

Development Application



District of North Saanich

Planning & Community Services
1620 Mills Road, North Saanich BC V8L 5S9

Phone: 250-655-5470 Fax: 250-656-0782
www.northsaanich.ca

Part I

An application is submitted for one or more of the following:

- ☐ Rezoning/Bylaw Text Amendment
☐ OCP Amendment
☒ Development Permit
☐ Development Variance Permit

- ☐ Board of Variance
☐ Temporary Use Permit
☐ _____

Description of Property

Civic Address 10630 Blue Heron Road PID _____
Legal Lot 1 Block _____ Section 17 Range 2E Plan VIP66745
Lot 2 S. 17 R 2E P1 VIP66745

Contacts

Please print clearly.

Applicant

Name	<u>Charles E. HANMAN</u>		Company	<u>COX, TAYLOR</u>
Address	<u>3rd Floor, 26 Bastion Square</u>		City	<u>VICTORIA</u>
Email	[REDACTED]		Postal Code	<u>V8W1H9</u>
Phone	<u>250.3884457</u>	Cell	[REDACTED]	Fax

The undersigned owner/authorized agent of the owner makes an application as specified herein, and declares that the information submitted in support of the application is true and correct in all respects.

Applicant's Signature (required)	Date

Owner

If the applicant is NOT the owner, complete "Owner's Authorization" form.

Name	<u>CAPITAL City Yacht Club</u>		Company	
Address	<u>10630 Blue Heron Rd</u>		City	<u>SIDNEY</u>
Email			Postal Code	<u>V8W2M1</u>
Phone		Cell		Fax

Any personal information provided in this application is collected for the purpose of administering the Local Government Act, and the bylaws of the municipality under the Local Government Act, and under the authority of those enactments. Questions about the collection of the information may be directed to the Freedom of Information Officer.

Office Use Only

Reviewed By	Date	File No.
Received	Received By	File No.
Required Documents	Receipt No.	Fees
Required Plans		\$

Forms of payment accepted:

CASH

CHEQUE

INTERAC



COX TAYLOR

BARRISTERS | SOLICITORS | NOTARIES

Reply:

C. Edward Hanman*

*Law Corporation

March 31, 2025

VIA EMAIL: [REDACTED]

District of North Saanich
1620 Mills Road
North Saanich, British Columbia
V8L 5S9

Attention: Tyler Erickson, Senior Planner – Development Approvals

Dear Sir:

RE: Capital City Yacht Club – 10630 Blue Heron Road

This is further to your long ago note of October 30, 2024 which was a helpful guide as to your requirements. Attached is the application form and I have used your numbered paragraphs 1 – 13 essentially as the filing requirements. Again, thank you for this.

Obviously the application speaks for itself, but I thought that summarizing the information overall in this covering letter might be of assistance to your team that might evaluate this.

1. To put this DP in context, this is a repeat of a previous development permit application undertaken and approved in 2013. The project requirements, the rationale and the undertaking were virtually identical at that time in seeking to replace, reinforce the existing foreshore seawall that fronts onto the parking lot area of the Project lands. This application relates to extending the previous Works both to the east and west to encompass the entirety of the Owner's lands as they front this Section of the harbour.
2. The harbour area is in its entirety a dug/dredged site and no alternation to that harbour side (water lease side) is contemplated. The only alteration to anything associated with dock structures is the replacement of the D Dock ramp as it connects into the newly installed sheet piled structure.
3. The previous 2013 project was undertaken by overhead crane from the parking lot area with the sheet piles being driven into place. Once the development permit is approved, we will be in a position to move to tender and seek building permit approval.

Victoria

T 250.388.4457
F 250.382.4236

Vancouver

T 604.678.1207
F 604.678.1208

Burnes House, 3rd Floor, 26 Bastion Square
Victoria, British Columbia Canada V8W 1H9

www.CoxTaylor.ca

4. The actual installation process will depend upon the tender submissions in part. It may be that a small barge with a crane would be a more effective installation method for certain components of the sheet piles. The alternative being an overhead crane from the land side.
5. The Owner owns all of the upland sites which front on the proposed works.
6. The QEP is following up with the DFO application requirements and we expect that given the content of their report this will be a simple approval. Timing of that is unknown but DFO specifies an anticipated turnaround time of 60 days.
7. Attached to this application are three separate reports which include the QEP, the engineering assessment of the planned Project, and the Geotech assessment. Again, given that this has "all been done before" there should be no surprises in undertaking the project.
8. Timing is important to the extent that sooner is better given the noted deterioration in the timber structures in front of the clubhouse. While there is no indication of any slump or immediate failure, the engineer Mr. Tuttle indicates some urgency. The risk or concern relates to any minor earthquakes.

If there are any obvious deficiencies or questions that arise, of course I would be very pleased to hear from you and try to be responsive. I have not provide you with a surveyed site plan. The are obviously costly and I assume that the documents attached would adequately demark the Works being undertaken as they abut the existing piled structures. There are multiple photographs included in the reports attached.

I trust this is what you require at this time and again appreciate your assistance.

Yours very truly,

COX, TAYLOR

Per:

CEH/cb
Enclosures

GEOTECHNICAL MEMORANDUM

Company: Capital City Yacht Club

Contact: Edward Hanman

Email: [REDACTED]

Project Title: Seawall Upgrades

Project Address: 10630 Blue Heron Rd, Sidney, BC

Date: October 25, 2024

Project #: 3176-3

As requested, we have carried out a review of the site as such relates to the proposal to upgrade the existing timber pile anchored bulkhead (seawall). We now provide the following comments which can be used to obtain budgetary numbers for the proposed works.

The existing seawall is located to the west of the parking lot, as shown on the attached Site Plan taken from the CRD Areas Atlas website. The overall length of the seawall is approximately 180 m. That being said, we note previous Ryzuk involvement at this site in 2013. At that time, our records indicate that the middle approx. 50 Lm section of the seawall was upgraded, that section generally noted to extend between the two gangway ramps. The upgrade involved installation PZC 18 sheets in front of the existing timber piles. The timber piles were topped and abandoned in place. The sheets were connected to the historical deadman tie back arrangement utilized by the timber piles. The gap between the old and new seawall was filled with granular material. See attached Photographs.

Our records indicate that the previous upgrade works involved 15 - 18 m (50 - 60 ft) lengths of sheet pile, although some piles seated shallower and some seated deeper, the latter requiring splicing. Pile embedment was approximately 13 to 14 m below mudline before refusal was achieved. Although initial driving was difficult due to warped sheets, once straight sheets were sourced, the driving was relatively easy, with advancement thought marine clay with refusal achieved upon inferred Glacial Till.

We understand that remaining sections of un remediated timer pile seawall continue to deteriorate with significant rotting and loss of section readily apparent through visual inspection. Accordingly, there is urgency to complete the remaining upgrade works. It is expected that such would follow similar form and function to the 2013 works. To that end, we reviewed existing available geotechnical information and recommended advancement of an additional drill hole along the southern side of the seawall to fill an information gap.

