



Phase III - Public Engagement Summary Report

April 2019

Planning Department

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APPENDIX: Community Input

- A. Village Design Charrette - June 19-20, 2018
- B. Housing & land Use Charrette Workshop - November 27-28, 2018
- C. Natural Areas & community Amenity Workshop - January 26, 2019
- D. Transportation Workshop - February 26, 2019



Purpose of this Report

The purpose of this document is to report back to the community on what we heard through the Plan Development phase (Phase 3) of the project, with a focus on workshop outcomes. This information will be used to inform the plan drafting phase (Phase 4) of the Cadboro Bay Local Area Plan Update.

How input will be used

The information gathered will help to inform the update of the Cadboro Bay Local Area Plan. While decision making ultimately rests with Saanich Council, the District is committed to providing meaningful opportunities for the public to provide input that will ultimately help shape a potential regulatory framework for the update to the Local Area Plan.

Public input was gathered through the Cadboro Bay Village Design Charrette held June 19-20, 2018, and a series of topical workshops held between November 2018 and March 2019.

In addition, opportunities for further feedback will be available once a Draft Plan is developed, as well as prior to Councils consideration.

Your continued involvement is essential.

More about the Cadboro Bay Local Area Plan update and for up-coming opportunities to participate, visit us at saanich.ca/cadboro

Background

The update of the Cadboro Bay Local Area Plan (LAP) was initiated by Saanich Council on November 27, 2017. The updated LAP will serve to guide future planning and land use decisions over the next 20 to 30 years. Community participation and input is key to the planning process and a successful LAP update.

Where we are in the process?



The planning process includes five phases with Phase 1 being the project initiation phase which focused on gathering information, forming a project Advisory Committee and completing background research. As part of Phase 2 Community Visioning, invited the public to participate in identifying issues, opportunities, community priorities and a community vision for the future of the Cadboro Bay local area.

Phase 3, the plan development phase, involved community wide participation, with more in-depth exploration of key issues and priorities through a series of design charrettes and workshops, The aim was to actively engage the broader community in concept development and “plan making”. This phase generated concept ideas and direction for policy development that will be further evaluated for technical soundness and serve to inform policy development as part of the LAP update.

Community engagement was central throughout Phase 3: Plan Development from May 2018 to March 2019. This document provides a summary of public activities that included:

1. Village Design Charrette (June 19-20, 2018)
2. Housing & Land Use Charrette Workshop (November 27-28, 2018)
3. Natural Areas & Community Amenities Workshop (January 26, 2019)
4. Transportation & Mobility Workshop (February 26, 2019)

We would like THANK all participants, and wish to acknowledge the invaluable work of the project Advisory Committee who contributed to the engagement program and assisted with community outreach. And most particularly the volunteers who assisting staff with table facilitation and providing for more small group discussion and hands-on participation.

All noted ideas, comments and feedback received at the above events are located in the Appendices of this report. To learn more about the Cadboro Bay Local Area Plan update and up-coming opportunities to participate, visit us at www.saanich.ca/cadboro

Summary of Engagement Activities

A dynamic public engagement process was developed in collaboration with the project Advisory Committee to enable the broader community to participate and be involved in hands-on activities and “plan-making”. A number of engagement activities took place as part of phases 1 to 3, while this report summarizes activities and outputs of Phase 3, the following shares key events in each of the first three phases.

Phase 1: Project Initiation and Information Gathering

November 2017 to May 2018 - Community Stakeholder Meetings

Individual meetings were held with: Cadboro Bay Residents Association, Business Improvement Association, University of Victoria, Queen Alexandra Centre/ VIHA, Goward House, Frank Hobbs Elementary, School District 61, Arbutus Centre for Children, St-George’s Anglican Church, Cadboro Bay United Church, BC Transit, Village business and property owners and/or staff, strata associations and others.

December 2017 to February 2018 - Cadboro Bay Local Area Plan Advisory Committee Formation

Reaching out, raising project awareness and recruiting and selecting Advisory Committee members.

March 21, 2018 - Speaker Series Saanich Talks 1: Building Neighbourhoods for the Future with guest speaker Gordon Price. Included information displays with staff on-site to discuss current projects and planning initiatives. The event concluded with an engaging audience conversation and reflection on local neighbourhoods (120 attended).

May 7, 2018 - Speaker Series Saanich Talks 2: Our Communities in a Changing Climate discussion panel with climate leaders. This included information displays on current project initiatives and staff on-site to provide further information and discuss the projects (165 attended).

Phase 2: Community Visioning

May 12, 2018 - Community Visioning Open House 1 at St-George’s Anglican Church.

The drop-in event was well attended by over 148 people. The event including interactive display boards, the community vision survey, and hands-on activities for kids of all ages including community mapping, a nature- scape interactive display and creating a “cinquain” five-line poem about Cadboro Bay.

May 14, 2018 - Community Visioning Open House 2 at Goward House.

This drop in event included the same open house display boards with interactive questions and exercises for people to indicate their ideas on the community’s vision, issues, opportunities and priorities as we look at the next 20-30 years. Over 110 people attended.

May 12 to June 10, 2018 - Community Vision Survey (203 surveys received)

May 12, 2018 to present - Virtual Open House available on project website including all display board information presented at open house events.

May 16, 2018 - Community Presentation at Cadboro Bay Residents Association (CBRA)

Annual Meeting, providing an overview of the planning process to update the Local Area Plan and invite participation in the community survey in-progress and the Village Design Charrette in June. (78 people attended)

Cond't Phase 2: Community Visioning

May 16, 2018 - Community Presentation at Cadboro Bay Residents Association (CBRA) Annual Meeting, providing an overview of the planning process to update the Local Area Plan and invite participation in the community survey in-progress and the Village Design Charrette in June. (78 people attended)

November 5, 2018 - Phase 2: Public Engagement Summary Report includes community visioning survey results and open house comments received. This information is used to inform the planning process and community workshops planned in Phase 3.

Phase 3: Plan Development

June 1, 2018 - Advisory Committee Meeting engaging the community in events program.

June 19 & 20, 2018; Cadboro Bay Village Design Charrette involved over 184 community participants over the course of two days in sharing ideas and developing concepts for the future of Cadboro Bay Village. The event included a video production showing the work that took place at the charrette events and can be viewed on the project website as well as the Charrette Final Presentation.

July 12, 2018: Advisory Committee Meeting providing feedback on village concept work-in-progress, community engagement, location for storefront display gallery.

July - November 2018; Village Storefront Gallery Display showcasing concept ideas emerging from the Village Design Charrette. This allowed the broader community to view the work-in-progress and encouraged community conversation in a highly visible and central location at the heart of the village.

November 1, 2018: Advisory Committee Meeting feedback on Village Design Charrette, preparing for topical workshops based on Community Vision Survey results.

November 26, 2018: Advisory Committee Meeting feedback on current LAP vision, community outreach, open house and workshop program

November 27 & 28, 2018: Community Workshop 1: Housing & Land Use involved over 155 community members in activities exploring housing and land use in village edges, the broader neighborhood, Queenswood and Ten Mile Point areas. The open house and opening presentation also included opportunity for feedback on the previous Village Design Charrette.

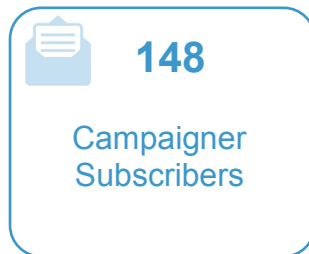
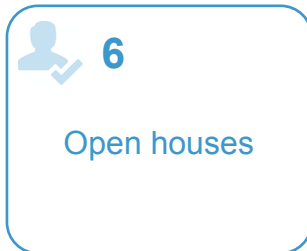
January 16, 2019: Advisory Committee Meeting feedback on community vision and upcoming workshops.

January 26, 2019: Community Workshop 2: Natural Areas & Community Amenities engaged over 55 community members together with staff in a conversation that explored natural areas, the shoreline and recreation networks.

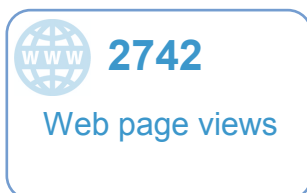
February 26, 2019: Community Workshop 3: Transportation brought together 45 community members and stakeholders. This included people from all areas of Cadboro Bay, seniors and youth working side-by-side exploring ideas and priorities for Sinclair Road and Cadboro Bay Road, and looking at neighbourhood connections, mobility improvements and transit considerations.

Engagement snapshot

Public participation activities



Website & media exposure



PHASE 3 - Community Engagement and Plan-Making

Village Design Charrette

June 19-20, 2018

Process Summary

Saanich Planning worked with consultants MVH Urban Planning & Design Inc. to provide an engaging multi-day design charrette program. The word “Charrette” is used to describe a very intense design and planning session involving a number of experts and community members to generate creative ideas for a complex problem. The Cadboro Bay Village Design Charrette involved a number of collaborative design and stakeholder input opportunities.

Listening to what the project advisory committee and community had to say as part of Phase 2: Community Visioning, provided the building blocks to the plan vision, concepts, policy principles and guidelines. The design charrette process encouraged people to express their ideas and included all ideas as part of the input. What emerged was not strongly divergent ideas that called on developing alternative scenarios, but a trend toward a common vision with supporting ideas and implementation directions. In the end, there was a good level of agreement and complementarity between ideas, although some of the details differed. Overall, a large number of people had a part in activities that shaped the emerging ideas through exercises, even though the final results did not include all individual ideas. The following outlines the process and major directions from the public process. A number of public engagement tools were used to ensure the community was heard and acknowledged.

First, the Cadboro Bay community Advisory Committee was actively engaged through a day of conversations and interactions in May 2018 that included a vehicle tour of the Cadboro Bay local area, a luncheon and a walking tour of the central Village, culminating in an evening workshop. During the evening workshop, three separate tables addressed opportunities and challenges, guiding principles, vision, and what was missing in the Village. In addition, a diagnostic tool called VHATA (Village Health Action Tool Assessment), developed by the consultant to assess the health of the Village, was distributed to the task force members for completion. The VHATA tool included twenty social, economic, physical, and organizational health indicators that were measured on a one to five scale. Results reinforced the discussions with the community advisory committee including the need to conserve the unique small-scale village character, provide necessary compact housing, create a central meeting place, improve non-vehicle connections as well as safety for pedestrians and bicyclists on local streets.



Cadboro Bay Village Advisory Committee Workshop table discussions

Second, the *Cadboro Bay Local Area Plan* website developed, newspaper notifications, social media and local posters were used to invite the greater community into the process in June for a “Design-A-Thon” Village Design Charrette. A walking tour and open house were planned in advance of a Community Discovery Workshop in the evening. Approximately 45 participants took part in the afternoon walking tour conversation and over 70 community members took part in the open house and workshop events. Overall, the two-day Village Design Charrette involved over 184 participants in hands-on activities.

The open houses included community mapping on a large aerial photo. Participants were asked to indicate on the aerial photo where the heart was, as well as places of opportunity and challenges; a design ideas corner challenged the participants to draw their ideas; and finally, participants could complete the VHATA health assessment to determine specific strength and weakness indicators in the Village.



Design-A-Thon Open House displays and community mapping activities

Those participants who stayed for the evening workshop were assigned to a table with one specific topic and then selected a second optional topic of their choice. Each of the five themed topics (village core, streets, land use, parks, and economics) had three questions to answer. Ten tables supported by facilitators debated and discussed various aspects of the Village’s existing conditions and future possibilities, then presented their key results to the greater group. The consulting team took the results and shaped them into a PowerPoint presentation the next evening. This presentation was posted on the District of Saanich website for greater community viewing following the first day event so that feedback could be attained from a broader community audience. The appendix of this document provides all the comments and feedback received during the two day Design Charrette event as part of group exercises as well as individual comment sheets provided by participants each day and following the Final Presentation.

Village Design Charrette - Ideas and Concepts

The charrette involved an extensive amount of ideas being generated regarding the future of the village. The following highlights key outputs, including:

- Key themes of table discussions
- Village concept direction
- Village vision, including conceptual sketches



Theme of community workshop table discussions

A number of common themes and indicators emerged from the task force and community discussions that informed the vision concept and principles:

- The Village character and form is something that is unique and that the community values.
- Stronger and safer pedestrian and bicycle connections in the community are a high priority.
- Improved wayfinding and alternative modes of transportation (e.g. shuttle to University of Victoria) were also strong recurring themes.
- The heart of the Cadboro Village community appears to be both the Village core itself on Cadboro Bay Road between Sinclair Road and Penrhyn Avenue as well as Gyro Park. Together, they shape the core of the community.
- The importance of climate change and the associated potential rise in sea level and associated tsunami impacts are important development limitations to recognize on the east edge of the Village and further back from the waterfront.
- More diversity of compact housing forms in the Village, and along its edges, including low scale apartments, townhouses, and garden suites are opportunities to house the aging population and address younger family affordability challenges without significantly impacting the existing character.
- Gyro Park environmental design enhancements with a naturalized wetland are also broadly supported, especially integrating stormwater management and environmental education as natural complements. A water feature, a children's nature play area, and a restaurant just off the beach were among the ideas and would need further consideration and review.
- Recognition of culture and First Nations history came forward as further community considerations in Gyro Park enhancements and the Village core area improvements.
- Greening the Village and surrounding areas by adding street trees and retaining important big trees are also important to the community.
- The boundary of the Village for potential redevelopment for even low scale apartments, townhouses and row houses appears to be limited to specific areas bordering the Village core. Additional "invisible" density (additional units that are not visibly different than the existing single-family residential homes) like duplexes, triplexes and garden suites or repurposing larger

homes, may be considered outside the boundary if treated with suitable design and appropriate transitions to adjoining properties (see development permit guidelines).

- The community recommended that any new development should reflect the unique features of the village including small scale, views to the water, limited height, convenient access, and memorable meeting places.
- The pedestrian and bicycle improvements to Sinclair Road west of Cadboro Bay Road up to the University of Victoria have been a priority for the community for some time.



Design-A-Thon Charrette Workshop Table Group Presentations

Village Concept Direction

To respond to the needs and vision of the community, the emerging concept for Cadboro Bay Village is based on the following foundation blocks that coincide with the public's guidance and supportive directions received through the highly interactive Village Design Charrette held June 19-20, 2018 at Goward House:

Boundary Definition: The Cadboro Bay Village core area boundary is extended on the north, west, and east to accommodate further diversity of low-scale compact housing and includes Gyro Park as part of the Village with potential infill housing in between. The southern boundary will essentially hold firm, except along the south side of Sinclair Road that will continue to permit professional services uses within the residential character, reinforcing an existing pattern and land use evolution toward the University of Victoria.

Village Core Form: The Village core along Cadboro Bay Road between Sinclair Road and Penrhyn Avenue will probably transform over 10 to 20 years. The redevelopment concept assumes developing new mixed-uses up to 3 to 4 story buildings and placing parking in behind the stores and offices with residential uses above. The building forms would be stepped back from the street so the height will be less noticeable. This height will transition to the surrounding two to two and a half story ground-oriented residential on the edge of the Village.

Small Scale Village Character: The tradition of small storefronts, people oriented pedestrian building scale, added bike racks, and generous outdoor patio space will help further create the pedestrian and bicycle-friendly place. Well-defined roofscapes, authentic materials, and natural colours will reinforce the small-scale local theme throughout the Village.

Sinclair Road Improvements: Street redesign incorporates bike lanes and sidewalks along Sinclair Road on both sides of the street west of Cadboro Bay Road. These changes are priorities and endorsed within the recently approved Active Transportation Plan (June 2018).

Cadboro Bay Road Improvements: Improvements associated with the eventual Cadboro Bay Road commercial redevelopment may include a large plaza meeting place on the east side built around the existing significant heritage tree, new pedestrian street lighting, short term parking, and south oriented outdoor patios on the west side of the street. The roadway through this special one block place may also be eventually repaved with special paving stones to signify its central importance and pedestrian orientation. This portion of the roadway may also be closed during special events. Walking is a priority in this core Village area.

Penrhyn Avenue Improvements: Penrhyn Avenue will transform into a greenway connection between Hobbs, Cadboro Bay Road and Gyro Park. The street is envisioned as a narrower roadway with wide sidewalks extending part way to the park. The balance of the roadway will be exclusively reserved for bicycles and pedestrians - creating an inviting entry to the Park.

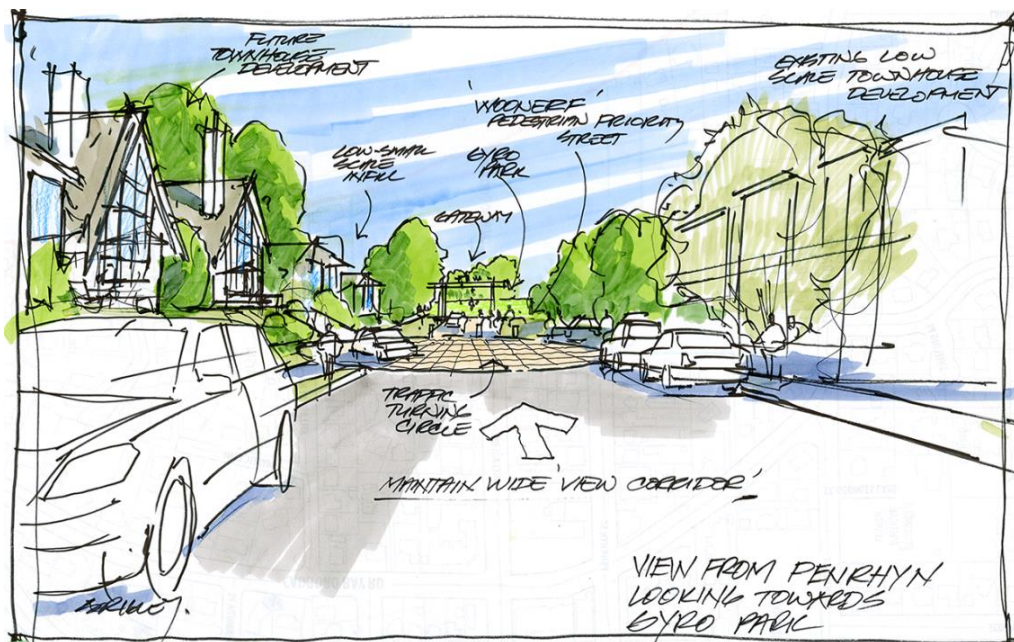
Gyro Park Considerations: Numerous ideas were identified that could be considered as part of future park planning and upgrade initiatives for Gyro Park, strengthening its role as a community anchor. This includes the possibility of the former school building on the southwest corner of Cadboro Bay Road finding a new home in Gyro Park along the waterfront just south of the restrooms. It could be converted to a restaurant or an interpretive centre (subject to rezoning as applicable). Additionally, there is community interest to consider restoring the Park's north area to a wetland and water management area. This transformation could include an interpretive centre, outdoor classroom, and elevated boardwalk network for education and wildlife observation. A small school bus parking lot could be considered at the northern edge of this potential wetland area along Cadboro Bay Road for convenience and safety.

Community Connections: A number of improved or new pedestrian connections from the Maynard Park area to the core; from the beach to the community; tree-lined streets; street sidewalk improvements and bicycle lanes and racks will encourage walking to the Village core and throughout the community. This initiative will help encourage walking and biking - take cars off the road and increasing safety in the community.

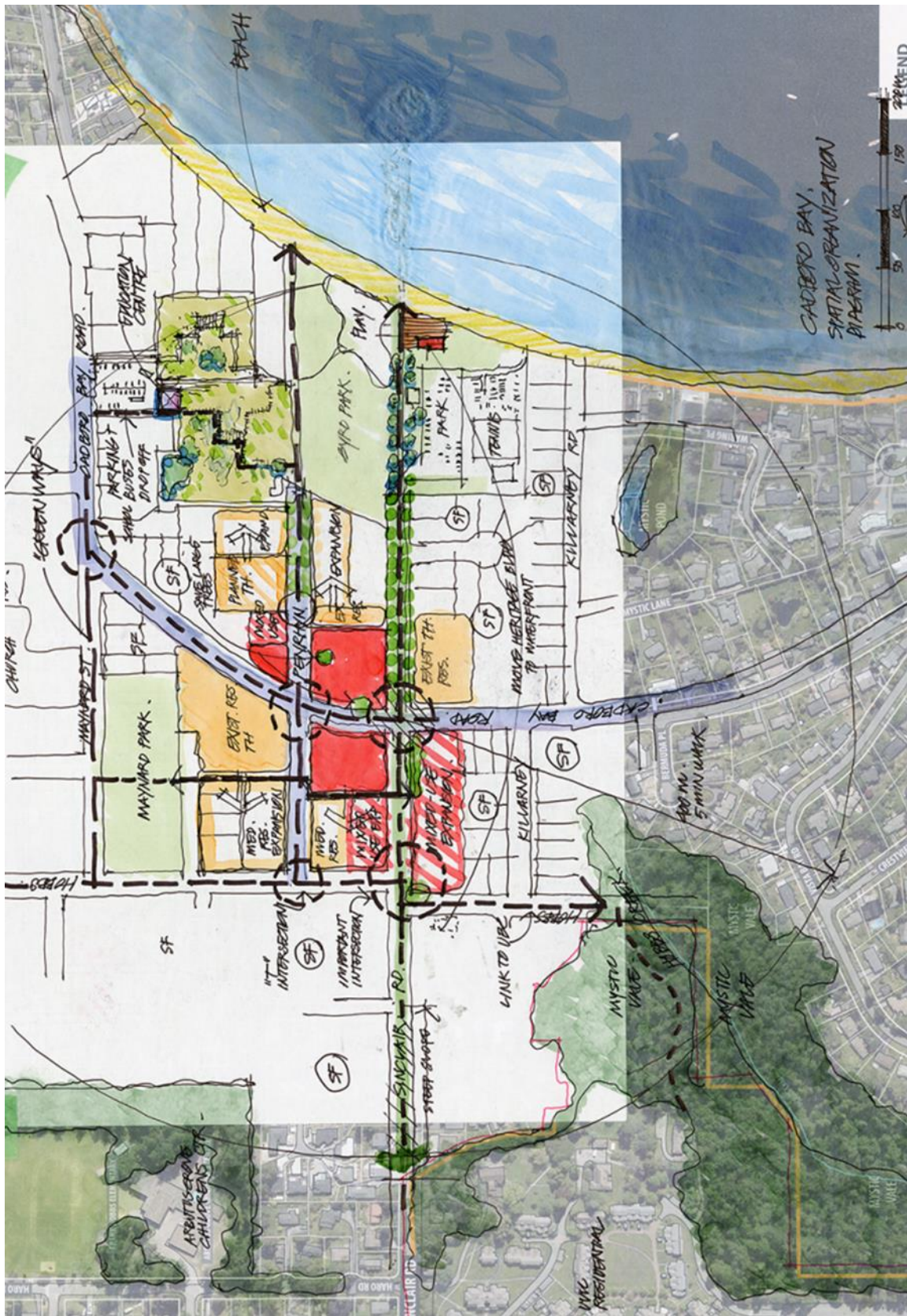
Village Vision

This vision tries to reflect the local community's values and future of Cadboro Bay Village. It is a brief statement that summarizes well-intended community aspirations:

Cadboro Bay Village continues to be the vibrant commercial and recreation centre of the community. The small-scale Village core area provides for local community needs, culture, and recreation in a pedestrian and bicycle-friendly environment. A diversity of more compact housing types surround the village core and adjoining single-family areas, providing necessary housing options for aging in place and younger families while conserving its unique scale and character.



Community Vision Concepts for improvements to Cadboro Bay Village illustrate the need to maintain the small scale character in new development (top) as well as improve the local streets for pedestrians and bicyclists (bottom) (Source: Cadboro Bay Village Design Charrette)



This Context Plan Vision Concept for Cadboro Bay Village illustrates the importance of improved trail and street connections, improved streets for pedestrian safety, and potential Gyro Park improvements as features of this concept for the larger Village area (Concept from Design Charrette).

Housing and Land Use

Workshop Charrette

November 27 - 28, 2018

Process Summary

Overall 155 community members participated in this two-day workshop charrette on November 27 and 28, 2018 exploring housing and land use for the Cadboro Bay area, and invited refinement of the Village Centre policies and guidelines from the earlier June Village Design charrette. Saanich Planning worked with consultant Michael von Hausen of MVH Urban Planning & Design Inc. to provide a very engaging two-day workshop charrette that included an afternoon community walking tour, an open house to review the Village Centre design concept, policies, and guidelines, followed by the housing and land use workshop charrette in the evening of the first day. The design team then synthesized the community ideas and presented them at the end of the second day to the community for feedback on emerging concepts. For those unable to attend, the Village Charrette was captured in video and posted on the project website together with all open house displays and presentations, at saanich.ca/cadboro

Walking Tour

The community walking tour kicked off the two-day event with 25 community members touring in and around the Cadboro Bay Village filled with questions and conversations. The tour included a tour of the Penrhyn Close townhouse complex lead by a long term resident who shared his experience of downsizing from Ten Mile Point to living in the heart of the Village. The tour then moved along Cadboro Bay Road discussing the potential of new infill development and the design principles that should coincide with the design of new residences. These principles included retaining waterfront views, scaling residences so they fit into the existing form and character of the neighbourhood, and retaining significant trees.

The tour then proceeded to the north side of Maynard Park on Maynard Street. The group discussed the potential of infilling townhomes as a replacement of aging homes to improve the diversity and choice of housing in the Village Neighbourhood. A lively debate discussed the need to retain the significant street trees on the north side of the street and ensure that the townhomes height, form, clustering, and setbacks followed with the current physical streetscape patterns. Finally, at the corner of Hobbs Street and Maynard Road, the group discussed the potential of infilling a cluster of smaller houses on two single-family lots. Again, the redevelopment would adhere to the existing building setbacks and provided interior housing units with one common central access lane from the street. The intent behind this infill redevelopment concept would be to provide more low density housing units on two lots than existing patterns. Some of these housing units may be smaller but present additional necessary seniors and young family units without affecting the character of the street and neighbourhood.

Open House

Later in the afternoon a community open house was held at Goward House on Arbutus Road to present the findings from the earlier Village Charrette process as well as discuss housing and land use opportunities and challenges. The open house included an interactive display, community mapping to

identify issues around infill housing, and opportunities to provide feedback on the Village design charrette concept, policies, and design guidelines that took place in June 2018.

Housing and Land Use Workshop Charrette

Table discussions at the workshop explored many aspects related to what, where and how new housing could be integrated into the Cadboro Bay area with the conversation eventually focusing on the Village Neighbourhood surrounding the Village Centre. Appropriate infill housing forms were also explored through visual displays and selections of different kinds of housing units from duplexes through to low-rise apartments.

The evening was launched with a summary discussion by the consultant that reviewed the results of the Village Centre charrette inviting participants to further explore infill housing potential locations and types. Approximately 72-78 community members took part in 10 table discussions facilitated by Advisor Committee volunteers and Saanich staff. The discussions covered potential housing and land use in the Village Neighbourhood, Queenswood Neighbourhood, and Ten Mile Point Neighbourhood.

The Village Neighbourhood generated the most interest for potential housing projects from higher density mixed used (commercial and residential) the Village Centre on selective parcels along Cadboro Bay Road to lower profile mixed and single residential uses around the edges. These units included townhouses, duplexes, triplexes, and fourplexes that integrated well into the Village Neighbourhood street and block character yet increased variety and supply of housing. Workshop participants emphasized the need to focus more compact housing redevelopment in the Village Neighbourhood. Tree retention, off-street parking, building materials, character, and height were all concerns for redevelopment.

In Queenswood and Ten Mile Point the retention of large single-family lots, trees, and water views were of paramount importance. No multiple-family housing would be permitted as well as generally no street lights (retain dark sky policy) and no sidewalks. The retention of the semi-rural seaside character was a constant recurring theme. The general exception for sidewalks could be considered along Tudor Avenue where pedestrian safety is a concern with increased vehicular traffic. Finally, each of the 10 table groups developed a summary which was shared with the other groups at the end of the evening. Design team members spent time and listened to each group's discussion and final summary presentation.

Process Discussions: walking tour and evening workshop



Recognizing the high level of involvement and that some groups are more vocal than others, individuals were also invited to complete comment sheets on both days, encouraging feedback and providing an opportunity for those that are not as vocally inclined to actively participate and share their views. Following the open house and the evening workshop, Saanich staff met with the design team the following morning to discuss what they heard and common themes.

The design team then summarized the discussions and presented a PowerPoint presentation to 58 community members that evening followed by an interactive discussion. The presentation was then posted on the District of Saanich website shortly after for further review especially by those community members who could not attend. Comment sheets were collected and summarized as well as subsequent emails that expressed further refinement and corrections to the concept plans.

Desirable Building and Housing Types

During the walking tours and evening community workshops, participants discussed or were asked to select their preferred building and housing types. Below are a series of the more popular buildings and housing types.



Commercial and Residential Mixed Use Buildings in the Village Centre: Low profile buildings with highly articulated facade and stepped back upper storey richly landscaped.



Townhouses: Low profile and highly landscaped edge of the existing Penrhyn Close townhouses on the edge of the Village Centre; another example of townhouses with a central common; and finally, highly articulated townhouses with robust detailing and front garages.



Residential Duplexes: Low profile traditional single-family housing look (big residence or two attached residences) that are well detailed with wood, earth tones, and with separate entries.

Goals Re-Vision

The Advisory Committee and Cadboro Bay Residents Association (CBRA) continued to work on refining their vision/goals as part of the Local Area Plan Update process and submitted its refined draft following the Community Workshop Charrette on November 29, 2018. Each of the Cadboro Bay “vision statements” has an accompanying objective that is a basis for program-project action items in plan implementation. These goals further expand on the earlier simple vision statement of the June Village Design Charrette.

Retain the unique character of the village

Objective: Retain the Village character and form as something that is unique and that the community values.

Be more welcoming to cyclists and pedestrians

Objective: Foster and maintain stronger and safer pedestrian and bicycle connections as a priority in the community.

Diversify transportation links

Objective: Facilitate improved wayfinding, connectivity in, to, and from the neighbourhood including provision of alternative transportation opportunities.

Enhance the village as the heart of the community

Objective: Maintain and enhance the village core as the heart of the Cadboro Bay community, including Cadboro Bay Road between Sinclair Road, Penrhyn Street, and Gyro Park.

Plan for sea level rise

Objective: Assure that climate change and the potential of sea level rise are recognized and accounted for in all development considerations to the east of the village.

Provide village housing forms suitable for all ages

Objective: Facilitate a diversity of housing forms in and near the village area, including low scale apartments, townhouses, and garden suites specifically designed and priced to offer opportunities to house the aging and young families while retaining the existing neighbourhood character.

Enhance Gyro Park as a natural wetland, as a place of environmental learning, and as a place to gather and picnic

Objective: Continue to pursue Gyro Park environmental design enhancements, including integration of stormwater management and environmental education with a naturalized wetland and consideration of non-obtrusive food concession(s) or a restaurant along the periphery of the park.

Recognize First Nations culture and history

Objective: Continue recognition of First Nations culture and history within Gyro Park enhancements and village improvements.

Green the village and surrounding streets

Objective: Undertake additional greening of the village and surrounding areas by adding street trees, green spaces, and retaining existing trees.

Ensure new building is in harmony with the village scale, viewscales, and character as a convenient and memorable meeting place

Objective: Reflect the unique features of the Village in any new development, including scale that is consistent with present development, retention of viewscales, and convenient access as well as convenient and memorable meeting places.

Make it easier and safer to walk and cycle to and from the University of Victoria

Objective: Prioritize improvements to pedestrian and bicycle use of Sinclair Road west of Cadboro Bay Road up to the University of Victoria.

Planning and Design Principles

The planning and design discussions during the November workshops reinforced the principles developed in the earlier Charrette held in June focusing on the Village Centre that included *context sensitivity, fit, connections, safety, nature, sustainability, and resilience*. The following principles are more location specific and expand on the earlier principles to include housing and land use in the surrounding Village Neighbourhood, the Queenwood Neighbourhood and the Ten Mile Point Neighbourhood.

Housing Diversity Focus: Focus redevelopment in the Village Centre and in the Village Neighbourhood while maintaining the large lot semi-rural character in the Queenswood and Ten Mile Point Neighbourhoods.

Housing Type: Limit the type and use of buildings depending on location with the Village Centre having the highest form and mixed use, the Village Neighbourhood multiple building types, and the Queenswood and Ten Mile point neighbourhoods limited to large lot single-family residential units.

Village Neighbourhood Infill Locations: Encourage redevelopment of single-family lots into smaller unit subdivisions and multiple-family units only when the proposed building form and lot redevelopment integrates well with the current neighbourhood character, subject to rezoning and fulfilling Village Neighbourhood land use and urban design policies.

Village Centre Building Form and Character: Create limits to height in the Village Centre on a lot by lot basis with specific provisions for step-backs of building height, form, and public realm/amenity improvements.

Climate Change Adaptation: Consider sea level rise and associated soil conditions in reviewing any redevelopment proposal, especially in the lower parts east of the Village Centre area.

Institutional Sites: Consider housing infill development on the church sites, the Queen Alexandra, and the University of Victoria Queenswood site, where there is adequate space, tree retention, and buffer space to adjoining properties.

Parking and Access: Ensure that adequate additional parking and access is provided for redevelopment sites.

Tree Conservation: Encourage retention of trees in redevelopment so that the character of the community is retained and enhanced over time.

Dark Sky: Limit street lighting in the Queenswood and Ten Mile Point neighbourhoods to retain the existing semi-rural character of the areas.

Sidewalks: Limit sidewalk additions in the Queenswood and Ten Mile Point neighbourhoods to locations where traffic volume and safety necessitate such improvements.

Linked Green Spaces and Views: Improve park links and retain public views of the waterfront through the provision of pathways, improved sidewalks, and appropriate site planning.

Housing and Land Use Concept

The accompanying Housing and Land Use Concept (Figure 1) includes the Village Centre as well as the Village, Queenswood, and Ten Mile Point neighbourhoods.

Village Centre

- The Village Centre will be the core of the community and retain its function as the focus of retail and services. It will expand its housing as a component of redevelopment in the medium and longer term while maintaining its unique and small-scale local-based business character.
- The small scale mixed use form, with step-backs of building form on the upper storeys, will help blend appropriate form with additional smaller housing units for seniors and singles close to services. The first floor will be dedicated to commercial uses with residential units above. The Village will transition in height along the edges to ensure a gradual transition to the surrounding neighbourhood.
- The associated public realm and functional improvements of Cadboro Bay Road, Sinclair Road, and Penrhyn Street over time will enhance the safety, parking, amenity, views, and walking/bike lane connections (bike lanes on Sinclair and Cadboro Bay Roads) to the waterfront and the surrounding neighbourhoods.

The Village Neighbourhood

- The area to the north and west of the Village Centre provides the opportunity, subject to rezoning, of infill development of a variety of different smaller single-family and multiple-family residential units. These units shall follow land use policies and design guidelines that require appropriate integration into the existing neighbourhood character as part of an expanded Development Permit Area. These units could include duplexes, triplexes, fourplexes, and townhouses. The setbacks, height, form, materials, and colours will be directed by specific land use policies and design guideline to help ensure their compatibility with the existing single-family housing character so it is a “gentle” intensification that improves the diversity and choice of housing within walking distance of the Village Centre. The addition of secondary suites and garden suites, under specific regulations, throughout the Cadboro Bay area will further enrich the rental housing alternatives.
- The church sites in the neighbourhood are possible candidates for infill housing development – extending on current seniors housing on the St. George’s Church site or providing new housing for seniors and others.
- The current parks and elementary school connections within the neighbourhood should be improved. These include crosswalks, proper lighting, and sidewalks between the Arbutus Centre for Children, Frank Hobbs Elementary School, Gyro Park, Maynard Park, Goward House, and Haro Woods Park as part of a larger “Greenways” network plan.
- The south area of the Village Neighbourhood, south of Sinclair Road, will maintain its current lot size and single-family character as its layout and topography is not easily adaptable to infill of more compact housing.

