2310·20 SVAP

C/W June 9/14

Mayor 4/6/14
Councillors
Administrator
Com. Assoc. 's

DISTRICT OF SAANICH

Report to:	**MAYOR AND COUNCIL**
Date:	**MAY 30, 2014**
From:	**SHARON HVOZDANSKI, DIRECTOR OF PLANNING**
Subject:	**SHELBOURNE VALLEY ACTION PLAN** **FILE: 2310-20**

Purpose

The purpose of this report is to:

- Summarize the Shelbourne Valley Action Plan community engagement and review process;
- Present the elements of the Action Plan; and
- Seek Council approval to refer the Action Plan to a Public Hearing.

Background

Planning Process & Terms of Reference

In late 2009, Saanich Council approved Terms of Reference for the Shelbourne Valley Action Plan. The objectives of the endorsed Terms of Reference for the project are as outlined below. The subsequent planning process followed both Saanich and professional planning practices for the development of community development documents and community engagement.

- The Shelbourne Valley Action Plan will **define a vision** for the Valley, with a planning horizon of 20 to 30 years, **while balancing competing objectives**;
- Protect and enhance the **natural environment**;
- Recognize and integrate the **Bowker Creek** Watershed Management Plan;
- Reduce **greenhouse emissions** by enhancing opportunities for cycling, walking, and transit, as alternatives to private vehicle use;
- **Promote green** buildings, energy efficiency, District Energy Systems, green infrastructure and green public spaces;
- **Develop and coordinate the links** between land use, increases in density, and a balanced transportation system;
- Create a **balanced, convenient, accessible, and efficient transportation network** that integrates land use and mobility for all travel modes;
- Encourage the **integration of multi-family residential, commercial, and public land uses** within the Valley's existing centres;
- Ensure **adequate green space** including play areas, meeting places, tree cover, natural areas, parks, greenways and trail systems;

- **Integrate seniors' needs** into the Valley community by recognizing the need for good access to public transit and basic support services;

- Foster **sustainable and pedestrian friendly streetscapes** and neighbourhoods;

- Develop an **age friendly environment** with improved accessibility for seniors' and the disabled; and

- Develop **strong and vibrant neighbourhoods** by preserving and enhancing those attributes that define the character of the Valley's adjacent neighbourhoods.

Vision, Implementation & Financial Realities

The Shelbourne Valley Action Plan provides a comprehensive Vision for the Valley. This document is the first Plan to apply the policies and underlying principles of the current Official Community Plan (OCP) to a specific area since its adoption in 2008.

Implementation of the Action Plan would occur over the short, medium and, in some cases, long term. Attention has been paid to focus on key areas of opportunities/problems first, and balance implementation costs between both the public and private sector. Implementing the Action Plan as quickly as possible, while being mindful of the financial limitations of Local Government and the development community, is key to a successful outcome.

Plan Evolution

As with the OCP, the Shelbourne Valley Action Plan is not a static document and can be amended over time to reflect the changing needs and desires of an evolving community. Towards that end, the document reflects and respects the vision and desires of the vast majority of citizens who made the time to participate in the planning process, while accommodating room for change over both the short and long term.

Built-In Flexibility – Shelbourne Street

As outlined in greater detail in the body of this report, the four lane cross section on Shelbourne Street has been designed to accommodate vehicles and public transit while significantly improving the cycling and pedestrian environment. Based on feedback received during the substantial consultation process, four travel lanes were still seen as the most desirable at the current time.

However, as illustrated in Figures 2 through 5, the Shelbourne Street road right-of-way has also been designed to relatively easily and cost effectively accommodate change, assuming that at some point, the community and Council may wish to adjust the prioritization of space and resources allocated to different modes of transportation.

Community Engagement, Feedback & Survey Results

The creation of the Shelbourne Valley Action Plan was based on an extensive consultation process that engaged a range of stakeholders through a variety of means, including residents, landowners, business owners, community organizations, developers, Committees of Council, and Council. As noted in Saanich's recently published Public Participation Framework, the development of Community Plans such as this one, take a collaboration approach affording citizens the greatest level of participation, short of a legislated vote or referendum process. A full summary of engagement activities can be found in Attachment A. In general, the development of the Shelbourne Valley Action Plan involved four phases as outlined below.

Phase 1: Project Initiation
After formal initiation of the project, the first step in the process was the establishment of a Shelbourne Valley Stakeholders Committee, composed of 55 citizens with diverse skills and experience. The Committee's role was to guide the engagement process, serve as a sounding board for ideas, and assist in outreach to the broader community. The group met 33 times throughout the entire planning process and provided invaluable advice and assistance on key land use and mobility issues and engagement approaches. Culminating the Project Initiation Phase, the planning project was officially launched at an Open House attended by over 200 citizens.

Phase 2: Community Visioning
The Community Visioning stage of the project focused on generating interest and awareness of the planning project, primarily through a Vision Survey and a community mapping exercise. The Vision Survey, completed by 797 people, identified priorities and highlighted issues that were important to address as part of the project. The community mapping exercise, facilitated through a partnership with the University of Victoria Office of Community Based Research, solicited input from an estimated 1,300 community members. In-person and on-line Open Houses were held to share the results of the survey and community mapping exercise. Complementing the above noted activities, community members also initiated their own forums which helped to further generate interest and ideas related to the project. Collectively, all the activities in this Phase helped to define the range of issues present in the community, as well as emerging priorities.

Phase 3: Exploring Options
The third phase, utilized two studies completed to help assess Mobility and Land Use options. A Transportation Study was completed by Urban Systems to assess a range of options for Shelbourne Street and the broader mobility network. A Land Use and Urban Design Study was completed by D'Ambrosio Architecture + Urban Design and Landeca to explore future land use and urban design options. Concepts from the two studies were presented at 3 Open Houses attended by over 400 people and in an opinion survey completed by 334 people. Following the Open Houses, 14 focus group session were also held that provided an opportunity for groups such as major landowners, seniors groups, and mobility stakeholders to have focused input into the Plan's direction.

Phase 4: Draft Plan Review
The initial Draft Plan was released in October, 2013. Four open houses, attended by approximately 1,000 people, and an on-line Open House provided multiple opportunities for community members, stakeholders, committees of Council, and Council to provide feedback on the initial draft of the Plan. An accompanying opinion survey was completed by 359 people. Survey results indicated strong public support for all the core components of the draft Plan (See Table 1), including the future right-of-way concepts for Shelbourne Street.

Plan Section	Agreement with Plan Directions	Neutral	Disagreement with Plan Directions
Environment	78%	17%	6%
Land Use	75%	14%	12%
Mobility	80%	11%	10%
Shelbourne Cross-Section	76%	7%	17%
Urban Design and Accessibility	73%	20%	7%

Table 1: Results of 2013 Public Survey on Draft Shelbourne Valley Action Plan

Focused meetings with groups such as the Stakeholder's Committee, the Bicycle and Pedestrian Advisory Committee, and the Planning, Transportation and Economic Development Advisory Committee, the Urban Development Institute, the Bowker Creek Initiative and other community groups allowed for more in-depth discussion and comments on the Draft Plan.

Public input received throughout this Phase was incorporated into the revised Action Plan. Attachment B to this Council Report provides a summary of the changes.