#100-771 Vernon Avenue
Victoria, BC V8X 5A7

250-475-3131
mail@ryzuk.com

The above does not constitute approval to proceed with the noted work if such is perceived to be an extra to a Contract, or if the work requires approvals/permits from approving authorities.

Attached find a marked up copy of a Campbell Construction Ltd., survey drawing showing both historical and more recent drill hole locations, along with the drill hole logs that follow.

The subsurface soil conditions encountered on the recent southern drill hole agreed substantially with those completed previously to the north. We encountered minor surficial fills upon a thick deposit of marine clay, with Dynamic Cone Penetration Testing encountering practical refusal upon inferred dense granular soil (possibly Glacial Till) at a depth of 19.3 m below grade level (as measured behind the wall). This refusal was deeper than previous drillholes. The upper 5 to 6 m of the clay deposit was very stiff to stiff. Below this, the consistency varied from stiff to soft with depth. Given new sheets will be driven seaward of the timber pile wall, we expect initial driving may not encounter much, if any, of the upper very stiff clay soils. Accordingly, not much tip restraint will be offered by the soils. Note that soil conditions and depth to refusal at the sheet pile location may vary from those noted on the landward drill holes.

We have completed a series of calculations by hand and software modelling (DeepEx) to assess loading on the sheet pile and tie rod to assist in selecting a suitable elastic section modulus (S_x) and connection detail. The results of our work give varying results of bending moment and tie rod load depending on the factor of safety (FOS) utilized for passive pressure. Passive pressure (P_p) is the resisting force that is generated by the mass of soil in front of the sheets. We have considered a FOS of 1.5 based on the nature of the installation.

For Passive Pressure P_p FOS = 1.5

- Maximum Moment – 130 kNm/m run
- Depth to maximum Moment from top of sheet – 6.0 m
- Tie Rod Load – 80 kN/m

The area is not considered to be subject to surcharge load from traffic/storage/laydown.

As a general comment, a PZC 13 sheet pile would appear sufficient when considering a FOS of 1.5 on P_p . Use of PZC 18, similar to that installed previously, would also suffice. Our review includes a FOS of near unity on seismic loading based on a 10% event in 50 years (1 in 475 year return), although some deformation would be expected during this event. For permanent steel sheet piling, we recommend consideration of *effective* section modulus in determining the selected section which takes account of the effects of corrosion loss, and which can reduce the available section modulus by around 15% or so. Given this, we still expect the noted section ranges will be suitable.

Our file review indicates that our 2013 work recommended use of a PZC 13 equivalent, but that such was not readily available at the time and the PZC 18 was available/used. We consider use of either section (or equivalent) feasible but note that it may be necessary to create a transition sheet by cut and weld to allow connection between the

October 25, 2024

12157-1
v. 3.7

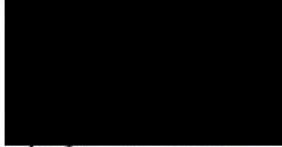
The above does not constitute approval to proceed with the noted work if such is perceived to be an extra to a Contract, or if the work requires approvals/permits from approving authorities.

existing PZC 18 and a different section, if such was selected and available. Based on the previous work, we would recommend checking product availability prior to selection.

We trust the above is suitable for your purpose at present. If you have any questions, please call/email.

Sincerely,

Ryzuk Geotechnical



Scott Currie, P. Eng.
Geotechnical Engineer

Permit to Practice Number: 1002996

Distribution:

Sean Cringle – Campbell –

Wayne Farey - Campbell –

Hugh Tuttle – Tuttle Engin



Attachments: Site Plan from CRD Areas Atlas

Site Photograph – Original Seawall (typical)

Site Photograph – Upgraded Seawall (typical)

Campbell Construction Ltd., Survey Plan

Test Hole Logs TH11-01, TH11-02, TH24-01

October 25, 2024

12157-1
v. 3.7

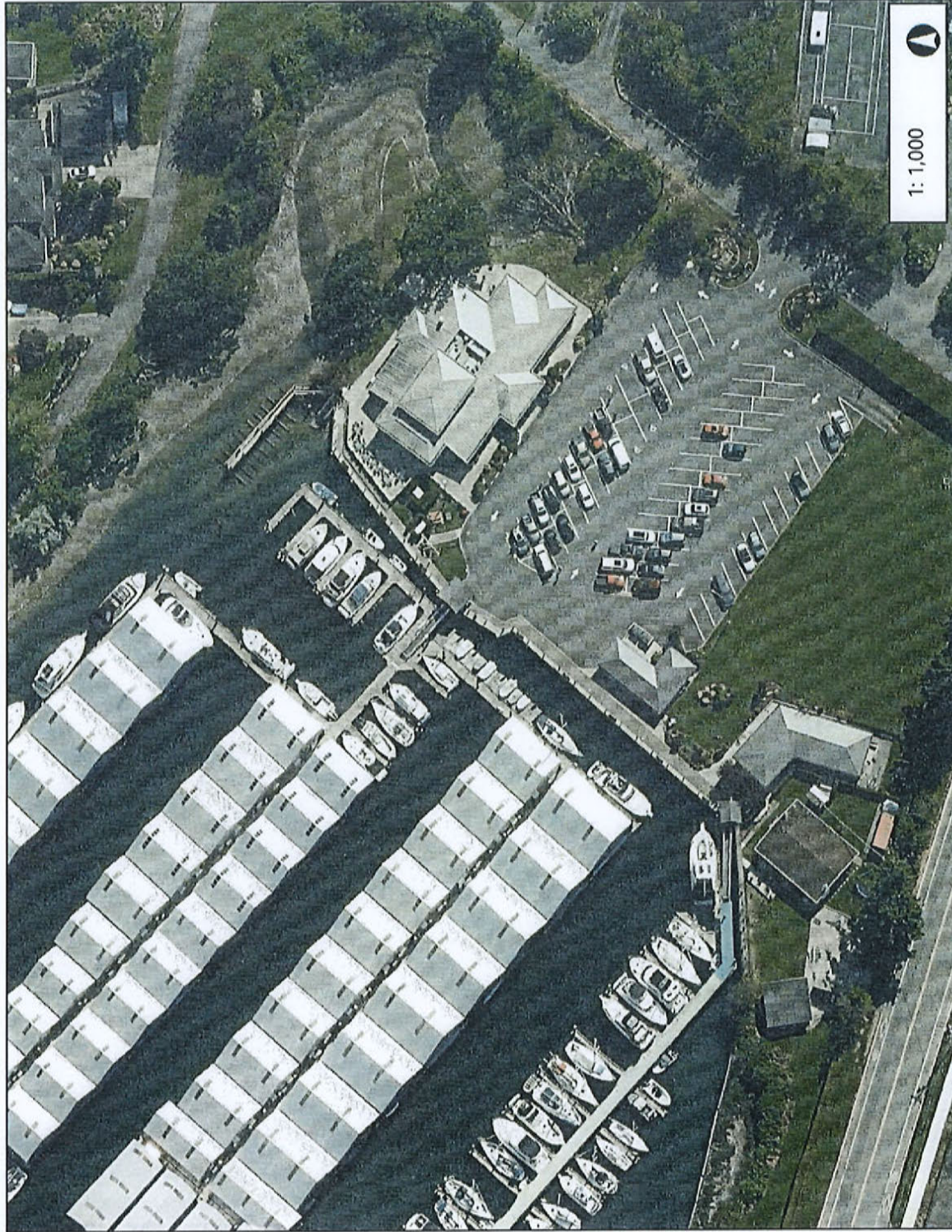
The above does not constitute approval to proceed with the noted work if such is perceived to be an extra to a Contract, or if the work requires approvals/permits from approving authorities.

