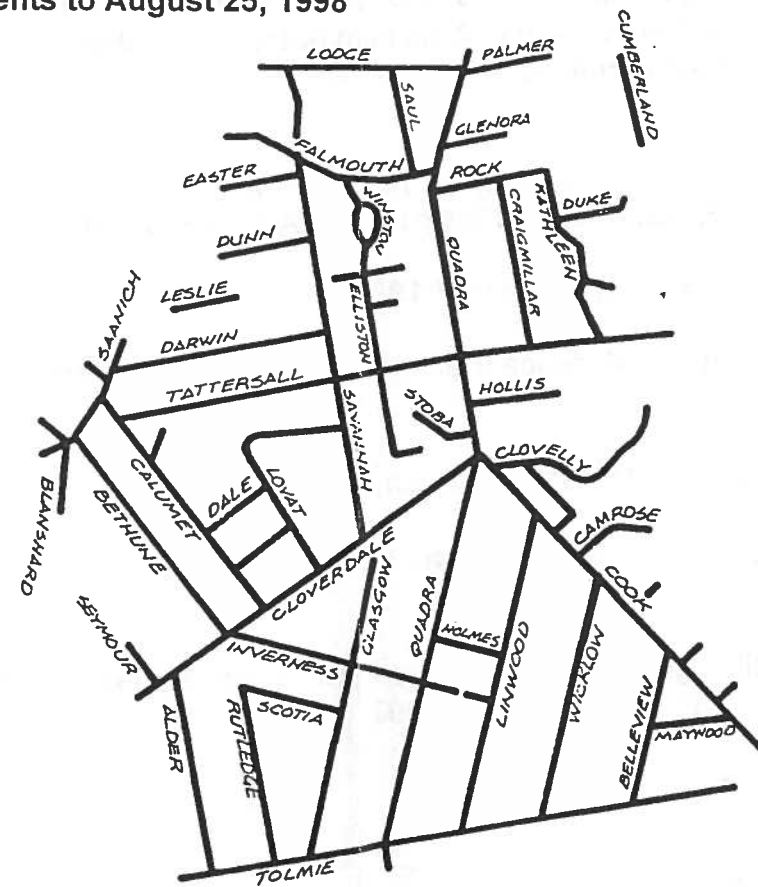


# QUADRA CORRIDOR ACTION AREA PLAN

Schedule 1 to the Saanich Core Local Area Plan  
Schedule 2 to the Quadra Local Area Plan

Includes amendments to August 25, 1998



THE CORPORATION OF THE  
DISTRICT OF SAANICH  
PLANNING DEPARTMENT

November 25, 1996

THE CORPORATION OF THE DISTRICT OF SAANICH

BY-LAW NO. 7711

A BY-LAW

TO AMEND BY-LAW NO. 7044, BEING THE "OFFICIAL  
COMMUNITY PLAN BY-LAW, 1993"

The Municipal Council of The Corporation of the District of Saanich enacts as follows:

- 1) By-Law No. 7044, being the "Official Community Plan By-Law, 1993" is hereby amended as follows:
  - (a) By adding to Appendix "E" - Saanich Core Local Area Plan a new Schedule 1 - Quadra Corridor Action Area Plan dated November 25, 1996 and which is attached hereto as Schedule "A".
  - (b) By adding to Appendix "J" - Quadra Local Area Plan a new Schedule 2 - Quadra Corridor Action Area Plan dated November 25, 1996 and which is attached hereto as Schedule "A".
- 2) This By-Law may be cited for all purposes as the "OFFICIAL COMMUNITY PLAN BY-LAW, 1993, AMENDMENT BY-LAW, 1997, NO. 7711".

Read a first time this 3rd day of March, 1997.

Public Hearing held at the Municipal Hall on the 11th day of March, 1997.

Read a second time this 11th day of March, 1997.

Read a third time this 11th day of March, 1997.

Adopted by Council, signed by the Mayor and Clerk and sealed with the Seal of The Corporation on the 11th day of March, 1997.

"T. R. KIRK"

.....  
Clerk of The Corporation of  
the District of Saanich

"F. LEONARD"

.....  
Mayor

AMENDMENTS

BYLAW	DATE	DETAILS
7889	August 25, 1998	Housekeeping amendment to update references to Provincial statutes

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## 1. INTRODUCTION

For planning purposes, the municipality is divided into twelve local areas. The Quadra Corridor is located in the south-central part of the municipality adjacent to the north boundary of the City of Victoria, partly within Saanich Core and partly within Quadra. The neighbourhood is not clearly defined by roads or topographical boundaries but generally includes the catchment area for local traffic that accesses Quadra Street, Tattersall Drive, and Cloverdale Avenue. It has received considerable attention in recent years for redevelopment to higher density housing, partly because the single family housing stock is aging and partly because of land use policies supporting multi-family housing south of Cloverdale Avenue.

In 1995, Council endorsed the Planning Department work program which included a public participation process to develop an action area plan for the neighbourhood. Planning staff facilitated nine public meetings in the second half of 1995 and two meetings in June 1996 to seek input on a wide range of social, environmental, and land use issues affecting the neighbourhood. The comments and concerns expressed by more than 130 individuals and groups that took part in the process provide a basis for developing more contemporary and comprehensive policies to guide the future of the area.

## 2. WHY AN ACTION AREA PLAN?

The Saanich Official Community Plan comprises three levels of planning detail. The General Plan, 1993 establishes municipal-wide goals, objectives and policies for land use, transportation, parks and open space, economic development, environment, and other topic areas of general interest. Twelve local area plans establish more specific policies focusing primarily on land use constraints and opportunities at the local level. The plans are reviewed periodically and updated to ensure that the background information and policies remain contemporary and relevant.

The Quadra Corridor falls within two local areas. The Saanich Core Local Area Plan was reviewed and updated in 1988 and the Quadra Local Area Plan, in 1989. Since then, potential development areas within the Urban Containment Boundary have been essentially built-out resulting in increased pressure for infill and redevelopment of older single-family dwelling neighbourhoods.

In addition to the development pressures and resulting impacts, there have been significant social and economic changes. Many residents are concerned that land use, social, and economic changes are threatening the character, stability, and liveability of traditional neighbourhoods, while others are concerned that land use policies are not changing quickly enough in response to social and economic change.

Action area plans provide an opportunity to develop policies and guidelines, in consultation with area residents and other stakeholders, that recognize and respond to the issues and options for a specific neighbourhood and individual sites. These policies and guidelines are intended to supplement the more general policies of the General Plan and local area plans. The result is clearer understanding of neighbourhood issues, more security for residents about the future of the area, and more specific direction for developers about the type and degree of change that may be acceptable.

## 3. PUBLIC PARTICIPATION

In June 1995 the Planning Department initiated a public consultation process as the first step toward developing an action area plan for Quadra Corridor. An introductory flyer was distributed through ad-mail to all households and businesses, ads were printed in the Saanich News and Times-Colonist newspapers, and absentee owners, strata councils, and other stakeholders were contacted by direct mail. An introductory meeting was held on June 7th and those in attendance were asked what they liked and disliked about the neighbourhood. The Department organized the comments into six topic areas; traffic/transportation/pedestrian circulation, neighbourhood character, personal safety, parks and recreation, natural/built environment, and land use/housing.

The topic areas formed the basis for discussion at eight subsequent meetings. Proceedings and comments were summarized by staff following each meeting and mailed to all participants. In June, 1996 a discussion paper was circulated and two public meetings were held to receive additional input. The paper was subsequently amended, policies were added, and it was circulated for written comment prior to presentation to Council in the fall of 1996. The process was successful in bringing area residents together and gave the planning team a much deeper appreciation of the issues and concerns of residents.



## 4. HISTORICAL OVERVIEW

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*(Compiled from a collection of articles, news clippings, and historical maps in the Saanich Archives)*

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Most of the land within the Quadra Corridor was part of the 445 ha farm of Dr. William Fraser Tolmie who was a medical officer in the service of the Hudson Bay Company and later a member of the Legislative Assembly.

Dr. Tolmie, born in Inverness, Scotland in 1812, was educated in Edinburgh and graduated from medical school at the University of Glasgow. He joined the Hudson Bay Company in 1832, arriving in Fort Vancouver, Columbia River in Spring, 1833. In 1850 he married Jane Work, daughter of John Work, chief factor of the Hudson Bay Company. Tolmie became Chief Factor, residing in Victoria in 1856. He retired in 1860 and became a member of the Legislative Assembly.

It was upon his retirement that Tolmie built his home "Cloverdale" near what is now Lovat Avenue. The first part of the house was a log structure but it was soon expanded with stone construction and was the first stone house on Vancouver Island. The acreage included large orchards and Tolmie imported breeding stock for his farm from England and quail from California. A Colonist article from 1930 suggests the name "Cloverdale" was a blending of "clover" for the fields of wild clover that extended into the valley below Tolmie's home, and "dale" for the heather and hills of his native Scotland.

W.F. Tolmie was an amateur archeologist and apparently intrigued by the collection of skulls which he found in the area. According to a 1926 article in the Colonist, the hill at Quadra Street and Cook Street was called "Stalamsin", an Indian name meaning "place of bones". The article describes a bloody battle between the Songhees Indians and the Euclataw tribe from Cape Mudge who came to make war. The Songhees surprised the Euclataws as they ran up the hill from the Gorge.

Up until the late 1800's there was little development within the Saanich area. A map from 1890 shows the start of subdivision of Tolmie's land holdings in the area south of Cloverdale Avenue. By the time Saanich was incorporated as a District Municipality in 1906, the street pattern was established south of Cloverdale Avenue and Cook Street and the area was divided into 0.4 ha (1 ac.) parcels. South Saanich experienced a land boom in the period 1910 - 1914 and the area was extensively subdivided into small residential lots. **Saanich Heritage Structures - An Inventory** identifies fourteen buildings of heritage significance within the Quadra Corridor. Most of them were constructed during this period.

Some of the earliest public buildings to serve the area were constructed on land donated by the Tolmie family. The original Tolmie School was built in 1892 adjacent to Boleskine Road. St. Mark's Church was constructed on Tennyson Avenue across from the school in 1892. The original school was later moved next to the church and a new school was constructed in 1912 - 1914. St. Marks' Church was demolished in 1993 and Tolmie School now accommodates the offices of Greater Victoria School District. Quadra Elementary School was constructed within the City of Victoria in 1914 and Cloverdale Elementary School was constructed in 1917. The first businesses were established near the Quadra-Cloverdale intersection. Redevelopment of the area south of Cloverdale Avenue for apartments started in the late 1970's with condominium ownership becoming popular in the mid 1980's.