Key Elements of the Action Plan

The Shelbourne Valley Action Plan provides a 30-year vision and set of actions that implements the goals and policies of the Official Community Plan (OCP). While the Plan addresses a comprehensive set of topics, it specifically seeks to address key Official Community Plan directions related to: Climate Change; the Natural Environment; the creation of vibrant, thriving Centres and Villages; the integration of Land Use and Transportation; and the achievement of a balanced mobility network.

The purpose of this section of the report is to highlight specific sections of the Action Plan that address issues integral to the OCP and that were most frequently identified during the community engagement process.

1. Climate Change and Sustainable Development
The primary imperative of the Action Plan is to address Climate Change by defining a vision and necessary steps to achieve the OCP goal of Sustainable Development. How quickly these changes take place will be based on immediate and ongoing decisions between Council and the Community, as well as market forces. Transitioning the Valley to a more connected, efficient, walkable, and mixed-use urban form will require fundamental changes to land use patterns and transportation networks. The Plan provides a comprehensive yet flexible set of directions to guide this transition, through:

- A flexible design of Shelbourne Street that provides short-term pedestrian and cycling enhancements and supports a transition to a more progressive design that includes dedicated transit lanes (Section 6.6 and 6.7);
- The development of compact, walkable, Centres and Villages with energy efficient housing forms, a mix of uses and access to transit to reduce auto dependency (Section 5);

- The enhancement of bikeway, greenway, transit and pedestrian networks to improve alternatives to private motor vehicles (Section 6);
- Support for the use of green technologies in new buildings and the development of district energy systems (Section 4.4); and
- The promotion of the use of electric vehicles and provision of charging facilities (Section 6.5).

2. Bowker Creek

The Shelbourne Valley contains a significant stretch of Bowker Creek, predominantly running through the Valley in underground pipes. The recently adopted Bowker Creek Blueprint provides a 100-year plan for restoring the Creek and improving watershed functioning. The restoration of Bowker Creek is a key point of emphasis in the Plan, through policies such as those noted below:

- Integration of Bowker Creek Watershed Principles and inclusion of policies that directly work towards the goals of the Bowker Creek Blueprint (Section 4.2);
- A policy that encourages the daylighting of Bowker Creek through additional height allowances where developments include a creek daylighting component (Section 4.2);
- Incorporation of the greenway network identified in the Bowker Creek Blueprint (Section 6.3); and
- Identification of Bowker Creek as a Placemaking element and important part of the Valley's identity (Section 7).

3. Land Use & Urban Design

The land use and urban design components of the Action Plan identify directions that are intended to enhance vibrancy of the "Centres" and "Village", provide a broader range of housing options, and encourage development that contributes towards mobility and public realm enhancements. Key land use and urban design highlights of the Plan include:

- The intensification of "Centres" and "Villages" to provide a better mix of housing, businesses, community facilities and parks and open space (Map 5.1 and Section 5.2);
- The introduction of apartment designations along the extent of Shelbourne Street to support transit service, provide more housing opportunities and facilitate right-of-way enhancements (Map 5.1);
- The establishment of a public realm enhancement fund to assist in beautification projects that create unique places and enhance Valley identity (Section 7.1); and
- Comprehensive Design Principles to ensure new development and streetscape enhancements are unique, interesting and in keeping with the vision for the Valley (Section 7.2).

The determination of appropriate land use and height designations sought to balance the financial viability of redevelopment with the retention of character in established single family neighbourhoods. The Action Plan adopts an approach that transitions height and density from major roads to single family neighbourhoods (See Figure 1).

Figure 1: Illustration of Transition from Major Road to Single Family Dwelling

4. Shelbourne Street – Evolving Right of Way

A key element of the Action Plan is the development of a new vision for Shelbourne Street that better accommodates all modes of travel and creates an improved public realm. In the development of the Plan, a comprehensive analysis was undertaken to assess a range of options for redesigning the street, including the removal of general purpose travel lanes.

A review of various improvement concepts and public feedback pointed to the desire to maintain four travel lanes at the present time. Given the Official Community Plan's focus on Climate Change and Sustainable Development, along with the desire to acknowledge current citizen feedback, a phased or evolutionary approach was taken in regard to the design of Shelbourne Street.

The phased reworking of the Shelbourne Street Road Right-of-Way has been designed such that it can relatively easily and cost effectively accommodate change over time. The timing of such a change is something Council may wish to check in on with residents and explore through the annual Strategic Plan and Budgeting processes.

Short-Term

It is important that work be undertaken as quickly as possible to improve less then desirable pedestrian and cycling environments. Towards that end, the Action Plan outlines a number of Short-Term Actions including the introduction of cycle tracks on parts of Shelbourne Street. These actions are detailed in the Plan itself and on pages 8 and 9 of this report.

Mid-Term

The Mid-Term recommendation in the Action Plan is to maintain four travel lanes, but to work towards a new design within an expanded right-of-way that includes wider sidewalks, cycle tracks separated from traffic and an expanded landscaped boulevard. At this stage, public transit would continue to run in the outside lanes mixed in with regular vehicle traffic. As development occurs, property dedication would be acquired to achieve a 28 to 30 meter right of way. Figure 2 illustrates the Mid-Term Shelbourne Street right of way.
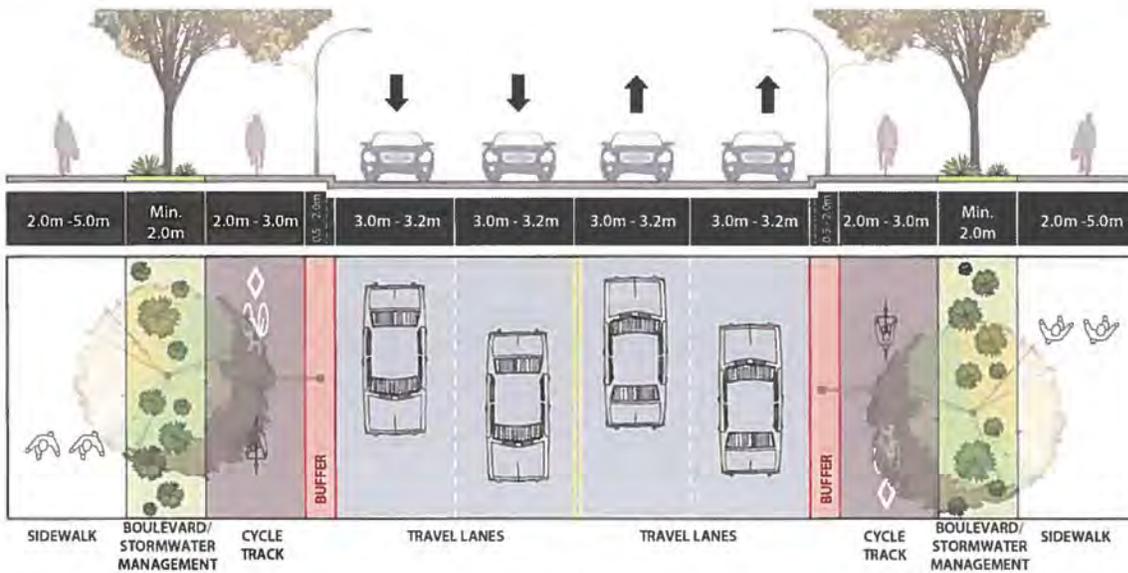
2.0m -5.0m	Min. 2.0m	2.0m - 3.0m	0.5 - 2.0m	3.0m - 3.2m	3.0m - 3.2m	3.0m - 3.2m	3.0m - 3.2m	0.5 - 2.0m	2.0m - 3.0m	Min. 2.0m	2.0m -5.0m
SIDEWALK	BOULEVARD/ STORMWATER MANAGEMENT	CYCLE TRACK	BUFFER	TRAVEL LANES		TRAVEL LANES		BUFFER	CYCLE TRACK	BOULEVARD/ STORMWATER MANAGEMENT	SIDEWALK

