



# Agenda

Special Council Meeting  
 Council Chambers, Saanich Municipal Hall, 770 Vernon Avenue  
**TUESDAY, APRIL 25, 2017 AT 7:00 PM**

## NOTICE OF PUBLIC HEARING APRIL 25, 2017

- A. “ZONING BYLAW, 2003, AMENDMENT BYLAW, 2017, NO. 9420”  
**PROPOSED REZONING TO CONSTRUCT 36 ATTACHED HOUSING UNITS ON VIEWMONT AVENUE**

1.	Reports: <ul style="list-style-type: none"> <li>▪ Supplemental Report from the Director of Planning dated March 22, 2017</li> <li>▪ Report from the Director of Planning dated December 15, 2016</li> </ul>	Pg. 1 Pg. 14
2.	Bylaw No. 9420 Bylaw No. 9426 (Housing Agreement)	Pg. 44 Pg. 45
3.	Revised Servicing Requirements	Pg. 51
4.	Excerpt from the Committee of the Whole meeting held January 23, 2017	Pg. 54
5.	Other Reports: <ul style="list-style-type: none"> <li>• Advisory Design Panel Report dated March 29, 2016</li> <li>• Sustainability Statement dated Received February 26, 2016</li> <li>• Tree Impact and Mitigation Report February 18, 2016</li> <li>• Stormwater Management Statement dated December 11, 2015</li> </ul>	Pg. 58 Pg. 60 Pg. 61 Pg. 91
6.	Correspondence: <ul style="list-style-type: none"> <li>▪ Letter and Submission from the Applicant (including Open House Attendance Sheets and Questionnaires) dated September 16, 2016</li> <li>▪ Letter from the Royal Oak Community Association dated August 24, 2016</li> <li>▪ 59 Letters from Residents</li> </ul>	Pg. 93 Pg. 114 Pg. 116

- B. “OFFICIAL COMMUNITY PLAN BYLAW, 2008, AMENDMENT BYLAW, 2017, NO. 9419”  
**AMENDMENTS TO THE OFFICIAL COMMUNITY PLAN TO ADD THE SHELBOURNE VALLEY ACTION PLAN AS A NEW APPENDIX**

1.	Reports: <ul style="list-style-type: none"> <li>▪ Report from the Director of Planning dated March 16, 2017</li> <li>▪ Report from the Director of Planning dated November 17, 2016</li> <li>▪ Report from the Director of Planning dated September 22, 2015</li> <li>▪ Report from the Director of Planning dated May 30, 2014</li> </ul>	Pg. 177 Pg. 190 Pg. 259 Pg. 283
2.	Bylaw No. 9419	Pg. 309
3.	Excerpts from the Committee of the Whole meetings held December 5, 2016, October 5, 2015 and June 9, 2014	Pg. 317

<p>4.</p>	<p>Other Reports / Memos:</p> <ul style="list-style-type: none"> <li>▪ Memo from the Planning, Transportation and Economic Development Advisory Committee dated November 9, 2016</li> <li>▪ Memo from the Bicycle and Pedestrian Mobility Advisory Committee dated May 26, 2014</li> <li>▪ Mobility Implementation Actions Presentation dated December 5, 2016</li> <li>▪ Public Engagement Summary Report dated February and March, 2016</li> <li>▪ Public Engagement Summary Report dated October, 2016</li> </ul>	<p>Pg. 336</p> <p>Pg. 338</p> <p>Pg. 343</p> <p>Pg. 379</p> <p>Pg. 401</p>
<p>5.</p>	<p>Correspondence:</p> <ul style="list-style-type: none"> <li>▪ Letters from the Mount Tolmie Community Association dated March 27, 2017, November 5, 2016 and June 9, 2014</li> <li>▪ Letter from the Camosun Community Association dated December 2, 2016</li> <li>▪ Letter from the Gordon Head Residents' Association dated December 5, 2016</li> <li>▪ 272 Letters from Residents</li> </ul>	<p>Pg. 417</p> <p>Pg. 426</p> <p>Pg. 428</p> <p>Pg. 431</p>



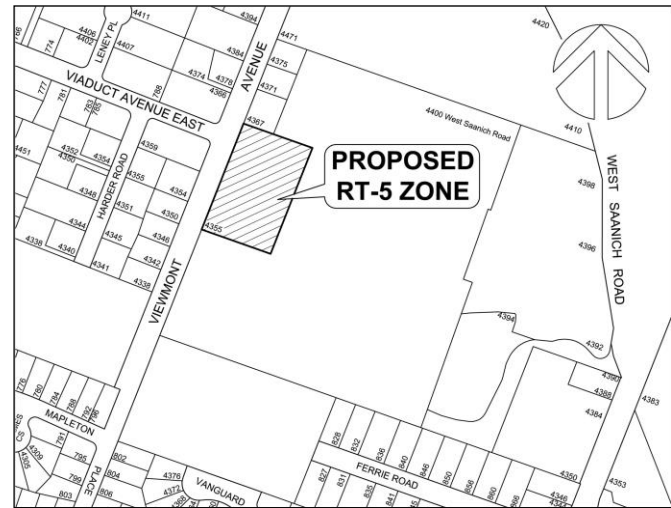
THE CORPORATION OF THE DISTRICT OF SAANICH

**NOTICE OF PUBLIC HEARING ON OFFICIAL COMMUNITY PLAN  
AND ZONING BYLAWS**

NOTICE IS HEREBY GIVEN that a SPECIAL COUNCIL MEETING for the purpose of a PUBLIC HEARING will be held in the SAANICH MUNICIPAL HALL COUNCIL CHAMBERS, 770 Vernon Avenue, Victoria, BC, V8X 2W7, on **TUESDAY, APRIL 25, 2017 at 7:00 p.m.**, to allow the public to make verbal or written representation to Council with respect to the following proposed bylaws.

A. **“ZONING BYLAW, 2003, AMENDMENT BYLAW, 2017, NO. 9420”  
PROPOSED REZONING TO CONSTRUCT 36 ATTACHED HOUSING UNITS ON VIEWMONT AVENUE**

The intent of this proposed bylaw is to rezone That Part of Lot 5, Section 8A, Lake District, Plan 2255 Lying to the North West of a Boundary Parallel to and Perpendicularly Distant 211.2 Feet from the North Westerly Boundary of said Lot (**4355 VIEWMONT AVENUE**) from Zone A-1 (Rural) to Zone RT-5 (Attached Housing) for the purpose of constructing **36** attached housing units. A **DEVELOPMENT PERMIT** will be considered to allow variances for setbacks, height, building separation, projections, and the amount of lot used as parking area. A **COVENANT** will be considered to further regulate the use of the lands and buildings. A Housing Agreement will be considered to prohibit a Strata Bylaw or Strata Council from restricting rental of a dwelling unit for residential purposes. The relevant report is available on the website – [www.saanich.ca](http://www.saanich.ca) (under Local Government/Development Applications/Active Development Applications/Royal Oak).



B. **“OFFICIAL COMMUNITY PLAN BYLAW, 2008, AMENDMENT BYLAW, 2017, NO. 9419”  
AMENDMENTS TO THE OFFICIAL COMMUNITY PLAN TO ADD THE SHELBOURNE VALLEY ACTION PLAN AS A NEW APPENDIX**

The intent of this proposed bylaw is to update the appendices of the Official Community Plan to include Appendix “O” Shelbourne Valley Action Plan and make necessary housekeeping amendments as outlined in the amendment bylaw. The Shelbourne Valley Action Plan is intended to guide land use and transportation decisions in the Shelbourne Valley over the next 30 years. The Plan area is approximately 4 km in length. The boundaries extend 500 m north of Feltham Road and 500 m south of North Dairy Road. From east to west the Plan area extends 500 m on either side of Shelbourne Street. The Plan and background material are available on the website - [www.saanich.ca/shelbourne](http://www.saanich.ca/shelbourne)

The proposed bylaws and relevant reports may be inspected or obtained from the Legislative Division between 8:30 a.m. and 4:30 p.m., from April 12, 2017 to April 25, 2017 inclusive, except for weekends and statutory holidays. Written comments may be submitted by mail or by e-mail and must be received no later than 4:00 p.m. on the day of the meeting. All correspondence submitted will form part of the public record and may be published in a meeting agenda.



The Corporation of the District of Saanich

Bylaw No. 9420

Mayor ✓  
Councillors ✓  
Administrator ✓  
Com. Assoc. ✓  
Applicant ✓  
April 12, 2017

# Supplemental Report

To: Mayor and Council  
From: Sharon Hvozanski, Director of Planning  
Date: March 22, 2017  
Subject: Development Permit and Rezoning Application  
File: DPR00642; REZ00571 • 4355 Viewmont Avenue

## RECOMMENDATION

That Council postpone further consideration of the development to allow the applicant to rework the proposal.

Note: Should Council support the application the following actions are recommended:

1. That the application to rezone from the A-1 (Rural) Zone to the RT-5 (Attached Housing) Zone be approved;
2. That Development Permit DPR00642 be approved;
3. That Final Reading of the Zoning Amendment Bylaw and ratification of the Development Permit be withheld pending payment of \$19,500 to the Tree Replacement Fund;
4. That Final Reading of the Zoning Amendment Bylaw and ratification of the Development Permit be withheld pending registration of a housing agreement to prohibit a Strata Bylaw or Strata Council from restricting rental of a dwelling unit for residential purposes; and
5. That Final Reading of the Zoning Amendment Bylaw and ratification of the Development Permit be withheld pending registration of a covenant securing:
  - The construction to a BUILT GREEN® Gold or equivalent energy efficient standard;
  - That dwelling units are to be constructed solar ready; and
  - Construction of a sidewalk fronting 4367, 4371, and 4375 Viewmont Aveune in addition to the required property frontage improvements.

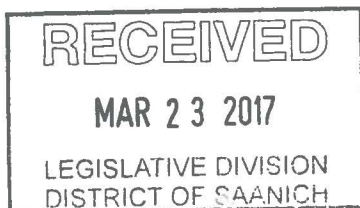
## PURPOSE

The purpose of this report is to provide further information to Council as requested.

## DISCUSSION

### Background

The applicant proposes to rezone the property in order to construct a townhouse development. A Form and Character Development Permit is also required.



PH A

At the January 23, 2017 Committee of the Whole meeting Council received a report summarizing the 38 unit townhouse proposal, which outlined concerns raised by the Planning Department. At that meeting the applicant presented a revised site layout to Council with the proposal reduced by 2 units for a total of 36.

Council forwarded the revised 36 unit proposal to a Public Hearing with further consideration requested on the following matters:

- Concern with tandem parking;
- The lack of useable green space; and
- The commitment to the units being constructed solar ready.

In response to the questions raised by Council at the January 23, 2017 meeting the applicant has provided the following information:

### **Tandem Parking**

The applicant has no concerns with tandem parking since it is quite normal in a townhouse situation rather than the exception. They acknowledge there can be some inconvenience when vehicles need to manoeuvre around each other, but to park side by side would either result in pulling the garages forward to create a wall of overhead doors or alternatively doubling the amount of paved surface.

### **Useable Green Space**

The applicant believes the reduction of two units will significantly add to the landscaped open space. With respect to its "usability", the intent throughout the site is to create open "visual" space rather than "functional" space, especially given the proximity to local park space and amenities.

With the additional trees planted on-site the financial contribution to the Tree Replacement Fund is reduced from \$20,700 to \$19,500.

### **Solar Ready**

As noted with the initial proposal, the applicant has committed to BUILT GREEN® Gold, or an equivalent energy efficiency standard for the development, including being constructed solar ready. These commitments would be secured by covenant.

In response to Council comments, the applicant has commented that once completed the dwelling units would include many environmentally friendly features beyond solar ready, similar to their multi-family development at Travino Lane.

### **Variances**

With the revised proposal a variance for the number of visitor parking spaces is no longer required.

