria for each category are set out in **Appendix A**. Available traffic calming measures and their trade-offs are described in **Appendix B**.

Thresholds and Prioritization

Minimum Score

A minimum score of 40 out of 100 points is required for a location to be eligible for inclusion on the prioritized project list. Projects with higher scores will be prioritized first.

Projects Below Threshold

Locations that do not achieve the minimum score are not eligible for traffic calming measures at that time. Staff will communicate results to the applicant in writing and may recommend alternative measures where appropriate. Residents may resubmit an application in a future year if material conditions change, for example following a change in adjacent land use, a documented increase in speeds or volumes, or an emerging safety concern.

Prioritization

Eligible locations are ranked by score for inclusion in the capital program. Where scores are similar, prioritization also considers:

- Geographic equity across Town neighbourhoods.
- Clustering or network efficiency benefits.
- Availability of external grant funding or partnership opportunities (for example, provincial or federal active transportation programs such as VisionZero or ICIP).

Projects Above Threshold — Measure Selection

For locations that meet or exceed the minimum score, staff will identify the most appropriate traffic calming measure or combination of measures based on the specific characteristics of the subject street, the nature of the concern, available capital budget, and the traffic calming objectives identified through the scoring process. Not all qualifying locations will receive the same type of measure as selection reflects site conditions, emergency access requirements, network context, neighbourhood design, and cost-effectiveness. The recommended measure will be included in the preliminary plan presented to the neighbourhood for the support survey.

Emergency Access Consultation

As part of the measure selection process, staff will consult with the Fire Department to confirm that potential measures do not materially impair emergency vehicle access or response times. Where a proposed measure fails to receive Fire Department confirmation, staff will revise the preliminary plan to consider alternative measure types before proceeding. In the event that no suitable measure can be identified, the project will not advance to the neighbourhood support survey stage.

Network Impact Assessment

Before a specific traffic calming measure is selected, staff will assess the likely effect on traffic patterns in adjacent streets. Where a proposed measure has significant potential to displace traffic onto parallel residential streets, that displacement risk will be documented and may affect the selection of measure type or overall project priority ranking. Assessment will be based on available data and professional judgment based on network context.

Approval Process

Neighbourhood Support Survey

Before a project proceeds, a neighbourhood support survey will be conducted by the Town in the same area identified as part of the initial application. A final approved project will require formal support from a minimum of two-thirds (67%) of owners representing the affected properties on the subject street or within the identified study area to advance. Strata Councils will not be accepted as representing the entire strata property at the final support survey stage.

Project Approval

Projects meeting the threshold score and neighbourhood support requirements are placed on the prioritized project list maintained by Engineering and Public Works. Staff authorize projects for design and construction in order of priority, within the traffic calming capital budget approved annually by Council. Placement on the prioritized list does not guarantee construction in any given year. Projects may be held on the priority list across multiple budget cycles until funding becomes available. Timing depends on available budget, project readiness, and competing capital priorities.

Appendix A — Detailed Scoring Criteria

Scoring applies quantitative thresholds combined with professional judgment. Where field conditions fall between categories, staff will assign the most defensible score based on the totality of observed evidence. The scoring criteria are not intended to be rigid and staff may adjust scores within one or several categories based on professional judgement that considers other factors that may not be listed in the scoring criteria.

Speed (0–20 points)

Measured using the 85th percentile speed from a minimum 48-hour automated traffic count. For school zones, the applicable reduced speed limit during school hours applies.

Condition (85th Percentile vs. Posted Limit)	Points
At or below the posted speed limit	0
1–5 km/h above the posted limit	5
6–10 km/h above the posted limit	10
11–15 km/h above the posted limit	15
More than 15 km/h above the posted limit	20

Volume (0–10 points)

Measured as average daily traffic (ADT) from the same automated count. Volume thresholds will be reviewed periodically and adjusted if Sidney's network conditions warrant recalibration.

Average Daily Traffic (ADT)	Points
Fewer than 750 vehicles/day	0
750 – 1,500 vehicles/day (Local Roads)	3
1,500 – 3,000 vehicles/day (Collector Streets)	6
More than 3,000 vehicles/day	10

Safety (0–20 points)

Based on ICBC collision records, police reports, and documented or anecdotal near-miss incidents for the most recent five-year period.

Safety Condition	Points
No documented incidents	0
Isolated incidents only	5
Documented near misses or minor collisions	10 - 15
Established collision pattern (frequency or severity)	20

Land Use (0–20 points)

Reflects the sensitivity of adjacent land uses and the likelihood of pedestrian-vehicle conflict arising from those uses.

Adjacent Land Use Context	Points
Residential only, no sensitive generators	0–5
Proximity to a park or open space	10
School frontage or seniors care facility	15
Multiple sensitive uses (e.g., school + park)	20

Vulnerable Users (0–20 points)

Reflects the level of pedestrian and cyclist activity observed in the corridor. Designation as an existing or future route in the Town's Active Transportation Plan (ATP) may also be considered: existing ATP routes score toward the higher end of this range; future-designated routes toward the lower end.

Vulnerable User Activity Level	Points
Minimal observed activity	0
Occasional pedestrian or cyclist use	5
Regular use by pedestrians or cyclists	10
High volume of pedestrians or cyclists	15
High volume with a predominance of vulnerable users (children, seniors, mobility-impaired)	20

Network Function (0–10 points)

Assesses whether the subject street is experiencing disproportionate through-traffic or shortcutting behaviour relative to its road classification. This criterion reflects existing conditions, not projected post-implementation effects.

Network Function Condition	Points
Local access traffic only – no through use	0
Some through traffic, consistent with classification	3
Evident shortcutting (observational)	6
Significant shortcutting (confirmed by data if possible)	10

Appendix B — Part 1: Traffic Calming Measures Toolkit

The following measures are available for use in Sidney's traffic calming program. Not all measures are appropriate for every location. Selection is based on the nature of the concern, road classification, emergency access requirements, and network context. Measures may be used individually or in combination.

Measure	Description	Key Considerations
Speed Hump	A raised, rounded pavement feature spanning the full travel lane width, typically 3-4 m long.	Most widely used and cost-effective measure. Some negative effect on snow plow operations. May divert traffic to parallel streets if used in isolation.
Speed Cushion	A segmented speed hump with gaps between sections, allowing wider vehicles (fire apparatus, buses) to straddle the raised portion.	Preferred over speed humps where emergency access or transit routes are present. Slightly less effective than full-width humps at reducing passenger vehicle speeds.
Raised Crosswalk	A pedestrian crossing raised to the level of the adjacent sidewalk, functioning as both a speed control device and a priority crossing treatment.	Effective at school crossings and high-pedestrian locations. Drainage design is important. Higher unit cost than standard humps.
Traffic Circle (Mini-Roundabout)	A raised circular island placed at an intersection, requiring vehicles to travel counter-clockwise around the island.	Effective at multi-way intersections. Requires adequate turning radii for emergency vehicles and delivery trucks. May affect cyclist comfort. More costly to implement; intersection geometry is a determining factor.
Curb Extension (Bump-Out)	A horizontal extension of the curb into the travel lane, narrowing the road at pedestrian crossings or mid-block. Reduces crossing distance for pedestrians.	Improves pedestrian visibility and crossing safety. Can be piloted cost-effectively using flexible delineator posts before committing to permanent construction. May require drainage adjustments. Generally well-supported by cyclists.
Raised Median Island	An elevated median on the centreline of a two-way street, narrowing both travel lanes and requiring drivers to navigate around the island.	Effective at reducing travel speeds. Must maintain minimum lane widths for emergency access. Can be constructed at relatively low cost using poured-in-place methods; landscaping

Measure	Description	Key Considerations
		is optional and can be avoided to reduce maintenance.
Chicane	A series of curb extensions on alternating sides of a road, creating an S-curve that requires drivers to reduce speed to navigate.	Effective on longer straight segments. Displacement of parked vehicles may be required. Careful design needed to maintain emergency access widths.
Lane Narrowing	Reduction of travel lane width using edge line markings, flexible delineator posts, or planted medians.	Lower cost and less permanent than physical measures. Effectiveness depends on driver perception and method of delineation (paint versus physical posts). Can be implemented as a pilot before permanent measures.
Diverter	A barrier placed partially or fully across an intersection to prevent undesired through or turning movements. Used to address shortcutting.	Effective at eliminating shortcut routes. Can significantly alter neighbourhood traffic patterns; network displacement assessment is essential before implementation. Emergency access routes must be confirmed.
Daylighting / Increasing Setback	Restricting parking within a defined distance of an intersection or crosswalk to improve sightlines between drivers and pedestrians or cyclists approaching the conflict point. Achieved through signage and/or curb yellow paint.	Low cost and minimally disruptive to implement. Improves safety at specific conflict points without altering vehicle speeds or travel patterns more broadly. Loss of on-street parking may generate objections from adjacent property owners. Most effective when combined with other measures rather than as a standalone intervention.

Note: The selection of specific measures for an approved project is determined by staff at the design stage, in consultation with the Fire Department, based on site conditions and the objectives identified through the scoring and approval process.