Figure 2: Mid-Term Shelbourne Street Right of Way

Long-Term / Ultimate

The Mid-Term right-of-way has been configured to enable a transition to a design that converts outside travel lanes to dedicated transit lanes (see Figure 3). While current land use and transportation conditions do not support dedicated transit lanes, the Long-Term goal is to progress towards this configuration. Depending on future decisions by Council, the Long-Term configuration could also accommodate a centre running public transit design. An implementation action has been added to evaluate land use changes, transportation trends and other factors to continually assess if conditions have sufficiently changed to support moving to the next stage of this three step program.
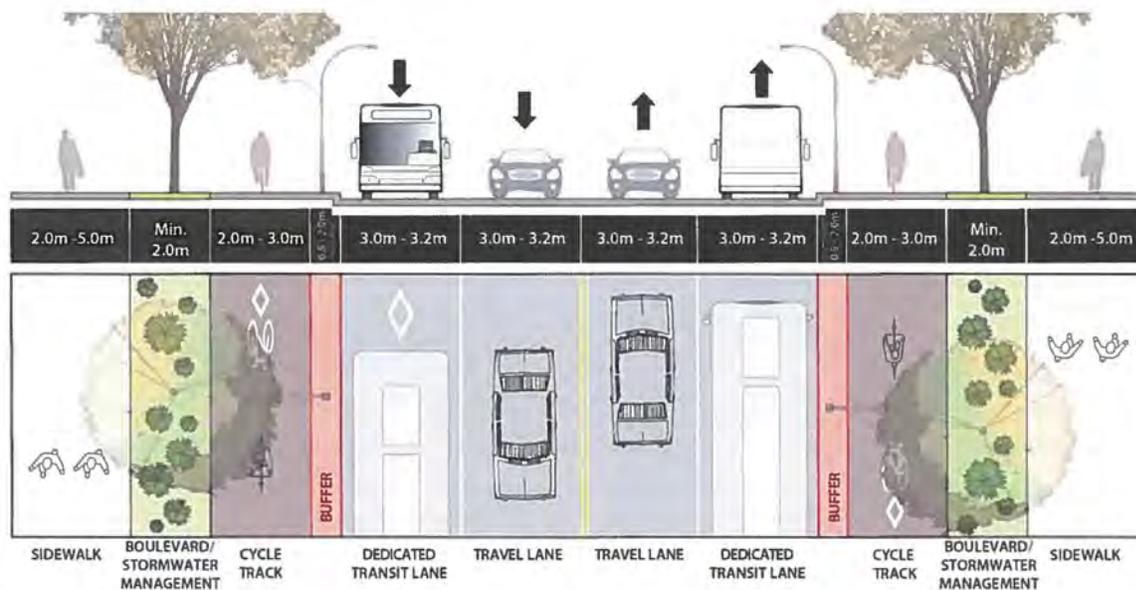

2.0m -5.0m	Min. 2.0m	2.0m - 3.0m	0.5 - 2.0m	3.0m - 3.2m	3.0m - 3.2m	3.0m - 3.2m	3.0m - 3.2m	0.5 - 2.0m	2.0m - 3.0m	Min. 2.0m	2.0m -5.0m
SIDEWALK	BOULEVARD/ STORMWATER MANAGEMENT	CYCLE TRACK	BUFFER	DEDICATED TRANSIT LANE	TRAVEL LANE	TRAVEL LANE	DEDICATED TRANSIT LANE	BUFFER	CYCLE TRACK	BOULEVARD/ STORMWATER MANAGEMENT	SIDEWALK

Figure 3: Long Term / Ultimate Shelbourne Street Right of Way

5. Shelbourne Street Improvements – Short-Term Action

The dedication of additional right-of-way through redevelopment along the extent of Shelbourne Street could take a significant amount of time. The only alternative to obtaining the necessary dedication through re-development is to purchase the required land which would be cost prohibitive. That being said, there are improvements that can be made in advance of the re-development of properties fronting Shelbourne Street, which are detailed in the Action Plan itself.

Cycling & Pedestrian Environment

With the goal of improving walking and cycling to the greatest extent possible within existing constraints, an interim cycle track is identified for northern and southern segments of Shelbourne Street, while the middle portion will focus on pedestrian improvements and opportunistic cycling improvements where conditions are suitable (See Figure 4). The key factors that influenced the location of the interim cycle track are the availability of right-of-way space, pedestrian volumes, and potential impacts on existing trees.

Figure 4: Areas of Interim Pedestrian and Cycling Improvements on Shelbourne Street

The exact design of interim improvements would be dictated by block-by-block conditions and detailed design findings. For the northern and southern segments of Shelbourne Street, Figure 5 illustrates a typical design concept.
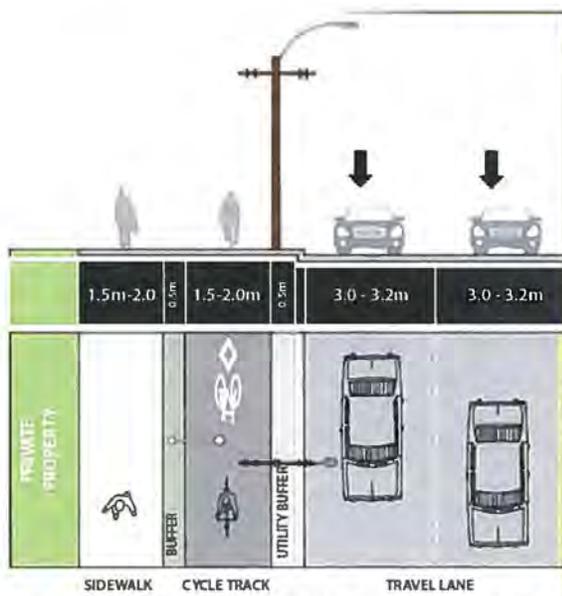

Figure 5: Design Concept for interim Cycle Track on Shelbourne Street

Implementation

A central theme of public input received during the planning process was a desire to see near term mobility improvements, particularly for walking and cycling. The Plan addresses this concern through a "Short Term Mobility Action Program". The short term program seeks to bridge the gap between longer term mobility improvements that are dependent on redevelopment or property acquisitions and interim improvements that can be implemented under current conditions.

