

# SWAN LAKE ACTION AREA PLAN

Schedule 1 to Appendix J  
of Official Community Plan Bylaw, 1993  
No. 7044

Adopted January 10, 1995  
Includes amendments to August 25, 1998

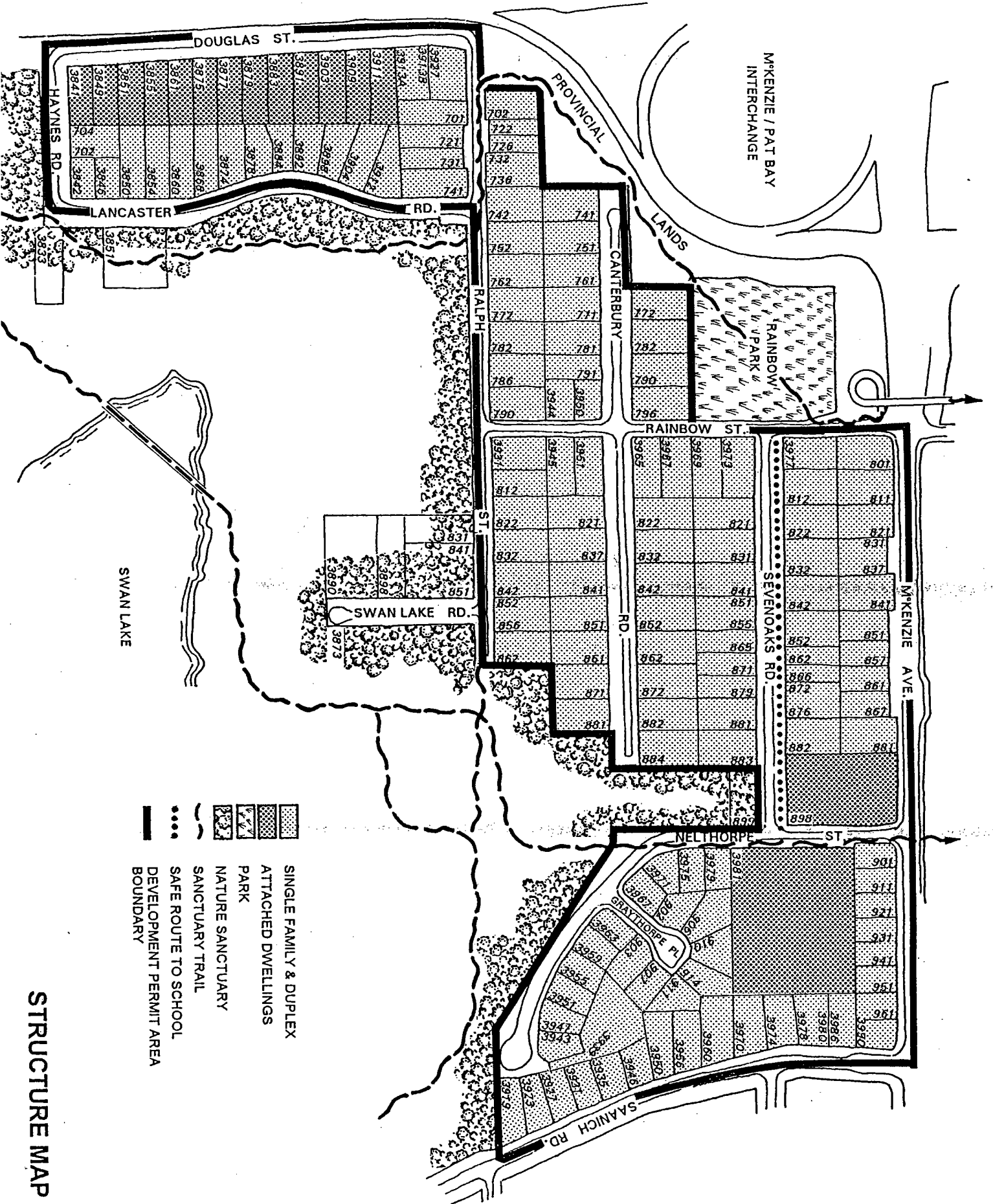


## AMENDMENTS

BYLAW	DATE	DETAILS
7413	Dec. 18, 1995	Section 6 - Development Permit Areas moved to new OCP Appendix "N"
7889	Aug. 25, 1998	Housekeeping amendment to update references to Provincial statutes

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- SINGLE FAMILY & DUPLEX
- ▨ ATTACHED DWELLINGS
- ▧ PARK
- ▩ NATURE SANCTUARY
- SANCTUARY TRAIL
- SAFE ROUTE TO SCHOOL
- ⋯ DEVELOPMENT PERMIT AREA BOUNDARY

STRUCTURE MAP

## **EXECUTIVE SUMMARY**

In November, 1989 a development moratorium was imposed on the Swan Lake Area as part of the Local Area Plan Review. Before making a decision about lifting the moratorium, Council in March 1994, requested that Planning Staff prepare an Action Area Plan for the neighbourhood in consultation with area residents. An opinion survey of area residents indicated support for lifting the moratorium. The land use recommendations in this plan generally reflect the results of the opinion survey and provide for consideration of rezoning applications for duplexes, small lot subdivisions, and attached housing adjacent to Douglas Street based on the merits of each application and existing General Plan Policies.

The survey indicated concerns about traffic speed and visibility at intersections, and the lack of a sidewalk along Sevenoaks Road. A sidewalk should be considered along Sevenoaks to provide a safe walking route to school away from the heavy traffic along McKenzie Avenue. Based on an analysis of traffic volumes and accident history, however, major intersection improvements, installation of additional stop signs, and special speed restrictions are not warranted. An awareness campaign to alert local residents to traffic related concerns should be considered by the Ratepayer's Association.

Additional lands to expand the Nature Sanctuary should be acquired by the Municipality as they are offered for sale by the owners based on the Nature Sanctuary Master Plan endorsed by Council. Future development plans of the Nature Sanctuary Board should consider the provision of off-street overflow parking. A loop trail network connecting Christmas Hill and Swan Lake should be endorsed as recommended by the Nature Sanctuary Board.

The recommendations are illustrated on the structure map.

### **Summary of recommendations**

- That the Quadra Local Area Plan be amended to remove the development moratorium on the Swan Lake Neighbourhood.

- That applications to rezone for two-family dwelling use be considered based on policies 6.5 and 6.6 of the General Plan.
- That duplexing by maintaining and adding to existing dwellings be encouraged as an alternative to demolishing existing dwellings.
- That the option for subdivision under RS-6 zoning not be eliminated.
- That subdivision by rezoning to RS-2 be encouraged only if the subdivider is willing to commit to an acceptable/compatible dwelling design.
- That attached housing be considered adjacent to Douglas Street based on the guidelines on Map 2.3.
- That rezoning of 3891 Douglas Street be considered as part of a comprehensive application to rezone properties fronting on Douglas Street for attached dwelling use.
- That Sevenoaks Road be designated a safe route to school and considered for sidewalk construction in 1995.
- That the Administrative Traffic Committee report to Council on the need for additional stop signs in the Swan Lake neighbourhood with particular attention to the Sevenoaks/Nelthorpe, Rainbow/Ralph, and Ralph/Lancaster intersections.
- That the Rainbow Park Ratepayer's Association be encouraged to initiate a neighbourhood awareness campaign to alert local residents about speed and traffic related issues within the neighbourhood.
- That Council consider funding assistance for the production of a Traffic Awareness brochure if requested by the Ratepayer's Association.
- That additional lands be acquired for the Nature Sanctuary as indicated on Map 5.1 as they are offered for sale by the owners.
- That the Nature Sanctuary Board be requested to keep the Rainbow Park Ratepayers informed of major changes in its operation.

- That the Nature Sanctuary Board be requested to consider opportunities for off-street overflow parking when additional lands are acquired.
- That the concept of a loop trail between Swan Lake and Christmas Hill as proposed by the Nature Sanctuary Board be endorsed.
- That the Swan Lake area be designated a Development Permit Area under Section 879(1)(e) of the Municipal Act.
- That the Lands Commissioner be requested to negotiate a right-of-first refusal for Provincial lands adjacent to the McKenzie interchange to ensure that the ability to construct the loop trail is not compromised.
- That development permit applications be considered based on the guidelines on page xxvii .
- That a development permit not be required where:
  - a) only internal alterations are made to buildings and structures;
  - b) glass enclosures are added to the balconies or patios for an existing multi-family development provided that the enclosures conform to an acceptable overall scheme of enclosures approved in the original permit or a subsequent amendment;
  - c) land is subdivided.