Capital City Yacht Club



Legend

Notes
3176-3



1: 1,000



Important: This map is for general information purposes only. The Capital Regional District (CRD) makes no representations or warranties regarding the accuracy or completeness of this map or the suitability of the map for any purpose. This map is not for navigation. The CRD will not be liable for any damage, loss or injury resulting from the use of the map or information on the map and the map may be changed by the CRD at any time.

50.8 Meters

25.4

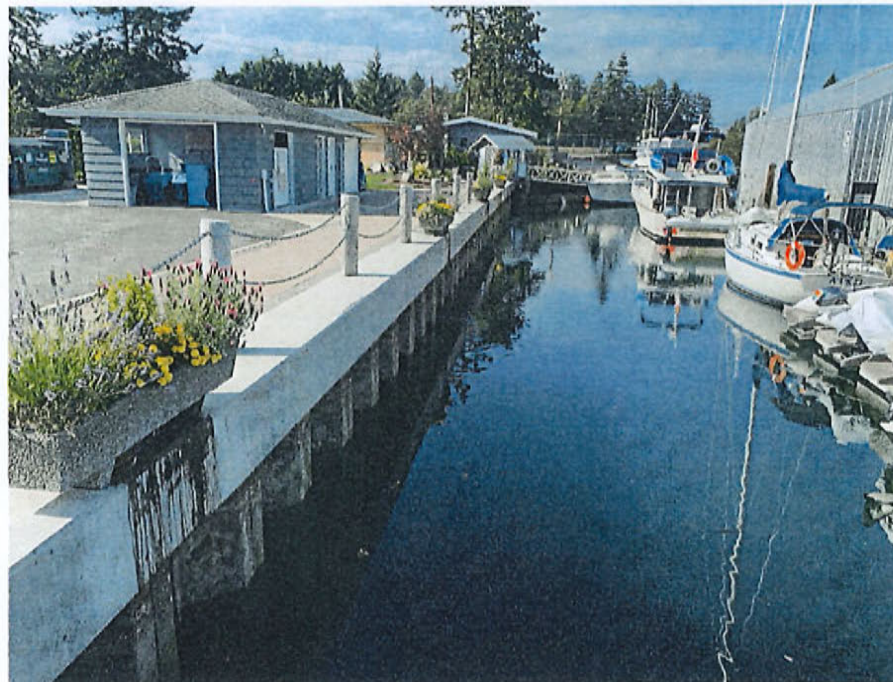
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50.8

NAD_1983_UTM_Zone_10N
© Capital Regional District



Original Seawall

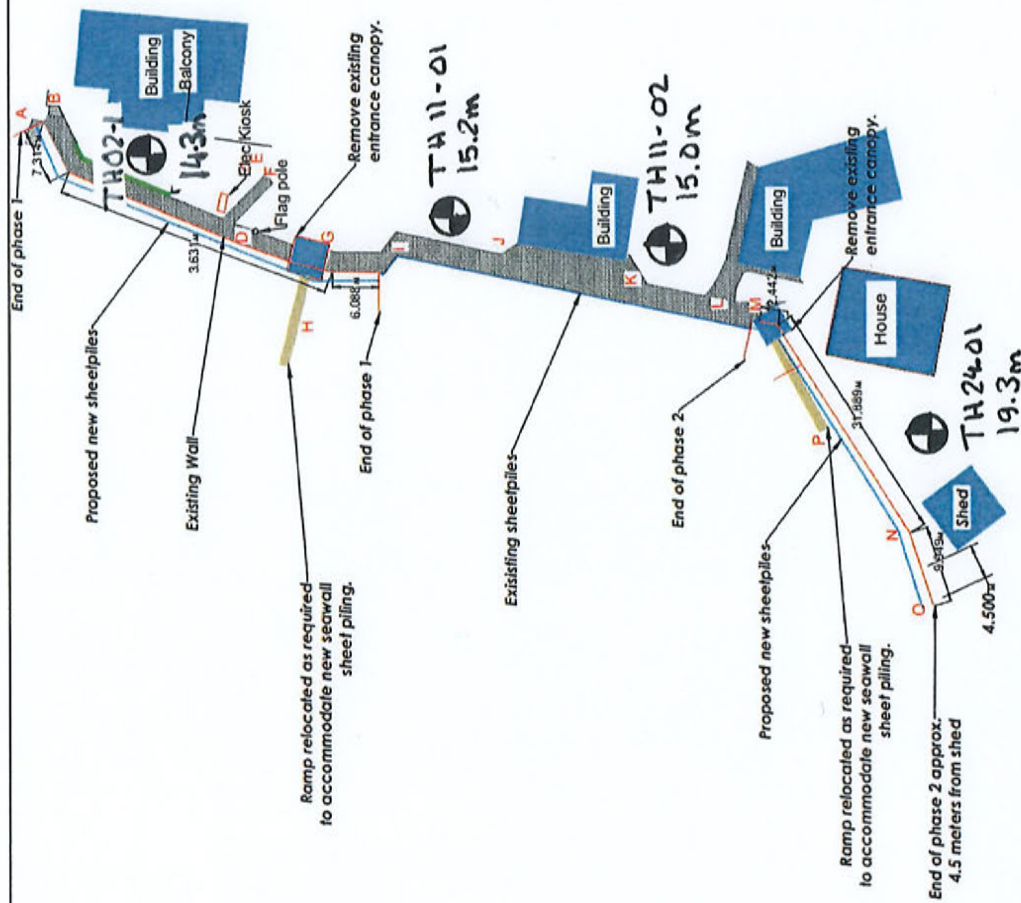


Upgraded Seawall

October 25, 2024

12157-1
v. 3.7

The above does not constitute approval to proceed with the noted work if such is perceived to be an extra to a Contract, or if the work requires approvals/permits from approving authorities.