Highlights of the Short Term Mobility Action Program (Section 8.2) include:

- A cycling route connecting the University with the City of Victoria through improvements to Shelbourne Street and the UVIC Bike Connector;
- Public realm enhancements in Shelbourne Valley Centre and University Centre, the Valley's two primary pedestrian hubs;
- The development of a continuous north-south bike route through the Shelbourne Valley primarily through enhancements to Shelbourne Street and Cedar Hill Road;
- Demonstration of the Ultimate Shelbourne Street right-of-way, on the frontage of Browning Park; and
- Improved transit facilities along Shelbourne Street.
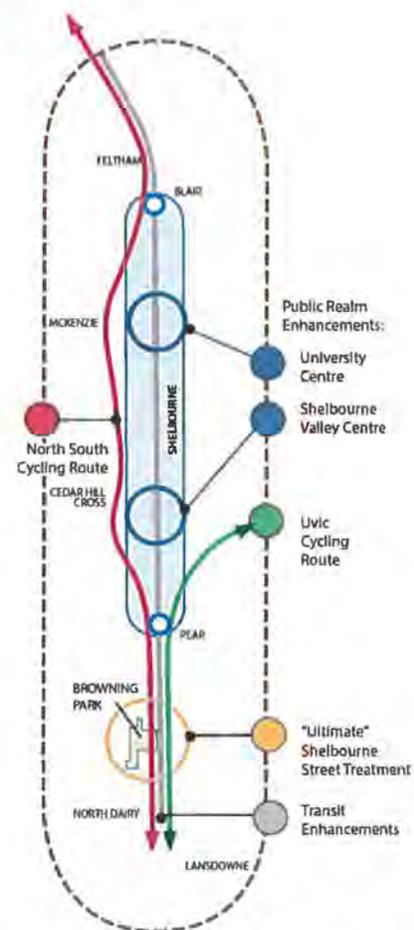
Figure 6: Summary of Short-Term Mobility Actions

Foundational design work can be initiated almost immediately. As identified in the Action Plan, the stretch of Shelbourne Street from North Dairy Road to Pear Street would be the first priority for enhancements including a new cycle track and upgrades to sidewalk and road facilities. As interim improvements are undertaken, flexibility would be maintained to potentially adapt priorities in future phases. For example, while an interim cycle track is only currently identified for parts of Shelbourne Street, if land use and transportation conditions become more favourable then additional portions of Shelbourne Street could be considered for the interim cycle track.

The overall time frame for improvements will vary depending on funding and resources available, but the goal would be to complete upgrades in five to seven years.

6. Pedestrian & Cycling Connectivity

While much of the mobility focus is on Shelbourne Street, the enhancement of the broader mobility network is essential to achieving a community conducive to walking and cycling. A key impediment to walking and cycling in the Valley relates to the discontinuous street network which limits route options for pedestrians and cyclists and results in longer trips. The Action Plan seeks to address the quality and connectivity of the pedestrian and cycling network through a number of policy directions:

- New pedestrians and cycling pathways that break up superblocks, create parallel routes to major roads and provide improved route options (Maps 6.1 and 6.2);
- Implementation of a network of greenways and bikeways that provide safe and attractive walking and cycling facilities for people of all ages and abilities (Section 6.2 and 6.3);
- Improved crossings of major streets through shorter crossing distances, automatic activation of crossing signals, increased signal crossing times and median refuges (Section 6.1); and
- Sidewalks on all residential streets within 500 metres of a "Centre" or 200 metres of a "Village" (Section 6.1).

7. Quality of Life

An essential aspect of improving the Shelbourne Valley and supporting future population growth is ensuring that a wide range of quality community facilities, parks and open spaces are available to residents, employees and visitors. Plan directions that address this issue include:

- A vision for Shelbourne Street that is based on the foundational planning principles of Sustainable Development, Healthy Communities, Complete Streets and Placemaking (Section 2.3);
- A Shelbourne Valley Parks and Open Space Framework based on walking distances that seeks to achieve a robust range of parks and open spaces in the Valley to support a transition to a more compact, walkable and well-serviced community (Section 5.6); and
- Requirement for new developments to complete a Community Contribution Statement that identifies how the project will contribute to overall quality of life in the Valley (Section 5.8).

Summary

The Shelbourne Valley Action Plan is the first Plan created subsequent to the adoption of the Sustainable Saanich Official Community Plan (OCP) in 2008. Reconciling the sustainability vision of the OCP with current conditions and realities in the Shelbourne Valley has required extensive community engagement and a careful consideration of potential implications. It is evident that tradeoffs have been made to arrive at a Plan that balances a multitude of interests within the context of considerable functional constraints. The resulting Action Plan attempts to provide a balanced response to planning challenges in the Valley, while allowing for flexibility and advancing a number of essential community planning objectives.

The Shelbourne Valley Action Plan establishes the blueprint to guide the transformation of the Shelbourne Valley into a more vibrant place that welcomes people of all ages and abilities. While comprehensive change will happen incrementally through redevelopment and strategic capital projects, the Plan's Short-Term Mobility Action Program would ensure tangible changes are made in the short-term to address the most pressing needs in the Valley. These short-term enhancements would help build on the momentum of the planning process, produce changes that immediately start to transform the Valley, and help to catalyze additional changes that would enhance land use, urban design and environment conditions.

Implementing the Action Plan as quickly as possible, while being mindful of the financial limitations of Local Government and the development community, is key to a successful outcome.

As with the Official Community Plan, the Shelbourne Valley Action Plan is not a static document and can be amended over time to reflect the changing needs and desires of an evolving community. Towards that end, the document reflects and respects the vision and desires of the vast majority of citizens who made the time to participate in the extensive planning process, while accommodating room for change over both the short and long term.
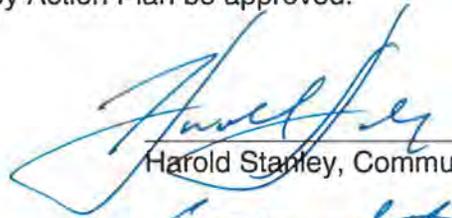
RECOMMENDATION
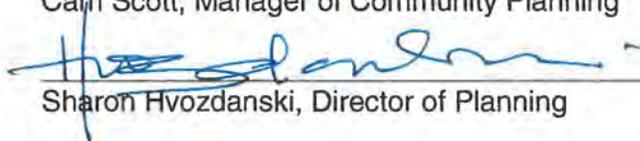
That the Shelbourne Valley Action Plan be approved.

Report prepared by:

Harold Stanley, Community Planner

Report prepared by:

Cam Scott, Manager of Community Planning

Report reviewed by:

Sharon Hvozdanski, Director of Planning
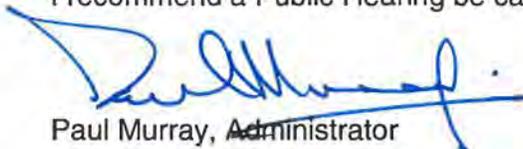
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Attachments:
Attachment A: Summary of Community Engagement
Attachment B: Summary of Changes to Draft Plan based on Public Feedback

cc: P.Murray, Administrator

ADMINISTRATOR'S COMMENTS:

I recommend a Public Hearing be called.

Paul Murray, Administrator

ATTACHMENT A

SUMMARY OF SHELBOURNE VALLEY ACTION PLAN PUBLIC ENGAGEMENT

The following table summarizes the major engagements and initiatives undertaken with the public during the course of the Action Plan's development. In addition there were a number of presentations and updates given to neighbourhood associations and other stakeholder groups that occurred throughout the process, as well as media interviews.