## **1. BACKGROUND**

A development moratorium was imposed on the Swan Lake Area in November 1989 as part of the Local Area Plan review. The residents in the area had concerns about access, traffic circulation, and park replacement pending construction of the Pat Bay Highway/McKenzie Avenue Interchange.

Policy 1.5 of the Quadra Local Area Plan States:

- a) Place a moratorium on rezoning applications that would increase the density in the Sevenoaks area pending receipt of final freeway designs and an analysis of the freeway on the neighbourhood.
- b) Review residential development policies for the Sevenoaks area after the impact of the freeway has been assessed.

After consideration at the Committee of the Whole meeting on March 21, 1994, Council directed that the first priority of the Local Area Planning program be an Action Area Plan for the Swan Lake Area.

The Planning Department produced and delivered an information and meeting notice to all of the households in the area. A meeting was held on May 19, 1994, when the residents in attendance indicated that a survey should be conducted and that the planning staff should work with the executive of the Rainbow Park Ratepayers Association. The survey was delivered to 225 household by the ratepayers group and there was a return rate of 42 % which is considered very good. The survey is not a statistically valid document, but it provides a level of confidence as to the general views of many of the area residents. The following plan is based on the results of the survey and the overall context of the area within the municipality.

## **LAND USE AND ZONING**

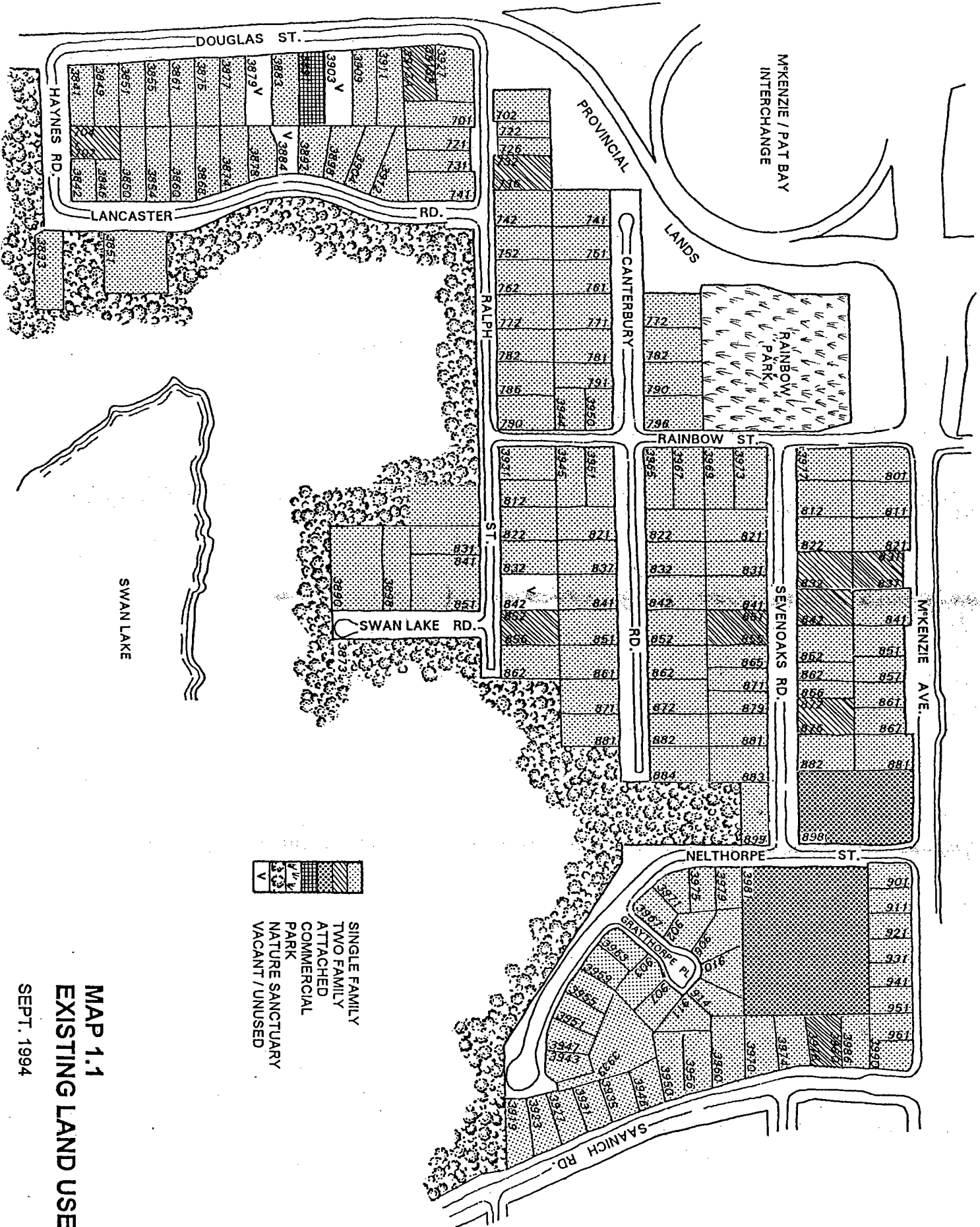
The Swan Lake Area is a 'corner' of the municipality characterized by large single family lots, many of which are occupied by small dwellings, a scattering of duplexes, and two attached housing developments. In general, much of the housing is in fair to good condition, however, there are a few pockets where the condition of the dwellings is not good. There is a single lot zoned for commercial use. The new Rainbow Park is located at the northwest corner of the area and Swan Lake Christmas Hill Nature Sanctuary creates the southern boundary. There are four vacant lots, two are municipally owned and contain service easements.

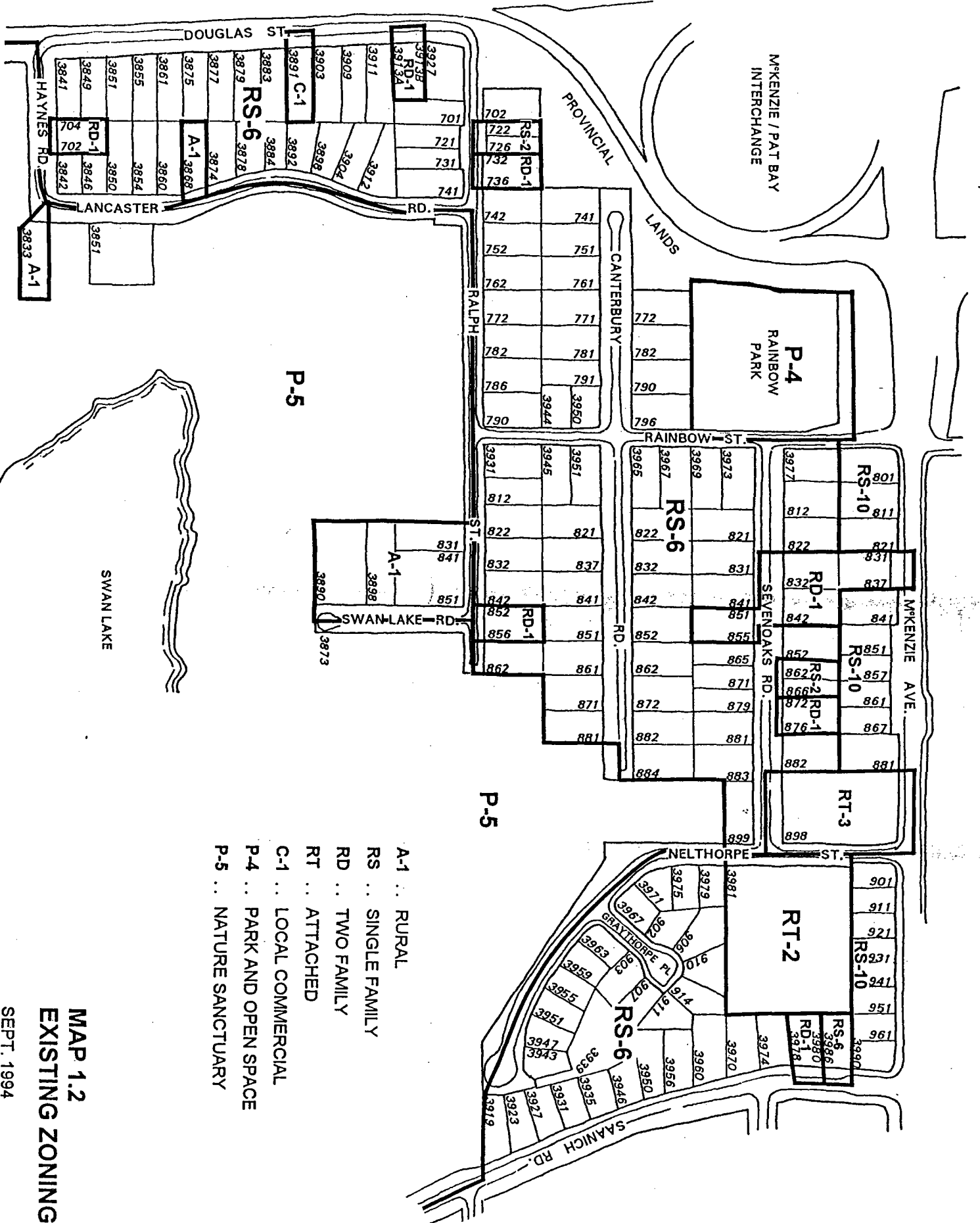
Map 1.1 indicates existing land use.