STRUCTURES OF HERITAGE SIGNIFICANCE	
● 3120 Bellevue Road	● 3577 McInnis Rise
● 3301 Camrose Court	● 1141 Palmer Road
● 1196 Clovelly Terrace	● 3579 Quadra Street
● 3435 Cook Street	● 1140 Tattersall Drive
● 3710 Craigmillar Avenue	● 1149 Tattersall Drive
● 905 Darwin Avenue	● 1170 Tattersall Drive
● 990 Darwin Avenue	● 1210 Tattersall Drive
	● designated



## 5. EXISTING CONDITIONS

### LAND USE AND POPULATION

The Quadra Corridor has 4,500 housing units accommodating 9,900 people. The housing stock is a diverse mixture of well-maintained single-family dwellings with a scattering of two-family dwellings, and apartments, and attached houses mostly located south of Cloverdale Avenue (Cloverdale triangle). The study area has grown by about 300 housing units over the past 9 years mostly as a result of redevelopment to multi-family housing within the Cloverdale triangle.

Neighbourhood commercial uses servicing the area are located mostly near the Quadra Street - Cloverdale Avenue intersection. Institutional and assembly uses include a Scout hall, Cloverdale Elementary School, Clovelly Private Hospital, and St. John the Evangelist Church. The area contains four parks and is close to Cedar Hill Recreation Centre, the Saanich-Victoria branch library, and various other amenities and services.

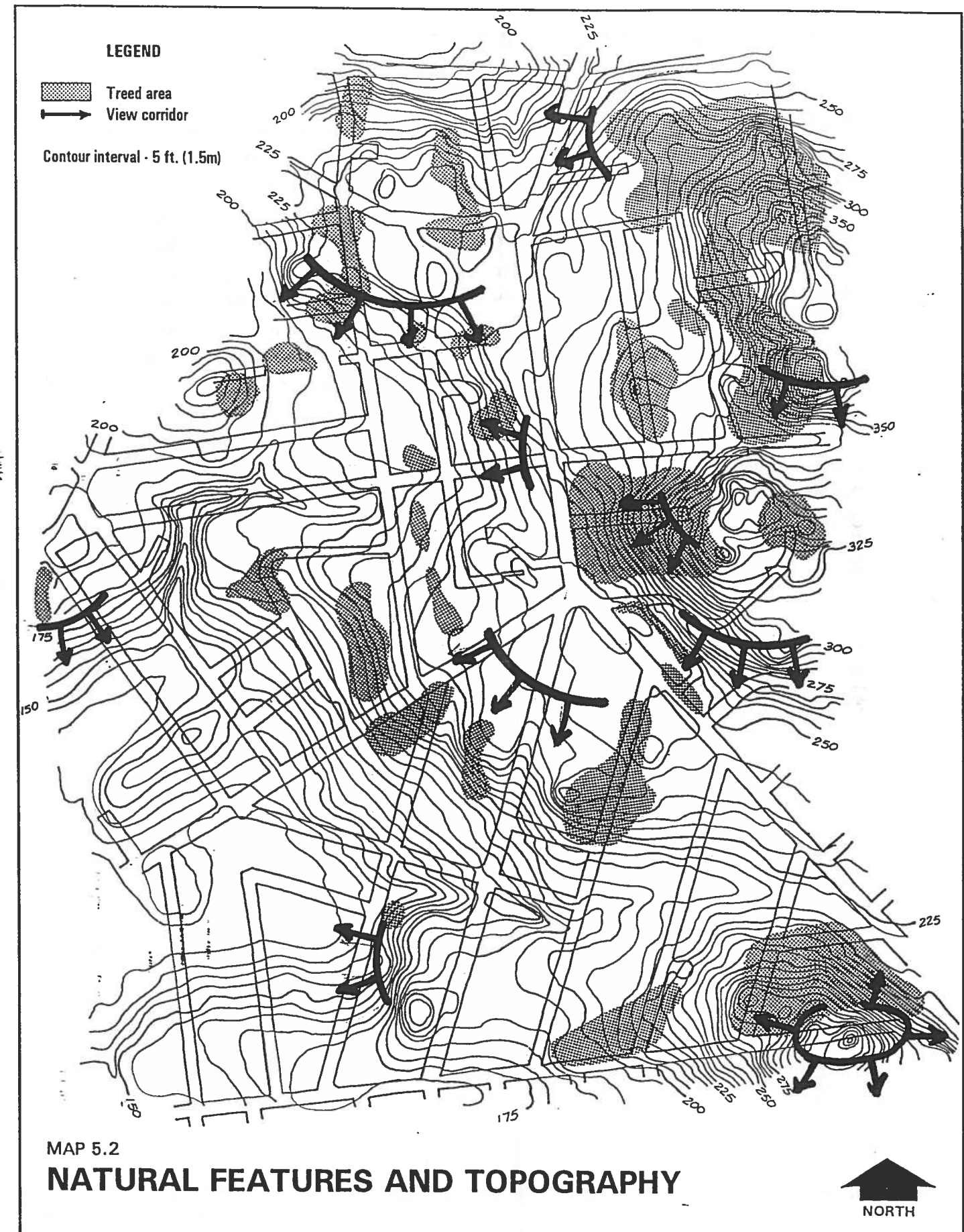
### MUNICIPAL SERVICES

The area is served by sanitary sewer, water supply, and storm drain systems. A very small area along the municipal boundary at Quadra Street is serviced to sewer mains in the City of Victoria which are deficient in sewer capacity and could affect redevelopment potential. Also, part of the area is serviced to the storm drainage system in the City of Victoria which is deficient in capacity. A policy of zero increase in stormwater run-off has been implemented.

### NATURAL FEATURES

The topography varies throughout the study area. Generally, it drops in elevation from northeast to southwest. The Cloverdale triangle is within a large bowl with the lowest area near Rutledge Park. The high ground locations provide views of the Sooke Hills and Olympic Mountains. There are clusters of mature trees throughout the neighbourhood. The high Tattersall area, in particular, is heavily treed contributing significantly to the overall character of the area.

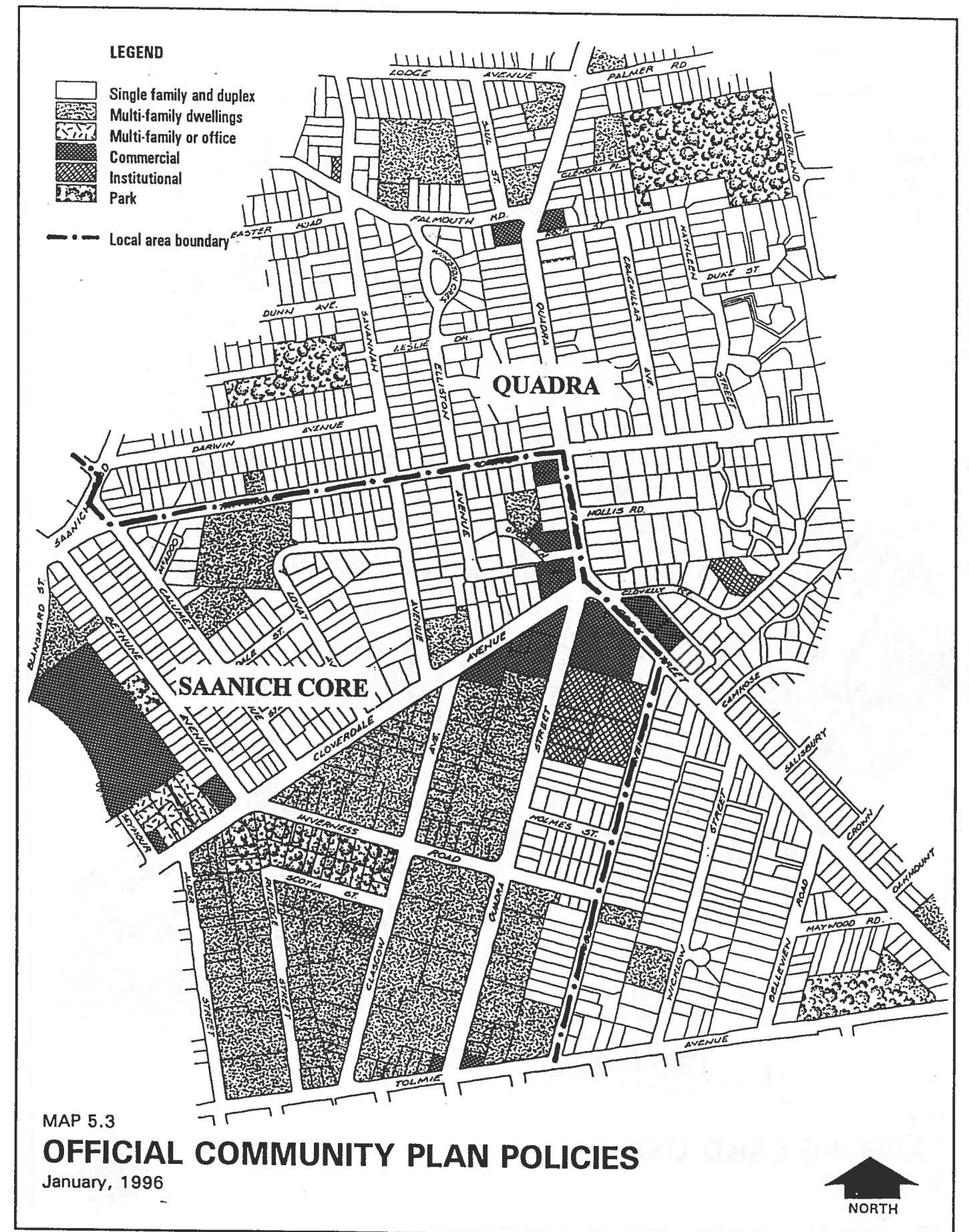
SELECTED CENSUS STATISTICS (1991 Census)			
		QUADRA CORRIDOR	SAANICH
Percentage Population (by age)	0 - 9	11%	12%
	10 - 19	8%	13%
	20 - 34	33%	21%
	35 - 54	24%	28%
	55 - 75	17%	20%
	75 years and over	7%	6%
Average Age of Population		38	39
Average persons per household		2.1	2.6
Average children per family		0.8	1.0
Percentage of occupied dwellings by tenure	rented	49%	26%
	owned	52%	74%
Percentage of occupied dwellings by period of construction	before 1946	22%	13%
	1946 - 1960	18%	22%
	1961 - 1980	39%	40%
	1981 - 1991	20%	25%
Note: Due to rounding, percentages may not add up to 100%			
* Statistics are based on the enumeration areas that most closely match the study area boundary.			
Source: CRD Information Services			





## OFFICIAL COMMUNITY PLAN - LAND USE POLICIES

The General Plan and the Quadra and Saanich Core Local Area Plans provide policies and guidelines for future land use in the area. Generally, the plans support retention of the existing housing. An exception is south of Cloverdale Avenue where they provide for consideration of rezoning applications for multi-family housing based on the merits of the proposal and having regard for the social, environmental, and traffic impacts. The guidelines indicate a preference for ground oriented, attached housing in the Rutledge Street/Scotia Street area. Rezoning for two-family dwellings is considered based on General Plan policies 6.5 and 6.6 which establish minimum parcel requirements, and general considerations for neighbourhood context, building scale and design, access, and parking. Commercial uses are to be limited to existing, commercially zoned sites, except that rezoning for office use will be considered along Cloverdale Avenue, south of B.C. Systems. Commercial and industrial uses, multi-family dwellings, and two-family dwellings are subject to the development permit guidelines contained in Appendix "N" to the Official Community Plan.