PHASE	ACTIVITY	NUMBERS
Phase 1: Project Initiation (2009-2010)	Stakeholders Committee Meetings	3 meetings 53 participants
	Meetings with Committees of Council	BIPED – 1 meeting
	Open House	Est. 200 attend the Open House
Phase 2: Community Visioning (2010-2011)	Vision Survey	797 surveys completed
	Community Mapping	Est. 1300 people participate
	Open House to share Community Mapping and Vision Survey results	Est. 200 Attendees
	Presentations to Community Groups	4 Presentations
	Stakeholder Initiated Events • Shelbourne Community Celebration 2010 • Forum on Valley history • Creating a Walkable Shelbourne Community report and outreach • 3 Jane's Walks • How to create walkable communities 2 forums	Est. 600 attend 40 NA 63 110
	Stakeholder Committee Meetings	10 meetings 169 participants
Phase 3: Exploring Options (2011-2013)	Open Houses to Review Land Use, Urban Design and Transportation Concepts	Est. 400 people attend 3 Open Houses,
	Public Survey on Options and Concepts	334 surveys completed
	Presentations to Community Groups	5 Presentations
	Stakeholders Committee Meetings	14 meetings 217 participants
	Focus Groups	14 – 248 attendees
	Meetings with Committees of Council	BIPED – 4 meetings PTED – 1 meeting
Phase 4: Draft Plan Review (2013-2014)	Stakeholders Committee Meetings	6 meetings 76 participants
	Open Houses	Est. 1000 people attend 4 open houses
	Draft Plan Survey	359 completed surveys
	Flyer that highlights key plan directions and opportunities for input	Mailed out to 11,000 households and businesses in study area
	Review meetings with stakeholder groups	6 meetings
	Meetings with Committees of Council	BIPED – 5 meetings PTED – 2 meetings

ATTACHMENT B

SHELBOURNE VALLEY ACTION PLAN – SUMMARY OF CHANGES TO DRAFT PLAN

The following identifies substantive changes to the October 2013 Draft of the Shelbourne Valley Action Plan as a result of comments and suggestions from community members, stakeholders and Saanich staff.

SECTIONS 1 TO 3: INTRODUCTION, VISION AND GOALS, PLANNING CONTEXT

Topic	Section	Suggestion / Issue	Revision in Proposed Plan	Rationale
Acknowledgements	Intro	Recognize the people who helped develop, increase awareness of, and educate stakeholders about the Plan.	Inclusion of a list of members of the Stakeholders Committee and others who contributed to the Plan and the process that brought it to completion.	Acknowledges those who helped develop and contribute to the Plan. For stakeholders provides a sense of ownership and pride in their accomplishment.
Community Engagement update	1.4	Update Community Engagement to include 2013 Draft Plan review.	Added: *"Draft Plan Review (2013) Four open houses, and a virtual on line open house, held to review the first draft of the Plan. Approximately 1000 people attend the open houses and 359 complete the accompanying survey.*	Updates participation numbers from 2013 open houses and surveys.
Shelbourne Street Vision	2.3	Add features to the vision	Added: tree *"canopy"* to *"Large street trees that provide a green character"* Add: *"institutions"* to land uses that *"provide a range of goods and services"* Replace *"convenient"* with *"frequent transit service"*	Clarity and more inclusive based on Plan policies.
Shelbourne Street Vision	2.3	Identify foundational principles which guided the development of the Shelbourne Street Vision.	Quotes added to highlight the role of Complete Streets, Sustainable Development, Healthy Communities and Placemaking as guiding concepts.	Provides clarity on key planning frameworks that helped shape the Plan.

SECTION 4: ENVIRONMENT

Topic	Section	Suggestion / Issue	Revision in Proposed Plan	Rationale
Natural State Covenant	4.1	Define a "Natural State Covenant" and how it would apply	Policy 4.1.3 changed to add: "...as part of development proposals or through voluntary submissions" Definition for Natural State Covenant added to Glossary	Helps to clarify intent and application of Natural State Covenants
Environmentally Significant Area Addition	4.1	Map 4.2 did not identify a significant stand of Gary Oaks on Rowan St. off Thistle St.	Area added as Potentially Environmentally Significant to Map 4.2	After further analysis, site is determined to have characteristics that warrant inclusion
Environmentally Significant Area Deletion	4.1	Remove area of Richmond Rd (3500 Block) from area that is environmentally significant	Area removed as Potentially Environmentally Significant from Map 4.2	After further analysis, site is determined to not warrant inclusion at this time
Streamside DPAs	4.2	Map 4.2 – shows blue shading for Streamside DPAs, however, this does not show up on the map.	Correct Map 4.2 to show streamside DPA areas	Error in mapping
Bowker Creek role in placemaking	4.2	Should be noted that restoring Bowker Creek creates many placemaking opportunities and other positive community benefits.	Role of Bowker Creek in placemaking added to introduction in section 4.2	Important to draw the link between creek restoration and potential amenity value. Text more appropriate in section 4.2 than section 3.4
Bowker Creek Greenways	4.2	Change wording in policy 4.2.8 from "consider" to "mandate" or "ensure".	Policy 4.2.8 changed to "promote" daylighting and stormwater management	Variety of conditions exist and feasibility to implement will vary considerably – want to it make clear this an important objective
Creek setbacks	4.2	Policy 4.2.9 reworded to clarify the intent is to promote daylighting	Policy 4.2.9 amended as follows to clarify intent: "Consider reducing streamside setbacks and removing other barriers to daylighting to acknowledge urban conditions and land use constraints in the Valley."	Policy in draft plan created confusion regarding intent of reducing setbacks.

Topic	Section	Suggestion / Issue	Revision in Proposed Plan	Rationale
Bowker Creek Statistics	4.2	Insert text box that highlights some key stats about Bowker Creek	Add text box to map 4.3 with Bowker Creek statistics	Helps to explain characteristics of creek
Achievable Areas for Daylighting Bowker Creek	4.2	Enhance Map 4.3 by identifying some of the areas where daylighting is most achievable.	Add new policy in section 4.2: *"Support the Bowker Creek Initiative in the development of a study to assess the technical opportunities and constraints of daylighting Bowker Creek in the Shelbourne Valley."*	A technical study has been identified as a key next step to understanding the relative feasibility of daylighting the Creek – not enough information at this time on the location and condition of specific underground sections of the Creek.
Bowker Creek Statistics	4.2	Insert text box that highlights some key stats about Bowker Creek	Add text box to map 4.3 with Bowker Creek statistics	Helps to explain characteristics of creek
Urban Forest Benefits	4.3	The use of urban trees can be used to reduce energy needs	Amend introductory text in section 4.3 to include reducing energy demands as an urban forest benefit	Additional benefit provided by the urban forest
Tree Canopy Focus	4.3	More content related to tree canopy cover and its role on streets	Change policy 4.3.1 to incorporate street tree canopy as an objective	Changes better integrate canopy cover as a street element. As a separate project, Parks is willing to develop tree planting standards
Urban Forest link to Riparian Areas	4.3	Policy 4.3.2 enhance by including replanting or enhancement of riparian vegetation along Bowker Creek.	Amend policy 4.3.2 to include riparian areas	Riparian areas are an additional important planting area
Planting for climate adaptation	4.3	Need to address likely loss of Garry Oak remnants as climate continues to change.	Policy 4.3.2 changed to reference Urban Forest Strategy	Urban Forest Strategy and associated Tree Planting program comprehensively addresses this issue. Garry Oak predicted to fare better in changing climate.
Silva Cells	4.3	What is appropriate terminology to use, as opposed to a specific brand (policy 4.3.5)	In Policy 4.3.5 change "silva cells" to "engineered soil cells"	More generic term not related a to a specific product
Tree Protection	4.3	4.3.8 is too weak to protect the few remaining Garry Oaks in the Shelbourne valley.	Revise policy 4.3.8 to add the following: *"Through periodic updates to the Tree Protection Bylaw and Environmental Development Permit Areas......"*	Provides link to the appropriate tools to address tree protection