KEY

⊕ TEST HOLE LOCATION
DEPTH TO GRAVELLY LAYER

	CAMPBELL CONSTRUCTION LTD.	PROJECT: Capital City Yacht Club	TITLE: Seawall Upgrades	DATE (MM/YY) 07/22/2024 PROJECT NO: DRAWING NO: 1 OF 1



28 Crease Avenue
Victoria, BC
V8Z 1S3
Tel. 250-475-3131 Fax. 250-475-3611
mail@ryzuk.com www.ryzuk.com

TEST HOLE LOG

TH11-02

Project: Proposed Sea Wall Maintenance
10630 Blue Heron Road, Sidney, BC

Client: Capital City Yacht Club

Job # 8-3176-2

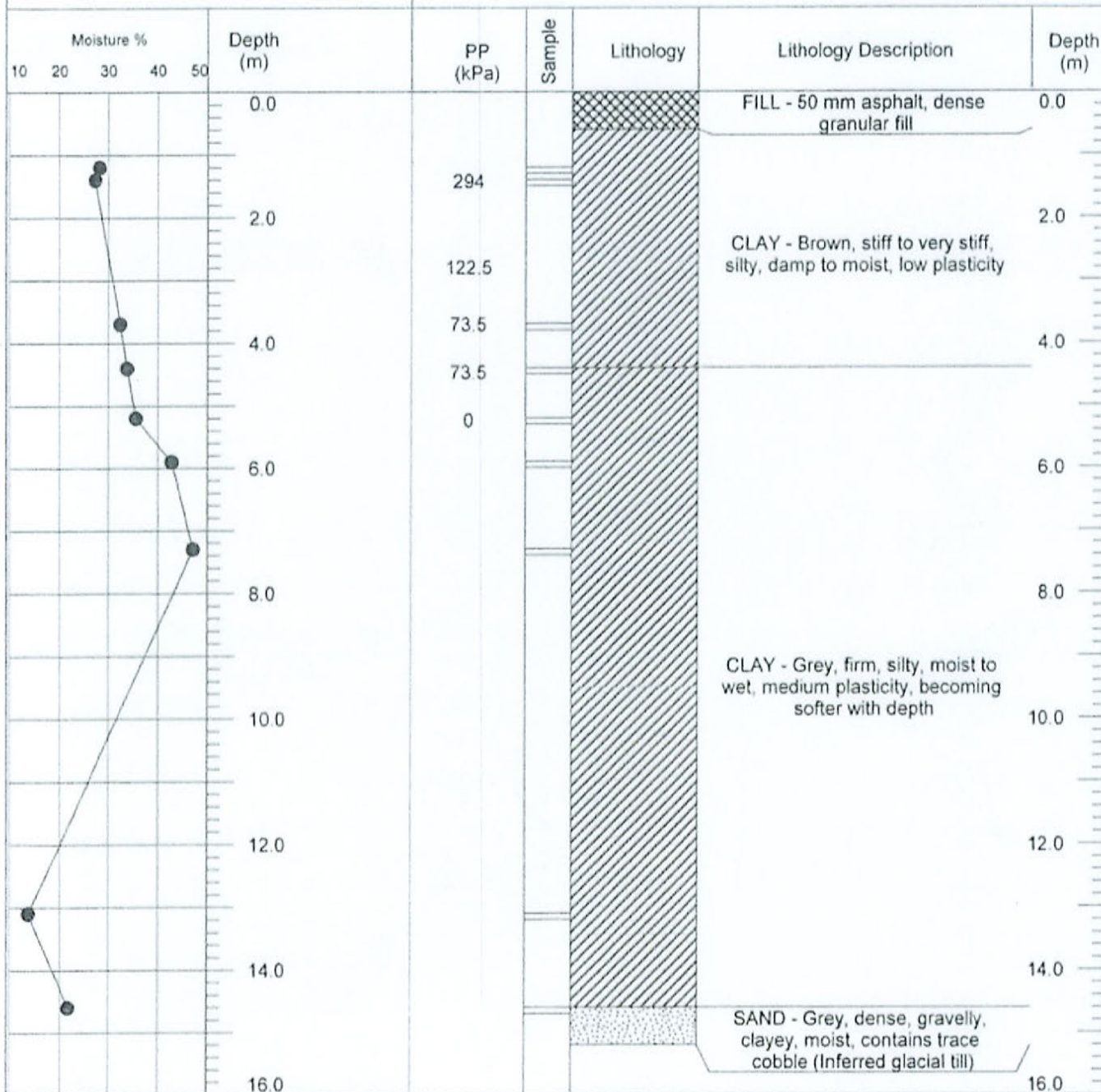
Location: See Location Plan dwg. 8-3167-2-1

Method: Solid Stem Auger

Driller: Drillwell

Drill Date: Decemeber 1, 2011

Inspector: AST



LEGEND

SAMPLES

□ DISTURBED

■ UNDISTURBED

PP Pocket Penetrometer

▼ Water Level

⊠ Split-spoon

COMMENTS: Sent down cone at 14.6 m , 10 blows to refusal at 15.5 m



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Victoria, BC
V8Z 1S3
Tel. 250-475-3131 Fax. 250-475-3611
mail@ryzuk.com www.ryzuk.com