The zoning is shown on Map 1.2. The lots fronting McKenzie Avenue are zoned RS-10 to reduce development potential in recognition of the future possible widening of the road.

There are also a few lots zoned A-1, Rural, as a remnant of past land uses in the neighbourhood.

The majority of the lots are wider and larger than the minimum lot size of the prevailing RS-6 zone. The large lot size and the small dwellings indicate some potential for more intensive development either through subdivision, duplexes, or attached housing .





- A-1 .. RURAL
- RS .. SINGLE FAMILY
- RD .. TWO FAMILY
- RT .. ATTACHED
- C-1 .. LOCAL COMMERCIAL
- P-4 .. PARK AND OPEN SPACE
- P-5 .. NATURE SANCTUARY

**MAP 1.2**  
**EXISTING ZONING**

SEPT. 1994

## 2. DEVELOPMENT OPTIONS

The opinion survey asked a number of questions about future land use. Given the excellent rate of response, the use of the results to formulate policy is a valid way of reflecting the desires of the neighbourhood. The major issue answered by the survey, which impacts all other land use considerations, is that the majority of the respondents support removal of the moratorium. If this basic premise is accepted, then it is appropriate to consider how the neighbourhood should accommodate change. The neighbourhood is primarily a single family area that is not impacted by commercial uses or apartments. If it is to retain this character, there are only three options for future use: duplexing, small lot subdivision, and townhouse development. Each of these options will be examined separately.

### Recommendation

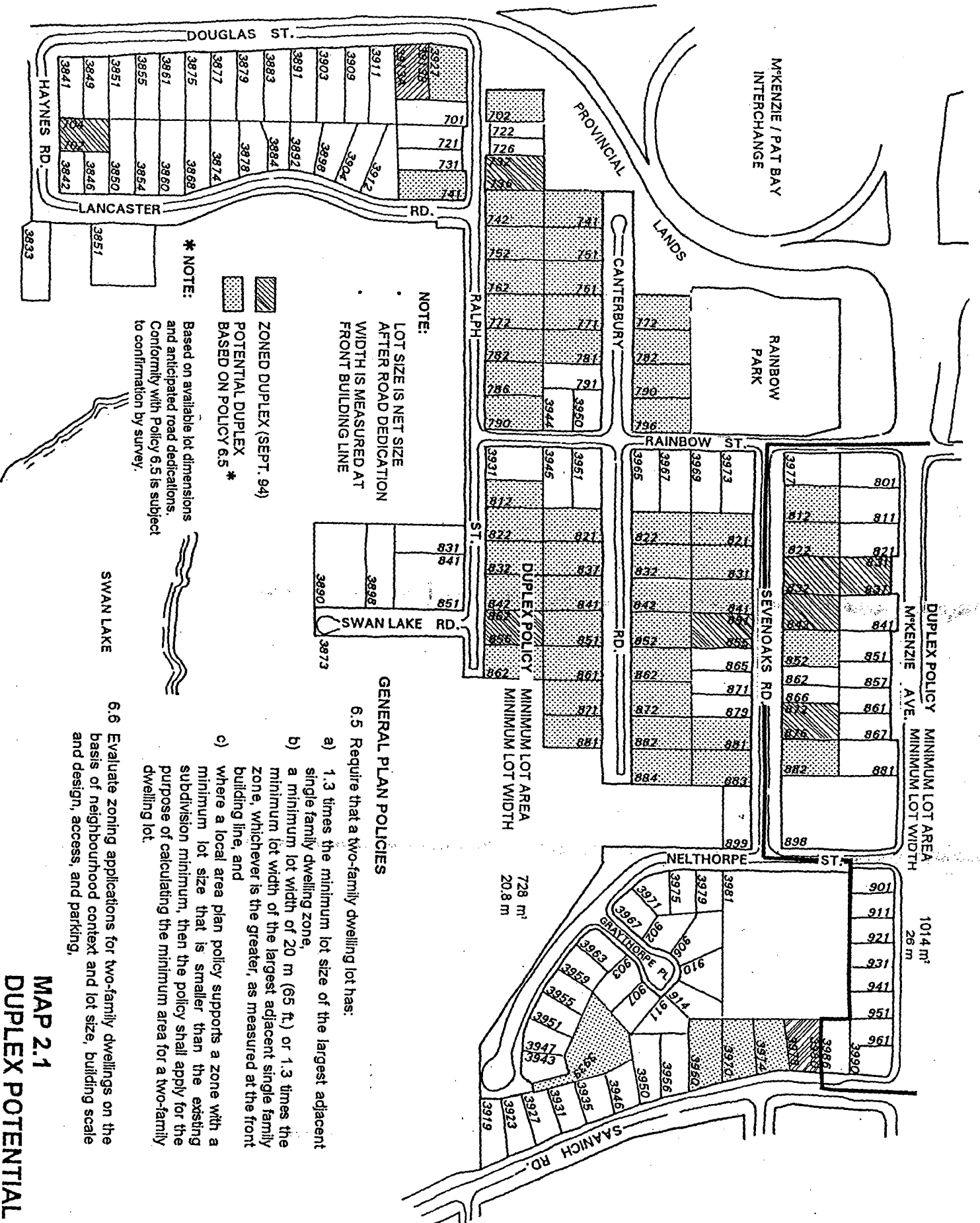
- That the Quadra Local Area Plan be amended to remove the development moratorium in the Swan Lake neighbourhood.

### DUPLEXING

Based on the results of the opinion survey, the Swan Lake neighbourhood is prepared to accept some duplexes. 53% of respondents support consideration of applications to rezone for duplex use subject to existing Council policy. This is corroborated by 56% that did not want to eliminate the opportunity for duplexes.

The duplex policies 6.5 and 6.6 in the General Plan state:

- 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.



**MAP 2.1  
DUPLEX POTENTIAL**

- 6.6 Evaluate zoning applications for two-family dwellings on the basis of neighbourhood context and lot size, and building scale and design, access and parking.

There are 51 single family zoned lots in the Swan Lake area that meet the lot size requirements of policy 6.5. A number of these parcels contain the existing dwellings that are not in particularly good condition and/or are small related to the lot size. This is often an impetus for the owner to consider redevelopment and maximizing the potential use of the property.

