

From: [REDACTED]
To: [Council](#)
Subject: DVP00187 - 1073 Colville Road
Date: July-10-26 6:07:41 PM

CAUTION: This email originated from outside of the Township of Esquimalt Network. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To Mayor and Council,

I am writing to you today to comment on DVP00187 for 1073 Colville Road. I am a former chair of Esquimalt's APC and an urban planner, but am speaking as an impacted neighbour. I want to start by noting my support for this application under the existing zoning and policy. I have taken a look at the plans submitted and believe the two triplexes proposed as part of the subdivision application to be a thoughtful and well-designed approach to increasing density in our neighbourhood. I will be happy to welcome the future residents to our community upon completion of the project.

My issue is broader and this development provides the perfect case study: Esquimalt's zoning and OCP is too restrictive on missing middle styles of housing. While we have become a leader in mid-rise housing, we have drastically fallen behind on missing middle housing. Esquimalt's OCP designates the majority of our municipality as low density housing, and the zoning limits these areas to single family dwellings and duplexes, as well as the Province's mandated small scale multi-unit housing. In the instance of 1073 Colville Road, the applicant is forced to subdivide the property to get more than four units on a collector road - a road that we should be encouraging for higher densities. If Esquimalt's OCP and zoning were more permissive to townhouses and similar housing typologies, the lot could have remained as one (or even better, consolidated with the lots to the east), and instead of the equivalent of six driveways, the parking could have been internalized and the street relationship would have been greatly improved. At present, if the applicant wanted to pursue that option, they would be required to undergo an OCP amendment and a rezoning, and so it is a no-brainer that the project as proposed has been presented.

It is far past time for Esquimalt to open up its OCP and zoning to townhouses and houseplexes. Instead of the conversations around how we should be limiting SSMUH, we should be having conversations on how we can encourage *better* forms of development through *permissive* zoning.

Again, please register my full support for the DVP as presented under the existing regulations, but I do hope the Township reflects on what types of housing would benefit the community and how we can get there, rather than how we can prevent certain types of development, as has been the case for the conversations surrounding the SSMUH developments on Munro and Lampson.

Thank you for the opportunity to comment,

Mike Angrove
1082 Colville Road

From: [REDACTED]
To: [Council](#)
Subject: Re: Development Variance Permit DV00187, address 1073 Colville Rd.
Date: July-16-26 10:30:35 AM
Attachments: [Annex B.png](#)
[Annex A.png](#)

CAUTION: This email originated from outside of the Township of Esquimalt Network. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Day Township Esquimalt / Development.

I am writing regarding **Development Variance Permit DV00187, address 1073 Colville road.**

I live in this neighbourhood and use the E&N trail for my daily commute. I have several concerns relating to these proposed plans and would like to address them here or any appropriate forum.

Please consider the following:

This application is listed under 1073 Colville, however within the schematics there seems to be no mention of Macleod Ave. The proposed development includes a street view of Colville Road and neighboring property. It does not however have a street view from the Macleod side. Is this standard? The proposed "LOT A" does not access, nor have anything to do with, Colville Road.

To my understanding, there are three proposed units that would all be accessed via Macleod Ave. I find this very worrisome as per Annex A&B (attached) the E&N trail runs through this road for approximately 100m. Both routes from the E&N trail dip in elevation when accessing this short path. This leads to many cyclists entering this area going at high speed. In addition, many cyclists do not anticipate that this section is a throughfare road. They view it as a continuous section of the E&N trail. The small sign indicating that this is a shared road is often ignored or disregarded, if it is seen at all.

As a specific example, a few days ago I witnessed a collision between a cyclist and a stopped vehicle. The vehicle had yielded to a stop to allow her to pass, but she drove right into the front of the vehicle as she exited the designated bike path. After both parties ensured everyone was without injury, she exclaimed "I didn't know cars drove down here".

I have witnessed over a dozen collisions or falls in this area over just a few years. On three occasions, an ambulance was called. To make matters worse, there is also a protected tree that borders the corner of this proposed development creating a dangerous blind spot.