TEST HOLE LOG

TH11-01

Project: Proposed Sea Wall Maintenance
10630 Blue Heron Road, Sidney, BC

Client: Capital City Yacht Club

Job # 8-3176-2

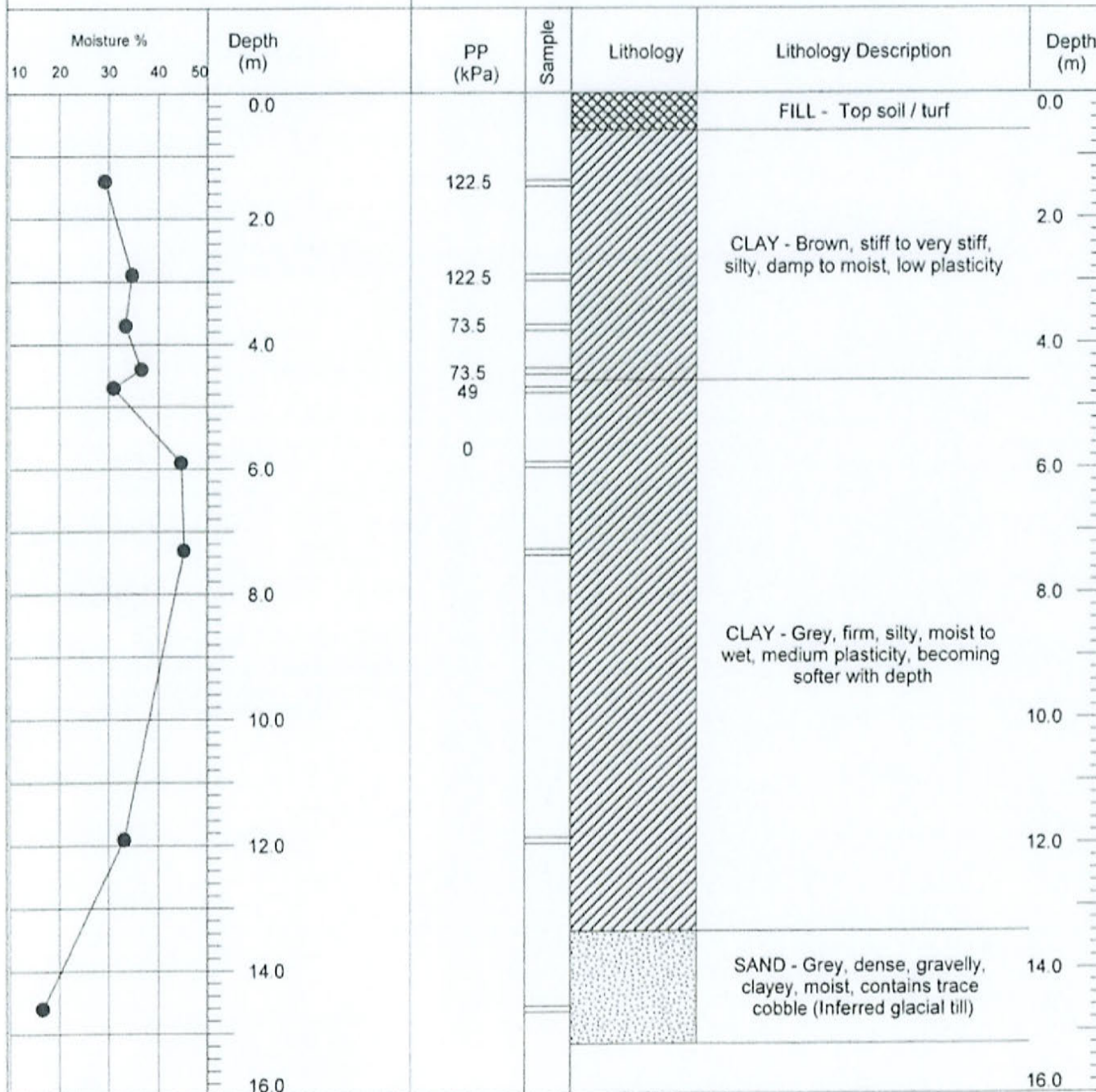
Location: See Location Plan dwg. 8-3167-2-1

Method: Solid Stem Auger

Driller: Drillwell

Drill Date: Decemeber 1, 2011

Inspector: AST



LEGEND

SAMPLES

□ DISTURBED

PP Pocket Penetrometer

☒ Split-spoon

■ UNDISTURBED

▼ Water Level



6-40 Cadillac Avenue, Victoria, BC, V8Z 1T2
Tel: 250-475-3131 E-mail: mail@ryzuk.com
www.ryzuk.com

TEST HOLE LOG

TH24-01

PROJECT: Proposed Seawall Remediation

CLIENT: Capital City Yacht Club

LOCATION: Refer to Location Plan

COORDINATES (m): UTM N 5390953 E 469148

COMPLETION DATE: 2024-9-5

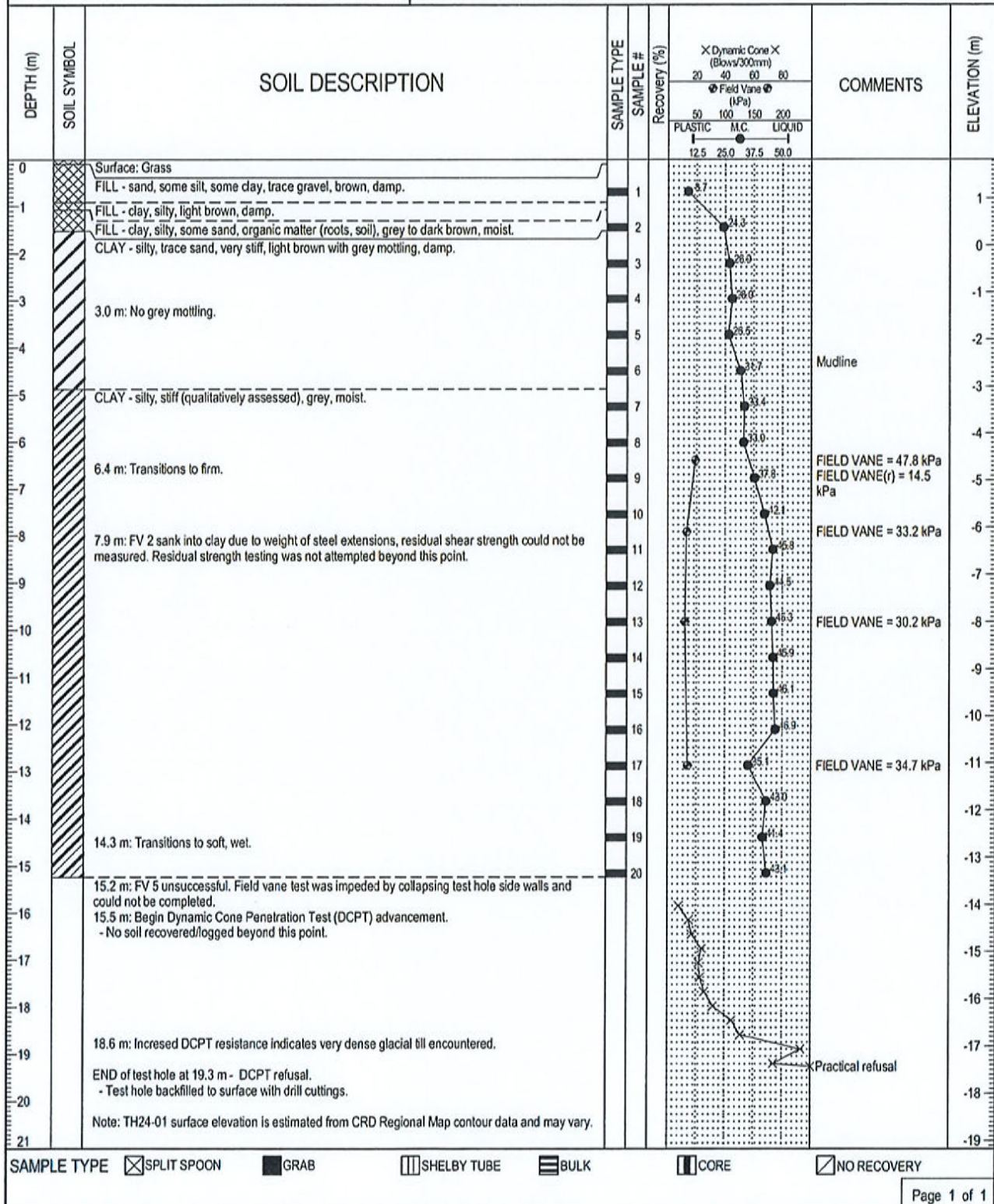
PROJECT NO.: 3176-3

METHOD: Auger

ELEVATION (m): 1.8

CONTRACTOR: Drillwell Enterprises Ltd.