Topic	Section	Suggestion / Issue	Revision in Proposed Plan	Rationale
Additional Memorial Trees	4.3	Nothing in the Environment section that speaks to the issue of replacing the Memorial Trees	Move policy 5.8.3 to section 4.3 as new Policy 4.3.11 *"Where feasible, plant London Plane trees on boulevards along Shelbourne Street as an acknowledgement of the street's designation as a Road of Remembrance."*	Existing Policy 5.8.3 identifies the potential for future planting of London Plane Trees – fits better in this section, as opposed to Heritage
Energy Mapping	4.4	Source of energy mapping study referenced	Add District Energy Review Study as the source in Section 4.4	Reference missing in draft

SECTION 5: LAND USE

Topic	Section	Suggestion / Issue	Revision in Proposed Plan	Rationale
Flexibility in land Use designations	5.1	Consider development proposals that exceed the Plan's height and density designations but offer significant community contributions.	Add new Policy 5.1.2 to Section 5.1: *"Consider site-specific changes to land use and height designations in this Plan where proposed developments advance the overall objectives of the Plan and provide significant community contributions"*	The designations in the Plan are guidelines to be adhered to, but also allow flexibility for exceptional developments that contribute significant community benefits
Height designations for institutional uses	5.1	Revise height designations for institutional uses from 3 to 4 storeys where appropriate.	Change height designation for 3 institutional properties on Map 5.1 Land Use and Building Height Designation from 3 to 4 storeys.	Institutional uses, with the exception of schools, are designated for 3 storeys on Map 5.1. Where in keeping with height transition policy increase to 4 storeys unless designated for heritage or located next to sites designated for single family dwellings.
Locating Bowker Creek on the Land Use Map	5.1	Bowker Creek should be referred to in the land use objectives	Show the location of Bowker Creek, daylighted and underground, on Map 5.1 Land Use and Building Height Designations.	Showing the Creek's location, above and below ground, on the Land Use map will help identify which lots will be most influenced by the Bowker Creek Blueprint as redevelopment occurs.
Future Parks and Open Space	5.6	Improve clarity around how park/open space will be acquired and where it will be located.	Add new policy 5.6.2 in Section 5.6: *"Acquire new parks and publicly accessible open spaces that reflect the urban context of the Valley, provide amenity value in areas of higher density development, and support the overall hierarchy of walkable urban parks and open spaces shown in Figure 5.1."*	Identifies that the parks acquisition approach needs to be updated to reflect more urban context in the Shelbourne Valley
Add planning framework for park and open space hierarchy in Valley	5.6	Identify the need for a "connected hierarchy" of green and open spaces in areas proposed for increases in density.	Add new figure 5.1: *"Parks and Open Space framework"* that adds urban spaces to existing Saanich framework	Establishing a framework for identifying the type of parks and open space for the Centres and Village would help correct current deficiencies and target areas of future population growth, as well as demographic change

Topic	Section	Suggestion / Issue	Revision in Proposed Plan	Rationale
Parking Standards	5.7	Consider reducing parking requirements in the Centres and Village.	Add new Policy 5.7.3 in Section 5.7: *Undertake a parking study to review parking standards in the Centres and Village, taking into consideration transit proximity, land use mix, walkability and other factors that support the use of alternative transportation modes.*	Redevelopment in the Centres and Village will facilitate walking, cycling and transit and decrease the need for using a car. Fewer parking spaces will reduce construction costs, making redevelopment more feasible.
Bike Parking in shopping areas	5.7	Bike parking at shopping centre entrances should be as close as or closer than the closest parked car.	Add new policy in section 5.7: *"Locate short term bicycle parking in convenient locations near primary building entrances."*	Important objective that reinforces design principle 15.b.
Heritage Sites	5.9	Identify location of existing heritage assets within the Valley	Add Map 5.11 that identifies existing registered and designated heritage properties within the Shelbourne Valley.	Provides information to support policies in section 5.9 Heritage.

SECTION 6: MOBILITY

Topic	Section	Suggestion / Issue	Revision in Proposed Plan	Rationale
Traffic Volume Objectives	6 (Obj)	The Plan ought to facilitate the capping of motor vehicle traffic at current levels by listing as a stated objective	Add the following text to Objective 6C "...and not adding road capacity for motor vehicles."	Demonstrates commitment to not increasing road capacity as a complement to improving active transportation options.
Relationship of Short Term and Long Term Mobility Actions	6	Better emphasize short term mobility actions earlier in the Plan	Add Figure 6.2 that conceptually illustrates relationships of Section 6 and Section 8.2	Provides a better link to comprehensive Short Term Mobility Action Program at the back of the Plan.
Automatic Pedestrian Actuation at Major Intersections	6.1	How about a near short term change of traffic light so the walk signal is no longer pedestrian initiated in high pedestrian traffic intersections like Shelbourne & McKenzie, Shelbourne & Cedar Hill Cross Rd,	Add new Policy 6.1.7 to Section 6.1: "Introduce automatic activation of crossing signals at Cedar Hill Cross Road / Shelbourne Street and McKenzie Avenue / Shelbourne Street intersections."	Addresses issues related to individuals with mobility challenges and improves pedestrian priority and experience
Sidewalks around Doncaster School	6.1	Need more sidewalks on streets leading up to/around Doncaster Elementary. The lack of sidewalks around this school is a disgrace.	Add new Policy 6.1.11 to Section 6.1: "Support the implementation of pedestrian improvements identified in the Safe Routes to School Program""	New sidewalks on Cedar Hill Rd. will improve walking conditions as will implementation of Safe Routes to School program for Doncaster Elementary
Feltham/Cedar Hill Rd. Intersection	6.1	Need new traffic signal and a pedestrian / bike crossing at Feltham and Cedar Hill	Add "Potential New Signal" on Map 6.1 at Feltham and Cedar Hill	Critical location in the cycling network and relatively high vehicle volume location
Street network connectivity – North of McKenzie	6.1	Need better connectivity between blocks north of McKenzie Avenue	Amend Map 6.1 (and Map 6.2) to show potential future N-S connectivity in 3900-4000 blocks between Shelbourne St. and Cedar Hill Rd.	Creates connectivity in area with superblocks and limited existing connectivity
Future pedestrian and cycling connections	6.1	Need better connectivity between blocks north of McKenzie Avenue	Amend Map 6.1 (and Map 6.2) to show potential future N-S connectivity from Howroyd Ave. to Shelbourne St.	More logical connection for pedestrians and cyclists
New bike connections	6.2	Request for improvements in street network to better connect bike routes	Replicate potential new connections from Map 6.1 on Map 6.2 (cycling map)	Future connections identified on Map 6.1 are intended to be bicycle and pedestrian routes