Lastly, there is a drainage ditch on the opposite side of the road, which means that there is no “off road” for a cyclist to swerve in case of emergency. This 100m roadway is ONLY a lane width, and serves as a busy vehicular, cyclist and pedestrian thoroughfare.

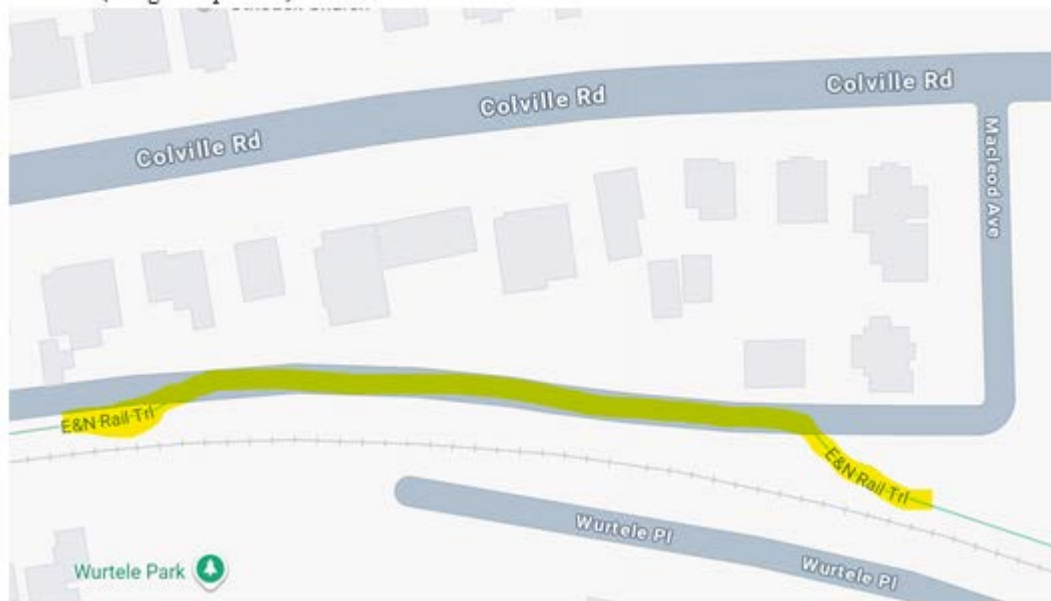
All three units facing this path have proposed garages for vehicles. Even if the proposed future owners do not own an automobile - delivery and service trucks parking on this road would still cause significant issue. As well, in our housing market individual residences often require tenants within their units to help them afford the housing costs, undoubtedly creating a significant increase in traffic for this 100m strip. Adding many additional units on an already problematic road will increase the number of collisions and accidents significantly. As well, to increase vehicle traffic on this section does a significant disservice to the city’s bicycle transportation incentives.

On another note, there have been numerous new developments on Colville Road in recent years. To my understanding, they have all been duplexes. This has led to a coherent and uniform aesthetic which I believe is working quite well. To start adding Triplexes would, in my opinion, differ from this theme.

Thank you for your time and attention in this matter.

Please confirm receipt of this email and ensure this matter is discussed at the council meeting on July 20, 2026.

Sincerely, E. Peti





From: [REDACTED]
To: [Council](#)
Subject: Input to council to proposed variance
Date: July-16-26 9:53:57 PM

CAUTION: This email originated from outside of the Township of Esquimalt Network. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Re (DVP 00187) for a variance to accommodate a reduction in the minimum parcel size within the Two Family Residential (RD1) zone in Zoning Bylaw, 1992, No. 2050.

Re Parcel 005-713-391

Parcel A (DD45859-w) of Lot 16, Section 10, Esquimalt District, Plan 7328. Address 1073 Colville Road.

My understanding is that fitting two triplex buildings within the lot(s) are the basis of this request for a change of variance. I do not recommend the change of variance for a number of reasons.