LOGGED/REVIEWED BY: EWA/RSC





VERTICAL REFERENCE ELEVATIONS SIDNEY - STATION 7260	
COVD28 DATUM	CHART DATUM (CHS)
+2.285m	+4.470m *CHWL (EXTREME RECORDED HIGH WATER LEVEL)
+1.285m	+3.470m *HHWL (HIGHER HIGH WATER LEVEL, LARGE TIDE)
+0.00m	+2.185m *COVD28 DATUM
-2.185m	0.00m *CHART DATUM
-2.405m	-0.220m *LLWL (LOWER LOW WATER LEVEL, LARGE TIDE)
-2.492m	-0.307m *ELWL (EXTREME RECORDED LOW WATER LEVEL)
*CHS = CANADIAN HYDROGRAPHIC SERVICE DATUM	
*COVD28 = GEODETIC SURVEY OF CANADA DATUM (1928)	

- GENERAL NOTES:
- THE FOLLOWING MINIMUM MATERIAL REQUIREMENTS ARE TO BE FOLLOWED:
 - PLATE AND ROLLED STEEL - G40.21 GRADE 300W OR BETTER
 - HSS - G40.20, CLASS 'C', GRADE 350W OR BETTER
 - PIPE - A252 GRADE 3, 350MPa OR > YIELD
 - BOLTS - A307, GALVANIZED U.N.O.
 - ALL NUTS FOR A325 BOLTS TO BE HEAVY HEX, GALVANIZED
 - PINS - AISI 4140 HTSR OR APPROVED EQ.
 - HEAVY TIMBER - D. FIR #1 OR BETTER, 14# CREOSOTE TREATED.
 - GROUT - 35MPa OR >, SANDED
 - CONCRETE - 30MPa (Ø28 DAYS), 0.45 MAX. W/C RATIO, CLASS C1.
 - REBAR - $f_y = 400MPa$, DEFORMED BARS TO CSA G30.18M.
 - ASSUMED WELD SIZE TO BE 8mm FILLET UNLESS NOTED OTHERWISE.
 - ALL MISC METAL AND ALL FASTENERS TO BE HOT DIPPED GALVANIZED.
 - ALL ELEVATIONS IN METERS, TO CHART DATUM U.N.O.
 - ALL DIMENSIONS ARE IN MM UNLESS NOTED OTHERWISE.
 - TIMBER, STEEL, AND FASTENER SIZES IN THESE DRAWINGS ARE REFERRED TO IN "SOFT" METRIC FORM. ACTUAL SIZES TO BE NEAREST IMPERIAL STANDARD.
 - ALL WELDING TO BE DONE BY CWB CERTIFIED SHOP (DIVISION 2 OR BETTER)
 - DRAWING REFERENCES:

COMPANY	DATE	DESCRIPTION	FILE NAME
CAMPBELL CONSTRUCTION LTD	05SEP2024	SURVEY PLAN	Geodetic Elevations.dwg
C.N. RYZUK LTD	JAN/FEB 2013	GEOTECH RECORDS FOR 2013 S.P WALL INSTALLATION	RYZUK - Cap City Phase 1 Sketch and Photo.PDF

DESIGN LOADS:		
LOAD TYPE	DEFINED LOAD	LOAD DETAILS

SOIL & SETTING LOADS TO COME (CN RYZUK)

10. THESE DRAWINGS ARE PROVIDED FOR REFERENCE ONLY. SOME DETAILS OR CONNECTIONS MAY NOT BE EXACTLY AS SHOWN, ALWAYS FIELD MEASURE TO CONFIRM ACTUAL ON SITE DIMENSIONS.

FILE C:\Users\Tuttle\OneDrive\Documents\Projects\111 Capital City Yacht Club\111 Capital City Yacht Club - Retaining Wall.dwg 2024 11:15:00 AM

OVERALL PLAN VIEW (1:500)
* AERIAL DOWNLOADED FROM CRD REGIONAL MAP

E				J					
D				I					
C				H					
B	RE-ISSUED FOR COMMENT	02/10/24	KLT	G					
A	ISSUED FOR COMMENT	28/09/24	KLT	F					
REVISIONS		DATE	BY	REVISIONS		DATE	BY		

Hugh Tuttle Engineering Ltd.
231 Meadow Drive,
Sellspring Island B.C., V8K 1T9,
Tel/Fax: (250) 653-9166
email: hugh_tuttle@hotmail.com

PERMIT TO PRACTICE
1003109

DRAWN BY: KRISTIN TUTTLE DESIGN BY: HUGH TUTTLE P.ENG.
DATE: 4-SEPT-2024 CHECKED BY: _____
FILE No.: _____ SCALE: AS SHOWN



CAPITAL CITY YACHT CLUB	
RETAINING WALL DESIGN	
2024	
OVERVIEW PLAN - EXISTING	DRAWING No.: 1045 - 001
CANCEL PRINTS BEARING EARLIER REVISION	



PLAN VIEW - EXISTING RETAINING WALLS (1:200)

E			J		
D			I		
C			H		
B	RE-ISSUED FOR COMMENT	02/10/24	KLT	G	
A	ISSUED FOR COMMENT	16/09/24	KLT	F	
REVISIONS		0/4/7	BY	REVISIONS	
		0/4/7	BY		

Hugh Tuttle Engineering Ltd.
 231 Meadow Drive,
 Salt Spring Island B.C., V8K 1T9,
 Tel/Fax: (250) 653-9166
 email: hugh_tuttle@hotmail.com