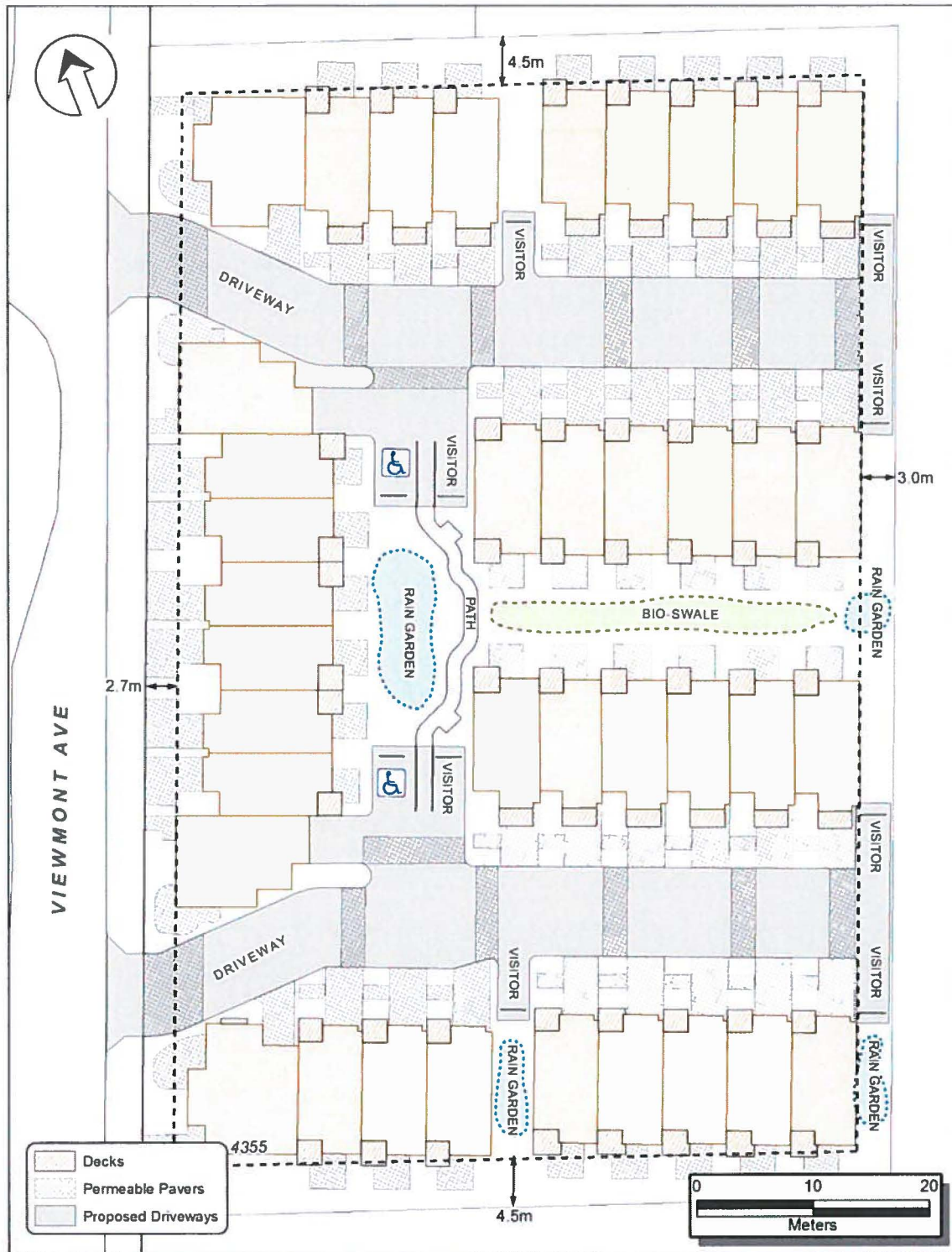


Figure 1: Initial Site Plan

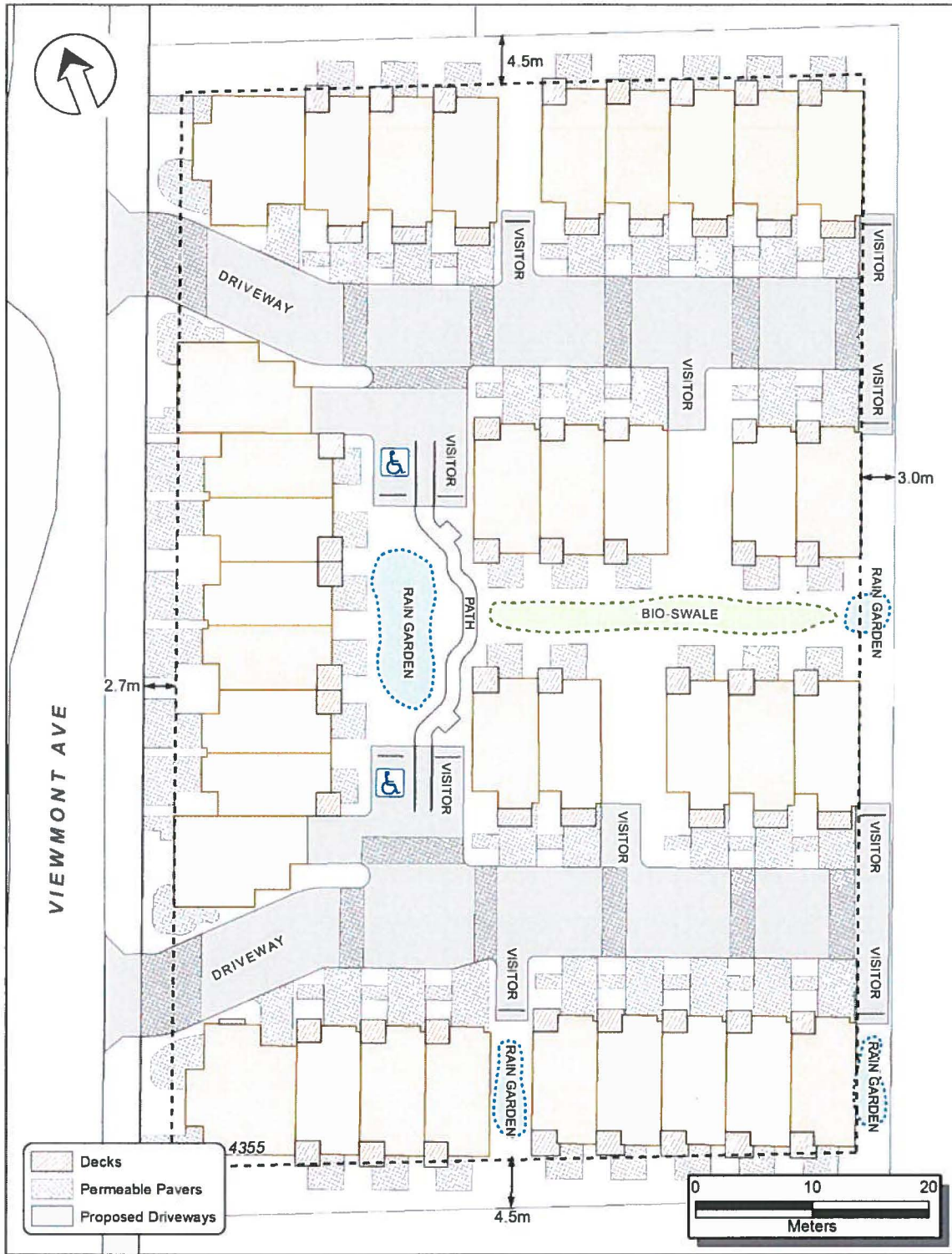


Figure 2: Revised Site Plan

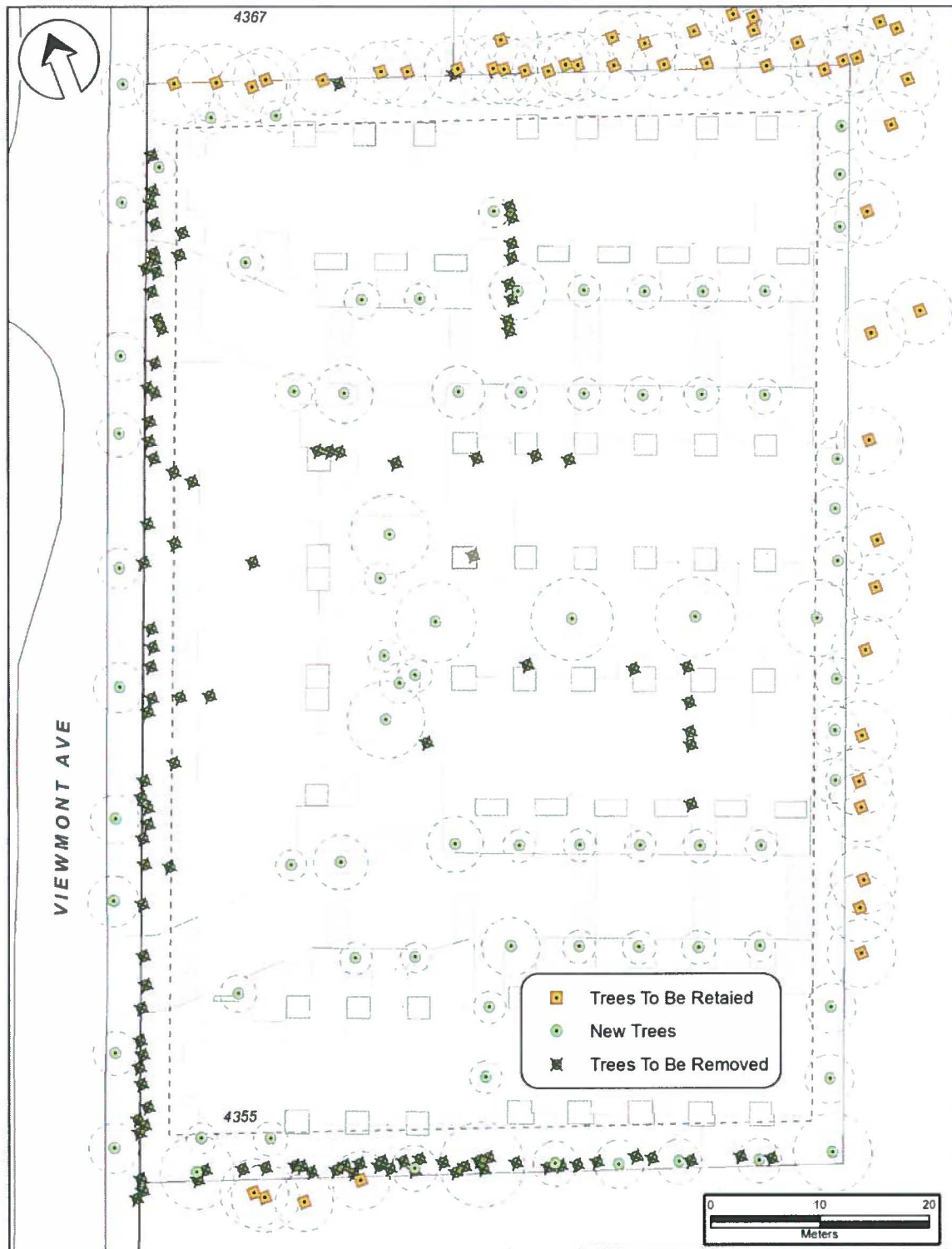


Figure 3: Initial Tree Removal and Replacement Plan



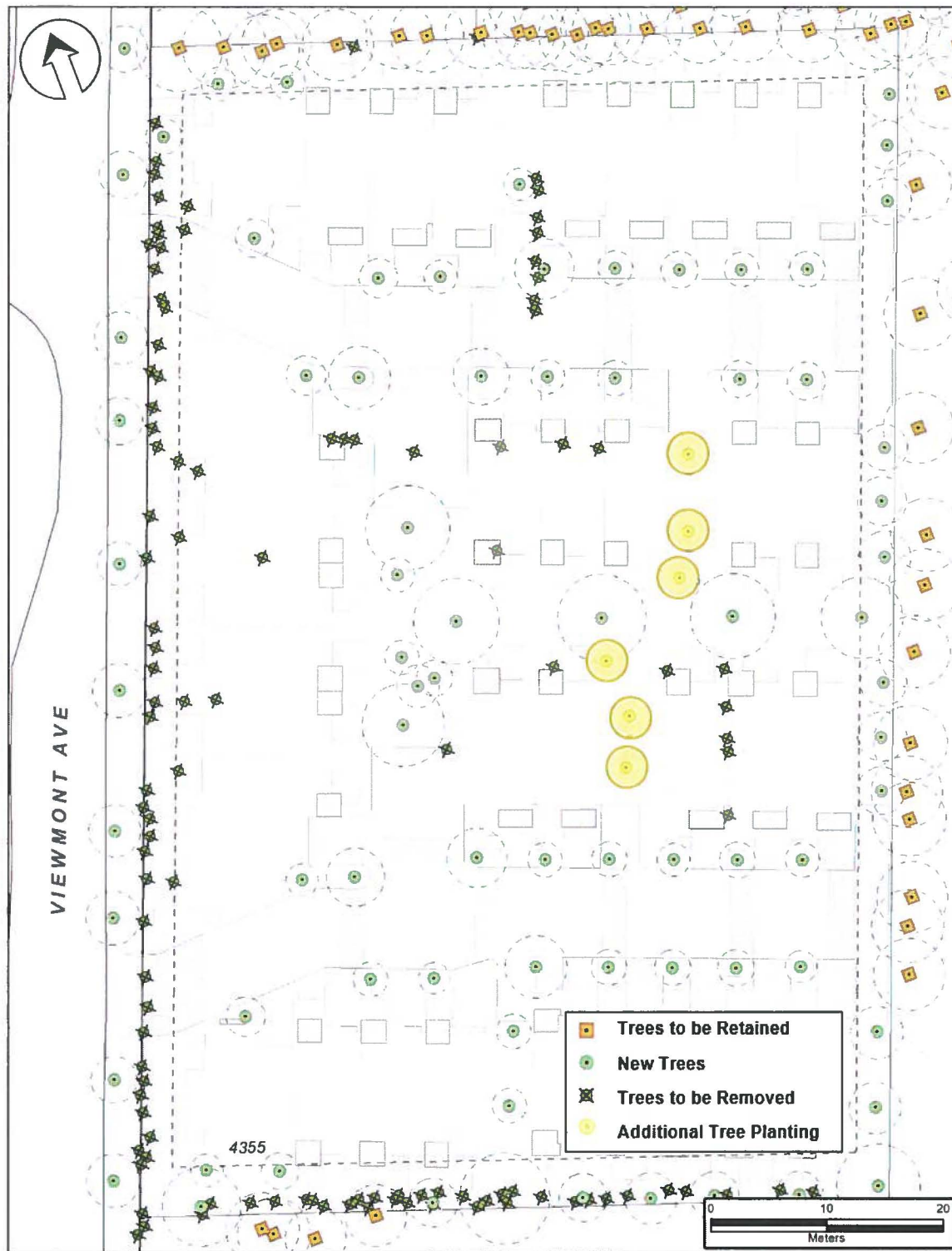



Figure 4: Revised Tree Removal and Replacement Plan

**CONCLUSION**

The applicant has responded to the questions raised at the January 23, 2017 Committee of the Whole meeting, which related specifically to tandem parking, useable green space, and being constructed solar ready.

No revisions are proposed to address tandem parking and the applicant had previously committed to constructing solar ready. Reduced massing by removing two dwelling units would provide more open space and allow for additional tree planting. Although the removal of two units does provide more open space on the site, it does not fully address all issues raised in the Planning Report dated December 15, 2016, therefore recommendations of the Planning Department remain unchanged.

Prepared by   
Andrea Pickard  
Planner

Reviewed by   
Jarret Matanowitsch  
Manager of Current Planning

Approved by   
Sharon Hvozdzanski  
Director of Planning

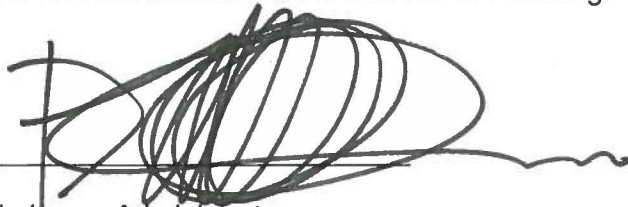
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Attachment

cc: Paul Thorkelsson, Administrator  
Graham Barbour, Manager of Inspection Services

**ADMINISTRATOR'S COMMENTS:**

I endorse the recommendation of the Director of Planning.

  
Paul Thorkelsson, Administrator

## DISTRICT OF SAANICH

NO. DPR00642

## DEVELOPMENT PERMIT

TO: 0988827 B.C. Ltd., Inc. No. BC0988827  
4520 West Saanich Road  
Victoria, BC V8Z 3G4

*(herein called "the Owner")*

1. This Development Permit is issued subject to compliance with all of the Bylaws of the Municipality applicable thereto, except as specifically varied by this Permit.
2. This Development Permit applies to the lands known and described as:

**That Part of Lot 5, Section 8A, Lake District, Plan 2255 Lying to the North West of a Boundary Parallel to and Perpendicularly Distant 211.2 Feet from the North Westerly Boundary of Said Lot**

**4355 Viewmont Avenue**

*(herein called "the lands")*

3. This Development Permit further regulates the development of the lands as follows:
  - (a) By varying the provisions of Zoning Bylaw 2003, Section 520.5 a) to permit a building separation of 10 m from living room windows (15 m required),
  - (b) By varying the provisions of Zoning Bylaw 2003, Section 520.5 b) to permit a building separation of 10.8 m from windows in a habitable room other than a living room (12 m required),
  - (c) By varying the provisions of Zoning Bylaw 2003, Section 520.5 c) to permit a building separation of 3.8 m between walls and outside corners of buildings (6 m required),
  - (d) By varying the provisions of Zoning Bylaw 2003, Section 520.6 a) i) to permit buildings for attached housing to be sited 2.7 m from a lot line abutting a street (7.5 m required),
  - (e) By varying the provisions of Zoning Bylaw 2003, Section 520.6 a) ii) to permit buildings for attached housing to be sited 4.5 m from the interior side lot lines (7.5 m required),
  - (f) By varying the provisions of Zoning Bylaw 2003, Section 520.6 a) iii) to permit buildings for attached housing to be sited 3.0 m from the rear lot line (7.5 m required),

- (g) By varying the provisions of Zoning Bylaw 2003, Section 520.6 b) to permit buildings for attached housing to have a height of 10 m (7.5 m permitted),
  - (h) By varying the provisions of Zoning Bylaw 2003, Section 520.8 a) to permit the parking area (includes garage area) to occupy 41% of the lot (30% permitted),
  - (i) By varying the provisions of Zoning Bylaw 2003, Section 5.8 c) to permit projections for cantilevered balconies to project up to 83 cm into the required setback to an interior lot line (60 cm permitted), and
  - (j) By requiring the buildings and lands to be constructed and developed in accordance with the plans prepared by KPLJames Architecture, Islander Engineering, and Keith N. Grant Landscape Architecture Ltd., all date stamped received March 21, 2017, copies of which are attached to and form part of this permit.
4. The Owner shall substantially start the development within 24 months from the date of issuance of the Permit, in default of which the Municipality may at its option upon 10 days prior written notice to the Owner terminate this Permit and the Permit shall be null and void and of no further force or effect.
5. Notwithstanding Clause 4, construction of driveways and parking areas, and delineation of parking spaces shall be completed prior to the issuance of an Occupancy Permit.
6. (a) Prior to issuance of a Building Permit, the Owner shall provide to the Municipality security by cash, certified cheque, or an irrevocable letter of credit in the amount of \$186,750 to guarantee the performance of the requirements of this Permit respecting landscaping.
- (b) A Landscape Architect registered with the British Columbia Society of Landscape Architects must be retained for the duration of the project until the landscaping security has been released. Written letters of assurance must be provided at appropriate intervals declaring the registered Landscape Architect, assuring that the landscape work is done in accordance with the approved landscape plan, and indicating a final site inspection confirming substantial compliance with the approved landscape plan (BCSLA Schedules L-1, L-2 and L-3).
- (c) All landscaping must be served by an automatic underground irrigation system.
- (d) The owner must obtain from the contractor a minimum one-year warranty on landscaping works, and the warranty must be transferable to subsequent owners of the property within the warranty period. The warranty must include provision for a further one-year warranty on materials planted to replace failed plant materials.
- (e) Any protective fencing of trees or covenant areas must be constructed, installed and signed according to the specifications in Appendix X.
- (f) No site activity shall take place prior to the installation of any required tree of covenant fencing and the posting of "WARNING – Habitat Protection Area" signs. The applicant must submit to the Planning Department a photograph(s) showing the installed fencing and signs. Damage to, or moving of, any protective fencing will result in an immediate stop work order and constitute a \$1,000 penalty.

- (g) The landscaping requirements of this Permit shall be completed within four months of the date of issuance of the Certificate of Occupancy for the development, in default of which the Municipality may enter upon the lands, through its employees or agents, and complete, correct or repair the landscaping works at the cost of the Owner and may apply the security, interest at the rate payable by the Municipality for prepaid taxes.
  - (h) In the event that any tree identified for retention is destroyed, removed or fatally injured, a replacement tree shall be planted in the same location by the Owner in accordance with the replacement guidelines as specified within the Saanich Tree and Vegetation Retention, Relocation and Replacement Guidelines. The replacement tree shall be planted within 30 days of notice from the Municipality in default of which the Municipality may enter upon the lands and carry out the works and may apply the security provided herein in payment of the cost of the works. For the purpose of this section, existing trees identified for retention and new trees planted in accordance with the landscape plan attached to and forming part of this permit shall be deemed to be "trees to be retained".
7. The lands shall be developed strictly in accordance with the terms and conditions and provisions of this Permit and shall comply with all Municipal bylaws except for those provisions specifically varied herein. Minor variations which do not affect the overall building and landscape design and appearance may be permitted by the Director of Planning or in her absence, the Manager of Current Planning.
8. Notwithstanding the provisions of Section 7 of this Permit the following changes will be permitted and not require an amendment to this Permit:
- (a) When the height or siting of a building or structure is varied 20 cm or less provided, however, that this variance will not exceed the maximum height or siting requirements of the Zoning Bylaw.
  - (b) Changes to the relative location and size of doors and windows on any façade which do not alter the general character of the design or impact the privacy of neighbouring properties following consultation with the Director of Planning, or Manager of Current Planning in her absence.
  - (c) Where items noted under Section 8(b) are required to comply with the Building Code and/or the Fire Code and those changes are not perceptible from a road or adjacent property.
  - (d) Changes to soft landscaping provided the changes meet or exceed the standards contained on the landscape plans forming part of this Permit.
9. The terms and conditions contained in this Permit shall enure to the benefit of and be binding upon the Owner, their executors, heirs and administrators, successors and assigns as the case may be or their successors in title to the land.
10. This Permit is not a Building Permit.

COPY

AUTHORIZING RESOLUTION PASSED BY THE MUNICIPALCOUNCIL ON THE

\_\_\_\_\_ DAY OF \_\_\_\_\_ 20 \_\_\_\_\_

ISSUED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_ 20 \_\_\_\_\_

\_\_\_\_\_  
Municipal Clerk

**APPENDIX X**

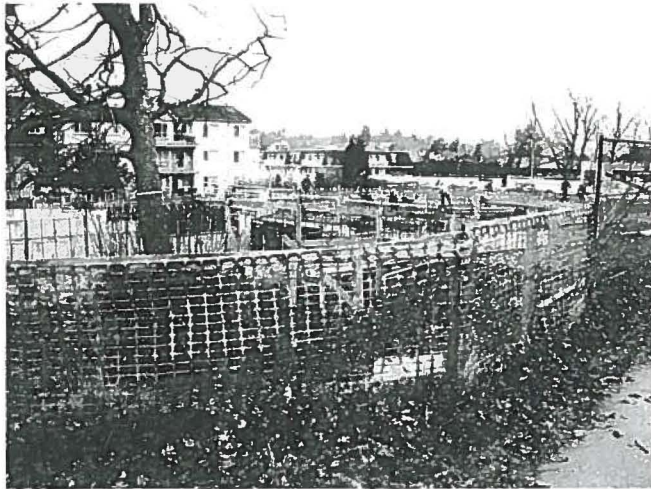
**PROTECTIVE FENCING FOR TREES AND COVENANT AREAS**

Protective fencing around trees and covenant areas is an important requirement in eliminating or minimizing damage to habitat in a development site.

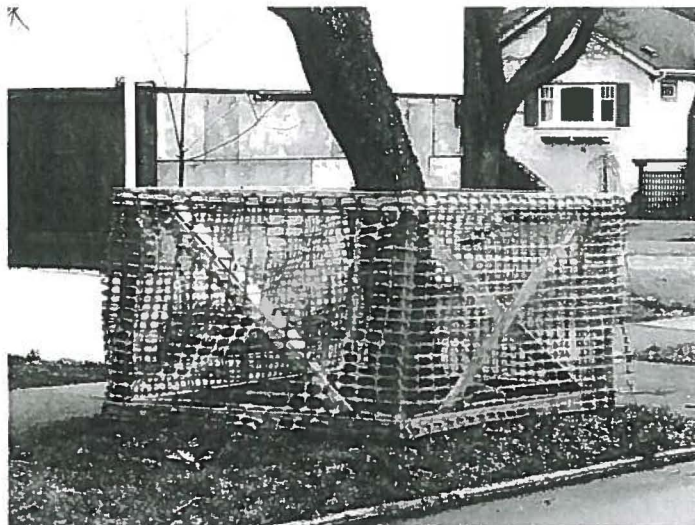
Prior to any activities taking place on a development site, the applicant must submit a photo showing installed fencing and "WARNING – Habitat Protection Area" signs to the Planning Department.

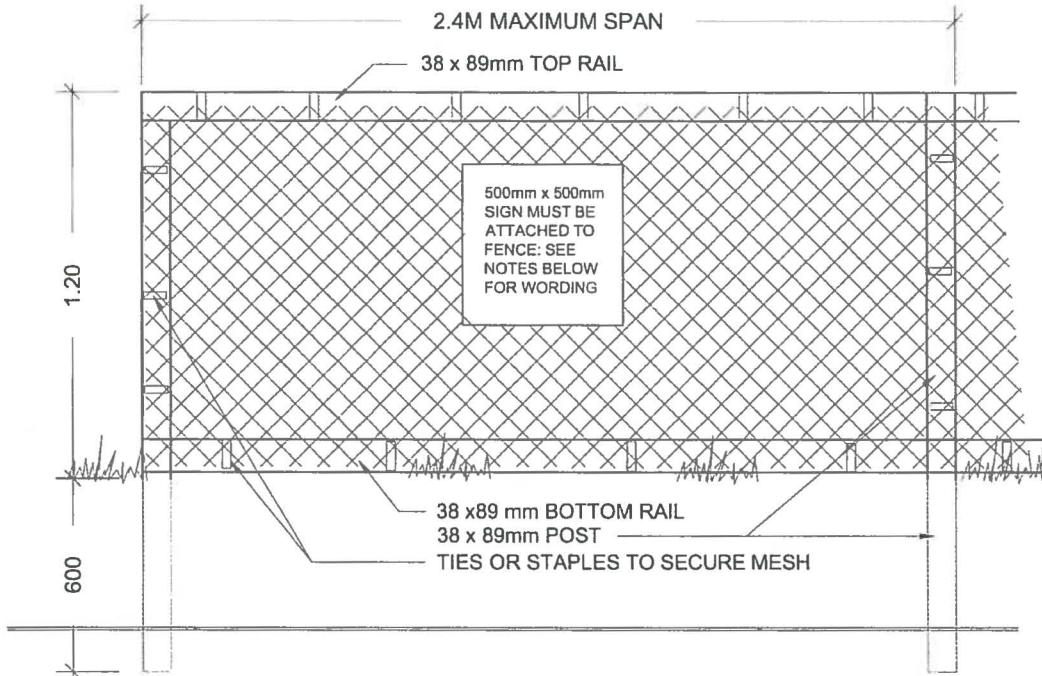
**Specifications:**

- Must be constructed using 2" by 4" wood framing and supports, or modular metal fencing
- Robust and solidly staked in the ground
- Snow fencing to be affixed to the frame using zip-ties or galvanized staples
- Must have a "WARNING – HABITAT PROTECTION AREA" sign affixed on every fence face or at least every 10 linear metres



Note: Damage to, or moving of, protective fencing will result in a stop work order and a \$1,000 penalty.





**TREE PROTECTION FENCING**

NOTES:

1. FENCE WILL BE CONSTRUCTED USING 38 X 89 mm (2"X4") WOOD FRAME: TOP, BOTTOM AND POSTS. \*  
USE ORANGE SNOW-FENCING MESH AND SECURE TO THE WOOD FRAME WITH "ZIP" TIES OR GALVANIZED STAPLES.
2. ATTACH A 500mm x 500mm SIGN WITH THE FOLLOWING WORDING:  
**WARNING-HABITAT PROTECTION AREA.** THIS SIGN MUST BE AFFIXED ON EVERY FENCE FACE OR AT LEAST EVERY 10 LINEAR METRES.

\* IN ROCKY AREAS, METAL POSTS (T-BAR OR REBAR) DRILLED INTO ROCK WILL BE ACCEPTED



DETAIL NAME: **TREE PROTECTION FENCING**

DATE: March/08  
DRAWN: DM  
APP'D: RR  
SCALE: N.T.S.

H:\shared\parks\Tree Protection Fencing.pdf



1410-04  
xref: 2860-30

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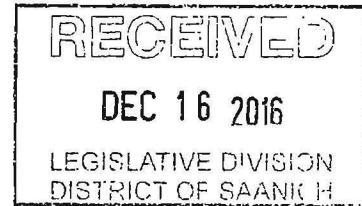
The Corporation of the District of Saanich

Mayor  
Councillors  
Administrator  
Com. Assoc.  
✓ Applicant  
Jan 11, 2016

Council  
Administrator  
Media

# Report

**To:** Mayor and Council  
**From:** Sharon Hvozanski, Director of Planning  
**Date:** December 15, 2016  
**Subject:** DEVELOPMENT PERMIT AND REZONING APPLICATION  
FILE: DPR00642; REZ00571 • 4355 VIEWMONT AVENUE



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## PROJECT DETAILS

**Project Proposal:** The applicant is requesting to rezone from A-1 (Rural) Zone to RT-5 (Attached Housing) Zone in order to construct a 38 unit townhouse development. A Form and Character Development Permit is also required. Variances are requested for; setbacks, height, building separation, projections, number of visitor parking spaces and the amount of lot area used as parking area.

**Address:** 4355 Viewmont Ave

**Legal Description:** That Part of Lot 5, Section 8A, Lake District, Plan 2255 lying to the North West of a boundary parallel to and perpendicularly distant 211.2 feet from the North Westerly boundary of said lot.