Queenwood and Ten Mile Point

- These two neighbourhoods will retain their current large-lot semi-rural character. As in the other areas, garden suites will be permitted under specific guidelines but no infill housing will be permitted. Retention of trees, views, and street design will all contribute to the continuing unique feel of Queenswood and Ten Mile Point.
- Limited street improvements including sidewalks and street lighting will only be implemented where safety and traffic volume necessitate further interventions. Parks and waterfront connections will be improved while respecting privacy and the natural landscape.
- The larger institutional uses of the Queen Alexandra Centre and the University of Victoria Queenswood lands could encourage further housing infill but with careful site planning to retain trees, and edge buffers for adjoining neighbours. These considerations will require a community engagement process to ensure that any redevelopment is compatible with neighbours and the community.
- The following Housing and Land Use Concept illustrates proposed land uses and buildings heights. The Development Permit Area (DPA) boundary has been expanded as a result of feedback from the community and the analysis that the future of more compact housing should be in the Village Centre and Village Neighbourhood within walking distance of services.

Figure 1 - November workshop charrette land use and housing concept illustration

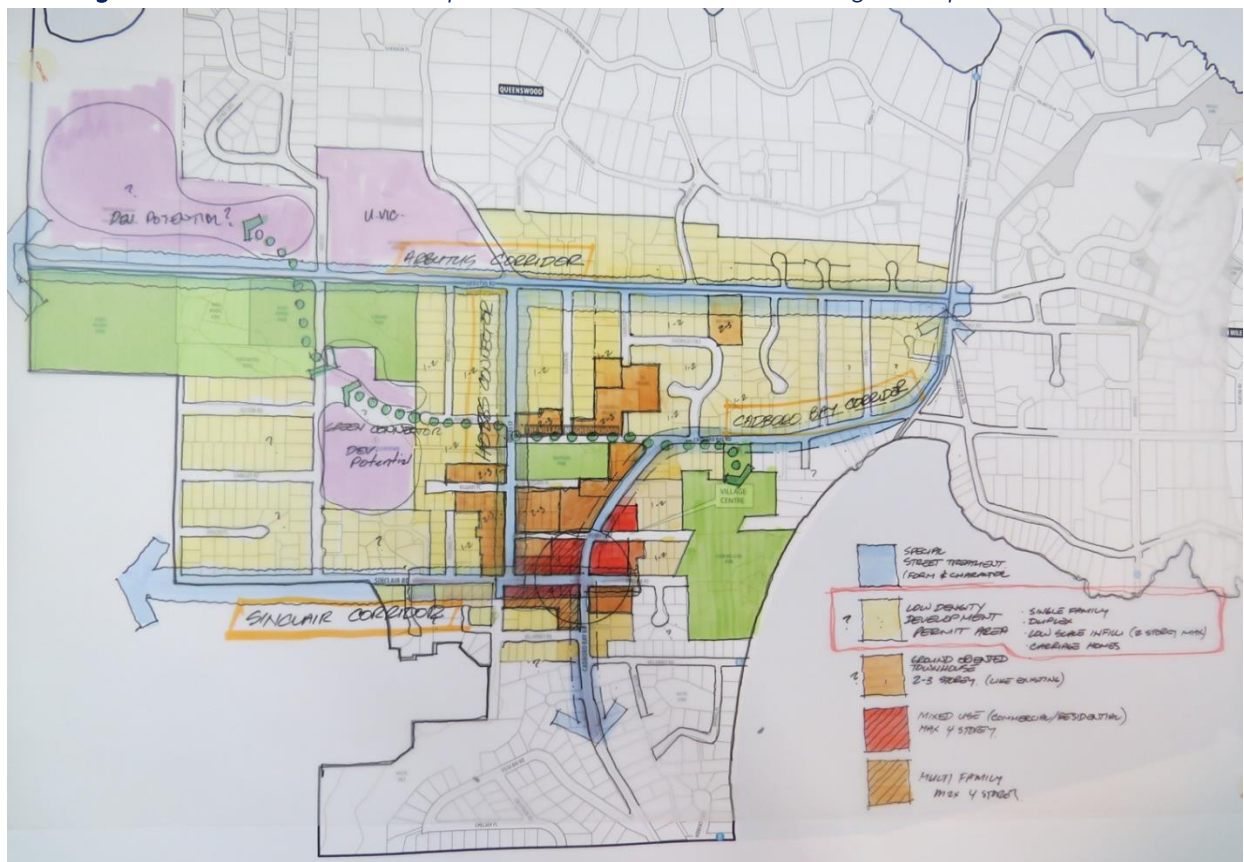
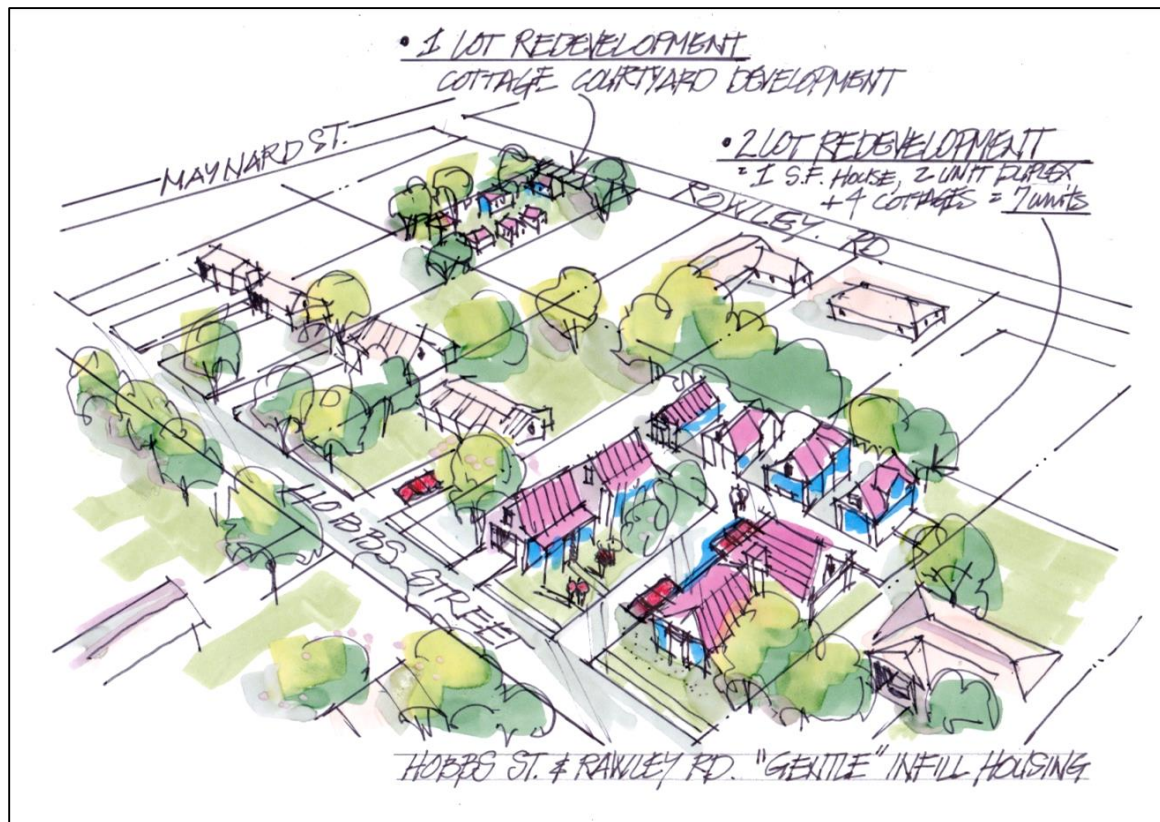
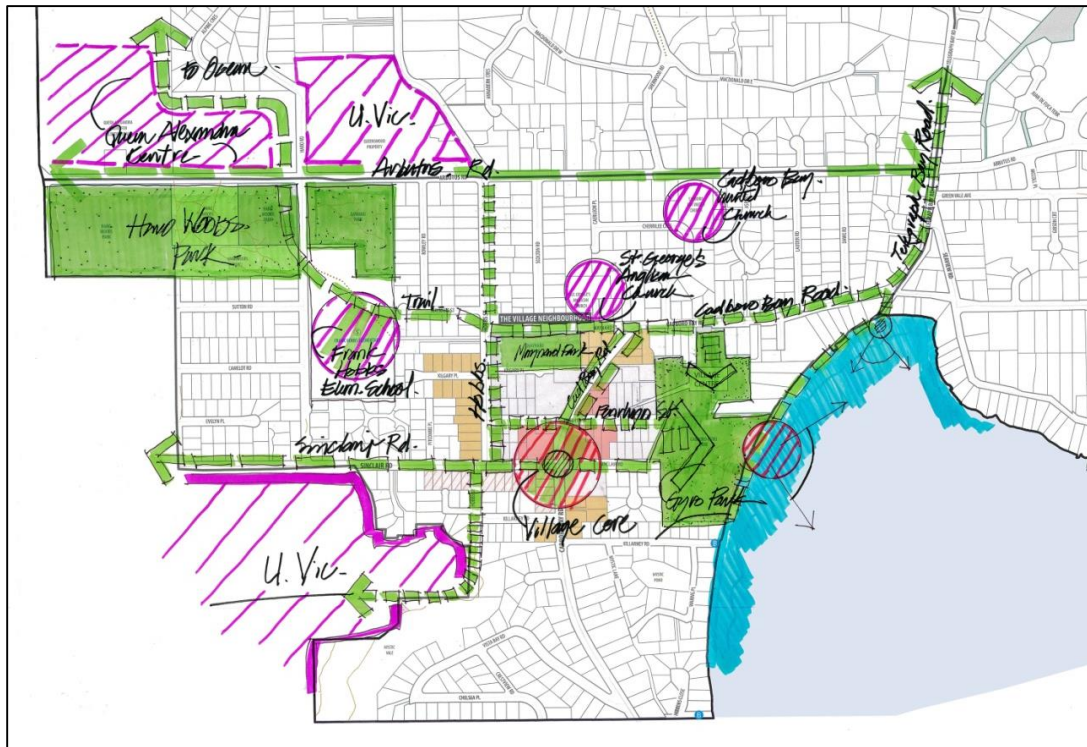


Figure 2: Workshop Charrette Concept for “gentle” Infill housing concept on Hobbs Street



Exploring Gentle Infill Possibilities: The above two sketches (Figure 2) from the workshop charrette illustrate the potential for “gentle” infill on Hobbs Street. This example case study assumes that two lots are redeveloped to allow seven new units consisting of one single-family unit, one duplex, and four smaller “cottage” homes to the rear of the lot. The street character is retained, while additional smaller housing is provided. Off-street parking is always a challenge in these cases and maybe the number of units could be reduced in favour of more space for parking or, alternatively, the parking requirement may possibly be relaxed in favour of more garden space.

Figure 3: Workshop Charrette Concept to better connect the Village Neighbourhood



Making Better Connections: The Workshop Charrette connections concept (Figure 3 above and the accompanying photos) reflect the strong community direction to improve connections in the community. These connections include local parks, churches, Frank Hobbs elementary school, Goward Park, Haro Woods Park, Gyro Park and the waterfront. These safe connections will increase walking and cycling in the community.

Natural Areas & Community Amenities Workshop

January 26, 2019

Process Summary

More than 55 community members participated in the workshop that was held on Saturday January, 26, 2019 at Goward House. Similarly to previous engagement events, this staff-lead workshop included an open house with interactive community mapping, a display with community survey results and base information on the environment, parks and climate change. All of the ideas and comments received from participants at the workshop is included in the report appendices. This information will be used to help update Cadboro Bay Local Area Plan (LAP) policy content and mapping.

Open House

The open house provided an opportunity for the public to meet with Saanich Planning, Environmental Services, Parks and Sustainability staff, and view display boards with base information and community survey results. This included information related to watersheds, environmentally sensitive areas, parks and community facilities, as well as information on the Urban Forest Strategy, tree protection, the Pulling Together Volunteer Program, sustainability considerations including sea level rise, greenhouse gas emissions, energy and sustainable transportation. The open house allowed people to drop-in at their leisure and included giving participants the opportunity to engage in community mapping and filling out individual comment sheets even if they were unable to stay for the entire workshop. The display boards were also made available in a Virtual Open House on the project website for those unable to attend or who wish to see the information a second time.

Natural Areas & Community Amenities Workshop

Table discussions at the workshop looked at natural areas and community amenities in all areas of Cadboro Bay, recognizing that previous workshop charrettes addressed, in large part, the Village area, housing land use, and transportation aspects. The workshop table exercises were designed to enable participants to share their experience and local knowledge by looking at the importance of various natural areas, exploring shoreline considerations and best practices, and considering improvements to recreation networks and access.

The workshop started with an opening presentation by Saanich staff which provided an overview of the evening's workshop agenda, and shared information from recent work and works-in-progress:

- **Saanich Sustainability** talked about *Our Ecosystem in a Changing Climate*, which included the Saanich vision and the work currently in progress to update the Climate Plan - 100% Renewable & Resilient Saanich. The presentation looked at local climate change projections, and how the ecosystem will and may be affected.
- **Saanich Parks** provided some quick facts on local parks, beach accesses and community amenities. Staff highlighted recently completed projects at Gyro Park and the Haro Woods Management Plan which was approved in 2018, as well as the Urban Forest Strategy and Tree

Protection Bylaw. Upcoming Parks projects include replacing the tennis courts at Gyro Park, trail improvements at Phyllis Park, and implementation of the Haro Woods Management Plan, including trail improvements, signage and Finnerty Creek restoration works.

- **Saanich Environmental Services** shared some interesting natural history facts about Cadboro Bay, ranging from watersheds, the migratory bird sanctuary, Ten Mile Ecological Reserve, and the incredible flora and fauna in the area, such as old growth forest in Mystic Vale, bald eagles, and some of the known rare and endangered plants. Participants were invited to share some of their favourite local areas and environmental features.

To view the full presentation slides, visit saanich.ca/cadboro

Approximately 55-58 community members took part in 7 small group table discussions which were facilitated by Advisor Committee volunteers and Saanich staff. The discussions covered natural areas and considerations in the Village Neighbourhood, Queenswood Neighbourhood, and Ten Mile Point Neighbourhood. Each table included an exercise handout and the most recent mapping with data from provincial, federal and municipal sources. The evening workshop culminated with each table presenting their key highlights to the larger group. The presentation summary notes, ideas, and feedback from the workshop are included in the report appendices.

Summary of Public Input:

Workshop discussion focused on three topics: natural areas, shorelines and recreation networks. Summarised below are the key themes of the discussions.

1. Natural Areas

Places that are were identified as important

- All natural areas and natural viewsapes
- Beaches and beach access
- Mystic Vale
- Mystic Pond
- Walking trails
- Gyro park (adaptation plan needed to address flooding and impacts from climate change)
- Protect trees and tree canopy
- Habitat restoration (need to encourage on private property)
- Knudson and Phyllis park
- Protect trees, need EDPA in neighbourhoods
- Keep semi-rural areas to protect natural areas, maintain LAP designation
- Preserve forest undergrowth on private property in Queenswood
- Address dog issue at Gyro park

Why are these places important?

- Protect trees and nature in neighbourhoods
- Enjoyment, recreation, health and well-being
- Culturally and environmentally interrelated
- Special unique areas to Cadboro Bay
- If lost irreplaceable
- Wildlife corridor

2. Shoreline

- Keep shoreline natural
- Public access is very good, maintain what we have
- Natural trails, no asphalt or paving blocks
- Make all beach accesses more visible publicly (new owners often ignore or block public access)
- Balance needs, keep natural look
- Covenant areas to protect natural areas
- Many public access ways are unmarked
- Institutional trails to connect to public trail system
- Protect shoreline
- Increase setbacks to address climate change
- need more rules re; blasting on shoreline
- split rail fencing between private/public land
- Green shores program through Uvic
- Need coastal plan to protect the shoreline

3. Recreation Networks

Key destinations:

- Beach
- Haro Woods
- Gyro Park
- Mystic Vale
- Mystic Pond
- Telegraph Cove
- Phyllis Park
- Queen Alexandra
- All

Connections:

- Make walking connections a priority
- Potential at Shannon Place through Uvic property
- Existing right of ways and street trails
- Need better connection of existing trails
- Less hardscaping and more natural treatment

Network improvements:

- Improve Tudor Avenue for safe walking
- Enclosed dog areas
- Reduce speed on Tudor, Arbutus and Cadboro Bay Roads
- Crosswalks at Hibbens and key intersections

Public access improvements:

- Locheaven to beach
- Make official trails on right-of-way
- Add more public access to beach
- Give priority to public beach access

- Easements for public access in new development for pedestrian pathways
- Identify safe alternative walking routes
- Add to trail network

4. Other considerations noted:

- Issue: new owners unaware of heritage register and public beach access
- Respect natural legacy and gifts
- Wildlife needs corridors
- More wetlands
- Increase tree canopy
- Make parts of Gyro Park a buffer system for sea level rise
- Sewage pump system at end of Penrhyn
- Protect Uvic Queenswood
- Look at greenspace on Institutional lands
- Proper sidewalks in village
- Address Sinclair Road
- Formalize agreement with Uvic regarding Mystic Vale, needs to be legally preserved.
- Attenuation tank
- Address climate change

Natural Areas & Community Amenity Workshop table discussion and mapping



To view all the comments and feedback received at the workshop, see the report Appendix.

Transportation Workshop

February 26, 2019

Process Summary

More than 45 community members participated in the Transportation Workshop on Tuesday, February, 26, 2019 at Goward House. Similarly to previous engagement activities, the staff lead workshop included an open house with interactive community mapping and display with community survey results and information from the Active Transportation Plan including long-term cycling and pedestrian networks. All the ideas and comments received at the workshop are included in the report appendix. This information will be used to help update Local Area Plan (LAP) policy content and mapping.

Open House

The open house provided an opportunity to meet with Saanich planning and transportation staff, view display boards with base information, active transportation data and community survey results. The open house allowed people to drop-in at their leisure and included community mapping and individual comment sheets for those unable to stay for the entire workshop. The display boards were made available on the project website for those unable to attend or who wish to see the information a second time.

Transportation Workshop

This was a very dynamic workshop that saw the young & the younger at heart, engaged in table conversation, sharing experiences and ideas for future improvements. Using a previously proved workshop format involving participants in small group discussion and hands-on activity, this workshop focused on transportation aspects. Table participants explored priorities for Sinclair Road and Cadboro Bay Road in the village area. They were encourage to further explore their ideas using “Street Visioning Cards” that provided actual dimension and some local context to see how their ideas would look on the ground. The workshop also considered are-wide walking and cycling connections/routes, transit improvements and other considerations as part of the Local Area Plan (LAP) update.

The workshop included presentations by Saanich and BC Transit staff providing an overview of the workshop program and sharing from recent work and work-in-progress.

- **Saanich Transportation** provided an overview of the services provided by the municipality, the transportation network, data collection and capital improvements planning. Sharing information about the recently adopted Active Transportation Plan “Moving Saanich Fwd”, implementation strategies and upcoming sidewalk and bicycle network priorities in Cadboro Bay.
- **BC Transit** gave an overview of the *Transit Future Plan* and provided an update on their planning process currently underway for Local Area Transit Plans aimed at improving transit service connections. Noting that the south portion of Cadboro Bay is part of the Jubilee Local Area Transit Plan. Workshop participants were encourage to share their ideas on how transit could be improved and invited to participate in the BC Transit open house.

To see the presentation slides visit saanich.ca/cadboro

The workshop included 7 table groups of 6-8 participants involved in discussions facilitated by Advisor Committee volunteers and Saanich staff. Each table included the same exercise material, street visioning cards and base maps. The evening workshop culminated with each of the seven tables presenting their key highlights to the larger group. All the notes and feedback comments from the workshop is included in the appendices of this report.

Summary of Public Input:

Workshop discussion focused on four topics: Sinclair Road priorities, Cadboro Bay Road priorities on section in the village, walking and cycling connections and transit considerations. Summarised below are the key themes of the discussions.

1. Sinclair Road priorities:

1. Wider sidewalks with separate bike facilities
2. Keep existing trees
3. New trees
4. Boulevard space

Noted:

- Controlled pedestrian crossing at Hobbs and Clarondon
- Priority for Sinclair : safety and aesthetics (needs special treatment)
- Look at different design solutions for 20m & 30m ROW
- Parking at the bottom of Sinclair near village
- Widen Sinclair to include gravel areas
- Different treatment for bikes on slope/ Sinclair is not a good route for bikes dangerous sight lines
- Consider young families and children route to schools
- Road widening as part of re-zoning on Sinclair
- Keep mature trees
- Pedestrians much greater priority

Special considerations:

- Sinclair and Cadboro Bay Road
- Sinclair between Haro & Pitcombe (steepest section)
- Sinclair and Hobbs pedestrian crossing
- Steep section: burry hydro lines
- Culverts for ditches on upper residential side
- Funicular railway alternative
- No shared multi-use path on Sinclair
- Turn land roundabout at top of Sinclair
- Private property transition “utility and green”

Top 3 Priorities:

1. Safety: separate modes of transportation
2. Sidewalks and pedestrian crossings
3. Aesthetics, trees and beauty

2. Cadboro Bay Road priorities:

1. Enhanced streetscape with continuous sidewalk
2. Crosswalk
3. Protection of trees
4. Public plaza, open space
5. Parking behind new buildings

Noted:

- Turning Cadboro Bay road into a plaza and Hobbs into Main Drag
- Sidewalks to be wheelchair accessible is important
- Public parking in new buildings
- No bollards
- Have main transit route via Sinclair to UVic
- Make village more pedestrian
- Tree retention and addition of new trees

3. Walking & cycling connections/routes:

The Village Neighbourhood

- Connector walking Warning to Killarney
- Cadboro Bay beach access from Seacroft
- Cadboro bay at Telegraph Bay beach access – crossing needed
- Mid-block connection behind peppers (make it more attractive)
- Area near Arbutus Middle School through Hobbs to Village/Gyro Park (popular)
- Improvement sat Haro Road, pedestrian cross light at Arbutus
- Formalize pedestrian connection at church, is this a pedestrian trail?
- Seaview & Tudor at corner and Telegraph Bay – vehicle speed
- Sidewalks connecting to bus stops
- Penrhyn to Sinclair and to Maynard park

Queenswood

- Improve safety on Arbutus for all users
- Traffic calming
- Beach access crossing
- Sidewalk Haro and Arbutus to beach

Ten Mile Point

- Safety on Tudor – lower speed, traffic calming
- Pedestrian pathway no sidewalks – on one side
- Seapoint connection

4. Transit

- Vehicle/transit re-route in Village “Pedestrian Only”
- Mini-bus/shuttle down Tudor at rush hour using Arbutus/Tudor fire access to make a loop
- Regional connectivity through UVic/University Heights
- Fixed or on-demand service
- 2 times a day small bus route morning/afternoon
- Improve connection to UVic
- Improve seating options
- Digitize bus route stops

Other considerations:

- Small busses
- Improve software for arrival times
- Localized design interventions vs. corridor improvements
- Change access to gas station at Penrhyn as exit only

Transportation Workshop discussion and “street visioning”



To view all the ideas and comments received as part of the workshop, see the report Appendix.



saanich.ca/cadboro

May 2019

APPENDIX

COMMUNITY INPUT

A. Village Design Charrette - June 19-20, 2018

1. Design Charrette Design Brief
2. Open House - "The Good, the Bad, the Ugly and the Heart"
3. Open House - Village Health Questionnaire Results
4. Open House - Community Mapping
5. Community Workshop Table 1-10
6. Individual Comment Sheet Feedback - Day 1
7. Final Charrette Presentation Comment Sheet Feedback - Day 2
8. Cadboro Bay Student Community Mapping - March 2018

B. Housing & Land Use Workshop Charrette - November 27-28, 2018

1. Workshop Table 1-10 notes on Map
2. Workshop Exercise Summary Noted Ideas
3. Individual Comment Sheets - Day 1
4. Open House Interactive Board Comments
5. Workshop Charrette Final Presentation Notes
6. Workshop Charrette Final Presentation Individual Comments - Day 2

C. Natural Areas & Community Amenities Workshop - January 26, 2019

1. Workshop Table Presentation Notes
2. Workshop Table 2-7 Exercise Notes
3. Workshop Table Map Notes
4. Individual Comment Sheets

D. Transportation Workshop - February 26, 2019

1. Workshop Table 1-7 Exercise Summary
2. Workshop Table Presentation Notes
3. Open House Community Mapping
4. Individual Comment Sheets

A.

VILLAGE DESIGN CHARRETTE

JUNE 2018

1. Design Charrette Design Brief
2. Open House - "*The Good, the Bad, the Ugly and the Heart*"
3. Open House - *Village Health Questionnaire Results*
4. Open House - *Community Mapping*
5. Community Workshop Table 1-10
6. Individual Comment Sheet Feedback Day 1
7. Final Charrette Presentation Comment Sheet Feedback Day 2
8. Cadboro Bay Student Community Mapping - March 2018

Design Brief

Cadboro Bay Village Design Charrette

June 19 & 20, 2018



District of Saanich in association with MVH Urban Planning & Design



MVH Urban Planning
& Design Inc.

saanich.ca/cadboro

Saanich

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Come join us for two days of active place keeping and place making on **June 19 and 20, 2018** in Cadboro Bay Village

The Village Design Charrette is an invitation to the community to get involved and make a difference by helping to shape the future of Cadboro Bay Village.

On Tuesday afternoon, June 19 from 1:30 to 3:00 pm the community is invited to take part in a **Walkabout (meet at Olive Olio's)**; or join us at a community **Design-A-Thon** from 5:00 to 9:30 pm at Goward House.

The following day, Wednesday June 20, please come join us at the **Presentation and Discussion** at 5:30 to 7:00 pm to see what is emerging as ideas and future directions.

1.0 INTRODUCTION

1.1 Welcome and Purpose of the Design Brief

Welcome to the Cadboro Bay Village Design Charrette! We are looking forward to an exciting and engaging two days - taking an active part in shaping the future of this great waterfront community. The outcomes of this Design Charrette will help shape the Cadboro Bay Village component of the Cadboro Bay Local Area Plan update. Specifically, the Design Charrette will consider refinements and additions to the policies and development permit guidelines within the Local Area Plan (LAP) Update, currently under review.

The word “Charrette” is used to describe an intense design and planning session involving a number of experts and community members to generate creative ideas for a complex problem. This Cadboro Bay Village Design Charrette will last two days, involving a number of collaborative design and stakeholder input opportunities.

The purpose of the Charrette Design Brief is to:

1. **Explain the Charrette Structure:** Introduce the Charrette purpose, objectives, and detailed agenda, and
2. **Provide Design and Planning Direction:** Provide goals, deliverables and background information to help direct the design and planning process over the two days.

We apologize in advance for any errors in accuracy or interpretation. Our hope is that the opinions expressed are fairly represented and provide fuel for the dialogue that should follow in the Charrette.

Please join us for two exciting days and thank you for participating!

On behalf of the District of Saanich and the MVH Cadboro Bay Village Charrette Team,



Silvia Exposito, MCIP, RPP, AICP
Cadboro Bay Local Area Plan Update, Project Manager
District of Saanich

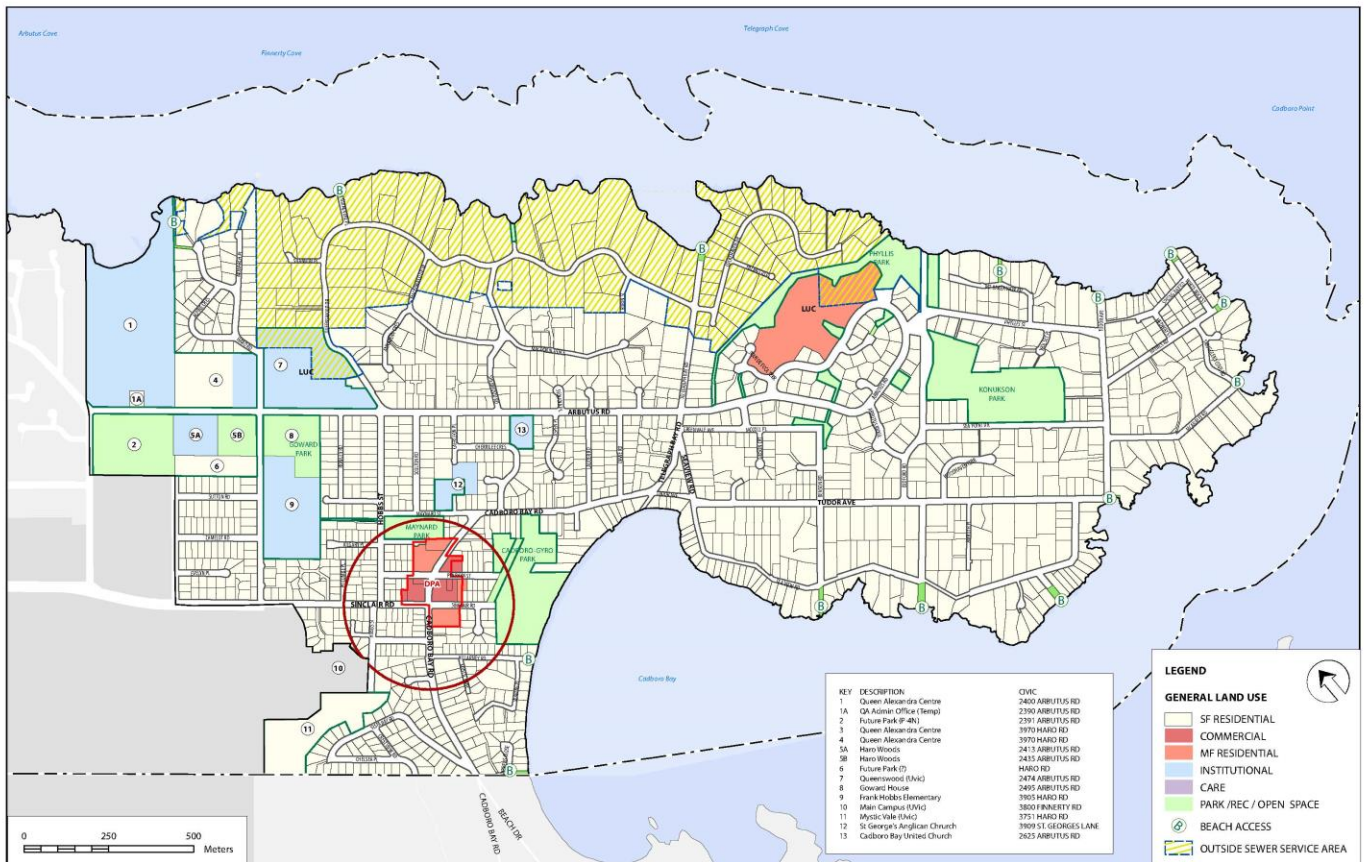
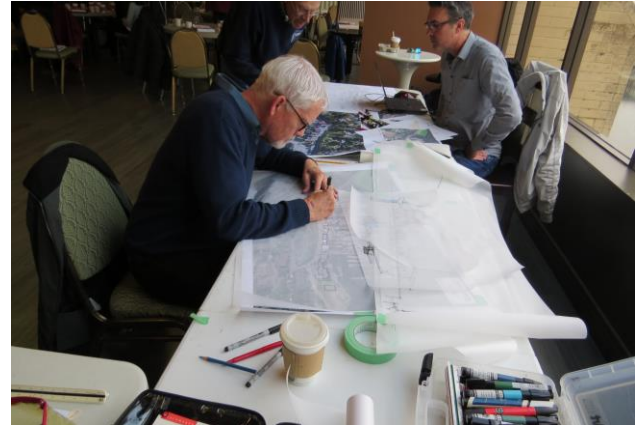


Michael von Hausen, FCIP, RPP, CSLA, LEEP AP
President, MVH Urban Planning & Design Inc.
Adjunct Professor, Simon Fraser University
Adjunct Professor, Vancouver Island University

1.2 Agenda and Organization

The Charrette Team

- Project Manager, Cadboro Bay LAP Update - Silvia Exposito
- Lead Facilitator, Planner, and Urban Designer - Michael von Hausen
- Urban Designer/Illustrator - Cal Srigley
- Landscape Architect - Kim Perry
- MVH Urban Planning & Design Inc. support staff
- District of Saanich Staff: support community workshops and final presentation



Charrette Detailed Agenda

Day 1: Tuesday, June 19, 2018

- AM** Discussion with core staff, and **Village Core Walkabout**
- 12:00 pm** Staff meeting to go over agenda, mapping requirements, support scanning, and facilities; assign tasks to support for evening.
- 1:30 pm** **Community Walkabout and Design Discussion**
Walkabout with charrette participants; review site analysis and possible further big design and planning ideas (meet in front of Olive Olio's at the corner of Cadboro Bay Road and Penrhyn).



- 3:00 pm** Design and planning at workshop area
- 5:00 pm** Cadboro Bay Village Design-A-Thon at Goward House, 2495 Arbutus Road in two parts: Open House (A) and Community Workshop (B)

A. Open House: 5:00 pm to 6:30 pm

Open to all and casual: there will be 3 exercises or stations including:

1. **Community Mapping:** Map the good, the bad and the ugly.



2. **VHATA Tool:** Determine how healthy your Village really is! Fill out a survey that has 20 indicators that test the Village Health. Compare and contrast results with other community members. **Let the discussions begin!**



3. **Planning and Design Ideas:** Explore several ideas following four themes working with an illustrator or visualize your idea with drawing tools:

- a) Public spaces: safe and exciting
- b) Streets Alive
- c) Village Core
- d) Good future development



B. Community Workshop: 6:30 pm to 9:30 pm

Registration is required to join a discussion table:

6:30 pm: Registration

6:45 pm: Welcome, introductions, and instructions for the evening

7:00 pm: Participants discuss two themes, 45 minutes each (one assigned theme and one to be chosen by the group)

Each table: select a timer, recorder, and presenter

Five Theme Area Design Working Tables: Visualize Your Ideas!

Parks and Open Space - Questions: (15 minutes each)

- What connections are missing?
- How do we improve the green space?
- What is needed?

Getting Around - Questions: (15 minutes each)

- How can walking and biking be improved?
- How can we improve access and parking?
- What is needed?

Land Use and Future Development - Questions: (15 minutes each)

- What are the character features?
- What is the height and density that fits?
- Do we need more housing types and land uses?

Streetscape - Questions: (15 minutes each)

- How can we improve the streets?
- What about pedestrians and bicyclists improvements?
- How can the building engage the street better?

Village Core - Questions: (15 minutes each)

- What is great about the Village?
- What is missing?
- How can we make even more special as the heart of the community?



8:30 pm: Pin-up gallery and results discussion

9:15 pm: Summary and next steps

9:30 pm: Workshop adjourns

Expected Outcomes:

- Residences and businesses have an opportunity to contribute to **specific vitalization design ideas**.
- Additions and refinements to key policy directions and development permit guidelines.