Appendix B — Part 2: Related Traffic Safety Requests

Residents raising concerns about traffic speeds, volumes, or safety on their street sometimes have concerns that are better addressed through measures other than physical traffic calming measures. The following are common requests that fall outside the scope of this Policy but can be directed to Engineering & Public Works staff for separate consideration.

Stop Signs

Stop signs are not a traffic calming measure and are not considered under this Policy. Their installation is governed by traffic control warrant criteria established under the Motor Vehicle Act and related standards, which typically require minimum cross-traffic volumes to justify their use. Installing stop signs where warrants are not met can be ineffective, creates driver non-compliance, and may reduce safety rather than improve it. Residents wishing to request a stop sign review should contact Engineering & Public Works separately.

Crosswalks and Pedestrian Flashers

The installation of new marked crosswalks and/or pedestrian-activated flashers is evaluated separately from traffic calming requests. Crosswalk and flasher installations are guided by the Town's Active Transportation Plan and are subject to their own warrant and prioritization criteria. Residents wishing to request a new crosswalk or flasher should contact Engineering & Public Works separately.

Speed Limit Reductions

The process of evaluating a traffic calming request may lead staff to conclude that a reduction in the posted speed limit may be warranted on a specific street, either as an alternative to physical measures or in conjunction with them. Speed limit decisions are made by Council on the recommendation of staff. Where a speed limit review appears warranted based on the traffic calming assessment, staff will bring the matter forward to Council separately for consideration on a case-by-case basis.



TOWN OF SIDNEY
Minutes of Advisory Planning Commission Meeting
June 02, 2026
 Town Hall Arbutus Room
 2:00 PM

Meetings are video recorded and posted on the Town's website www.sidney.ca

PRESENT: Dennis Carlsen
 Kelly Daniels
 Robert Dawson
 Eric Diller
 David Ryder
 Jamie Wellbourn

REGRETS: David Calveley
 Anne Di Iorio
 Todd Rayner

COUNCIL LIAISON: Councillor Steve Duck

STAFF: Alison Verhagen, Director of Development Services
 Ruth Howell, Administrative Assistant

GUESTS: Brennan Tilden, Applicant

1. CALL TO ORDER

The Chair called the meeting to order at 2:02 pm.

2. TERRITORIAL ACKNOWLEDGEMENT

The Chair respectfully acknowledged that this afternoon's meeting is being held on the traditional territory of WSÁNEĆ First Nations.

3. ADOPTION OF AGENDA

MOVED by E. Diller, **SECONDED** by J. Wellbourn, that the agenda be adopted as circulated.

MOTION CARRIED UNANIMOUSLY

4. ADOPTION OF MINUTES

MOVED by K. Daniels, **SECONDED** by E. Diller, that the draft minutes of the Advisory Planning Commission meeting held April 07, 2026, be adopted.

MOTION CARRIED UNANIMOUSLY

5. DEVELOPMENT PERMIT DP100859

9616 Sixth Street

The proposal is for the development of two residential buildings, each containing two dwelling units.

A. Verhagen gave a brief overview of the proposed development.

Brennan Tilden, applicant, presented on the proposed development.

MOVED by E. Diller, **SECONDED** by D. Ryder, that Development Permit DP100859 (to permit the form and character of a four-unit residential development) for the property at 9616 Sixth Street be approved, subject to the condition that the property owner shall, prior to the issuance of a building permit:

1. Pay to the Town a deposit in the amount of 115% of the estimated cost to complete the hard and soft landscaping for the development.

MOVED by D. Carlsen, **SECONDED** by R. Dawson to add a new item 1. to the Motion:

That as condition of approval of Development Permit Application No. DP100851 the property owner shall, prior to issuance of a building permit, address design guideline 25.4.4 (private outdoor space).

MOTION CARRIED 4:2

Opposed: E. Diller, K. Daniels

MOVED by D. Carlsen, **SECONDED** by E. Diller to amend new item 1:

That as condition of approval of Development Permit Application No. DP100851 the property owner shall, prior to issuance of a building permit, address design guideline 25.3.36 (provide weather protection such as awnings and canopies at primary building entries).

MOTION CARRIED UNANIMOUSLY

The vote was then called on the whole of the amended Motion:

R.1

That Development Permit DP100859 (to permit the form and character of a four-unit residential development) for the property at 9616 Sixth Street be approved, subject to the condition that the property owner shall, prior to the issuance of a building permit:

1. Address design guidelines 25.4.4 (private outdoor space) and 25.3.36 (provide weather protection such as awnings and canopies at primary building entries); and
2. Pay to the Town a deposit in the amount of 115% of the estimated cost to complete the hard and soft landscaping for the development.

MOTION CARRIED UNANIMOUSLY

RECORD OF DECISION

- APC felt that, overall, the development is a good fit for the neighbourhood, and the applicant has done a good job responding to the site constraints.

- It was agreed that addressing should be incorporated for the carriage suites to assist first responders and deliveries.
- One member felt that the roof form should be more sympathetic to the neighbourhood.
- Some members felt that the living environment of the carriage suites needs to be enhanced for storage and privacy space.
- It was suggested that colour details be incorporated into the front entrances.

6. ITEMS DISPOSITION BY COUNCIL

Councillor Duck discussed some of the recent development proposals as reviewed by Council.

7. ADJOURNMENT

MOVED by J. Wellbourn, **SECONDED** by E. Diller, that the meeting be adjourned.

MOTION CARRIED UNANIMOUSLY

The meeting was adjourned at 3:06 pm.

CHAIR

**TOWN OF SIDNEY BUILDING PERMIT REPORT FOR THE MONTH:
APRIL 2026**

	2026			2026			Jan 1, 2025 - April 30, 2025		
	TOTAL THIS MONTH			TOTAL - YEAR TO DATE			TOTAL - LAST YEAR TO DATE		
TYPE OF CONSTRUCTION	No. of Permits	Construction Value	No. of Units	No. of Permits	Construction Value	No. of Units	No. of Permits	Construction Value	No. of Units
COMMERCIAL:									
Commercial - (Accessory/Addition/Alteration/Tenant Improvement)	2	\$ 350,000.00		5	\$ 1,060,000.00	0	3	\$ 175,500.00	
Commercial - New				0	\$ -	0		\$ -	
INDUSTRIAL:									
Industrial - (Accessory/Addition/Alteration/Tenant Improvement)				0	\$ -	0		\$ -	
Industrial - New				0	\$ -	0			
INSTITUTIONAL:									
Institutional - (Accessory/Addition/Alteration/Tenant Improvement)				0	\$ -	0		\$ -	
Institutional - New				0	\$ -	0		\$ -	
EXCAVATION/BLASTING	1			2	\$ 421,750.00	0			
DEMOLITION/MOVING	2		(2)	7	\$ -	(7)	14	\$ -	(3)
MULTI-FAMILY									
New	1	\$ 1,500,000.00	4	2	\$ 4,100,000.00	12			
Additions/Alterations	1	\$ 14,000.00		5	\$ 180,481.00	0	1	\$ 1,000.00	
SMALL SCALE MULTI-UNIT HOUSING:									
3/4 Unit - New				1	\$ 3,000,000.00	3	1	\$ 2,000,000.00	3
RESIDENTIAL:									
2F - New				4	\$ 3,080,000.00	8			
2F - Additions/Alterations				0	\$ -	0			
SF - New	1	\$ 750,000.00	1	1	\$ 750,000.00	1	2	\$ 2,450,000.00	2
SF - Additions/Alterations	3	\$ 728,500.00		10	\$ 884,586.00	0	5	\$ 85,000.00	
SF to 2F	1	\$ 400,000.00	1	1	\$ 400,000.00	1	2	\$ 2,000.00	2
PLUMBING:	3			16	\$ -	0	18		
TOTALS	15	\$ 3,742,500.00	4	54	\$ 13,876,817.00	18	46	\$ 4,713,500.00	4

Revenue (building, demolition, plumbing, fireplace, blasting):	Actual	Budget
2026 Building Permit Revenue Budget		\$ 435,000.00
Permit Revenue - APRIL 2026	\$ 67,901.00	
YTD BP Revenue	\$ 220,984.30	