**Owner:** Mike Geric Construction Ltd. (0988827 BC Ltd., Inc. No. BC0988827)

**Applicant:** KPL James Architecture c/o Tony James

**Parcel Size:** 6,472 m<sup>2</sup>

**Existing Use of Parcel:** Single Family Dwelling

**Existing Use of Adjacent Parcels:**  
North: RS-8 (Single Family Dwelling) Zone  
P-2 (Utility) Zone – BC Hydro Operations Facility  
C-3 (Shopping Centre) Zone  
South: P-4 (Recreation and Open Space) Zone  
P-2 (Utility) Zone – BC Hydro Operations Facility  
East: P-2 (Utility) Zone – BC Hydro Operations Facility  
West: RS-8 (Single Family Dwelling) Zone

**Current Zoning:** A-1 (Rural) Zone

<b>Minimum Lot Size:</b>	n/a
<b>Proposed Zoning:</b>	RT-5 (Attached Housing) Zone
<b>Proposed Minimum Lot Size:</b>	n/a
<b>Local Area Plan:</b>	Royal Oak
<b>LAP Designation:</b>	General Residential
<b>Community Assn Referral:</b>	Royal Oak Community Association • Response received August 25, 2016 noting they generally have no objection to the application but expressed concerns about the following: lack of stop signs at the driveway exits, more consideration of the Advisory Design Panel recommendations, and the possibility of including a bus pass program.

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## PROPOSPAL

The applicant is requesting to rezone from A-1 (Rural) Zone to RT-5 (Attached Housing) Zone in order to construct a 38 unit townhouse development. A Form and Character Development Permit is also required. Variances are requested for; setbacks, height, building separation, projections, number of visitor parking spaces and the amount of lot area used as parking area.

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## PLANNING POLICY

### Official Community Plan (2008)

- 4.2.1.1 “Support and implement the eight strategic initiatives of the Regional Growth Strategy, namely: Keep urban settlement compact; Protect the integrity of rural communities; Protect regional green and blue space; Manage natural resources and the environment sustainability; Build complete communities; Improve housing affordability; Increase transportation choice; and Strengthen the regional economy.”
- 4.2.1.2 “Maintain the Urban Containment Boundary as the principal tool for growth management in Saanich, and encourage all new development to locate within the Urban Containment Boundary.”
- 4.2.1.18 “Encourage new development to achieve higher energy and environmental performance through programmes such as “Built Green”, LEED or similar accreditation systems.”
- 4.2.1.20 “Require building and site design that reduce the amount of impervious surfaces and incorporate features that will encourage ground water recharge such as green roofs, vegetated swales and pervious paving material.”
- 4.2.2.3 “Consider the use of variances to development control bylaws where they would achieve a more appropriate development in terms of streetscape, pedestrian environment, view protection, overall site design, and compatibility with neighbourhood character and adjoining properties.”

- 4.2.3.1 “Focus new multiple family residential, commercial, institutional and civic development in Major and Neighbourhood “Centres”, as indicated on Map 4.”
- 4.2.3.7 “Support the following building types and land uses in Major and Neighbourhood “Centres”:
- Townhouses (up to 3 storeys)
  - Low-rise residential (up to 4 storeys)
  - Mid-rise residential (up to 8 storeys)
  - Live/work studio & Office (up to 8 storeys)
  - Civic and institutional (generally up to 8 storeys)
  - Commercial and Mixed-Use (generally up to four storeys).”
- 5.1.2.1 “Focus new multi-family developments in “Centres” and “Villages” (Map 4).”
- 5.1.2.2 “Evaluate applications for multi-family developments on the basis of neighbourhood context, site size, scale, density, parking capacity and availability, underground service capacity, school capacity, adequacy of parkland, contributions to housing affordability, and visual and traffic/ pedestrian impact.”

### **Royal Oak Local Area Plan (2001)**

- 9.1 “Maintain single family housing as the predominant land use and promote appropriately located and designed small lot single family, multi-family and mixed residential housing.”
- 9.8 “Consider single family, multi-family, or mixed residential housing for the potential housing sites identified on Map 9.1.” Note: the site was identified as Potential multi-family
- 9.9 “Apply the development guidelines in Tables 9.1, 9.3 and 9.4 when considering rezoning and/or subdivision and/or development permit applications for the potential housing sites identified on Map 9.1.”

Table 9.3: Multi-Family Development Guidelines  
“Site 2

- Attached housing or a small apartment building, maximum three stories
  - Ensure pedestrian opportunities on Viewmont Avenue
  - Consider retaining pedestrian circulation opportunities to BC Hydro site
  - On-site parking on the east side of the lot adjacent to the BC Hydro property
  - Do not overshadow the single family dwellings to the north and west
  - Landscape screening to the north and south
  - Maintain or redevelop the existing landscape screening along the Viewmont Avenue frontage”
- 11.14 “Support the development of the commuter and local connector bikeways designated on Map 11.4.”

### **Development Permit Area Guidelines**

The development proposal is subject to the West Saanich Road Development Permit Area. Relevant guidelines include: retaining existing trees and native vegetation where practical, reducing impervious site cover, massing and scale of buildings compatible with adjacent development, site designs to comply with guidelines for Landscaping & Screening, Municipal

Outdoor Lighting, and Bicycle Parking, enhancing pedestrian networks through and adjacent to sites, creating connected public spaces, balancing all modes of transportation, and high quality architecture that incorporates varied elements and avoids large blank walls.

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## **DISCUSSION**

### **Neighbourhood Context**

The subject property is located in the Viewmont neighbourhood in the Royal Oak major "Centre". The Royal Oak Shopping Centre is within 100 m of the property where a range of retail and commercial services are located. A broader mix of commercial, office and multi-family developments exist along West Saanich Road.

The BC Hydro operational facility borders the property, in part, on three sides. The BC Hydro operational facility is primarily to the east with tennis courts to the south located on the land Saanich has leased from BC Hydro for park/trail purposes. Single family homes to the north front onto Viewmont Avenue, with a berm, stormwater swale and parking area on the BC Hydro property to the rear of the single family lots.

Residential land use in the form of single or two-family dwellings predominate the neighbourhood to the south and west of the site. Multi-family housing exists along West Saanich Road north of the shopping centre and along Royal Oak Drive, and south of the subject site towards Quadra Street.

A wide range of community services such as an ambulance station, fire hall, church and community hall are located in the area, primarily between the shopping centre and Royal Oak Drive. The Royal Oak Middle School is located approximately 300 - 400 m distant and recreational facilities at Saanich Commonwealth Place are just over 1 km distant.

The property is adjacent to a number of parks that connect Rithet's Bog located east of the highway, to the Colquitz River trail system including Colquitz Park, Brydon Park, Copley Park East and Copley Park West. Other parks in the area include Quick's Bottom and Layritz Park and Rithet's Bog.

### **Land Use**

Municipal records indicate a single family home was constructed on the property in 1945, which was recently demolished. Since the house was originally constructed the Royal Oak area has had a significant increase in density and the range of commercial/retail land uses such that the relatively large lot is now within an identified major "Centre".

The Official Community Plan (OCP) supports multi-family developments in the form of townhouses (up to 3-storeys), low-rise residential (up to 4-storeys) and mid-rise residential (up to 8-storeys) in major "Centres". The Royal Oak Local Area Plan identifies the site as potential multi-family residential in the form of townhouses or apartment up to 3-storeys.

In terms of land use, a townhouse development on this site could provide a suitable transition between the adjacent commercial activities at the Royal Oak major "Centre" and BC Hydro operational facility, to the residential neighbourhood beyond.

Rezoning to allow attached housing on the site would be consistent with the intent of the Official Community Plan, which promotes a sustainable community by keeping the built environment more compact and relieving pressure to build on rural and environmentally sensitive lands. Staff did discuss the inclusion of an apartment use on the site as this would allow for a greater number of housing units within a major "Centre" and potentially an improved site design with

more open space. However, through consultation with the neighbours the applicant believes townhouses are a more suitable option.

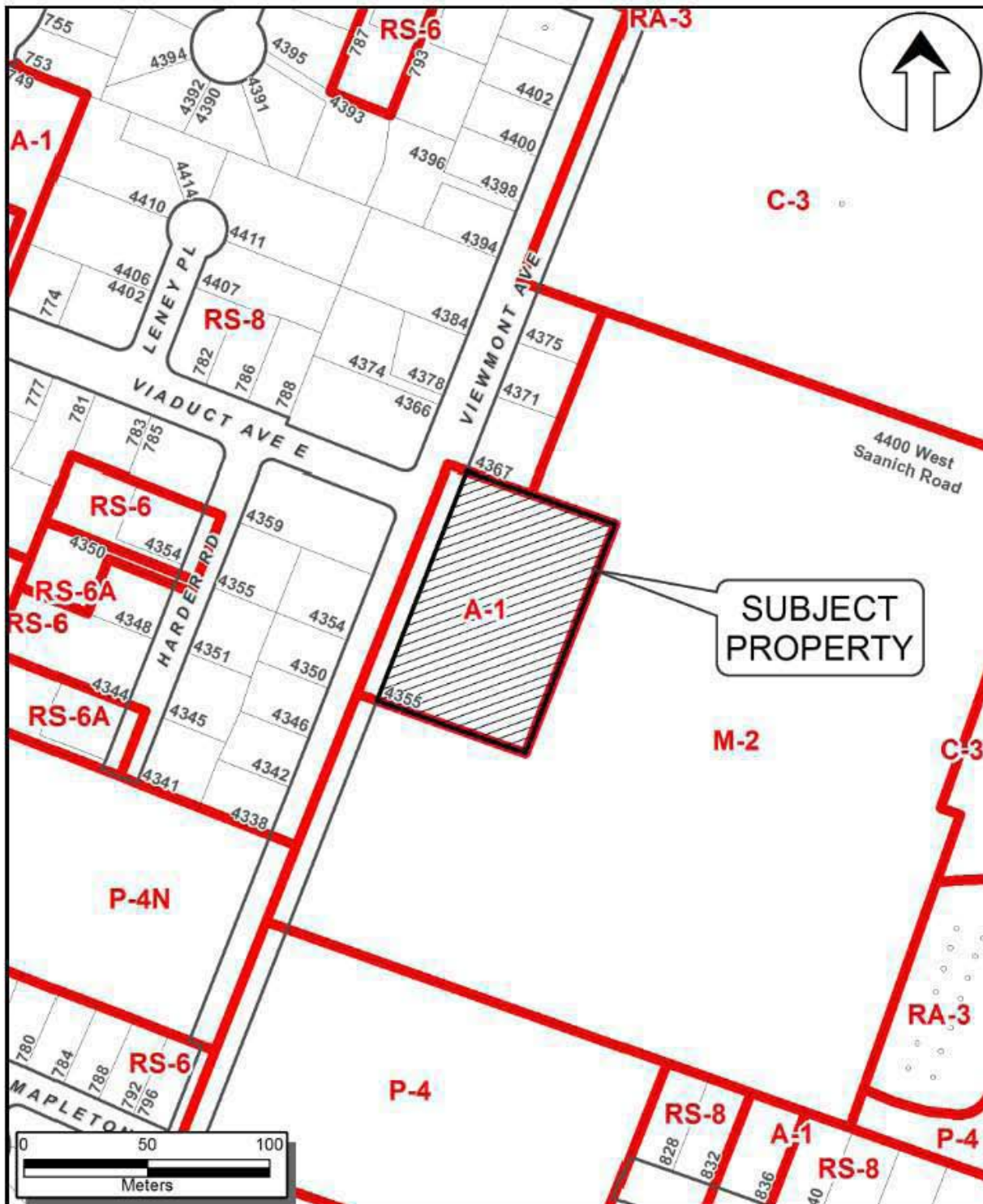


Figure 1: Context Map

The addition of 38 townhouse units would result in an increase of vehicular movement through the area. However, given the site's proximity to commercial services, public transit, and the trail network, reliance on the automobile may be reduced.

The applicants are also willing to register a housing agreement that would prohibit a future Strata Council from restricting rental of the dwelling units. This could provide more rental housing options in a market where vacancy rates are consistently low. Housing agreements are registered on Title and run with the land. Such agreements require a bylaw to be adopted by Council.



**Figure 2: Air Photo**

### **Site and Building Design**

The proposal is to construct a total of 38 townhouse units on the 6,472 m<sup>2</sup> lot. The development would be composed of seven blocks of townhouses ranging from four to eight units per block. Each townhouse unit would have three bedrooms with an attached one car garage. A second tandem parking space would be located on the individual driveways with ten additional visitor parking spaces distributed throughout the site.

The proposed site development has a symmetrical layout and would be accessed by two separate drive aisles from Viewmont Avenue. One townhouse block of eight units would front onto Viewmont Avenue in the centre of the lot, the six centre units would have their main pedestrian entrances and vehicle access directly from Viewmont Avenue. Two end units on each side of the drive aisles would have pedestrian entrances fronting Viewmont Avenue. The remaining townhouse blocks would have their main pedestrian entrances and garages fronting onto one of the internal drive aisles.

Most of the units would be 3-storey, except the four end units on Viewmont Avenue that would be stepped down to 2-storeys. All units include a private patio and all 3-storey units also include upper level decks.

A central rain garden and grass bio-swales provide a landscape buffer between the townhouse blocks and at the periphery of the site. Two blocks of townhouses in the centre of the site would have their rear patios facing a bio-swale with underground detention tanks in the centre of the site. The four outer blocks would have their patio areas facing either the north or south property line. A rain garden in the centre of the lot would provide a landscaped buffer between the centre townhouse block fronting Viewmont Avenue and the townhouse blocks behind.

The proposed development would be 3 m from the rear (east) property line, which is adjacent to the BC Hydro operational facility. The setback area would be used for landscaping and visitor parking spaces, however most trees that would functionally buffer the site from the adjacent operations would be located on the BC Hydro site. While major "Centres" are expected to have a range of land uses, siting a multi-family development adjacent to a light industrial (Utilities Operations) land use needs to be done sensitively so that potential nuisance impacts are adequately mitigated. Although the BC Hydro operations facility would primarily operate during normal business hours, they may need to be working on the site any time of day or night to respond to an emergency or maintain service. Relying primarily on the adjacent property to provide an adequate buffer is not a suitable long term plan since it risks that nuisance issues may be exacerbated if/when the adjacent property is redeveloped or there are changes in the vegetation. A greater setback/buffer area along the rear (east) property line, with significant tree planting on the subject site, may help mitigate potential noise and visual impacts from the BC Hydro operational facility.

Waste and recycling collection would be by individual curbside containers, therefore a communal waste/recycling enclosure is not required. Securing private waste and recycling services would be the responsibility of the strata.

The architectural design uses gable peak features, stacked windows and a mix of exterior materials to break up the massing. Exterior materials include cement board in 'khaki brown' with 'mountain sage' accents, aluminum composite 'fruit wood' and stone veneer accents. Artistic renderings of the proposal have also been provided to show how the development would present to the street, as well as internally within the site.

### Concerns

In terms of site design staff have expressed concerns to the applicant about the number of driveways fronting Viewmont Avenue, and the limited amount of outdoor area for active use and gathering. The proposal would include a total of eight driveways from Viewmont Avenue, two main shared drive aisles and six individual driveways. Generally staff encourage townhouse design to have pedestrian entrances and patios facing the street, with vehicle areas to the rear. The concern with the proposed design is that this number of driveways would create a streetscape that is auto-centric rather than pedestrian oriented, which detracts from the overall aesthetics of the streetscape. The applicant has responded that providing driveways in front of the centre townhouse block is preferred due to concerns about impacting the central rain garden, which also serves as a landscape feature for the site, as well as impacting the privacy of the adjacent patios if parking was relocated to the rear of the units.

With respect to outdoor green space, the common area not used for parking would primarily be used for rain garden or bio-swales and private outdoor areas are limited to private patios and decks. The site's proximity to Brydon Park does somewhat off-set this particularly with respect to children's play areas, however that option is less beneficial for younger children who would

not be able to use the park unattended. The site design includes little open green space with approximately 53% of the site covered with buildings, parking spaces, and drive aisles.

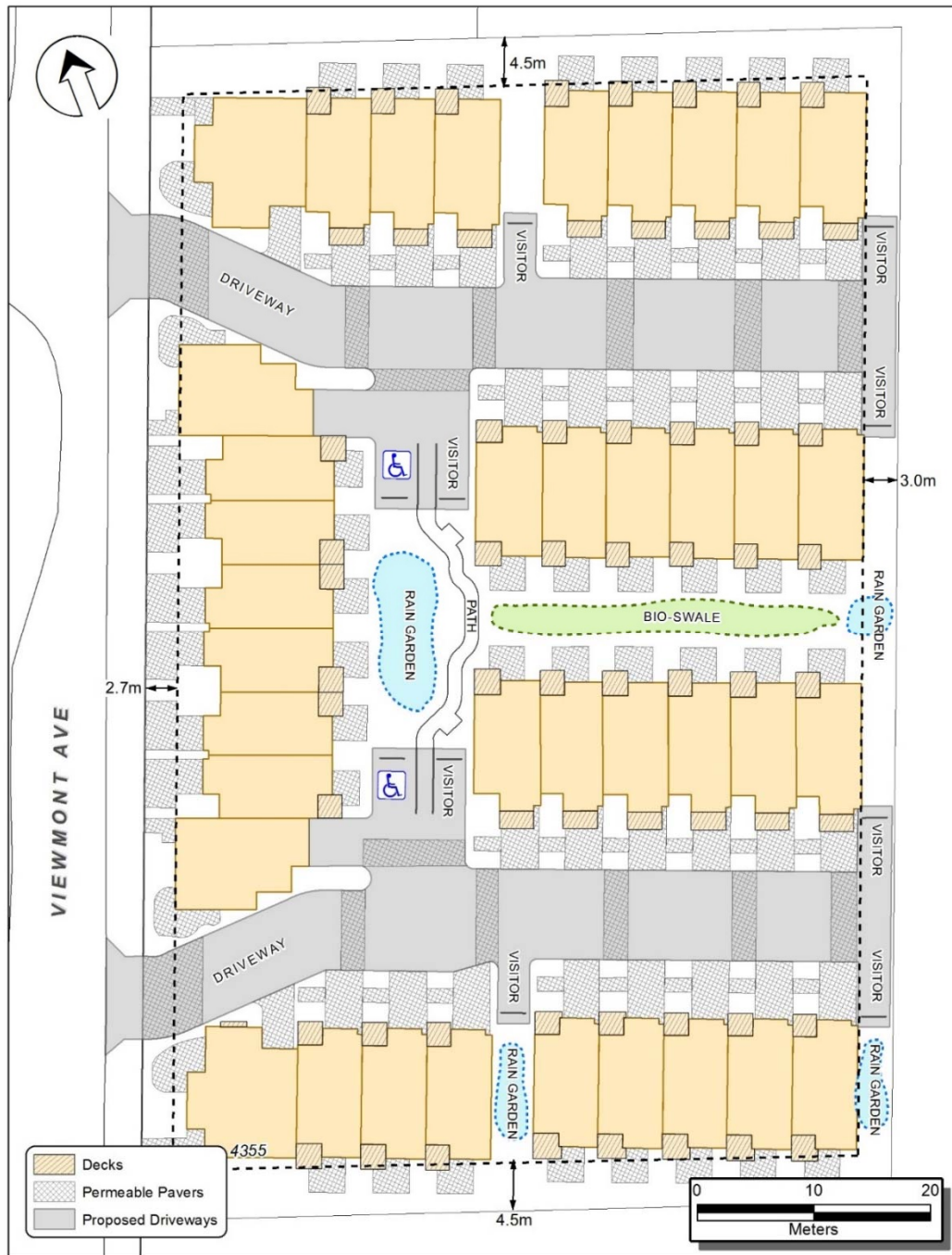


Figure 3: Site Plan





**Figure 4: Proposed 8-Unit Townhouse Block Fronting Viewmont Avenue** (Provided by KPL James Architecture)



**Figure 5: Proposed 5-Unit Townhouse Block Facing Internal Drive Aisle** (Provided by KPL James Architecture)



**Figure 6: Conceptual Viewmont Avenue Streetscape** (Provided by KPL James Architecture)



**Figure 7: Conceptual Internal Viewscape** (Provided by KPL James Architecture)

### Requested Variances

Initially the applicant had anticipated that a site specific zone would be created for the proposal; however, staff did not believe it was warranted because the proposed land use and density is consistent with the existing RT-5 zone provisions.

When creating additional zones they should reflect a clear difference in land use and/or density from other zones, the aspects of a development that cannot be varied. With respect to siting, dimensions, or other non-density regulations, variance requests can be addressed through the Development Permit which staff believe is a more open and transparent approach than embedding them into a site specific zone.

Council has unfettered discretion to approve a variance or not, which can be based on any rationale such as technical or topographical issues, compatibility with surrounding developments, or simply providing for a more efficient or practical site layout.

Variances are requested for; setbacks, height, building separation, projections, number of visitor parking spaces and the amount of lot area used as parking area.

#### Setbacks:

Variances to the setbacks for all lot lines are requested as follows:

Property Line	Proposed Siting	RT-5 Zone Bylaw Requirement
Front	2.7 m	7.5 m
Rear	3.0 m	10.5 m
Interior Sides	4.5 m	7.5 m

A variance to the front yard setback can be supportable when the design would enliven the street with an active frontage and create a human scale streetscape. The proposed pedestrian entrances with entry porches and landscaping supports this objective, however as previously noted the driveways may conflict with this objective. The requested front yard setback is significantly smaller than most recent developments, however well designed developments oriented toward the street and focused on encouraging pedestrian activity can help create a sense of neighbourhood. The proposed setback, in conjunction with other design considerations, could contribute to an active streetscape; however, in this case there is concern that the front streetscape design is too auto-centric.

The requested variance to the rear yard is significant, which abuts the BC Hydro operational facility. The portion of the BC Hydro site includes a landscaping strip, stormwater swale, and a bank of parking spaces. The property also drops slightly in elevation between the subject property and the BC Hydro site. The concerns noted previously in the Site and Building Design section about relying on an adjacent property to provide a land use buffer should be taken into consideration.

