

SAANICH CORE LOCAL AREA PLAN



THE CORPORATION OF THE
DISTRICT OF SAANICH
BRITISH COLUMBIA

SAANICH CORE LOCAL AREA PLAN

Adopted August 1999
Adopted by Council Resolution on May 7, 2024

**Prepared by the Planning Department,
The Corporation of the District of Saanich**

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1.0 INTRODUCTION

Background

The Saanich Official Community Plan comprises of the *General Plan, 1993*, twelve local area plans, action plans, and the *Development Permit Areas – Justification and Guidelines*. The General Plan provides a policy framework from an overall municipal perspective, while the local area plans and action plans provide more detailed policies at a neighbourhood level. The documents are reviewed periodically in order that they remain contemporary and relevant.

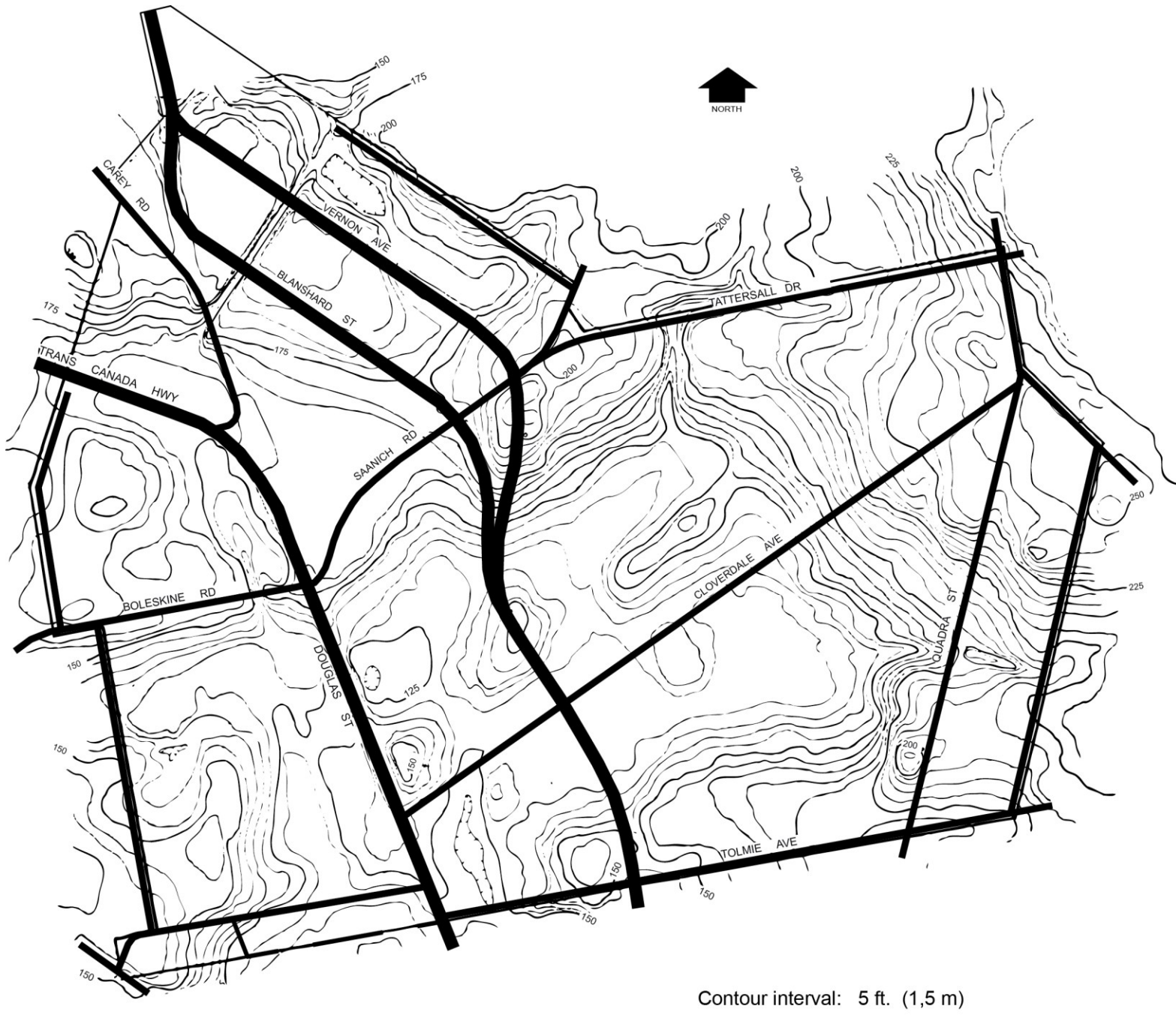
The first Saanich Core Local Area Plan was adopted in August, 1981. The Planning Department initiated a major review in 1987 and a new plan was adopted by Council in December, 1988. Since then some amendments have occurred in response to specific development proposals, however, the basic policies have not changed. In June, 1995, the Planning Department initiated an Action Plan for the Quadra Corridor. The Plan, which includes part of the Saanich Core local area and part of the Quadra local area, was adopted by Council in March, 1997. The Quadra Corridor Plan is available under separate cover.

On November 20, 1995, Council endorsed a program to update all local area plans before 2001, including a public participation process, centred on tapping into local knowledge and interest of residents and local community associations. The program recognizes that, while the basic land use policies are generally relevant, changes are required to update statistics and maps and to acknowledge a new awareness of environmental and social issues. Should major complex issues arise through the review process, they will be identified in the local area plan and referred for more detailed consideration and recommendation through the Action Plan process or a special study. The policies and community vision from the Quadra Corridor Action Plan will be reflected in the revised local area plan.

Public Involvement

The public participation process included advertising in the local news media to request comment and identification of new issues and input from the Quadra/Cedar Hill Community Association as representatives of the neighbourhood. Also, the extensive public participation process undertaken for the Quadra Corridor Action Plan provided valuable insight into the concerns and desires of local residents. Because of concerns that little input was being received from business owners and operators, a separate notification was mailed to each business. Unfortunately, the response was minimal.

The draft local area plan was circulated for public comment in November, 1998, and an Open House to discuss the plan was held on December 9, 1998, at Saanich Municipal Hall Council Chamber.



**MAP 1.1
TOPOGRAPHY**

Location and Characteristics

The Saanich Core local area is located in the south part of the municipality adjacent to the common boundary with the City of Victoria. It is bounded by Darwin Avenue and Tattersall Drive on the north, Quadra Street, Cook Street, and Linwood Avenue on the east, Tolmie Avenue on the south, and Whittier Avenue and Harriet Road on the west.

Topography is varied with a gradual decline in elevation from north to south. The slope provides dramatic views of the Olympic Mountains to the south across Juan de Fuca Strait and of the Sooke Hills to the west. The highest point of the neighbourhood is near the Cloverdale-Quadra intersection and the lowest is near the Tolmie-Douglas intersection.

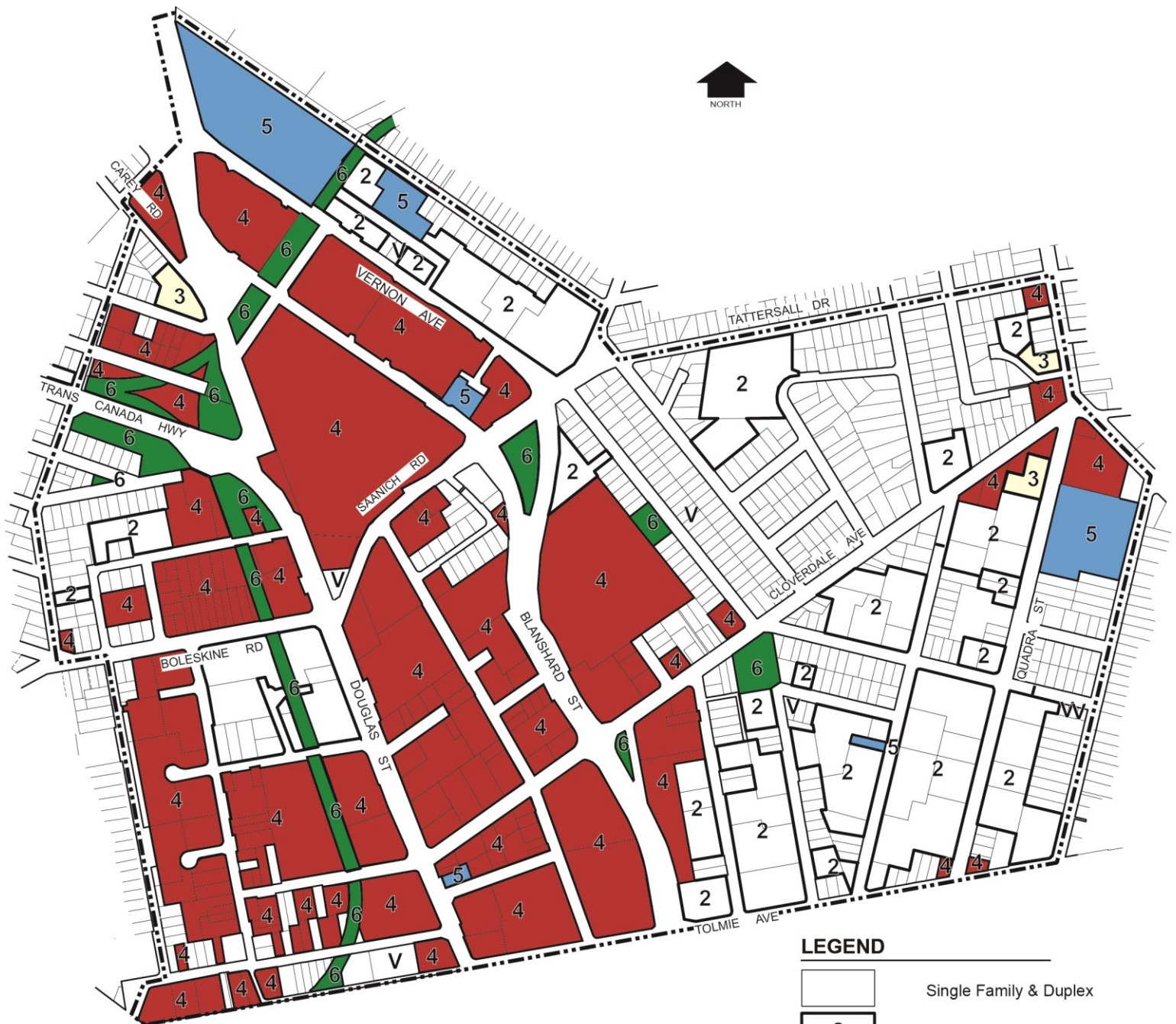
Land use in the Core is very diverse, ranging from detached and multi-family dwellings to industrial operations and includes the Town & Country and Saanich Plaza Shopping Centres and the Municipal Hall. The major transportation corridors from the Saanich Peninsula and up-island to downtown Victoria pass through the local area. As a consequence, much of the non-residential land use is auto-oriented commercial. Land use west of Blanshard Street is generally light industrial, service commercial, and offices. Multi-family dwellings are concentrated in the Cloverdale triangle bounded by Cloverdale Avenue, Quadra Street, Tolmie Avenue, and Blanshard Street.

As of June, 1998, the Saanich Core contained 2,746 dwelling units accommodating about 5,215 people. Nineteen percent of the dwellings are single family or two-family.

Community Organization

In many areas of Saanich, residents have formed community associations. These groups or associations monitor proposed changes in zoning and land use, provide a liaison with Council and staff, and represent the neighbourhood interest on issues affecting the neighbourhood. The Saanich Community Associations Network (SCAN) is an umbrella organization representing all community organizations.

Residents in the Saanich Core, east of Blanshard Street, are represented by the Quadra/Cedar Hill Community Association. Those living west of Blanshard Street, primarily in the residential enclave south of Trans Canada Highway and east of Harriet Road, are unrepresented. The West Gorge and District Ratepayers Association, which represents the neighbourhood to the west, have offered to informally represent this small group of residents.



LEGEND

	Single Family & Duplex
	Multi-family
	Commercial/multi-family Mix
	Commercial/industrial
	Institutional & Assembly
	Park & Open Space
	Unused
	Local Area Boundary

**MAP 1.2
LAND USE**

G:\Protect Adm\Local Area Plans\Saanich Core\maos\Current Maps\Saanich Core 1.2 Land Use.ai

Social Profile

The following tables provide a social profile for the Saanich Core and a comparison with Saanich as a whole and the Province.

An analysis of the data indicates that the Saanich Core has a higher percentage of population in the 20-35 age group, fewer children, and more lone parent families than Saanich as a whole. The majority of residents are employed people who rent their homes. These statistics are likely a reflection of the housing stock which comprises mostly multi-family dwellings. The high incidence of lone parent families may be due to the general affordability compared with other parts of Saanich and the number of social housing projects in the area that cater to families.