Day 2: Wednesday, June 20, 2018

AM: Team presentation story board and key components

PM: Design team story refinement and presentation preparation

9:00 -10:00 am **Debrief with Saanich Staff and Community Advisory Committee**

5:00 pm **Public Presentation and Discussion**

5:15 pm registration

5:30 pm presentation: presentation will be one hour

6:30 pm community discussion; open discussion on ideas and directions, next steps with a **comment sheet** that has guests comment on:

1. What did they like;
2. Areas of improvement;
3. Other suggestions.

7:00 pm **Adjournment**

Expected Outcomes:

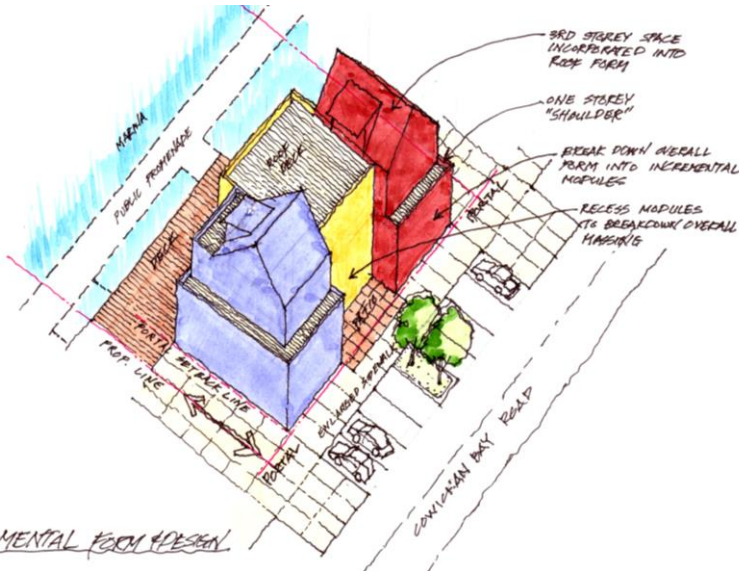
1. Plans, sections, perspective sketches, and inspirational drawings
2. Refinement of key policy and development permit guideline refinements.
3. Summary of what we heard
4. PowerPoint presentation for Website



1.3 Charrette Objectives

The Cadboro Bay Village Design Charrette is a component of the Cadboro Bay Local Area Plan update. The objectives of the charrette process include:

- Reflect the Local Area Plan Update Terms of Reference, assess ways to implement Official Community Plan (OCP) goals which provide guidance for Centres and Villages (see OCP policy 4.2.3.1 on next page)
- **Clarify the issues and opportunities** associated with the development of Cadboro Bay Village in the short, medium, and long term;
- **Review and clarify stakeholder and tenant needs and objectives** within the context of the larger context and the Village itself;
- **Determine the potential improvements of Cadboro Bay Road** and associated pedestrian, bicycle and parking strategies that will improve safety and access.
- **Examine the collective development potential** of the specific site area and adjoining lands and adjoining parks for residential, commercial, institutional, recreational and other appropriate uses;
- **Determine the optimum uses** for the various sites, and the associated requirements for transportation and other servicing support for such development; and
- **Develop site planning and urban design directives** for future development within a sustainable/green framework/ net zero carbon 2050 that balances economic, social, and ecological objectives.



MAIN STREET PARKING PATIO OPTION.

- Elevation: N/S MWH/O.
- SEASONAL OPTION
 - CREATES PEDESTRIAN PRIORITY
 - ACTIVATES STREET & PROGRAMMING



OCP Policy 4.2.3.1

Support developments in “Centres” and “Villages” that:

- Encourage diversity of lifestyle, housing, economic, and cultural opportunities;
- Concentrate the greatest densities of residential and employment activity near the centre or focal area of each Centre/Village and locate lower densities and building heights near the periphery;
- Provide publicly accessible open space that complements the public realm, and create identifiable focal points within each Centre/Village;
- Sets aside land for public open space in the form of natural areas, parks, playgrounds, open air plazas and other assembly and activity spaces;
- Protect and encourage traditional “main street” streetscapes;
- Encourage the integration of residential, commercial, and public land uses both within buildings and between adjacent sites;
- Complement and integrate new development with adjacent existing development;
- Provide for a range of housing options by location, type, price and tenure;
- Support the integration of institutional uses as community focal points to maximize opportunities for accessing essential amenities and services;
- Integrate and support the use of alternative transportation;
- Account for and mitigate through traffic on major streets and collectors roads;
- Result in reduced energy use, net energy generation and reduced Greenhouse Gas emissions; and
- Create or enhance the node’s unique “sense of place”

1.4 Deliverables

The *PowerPoint Presentation* can be added to the District of Saanich website immediately following Charrette that will include:

1. Summary of what we heard from the public and key stakeholders
2. Vision, Principles, and Goals
3. Land Use/Urban Design Plan;
4. Parking strategies and management
5. Plan Features Areas that may include:
 - Infill Building potential and seamless demonstration;
 - Streetscape improvement
 - Design Guide and special features
6. Preliminary now, short and medium actions including pilot projects

2.0 DESIGN FRAMEWORK (DRAFT ONLY: to be refined through the process)

2.1 Vision: Conserve the unique identity of Cadboro Bay Village while improving the quality of life, prosperity, safety, environment, and resilience for residents, businesses, and visitors.

2.2 Goals

- Improve safety, access, and unique businesses
- Protect character, integrity, and authenticity
- Celebrate village history and traditions
- Promote craftsmanship and environmental stewardship
- Create directed opportunities for redevelopment
- Engage residents, visitors and businesses in realizing the village plan

2.3 Principles

- Character retention and enhancement
- Innovation and creativity
- Sustainable framework for buildings and pedestrian orientation
- Environmental stewardship
- Social integration
- Economic prosperity and resilience

2.4 3C Strategy

- Connect the various parts of the Village by foot and bicycle
- Concentrate improvements where the pedestrians and visitors are first
- Complement the existing character, form and structure of the village

2.5 Village Boundaries and Character Areas

(Idea only especially if the boundaries are expanded for increased density and transition areas are included)

- Village Centre: The central business, tourism and culture area
- Village South: Residential, park, recreational, and environmental area
- Village West: Residentialtransition to UVic
- Village East: Residential
- Village North: Residential

2.6 village Transition Areas

2.7 Potential Explorations

- Village Transformation to enhanced Village Main Street
- Places and Destinations
- Mobility: Moving people not cars
- Public Washrooms and Comfort stations
- Wayfinding features or markers
- Community Centre and Cultural Precinct
- Village Walkway and Village Trail Network (greenways and blueways)
- New Development: Invisible Infill, other development and land uses
- Unique design streetscape elements
- Unique Design Guide for authenticity and grit, including: signage, lighting, details, materials, form and massing, colour, murals and public art

Cadboro Bay Local Area Plan - Village Design Charrette

Open House - June 19, 2018

The Good, the Bad, the Ugly and the Heart - Exercise

Good

- Peppers is great- locally owned, fresh food, quality and variety
- House on corner is an old school (bunk house) - should be retained and possibly moved to the park?
- Gyro Park and Maynard Park
- Townhouses and condos in the Village – north/west of Cadboro Bay Rd. Enough south of Cadboro Bay Rd
- There is a Village centre but needs upgrading

Bad

- No plaza where people can sit/detour of cars
- Divert road going through the Village to Hobbs. Leave parking at Peppers. Take road and parking in front of Lemongrass into a plaza. Use parking behind lemongrass
- Height allowance on buildings is still too high
- No hardware stores
- No health store
- No sandwich store
- Need a breakfast/lunch restaurant
- No bakery
- No affordable housing for young families
- Parking is an issue
- Houses/ cottages are being replaced by big ugly boxes/modern

Ugly

- Building on corner is not worth saving
- Building and frontage for lemongrass is ugly
- Lack of sidewalk on north side of Cadboro Bay Rd in Village

Heart

- Pedestrian/ neighbour contact
- Friendly residents
- Vibrant with family use of Gyro

Cadboro Bay Village Health Questionnaire Results

CATEGORY	POOR	MEDIUM	SUPER
Heart: There is a clear Village central point where residents and visitors meet.			
Public Facilities and Institutional Indoor Meeting Places: There are a number of public facilities and institutions that attract residents and visitors.			
Outdoor Meeting Places: There are a number of parks, waterfront areas, trails, open spaces and, cafes/restaurants that are popular, well programmed, and designed for year-round use.			
Arts, Culture and Activity Programming: There are a rich and diverse mix of social activities in the Village on a regular basis to attract residents and visitors.			
Civic Presence: There is a strong civic presence in the Village (city hall and other civic facilities).			
Pedestrian Activity: The sidewalks are teeming with pedestrians and visitors stay in the Village for long periods of time. Routes within the Village area easily connect to the community's larger network of streets, transit routes, trails, and natural boundaries.			
Mix of Uses: There is a diverse range of stores in the Village that create a rich mix for a variety of shoppers.			
High Values, High Sales per Square Foot, Low Vacancy, and Extended Hours: Businesses are thriving with steady and balanced sales year round.			
Incentives: There are financial and other incentives to improve the properties Village			
Local First and Tourist Second - Primary Attractors: There is a prime grocery store in the Village and other uses that attract residents and visitors on a regular basis.. The market mix fits well with community demographics.			

<p>Way-finding: The Village area is easy to move around and clearly signed. Maps are prominently posted to orient visitors and easily direct them to their destinations</p>	
<p>Uniqueness and Identity: Village has a distinct character and identity that clearly represents the heart and values of the community in heritage or other features.</p>	
<p>Safety and Accessibility for Pedestrians First: The sidewalks, street crossings and sitting areas are inviting, clean, and generous with outside sitting areas, movable furniture in some cases, and outdoor patios have good solar orientation.</p>	
<p>Landmarks and Entrances: The Village is clearly identified with boundaries, gateways, landscape features, and orientation points.</p>	
<p>Parking: Village parking is clearly marked and free where appropriate with a parking program to limit duration in certain areas. Goods and services can be easily transported within loading zones in the Village area.</p>	
<p>Building Unity and Continuous Elements: The historic and authentic aspects of the architecture are clearly revealed and defined. Creative new design respects the past, acknowledges the climate, and showcases local contemporary architecture.</p>	
<p>Primary Leadership Organization: There is a strong business organization, with municipal support, that is responsible for overseeing the Village activities and development with a broad representation of business owners.</p>	
<p>Coordinator: There is a specific person who is in charge of promotion, marketing, and special event coordination in the Village.</p>	
<p>Effective Marketing: Coordinated and focused marketing efforts with measured results.</p>	
<p>Collaborative Partnerships: A sense of the combined efforts) between the public, private, and non-profit sectors in support of public realm improvements and year-round community programs and events in the Village area.</p>	

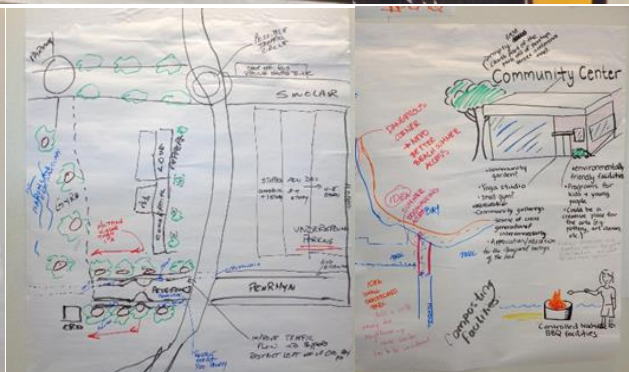
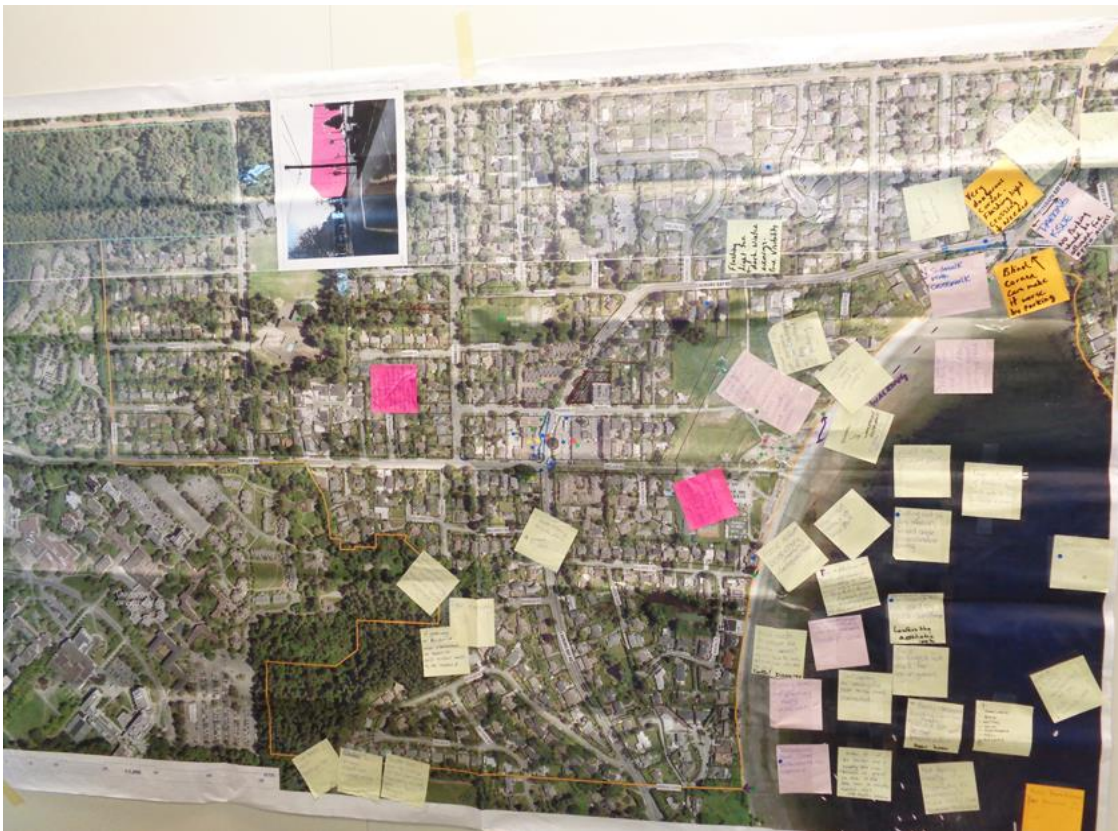
Cadboro Bay Local Area Plan - Village Design Charrette

Open House - Community Mapping - June 19, 2018

A. Large Map comments:

- Small library branch please
- Would like a water park
- Outdoor pool would be amazing!
- Waterfront restaurant
- Skateboard park for children
- Flashing pedestrian lights at crosswalks in Cadboro Bay
- Not very walkable – lack of traffic control, lack of sidewalks, north side of Cadboro Bay is very car-centric
- House height restriction (hopefully)
- Keep integrity of Cadboro Bay. Don't make it too fancy and over priced
- Insufficient parking at Gyro Park
- Pulling out of gas station, weird angle and uncomfortable when driving
- Deer issues
- Would like to see outdoor pool and skate park in bog instead of parking
- The addition of Starbucks contributes greatly to the gentle use and enjoyment of Gyro Park and beach. Tons of people pick up their drink and proceed. No extra parking needed
- Need a lunch spot with sandwiches to go
- Need a brunch spot and a deli
- Back parking lot not used for lemongrass
- Lemongrass id good, other restaurants are too expensive
- These townhouses fit in nicely with the ambiance of Penrhyn Close
- Chinese bulk clearance store is awkward. Not used by many locals. It also lowers the aesthetic look
- Still waiting for Lemongrass side to be more connected
- Not family friendly. Especially for purchasing a house. Need more affordable townhouses
- Hobbs St. at the Sinclair end is visually too wide because gravel on boulevard's. Add boulevard trees to visually narrow road
- Traffic calming
- More townhouses for families
- Grocery store and pharmacy is really convenient
- The Village needs a hardware store, bank, salon, deli, bakery, restaurant and extra retail space
- How much do people use these stores? Would like to see affordable on the go food
- Lemongrass complex is a badly designed building. Would love to see densification
- Reduce speed limit to 30km/hr on Cadboro Bay Rd.
- Need bike lanes Telegraph Bay and Arbutus
- Blind corner at Tudor and Cadboro Bay Rd

- More sidewalks and crosswalks in Cadboro Bay
- No parking should be allowed on the side of the road to access the beach on Telegraph Bay Rd
- More trees down Penrhyn St
- Penrhyn to become pedestrian access only
- Shuttle from UVic to utilize campus parking especially during schools slow season
- If greenway on Penrhyn St. then intersection at Hobbs and Sinclair needs to be improved
- Discussion on commercial or new housing should re-zoning be completed
- Frequency of bus service increased. A specific shuttle (summer especially) to and from UVic. Partner with UVic to use their empty lots



B. Ideas

- New residential buildings should all have commercial ground floor space, possibly a requirement
- Plan for a library building in the future
- We cannot stop development nor would we want to but we can decide what we retain: our parks, farmland, special places forever for everyone
- Saanich has newly started process of truth/reconciliation. Territorial acknowledgements. Maybe a statue for the Songhees. Recognition of Cadboro Bays rich cultural history(newly settled land claims)
- Community Centre in the empty field north part of the park off of Penrhyn St.
- Community centre would be a hub and gathering place and a great source of cross generational interconnectivity.
- Yoga studio/small gym
- Environmentally friendly facilities.
- Programs for kids and young people
- The community centre could be a creative place for the arts (e.g. pottery, art classes, etc.)
- Outdoor classroom to be shared by Saanich Rec, pre-schools, school board etc. Need a roof for rain and sun shelter
- A community garden
- Controlled beach side BBQ facilities
- Composting Facilities
- Need better beach summer access
- Small skateboard park(take a vote among the neighbours – noise factor has to be considered)
- An urban plaza/community meeting place with no traffic(pedestrian only)
- Affordable housing above stores?
- Trees both sides of Village road
- Speed control/ traffic calming on Cadboro Bay Rd and Hobbs and Telegraph(@the turn)
- Not affordable housing in the Village – Affordable housing elsewhere in area
- Re-work parking on west side of Village road
- More townhouses that “fit in” to the ambience of the area e.g. Penrhyn Close design
- 2-3 storey setback high end condos
- Aging in place, more choice to downsize
- Blind corner at Telegraph and Tudor Ave. Need sidewalk on south side to Dawe – safe crossing (crosswalk)
- Improve traffic flow into Peppers. Restrict left off of Cadboro Bay Rd
- Add marshland/bird sanctuary in Gyro Park with more trees as well
- Possible traffic circle at Sinclair and Cadboro Bay Rd
- Regular shuttle to UVIC

Cadboro Bay Local Area Plan - Village Design Charrette

Community Workshop June 19, 2018

(Table #1)

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Each Table received and assigned one of five themes, the group then selected a second theme of their choice. Five themes included: Parks and Open Space; Getting Around; Land Use and Development; Streetscape; and Village Core.

Time for each theme: 45 minutes to cover 3 questions, 15 minutes each question.

Comments are recorded below as written on (A) Sticky Notes posted on Map (B) Flip Chart Notes Theme 1 (C) Flip Chart Notes Theme 2

(A) Sticky Note Comments on the Map

- East-west connection within Phylis Park that connects Goward House, Haro Woods and UVic
- Community centre or community school at Frank Hobbs
- Keep walkway to Frank Hobbs
- Connectivity from UVic through Mystic Vale to Mystic Pond and to the beach
- Buy and convert house to community centre behind Olive Olio's (or build new energy efficient centre
- Pedestrian crosswalk (solar) joining Mystic Vale to Hobbs St. and Haro Woods
- A plaza within Village needed/would be nice
- Sidewalk on Northside of Sinclair providing access to Peppers etc. Better accessibility to Cadboro-Gyro Park.
- Solar crosswalks
- Community centre at Gyro Park like Windsor Pavilion
- Redesign sailing and tennis area or create something more like Jericho sailing club in Spanish Banks
- Gyro Park is a gem- Penrhyn Street should be an exciting entrance to the park – trees, walkways etc.
- Natural wetlands and more tennis courts in Gyro Park
- Water Park for families at Cadboro Bay. More parking on unused greenbelt/lawn
- Controlled BBQ pits, stage for outdoor concerts/movies and improve and develop saturated field at Cadboro Bay/Gyro Park
- Respect the fact east of Cadboro Bay Rd is tidal flat
- Signs at Sinclair/Hobbs and Killarney/Cadboro Bay indicating Mystic Vale

(B) Theme 1: Parks and Open Space

Question 1: What connections are missing?

- Crosswalk (solar) across Sinclair at Hobbs, connecting Mystic Vale to Hobbs St. and Haro Woods
- Sidewalk on Northside of Sinclair providing greater access to seniors to Peppers etc. Better accessibility to Cadboro-Gyro Park.
- Penrhyn Street should be an exciting entrance to the park – trees, walkways etc.
- Connection from Maynard Park to Cadboro Bay Rd
- Large connecting trail system with signs that connect Uvic, Mystic Vale, Mystic Pond, beach, Seaview, Tudor, Konukson Park, Phyllis Park, Lockeaven, Queenswood, Goward House, Haro Woods back to Uvic
- Make Sinclair one-way and exit up Penrhyn
- Crosswalk to beach access at Telegraph

Question 2: How do we improve the green space?

- Community centre at Gyro Park like Windsor Pavilion
- Redesign sailing and tennis area or create something more like Jericho sailing club in Spanish Banks
- Community centre or community school at Frank Hobbs
- Controlled BBQ pits, stage for outdoor concerts/movies and improve and develop saturated field at Cadboro Bay/Gyro Park
- Water Park for families at Gyro Park
- More parking on unused greenbelt/lawn
- Restore northern section of Gyro Park to natural wetland to support migratory birds
- Possibly swap tennis courts to Maynard Park to improve Gyro Park for other uses
- Have multi-generational activities and interests at Gyro Park (adults and seniors, not just children). Seating areas, shuffle board/outdoor games, restaurants/ Pub, exercise equipment

Question 3: What is needed?

- Plaza within the (commercial) Village (possibly on Penrhyn)
- Community centre behind/in area of Olive Olio's (concert house or build a new energy efficient centre)
- Creative (underground?) parking solutions (possibly when centre at north of Cadboro Bay Rd is re-developed)
- Improved traffic flow at and around Gyro Park

(C) Theme 2: Getting Around

Question 1: How can walking and biking be improved?

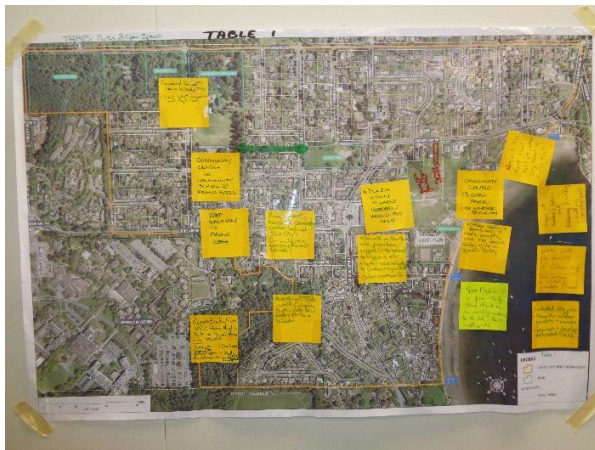
- Encourage cyclists to utilize Queenswood Rather than Arbutus to Telegraph Bay (and through St. Ann's and Queen Alexandra and onto Finnerty)
- Separated bike lanes through commercial area of Village
- Improve Sinclair for bike and pedestrian safety
- Complete greenspace connector trails and make them more visible

Question 2: How can we improve access and parking?

- Improve intersection at Cadboro Bay and Sinclair
- Create one-way streets (Sinclair and Penrhyn)
- Explore/encourage connectivity options between Sinclair and Arbutus (Hobbs, Haro Rd) to increase safety at Cadboro Bay/Sinclair intersection
- Underground parking
- Increase safety at beach access near Tudor Ave
- Possible boardwalk through "wetland" area of Gyro Park

Question 3: What is needed?

- Improved bike parking at Gyro Park and commercial centre
- Possible shuttle/bus between Cadboro Bay and Uvic
- Consider shifting main south/west to north/east connection from Cadboro Bay Rd. up to further north/west, such as Hobbs or Scolton area
- Safer pedestrian and cycling routes
- Street lighting above the sidewalk on Sinclair, rather than opposite side of the road
- Lighting on connector between Frank Hobbs and Hobbs St.
- Lighting at Gyro Park



Cadboro Bay Local Area Plan - Village Design Charrette

Community Workshop June 19, 2018

(Table #2)

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Time for each theme: 45 minutes to cover 3 questions, 15 minutes each question.

Comments are recorded below as written on (A) Sticky Notes posted on Map (B) Flip Chart Notes Theme 1 (C) Flip Chart Notes Theme 2

(A) Sticky Note Comments on the Map

- In the summer add a temporary path for dog walking in Gyro Park

(B) Theme 1: Streetscape

Question 1: How can we improve the streets?

- Turnaround/ roundabout midway down Penrhyn
- Protect view corridor (Penrhyn) by lighting building massing
- Reduce speed throughout Village (speed bumps preferred, not narrowing)
- Rebuild "Peppers" bus stop so it doesn't block traffic

Question 2: What about pedestrians and bicyclists improvements?

- Change laws so dog walkers can access beach via Penrhyn alignment
- Pedestrian Path on Sinclair Hill – needs to be safer, but done in a way that road won't be closed for a year. Discontinuous sidewalks no good. Needs a proper sidewalk

Question 3: How can the building engage the street better?

- Both east and west sides of Village are pretty good. If it ain't broke don't fix it
- Townhouses at Penrhyn and Sinclair are good. Well-conceived, desirable, good scale

(C) Theme 2: Land Use and Future Development

Question 1: What are the character features?

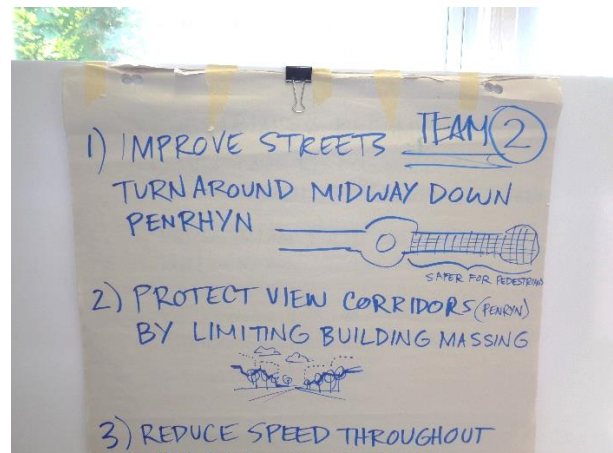
- Small cottages need to be protected and character honored in new development
- (hate to admit) Starbucks added life to the Village – that is an appropriate building
- Surrounded, framed by green – need to keep it

Question 2: What is the height and density that fits?

- Recent apartments don't fit
- Want density in Lemongrass block, not east of Cadboro Bay
- 10 Mile Point subdivision minimum lot size
- Saanich purchase houses on Penrhyn to manage development

Question 3: Do we need more housing types and land uses?

- How/where do we get more housing like the Orchard?
- More compact and affordable housing
- Preserve natural assets (Mystic Vale, ponds, creek)
- More representation of indigenous culture
- Want a plaza/Village square permanent or temporary? Best place is the Village centre
- Haro Woods has to be revitalized
- Cyclists blocking lanes uncool



Cadboro Bay Local Area Plan - Village Design Charrette

Community Workshop June 19, 2018

(Table #3)

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(A) Sticky Note Comments on the Map

- Way-finding and safety pathways to and from the village are missing
- Density should move uphill not down
- Mystic Vale trails are very important
- Places to sit with shade down Sinclair Rd. and Penrhyn St.
- Community space is needed in the Village
- Future mixed use or residential developments to slightly expand and support Village core
- Undefined routes add to the character of the Village
- Events that bring heavy traffic aren't compatible
- Transition from the Village to Gyro Park should be kept green, low rise and seaside design
- Sea level rise needs to be considered
- Many difficult crossings in Cadboro Bay
- Tasteful burger beer/facility near the beach at Gyro Park
- Heart of the Village is really Gyro Park, Cadboro Bay Rd and commercial segment bordering Cadboro Bay Rd
- Crucial that a buffer/transition zone of residences – 1 to 1.5 storey be maintained between Park and Peppers/Starbucks
- Critical to see and support lower Sinclair and Penrhyn as pedestrian first promenades as key connectors to and from the Park and Cadboro Bay Rd.

(B) Theme 1: Village Core

Question 1: What is great about the Village?

- Social and engagement opportunities
- Everything is close and walkable all year round
- We live in paradise
- Proximity to Gyro Park
- The view
- Support in the community
- Mature trees
- Mystic Vale
- Lemongrass
- Starbucks
- Peppers
- Pub
- Liquor store

Question 2: What is missing?

- Safe, walkable streets
- Way finding (where are trails, shortcuts, etc...)
- Seaside Village is not "seaside" (i.e. no visual connection)
- Bakery, hardware store, ice cream shop
- Indigenous Art
- Public seating outside of the coffee shops
- Disconnect once you get too far from the Village centre

Question 3: How can we make even more special as the heart of the community?

- Satellite Villages apart from the central Village but connected to the primary Village
- Lots of support (i.e. supporting small grocery, mom and pop shops etc...)
- Keep what works and add what's missing

(C) Theme 2: Streetscape

Question 1: How can we improve the streets?

- We need more lighting
- Accessibility should be considered
- Eliminate access through park
- Adding trees down Hobbs as traffic calming
- Patios that connect to the Village
- Shuttle to UVic in the summer
- More greenspace

Cadboro Bay Local Area Plan - Village Design Charrette

Community Workshop June 19, 2018

(Table #4)

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Time for each theme: 45 minutes to cover 3 questions, 15 minutes each question.

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(A) Sticky Note Comments on the Map

- Signage throughout area stating crossings to the beach (encourage walking)
- 30km/hr signage on and around Maynard plus school zone
- Local community "shuttle" bus to Village
- Saanich to consider buying St. Ann's land for public use (bike park for youth)
- Restore stream, walking trails in Haro Woods park
- Remove invasive species in Haro Woods park
- Preserving the ecosystem in Haro Woods is the ultimate stake holder

(B) Theme 1: Parks and Open Space

Question 1: What connections are missing?

- Trails between spaces
- Importance of inviting cultural diversity into our neighbourhood
- Need more recognition of First Nation history. Also public art (Indigenous)
- Where to park for public events? (Shuttle buses)

Question 2: How do we improve the green space?

- Consider environmentally sensitive areas in Gyro Park
- Keep open spaces, more trees and native vegetation
- Keep open space in Gyro Park. Get rid of parking
- Move car show to UVic rather than at Gyro Park – No cars on the grass!!
- Keep and improve wetlands
- Environmentally sensitive areas not necessarily confined to people and wildlife

Question 3: What is needed?

- Integrated outdoor teaching space- small platform (classroom)
- Need more connectivity to Gyro Park
- Outdoor shower- dog shower?
- Need community billboard in Maynard Park
- Friendly access from beach, steps to public beach areas.
- Safety is very important

(C) Theme 2: Land Use and Development



Question 1: What are the character features?

- Scale
- Livability
- Intimacy
- Friendliness
- Great place to raise a family
- Has good social amenities
- Relationship to nature- trees, walkability
- Seeing people, beachside feel, hidden away, off beaten track
- Wildlife

Question 2: What is the height and density that fits?

- Some duplexes on single lots- say 10,000sq/ft
- Need very specific character design guidelines (example Penrhyn not great aesthetics).
- Need modern west coast “natural look”
- Want to maintain character of neighbourhood. Build behind houses or like Rockland density in accordance with the neighborhood. Condos okay but keep to 2 levels and make them beautiful
- Review and strengthen development codes (e.g. 5 foot setback on acre lot not okay)

Question 3: Do we need more housing types and land uses?

- Look at municipal and institutional land for future land use, development and public use (e.g. St. Ann’s for cycling development possibility)
- Keep developers answering to the community not overriding community wants
- More trees needed and the preservation of existing trees
- Need more permeable surfaces for drainage.
- Storm drain plans
- Preserve ditches
- Rain collection infrastructure

Cadboro Bay Local Area Plan - Village Design Charrette

Community Workshop June 19, 2018

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Time for each theme: 45 minutes to cover 3 questions, 15 minutes each question.

Comments are recorded below as written on (A) Sticky Notes posted on Map (B) Flip Chart Notes Theme 1 (C) Flip Chart Notes Theme 2

(A) Sticky Note Comments on the Map

- Dog beach maybe?
- Get beach front food/coffee/sandwich amenities
- Remove parking behind the building at Cadboro Bay Rd and Penrhyn to improve walking and access
- Move pub
- No place to park at the entrance to Mystic Vale at Hobbs St. entrance

(B) Theme 1: Parks and Open Space

Question 1: What connections are missing?

- Maynard Park to Village
- Dog beach access- walking from residences with a dog
- General access to the beach

Question 2: How do we improve the green space?

- Provide sheltered area in Gyro Park
- No trees are in the open area
- Garden area
- Penrhyn St. greenway – local cars only
- Water feature/green feature in Peppers parking lot

Question 3: What is needed?

- More trees in the Village
- Revamp open space at park to be more accessible with items for older people to do
- Outdoor workout stations
- Art installations
- Gathering places

(C) Theme 2: Getting Around

Question 1: How can walking and biking be improved?

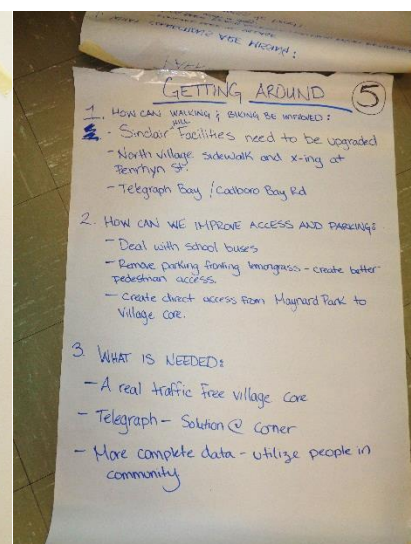
- Sinclair Hill facilities need to be upgraded
- Sinclair- lights are on opposite side of the road, sidewalk is slippery, potholes, slopes into the road, amount of traffic not wide enough
- No bicycle lanes- separate bicycles from cars
- No sidewalk fronting Lemongrass. When patio was approved the understanding was that no parking would be allowed in front of it
- Intersection at Penrhyn is not usable
- Telegraph Bay/ Cadboro Bay Rd.

Question 2: How can we improve access and parking?

- Remove parking fronting lemongrass
- Do not encourage parking on Telegraph Rd
- Provide bus parking closer to the park (buses parked on Sinclair)
- Provide bus turnaround or pickup waiting area in the park for them
- Create/improve direct access from Maynard Park to Village then to the beach
- No place to park to see Mystic Vale

Question 3: What is needed?

- Telegraph- solution at the corner
- A real traffic free Village core
- Make it so the Village is not split in half
- Make a Village square
- More complete data- utilize people in the community
- Tree trimming at all intersections for better safety
- Telegraph Bay Rd – No sidewalk for residents with dogs who cannot access the dog part of the beach



Cadboro Bay Local Area Plan - Village Design Charrette

Community Workshop June 19, 2018

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Comments are recorded below as written on (A) Sticky Notes posted on Map (B) Flip Chart Notes Theme 1 (C) Flip Chart Notes Theme 2

(A) Sticky Note Comments on the Map

- Adherence to plans
- Community centre in Gyro Park
- 30km/hr on Cadboro Bay Rd
- Skate park, water park, bike park, pool in Gyro Park



(B) Theme 1: Streetscape

Question 1: How can we improve streets?