## 6. NEIGHBOURHOOD CHARACTER - ENVIRONMENT

*Goal - An attractive, "green" neighbourhood with buildings and streets that respect the neighbourhood character and the natural environment.*

### RETAIN GREENSPACE, TREES, AND NATURAL AREAS

The quality of the natural environment is a major factor influencing the overall character of the neighbourhood. Much of the area, particularly east of Quadra Street, has a canopy of mature trees and contains remnants of critically imperilled Garry oak ecosystems and associated meadow habitat. Trees, natural vegetation, and rocky outcrops located in private yards, parks, and road rights-of-way enhance liveability, link major natural areas and provide valuable habitat for a variety of birds and small animals. These green nodes and linkages are important to maintaining a healthy and liveable neighbourhood and are critical elements of a municipal green spaces system.

### APPROPRIATE BUILDING SCALE, MASSING, AND DESIGN

The quality of the built environment is of equal importance to the natural environment in terms of neighbourhood character. Except for the Cloverdale triangle which has been extensively redeveloped for multi-family housing, in recent years most of the area comprises well-maintained single family dwellings constructed in the early to mid-1900's. There are a few large character homes, some converted to apartments, and remnants of stone walls and pillars in the high Tattersall area are reminders of the large estates from the early part of the century. The integrity of neighbourhoods, the quality of housing, well maintained gardens, and mature trees contribute to the attractiveness and stability of the area.

## TOP STOREY

TIMES-COLONIST ARTICLE  
June 15, 1996

# It can't happen anymore ... not unless they let it

**P**LEASE TURN to page 14 in your *Street Wise Victoria Map Book*. I'll give you a moment.

That big green blob in the middle of Map 7 is the Cedar Hill Golf Course. Look a bit to the left, there, where Cook Street heads west to join Quadra and Maplewood splits off to continue north. Run your finger along Cook to Quadra, then make a right turn at Tattersall Drive, another right when you hit Maplewood, and south again until you're back at Cook.



GENE MILLER

Cook, Quadra, Tattersall, Maplewood, Cook, Quadra, Tattersall, Maplewood. Got it? Good! You've just circled the heart of one of Victoria's most beautiful

neighborhoods. It's appropriately called Maplewood and its spirit and charm extend north of Tattersall to Playfair Park, south across Cook Street a few blocks to Tolmie Avenue, and east across Maplewood on a number of short streets that dead-end at the edge of the golf course.

The next time you're out cruising neighborhoods, take this one in. Maplewood reveals itself gradually, so allow plenty of time and don't be surprised if you cross the main roads mentioned above several times as you meander.

Actually, Meanderwood wouldn't be a bad name for the area. Part of the magic of Maplewood is that it's a neighborhood that manages to convey its atmosphere and special qualities almost as soon as you turn into it from any of the busier thoroughfares. The Uplands does it with gates, big lawns and unmistakable socio-economics. Broadmead does it with — well, let's leave that for a separate column. Maplewood does it through a set of invisible gates: qualities so ineffable that description itself is a challenge.

If you recall the feeling of walking into certain old woods, or mature orchards, that's the beauty and magic of Maplewood. I'm sure a children's book illustrator would have a field day soaking in the atmosphere. Before I disappear entirely into the ether with this rhapsody I'll offer some details, with

**Maplewood reveals itself gradually, so allow plenty of time and don't be surprised if you cross the main roads mentioned above several times as you meander.**

credit for some of these perceptions due to an acquaintance in the Saanich Planning Department.

Generally, Maplewood sits on hilly, interesting terrain, with lots of old, exposed rock. There's an up and down feeling to the neighborhood and, because many of the streets are worked into hillsides, they have a high and a low side. Most of its streets wing off at weird, impulsive angles; you feel you could get happily lost in the area. As you wander, you may find yourself more than once at a rare five-way stop, itself a signature of this eccentric place. It's easy to imagine that the network of roads in Maplewood probably began their lives as paths or rutted tracks which had simply chosen the easiest way around and over the difficult contours of the local landscape. A profusion of Garry oaks, some fir and other native trees are knuckled into the landscape.

The houses are of varying vintages, but there are enough older ones to define the neighborhood and give it a settled feeling, a history. Only a few of the houses have stature or architectural pedigree and there's a comfort to this — Maplewood doesn't seem grand, formal or offputting. Still, there are enough large homes hidden away here and there — mansions that could stand proud with their cousins in Rockland — to suggest that Maplewood's early history began as a few large landholdings of the very well-to-do. The lots, likely carved from these large estates, now are of different sizes, dimensions and shapes. There are no curbs or sidewalks, and this also helps to give Maplewood a countrified, rustic feel.

There is a beautiful line of Lombardy poplars running beside Cobb Lane. It turns this humble street into a bit of southern Europe. A short way up Camrose Court, a

street worked into the southern side of one of Maplewood's hills, sits a grand, old house whose view of Victoria and the Olympics is simply unequalled. You can stop above the house and experience the view the owners must enjoy from their windows. This particular view is truly one of the great hidden treats in our city.

In this neighborhood of Crescents, Ways, Drives, Terraces and Places I've saved the best for last: there are a few lanes. Not the kind that run behind houses, but real lanes. One car wide. Narrow enough so that at first, you imagine you may be trespassing on someone's driveway. That kind of lane; I mean, Lane.

From David Deeprose, now long retired from the Saanich planning department, I learn that "lane" used to be part of a road system nomenclature. If something was a lane it had no curbs or sidewalks and was as narrow as — well, a lane. If a street used the word "place" that meant it was a cul de sac; it was assumed that a "No Exit" sign wasn't even needed. This former planner speculates that Maplewood happened more by accident than plan, adding: "The modern engineer doesn't like narrow streets."

Probably the modern fire department doesn't either. But it's obvious that if the streets of Maplewood were widened to contemporary standards, and if curbs, boulevards and sidewalks were added, the soul would go out of the place. (Which raises the question whether you could add soul to other neighborhoods by de-constructing their streets a bit.)

If you're an art deco architecture buff, and particularly if you've made note of how so many of Victoria's art deco homes have been beautifully sited on their properties (think of the many examples in Esquimalt), you won't be disappointed if you drive along Bellevue. There are two side-by-side beauties, pristine white, at the top of a gentle rise. Without an overt act of trespass you will have to use your imagination to guess at the view they must have out back, to the south and west. Bellevue indeed!

'For Sale' signs are sparse in Maplewood. Surprisingly, recent sales would suggest that prices do not include an "atmosphere" surcharge. They certainly deserve to. Last word about Maplewood goes to my Saanich planner friend, since irony says it best: "We wouldn't allow something that pleasant to happen today."

Residents have expressed concern that infill housing, which includes panhandle and narrow frontage lots, "monster" houses, two-family dwellings, and secondary suites, is threatening the stability and character of established single family dwelling neighbourhoods. The primary concern is that, too often, the scale, massing, and architectural design of new houses, or additions to existing houses, are inconsistent with the size and style of houses throughout the neighbourhood. Also, the construction of new houses in back yards or between existing dwellings results in a crowded appearance, loss of privacy and open space, and changes to the natural topography.

Some rejuvenation and change can be expected as neighbourhoods evolve and mature. However, if neighbourhood stability and character, and a sense of community are to be maintained, then changes should be appropriate and consistent with the density, scale, and character of the area.

### **SIGNIFICANT STREETSCAPES**

When asked to list the features that contribute to the character of their neighbourhood, many residents acknowledged particular streets that they considered to be attractive. These included parts of Cook Street, Tattersall Drive east of Quadra Street, Kathleen Street, Craigmillar Avenue, Savannah Avenue, and Lovat Avenue. For the most part, the streetscapes noted have relatively narrow pavement winding around natural features, wide naturally landscaped boulevards, and large trees that overhang the street. As well as enhancing the appearance of the street, they provide natural traffic calming. However, other streets with a more urban character and developed to suburban standards were also noted as significant. Generally, they have an orderly and well maintained appearance, landscaped boulevards and traffic islands, and large street trees. Future road improvements and service upgrading should recognize that the street system is a major public investment that has the potential to satisfy a wide range of transportation, social, and environmental objectives and the quality of the streetscape is a major factor influencing neighbourhood character. Servicing requirements to upgrade streets, sidewalks, and underground services as a condition of development should recognize the character of the streetscape and existing service levels and probability of further redevelopment in order to avoid piecemeal improvements that are out of character with the rest of the street.

Overhead wiring can be unsightly and impact on street trees, and utility poles often obstruct sidewalks, interfere with visibility at intersections, and present a hazard to drivers. Removal of overhead wiring should be considered with any major or collector road upgrading project or as part of any revitalization plan for the Quadra/Cloverdale village area. The cost, however, may be a limiting factor because the current financing formula requires that the municipality must pay a  $\frac{2}{3}$  share.

### **POLICIES**

- 6.1 Recognize the positive contribution that the natural environment makes on the overall character of the Quadra Corridor when considering applications for change.
- 6.2 Preserve trees, rock outcrops, and natural vegetation within parks, boulevards, unconstructed road rights-of-way, and other public lands.
- 6.3 Carefully consider the aesthetic value and character of the streetscape when reviewing plans for proposed road and intersection improvements and utility installations.
- 6.4 Consider removal of overhead wiring as part of any major or collector road upgrading project or as part of a beautification scheme for the village commercial area.
- 6.5 Use development permits to ensure that new multi-family and commercial development respects the scale and character of adjacent uses and the integrity of neighbourhoods.

## 7. HOUSING

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*Goal - An appropriate mixture of housing types and densities that respects the existing neighbourhood character and the scale and liveability of adjacent housing.*

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### INFILL HOUSING

The term "infill" is generally used to describe new development in established single family dwelling neighbourhoods that increases the overall density marginally without changing the predominant land use or neighbourhood character. Usually, it takes the form of duplexes, secondary suites in single family dwellings, or subdivisions to create panhandle or narrow frontage lots. If done well, infill housing can be an effective way of accommodating some growth in the municipality and providing a variety of housing opportunities without extending the urban area or constructing new and costly services. It can enhance the neighbourhood by rejuvenating or replacing deteriorated or poorly maintained housing. While most residents are not opposed in principle to sensitive and appropriate infill, the concern is that incrementally it will impact on the neighbourhood by increased traffic, loss of trees and greenspace, loss of privacy for adjacent neighbours, and increased pressure on schools, parks, and other community facilities and services.

The potential for subdivision depends on a number of factors including economic considerations, site characteristics, location of existing houses to be retained, and the willingness of owners to cooperate in a joint venture. Zoning throughout most of the Quadra Corridor requires a minimum area of 560 m<sup>2</sup> for a standard lot and 835 m<sup>2</sup> for a panhandle lot. Subdivision to create smaller lots requires rezoning and is subject to a public hearing. Council approval is required for panhandle and reduced frontage lots.

Two-family dwellings are subject to rezoning and development permit considerations. The rezoning process requires a public hearing providing an opportunity for neighbourhood input on the appropriateness of the land use and design. In order to limit the number of potential two family dwellings, the Saanich General Plan contains policies on lot size, land use, and design considerations.