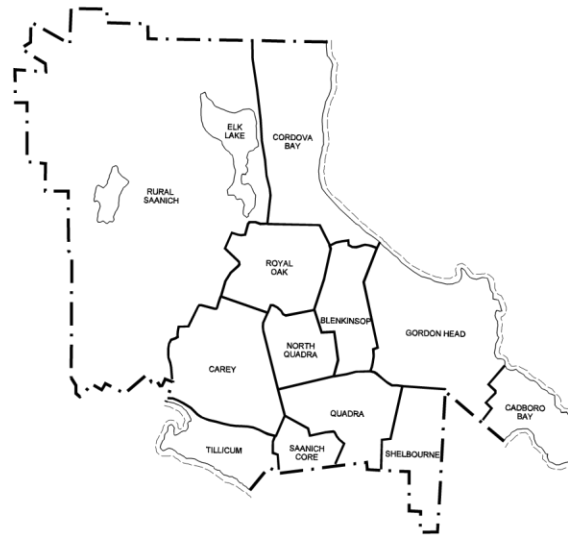


TABLE 1.1
Percent of Population by Age Group
 (Note: Due to rounding, percentages may not add up to 100%)

Age	Saanich Core		Saanich	CRD	BC
	1986	1996	1996	1996	1996
0-4	5.3	5.9	5.1	5.2	6.3
5-9	4.0	4.3	5.8	5.6	6.6
10-14	3.7	4.1	6.4	5.8	6.8
15-19	5.4	4.4	6.4	5.7	6.5
20-24	13.9	9.1	6.9	6.6	6.5
25-34	23.8	24.5	13.5	14.6	15.7
35-44	11.2	17.2	16.2	16.3	17.0
45-54	7.7	9.9	13.8	13.5	13.2
55-64	9.3	6.5	9.1	8.6	8.6
65-74	9.6	6.8	9.3	9.2	7.3
75+	6.2	6.7	7.4	8.9	5.5

Source: Statistics Canada, 1986 and 1996 Municipal Profiles
 Capital Regional District Regional Information Services, CRD Demographic Atlas, 1994

TABLE 1.2
Household Characteristics, 1996

		Saanich Core	Saanich	BC
Average number of persons per census family		2.6	2.9	3.0
Average number of children per census family		0.8	1.0	1.1
Percent of census families With two parents (includes husband/wife and common law)	With children at home	34.8	43.6	47.0
	Without children	65.2	43.1	39.2
Percent of census families with lone parent		25.6	13.3	13.8
Average number of persons per household		1.9	2.5	2.6

Source: Statistics Canada, 1996 Profile

TABLE 1.3
Housing Tenure, 1986 and 1996

	1986		1996	
	Saanich Core	Saanich	Saanich Core	Saanich
OWNED	34.4%	74.5%	45.6%	72.9%
RENTED	65.6%	25.5%	54.4%	27.1%

Source: Statistics Canada, 1986 and 1996 Municipal Profiles

TABLE 1.4
Labour Force Characteristics, 1996

	Saanich Core	Saanich
PARTICIPATION	67.4%	65.0%
MALE	74.1%	70.4%
FEMALE	62.0%	60.0%

Source: Statistics Canada, 1996 Municipal Profile

2.0 HISTORICAL CONTEXT AND RESOURCES

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

Most of the land within the Saanich Core 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.

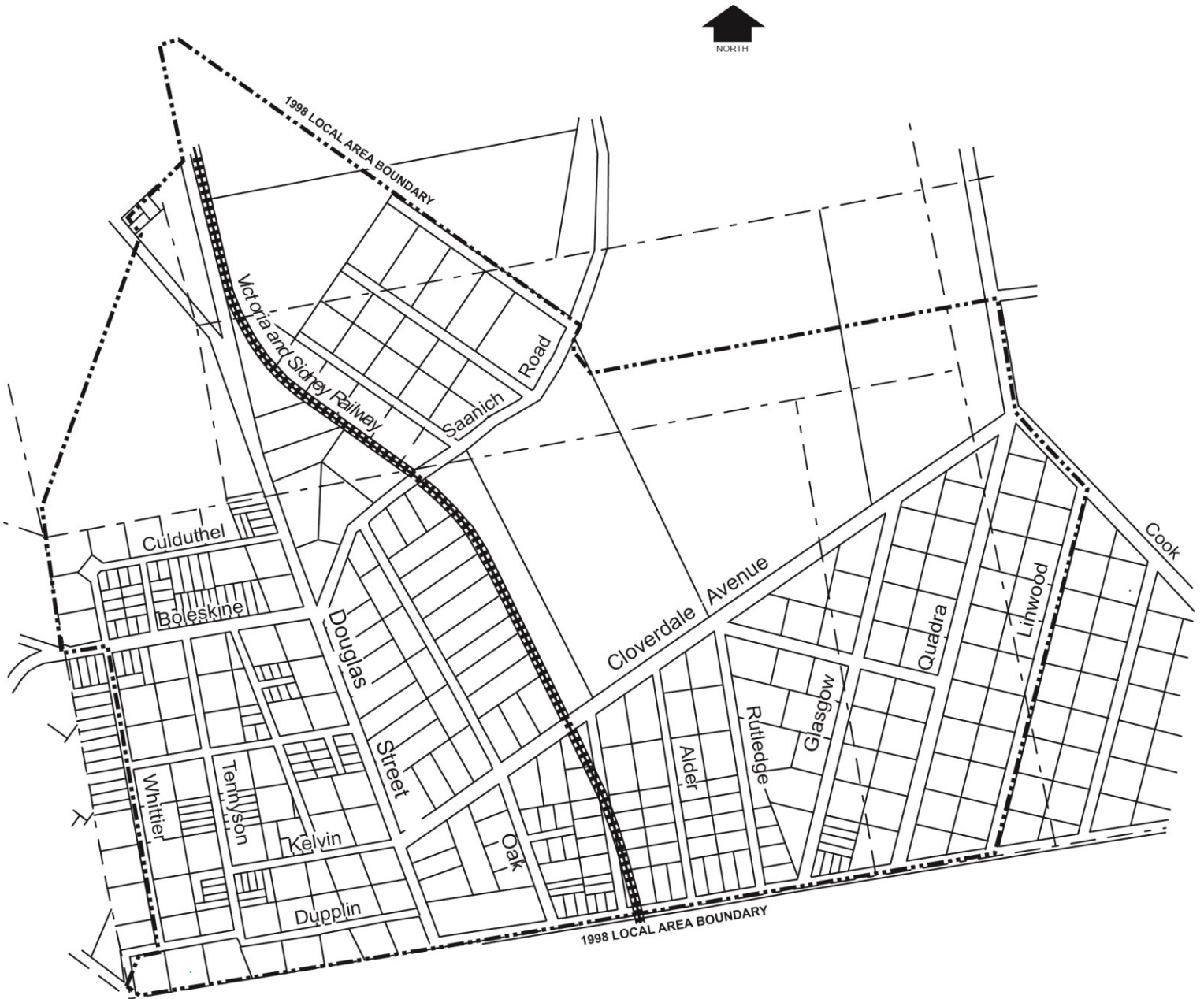
Dr. Tolmie, born in Inverness, Scotland in 1812, was educated in Edinburgh and graduated from medical school at the University of Glasgow. He joined the Hudson Bay Company in 1832, arriving in Fort Vancouver, Columbia River in spring, 1833. In 1850 he married Jane Work, daughter of John Work, chief factor 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 archaeologist 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 Core 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 of 1910-1914 and the area was extensively subdivided into small residential lots.

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. Mark’s Church was demolished in 1993 and Tolmie School now accommodates the offices of Greater Victoria School District. 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.



MAP 2.1
SAANICH CORE Ca. 1906

Saanich Heritage Structures – An Inventory identifies seven buildings of heritage significance within the Saanich Core. Exterior changes to designated structures are monitored by the Saanich Heritage Advisory and Archival Committee to ensure that exterior changes, if requested, respect the heritage significance and character. The Significant Tree Committee has identified trees of heritage significance. Significant trees in the Saanich Core are noted on Map 6.1.

**TABLE 2.1
Structures of Heritage Significance**

▪ 470 Ardersier Road <i>Home Lumber office</i>	3571 Calumet Avenue <i>Single family dwelling</i>
▪ 430 Boleskine Road <i>Single family dwelling</i>	▪ 3277 Douglas Street <i>Ukrainian-Canadian Cultural Centre</i>
▪ 452 Boleskine Road <i>Single family dwelling</i>	▪ 770 Vernon Avenue * <i>Saanich Municipal Hall</i>
▪ 556 Boleskine Road <i>School District #61 office</i>	

* Designated as of July, 1998

Significant Trees

▪ 770 Vernon Avenue <i>Black Cottonwood</i>	▪ 770 Vernon Avenue <i>Contorted Pekin Willow</i>
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POLICIES

- 2.1 Preserve the public visibility of inventoried and designated heritage resources in the Saanich Core.
- 2.2 Encourage design compatibility when considering rezoning, subdivision, and development permits in the vicinity of the heritage resources.
- 2.3 Support the efforts of the Saanich Heritage Foundation, the Saanich Heritage Advisory and Archival Committee, and the Significant Tree Committee to preserve the heritage resources.

3.0 COMMERCIAL - INDUSTRIAL

The Saanich Core is the north end of a commercial strip which begins in downtown Victoria. It accommodates a wide range of commercial and light industrial uses that require high visibility or easy access to major highways. Neighbourhood commercial uses are located near the Quadra-Cloverdale and Quadra-Tolmie intersections. Commercial and industrial uses account for 42 ha.

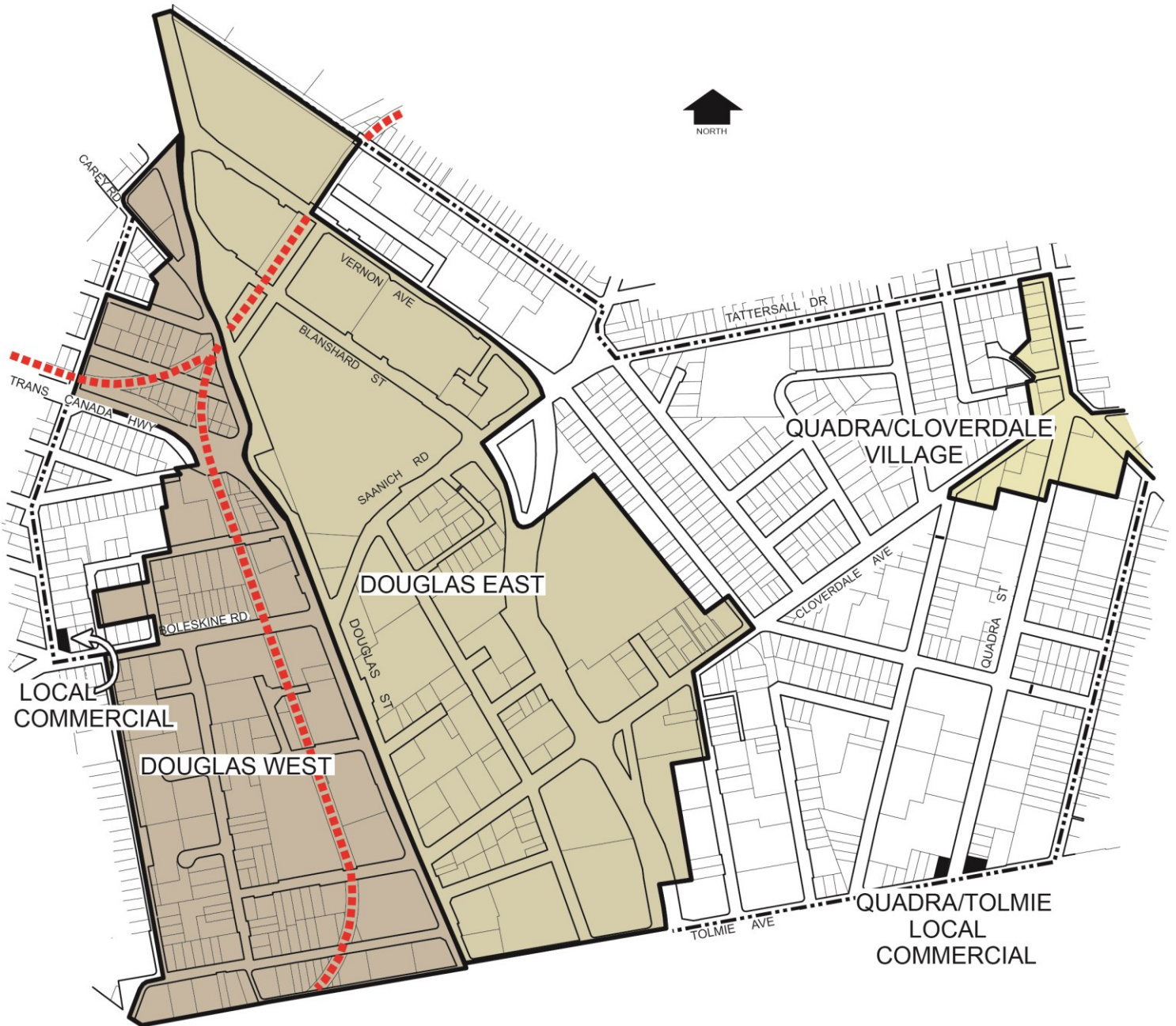
Commercially or industrially zoned sites may have potential for redevelopment subject to Council approval of a development permit. Also, there is about 2.76 ha of land, mostly in residential use, with potential for commercial/industrial use.

As a general policy Council opposes the growth of strip commercial development by incremental rezoning. New commercial and industrial development is generally limited to redevelopment of existing commercially and industrially zoned sites or infill within established commercial /industrial areas.