TOTAL CONSTRUCTION VALUE FROM 2025:
\$19,894,986.43

Council Approved Projects without an Issued Building Permit

Current Month: April 2026

Folder Number	Civic Address	Approval Date	Expiry Date	Application Details
DP100841 / DV100350 / RZ100107	2060 White Birch Road	23-Jan-24	18-Sep-26	RZ: To amend the CD37 zone by changing the method of calculating residential density and increasing the maximum lot coverage. DP: To construct a four-storey, 60-unit apartment building with one level of underground parking. DV: To decrease parking setback along the eastern property line.
DP100842 / DV100349 / RZ100109	9522 Lochside Drive	25-Mar-24	22-Nov-27	RZ: To rezone the property from Neighbourhood Motel (C4) to CD44 and CD45. DP: To construct a three-storey mixed use commercial/multi-unit residential development and eight buildings containing a total of 48 2.5 storey townhouses. DV: To reduce the required setback for a rooftop access structure from the north and west building faces; and to locate retaining walls and staircases within the front setback.
DP100838 / RZ100104	2180 Beacon Avenue W	13-May-24	4-Sep-26	DP: To develop a five storey 140 unit multi-unit residential apartment building with surface parking and one level of underground parking. RZ: To amend the Zoning Bylaw in order to allow a 5 storey 140 unit multi-family residential development.
DP100848	9895/9899 Seventh Street	24-Feb-25	24-Mar-27	DP: for the form and character of a 4 storey 21 unit multi-unit residential development.
DP100847 / DV100359	2098 Beacon Avenue W, 2114 Beacon Avenue W, 2107 Jahn Place	9-Sep-25	6-Dec-27	DP: for the form and character of two 4 storey buildings with a total of 180 units (90 units per building) and underground parking. DV: To reduce the minimum front yard setbacks from 4.5m to 3.28m.
DP100853	9824 Third Street	12-Jan-26	12-Jan-28	DP: for the form and character of a four-storey mixed-use commercial/residential development in the Downtown Commercial Development Permit Area.
DP100854	9601 Fifth Street	15-Dec-25	6-Mar-28	DP: for the form and character of a three unit residential building.
DP100855	9601 Fourth Street	15-Dec-25	9-Feb-28	DP: for the form and character of a three unit residential building.
DP100856	2436 Ocean Avenue	15-Dec-25	9-Feb-28	DP: for the form and character of a three unit residential building.
<p>Legend:</p> <ul style="list-style-type: none"> OCP: Official Community Plan Amendment Application RZ: Rezoning Amendment Application DP: Development Permit Application DV: Development Variance Permit Application SA: Subdivision Application 				

Monthly reports of the Town's Building Permit applications received and Building Permits issued are available upon request.

Town of Sidney Small Scale Multi-Unit Housing (SSMUH) Report

SSMUH Permits Issued in 2026

January 1, 2026 - April 30, 2026

Folder Number	Civic Address	Issued Date	Application Details
BP106389	10440 Resthaven Drive	13-Mar-26	To construct a new four unit residential development.
BP106440	10033 Siddall Road	21-Apr-26	To construct a new four unit residential development.
Legend: DP: Development Permit Application BP: Building Permit			

Monthly reports of the Town's Building Permit applications received and Building Permits issued are available upon request.

From: Amanda Coe [REDACTED]
Sent: Thursday, May 28, 2026 11:40 PM
To: admin
Subject: Request to Postpone Scaffolding Installation on Beacon Avenue Until September

You don't often get email from [REDACTED] [learn why this is important](#)

May 28, 2026

Mayor and Council
 Town of Sidney
 2440 Sidney Avenue
 Sidney, BC V8L 1Y7

File No.	Mayor	Councillor(s)	Agenda	CAO	Administration	Finance	IT	Dev Services	Engineering	Parks	Public Works	Fire Dept	RCMP	Comments:
														for info

Subject: Request to Postpone Scaffolding Installation on Beacon Avenue Until September

Dear Mayor and Members of Council,

I am writing to express my significant concern regarding the planned installation of scaffolding along Beacon Avenue during the height of the summer tourism season in Sidney.

Richmond Property Group is planning to repair and/or replace the roof on the Old Post Office Building located at 2423 Beacon Avenue, Sidney, BC. Extensive scaffolding is expected to be installed on Beacon Avenue between Fourth and Fifth St, starting June 1, 2026.

I am a commercial tenant in the building and own and operate Scoop and Waffle at 2423 Beacon Avenue, Unit 106. We were informed of this planned work, and the intention to install extensive scaffolding on Beacon Avenue directly in front of our premises, only a few days ago.

Beacon Avenue is the heart of Sidney's downtown core and serves as a focal point for residents, visitors, local businesses, community gatherings, and major seasonal events. Installing extensive scaffolding during peak summer months will have a significant negative impact on the appearance, accessibility, and overall visitor experience in the area. This construction project is poorly timed and will place unnecessary strain on local businesses during the busiest season of the year.

This timing is particularly concerning given the importance of summer tourism to Sidney businesses, such as Scoop and Waffle. As an ice cream shop, Scoop and Waffle relies heavily on pedestrian traffic during the busy summer season. The proposed scaffolding will also reduce our outdoor patio space by more than 50%, directly affecting our ability to serve customers during our most important months of the year.

Obstructed storefronts, reduced visibility, construction noise, and a diminished streetscape atmosphere may discourage visitors from shopping, dining, and spending time in the downtown area this summer. In addition, the proposed scaffolding may interfere with important community events, including the Canada Day Parade and other summer activities that contribute to Sidney's reputation as a welcoming and vibrant waterfront destination. The visual impact of construction infrastructure, along with

diminished sidewalk space on Beacon Avenue during Canada Day celebrations, would be unfortunate and off-putting for both residents and tourists alike.

I respectfully urge Council to consider requesting that Richmond Property postpone this work until September, after the peak tourism season has concluded. Delaying the project by a relatively short period would help minimize disruption to local businesses, preserve the character and appeal of downtown Sidney during its busiest tourism months, and allow summer community events along Beacon Avenue to proceed without unnecessary interference.

Thank you for your consideration of this matter and for your continued support of Sidney's local businesses and community vitality.

Sincerely,

Amanda Coe
Owner, Scoop and Waffle



From: B Allinson [REDACTED]
Sent: Friday, May 22, 2026 8:37 PM
To: admin
Cc: Mayor McNeil-Smith; Celina Fletcher; Steve Duck; Scott Garnett; movek@sidney.ca; Terri O'Keeffe; Chad Rintoul; Sara Duncan
Subject: Proposed New 75 unit Development of the Lots at 9972 Third Street

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

Dear Mayor and Council,

I wish to, respectfully, express my objections and concerns regarding the above Development. My main concern is the very high density of the proposed plan and the increased vehicle activity, congestion and parking issues that would result from such a development. This tightly-packed concentration of people and cars placed so close to the downtown core is, frankly, very disturbing.

As a resident of the immediate area, I know how the increase of traffic is already affecting all of us. Sidney is a gem and its charm and appeal should be maintained.... There many, many delightful crowd-gathering events held in our beautiful downtown area throughout the year; it is vital to maintain a core that continues to function well. The immediate residential area is already heavily used and impacted by the spill-over from summer visitors and event attendees that this further influx of cars and people would have a lasting negative effect. Another consideration is Sidney's large elderly population, many with walkers and mobility devices and the continued increase of local traffic is detrimental to their livability. Once done, there is no reversal! The size of this building and its industrial appearance is more suited to a location away from the down-town core.

I truly appreciate and value your commitment of service to Sidney and sincerely hope that you will give these comments some thought and consider the community impact rather than the financial gain of the developers.

Sincerely,
 Barb A. Allinson

File No.	
Mayor	
Councillor(s)	
Agenda	✓
CAO	
Administration	
Finance	
IT	
Dev Services	✓
Engineering	
Parks	
Public Works	
Fire Dept	
RCMP	
Comments:	for info

Marilyn Hopp & Antonie den Boef
██████████ Third Street
Sidney, BC, ██████████

May 22, 2026

To: Mayor and Town Council
Sidney, BC
Send via email: admin@sidney.ca

Dear Mayor and Town Council,

RE: Redevelopment of Apartment Building at 9972 Third Street

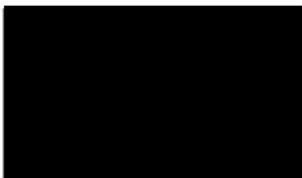
We would like to comment about the proposed plans for the redevelopment of the apartment building at 9972 Third Street. Our primary concern is about public safety.

The proposed building footprint occupies such a significant portion of the lot that there appears to be insufficient space for service and delivery vehicles to enter and exit the site without disrupting surrounding traffic. While taking into account safety issues, a more practical site design would be to reorient the building so that the building’s primary access for services, pedestrians and parking face Fourth Street. Third Street experiences substantial vehicle and pedestrian traffic, particularly during the summer season, and vehicles crossing the sidewalk while exiting the parking facility and entering busy Third Street would create a dangerous safety hazard.

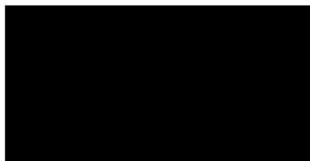
Finally, given Sidney’s existing distinctive identity and relaxing coastal charm, residents expect that new developments reflect a standard of compliance in overall design which must include safety. While this redevelopment may be more suitable in a less prominent location, it does not adequately complement the character and atmosphere of Sidney’s town centre.

In summary, we respectfully urge Council to carefully reconsider this project in light of the concerns related to public safety, and the character and atmosphere of Sidney’s town centre. This development will have a long-term impact on the community, and it is important that it reflects the downtown community character that residents expect for Sidney’s future, and provides a safe environment for all residents.

Sincerely Yours,



Antonie den Boef



for Marilyn Hopp

From: Sue Govier [REDACTED]
Sent: Tuesday, May 26, 2026 7:35 PM
To: admin
Subject: Proposed development - 9972 Third Street

File No.	Mayor	Councillor(s)	Agenda	CAO	Administration	Finance	IT	Dev Services	Engineering	Parks	Public Works	Fire Dept	RCMP	Comments:
														For info

You don't often get email from [REDACTED]. [Learn why this is important](#)

Dear Mayor and Council:

I live directly across the street from 9972 Third Street and have concerns regarding the proposed development. I support appropriate growth in Sidney, this specific proposal requires significant revisions to ensure it integrates well into our community. My primary concerns focus on the building's overall massing, lack of visitor and service vehicle parking, and the location of the underground parking ramp.