Topic	Section	Suggestion / Issue	Revision in Proposed Plan	Rationale
Greenway Tree Canopy	6.3	More content related to tree canopy cover and its role on streets	Policy 6.3.5 changed to add "*tree canopy cover*" as a key greenway element	Tree canopy cover is a key way to improve identity of greenways and offset short-term tree loss on Shelbourne
Greenways Map	6.3	See map in 6.3 - reroute south of Browning Park along N. Dairy and down Doncaster and cross Hillside at lights	Amend Map 6.3 to include a greenway route along North Dairy from Browning greenway to Doncaster Dr.	Provides better consistency and alignment with City of Victoria Greenway network
Future Dedicated Transit Right of Way / Introduction of Rail on Shelbourne Street	6.4	Dedicated Transit Lane on Shelbourne Street - to make cycling and transit more attractive and convenient than cars – need exclusive r.o.w. for transit No provision in the plan for rail based modes.	Add new Policy6.4.5 to Section 6.4: "*Explore opportunities to implement dedicated transit lanes along Shelbourne Street to support rapid bus, street car or tram service.*"	Demonstrates a progressive approach to mobility planning that prioritizes alternative modes. Allows for gradual transition of street design over time. Policy reflects technologies identified by BC Transit for frequent transit routes
Shelbourne McKenzie Transit Interchange	6.4	The Shelbourne/McKenzie intersection should include plans for a major transit interchange, as should Shelbourne/Hillside.	Add new Policy 6.4.2 to Section 6.4 "*Support BC Transit in the development of a transit exchange at the intersection of McKenzie Avenue and Shelbourne Street.*"	Consistent with BC Transit - Transit Future Plan.
Bike parking at transit exchanges	6.4	Kiosks with toilets and bike parking at transit exchanges	Add new Policy 6.4.3 to Section 6.4: "*Seek to incorporate elements such as bike lockers, public washrooms and wayfinding signage to support the development of a transit exchange at McKenzie Avenue and Shelbourne Street.*"	Important to identify characteristics / amenities to help shape transit exchange areas
Cedar Hill Rd. bus stops	6.4	Bus stops on Cedar Hill Rd need to be improved	Add new Policy 6.4.14 to Section 6.4: "*Explore bus stop enhancements on Cedar Hill Road as part of road, sidewalk and cycling improvements.*"	Identified priority in community and consistent with planned upgrades
Park and Ride locations	6.4	Create "Park and Ride" facilities at suitable locations outside of the Valley.	Add new Policy 6.4.15 to Section 6.4: "*Support BC Transit initiatives to improve transit service, including the potential provision of park and ride areas.*"	In keeping with BC Transit initiatives.

Topic	Section	Suggestion / Issue	Revision in Proposed Plan	Rationale
Transit Exchanges on Map	6.4	Add future transit exchange locations to transit map	Amend Map 4 to include Hillside and McKenzie / Shelbourne Transit exchanges	Consistent with BC Transit Future Plan
Vehicle Capacity	6.5	The Plan should limit changes that facilitate increased capacity for motor vehicle traffic	Add new Policy 6.5.2 to Section 6.5: *"Restrict changes to the transportation network that increase capacity for general purpose traffic."*	Important policy to limit potential changes that could work against objective of a more balanced transportation network
Car Sharing	6.5	Car sharing is missing; a suggestion was made for designated car share parking.	Amend Policy 6.5.3 to add car sharing as a specific TDM items	Important measure to incorporate into the study area.
Shelbourne Tree Canopy	6.6	More content related to tree canopy cover and its role on streets	Amend policy 6.6.2 to add *"significant tree canopy"* as one of the elements of the Shelbourne "Great Street" vision	Changes better integrate canopy cover as a fundamental element of Shelbourne Street.
Temporary vehicle lane reductions	6.6	Why not trial the removal of traffic on Shelbourne	Add new Policy 6.6.4 to Section 6.6 *"Support pilot projects that temporarily convert outside lanes on Shelbourne Street to trial cycling and transit initiatives or support community events."*	Important tool to raise awareness and assess impacts of more major changes
Stormwater Management	6.6	Will stormwater management be accommodated within future Shelbourne Street boulevards?	In Policy 6.6.7 add *"...and stormwater management"* at the end of the last bullet.	Provides an indication that boulevard areas will be used for stormwater management in the future.
Future Dedicated Transit Right of Way	6.6	Dedicated transit Lane on Shelbourne Street - to make cycling and transit more attractive and convenient than cars – need exclusive r.o.w. for transit	Add new Policy 6.6.8 to Section 6.6: *"Explore opportunities to implement long-term Shelbourne Street cross-section as indicated in Figure 6.7 with dedicated transit lanes to prioritize transit vehicles."*	Demonstrates a progressive approach to mobility planning that truly prioritizes alternative modes. Allows for gradual transition of street design over time
Tree planting location	6.6	Staff Suggestion better related to interim design guidelines	Remove draft Policy 6.6.8: *"As part of detailed design, identify future tree planting locations"*	Direction more suited to detailed work done as part of short-term mobility action program
Landscaped medians	6.6	6.6.13 how will landscaped medians minimize conflicts between motorist, pedestrians and cyclists?	Remove*" and introduce landscaped medians"* from Policy 6.6.14	Landscaped medians do not fit in the context of this policy

Topic	Section	Suggestion / Issue	Revision in Proposed Plan	Rationale
Underground utility lines	6.6	There should be some sort of goal to move utility lines underground along the Shelbourne corridor	Add new Policy 6.6.16 to section 6.6 *"Encourage overhead wiring to be relocated underground."*	Important objective to work towards in creating an improved streetscape
Pedestrian lighting	6.6	Staff Suggestion re lighting for walking and cycling	In new Policy 6.6.19, add "*and cycle track*"	Highlights importance of illuminating both sidewalks and cycle track areas
On-Street Parking – pilot projects	6.6	Staff Suggestion re on street parking on a trial basis	Add new Policy 6.6.23 to section 6.6: *Explore pilot projects that introduce on-street parking in the Centres and Village.*	Highlights that on-street parking could be explored through pilot projects to assess implications
Shelbourne Tree Canopy	6.6	More content related to tree canopy cover and its role on streets	Change Shelbourne Street Cross-sections to incorporate canopy trees in new Figures 6.6 and 6.7	Changes better integrate canopy cover as a fundamental element of Shelbourne Street.
Future Dedicated Transit Right of Way	6.6	Leave the Shelbourne ultimate x-section as 4 lanes but as a mid-time frame goal. 2044 goal would be 2 lanes plus rail, cycling and walking facilities. Dedicated Transit Lane on Shelbourne Street - to make cycling and transit more attractive and convenient than cars	Add an additional Shelbourne Street cross-section, Figure 6.8, to Section 6.6 that shows future potential dedicated transit lanes. Images included to show potential technologies identified by BC Transit as suitable for this route: rapid bus, streetcar, and tram"	Demonstrates a progressive approach to mobility planning that prioritizes alternative modes. Provides more flexibility to respond to changing conditions and guide future transit planning exercises
Bike connection from Cedar Hill Rd to Feltham	6.7	The logical route would be to encourage cyclists to go down Cedar Hill to Feltham and then connect with Shelbourne	Change interim route to include stretch of Cedar Hill Rd. that connects with Feltham Rd.	Bike lanes now implemented
UVIC Cycling Connection	6.7	Staff suggestion	Add UVIC bike connection to Map 6.7	Indicates that this is a vital component of overall cycling improvements