Douglas Street West

Land use for the Douglas Street West area is indicated on Map 3.2. South of Boleskine Road the Galloping Goose Regional Trail generally defines the split between commercial and industrial uses. The properties fronting Douglas Street are intensively developed with office and auto-oriented commercial uses. The land use west of the trail is mostly industrial or planned for industrial expansion. There is 1.89 ha of potential industrial land in residential use, but only 1.17 ha is zoned for industry. Rezoning for industrial use is considered upon application. Due to the small lots and fragmented ownership, consolidation of large industrial sites is difficult. The area does, however, provide a limited supply of industrial land to accommodate low intensity industrial uses, such as contractors' offices and storage yards. In the longer term it is anticipated that the low intensity uses will be replaced by more intensive wholesale, warehouse, and office uses as has been the trend closer to Boleskine Road. As land use intensifies and stabilizes, improvements to specified streets within the industrial area will be completed by the Municipality with development cost charge funds.

In order to reduce the impact of industrial development on residential properties west of Whittier Avenue, the 1988 Local Area Plan prohibited further industrial access to Whittier Avenue unless specifically approved by Council through the rezoning or development permit process and required a 9 m continuous landscape strip adjacent to the street. A further consideration since the construction of the regional trail is the design of new development or redevelopment adjacent to the trail in terms of aesthetics, overshadowing, and security issues. Building facades, retaining walls, and fences adjacent to the trail provide an opportunity to enhance the trail experience through good design and by incorporating community art.



**MAP 3.1
COMMERCIAL-INDUSTRIAL AREAS**



MAP 3.2
COMMERCIAL-INDUSTRIAL
DOUGLAS STREET WEST

G:\Protect_Adm\Local Area Plans\Saanich Core\maps\Current Maps\Saanich Core 3.2 Commercial Industrial Douglas St

LEGEND

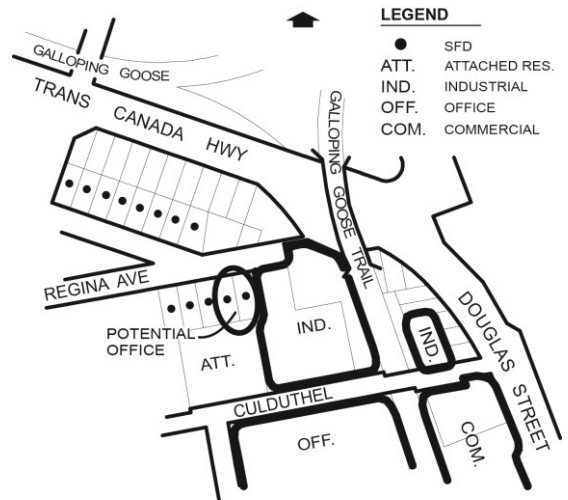
	Commercial
	Commercial/apartment
	Industrial
	Potential Commercial/industrial
	Potential Commercial/residential
	Potential Office/research

The area north of Boleskine Road is bisected by Trans Canada Highway and there is limited redevelopment potential. The general policy is to prevent commercial /industrial expansion into the residential neighbourhood to the west. An issue for residents of the Regina Avenue area, however, is traffic, noise, and spillover parking from the transportation business within the industrial area at the east end of Regina Avenue.

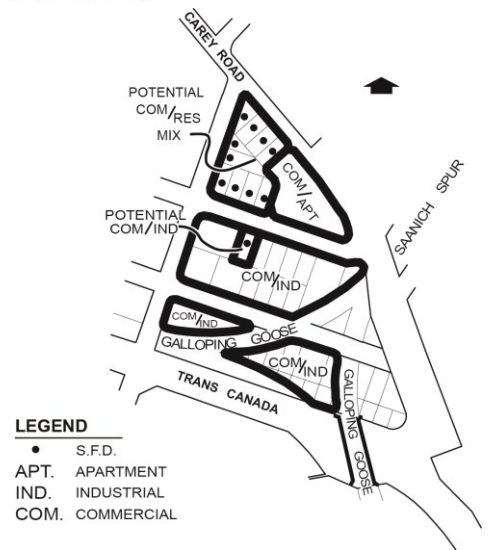
The residential enclave is relatively stable, most of the residences are well kept, and some have been renovated. The exception is the dwelling adjacent to the industrial area which is severely impacted by the industrial operation. The owner has been unable to market it for residential use and has inquired about rezoning to expand the industrial area. While industrial expansion could exacerbate the current situation, a small office building with extensive landscaping along the west boundary could be considered to create a buffer between the industrial use and the residences.

Between Trans Canada Highway and Carey Road, Harriet Road forms the western boundary of the local area and the extent of commercial development. This industrial/ commercial area is also undergoing change. New developments are replacing vacant lots and older homes. In the block between Carey Road and Cadillac Avenue, a mixed commercial/apartment development has been constructed. The remainder of this block could also be designated for mixed use development with the commercial uses fronting Cadillac Avenue. It is possible; however, that residential uses will prevail in the short term as a new dwelling was recently constructed along Carey Road.

The issue of spillover parking and commercial traffic accessing through the residential neighbourhood to the west may need to be monitored as development intensifies. Building heights and their impact on adjacent residential uses may also be an issue as redevelopment continues.



**MAP 3.3
REGINA AVENUE**



**MAP 3.4
TRANS CANADA NORTH**

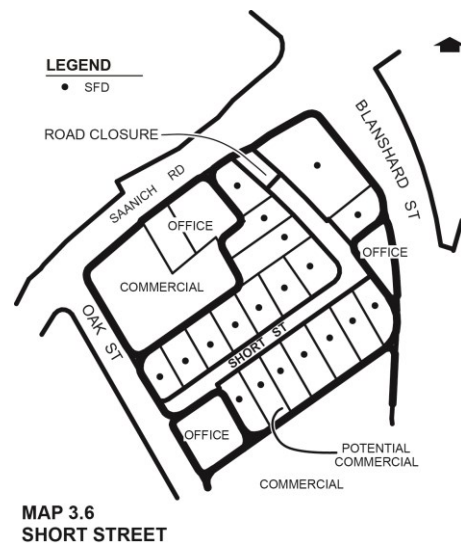
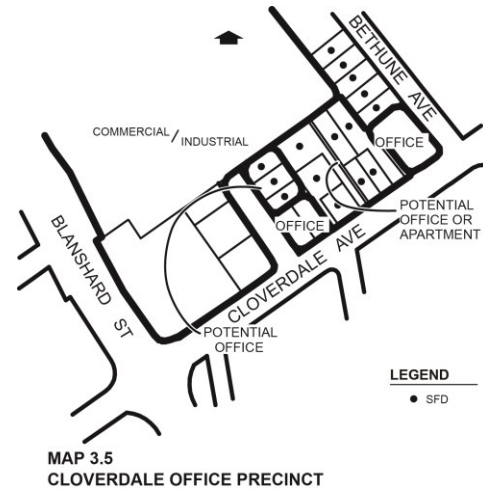
Douglas Street East

Commercial uses are predominantly highway oriented and include auto dealerships, related auto-oriented businesses, restaurants, fast-food restaurants, and the Saanich Plaza and Town & Country Shopping Centres. East of Blanshard Street, offices occupy much of the commercially zoned land. The owners of the Town & Country Shopping Centre have plans to eventually redevelop the centre for a more intensive retail, office, and residential use reflecting its role as a district commercial centre and its strategic location at the intersection of two major highways.

There are two major areas with potential for redevelopment that warrant careful consideration. The area north of Cloverdale Avenue between Seymour Place and Bethune Avenue comprises 10 residential properties within the Cloverdale office precinct. The Quadra Corridor Action Plan supports offices along the east side of Seymour Place to provide a transition to the commercial /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.

The Short Street area comprises 19 residential properties with a total area of 1.46 ha. The area is surrounded by commercial uses. The character of the area has changed in recent years, the quality of the housing has declined, and some land assembly has occurred. No direct access is permitted to Blanshard Street. Short Street is substandard in width and closed to through traffic at Saanich Road and the intersection with Oak Street is congested due, in part, to conflicts with McDonald's Restaurant traffic. Several large trees, mostly Garry oaks, influence the character of the area.

While redevelopment for commercial/light industrial use is appropriate, low traffic generating uses, such as offices, would be more desirable than higher volume auto-oriented or retail commercial uses. Rezoning applications should be considered on a parcel by parcel basis, however, owners may find that a comprehensive approach increases their options. Development plans should acknowledge the access constraints, the relationship to adjacent commercial uses, the location adjacent to a scenic access corridor, and the views to the south over the city. There is an opportunity to close part of the road and consolidate it with adjacent properties for commercial development.





MAP 3.7
COMMERCIAL-INDUSTRIAL
DOUGLAS STREET EAST

Village Commercial

The neighbourhood shopping area around the Quadra-Cloverdale intersection 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. The older commercial development is generally under-built relative to the zoning potential. Over time it is likely that these buildings will be renovated or replaced with new buildings.

Through the Quadra Corridor Action Plan process, area residents identified a number of issues. Generally, 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 residents expressed a vision for an attractive, low-scale, pedestrian friendly, commercial area with a variety of small shops and services.

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. The ability to realize the village commercial vision, however, is limited by high traffic volumes and congestion along Quadra Street and 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. 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, but access and off-street parking requirements may be a limiting factor.

Revitalization and enhancement of the streetscape 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 friendlier pedestrian environment, and a clear definition of the village area. Moving overhead utilities underground would enhance the streetscape, but it is costly.

If the owners and merchants are prepared to pursue revitalization and enhancement of the Village, the Municipality could assist by developing specific guidelines on scale, massing, and design for new development or redevelopment and by investigation funding partnerships.



MAP 3.8
QUADRA-CLOVERDALE VILLAGE

POLICIES

- 3.1 Consider applications to rezone land for commercial or industrial use as shown on Maps 3.2 to 3.8.
- 3.2 Maintain the 9.0 m landscape buffer and access restrictions for industrial development on the east side of Whittier Avenue.
- 3.3 Through the Development Permit Process, require that the design and landscaping of new office/research uses on the east side of Whittier Avenue respects the residential development to the west.
- 3.4 Through the Development Permit Process, carefully consider new development or redevelopment adjacent to the regional trail, in terms of aesthetics, overshadowing, and security impacts.
- 3.5 Refer to the Quadra Corridor Action Plan – Village Redevelopment Guidelines when considering applications for change within the Quadra-Cloverdale village commercial area.
- 3.6 Develop a revitalization strategy and concept plan for the Quadra-Cloverdale village commercial area by developing specific guidelines on scale, massing, and design, and investigating funding partnerships if there is interest from the property owners and merchants, as well as the Community Association.
- 3.7 Through the zoning and development permit process, preserve view corridors to downtown Victoria, the Olympic Mountains, and the Sooke Hills.

Quadra Corridor Action Plan 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

4.0 RESIDENTIAL

The residential component of the local area has changed dramatically over the past 20 years. Single family dwellings have gradually been demolished to make way for highway construction and multi-family, industrial, and commercial land uses. In June, 1998 there were 2,746 dwelling units. Only 19% were single or two-family dwellings.

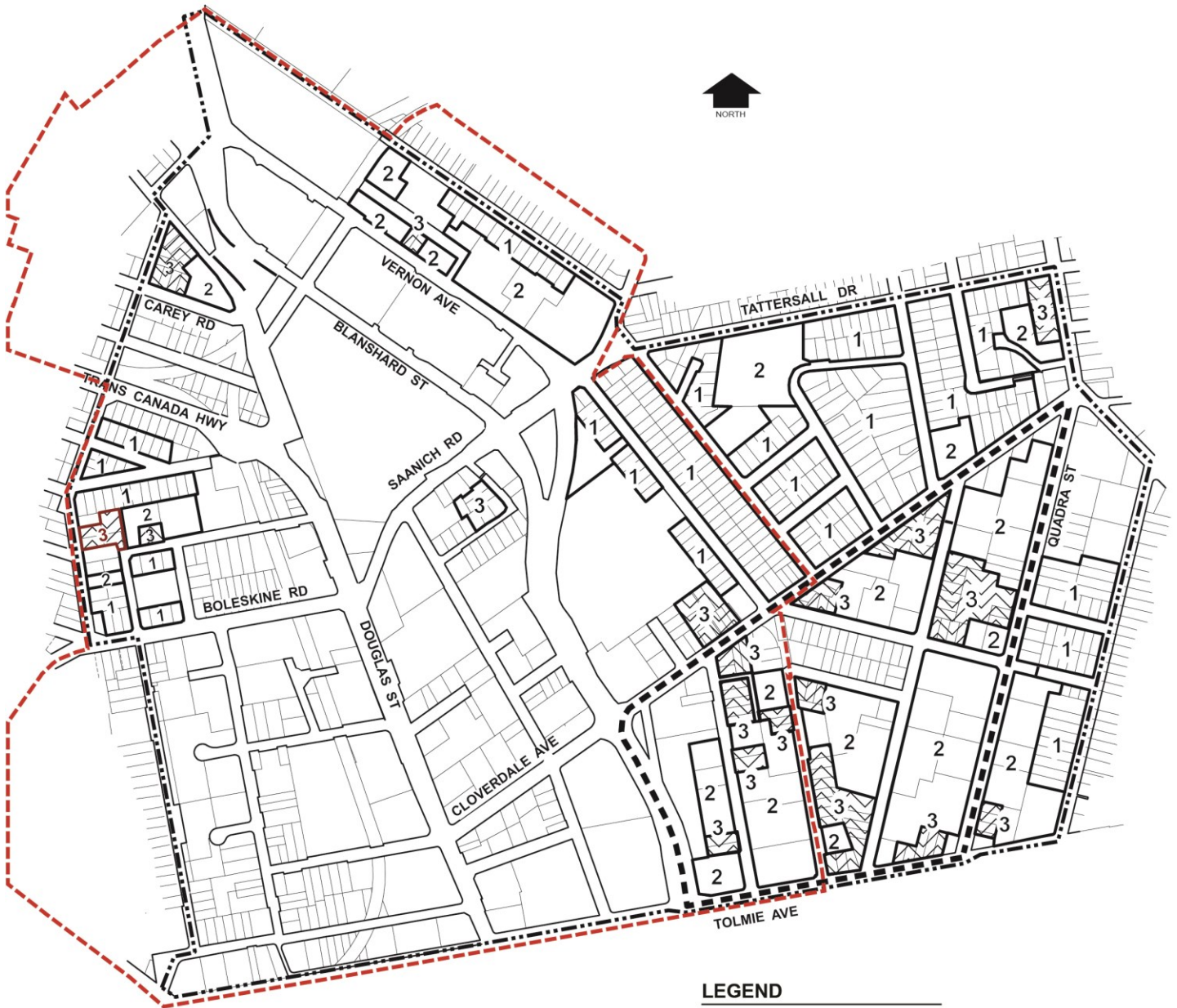
The residential area is located mostly east of Blanshard Street. South of Cloverdale Avenue the land use is predominantly multi-family dwellings. North of Cloverdale Avenue it is mostly single family dwellings with a scattering of attached housing and apartments. There are special needs housing in the Nigal Avenue area catering to veterans, low income families, and the disabled.