### GENERAL PLAN POLICIES - TWO-FAMILY DWELLINGS

- 6.5 Require that a two-family dwelling lot has:
- a) 1.3 times the minimum lot size of the largest adjacent single family dwelling zone.
  - b) a minimum lot width of 20 m (65 ft.) or 1.3 times the minimum lot width of the largest adjacent single family zone, whichever is the greater, as measured at the front building line, and
  - c) where a local area plan policy supports a zone with a minimum lot size that is smaller than the existing subdivision minimum, then the policy shall apply for the purpose of calculating the minimum area for a two-family dwelling lot.
- 6.6 Evaluate zoning applications for two-family dwellings on the basis of neighbourhood context and lot size, building scale and design, access, and parking.

The potential for infill without consideration by Council is limited in the Quadra Corridor. Throughout most of the area, lot sizes reflect the minimum parcel requirements of the prevailing RS-6 zone and only a few lots are large enough for subdivision or two-family dwellings. The exceptions are the Lovat-Savannah area, Kathleen Street, Hollis Road, and Bellevue Road, where most lots exceed the minimum requirements of the RS-6 zone. Council will consider rezoning to a single family dwelling zone that limits the potential for change based on a petition supported by the majority of affected residents.

### SECONDARY SUITES

Secondary suites in single family dwellings are prevalent throughout Saanich, often as a mortgage helper or to provide accommodation for extended family members, and are critical to the supply of affordable housing in the Region. Nevertheless, most are illegal. Additional rooms for family members are permitted provided all occupants of the dwelling live as a household. Suites for non-family members are not permitted and Council policy is to enforce the Zoning Bylaw against illegal occupancies on a complaint basis. Generally, family living situations result in few complaints. The policy provides that illegal occupancies can be policed by the neighbourhood, thereby encouraging a high level of performance by owners and tenants in order to avoid complaints and subsequent enforcement action by the Municipality.

Secondary suites is an area of land use regulation that is being grappled with by most suburban municipalities. The issues are complex and the range of opinion on the impact of suites in single family areas is divisive. Many residents believe suites detract from the quality of single family neighbourhoods because of overflow parking, large houses specifically constructed for eventual suite conversion, and problems associated with maintenance of revenue properties. Other concerns are that renters do not pay their fair share of taxes, are less committed to neighbourhood maintenance, and place extra burdens on public services including public works and schools.

Those having the opposing view argue that suites make a more efficient use of existing housing stock and public services. They contend that suites supplement an owner's income, providing more persons the opportunity to enjoy home ownership and the amenities of a particular neighbourhood, offer a means of accommodating household change, and provide an alternative form of affordable accommodation.

In January, 1996 Council considered various staff reports on the issue of secondary suites. B.C. Assessment Authority was requested to accelerate the re-inspection program to identify all suites as soon as practicable and staff are continuing to monitor other local government initiatives to address the issue. The Ministry of Municipal Affairs is examining local governments' ability to register and licence secondary suites under existing legislation.

## **MULTI-FAMILY HOUSING**

A number of residents have indicated confusion about the term "multi-family housing". The Saanich General Plan provides the following definition:

"MULTI-FAMILY HOUSING means a complex containing three or more dwelling units on a lot; includes townhouses and apartments."

As of December 31, 1995 multi-family housing accounted for 75% of the dwelling units in the Quadra Corridor. It is concentrated, primarily, in the area bordered by Cloverdale Avenue, Quadra Street, Tolmie Avenue, and Blanshard Street (Cloverdale triangle) which is designated in the Saanich Core Local Area Plan, for multi-family housing. The plan does not contain specific guidelines

about the type and density of multi-family housing that would be appropriate except that ground oriented, attached housing should be considered in the Scotia/Rutledge Street area. The Quadra Local Area Plan restricts new apartment development outside of the Quadra/McKenzie Development Permit Area but provides for consideration of attached housing on its merits, based on social, environmental, and traffic impacts.

Most residents do not support rezoning for multi-family housing outside the Cloverdale triangle. There is concern that new multi-family housing will result in additional traffic on local streets, threaten the stability of single family dwelling neighbourhoods, negatively impact the streetscape, and result in the loss of trees and vegetation. On the other hand, one of the dislikes about the neighbourhood, expressed at the public meetings, was run-down properties. One option to encourage rejuvenation and provide a variety of housing opportunities is to consider small scale, appropriate, and well-designed infill housing. Modest change on large lots, through sensitive infill, will not drastically change the neighbourhood and single family dwellings will remain as the predominant housing type.

## **CLOVERDALE TRIANGLE**

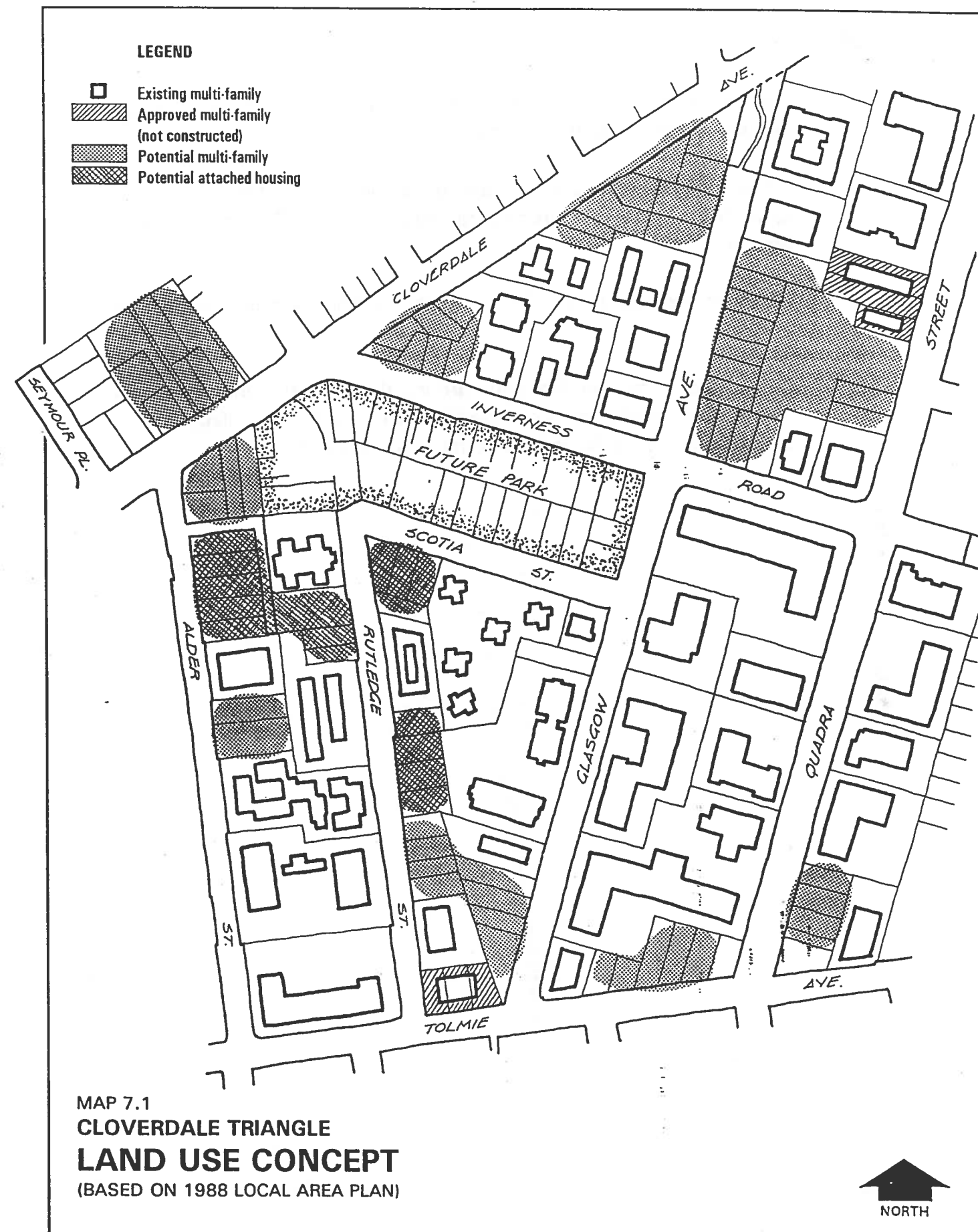
Within the Cloverdale triangle, land use and servicing policies in the local area plan provide for redevelopment of the entire area for higher density urban residential development. Over the past twenty years, the area has been developed substantially with apartments and attached housing, but pockets of single family dwellings remain.

The 1970's philosophy of urban redevelopment that targeted specific areas for higher density housing has been replaced by a philosophy of integration and mixed use neighbourhoods. Examples are James Bay in Victoria and the West End in Vancouver, where land use policies were rewritten and zoning changed to halt major redevelopment in order to retain a remnant of the historic neighbourhood and offer a diverse mixture of housing opportunities.

On the basis of this new philosophy and the general principles of sustainability and environmental sensitivity, the local area plan policy which provides for redevelopment of the entire Cloverdale triangle with multi-family housing warrants reconsideration. To encourage a broader mixture of housing types and densities, including retention of some single family dwellings, the following options were considered:

- Retain existing zoning - rezoning of single family dwelling zoned properties for multi-family housing would not be supported.
- Limited redevelopment - consider rezoning only selected sites for multi-family housing based on the scale and massing of the project and environmental, traffic, and social impacts.
- Two-family dwellings - rezone single family dwelling zoned pockets to a two-family dwelling zone to permit secondary suites in existing dwellings and/or two-family dwellings regardless of lot size.
- New Zone - rezone to a new zone to permit secondary suites in existing dwellings or two or three family dwellings based on lot size.

A few residents, mostly living outside of the Cloverdale triangle, indicated a strong preference for maintaining current zoning to preclude further redevelopment. However, most residents acknowledged that current policies are acceptable, in principle, but that a broader mixture of housing types and densities should be encouraged through zoning and design considerations. The owners of single family zoned properties within the Cloverdale triangle strongly oppose any change to the existing policy. They feel the stability of the area has been seriously compromised by the multi-family development around them and by the run-down condition and occupancy of rental properties along Inverness Road and Scotia Street. They are concerned that their properties may have less economic value than similar single family zoned properties outside of the Cloverdale triangle. While most owners recognize that apartments may not be appropriate on every site, they request that the current policy supporting multi-family housing based on the merits of the proposal be retained. This would allow them to realize a higher value for their properties and permit them to relocate, when ready, to a neighbourhood and housing suited to their needs.



## POLICIES

- 7.1 Maintain single family dwellings as the principal form of development outside of the Cloverdale triangle.
- 7.2 Consider infill housing only where the scale and massing is appropriate and the environmental, social, and traffic impacts would be low.
- 7.3 Consider rezoning for new multi-family housing as indicated on Map 7.1.
- 7.4 Encourage residential above the ground floor, when considering new commercial development or redevelopment within the village commercial area subject to enactment of policy 8.2.