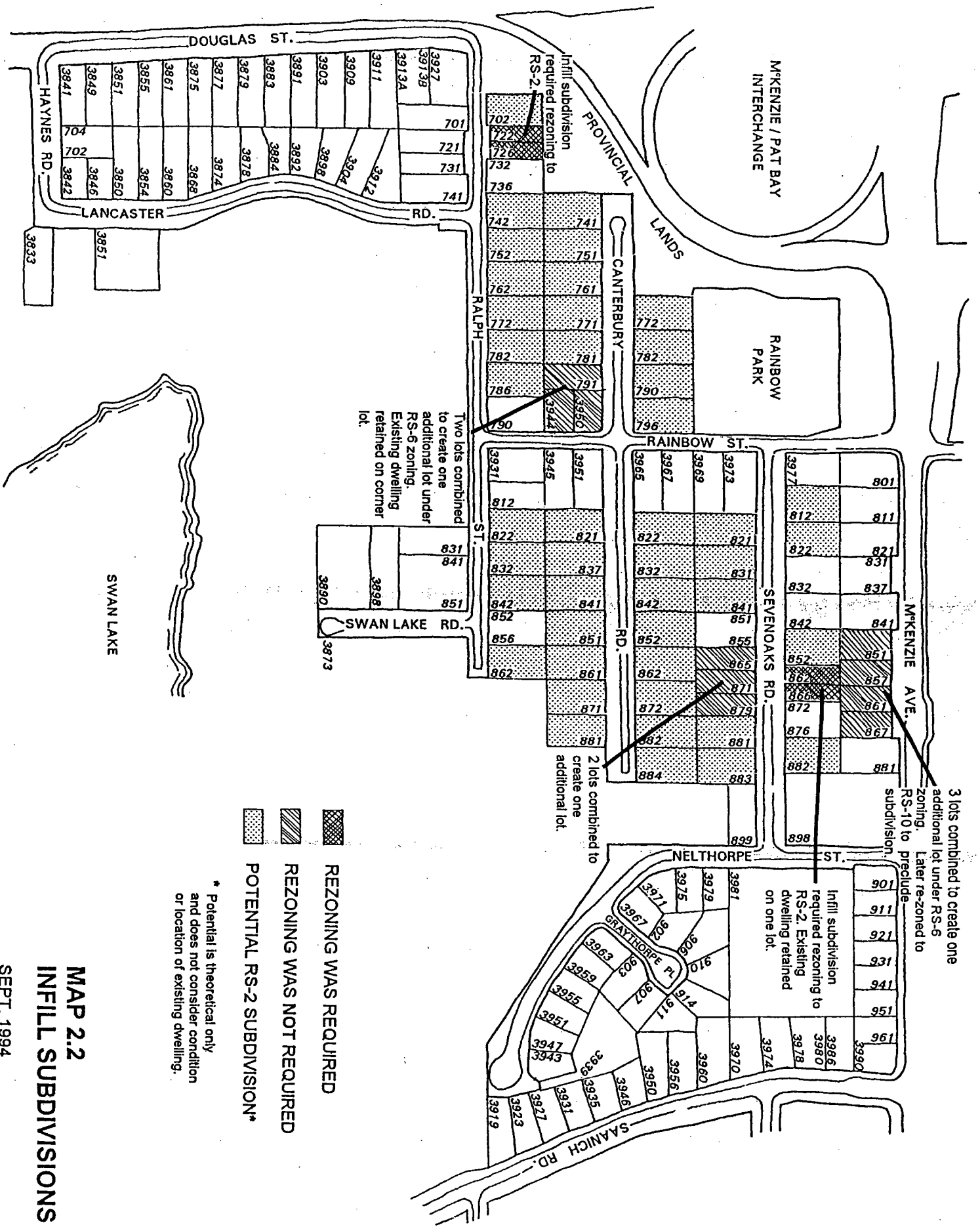
Not every lot that is technically large enough should necessarily be considered for duplex use. General Plan policy 6.6 provides additional criteria for evaluating rezoning applications for two-family dwellings. Because of the overall neighbourhood isolation, the resulting lack of through traffic, and the low traffic volumes, access and traffic impacts are not a major concern except for properties fronting McKenzie Avenue. The primary consideration then is related to building scale, architectural style, and site design. Duplexes should be designed to respect neighbourhood character and to minimize the impact on adjacent properties. Building height and mass, tree preservation, parking design, and liveability for residents are important considerations. Generally, preserving an existing dwelling and adding to it in a compatible style will maintain a greater sense of neighbourhood character than if the dwelling is demolished and a new duplex with a different architectural form is constructed.

### **Recommendations**

- That applications to rezone for two-family dwelling use be considered based on policies 6.5 and 6.6 of the General Plan.
- That duplexing by maintaining and adding to existing dwellings be encouraged as an alternative to demolishing existing dwellings.

### **SMALL LOT SUBDIVISION**

In the opinion survey respondents narrowly supported infill subdivision as a land use alternative for the neighbourhood (45% support, 36% opposed, 19% undecided).






Infill subdivision required rezoning to RS-2

Two lots combined to create one additional lot under RS-6 zoning. Existing dwelling retained on corner lot.

2 lots combined to create one additional lot.

Infill subdivision required rezoning to RS-2. Existing dwelling retained on one lot.

3 lots combined to create one additional lot under RS-6 zoning. Later re-zoned to RS-10 to preclude subdivision.

-  REZONING WAS REQUIRED
-  REZONING WAS NOT REQUIRED
-  POTENTIAL RS-2 SUBDIVISION\*

\* Potential is theoretical only and does not consider condition or location of existing dwelling.

# MAP 2.2 INFILL SUBDIVISIONS

SEPT. 1994



Lots throughout much of the neighbourhood exceed the minimum lot requirements of the RS-6 zone. While they are not large enough to be subdivided independently under current zoning, there may be opportunities for subdivision in combination with an adjoining property. The lots at 865 - 879 Sevenoaks Road are an example of neighbours cooperating to create one additional lot without the need for rezoning.

In the mid 1980's several duplex applications stirred concern about the scale of new development in an area of modest single family dwellings. As an alternative to duplexing, Council created a new single family dwelling zone, RS-2. It provides for the creation of relatively narrow lots to accommodate modest single family dwellings that would be more compatible with the existing scale of the dwellings in an area. The lots at 862/866 Sevenoaks Road and 722/726 Ralph Street are examples of this form of infill subdivision.

The opportunities for subdivision independently, or in conjunction with an adjacent landowner, depend on several factors including lot area, lot width, and the size, condition and siting of existing dwellings. Because of the various physical constraints and the possible difficulty in gaining the cooperation of an adjacent land owner it is likely that infill subdivision will be undertaken on an individual lot basis. Rezoning will then be required, providing area residents with an opportunity for input through the public hearing process. If adjoining neighbours co-operate, subdivision under the RS-6 zone is possible without consideration by Council.

In view of the mixed response in the opinion survey the option for subdivision should be retained. The general condition of housing in the neighbourhood is good and there are few vacant lots. Therefore, it is not anticipated that the demand for infill subdivision will be high. Each case should be judged on its merits whether by Council through the zoning process or by the Approving Officer via the subdivision process. As with duplex proposals the major issue is neighbourhood impact of a new dwelling. Height, massing and architectural style are the key indicators.

### **Recommendations**

- That the option for subdivision under RS-6 zoning not be eliminated.
- That subdivision by rezoning to RS-2 be encouraged only if the subdivider is willing to commit to an acceptable/compatible dwelling design.

## **ATTACHED HOUSING**

Planning for attached housing in a primarily single family neighbourhood is often difficult because of preconceived ideas relative to anticipated impacts. The fear of social and/or physical impact is often much greater than reality. The Swan Lake neighbourhood has experience with a strata-title townhouse development and a rental townhouse project for families operated by the Capital Region Housing Corporation.

The level of acceptance for new multi family use in this neighbourhood is reflected in the results of the opinion survey. In an effort to focus respondents, the survey asked about the level of acceptance for townhouses in two specific locations. Rezoning to provide for townhouses at the corner of McKenzie and Rainbow was opposed by 52% of the respondents and favoured by 34%. There was higher support (42%) for attached housing on lots fronting Douglas St. (39% opposed). A significant number of respondents (10-20%) were undecided.

Based on the response, it is considered fair to conclude that attached housing proposals would not be supported on lands fronting McKenzie Avenue but that applications could be considered on parcels along Douglas Street. The deteriorating condition of many of the dwellings along Douglas St. and the number of absentee owners lends support to this position.

Lot configuration and depth, height considerations, and parking will influence the attached housing form. Lots at the north end of the block are deep enough to accommodate townhouses with a traditional two-bank design with central parking and shared access. Toward the south end of the block, where the lots are more shallow, linked housing could provide an alternative to single family dwellings at about twice the existing density. A variance of the Zoning Bylaw requirements for parking and access will be required to permit driveways to access directly to the street.