The housing concept for the Saanich Core is indicated on Map 4.2. The concept generally directs new development to areas already subject to change to ensure that the integrity of established single family dwelling neighbourhoods will not be compromised.

The Quadra Corridor Action Plan supports further redevelopment in the Cloverdale triangle, south of Cloverdale Avenue and west of Quadra Street, for multi-family housing. It recognizes, however, that a broader range of housing types and densities should be encouraged through zoning and design considerations.






North of Cloverdale Avenue and west of Quadra Street retention of the existing housing stock is encouraged. Change to provide small scale, appropriate and well designed infill housing in the form of small single family dwelling lots, two-family dwellings, or moderate density attached housing will be considered only where the environmental, social, and traffic impacts are within acceptable neighbourhood limits. Rezoning applications for two-family dwellings are considered based on General Plan policies 6.5 and 6.6 which 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, 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.*



**MAP 4.2
HOUSING CONCEPT**

LEGEND

-  Single-Family & Duplex
-  Multi-family
-  Potential Multi-Family
-  Cloverdale Triangle
-  REFER TO UPTOWN-DOUGLAS PLAN

**TABLE 4.1
Housing Stock**

	1988	June, 1998	Estimated Build-Out
Single & Two-Family	594	510	320
Multi-Family	1581	2235	2650
Total	2175	2745	2970
Population	4785 *	5215 **	5643 **

* @ 2.2 persons per unit
 ** @ 1.9 persons per unit

POLICIES

- 4.1 Maintain single family dwellings as the principal form of development outside the Cloverdale triangle.
- 4.2 Consider infill housing only where the scale and massing is appropriate and the environmental, social, and traffic impacts would be within acceptable neighbourhood limits.
- 4.3 Consider rezoning for new multi-family housing as indicated on Map 4.2.
- 4.4 Encourage residential use above the ground floor, when considering new commercial development or redevelopment within the Quadra-Cloverdale village commercial area as shown on Map 3.8.
- 4.5 Consider the proposed LRT station locations (see Map 9.4) identified in the *Victoria Light Rail Transit Implementation Study, 1996* when reviewing rezoning applications containing a housing component.

5.0 OPEN SPACE AND PARKS

The Parks Priority Study, 1994, provided a hierarchal system of parks classification based on type and function and established priorities for park acquisition based on a municipal guideline of 5.0 hectares of parkland per 1000 persons.

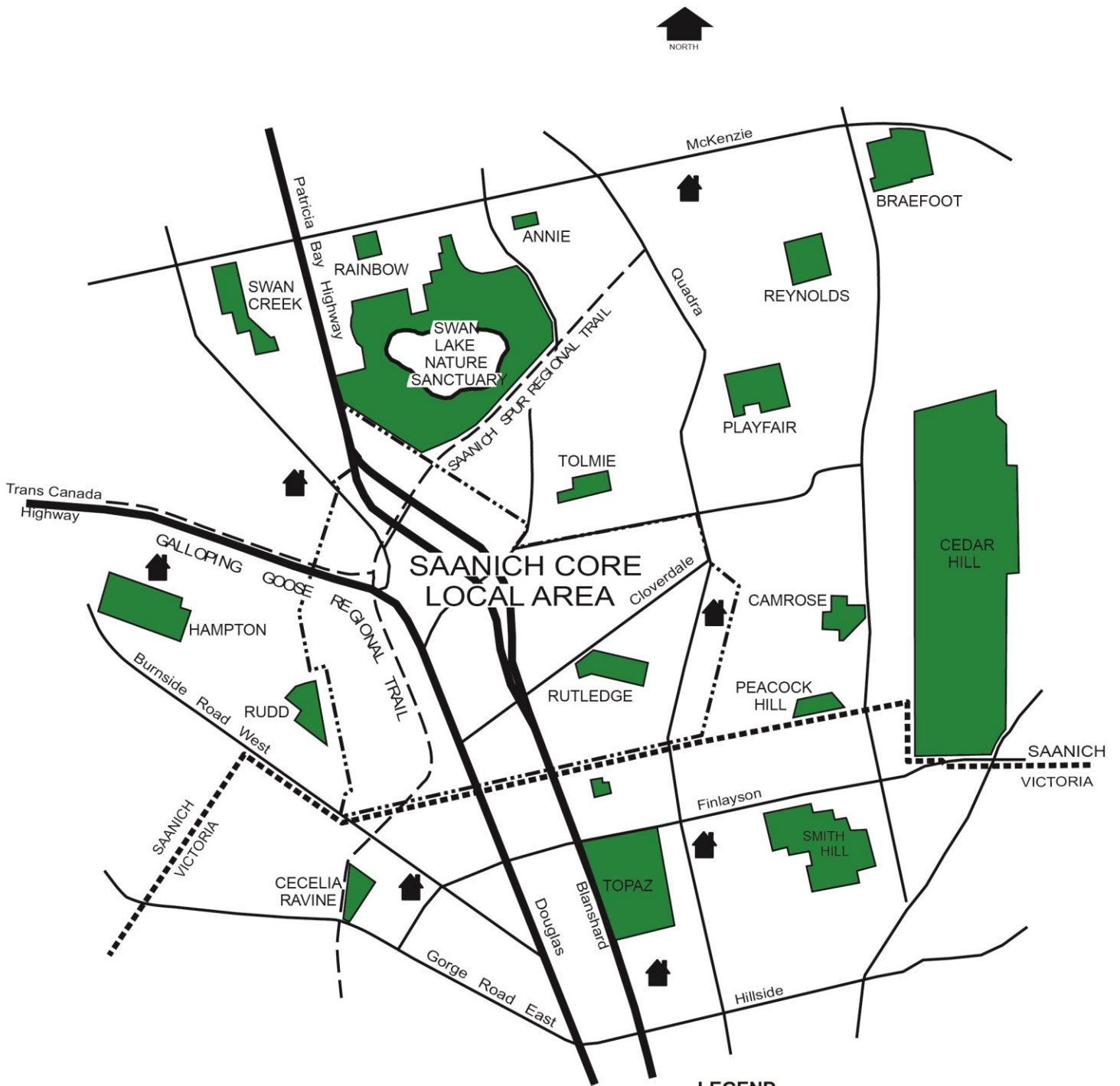
By the adopted municipal standard, the Saanich Core is deficient in parkland. The 1998 ratio is 0.37 ha/1000 people and all existing parks are in the neighbourhood category. The ratio, however, does not recognize parkland outside the local area boundary. Tolmie Park, Playfair Park, Rudd Park, and Swan Lake Nature Sanctuary in Saanich and several parks in the City of Victoria also serve residents of the Saanich Core. BC Systems Corporation provides a small playground on Bethune Avenue to serve the immediate neighbourhood.

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. As of June, 1998, 25 of the 27 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. The Quadra Corridor Action Plan adopted by Council in March, 1977 assigned a high priority for acquisition of the remaining lots, demolition of the dwellings, and park construction. A public process to design the park was initiated by the Parks Department in Fall of 1997 and a preliminary concept was developed. Implementation is dependent on the availability of funding and other factors.



**MAP 5.1
RUTLEDGE PARK**
© (Project_Adm) Local Area Plan (Saanich Core)map/Current Map/Saanich Core 5.1 Rutledge Park.a
Rev: 30/10/27

The 1988 Local Area Plan identified eight residential lots along Sims Avenue to be considered for acquisition to expand Taylor Park in conjunction with scenic access improvements along Trans Canada Highway. In 1994, however, Council endorsed the Parks Priority Study and deleted the Taylor Park expansion from the future parks inventory, based on the high cost of acquisition relative to the neighbourhood need and other priorities throughout the municipality. The potential to improve scenic access along Trans Canada Highway by enhancing landscaping on existing municipal and provincial lands, remains.



LEGEND

- Park
- School
- Regional Trail
- Local Area Boundary

**MAP 5.2
PARKS AND OPEN SPACE CONTEXT MAP**



LEGEND

- 1 Park
- 2 Proposed Park
- 3 Elementary School
- 4 Munic/prov. Properties -retain For Open Space

**MAP 5.3
PARKS AND OPEN SPACE**

Public school yards also 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 is the only school in the local area and its playground is small considering the number of 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 may free up additional playground space and boulevard improvements could enhance the entrance to the school. In 1997, Saanich and School District #61 completed a joint use agreement to make municipal parks and recreation facilities available for community use.

Open Spaces and Greenways

The Provincial Capital Commission, Capital Regional District Parks, and local government are cooperating to identify and develop a regional greenway/pedestrian/bikeway network linking major parks, institutional uses, and activity nodes. The Galloping Goose and Saanich Spur trails, which pass through the Saanich Core and the Swan Lake-Christmas Hill Nature Sanctuary on the edge of the local area, are key elements of this network. Saanich is developing a Green/Blue Spaces Strategy for the municipality and elements will be incorporated into local area plans. Council has endorsed a policy in the Quadra Corridor Action Plan to retain the municipally owned lots on Inverness Road, east of Quadra Street, for neighbourhood open space. Rezoning to P-4 (Recreation and Open Space Zone) and reservation is required.

An important consideration in the Saanich Core is scenic access. As major accesses to the City, Douglas Street and Blanshard Street corridors have the potential to create positive impressions of the rest of the municipality. The Municipality has contributed to improving the approaches to the City. In 1988, it completed improvements to Douglas Street including sidewalk reconstruction, removal of overhead wiring, boulevard landscaping, and street furniture and it continues to plant and maintain the medians along Saanich Road. The publicly owned lands adjacent to Trans Canada Highway present an opportunity to further enhance the approaches with more effective landscaping.

A feature of the Blanshard Street corridor that warrants special note is the rocky, oak covered knoll within the right-of-way immediately southeast of Saanich Road. This natural amenity affords spectacular views of downtown Victoria, Juan de Fuca Strait, and the Olympic Mountains.

The Galloping Goose Trail

The Galloping Goose, Saanich Spur, and Lochside Trails, established on an abandoned rail bed and trestles, stretches 100 kilometres from Sooke to Sidney and form part of the Trans Canada Trail, which will traverse the country by the year 2000. The Galloping Goose Trail, dedicated in 1989, extends from the Switch Bridge near Town & Country Shopping Centre west into the Western Communities and south into the City of Victoria. The Saanich Spur Trail extends northeast from the Galloping Goose to McKenzie Avenue, where it becomes the Lochside Trail, which extends out the Saanich Peninsula. The Goose is managed by the Capital Regional District Parks, the Saanich Spur is jointly managed by the CRD Parks and Saanich, and Lochside trail is municipally managed.

The trails offer an alternative transportation choice and safe recreation opportunities. Daily, as many as 2,000 commuter trips are made on the Galloping Goose. As popularity and use of the trail grows, use of residential streets near the trail for park and cycle may become a problem.

The CRD Parks and the Municipality are continuing to develop and enhance the regional trail network. Additional rest areas, tree planting, and community art on public and private lands could further enhance the trail experience. Saanich has an opportunity to contribute by designating the municipally owned parcels adjacent to the trail near Dupplin Road (Map 5.3 inset) for open space or other uses associated with activities on the Galloping Goose.

**TABLE 5.1
Parks Summary**

PARK	AREA (ha)	PARK TYPE
RUTLEDGE - Existing	0.56	Neighbourhood – Unstructured recreational
- Municipal owned properties	1.33	
- Proposed acquisition	0.11	
TAYLOR	0.03	Neighbourhood – Unstructured recreational

POLICIES

- 5.1 (a) Actively pursue the purchase of the two outstanding properties required for the planned expansion of Rutledge Park.
- (b) Provide funding for Rutledge Park development in the Five Year Capital Budget.
- 5.2 Rezone and reserve 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.
- 5.3 Request the Province commit to retain the rocky knoll within the Blanshard Street right-of-way as a neighbourhood green space.
- 5.4 Cooperate with the Ministry of Transportation and Highways to enhance landscaping on publicly owned lands adjacent to Trans Canada Highway.
- 5.5 Ensure integration of local pedestrian routes and green spaces with the Regional Trails through the proposed Municipal Green Spaces/Greenways Strategy.
- 5.6 Designate the municipally owned lands shown on Map 5.3 (inset) as park for future development to enhance the Galloping Goose Trail.
- 5.7 Continue to work with CRD Parks, other agencies, and private land owners to further develop and enhance the regional trail network.