SECTION 7: URBAN DESIGN AND ACCESSIBILITY

Topic	Section	Suggestion / Issue	Revision in Proposed Plan	Rationale
Memorial trees as a key feature of the Valley's identity	7.1	Develop programs to increase awareness of Memorial trees.	Policy 7.1.2:" Increase the awareness and profile of London Plane Trees as a key historic feature in the Valley".	The preservation of the remaining trees, and planting of additional trees, is included in policies 4.3.10 and 4.3.11. Including them in Section 7, Valley Identity, underlines their importance to the Valley's identity.
Application of Design Principles	7.2	Design Principles should apply to all properties in the Valley, not just commercial, mixed-use and multi-family.	Amend policy 7.2.1 and Map 7.1 to indicate design principles apply to entire planning area.	Allows design principles to be used, where appropriate, to evaluate all applications in the Valley
Future Development Permit Area	7.2	Will future Development Permit Area be created specifically for the Shelbourne Valley	Policy 7.2.3 deleted.	The intention is create a set of guidelines that would apply to all Centres and Villages in Saanich, as the majority of design issues are common throughout areas.
Transit Stop locations in Centres	7.2	Connection from transit to "centres" should be short, convenient and inviting.	Add design principle 16 c: "Locate bus stops in close proximity to store entrances in the Centres and Village"	Will help to ensure link between land use and transportation.
View Corridor	7.2	View corridors to the Valley's key geographic features should be protected.	Add design principle 2.c: "Support the protection of significant public view corridors to key geographic features, including Mt. Douglas, Mt. Tolmie and the Doncaster Escarpment."	Preserve the aesthetically pleasing views to the Valley's topographic features that help define the Valley's identity.
Bus Stops and Shelters	7.2	Make bus stops convenient to shops.	Add design principle 16 c: Locate bus stops in close proximity to store entrances in Centres and Village.	Provides added convenience to transit users.
Building Setbacks	7.4	Clarify build to line terminology	Section 7.4 updated to change "build to line" to "combined sidewalk and building setback"	Less technical terminology that is clearer to a broader audience.

SECTION 8: TAKING ACTION AND TRACKING PROGRESS

Topic	Section	Suggestion / Issue	Revision in Proposed Plan	Rationale
Bowker Creek Technical study	8.1	Recommend that policy 4.2.7 (daylighting in alignment with greenways) be identified as a key policy in section 8.1 Prioritized Actions.	Add action item in Section 8.1: *"Support the Bowker Creek Initiative in the development of a study to assess the technical opportunities and constraints of daylighting Bowker Creek in the Shelbourne Valley.", reference Policy 4.2.7, lead Dept. Planning, high priority*	A technical study to identify relative feasibility of daylighting has been identified as a key next step to understanding the relative feasibility of daylighting
Environment Actions	8.1	Clarify actions without clear deliverables	Delete: *Assess the protection and designation of indigenous, significant trees and wildlife trees in the Shelbourne Valley.*	No specific action attached to item in draft plan.
Street tree Assessment	8.1	Review condition of street trees along Shelbourne St.	Add: *Conduct an assessment of street trees on Shelbourne St. as part of the interim design. Reference Policy 6.7.10, lead Dept. Parks/Engineering, high priority.*	To be done as part of detailed design work on Shelbourne St.
Evaluation of Trends	8.1	Monitor changes in Valley that affect transportation.	Add ne action: : *Evaluate land use changes, transportation trends and other factors every 5 years to update mobility implementation priorities to optimize progress towards the 30 year goals of the Plan.*	Need to evaluate changes in the Valley resulting from travel mode shifts, land use changes, innovations in transportation etc. so we can implement changes to the transportation network where needed or desirable.
Interim Shelbourne Street Cross-Section	8.2	Difficulty understanding relationship of location of improvements and design	Pages 101 and 102 reorganized to put Map 8.3 and proposed x-section on same page	Provides a better linkage between location and design elements
Interim Design Principles	8.2	How will tree canopy be addressed in interim design?	Add Interim Cross-Section Design Principle: *"Maximize opportunities to achieve a significant tree canopy"*	Acknowledges tree canopy objectives and ensures they will be addressed in detailed design process
Interim Design Principles	8.2	Staff Suggestion re clarity as to what multi use means	In design Principle #10, change "multi-use path" to *"shared facility"*	More appropriate characterization of potential pedestrian / cyclist design

Topic	Section	Suggestion / Issue	Revision in Proposed Plan	Rationale
Interim Design Principles -		More clarity on guiding principles influencing design on central part of Shelbourne St.	Add new set of Design Principles for interim improvements on Shelbourne Street from Blair Ave.to Pear St.	Helps to provide clarity and better alignment with format for north and south sections of Shelbourne Street
Public Realm Enhancements in Centres	8.2	Confusion around future design in this section	Page 104 simplified	Highlights that pedestrian improvements and opportunistic cycle track implementation are the focus
Public Realm Enhancements in Centres	8.2	Staff suggestion	Design principles added to help guide design of Shelbourne Street from Pear to Blair	Design principles will provide direction and clearly identify priorities for detailed design of this segment
Poplar Bike Connection	8.2	Consider a buffered bike lane on Poplar	Upgrades to UVIC bike connector revised to include *"enhancement of bike facilities on Poplar Road"* as area of improvement for this route	Identifies specific area to potentially improve UVIC route
Iona/Cedar Hill Cross Road Intersection	8.2	Need to facilitate travel from Cedar Hill Cross to Horner Park – Iona/Cedar Hill Cross Road signal needed.	Upgrades to UVIC bike connector revised to include *"enhancement of crossing of Cedar Hill Cross Rd. at Iona Rd."* as area of improvement for this route	Identifies specific area to potentially improve UVIC route
Bike connection from Cedar Hill Rd to Feltham	8.2	The logical route would be to encourage cyclists to go down Cedar Hill to Feltham and then connect with Shelbourne	Change interim route to include stretch of Cedar Hill that connects with Feltham Rd.	Bike lanes now implemented
UVIc Cycling Connection	8.2	Staff suggestion	Add UVIC bike connection to Map 8.8	Indicates that this is a vital component of overall cycling improvements

SECTION 9: APPENDICES

Topic	Section	Suggestion / Issue	Revision in Proposed Plan	Rationale
Glossary	9.1	Staff suggestion	Add definition of Naturescape	Provides clarity for those unfamiliar with term.
Bylaw and Amendments	9.2	Staff suggestion	Add Section 9.2 Bylaw and Amendments	Placeholder for future plan amendments