## 8. COMMERCIAL

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*Goal - An attractive, clearly defined, and pedestrian friendly neighbourhood centre with a mixture of retail, service, office, and residential uses.*

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The Quadra Corridor is served by local commercial uses located primarily within the neighbourhood centre near the Quadra Street - Cloverdale Avenue intersection, in the Saanich Centre at Quadra Street and McKenzie Avenue, and the Saanich Plaza on Vernon Avenue. Four commercially zoned sites along Quadra Street, beyond the neighbourhood centre, accommodate a gas station, florist, lighting store, and home brew supplies shop. Three office buildings on the western edge of the study area near Seymour Place, are an extension of the highway commercial area in the Douglas - Blanshard Street corridor. The Saanich General Plan commercial policies generally do not support rezoning for new commercial uses outside of the existing commercial centres in order to avoid the evolution of strip commercial development along the major transportation corridors. Existing commercially zoned sites may have potential for redevelopment subject to Council approval of a development permit.

### VILLAGE COMMERCIAL

The principal neighbourhood shopping area is concentrated around the Quadra-Cook-Cloverdale intersection. It contains a mixture of retail stores, services, and offices. The commercial buildings vary in size, condition, age, and architectural style. Some of the buildings have commercial on the ground floor and apartments above. Generally, however, the commercial area is fragmented and lacks a village commercial identity and its own sense of place. Overhead wiring contributes to visual congestion and utility poles obstruct the



sidewalks. Heavy traffic on Quadra Street and congestion around the busy intersection makes access difficult and pedestrian circulation seem unsafe. When most businesses are closed, there is too little pedestrian activity to generate a feeling of security or neighbourhood place.

The older commercial development is generally under-built relative to the zoning potential. Over time it is likely that buildings will be renovated or replaced with new buildings. Area residents have expressed a vision for an attractive, low-scale, pedestrian friendly, commercial area with a variety of small shops and services. Limited expansion of the commercial area could be considered on the west side of Quadra Street between Stoba Lane and Tattersall Drive as a catalyst for change provided the scale and design is appropriate. Access and off-street parking requirements may be a limiting factor.

The ability to realize the village commercial vision is limited by high traffic volumes and congestion along Quadra Street. It is unlikely that any significant reduction in traffic volumes will occur over time, despite improvements to public transit and efforts to promote and encourage alternative forms of transportation to the automobile. Nevertheless, traffic management to reduce congestion, and safer pedestrian crossings could improve the current situation. Appropriate commercial redevelopment and streetscape improvements would help to clearly define the area and alert drivers that they are passing through an area of high pedestrian activity.

Revitalization and enhancement of the commercial area is possible with the cooperation of business owners, merchants, residents and Municipal Council. Banners, street furniture, and coordinated awnings and business signs have been suggested to provide a cohesive appearance, a more friendly pedestrian environment, and a clear definition of the village area. Moving overhead utilities underground would enhance the streetscape.

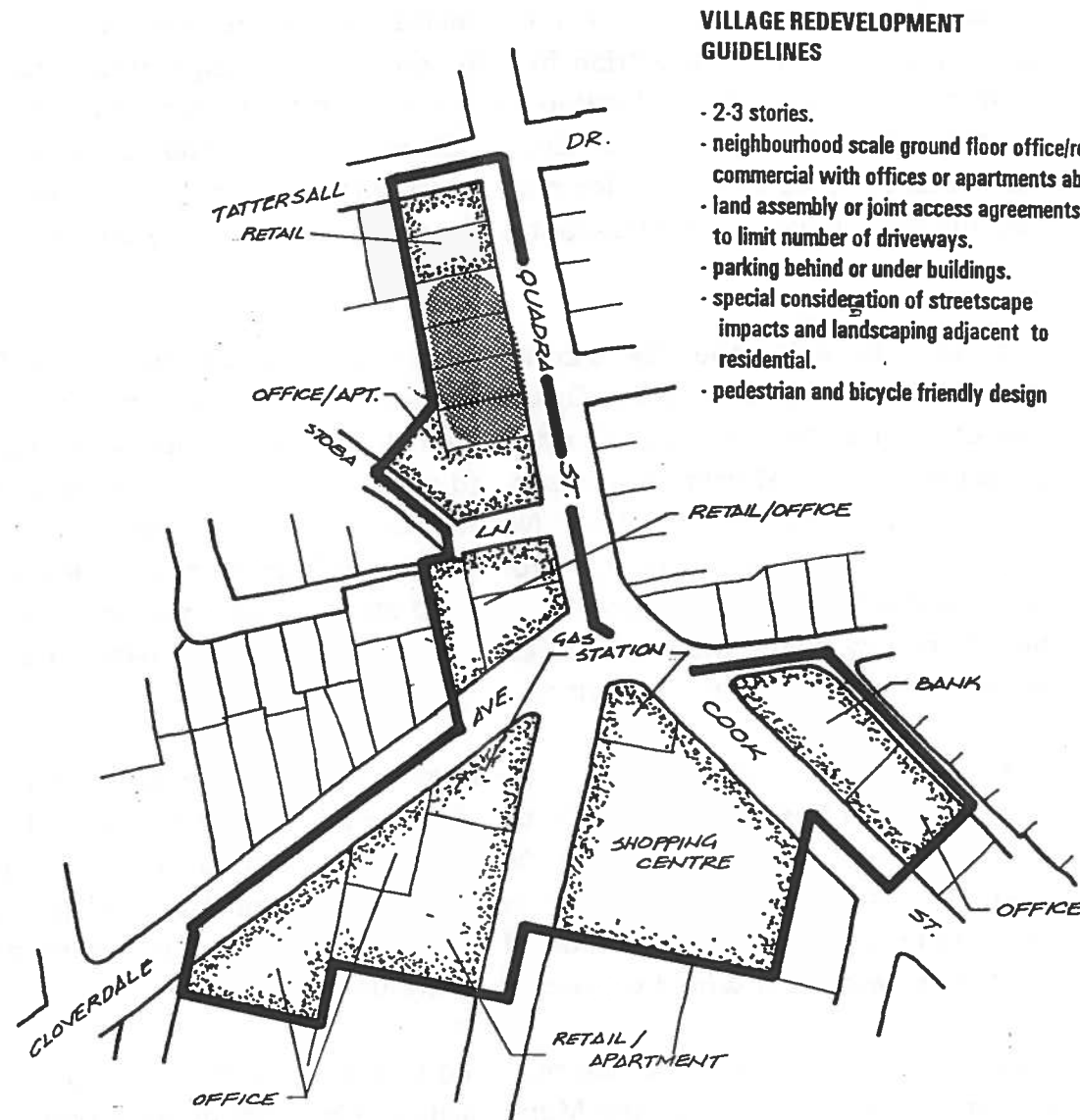
If the owners and merchants are prepared to pursue revitalization and enhancement of the Village the Municipality could assist by developing specific guidelines with respect to scale, massing, and design for new development or redevelopment and by investigation funding partnerships. A survey of businesses in the area indicated interest in revitalization and streetscape enhancement but merchants expressed concern about possible costs.



**LEGEND**

 Zoned commercial  
(as of January, 1996)

 Potential commercial/apartment



**VILLAGE REDEVELOPMENT GUIDELINES**

- 2-3 stories.
- neighbourhood scale ground floor office/retail commercial with offices or apartments above.
- land assembly or joint access agreements to limit number of driveways.
- parking behind or under buildings.
- special consideration of streetscape impacts and landscaping adjacent to residential.
- pedestrian and bicycle friendly design

MAP 8.2  
**VILLAGE COMMERCIAL**



**CLOVERDALE OFFICE PRECINCT**

The Saanich Core Local Area Plan designates the lots south of B.C. Systems office building, between Seymour Place and Bethune Avenue, for office or apartment use. There are office buildings adjacent to Cloverdale Avenue at each corner. The remainder of the lots contain single family dwellings. The original designation for office use was based on an anticipated demand for office space for spin-off uses from B.C. Systems Corporation. The demand never materialized and when the Local Area Plan was reviewed in 1988, the designation was revised to provide for apartments or offices recognizing the shortage of potential multi-family housing sites in Saanich. Offices along the east side of Seymour Place would provide a transition to the industrial lands on the west side. The balance of the area could be considered for offices or apartments. Rezoning is required and design and access considerations are paramount.

**HOME BUSINESSES**

Some residents have expressed concern about the growing trend throughout Saanich for home based businesses because of their potential to negatively impact the neighbourhood. The Zoning Bylaw permits home occupation uses in most residential zones but business growth is limited because they must conform with specific performance criteria which include a limit on floor area, a requirement that businesses must be conducted entirely by residents of the dwelling, and not more than two clients or patrons on the premises at any one time. Home businesses may have larger social benefits for the community including reduction of peak hour traffic, neighbourhood safety through "eyes on the street", and family benefits of combining home and office. Strict enforcement of the performance criteria is critical to ensure minimum impact on the neighbourhood.

**POLICIES**

- 8.1 Oppose rezoning applications that would result in new commercial uses or intensification of existing commercial uses except within the village commercial area or Cloverdale office precinct.
- 8.2 Consider amending the Zoning Bylaw to limit commercial uses to the ground floor where commercial uses and apartments are provided within the same building.

- 8.3 (a) Amend the Official Community Plan - Development Permit Areas, Justification and Guidelines to designate the Village Area as a revitalization development permit area under Section 879(1)(d) of the Municipal Act.
- (b) Require that the Village Area commercial development/redevelopment has a neighbourhood scale and character and generally conforms with the guidelines on Map 8.2.
- 8.4 Assist property owners, merchants, and the Community Association, to develop a revitalization strategy and concept plan for the Village area by developing specific guidelines with respect to scale, massing and design, and investigating funding partnerships.