6.0 ENVIRONMENT

The Saanich Core is highly urbanized and as a result, there are few natural areas remaining. The significant features are identified on Map 6.1. They include small pockets east of Blanshard Street where trees, natural vegetation, and rocky outcrops (mostly located in private yards and road rights-of-way) provide valuable habitat for a variety of birds and small animals. These areas also contribute to the character and liveability of the neighbourhood and the quality of the streetscape.

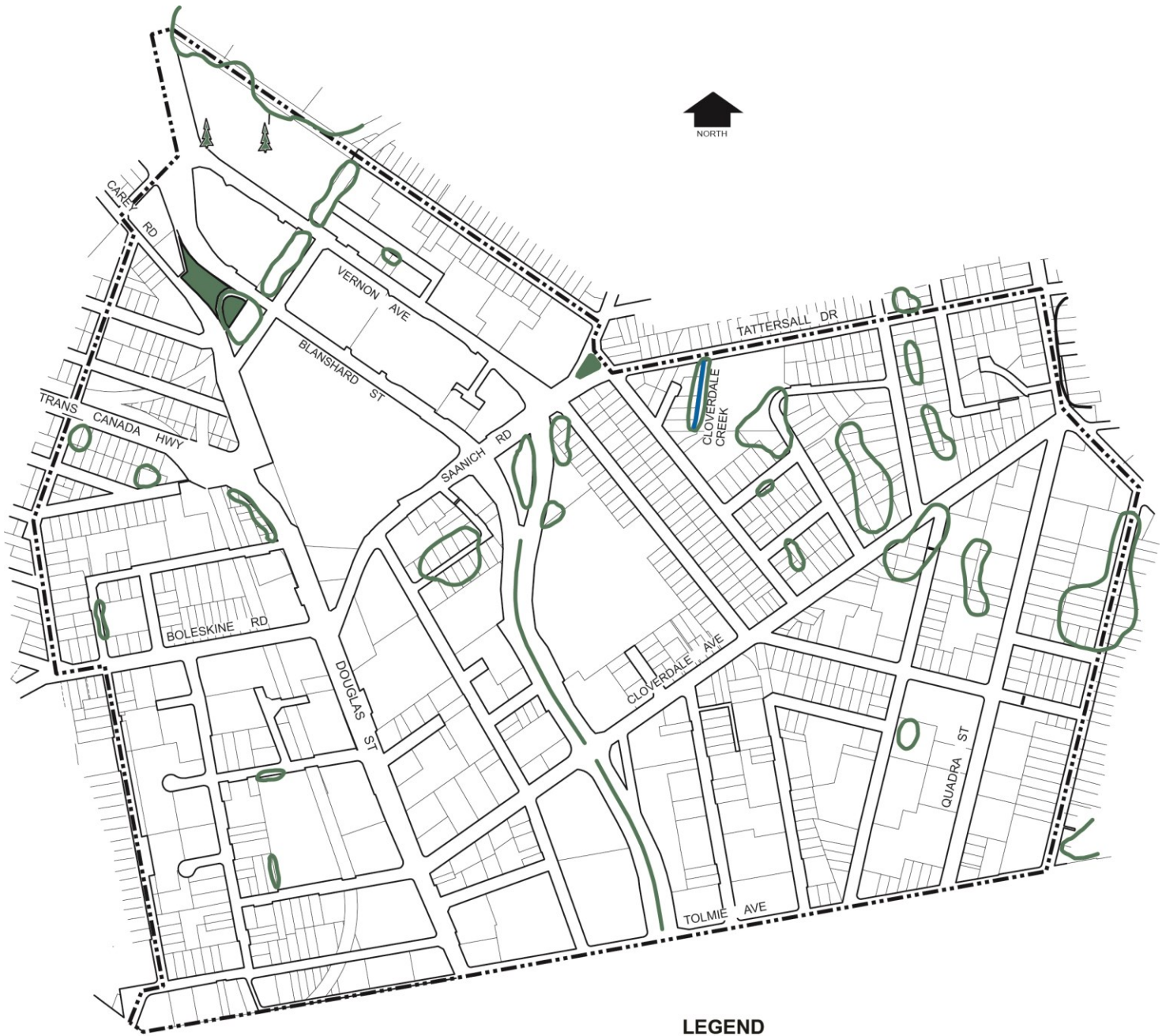
Cloverdale Creek, located south of Tattersall Drive, is culverted as part of the storm drainage system, but a section through a small ravine near McAdoo Place remains open. Cecelia Creek, located in the City of Victoria, extends from Mayfair Shopping Centre to the Gorge Waterway near the Selkirk Trestle. It is also part of the storm drainage system and is culverted, except for a short section through Cecelia Ravine to the mouth. The Saanich Core, except for small areas along the north and west boundary, is within the Cecelia Creek catchment area (see Map 8.1).

The issue of stormwater quality and quantity discharging into natural streams is important. Water running off properties and streets into receiving streams via the storm drains contain pollutants such as oil, gas, lead, heavy metals, and pesticides. Water quality in streams is also negatively affected by excessive amounts of nutrients (nitrogen and phosphorus) from fertilizers, composting grass and leaves deposited along the banks, and animal feces.




The Watercourse Bylaw restricts fouling, obstructing, or impeding the flow in watercourses in order to maintain the quality of water and the rate of flow. Salmon bearing streams are also governed under the Federal Fisheries Act and the Municipal Water Act. Sections 879 and 920(7) of the Municipal Act provide Council the authority to establish a Development Permit Area for the protection of natural watercourses and fisheries by controlling erosions, and protecting banks and stream side vegetation (riparian zone). Consideration is being given; separate from the local area plan review, to establishing a municipal wide development permit area for these features along with revisions to the Watercourses Bylaw. In addition, on-going education at all levels of government is required to help residents understand that their actions can directly affect the health of the creeks and thereby the fish.

POLICIES

- 6.1 Encourage protection of indigenous vegetation, wildlife habitat, and riparian environments within Saanich Core when considering applications for change in land use.
- 6.2 Preserve trees, rock outcrops, and natural vegetation within parks, boulevards, unconstructed road rights-of-way, and other public lands within Saanich Core.
- 6.3 Retain and enhance the open section of Cloverdale Creek in a natural state.



LEGEND

-  Watercourse
-  Treed Area
-  Landscaped Median/traffic Island
-  Significant Trees*

* As identified on schedule B to the Tree Preservation Bylaw, 1997, N. 7632

**MAP 6.1
ENVIRONMENTALLY SIGNIFICANT AREAS**

- 6.4 Work with the Capital Regional District, the City of Victoria, other government agencies, and the business and residential community to improve the quality of the stormwater entering the storm drainage system discharging to Cecelia Creek.
- 6.5 Seek opportunities to use native species for landscaping boulevards and other public lands to reduce maintenance costs.

7.0 INSTITUTIONS AND SOCIAL AND CULTURAL SERVICES

The term “institutional” generally refers to schools, churches, community residential facilities, daycare centres, and nursing homes. These uses form part of a sustainable community, and therefore should not be integrated within all local areas. Locational integration also offers the ability to bring the programs provided by the institutions closer to the people they serve.

Institutional and assembly uses in the area include a Scout Hall on Glasgow Avenue, the Ukrainian-Canadian Cultural Centre on Douglas Street, and the Garth Homer Activity Centre on Darwin Avenue. The Garth Homer Centre provides activities for the disabled and complements the special needs housing in the area which includes housing for the physically and mentally challenged, as well as for seniors and veterans.

The Saanich Core is within School District #61, but there is only one school, Cloverdale Elementary, within the local area. Currently, the school is operating below its nominal capacity of 50 kindergarten and 325 elementary students. Enrolment has gradually declined in recent years due to the transition of housing in the surrounding area from single family dwellings to commercial uses and non-family housing types. School District projections indicate that the enrolment is expected to remain below capacity until 2001. Major renovations to the school are included in the Five Year Capital Plan for 2000-2001, subject to funding by the Province.

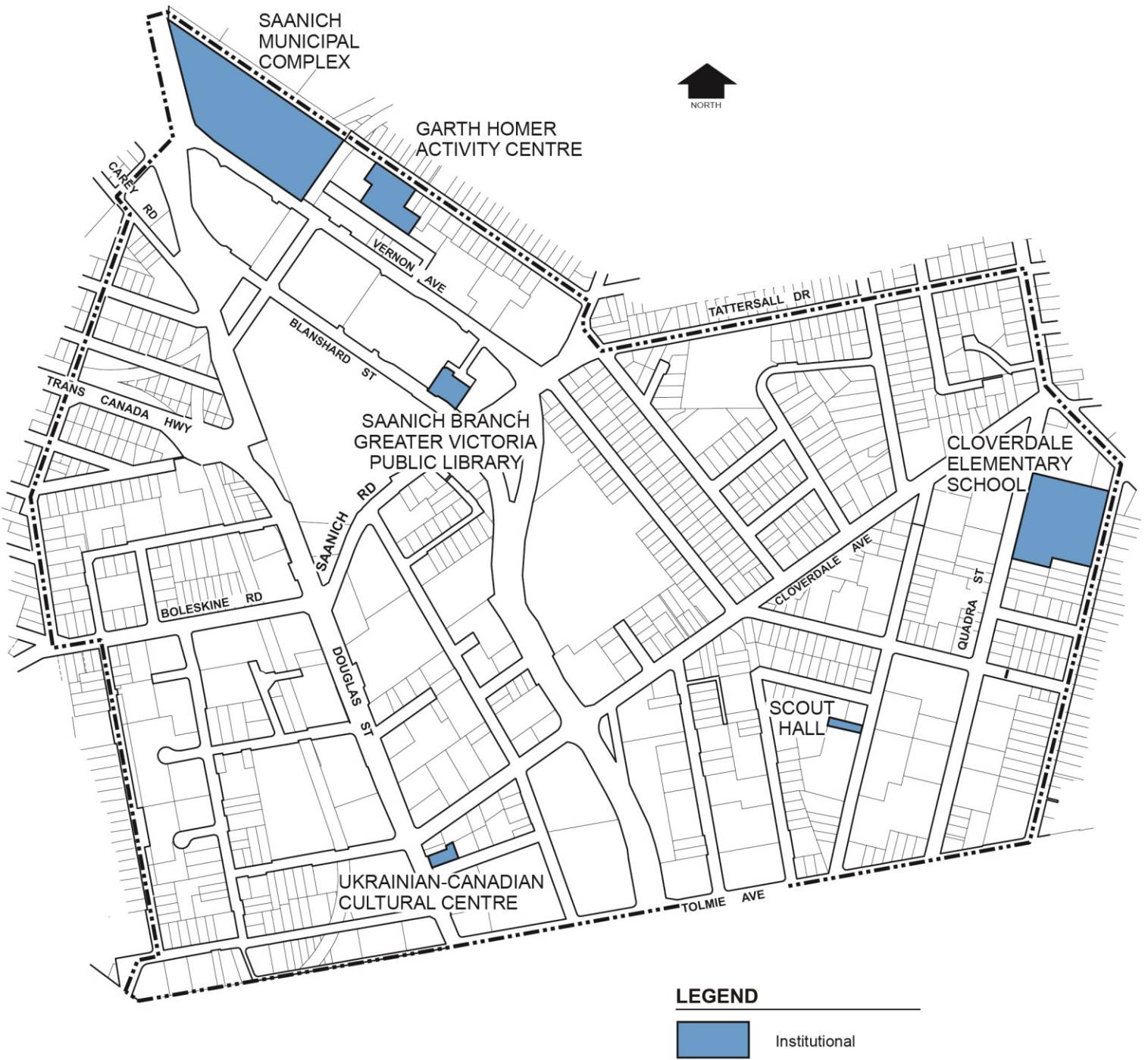
TABLE 7.1
Cloverdale Elementary School - Enrolment

	Nom Cap.	Oper Cap.	Actual	Projected September Enrolment									
				1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
Kinder	50	36	36	58	53	46	48	45	46	46	46	45	45
Elem.	325	286	298	297	311	308	312	319	337	345	351	340	332

Source: Greater Victoria School District July, 1998

A focal point at the northern tip of the local area is the Saanich Municipal Hall and the police and fire buildings. The Saanich Branch of the Victoria Public Library is located on Blanshard Street adjacent to Save-On-Foods.

Despite easy access from most areas of Victoria, new institutional or assembly uses are not anticipated due to the shortage of potential sites. Nevertheless, should a rezoning application for an institutional or assembly use, or special needs housing be received, it should be judged on its merits giving special consideration to access, traffic generation, parking, scale, and impact on adjoining properties.



**MAP 7.1
INSTITUTIONAL AND ASSEMBLY**

Social Services

The social profile for the area indicates a higher proportion of residents in the 20-35 age groups and more lone-parent families than Saanich as a whole. This is likely a reflection of the location close to a wide range of services and the affordable housing stock which, primarily, is multi-family. Much of it is also rental properties. While the statistics do not indicate a high proportion of children, youth, or seniors, some residents have indicated a need for additional facilities and programs for these age groups. Also, an informal assessment of community needs by Saanich Recreation, Community Service staff noted a higher than average population of new Canadians and immigrants in this area that do not have English as their first language. This multicultural population presents special challenges for social and cultural services.