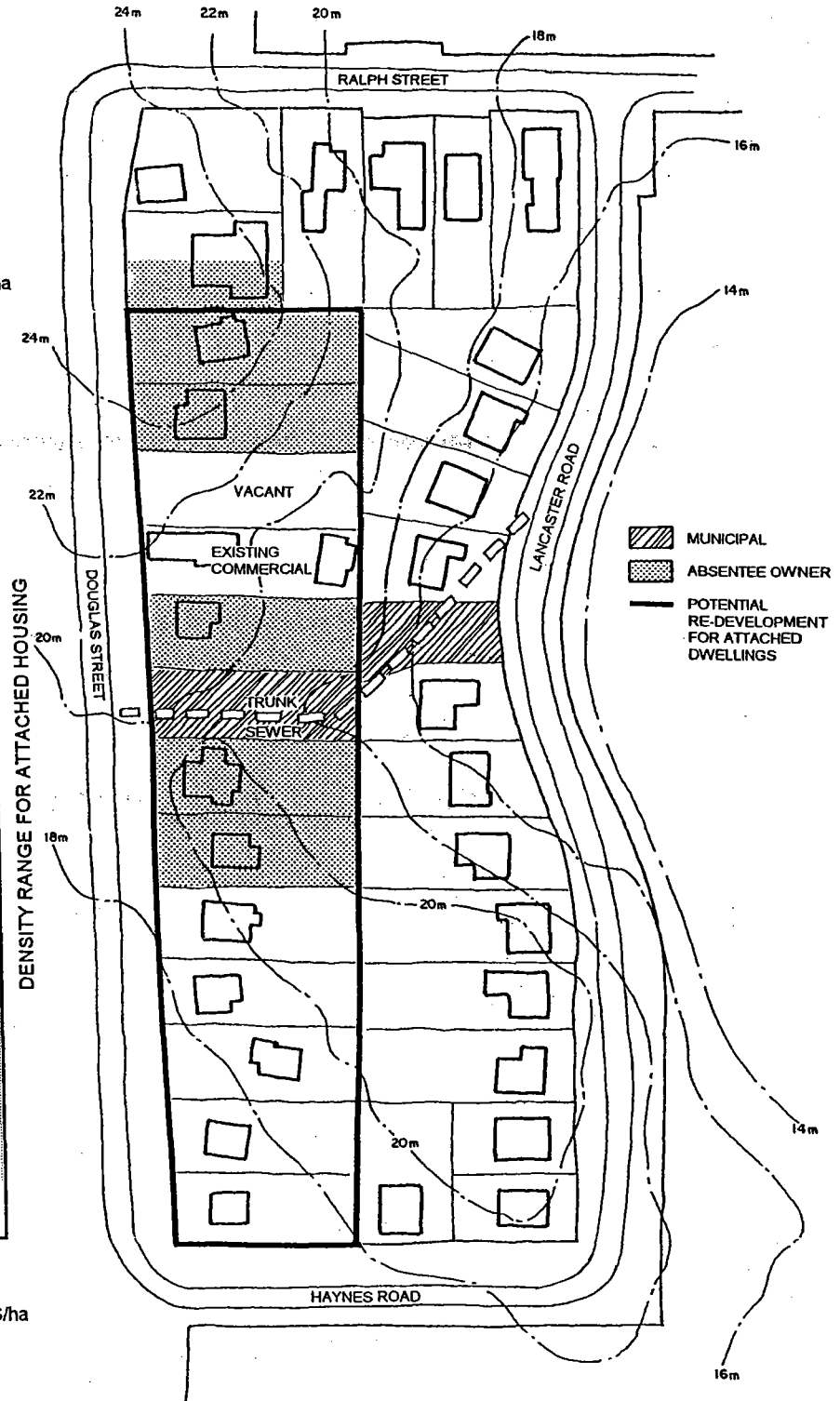
## GUIDELINES

- Encourage redevelopment of existing commercial site for attached housing in conjunction with adjacent properties.
- Consider sale of municipally owned parcel for redevelopment in conjunction with adjacent parcels. Provide service easement for trunk sewer.
- Consider a wide range of innovative housing forms.
- Special consideration to visual impact from highway and nature sanctuary.
- Maintain lowest densities at south end of block to reduce impact on sanctuary.
- Permit direct driveway access to Douglas Street.

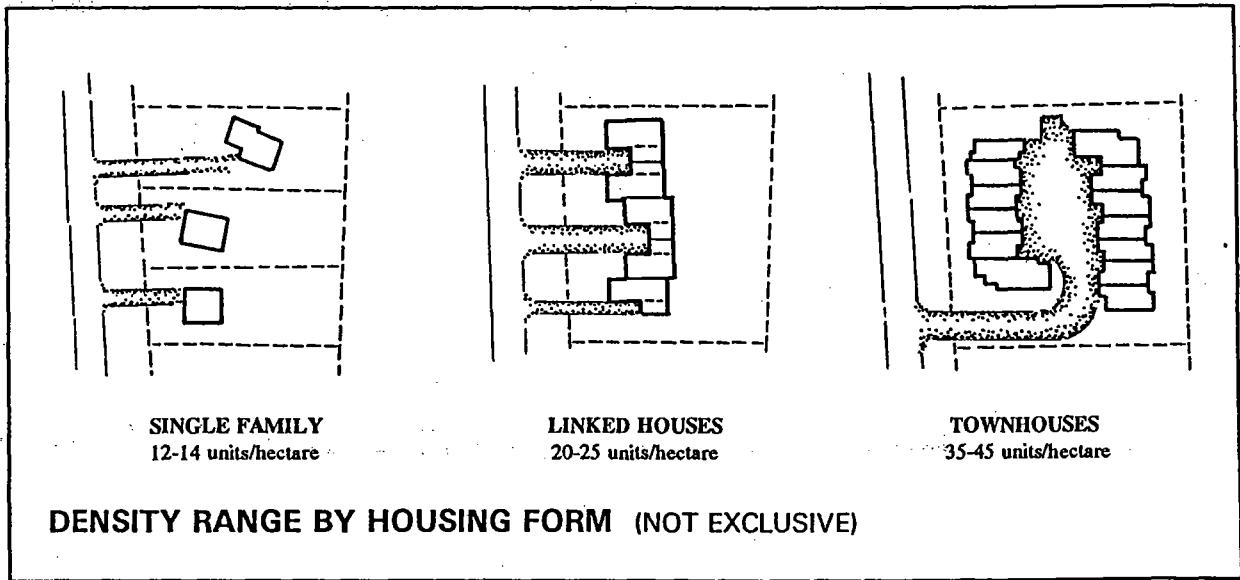
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**MAP 2.3**  
**ATTACHED HOUSING DEVELOPMENT GUIDELINES**



The one area of concern relative to supporting attached housing use in the Swan Lake area is the perception that there will be problems with traffic. Assuming an average density of 30 units per hectare, the block will accommodate 36 dwelling units or a net increase of 25 units. Discussion of traffic issues will be addressed separately however there is no concern that increasing density would be so detrimental from a traffic perspective that attached housing should not be considered. Of greater concern is that attached housing be of a scale and massing that complements the neighbourhood and acknowledges the location close to a busy highway and the nature sanctuary.

### Recommendation

- That attached housing be considered adjacent to Douglas Street based on the guidelines indicated on Map 2.3.

### **3. COMMERCIAL**

The one commercially zoned site in the Swan Lake Area is 3891 Douglas Street. The site is zoned C-1, Local Commercial zone, which is intended to limit commercial activity to neighbourhood uses serving the day-to-day needs of local residents.

Originally this site was a traditional corner store or confectionary. Lately, the site was the location of a delicatessen. Over the last few years the parcel has been the subject of numerous business applications for a variety of uses.

The C-1 zone provides for retail sale of groceries, perishable items, and sundry household items, restaurant, personal service, office, repair of household furnishings and appliances as well as accessory residential. Since 1988, the Zoning Bylaw has limited the gross floor area for all buildings and structures on a lot in the C-1 zone to 275 m<sup>2</sup>. Previously, the restriction applied only to buildings and structures for commercial use. The gross floor area of buildings and structures at 3891 Douglas Street was about 450 m<sup>2</sup> when the bylaw change occurred. Therefore, the site was grandfathered and is considered to be legally non-conforming. Because of the subtle change in the wording of the bylaw in 1988, the entire floor area can be used for commercial activity. However, no increase in floor area can be permitted and the property must conform with all other bylaw requirements, codes, and regulations.

As of August 1994 only Van Isle Building Maintenance was licensed to operate an office from the site and a car brokerage is licensed as a home occupation use. A catering business has been operating illegally from the site because this use is not permitted in the C-1 zone and enforcement action is on-going.

The elimination of vehicular access from Pat Bay Highway and the construction of the sound attenuation wall between the highway and Douglas Street have negatively impacted the commercial site by reducing the economic viability for commercial uses that depend on good visibility and access to attract customers. Because of limited access and poor visibility, the site is only attractive for uses whose customers will seek out the product or service regardless of the location. Redevelopment of the block for attached housing is supported by area residents based on the results of the opinion survey and may provide an economic alternative to the local commercial use.

## Recommendation

- That rezoning of 3891 Douglas Street be considered as part of a comprehensive application to rezone properties fronting on Douglas Street for attached dwelling use.

## 4. ROADS AND TRAFFIC

The construction of the Pat Bay Highway/McKenzie Avenue interchange severely impacted the Swan Lake neighbourhood. Ingress and egress points were reduced and the area was hidden from the west behind a berm and sound attenuation fence. This isolation has merit from a residential perspective because there is no through traffic. Nevertheless, the opinion survey indicated concerns about a number of traffic related issues.

Excessive speed and lack of visibility at intersections are a concern to many of the respondents. Sevenoaks Road, Rainbow Street, Nelthorpe/Sevenoaks intersection, and Rainbow/Ralph intersection were identified as the major problem areas. Residents have requested that stop signs be considered for both intersections and for the Ralph/Lancaster intersection.