## 9. TRANSPORTATION AND CIRCULATION

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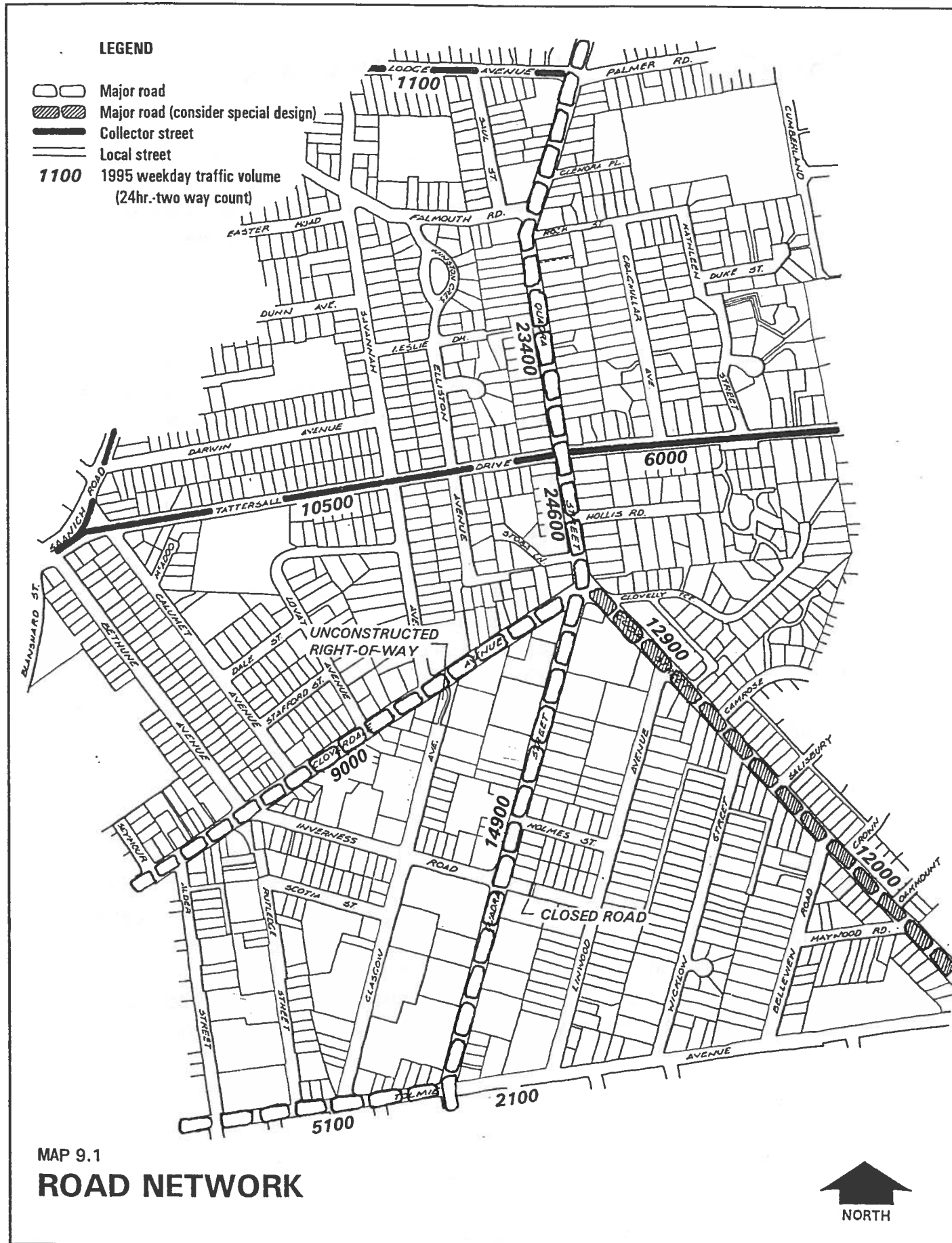
*Goal - A safe and efficient circulation system that caters to all modes of transportation and balances transportation, social, and environmental objectives.*

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The General Plan identifies Quadra Street, Cook Street, Cloverdale Avenue, and Tolmie Avenue west of Quadra Street as major roads which are intended to accommodate through traffic. Tattersall Drive and Lodge Avenue are collector streets which take traffic from local roads and distribute it to the major roads. All other roads in the area are classified as local streets which are intended primarily to provide access to property. The classification is reflected in the volumes of traffic they carry.

Generally, the road network within the corridor is established and constructed. However, two road closures affect local traffic circulation. A portion of Glasgow Avenue right-of-way at Cloverdale Avenue remains unconstructed and topographic limitations preclude construction as a through street. The right-of-way does provide for pedestrian access. Inverness Road is closed to through traffic east of Quadra Street.

The major roads and collector streets are part of a municipal wide transportation network. High traffic volumes on Quadra Street, within the corridor, mostly result from external traffic. Traffic volumes and speed and congestion, particularly through the village area, fragment the neighbourhood and make pedestrian circulation seem unsafe. Most residents realize that a significant reduction in traffic volumes is impracticable over the short term. Therefore, greater emphasis is required on traffic management and intersection, streetscape, bicycle and pedestrian improvements to reduce congestion and make roadways safer for all modes of transportation.



## PEDESTRIAN SAFETY

Municipal Engineering standards provide for the construction of sidewalks on both sides of major roads, on one side of collector streets, on streets designated as safe routes to school, and on streets serving areas of predominantly multi-family housing. Council policy is that sidewalks on collector streets are to be separated from the roadway where possible. Sidewalks are usually constructed by the developer when redevelopment occurs or by the Municipality in conjunction with road upgrading projects. Most major roads and collector streets in the area have sidewalks, but some are not constructed to Municipal Engineering standards. In the multi-family housing area south of Cloverdale Avenue, the sidewalks are intermittent.

The provision of safe walking places is an issue that is being addressed gradually through the Capital Works Program. The priority is safe routes to school. Quadra Street, Cook Street, Inverness Road, and Cloverdale Avenue are designated as the safe routes to Cloverdale Elementary School. Students are directed to cross Quadra Street using the crosswalk at Inverness Road or the light controlled Quadra/Cloverdale/Cook Streets intersection. Students cross Cook Street at the crosswalk at Linwood Avenue. The pedestrian entrance to the school yard is from Linwood Avenue where a drop-off zone is provided.

Based on the policy adopted by Council, new safe routes to school plans, or changes to existing plans, are to be initiated by the school principals and parents' groups. The plans are to be forwarded to the Engineering Department, who will assess them with particular regard to proposed facility warrants, capital budget priorities, the crosswalk "Hazard Rating System" evaluation, and possible impact on local residents. In the Quadra Corridor, Tattersall Drive east of Savannah Avenue and Linwood Avenue were identified by residents as a priority for sidewalk construction to provide a safe walking route to Cloverdale Elementary School. The Cloverdale Parents Association has requested pedestrian activated traffic lights on Quadra Street at Inverness Road and Tattersall Drive at Savannah Avenue, and improvements to the school drop-off zone on Linwood Avenue to improve safety for school children. The Association has initiated a formal review of the Safe Routes to School with the Administrative Traffic Committee. Previous requests by the Parents Association to have Linwood Avenue widened to accommodate a sidewalk the length of the school ground and angle parking on the west side resulted in provision by Saanich of a gravel drop-off zone as a temporary



measure pending a review by the School District of on-site parking options. The Parents Association contends that the only realistic solution is to improve Linwood Avenue because the school site is too small to accommodate additional on-site parking.

Another safety concern is the crosswalk on Quadra Street at Rock Street. High traffic volumes, speed, and limited visibility make it extremely dangerous for pedestrians. The crosswalk is an important element of the local circulation network and the potential neighbourhood greenway linkage to provide access to Playfair Park from the west side of Quadra Street. Safety improvements which could include a pedestrian activated traffic signal and centre refuge area should be considered.

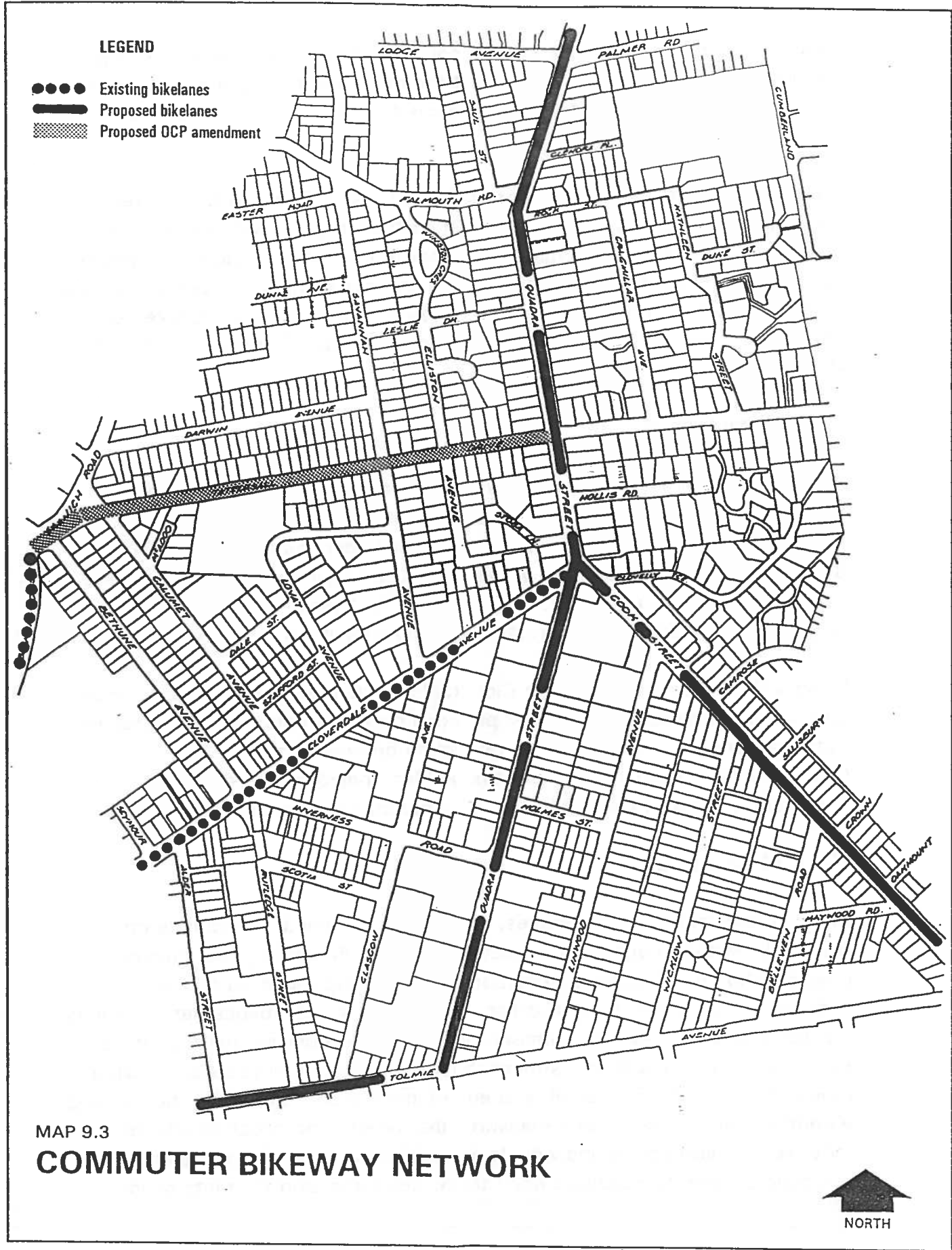
### BICYCLE NETWORK

Saanich supports and encourages the use of bicycles for recreation and commuting as a healthy alternative to the automobile. The General plan, designated all major roads and most collector streets as commuter bikeways. Bicycle lanes and cycling improvements will be required as major roads and collector streets are upgraded. A program is underway to identify and sign bicycle lanes on designated streets where pavement width permits.

Quadra-Street, Cook Street, and Cloverdale Avenue are designated commuter bikeways. Bikelanes are currently provided on Cloverdale Avenue. Because Tattersall Drive provides a direct connection between Quadra Street and the Civic Core an amendment to the General Plan should be considered to designate it, west of Quadra Street, as a commuter bikeway.