While the adjacent BC Hydro operational facility may not be negatively impacted by the proposed townhouses, a dense residential development adjacent to a light industrial site (Utilities Operations) may create future nuisance concerns for residents. Impacts to the residential units may be mitigated by additional tree planting that is proposed along the rear lot line and the fact that no windows are proposed facing directly onto the BC Hydro site. Due to proximity to the buildings the proposed trees may not reach maturity if problems arise with root growth effecting structures, and while not including windows could mitigate impacts, there is a lost opportunity to provide more natural daylighting and ventilation. A greater setback along the rear lot line could improve buffering from the adjacent property, would provide more open green space, and allow for more tree planting.

Proposed setbacks to both interior lot lines is 4.5 m. To the south the property abuts that portion of the BC Hydro site where tennis courts are located and a new secondary access for emergency purposes will be constructed. Given the adjacent land use no impacts to the south setback are anticipated. To the north, the western portion of the interior side lot line abuts a single family home. The rear patio areas of the proposed townhouses would be adjacent to a generous setback existing on the adjacent lot. Retaining many of the existing trees, additional landscaping and a new property line fence would help mitigate impacts. The eastern portion of the property line abuts a landscaped area, stormwater swale, and parking bank located on the BC Hydro site and no impacts would be anticipated.

In isolation each setback variance may not have a significant impact and be supportable, however, concerns have been raised when considered within the context of the proposed site design. Particularly the rear lot line setback raises concerns due to potential nuisance issues and the front lot line setback raises concerns because the design does not create a pedestrian oriented streetscape as fully as possible.

#### Height:

The proposed height for the development is 10 m while a height of 7.5 m is permitted in the RT-5 zone. The height is required to allow a 3-storey townhouse development. The Royal Oak Local Area Plan guidelines support a multi-family development up to 3-storeys on this site and no negative impacts are anticipated as a result of the proposed building height, therefore the variance is supportable.

#### Building Separation:

Variances to the building separation are requested as follows:

<b>Building Elements</b>	<b>Proposed Separation</b>	<b>Zoning Bylaw Requirement</b>
From Living Room Windows	10 m	15 m
From Other Habitable Rooms	10.8 m	12 m
Between Building Walls /Corners	3.86 m	6 m

The variance between living room windows applies to the dwelling units near the front entrance on either side of the drive aisle. The separation between other habitable rooms applies to the two townhouse blocks with facing rear yards in the centre of the lot, which are on either side of the grass bio-swale. The separation between buildings applies to the outer townhouse blocks and the distance between end units.

The objective of building separation regulations are to avoid window locations that may be overly intrusive between neighbouring units, protect privacy, and to support natural daylight. Buildings would also need to comply with the BC Building Code separation requirements which impact the number of openings (windows/doors) and fire ratings of proposed materials. Given the separation distances are still significant and the site design between the buildings include drive aisles and green space, the variances are supportable.

#### Projections:

Cantilevered balconies are permitted to project into the interior lot line setback up to 0.6 m. The upper level decks of the proposed development would project into the setback. Due to a slight angle of the townhouse blocks relative to the lot lines, a variance is required for six of the units, two units into the northern interior lot line setback and four units into the southern interior lot line setback. The furthest projection is 0.83 m, or 23 cm (9 inches) more than permitted. The proposed decks are not particularly large and measure approximately 2 m by 2 m. Given the above the variance is supportable.

### Visitor Parking:

The total required parking spaces for the development is 76 spaces (2 per unit). The Zoning Bylaw requires 12 of the required spaces (0.3 per unit) to be designated as visitor spaces. Each dwelling unit would have 2 spaces, with 10 shared visitor spaces distributed throughout the site. The total parking requirement would be exceeded (76 required, 86 provided) however, the requested variance is to permit visitor parking at a ratio of 0.26 per dwelling unit, or permit 10 visitor spaces instead of the 12 required. Dependent upon car ownership rates, if residents own one or no vehicles, the driveways would also provide visitor parking for the individual units. Given the above the variance is supportable.

### Parking Area:

The Zoning Bylaw restricts the parking area to 30% of the lot. By definition, parking area includes any area used for surface parking, garages, and driveways. Including all garages the parking area would be 40.6% of the lot area. If garages were excluded the parking area would be 28.8%.

The proposed parking area would include a mix of asphalt surfacing and permeable pavers. The pavers would be used for individual driveways and to provide 1.5 m wide bands to break up the drive aisle surface. The material mix would provide texture and mitigate the visual impacts of the hard surfacing. The proposed variance raises concerns as it relates to the limited amount of green space, less parking area would provide opportunities for more useable green space.

### Variance Summary

Variances are requested for setbacks, height, building separation, projections, number of visitor parking spaces and the amount of lot area used as parking area. In concert, all of the requested variances would enable the proposed development at the requested density. With the exception of the allowable projections it would be difficult to eliminate any one of the variances without losing units or significantly revising the proposed site layout.

Consideration of each variance independently may be supportable, however, concerns have been raised when the variances are considered within the context of the proposed site design. The overall design could be revised to further reflect the concerns that have been raised, including the number of proposed driveways and lack of useable outdoor space.

### **Environment**

The property is currently vacant with a significant number of trees, which are mostly non-native tree species. The arborist's report notes that most trees are poorly spaced and have grown unrestricted with minimal pruning. Invasive species have become established on the site, further impacting native tree species and their potential to be retained.

A total of 273 trees on the property or in close proximity were assessed, of which 226 would be removed and 47 retained. Of the trees to be removed 26 would be considered Bylaw Protected. The development proposal includes planting of 82 new trees and a financial contribution of \$20,700 to the Tree Replacement Fund to plant trees elsewhere in the neighbourhood. The proposed tree retention, removal and replacement plan is shown in Figure 8.

Stormwater management would be managed with rain gardens, bio-swales, underground detention, absorbent landscaping and permeable pavers. Impervious area for the site including the previous dwelling was 1.5% of the site. The proposal would have an impervious cover of 74%.

The applicant has committed to BUILT GREEN® Gold, or an equivalent energy efficiency standard for the development. The proposed development would also be constructed solar ready for the future installation of photovoltaic or solar hot water systems. These commitments would be secured by covenant.



Figure 8: Tree Removal and Replacement Plan

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## CLIMATE CHANGE AND SUSTAINABILITY

### Policy Context

The Official Community Plan (OCP) adopted in 2008 highlights the importance of climate change and sustainability. The OCP is broadly broken down into the pillars of sustainability including environmental integrity, social well-being and economic vibrancy. Climate change is addressed under the environmental integrity section of the OCP and through Saanich's Climate Action Plan.

Climate change is generally addressed through mitigation strategies and adaptation strategies. Climate change mitigation strategies involve actions designed to reduce the emissions of greenhouse gasses, primarily carbon dioxide from combustion, while climate change adaptation involves making adjustments and preparing for observed or expected climate change, to moderate harm and to take advantage of new opportunities.

The following is a summary of the Climate Change and Sustainability features and issues related to the proposed development.

### Climate Change

This section includes the specific features of a proposal related to mitigation and adaptation strategies. Considerations include: 1) Project location and site resilience, 2) Energy and the built environment, 3) Sustainable transportation, 4) Food security, and 5) Waste diversion.

The proposed development includes the following features related to mitigation and adaptation:

- The proposal is located within the Royal Oak major "Centre".
- Royal Oak Middle School is approximately 300 - 400 m distant.
- Recreation facilities at Saanich Commonwealth Place is approximately 1 km distant.
- The site is well connected to a number of trails and parks that include tennis courts, playing fields, play equipment and natural areas.
- The proposal is an in-fill development that is able to use existing roads and infrastructure to service the development.
- The applicant has committed to constructing to BUILT GREEN® Gold, or an energy equivalent standard, including the necessary conduit and piping to be considered solar ready for the future installation of solar photovoltaic or hot water heating systems. These commitments would be secured by covenant.
- The property is located approximately 400 m from public transit stops on West Saanich Road.
- The current level of public transit service in the area includes four routes available on West Saanich Road (Rte # 6, 30, 31, 75). Buses travel along these routes at an average of every 19 minutes during week days.
- The proposed development would encourage alternative forms of transportation by its proximity to amenities and the cycling and pedestrian network.
- The development is readily accessible via all modes of alternative transportation including walking, cycling, and public transit.
- The site is in close proximity to a major grocery store and rural markets selling local farm products are available along West Saanich Road approximately 1.5, 5, and 7 km distant.
- There are limited on-site gardening opportunities, other than private patio space.

**Sustainability*****Environmental Integrity***

This section includes the specific features of a proposal and how it impacts the natural environment. Considerations include: 1) Land disturbance, 2) Nature conservation, and 3) Protecting water resources.

The proposed development includes the following features related to the natural environment:

- The proposal is a compact, infill development in an already urbanized area without putting pressures onto environmentally sensitive areas or undisturbed lands.
- A total of 273 trees on the property or in close proximity were assessed, of which 226 would be removed and 47 retained. Of the trees to be removed 26 would be considered Bylaw Protected. The development proposal includes planting of 82 new trees and a financial contribution of \$20,700 to the Tree Replacement Fund to plant trees elsewhere in the neighbourhood.
- The proposed stormwater management practices includes rain gardens, bio-swale, underground detention, absorbent landscaping, and permeable pavers.
- Landscaping would be managed with a high-efficiency irrigation system using a “Smart” controller using weather based sensors to adjust irrigation needs on a daily basis.

***Social Well-being***

This section includes the specific features of a proposal and how it impacts the social well-being of our community. Considerations include: 1) Housing diversity, 2) Human-scale pedestrian oriented developments, and 3) Community features.

The proposed development includes the following features related to social well-being:

- The residential design incorporates patio and deck areas that are suitable for active use and seating.
- The proposal improves housing diversity increasing the mix of housing form in the area.
- A range of outdoor, community and recreation opportunities are available within reasonable walking/cycling distance.
- The proposal would provide new residential units in the area, which would enhance safety in the neighbourhood by enhancing passive surveillance and active use of public spaces.
- Buildings front onto public streets have active frontages that allow interaction between users of the private space and people on the street.

***Economic Vibrancy***

This section includes the specific features of a proposal and how it impacts the economic vibrancy of our community. Considerations include: 1) Employment, 2) Building local economy, and 3) Long-term resiliency.

The proposed development includes the following features related to economic vibrancy:

- The development would create short-term jobs during the construction period.
- The proposal would be within the commercial catchment/employment area for the businesses and services located within the Royal Oak major “Centre”.

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**COMMUNITY CONSULTATION****Applicant Consultation**

The site was initially considered for a mixed residential development including townhouses and an apartment building. The owner consulted about that option a few years before submitting the subject application. Based on neighbourhood feedback at that time the proposal was revised to include only townhouses and fewer units.



The applicant has provided the following information regarding their pre-application consultation. Prior to submitting an application for the current proposal the owners consulted with the Royal Oak Community Association (ROCA) and neighbours showing their revised plans. A community open house was held November 5, 2015 which included a notice posted in the Saanich News, mailed to the surrounding neighbourhood, and hand-delivered to immediate neighbours. A total of 21 neighbours attended and questionnaires were completed by 12 attendees. The applicant has advised staff that overall, the feedback was positive and noted the townhouse proposal was preferred above the previous proposal for a mixed residential development. Traffic and pedestrian safety were the most common concerns.

In response to the traffic concerns Engineering Staff have confirmed that a relatively new crosswalk was installed at Viewmont Avenue and Greelea Drive, and a traffic review was undertaken recently for Wilkinson Road and the volumes did not warrant a traffic signal.

### **Community Association**

The application was referred to the Royal Oak Community Association by staff. A response was received August 25, 2016, noting they generally have no objection to the application but expressed concerns about the following:

- The lack of stop signs at the driveway exits given the site's proximity to the nearby park and tennis courts;
- The hope that amendments to the proposal would be considered in response to the Advisory Design Panel recommendations; and
- Consideration of including a bus pass program to reduce traffic impacts.

The applicant has not responded to these requests at this time. Generally, providing a bus pass program is only proposed when a parking variance is requested.

### **Advisory Design Panel**

The application was considered by the Advisory Design Panel (ADP). The ADP motion was "That the client consider reducing the number of units to add some apparent open space on the site and adding accessible washrooms to all end units".

The applicant response was:

- They believe the open landscaped areas are adequate for private space, as well as for general visual enjoyment. In addition, extensive recreation areas exist a half block away;
- Reducing the number of units would make this townhouse project non-feasible; in response to extensive neighbour and community consultation the number of units proposed has been reduced by over 50%, from 79 to 38 units by excluding an apartment building from the proposal; and
- Main floor washrooms would not be added at this time since the adaptable housing guidelines are voluntary for townhouses but not required.

As a point of clarity, the Zoning Bylaw Basic Adaptable Housing provisions only apply to newly-constructed buildings serviced by an elevator containing apartment or congregate housing.

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## **COMMUNITY CONTRIBUTION**

As a community contribution the applicant proposes to extend the road and sidewalk improvements northward adjacent to the single family dwellings, which is approximately 80 m of

additional improvements. The cost estimate for the additional 80 m of sidewalk and curb is \$115,000 or \$3,026 per unit.

The Local Area Plan identifies Viewmont Avenue as an area with traffic and pedestrian concerns, therefore sidewalk improvements along this section of Viewmont Avenue would help address this issue. The proposed sidewalk improvements along Viewmont Avenue are not a priority project identified by Engineering, however the development provides an opportunity to complete a sidewalk from Brydon Park to the Royal Oak Shopping Centre. The applicant would complete the northern section between the site and commercial centre, while BC Hydro will be constructing the southern section from the property to and continuing the sidewalk.

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## OPTIONS

In terms of moving forward, three basic options exist:

### Option 1

Support the townhouse development in its current form.

### Option 2

Postpone consideration of the application to allow the applicant to rework the development proposal to address concerns related to the proposed density, lack of adequate green space, number of driveways, and buffering from the BC Hydro operational facility to the east.

### Option 3

Reject the proposed townhouse development in its current form.

**Staff Recommendation:** Option 2. Although a multi-family residential use in the form of townhouses is supportable, the current design of the project would be significantly improved if the concerns raised are addressed through site design revisions.

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## SUMMARY

The applicant is requesting to rezone from A-1 (Rural) Zone to RT-5 (Attached Housing) Zone in order to construct a 38 unit townhouse development. A Form and Character Development Permit is also required. Variances are requested for requested for; setbacks, height, building separation, projections, number of visitor parking spaces and the amount of lot area used as parking area.

The proposal is to construct a total of 38 townhouse units in seven blocks ranging from four to eight units each. Each unit would have three bedrooms with an attached one car garage. A central rain garden and grass bio-swales provide a landscape buffer between the townhouse blocks and at the periphery of the site.

The Official Community Plan (OCP) supports multi-family developments in the form of townhouses (up to 3-storeys), low-rise residential (up to 4-storeys) and mid-rise residential (up to 8-storeys) in major "Centres". The Royal Oak Local Area Plan identifies the site as potential multi-family residential in the form of townhouses or apartment up to 3-storeys.

A townhouse development on this site would provide a suitable transition between the adjacent commercial activities at the Royal Oak major "Centre" and BC Hydro operational facility, to the residential neighbourhood beyond, subject to a site design that adequately mitigates potential nuisance impacts between industrial and residential land uses.

In terms of site design staff have expressed concerns to the applicant about the proposal, specifically:

- the density;
- the very limited amount of outdoor area for active use /gathering; and
- the number of driveways fronting Viewmont Avenue that detract from a pedestrian oriented streetscape.

Similar concerns were raised by the Advisory Design Panel, which were reiterated in the response from the Royal Oak Community Association that noted “It’s hoped the applicant will give consideration to making amendments based on what is felt are valid recommendations of the Advisory Design Panel”. Given no significant amendments have been made to the proposal in response to concerns raised, staff recommend that consideration of the application be postponed until the applicant can give thoughtful consideration to improving the site design.


**RECOMMENDATION**

That Council postpone further consideration of the development to allow the applicant to rework the proposal.

Note: Should Council support the application the following actions are recommended:

1. That the application to rezone from the A-1 (Rural) Zone to the RT-5 (Attached Housing) Zone be approved.
2. That Development Permit DPR00642 be approved.
3. That Final Reading of the Zoning Amendment Bylaw and ratification of the Development Permit be withheld pending payment of \$20,700 to the Tree Replacement Fund.
4. That Final Reading of the Zoning Amendment Bylaw and ratification of the Development Permit be withheld pending registration of a housing agreement to prohibit a Strata Bylaw or Strata Council from restricting rental of a dwelling unit for residential purposes.
5. That Final Reading of the Zoning Amendment Bylaw and ratification of the Development Permit be withheld pending registration of a covenant securing:
  - The construction to a BUILT GREEN® Gold or equivalent energy efficient standard,
  - That dwelling units are to be constructed solar ready, and
  - Construction of a sidewalk fronting 4367, 4371, and 4375 Viewmont Aveune in addition to the required property frontage improvements.

Report prepared by:   
 Andrea Pickard, Planner

Report prepared and reviewed by:   
 Jarret Matanowitsch, Manager Current Planning

Report reviewed by:  for:  
 Sharon Hvozdzanski, Director of Planning

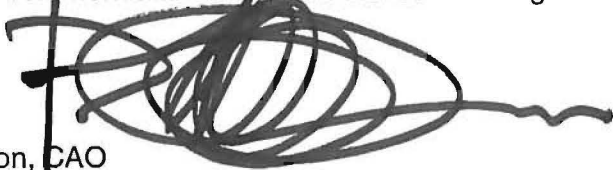
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Attachment

cc: Paul Thorkelsson, CAO  
 Graham Barbour, Manager of Inspection Services

**CAO'S COMMENTS:**

I endorse the recommendation of the Director of Planning.



Paul Thorkelsson, CAO

COPY

**DISTRICT OF SAANICH**

**NO. DPR00642**

**DEVELOPMENT PERMIT**

**TO: 0988827 B.C. Ltd., Inc. No. BC0988827  
4520 West Saanich Road  
Victoria, BC V8Z 3G4**

*(herein called "the Owner")*

1. This Development Permit is issued subject to compliance with all of the Bylaws of the Municipality applicable thereto, except as specifically varied by this Permit.
2. This Development Permit applies to the lands known and described as:

**That Part of Lot 5, Section 8A, Lake District, Plan 2255 Lying to the North West of a Boundary Parallel to and Perpendicularly Distant 211.2 Feet from the North Westerly Boundary of Said Lot**

**4355 Viewmont Avenue**

*(herein called "the lands")*

3. This Development Permit further regulates the development of the lands as follows:
  - (a) By varying the provisions of Zoning Bylaw 2003, Section 520.5 a) to permit a building separation of 10 m from living room windows (15 m required),
  - (b) By varying the provisions of Zoning Bylaw 2003, Section 520.5 b) to permit a building separation of 10.8 m from windows in a habitable room other than a living room (12 m required),
  - (c) By varying the provisions of Zoning Bylaw 2003, Section 520.5 c) to permit a building separation of 3.8 m between walls and outside corners of buildings (6 m required),
  - (d) By varying the provisions of Zoning Bylaw 2003, Section 520.6 a) i) to permit buildings for attached housing to be sited 2.7 m from a lot line abutting a street (7.5 m required),
  - (e) By varying the provisions of Zoning Bylaw 2003, Section 520.6 a) ii) to permit buildings for attached housing to be sited 4.5 m from the interior side lot lines (7.5 m required),
  - (f) By varying the provisions of Zoning Bylaw 2003, Section 520.6 a) iii) to permit buildings for attached housing to be sited 3.0 m from the rear lot line (7.5 m required),

- (g) By varying the provisions of Zoning Bylaw 2003, Section 520.6 b) to permit buildings for attached housing to have a height of 10 m (7.5 m permitted),
  - (h) By varying the provisions of Zoning Bylaw 2003, Section 520.8 a) to permit the parking area (includes garage area) to occupy 40.6% of the lot (30% permitted),
  - (i) By varying the provisions of Zoning Bylaw 2003, Section 5.8 c) to permit projections for cantilevered balconies to project up to 83 cm into the required setback to an interior lot line (60 cm permitted),
  - (j) By varying the provisions of Zoning Bylaw 2003, Section 7.4 a) to permit visitor parking at a ratio of 0.26 / unit for a total of 10 parking spaces, (0.3 / unit or 12 spaces required), and
  - (k) By requiring the buildings and lands to be constructed and developed in accordance with the plans prepared by KPLJames Architecture, Active Earth Engineering, and Keith N. Grant Landscape Architecture Ltd., all date stamped received June 13, 2016, copies of which are attached to and form part of this permit.
4. The Owner shall substantially start the development within 24 months from the date of issuance of the Permit, in default of which the Municipality may at its option upon 10 days prior written notice to the Owner terminate this Permit and the Permit shall be null and void and of no further force or effect.
5. Notwithstanding Clause 4, construction of driveways and parking areas, and delineation of parking spaces shall be completed prior to the issuance of an Occupancy Permit.
6. (a) Prior to issuance of a Building Permit, the Owner shall provide to the Municipality security by cash, certified cheque, or an irrevocable letter of credit in the amount of \$186,750 to guarantee the performance of the requirements of this Permit respecting landscaping.
- (b) A Landscape Architect registered with the British Columbia Society of Landscape Architects must be retained for the duration of the project until the landscaping security has been released. Written letters of assurance must be provided at appropriate intervals declaring the registered Landscape Architect, assuring that the landscape work is done in accordance with the approved landscape plan, and indicating a final site inspection confirming substantial compliance with the approved landscape plan (BCSLA Schedules L-1, L-2 and L-3).
- (c) All landscaping must be served by an automatic underground irrigation system.
- (d) The owner must obtain from the contractor a minimum one-year warranty on landscaping works, and the warranty must be transferable to subsequent owners of the property within the warranty period. The warranty must include provision for a further one-year warranty on materials planted to replace failed plant materials.
- (e) Any protective fencing of trees or covenant areas must be constructed, installed and signed according to the specifications in Appendix X.