PERMIT TO PRACTICE
 1003109

DRAWN BY: KRISTIN TUTTLE DESIGN BY: HUGH TUTTLE P.ENG.
 DATE: 11-SEPT-2024 CHECKED BY:
 FILE No.: SCALE: AS SHOWN



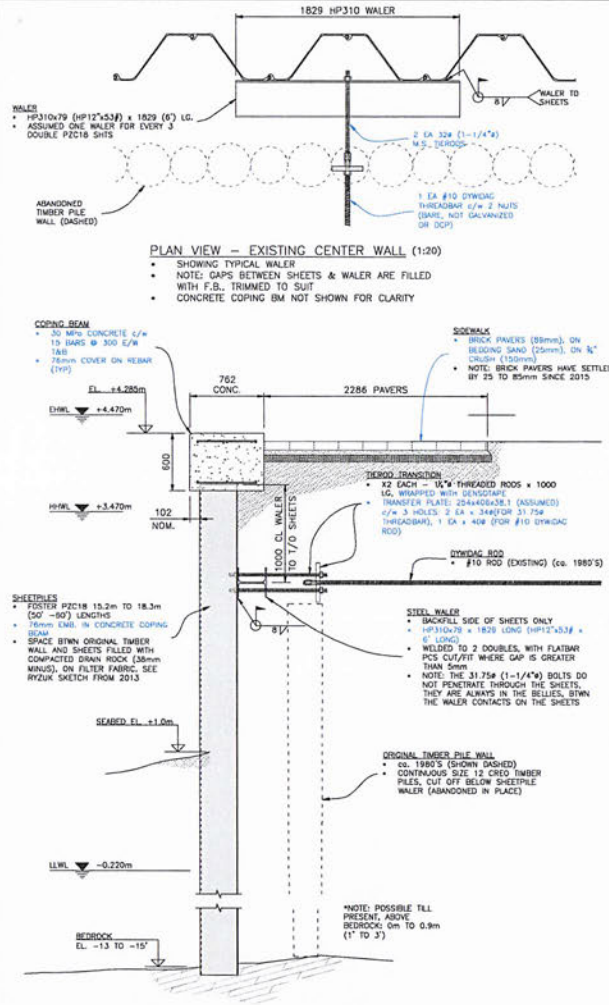
CAPITAL CITY YACHT CLUB	
RETAINING WALL DESIGN	
2024	
RETAINING WALL EXIST. PLAN	DRAWING No.: 1045 - 002
	CHECK, PRINTS BEARING EARLIER REVISION

B

* NOTES IN BLUE ON THIS DRAWING REFER TO PRESUMED STRUCTURAL ELEMENTS (SIZE AND DETAILS ESTIMATED FROM PHOTOS, AND FROM ANECDOTAL EVIDENCE)

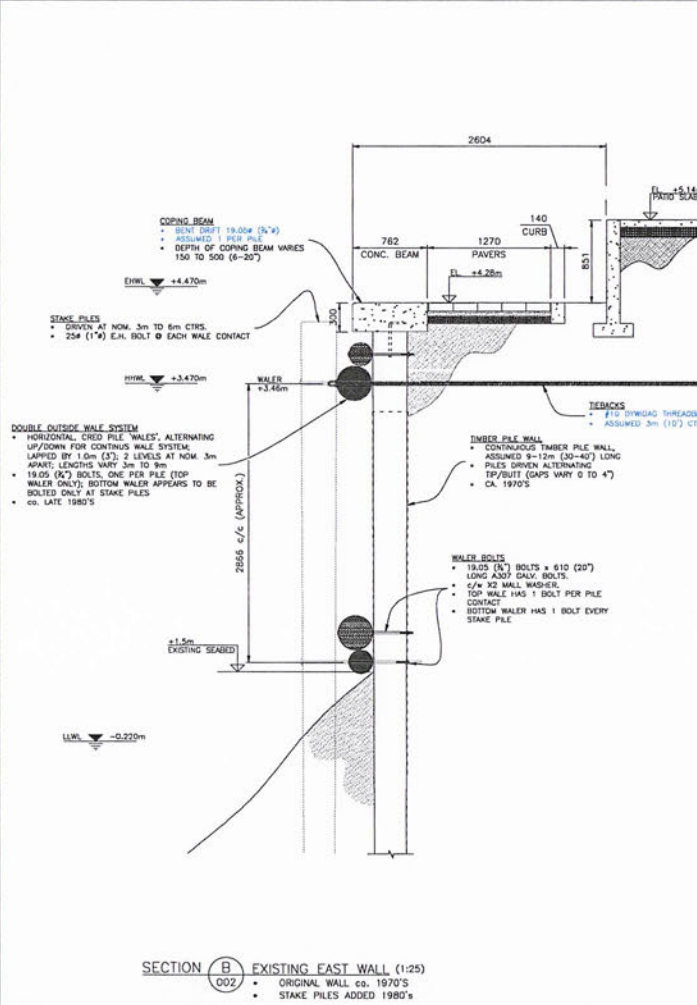
EXISTING TIEROD/DEADMAN SYSTEM NOTES:

1. LIKELY GRADE IS 517/690 MPa; L/H THREAD; HEX NUTS ARE 65mm LONG 48.8mm F/F.
2. TIEBACK RODS ARE #10 DYWIDAG, UNCOATED THREADBAR (1½"Ø ROOT PLUS UPSET THREADS)
3. DEADMAN DETAILS UNKNOWN. PRESUMED 8'x40" POURED CONCRETE WALL.



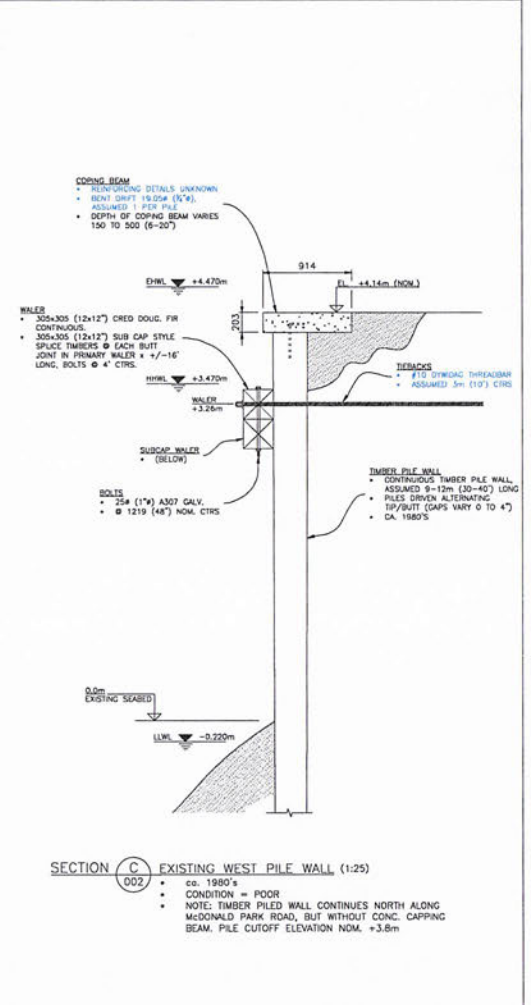
SECTION A EXISTING CENTER WALL (1:25)

- SHEETS INSTALLED 2013
- ORIGINAL TIMBER PILES, DYWIDAG TIERODS & CONCRETE DEADMAN CA. 1970'S OR 1980'S



SECTION B EXISTING EAST WALL (1:25)

- ORIGINAL WALL ca. 1970'S
- STAKE PILES ADDED 1980'S



SECTION C EXISTING WEST PILE WALL (1:25)

- ca. 1980'S
- CONDITION = POOR
- NOTE: TIMBER PILED WALL CONTINUES NORTH ALONG McDONALD PARK ROAD, BUT WITHOUT CONC. CAPPING BEAM. PILE CUTOFF ELEVATION NOM. +3.8m