Saanich Recreation offers a wide range of facilities and programs for all ages. The Cedar Hill Community Recreation Centre located in the Shelbourne local area and G. R. Pearkes Community Recreation Centre located in the Tillicum local area is accessible to residents of the Saanich Core. Facilities and programs specifically for youth are available at G. R. Pearkes Centre and at Saanich Commonwealth Place in Royal Oak. Saanich Silver Threads, which operates from the Les Passmore Centre in the Tillicum local area, offers a range of services and activities for seniors.

In addition to the municipal recreation centres, some programs and activities are offered from municipal parks and local schools. Saanich has a joint access agreement with Greater Victoria School District #61 which provides for community access to school facilities.

The Job Search Centre associated with Spectrum Community School offers employment training programs for marginalized families and at-risk youth. The centre offers high school completion and job training through the youth internship program for those aged 16-21. Youth and family counselling for those children aged 8-12 is delivered at neighbourhood elementary schools.

Personal Safety

The close proximity to the major highway corridors, a high percentage of non-residential land uses, and a high number of rental apartments likely contribute to a more transient population in the Core than in most other areas of Saanich. It is important that these people are made to feel a part of the community and to ensure a feeling of personal safety for all residents.

Community police services are delivered in a number of programs. Crime prevention through the Block Watch program includes safety audits, safety checks, and public meetings. Through the schools' program, students have access to police liaison officers and there is also a program to establish "police posts", or mobile temporary police stations at malls and community recreation facilities like G. R. Pearkes Community Recreation Centre.

Arts and Culture

The General Plan, 1993 recognizes the contribution of the arts to the cultural identity and social well-being of the community. It encourages support for acquisition and display of art in public buildings and outdoor spaces. The Municipal Hall and recreation centres provide display space for local artists and the Sign Bylaw has been amended to permit public art on walls and buildings, subject to Council approval. Public art has been encouraged along the Galloping Goose regional trail to enhance the trail and provide a venue for local artists. Further opportunities to enhance the trail with new art on buildings and structures should be considered through the design review and development process. Streetscape improvements envisioned in the Quadra-Cloverdale Village commercial area, should they be realized, could also incorporate public art on banners and street furniture.

The Saanich Recreation Centres offer a variety of arts programs and facilities including a recording studio at G. R. Pearkes Centre. Programs and facilities are also available through the schools including a state-of-the-art theatre and flexible performance space at Spectrum Community School.

POLICIES

- 7.1 Consider a rezoning application for an institutional use on its merits, giving special consideration to access, traffic generation, noise, scale, parking, municipal services, and impact on adjoining residential properties.
- 7.2 Continue to work with local schools, parent advisory groups, community associations, established agencies, and local residents, including youth, to determine community service needs and implement needed programs.
- 7.3 Encourage and assist community associations and groups to implement neighbourhood programs such as the Block Watch program.
- 7.4 Consider opportunities for art to enhance public and private spaces through the rezoning and development permit process.
- 7.5 Continue to work with School District #61 to improve community access to school facilities.
- 7.6 Encourage the placement of art on public and private buildings and spaces adjacent to the Galloping Goose trail.

8.0 PUBLIC WORKS AND DEVELOPMENT COST CHARGES

The Saanich Core 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, most of the area is serviced to the storm drain system in the City of Victoria, which is currently deficient in capacity. The City has an approved 1998/99 capital works program to undertake storm drainage improvements in the Cecelia Creek catchment area. The work will also address issues of possible cross connections between storm and sewer lines.

A policy of zero increase in stormwater run-off has been implemented. Improvements to municipal services, where necessary, are required of the developer for new developments, financed by local improvement, or partially financed by development cost charges.

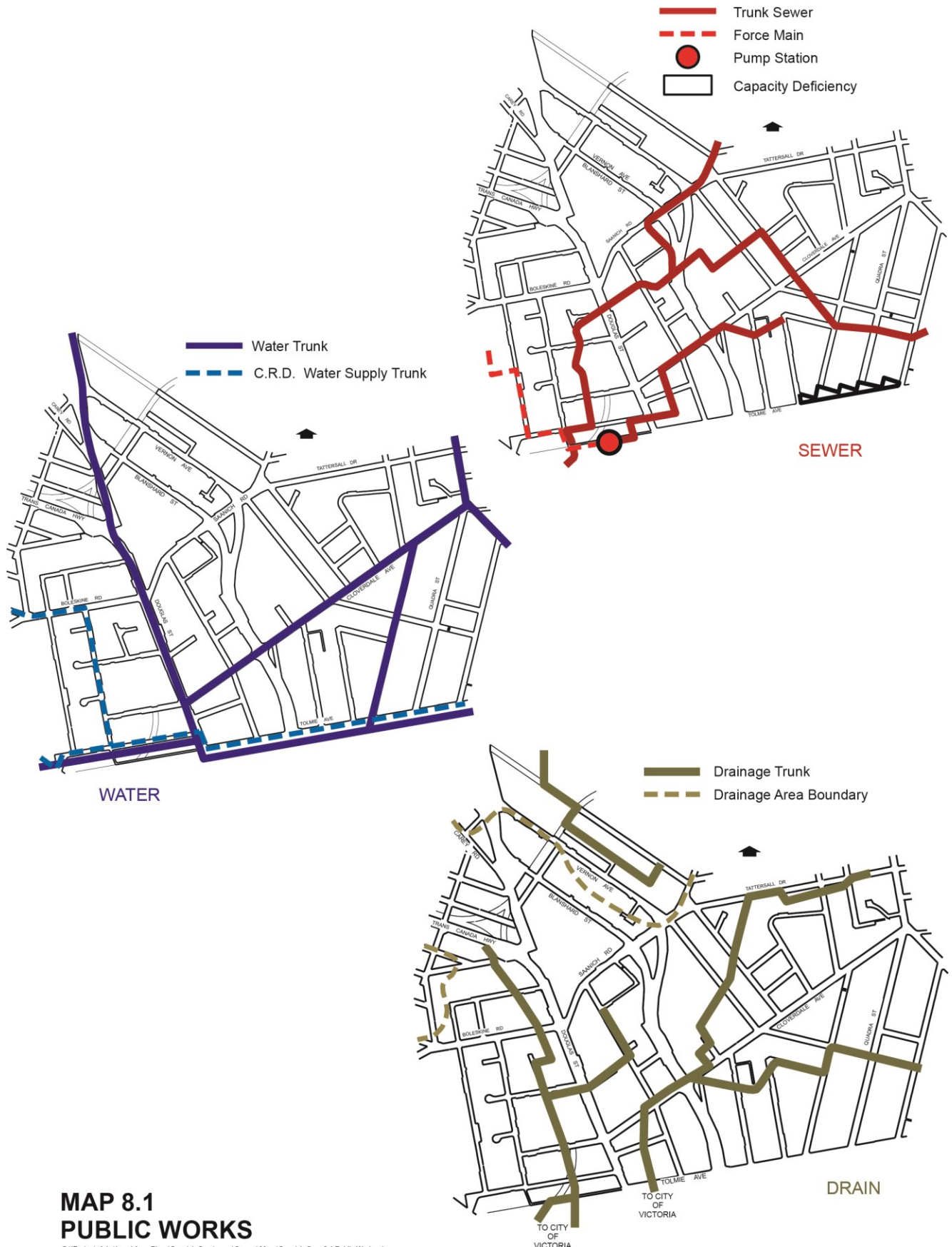
In addition to the municipal services, Telus has a small switching station on Dupplin Road. Terasen Gas distributes natural gas to most streets in the area. Expansion of service to all streets in the area is possible; however, installation will be on a demand basis.

Development Cost Charge Areas

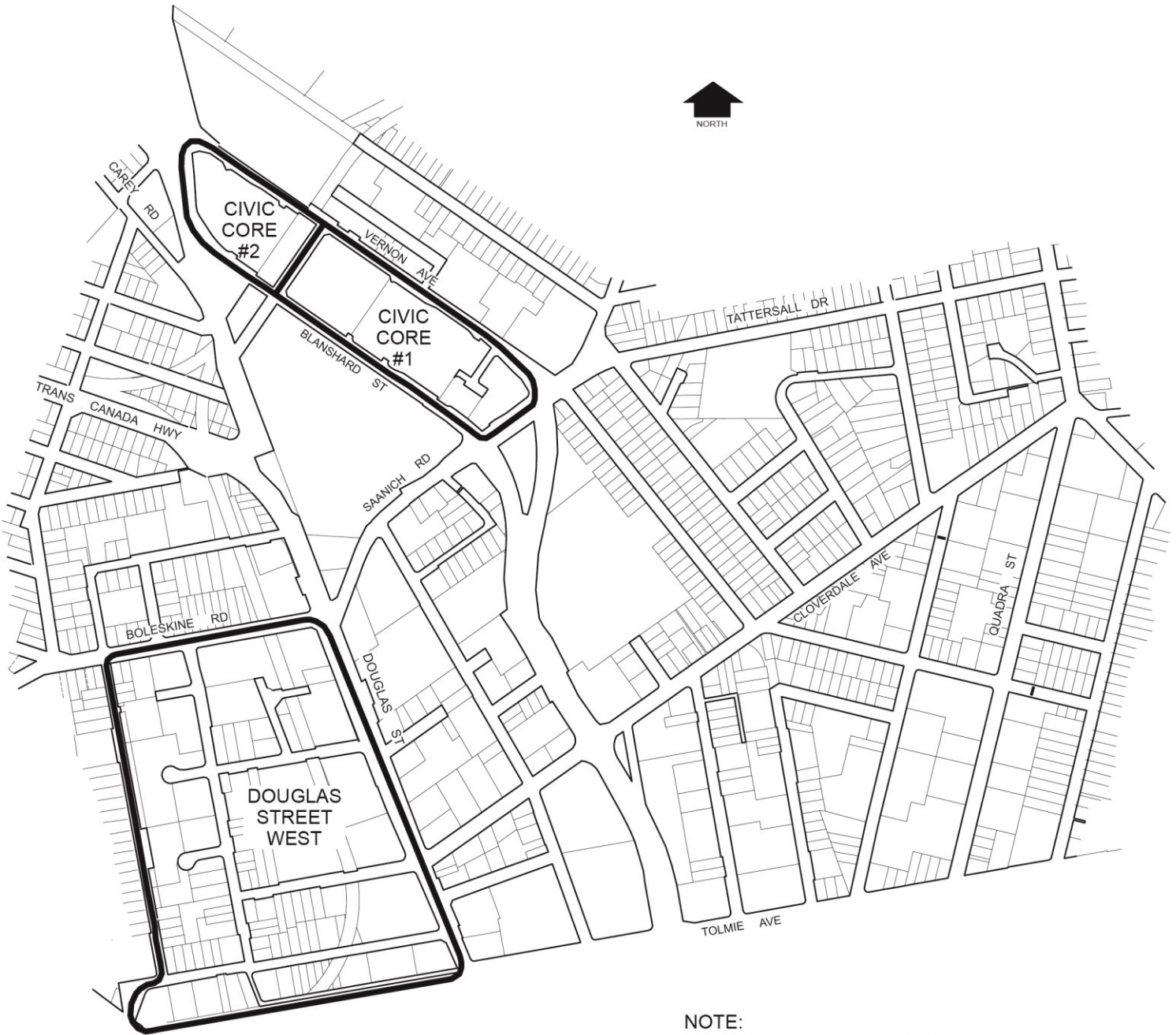
Council may, by bylaw, fix and impose development cost charges (DCCs) to provide funds to assist the Municipality in paying the capital cost of providing, constructing, altering, or expanding sewage, water, drainage, and highway facilities and acquiring and improving parkland to accommodate new development. Within the Saanich Core, development cost charge bylaws have been adopted for the Douglas Street West industrial area and the Civic Core for sanitary sewers, water mains, storm drains, and road works. In addition, new development throughout the local area is subject to development cost charges for neighbourhood, community, and municipal parks, major roads, and bikeways.

POLICY

- 8.1 Continue to coordinate the planning and provision of public works with land use, transportation, and environmental policies.
- 8.2 Enhance the streetscape, safety, and environmental quality by improving storm drains when undertaking public works improvements, road construction, or new development.
- 8.3 Update Development Cost Charge Bylaw as required following adoption of the local area plan.
- 8.4 Liaise with the City of Victoria about capacity limitations in the sanitary sewer and storm drain systems.



**MAP 8.1
PUBLIC WORKS**



NOTE:
 DCC's for Parks, Bikeways, and
 Major Roads apply throughout
 the Local Area.

MAP 8.2
DEVELOPMENT COST CHARGE AREAS

9.0 MOBILITY

Traffic has a significant influence on the character and land use of the Saanich Core. Major transportation corridors from the northern island and the Saanich Peninsula pass through the local area and much of the commercial land uses are highway oriented. Map 9.1 illustrates the road network within the local area. Trans Canada Highway-Douglas Street and Pat Bay Highway-Blanshard Street are arterial highways. Construction and maintenance of arterial highways is the responsibility of the Province. Major roads, collector streets, and local streets are the responsibility of the Municipality.