- (f) No site activity shall take place prior to the installation of any required tree of covenant fencing and the posting of "WARNING – Habitat Protection Area" signs. The applicant must submit to the Planning Department a photograph(s) showing the installed fencing and signs. Damage to, or moving of, any protective fencing will result in an immediate stop work order and constitute a \$1,000 penalty.
  - (g) The landscaping requirements of this Permit shall be completed within four months of the date of issuance of the Certificate of Occupancy for the development, in default of which the Municipality may enter upon the lands, through its employees or agents, and complete, correct or repair the landscaping works at the cost of the Owner and may apply the security, interest at the rate payable by the Municipality for prepaid taxes.
  - (h) In the event that any tree identified for retention is destroyed, removed or fatally injured, a replacement tree shall be planted in the same location by the Owner in accordance with the replacement guidelines as specified within the Saanich Tree and Vegetation Retention, Relocation and Replacement Guidelines. The replacement tree shall be planted within 30 days of notice from the Municipality in default of which the Municipality may enter upon the lands and carry out the works and may apply the security provided herein in payment of the cost of the works. For the purpose of this section, existing trees identified for retention and new trees planted in accordance with the landscape plan attached to and forming part of this permit shall be deemed to be "trees to be retained".
7. The lands shall be developed strictly in accordance with the terms and conditions and provisions of this Permit and shall comply with all Municipal bylaws except for those provisions specifically varied herein. Minor variations which do not affect the overall building and landscape design and appearance may be permitted by the Director of Planning or in her absence, the Manager of Current Planning.
8. Notwithstanding the provisions of Section 7 of this Permit the following changes will be permitted and not require an amendment to this Permit:
- (a) When the height or siting of a building or structure is varied 20 cm or less provided, however, that this variance will not exceed the maximum height or siting requirements of the Zoning Bylaw.
  - (b) Changes to the relative location and size of doors and windows on any façade which do not alter the general character of the design or impact the privacy of neighbouring properties following consultation with the Director of Planning, or Manager of Current Planning in her absence.
  - (c) Where items noted under Section 8(b) are required to comply with the Building Code and/or the Fire Code and those changes are not perceptible from a road or adjacent property.
  - (d) Changes to soft landscaping provided the changes meet or exceed the standards contained on the landscape plans forming part of this Permit.

COPY

- 9. The terms and conditions contained in this Permit shall enure to the benefit of and be binding upon the Owner, their executors, heirs and administrators, successors and assigns as the case may be or their successors in title to the land.
- 10. This Permit is not a Building Permit.

AUTHORIZING RESOLUTION PASSED BY THE MUNICIPALCOUNCIL ON THE

\_\_\_\_\_ DAY OF \_\_\_\_\_ 20 \_\_\_\_\_  
ISSUED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_ 20 \_\_\_\_\_  
\_\_\_\_\_  
Municipal Clerk



APPENDIX X

PROTECTIVE FENCING FOR TREES AND COVENANT AREAS

Protective fencing around trees and covenant areas is an important requirement in eliminating or minimizing damage to habitat in a development site.

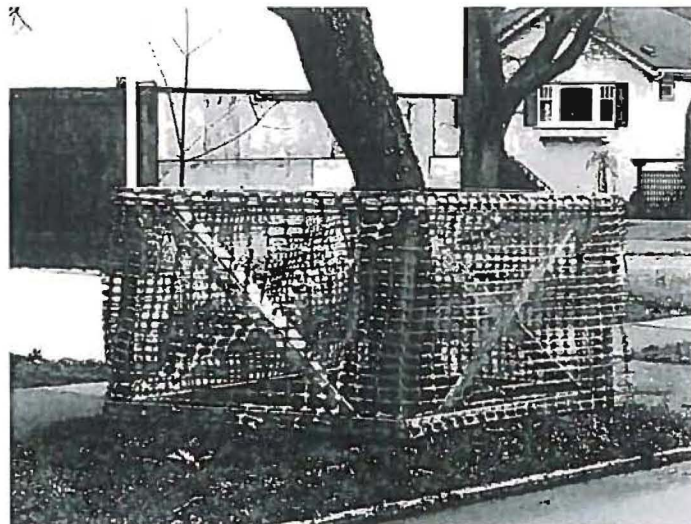
Prior to any activities taking place on a development site, the applicant must submit a photo showing installed fencing and "WARNING – Habitat Protection Area" signs to the Planning Department.

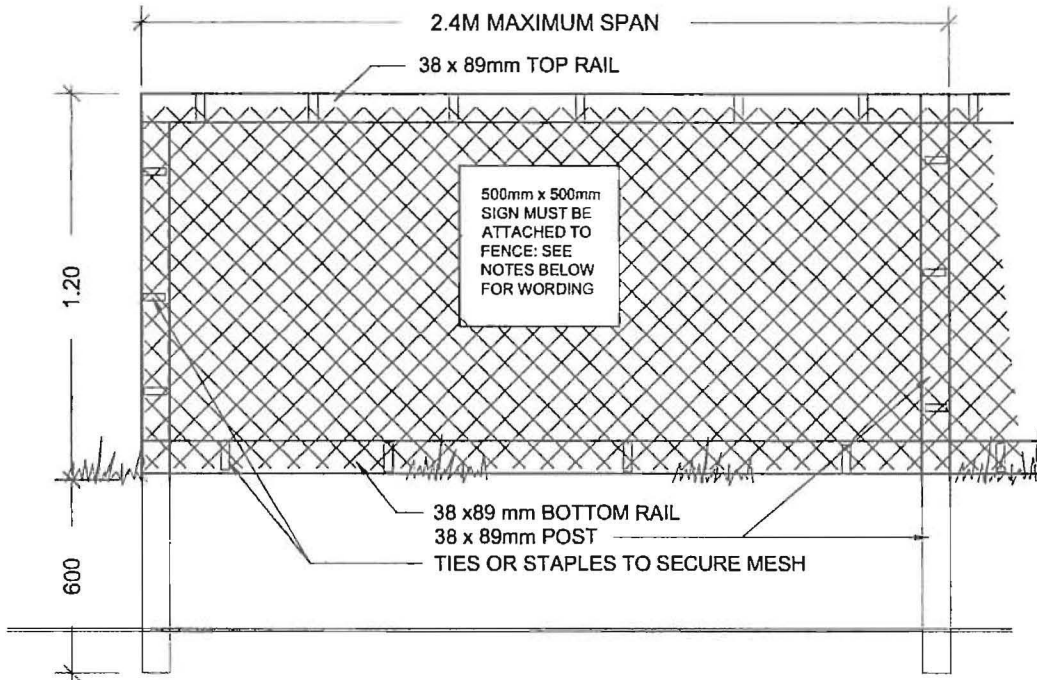
**Specifications:**

- Must be constructed using 2" by 4" wood framing and supports, or modular metal fencing
- Robust and solidly staked in the ground
- Snow fencing to be affixed to the frame using zip-ties or galvanized staples
- Must have a "WARNING – HABITAT PROTECTION AREA" sign affixed on every fence face or at least every 10 linear metres



Note: Damage to, or moving of, protective fencing will result in a stop work order and a \$1,000 penalty.





**TREE PROTECTION FENCING**

**NOTES:**

1. FENCE WILL BE CONSTRUCTED USING 38 X 89 mm (2"X4") WOOD FRAME: TOP, BOTTOM AND POSTS. \*  
USE ORANGE SNOW-FENCING MESH AND SECURE TO THE WOOD FRAME WITH "ZIP" TIES OR GALVANIZED STAPLES.
2. ATTACH A 500mm x 500mm SIGN WITH THE FOLLOWING WORDING:  
**WARNING-HABITAT PROTECTION AREA.** THIS SIGN MUST BE AFFIXED ON EVERY FENCE FACE OR AT LEAST EVERY 10 LINEAR METRES.

\* IN ROCKY AREAS, METAL POSTS (T-BAR OR REBAR) DRILLED INTO ROCK WILL BE ACCEPTED



DETAIL NAME: **TREE PROTECTION FENCING**

DATE:	March/08
DRAWN:	DM
APP'D:	RR
SCALE:	N.T.S.

H:\shared\parks\Tree Protection Fencing.pdf

# Memo

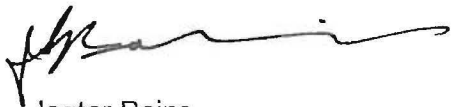
**To:** Planning Department  
**From:** Jagtar Bains – Development Coordinator  
**Date:** June 27, 2016  
**Subject:** Servicing Requirements for the Proposed Development- REVISED

---

**PROJECT: TO REZONE FROM A-1 RURAL ZONE TO A RT-5 ZONE TO  
CONSTRUCT 38 ATTACHED HOUSING UNITS, WITH VARIANCES**

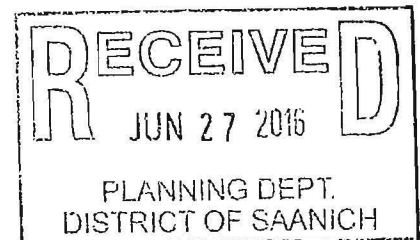
**SITE ADDRESS: 4355 VIEWMONT AVE  
PID: 006-414-044  
LEGAL: LOT 5 SECTION 8A LAKE DISTRICT PLAN 2255 THAT  
DEV. SERVICING FILE: SVS01998  
PROJECT NO: PRJ2015-00139**

The above noted application for rezoning & Development Permit has been circulated to the Engineering Department for comment. A list of servicing requirements has been attached on the following page(s). To allow Council to deal effectively with this application, we would appreciate confirmation, prior to the Public Hearing, that the applicant agrees to complete the servicing requirements. Should there be any disagreement with any of these requirements, it should be discussed with the undersigned prior to the Public Hearing.



Jagtar Bains  
DEVELOPMENT COORDINATOR

cc: Harley Machielse, Director of Engineering  
Catherine Mohoruk, Manager of Transportation & Development



**General Information on Development Servicing**

Servicing requirements are stated at this time for the applicant's information. The requirements must be met prior to building permit issuance, including consolidation or subdivision, payments and/or deposits.

Services which must be installed by a developer must be designed by a Professional Engineer hired by the developer and installed under the Engineer's supervision. The design must be approved prior to building permit issuance. The approval process may take up to 30 working days of staff time to complete circulations and request revisions of the Engineer. Certain circumstances can lengthen the approval process.

A Financial sheet is issued with the design drawing which will state:

- 1) The estimated cost of developer installed servicing plus 20% which must be deposited.
- 2) The estimated cost of Municipal installed servicing which must be paid.
- 3) The Development Cost Charges payable.
- 4) Any special conditions which must be met.

This information is not intended to be a complete guide to development procedures. A more complete listing may be found in Section 2 of the Engineering Specifications, Schedule H to Bylaw 7452 (Subdivision Bylaw).

# Development Servicing Requirements

Development File: SVS01998  
Civic Address: 4355 VIEWMONT AVE  
Page: 1

Date: Jun 27, 2016

## Drain

1. THE EXISTING STORM DRAIN MAIN ON THE WEST SIDE OF VIEWMONT AVENUE MUST BE LOWERED AND UPGRADED TO SERVE THIS DEVELOPMENT OR ALTERNATIVELY A SUITABLY DESIGNED NEW STORM DRAIN MAIN BE INSTALLED FROM THE EXISTING SYSTEM ON VIEWMONT AVENUE NEAR THE SOUTHWEST CORNER OF BC HYDRO PROPERTY. ALL THE EXISTING SERVICE CONNECTIONS, CATCHBASIN LEADS AND THE UPSTREAM MAIN ARE TO BE RECONNECTED TO THIS MAIN AND THE EXISTING MAIN IS TO BE ABANDONED.
2. ALL PROPOSED BUILDING AND PARKING AREAS MUST BE DRAINED IN ACCORDANCE WITH THE B.C. BUILDING CODE REQUIREMENTS.
3. STORM WATER MANAGEMENT MUST BE PROVIDED IN ACCORDANCE WITH THE REQUIREMENTS OF SCHEDULE H "ENGINEERING SPECIFICATIONS" OF SUBDIVISION BY-LAW. THIS SUBDIVISION/DEVELOPMENT IS WITHIN TYPE 1 WATERSHED AREA WHICH REQUIRES STORM WATER STORAGE, CONSTRUCTION OF WETLAND OR TREATMENT TRIN AND SEDIMENT BASIN. FOR FURTHER DETAILS, REFER TO SECTION 3.5.16, STORM WATER MANAGEMENT AND EROSION CONTROL OF SCHEDULE H "ENGINEERING SPECIFICATIONS" OF SUBDIVISION BY-LAW.

## Gen

1. THE BUILDING IS REQUIRED TO COMPLY WITH THE 2012 BC BUILDING CODE AND MUNICIPAL BYLAWS. BUILDING AND PLUMBING PERMITS WILL BE REQUIRED FOR ALL WORKS.
2. THIS PROPOSAL IS SUBJECT TO THE PREVAILING MUNICIPAL DEVELOPMENT COST CHARGES.
3. TWO COPIES OF CONSTRUCTION FIRE SAFETY PLAN, PREPARED IN ACCORDANCE WITH THE REQUIREMENTS OF THE BC BUILDING CODE ARE TO BE SUBMITTED FOR REVIEW/COMMENT TO THE SAANICH FIRE DEPARTMENT ALONG WITH A FEE OF \$100.00 PRIOR TO ISSUANCE OF THE BUILDING PERMIT.
4. ALL RELEVANT PRECAUTIONS IN PART 8 OF THE BC BUILDING CODE "SAFETY MEASURES AT CONSTRUCTION AND DEMOLITION SITES" MUST BE PROVIDED BY THE CONTRACTOR PRIOR TO ISSUANCE OF THE BUILDING PERMIT.

## Hydro/tel

1. UNDERGROUND WIRING SERVICE CONNECTION IS REQUIRED TO SERVE THIS DEVELOPMENT.

## Road

1. VIEWMONT AVE., FRONTING THIS DEVELOPMENT, MUST BE WIDENED TO 8.5 M RESIDENTIAL MUNICIPAL STANDARDS COMPLETE WITH CONCRETE CURB, GUTTER AND 2.0 M WIDE MONOLITHIC SIDEWALK. MINIMUM 6.0 M WIDE PAVEMENT IS REQUIRED ON VIEWMONT AVENUE FRONTING LOT 11, PLAN 9604.
2. PROPOSED DRIVEWAY CROSSINGS ARE TO BE CONSTRUCTED IN ACCORDANCE WITH SAANICH STANDARD DRAWING NO. C7SS.
3. NUMBER OF PROPOSED DRIVEWAYS FROM VIEWMONT AVE. SHOULD BE REDUCED.
4. LED STREET LIGHTING IS REQUIRED ON THE EXISTING POLES ON VIEWMONT AVENUE FRONTING THIS PROPERTY.

## Sewer

1. THE EXISTING SANITARY SEWER MAIN ON THE WEST SIDE OF VIEWMONT AVENUE MUST BE LOWERED AND UPGRADED TO SERVE THIS DEVELOPMENT OR ALTERNATIVELY, A SUITABLY DESIGNED NEW SANITARY SEWER MAIN BE INSTALLED FROM THE EXISTING SYSTEM ON VIEWMONT AVENUE NEAR THE SOUTHWEST CORNER OF BC HYDRO PROPERTY. ALL THE EXISTING SERVICE CONNECTIONS MUST BE RECONNECTED TO THIS NEW MAIN AND THE EXISTING MAIN BE ABANDONED.

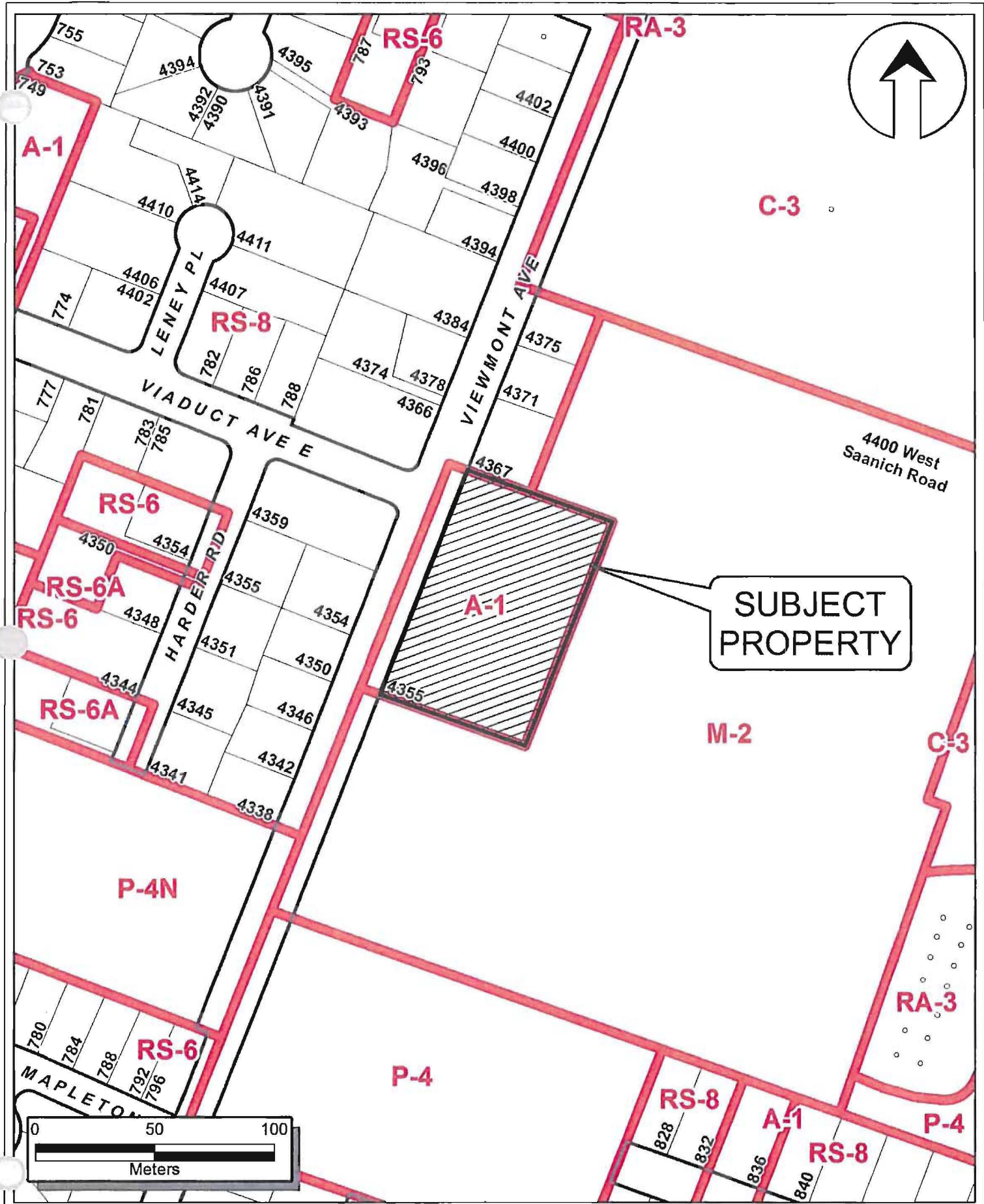
# Development Servicing Requirements

Development File: SVS01998  
Civic Address: 4355 VIEWMONT AVE  
Page: 2

Date: Jun 27, 2016

## Water

1. FIRE HYDRANT(S) WILL BE REQUIRED WITHIN 90 M OF EVERY PROPOSED UNIT.
2. AVAILABLE FIRE FLOWS ARE 130 L/S AND 170 L/S AT VIEWMONT AVE. & VIADUCT AVE. EAST AND VIEWMONT AVE. & MAPLETON PL. RESPECTIVELY. AS PER THE SUBMITTED CALCULATIONS, THE REQUIRED FLOWS ARE BETWEEN 150 AND 233 L/S, THEREFORE, EITHER THE PROPOSED BUILDINGS BE REDESIGNED OR THE EXISTING WATER SYSTEM BE UPGRADED.
3. A SUITABLY SIZED WATER SERVICE MUST BE INSTALLED TO SERVE THE PROPOSED DEVELOPMENT FROM THE EXISTING 200 MM MAIN ON VIEWMONT AVE. METER IS TO BE SIZED AS PER THE AWWA MANUAL M-22.



THE CORPORATION OF THE DISTRICT OF SAANICH

BYLAW NO. 9420

TO AMEND BYLAW NO. 8200,  
BEING THE "ZONING BYLAW, 2003"

---

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

- 1) Bylaw No. 8200, being the "Zoning Bylaw, 2003" is hereby amended as follows:
  - a) By deleting from Zone A-1 (Rural) and adding to Zone RT-5 (Attached Housing) the following lands:

That Part of Lot 5, Section 8A, Lake District, Plan 2255 Lying to the North West of a Boundary Parallel to and Perpendicularly Distant 211.2 Feet from the North Westerly Boundary of said Lot

(4355 Viewmont Avenue)
  
- 2) This Bylaw may be cited for all purposes as the "**ZONING BYLAW, 2003, AMENDMENT BYLAW, 2017, NO. 9420**".

Read a first time this 5<sup>th</sup> day of April, 2017.

Public Hearing held at the Municipal Hall on the \_\_\_ day of \_\_\_\_\_, 2017.

Read a second time this \_\_\_ day of \_\_\_\_\_, 2017.

Read a third time this \_\_\_ day of \_\_\_\_\_, 2017.

Approved under Part 4 of the *Transportation Act* on the \_\_\_ day of \_\_\_\_\_, 2017.