1. Building Mass and Scale

The current design presents an imposing and monolithic mass that is out of character with the surrounding neighbourhood. The sheer scale will result in a loss of sunlight and privacy for neighbouring properties.

2. Parking

A building with 75 units will generate significant additional vehicle traffic with visitor's and delivery vehicles. I see no parking for these type of vehicles. This is a rental building that will result in moving vehicles on a monthly basis. Where are these expected to park?

3. Underground Parking Ramp Location

Locating the access ramp for the underground parking lot from Third Street is highly problematic. Third Street has a high volume of vehicle and pedestrian traffic. This placement will introduce unnecessary safety risks for pedestrians, cyclists and vehicles. Adjacent properties will be impacted by noise, exhaust and headlight glare. I urge council to continue requesting an alternative ramp location to protect pedestrian safety. Fourth Street would be a more appropriate location for the parking ramp as it is wider and less congested than Third Street.

Redesigning the site layout and reducing the size of the building would eliminate most, if not all, of these problems. Furthermore this would preserve the protected trees.

The developer has made no changes to its original plans. The main reason stated by the developer for lack of changes is financial viability. Residents of Sidney should not have to concern themselves with the finances of a developer.

I encourage you to reject the application for a Zoning Amendment, Development Permit and Development Variance Permit unless the needs of the community are met. Reorienting the building would achieve that.

Respectfully

Sue Govier

From: Erin Whitson [REDACTED]
Sent: Wednesday, May 20, 2026 12:16 PM
To: Engineering Administration; admin; Brian Murphy
Subject: Allbay Road Parking and Special Street Designation - May 11 Meeting Follow Up

To the Town of Sidney Engineering Department, Mayor, and Council,

Re: Allbay Road Parking Restrictions and Special Street Designation

I am writing regarding the ongoing parking concerns on Allbay Road following the May 11 Council discussion and neighbourhood engagement results.

While the recently implemented "No Parking" areas at the blind corners and portions of Bowden Road near the beach access were sensible and necessary safety improvements, they have not meaningfully addressed the larger issue of unrestricted all-day parking on Allbay Road by marine industrial employees.

Residents have raised concerns about this issue for years, and the recent engagement results again demonstrated support for residential-only parking or time-restricted parking as more practical long-term solutions. Restricting parking on only one side of the street does not address the root cause of the problem.

Allbay Road is unique within Sidney due to its Special Street Designation and environmentally sensitive setting. The intent of the applicable subdivision and roadway design bylaws was to preserve the existing "country lane" character of the area, minimize urban impacts, protect greenspace, enhance pedestrian safety, and maintain the residential nature of the neighbourhood. The current volume of unrestricted industrial employee parking is fundamentally inconsistent with those objectives.

It is also important to note that other Special Designated Areas in Sidney already utilize parking restrictions such as time-limited parking and trailer restrictions. It remains unclear why similar measures have not been implemented on Allbay Road despite years of documented resident concerns.

I respectfully request that the Town implement one of the following parking management solutions for the entirety of Allbay Road:

- Residential-only parking; or
- Two-hour time-restricted parking during weekday business hours.

These measures would improve parking turnover, reduce long-term commuter parking, improve safety and accessibility, and better align Allbay Road with the intent of its Special Street Designation.

The cost of signage would be nominal and would represent a practical and long-overdue response to this ongoing issue.

Thank you for your consideration.

Sincerely,

Erin Whitson
[REDACTED] Allbay Rd

Sent from my iPhone

File No.	
Mayor	
Councillor(s)	✓
Agenda	
CAO	
Administration	
Finance	
IT	
Dev Services	
Engineering	✓
Parks	
Public Works	
Fire Dept	
RCMP	
Comments:	For info

From: June Evans [REDACTED]
Sent: Wednesday, May 20, 2026 5:32 PM
To: admin
Subject: Fwd: Allbay Road

File No.	
Mayor	
Councillor(s)	
Agenda	✓
CAO	
Administration	
Finance	
IT	
Dev Services	
Engineering	✓
Parks	
Public Works	
Fire Dept	
RCMP	
Comments:	For info

You don't often get email from [REDACTED]. [Learn why this is important](#)

Sent from my iPhone

Begin forwarded message:

From: June Evans [REDACTED]
Date: May 20, 2026 at 5:00:18 PM PDT
Subject: Allbay Road

Re parking :

I am writing to address the continuing problem with industrial parking on Allbay Road.

This issue has been troubling for residents for several years, despite numerous letters of concern to council.

What began as a country road, and designated bird sanctuary, has become an all day parking lot for Philbrook's , and other industries on Harbour Road.

When we previously attempted to allocate parking in front of our property for our visitors, or servicemen, we were told we couldn't reserve the space because it was needed for emergency vehicles. My question is, how are emergency vehicles supposed to access properties when Philbrook's workers are using the space all day?

Residents on Allbay pay high taxes and it is frustrating to feel that our opinions, and wishes to preserve our community don't count, and that non residents needs take precedent over ours.

One solution would be to designate the road as 'resident only' parking, as seen in other areas.

Failing that , a two hour maximum designation might be a compromise.

I hope the council will give serious thought to our request for a fairer solution to this on going problem.

Thank you,
 June Evans

From: Jamie Wellbourn <jamie.wellbourn@capitalbike.ca>
Sent: Monday, May 25, 2026 11:27 PM
To: admin; Chad Rintoul; Mayor McNeil-Smith; Richard Novek; Steve Duck; Sara Duncan; Scott Garnett; Terri O'Keeffe
Cc: Liam Edwards; Brian Murphy; Bruce DeMaere
Subject: Fw: Beacon Bicycle Crossing Concerns
Attachments: 20260418_115331.jpg; 20260418_115128.jpg; 20260418_115139.jpg; Lights ahead.png; Signals for Northbound Drivers.png; Green ahead but not for bikes.png; Beg Button Southbound.png; Distance to Beg Button Northbound.png

Some people who received this message don't often get email from jamie.wellbourn@capitalbike.ca. [Learn why this is important](#)

Dear Mayor and Council,

I'm following up on the discussion at the Regular Council Meeting of May 25th where there was some uncertainty about what the issue is with the bike crossing at Beacon and Highway 17. Below you'll find the email chain where I initially contacted the Town to request an update on the bike crossing signals. Missing is the response from Mr. DeMaere who kindly forwarded my request to the province.

The response from Mr. Demerse at MoTT was inadequate, so I responded with more detail about the problem, and concerns about what he was suggesting cyclists should do to cross. I also presented a solution based on a similar bike crossing at the intersection of Ravine Way and Blanshard st, another MoTT intersection. They had already solved the same issue there, see my explanation in the 4th paragraph of my response below, as well as the first 3 attached photos that I took at that intersection. I have yet to hear back from him.

I've taken some more photos tonight of the intersection in Sidney and added text to help clarify the problems with the lack of bike signals at this crossing, see attached.

There are also minor issues with a lack of bicycle stencils anywhere in the crossing here or at the slip lanes, which causes some confusion but isn't as dangerous as the lack of proper bicycle signals. I've spoken to multiple cyclists about this, some in Capital Bike and some not, and no one understands what to do at this crossing without being told what the province expects (which is usually reacted to with confusion about why they want cyclists to do this). Physically the crossing is great, with this signal issue fixed and maybe some bicycle stencils on the ground it'll be fine.

If any of you would like to meet with me at the intersection to see it in person and get a better understanding of my concerns, let me know. I'm available most weeknights after 5 and anytime on weekends, or if necessary, I could come over there on my lunch break from work in West Sidney.

Thank you,

File No.	
Mayor	
Councillor(s)	
Agenda	
CAO	
Administration	
Finance	
IT	
Dev Services	
Engineering	
Parks	
Public Works	
Fire Dept	
RCMP	
Comments:	for info reply

Jamie Wellbourn (He/Him)
Chair - Peninsula Local Advocacy Committee
Capital Bike

jamie.wellbourn@capitalbike.ca

capitalbike.ca

I live, work, and ride on the unceded territories of the WSÁNEĆ and Lekwungen nations.

From: Jamie Wellbourn <jamie.wellbourn@capitalbike.ca>
Sent: April 19, 2026 11:12 PM
To: Trevor.Demerse@gov.bc.ca <Trevor.Demerse@gov.bc.ca>
Cc: Michelle.Jones@gov.bc.ca <Michelle.Jones@gov.bc.ca>; Adam.Krupper@gov.bc.ca <Adam.Krupper@gov.bc.ca>; Rob Bernhardt - Advocacy Chair <rob.bernhardt@capitalbike.ca>; bdemaere@sidney.ca <bdemaere@sidney.ca>
Subject: Re: Beacon Cyclist Crossing Concern

Hi Trevor,

Thanks for getting back to me, my apologies for the delayed response.

First, I really appreciate that this new bike crossing was installed. It was previously the only location on Lochside Regional Trail that required cyclists to dismount, and it makes for a better cycling experience in Sidney.