TABLE 4.1

ESTIMATED TRAFFIC GENERATION (24 hour, two-way)				
	Total		Sevenoaks <sup>1</sup>	
	Weekday	Saturday	Weekday	Saturday
Existing Land Use	1693	1720	1185	1204
Existing & Duplex <sup>2</sup>	1865	1904	1305	1333
Existing & Attached <sup>3</sup>	1691	1711	1183	1197
Existing & Duplex & Attached	1920	1955	1344	1368

1. Assumes 70 % of traffic will use Nelthorpe Intersection.

2. Assumes half of duplex potential will be realized.

3. Assumes average density of 30 units/hectare for attached housing.

Traffic volumes throughout the neighbourhood are relatively low. While no specific traffic counts have been undertaken, the Municipal Engineering Department has estimated traffic volumes for various land use scenarios using Institute of Traffic Engineers (ITE) rates. The results are indicated in Table 4.1. Based on the highest density scenario, traffic volumes can be expected to increase by about 15%. The estimated traffic volume for Sevenoaks Road would remain below the accepted volume for an urban local road (3000 vpd) and only marginally over the accepted volume for a rural local road (1000 vpd).

Because of the isolation of the neighbourhood, the relatively low traffic volumes, and the low incidence of reported accidents, the intersections do not meet the municipal warrant for stop signs. Specific concerns about poor visibility or unsafe situations are addressed on a complaint basis by the Municipal Engineering Department and the Administrative Traffic Committee. Municipal funding has been approved for improvements to Sevenoaks Road between Rainbow Street and Nelthorpe Street. The ditch along the north side is to be enclosed and the asphalt is to be widened to 6.0 m. Asphalt water controls will be installed as required. The work will likely be completed during 1994.

The opinion survey indicated that a sidewalk should be a priority on Sevenoaks Road, however, the proposed road improvements do not include sidewalk construction. Sidewalks are generally not constructed on local residential streets except where they are designated as a safe walking route to an elementary school. A sidewalk on Sevenoaks Road would provide a safer route for young children, to the pedestrian overpass and Rainbow Park than using McKenzie Avenue. It would also provide another link in the loop trail between Swan Lake and Christmas Hill. The loop trail proposal is discussed in more detail in Section 5.

Except for visitors to the Nature Sanctuary and the Douglas Street commercial site there is very little traffic from outside the neighbourhood. The problems primarily result from the attitudes and actions of drivers from within the neighbourhood and will not likely be resolved through engineering solutions or enforcement. Considering the limited number of households in the area, a more effective and less costly solution would be for the Ratepayer's Association to initiate an awareness campaign through brochures, newsletters, or special neighbourhood events such as the annual picnic.

## **Recommendations**

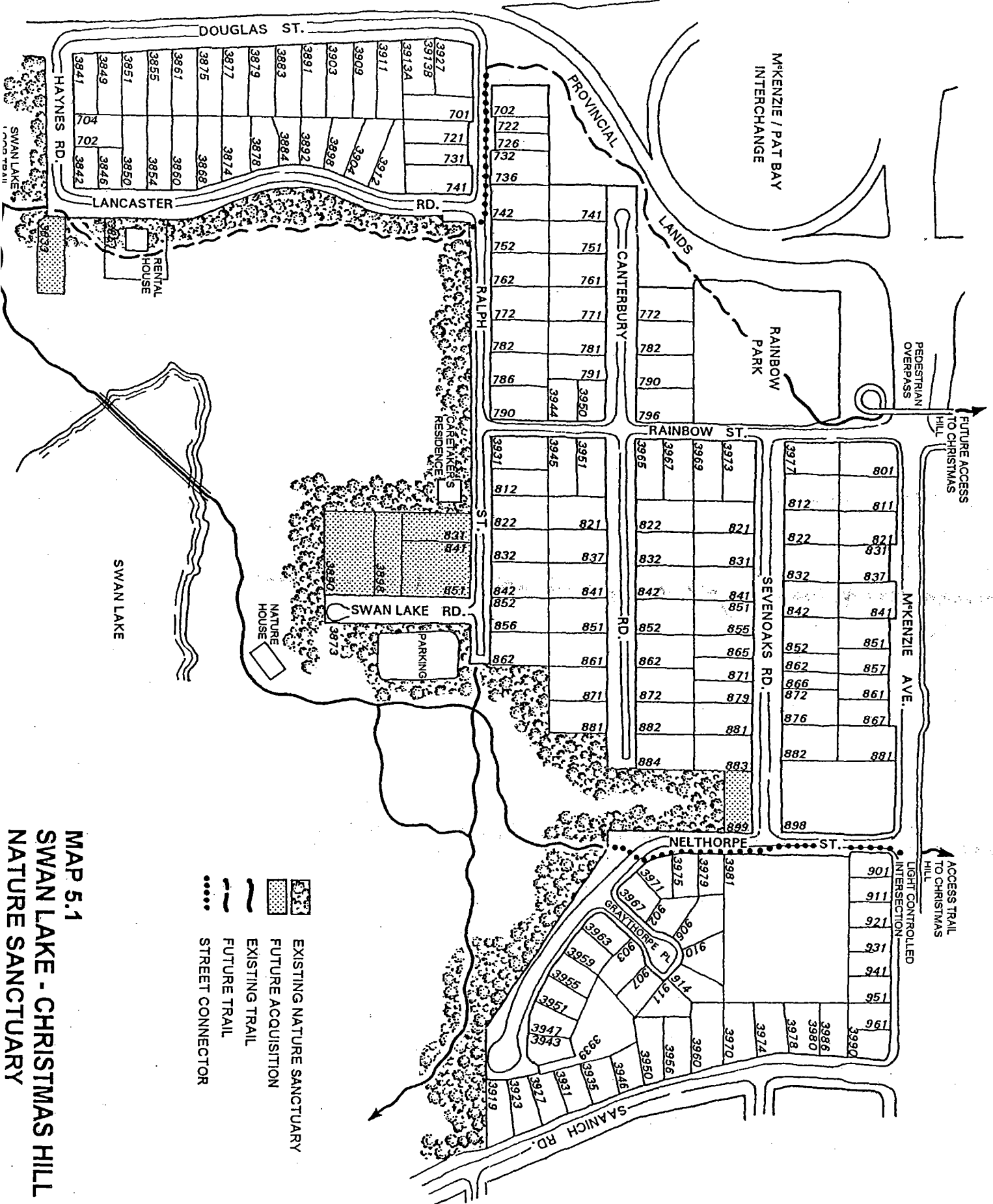
- That Sevenoaks Road be designated a safe route to school and considered for sidewalk construction in 1995.
- That the Administrative Traffic Committee report to Council on the need for additional stop signs in the Swan Lake Neighbourhood with particular attention to the Sevenoaks/Nelthorpe, Rainbow/Ralph, and Ralph/Lancaster ontersections.
- That the Rainbow Park Ratepayer's Association be encouraged to initiate a neighbourhood awareness campaign to alert local residents about speed and traffic related issues within the neighbourhood.
- That Council consider funding assistance for the production of a Traffic Awareness brochure if requested by the Ratepayer's Association.

## **5. SWAN LAKE - CHRISTMAS HILL NATURE SANCTUARY**

The Nature Sanctuary forms the southern boundary of the neighbourhood and is a major factor influencing the overall character of the area. The Quadra Local Area Plan identifies six residential properties within the neighbourhood still to be acquired for sanctuary use. None are considered to be a high priority and acquisition by the municipality will be considered if, and when, they are offered for sale by the owners.

Generally, the Nature Sanctuary and the residential neighbourhood have co-existed with few problems. The amenity value to the neighbourhood outweighs the occasional parking and traffic impacts which occur primarily during special events. Of the 65 opinion survey responses to the question about parking problems, less than 15 indicated concerns about parking on streets flanking the Nature Sanctuary. Parking and traffic concerns were not directly attributable to the Sanctuary. While the special events generate considerable traffic through the neighbourhood and on-street parking near the sanctuary, the events occur on only a few days each year. The Nature Sanctuary staff and volunteers have been co-operative about ensuring that driveways are not blocked and streets remain accessible for emergency vehicles. However,





**MAP 5.1**  
**SWAN LAKE - CHRISTMAS HILL**  
**NATURE SANCTUARY**

should additional properties be acquired for the Sanctuary along Swan Lake Road it may be prudent to consider opportunities for providing overflow parking without encroaching on the sensitive natural areas.