Adopted by Council, signed by the Mayor and Clerk and sealed with the Seal of the Corporation on the \_\_\_ day of \_\_\_\_\_, 2017.

---

Municipal Clerk

---

Mayor

**THE CORPORATION OF THE DISTRICT OF SAANICH**

**BYLAW NO. 9426**

**TO AUTHORIZE THE DISTRICT OF SAANICH  
TO ENTER INTO A HOUSING AGREEMENT**

---

The Municipal Council of The Corporation of the District of Saanich in open meeting assembled enacts as follows:

1. It shall be lawful for The Corporation of the District of Saanich to enter into the Housing Agreement between the Corporation of the District of Saanich and 0988827 B.C. Ltd., Inc. No. BC0988827, substantially in the form set out in Schedule 'A', annexed hereto.
2. The Mayor and Municipal Clerk of the Municipal Council are hereby authorized and empowered to execute the said agreement under the Seal of The Corporation of the District of Saanich.
3. This Bylaw may be cited for all purposes as the **"HOUSING AGREEMENT AUTHORIZATION BYLAW (4355 VIEWMONT AVENUE), 2017, NO. 9426"**.

Read the first time this day of .

Read the second time this day of .

Read the third time this day of .

Adopted by Council, signed by the Mayor and Clerk and sealed with the Seal of the Corporation on the day of .

---

Municipal Clerk

---

Mayor



**HOUSING AGREEMENT**  
**(Pursuant to Section 483 of the *Local Government Act*)**

**THIS AGREEMENT** is made the \_\_\_\_ day of \_\_\_\_\_, 20\_\_.

BETWEEN:

**THE CORPORATION OF THE  
DISTRICT OF SAANICH**

770 Vernon Avenue  
Victoria, BC V8X 2W7

(the "**Municipality**")

OF THE FIRST PART

AND:

**0988827 B.C. Ltd., Inc. No. BC0988827**

4520 West Saanich Road  
Victoria, BC  
V8Z 3G4

(the "**Owner**")

OF THE SECOND PART

**WHEREAS**

- A. Under Section 483 of the *Local Government Act* the Municipality may, by bylaw, enter into a Housing Agreement with an owner regarding the occupancy of the housing units identified in the agreement, including but not limited to terms and conditions referred to in Section 483(2) of the *Local Government Act*,
- B. The Owner is the registered owner in fee simple of lands in the Municipality of Saanich, British Columbia, at civic addresses of 4355 Viewmont Avenue and legally described as:  
  
PID 006-414-044  
That Part of Lot 5, Section 8A, Lake District, Plan 2255 Lying to the North West of a Boundary Parallel to and Perpendicularly Distant 211.2 Feet From the North Westerly Boundary of Said Lot.  
  
(the "Lands");
- C. The Owner has made application to the Municipality for a Development Permit Amendment to permit the construction of a residential development.
- D. The Municipality and the Owner wish to enter into this Agreement, as a Housing Agreement pursuant to Section 483 of the *Local Government Act*, to ensure that

all dwelling units remain available for both rental and owner occupied accommodation.

**NOW THIS AGREEMENT WITNESSES** that pursuant to Section 483 of the *Local Government Act*, and in consideration of the premises and covenants contained in this Agreement, the parties agree each with the other as follows:

## **1.0 Definitions**

1.1 In this Agreement:

**"Dwelling Unit"** means a housekeeping unit, designed, occupied, or intended for occupancy, as separate living quarters, with cooking, sleeping and sanitary facilities provided within the dwelling unit for the exclusive use of a family maintaining a household.

**"Owner"** includes a person who acquires an interest in the Lands and is thereby bound by this Agreement.

**"Strata Corporation"** means, for the portions of the Lands or a building on the Lands, that are subdivided under the *Strata Property Act*, a strata corporation as defined in that Act, including the Owner while in control of the strata corporation and subsequently the individual strata lot owners collectively acting as the strata corporation.

## **2.0 No Restrictions on Rentals**

2.1 The Owner covenants and agrees that

- (a) no restrictions shall be placed on the availability of Dwelling Units constructed on the lands for rentals by non-owners for residential purposes;
- (b) No application shall be made to deposit a strata plan for buildings on the lands containing Dwelling Units unless the strata bylaws accompanying the strata plan contain no restrictions on the rental of strata lots for residential purposes;
- (c) The Strata Corporation shall not pass any bylaws that would restrict the availability of Dwelling Units for rentals, including without limiting the foregoing:
  - i) bylaws prohibiting the rental of strata lots for residential purposes
  - ii) bylaws limiting the number or percentage of strata lots that may be rented for residential purposes;

- (d) The Strata Corporation shall notify the Municipality of any proposed amendments to its Strata Bylaws.

### **3.0 Notice to be Registered in Land Title Office**

- 3.1 Notice of this Agreement will be registered in the Land Title Office by the Municipality at the cost of the Owner in accordance with Section 483 of the *Local Government Act*, and this Agreement is binding on the parties to this Agreement as well as all persons who acquire an interest in the Lands after registration of the Notice.

### **4.0 GENERAL PROVISIONS**

#### **4.1 Notice**

If sent as follows, notice under this Agreement is considered to be received

- (a) seventy-two (72) hours after the time of its mailing (by registered mail) or faxing; and
- (b) on the date of delivery if hand-delivered,

to the Municipality:

The Corporation of the District of Saanich  
770 Vernon Avenue  
Victoria, BC V8X 2W7

Attention: Director or Planning  
Fax: (250) 475-5430

to the Owner, for portions of the Lands not in a strata plan:

0988827 B.C. Ltd., Inc. No. BC0988827  
4520 West Saanich Road  
Victoria, BC  
V8Z 3G4

If a party identifies alternate contact information in writing to another party, notice is to be given to that alternate address.

If normal mail service or facsimile service is interrupted by strike, work slow-down, force majeure, or other cause,

- (a) a notice sent by the impaired service is considered to be received on the date of delivery, and
- (b) the sending party must use its best efforts to ensure prompt receipt of a notice by using other uninterrupted services, or by hand-delivering the notice.

#### 4.2 Time

Time is to be the essence of this Agreement.

#### 4.3 Binding Effect

This Agreement will enure to the benefit of and be binding upon the parties hereto and their respective heirs, administrators, executors, successors, and permitted assignees. In accordance with Section 483(6) of the *Local Government Act*, this Agreement is binding on all who acquire an interest in the Lands, and the Owner only during the Owner's ownership of any interest in the Lands, and with respect only to that portion of the Lands of which the Owner has an interest.

#### 4.4 Waiver

The waiver by a party of any failure on the part of the other party to perform in accordance with any of the terms or conditions of this Agreement is not to be construed as a waiver of any future or continuing failure, whether similar or dissimilar.

#### 4.5 Headings

The headings in this Agreement are inserted for convenience and reference only and in no way define, limit or enlarge the scope or meaning of this Agreement or any provision of it.

#### 4.6 Language

Wherever the singular, masculine and neuter are used throughout this Agreement, the same is to be construed as meaning the plural or the feminine or the body corporate or politic as the context so requires.

#### 4.7 Cumulative Remedies

No remedy under this Agreement is to be deemed exclusive but will, where possible, be cumulative with all other remedies at law or in equity.

#### 4.8 Entire Agreement

This Agreement when executed will set forth the entire agreement and understanding of the parties as at the date it is made.

#### 4.9 Further Assurances

Each of the parties will do, execute, and deliver, or cause to be done, executed, and delivered all such further acts, documents and things as may be reasonably required from time to time to give effect to this Agreement.

#### 4.10 Amendment

This Agreement may be amended from time to time upon terms and conditions acceptable to the parties.

4.11 Law Applicable

This Agreement is to be construed in accordance with and governed by the laws applicable in the Province of British Columbia.

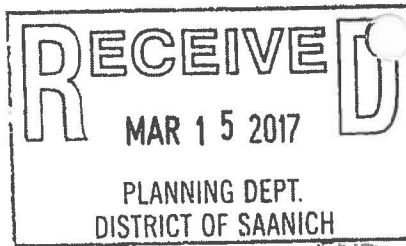
4.12 Coming into Force

This agreement shall not come into effect until Saanich Council has adopted a Zoning Bylaw amendment to rezone the Lands to RT-5 Attached Housing Zone.

**IN WITNESS WHEREOF** the parties hereto have set their hands and seals as of the day and year first written above.

**THE CORPORATION OF THE DISTRICT** )  
**OF SAANICH** by its Authorized signatory )  
) )  
) )  
\_\_\_\_\_) )  
Donna Dupas )  
Municipal Clerk )

**0988827 B.C. Ltd., Inc. No. BC0988827** )  
by its Authorized signatory )  
) )  
) )  
\_\_\_\_\_) )  
) )  
) )  
) )



ENTERED  
JAN 15 2017

# Memo

**To:** Subdivision Office

**From:** Jagtar Bains – Development Coordinator

**Date:** March 14, 2017

**Subject:** Servicing Requirements for Development - REVISED

**PROJECT: TO REZONE FROM A-1 RURAL ZONE TO A RT-5 ZONE TO CONSTRUCT 38 ATTACHED HOUSING UNITS, WITH VARIANCES**

**SITE ADDRESS: 4355 VIEWMONT AVE**

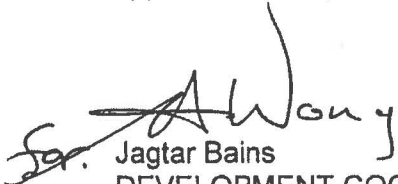
**PID: 006-414-044**

**LEGAL: LOT 5 SECTION 8A LAKE DISTRICT PLAN 2255 THAT PART**

**DEV. SERVICING FILE: SVS01998**

**PROJECT NO: PRJ2015-00139**

The intent of this application is to subdivide the above referenced parcel. Some of the more apparent Development Servicing requirements are as listed on the following pages(s).

  
 Jagtar Bains  
 DEVELOPMENT COORDINATOR

# Development Servicing Requirements

Development File: SVS01998  
Civic Address: 4355 VIEWMONT AVE  
Page: 1

Date: Mar 14, 2017

## Drain

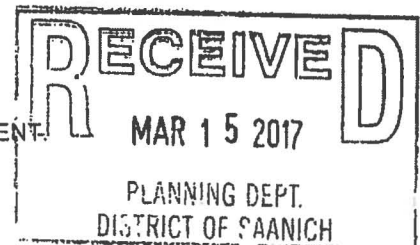
1. THE EXISTING STORM DRAIN MAIN ON THE WEST SIDE OF VIEWMONT AVENUE MUST BE LOWERED AND UPGRADED TO SERVE THIS DEVELOPMENT. ALL THE EXISTING SERVICE CONNECTIONS, CATCHBASIN LEADS AND THE UPSTREAM MAIN ARE TO BE RECONNECTED TO THIS MAIN AND THE EXISTING MAIN IS TO BE ABANDONED. PROVIDE CAPACITY CALCULATIONS FOR NEW DRAIN MAINS ALL THE WAY TO THE OUTLET AT MAHON BROOK.
2. ALL PROPOSED BUILDING AND PARKING AREAS MUST BE DRAINED IN ACCORDANCE WITH THE B.C. BUILDING CODE REQUIREMENTS.
3. STORM WATER MANAGEMENT MUST BE PROVIDED IN ACCORDANCE WITH THE REQUIREMENTS OF SCHEDULE H "ENGINEERING SPECIFICATIONS" OF SUBDIVISION BY-LAW. THIS SUBDIVISION/DEVELOPMENT IS WITHIN TYPE 1 WATERSHED AREA WHICH REQUIRES STORM WATER STORAGE, CONSTRUCTION OF WETLAND OR TREATMENT TRAIL AND SEDIMENT BASIN. FOR FURTHER DETAILS, REFER TO SECTION 3.5.16, STORM WATER MANAGEMENT AND EROSION CONTROL OF SCHEDULE H "ENGINEERING SPECIFICATIONS" OF SUBDIVISION BY-LAW.

## Gen

1. THE BUILDING IS REQUIRED TO COMPLY WITH THE 2012 BC BUILDING CODE AND MUNICIPAL BYLAWS. BUILDING AND PLUMBING PERMITS WILL BE REQUIRED FOR ALL WORKS.
2. THIS PROPOSAL IS SUBJECT TO THE PREVAILING MUNICIPAL DEVELOPMENT COST CHARGES.

## Hydro/tel

1. UNDERGROUND WIRING SERVICE CONNECTION IS REQUIRED TO SERVE THIS DEVELOPMENT.
2. RELOCATE HYDRO POLES OUT OF SIDEWALK.



## Road

1. VIEWMONT AVE., FRONTING THIS DEVELOPMENT, MUST BE WIDENED TO 8.5 M RESIDENTIAL MUNICIPAL STANDARDS COMPLETE WITH CONCRETE CURB, GUTTER AND 2.0 M WIDE SEPARATED SIDEWALK. MINIMUM 6.0 M WIDE PAVEMENT IS REQUIRED ON VIEWMONT AVENUE FRONTING LOT 11, PLAN 9604.
2. PROPOSED DRIVEWAY CROSSINGS ARE TO BE CONSTRUCTED IN ACCORDANCE WITH SAANICH CONCEPT DRAWING.
3. NUMBER OF PROPOSED DRIVEWAYS FROM VIEWMONT AVE. SHOULD BE REDUCED.
5. EXTEND CONCRETE CURB, GUTTER AND SIDEWALK CONSTRUCTION TO MEET THE EXISTING ROAD AND SIDEWALK TO THE NORTH OF THIS DEVELOPMENT. PROPOSED ROAD AND SIDEWALK ARE REQUIRED TO TIE INTO THE DESIGN OF THE HYDRO DEVELOPMENT SOUTH OF THIS PROPERTY.
4. LED STREET LIGHTING IS REQUIRED ON THE EXISTING POLES ON VIEWMONT AVENUE FRONTING THIS PROPERTY.

## Sewer

1. THE EXISTING SANITARY SEWER MAIN ON THE WEST SIDE OF VIEWMONT AVENUE MUST BE LOWERED AND UPGRADED TO SERVE THIS DEVELOPMENT. ALL THE EXISTING SERVICE CONNECTIONS MUST BE RECONNECTED TO THIS NEW MAIN AND THE EXISTING MAIN BE ABANDONED.

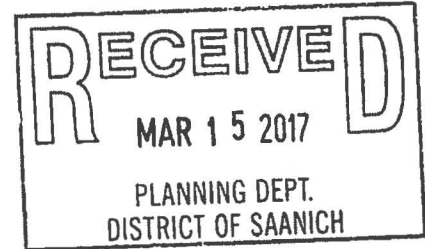
## Water

# Development Servicing Requirements

Development File: SVS01998  
Civic Address: 4355 VIEWMONT AVE  
Page: 2

Date: Mar 14, 2017

1. FIRE HYDRANT(S) WILL BE REQUIRED WITHIN 90 M OF EVERY PROPOSED UNIT.
2. AVAILABLE FIRE FLOWS ARE 130 L/S AND 170 L/S AT VIEWMONT AVE. & VIADUCT AVE. EAST AND VIEWMONT AVE. & MAPLETON PL. RESPECTIVELY. AS PER THE SUBMITTED CALCULATIONS, THE REQUIRED FLOWS ARE BETWEEN 150 AND 233 L/S, THEREFORE, EITHER THE PROPOSED BUILDINGS BE REDESIGNED OR THE EXISTING WATER SYSTEM BE UPGRADED.
3. A SUITABLY SIZED WATER SERVICE MUST BE INSTALLED TO SERVE THE PROPOSED DEVELOPMENT FROM THE EXISTING 200 MM MAIN ON VIEWMONT AVE. METER IS TO BE SIZED AS PER THE AWWA MANUAL M-22.





1410-04Report -  
Planningxref: 2860-20  
West Saanich  
Road**4355 VIEWMONT AVENUE – DEVELOPMENT PERMIT AND REZONING**

Report of the Director of Planning dated December 15, 2016 recommending that Council postpone further consideration of the development to allow the applicant to rework the proposal for a proposed 38 unit townhouse development.

In response to questions from Council, the Director of Planning stated:

- Bus pass programs have typically been considered as a community contribution when there were requests for parking variances; community contributions are meant to benefit the broader community and bus passes only benefit first owners.
- Feedback from BC Transit indicates that there does not appear to be a significant/sustained increase in ridership as a result of the bus pass program.
- If the applicant proposed substantive changes to the application tonight, Council should send the proposal back to staff for review or for further public consultation and review by the Community Association; if Council believed that potential changes were not substantive, the application could be forwarded to Public Hearing.

In response to questions from Council, the Director of Engineering stated:

- Staff would work with the applicant to discuss installation of stop signs at driveway exits.

**APPLICANT:**

E. Geric, Mike Geric Construction Ltd.; T. James, KPL James Architecture; and K. Grant, Keith N. Grant Landscape Architecture Ltd., presented to Council and highlighted:

- Neighbours agree that the site should be developed but prefer townhomes, rather than a condominium building; the new design is a 60% reduction in density.
- The Royal Oak Community Association (ROCA) and neighbours are in favour of the new design; the only way that more green space could be achieved on the property would be to construct a condo building.
- The applicant would commit to a covenant to restrict the use of garages to parking for vehicles.
- The community contribution package includes the addition of curb and sidewalk and \$50,000 towards a playground at Royal Oak Middle School.
- The site plan was developed for maximum efficiency while maintaining livability; all units are three storeys except for the two pairs flanking the entry points; the two storey units at the entry points are stepped down to soften the massing and scale at the entrances.
- The project is designed for families; because Bryden Park is close by, the site design includes multiple private outdoors spaces for each unit rather than larger group play areas.
- The majority of the units are three bedrooms with porches and one or two decks each.
- The design has been revised with a reduction of units from 38 to 36 to allow for more green space; that will also allow two more visitor parking stalls so that a parking variance would not be required.
- The proposed front yard setback along Viewmont Avenue will produce a lively streetscape and an enhanced design for home owners; the interior side yards

- are adequate for decks, patios and fenced yards.
- The height variance requested is for the three storey units.
- New trees will be planted and a contribution will be provided for replacement of trees to be planted elsewhere in the Royal Oak area; the streetscape consists of boulevard trees and grass.
- Onsite hard and soft landscape will consist of permeable pavers, planting at the unit entry points and driveway edges, privacy hedging and two seating areas.
- Sustainable features include water efficient drip and spray head sprinklers with a smart controller system and the use of permeable pavers; rain gardens and bio swales will improve storm water management.
- There is a commitment to constructing to BUILT GREEN® Gold energy efficiency, installation of air thermal heat pumps and the necessary conduits to be considered solar ready for the future installation of solar photovoltaic or hot water heating systems and the possibility of the installation of solar panels.

In response to questions from Council, the applicant stated:

- The decision on which two units would be removed was made in an attempt to break up the perceived row house look and give the opportunity for casual movement throughout the site.
- Stop signs will be located at driveway exits.
- Bio swales are shallow depressions in a grass area; rain gardens consist of plant material and would be relatively wet therefore not an appropriate location for a play area; the green spaces where the two units would be removed could be used as a play area.

#### **PUBLIC INPUT:**

C. Robinson, Casa Linda Drive, on behalf of R. Wanbon, stated:

- Saanich Tennis Club members are concerned with the lack of parking on Viewmont Avenue; the tennis courts will be repaired and resurfaced and it is necessary to ensure the stability of the foundation under the courts; due diligence should be in place to ensure appropriate drainage occurs following the construction of the townhouse development.
- The proposed development is supportable.

S. Evans, Strom Ness Place, stated:

- There is a need for more townhomes to allow families to get into the housing market.
- The proposed development is close to parks, schools, and the recreation centre; affordable housing options are supportable.

M. de Medeiros, Viewmont Avenue, stated:

- The proposed development is supportable; it will result in a healthy community.
- The community amenities are appreciated.

L. McKeachie, Viewmont Avenue, stated:

- The combination building/townhouse development was not supportable; the changes to the design are appreciated.
- It will be an attractive development that focuses on families and community.

K. Whitworth, Viewmont Avenue, stated:

- The reduction to 36 units is supportable; the commitment to being solar ready, utilization of smart growth strategies, registration of a housing agreement, the additional landscaping and the front unit spacing on Viewmont Avenue are appreciated.
- The addition of the new sidewalk is appreciated and will complete the pedestrian environment to the park.
- She questions how tall the plantings between the back patios will be.

M. Henderson, on behalf of the Royal Oak Community Association (ROCA), stated:

- The new design is a better fit for the community and has addressed concerns of neighbours; neighbours prefer driveways facing the street on the Viewmont Avenue side.
- Concerns remain regarding increased traffic, parking configuration, lack of green space for active use of children, lack of a turnaround area for large vehicles, the amount of light from that may come from BC Hydro property and affect residents, and the amount of interior storage.
- Tandem parking may not be the best option for parking; having side by side parking may be more appropriate; neighbours are concerned that on street parking on Viewmont Avenue may increase.
- The addition of fencing may turn the interior of the site into community courtyard and make for a safer development.

#### APPLICANT'S RESPONSE:

- Fencing along the north, south and east property lines would be 5 feet in height; patio fencing would be 4 feet in height; plant material would vary in size between 18 inches and 5 feet high.
- There would be no impact to the tennis courts.

#### Motion:

**MOVED by Councillor Plant and Seconded by Councillor Haynes: "That a Public Hearing be called to further consider the rezoning application for a proposed 36 unit townhouse development on that Part of Lot 5, Section 8A, Lake District, Plan 2255 lying to the North West of a boundary parallel to and perpendicularly distant 211.2 feet from the North Westerly boundary of said lot (4355 Viewmont Avenue)."**

Councillor Plant stated:

- The work that has been done to address the concerns of neighbours is appreciated; the applicant should consider the comments and suggestions of ROCA.
- The proposed development is in close proximity to shopping, recreation and services.