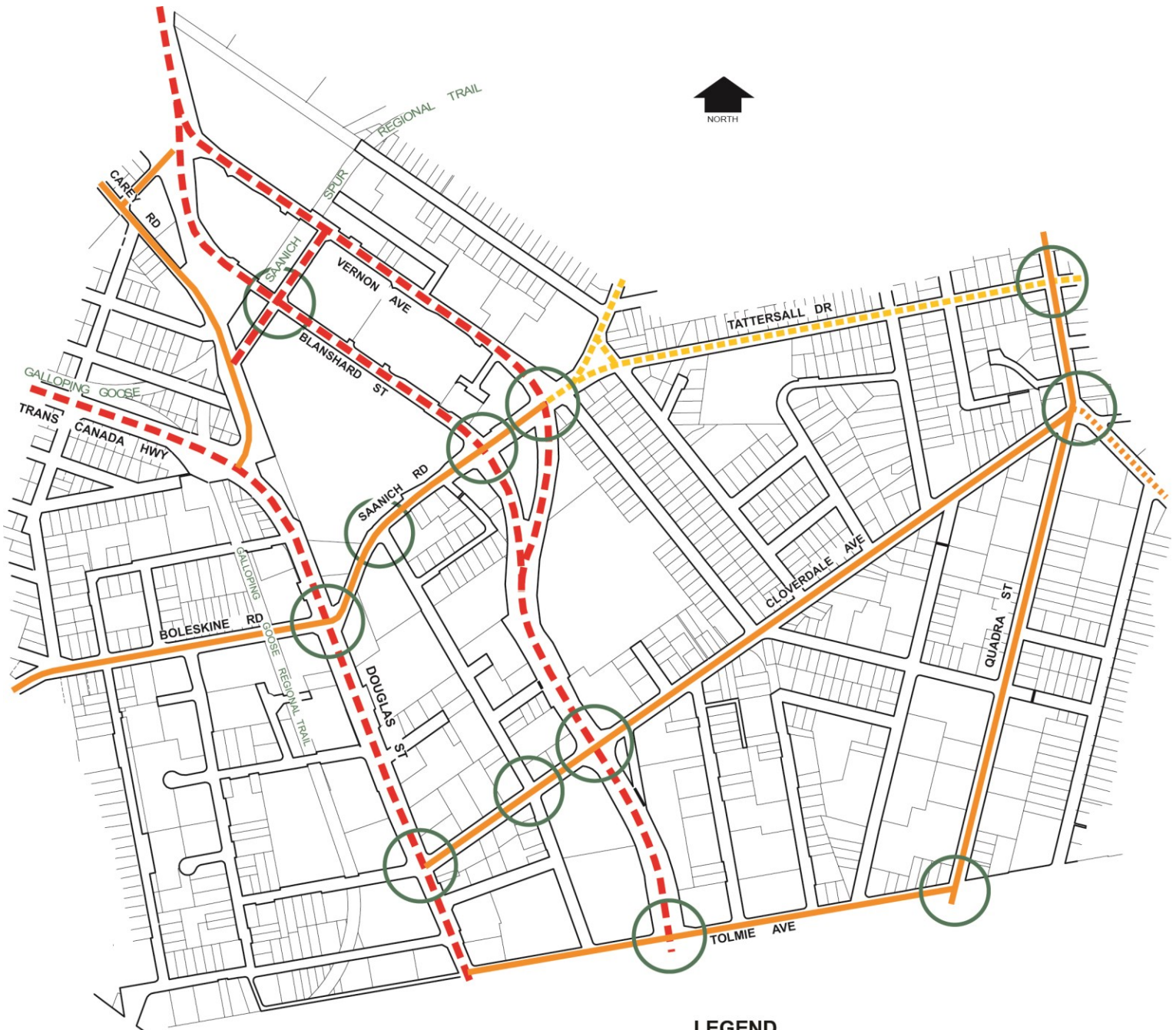
Upgrading existing streets may be undertaken by the developer as a condition of a building permit, or financed by the Municipality or Province through capital budgets and major road programs. In the Douglas Street Industrial Area and Blanshard Street-Vernon Avenue couplet, road improvements are partially financed with development cost charges.

In the Douglas Street West Development Cost Charge Area outstanding road improvements will be undertaken as funds become available from Development Cost Charges. The Municipality is also collecting money through a municipal-wide Development Cost Charge Bylaw to improve Cook Street and Quadra (Tattersall Drive to Cook Street). No specific plans have been endorsed by Council.

Within the Saanich Core, 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 and the environment should be paramount. The Quadra Corridor Action Plan identifies Tattersall Drive, west of Quadra Street, as a priority for upgrading with special attention to aesthetics and pedestrian safety. Cook Street is designated as a major road or special design and is to be designed for two travel lanes, bike lanes, and left-turn lanes at major intersections.

Neighbourhood Traffic Management

Residents in the Saanich Core are concerned about the volume and speed of traffic on some residential streets including Savannah Avenue, Inverness Avenue, and Calumet Avenue. Residential streets influence the character of a neighbourhood, and have pedestrian and visual aspects as well as providing for mobility. While they are intended to provide access to residential properties within the neighbourhood, problems arise when traffic with origins and destinations outside the neighbourhood, use the streets to avoid traffic signals or delays on major roads or collector streets. To address this problem, neighbourhood residents can identify local traffic concerns and request the Engineering Department to consider traffic control measures or to undertake a neighbourhood traffic management plan. Priorities are established on a municipal-wide basis.



LEGEND

- Arterial Highway
- Major Road
- Major Road (Special Design)
- Collector Street
- Local Street
- Traffic Signals

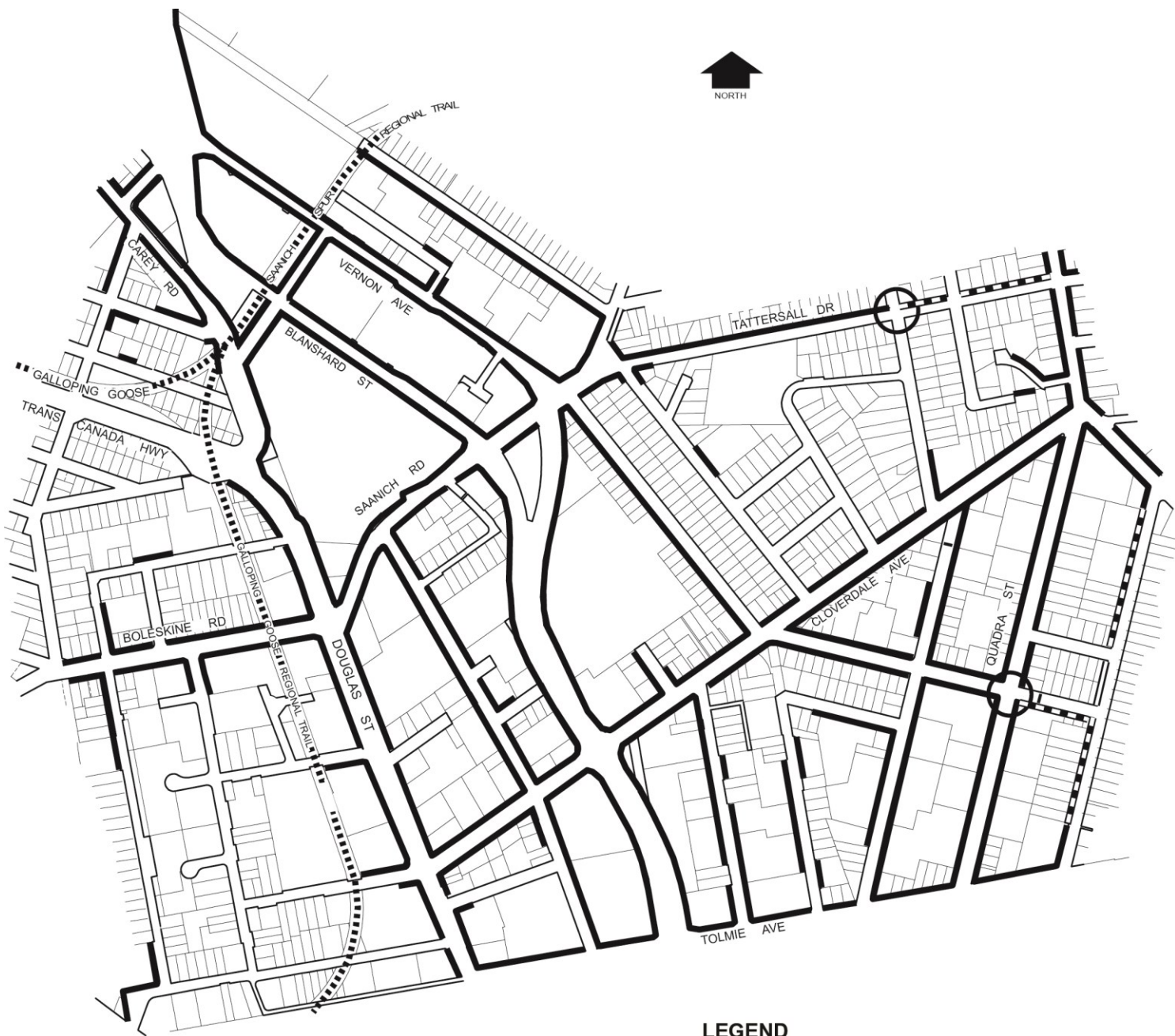
**MAP 9.1
ROAD NETWORK**

Pedestrian Circulation


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 signal 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, where they will be assessed based on proposed facility warrants, capital budget priorities, the crosswalk "Hazard Rating System" evaluation, and possible impact on local residents. In the Core area, 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.



LEGEND

-  Existing Sidewalk
-  Consider Sidewalk Construction/Improvements
-  Regional Trail
-  Consider Improved Pedestrian Crossing

**MAP 9.2
PEDESTRIAN NETWORK**

Bicycle Network

Over the past five years, many cycling initiatives have been undertaken throughout the Capital Region, in response to a growing trend toward the use of bicycles for commuting and recreation. The initiatives include establishing over 180 km of bikeways in the Capital Region.

Status of Cycling in the Capital Region, 1998, prepared by CRD Regional Planning Services, indicates that:

- In 1996, in Greater Victoria, 5% of all journeys to work trips were made by bicycle.
- On an average day in 1996, 2,155 inbound and 1,665 outbound bicycle trips were made to the University of Victoria.
- In July 1998, 2,732 inbound and outbound cycling trips were made to or from downtown Victoria during the afternoon peak hours of 3 to 6 p.m.

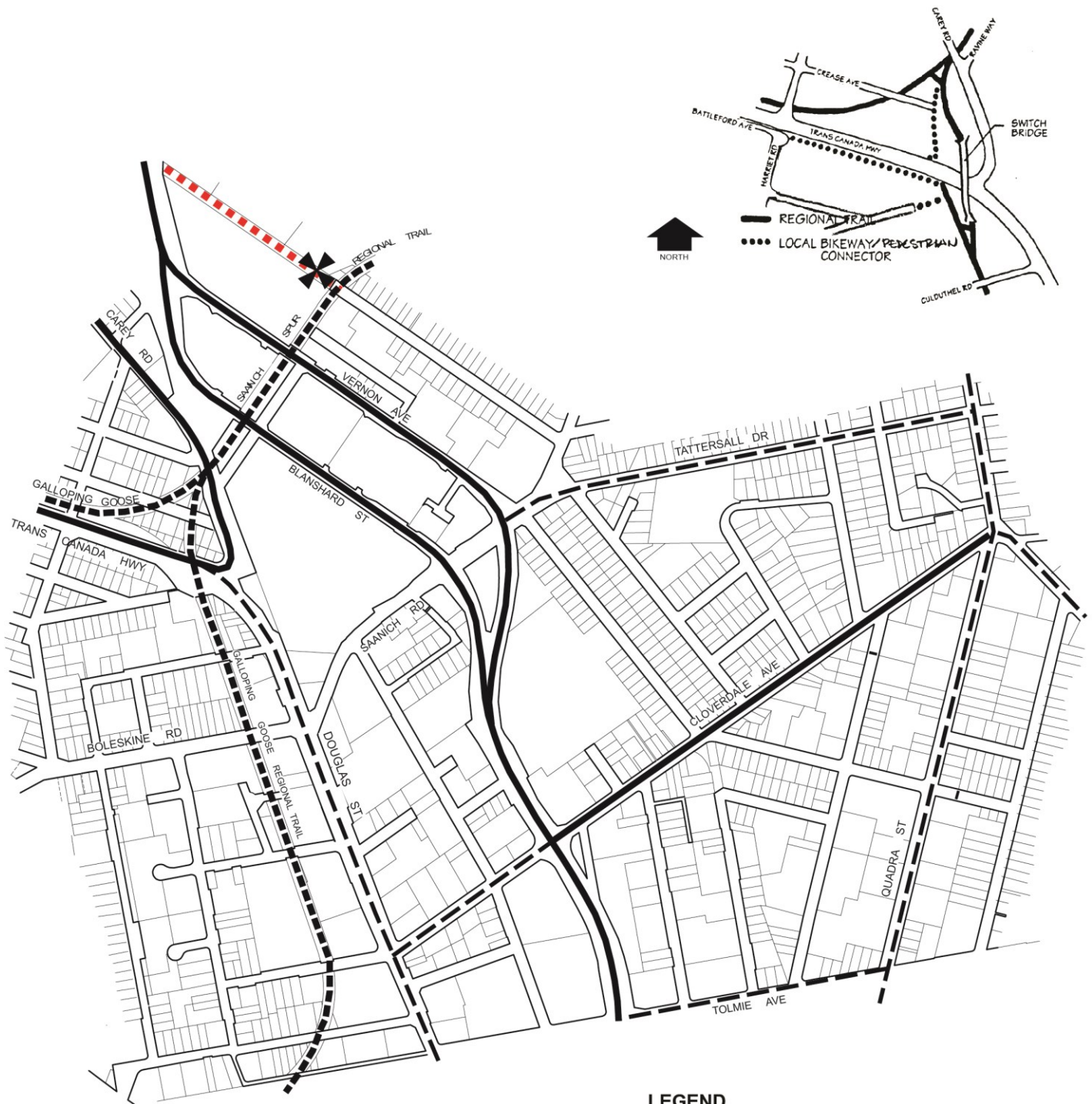
Saanich supports and encourages the use of bicycles for recreation and commuting as a healthy alternative to the automobile. It has established a Bicycle Advisory Committee and has implemented regulations for end-of-trip facilities for cyclists in new developments of a minimum size. The General Plan designates all major roads and most collector streets as commuter bikeways. The bicycle network within the Core is indicated on Map 9.3. Bicycle lanes have been designated and signed on the streets where pavement width permits. New bicycle lanes and/or other cycling improvements will be required as major roads and collector streets are upgraded.