The installation of a light controlled crosswalk on McKenzie Avenue at Nelthorpe Street and a pedestrian overpass on McKenzie Avenue at Rainbow Street, in conjunction with the construction of the highway interchange, provided an opportunity to develop a loop trail between Swan Lake and Christmas Hill. The concept is to develop a trail through Rainbow Park along the edge of the berm adjacent to the interchange, and north of McKenzie Avenue through the SIDC site to provide a second access corridor. The Nature Sanctuary Board has requested that the concept be considered in conjunction with the special studies for the Swan Lake area and the Christmas Hill slopes.

### **Recommendations**

- That additional lands for the Nature Sanctuary be acquired as indicated on Map 5.1 as they are offered for sale by the owners.
- That the Nature Sanctuary Board be requested to keep the Rainbow Park Ratepayers informed of major changes in its operation.
- That the Nature Sanctuary Board be requested to consider opportunities for off-street overflow parking when additional lands are acquired.
- That the concept of a loop trail between Swan Lake and Christmas Hill as proposed by the Nature Sanctuary Board be endorsed.
- That the Lands Commissioner be requested to negotiate a right of first-refusal for Provincial lands adjacent to the McKenzie interchange to ensure that the ability to construct the loop trail is not compromised.

## **6. DEVELOPMENT PERMIT AREA**

The Municipal Act, Section 879(1) permits Council, in an Official Community Plan, to designate development permit areas. Within a development, an owner must obtain a development permit before subdividing land or constructing, adding to, or altering a building or specification unless specifically exempted by the Plan. Council may issue a development permit which may vary or supplement a regulation of the Subdivision or Zoning Bylaw. A development permit cannot vary use, density, or flood plain specifications.

### **Recommendations**

- That the Swan Lake area be designated a development permit area under Section 945(4)(e) of the Municipal Act.
- That development permit applications be evaluated based on the guidelines for the Swan Lake Development Permit Area contained in Official Community Plan Appendix N.





## **APPENDIX**



SEVENOAKS NEIGHBOURHOOD PLANNING PROCESS  
OPINION SURVEY



Residents of the Sevenoaks Area met with Saanich Planning Staff on May 19, 1994 to discuss removing the moratorium on development. The group concluded that a survey was needed to obtain more information.

The intent of the survey is to identify perceived problems and establish a direction for possible land use changes and redevelopment potential. Please answer the following questions:

1. The area is referred to in the Quadra LAP as the Sevenoaks Area. Please indicate whether you are comfortable with this name, or would prefer to change it to one of the following:

<input type="checkbox"/> Retain as Sevenoaks	<input type="checkbox"/> Swan Lake
<input type="checkbox"/> Rainbow Park	<input type="checkbox"/> Other _____

- 2.a At the recent meeting, residents expressed concern about various traffic issues, including excessive traffic speed, lack of stop signs, visibility at intersections, and lack of sidewalks. Prior to a discussion on possible land use changes, information on these traffic issues is required. Please indicate the degree of concern you have for each item.

	<u>not a concern</u>	<u>somewhat concerned</u>	<u>very concerned</u>
• excessive traffic speed	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• lack of stop signs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• visibility at intersections	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• lack of sidewalks	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- 2.b For those items that you indicated under 2a as "very concerned", please identify the specific location.

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3. Do you think there are parking problems in your neighbourhood.

Yes       No

If so, on which street(s) do you feel these occur?

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4.a About 1/3 of the single family dwelling lots in the neighbourhood meet Councils policies for possible duplexing due to their large area and lot width. The large parcel size could also lead to consolidation of land for development purposes or small lot subdivisions (examples - 722/726 Ralph Street and 862/866 Sevenoaks Road). Although this does not mean that rezoning for higher density would automatically be approved, it was a primary reason for creating the moratorium. As the Highway Interchange has now been finalized, Council has directed the Planning Department to review the moratorium and explore land use options.

The Quadra Local Area Plan supports single-family use as the principal form of development. This review provides the opportunity for residents to indicate their preference for maintaining the existing land use or considering various degrees of change in housing form and density.

The following options are considered appropriate for the area based on the existing neighbourhood character. Please check the option/or options you feel are most appropriate. If you would prefer a different option, space has been provided below.

	OPPOSED	UNDECIDED	SUPPORT
• consider townhouse development at McKenzie and Rainbow (see attached map)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• consider townhouse development fronting Douglas Street (see attached map)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• consider small lot infill subdivision	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• consider duplexes subject to Council's Policy	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• rezone to remove opportunity for duplexing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• retain Moratorium to prohibit rezoning for new development	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

4.b If you support a different land use option, please specify.

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5. Please provide us with comments on any other issues you feel are important for the future of the area. You are welcome to attach additional sheets if more space is required.

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We would appreciate if you could return the questionnaire by mail, fax, or drop-off at the Municipal Hall by June 20<sup>th</sup> in order that work on the Plan may commence as soon as possible. Council has established a six month deadline for its completion. Once all the information has been received, another meeting will be held with residents. Please note that opportunities exist to amend the Plan throughout the process, and that this is only the preliminary step.

Saanich Municipal Hall  
c/o Planning Department  
770 Vernon Avenue  
Victoria, B.C.  
V8X 2W7

Fax: 475-5450

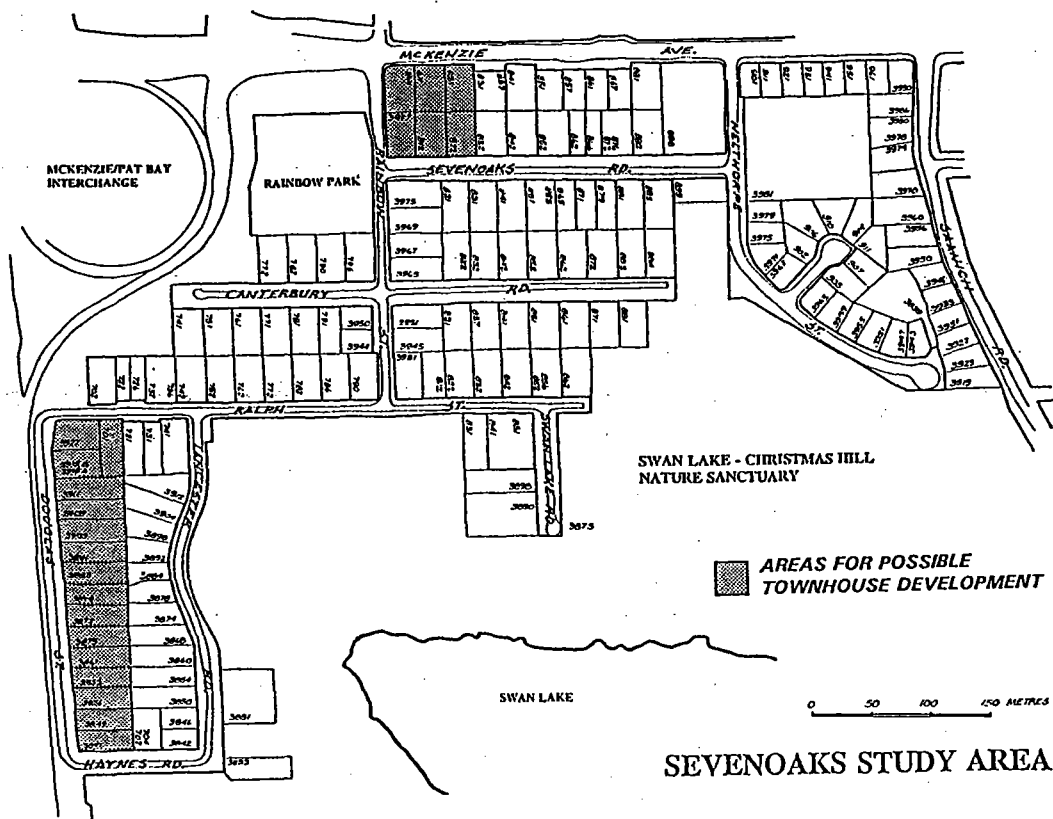
If you have questions or need clarification please call:

Neil Findlow, Senior Planner

475-5494

or

475-1775 (local 3405)



**SEVENOAKS NEIGHBOURHOOD PLANNING PROCESS  
RESULTS OF OPINION SURVEY**

A total of 225 opinion surveys were distributed to residents and landowners in the Sevenoaks Neighbourhood, 95 (42%) of which were returned. The analysis of the surveys is based on a broad interpretation of general findings. The intent was not to achieve statistically significant results, but to form a general view of the resident's opinion and infer a preferred course of action with a reasonable level of comfort. Total responses for each question varied depending on responses received.