I often make use of the single lane portion of MacLeod Avenue, connecting to the two lane bike trail and back alley of houses facing Colville Rd. I am either driving, walking or accompanying young children along this route.

Councilors, please note, this is a 100 meter or so high traffic cycling commute corridor that is also shared with a diverse assortment of pedestrians, including school children and parents pushing strollers and/or walking dogs. There are households and garages and multiple vehicles utilizing the back alley(single laned), traveling in both directions intersecting with the bike path.

I have witnessed taking down of bikes to avoid collisions with other cyclists, pedestrians or cars, as well as ambulances in attendance. This narrow lane simply cannot accommodate increased vehicular traffic. THE AREA SEEKING VARIANCE is WITHIN the SECTION WHERE the LANED BIKE PATHS DO NOT CONNECT. There are significant blind spots and no room for entering or leaving from the garages of the planned two sets of triplexes with the likely multiple vehicles.

Last week a cyclist drove into a yielding van, perhaps unfamiliar with the route and/or oblivious to the warning signage or going too fast. The speed of cyclists, often with noise canceling earbuds, impact concentration and safety within this strip, as do those unfamiliar with the route. Luckily the driver wasn't backing out!!

Please list me as a NO for this change in variance and proposed double triplex.

Molly Harris

From: Bill Hartenberger [REDACTED]
Sent: July-17-26 12:11 PM
To: Council
Cc: [REDACTED]
Subject: Regarding development variance permit (DVP00187)

Categories: Late Agenda Item, Inputted in to Mail Log

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Attention Esquimalt council

July 17, 2026

Regarding 1073 Colville Road development variance permit (DVP00187)

Good day,
My name is William Hartenberger. I live at 1071 Colville Road.

My concern is if this permit is approved, will it allow 6 units and 6 suites on the two properties?

That's a minimum of 12 new vehicles to be parked on Colville Road.

Following the building of the 2 duplex's and 4 suites across the street at 1072 Colville, the street has got very congested with people often parking over the end of my driveway. This build will cause further slowdowns to oncoming vehicles.

I can't see anything but problems for the parking. Also, the additional vehicles will join the stop and go that occurs 3 times a business day on Colville Road.

I recently received the plans for the lots through your office. They indicate that there will be a triplex (3 unit building) on each property. There also seems to be stairs that go to the basement in each unit. Are these suites? Is my observation accurate?

How close to my property line will this building come?

[REDACTED]

Thank you for your response.
William Hartenberger

From: nick podolsky
To: [Council](#)
Cc: [Tim Morrison](#)
Subject: [Spam] Development Variance Permit DV00187, address 1073 Colville road
Date: July-17-26 1:13:28 PM

CAUTION: This email originated from outside of the Township of Esquimalt Network. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Day Esquimalt Township,

Myself and my wife are the owners of 822 Macleod Ave. We neighbour the property in discussion.

We only received the letter in the mail today, Friday 17 July 26 and have not done much research - please forgive me if my concerns have already been addressed somewhere.

Please consider or read this request for your 20 July council meeting.

Regarding this property:

We ourselves are quite fond of our neighbouring property owner, Manpreet. He has treated us courteously and professionally and is a good neighbour to have. Furthermore we understand the necessity of additional housing (and property taxes). For this reason we would lend our support to Manpreet.

We do have concerns however, about the path, laneway or road - which we call "Macleod Ave". It is currently only single lane traffic and it seems that there is very openly hostile attitude between cyclists and those who require the road to access their address. Most cyclists believe it is an extension of the E&N trail. In a sense, they may have a point, as bike lanes are encouraged throughout the city and this is, to my knowledge, the only official break in the bike path with the obvious exception of the Coleville/admirals intersection.

Due to the perceived status of "bike path" we have experienced enormous stressors on this road, involving collisions with our van, collisions with Amazon delivery drivers, cyclists hitting the trees in front of our home, etc. We attempted to complete landscaping in 2025 and the experience went so poorly that the landscaping company pulled out prior to completion due to inability to access our location. They claimed constant verbal attacks from cyclists and wished to protect the safety of their employees. (shout out to your excellent engineering / development / Bi-law division for their leniency and forgiveness of my ignorance of the boulevard permit system, which I have now been properly educated on).