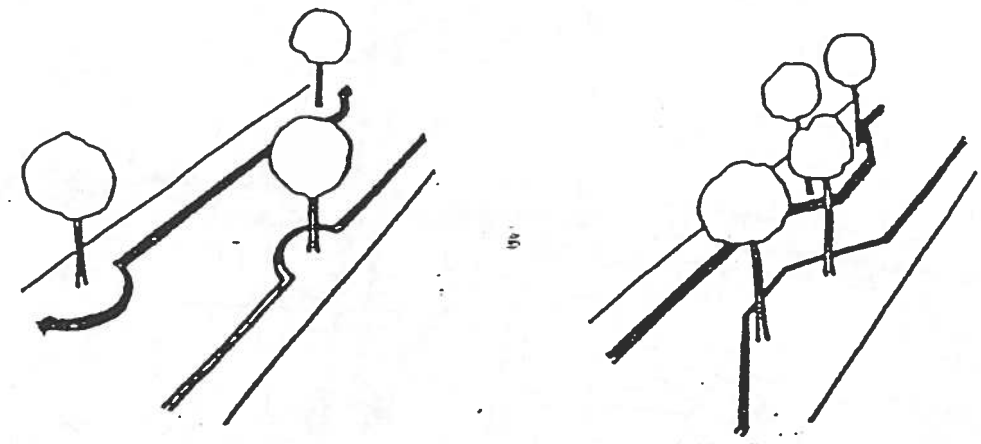
### TRAFFIC CALMING

Short-cutting traffic, high volumes, and excessive speed, particularly on residential streets, negatively impacts the safety, liveability, and character of neighbourhoods. Traditional transportation planning focussed on the automobile to the exclusion of other users of the street: pedestrians, cyclists, residents, and children. Contemporary planning recognizes that the street system is a major public investment that has the potential to satisfy a wide range of transportation, social, and environmental objectives. Traffic calming, a combination of policies and measures that reduce the negative effects of motorized vehicle use on individuals and society in general, can be an effective solution to neighbourhood traffic concerns, and warrants serious



MAP 9.3  
**COMMUTER BIKEWAY NETWORK**

consideration as an alternative to traditional traffic management and control solutions. In Quadra Corridor, Savannah Avenue south of Tattersall Drive, Linwood Avenue, and Inverness Road were identified as high priorities for traffic calming. Specific solutions should be developed in consultation with area residents considering relative need, available resources, and the larger municipal context. Traffic calming Inverness Road should be considered as part of the Rutledge Park design process.



**ROAD IMPROVEMENTS**

The Five Year Capital Budget makes no provision for major road improvements within the Quadra Corridor although the Municipality is collecting money through a sub-regional Development Cost Charge By-law to improve Cook Street from Quadra Street to Maplewood Road and Quadra Street from Tattersall Drive to Cook Street. The Development Cost Charges were based on improving Cook Street to four lanes plus bikelanes, sidewalks, and an additional turning lane at the Quadra-Cook intersection. The concept was to upgrade Quadra Street: Cook Street to Tattersall Drive, to include a fifth lane to accommodate turn movements at both Cook Street and Tattersall Drive intersections and bikelanes. No specific plans have been endorsed by Council.

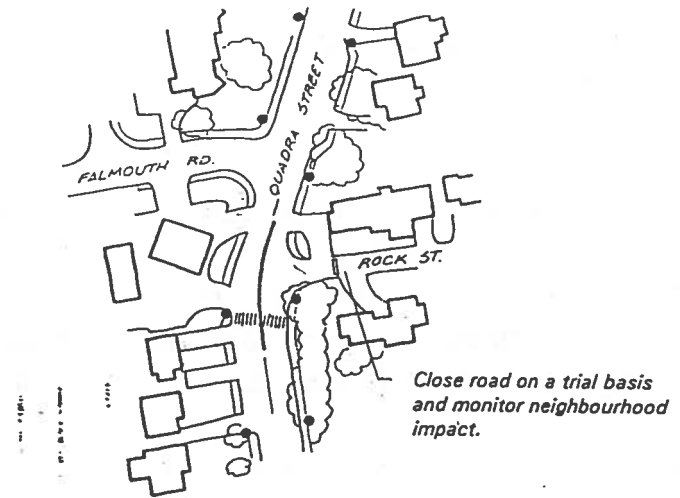
Residents have expressed concern that road improvements should be based on improving safety for pedestrians and cyclists, and improving the quality of the streetscape rather than increasing the traffic capacity or improving traffic flow. Preserving neighbourhood character and limiting negative impacts on adjacent properties should be paramount.

The priorities should be Tattersall Drive; Quadra Street to Saanich Road and Quadra Street; Cook Street to Tattersall Drive. Tattersall Drive is a collector street and should be maintained as a two-lane road with provision for on-street parking, separate sidewalks where practicable, bicycle lanes, turning lanes at the Quadra-Tattersall intersection, and a pedestrian activated traffic light at Savannah Avenue. Aesthetics is particularly important because Tattersall Drive is a significant view corridor to the Sooke Hills from Quadra Street and an entry into the Civic Core. Improvements to Quadra Street should focus on traffic management and pedestrian facilities to reduce congestion and improve pedestrian safety.

Cook Street extends from the City of Victoria where it has been upgraded to a high standard with special attention to the quality of the streetscape. It is a major road but construction beyond two travelling lanes, except at the Cook-Quadra and Cook-Maplewood intersections, could increase traffic speed and seriously impact on the neighbourhood character. A special design should be considered that includes bicycle lanes, parking bays, and separate sidewalks and retains trees. Special attention to pedestrian safety is required at the Cook-Linwood and Quadra-Cook intersections to provide safe access to Cloverdale Elementary School. Overhead pedestrian signs should be considered at the Cook-Linwood crosswalk.

#### QUADRA-ROCK INTERSECTION

Quadra Street-Rock Street intersection is a particular safety concern. Quadra Street has heavy traffic which moves at relatively high speed. The bend in Quadra Street, a rock outcrop at the south-east corner of the intersection, and utility poles near the curb limit visibility. Some residents have suggested rock removal, pole relocation, and installation of a mirror on the west side of Quadra Street to improve visibility. Turn restrictions or delta islands to restrict turning movements could also be considered, however, most residents consider closure of Rock Street at Quadra Street as the ultimate solution. Residents in the Craigmillar Avenue and Kathleen Street area, however, are concerned that closure will increase traffic on their streets and the Parks and Recreation Department is concerned that convenient access should be maintained to Playfair Park. One option is to implement a closure on a trial basis in order to assess the neighbourhood impact. Alternatively, an incremental approach could be used to test alternative solutions.



#### POLICIES

- 9.1 Actively pursue opportunities and funding options in consultation with School District #61, the Cloverdale Parents Association, the Citizens Advisory Traffic Committee, and the Advisory Traffic Committee to improve safe routes to Cloverdale Elementary School, including but not limited to pedestrian activated traffic lights on Quadra Street at Inverness Road and Tattersall Drive at Savannah Avenue, the provision of a sidewalk and angle parking on Linwood Avenue adjacent to the school and overhead signs at the school crossings.
- 9.2 Request the Administrative Traffic Committee to review the warrant for light-controlled pedestrian crossings on Quadra Street near Rock Street, recognizing its importance as part of a neighbourhood greenways network.
- 9.3 Consider options and priorities for traffic calming residential streets in consultation with area residents, the Community Association, and the Citizen's Advisory Traffic Committee based on relative need, available resources, and the larger municipal context.
- 9.4 (a) Assign a high priority to upgrading Tattersall Drive, west of Quadra Street, to collector road standards with special attention to aesthetics and pedestrian safety.  
 (b) Amend the General Plan, Map 10.2 to designate Tattersall Drive west of Quadra Street, as a commuter bikeway.

- 9.5 Do not upgrade Tattersall Drive east of Quadra Street except as necessary to improve the Quadra-Tattersall intersection and to upgrade the sidewalk on the north side.
- 9.6 (a) Designate Cook Street as a major road of special design.
- (b) Maintain Cook Street as a two-lane road with separate sidewalks, bikelanes, parking bays, where practicable, and additional turning lanes only at the Cook-Maplewood and Cook-Quadra intersections.
- (c) Recognize the importance of the streetscape to the overall character of the neighbourhood.
- 9.7 Close Rock Street at Quadra Street to through traffic on a trial basis and monitor the impact on the neighbourhood.

## 10. PARKS, OPEN SPACE, AND RECREATION

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*Goal - An inter-connected network of municipal parks, institutional open spaces, and other activity nodes that cater to a wide variety of ages and recreation and leisure needs.*

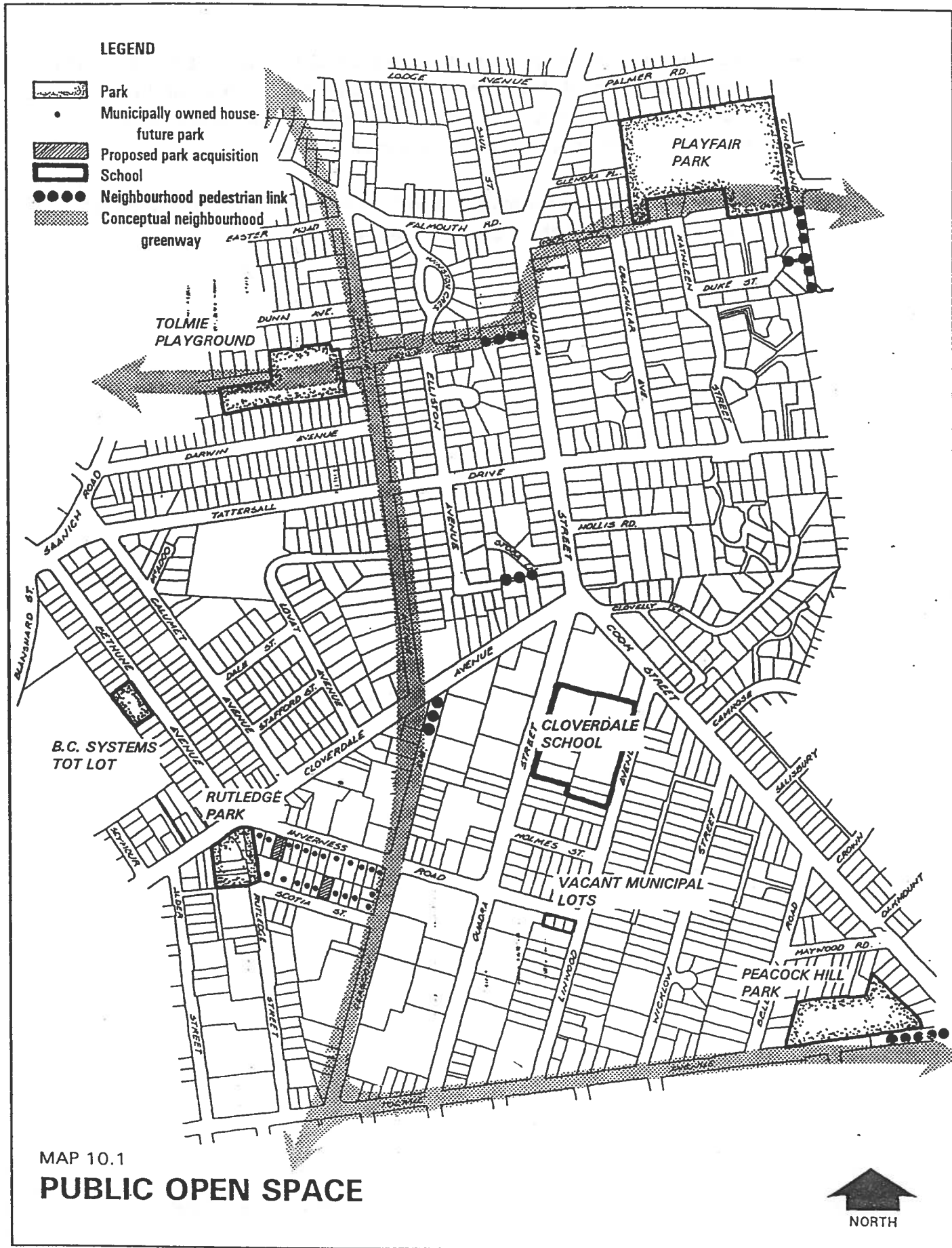
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### RUTLEDGE PARK EXPANSION

In 1980, Council committed to expand Rutledge Park to serve the growing population south of Cloverdale Avenue resulting from the transition of the area to higher density multi-family housing. The existing playground is inadequate to serve the recreational needs of the neighbourhood. As of February, 1996 twenty-five of the twenty-seven dwelling units in the block between Inverness Road and Scotia Street were municipally owned and rented for residential use. Many of the dwellings are in poor repair, impacting on the visual character of the area and the value of surrounding real estate. Acquisition of the remaining lots, demolition of the dwellings, and park construction should be a high priority. Traffic calming Inverness Road should be considered in conjunction with the park design.