- Address parking
- Improve connection to UVic
- Promote natural landscapes
- Improve both sides of Cadboro Bay Rd
- Keep developments set back, add vegetation for shade, beauty and a great feeling (a reason to walk, cycle, run and visit)
- Accommodate overflow of large vehicles
- Hobbs at Sinclair needs improvement
- Free hop on hop off shuttle bus service to UVic/back to Village
- Reduce the driving speed, add speed bumps if necessary
- Address extra traffic from tour busses, UVic
- Both sides of streets needs improvement
- Add parking lots in appropriate areas to accommodate more cars, such as free parking at UVic that is well marked
- More parking for Gyro Park

- Residents should be encouraged to follow the “rules” in parking on Cadboro Bay Rd. and Gyro alternate access
- Is a traffic circle appropriate at Cadboro Bay Rd and Telegraph Bay Rd? No sidewalk now on left side. Not enough time to cross from beach access to safe sidewalk before traffic comes speeding around the corner
- Use boulevard trees to visually narrow roads – traffic calming. Hobbs St. feels very wide at the Sinclair end because many boulevards are graveled for parking. Visually it feels like a very wide street and cars go very fast through the school/playground zone. Residents can still retain parking areas if we install boulevard trees in protected areas so the roots are not parked on
- Improve connection to UVic – road design and pedestrian/cyclist

Question 2: What about pedestrians and bicyclists improvements?

- Hobbs/Sinclair
- Connected sidewalks in Village
- Interpretive panels along street to share local history/culture
- Make Penrhyn pedestrian only- No cars
- Sinclair Hill and Arbutus feel unsafe for cyclists
- Biking lanes on Telegraph Bay Rd., Cadboro Bay Rd. and Arbutus Rd.
- Proposed biking route should be continuous to areas outside the Village and respect reported aging population (fewer hills)
- More public beach access
- Add public parking with new developments
- Add sidewalk/crosswalk on north side of Cadboro Bay Rd. in the Village
- Build sidewalks to full standard/finished design condition
- Sidewalk and bike lane on Sinclair Hill
- Integrate interpretive panels/history info panels along street
- Plaza in the Village with special paving

Question 3: How can the building engage the street better?

- Move parking to back of commercial developments
- Buildings to be scaled to Village/pedestrian setting
- Village design
- Landscape boulevards
- Make a seating/talking area right on our “main street”
- Include large forested landscapes in building designs
- Consider enlarging, elongating commercial space to allow more Business options and facilitate strolling along these places
- Cadboro Bay Rd. is the most beautiful major road of Victoria area. It’s so beautiful because of the landscape, gardens and large single family lots. Development should be able to ensure this beautiful street remains beautiful
- Arbutus Rd. seascapes- Vistas important that they are highlighted in LAP
- More parking to back/off Cadboro Bay Rd. to improve streetscape
- Front doors for multi-unit/townhouses to front street

(C) Theme 2: Land Use and Development

Question 1: What are the character features?

- Village scale and sense of community
- Local shops to meet daily needs
- Restaurants, Coffee shops, Peppers
- Walkability, within walking distance
- Landscaping, mature trees, inviting
- Quiet, dark nights
- Parks and trees
- Queen Alexandra and Pearkes clinic
- The Bay and Gyro Park
- Size and magnitude of the Village area (don't want the Village to get too large)
- The houses around the Village- their era, small and stucco
- Starbucks
- Beach and dog walking paths
- Beautiful Goward Park- needs to be preserved

Question 2: What is the height and density that fits?

- 2-3 storeys
- 1 level shops and residential above
- Allow for enough parking for condos/shops and for public use
- Assisted living/care facilities needed
- The higher density areas should be on the upper side of Cadboro Bay Rd.
- Keep height low near the beach to ensure beach views aren't blocked
- By Hobbs- the water table will permit underground parking
- Not in favour of large homes
- Community centre and library
- Don't want to lose our little houses

Question 3: Do we need more housing types and land uses?

- Aging in place
- Condos that are economically viable to downsize from single family home
- Co-operative housing
- Small community centre- multi-use at Gyro Park or more use of Goward house?
- Townhouses
- Garden homes/suites
- More rental units
- Walk-in clinic
- Need the city to process developments quicker
- Sinclair/Cadboro Bay- maybe Saanich buy up those homes and turn into a seniors development

Cadboro Bay Local Area Plan - Village Design Charrette

Community Workshop June 19, 2018

(Table #7)

The Village Charrette Community Workshop included 10 working tables. Participants were assigned a table on arrival to ensure work groups remained small to facilitate participation for all who attended. Tables were facilitated by Saanich staff and volunteers from the Advisory Committee.

Each Table received and assigned one of five themes, the group then selected a second theme of their choice. Five themes included: Parks and Open Space; Getting Around; Land Use and Development; Streetscape; and Village Core.

Time for each theme: 45 minutes to cover 3 questions, 15 minutes each question.

Comments are recorded below as written on (A) Sticky Notes posted on Map (B) Flip Chart Notes Theme 1 (C) Flip Chart Notes Theme 2

(A) Sticky Note Comments on the Map

- Future housing near Frank Hobbs Elementary
- A plaza in the Village core
- Places to gather
- Marked bike lanes
- Underground parking
- Seniors complex

(B) Theme 1: Village Core

Question 1: What is great about the Village?

- Peppers and organic foods (small scale and convenient)
- Not too busy, not too quiet
- Everything we need
- Compact "one stop shop"
- 3 places to congregate (Starbucks, Olive Olio's, pub)
- Peppers and Lemongrass- sense of pride
- Great pharmacy
- New bus stop- reasonable in core- regular bus service (by product of UVic)
- Easy parking
- Sense of change/growth (things happening)
- Liquor store
- Service station
- Convenient for an aging population

Question 2: What is missing?

- Hardware/general store
- Bakery (not Cobbs)
- No public community service facilities close to the core (Goward House not close to the core)
- Library
- A place to play pickleball
- EV charger for cars and bikes (Sinclair Hill)
- Bike racks
- Bike lanes and sidewalks
- Problems with traffic running through the middle of Cadboro Bay
- More parking
- A one block Plaza on Cadboro Bay road in or near the core

Question 3: How can we make even more special as the heart of the community?

- Put it on the map (stores, parking, promo material)
- Marked bike lanes (priority for Cadboro Bay)
- Plaza/sitting area
- Less focus on parking
- Space for electric scooters
- Greater variety of housing
- More seniors housing
- Possibility of 3-4 storeys
- Density options (small lots, garden suites)
- Duplexes/fourplexes with good design i.e. James Bay
- Keeping young families in the neighbourhood (providing affordable housing is the key)
- Recreational options close to village centre- Outdoor pool, water park, skateboard park, bike/fun park
- Frank Hobbs needs to retain steady growth. Powerful incentive for families to remain in the area

(C) Theme 2: Parks and Open Space**Question 1: What connections are missing?**

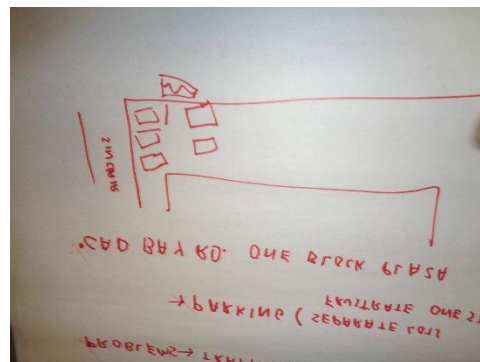
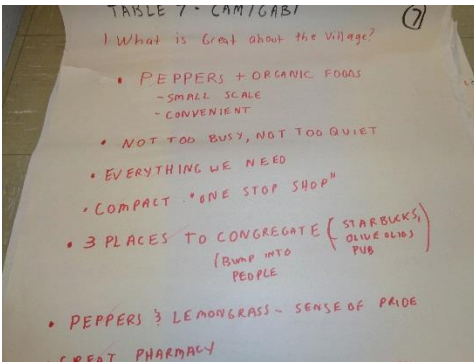
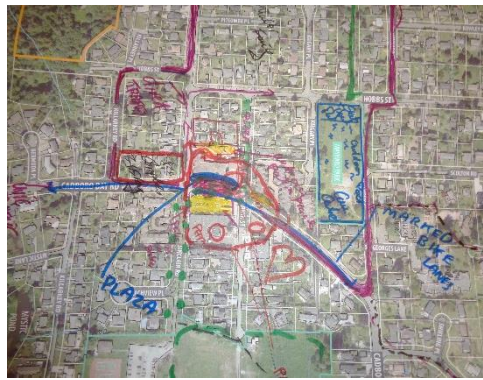
- More use/options for Maynard Park (basketball court, swimming pool, skate park)
- Small tea house in the park
- Generally good connections

Question 2: How do we improve the green space?

- Gyro Park “dead zone”
- Maynard Park
- Getting more people using spaces more (maps, Avenza App for trails)
- More street trees and landscaping i.e. Trees on both sides of Sinclair
- Development options that focus on development
- Planning that satisfies density and green space
- Add colour to landscaping
- Annual plantings?

Question 3: What is needed?

- Better use of parks
- Tolerance and acceptance of creative change/planning for 20 years
- Help people accept change and adjust
- Avoid divisive process i.e. Gyro
- More regular communication from community association
- More events to bring the community together
- Input from young people
- 20 years- Village 2 times as big
- Goward House in Village
- Expand length of commercial area
- Maintain quirkiness (renew)
- Not cookie cutter buildings
- Seniors closer to Village (housing options)



Cadboro Bay Local Area Plan - Village Design Charrette

Community Workshop June 19, 2018

(Table #8-9)

The Village Charrette Community Workshop included 10 working tables. Participants were assigned a table on arrival to ensure work groups remained small to facilitate participation for all who attended. Tables were facilitated by Saanich staff and volunteers from the Advisory Committee.

Each Table received and assigned one of five themes, the group then selected a second theme of their choice. Five themes included: Parks and Open Space; Getting Around; Land Use and Development; Streetscape; and Village Core.

Time for each theme: 45 minutes to cover 3 questions, 15 minutes each question.

Comments are recorded below as written on (A) Sticky Notes posted on Map (B) Flip Chart Notes Theme 1 (C) Flip Chart Notes Theme 2

(A) Sticky Note Comments on the Map

- Community centre with a library
- Shuttle bus between UVic, Village and Goward House
- Family doctor/walk-in clinic
- Garden homes with onsite parking
- Seniors care facility (assisted and fully assisted care)
- Plaza at the corner of Sinclair and Cadboro Bay Rd
- Better sidewalks and visibility on Sinclair
- Electric parking infrastructure in the Village
- Cadboro Bay and Tudor- Bad sightlines when crossing

(B) Theme 1: Getting Around

Question 1: How can walking and biking be improved?

- Pedestrian sidewalk on north west side of Cadboro Bay Rd. opposite from Peppers
- 4 way stop at Sinclair and Cadboro Bay Rd is dangerous for cyclists and pedestrians. Roundabout or some kind of improvement?
- Hobbs and Sinclair intersection- lots of traffic. Could do a stop sign on Sinclair going up the hill and could have a yield sign to the right along Hobbs St. towards Sinclair

Question 2: How can we improve access and parking?

- More biking, less cars
- Shouldn't do anything to encourage cars but should manage what there is
- Starbucks customers park in Peppers lot
- Employees from businesses taking up lots of parking from the users of the Village
- Should there be a free shuttle?
- Goward House needs parking at Arbutus somehow
- Upgrading Sinclair- biking is so dangerous on Sinclair.

Question 3: What is needed?

- Pedestrian controlled lights at Sinclair and Cadboro Bay Rd.
- Not a roundabout- not friendly for walkers
- Solar lights for crosswalks
- Traffic calming the whole way through
- EV chargers- sooner rather than later
- Better sidewalks in the Village
- Sinclair improvements for pedestrians and cyclists
- Parking is a big issue for a Village/community of our size

(D) Theme 2: Land Use and Development

Question 1: What are the character features?

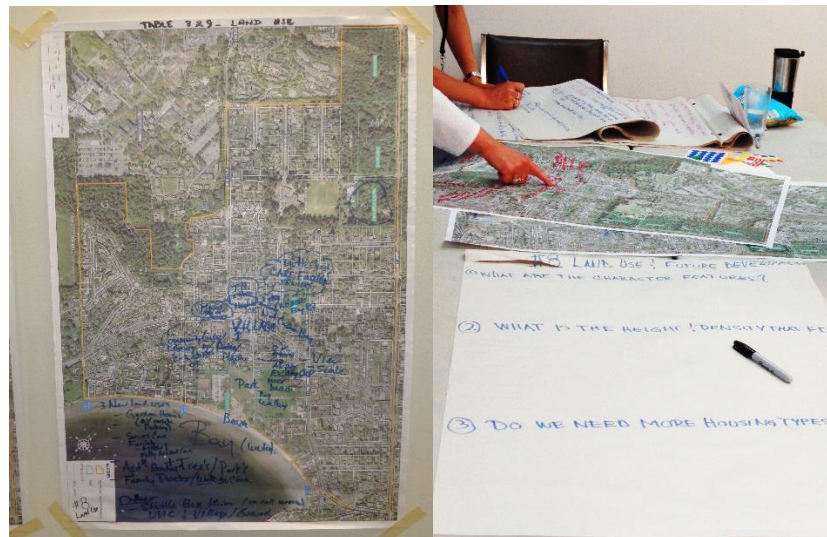
- The beach
- The Bay
- The Parks and trails
- Trees
- Goward House

Question 2: What is the height and density that fits?

- 2 storey as per existing OCP
- Community centre and Library
- More housing types- Townhouses, duplexes, garden suites
- Want to be able to age in place

Question 3: Do we need more housing types and land uses?

- Townhouses, duplexes and garden suites
- Community centre and library
- Senior living homes
- Not huge changes. Little things can result in huge change



Cadboro Bay Local Area Plan - Village Design Charrette

Community Workshop June 19, 2018

(Table #10)

The Village Charrette Community Workshop included 10 working tables. Participants were assigned a table on arrival to ensure work groups remained small to facilitate participation for all who attended. Tables were facilitated by Saanich staff and volunteers from the Advisory Committee.

Each Table received and assigned one of five themes, the group then selected a second theme of their choice. Five themes included: Parks and Open Space; Getting Around; Land Use and Development; Streetscape; and Village Core.

Time for each theme: 45 minutes to cover 3 questions, 15 minutes each question.

Comments are recorded below as written on (A) Sticky Notes posted on Map (B) Flip Chart Notes Theme 1 (C) Flip Chart Notes Theme 2

(A) Sticky Note Comments on the Map

- Dress up corridor
- Indicate visually that you're in the Village centre
- Pavement treatment on Cordova Bay Rd
- Traffic calming and better safety at Cadboro Bay and Tudor

(B) Theme 1: Village Core

Question 1: What is great about the Village?

- Ambiance do to streetscape
- Convenient to get anywhere
- Great views
- Neighbour interactions
- Community spirit
- Lower density townhouses with adequate landscaping

Question 2: What is missing?

- A localized bus route just in Cadboro Bay
- Cabdboro Bay/Gyro Park possibly underutilized
- Regulations that control design- not just setbacks but height, lot coverage, to maintain ambiance and streetscape
- Lamps, street furniture

Question 3: How can we make even more special as the heart of the community?

- Mixed use in the Village
- Flower pots or hanging baskets like downtown
- Improve architectural character
- Mixed use at the south west corner of Sinclair and Cadboro Bay Rd.

(C) Theme 2: Streetscape

Question 1: How can we improve the streets?

- Money towards boulevard improvement
- Killarney is a good example of what is desirable (look after boulevards)
- Maintain pervious green space, not hard paving
- New houses should adhere to existing streetscape
- More effort in business centre- hanging baskets, different heights
- Slower traffic – 3rd lane for south bound right turn on Sinclair

Question 2: What about pedestrians and bicyclists improvements?

- Crosswalk from park is nice
- Better crosswalk needed at Tudor and Cadboro Bay Rd.- blind corner
- Narrow roads in areas to slow traffic
- Arbutus improvements will be good
- Sinclair improvements will be good
- Trail are good e.g. Goward House

Question 3: How can the building engage the street better?

- Put buildings closer

(D) Additional theme covered by this group: Land Use and Future Development

Question 1: What are the character features?

- Storm water management regarding climate change. Right now all rain goes to the sea, it should be captured
- Possible expansion of business core to south
- Possible community centre in Village?

Question 2. What is the height and density that fits?

- Possibly 4 storeys stepping down
- Don't block sunlight
- Density within the zoning
- Expense of land means higher density needed to make development worthwhile

Question 3. Do we need more housing types and land uses?

- We're seeing more secondary suites
- Carriage houses and garden suites is good land use
- Good sites could be UVic , Queen Alexandra



Cadboro Bay Local Area Plan - Village Design Charrette

Open House - Tuesday June 19, 2018

Individual Comment Sheet

1. What are your ideas or comments on the future of Cadboro Bay Village?

- Village/shop area- shut off through traffic. Somehow we need to find parking and still do away with through traffic. Re-route to Hobbs St.
- Increase moderate density housing near the Village core
- Keep the current low-rise concept and village feel with mixed use residential/commercial. Future condo developments restricted to 2 storeys with commercial space below(and parking)
- Addition of more shops in the Village (bakery, bank, garden centre)
- Important to keep "Village" concept In the Cordova Bay area. A feeling of intimacy, consecutiveness with a limited scale. The mix of urban but rural oasis, a true neighbourhood feel with many ages and cultures interacting. Lots of trees as well
- Put in a plaza
- Please continue to help Cadboro Bay be accessible to a wide range of age groups. Single family homes are less and less affordable. Condos, townhouses, in-house suites, carriage houses are important options to build into the area plan. We want diversity of ages and socio-economic background in our community
- Retail outlets need to be larger in scale
- Keep the nature of the Village

2. How would you improve the Village?

- Create rental/low cost housing
- Replace North side building- multi-use
- Restrict traffic on Penhryn to residents
- Traffic light to replace the 4 way stop @ Peppers corner
- Dedicated bike lanes through the Village
- Courtesy bikes as in City of Victoria
- Perhaps overflow parking lot with shuttle bus to beach/Gyro Park
- Communal Village parking i.e. to be able to park in one place and visit various businesses
- Calm down traffic on Cadboro Bay Rd. and Sinclair Rd. area. Slow speed of traffic. Divert cars away from the parking area unless required for elderly or disabled
- Put in a light at the intersection with Sinclair.

- Tear down the shopping centre and replace it with a multi-use development with residential (top), commercial (below), parking (underneath) and communal gathering spaces with safe walkways (at side)
- Allow expansion of retail floor area and increase parking near Gyro Park
- Accessible to wheelchairs and walkers as well as bikes
- Modernize shopping area

3. What is missing?

- Serious consideration of how to control the deer population
- More retail- bakery
- Safe access to the beach for dog owners from May 31- Sept (let dog owners use the gravel path)
- The access at Tudor Ave and Telegraph bay Rd is a blind corner and very dangerous
- More shade at Gyro Park near Sea-view park benches
- Shuttle bus around community
- A better sense of local history displayed.
- A better plaza area
- A place for people to meet outdoors
- A place for neighbours to meet, sit, chat and interact
- Pedestrian only traffic
- Public art/indigenous art or First Nations history related
- Hardware/general store
- Outdoor seating
- The Village is currently very dysfunctional. Parking is a challenge as people using the beach park in the shopping centre lot. There is so much wasted space, when both above ground and below ground could be utilized for homes and parking
- Cafeteria
- Village square for sitting, socializing
- More parking or a parking structure with multiple levels to reduce overall footprint of parking

4. Other Comments?

- Need to update policy on legal suites, townhouses, coach houses
- Plant more trees in Gyro Park to buffer the noise levels
- Stop allowing sewers to overflow onto the beach after periods of rain
- Very important to keep scale intimate, no more than 2 storey buildings and a much more sensitive aesthetic “look” to the few new developments in the core area. Materials and style of architecture could be open, modern and elegant. Look to West Coast modernism rather than “Whistler Chalets”
- A “plaza” for the Village other than the sidewalk outside Peppers

- Café down near the beach accessible from existing parking lot
- Additional parking lot accessed from Penrhyn St
- Please do all that you can to keep Cadboro Bay family friendly. When I moved into the neighbourhood fourteen years ago, it was all old people. There has been such a renaissance over the past five years, and I see this in the wonderful community at Frank Hobbs Elementary, at the Parks and on the streets. We want to do what we can to encourage a wide range of people to live in the neighbourhood. There are no communal gathering spaces in the Village. I love the design that I saw with two mixed residential/commercial use buildings with a common courtyard in between. This is a great idea!
- Do we want to determine how big businesses in the Village core could be? What is appropriate? Do we want an even bigger liquor store for instance? It seems perfect for our community the way it is.
- Walkability- There are areas that need better sidewalks, especially just north of Starbucks on Cadboro Bay Rd and area in front of Thai restaurant is a bit awkward
- Appreciate low key aspect of our area
- Inviting more cultural exchange is always important
- Need to recognize the core area between 10 mile point and Uplands is an area in transition
- Acknowledge the reality that there are large parcels of vacant land available for major housing projects (add 200-1000 new units??)
- Recognize UVic and its housing units are part of the Cadboro Bay neighbourhood
- Transportation- No large busses in area but have regular (every 2 hours) shuttle bus with frequent stops including UVic, the Village and Goward house
- Activity Centre- Acquire 2 lots behind Lemongrass and Olive Olios and build a community centre which includes a library and large meeting room
- **Abstract rezoning 2580 & 2588 Penrhyn St.**

Three main concerns:

1. **Parking** - 16 residential units and 2 commercial/retail, 20 parking spaces proposed including 1 handicap, and 2 spaces on the street if these were considered part of the 2 residential lots from the existing houses. The current zoning is 1.5 units/residential (24) spaces and 4 per commercial minimum, 8 spaces minimum. 32 currently required minimum. The proposal is 20 onsite with 2 more on the street. No one owns 1.5 cars, extra spaces are needed for second cars (both occupants work), visiting friends or relatives, someone over for supper. Handicap occupants require 2 spaces each. The doctor offices, across Penrhyn, require a space for each doctor (4 here), some space for staff (2 here) and patients, probably 7 or 8 more spaces for each commercial unit. **There is just not enough parking.** 32 is a minimum number of spaces. Where does the overflow go? It goes to the Peppers and Pub lots or illegally parked on the street. Some overflow might park in Gyro but this is locked at night. Why should the neighbourhood and merchants suffer to benefit one development (with more to follow?)

2. **Storm Water** - The project replaces lawns with parking lots and roofs. Ideally, rain water would be retained for a period on site. Usually it is stored in the soils and slowly seeps its way down to the water table. Here, the water table is high, we do not have underground parking. The proposal here is to pipe storm water to gravel fields below the parking lot. How is this going to help? Large areas of Gyro Park are unusable in the winter because the storm drains cannot keep up, this project does not hold back any storm water. This could be addressed by creating a roof garden and installing a retention tank at grade. Some would use purple pipe system to reuse the clean rain water in this retention tank to flush the toilets and irrigate.
3. **Streetscape** - This project is going to set the pattern for development on this side of Penrhyn and down Cadboro Bay, Saanich Planning is looking for 3 storey buildings here. **This proposal pushes the Limits.** It will change the nature of the community, which with one exception, is all 1 and 2 storey human scale. Now the one exception is being used to measure this project. What of the next proposal for neighbouring buildings? The existing Starbucks building, Prairie style, low and elegant will be more 3 storey to the lot lines. The 5,000 plus cars that pass each day will see this 3 storey high building. This is a prominent corner, the road bends around it, **and it is important what we build here.** Looking down Penrhyn towards the Park, are we going to have the Goldstream Avenue condo walled canyon? What about the south side of Cadboro Bay, more 3 storey condo walls built on the property line. The Starbucks owner has the adjacent lot. Planning says this is what they want. **Council will decide.**

A \$10,000 amenities package on a \$6,000,000 (\$3000, 000 x 20 say) project? This project needs amenities like more parking and sensitivity to the neighbourhood.

Please, **please give this proposal serious thought.** Ask for something a little more modest, less units, more parking onsite and some storm water retention on site.

Cadboro Bay Local Area Plan - Village Design Charrette

Final Charrette Presentation, Wednesday June 20

Comment Feedback Sheet

1. What did you like about the presentation content?

- Great slides and speakers
- Very good website
- The illustrations were wonderful
- Concise- captured many of the key elements that a clear majority support. Loved the streetscape and architectural sketches, especially articulated roof lines, plazas, sidewalk crossing at Penrhyn and Cadboro Bay Rd mid-block turn and pedestrian friendly lower Penrhyn
- Excellent work
- Very comprehensive
- Easy to understand
- I like that the community would have a chance to design/plan a layout for the village
- Clear maps and displays
- Well prepared
- Pictures and overview
- Early and later options
- Well thought through
- Great integration of suggestions and ideas
- Like the visualization of ideas
- Appreciated the thoughtfulness/mindfulness
- Many good ideas presented
- Concrete and comprehensive ideas and how they can be implemented
- Lots of visuals/fast paced
- It covered all areas relevant to the future development of the Village. The themes and questions covered all areas of interest well
- Firstly, Kudos to the Urban Planner, Landscape Architect and Architect for rendering drawings based on residents feedback. The presented with such enthusiasm and expertise. The details in the slideshow was amazing but I'm still trying to find it uploaded on Saanich.ca/Cadborobay. The variations of plans was very helpful on the slideshow

2. How can the planning and design ideas be improved?

- Expand the area to include greater Cadboro Bay- The Arbutus corridor
- The design guidelines, while lengthy, are still too vague to ensure that the illustrated vision would be adhered to. “In character”, “small scale” might still be interpreted liberally by developers, staff and council. Need specifics e.g. There was strong consensus for no more than 2 storeys downhill from the Village
- Convert the drawings and concepts into detailed LAP guidelines
- The format of the charrette and consultants was first rate
- Keep working on implementing ideas (simple to more complex)
- Creating a way for municipalities, communities and developers to work in alliance
- Ongoing discussions
- Sinclair bike lanes, when improved will still be dangerous- need alternate “snaking” bike route avoiding the hill
- Clearer Saanich commitment
- Involvement of business owners and developers
- Expand the area of planning to include more of the residents outside the core
- Add public washrooms
- Address the need for bike lanes on Cadboro Bay Rd. and Arbutus (single file lanes on both sides)
- I’d like to have seen limited growth talked about
- Talk about more retirement spaces for future (residences)
- Maybe involve staff from transportation and Parks that can address some of the residents’ concerns and comment on what’s possible and what’s in their master plans
- The current process is the correct approach- engaging residents in the planning process and offering transparency of outcomes
- Implementing plans based on priorities of the residents

3. What are your immediate top three priorities?

- I won’t have time to walk to the Village or bike to the Village as I live in the “green corridor”, closer to Queenswood. I’m too busy cleaning up after the trees- I can’t cut down a tree even when half dead! Too many trees
- Reasonable thinning of trees
- Communicate the Village vision in time to influence the height and mass of proposed new townhouses on Penrhyn (i.e. phased approval of this LAP component in 2018 before a hearing on new development)
- Safety around Village (traffic)
- Sidewalks up Sinclair and on Cadboro Bay Rd heading towards Oak Bay
- Lower Penrhyn circle and pedestrian
- Sinclair traffic, sidewalks, bikes
- Articulates low height design adopted by current “Osprey” proposal on Penrhyn

- Traffic issues need action (Hobbs/Sinclair intersection, Cadboro Bay Rd/Sinclair intersection, Cadboro Bay Rd/Penrhyn intersection)
- Safety- Cars, pedestrian and bikes
- Improving on joining areas- Trails
- Enhancing public meeting places
- Maintain marine Village environment
- Infrastructure for the future
- Appeal to all demographics
- Safety- tree thinning in densely treed areas
- Environment
- Some senior housing
- Safety, Hill, Crosswalks
- Sinclair Rd pedestrian safety and bike lanes
- Cadboro Bay and Sinclair intersection improvements
- Crosswalk from Olive Olio's to across Cadboro Bay Rd and seating
- Village as centre of the community
- Lower speed limit including for cyclists
- More retirement residences (in the core) developed
- Protecting significant trees, adding trees
- Maintaining view corridors
- Developing a wetland at Gyro Park (like Jericho Park in Vancouver)
- Walking path (crushed gravel) on Tudor Ave
- Crosswalk and plaza on the corner of Penrhyn and Cadboro Bay Rd
- Sinclair Rd upgrade
- Overflow parking from UVic
- Protection of trees and green spaces
- Keep new residential developments low rise, low key and not flat roofed block style apartments- Architecture to suit Cadboro Bay
- Reduce traffic on Penrhyn- it is a pedestrian street
- Safer pedestrian crossings and bike paths

4. Other planning and design ideas or comments?

- Properties don't all have to be large- allow more properties to be subdivided to allow for downsizing
- Overall an excellent experience to participate. Hope it can get translated to reality
- The notion of satellite Villages e.g. coffee/bakery and veg store at Telegraph Bay Rd and Arbutus. Also at Queenswood and Arbutus
- We need to involve the power players/decision makers- commercial property owners and politicians
- Keep the pot boiling through the fall election period
- Invite land owners to meetings to seek their opinion on the drawings done on their land

- Look forward to Saanich's response to the input from Cadboro Bay
- Invite these same people back in 6 to 8 years for an update. They are great
- UVic should be more involved in the process, since they have a huge impact on Cadboro Bay neighbourhood, especially in the Village. Owners of the commercial buildings should be somehow involved as well
- Definitely restrict "event" traffic to Cadboro Bay/Gyro Park from using Penrhyn St.
- Allow access to Cadboro Bay/Gyro Park for dogs and owners down gravel road in the park over summer months. Telegraph Bay Rd is a blind corner and parking is too limited
- More shaded areas in Cadboro Bay/Gyro Park

Student Workshop – March 2018

What UVIC Geography Class Students said about Cadboro Bay (Sticky Notes and Map):

- More multi-family dwelling units
- More affordable food
- Loosen Zoning bylaws on renting to make it more affordable for students
- Nice walking centre
- Protect trees in this area
- Need for improved transit
 - More frequent buses
 - More street lights for walking and biking at night
 - Community bike share
 - Walking paths, pavement, sidewalks
- More affordable student housing everywhere
- Live on Arbutus and run on Hobbs Street. Good place to run, but there are no street lights.
- Areas for grocery/food – food security
- Community garden space
- Also land/resource redistribution to [Lakwagan/Wsanec](#)
- Enjoy the park the Octopus is great, the houses are really cute
- Enjoy sitting on the beach; enjoy the coast-like...
- Like the park, go down many times on nice days
- What about beach ownership?
- Accommodation affordability; illegal housing!
- No low-income special housing
- Need volunteers to remove invasive species in Haro Woods
- Indigenous representation; people need to know whose land this is
- Preserve trees
- Student study spots in the community
- Add more trees or have a Farmer's Market on the big grassy space near the beach
- Keep locally owned businesses in Cadboro Bay Village
- Keep water pollution-free
- Keep mom and pop shops
- Potentially a food bank
- Keep the quiet vibe
- Keep the tree-lined street

- Keep shops local
- Like the mixed age groups that can use the public spaces and be included. From kids in the park to university students and other folks.
- Architecture: modernist development does not fit the current architecture and take away from the beach feeling
- More indigenous representation; totem poles, narratives, tokens that provoke thought
- Better transportation
- Picnic tables to study at Gyro Park
- More signage about First Nation History
- Introduce a bike share program. Bike infrastructure.
- Keep tree lined street
- Like the Village but wish there was a locally owned coffee shop that would be good for studying.
- Not a resident, but seems like there are quite a lot of youth and a skate park may be a good idea along the beach close to the Village.
- Free store, shade
- Library boxes
- Food bank – free food
- Shade close to grocery shop
- Community Garden in Gyro Park
- Add Community Garden/ orchard in large open space at main beach
- Need compost and recycling bin near the beach and the Village Centre
- More student-oriented housing options.
- More long buses going out to 10 Mile Point for students
- Really enjoy the beach and the park space
- Even enjoy outdoor seating at Starbucks; allows you to enjoy the community more (outdoor seating does)

MAP - DOTS of Favorite Places:

Ten Mile Point (6)
 Gyro Park Beach (6)
 Village (3)
 Goward House (1)
 Queenswood (1)

B.

HOUSING & LAND USE CHARRETTE Workshop, November 27-28, 2018

1. Community Workshop Table 1-10 notes on Map
2. Community Workshop Exercise Summary Noted Ideas
3. Individual Comment Sheets Day 1
4. Open House Interactive Boards
5. Workshop Charrette Final Presentation Notes
6. Workshop Charrette Final Presentation Individual Comments Day 2

Cadboro Bay Local Area Plan Housing and Land Use Community Workshop

Tuesday November 27, 2018

Workshop Table 1-10 Concept Drawings & Map Notes

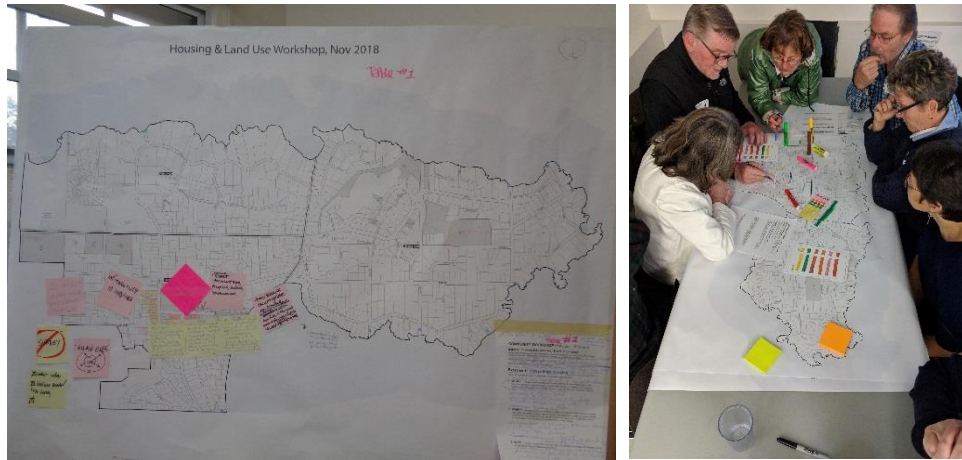
Thank you to all who participated. Please note that participants from table 8/9 were grouped with other tables.

These concepts as well as all the feedback received during the two-day workshop, were used to create a resulting summary presented for additional feedback as part of the workshop closing presentation on November 28, 2018. Based on the feedback received, concept drawings were further refined to provide area plan direction.