Should this permit application be moved ahead, may we request consideration towards addressing our Macleod Ave concern. Possible suggestions would be to widening the lane, adding signage (before the on/off ramps) to indicate speed and safety, adding curbs, and/or whatever else your expert employees would thing pragmatic.

Our thanks to the services your hardworking staff provide and our best wishes to our neighbour Manpreet Kandola,

Thank you

Nick Podolsky
822 Macleod Ave
Esquimalt BC
V9A 6E9

Molly Harris

From: Charles Peti [REDACTED]
Sent: July-20-26 6:15 AM
To: Council
Subject: Re: DVP 00187

Categories: Late Agenda Item, Inputted in to Mail Log

CAUTION: This email originated from outside of the Township of Esquimalt Network. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am writing to express my opposition to Development Variance Permit 00187 for 1073 Colville Road. The developer plans to subdivide the existing lot into two. He then plans to build three housing units on each of the new lots for a total of SIX separate households where there is currently ONE.

Three of these units would face Colville Road, the other three would face a narrow existing lane which is the cause of my concern.

Currently there are 2 houses which have driveways opening onto this lane: #822 and #834 MacLeod Avenue.

The Galloping Goose bike trail, going west, crosses Lampson, goes downhill, and then makes a sharp left in front of #822 MacLeod Avenue and then joins this lane.

Cyclists bike along this combined pathway for about 200 m before the bike trail separates from the lane. The lane then continues as a back alley for houses fronting Colville Road. There are always multiple vehicles parked in this alley but since the Galloping Goose trail has separated this isn't dangerous.

There is a section where this narrow lane is a bike trail and an alley and is also heavily used by dog walkers, joggers and more.

This short section is where the three new driveways will enter. This is dangerous.

Before deciding on this proposal, I urge you to visit this lane either in the morning or early evening when it most heavily used. It is a narrow tree lined pleasant walking and bike path, not an area where cars should be parked or have driveways entering it.

I do not live in Esquimalt but I take my grandchildren along here teaching them to ride their bikes. I have witnessed a few close calls between bikes and cars and predict there will several more if all of these units are built.

Thank you for your consideration,

Charles A.

Molly Harris

From: Marilyn [REDACTED]
Sent: July-20-26 10:29 AM
To: Marilyn
Cc: Council
Subject: proposed building at 1073 Colville Rd.

Categories: Late Agenda Item, Inputted in to Mail Log

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Parking is the big issue, first and foremost. Colville Rd. is already clogged with parked cars. The 2-duplex, 4 unit townhouses with 4 suites across from my house already has 2 of the residents at least, parking their cars in front of my neighbour's and my house. I have room for only one guest or business vehicle at any time. Now you're proposing an even bigger development with very soft borders on size and expect at the very least that there will only be 8 to 12 cars with their own parking? Often families have 2 cars, if they have kids, 3 or more. That puts the burden on existing residents and is completely unfair. The empty plot next to the church across the street is no parking and a fire access. The alley is small, about 7.5 to 8 feet wide with no parking allowed. I have pictures to show the crowding of cars on our street.



















As you can see, the cars parked stretched right down to the proposed military housing planned on the soccer field. Even more cars and there is really no speed limit is upheld. Cars zoom down on street at all hours. At the end of the workday, there are cars crawling down Colville Rd. for well over an hour.

I've lost faith in the council's believability in keeping your word. When they showed us detailed plans of the rancher they were building behind my house, the neighbours agreed. Instead, a 3 floor "grain elevator" house was built and the builder, the planner and construction workers laughed at our objections, literally, in front of me while I was sitting in my yard.

If this guy wants to build this project, then he should build an underground parking lot and the council can then serve the benefit of all the residents of Colville Rd.

Yours, Marilyn Fabbro