Councillor Haynes stated:

- The community has been engaged in the process; this is an attractive development.
- Saanich needs a greater supply of housing options in corridors and centres.

Councillor Derman stated:

- The proposed development is crowded on the site and is close to the border of

- a light industrial area; that may affect the liveability of residents.
- There are concerns of the use of tandem parking and the lack of functional, useable green spaces for families.
- It may be appropriate to make the central green space larger and more functional.

Councillor Brice stated:

- Neighbours are in favour of the proposed development; there is a risk that removing units and adding green space could affect affordability.

In response to a question from Council, the Director of Planning stated:

- Construction of underground parking is expensive; this site is relatively flat therefore it does not have the grade change to construct underground parking efficiently.

Mayor Atwell stated:

- The revisions are an improvement over the original design; a centralized green space would be appreciated.
- It is important that access to green space is close to residences; the neighbours are in support of the proposed development.
- Converting the proposed rain gardens into more green space may be appropriate.

Councillor Sanders stated:

- There is concern with the lack of green space, the number of driveways and the amount of density; the development is crowded on the site.

Councillor Murdock stated:

- Neighbours are supportive; there is concern with the proximity of the property to the BC Hydro property and the potential impact on future residents.
- There is a park close to the proposed development but there could be the addition of a community space on the property given the reduction in the number of units.
- The applicant should consider ROCA's concern with tandem parking.

Councillor Wergeland stated:

- The revisions to the design are a compromise between residences and green space; the neighbours are in favour of the proposed development and it will benefit the community.

In response to a question from Council, the Chief Administrative Officer stated:

- The current design as presented would go forward to the Public Hearing.
- If Council feels that the changes to the design are substantial, there is the opportunity to postpone consideration while Council further reviews the proposal.

Councillor Derman stated:

- The applicant should construct as solar ready.

**CARRIED  
with Councillor Derman OPPOSED**

THE CORPORATION OF THE DISTRICT OF SAANICH

**TO: MAYOR AND MEMBERS OF COUNCIL**  
**DATE: AUGUST 31, 2016**  
**FROM: ADVISORY DESIGN PANEL**  
**SUBJECT: APPLICATION BY KPL JAMES ARCHITECTURE INC. TO CONSTRUCT 38 ATTACHED HOUSING UNITS AT 4355 VIEWMONT AVENUE. VARIANCES ARE REQUESTED**

**PLANNING FILES: DPR00642 / REZ00571  
CASE #2016/008**

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**BACKGROUND AND PRESENTATION**

The above referenced application was considered by the Advisory Design Panel at its meeting of August 17, 2016.

Tony James, KPL James Architecture Inc.; and Keith Grant, Keith N. Grant Landscape Architecture Ltd. attended to present design plans and answer questions from the Panel.

Ms. Pickard briefly outlined the proposal:

- The 6.475 m<sup>2</sup> subject property is located in the Royal Oak Major "Centre".
- BC Hydro site is immediately to the east and is adjacent to the south lot line (tennis courts) and approximately half of the northern lot line.
- The Royal Oak Local Area Plan identifies this site as potential multi-family, specifically for attached housing or a small apartment building to a maximum of three storeys.
- Variances requested are as follows:
  - Front Lot Line Setback reduced from 7.5 m to 2.7 m;
  - Rear Lot Line Setback reduced from 10.5 m to 3.0 m;
  - Interior Side Lot Line Setback reduced from 7.5 m to 4.5 m;
  - Building Height increased from 7.5 m to 10.0 m;
  - Required Building Separation between buildings reduced from 6.0 m to 3.86 m, from living room windows from 15 m to 10 m and from other habitable rooms from 12 m to 10.8 m;
  - Required visitor parking reduced from 12 spaces to 10 spaces;
  - Parking Area increased from 30% of the lot to 40.6% of the lot; and
  - Projections from cantilevered balconies for six of the units increased from 0.6 m to 0.83 m.

The applicant highlighted:

- Site layout adjustments, including moving driveways from the rear of the homes to off of Viewmont Avenue, have resulted in additional green space and landscaping.
- A welcoming and attractive curving accent stone identifier wall is proposed for the entrance.
- No units will face towards the BC Hydro site and all units will have a variable middle floor plan, which will allow for the option of facing the driveway or green space.
- The colour palette proposed is pleasing and would utilize Hardie Plank / Panel, aluminum composite and Boral Versetta stone.

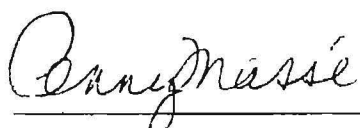
- Every unit would include a vertical element created by bay windows on upper and lower levels and a partially peaked roof to encourage stepped down massing.
- Permeable pavers will be utilized to break up asphalt.
- Off-site improvements are proposed for Viewmont Avenue including new curb, gutter, sidewalk and a boulevard.
- The landscape plan includes hardscape permeable pavers, unit entry walkways, patio spaces, planting areas in the front of each unit, a large rain garden including bench seating, and a pedestrian connection.
- Patio spaces will be appropriately planted to provide screening and privacy.
- Hedging, larger-scale trees, and tree augmentation is planned to create more dense landscaping.

Comments from the Panel:

- The lack of sufficient green and open space is a detriment to the project.
- The colour palette could be updated and made more inviting. If a neutral background treatment were considered the side units might be more aesthetically pleasing.
- The roof line presents as more commercial or industrial and could be more inviting.
- Adaptable housing guidelines should be more carefully considered and accessible washrooms should be included in the lower level of all end units.
- Street parking could be a concern due to the proposed reduction of required visitor parking spaces and street parking would be lost with the number of proposed driveways.
- There is a lack of sufficient outdoor play areas for children, however the proximity to Brydon Park was noted.
- The step down to 2-storey for the end units works well and that variety could be considered for the other townhouse blocks.
- The plan relates well with the street and the driveways, front doors and stepped down effects work well; however, the rear of the site plan does create concerns regarding a lack of open space and visual breathing room. Alternative parking plans / turnaround areas could be investigated to create more space.
- Additional landscape screening should be installed for any viewsapes that include the BC Hydro parking lot and easement area.
- A deeper overhang on the gabled roof could be considered, only 18" is proposed.

**RECOMMENDATION:**

**That it be recommended that the design to construct 38 attached housing units at 4355 Viewmont Avenue be approved as presented with recommendations to reduce the number of units in order to create more open space on the site and include accessible washrooms in all end units.**



Penny Masse, Secretary  
Advisory Design Panel

/pm  
ec: *Director of Planning*  
*Manager of Inspections*  
*Greater Victoria Housing Society*

VIEWMONT TOWNHOUSE PROJECT: 4355 Viewmont

**SUSTAINABILITY STATEMENT**

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1. **ENVIRONMENTAL INDICATORS**

a. **Ecological Protection and Restoration**

***Planting Design / Plant Material Selection***

Plant material selected proposed for the project will consist of indigenous and hardy adaptive plant material that will have the benefit of reduced irrigation requirements and reduced fertilizer use. Mulching will be specified to help retain soil moisture in the planting areas.

***Irrigation System***

The irrigation system will consist of a combination of water efficient drip irrigation system and spray heads for the shrub planting beds. Grass areas would be irrigated with water efficient rotary type spray heads. Shrub beds and grass areas would be zoned separately to allow flexibility in water management. Water efficient irrigation components would also include a "Smart" Modular Control System consisting of a controller and an on-site weather sensor that automatically adjusts irrigation schedules on a daily basis.

***Rain Gardens / Bioswales***

We are working in collaboration with the Civil Engineer in developing rain gardens and bioswales for the management of the stormwater and improvement of stormwater quality. Surface runoff from impervious surfaces will be directed to grass bioswales and rain gardens for treatment and attenuation prior to entering the municipal drain system.

b. **Green Design and Construction**

The project will be designed and built to a Built-Green Gold level of sustainability. As such, storm water mitigation will be incorporated into the landscaping and the paved areas of the site. Efficient plumbing, electrical and other such infrastructure will be utilized throughout. Waste and construction impact mitigation will be thoughtfully undertaken continuously.

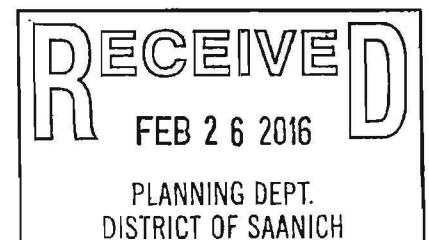
2. **SOCIAL INDICATORS**

a. **Community Consultation**

Consultation with the Royal Oak Community Association and neighbours has been extensive. It includes a meeting with the ROCA Executive, with individual neighbouring residents and with the community-at-large via an Open House. This engagement has been instrumental in revising an original scheme consisting of condominium buildings and townhouses to the current scheme of townhouses only. All reaction has been very positive.

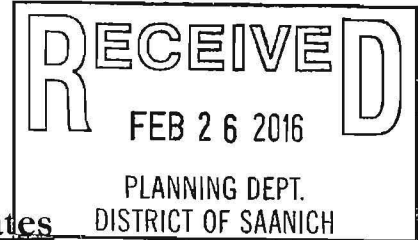
b. **Location and Density**

The site is identified in the OCP's Royal Oak Local Area Plan as suitable for mixed residential development consisting of apartments and attached housing. Our proposed townhouse approach is appropriate and our density supports the Regional Growth Strategy. Within the Viewmont Sub-area of Royal Oak, our proposal provides a residential range within condominium buildings and single-family dwellings.





**Talbot Mackenzie & Associates**  
Consulting Arborists



February 18, 2016

Mike Geric Construction Ltd.  
4520 West Saanich Road  
Victoria, BC V8Z 3G4

Attention: Ed Geric

Re: Tree Impact and mitigation report for the proposed  
Townhouse development at 4355 Viewmont Avenue.

**Assignment:** Provide arborist services to;

- Examine and document the resource of trees that are located within the boundaries of the property at 4355 Viewmont Avenue, any trees that are on the municipal frontage and trees on the adjacent properties that are within 3 metres of the property boundary.
- Review the plans for the proposed property development, and the potential impact that the development will have on the tree resource and the suitability of the trees to be retained within the development.

**Method:** For the purpose of this report, we reviewed the plans that were supplied outlining the proposed building footprint locations, the driveway/parking area layout and service locations. During our initial July 24, 2014 site visit, we visually examined and documented the tree resource. Since that date, the property boundaries have been surveyed and tree locations along this boundary plotted on the site plan. During our follow up January 2016 site visits, we reviewed the tree locations and have amended our tree resource spreadsheet to reflect any changes to the tree locations, and identified trees that were removed during the 2015 demolition of the house and outbuildings. As this property is located within the West Saanich Road Development Permit Area, all bylaw-protected trees and all trees of any species that were larger than 10 cm in diameter or 5 metres in height were documented. Each protected tree within the property and along the shared municipal frontage that was documented is identified in the field with a numbered tag that is attached to its lower trunk. Protected trees on the neighbouring properties within 3 metres of the property boundary are identified with either a numbered tag or a numbered ribbon. The information that was compiled regarding each of these trees is entered in a tree resource spreadsheet that is attached to this report.

**Tree Resource:** The tree resource on the property is populated by mostly non-native, exotic tree species. The specimen trees on this property were closely spaced when planted and allowed to grow unrestricted with little pruning or remedial care.

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Invasive tree species e.g. willow, English hawthorn, and poplar have become established within the landscape and are further suppressing the growth and form of what were once the specimen trees. The resulting growth competition has left few, if any, of the individual trees that would be suitable for retention within the new housing development. Similarly, the trees that are located along the municipal frontage, and most of the trees on neighbouring properties, have similar growth characteristics, and, therefore, making many unsuitable for retention. Most of the trees along the property frontage have been heavily topped to maintain the required clearances from the overhead hydro primary conductor.

After reviewing the tree locations outlined on the survey plan, it is our opinion that all of the trees along the Viewmont Avenue frontage are located within the property boundary, or they were originally planted within the property boundary and have now grown and spread so that their canopies and trunks touch or encroach onto the municipal frontage. In addition, most of the trees on the shared boundaries with the neighbouring private properties were once planted within the subject property and have spread to encroach onto the boundaries of these neighbouring properties.

We identified and documented a total of 273 trees that are located within the property boundaries, along the municipal frontage or along the adjacent property at 4367 Viewmont Avenue and the surrounding BC hydro property to the north, east and south or on these properties within 3 metres of the property boundary or where they could potentially be impacted.

**Potential Impacts:**

From our review of the plans and examination of the tree resource, we have identified 221 trees that are to be removed. This includes all of the trees that border the municipal frontage. Only 26 of the trees on the property that are to be removed would have been considered protected under the current Tree Protection Bylaw #9272. The majority of the trees that are to be removed are defined as protected by their location in a development permit area, as determined by the definition of a tree within this area i.e. larger than 10 cm in diameter or 5 metres in height.

The landscape drawings have identified 52 trees, located along the shared boundary with the property at 4367 Viewmont Avenue, and groves of trees on the adjacent BC Hydro property boundaries that are to be retained.

It is our opinion that of the trees that are identified for retention, five (5) are unsuitable to retain close to buildings and other residential infrastructure due to their structure or species. The five trees are Black cottonwood #089 located on the BC Hydro property to the south, Lombardy poplars #0806, 0807, 0808 located on the shared BC Hydro property boundary to the north and spruce #0796 located on the boundary with the property at 4367 Viewmont Avenue. We recommend that, if possible and with the agreement of the adjacent property owners, these trees be removed.

The retention of the boundary trees is based on the ability to protect the critical root zone areas of the trees. Their status should be reviewed if the final construction drawings indicate any significant changes to the grade around the trees.

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**Mitigation of Impacts:** We recommend the following procedures be implemented to reduce the impacts on the trees that are to be retained.

- **Barrier Fencing and Root Zone protection:** We recommend that protective barrier fencing be erected to isolate the root zones of the trees along the property boundaries that are designated for retention (see barrier fencing diagram attached). The barrier fencing to be erected must be of solid frame construction, using wooden or metal support posts and be a minimum of 4 feet in height. A solid board or rail must run between the posts at the top and the bottom of the fencing. This solid frame can then be covered with plywood, or flexible snow fencing. **Alternately the perimeter construction fencing could be used as tree protection fencing if it is placed inside the property boundaries and where it will protect the critical root zone areas of the trees that are to be retained. It must also be posted with signs to identify it as tree protection fencing.** The fencing must be erected prior to the start of any construction activity on site (i.e. site clearing, demolition, excavation, construction), and remain in place through completion of the project. Signs must be posted around the protection zone to declare it off limits to all construction related activity. The project arborist must be consulted before this fencing is removed or moved for any purpose.

**Given the limited space between the property boundaries and the building footprint it will probably be necessary to access the root protection areas to facilitate construction on the outsides of the building units. Should this become necessary, we recommend that once the site clearing has been completed, the barrier/construction fencing be relocated to the property boundary and a 20 to 25 cm deep layer of mulch or hog fuel be placed between the fencing and the building footprints to help displace the weight of the equipment and foot traffic and to mitigate compaction and root disturbance. The chip material that is obtained from the trees that are removed from the site may also be used for this purpose in combination with other mulch to reach the depth and width of the material required and recommended in this report. This depth of material recommended must be maintained throughout the construction phase.**

- **Excavation:** The project arborist should monitor the excavation along the property boundaries and directly supervise any excavation that encroaches within the critical root zones of the trees that are to be retained.
- **Stump removal:** Due to the density of the growth within the property, the stumps of trees that are to be removed could be entwined with the root systems of trees that have been identified for retention. The project arborist must review and supervise the removal of stumps that conflict with trees that are to be retained. It might be necessary, and we may recommend removing these stumps by grinding or routing rather than removal with an excavator.

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- **Servicing:** The servicing drawings that were reviewed indicate that most of service connections are located where they will not impact the trees that have been identified for retention. A grass bio-swale that is indicated on the drawings and that is located between the building units and the property boundaries and where it encroaches into the root zones of the trees that are to be retained. It is our understanding that this will be a shallow grass covered feature and that the grades will permit its installation with little or no excavation beneath the existing site grade. The project arborist should review the design and monitor the installation of this landscape feature.
- **Pruning:** It may be necessary to prune some of the boundary trees for adequate clearance from the building units, to facilitate construction and to erect the boundary fencing. In our opinion, it should be possible to prune these trees without having a detrimental impact on their health or structure. All pruning should be completed by an ISA Certified arborist.
- **Review and site meeting:** Once the building permit receives approval, it is important that the project arborist meet with the principals involved in the project to review the information contained herein. It is also important that the arborist meet with the site foreman or supervisor before any site clearing or other construction activity occurs.

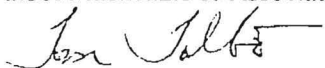
**Clients Responsibility:** It is the responsibility of the client or his/her representative to contact the project arborist for the purpose of:

- Locating the barrier fencing
- Reviewing the report with the project foreman or site supervisor
- To instruct the contractor regarding the required tree pruning work

Please do not hesitate to call us at 250-479-8733 should you have any questions.

Thank you,

Talbot Mackenzie & Associates



Tom Talbot & Graham Mackenzie

ISA Certified, & Consulting Arborists

Enclosures: Tree Resource Spreadsheet, Barrier Fencing Diagram

#### **Disclosure Statement**

Arborists are professionals who examine trees and use their training, knowledge and experience to recommend techniques and procedures that will improve the health and structure of individual trees or group of trees, or to mitigate associated risks.

Trees are living organisms, whose health and structure change, and are influenced by age, continued growth, climate, weather conditions, and insect and disease pathogens. Indicators of structural weakness and disease are often hidden within the tree structure or beneath the ground. It is not possible for an arborist to identify every flaw or condition that could result in failure nor can he/she guarantee that the tree will remain healthy and free of risk.

Remedial care and mitigation measures recommended are based on the visible and detectable indicators present at the time of the examination and cannot be guaranteed to alleviate all symptoms or to mitigate all risk posed.

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## Key to Headings in Resource Table

d.b.h. – **diameter at breast height** - diameter of trunk, measured in centimetres at 1.4 metres above ground level

CRZ – **critical root zone** - estimated optimal size of tree protection zone based on tree species, condition and age of specimen and the species tolerance to root disturbance. Indicates the radial distance from the trunk, measured in metres.

Crown spread – indicates the diameter of the crown spread measured in metres to the dripline of the longest limbs.

Condition health/structure –

- Good – no visible or minor health or structural flaw
- Fair – health or structural flaw present that can be corrected through normal arboricultural or horticultural care.
- Poor – significant health or structural defects that compromise the long-term survival or retention of the specimen.

Tree status – Planned status of tree retention within proposed development

- Retain – Retention of tree proposed
- Possible – Retention possible with precautions
- Remove – Removal required or recommended

Relative Tolerance – relative tolerance of the selected species to development impacts.

UPDATED TREE RESOURCE  
for  
4355 Viewmont Avenue

Tree #	d.b.h. (cm)	CRZ	Species	Condition Health	Condition Structure	Relative Tolerance	Status	Remarks / Recommendations
NT	9	2.0	Douglas-fir	Good	Good	Poor	Retain	Located on BC Hydro property to the north. Not protected size.
001	12	1.5	apple	Fair	Fair	Moderate	Remove	Suppressed.
002	6, 8, 8	1.5	apple	Fair	Fair	Moderate	Remove	Suppressed.
003	16, 20, 22	5.0	Hedge maple	Fair	Fair	Moderate	Remove	Grows under hydro, next to utility pole.
004	35	4.0	Douglas-fir	Fair	Fair/Poor	Poor	Remove	Grows under hydro, topped, multiple tops.
005	12, 30	4.5	Western Red cedar	Fair	Fair	Moderate	Remove	Sheared for hydro clearance.
006	12	1.5	Pear	Fair	Fair	Moderate	Remove	Suppressed.
007	20, 35	5.5	Western Red cedar	Fair	Fair	Moderate	Remove	Sheared for hydro clearance.
008	4, 7	1.5	Mountain ash	Fair	Fair	Poor	Remove	Located partially on Municipal property boundary, suppressed.
009	8	1.5	Holly	Fair	Fair	Good	Remove	Suppressed.
010	17	2.0	English hawthorn	Fair	Fair	Moderate	Remove	
011	6, 8, 12, 13, 13	4.5	ash	Fair	Fair	Moderate	Remove	Pruned for hydro clearance, water meter near base.