Public Transit

Major transit routes from northern Saanich, the Peninsula, and Western Communities to downtown pass through the Saanich Core as does the cross-town service between Esquimalt Dockyard and the University of Victoria. Transit transfers between the north-south and cross-town corridors take place within the Blanshard/Vernon couplet. Local service is provided along Quadra Street.

As with cycling, the use of transit will increase as residents understand the social and environmental benefits of reduced vehicular traffic. The parallel routing system ensures that most residents are within walking distance to a bus stop. In 1996, BC Transit commissioned a study to confirm the best route and station locations for a Light Rail Transit (LRT) System to link the Western Communities with downtown Victoria.

The preferred route is along Douglas Street to Trans Canada Highway and along the Galloping Goose corridor to the Western Communities. Stations in Saanich would be located at Tolmie Avenue, Saanich Road, and Interurban Road. The Municipality can support this long term transportation objective by protecting the opportunity to develop an LRT System within the corridors and by planning for appropriate densities around the proposed station nodes.



**MAP 9.3
BICYCLE NETWORK**

POLICIES

- 9.1 Adopt the traffic circulation network and road classifications as shown on Map 9.1.
- 9.2
 - (a) Assign a high priority to improve aesthetics and pedestrian safety along Tattersall Drive, west of Quadra Street.
 - (b) Amend the General Plan, Map 10.2 to designate Tattersall Drive west of Quadra Street, as a commuter bikeway.
- 9.3
 - (a) Designate Cook Street as a major road of special design.
 - (b) Maintain Cook Street as a two-lane road with separate sidewalks, bike lanes, and parking bays, where practicable, and additional turning lanes only at the Cook-Maplewood and Cook-Quadra intersections.
 - (c) Retain and enhance the streetscape, particularly the tree canopy, as part of the overall character of the neighbourhood.
- 9.4 Actively pursue, in consultation with School District #61, the Cloverdale Parents Associations, the Citizens Advisory Traffic Committee, and the Advisory Traffic Committee, opportunities and funding options 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.
- 9.5 Establish municipal-wide priorities to undertake a neighbourhood traffic management study where traffic volumes, excessive speed, and/or short cutting traffic impacts on the safety, liveability, and character of the neighbourhood, when requested by the community, and having regard to other traffic issues within the municipality.
- 9.6 Continue to support initiatives by BC Transit to expand and improve transit service, both frequency of buses and new routes, after consulting with local area residents.
- 9.7 Support traffic demand management, public transit, and cycling initiatives by institutions and major employers to reduce the level of vehicular traffic associated with the use.
- 9.8 Continue to endorse the Scenic Access Corridor concept along Douglas Street, Trans Canada Highway, and Blanshard Street.
 - (a) Participate in funding for the final phase of the Trans Canada Highway right-of-way beautification program from Douglas Street to Tillicum Road.
 - (b) Require a high standard of landscape design when considering approval of new land uses adjacent to Douglas Street, Trans Canada Highway, or Blanshard Street.
 - (c) Co-operate with the Ministry of Transportation and Highways towards upgrading the Trans Canada Highway boulevards and medians.

- 9.9 Acquire rights-of-way for footpaths, sidewalks, bikeways, and greenways, particularly at the time of subdivision or development, and require construction by the developer where applicable, to ensure convenient access to schools, bus stops, shopping, parks, and to provide circular pedestrian recreational routes.
- 9.10 Require that new sidewalks are separated from the pavement by a curb and boulevard, except where implementation is considered impractical due to the natural topography, inadequate right-of-way, boulevard trees, or other factors.
- 9.11 Acknowledge the long term opportunity to develop a Light Rapid Transit system within Douglas Street right-of-way and Galloping Goose regional trail corridor as discussed in the *Victoria Light Rail Transit Implementation Strategy, 1996*.
- 9.12 Consider the proposed LRT station locations (see Map 9.4) identified in the *Victoria Light Rail Transit Implementation Strategy, 1996* when reviewing rezoning applications.

10.0 DEVELOPMENT PERMIT AREAS

The Municipal Act, Section 879, permits Council, in an Official Community Plan, to designate development permit areas. Within a development permit area 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 floodplain specification.

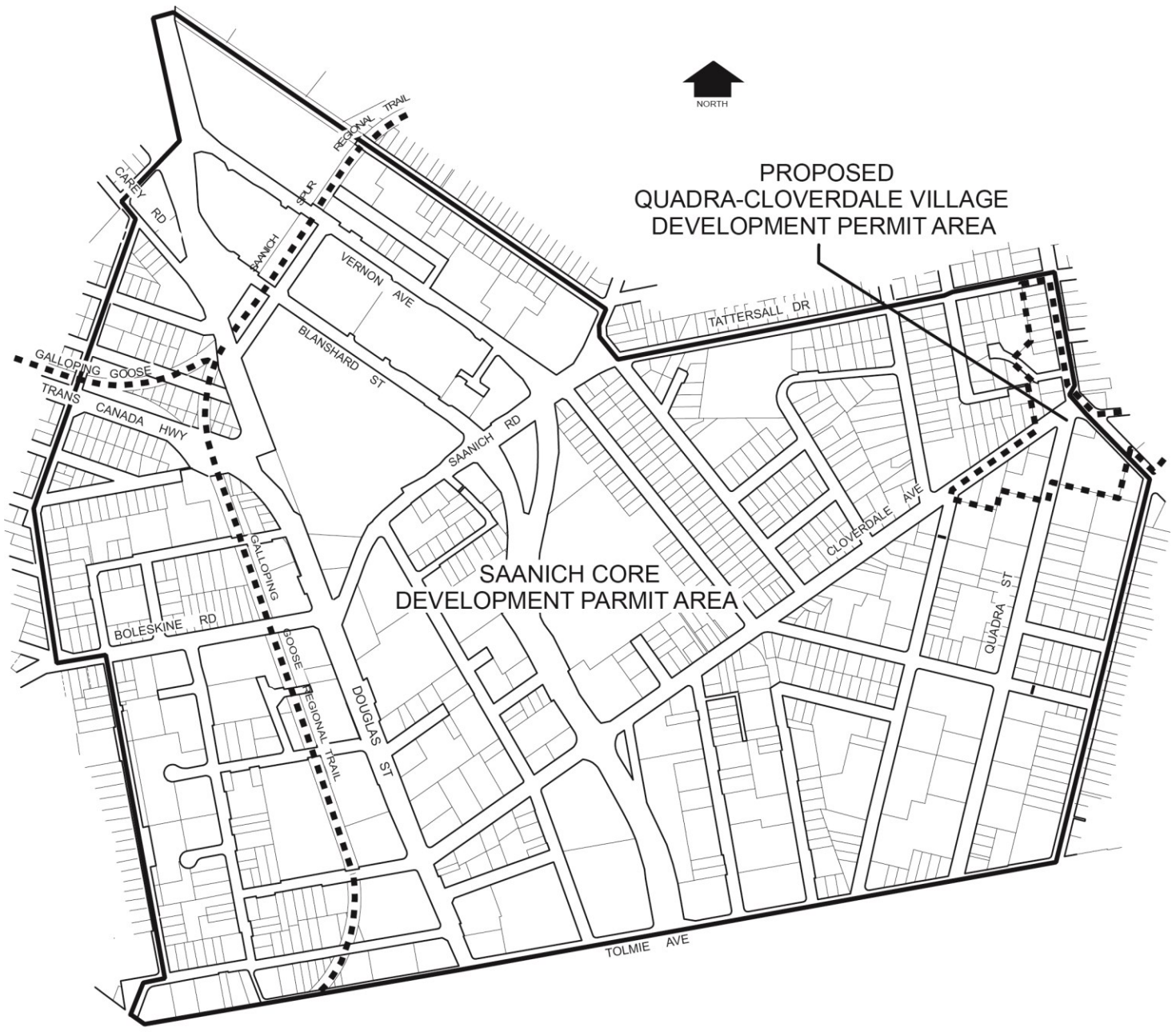
The Official Community Plan may contain objectives and guidelines affecting the form and character of commercial, industrial, or multi-family development within a designated development permit area. Development permit guidelines may also specify the means of protecting the natural environment or areas of hazardous conditions.

All commercial, industrial, and multi-family dwelling uses in the Saanich Core are subject to the guidelines of the Saanich Core Development Permit Area as indicated on Map 10.1. Justification and guidelines for the development permit area are included in Appendix “N” to the Official Community Plan.

Development Permit guidelines are reviewed periodically to ensure that they are adequate and relevant. The Quadra Corridor Action Plan recommended that the Quadra-Cloverdale Village Commercial Area should be a specific Development Permit Area with guidelines that reflect the community desire for a pedestrian and bicycle friendly, well landscaped, neighbourhood centre. Also, the Saanich Core Development Permit Area should be amended to include guidelines with respect to security, landscaping, screening and other design related issues adjacent to the regional trail.

POLICIES

- 10.1 Consider amending the Official Community Plan Appendix “N” – Development Permit Area Justification and Guidelines following adoption of the Local Area Plan to:
- a) Delete the Quadra-Cloverdale Village Commercial Area from the Saanich Core Development Permit Area and designate it a development permit area with site-specific development guidelines.
 - b) Add new guidelines to the Saanich Core Development Permit Area to ensure that:
 - new development adjacent to the regional trail incorporates appropriate security and landscaping, screening and other design elements to enhance the visual aspects of the trail and minimize overshadowing.
- 10.2 Require that new development conforms to the development permit guidelines for the applicable development permit area.



**MAP 10.1
DEVELOPMENT PERMIT AREAS**

11.0 STRUCTURE MAP

The Local Area Plan includes policies which address specific issues in more detail than the Saanich General Plan. The structure map (back cover) illustrates the comprehensive application of these policies within the local area. It shows general land use, the transportation network, and major open space areas. It is not a zoning map and does not indicate density.

The structure map is only one part of the Local Area Plan and both must be considered in association with the General Plan. In the event, however, of a difference between the policy direction of the Local Area Plan and the General Plan, the Local Area Plan policy will apply. Where the Local Area Plan is silent on an issue, the policies in the General Plan provide the framework for decision making.

The following definitions clarify the intent and content of each of the major components of the structure map, as well as other terms used throughout the plan. The General Plan contains a more comprehensive list of definitions.

This map illustrates the land use policies contained in the plan. It is for information only and does not form part of the plan. Therefore, it will not require amendment should any land use changes occur over the plan period.



MAP 11.1
SAANICH CORE STRUCTURE MAP

DEFINITIONS

Collector Street – means a street which provides services to secondary traffic generations (i.e. neighbourhood commercial centre and parks) and traffic between neighbourhoods, as well as providing direct access to residential properties. Typical traffic volumes are less than 8,000 vehicles per day. Transit service is permitted.

Commercial – means an area developed or zoned for a variety of commercial activities including retail, service station, office, medical, and assembly type uses.

Community Open Space – means a park that serves several neighbourhoods and attracts users from up to three kilometres away. Typically, it contains high quality playfields and courts or special natural or horticultural features.

Development Permit Area – means an area designated under Section 945 of the Municipal Act, requiring special consideration for the natural environment, hazardous conditions, industrial, or multi-family residential development.

General Residential Area – means mainly single family dwellings on serviced, urban sized lots with duplexes, townhouses, and apartments permitted on a specific zoning basis. It also includes schools, churches, local parks, convenience stores, and small institutional uses.

Greenways – means a network of linear corridors which provide opportunities for human, animal, and plant communities to relate more closely to each other and to the natural and historic environment of their local and regional territories.

Infill Lot – means a vacant lot or a new lot created by subdivision within the built-up area.

Institutional – means public and private establishments including educational, research, health, correction, administrative, and cultural facilities and services.

Major Roads – means highways, other than arterial, where direct access from abutting properties is limited to safeguard the flow of traffic and where major intersections are controlled by traffic lights.

Multi-Family Housing – means a complex containing three or more dwelling units on a lot; includes townhouses and apartments.

Municipal Open Space – means a park that serves the entire municipality and is large enough or contains unique or special amenities that will attract individuals from throughout the municipality.

Neighbourhood Open Space – means a park that focuses on local use and attracts people within a walking distance of up to 800 metres. Typically, it provides play environments, unstructured open spaces, and playfields for local use.

Residential Street – means a street, designed to permit low speed travel within a neighbourhood and provides access to residential parcels.