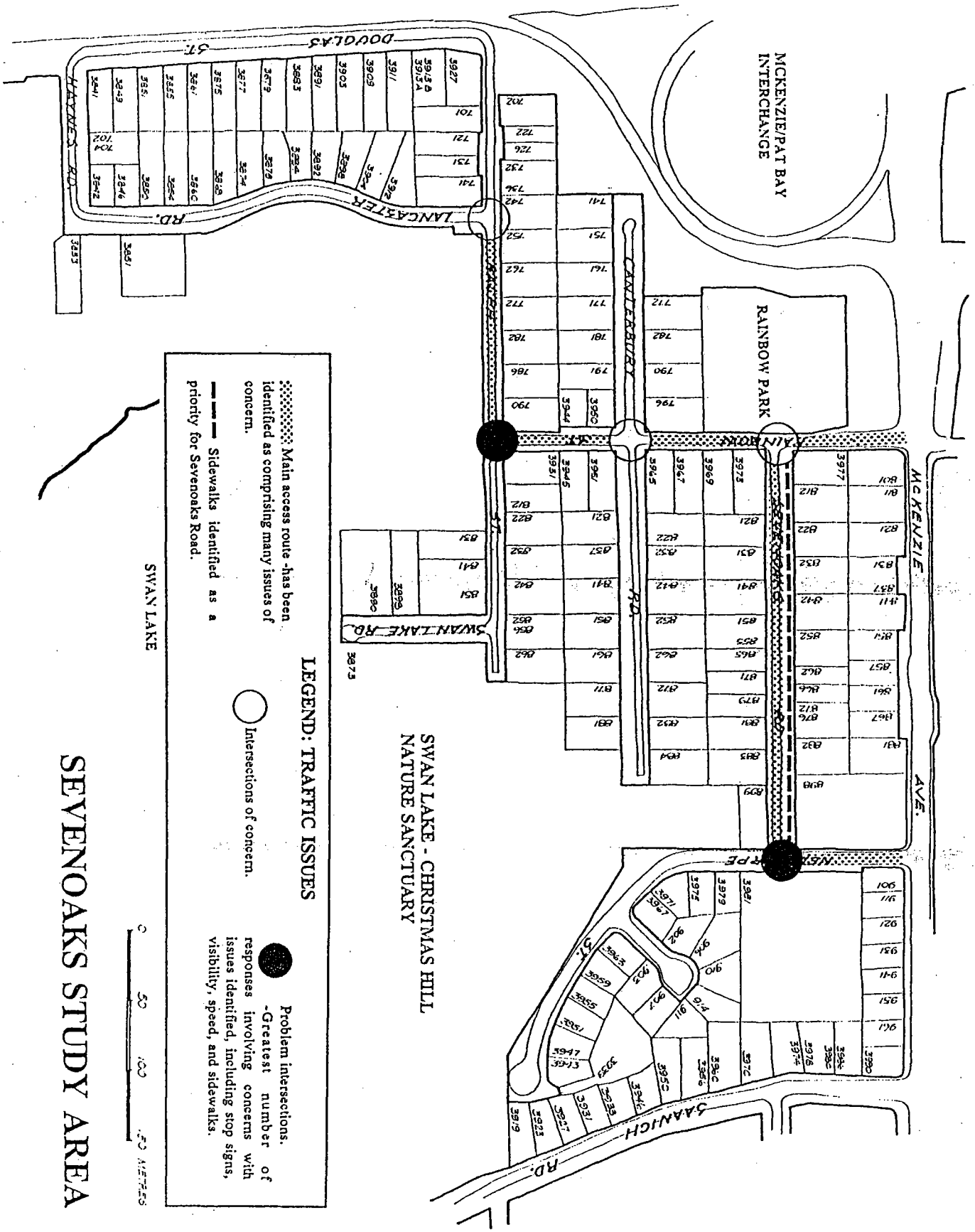
The following is a summary of the results of the opinion survey. An interpretation of the results, as well as a possible direction for future action is provided.

QUESTION	RESULTS (responses)			INTERPRETATION	PROPOSED ACTION
1. Name for the area	<ul style="list-style-type: none"> <li>• 25 (26 %) - retain as Sevenoaks</li> <li>• 27 (28 %) - Rainbow Park</li> <li>• 39 (41 %) - Swan Lake</li> </ul>			<ul style="list-style-type: none"> <li>• Majority of respondents (41%) prefer the name Swan Lake.</li> </ul>	<ul style="list-style-type: none"> <li>• Re-name the areas as the Swan Lake Neighbourhood.</li> </ul>
2a. Traffic Issues	not a concern	somewhat concerned	very concerned	<ul style="list-style-type: none"> <li>• Large group of respondents (44-47%) are very concerned about all the issues identified. In terms of a comparison of responses for each category, excessive speed and visibility at intersections appear to be the most critical, based on a higher percentage in the somewhat concerned and very concerned categories. Lack of stop signs and sidewalks seems to be the least critical issue.</li> </ul>	<ul style="list-style-type: none"> <li>• Review issues with Engineering Dept.</li> <li>• Focus on traffic management techniques to address excessive speed and visibility at intersections.</li> <li>• Relate to land use strategy.</li> </ul>
1. Excessive Speed	22	28	40		
2. Lack of stop signs	27	23	35		
3. Visibility at intersections	22	25	42		
4. Lack of sidewalks	29	21	41		
3. Parking Problems	<ul style="list-style-type: none"> <li>• 65 (69%) - yes</li> </ul>			<ul style="list-style-type: none"> <li>• Roughly 2/3 of respondents indicated a parking problem does exist, however, this varies in terms of the source of the problem ie. overflow from Nature Sanctuary, lack of residential parking, difficulty driving through neighbourhood, etc.</li> </ul>	<ul style="list-style-type: none"> <li>• Discuss with Engineering Department.</li> </ul>

4a. Land Uses	Opposed	Undecided	Support		
1. Townhouses at McKenzie/Rainbow	46	12	30	<ul style="list-style-type: none"> <li>46 (52%) respondents were opposed to TH at McKenzie/Rainbow.</li> </ul>	<ul style="list-style-type: none"> <li>Townhousing on McKenzie not supported.</li> </ul>
2. Townhouses on Douglas	36	16	39	<ul style="list-style-type: none"> <li>Higher support (42 %) for TH on Douglas, but residents remain split, no clear support.</li> </ul>	<ul style="list-style-type: none"> <li>Townhousing can be considered on Douglas Street.</li> </ul>
3. Infill Subdivisions	32	16	40	<ul style="list-style-type: none"> <li>Infill subdivisions supported only by slim margin (45 %) - residents split.</li> </ul>	<ul style="list-style-type: none"> <li>Infill subdivision can be considered on their own merits, subject to site context.</li> </ul>
4a) Consider Duplexes	30	12	48	<ul style="list-style-type: none"> <li>48 (53%) respondents want duplexes to be considered. This correlates with 51 (56%) that did not want to remove the opportunity for duplexes.</li> </ul>	<ul style="list-style-type: none"> <li>Consider duplexes, subject to Council Policy, there is no support for removing opportunity for duplexes.</li> </ul>
b) Rezone to not allow duplexes	51	16	24		
5. Retain moratorium	47	17	27	<ul style="list-style-type: none"> <li>47 (52%) were opposed to retaining the moratorium.</li> </ul>	<ul style="list-style-type: none"> <li>Moratorium should be removed.</li> </ul>

RAUL ALLUEVA

RA/njg



**LEGEND: TRAFFIC ISSUES**

[Dotted pattern] Main access route - has been identified as comprising many issues of concern.  
 [Dashed line] Sidewalks identified as a priority for Sevenoaks Road.  
 [Circle] Intersections of concern.  
 [Solid black circle] Problem intersections. -Greatest number of responses involving concerns with issues identified, including stop signs, visibility, speed, and sidewalks.

**SEVENOAKS STUDY AREA**

0 50 100 METERS

SWAN LAKE

SWAN LAKE - CHRISTMAS HILL  
NATURE SANCTUARY

MCKENZIE/PAT BAY  
INTERCHANGE

RAINBOW PARK

MCKENZIE AVE

SEVENOAKS RD

SWAN LAKE RD

3873

DOUGLAS ST

LANCASTER RD

CANTERBURY RD

HAYNES RD

3833

3881

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4401

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4405

MCKENZIE/PAT BAY INTERCHANGE

RAINBOW PARK

MCKENZIE AVE.

LANCASTER RD.

DOUGLAS ST.

LANCASTER RD.

HAYNES RD.

SWAN LAKE

SWAN LAKE RD.

RD.

NELTOWNE

SANICH RD.

# SEVENOAKS STUDY AREA

**LEGEND: PARKING ISSUES**  
 CONCERNS EXPRESSED FOR THIS LOCATION

- 0 - 5 .....
- 6 - 15 .....
- 16 - 30 .....
- 31 OR GREATER .....