The workshop results summary presentation can be viewed at saanich.ca/cadboro



(Table #1)



Sticky Note Comments on the Map

- 3 Storey maximum anywhere near Cadboro Bay
- Connectivity to hub/core
- Developments aesthetically fits in the neighbourhood
- Connect Gyro, Maynard, Goward and Queenswood
- Avoid being facility centric
- Balance facility development with sustainability. Don't just build for building sake
- Regarding The Osprey- Begin again. One block construction design is aesthetically inappropriate and blocks the views (specifically 10 Mile Point). The building is not set back from the sidewalk. With no landscaping The Osprey does not conform to other residences on Penrhyn St. The current design will block views of residents in The Element immediately behind The Osprey. The Osprey development would be vastly improved if it were several buildings scattered over the 3 lots with landscaping in between and at the front. That would help preserve the views From Element and the integrity of the current neighbourhood
- Don't want to look like Surrey

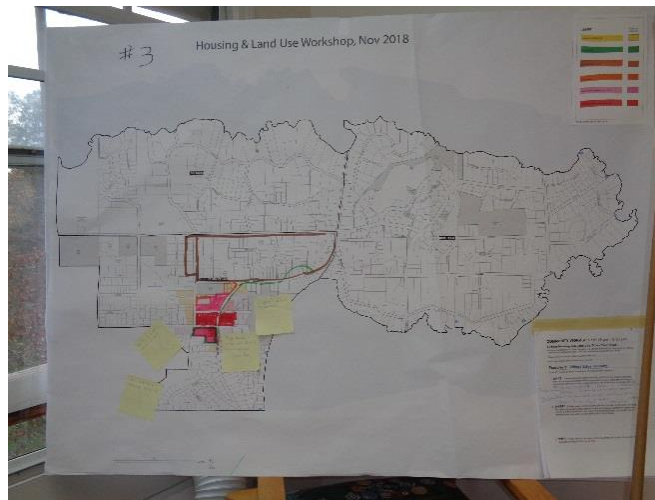
(Table #2)



Sticky Note Comments on the Map

- Road infrastructure must be improved and upgraded with more development
- Lower speed limit in Queenswood
- Tree protection and preserving the urban forests in Queenswood
- No light pollution in Queenswood
- No sidewalks in Queenswood
- Lack of amenities is ok in Queenswood in exchange for space, greenery, privacy and quietness
- Garden suites OK based on lot size. Footprint respected
- Keep Stacy Height true
- 2-3 storeys in Village (mixed use)
- Roundabout/traffic calming at Sinclair and Cadboro Bay Rd
- With more development, need improvements in traffic, safety and mobility
- Land size preservation

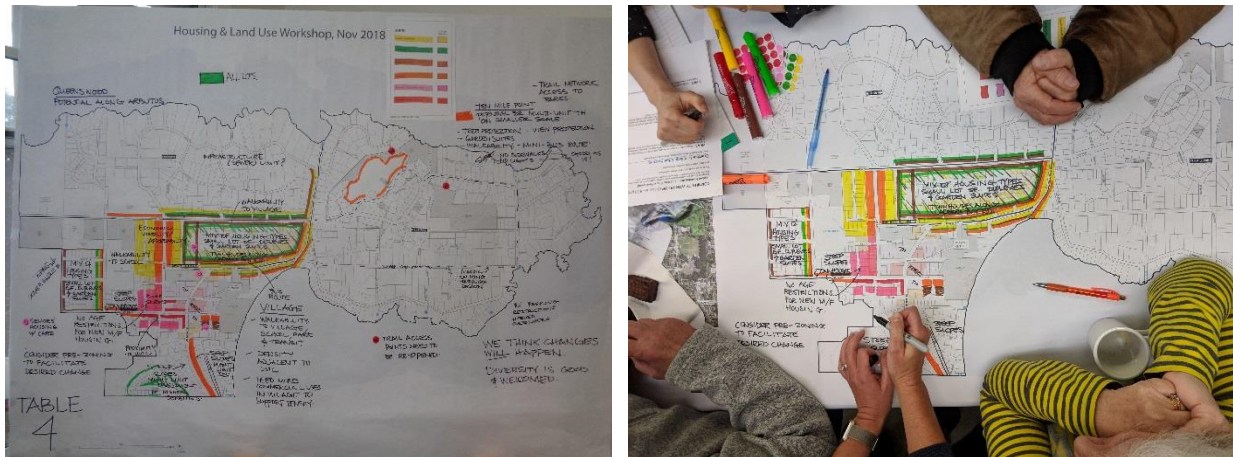
(Table #3)



Sticky Note Comments on the Map

- More density will create more demand for commercial = More shops
- We need more services. Bakery etc.
- Variety of housing options and types
- Apartments/mixed use 3-4 storeys in the Village core
- Duplexes from Hobbs to Telegraph Bay
- Apartments/townhouses near the Village core
- Garden Suites

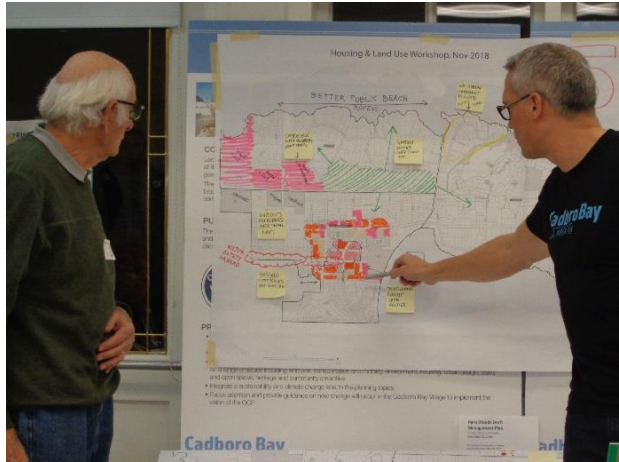
(Table #4)



Sticky Note Comments on the Map

- Infrastructure (sewer) limit in Queenswood?
- Walkability to the Village from Queenswood
- Senior housing with care in the Village
- Need more commercial uses in the Village to support density
- Density adjacent to Uvic
- Trail access points need to be reopened in the Ten Mile Point and Phyllis Park areas
- Traffic calming along Tudor Rd
- RV parking restrictions needed everywhere
- Potential for smaller scale multi-unit townhouses in Then Mile Point area
- Tree protection and view protection in Ten Mile Point area
- Walkability- Mini Bus route to the Village from Ten Mile Point
- No sidewalks and no lights is good in Ten Mile Point area
- Trail network- access to parks
- Mixed housing types like small lot single family duplexes and garden suites in the Village
- Steep slopes around Mystic Vale might limit development
- Consider pre-zoning to facilitate desired change
- 3-4 storeys in the Village

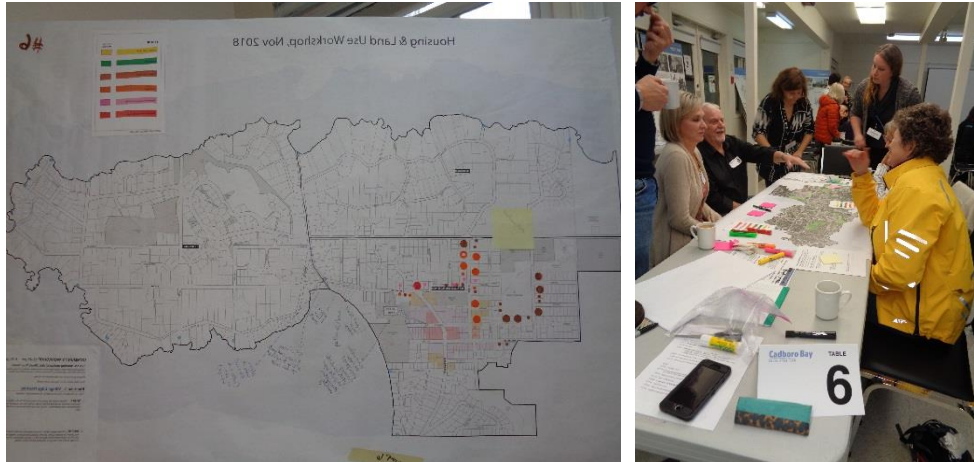
(Table #5)



Sticky Note Comments On The Map

- More mixed use sites in Village core e.g. Langford
- Expand commercial extent
- Neighbourhood, not regional shopping centre. Small scale local stores
- Multi-family (including seniors) surrounding parks
- Step density at natural land contours
- Connection from Maynard to Village core
- Open to multi-family in core
- Serving both older and young families
- Must be well designed, not objectionable in remaining Village edges
- Design guidelines very important to ensure character is maintained
- Relatively inexpensive housing
- Ten Mile Point is very remote and disconnected, which is a pro and a con
- Saanich should relax lot sizes
- Subdivision is fine
- Better public beach access in Queenswood area
- Garden suites are a really good fit in Queenswood
- No subdividing in Telegraph Bay area. Covenant is good
- Restore Harp Woods Park and Goward Park
- Sinclair Rd is a major safety hazard
- 4 storeys in the Village is too tall. Would destroy key Village character
- Duplexes preferred over small lots near Frank Hobbs school
- Development permit area needed in the Village area
- Mixed and institutional developments in Queenswood

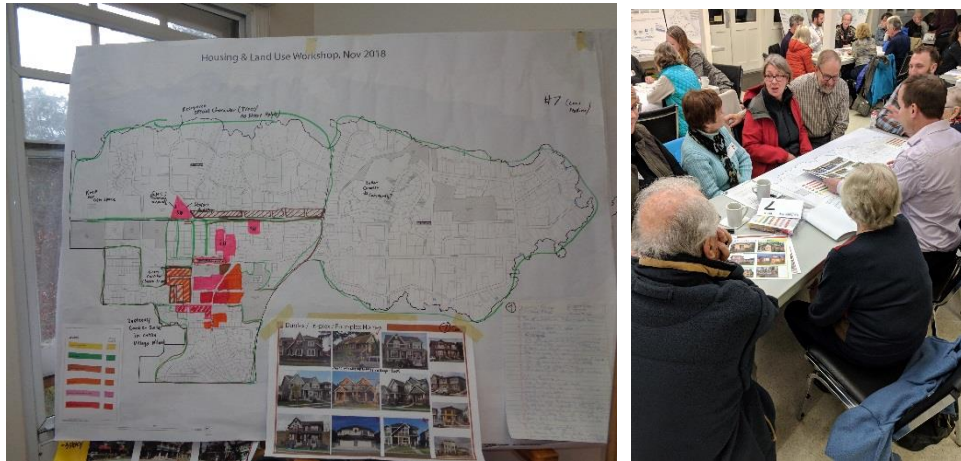
(Table #6)



Sticky Note Comments On The Map

- Seniors housing near Queen Alexandria centre
- Deer problem needs to be addressed especially in the Queenswood area
- Address/consider empty homes/foreign ownership
- Improve park trail linkage and signage in the Ten Mile Point area. Make it more useable/hiker friendly. Better access to all trail
- Green mapping Cadboro Bay (like Oak Bay did). Incentivize people to naturescape
- Community bus service from Ten Mile Point help age in place
- There used to be “cats eyes” along Tudor Rd. Where did they go?
- Chip trail style sidewalk along Tudor Rd
- Site specific garden suites
- Be very specific/careful regarding tree removal. Make fines reflect the actual value of the property
- Infill housing (consider by-law changes). Duplexes, single family and garden suites incorporated
- Keep all beach access/keep it integrated and available to all
- Better signage and connection of park trails
- Regenerative agriculture in Cadboro Bay with demonstration areas. Less lawn more soil- friendly way of using land. Planting native plants
- Densify where safe and makes sense (around UVic)
- Pedestrian boulevard on Arbutus Rd. Trees between sidewalk and roads. Narrow road lanes. Expand tree and pedestrian area, making sure biking is incorporated as well

(Table #7)



Sticky Note Comments on the Map

- Focus on 'affordable housing' in the Village
- Need attractive housing/cottages
- Keep architectural character
- Increase density
- Recognize special character (trees/no street lights) In Queenswood and Ten Mile Point
- Better connection to the community from Ten Mile Point
- Duplexes and garden suites in entire Village neighbourhood
- Seniors housing near Queen Alexandria in Queenswood
- Green corridor near Frank Hobbs (save trees)
- Lights on Hobbs are too bright
- Duplex/Triplex/4-plex Throughout Cadboro Bay
- Like the cottage look
- Like garden suites
- Affordability for young people needed
- Mixed use buildings (commercial and first floor, apartments on top)
- Like 4 storeys with setbacks
- Apartments for seniors housing at and around church sites
- Hobbs/Kilgary townhouses- support with setback for sidewalks or duplex
- Sinclair apartments with commercial
- Garden suites for all Village area
- New developments should be for more families
- Bonus for affordable housing for apartments for families (4-6 floors)
- Queenswood property(UVic) for seniors housing
- Queen Alexandria- maintain for open space. Want to be used more
- Reduce min lot size for 4000m2 lots or allow garden suites. Keeps character and is a better use of land and adds much needed housing

- Properties fronting Arbutus = duplex
- Keep character- trees, lack of street lights
- Garden suites throughout Ten Mile Point
- Don't like the gated community feel of Ten Mile point. Better connection to the community. Needs better shuttle service
- Need continuum of core

(Table #10)



Sticky Note Comments on the Map

- Apartments and mixed use in the Village. Increasing density there will reduce vehicle traffic for these residents as they'll be able to access the businesses and services they need by foot.
- 4 storey mixed use on North side is preferred, as it wouldn't block views as much as well as on either side up Penrhyn
- Ocean views are a priority
- Garden suites are generally supported all through the Village edge
- Townhouses all along Maynard/Cadboro Bay Rd
- Didn't like contemporary styles of duplexes/triplex
- No street level housing for south of Cadboro Bay because of flooding due to climate change
- Need good traffic flow through the Village as Queenswood and Ten Mile Point residence all drive through here to get downtown
- Low-rise apartments near Olive Olio
- Need to attract residents who have given up car/rely on transit or ride sharing. Less parking provided for residents in 4 storey mixed use
- Electric car charging stations needed in the Village and Gyro Park

- Key issues related to housing in Queenswood- retaining trees and canopy. More access to trails and beaches. Walkability.
- Would love Queenswood property at Haro and Arbutus to be bought by Saanich from UVic and preserved as park space
- Want to create green area all through Queenswood and to ocean access
- 2 storey townhouses or 4 unit houses along Arbutus to Queenswood
- Key issues for Ten Mile Point- Access all has to go along Tudor Ave. Traffic calming on Tudor Rd. Bus route needed.
- Protection of trees. Mega houses are not supported.
- Walkability is great. Promote small green corridors between lots.
- No sidewalks but more clearly delineated pathways, even just gravel pathway beside road
- Garden suites supported throughout Ten Mile Point area
- 2-3 storey townhouses on Arbutus Rd, Seaview Rd and Telegraph Bay Rd
- Stepped housing towards Cadboro Bay Rd
- 4 storeys OK if they don't obstruct views



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Cadboro Bay Local Area Plan Housing and Land Use Community Workshop

Tuesday, November 27, 2018

Table Summary Noted Ideas

Participants were encouraged to share ideas and address questions looking at 3 key areas: the Village, Ten Mile Point and Queenswood. The same questions and materials were provided to all table groups. The notes below include ideas received from workshop Tables (1-10).

Exercise 1: Village Edge Housing

- WHAT:** Please select the types of housing that fit into the Village edge area from the samples presented smaller single-family houses, duplexes and triplexes, townhouses, and apartments. (circle, cut out or tell us what you would like OR not like)
 - Selective on types of commercial development near beaches
 - No food trucks or fast food restaurants on beaches
 - Small scale assisted living including seniors housing of diverse square footage
 - We care less about the type of house than characteristics
 - Aesthetically appropriate to neighbourhood
 - Maintain tree canopy
 - Diversity of style and age
 - Maximum percentage of lot covered by building
 - Maintain public view of the water
 - Maximum 3 storey buildings
 - Senior housing
 - Downsizing options
 - Affordability
 - Ground-oriented, underground wiring
 - Walkup townhouses
 - 3 storey townhouses with peaked roofs are consistent with other multi-family developments
 - Setbacks

- Duplexes on fringes
- Trees and green spaces
- Streetscaping is important- Trees, sidewalks
- Both Ten Mile Point and Queenswood need to drive through the Village to get to downtown
- Mixed development from the core to the beach

2. **WHERE:** Please apply marker colours (yellow for smaller single-family housing lots, green for garden suites, gold for duplex and triplexes, orange for townhomes, pink for 2-3 story apartment, and red for 3-4 storey buildings) on specific lots to indicate where they will go on the aerial photo of the Village.

- Integration of various plans/ideas e.g. garden suites- size, type, parking
- Adequate off street parking preferably hidden
- Water table is important to consider
- Ocean views important
- Nothing on street level down by park

3. **WHY:** Finally, specify the reasons why you placed the types of houses in the locations on Post-It Notes by the lots.

- Maintain parking in Cadboro Bay Village
- Preserve, protect and intentionally enhancing the gem we have
- Ten year plan with a 50 year vision
- No loss of green space
- Secondary suites and garden suites would accommodate things better than duplexes and triplexes but would change the character of Cadboro Bay
- Need more extensive design

Exercise 2: Ten Mile Point

1. **IDENTIFY key issues:** when we think about Housing and Land Use, what are some of the key issues in the Ten Mile Point neighbourhood area.

- Eliminate sewage smell
- Keep beach access natural
- Divided opinions on sidewalks
- No street lights
- Percentage of lot covered maximums
- Maintain rural character
- Minimize night light pollution
- Maintain minimum lot size
- 40 km/hr speed limit on Tudor
- Maintain trees and tree canopy
- Increase penalties for tree removal
- House size(too big)
- Traffic access
- Transit/shuttle bus service
- Large homes replacing smaller older homes
- Preserve semi-rural feel(no sidewalks or street lights)
- Keep subdivisions limited to very large lots(2acres)
- Wedgwood has a shuttle- Ten Mile Point needs one
- Safety issue along Tudor- safe path needed, even along one side
- Naturalized paths(strollers and wheelchairs have issues)
- Loss of trees due to re-development
- Enforcement
- Waterfront homes- protect the foreshores
- Tree removal (especially significant trees) vs view is worth lots of money
- Forest fire danger
- Deer
- Connection between parks

2. **Optional Question:** are there areas in Ten Mile Point that could be considered for other forms of housing? If so, why?

- Garden suites
- Garden suites good for young people or for family ageing in place
- No

Exercise 3: Queenswood

1. **IDENTIFY key issues:** when we think about Housing and Land Use, what are some of the key issues in the Queenswood neighbourhood area.

- Sewage service
- Maintain green spaces and minimize light pollution
- Maintain one acre minimum lot size
- Absentee ownership
- Very similar to Ten Mile Point
- Shouldn't lose sight of green space especially as we densify
- Environmental value of large lots keeping ecosystems intact
- Maintain trees and canopy
- Deer
- Access to trails
- Green corridors in Queenswood would be nice (like in Ten Mile Point)
- Queenswood property (UVic) should be a green area or park used as a public amenity
- Student permanent housing not desirable in Queenswood

2. **Optional Question:** are there areas in Queenswood that could be considered for other forms of housing? If so, why?

- Possible Townhouses along Arbutus
- Courtyard housing along Arbutus
- Maybe something similar to Wedgewood in Queenswood
- Garden suites
- No

Cadboro Bay Local Area Plan Housing and Land Use Community Workshop

Tuesday November 27, 2018

DAY 1: Individual Comment Sheets Received

Total: 26 submissions from public participants

1. What are your ideas or comments on future Housing and Land Use in Cadboro Bay?

- The Ten Mile Point and Queenswood areas should be recognized (or zoned) as “green” zones which contribute a forest canopy to the overall green space in Saanich
- We can and should create opportunities for higher density without losing the “leafy neighbourhood” appearance
- More housing for seniors
- More density- 2/3/4 plex
- Keep height restriction to 5 levels in the Village, 3-4 levels within 5min walk to the Village. Development of Queen Elizabeth lands for mixed use
- Protect the trees. Current laws and fines are a joke
- Cadboro Bay is recognized both in the Official Community Plan and Local Area Plan as a “Village”. This came about in the late 20th century, when these plans gave birth. This was recognized and agreed by all parties involved. This is the reason Cadboro Bay is outdated. My point here that the “Village” ambience remains
- Preserve trees in all areas
- Proceed slowly with any move toward a community that is more densely populated
- Traffic increase is a huge concern
- Loss of trees is a huge concern
- Near Cadboro Bay Village, affordability should reflect the population income levels that generally exist in greater Victoria
- Keep residential feel. Make a public pedestrian market, restaurant patios, youth centre. If density increases we’ll need places to “do things”

- Limit 3-4 storeys to Olive Olio's side, 1-2 storeys downhill from Element (peaked Roofs) or corresponding block on Sinclair. Include rental housing and Garden Suites in multi-residential. Focus on affordability. Units can be small when close to outdoors. Enhance/protect the natural green space leading to Gyro Park
- Pay attention to Quake/wave potential
- Environmental
- Mixed density housing in the Village
- Impact on traffic- vehicle, bikes, pedestrians
- Encourage social commercial (restaurants etc)
- There should be increased density in the Village core to increase vibrancy and multi-family dwellings to meet increasing population
- The commercial area of Cadboro Bay Village is thriving in many ways. South side especially. If new building could be done between Sinclair and Penrhyn, I think allowing greater height would ensure the financial success and perhaps encourage good architectural design. Up to 5 storeys I think.
- There's a tradeoff between developing the Village core and tapering down traffic which is already a problem. Densification should occur in outlying areas of Cadboro Bay
- It is important that the present ambience be maintained
- There should be architectural components to the basic rules applied to developments
- Higher density = better affordability, more diversity, being able to age in place, more local business customers and more amenities
- The land would be far more "useable" if deer population was controlled. Otherwise we should "pave" the place
- Reduce vehicle traffic in the Village core
- Increased density in the Village (up to 4 storeys)
- Retirement housing within walking distance of the Village
- Bird wetlands in Gyro Park
- Housing is not needed
- Higher density required in Village core with commercial and 4 storey residential
- More diverse housing options in the Village, multi-family 4-5 storey throughout the Village, Ensure all 4 corners have 4-5 storeys
- While it's great to have a progressive community vision for a growing Cadboro Bay, we are piggybacking it on an existing development plan, The vision is unlikely to be realized under the status quo development model that involves single property transactions with the buyer motivated to either keep the property just as they find it or trying to force densification proposals consistent with the community vision onto a too-small piece of property.
The reality is that with our older demographic in Cadboro Bay, there's likely to be a relatively high turnover in property ownership over time as the older folk feel the

need to relocate to a more manageable setting or simply die off. This provides an opportunity to put those properties to use in realizing the community vision. Do we need a Cadboro Bay Development Society to proactively purchase properties in the Village area in particular and operate them as rentals until sufficiently large amalgams are created that can support the community vision? What incentives could such a society provide to willing sellers to become party to future development? What if an attractive new seniors' home was built close to the commercial core and reserved for those willing to sell their property to the society at market price? Acquired properties outside the core area might be used as trade bait for those with key core holdings. Or perhaps UVic would consider trading their interest in the Haro Woods area for other properties, opening this important core area up for a larger scale development that fits with the community vision. Leaving aside general trends in property values, I would think that such a society's investment in property would be profitable if it could enhance the core area in a cohesive way consistent with the community vision and make Cadboro Bay an even more livable place than it already is. It might be an investment vehicle for community minded locals, or even attract outside investor capital, if necessary.

2. Do you have any comments about the Village Charrette outcomes?

- My only disappointment is that, in regards to the first Charrette, despite the overwhelming consensus that anything over 3 storeys was not supported by all 10 tables, such housing remained.
- The drawing representing a future building indicates a building that is too high on the north side (behind the current block where the Thai restaurant is). 2 storeys should be the norm, not 3 or 4
- Seems reasonable. Lower heights closer to the water
- I liked most of tonight's intro presentation. Please don't undo the consensus reached in the summer regarding basic principles
- Great process. Thank You
- I wasn't a participant in the Community Charrette exercise and I generally support what I see online, but I have one self-centered concern. I assume the statement "expand greenway to connect Mystic Vail Trails" reflects a deliberate effort to increase pedestrian and vehicular traffic to the start of the trails into Mystic Vale and up to UVic. We live right at that trail starting point and I have to admit to an apprehension that what is being promoted as a community enhancement, from a larger perspective, will be decidedly detrimental to our property and privacy. We already deal with a disrespectful slice of entitled residents that park in designated "residents only" parking areas or on lawns and allow their dogs to run off-leash through our properties and use our garbage cans to dispose of their dogs waste, and we don't want to see that worsened by making the area more appealing without

managing the accompanying issues. This means addressing the parking capacity issue and bylaw enforcement, as distasteful as that seems to be to Saanich. From a more pragmatic perspective, both the Mystic Vale trail and the UVic access trail that starts at our house are okay in dry conditions but mucky when it's wet. These trails are in considerably worse shape than other local connector trails that get less use, and by bringing increased traffic to the area they are bound to degenerate further. I don't consider the lack of lighting in Mystic Vale to be a problem as its appeal is its naturalness, but the absence of lighting on the UVic connector trail strongly discourages night time traffic between the Village and the university. The plan needs to consider improvements for pedestrians using these trail areas, not just bringing people to their starting point. However, I understand that these issues aren't strictly within Saanich's control as UVic owns part of the problem. I hope they have been involved in the planning in more than a peripheral way.

- The proposal for double sided angle parking on Cadboro Bay Rd in the Village block might need some re-thinking. The Village straddling a "collector" road is a severe limiting concept.
- I found this exercise very informative including the walkabout. Many common themes and new viewpoints were expressed which was very useful. More effort should be made to get younger people engaged in this process, after all it will be for their benefit.
- The outcomes do not seem practical to housing and density needs. There should not be fixed outcomes or drawings of "suggestions". The current drawings give the impression that these are fixed plans
- Not one of the panels has anything on traffic and transportation. How do you make the Village safer for cyclists and pedestrians while building up the Village with more condos, townhouses etc
- 2-3 storeys in the Village is not efficient. 2 levels of commercial with 3 levels of residential above makes much more sense providing more commercial and residential in the core will allow more people to live and work locally
- I would like to see some developer input as to what style buildings are in their building future
- I do not think the sketch reflects the table discussions
- More like 1980's plan
- Excellent process. seems reasonable and well considered
- Yes, high density in the Village at all four corners especially at Penrhyn/Cadboro Bay Rd. Need 4 storeys at this corner to offer a variety of housing options for both young and old. Commercial ground floor (Starbucks) and 3-4 storeys above –which is to current zoning

3. Do you have any specific comments about housing and land use in the following neighborhood areas?

a. The Village Neighborhood

- Gradual construction of multi-family housing within the 5 minute walk radius of the Village. Maynard Park and the school makes sense. Diversity of housing type is important
- Make efforts to work with landlords in the Village to re-develop (offer incentives). Retain privilege to influence design
- Condo/rental units set back from retail space on north side of Cadboro Bay. Limit parking. 20 years from now people will be car sharing electric cars, using e-bikes, public transit, it's already happening. Keep the Village ambience. Fix Sinclair road
- The Village area should see expanded commercial area but within the sense of 'Village'. Small locally owned and operated stores. Not national chains and not to attract wide area use (shopping mall)
- Parking is a big concern. No increase in on-street parking. Any new parking should be hidden and off the street, preferably underground out of sight
- Pedestrian summer market, Food cart hub, youth interest
- Don't allow the bungalow next to Starbucks to be re-developed beyond 2 storeys. See original Council discussion when its use for parking was approved
- More density, 4-5 storeys to give more mixed housing and also provide "rooms" in the Village. Restaurants, cafes, retail
- Increase density and vibrancy
- Higher density above commercial shops. Height of apartment/condos above could be up to 5 storeys
- It's already too congested. Sidewalks are needed, parking needs to be improved. It's not safe. People are going to get hurt
- I support townhouse development but not when they are 3 storeys where the ground floor is essentially a garage. I realize that such a building would need to be on a raised basement (global warming)
- Commercial/residential in the core to create a vibrant space, 5-6 storeys
- Increase housing density. Present Village is out dated
- Would like a Village, not an urban shopping and apartment development
- Higher density required
- 4-5 storey commercial ground floor and 4 storey residential
- At this time, I think the focus needs to be on this neighbourhood as the "town centre" and the lynchpin for development in the other neighbourhoods. We need to be looking at what we want the Village to look like 20 years out, and be prepared to update our vision at rolling 10 year intervals. From the perspective that society has to make better land use decisions to prevent urban sprawl, I support densification of

the Village neighbourhood in the short term. I also support the idea of making our Village more inclusive of a variety of socioeconomic strata as a matter of social responsibility. As a member of “Table4” at the November 27 workshop, I favour looking at an uphill expansion of the Village commercial core at least as far as Hobbs St and placing more intensive development along Hobbs St, in the area around Hobbs school and Maynard Park, along Arbutus and Cadboro Bay Rd and in the area enclosed by these roads and Telegraph Bay Rd. Such more intensive development should, in my view, include 2-3 and possibly 4 storey townhouses and apartments that don't overshadow the roads, with duplexes and fourplexes filling in between. Carriage houses are, in my mind, and in all Cadboro Bay neighbourhoods, a less desirable land use option, both aesthetically and environmentally, than increasing the density of single family houses where options exist. I think the expanded development of in-house suites to be a valuable tool to increase affordable housing availability (both for the landlord and tenant), and I believe this option simply got overlooked at our table and possibly others when it came time to report out to the assembled workshop. Saanich needs to figure out how to encourage secondary suites even if it means lowering its current standards. As Well, I'd hope that innovative solutions could be found to the panhandle lot problem that seems to be a hindrance to development and in some cases just plain silly from an environmental perspective. Surely if people can learn to live in multi-unit buildings they can adapt to shared road access. With respect to roads, the projected densification of Cadboro Bay along with a desire to see the core area less congested with traffic requires us to rethink some of the current roads. I think we need to discourage a portion of the current traffic through the “downtown” section by upgrading Arbutus Rd to be more of an artery from Telegraph Bay Rd to Finnerty. This implies an upgrade of Finnerty up to McKenzie as well if we want it to carry more traffic. The Table 4 vision of more intensive development around Hobbs school and Maynard Park would require upgrading of Hobbs and Haro streets. I think Haro would have to be made a through road, but in order for the school to remain relatively traffic-free I'd suggest turning the current trail that leads across the tops of Evelyn, Camelot and Sutton (Clarndon Rd on Saanich's map) into a through road down Sutton to Haro. Hobbs may have to be made the main route through the Village in place of Cadboro Bay Rd. Here's a wild idea: how about making a clockwise one-way two-lane loop of Hobbs, up Sinclair, down Finnerty and back on Arbutus to Hobbs? There might be some interesting benefits to that! There are some areas in the Village neighbourhood that I feel should probably not be targeted for further housing expansion, most notably the portions of Gyro Park adjacent areas considered to be at risk from rising sea levels by 2100. I'm also leery of pushing additional development onto the steeper slopes above the Village core due to the greater engineering challenges of dealing with the sloping ground.

b. Ten Mile Point

- A safe walking path is needed on Tudor Ave. Most of the residents don't want standard sidewalks but a gravel trail that would help improve safety for pedestrians, especially at night (no street lights)
- Opportunities for duplex constructions may exist and should be considered. Garden suites wildly desirable
- Keep pretty much the same. More public transportation
- No street lights or sidewalks unless there are some safety issues
- Should remain largely unchanged. The "Uplands" of Saanich
- No subdivision unless lot is more than 2 acres
- Lower speed to 40km/hr
- No more density in this area
- Environmental protections for shorelines
- No sidewalks or streetlights
- Beach access
- Keep rural feel, trees
- Under a certain size of building more design freedom, over size more control
- This is a unique area. I defer to those who live there or know it well
- More streetlights
- Difficult because of restricted access to peninsula. In times of crisis/forest fire or flooding etc access is very difficult. Perhaps this "country" atmosphere of both 10 Mile Point and Queenswood are a great asset and diverse contribution to the greater area
- More multi-unit housing for seniors in particular those who are downsizing in Cadboro Bay but still want to stay in the community
- This is the gem of Saanich. It has urban forests (what is left from 30 years back is a lot less but still better than none)
- Smaller lots
- My Table 4 seemed to be on the same wavelength as all the other tables with respect to 10 Mile Point in advocating for dark skies and no sidewalks. Our approach to housing infill was the default "case by case basis", which is pretty feeble guidance to Saanich, and risks entrenching a "whatever I can get away with" ethic. The fact is that many properties in this area have individual circumstances that should bear on how infill proceeds, but that shouldn't absolve us of planning for infill of some kind. I think most approve of the kind of strata development that was done on Minnie Mountain, largely due to its appearance, although I don't think enough credit is given to the passage of time that has restored a sense of naturalness to what may initially have been a bit of an eyesore. Developments of this scale won't likely be possible in the future, but scaled down editions of that type of development would be desirable. Other kinds of infill should be encouraged, but I

think low-rise housing should be predominant, and I mean that in relation to both multi-unit housing and oversized single family development. Table 1 mentioned that development was restricted to a percentage of the property size but, if so, the justification for monster houses based on monster lots seems to have bastardized a rule probably meant for more regimented development

c. Queenswood

- A waterfront lot (formerly 2614 Queenswood Dr.) was subdivided recently by Bare Land Strata to create 2 lots (2612 and 2616 Queenswood Dr.). This seems to be a “loophole” available to developers to add more homes (cut more trees) in the Queenswood area
- Large lots may allow for green corridors. Garden suites may not be as widely built since the lot sizes permit enlargement of existing residences. Owners might not need them, as a consequence. So the prospect of increased density in Queenswood private lands is dubious
- If we are considering true “ageing in place”, a cemetery would be desirable. Probably on one of the Queenswood institutional properties. Green burial too
- Same as Ten Mile Point
- Use larger lots, when available to extend the number of cul de sacs northward.
- Similar concerns as Ten Mile Point. Concerns regarding building of larger and larger houses on the beach closer to the water. Ensuring environmental protection of shorelines
- Retain fields and forest. Keep park-like feel with open fields
- Subdivision of suitable lots should be allowed subject to neighbours being involved in the process
- Perhaps 1 or 2 properties might lend themselves to Townhouse style density
- Put in sewers and allow subdividing so that the neighbourhood is not just an enclave for the super-rich on oversized lots
- Smaller lots
- Keep the streetlights out of Queenswood and no sanitary sewer along Queenswood Dr
- Table 4 had little to say about Queenswood because we ran out of time to give it much thought. Maybe that happened at the other tables as well because few had much to say on the subject when it probably deserved more. As a relative newcomer to Cadboro Bay, it’s a neighbourhood with which I have little familiarity apart from the Queen Alexandra hospital area. The latter, along with Haro Woods, seem to be important areas to discuss and plan for as they are still relatively unfettered by existing development. With the abundance of parks in the Cadboro Bay area and in Saanich generally, I believe development of at least a part of these large areas is warranted as a responsibility to our fellow man as a preferred option to urban sprawl and urbanization of potential farmland. We all like parks, and it’s

easy to rationalize why we should have more neighbourhood parks and trails and trees to satisfy our selfish lives, but I think we need to see a bigger picture here. This is prime land that needs to be appreciated for its greater utility to Victoria than to those of us who might like it just the way it is. In particular, the areas adjacent to Finnerty and Arbutus roads should be developed to a relatively high density right up to Telegraph Bay Rd to make the most of the existing infrastructure. As well, the existing large lot development on the northeastern half of Queenswood seems misguided. Apparently this policy is due to a lack of sewer infrastructure, but that's fixable. I think buildings on these properties should be considerably densified, and from what I hear of the size of existing houses, similarly sized duplexes and fourplexes or small townhouse developments seem like they might be a good fit. Several people mentioned tree preservation in this area, but I believe development can be done leaving enough trees that the forested character of the area is retained without treating every tree as sacred. We need to keep in mind that older forests like these are just one insect infestation away from looking so ragged and dead that we could just as easily hear calls for a large portion of them to come down as we now do to keep them undisturbed. Starting new trees growing to create stands of varying ages is a way to mitigate such natural disturbances that we can expect with climate change, and should be a component of development permits in this area. The same could be said of Ten Mile Point, about which some complained of tree loss in the process of recent developments in that area.