Initially I made the suggestion of automating the pedestrian signal based on the fact that there is no southbound signal for cyclists, or drivers for that matter, that is clearly visible from the spot where southbound cyclists would wait to cross. I assumed that the plan was related to the pedestrian signal.

While I appreciate that the province has legislative limits on what options there are for cycling infrastructure like this, I would like to point that MoTT has already solved this exact issue at the Ravine & Blanshard intersection in Saanich. My understanding is that initially a standard traffic signal was installed for the two-way bike crossing there, and there were issues with drivers mistaking it for their signal. The solution was to install a signal head with deep slots that make it so the lights can only be seen straight on...even a slight angle makes the signal appear black. See the attached photos that show a closeup of the slotted signal, the lights as seen by cyclists, and the lights as seen at a slight angle approximating what drivers see.

I find the suggestion of using the vehicle signals for this two-way bike crossing to be inadequate and confusing at best, and dangerous at worst, especially for southbound cyclists.

Myself and two others have tried waiting to cross south on bikes and looked for the vehicle lights. I'm unclear if you were referring to the southbound vehicle lights (diagonally across the intersection), or the northbound vehicle lights that would be above and behind cyclists. Either option is problematic for different reasons. The southbound lights for drivers are impossible to see from that point due to the angle of the signal heads, and sometimes the left turn light off Highway 17 onto Beacon heading east is active

at the same time as the southbound straight movements' light, so those can't be relied on for a safe crossing even if they were visible. The lights for northbound drivers, placed behind waiting cyclists, are barely visible from the view of southbound cyclists, with only a small sliver of green visible from the closest signal head (for a person just under 6' high to see). In addition to that limited view of the light, all the signals in front of a cyclist heading south would be red when you're suggesting they should cross, especially when no pedestrians have activated the crosswalk signal. Note that those lights in front of the cyclist would indicate the same state when cross-traffic on Beacon has a green.

It is in no way intuitive, practical, or safe to suggest that cyclists cross when the only lights in front of them are red, based on lights that are barely visible behind and above them. I can't imagine any intersection being approved that required drivers to lean out the window and look up at the signals for opposite direction traffic. I insist that this be rectified before someone gets hurt. Preferably using the same method as on Ravine Way in Saanich of slotted traffic signals for both SB and NB cyclists, with signs indicating "bicycle signal", and connecting the timing of the signal to the straight NB movements for drivers to eliminate the need for a button.

Once again, this project is a huge improvement over the old layout and I really appreciate it, but this signal issue is preventing it from being a safe and effective crossing.

Thank you,

Jamie Wellbourn (He/Him)
Chair - Peninsula Local Advocacy Committee
Capital Bike


jamie.wellbourn@capitalbike.ca

capitalbike.ca

I live, work, and ride on the unceded territories of the WSÁNEĆ and Lekwungen nations.

From: Demerse, Trevor TT:EX <Trevor.Demerse@gov.bc.ca>
Sent: Thursday, April 16, 2026 09:08
To: jamiewellbourn@gmail.com
Cc: Jones, Michelle TT:EX <Michelle.Jones@gov.bc.ca>
Subject: RE: Beacon Cyclist Crossing Concern

Hi Jamie

Your message was forwarded to us from Sidney's engineering team. I'm a Traffic Engineering involved in the ongoing work at Highway 17 and Beacon Avenue which is under the jurisdiction of the *BC Ministry of Transportation and Transit* and I can provide information on the design of the signal changes currently underway.

In BC cyclists are not supposed to follow the walk symbol which is intended for pedestrians. The province is aware some cities have used bylaws and installed signs telling cyclists to do so at some locations but that is not a tool at the province's disposal and it is not a common international practice. At this location the correct indication for cyclists using the new separated cycling facility is the green indication for vehicles. That green light is automatic so no cyclist detection is necessary. I appreciate that southbound this means cyclists need to look up and to the right to see the green light, but until legislation changes allowing us to use bike shaped traffic lenses in BC we found in user testing that placing a second red/yellow/green signal head for bikes could "trick" a driver waiting on the highway to turn left into a serious conflict that we needed to avoid. There is additional signage coming that is not yet

in place. Thanks for your patience as the project completes and we hope that the new crossing will improve the cycling situation at this location.

Through construction and once the project is complete we will continue monitor the situation here and make changes if necessary. Your feedback is an important part of that process so thank you for taking the time in providing your information.

Sincerely,

Trevor Demerse, P.Eng. | Senior Traffic Operations Engineer
trevor.demerse@gov.bc.ca Transportation Systems and Road Safety Engineering
Current Conditions: drivebc.ca Ministry of Transportation and Transit

From: Jamie Wellbourn <jamiewellbourn@gmail.com>

Sent: Wednesday, April 15, 2026 10:17 AM

To: admin <admin@sidney.ca>

Subject: Beacon Cyclist Crossing Concern

Hello,

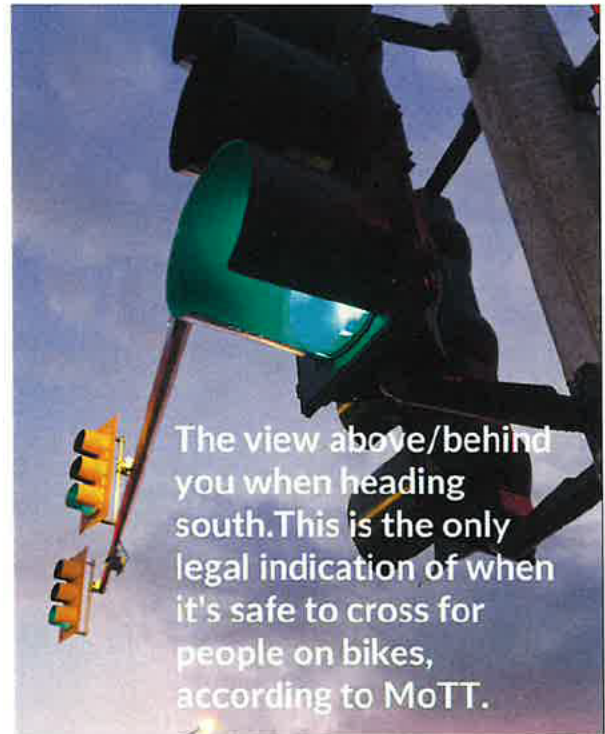
Has there been any sign from MoTI about what the plan is for cyclists to activate the crosswalk signal at the new crossing on Beacon at highway 17? Especially for northbound cyclists, there's a good 2 or 3 metres between the natural waiting spot and the nearest crosswalk button. See the attached photo. I tested and there doesn't seem to be any unmarked sensor for bikes to trigger the signal.

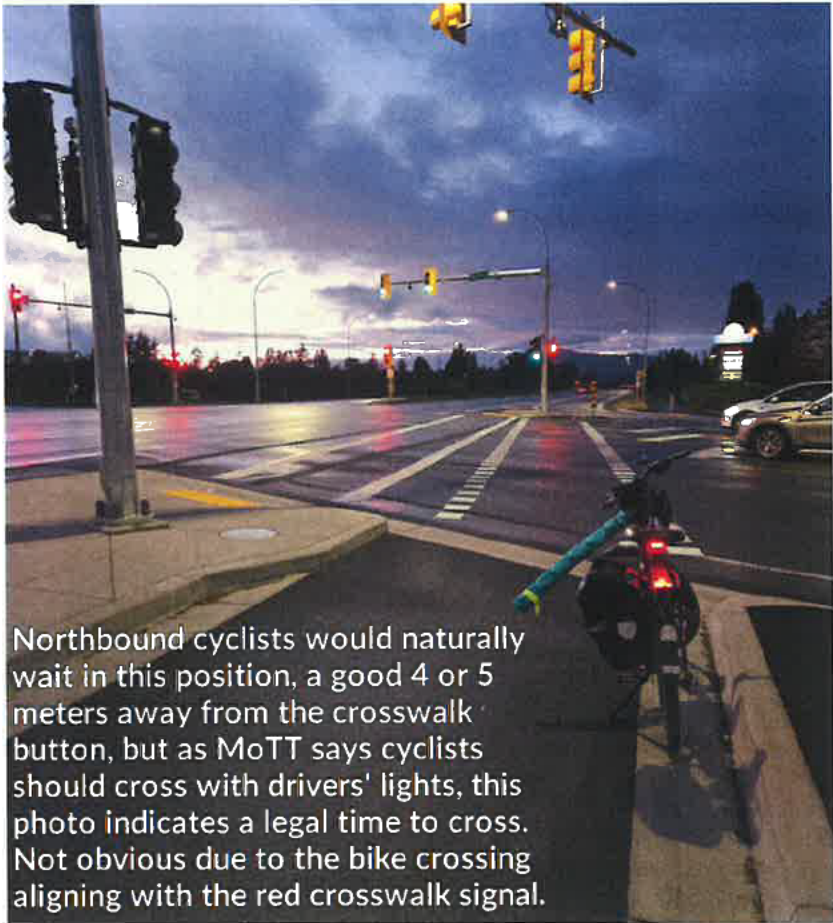
The simplest solution would be to automate the pedestrian signal so it changes whenever drivers have a green for straight NB movements.