FILE: C:\Users\Hugh Tuttle\OneDrive\Documents\Projects\111 Capital City Yacht Club\111 Capital City Yacht Club Retaining Wall Design\111 Capital City Yacht Club Retaining Wall Design.dwg DATE: 11-SEPT-2024

REVISIONS	DATE	BY	REVISIONS	DATE	BY
E		J			
D		I			
C		H			
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A	ISSUED FOR COMMENT	28/09/24	KLT	F	

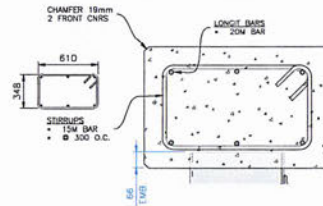
Hugh Tuttle Engineering Ltd.
231 Meadow Drive,
Saltsping Island B.C., V8K 1T9,
Tel/Fax: (250) 653-0166
email: hugh_tuttle@hotmail.com

PERMIT TO PRACTICE
1003109

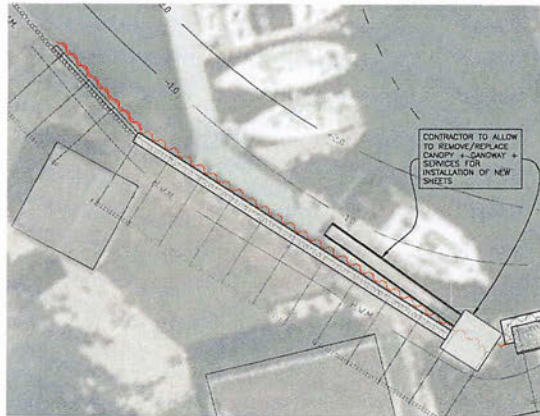
DRAWN BY: KRISTIN TUTTLE DESIGN BY: HUGH TUTTLE P.ENG.
DATE: 11-SEPT-2024 CHECKED BY:
FILE No.: SCALE: AS SHOWN



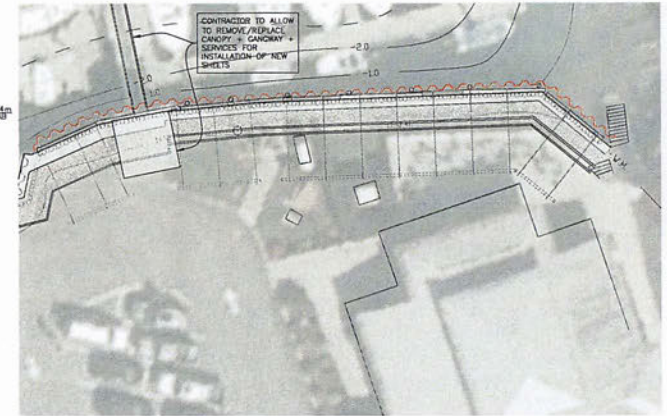
CAPITAL CITY YACHT CLUB	
RETAINING WALL DESIGN	
2024	
SECTIONS THRU EXISTING	DRAWING No.: 1045-003
	CANCEL PRINTS BEARING EXTERIOR REVISION



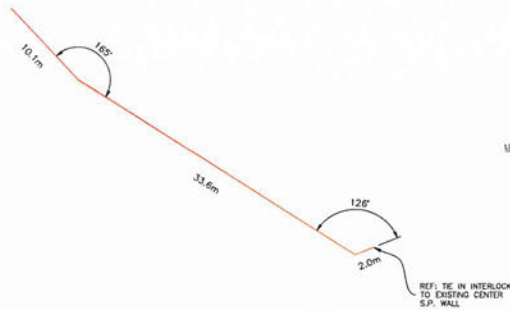
COPING BEAM DETAIL (1:10)
 • 30MPa CONCRETE
 • 76 COVER (TYP)



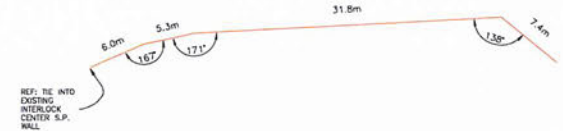
PLAN VIEW - NEW WEST WALL (1:200)
 • LAYOUT SHOWN BELOW



PLAN VIEW - NEW EAST WALL (1:200)
 • LAYOUT SHOWN BELOW



SECTION (B) NEW SHEETPILE WALLS (1:25)
 • EXISTING EAST TIMBER PILE WALL SHOWN GREY
 • WEST WALL SIMILAR, BUT TIERODS & WALER ARE 0.2m LOWER



- NEW SHEETPILE WALL NOTES:**
1. SHEETPILES TO BE GRADE 345W OR APPROVED EQ.
 2. NEW TIERODS, COUPLERS & NUTS TO BE GALV. #10 DYWIDAG THREADBAR GRADE 517/690 Mpa.
 3. CONTRACTOR TO ALLOW FOR A SPECIAL 'MATING SHEET' (SPECIAL CORNER SECTION) TO BE FABRICATED AT EACH END OF THE EXISTING CENTER SHEETPILE WALL. THE INTENTION IS FOR THE SHEETPILE WALL TO BE CONTINUOUS OVER THE FULL LENGTH OF THE SITE.
 4. EXISTING CONCRETE COPING BEAM, PAVERS, WALERS, AND TIMBER PILE TOPS TO BE REMOVED TO ALLOW CLEAR ACCESS TO TIERODS, AND TO ALLOW FOR INSTALLATION OF DRAIN ROCK AND COMPACTED FILLS BEHIND NEW RETAINING WALLS.
 5. EXISTING GANGWAYS TO BE REMOVED AS REQ'D, TO ALLOW INSTALLATION OF NEW SHEETS. CONTRACTOR SCHEDULING TO BE MAXIMUM 2 DAYS WITHOUT GANGWAY ACCESS IN EITHER LOCATION (WEST WALL OR EAST WALL).
 6. EXISTING SERVICES (ELECTRICAL, WATER, COMM.) TO BE TEMPORARILY DISCONNECTED AND ROLLED BACK, THEN RECONNECTED AFTER WALL AND GANGWAY ARE RE-INSTALLED.

FILED: C:\Users\hugh.tuttle\Desktop\1045-100 - Retaining Wall Design - 2024 - 11-15-24.dwg PLOT DATE: 11-15-24 PLOT BY: HUGH TUTTLE P.ENG.

E			J		
D			I		
C			H		
B	RE-ISSUED FOR COMMENT	02/10/24	KLT		
A	ISSUED FOR COMMENT	26/09/24	KLT		
REVISIONS		10/4/21	BT	REVISIONS	

Hugh Tuttle Engineering Ltd.
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CAPITAL CITY YACHT CLUB
RETAINING WALL DESIGN
2024

NEW WALLS - LAYOUT DRAWING NO.: **1045-100**

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