4. Additional Comments or Suggestions for FUTURE HOUSING? Where and why?

- Right now housing development is based on setbacks and area coverage (normally 40%) and there is no component that allows reviews of what the end built project will look like. Also the Local Area Plan not being the priority, the result is ambience, a key in Local Area Plans is at times abused. The local community/resident associations or custodians of the Local Area Plan if you like, are not fully integrated in the planning phase from day one. They are certainly notified of developments by email and on the web, however the bottom line presently is completing a form that says we agree, don't agree or are neutral on any given development. This situation needs to be altered to allow local input on day one
- Define affordable housing and have some density with purpose. Where will more people work and why Cadboro Bay? Why not build density up the hill. Prevent investment commodities "gold rush"
- Penrhyn St should have increased density so more people can live in the Village core and access the services

- Cadboro Bay is increasingly unaffordable for young families. As older residents move out, the houses are being bought out by developers, torn down and replaced by ugly, huge homes. We need affordable, multi-unit dwellings. A mixture of condos, townhomes, apartments and retirement homes so that Cadboro Bay is not just a place for the elderly, the wealthy and the highly educated as it is now. We need a healthy mixture, a diverse community of young, old, professionals, trades people, including families, children, grandparents etc. That's what a sustainable Cadboro Bay is all about
- Create a high density vibrant core. Allow for 2nd floor offices with multiple floors of residential above to encourage people to Live/work and add vibrancy to the core
- Future housing should be near the Village to reduce traffic (vehicle)
- Why is the premise "we still need infill"?
- Variety of housing options in the Village. 4-6 Storeys, townhouses, condos to provide options for all ages and to help commercial businesses to succeed in the Village

Cadboro Bay Local Area Plan

Housing and Land Use

Community Workshop

Tuesday November 27, 2018

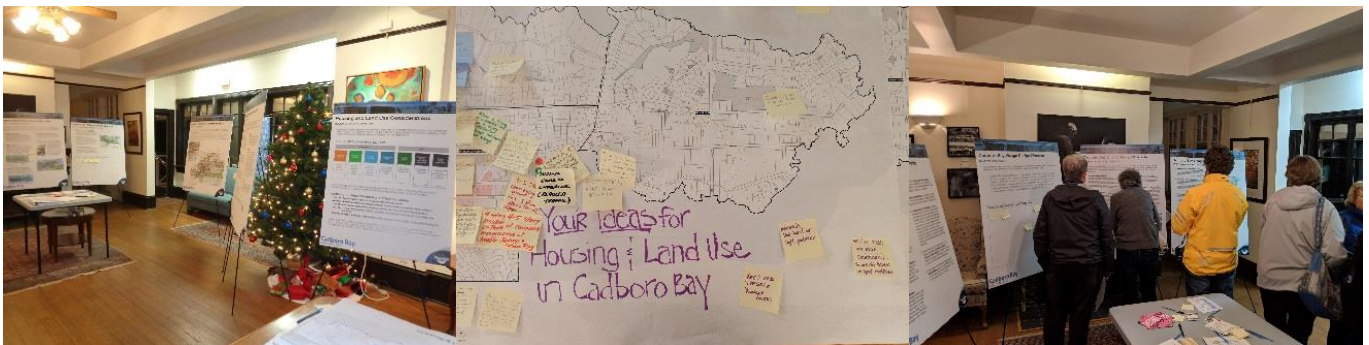
Open House Comments Received

A. Share your feedback on the draft Village visual board (sticky notes posted)

- Multi-generational housing options
- Community mapping project- mapping regenerative agriculture
- No more than 3 storeys
- Multifamily with 3-4 storeys required, close to care
- Add Multi-residential where overshadowing is avoided and where green space can be protected
- 1 Mile diet farmer's market- utilizing back yard produce and local farmers produce, maybe once a month to start. More emphasis on urban farming
- Ground floor Commercial, 3 storeys residential on Village corners
- Housing that fits in and that families and individuals can afford
- Don't prescribe development forms that are not economic- they will never be built (2 storey commercial for example)
- Multi-family 4-5 storeys on all 4 corners of the Village
- Higher than 3 storeys would destroy the Village character and more trees
- Provide ground floor commercial and second floor offices plus 3 floors of residential. 5-6 storeys to encourage people to work and live in the Village Core
- Enough room for landscaping screening between development and existing single family homes. "Keep it green"
- Larger (3-4 storey) developments on Olive Olio's side. Low scale development downhill. Recognize geotechnical risks as well as flooding

B. Share your feedback on the draft Land Use Concept board (sticky notes posted)

- Please be consistent between map area display boards and concept section display board. Shouldn't Hobbs St. To Gyro Park be North to South and not West to East?
- Where is the acknowledgment that Cadboro Bay residents have to pass through the Village to Downtown? Basic fact is Cadboro Bay is an artery and that has to flow for the area to function. More density equals more congestion. Have to promote flow through
- Four couples I talked with who were not at the charette, did not approve of what they saw. How do they discuss for an inclusive plan?
- Thoroughly support the sketch of lower Penrhyn St. The planners listened!
- Please ensure 4-5 storey at the Cadboro Bay/Penrhyn corner. Need more residential
- Plan for a 4-5 storey commercial/mixed use re-development
- Village plan should not prescribe form and character of development. Just massing setbacks and open spaces
- How do you deal with all the traffic that will be created in the Village as a result of all this densification? Traffic is bad enough already



saanich.ca/cadboro

Cadboro Bay Local Area Plan Housing and Land Use Community Workshop

Wednesday November 28, 2018

Final Presentation Notes - November 28, 2018

Workshop Charrette Participation

Total of 155 people participated (plus 9 staff + 2 MVH)

- 25 people at Community Walk November 27, 2018
- 72 people at Village Charrette Presentation & Workshop November 27, 2018
- 58 people at Presentation November 28, 2018

Notes

- 20 to 30 years - have to think that far out
- Yesterday Walkabout
- We heard what works, what doesn't
- Last night was intense
- We created great patterns and results

Community values

- Trees and character
- More density and choice of housing
- Ground-oriented housing especially for seniors
- Focus on non-single family housing in Village neighbourhood
- Ten Mile Point + Queenswood are seen as single family neighbourhoods where recent large houses do not respect the area character
- Support more density and housing choices with proper hard and soft infrastructure
- More local commercial in Village core and more services (need more services - need more people)

Area findings

- Focus on commercial mixed use
- Limit 2-3 and possible 3-4 storey apartments with setbacks
- Low profile townhouses and duplexes
- Whole menu of different types of housing- gentle/invisible density
- Pedestrian friendly
- Short cut trails
- Short cut trails provide short cut + more pleasant walk
- Sinclair #1 priority
- Ten Mile Point and Queenswood - No lights and keep it natural

Challenges

- Tree retention and redevelopment
- House size in Queenswood and Ten Mile Point
- Sensitive site redevelopment
- Transit and mobility (current transit)
- Pedestrian and bicycle safety
- Pathways and connections
- Transition between land uses

The 5 minute Village

- Opportunities for gentle intensification
- Someone noted "Nobody who lives on that street was there" however someone else noted "I live there and support this"
- Low density infill
- Propose developments that can happen incrementally
- Propose some additional housing that can happen in small doses
- Preserve the character
- Duplexes/cottage courts
- It's not common but because area is popular
- Rely on remote parking, walkable area
- Cars parked in garage or carport in the area
- Deer
- Natural areas
- Important views

C.

NATURAL AREAS & COMMUNITY AMENITIES

Community Workshop, January 26, 2019

1. Community Workshop Table Presentation Notes
2. Community Workshop Table 2-7 Exercise Notes
3. Community Workshop Table Map Notes
4. Individual Comment Sheets

Cadboro Bay Local Area Plan Natural Areas & Community Amenities Community Workshop

Saturday, January 26, 2018

Table Presentations Notes

GENERAL NOTES

Each table received the same questions and materials. There were three main topic areas: Natural Areas, Shoreline Areas, and Recreational Network, with 2-4 questions each for discussion and comments.

Participants were invited to draw, write, place a dot or post-it note onto maps, and table facilitators aided participants through the discussion topics and helped bring the discussion to paper.

The maps provided at each table included base information with data from Provincial, Federal and municipal sources. Descriptions of all the terminology and abbreviations used to identify the information on all the maps used in this workshop were provided.

Time for each main topic: 30 minutes, with between 7 and 15 minutes for each question. At 4:00 pm, Table Presentations were given by each table, sharing key findings with the larger group.

The attached general notes provide the main ideas noted from the presentations. The order of presentations started with Table 6, 7, 5, 4, 3 and 2.

Thank you to all who participated!



TABLE 6

1. Natural Areas

Places that are important to protect and enhance as natural areas?

- Forest areas and soil
- All natural areas
- Beach and shoreline
- Natural viewscapes
- Mystic Vale

How can we best preserve these areas, considering climate change and other stressors (development, invasive species, etc)

- Enforcement of current bylaws, before adding any new bylaws which may be required

2. Shoreline Areas

What should the future character of the shoreline look like to you, given erosion, climate change and habitat? (photos of examples - select preferred)

- Difficult to choose because it is really site specific (as to what is appropriate).
- Need to look at what the development is on the shore, because maybe they don't need to have development right on the shore

Is there a need to improve public access? And if so, where and how?

- At Ten Mile Point: need enforcement and better signage (signage is often removed by property owners pathway access blocked by patio furniture or potted plants, difficult to know there is a public access in place and only a few people know that public access exists)

3. Recreational Network

What are the key destinations and recreational amenities?

- Mystic Vale
- Beach access /??? At Ten Mile Point
- Trails
- Diving occurring, kayaking, cycling
- Sea View area is well used

What improvements are needed for recreational connections?

- People get confused by the lack of signage related to connections of trails

Is there a need to improve public access? And if so, where and how?

- Want a Coastal Plan, regarding what is developed and to control development, and what is requiring public access

TABLE 7

1. Natural Areas

Places that are important to protect and enhance as natural areas?

- Mystic Vale/Pond
- Queenswood area
- Wildlife corridors
- Beach access
- Trails

2. Shoreline Areas

What should the future character of the shoreline look like to you, given erosion, climate change and habitat? (photos of examples - select preferred)

- Preference for natural shorelines
- For erosion, use natural rip rap, organic
- Similar points to Table 6

Is there a need to improve public access? And if so, where and how?

- Room for improvement: number of beach accesses and better signage (hidden signage)
- Legal status of public access (property boundaries, and maintaining that)
- Like that there are not many docks or public wharves – that's a good thing
- No boats launching

3. Recreational Network

What are the key destinations and recreational amenities? (identify, map, post-it)

- Trail linkages
- Phyllis Park, Mystic Pond (Hibbens Close)

What are the key connections in the neighbourhood? (identify, map, post-it)

- Trails on institutional lands and connecting to public trails

What improvements are needed for recreational connections?

- Signage for trails
- Access/link in past to Phyllis Park is no longer there
- Hibbens Close

Is there a need to improve public access? And if so, where and how?

- Connect institutional lands to trail system

4. Other considerations:

- How much of the natural areas are on private/institutional lands?
- Undergrowth of Queenswood is being lost

TABLE 5

1. Natural Areas

Places that are important to protect and enhance as natural areas?

- Like Cadboro Bay for what it is: a village in a natural area. Want to preserve what it is; while knowing that there is going to be change
- Boulevards: these are property owner's responsibility. Want more trees there
- Protect treed areas. Keep as it is!
- Very little shoreline

Why are these places important?

- Natural character
- Fantastic views on shoreline.

How can we best preserve these areas, considering climate change and other stressors (development, invasive species, etc)

- Concern about impact from sea level rise, and how to protect places like Gyro Park

2. Shoreline Areas

What should the future character of the shoreline look like to you, given erosion, climate change and habitat? (photos of examples - select preferred)

- Great viewpoints on our shoreline: Queen Alexandra, Phyllis Park (best viewpoint in Cadboro Bay)

Is there a need to improve public access? And if so, where and how?

- Shoreline accesses need to be marked

3. Recreational Network

What are the key destinations and recreational amenities?

- Have fabulous parks. Gyro Park

What improvements are needed for recreational connections?

- Like natural trails (wood chips), not gravel

4. Other considerations:

- There is not much in parks for seniors. An exercise area would be an improvement

TABLE 4

1. Natural Areas

Places that are important to protect and enhance as natural areas? (list & map)

- Phyllis Park
- Protected and sensitive areas
- Protected areas as they are
- Keep areas green. Preserve trees
- Keep Terrestrial Herbaceous (HT) protected areas above SeaView
- Rocks should be protected the same as trees

Why are these places important?

- Once these areas are gone, they are gone
- Preserve neighbourhood atmosphere

How can we best preserve these areas, considering climate change and other stressors (development, invasive species, etc)

- Designating access ways
- Better signage
- Resurrect EDPA
- Higher value
- More staff support and site visits by staff to address key areas
- Confusion around foreshore and jurisdiction (5.1 and 4.7 enforced by Bylaw and Inspections)

2. Shoreline Areas

What should the future character of the shoreline look like to you, given erosion, climate change and habitat? (photos of examples - select preferred)

- Depends on what we like
- Different needs for different areas
- It's a balance of protecting and understanding of needs
- Solutions:
 - creating a flagging system (on Saanich database) to put on a property if there's a known erosion problem on it
 - Incentives, monetary or otherwise, to protect natural lands, shorelines, beaches, ponds, wetlands, and parks
 - Green Shores program for protecting shorelines

Is there a need to improve public access? And if so, where and how?

- Yes. Split rail fencing to delineate public access from private property, and signage
- Green Shores program for protecting shorelines
- Street right-of-ways
- Chip trails

3. Recreational Network

What are the key destinations and recreational amenities? (identify, map, post-it)

- Trails
- Gyro Park: re-consider recommendations for Gyro Park Plan – naturalizing it/making a wetland

What are the key connections in the neighbourhood?

- Find alternate connective routes (off more main traffic areas); a path as an alternative to Tudor to get to Hobbs

What improvements are needed for recreational connections?

- Make official trails of right-of-ways
- Improvements to Sinclair Road are needed urgently –it’s a “dog’s breakfast”
- Better sidewalks in Village
- Safe routes to schools

Is there a need to improve public access? And if so, where and how?

- Need:
 - enclosed dog areas
 - better connectivity
 - bark mulch trails
 - natural hardscapes
 - roads to be designated

4. Other consideration:

- Discourage panhandles
- Need traffic calming on Tudor Avenue to make it safer for children
- Maintain LAP designation as semi-rural
- Hold municipality to same standards as private citizens (ex. of pump station)
- Propose neighbourhood scale plan (done for Fairfield, and at UVic), not technically focused but to give idea to people of who we are. A reflection of the community.

TABLE 3

1. Natural Areas

Places that are important to protect and enhance as natural areas?

- Gyro Park, Telegraph Bay Beach, Haro Woods, Finnerty Beach, Knuckson Park, Phyllis Park, and the connections to these places
- Queenswood and Ten Mile Point

Why are these places important?

- Important for trees, especially.

How can we best preserve these areas, considering climate change and other stressors (development, invasive species, etc)

- Cadboro Gyro Park: what can we do to make it sustainable for the future? Adaptation and development plans? What will this area look like in 20 years? Tennis courts for long-term use. How can we plan for next 30 years?
- If we lose some trees to rising waters, how will we protect others
- Make Tree Bylaw stronger
- Consider what we can do to encourage Queenswood private property owners to do what Haro Woods has done so well: removing ivy and restoring woods area. Incentivize in order to save trees?

2. Shoreline Areas

What should the future character of the shoreline look like to you, given erosion, climate change and habitat? (photos of examples - select preferred)

- Keep natural. Don't want to interrupt nature
- Updated engineering available now, which is more environmentally friendly and sustainable. What would that look like on our shoreline, and what we can test out?

3. Recreational Network

What are the key connections in the neighbourhood?

- Lack connection between Queenswood and UVic lands

What improvements are needed for recreational connections?

- Need better trail connectivity and signage

Is there a need to improve public access? And if so, where and how?

- Have 16 great little beaches and no signage that identifies where it is

4. Other considerations:

Is there anything else we should consider as part of the Local Area Plan update?

- We are a village: natural environment and neighbourly. Change will happen, but we need to do it in a sensitive way

TABLE 2

1. Natural Areas

Places that are important to protect and enhance as natural areas? (list & map)

- Protect all natural areas
- Enhancement means removing invasives, not building concrete pads and development
- Mystic Pond & Vale, herons, UVic lands, Haro Woods watershed, including catch basins –everything is connected
- All contiguous areas and green-blue spaces
- Area around Gyro Park needs to be protected
- Indigenous and environmental/climate aspects, as well as mental and physical aspects

Why are these places important?

- Coastal areas are the most sensitive and have the most to lose with climate change

How can we best preserve these areas, considering climate change and other stressors (development, invasive species, etc)

- Update policies, such as the Urban Forest Strategy.
- No tour buses
- Update maps (they're out of date)
- Education
- Development restricted to the Village Area
- Preservation of ecologically and environmental areas are the most important

2. Shoreline Areas

What should the future character of the shoreline look like to you, given erosion, climate change and habitat? (photos of examples - select preferred)

- Keep it as natural as possible, even if need to reduce erosion
- People who buy property need to be restricted at what they can put up; beach access ruined by development

Is there a need to improve public access? And if so, where and how?

- Happy with how they are, but new owners should be restricted as to what they can put up and take down

3. Recreational Network

What are the key destinations and recreational amenities?

- Everything ! ...
- Coastal areas
- Queen Alexandra lands
- Blue heron sanctuary / Mystic Vale & Mystic Pond
- Don't want to lose any of it

What improvements are needed for recreational connections?

- Don't want concrete; crushed stones or chipped wood
- Walkability is the most important
- Not every street to have sidewalks; chip trails / paths are good
- Crosswalks
- Reduce speed limits on Sinclair, Tudor, Sea View and Cadboro Bay Road.
 - This is needed at Hibbens and Cadboro Bay Road
 - Need speed bump at Telegraph Bay
 - Tudor Ave is narrow

4. Other consideration:

Is there anything else we should consider as part of the Local Area Plan update?

- The timeline for climate change and Saanich's Plan is not quick enough. 2050 is too far out. Need changes/targets done sooner
- New owners need to have respect for heritage areas (trees and homes).
- Respect our natural legacy and the gifts we have
- Trust with attenuation broken?

Cadboro Bay Local Area Plan

Natural Areas & Community Amenities

Community Workshop

Saturday, January 26, 2019

Table Exercise Notes

FROM TABLES 2 - 7

The workshop involved more than 55 participants in table group discussion around exploring aspects of natural areas and community amenities in the Cadboro Bay area.

To do this each table was provided the same materials, including a workshop handout guide with questions to aid table conversations, and the most recent base mapping with data from Provincial, Federal and municipal sources.

Each table included approximately 6-9 participants and a facilitator to help bring the conversation to paper. Participants were encouraged to draw, write, and place a dots or post-it notes to express their ideas. Table groups selected a time keeper, recorder and presenter.

Attached are the general notes from each table as recorded by table volunteers using the workshop handout as a guide.

Thank you to all who participated!

Table 2

(Includes participants from Table 1)

Exercise 1: Natural Areas

a. What are the kinds of places that are important to protect and enhance as natural areas?

- It is important to protect all natural areas
- Mystic Vale and Mystic Pond, including Heron Sanctuary, and UVic
- Haro Wood, including drainage area and catchment basins. Locarno Rd – see underground springs- which part of watershed
- Fen near Gyro Park
- Knudson and Phyllis Park – enhancement means removing invasive species, not concrete paths
- All contiguous corridors of green/blue spaces

b. Why are these places important?

- Culturally and environmental are so interrelated you can't separate
- Mental and physical health
- If lost, its irreplaceable, for climate change

c. Why are these places important?

- Culturally and environmental are so interrelated you can't separate
- Mental and physical health
- If lost, its irreplaceable, for climate change

Exercise 2: Shoreline Areas

a. What should the future character of the shoreline look like to you, given erosion, climate change and habitat? (photos examples - select preferred)

- See marked photos

b. Is there a need to improve public access? And if so, where and how?

- It's very good – leave as is
 - People buying property must be restricted in what they can take down and put up (eg. Beach access by Cranford Park Genevieve Street beach access was ruined by development)
-

Exercise 3: Recreational Network

a. What are the key destinations and recreational amenities?

- Mystic Vale and Pond, Goward, Coastline, especially beach accesses
- Haro Woods
- Gyro Park
- Knudson Park, Phyllis Park
- Queen Alexandra
- Telegraph Cove
- Heron Sanctuary

b. What are the key connections in the neighbourhood?

- Priority is walking connections but no concrete paths or sidewalk unnecessary
- See map
- Bylaw change to allow dogs along gravel paths on edge of Gyro Park

c. What improvements are needed for recreational connections? Explain ...

- Reduce speed limits: Tudor, Arbutus, Caddy Bay, Sinclair – and enforcement
- Crosswalk at Hibbins and Cadboro Bay Rd
- Crosswalk at Telegraph Bay – speed bump
- Crosswalks to have a flashing light

d. Is there a need to improve public access? And if so, where and how?

- Lockhaven to beach #1 on map (crushed rock)
- Access to Phyllis Park at end of Lockhaven – chipped trail

Other consideration (optional)

Is there anything else we should consider as part of the Local Area Plan update?

- Attenuation tanks – broken trust of doctor
- The timeline for Climate Change is not sufficient.
- The issue is new owners don't have to respect our heritage register, including homes and trees (eg. Queenswood – vacant lot)
- Respect past, our natural legacy and gifts

Table 3

Exercise 1: Natural Areas

a. What are the kinds of places that are important to protect and enhance as natural areas?

- Top 3 things:
 - Gyro Park future and sustainability. Recreation destination. Adaptation plans
 - More tree/canopy/habitat preservation and restoration – Queenswood, Ten Mile (Queenswood private properties – ivy like Haro woods)
 - Recreation network including beach access. Encourage trail connectors with natural ground cover, signage
- Keep shoreline natural – (update engineering). Don't interrupt nature. More natural setbacks
- Places protect enhance – Gyro, all greenspace, trails, shoreline, Queenswood, natural habitat
- Village and neighbourhood together and natural [unreadable word]
- Semi-rural area – let's keep natural and protect

Exercise 2: Shoreline Areas

a. What should the future character of the shoreline look like to you, given erosion, climate change and habitat? (photos examples - select preferred)

- See "Other Considerations" (at end)

b. Is there a need to improve public access? And if so, where and how?

- Natural trail, no asphalt, no paving bricks

Exercise 3: Recreational Network

a. What are the key destinations and recreational amenities?

- Gyro
- Telegraph
- Haro Woods
- Beach
- UVic trails
- Knudsen and Phyllis Park – access
- Potential connection to Shannon Place through OI

b. Is there a need to improve public access? And if so, where and how?

- Yes – Beach access priority over time.
- Improve beach areas – signage, maps i.e. trail maps to [?] Beach
- Make the 16 accesses work and consider adding more

Other consideration (optional)

Is there anything else we should consider as part of the Local Area Plan update?

- Discussion on sea level rise and what should or should not be built (rebuilt).
 - Look for sustainability
 - .5 metres affected
 - Wildlife needs corridors
- Saanich Plan – more wetland. Make parts of park a buffer system for sea level rise.
- Sewage pump system at end of Penryn
- Consider more canopy support – in other areas (Queenswood and Ten Mile)
- Caddie enhanced for protection
 - Protecting UVic Queenswood property concern and QA property
 - Look at greenspace as a whole – Goward, Queenswood, Queen Alexandra
- Recreational Network – Shannon thru UVic lands [?]
- Shoreline – not like Sidney and West Van
- Do it properly – propose engineering not just aesthetics. Don't interrupt nature.
- More actual setbacks
- Convert private land to park. Easier to get them to protect existing property.
- Covenant areas to protect

Table 4

Exercise 1: Natural Areas

b. What are the kinds of places that are important to protect and enhance as natural areas?

- Phyllis Park (stairway needs repair)
- Existing beaches/accesses etc.
- Protected trees and EDPA
- Existing parkland, sensitive ecosystems and currently not/ unprotected areas (want to keep green areas as much as possible)
- Preserve the height designated area between Tudor and Sea View west of Sheep Cove Creek

c. Why are these places important?

- Confusion around foreshore and jurisdiction
- Once they're gone, they're gone
- Special/ unique areas that make our area the jewel it is
- Previous neighbourhood atmosphere and why people want to live here

d. Why are these places important?

- Designate access ways
- Better signage
- Need to resurrect the old EDPA with a focus on specific areas
- Higher value based on environmental concerns of areas with regards to variances, more staff support and site visits

Exercise 2: Shoreline Areas

a. What should the future character of the shoreline look like to you, given erosion, climate change and habitat? (photos examples - select preferred)

- Shoreline construction – Bylaw 5.17 should be enforced and checked by building inspectors
- Depends on area – different areas need different treatments
- Keep natural look as much as possible with consideration given to needs of property owners (a balance) and erosion, etc
- Less treating rocky outcrops like protected trees
- Discourage panhandles

b. Is there a need to improve public access? And if so, where and how?

- Designated access ways (need signage) many are unmarked
- Split rail fencing between private/public land
- More intuitive signage (dogs, etc) – how faces roadway etc.

- Possible solutions
 - Put on title of property possible environmental concerns (erosion etc.)
 - Greenshores program through Uvic (see brochure) “Protect Our Treasured Shorelines”
 - Building in incentives to follow EDPA/ naturalize shoreline (monetary or other)
 - More education on existing policies and opportunities

Exercise 3: Recreational Network

a. What are the key destinations and recreational amenities?

- Beaches/parks/courts
- Wetlands/ponds
- All obvious places and spaces (village/restaurants, beaches and parks etc)

b. What are the key connections in the neighbourhood?

- Existing right of ways
- Street trails

c. What improvements are needed for recreational connections? Explain ...

- Enclosed dog areas
- Better connectivity of existing trails
- Less hardscaping and more natural treatments
- Improvement needed on Tudor Ave for safe walking and lighting
- Ten Mile Point and areas

d. Is there a need to improve public access? And if so, where and how?

- Make official trails on right of ways
- Identify safe alternatives to known routes
- Add to the trail network existing right of ways
- Improving traffic calming on streets that need it
- Maintaining a standard for all areas (proper sidewalks/ bushes trimmed etc)

Other consideration (optional)

Is there anything else we should consider as part of the Local Area Plan update?

- Reconsider and hopefully utilize the recommendations of the Gyro Park Committee
- Proper sidewalks in core village areas (safe routes) – (Hobbs etc. where kids walk to school and seniors etc.)
- Sinclair Rd
- Maintain a safe, standard natural access along corridors
- Maintain LAP designation as semi-rural
- Hold Municipalities to same standard as private citizens

Table 5

See Map and Presentation Notes

Table 6

Exercise1: Natural Areas

a. What are the kinds of places that are important to protect and enhance as natural areas?

- Beach access and beach (natural)
- Preserve all natural areas
- Forest and soil in the forest [arrow] flooding problems
- Private property sign on the beach
- “monster” houses – problem/ concerns about recent development on the shoreline. Natural features taken out. Cut all the trees. Loss of Bald Eagle nests.
- Concern about building with lots of impervious surfaces and cutting of too many trees – including construction of any kind that is covering the soil (including bricks)
- Natural view scape
- ROWs for beach access and trails
- Enhance trails and signs
- Better tree protection
- Need more rules re: blasting on shoreline – natural areas
- Protecting park areas
- Protection of Cadboro Bay – habitat issue example: dogs chasing wildlife at Mystic Vale
- Signage for access areas – concerns re: public use and protection of public access areas.
- Concern: posting of “private property” signs on public lands such as at beach [note on map for example – area of issue]
- Private dock concerns – note on map
- [note: concern about accuracy of map – where the forest is not fully represented]

b. Why are these places important?

- Enjoyment
- Mental health, well being, physical health
- Appreciation of nature – so it will be preserved by future generations
- No enforcement is a concern

c. Why are these places important?

- Enforcement of bylaws
- Removal of invasive species
- Boulevard issues – more invasive species removal
- Revisit the tree bylaw – increase protection, make more stringent
- Formalize agreement with UVic re: Mystic Vale – change/increase the agreement with UVic for better protection and restoration where needed. Mystic Vale needs to be legally preserved. Building of more trails and crossings are impacting the natural areas. Backyards encroaching into Mystic Vale.
- Concern about development impacts – find a way to protect nature throughout; keep nature throughout the neighbourhood

Exercise 2: Shoreline Areas

a. What should the future character of the shoreline look like to you, given erosion, climate change and habitat? (photos of examples - select preferred)

- Houses should be set back further considering future climate and changes
- Concerns re: building small buildings such as guest houses further down on property, closer to shoreline
- Bioengineering [positive support for]
- Site specific protection
- Comment: like what we have – need to maintain
- No private docks [strong agreement at the table]
- Issues with mega houses – lighting: light pollution and energy waste
- Need coastal plan with requirements to protect, not building right up to the shoreline
- Fight between private landowners along the shoreline and public access and enjoyment and protection

b. Is there a need to improve public access? And if so, where and how?

- Access
 - Need one wheelchair accessible trail to the beach
 - Private landowners – concern about private use of public access
 - Signs “private” on ROWs and public access (eg. Lockeaven Drive – or this site needs to be clarified)
 - Is it feasible for some developments to include public access?
 - More access points = less driving
 - Public access: maintain what we have
 - No more building between coastline and first public road
 - Coastal plan with better requirements re: coastal protection
-

Exercise 3: Recreational Network

a. What are the key destinations and recreational amenities? (identify, map, post-it)

- *notes on map
- Gyro Park
- Haro Woods
- Diving at Cadboro Point and end of Tudor
- Biking around shoreline and running
- Sitting with family at beach to watch birds near Flower Island and the Island to the west
- Sheep Cove: seals, geese, heron
- Important to protect nature throughout – not only protected in small areas and parks
- Kayaking, diving, birding, cycling

b. What are the key connections in the neighbourhood? (identify, map, post-it)

- (see under “c” – combined answers)

c. What improvements are needed for recreational connections? Explain ...

- Note: ideas on map
- Create/build connection from Cadboro Bay to Queen Alexandra
- Connect other park areas to each other
- Connect Mystic Vale better to Cadboro Bay
- Telegraph Bay to Cadboro Bay – needs better connection
- Better accessible access (mobility issues)
- Accessible to wheelchairs; designated and advertised as such
- Better connection to Frank Hobbs Elementary – pedestrian – some accesses cut off
- Some beach access not obvious

d. Is there a need to improve public access? And if so, where and how?

- Easements for public access in new developments – for pedestrians – look for public access opportunities/ requirements with pathways
- Public access between park and Penrhyn St. if there is future development/ subdivision

Table 7

Exercise1: Natural Areas

a. What are the kinds of places that are important to protect and enhance as natural areas? (list & map)

- Dog [park?] UVic is very popular
- Mystic Vale/ Mystic Pond
- Natural areas – much of it located on private or institutional lands
- Old growth Mystic Vale
- Loss of forest undergrowth on private property in Queenswood area (gates & lawn)

b. Why are these places important? (describe)

- Wildlife corridor – greenway connectors [& ?]
- Remnants of old forest
- Beach access
- Walking trails

Exercise 2: Shoreline Areas

a. What should the future character of the shoreline look like to you, given erosion, climate change and habitat? (photos of examples - select preferred)

- Valued – a lot of
- Not many docks or private wharfs

b. Is there a need to improve public access? And if so, where and how?

- Yes
- Pretty good access but some are hidden
- Signage
- Legal status needs to be clarified [arrow to legal] – no boat launching except maybe Gyro Park

Exercise 3: Recreational Network

a. What are the key connections in the neighbourhood? (identify, map, post-it)

- See map

b. What improvements are needed for recreational connections? Explain ...

- Trail system is good
- Institutional trail system to connect to public trail system

c. Is there a need to improve public access? And if so, where and how?

- See map

Cadboro Bay Local Area Plan

Natural Areas & Community Amenities

Community Workshop

Saturday, January 26, 2019

Workshop Map Notes

Tables: 2, 3, 4, 5, 6, 7 notes on maps to go along with exercises:

Map Notes: **Table 2**

1. NATURAL AREA MAP

Natural Areas SEI Map:

- Much of the map marked up in orange marker, with the following notes: “In orange: important protected areas. Mitigate effects of sea level – canals etc any opportunity”?
- Entire shoreline of map highlighted in orange
- Note: “Douglas Fir medicinal uses (for natives in past)”
- Protect ocean - guidelines re: cleaning products and detergents – education needed
- Shoreline east of Finnerty Cove by “YF” and “WD”, “Crab” and “Natural R of W”: orange note – “Native burial ground near here”. Also an arrow pointing to the shoreline at “YF” here: “historical aspects indigenous history”
- Finnerty Cove area “Gnome’s Head important salmon spawning 65 yrs ago!”
- Phyllis Park
- SEI areas east of Arbutus Rd, south of Phyllis St, north of Sea Point Dr. and west of Tudor Ave
- Maynard Cove and Cadboro Point: Marine Biodiversity Area
- SEI areas south of Sea View Rd, north of Cadboro Bay/ Sheep Cove
- Cadboro Bay area northeast of Cadboro-Gyro Park with the words: “Rare area” circled and pointing to “Fen”
- Two areas at centre of Cadboro-Gyro Park marked “Bog?”
- Mystic Pond
- Hobbs Creek area from UVic to Shoreline and Hobbs Creek
- Young Forest area at UVic

- Significant trees at Maynard Park, Hobbs Street and west with note: “? mark trees that are important”
- Haro Woods areas, Goward Park and north SG areas and SEI areas north and east: YF and WD to shoreline and round areas bounded by MacDonald Dr. E and Telegraph Bay Rd

2. RECREATION NETWORK MAP

- Key destinations:
 - Finnerty Cove – red star and highlighting of the cove and beach access ROW
 - Telegraph Cove
 - Phyllis Park [at “Scenic View Point” – not sure if specific]
 - Konuckson Park
 - shoreline from Cadboro Bay around Waring Pl to Cadboro Bay Point “paddleboard. Kayak access”. Shoreline at: Cadboro Bay south of Hobbs Creek, Cadboro Bay just north of Killarney Rd, at north end of Cadboro-Gyro Park and shoreline at Beach access off Cadboro Bay Rd/Telegraph Bay Rd.
 - “heron sanc.” [at Mystic Pond]
 - Hobbs Creek up near UVic
 - Goward House and Woodlands
 - Haro Woods Park (east)
- East of Finnerty Cove – next beach access off Queenswood Dr –“development had negative effect on beach access”
- Queenswood Dr. highlighted in blue from Arbutus Rd to Telegraph Bay Rd
- Cadboro-Gyro Park: “bylaw change to allow dogs on path only?”
- Penrhyn St. to shoreline with note “path”.
- “no parking” at end of Penrhyn St and park
- “needs cross walk – flashing light or speed bump” at beach access point at Cadboro Bay Rd and Telegraph Bay Rd
- “Education Centre” at Cadboro-Gyro Park area between Sailing Club and Tennis Courts
- Sinclair Road to UVic border
- Frank Hobbs Elementary: from Camelot Rd to trail leading to Hobbs St. with note: “impervious paving?”
- Cadboro Bay Rd at Hibben’s Close “cross walk needed when sidewalks change side Hibbens and Cad Bay”
- Trail [?] at the end of Lockehaven Dr into Phyllis Park between two private properties (5085 and 5095 Lockehaven Dr)

Map Notes: Table 3

1. NATURAL AREA MAPS

Ortho Map:

Natural areas and recreational amenities highlighted:

- Sheep Cove: seals, geese, etc., herons. “Nature Watching” and enjoying
- East of Flower Island: birding
- Ten Mile Point Ecological Reserve/Cadboro Point/Maynard Cove: kayaking, diving
- Area west of Ten Mile Point: diving
- Phyllis Park and scenic view point and Wedgewood Park
- Running, cycling, walking
- Connections highlighted:
 - Southeastern corner of UVic lands by Hobbs Creek → Hobbs Street → Killarney Beach access
 - Southern corner of Queen Alexandra Centre (Haro Rd and Arbutus Rd) → southwest down Haro Rd → Frank Hobbs Elementary School grounds → Maynard St → Cadboro Bay Rd.