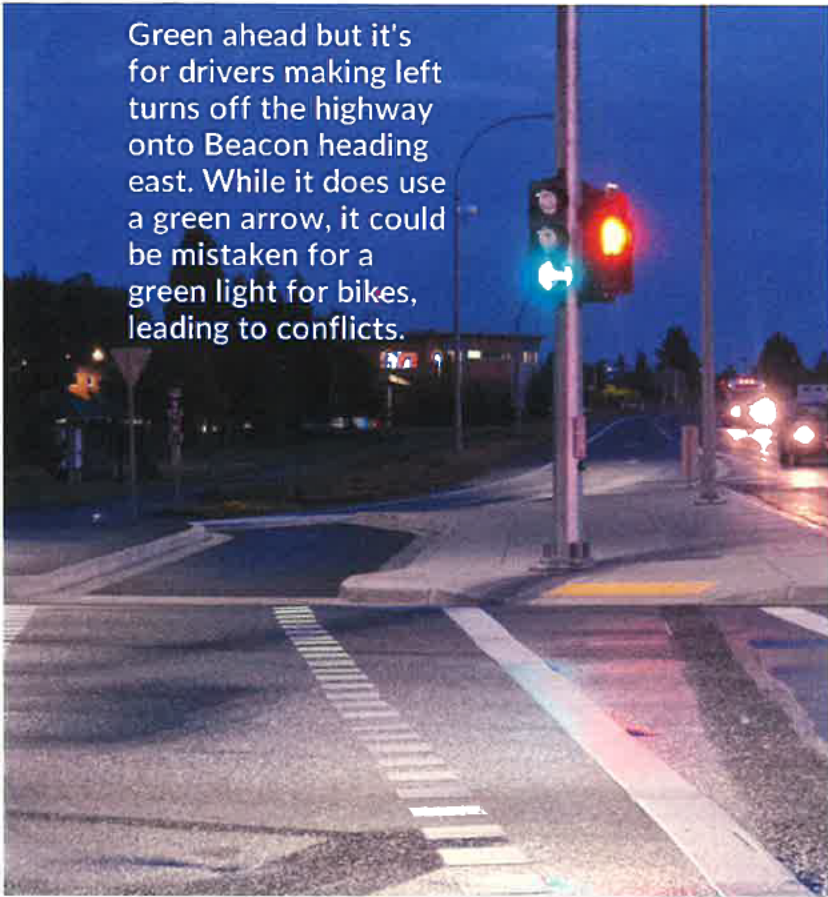
Thanks,

Jamie Wellbourn

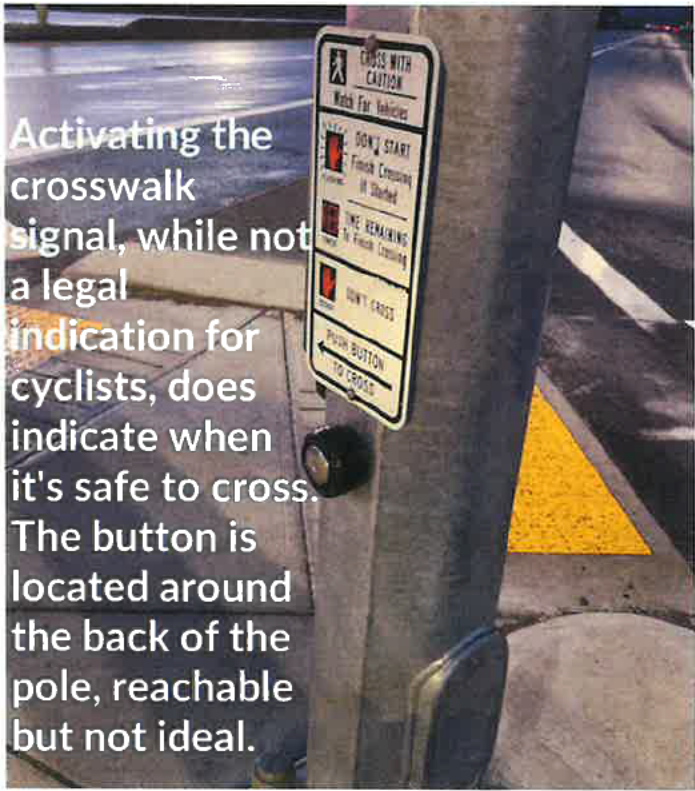

The information transmitted herein is confidential and may contain privileged information. It is intended solely for the person or entity to which it is addressed. Any review, retransmission, dissemination, taking of any action in reliance upon, or other use of this information by persons or entities other than the intended recipient is prohibited. If you received this in error, please notify me and delete or destroy all copies.







Green ahead but it's for drivers making left turns off the highway onto Beacon heading east. While it does use a green arrow, it could be mistaken for a green light for bikes, leading to conflicts.



Activating the crosswalk signal, while not a legal indication for cyclists, does indicate when it's safe to cross. The button is located around the back of the pole, reachable but not ideal.

CROSS WITH CAUTION
Watch For Vehicles
DON'T START
Finish Crossing if Started
TIME REMAINING
to Finish Crossing
DON'T CROSS
PUSH BUTTON
TO CROSS

From: admin
Subject: FW: Beacon Bicycle Crossing Concerns

From: Brian Murphy <bmurphy@sidney.ca>
Sent: Wednesday, May 27, 2026 3:49 PM
To: Jamie Wellbourn <jamie.wellbourn@capitalbike.ca>; admin <admin@sidney.ca>; Chad Rintoul <crintoul@sidney.ca>; Mayor McNeil-Smith <Mayor@sidney.ca>; Richard Novek <rnovek@sidney.ca>; Steve Duck <sduck@sidney.ca>; Sara Duncan <sduncan@sidney.ca>; Scott Garnett <sgarnett@sidney.ca>; Terri O'Keeffe <tokeeffe@sidney.ca>
Cc: Liam Edwards <ledwards@sidney.ca>; Bruce DeMaere <bdemaere@sidney.ca>
Subject: RE: Beacon Bicycle Crossing Concerns

Dear Mr. Wellbourn,

Thank you for your detailed correspondence and for attending the Regular Council Meeting of May 25th. The issues you have raised regarding signal visibility for southbound cyclists at the Beacon Avenue / Highway 17 crossing are understood by staff, and your photos are helpful for framing the concern.

As you are aware, the Beacon Avenue / Highway 17 intersection is under the jurisdiction of the BC Ministry of Transportation and Transit, and the Town has no ability to direct remedial action. Staff have been in contact with MoTT's engineering team regarding concerns with the new crossings at the intersection. The Town shares the concern that the current signal configuration for the bicycle crossing may not meet a reasonable standard of clarity or safety for southbound cyclists at this location.

Staff will be following up with MoTT to reiterate the Town's concerns. Any decision on design changes and their implementation rests solely with the Ministry.

Your message and this response will be included on an upcoming Council meeting agenda for Council's information.

Regards,
Brian Murphy

Brian Murphy, Director of Engineering
Town of Sidney
2440 Sidney Avenue, Sidney, BC V8L 1Y7
SETINES – W_SÁNEC Territory
250-656-1184
sidney.ca



2440 Sidney Ave
Sidney, BC
V8L 1Y7



Town of
Sidney

Phone: 250-656-1139
Email: mayor@sidney.ca
Website: sidney.ca

Office of the Mayor

May 28, 2026

The Honourable Mike Farnworth
Ministry of Transportation and Transit
PO Box 9055 Prov Stn Govt
Victoria, BC V8W 9E2
Via email: TT.Minister@gov.bc.ca

Dear Minister Farnworth,

Re: Incorrect alignment of scoring lines and tactile pads at Beacon Avenue and Hwy 17

At the Regular Council meeting of May 25, 2026, Town of Sidney Council voted in favour of the following motion:

“That the Mayor, on behalf of Council, write a letter to the Minister of Transportation and Transit requesting an immediate remedy to the incorrect alignment of the scoring lines and tactile pads on the north east and south east portions of the traffic islands at the Beacon Avenue and Highway 17 intersection.”

On behalf of the Town Sidney Council, I respectfully request that the Ministry of Transportation and Transit immediately correct the misalignment of the scoring lines and tactile pads at the intersection of Beacon and Highway 17. Staff initially reached out to the Ministry with concerns on March 26, 2026.

Tactile walking service indicators serve an important role for pedestrians with limited vision, as they provide direction when crossing at intersections. The misalignment of these indicators provides a serious safety risk, as they currently point directly into the intersection.

Thank you for your attention to this urgent matter.

Sincerely,

Mayor Cliff McNeil-Smith

CC: Honourable Sheila Malcolmson, Ministry of Social Development and Poverty Reduction
Dana Lajeunesse, Parliamentary Secretary for Accessibility
Heather Wood, Deputy Minister, Ministry of Transportation and Transit
Rob Botterell, MLA Saanich North and the Islands
Liam Edwards, Chief Administrative Officer, Town of Sidney
Brian Murphy, Director of Engineering, Town of Sidney

From: John and Harmony Wills [REDACTED]
Sent: Tuesday, May 19, 2026 8:30 AM
To: Mayor McNeil-Smith
Cc: admin; External Development Services
Subject: Development proposal: 10425 Allbay Road

File No.	Mayor	Councillor(s)	Agenda	CAO	Administration	Finance	IT	Dev Services	Engineering	Parks	Public Works	Fire Dept	RCMP	Comments:
														Top Response

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

Dear Mayor McNeil-Smith and Members of Council,

I am writing to urge the Town of Sidney to carefully scrutinize any development application at 10425 Allbay Road, with due consideration of the following issues:

1. Environmentally Sensitive Area

This property is within the Roberts Bay Environmentally Sensitive Development Permit Area (OCP Part 5). The Town's own website confirms these areas contain coastal Douglas fir stands and provide habitat for the Migratory Bird Sanctuary. In 2026, neighbouring 10437 Allbay Road required a Development Variance Permit for simple beach access stairs in this same ESA. A full multi-unit development should trigger a comprehensive Development Permit review with environmental assessment.