### CLOVERDALE SCHOOL

Public school yards contribute to the inventory of neighbourhood parks and open spaces and school buildings can help to address the need for community meeting space and facilities for special needs groups. Cloverdale school playground is small considering the number of students, and public access to school facilities is limited outside of school hours. In School District #63, similar issues have been addressed by joint use agreements between the municipality and the School District Board making municipal parks and recreation facilities available for school use and school facilities available for community use. A similar agreement has been considered with School District #61 but Saanich and the School District Board have been unable to work out a mutually beneficial formula for revenue sharing for joint use facilities.



The Capital Plan indicates renovations and additions to the school during 1998/1999 which will increase the nominal capacity to 400 elementary and 50 kindergarten students. The school is currently operating below its current capacity of 375 elementary and 50 kindergarten students. Projections to 2004 prepared by the School District indicate that enrollment should remain relatively steady at about 300 elementary and 35 kindergarten students. Land use and topographic constraints and funding limitations preclude expansion of the school site in order to provide more useable play areas. However, removal of portables, once renovations are completed, may free up additional playground space and boulevard improvements could enhance the entrance to the school.

### OPEN SPACES AND GREENWAYS

The Provincial Capital Commission, Capital Regional District Parks, and local government are cooperating to identify and develop a network of regional greenways linking major parks, institutional uses, and activity nodes. Two key elements of this network; the Galloping Goose trail and the Swan Lake-Christmas Hill Nature Sanctuary, are within convenient walking distance of the Quadra Corridor. Local greenway linkages should be identified and constructed, where necessary, to connect local facilities and green spaces with the regional network and provide safe walking routes using existing trails, unconstructed road rights-of-way, low volume traffic streets, and separate sidewalks within landscaped boulevards.

The Municipal network should be planned comprehensively in order to ensure connectivity and to establish priorities on a municipal-wide basis. Map 10.1 illustrates a conceptual network through the Quadra Corridor.

The municipally owned lots on Inverness Road, east of Quadra Street, should be considered for development of a small neighbourhood park possibly designed and constructed by volunteers as a neighbourhood greenspace initiative.



## ACTIVITIES FOR YOUTH & SENIORS

Some residents have expressed concern that there are too few programs and facilities for youth and seniors in the Quadra Corridor. The Cedar Hill Recreation Centre, which serves the area, offers a wide range of programs and activities for all ages. Staff in the Community Services Division, Saanich Parks and Recreation are available to work with the community to address specific community needs. Involving the Community Association, the Cloverdale Parents Association, and special needs groups in program and facilities planning could help to address this issue. Neighbourhood greenspace initiatives are one area where they could make a positive contribution. Partnership with business, other levels of government, and community non-profit organizations should also be considered to provide programs and facilities.

## POLICIES

- 10.1 (a) Provide incentives that would encourage sale to the Municipality of the two outstanding properties required for the planned expansion of Rutledge Park.
  - (b) Request the Parks and Recreation Department, in consultation with the Community Association, the Cloverdale Parents Association, and local residents, including youth, to prepare a timetable and phased development plan for expansion of Rutledge Park.
  - (c) Provide funding for Rutledge Park development in the Five Year Capital Budget.
- 10.2 Retain the Municipally owned lots at the corner of Linwood Avenue and Inverness Avenue for neighbourhood open space and assist neighbourhood residents to prepare an appropriate park design.
  - 10.3 Negotiate a joint use agreement with School District #61 to make Cloverdale Elementary School facilities more accessible to the community and to make municipal recreation facilities available for school use.

- 10.4 Facilitate a planning process between School District #61, Cloverdale Elementary School, the Cloverdale Parents Association, and municipal staff to investigate opportunities to improve the appearance and function of the school site and adjacent boulevards.
- 10.5 Use the Saanich Greenspaces Strategy to identify and implement greenway linkages through the Quadra Corridor.

QUADRA - CLOVERDALE ACTION AREA PLAN  
SUMMARY OF ISSUES FROM JUNE 7, 1995 MEETING

TOPIC AREAS	LIKES	DISLIKES
TRAFFIC/TRANSPORTATION/ PEDESTRIAN CIRCULATION	• School crossing guards (Cloverdale Elementary)	• Dangerous crosswalks (Rock & Quadra)
	• Crosswalk (Cook/Linwood)	• Speeding traffic
	• Pedestrian ways/footpaths	• 4-way intersection (Cloverdale/Quadra)
	• Bikelanes	• Intermittent sidewalks
	• Galloping Goose Trail	• External commuter traffic bisecting neighbourhood
	• Central location - close to transit	• Traffic light timing
		• Cement on road (Saanich Road/Vernon)
		• Lack of sidewalks (Holmes/Linwood)
		• Condition of Tattersall west of Quadra
		• Not enough stop signs on local streets
		• Biking on Quadra Street
		• Traffic congestion near Quadra/Tolmie intersection
		• Left turns (Rock & Quadra)
		• Blind intersection (Falmouth/Quadra)
	• Shortcutting traffic	
	• Quadra Street traffic	
	• Bike lane design	
NEIGHBOURHOOD CHARACTER	• Greenspace/parks	• Garry oaks
	• Trees (Garry oaks & others)	• Run-down properties
	• Big lots	• Condition of Tattersall west of Quadra
	• Good Neighbours	• Streetscape/boulevard trees
	• Predominantly single family	• No village feeling
	• Narrow, winding roads	• Loud parties
	• Mixture of housing	
	• Population mix	
	• Pride in yards/gardens	
	• Stable land use/population	
	• Central location close to schools/police/fire	
	• Smaller is better	
	• Individuality of landscaping	
• Landscaped traffic islands		

TOPIC AREAS	LIKES	DISLIKES
PERSONAL SAFETY	• School crossings (Quadra/Cloverdale)	• Lack of sidewalks (Holmes/Linwood)
	• Central location close to schools/fire/police	• Fire potential (high density land use)
	• Pedestrian ways/footpaths	• Avoid parks at night
	• Safe neighbourhood	• Crosswalks (Quadra Street)
	• Friendly neighbours	• Bike lanes
	• Stable land use/population	• Loud parties
	• children playing in parks/on local streets	• Adult cyclists on sidewalk
PARKS AND RECREATION	• Green space	• Not enough parks
	• Cedar Hill Rec. Centre	• Rutledge Park maintenance
	• Tolmie playground improvements	• Safety of park users
	• Playfair park	• Lack of School playgrounds
	• Galloping Goose Trail	
	• Swan Lake Nature Sanctuary	
	• Sports programs	
	• Landscaped traffic islands	
NATURAL ENVIRONMENT & BUILT ENVIRONMENT	• Rural Blenkinsop Valley	• Apartment site design/scale/massing
	• Individuality of landscaping	• Run down properties
	• Smaller is better	• Streetscape (Tattersal)
	• Swan Lake Nature Sanctuary	• No village feeling
	• Playfair park	• Design of bikelanes
	• Pride in yards & gardens	• Garry oak trees
	• Green space	
	• Trees	
LAND USE/HOUSING	• Predominantly single-family	• Gas stations
	• Big lots	• lack of local commercial centre (village)
	• Mixture of housing/ages/types	• School playgrounds
	• Parks	• Fire potential (density)
	• Affordable housing	• Disruptive effect of apartments
	• Central location close to schools/police/fire	
	• Rural Blenkinsop Valley	

QUADRA CORRIDOR ACTION AREA PLAN

OCTOBER 3, 1995 - MEETING SUMMARY

Discussion Topic: Character, function, and design of specific streets

STREET	AREA OF CONCERN							RESIDENT COMMENTS
	Streetscape Aesthetics	Excess Speed	High Daily Volume	High Peak Hour Volume	Short-cutting traffic	Pedestrian Safety	Street Design	
TATTERSALL (Saanich to Quadra)	•	•				•	•	-Investigate PCC support for streetscape improvements
TATTERSALL (East of Quadra)						•	•	-Inadequate sidewalks -Difficult intersection at Tattersall/Maplewood
COOK	•	•		•		•	•	-Important connector road. Consider improvements to slow traffic -Sidewalk improvements needed -Safety concerns relate primarily to Cook/Quadra intersection (no-stop, right-turns)
CALUMET				•	•			-Shortcutting to avoid Saanich/Blanshard intersection -Regularly used by Saanich employees and Police Dept.
DARWIN (Saanich to Savannah)		•			•	•		-Consider sidewalks
LOVAT	NO SPECIFIC PROBLEMS NOTED							
INVERNESS (Cloverdale to Quadra)		•	•		•	•	•	-Pedestrian safety is a concern near park and at intersections -Cloverdale/Inverness intersection design encourages speed -Consider four-way stop at Glasgow to slow traffic -Link traffic calming with park development
UNION		•			•		•	-Poor sight distance at Quadra/Union and Maplewood/Union intersections contribute to safety concerns
BETHUNE		•				•	•	-Need to slow traffic near park; signage? -B.C. Systems can be contacted directly to resolve parking complaints
LINWOOD				•	•	•	•	-Congestion near school provides natural traffic calming -Need to improve drop-off, pick-up area -Part of safe route to school; consider addition openings in fence away from drop-off area -Existing barriers are a hazard -Traffic short-cuts between Finlayson and Cook
SAVANNAH (Tattersall to Cloverdale)		•	•	•	•	•	•	-Visitor parking (apt.) on street -Pot holes serve as traffic calmers -Rural nature limits on-street parking capability -Need sidewalks
QUADRA/ROCK						•	•	-Access to park -Poor sight distance -Sidewalks are uneven and obstructed by utility poles -Dangerous pedestrian crossing