Natural Areas Map:

- “Coastal Bluff” highlighted:
- From Beach/GBH west of Telegraph Cove to area of Slimleaf Onion at Telegraph Cove
- Area starting east of “starfish” label east end of Telegraph Bay, highlighting east to Phyllis Park
- Shoreline from CB label north of Mt. Bakerview Rd around the entire shoreline of Ten Mile Point to CB area at Sea View Rd just before Flower Island
- *Plan to protect shoreline to look more natural – setbacks needed:
- Cadboro Bay from Saanich boundary (south) to and along Sea View Road
- Telegraph Cove
- Shoreline area: North of Queenswood Drive along the shoreline from “Cobble Pocket Beach”, Cranford Park, “Pocket Gravel Beach”, “Douglas Fir Forest” and Beach/GBH
- Finnerty Cove
- Note for area: south of Queenswood Dr., east of MacDonald Dr. W. – “Protect properties Natural Area Natural State Covenant”. All text in this quote framed with note – “Saanich would buy it”
- Note on map: “Phyllis Park is difficult to walk. Make it easier to walk/path. Leave natural”

2. RECREATION NETWORK MAP

- Listed (to highlight) on map: UVic, Goward, Haro, Q.Alex, Qwood, Ten Mile Point
- Finnerty Cove highlighted
- Shannon PI highlighted
- Haro Woods Park (west): area highlighted southeast – south of Finnerty Creek
- Haro Woods (CRD) and Haro Woods (UVic) – one highlighted area spanning southeast Haro Woods (CRD) and north-central Haro Woods (UVic)
- Goward Park: two areas highlighted south of Haro Creek: one in the southwest area and one smaller spanning south-central Goward park to north central area of Frank Hobbs Elementary
- Large area highlighted on university lands northwest of Hobbs Creek
- Cadboro-Gyro Park highlighted and Cadboro Bay beach highlighted from Telegraph Bay Rd beach access to Killarney Rd beach access
- Telegraph cove: beach access/cove area highlighted at end of Telegraph Bay Rd
- Phyllis Park highlighted
 - Note: “Access??” written along area between two private properties at north end of Phyllis Park (5085 and 5095 Lockhaven Dr) – that looks like it could be a right-of-way
- Konukson Park highlighted

Map Notes: **Table 4**

1. NATURAL AREA MAPS

Natural Areas SEI Map:

- “Once gone they are gone!” and “Repairs” (blue circle indicating)
 - Shoreline of Phyllis Park
 - Telegraph Bay Rd at Cadboro Bay Rd from road to shoreline and entire shoreline area
- “Mature Doug Firs” - area northwest of Sheep cove and north of the “Twisted Oak Moss” area at Sea View Rd”
- Finnerty Rd at Haro Woods Park – “Save 6 Garry Oaks here”

2. RECREATION NETWORK MAP

- “Save the tree at Killarney and Cadboro Bay Rd – its cover in IVY. Please remove the IVY. It may be a type of willow.” [CR note: it’s a Poplar Tree and Parks is treating the ivy in February]
- Highlight “views” at:
 - a. Phyllis Park
 - b. Beach Access: Tudor Ave at Spring Bay Rd
 - c. Tudor Ave (south) where it turns
 - d. Beach Access either side of Sheep Cove

- Maynard Park – “Restore Access” to Cadboro Bay
- Mystic Vale / UVic
- Mystic Pond and Hobbs Creek to shoreline
- Cadboro Bay Rd and Killarney Rd
- Cadboro-Gyro Park and up Penrhyn St, south mid-block east of Hobbs Street and east just north of Killarney Rd and back up to Penryn St along edge of park
- from Cadboro Bay Rd, south through Cadboro-Gyro Park to parallel with Penrhyn St. noted: “More Natural”
- Phyllis Park: highlighted ROWs from shoreline to Lockehaven Dr and Lockehaven Dr (end) to Phyllis Park with note “make official” and from shoreline of the park through the park to Arbutus Rd with note “Access?”
- south border of Phyllis Park noted “light pollution”
- Konukson Park
- From Penson Park east to Arbutus Ridge with note “Connect!”
- From Tudor Ave along each of the roads leading to each Beach Access on either side of Sheep Cove
- From east side of Phyllis Park down along Phyllis St to Tudor Ave, to Telegraph Bay Rd, along Arbutus Rd through past Haro Woods, Hobbs St from Arbutus Rd to Hobbs Creek and Cadboro Bay Rd from Telegraph Bay Rd to the Saanich border

Map Notes: **Table 5**

1. NATURAL AREA MAPS

Ortho Map:

- Finnerty Cove: feast point indicating “views” and note: “less known wonderful place. Special Gazebo.”
 - East of Finnerty Cove at next Beach Access: “*fantastic view”
 - Telegraph Cove: “park”, “special place”
 - Phyllis Park: “views” noted: “little known *fantastic viewpoint”
 - “1” “key park destination”
 - Konukson Park
 - Cadboro-Gyro Park “most used, huge success”
 - from Cadboro Bay Rd north to MacDonald Dr. East, east to Telegraph Bay Rd and west to Hobbs Street with note: “Trees – canopy cover – urban forest and arrow pointing from this note into the centre of this area with another note “less canopy cover”
 - Note on map: “Trails are connected but not marked”
- Connections
- Enhancements
 - Signage
 - Currently don’t cater to elderly (need to be mobile)

Natural Areas Map:

- Note taped to map: I think I talk for the majority. Cad Bay is liked for what it is. Don't need to change its character. Keep natural.
- "preserve + conserve" special features of 10 MP [Ten Mile Point] and CB [Cadboro Bay] in general
- Natural areas "everything" (protect) – but enhance connections
- connections not well marked
- Reiterate: no increase in traffic, no s/w and street lights, maintain core features
- Boulevards: upkeep, protect canopy
- Arbutus Park and Benson Park noted: chip train system not well maintained
 - From this area to Sheep Cove from Benson Park to the shoreline noted: "city should have ROWs made into protected trails"
 - Enforce ROWs
 - Keep trails undeveloped "natural" – gravel material
- "Special": west side of Knukson Park, SEIs "WN" and part of "YF – Sea Point Dr and north. Note under:
 - Keep as is
 - No W/C
 - No sign.
- MacDonald Dr. E (north) south to Cadboro Bay Rd, east to Telegraph Bay Rd and west to Hobbs Street. Note: Tree canopy, urban forest
- Finnerty Cove area - "Blessed" - trails, limited traffic with a large drawn tree.

2. RECREATION NETWORK MAP

- Large note on right side of map. Notes 1 & 2 below are indicated with dual direction arrow pointing to 1 and 2 "hand in hand"
 - 1. Protect "B" [inside a circle] accesses [beach accesses?]
 - 2. Protect views from shore –arrow- building form (fences, gates, hedges) blocking views too
- Large red letters at top: Protect views along S.L. [shoreline] with red line from Ten Mile Point almost to Sheep Cove with arrow at end [indicating whole shoreline]
 - Note above "(lost most views)" with line and arrow from around Ten Mile Point to Finnerty Cove
- Large "cloud" circle just east of Finnerty Cove to west side of Telegraph Cove – circling the shoreline area with Queenswood Drive. Arrow from that circle to note: "Protect lot size. Would destroy character. Limits choice housing."
- At Phyllis Park: two circles around the shoreline area of the park with large arrow out towards ocean and note with star: "View Corridor"
- Circle indicating Lochhaven Dr. (end) into Phyllis Park with note: "public access (existing)"
- Highlighted area at northern Tudor Ave beach access (near Spring Bay Rd and Phyllis St) with large note: Migratory Bird Sanctuary. Educational program –arrow- should have more education along 10 MP [Ten Mile Point].

- Sign [highlighted in a box] re: throwing sticks for dogs scares birds
- Circle around Arbutus road, just right of Telegraph Bay Rd with note: “poor access/ dangerous/ overgrown”
- Highlights from beach accesses on either side of Sheep Cove: circled highlights at each access with highlight line joining the two and notes: “Blocked”. Note at eastern beach access “private property development on shore”.
 - Another large note below, pointing up to both of these beach accesses: “don’t allow S.L. to become private property”
- Highlight on map at shoreline north of Flower Island/ off Tudor Ave. “Gem” in large cloud circle.
- Cloud circle around northern part of Cadboro-Gyro Park with note: “drainage problems (Gyro Park)”
- Large cloud circle around Cadboro Bay shoreline with note: “low level!”
- Cloud circle south end of Cadboro Bay (outside Saanich) with red star and note: “erosion here is an issue!”

Map Notes: **Table 6**

1. NATURAL AREA MAPS

Natural Areas Map:

- Need enforcement of rules and new rules
 - No huge houses
 - Single family homes the size of an apartment building = no trees, no soil, loss of heron tree, loss of eagle presence, no more soil for plants/native such as camas and Douglas Firs, Madrona
- Need enforcement! Needed, needed, needed!
- Yes! Re: Federal Migratory Bird Sanctuary
- Cadboro Bay itself is already a preserved habitat
- Preservation of trails, right-of-way nature and access
- No private docks!
- Connection needed: Lockehaven to Phyllis turnaround
- Trail system is not well marked (at Harlequin Ducks location). This area is an example of poor signage. Need better trail signage
- No trees noted in HT area directly east and northeast of Twisted Oak Moss location
- House noted as being built right at Ten Mile Point at Bearded Owl Clover site, right on ocean rocks – lots of blasting and rock shoreline – need rules to prevent this. Loss of Bearded Owl Clover
- Area by Cranford Park: This area was natural – now it is a megahouse and trees are all gone – protect trees by tightening the bylaws

Map Notes: Table 7

1. NATURAL AREA MAPS

Natural Areas Map:

- Finnerty Cove shoreline, through Queen Alexandra to Arbutus Rd and from the shoreline on the east side of Queen Alexandra, south towards Arbutus Rd, veering east (right) through SG area and just beyond. Noted: under Alpine Crescent “existing trail?”
- from shoreline to northern start of Guinevere Creek
- Cranford Park to Queenswood Drive and MacDonald Dr. East.
- Telegraph Cove, Telegraph Bay Rd entrance
- shoreline to Lockehaven Dr. east of Telegraph Cove (at curve in road)
- shoreline to Lockehaven Dr. east of “CB” noted
- from end of Lockehaven Dr. into Phyllis Park and through to shoreline of park.
- from eastern shoreline of Phyllis Park south and west
- from shoreline to Tudor Ave from “mixed forest with veteran trees” (on map) to join of roads
- Highlight just west/beside the Bearded Owl-clover at Ten Mile Point
- Highlight north/beside Bearded Owl clover at end of Baynes Rd
- Highlight from Maynard Cove shoreline to McAnally Rd
- Highlight from Tudor Ave (south) to shoreline with note: scenic upgrade over sewage outfall. Ugly concrete outfall? Platform viewing point.
- Highlight from shoreline by Flower Island by “natural R of W” point” to Sea View Rd.
- Highlight from Sheep Cove to Seaview Rd at piped area of Sheep Cove Creek
- Highlight from west side of Sheep Cove shoreline to east side of “Twisted Oak Moss” site
- Highlight from Sea View Rd/Tudor Ave near Telegraph Bay Rd (highlighting west of road along undeveloped ROW)
- Highlight from Cadboro Bay Rd/Telegraph Bay Rd to shoreline
- Green circle north end of Cadboro-Gyro Park: “future wetland restoration?? and boardwalk”
- Highlight at the end of Killarney Rd to shoreline
- Highlight at Hibbens Close to shoreline
- Drawings on property at Cadboro Bay, just west of the otter image with notes: access? make public access part of rezoning application

2. RECREATION NETWORK MAP

- “Key destinations”:
 - Mystic Vale
 - Cadboro-Gyro Park
 - Haro Woods Park
 - Queen Alexandra (property, including shoreline)
 - Phyllis Park (at shoreline)
 - Konukson Park
 - Beach accesses: Tudor Ave, northern tip of Ten Mile Point and McAnally Rd
- “Want trails, access, connections” at:
 - Hobbs Creek and east of Hobbs St noted: “signage and confirm public access to M.V. [Mystic Vale] trail!”
 - Mystic Lane (from Killarney Rd to the end of Mystic Lane) “linkage needs to be legally obtained and marked? to establish loop around Mystic Pond”
 - Finnerty Cove from shoreline to Arbutus Rd (through Queen Alexandra). Another highlight from east side of shoreline down the east side of Queen Alexandra, veering right (east) south of the Alpine Crescent neighbourhood, crossing Haro Rd, through the Queenswood Property (UVic), crossing Queenswood Dr. and joining Annabern Cres.
 - from Goward Park (east side) from Haro Creek down to dotted “potential new trail” (with additional note in pen beside this trail: “where exactly?”)
 - Caerleon Pl. to Maynard St. (Maynard Park) with note: “link needs maintenance!!”
 - from Arbutus Rd to the curve of Cherrilee Cres.
 - from Aspen Pl. to Cadboro Bay Rd with note: “public or private walkway?”
 - Phyllis Park, through the park to Arbutus Rd and from the end of Lockehaven Dr. into Phyllis Park, note: Lockehaven Dr access: “where has this trail gone?”

Cadboro Bay Local Area Plan

Natural Areas & Community Amenities

Community Workshop

Saturday, January 26, 2018

INDIVIDUAL COMMENT SHEETS RECEIVED

Total: 15 submissions from public participants

Note: any text in [square brackets] is an added description/clarification of submitted comment.

1. What are your ideas or comments on Natural Areas and Community Amenities in Cadboro Bay?

- Shoreline – please see over [additional comments]. Trail Networks – those are not [double underlined] universally accessible if open to off leash dogs. The solution, if not obvious, is to require leashing.
- Cadboro Bay and Ten Mile Point are very special. Keep them as natural as possible. We are not against change. However, we want to preserve the natural beauty of the area as much as possible. We are privileged to live in such a special place and we want to keep it that way.
- There should be much more stringent regulations regarding variances. Variances so often require chopping down trees. Variances should not be granted if it means “removing” trees. [last sentence written all in capital letters]
- Please do something about dogs on the beach. For a moment, imagine I put a dog parking in front of your house from 5:00 am – 8:00 pm. Then my dog used your home as a toilet, then comes onto your property and destroys things and jumps on you and your children. Please remove dogs from the beach and move them from there to a dedicated “dog park” NOT “dog beach”. My family’s life is destroyed. I cannot buy insurance that covers property loss from dogs. My children get shit on them when they play on the beach. Health, property and safety are at risk. Please remove dogs from Cadboro Bay beach.
- Natural areas like Gyro Park and Cadboro Bay Beach should not be subject to destruction and pollution from dogs. Birds like Herons fishing in the shallows are chased by dogs. The beach and park are covered in dog feces and dogs run unchecked over private property. Saanich refuses to uphold its own bylaw banning dogs from Gyro Park in spring and summer. In short, dogs are allowed to chase and destroy wildlife in a Federal Bird Sanctuary!!

- Wonderful natural areas and amenities. However, dogs are destroying natural beauty of some areas – far too many dogs! I no longer feel safe on the beach or in the park. I no longer see many of the plants and birds (waterfowl) as dogs chase them. Love how Gyro park is set up for the children, but dog feces is a problem.
- Dogs should not be on beaches or trails [sentence in extra-large, all capital letters]
- Free childcare for community workshops or activities to get kids involved (not only older, white demographic)
- Keep Konukson Park natural and wild – no gravel on paths, no additional bridges, no boardwalks. This is a good way to proceed with most parks although some can be designated for “upgrades”. Saanich is doing a good job regarding parks and the municipality needs to continue to be vigilant. Enforce all bylaws to preserve natural areas. Boulevard trees are important too – remove ivy regularly to ensure that these large trees (esp. Doug Firs) survive. Post beach access signs where they are lacking.
- Protect the urban forest at the UVic Queenswood property.
- We live in a very unique and special community and it is vital to protect our natural environment. If the natural areas are truly important to Saanich Municipality, protection must be given highest value when developments are considered.
- Keep it natural. Preserve and restore tree canopies (i.e. Queenswood, Ten Mile Point. Limit development [arrow right] urban forest. Recreational network and beach access i.e. trails with natural ground cover
- Love the natural setting of Cadboro Bay – it’s too bad that Queenswood properties are gradually becoming a street of mega-mansions, rather than the more rustic appeal of before. Implications: animal habitat and thorough fare is being lost, soil erosion with increased rainfall, character is being lost – wealthy playplace. [The preceding statement is also arrowed down to Queenswood.] Boulevards should DEMONSTRATE and normalize indigenous, regenerative gardens. Opportunity to grove food and ignite interest [arrow right] soil sequestration = reducing carbon footprint. Tree preservation, inventory, enforcement (that is effective).

2. Do you have any specific comments about natural areas and community amenities in the following neighborhood areas?

a) The Village Neighbourhood

- Buildings should not be more than 3 stories AND the design should be approved prior to issuing permits. For instance there is a BLACK building on Penryn which some residents feel is an EYESORE!
- Excellent facilities, stores, a bakery would be nice! More public space (for meeting friends) would help but Starbucks/ Olive Olie’s are excellent too.
- To encourage further pedestrian use, create public right of ways where possible.
- Manage parking to make village more attractive.
- Once upon a time West Vancouver used to be a beautiful seaside village (only a couple of decades ago) but is now a built up, American-like resort lacking in community feel. Let’s not

allow the “development creepage” to negatively impact the beauty and uniqueness of Cadboro Bay. What we have is special and really not much needs, nor should be done. Let’s learn from the mistakes of other communities.

- Gyro Park – I fully endorse the creation of a wetlands area with boardwalks (that connect existing trails/walks). I love the vision of a tree boulevard on Penryn down to Gyro Park. As the heat intensifies with climate change, more shade options and undergrowth will become critical and very valuable.

b) Ten Mile Point

- Preserve the extensive chip trail network. Keep it as natural as possible, using wood chip wherever possible, rather than gravel or even asphalt.
- STOP DYNAMITING!
- Wonderful walking areas!
- Do not allow subdivision of lots in 10 Mile Point – leads to much loss of trees when new houses built. Keep these parks (Knukson, Phyllis, for example) as wild as possible. Do not smooth fill in with gravel, add boardwalks. This area is so special as one of the wild areas that it should be preserved as such. It is sometimes a good idea to limit the numbers of visitors for birds, wildlife, safety and plants sakes.
- Maintain rural nature but make roadways safer for pedestrians, or develop safe alternatives.
- Limit/stop development.
- Encourage native plant gardens in private and public spaces in order to attract natural biodiversity (including bugs and micro-organisms). Plan for resilience as our ecosystem undergoes the stresses of climate change.

c) Queenswood

- Keep the minimum lot size for properties that aren’t on the sewage system
- STOP PANHANDLES!
- Lots of green space – let’s keep it!
- A nature school for K-2 (see Epic Learning Centre)
- Do not allow subdivision of lots in Queenswood. Do not allow building right to waterline/foreshore. Bring back EDPA (updated) to protect shorelines (e.g. of dynamited shoreline at end of White Rock Rd)
- Maintain and grow tree canopy. Limit/stop lot subdivisions. Put something formal in place to recognize that the area is an urban forest (protected area?). Do not allow increased density beyond Arbutus – not to encroach or enter into Queenswood at all. This area is a unique area for tree species and animal habitat. Encourage walkers, runners, cyclists but not developers!
- Walking the actual road of Queenswood is a favourite walk and integrates well with the surrounding trails – maybe enhance connecting points and signage.

Additional Comments or Suggestions for Natural Areas and Community Amenities? Where and why?

- The Shoreline is largely privately owned. Incentives should be offered for property owners to enhance and maintain backshore i.e. Dune vegetation *Leymus mollis* (dune grass). This is being decimated by invasive species, by marauding dogs, by garden waste dumping - especially at Gyro Beach [pointing to dogs and garden waste dumping]. Community – municipal partnerships could be established to preserve such heritage/ indigenous vegetation, to the benefit of erosion protection and aesthetics
- Preserve the urban forest and urban canopy as much as possible. The forest and canopy consists not just of parks and woodlands, but of all the trees, whether on public or private property. Too many trees are being cut down. For its shoreline, Green shores is an architect-designed program protecting waterfront properties and natural shoreline habitats. Public access to the shoreline and beaches is also important
- Keep Cadboro Bay, Queenswood, 10-Mile Point as “semi-rural” as with previous LAP. No cutting of trees for sidewalks! [all in capital letters]
- Please remove dogs from Cadboro Bay beach
 - They attack migratory birds (environmental risk)
 - They shit on the beach (health risk)
 - They attack people on the beach (safety risk)
 - They enter private property (property destruction/ rights risk)
 - They disturb my sleep barking, impacting my life and ability to work (employment risk)
 - I am afraid of dogs, however that should not allow for people to not enjoy our beaches and parks, which should be for families first (human right violation risk)
- Ban dogs from the beach to protect wildlife and the shoreline habitat at risk. Last weekend a Trumpeter Swan swam freely and unharassed in the bay. Luckily it was not chased by a dog like the Heron was the day before! We need to protect this special ecosystem while we still have it!!
- Perhaps dogs could be walked in other areas or on leash to prevent people from being scared by them. The beach should be for contemplation of nature, not watching herons being harassed! Feces in park should be picked up.
- No street lights on Ten Mile Point, no sidewalks. No private docks on shorelines. Do not allow moorage of boats in Cadboro Bay: did not happen years ago, too many boats ruining ‘natural’ seascape, too many boats watching ashore in storms – must be removed at great cost to governments. Dogs should not be allowed on Cadboro Bay Beach off leash ever (should only be allowed on leash very early morning, if at all). Cadboro Bay beach is home to many shorebirds – dogs and shorebirds do not mix. Create a fenced dog park in the area and then dogs would not need to go onto the beach. I love this area – the village ‘feel’, the small-scale development, the natural environment including forests and trees, beaches. I want to preserve it all for myself but also for future generations.
- The University’s Queenswood property needs the same “protection” as the rest of Cadboro Bay and must be included in the Local Area Plan. Lighting must have CAPS.

- Beach signage and access. Ivy removal from trees, including private properties i.e. Queenswood. Only natural coverings for trails. Trail connections. Don't allow trees to be taken down. Strengthen tree bylaws and ENFORCE. Be wary of developers' voice being heard over resident's voices. See points [under #2]. We can never go back, so let's protect the beauty of what we have. Thank you.
- I'm unable to attend this particular workshop but wish you all the best for good participation and confirmation of the ideas supported at the June workshop. Could you please include the following points in your collection of resident's comments: I am a big fan of the water garden/ mini Swan Lake concept that Saanich Parks proposed a few years ago for the flood plain on the non-playground side of Gyro Park. Can this be pursued in the near future? Please keep Gyro Park and the beach as natural as possible. This means minimizing further hardscaping except as necessary for accessibility and to accommodate the limited amenities supported at the June LAP workshop (eg one low rise snack place similar to Jericho beach). Please discontinue the car shows and don't use the park for loud concerts. Other lower key community gatherings are more appropriate for the natural setting. Kudos to Saanich for the playground enhancements. Please make the beach accessible all year round, not just in summer. Maynard Park is a lesser known but much used gem. While the protection of Haro Woods is appreciated, please also find an alternative site for bike jumps and recreational cycling. Young people need an opportunity to be active outdoors and experience nature. Please support community efforts to improve Phyllis trail in 10 Mile Point.
- Walking along Arbutus Rd, especially Haro Woods to Hobbs St, buses and cars come very close, often at speed (some treat that stretch of road like a race track). It is often uncomfortable for that reason. As a mom with a stroller, I've had a bus mirror narrowly miss my head, I've witnessed cars at speed hitting the curb, narrowly missing the pedestrian. Can we make that sidewalk better? Maybe create a boulevard between the road and sidewalk?

ADD VISUAL CONCEPT below

- Highlight all the risks that having dogs on the beach does, from above
 - Environmental Risk, Health Risk, Safety Risk, Property Rights/ Protection Risk, Employment Risk/ Life Risk, Human Rights (Federal Law) Violation Risk
- Drawing of a streetscape with car lane, a row showing vegetation (likely trees and shrubs), then a sidewalk with people walking (so they are separated from the vehicles).

Submission:

A VISION FOR 2018 REVISIONS TO THE CADBORO BAY LOCAL AREA PLAN

Compared to many other residential districts in Great Victoria, the Cadboro Bay Local Area is characterized by its considerable area of forest cover. My vision and hope is that the 2018 and subsequent amendments to the Cadboro Bay Local Area Plan will contain commitments to ensure the natural regenerative capacity of forest cover in this local area. The District of Saanich has in place an Urban Forest Strategy, in which one of the broad objectives is to limit the loss of forest canopy and, where possible, to increase the amount of forest canopy in neighborhoods. There are tree protection by-laws for both public and private lands. But there are few, if any, provisions to ensure new populations of naturally occurring tree species as individuals or populations of those species are lost for natural or human-caused reasons. The 6-acre Goward woodland, in the heart of the Cadboro Bay Local Area, provides 30 years of experience concerning this local forest regeneration uncertainty.

Although I do not now live in Cadboro Bay, our family home was in the Telegraph Bay area from 1979 to 1994. As a board member of the Cadboro Bay Residents Association, I presented to a CBRA meeting on 22 Jan 1988 guidelines titled *Proposed themes and principles for grounds and vegetation management at the Goward property*. Since inception of the Pulling Together Program of Saanich Recreation and Parks, I have served as volunteer Lead Steward for this urban forest on the lease that surrounds Goward House at 2495 Arbutus Road.

In the three decades since 1988, there has been a limited and discouragingly small amount of natural regeneration of naturally-occurring tree species on the Goward House lease area. The Goward woodland contains mature individuals of eight native broadleaf deciduous tree species (arbutus, bigleaf maple, black cottonwood, red alder, Garry oak, cascara, black hawthorn and bitter cherry) and mature individuals of four native species of conifers (Douglas-fir, grand fir, shore pine and western yew). Although naturally regenerated seedlings of arbutus, maple, hawthorn, cherry, Douglas-fir and grand fir have been observed in the past three decades, none of the eight deciduous species nor four conifer species are able to develop cohorts of new saplings that have the potential to be tomorrow's forest canopy. The same observation applies to root suckers of black cottonwood, which occur abundantly near existing mature cottonwoods, but such cottonwood suckers do not develop into nature stems unless protected from deer browsing.

In every case of seedling or root sucker failure noted above, observation have confirmed that browsing by Columbian black-tailed deer is the reason why a new cohort of young trees has failed to develop for all of the component tree species. The Goward woodland is literally a home for a forest canopy made up of mature 'seniors' but is not a home for younger generations of the same tree species. This regeneration and renewal anomaly is rectified only by planting programs that must include installation of protective stucco wire rings around each planted seedling to prevent immediate loss from deer browsing or later loss of saplings as a result of antler rubbing.

Perhaps the Cadboro Bay local area is atypical in its present abundance of browsing deer. Certainly this species of deer and the vegetation they eat have evolved together, and some would suggest, belong together. The difficulty is that there is now an imbalance because there are no predator limitations on the deer population. Predation of deer by cougars, indigenous peoples, and European settlers are all things of the past. Furthermore, in the case of Goward woodland, the unusually high intensity of resident deer is considered by some to be a result of human feeding of deer by residents in adjacent neighborhoods.

Food habits of local deer populations were well documented long ago (Cowan, Ian McTaggart. 1945. The Ecological relationships of the food of the Columbian black-tailed deer (*Odocoileus hemionus columbianus* Richardson) in the coast forest region of southern Vancouver Island, British Columbia. Ecological Monographs 15: 109-139). However, that classic documentation was carried out where deer populations were in balance with their environment because of predator controls on the deer population.

In addition to the tree seedling losses referred to above, in the 30 years of ecological restoration in the Goward woodland, there is observational evidence that individuals or small populations of plants have been lost for several native understory species such as white fawn lily, chocolate lily, western trillium, and licorice fern, all attributable to repeated loss from deer browsing. In the Goward woodland, Oregon boxwood, an evergreen shrub heavily browsed by deer, remains in only one small population.

In summary, present levels of deer populations in the Goward House-Queenswood-Ten Mile Point areas of the Cadboro Bay Local Area are such that deer are the primary architects of future structure of the area's forest canopy because intense deer browsing is preventing development of future young cohorts of native tree species. The key recommendation is that the Cadboro Bay Local Area Plan set in motion steps to ensure that existing forest cover can naturally regenerate the key native tree species. This is an essential step for long-term renewal of forest cover in the Cadboro Bay district whether wildlife management is a provincial, municipal or regional jurisdictional responsibility.

This vision is not suggesting total elimination of native deer from the urban forests and natural areas of the Cadboro Bay Local Area. Instead, the intent is to urge the local area plan to commit to a process of deer population control so that deer can be maintained at densities low enough to permit natural forest regeneration to proceed at the normal rates and patterns expected for native tree species in the Douglas-fir – arbutus ecosystems of southeastern Vancouver Island.

Respectfully submitted,

12 May 2018

Everett B. Peterson, PhD, RPF(ret)
Lead Seward, Goward woodland

D.

TRANSPORTATION

Community Workshop, February 26, 2019

1. Community Workshop Table 1-7 Exercise Summary
2. Community Workshop Table Presentation Notes
3. Open House Community Mapping
4. Individual Comment Sheets

Cadboro Bay Local Area Plan Transportation Community Workshop

February 26, 2019

Workshop Exercise Notes

FROM TABLES 2 - 7

Through public engagement, including community survey results, open houses and the Cadboro Bay Village Design Charrette a number of key transportation issues were frequently identified. As part of this workshop's exercises focus on these areas and explore potential solutions and additional mobility issues.

Each table includes the same exercise questions, maps and materials.

Participants were invited to use the "Street Visioning Cards", draw, write, place a dot or post-it note on the maps provided at workshop table. Table facilitators were available to help the conversation to paper. Each table selected a timer, recorder and presenter.

Workshop Program

6:00 pm	Opening Presentation
6:30 pm	Table Exercises
8:00 pm	BC Transit Presentation
8:10 pm	Table Exercises
8:30 pm	Table Presentations sharing key findings from each table
9:15 pm	Adjournment and informal discussion
9:30 pm	Workshop Comment Sheet submission

Using the Workshop guide handout, tables provided the following notes.
All exercise question wording in highlighted in bold.

Exercise 1: Sinclair Road

a. **What should be the priorities when addressing a new design for Sinclair Road?**
Design Elements to be included on Sinclair Road:

Mandatory:

- * **Roadway 7m**
- * **Pedestrian facility/ sidewalk (both ways)**
- * **Cycling facility (both ways)**
- * **Utility strip 0.8m (both sides of road)**
- * **Driveway access**
- * **Transition areas/grading**
- * **Transit stop**

Table 1:

Ranking in order of importance

- 1 - **Wider sidewalks** both sides – No bikes – Arbutus or Finnerty may better
- 2 - **Separation for bike facilities** - students
- 3 - **Other:** Transit
- 4 - **Keeping existing trees**
- 5 - **New Trees**
- 6 - **Boulevard space** / beautification

Table 2:

- Steep Section
- Request underground power lines for steep stretch
- Power poles 3'

Ranking in order of importance

- 1 - **Wider sidewalks** at grade next to bike lane – both sides
 - 2 - **Separation for bike facilities** 1 lane up. Downhill merge
 - 3 - **New Trees** limited height – Magnolia ✓
 - 4 - **Keeping existing trees**
- No - **Parking**

Table 4:

- Question need for sidewalk on east side?
- Controlled pedestrian crossing at Hobbs and Sinclair
- At Sinclair and Haro: “different design solutions. 20 m ROW”, above the line, on the UVic side of Sinclair: “30 m ROW”
- On Sinclair just above Haro “controlled pedestrian Xing’
- Northwest side of Sinclair: “preserve trees and landscape”
- “preserve trees and landscape”
- “use existing sidewalk” [arrow]
- Rain gardens on Sinclair (northwest side see map)

Ranking in order of importance

- 1 - **Separation for bike facilities** ✓
- 2 - **Wider sidewalks** ✓
- 3 - **Keeping existing trees** ✓
- 4 - **New Trees** ✓
- 5 - **Other:** 30m portion
- 6 - **Boulevard space**
- 7 - **Parking**

Table 5:

- Sinclair and Clarndon: Crosswalk controlled / signal at Sinclair and Clarndon
- Sinclair and Haro: sidewalk noted west side of Sinclair / crosswalk controlled/signal
- Sinclair and Hobbs: mix of dangerous situations should be looked into
- Sinclair from Hobbs to Cadboro Bay Rd

Ranking in order of importance

- Parking** low
- **Keeping existing trees** “keeping existing trees” and “new trees”
- **New Trees** Appropriate trees where necessary, medium trees. Ensure funds to maintain them
- Wider sidewalks** on one side (left) – going up
- Separation for bike facilities** unsafe, low-med priority
- Boulevard space** both “boulevard space” and “rain gardens” when possible
- Rain gardens**

Additional notes on separate page:

- Parking at bottom of Sinclair is reasonable
- Parking is a lower priority
- Save trees on Finnerty and where possible
- Current trees not suitable in some cases – replace with more suitable species
- Widen Sinclair on to gravel areas
- Trees also suitable down by village
- There are no crowds, no need for [other?] sidewalks
- If trees go in, make sure there are funds to maintain them
- curbs are safer for bikes
- Different treatment for bikes on slope (Sinclair) vs flat
- Maybe Sinclair is not a good route for bikes at all
- Dangerous for pedestrians to cross at top of Sinclair – sightlines
- Lot of discussion re: bike lanes and potential conflicts if or if combined with sidewalk
- Vegetation in raingardens on Tattersall is usually dead, don't want this on Sinclair
- Signage to indicate steep hill and top point out alternate route
- Priorities for Sinclair: safety (crosswalks, sidewalks and traffic calming), beauty/aesthetics (affordable, also green space), steep slope requires special treatment

Table 6:

- Both sides of Sinclair from McKenzie circle to Hobbs: “maintenance of sidewalks”
- Families crossing with young children going to schools
 - Crossing needed at Sinclair and Hobbs,
 - Crossing needed at Sinclair and Pitcombe,
 - Crossing needed at Sinclair at Haro.
- Sinclair and Haro crossing above, note: “pedestrian activated crosswalk”
- Along Sinclair at 2500/2502 Sinclair: “possible retaining wall”
- Sinclair/Haro intersection with arrows pointing to either side of the road
- Circle just southwest of Sinclair and Haro: “keep trees”
- Sidewalk/ steps mid-block of Haro between Sinclair and Camelot: “steps” drawn (east side of Haro, going down). “
- Below the steps at the end of Cadboro Heights Lane “rest space, benches, view point”.
- Young families and children “walk to school, daycare” on a daily basis just south of Sinclair to Haro at far end of Elementary School
- Below Clarndon: “sidewalks on both sides”
- Sinclair at corner with Sinclair Pl: “exceptionally steep and narrow”
- Green highlighting walk with kids from Vista Bay at Crestview Arrowed over to Hobbs with dotted line to Hobbs
- Mystic Vale: “keep mature trees”. Green arrow from Mystic Vale towards Haro: “walk”

Ranking in order of importance

- 1 - Separation for bike facilities ✓
- 2 - Wider sidewalks

Table 7:

- Sinclair-Haro intersection: steep slope - need detailed design- lighting – path narrow
- X-walk subject to grade / visibility
- Southwest side of Sinclair at Haro - connect to existing path
- Sinclair at Hobbs: x-walk
- Hobbs to Cadboro Bay, south side: parking is higher priority here.
- Keep trees on Sinclair at Cadboro Bay, in this block:– if needed make sidewalk more narrow keep trees

Additional notes:

- Road widening dedication @ Sinclair and Caddy Bay if rezoned.
- Parking best near village
- Event parking
- Not keen on multi-used / shared when there is steep grade
- Forcing parking further (i.e. Camosun) from UVic preferred, not a priority to have parking on Sinclair as it's not needed for the village
- Existing sidewalk beside new development should be maintained, possible extension
- Comfortable with Sinclair as transitioning “pilot” towards more AT
- Pedestrians much greater priority than cyclists based on village and residential use

b. Using the “Street Visioning Cards” provided, how can a design respond to your priorities within the existing public right-of-way?