2. Sea Level Rise and Flood Construction Levels

Roberts Bay was a focus of the Town's Enhanced Flood Inundation Modelling Project (2023-2025). The property is within the 30-metre wave effect zone. Your own Interim Flood Construction Level Policy requires Professional Engineer reports for any buildings with a geodetic elevation below 5.0 m. Adding density here must address these flood risks.

3. Road Safety

Allbay Road is a narrow road with no sidewalks. The Town's own October 2024 parking study documented safety issues. Adding 3-4 units without parking and road improvements will worsen conditions on a street that is already burdened with parking of Philbrooks workers parking.

4. Archaeological and WSANEC Heritage

Sidney is within the traditional territory of the WSANEC People. The Roberts Bay shoreline has high potential for shell middens and other archaeological resources. The ESA Development Permit process explicitly requires that "an archaeological referral" is needed. BC's Heritage Conservation Act protects archaeological sites on private land. The CRD has a prior working relationship with the WSANEC Leadership Council after sacred objects were uncovered during development. This sets a precedent for consultation here.

I request that Council:

- Require a full Development Permit application with environmental assessment under the Roberts Bay ESA DPA before any building permits issue.
- Apply the Interim Flood Construction Level Policy and require Professional Engineer reports for any new construction.
- Commission a traffic and parking study specific to Allbay Road.

- Require an archaeological referral / archaeological impact assessment under the Heritage Conservation Act, with consultation with WSANEC Leadership Council.
- Use all available exemption authority under s. 481.4 of the Local Government Act and the Provincial SSMUH Policy Manual.

Please also note the June 8, 2026 OCP Public Hearing: this is exactly the kind of site-specific concern that should inform Sidney's approach to SSMUH implementation.

Sincerely,

John and Harmony Wills.

██████████ Allbay Road,
Sidney, BC. ██████████

From: admin
Subject: FW: Development proposal: 10425 Allbay Road

From: Alison Verhagen <averhagen@sidney.ca>
Sent: Wednesday, May 20, 2026 10:32 AM
To: wills@oceanharmony.ca
Cc: admin <admin@sidney.ca>; Mayor McNeil-Smith <Mayor@sidney.ca>
Subject: RE: Development proposal: 10425 Allbay Road

Hello John and Harmony Wills,

Thank you for writing to the Town about the property at 10425 Allbay Road. Please note that no development applications or building permit applications have been submitted for this property.

This property and all waterfront properties on Allbay Road are within the Roberts Bay Environmentally Sensitive Development Permit Area. A Development Permit (Minor) is required before land alteration can occur, including demolition of dwellings or building new structures. The Town's website provides information on the Development Permit (Minor) application process [here](#).

Town staff refer to information from the Province to determine when comments or Heritage Alteration Permits issued by the Province are required for a proposed new development.

New development must comply with the Town's Interim Flood Construction Policy [DV-014](#). The Town's website provides information on flood hazard and sea level rise [here](#).

Regarding traffic and parking on Allbay Road, a staff report with the results of neighbourhood engagement on potential parking changes to Allbay Road and Bowden Road was considered by Council on May 11. The meeting agenda is available online [here](#) with this report appearing as item 13.a on the agenda. The agenda includes the staff report and a link to a video recording of the meeting.

Regarding Small Scale Multi-Unit Housing legislation, Sidney's Council adopted changes to the Zoning Bylaw in June 2024 to meet legislative requirements. The Town undertook extensive public consultation on the Zoning Bylaw changes in the first half of 2024 to help the community understand why the changes were being made and what the new regulations would allow. The Town's website has information on the 2024 Zoning Bylaw update [here](#).

Please feel free to contact me if you have any questions.

Best regards,
Alison

Alison Verhagen, Director of Development Services
TOWN OF SIDNEY
2440 Sidney Avenue, Sidney BC V8L 1Y7
SETINES – WSÁNEĆ Territory
250-655-5419
[Sidney.ca](#)



Sidney

From: Peter Drury [REDACTED]
Sent: Monday, June 1, 2026 11:06 AM
To: admin; Vector
Subject: Lights on in facility during the night

You don't often get email from [REDACTED] [learn why this is important](#)

Please ensure that the Vector facility under construction lights ability are off over night.
 It is a waste of electricity considering BC Hydro reduction suggestion.
 It is also very inconsiderate that the lights shine into our dwindling and betrays our quiet enjoyment of our home.
 This facility has been ill planned and positioned since concept.
 I am very disappointed that this facility will cause more issues as it goes further.
 I am asking the Mayor and Council to re visit this construction agreement so persons in Sidney are not subjected to this type of issue in the future.
 Please advise prior to a occupancy permit being issued on this facility.

Peter LC Drury.
 [REDACTED] Harbour Rd
 Sidney, B.C.
 [REDACTED]

File No.	
Mayor	
Councillor(s)	<input checked="" type="checkbox"/>
Agenda	
CAO	
Administration	
Finance	
IT	
Dev Services	
Engineering	
Parks	
Public Works	
Fire Dept	
RCMP	
Comments:	For info

From: Frank A <frank@vectoryacht.com>
Sent: Monday, June 1, 2026 3:19 PM
To: Peter Drury
Cc: admin; Vector
Subject: Re: [Sales -] Lights on in facility during the night

You don't often get email from frank@vectoryacht.com. [Learn why this is important](#)

Peter;

Thanks for your email and we certainly agree that lights should be off when not being used.

Will try to ensure that in the future.

Cheers;

Frank

From: Monica Corry [REDACTED]
Sent: Friday, May 29, 2026 8:18 PM
To: admin
Subject: Redundant Bike Lanes

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

Attention Mayor and Council Members
 Re: Redundant Bike Lanes

Below is a letter I have submitted to the Peninsula News Review. It may or may not be published, since we're all tired of reading about bike lanes, but I'm sending it to you since I didn't hear from you after I wrote a previous letter.

This past week, I took advantage of a lovely Sidney day to walk into town. I live at the west end of Amelia Avenue, so I walked south along the bike path by the highway. In the 15 minutes I was on the path, I was passed by approximately ten bikes. I stopped at Thrifty's for groceries, and was pleased to do so, since the closing of streets from my townhouse to Thrifty's has made it awkward for me to shop there. I chose to go a different way home, so I walked in as direct a line as possible, up streets I could no longer drive along because of bike lane closures and re-routing. It was a quiet walk, with very little traffic, unlike Resthaven, which has grown busier with the introduction of new bike lanes. The walk took longer, of course, but I didn't have to watch for bikes — there was only one. there was only one bike because almost all bikes still travel the better route, on the bike path.

When the streets were first closed, I wrote a letter to the town council, expressing my displeasure at their waste of money installing a bike path a block east of another bike path, forcing drivers to waste time and gas driving from Bowerbank to Resthaven, down Resthaven, then Amelia back to Bowerbank because one block of Bowerbank is closed to traffic heading north. No one answered.

File No.	
Mayor	
Councillor(s)	
Agenda	✓
CAO	
Administration	✓
Finance	
IT	
Dev Services	
Engineering	
Parks	
Public Works	
Fire Dept	
RCMP	
Comments:	
	For Response EXPLAIN

CORRESPONDENCE
 PROCEDURE

Subject: FW: Redundant Bike Lanes

-----Original Message-----

From: Anna Morton

Sent: Monday, June 1, 2026 3:56 PM

To: 'Monica Corry' [REDACTED]

Subject: RE: Redundant Bike Lanes

Good afternoon,

Your previous correspondence re: bike lanes was shared through the Public Works Concern form on our website, which goes directly to the Engineering Department. As per our correspondence policy, correspondence not addressed to Mayor and Council does not go on an agenda, and as your submission did not include a question it was received as feedback only, not requiring a response.

The most effective way to ensure Council receives correspondence directed to them is to email admin@sidney.ca and address it to Mayor and Council, which you have done.

Please be assured the below email, as well as this response, will be shared with Mayor and Council on an upcoming Council agenda.

Regards,

Anna Morton (she/her), Executive Assistant TOWN OF SIDNEY
2440 Sidney Avenue, Sidney BC V8L 1Y7
SETINES – WSÁNEĆ Territory
250-656-1139
Sidney.ca

From: Dakoda Savage [REDACTED]
Sent: Friday, May 29, 2026 6:37 PM
To: admin
Subject: Formal Objection: Negligent Budget Process and Financial Impact - 2357 Malaview Ave

You don't often get email from [REDACTED] [Learn why this is important](#)

Attention: Mayor and Council

I am writing to register my absolute outrage regarding the 9.37 percent property tax increase approved for 2026. This is not merely a budgetary grievance; it is a profound failure of governance and a complete disregard for the demographic reality of Sidney.

The timing of this process is an insult to every taxpayer in this community. To spring a massive tax hike on the public in mid-February and force a final decision by mid-March is a calculated attempt to minimize community input. You provided no meaningful window for the public to analyze, discuss, or challenge these numbers. This is not transparency; it is procedural ambush.

It is particularly galling that this Council, in a town where a substantial portion of the population is over 55 or living with disabilities, would choose to implement such a crushing financial burden without proper notice. Many of our residents are living on rigid, fixed incomes that cannot simply be stretched to accommodate your administrative failures and the depletion of reserves. You are forcing the most vulnerable members of this community to choose between their homes and basic necessities.

This tax hike is a direct consequence of long-term fiscal mismanagement, not an unavoidable emergency. Using one-time grants to mask operational costs while failing to plan for a sustainable future is not the behavior of responsible stewards; it is the behavior of those who believe residents are an infinite source of funding to cover up their own lack of foresight.

Do not attempt to justify this by citing "core services." A government that prioritizes infrastructure projects over the survival of its own citizens has lost its mandate.

I demand to know exactly how this Council intends to rectify this inequity and what immediate measures will be taken to provide relief to those of us who are being pushed to the brink by your negligence. Furthermore, be advised that I am now actively pursuing the requirements to demand a formal, independent internal investigation into the financial mismanagement of the Town's budget and the decision-making processes that led to this outcome.

I expect a response that addresses these concerns with the seriousness they deserve, rather than a boilerplate deflection.

Sincerely,

Dakoda Savage

[REDACTED]

File No.	
Mayor	✓
Councilor(s)	✓
Agenda	
CAO	
Administration	
Finance	
IT	
Dev Services	
Engineering	
Parks	
Public Works	
Fire Dept	
RCMP	
Comments:	Full Response

From: [Redacted]
Sent: Monday, June 1, 2026 12:55 PM
To: admin
Subject: Mayor and Council - 2270 Harbour Road

You don't often get email from [Redacted] [learn why this is important](#)

Mayor and Council,

I see a sign up at 2270 Harbour Rd where a developer is asking you to bail them out after they have made their easy money. This is another example of developers taking advantage of Sidney by making the easy money and asking for bylaw amendments to make even more. As a resident in the neighbourhood who routinely walks in that area and frequents those businesses. I strongly oppose this bylaw ammendment. This is Sidney by the Sea which requires a strong maritime presence, both industrial, commercial, and retail. The developer made their money selling the high priced residential units and now want to ask for forgiveness and have you bail them out on the retail/commercial side so they can make even more money while Sidney's maritime charm is further eroded. As a boat owner I support local businesses in the marine industrial zone as much as possible. Sidney's downtown core is better suited to cafe's and boutiques, which we also support, as those small businesses add to Sidney's charm.

If anything, the Town needs to better promote the fisherman's wharf/fresh seafood sales and the marine industrial zone to link the downtown core and the marine services areas so that Sidney truly puts actions to the words...Sidney by the Sea. For years Sidney's leadership seems hell bent on turning Sidney into Sidney by the C...condos. I strongly urge you to at the very least help preserve the marine industrial zone by denying this application and go a step further by better promoting/linking the various marine related areas, businesses, and general seaside areas of interest (i.e. parks) to the rest of what makes Sidney charming. Instead you seem hyper focused on creating bike lanes that nobody uses and adding bike lights that have caused confusion and congestion.

Thanks,
 Stephen

File No.	
Mayor	
Councillor(s)	
Agenda	<input checked="" type="checkbox"/>
CAO	
Administration	
Finance	
IT	
Dev Services	
Engineering	
Parks	
Public Works	
Fire Dept	
RCMP	
Comments:	For INFO

From: Better Transit <hello@bettertransityyj.ca>
Sent: Monday, June 1, 2026 6:50 PM
To: admin
Cc: Wren, Elise; Megenbir, Levi; Mayor McNeil-Smith
Subject: Public Input on Item 6b - May 30 Committee of the Whole

You don't often get email from hello@bettertransityyj.ca. [Learn why this is important](#)

Dear Mayor and Council,

Thank you for your interest, curiosity, and dedication to public service, and apologies for the late submission for information.

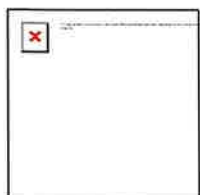
We know Sidney Council supports the implementation of the Peninsula RapidBus. Getting this exchange project right is essential to this project, and to the future of transit in Sidney.

As such, we have some new and outstanding concerns around the recommended design option being presented:

1. Northbound and southbound express (and future rapid) buses still appear to be using the same stop. We continue to be concerned about the confusion this will cause for transit riders, and the potential for congestion between buses running in both directions as service increases in the future.
2. The new concept does not seem to provide enough layover space to account for the partial layover space removed from existing streets such as James White Blvd. Not only does this move buses further away from the city centre, but it does not add the capacity needed to future-proof service changes such as frequent and rapid transit on the peninsula.
3. Forcing most buses laying over to loop around Bevan > Seventh > Beacon reduces the flexibility of routing bus services through Sidney and could add lengthy detours, making it difficult to justify increasing service on the Peninsula.

However, we are glad to see the exploration of alternative options (1 and 2) that address some of these concerns.

--
 Best regards,



Brian Chen
Director
Better Transit YYJ

File No.	
Mayor	
Councillor(s)	
Agenda	✓
CAO	
Administration	
Finance	
IT	
Dev Services	
Engineering	✓
Parks	
Public Works	
Fire Dept	
RCMP	
Comments:	For info

From: Lavinia [REDACTED]
Sent: Tuesday, June 2, 2026 12:05 AM
To: admin
Subject: Rats fertility

You don't often get email from [REDACTED] [Learn why this is important](#)

Dear Corporate Officer / Municipal Clerk,

My name is Lavinia Rojas, and I am preparing a coordinated request for presentation to the ten municipalities within the Greater Victoria region regarding municipal support for the accelerated federal approval of rat fertility control products for professional municipal use in Canada.

As part of this initiative, I am providing a draft resolution for Council's consideration. The intent is for each municipality to review the resolution and determine whether to adopt it as written, amend it, or refer it through standard Council procedures.

This initiative is being presented consistently across all ten municipalities in the region.

In addition, a supporting citizen petition has been initiated by residents of the region. The petition may be reviewed here:

<https://forms.gle/pxMQAibQCqEnWHgr9>

For context, similar advocacy has been formally undertaken by other Canadian municipalities, including the City of Ottawa, requesting that Health Canada and the Pest Management Regulatory Agency prioritize and accelerate regulatory review of these products.

If Council chooses to support the resolution, I intend to compile all adopted municipal resolutions and forward them, along with supporting materials including the citizen petition, to Health Canada and the Pest Management Regulatory Agency as part of a coordinated regional submission.

I would appreciate guidance on the appropriate process for submitting a delegation request and whether advance submission of materials is required.

Thank you for your time and assistance.

Sincerely,

Lavinia Rojas
 Victoria, BC
 V8T 5B5

File No.	
Mayor	
Councillor(s)	
Agenda	
CAO	
Administration	
Finance	
IT	
Dev Services	
Engineering	
Parks	
Public Works	
Fire Dept	
RCMP	
Comments:	

From: Lavinia [REDACTED]
Sent: Tuesday, June 2, 2026 9:38 AM
To: admin
Subject: Re: Draft Council Resolution for Consideration

You don't often get email from [REDACTED] [learn why this is important](#)

Hello. I have decided not to address the council in person, unless it's necessary. Thank you

Lavinia Rojas

Victoria, BC
V8T 5B5

On Tue, 2 Jun 2026 at 00:08, Lavinia [REDACTED] wrote:

Rat Fertility Control Products – Federal Regulatory Action Request

WHEREAS the City of Ottawa Council has formally requested that Health Canada and the Pest Management Regulatory Agency prioritize and accelerate the approval of rat fertility control products for use in Canada;

AND WHEREAS municipalities in the United States, operating under U.S. Environmental Protection Agency registration, have reported reductions in rat activity and juvenile populations where fertility control products are implemented as part of sustained integrated pest management programs;

AND WHEREAS these products are deployed by trained pest-management professionals as part of integrated rodent management systems, including sanitation, exclusion, monitoring, and targeted application, and are not intended for public or unsupervised use;

AND WHEREAS municipalities are experiencing increasing rodent pressures that impact public health, sanitation, infrastructure, and community well-being, and require access to additional modern, science-based tools to support effective municipal pest management;

THEREFORE BE IT RESOLVED THAT the Town of Sidney Council requests that Health Canada and the Pest Management Regulatory Agency accelerate the scientific review and approval of rat fertility control products for professional use in Canada;

AND BE IT FURTHER RESOLVED THAT Council supports consideration of Town of Sidney participation in pilot programs or field evaluations following any federal approval of such products;

AND BE IT FURTHER RESOLVED THAT this resolution be forwarded to Health Canada, the Pest Management Regulatory Agency, and relevant federal and municipal associations for consideration.

Lavinia Rojas

Victoria, BC