Table 7:

- Can separate village / CB Rd from Sinclair (time permitting)
- 20m ROW (16 active pref.)

c. Are there any locations on the street that you believe would require special consideration?

Table 1:

- #1 Sinclair and Cadboro Bay,
- #2 Cadboro Bay and Penrhyn - roundabouts here (priority 1 & 2).
- Bus stop on Cadboro Bay Rd south of Sinclair:
- parallel to Sinclair Road from Cadboro Bay Rd to the traffic circle at McKenzie “funicular railway”, “rest spots” parallel to Sinclair Road from Cadboro Bay Rd to the traffic circle at McKenzie.
- “bike separation along Sinclair”.
- Sinclair at Haro: “Pedestrian Xing”
- north side of Sinclair - 3 properties (south/east) of Haro to Clarndon: “close in culverts (or) bioswale”

Table 2:

- Steep section bury the power, utilities.
- Culverts for the ditches on upper section residential side the priority.

Table 4:

- Crossing near top of hill
- Top of Sinclair – tree debris on sidewalk = slippery

Table 5:

- (see above under Additional notes)

Table 6:

- Sinclair between Haro/Pitcombe on the steepest section
- Views at Haro
- Crossing at Haro, Hobbs
- Crest of the hill

d. Based on your discussion as a table, what are your table's Top 3 priorities?

Table 1:

- X Sidewalks both sides (1.8m each)
- X Bike paths w/ rest
- X Roundabout @ Sinclair & Cad Bay
- X Funicular railway

Table 2:

1. Safety
2. Add aesthetics – Magnolias – bury some power
3. Encourage active transport – bike - walk

Table 4:

1. Separation between travel lanes, bike lanes and sidewalk
2. Proper sidewalks on both sides. Must be maintained/ cleaned of leaves/snow.
3. Transit on Sinclair. One-way bus – up or down?

Table 5:

1. Safety: crosswalks, sidewalks, traffic calming
2. Beauty: trees, general aesthetics
3. Separation of modes: effective for such a steep grade, different treatments than flat roads

Table 6:

1. Sidewalks on both sides, traction
2. Crossings
3. Speed differential between bikes and cars

Table 7:

1. Pedestrian pathways
2. Natural aesthetic (trees, etc.)

Exercise 2: Cadboro Bay Road / Village

As part of the Cadboro Bay Village Design Charrette, a number of building design and streetscape elements were identified as desirable for the future of Cadboro Bay Village. In thinking about the future design of Cadboro Bay Road in the village, what are the most important to you?

Elements of the Cadboro Bay Village Design include:

Table 1: Ranking in order of importance

- 1 **Enhanced streetscape including special village defining treatment** – blvd median for centre of CB Rd + add new trees
- 2 **Continuous sidewalk** (both sides)
- 3 **Crosswalks** – + mid block. (improved/flashing or ped overpass @ roundabout)
- 4 **Protection of trees**
- 5 **Buildings fronting the street** – keep setbacks + move parking to back buildings fronting the street] mix/bringing building up + setting back (as is)
- 6 **Public open space, plaza**
Business parking behind new buildings – or underground where possible
Short-term parking on-street
Other: pedestrian mall concept

MAP: [on map accompanying this exercise]

- Cadboro Bay Rd from Penrhyn to Sinclair businesses on both sides of Cadboro Bay Road. “Pedestrian Only” block: or maybe market potential – potential for 1 way CB + 1 way Hobbs
- Orange circle around mid-block of area above: “potential ped. crossing linking stairs @ peppers + connect village sides
- northwest side of Cadboro Bay Rd (between Penrhyn and Sinclair) and about 1/3 way up Sinclair from Cadboro Bay Rd. Street Beautification (receptacles, planting, soften appearance).
- Within area noted above: northeast corner of Sinclair and Cadboro Bay Rd along the parking area for these businesses to Penrhyn, and left up Penrhyn to include the business parking along Penrhyn, just north of Cadboro Bay Rd. Note: “Ped. Connection, Ped/ park area rather than parking”
- At the intersection of Cadboro Bay Rd and Sinclair
- Cadboro Bay Rd and Penrhyn: “keep plantings”

Table 2: Ranking in order of importance

- 2 **Continuous sidewalk**
- 3 **Protection of trees + shrubs** (wisteria)
- 4a **Enhanced streetscape including special village defining treatment**
- 1 **Public open space, plaza**
- 5a **Short-term parking on-street**
- 4b **Crosswalks**
- 5b **Business parking behind new buildings**
Other: remove gas station. Larger pub.

MAP: [on the map accompanying this exercise]

- Keep trees at the corner of Cadboro Bay Rd and Penrhyn (northwest)
- Red star at Cadboro Bay and Penrhyn intersection
- Plaza “public open space” on Cadboro Bay between Penrhyn and Sinclair – keep trees in this area and in parking lot [Peppers – by bus stop]
- Keep trees at the northwest corner of Cadboro Bay and Sinclair
- Cadboro Bay and Sinclair “keep 4 way stops”

Table 4: Ranking in order of importance

- 1 **Continuous sidewalk**
 - 5 **Protection of trees**
 - 5 **Enhanced streetscape including special village defining treatment**
 - 3 **Buildings fronting the street**
 - 4 **Public open space, plaza**
 - 7 **Short-term parking on-street**
 - 2 **Crosswalks** at Maynard, at Sinclair/Hobbs
 - 6 **Business parking behind new buildings**
- Other:** signalized intersection?

MAP: [on the map accompanying this exercise]

- At Maynard: safe walk to school program (+ bike)
- Continuous sidewalk both sides of Cadboro Bay Rd throughout; northeast side of Penrhyn from Cadboro Bay to Hobbs; south/east side of Hobbs from Penrhyn to Maynard; right side of Sinclair to Hobbs
- Crosswalk drawn at Cadboro Bay at Penrhyn (south side)
- X-ing at Cadboro Bay Rd and Maynard: safe ped/ bike x-ing (school kids!).
- Crossing Cadboro Bay Rd + corner Cadboro Bay and Telegraph safe x-ing!

Table 5: Ranking in order of importance

No ranking of elements, included the following notes:

- **Continuous sidewalk** – important
- **Crosswalks** – important. Formal
- **Other:** public bathroom
- Turning Cadboro Bay Road into a plaza could turn Hobbs into the main drag
- Continuous sidewalk would be nice – useful in front of Cadboro Bay Plaza
- Additional crosswalks would be good – 3D painted clocks, yellow & white striped
- Four-way stop at CadBay and Sinclair works well
- Wheelchair accessible is IMPORTANT (sidewalks)

MAP: [on the map accompanying this exercise]

- Continuous sidewalk – both sides of Cadboro Bay Rd from Killarney to mid-block between Penrhyn and Maynard
- Blue line across Penrhyn just south of Cadboro Bay Rd “Desire Line”

Table 6: Ranking in order of importance

- 1 **Continuous sidewalk** ✓
- 2 **Short-term parking on-street** ✓
- 2 **Business parking behind new buildings**
- 2 **Other:** public parking with new buildings ✓

MAP: [on the map accompanying this exercise]

- “Need curb ramps” –on either side of Kilarney Rd at north side of Cadboro Bay
- Cadboro Bay Rd between Killarney and Sinclair “wider bike lanes on this side, for uphill need less on SE side”
- “poor bike parking” at Cadboro Bay Plaza/Pepper’s parking lot
- “parking conflicts” along Cadboro Bay north side at Sinclair (in front of businesses at that corner):
- North block at Cadboro Bay between Sinclair and Penrhyn “when re-developed support on-street parking. Lack of public parking.
- Sidewalks needed on Cadboro Bay Rd at the north norther of Penrhyn, halfway down block towards Sinclair “pedestrian access conflict”

Table 7: Ranking in order of importance

- ✓ **Continuous sidewalk**
- ✓ **Protection of trees** (more trees)
- ✓ **Enhanced streetscape including special village defining treatment**
- ✓ **Buildings fronting the street**
- ✓ **Public open space, plaza**
- ✓ Piazza Zone
- ✓ **Short-term parking on-street**
- ✓ **Crosswalks** on Caddy Bay, between Penrhyn and Sinclair
- ✓ **Business parking behind new buildings**
- ✗ **Bollards** depends on traffic calming infrastructure in village
- ✓ **Other:** Treatment should be different for this block of Cadboro Bay Rd

MAP: [on the map accompanying this exercise]

- intersection of Cadboro Bay and Sinclair
- Reconfigure lanes. Adjust lanes on EB Cadboro Bay Rd (one thru, one left)
- Northeast corner of Cadboro Bay and Sinclair: Define area with tree or other features
- between Sinclair and Penrhyn: possible public places/ plazas
- parking lot behind businesses at Cadboro Bay (north)
- Special crossing along Cadboro Bay Road between Sinclair and Penrhyn
- Keep Large Trees in Pepper’s parking lot
- Crosswalk in Northwest corner of Cadboro Bay and Penrhyn across Cadboro Bay.
- Note: a lot of mark-up at Cadboro Bay and Penrhyn intersection [difficult to distinguish]

Map Cadboro Bay Road Corridor Road Section – Notes

Table 1:

- Have main transit route via Sinclair to UVic. Sinclair is a major road and reduces traffic through village where pedestrian traffic is heavy.
- Indicating side of road: “keep natural (25m ROW)”
- [Next to crosshatching marked private property transition space a note:] “street trees/ residential trees”
- Circled: *Funicular railway would be helpful
- *Tree retention + addition*
- *Trees – keep residential in scale/ canopy
- *No shared multi-use path on Sinclair
- *Raingarden [?] work at top of Sinclair when slope is down flow
- *Stacked option with landscaping and parking [illustration showing this] - but it is noted to be unsafe to have parking
- *Turn lane roundabout top of Sinclair hill
- *Turning lane could be used at 4 way stop – roundabout would keep traffic flow

Table 4:

- private property transition space – note: “utility and green”
- roadway section include:
 - Proper sidewalk that can be kept clear of leaves, snow, etc.
 - Buffer
 - Bike
 - Buffer
 - [illustrated road area]
 - Buffer
 - Bike lane
 - Buffer
 - Sidewalk

Exercise 3: Walking & Cycling Connections/Routes

New pedestrian and cyclist paths can help shorten distances between disconnected streets. Where could these generally be located to improve community access in the following neighbourhoods?

a. The Village

Table 2:

- Connector walking from upper Waring St. over to Killarney
- Future additional Cadboro Bay beach access from Seacroft

Table 4:

- Cadboro Bay Rd @ Telegraph Bay beach access – crossing required

Table 5:

- Mid-block connection behind Peppers – make it more attractive
- area before Arbutus Middle School through Hobbs to Village/Gyro Park
- Pedestrian coloured light at Haro and Arbutus
- Improvements along Haro Road – priority

Table 7:

- “formalize connections” at church) is this a pedestrian trail?
- Seaview and Tudor vehicles travelling too fast for corner and Telegraph bay
- Sidewalks connecting bus stops along Caddy Bay and Telegraph
- Penryn to Sinclair between Hobbs and Caddy Bay (maybe Maynard Park to Penrhyn as condition of applications)

b. Queenswood

Table 2:

- Arbutus not safe – needs mixed use facilities (cycle and bike)
- Traffic calming

Table 4:

- Queenswood: beach access – crossing required

Table 7:

- Sidewalk Haro and Arbutus to beach access, and new direct route from beach access to Arbutus

c. Ten Mile Point

Table 2:

- Tudor not safe bike/walk. “Change the road” to accommodate with trees!
- Road design with separated medians [arrow pointing to “with trees!” above] to “close in road to slow traffic”
- Include multiuse paths for walking and cycling
- Can be trail standard (gravel)

Table 4:

- Safety on Tudor – lower speed
- Pedestrian pathway – not sidewalk – on one side
- *sea point connection

Table 5:

- Traffic calming on Tudor
- Sidewalk on one side

Table 7:

- Possible path or sidewalk on Tudor, but not as critical as village (more for the kids’ safety)
- Advisory lines

MAP “Recreation Networks”

Table 2:

- Tudor Ave from Seaview Rd to the sharp turn on Tudor Ave at the beach access “bike lands”
- Intersection of Telegraph Bay Rd and Tudor Ave: circle – “traffic calming”
- Seacroft Pl to the shoreline “future beach access”
- Arbutus Rd from Telegraph Bay Rd to Haro Woods Park, also from Arbutus Rd south on Haro Rd to Frank Hobbs Elementary (before Sutton Rd). “bike lanes + preserve + add more trees”, Improve cycling facilities at Haro Rd and Arbutus Rd

Table 5:

- “bike” from Arbutus at Telegraph Bay west, left at Hobbs, right onto Maynard, through Frank Hobbs Elementary – and two routes:
 1. Along Sutton Rd to UVic and
 2. Along Haro Rd, down Camelot Rd to UVic. UVic circled. Note: “cut through UVic family housing”. Note at Frank Hobbs Elementary: “permission for students to cross”
- Frank Hobbs Elementary through Haro Woods to Arbutus Middle School
- Formalizing continuous pedestrian pathway for kids to use following the above route through Haro Woods, to Frank Hobbs Elementary [potential trail], down trail to Hobbs St, branching two ways:
 1. Through Maynard Park, crossing Cadboro Bay Rd, crossing Penrhyn to Sinclair “pathway” between Maynard Park and Cadboro Bay Rd and “mid-block connections” indicating section between Penrhyn and Sinclair. Note at Sinclair improves attractiveness
 2. From Hobbs along Maynard, onto Cadboro Bay Rd branching:
 - a) Left on Cherrilee Cres with two sided- arrow through to Arbutus Rd “cut through church property”
 - b) Down Maynard, along Cadboro Bay Rd to Telegraph Bay Rd, right on Seaview Rd left on Bedford Rd
- Haro Rd at Goward Park, running along the border between the Park and Frank Hobbs Elementary to trail at Frank Hobbs (alternative)
- Arbutus and Haro intersection “signal crossing ped.”
- Arbutus Rd, just NW of Telegraph Bay Rd: “cycling in groups on sidewalk”
- Cadboro Bay and Telegraph Bay Rd intersection: “4 way stop”, “crosswalk needed” and “parking is needed in this area (residential only parking)”
- Seaview and Tudor intersection: “3 way stop”
- Tudor between Telegraph Bay and Seaview: “very steep grade”
- Tudor from Seaview to Benson: “sidewalk”
- Tudor and Benson: “sidewalk on one side”
- mid-block of Tudor between Benson and Bedford “traffic calming”
- Tudor between both Bedford road intersections “speed bumps”
- Bedford Rd between Tudor and divide in the road: “sign slow down”, “kids here”
- Arbutus Rd and Phyllis St: “opening Arbutus connection – some don’t want it”

Table 6:

- Bedford Rd between Seaview and Tudor: “could improve”
- ?? two ROWs noted off Lockehaven Dr at shoreline
- More connections: Robin St, to MacDonald Dr E to the end of Grandis Pl; MacDonald Dr E to Burchett Pl; end of Aspen Pl to Cadboro Bay Rd
- Village area towards UVic: “Connection to UVic transit. To make bus connection. Pedestrian Priority.”
- #11 bus is great coverage for Cadboro Bay. 3 min walk to bus
- Hobbs Rd: “police speed enforcement suggested”
- Connection from Maynard Park at the end of Kilgarry Pl to Cadboro Bay Rd
- Arbutus and Hobbs intersection and Sinclair and Hobbs intersection: make corner sharper and narrow to slow traffic.
- Cadboro Bay Rd between Cherrilee Cres. And Lauder Rd – crossing the road at Cadboro-Gyro Park: “crosswalk needs lights”
- Crosswalk needed at Cadboro Bay/ Telegraph Bay/Tudor
- Boardwalk from the beach access at Telegraph Bay Rd at Cadboro Bay to Beach access at the end of Killarney Rd
- Connection access trail for bikes?: from Hobbs creek at the end of Hobbs St. (Mystic Vale) to Vista Bay Rd with note: “School kids to Frank Hobbs”.
- Connect: Vista Bay Rd to the end of Bermuda Pl.

MAP “Pedestrian Networks”

Table 1:

- Overall Ten Mile Point is fairly walkable (except Tudor)
- Tudor and beach access and hard left turn in road: Tudor – natural path/ separated along Tudor + reduce speed limit!
- Tudor Ave: “soft lighting @ corners here “otherwise DARK SKY”.
- Tudor Ave: “safe crossings along Tudor”
- Tudor and Woodhaven Terr (north side of Tudor Ave) “trimming hedges along Tudor for safety”
- proposed shuttle route: Arbutus Rd at Telegraph Bay Rd – east along Arbutus Rd, highlighting north (left turn) on Arbutus Rd loop, past Wedgepoint Park and Phyllis Park, through the park area on the northeast side of the Arbutus Rd loop to Phyllis St, south onto Tudor Ave, along Tudor Ave north on Seaview Rd back to Arbutus Rd and Telegraph Bay Rd. “Rush hour bus/mini shuttle along Tudor to village”.
- Arbutus Rd and the park: vehicle related keep closed to emerg. Access OR open to alleviate traffic on Tudor with shuttle @ rush hour. Loop route @ rush hour.
- Cadboro Bay Rd, just before Lauder Rd to Telegraph Bay Rd and Seaview Rd area with note: “no s/w”
- Telegraph Bay Rd/ Cadboro Bay Rd/ Tudor Ave: “needs s/w 2 sides + a crossing (ped. activated)”
- along Cadboro Bay Rd to Penryn “sidewalk to village”
- Cadboro Bay Rd at about 3888/3890: “crossing ✓ ✓ good”
- Sidewalks on Sinclair
- Trail from Queenswood Dr. to Annabern Cres: ✓ good trail
- *Don’t change Queenswood at all
- Keep trail between Queenswood Dr and MacDonald Dr E: “this is a trail/ don’t change it. (keep it)”.

Table 4:

- Tudor: lower speed limit (community slow zones 30 km); parking on Tudor?; white line on sides to denote pedestrian area; street trees in centre
- Lower speed on Tudor !!! Goal: everyone feeling safe on Tudor: kids, bikes, elderly, dogs... preference: pathway on one side
- "bus" along Phyllis towards Tudor Ave in direction of Cadboro Bay Rd
- Traffic calming on Tudor in the area between Seaview Rd and Amroth Pl
- Lower speed 30 km zone on Tudor between Woodhaven Terr and Benson Rd
- Pedestrian connection line from Sea Point Dr. at Bedford Rd through to Telegraph Bay Rd, (across private lands) over Arbutus Ridge, through private lands, Benson Park and along McColl Pl and Green Vale Ave to Telegraph Bay Rd.
- How can the street be crossed safely??? Telegraph Bay Rd and Green Vale Ave, two locations at Tudor and Telegraph Bay Rd and Cadboro Bay Rd at Dawe Rd. note: if kids walk on north sidewalk, how do they get to Tudor via path? Or to the beach? There is no sidewalk on south! If get off bus – how do they cross Cadboro Bay Rd?
- Sidewalk – line on the south side of Cadboro Bay Rd from Telegraph Bay Rd to Maynard St and along Maynard St. to Maynard Park.
- X-walk Cadboro Bay Rd and Maynard St
- Cadboro Bay Rd: "no parking on street-corner"
- Bike rack at Seaview Rd and Telegraph Bay Rd near bus stations

Table 5:

- Bus: morning and afternoon bus route to tie to doctor appointments (under) am 1pm at first. Wheelchair, walker accessible. Route: Tudor at Seaview – along Tudor up Baynes Rd and Spring Bay Rd, back down Tudor. 2 trips a day? Many not want. \$. Note along Tudor: 10 minute drive local route.
- New transit route: Cadboro Bay Rd from Sinclair, right along Tudor, up Mcanally Rd and Smugglers cove Rd, down Baynes Rd, back down Tudor Ave, right on Seaview Rd, along Telegraph Bay Rd, left along Queenswood Drive, crossing Arbutus Rd, down Hobbs, left on Sinclair...
- "Route 1" – Circular route along Cadboro Bay Rd from Sinclair, Telegraph Bay Rd to Queenswood Dr to Hobbs, to Sinclair...
- "Route 2" Tudor at Cadboro Bay Rd, along Tudor, right on Mcanally Rd, Smuggler's Cove Rd, Baynes Rd to Whiterock St to Spring Bay Rd, back down Tudor right on Seaview Rd, left on Telegraph Bay Rd – back to loop.
- Future bus stops: Tudor near Bedford Rd, Sea Point Dr at Konukson Park
- Haro Rd from intersection at Arbutus to Camelot Rd.
- Note: shorten timeline sidewalk, make priority

Table 6: See map notes

Table 7:

- Sidewalk/ path along Tudor from Seaview to beach access
- Ass sidewalks along Cadboro Bay Rd from bus stops at Cherrilees Cres to Telegraph Bay Rd at Seaview Rd
- Cadboro Bay/ Telegraph Bay/ Tudor intersection: "crossing needed"
- Cadboro Bay Rd and the end of Aspen Pl: Is this a trail? add wayfinding.
- Formalize connections in Caerleon undeveloped ROW
- Penrhyn St from Hobbs to Cadboro-Gyro Park: "recognize importance of route and enhance". Penrhyn to Maynard park and from Penrhyn (mid block) to Sinclair Rd.
- Sinclair at Clarndon, down Clarndon, right on Sutton Rd, crossing Frank Hobbs Elementary and down trail to Hobbs St.
- Sidewalks Haro Rd from Arbutus to the end of Haro Rd, down the trail to the beach access
- New route Arbutus Rd through Queen Alexandra to beach access (same as above)

Exercise 4: Transit

What are the top three transit priorities for the Cadboro Bay community?

Table 1:

1. PEDESTRIAN ONLY – vehicle/transit rerouted in village
2. Mini bus/shuttle down Tudor @ rush hour – using Arbutus/Tudor fire access to make loop
3. Funicular on Sinclair

Table 2:

1. Frequency***
2. Routing (speed up service)
3. Regional connectivity via UVic hub

Table 4:

1. Service between Village and UVic, University Heights
2. Cadboro Bay Rd – Tudor/Ten Mile – to Oak Bay Recreation Centre/ Oak Bay Ave
3. Frequency of service – balance. Ten Mile Point service – open fire lane?

Table 5:

1. Service to wider area (Ten Mile Point or Queenswood) – that are currently far from existing service. Pilot project.
2. Try alternative methods of delivery service (e.g. on-demand service) – alternating service areas at different times
3. More frequency - Fixed or on-demand services. Area specific routes. Twice a day small bus that services Ten Mile Point.
[submitted on separate sheet]
 - o Resident at top Minnie Mountain has to xxx down
 - o 12 seat bus twice or three times a day through Ten Mile Point to village to connect to the bus route there (morning 9:00/ afternoon 1:00)
 - o Discussion with BC Transit Planner about “on demand” service
 - o Service to underserved areas (seniors)
 - o Small buses (pilot project). ‘Jitneys’ as in Phillippines
 - o xx in favour of “vicinities” (30A buses)

Table 6:

1. Info for passengers
2. Connection to hub at UVic
3. Keep local transit access
[note: wayfinding, maps, increased ridership, GPS info @ stops, #11, Improve walking/cycling connection to UVic hub]

Table 7:

1. Improving seating options at stops
2. ✓ *Improving pedestrian connections to and from bus stops*
3. Pace and frequency of trips to encourage students. Park and ride shuttle? i.e. near QA? *why meander through the Uplands (#11) if there could be a more direct connection*, *Direct connection between University Heights and Village*

Other consideration (optional)

Are there any other transportation issues, we should consider as part of the Local Area Plan update?

Table 1:

- Digitize bus route stops

Table 2:

- Small buses
- Late night service (students)
- Climate change benefits of increased transit convenience
- Improved software for precise arrival times

Table 6:

- Sidewalks on both sides of major roads.
- Speeds
- Localized design interventions vs corridor improvements

Table 7:

- Change access to gas station at Penhryn as exit only.

Note: Please note that not all tables provided notes for all exercise questions, some preferred mapping or drawing. Participants were also encouraged to fill out Individual Comment Sheets.

TABLE 2

Sinclair

- Sidewalks,
- separating bikes
- new trees (Magnolias)
- 2 issues: up / down hill – ditches (keep one on UVic side)
- Dedicated bike lane going up, merge into street on way down
- Bury hydro lines

Cadboro Bay Village

- expropriate gas station and turn into a public gathering space
- Preserve big trees and wisteria tree

Connections

- Tudor needs road closure design (meidan?)
- Queenwood: Arbutus Road is not safe
- Connect Penrhyn to Arbutus Rd, but KEEP trees
- ROW near SeaCroft for new beach access
- Transit – small busses , have right night service for students, new technology to know when and where buses are

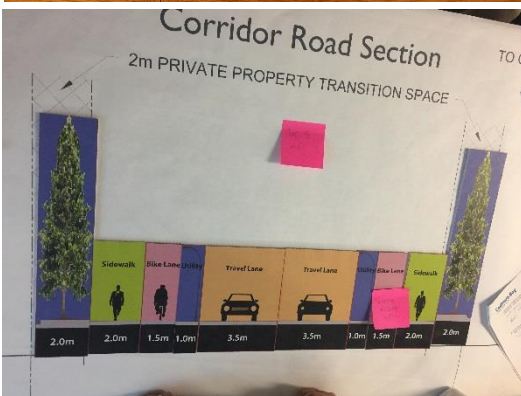


TABLE 4

Sinclair

1. Sip'n Dun travel lanes, bike lanes and pedestrians
2. Sidewalk on both sides (maintenance needed)
3. Transit (if to have here?)

Cadboro Bay Road

- sidewalk,
- more crossings required to access beaches

Tudor

- make safer for pedestrians, lower speeds

Transit

- bus service to UVic and Village
- Ten Mile Point to Oak Bay Recreation Centre
- Frequency of service

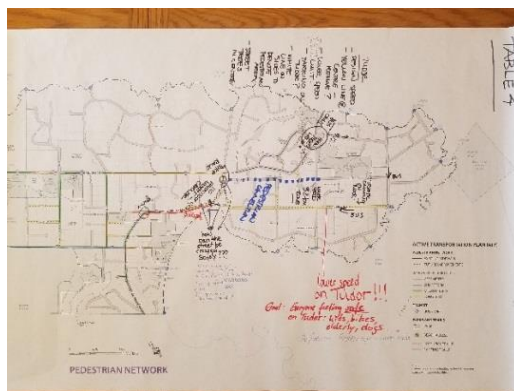


TABLE 5

Sinclair

- Safety, crosswalk, sidewalk needed
- Beauty, trees and general aesthetic
- Separation of modes

Cadboro Bay Road

- needs continuous sidewalk

Crossings importance: need to look at appearance to create traffic calming effect

- Public bathrooms

Connections:

- Arbutus Middle School to Haro Woods to Frank Hobbs Elementary to Village (frequently used)

Tudor

- speedbumps, traffic calming,
- some lights at key crossings (activated lights)

Transit

- increase service to underserved area, even if only a couple of times/day
- smaller buses



TABLE 6

Sinclair

- sidewalks on both sides, traction is an issue (snow and leaves)
- Safe crossings needed
- Opportunity for more public parking?

Connections

- improving Mystic Vale network to UVic
- Creating Village atmosphere to Maynard Park area
- Highlighting some smaller connections to create a continuous network + safe crosswalks for pedestrians

Transit

- information for passengers on timing as well as where the bus goes
- UVic is the Transit Hub.
- Need to increase / improve pedestrian and cycling access to UVic
- Keep local Transit as is (don't lose routes)



TABLE 7

Sinclair

- bikes to join traffic lanes on way down and separate from pedestrians
- Bikes separated from pedestrians and in own lane on way up
- Wider sidewalk on UVic side

Cadboro Bay Road

- create larger piazza in front of Olive Olio's
- Create a second piazza on Pepper's side in the centre near sidewalk, create a gathering place
- Get rid of gas station and create a better turning radius for cars

Connections

- better sidewalks between transit stops
- Corner of Cadboro Bay and Beach access where it curves (no sidewalk on one side, hard to do a ... turn)

Tudor

- include a path or have a separate line for traffic and pedestrians
- Connect mid –Maynard towards Sinclair



Cadboro Bay Local Area Plan

Transportation

Community Workshop

February 26, 2019

Open House – Community Mapping

Long-term Bicycle Network Map [Notes on Map]

- Add connection from Sutton Rd at UVic, across the campus and Finnerty Creek, to Finnerty Rd, turning and arrowed down Edgelow St. Add connection to Lam Crescent.
- “Kids Route” connection Maynard St. from Hobbs St. to Cadboro Bay Rd

Pedestrian Network Map [Notes on Map]

- Sinclair Hill now please!
- “Cadboro Bay Rd where it intersects with Cadboro-Gyro Park with note: “add x-walk lights”.
- Cadboro Bay Rd at Cadboro-Gyro Park to the intersection with Telegraph Bay Rd and Tudor Rd: “no sidewalks”
- Access to beach X-ing Cadboro Bay Rd??? without getting killed
- Bus stop at Cadboro Bay Rd at Dawe Rd: “bus stop overgrown”
- Walking home to Ten Mile Point from school, where do kids cross Cadboro Bay Rd to access path? Very uncomfortable!
- Can we have sidewalks on south side of Cadboro Bay Park entrance to Telegraph Bay Rd? Also x-walk at beach access.
- Many children and walkers on Tudor. A rush hour or short bus would be appreciated.
- Happy to share Tudor with bikes, cars, pedestrians, but scary at 50 kmph! Please lower limit!
- Arrow to Bedford Rd, just north of Tudor with note: I am an 11 year old girl and I notice that there is a lot of speeding going on. I live here and I don't feel comfortable with crossing the street to my friend's house.
- Potential connection? From Arbutus Rd to Phyllis St
- Use access road connecting Phyllis with Arbutus to diffuse the amount of traffic on Tudor and lower speed limit.
- If cars slow down when they see kids, dogs, bikes, elderly, pedestrians, TUDOR OK. If not, dangerous! Reduce speed limit!
- I have noticed very fast speeds along Tudor Ave. As I am a fourteen-year-old boy I still go to and from school. I am worried about my safety and have noticed that the average speed on Tudor Ave is 60 km per/hr.
- We are cyclists but please do not “remove” trees in the name of cyclists! and bicycle paths. Planting saplings is not a good substitute.
- Please stop removing healthy trees
- Stop cutting down healthy trees
- Please consult our Cadboro Bay Residents Association with plans for active transportation.

Cadboro Bay Local Area Plan

Transportation

Community Workshop

February 26, 2019

INDIVIDUAL COMMENT SHEETS RECEIVED

Total: 10 submissions from public participants

1. What are your ideas or comments on Transportation and Mobility in Cadboro Bay?

- Shuttle buses to the university and back (to and fro). Deal with traffic congestion, safety of pedestrians in the village. Make it safer for cyclists going up Cadboro Bay Rd and turning left onto Beach Drive in Cadboro Bay. It's extremely dangerous right now.
- I commend Saanich for encouraging active transportation. Here are some specific comments for improvement:
 1. Reconsider the proposed new bike path that diagonally cuts across Hobbs School field. Instead have a bike path around the perimeter. Currently pedestrians do this when kids are playing, cutting the field in half makes no sense.
 2. The new sidewalk up Cadboro Bay Rd to Hibbens Close is welcome, but take care to protect cyclists on the narrower road.
 3. Recognize in planning for bike routes and trails that the use of e-bikes will increase, possibly dramatically, as batteries become less heavy and expensive.
- I think in general we are very lucky in Cadboro Bay for mobility, but I do think that there are missed opportunities in the village core to increase pedestrian traffic and safety. Fully embracing a "high street" philosophy with a town square (foundation or whatever) would be amazing.
- Continued concern about bike lanes on Sinclair Hill. Would cyclists not use a route connected to Finnerly, if there were connector paths to shorten the route to the village.

2. Do you have any specific comments about Transportation and Mobility in the following neighborhood areas?

- Do not cut down trees in a, b & c.

a) The Village Neighbourhood

- Need better parking and bike stands. Make it safer for pedestrians and cyclists.
 - A) shuttle bus from Cadboro Bay Village to Shelbourne would avoid the need for 2 lengthy bus journeys. Walking or cycling is made difficult by the steepness of Sinclair Hill. (see comments 1. & 2 above [in question #1above])
 - B) Sidewalks up Sinclair Hill can't come soon enough.
 - C) Extend sidewalk from 3860 Cadboro Bay Rd. towards the secondary entry to Gyro Park. It is dangerous to have to walk along the road or cross it at that stretch.
- As above as well as a need for improved walkability
- Funicular on Sinclair!

b) Ten Mile Point

- I have noticed extreme disregard of pedestrians along Tudor Ave. Me and my sister have tried to use a speed gun to capture speeds and have made an average of 60 km when the default speed limit is 50 km.
- Reduce speed limit to 20 km/hr from Cadboro Bay Rd. up through the entire point. No sidewalks, no curbs.
- Any pedestrian path along Tudor must be a natural path – no cement sidewalks.
- No lighting – preserve country-like semi-rural.
- Many residents star gaze – unique opportunity for a “night sky reserve”.
- Increased bus
- Traffic calming on Tudor. No formal sidewalks – pedestrian/bike space on sides. Crosswalk on Cad. Bay Rd @ SeaView/ Telegraph Bay.

c) Queenswood

- Same as above. Reduce speed to 20 km/hr. No sidewalks, no curbs. Bike land on Arbutus between Telegraph Bay Rd and Finnerty.
- Cell phone reception improvements would allow for emergency calls in the event of traffic accidents in this area e.g. Arbutus Rd to Gordon Head Rd.
- Perfect as is. No sidewalks or street lights please!

Additional Comments or Suggestions for Transportation? Where and why?

- No cutting down healthy trees for bike lanes and sidewalks.
- Promote more bike tourism, especially around Ten Mile Point and Queenswood.
- Unlock the emergency gates during summer droughts. They are located off Arbutus in the Wedgwood Estates area by the tennis courts. People living on Ten Mile Point need an escape route if there is a forest fire in Konukson Park, say.
- Add a beach volleyball court at Gyro Park – something to make sure of the large fields.

- The No. 11 bus is great, we hope it never changes.
- Sidewalks on both sides of all major roads. “Quick fix” interventions to address pedestrian issues: curb ramps where lacking, tighten curb geometry where too wide.
- Address speed on Hobbs St. near path to Frank Hobbs. Improved flow on Haro for school drop offs and parking. Change all to 30 min. max to prevent UVic parking.

Individual comments written up on table exercise sheet submitted:

- On Tudor:
 1. Please slow traffic down to 40 km
 2. Please trim hedges/bushes to create walkway (currently have to walk on road)
 3. Please put sidewalk on one side of road
 4. Signage for cars to regard walkers
 5. A couple of soft lights on Tudor
 6. Short rush hour bus for students and prof.
- Many people walk their dogs, run and many children walk along Tudor and it’s unsafe as cars do NOT mind pedestrians. Alleviate traffic volume on Tudor please.
Short bus @ rush hour on Tudor
- Make the village “pedestrian only” or one-way on/thru village and other direction on Hobbs.
- No biking on Sinclair. Reroute past Frank Hobbs School. No cement bikes separators as can crash bike on them. Importance:
 - parking – low
 - keep existing trees – yes
 - new trees – yes
 - wider sidewalks – no
 - separation for bike facilities – no
 - boulevard space – yes
 - rain gardens – yes
- Locations on the street that you believe would require special consideration:
 - Top of hill [Sinclair] – very dangerous pedestrian crossing.
 - No bikes on Sinclair Hill.
- Top 3 priorities:
 1. Safety
 2. Beauty



saanich.ca/cadboro

May 2019