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Tree #	d.b.h. (cm)	CRZ	Species	Condition Health	Condition Structure	Relative Tolerance	Status	Remarks / Recommendations
012	26 6, 18, 18, 18, 37	3.0	Plum	Fair	Fair	Moderate	Remove	Suppressed.
013	2, 3, 3, 4, 4, 5, 5	9.0	Western Red cedar	Fair	Fair/Poor	Moderate	Remove	Growing under hydro lines, topped.
014	35	2.0	Yew	Fair	Fair	Poor	Remove	Located where its trunk touches the Municipal property boundary, grows under hydro lines.
015	40	4.0	willow	Fair	Fair	Moderate	Remove	Growing under hydro lines.
016	6	6.0	Douglas-fir	Fair	Fair/Poor	Poor	Remove	Located where its trunk touches the Municipal property boundary. Topped for hydro clearance, multiple tops.
017	5, 6	1.5	English hawthorn	Fair	Fair	Moderate	Remove	Topped for hydro clearance.
018	4, 4, 6, 6, 12	1.5	Mountain ash	Fair	Fair	Poor	Remove	Located partially on Municipal property boundary, topped for hydro clearance.
019	14	2.0	Yew	Fair	Fair	Poor	Remove	Located under hydro lines.
020	12	1.5	apple	Fair	Fair	Moderate	Remove	Deadwood, suppressed.
021	6, 8, 9, 5, 6, 6	1.5	apple	Fair	Fair	Moderate	Remove	Heavy lean, suppressed.
022	6, 7	3.0	English hawthorn	Fair	Fair	Moderate	Remove	Located where its trunk touches the Municipal property boundary, ivy covered.
023	6, 7	1.5	yew	Fair	Fair	Poor	Remove	Located partially on Municipal property boundary

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Tree #	d.b.h. (cm)	CRZ	Species	Condition Health	Condition Structure	Relative Tolerance	Status	Remarks / Recommendations
024	N/A	1.0	arbutus	Fair	Poor	Poor	Retain	Located on BC Hydro property along the south property boundary.6 cm diameter at 1 metre. Recently cut down to 1 metre height.
025	28	3.0	Western Red cedar	Fair	Poor	Moderate	Remove	Located where its trunk touches the Municipal property boundary.
026	18	2.0	Western Red cedar	Fair	Poor	Moderate	Remove	Under hydro lines. topped.
027	16	2.0	Lombardy poplar	Fair	Poor	Moderate	Remove	Located partially on Municipal property boundary. Under hydro lines, topped.
028	6, 6, 17	2.0	Plum	Fair	Fair	Moderate	Remove	Multiple stems, suppressed.
029	6, 12	1.5	English hawthorn	Fair	Fair	Moderate	Remove	Located where its trunk touches the Municipal property boundary, suppressed.
030	20, 28, 28	7.0	Lombardy poplar	Fair	Poor	Moderate	Remove	Located partially on Municipal property boundary, topped for hydro clearance.
031	28	3.0	Western Red cedar	Fair	Fair	Moderate	Remove	Located where its trunk touches the Municipal property boundary, multiple tops, topped for hydro clearance.
032	12, 15	2.5	Lombardy poplar	Fair	Poor	Moderate	Remove	Located partially on Municipal property boundary, topped for hydro clearance.
033	8, 17	2.5	English hawthorn	Fair	Fair	Moderate	Remove	Located where its trunk touches the Municipal property boundary, under hydro lines.
034	4, 4, 6	1.5	Plum	Fair	Fair	Moderate	Remove	Located where its trunk touches the Municipal property boundary, under hydro lines.
035	16, 18, 20	5.0	Plum	Fair	Fair	Moderate	Remove	Located partially on Municipal property boundary, under hydro lines.

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Tree #	d.b.h. (cm)	CRZ	Species	Condition Health	Condition Structure	Relative Tolerance	Status	Remarks / Recommendations
036	4, 6, 6, 15, 16, 16, 18, 20, 22	1.5	apple	Poor	Poor	Moderate	Remove	Central leader failed previously.
037		9.0	Plum	Fair	Fair	Moderate	Remove	Located partially on Municipal property boundary, topped for hydro clearance.
038	10	1.5	apple	Fair	Fair/Poor	Moderate	Remove	Main stem dead and failed.
039	31	3.5	Western Red cedar	Fair	Fair/Poor	Moderate	Remove	Located partially on Municipal property boundary, topped.
040	6, 10, 10	2.5	Plum	Fair	Fair	Moderate	Remove	Located where its trunk touches the Municipal property boundary. Suppressed, low live crown ratio.
041	10, 15	2.5	Plum	Poor	Poor	Moderate	Remove	Located where its trunk touches the Municipal property boundary, ivy covered, low live crown ratio, splitting trunk.
042	12, 14, 14	N/A	Plum	N/A	N/A	N/A	Remove	Located partially on Municipal property boundary, Dead snag.
043	14, 18, 19, 20	6.0	Western Red cedar	Fair	Poor	Moderate	Remove	Located partially on Municipal property boundary, topped, main stem split at union historically - corrected. Visible decay at failure point.
044	10, 10	1.5	apple	Fair	Fair	Moderate	Remove	Deadwood.
045	5, 5, 5, 5, 5, 10	2.5	Chamaecyparis	Fair	Fair	Good	Remove	Protected by height.
046	7, 14	2.0	Chamaecyparis	Fair	Fair	Good	Remove	
047	7	1.5	Chamaecyparis	Fair	Fair	Good	Remove	Protected by height.



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Tree #	d.b.h. (cm)	CRZ	Species	Condition Health	Condition Structure	Relative Tolerance	Status	Remarks / Recommendations
048	32	3.5	Verigated cedar	Fair	Fair	Moderate	Remove	Multiple tops.
049	29	3.5	Western Red cedar	Fair	Fair	Moderate	Remove	Multiple tops, sheared for hydro clearance.
050	27	3.0	Western Red cedar	Fair	Fair	Moderate	Remove	Multiple tops, sheared for hydro clearance.
051	38	4.0	Western Red cedar	Fair	Fair	Moderate	Remove	Multiple tops, sheared for hydro clearance.
052	17, 24	4.0	Western Red cedar	Fair	Fair	Moderate	Remove	Multiple tops, sheared for hydro clearance.
053	9	1.5	Chamaecyparis	Fair	Fair	Good	Remove	Bark beetle infecting trunk, protected by height.
054	64	6.5	Atlas cedar	Fair	Fair	Good	Remove	Ivy covered.
055	38	4.0	Upright oak	Fair	Fair	Good	Remove	
056	23	2.5	Western Red cedar	Fair	Fair	Moderate	Remove	
057	31	3.0	Upright oak	Fair	Fair	Good	Remove	
058	30	3.5	apple	Fair	Fair	Moderate	Remove	
059	10, 11, 12, 13, 16	5.0	apple	Fair	Fair	Moderate	Remove	

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Tree #	d.b.h. (cm)	CRZ	Species	Condition Health	Condition Structure	Relative Tolerance	Status	Remarks / Recommendations
060	8, 14, 16	3.5	Black cottonwood	Fair	Fair	Poor	Remove	
061	10, 10, 16	3.5	hawthorn	Fair	Fair	Moderate	Remove	
062	6	1.5	hawthorn	Fair	Fair	Moderate	Remove	Protected by height.
063	6	1.5	hawthorn	Fair	Fair	Moderate	Remove	Protected by height.
064	6 x 7	3.0	English hawthorn	Fair	Fair	Moderate	Remove	Multiple stems.
065	8	1.5	English hawthorn	Fair	Fair	Moderate	Remove	Covered in ivy.
066	13	1.5	Black cottonwood	Fair	Fair	Poor	Remove	
067	7, 13, 16	3.0	Black cottonwood	Fair	Fair	Poor	Remove	
068	7, 16	3.0	Black cottonwood	Fair	Fair	Poor	Remove	Surface rooted.
069	6, 16	3.0	Black cottonwood	Fair	Fair	Poor	Remove	
070	13	1.5	Black cottonwood	Fair	Fair	Poor	Remove	
071	8	1.5	Black cottonwood	Fair	Fair	Poor	Remove	Protected by height.

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072	11, 17	3.5	Black cottonwood	Fair	Fair	Poor	Remove	
073	7, 9	1.5	Black cottonwood	Fair	Fair	Poor	Remove	
074	6 stems	3.0	White poplar	Fair	Fair	Moderate	Remove	Clump of White poplar stems, protected by height.
075	7, 7, 20, 22	6.0	Black cottonwood	Fair	Fair	Poor	Remove	Surface rooted.
076	10	1.5	White poplar	Fair	Fair	Moderate	Remove	Corrected lean.
077	14, 16	3.0	apple	Fair	Fair/Poor	Moderate	Remove	Uprooted historically.
078	10, 10, 10, 10	3.5	apple	Fair	Fair	Moderate	Remove	Deadwood.
079	12, 12, 14	3.5	apple	Fair	Fair	Moderate	Remove	Deadwood.
080	13	1.5	apple	Fair	Fair	Moderate	Remove	Deadwood.
081	8, 8, 10	2.5	Quince	Fair/Poor	Fair	Moderate	Remove	
082	15	2.0	apple	Fair	Fair	Moderate	Remove	
083	10, 16, 16	4.0	apple	Fair	Fair/Poor	Moderate	Remove	Failed at root system historically.

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084	8, 11, 12, 13, 14	6.0	Black cottonwood	Fair	Poor	Poor	Remove	Located where its trunk touches the Municipal property boundary. Suckering from old stump.
085	48, 68, 68	20.0	Black cottonwood	Fair	Fair	Poor	Remove	Located on shared boundary with BC Hydro property to the south. Weakness at union between two major stems, large deadwood, cavity in old pruning wound.
086	22	2.5	Western Red cedar	Fair	Fair	Moderate	Remove	
087	15	2.5	arbutus	Fair	Fair	Poor	Retain	Located on BC Hydro property along the south property boundary.
088	9, 13	3.0	arbutus	Fair	Fair	Poor	Retain	Located on BC Hydro property along the south property boundary.
089	52	6.0	Black cottonwood	Fair	Fair	Moderate	Possible	Located on BC Hydro property along the south property boundary. Small deadwood. <b>We</b> recommend removal
090	30	3.5	Western Red cedar	Fair	Fair	Moderate	Remove	May not be possible to save due to servicing requirements
091	23	3.0	Western Red cedar	Fair	Fair	Moderate	Remove	
092	11	1.5	hawthorn	Fair	Fair	Moderate	Remove	
093	25	3.0	Western Red cedar	Fair	Fair	Moderate	Remove	
094	33	4.0	Western Red cedar	Fair	Fair	Moderate	Remove	
095	19	2.5	Weeping willow	Fair	Fair	Moderate	Remove	

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096	15	2.0	Western Red cedar	Fair	Fair	Moderate	Remove	
097	26	3.0	Western Red cedar	Fair	Fair	Moderate	Remove	
098	16	2.0	Weeping willow	Fair	Fair	Moderate	Remove	Leaning.
099	7, 10	2.0	hawthorn	Fair	Fair	Moderate	Retain	Located on shared boundary with BC Hydro property to the south.
100	25	3.0	Western Red cedar	Fair	Fair	Moderate	Remove	
0147	multiple stems	4.0	Norway spruce	Fair	Fair	Moderate	Possible	Located behind the property at 4367 Viewmont Avenue. More than 3 metres from the property boundary. Row of 27 trees between 20-30 cm d.b.h. Surface rooted.
0148	multiple stems	3.0	hawthorn	Fair	Fair	Moderate	Retain	Located on neighbouring BC Hydro property to the east.
0149	7	1.5	poplar	Fair	Poor	Moderate	Retain	Located on hydro fenceline more than 3 metres from the property boundary. Fence imbedded in trunk.
0150	4, 10	1.5	apple	Fair	Fair	Moderate	Retain	Located on neighbouring BC Hydro property to the east.
0351	14, 16	3.0	pear	Fair	Fair	Moderate	Remove	
0352	12, 16, 17	3.5	Chamaecyparis	Dead	Dead	Good	Remove	Dead tree.
0353	35	4.0	Spruce	Good	Good	Moderate	Remove	

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Tree #	d.b.h. (cm)	CRZ	Species	Condition Health	Condition Structure	Relative Tolerance	Status	Remarks / Recommendations
0354	31	3.0	English oak	Fair	Fair	Good	Remove	Edge of driveway.
0355	32	3.0	Lombardy poplar	Fair	Fair	Moderate	Remove	
0356	36	3.5	Lombardy poplar	Fair	Fair	Moderate	Remove	
0357	18, 19	3.5	Flowering plum	Fair	Fair	Moderate	Removed	Weakness at union. (Removed during house demolition - September 29, 2015)
0358	14, 16	3.0	Flowering plum	Fair	Fair	Moderate	Removed	(Removed during house demolition - September 29, 2015)
0359	15, 19	3.5	Flowering plum	Fair	Fair/Poor	Moderate	Removed	Failed historically, laying on ground, still alive.
0360	15, 19	3.5	Flowering plum	Fair	Fair	Moderate	Remove	
0361	15, 17, 28	4.0	Flowering plum	Fair	Fair/Poor	Moderate	Remove	Weak attachments.
0362	13	1.5	Chamaecyparis	Fair	Fair	Moderate	Remove	
0363	12	1.5	Chamaecyparis	Fair	Fair	Good	Remove	
0364	5, 8, 13	2.5	Flowering plum	Fair	Poor	Moderate	Remove	
0365	59	6.0	Flowering plum	Fair	Poor	Moderate	Remove	Weakly attached at main stem union, measured below dbh.

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0366	48	5.0	English oak	Fair	Fair	Good	Remove	
0367	27	3.0	apple	Fair	Fair	Moderate	Remove	Measured below dbh.
0368	10, 14, 19, 20, 23	7.0	Western Red cedar	Fair	Fair	Moderate	Remove	Multiple stems.
0369	22, 27, 37	8.0	apple	Fair	Fair	Moderate	Remove	Deadwood. (Large limb broken during demolition September 29, 2015)
0370	12	1.5	Pear	Fair	Fair	Moderate	Remove	Asymmetric form.
0371	13	1.5	apple	Poor	Poor	Moderate	Remove	Suppressed, deadwood, declining health.
0372	14	1.5	apple	Fair	Fair	Moderate	Remove	Suppressed.
0373	9, 10, 11	3.0	pear	Fair	Fair	Moderate	Remove	
0374	6, 6, 12, 13	3.0	apple	Fair	Fair	Moderate	Remove	Dieback in canopy.
0375	79	9.5	Lombardy poplar	Fair	Fair	Moderate	Remove	Large deadwood.
0376	27	3.0	Lombardy poplar	Fair	Fair	Moderate	Remove	
0377	31, 38	7.0	Lombardy poplar	Fair	Fair	Moderate	Remove	Weakness at stem union, small deadwood.

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Tree #	d.b.h. (cm)	CRZ	Species	Condition Health	Condition Structure	Relative Tolerance	Status	Remarks / Recommendations
0378	10	1.5	Variegated cedar	Fair	Fair	Moderate	Remove	Asymmetric form.
0379	71	8.5	Lombardy poplar	Fair	Fair	Moderate	Remove	Small deadwood.
0380	49	5.0	Weeping willow	Fair	Poor	Moderate	Remove	Major historic stem failure, some internal decay.
0381	37	4.0	Lombardy poplar	Fair	Fair	Moderate	Remove	
0382	39	4.0	Lombardy poplar	Fair	Fair	Moderate	Remove	
0401	multiple stems	3.0	hawthorn	Fair	Fair	Moderate	Remove	
0402	43, 49	9.0	Lombardy poplar	Fair	Fair	Moderate	Remove	Large deadwood.
0403	33	3.5	Weeping willow	Fair	Fair	Moderate	Remove	Large deadwood.
0404	14, 18	3.0	apple	Fair	Fair	Moderate	Remove	Previously uprooted.
0405	14	2.0	apple	Fair	Fair	Moderate	Remove	
0406	17, 12, 12, 15,	2.0	pear	Fair	Fair	Moderate	Remove	Large deadwood hung up in canopy from nearby snag.
0407	20, 20	7.5	apple	Fair	Fair	Moderate	Remove	

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0408	20	2.0	apple	Fair	Fair	Moderate	Remove	Appears to have uprooted historically.
0409	14, 14, 14	5.0	hawthorn	Fair	Fair	Moderate	Remove	
0410	multiple stems	3.0	Quince or redbud ?	Fair	Fair		Remove	Verify species.
0411	multiple stems	3.0	Flowering plum	Fair	Fair	Moderate	Remove	
0412	46	5.0	Weeping willow	Fair	Fair	Moderate	Remove	Numerous <i>ganoderma</i> fruiting bodies attached to trunk.
0413	multiple stems	3.0	plum	Fair	Fair	Moderate	Remove	Approximately 10 individual stems between 6 - 10cm dbh. Protected by height.
0414	8, 14	2.0	apple	Fair	Fair	Moderate	Remove	
0415	5, 5, 9, 10, 11	3.5	hawthorn	Fair	Fair	Moderate	Remove	Multiple stems.
0416	5x6, 9, 10, 11	3.5	hawthorn	Fair	Fair	Moderate	Remove	Multiple stems.
0417	7, 9, 10	2.5	hawthorn	Fair	Fair	Moderate	Remove	Multiple stems.
0418	12	2.0	Douglas-fir	Fair	Poor	Poor	Remove	Corrected lean, suppressed.
0419	17	2.0	Douglas-fir	Fair	Poor	Poor	Remove	Corrected lean.

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0420	20	3.0	Douglas-fir	Fair	Fair	Poor	Remove	
0421	20	3.0	Douglas-fir	Fair	Fair	Poor	Remove	
0422	4, 6, 7	1.5	plum	Fair	Fair	Moderate	Remove	
0423	19, 20, 27	6.0	plum	Fair	Fair	Moderate	Remove	
0424	37	4.0	Grand fir	Fair	Fair	Poor	Remove	Surface rooted, deflected top, competing with Lombardy poplar #0425.
0425	25	3.0	Lombardy poplar	Fair	Fair	Moderate	Remove	Competing with Grand fir #0424.
0426	multiple stems	1.5	hawthorn	Fair	Fair	Moderate	Remove	Protected by height, multiple stems.
0427	multiple stems	1.5	hawthorn	Fair	Fair	Moderate	Remove	Protected by height, multiple stems.
0428	multiple stems	1.5	hawthorn	Fair	Fair	Moderate	Remove	Protected by height, multiple stems.
0429	66	8.0	Lombardy poplar	Fair	Fair	Moderate	Remove	Near property line.
0430	31	4.0	Lombardy poplar	Fair	Fair	Moderate	Remove	Small deadwood.
0431	52	6.0	Weeping willow	Fair	Fair	Moderate	Remove	Leaning, deadwood.

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0432	36	4.5	Weeping willow	Fair	Fair	Moderate	Remove	Leaning, large deadwood.
0433	25, 34	6.0	Weeping willow	Fair	Fair	Moderate	Remove	Leaning, large deadwood.
0434	67	7.0	Lombardy poplar	Fair	Fair	Moderate	Remove	Deadwood.
0435	32	3.5	Lombardy poplar	Fair	Fair	Moderate	Remove	Deadwood.
0436	6, 8, 6	1.5	hawthorn	Fair	Fair	Moderate	Remove	Protected by height.
0437	8	1.5	hawthorn	Fair	Fair	Moderate	Remove	Protected by height.
0438	22	2.5	Weeping willow	Fair	Fair	Moderate	Remove	Deadwood, basal cavity.
0439	20	2.5	hawthorn	Fair	Fair	Moderate	Remove	Deadwood.
0440	30	3.0	Lombardy poplar	Fair	Fair	Moderate	Remove	Deadwood.
0441	42	4.0	Weeping willow	Fair	Poor	Moderate	Remove	Leaning, deadwood, failed historically at main stem union, trunk crack. Remove. Marked on plan as #559.
0442	22	2.5	Western Red cedar	Fair	Fair	Moderate	Remove	
0443	35	4.0	Weeping willow	Fair	Poor	Moderate	Remove	Failed at main stem union historically, basal wound. Remove.

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0444	15, 18	3.0	Western Red cedar	Fair	Fair	Moderate	Remove	Suppressed.
0445	41	5.0	Black cottonwood	Fair	Fair	Moderate	Remove	Heavy lean. Also ribboned as #542
477	49	7.5	arbutus	Fair	Fair	Poor	Retain	Located on neighbouring BC Hydro property. Surface rooted on slope.
479	46	7.0	Black cottonwood	Good	Fair	Poor	Retain	Located on neighbouring BC Hydro property. Backfilled, on slope.
480	31, 52	7.0	elm	Fair	Fair	Good	Remove	Small deadwood, some health stress.
495	multiple stems	2.0	Laburnum	Good	Good	Good	Retain	Located on BC Hydro property to the north. Unlikely to be impacted.
509	4, 19	3.0	arbutus	Good	Good	Poor	Retain	Located on shared boundary with BC Hydro property to the north. More than 3 metres from the property boundary.
515	multiple stems	3.0	hawthorn	Fair	Fair	Moderate	Retain	Located on the adjacent BC Hydro property to the east.
516	multiple stems	3.0	hawthorn	Fair	Fair	Moderate	Retain	Located on the adjacent BC Hydro property to the east.
517	multiple stems	3.0	hawthorn	Fair	Fair	Moderate	Retain	Located on the adjacent BC Hydro property to the east.
518	multiple stems	3.0	hawthorn	Fair	Fair	Moderate	Retain	Located on the adjacent BC Hydro property to the east.
519	multiple stems	3.0	hawthorn	Fair	Fair	Moderate	Retain	Located on the adjacent BC Hydro property to the east.

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520	multiple stems	3.0	hawthorn	Fair	Fair	Moderate	Retain	Located on the adjacent BC Hydro property to the east.
521	multiple stems	3.0	hawthorn	Fair	Fair	Moderate	Retain	Located on the adjacent BC Hydro property to the east.
522	multiple stems	3.0	hawthorn	Fair	Fair	Moderate	Retain	Located on the adjacent BC Hydro property to the east.
523	multiple stems	3.0	hawthorn	Fair	Fair	Moderate	Retain	Located on the adjacent BC Hydro property to the east.
525	multiple stems	3.9	hawthorn	Fair	Fair	Moderate	Retain	Located on the adjacent BC Hydro property to the east.
527	multiple stems	3.0	hawthorn	Fair	Fair	Moderate	Retain	Located on the adjacent BC Hydro property to the east.
534	multiple stems	1.0	hawthorn	Good	Poor	Moderate	Remove	Located along the south property boundary. Suppressed. Not protected size.
542	41	5.0	Black cottonwood	Fair	Fair	Moderate	Remove	Heavy lean. Also tagged onsite as #0445 see above.
559	42	4.0	Weeping willow	Fair	Poor	Moderate	Remove	Leaning, deadwood, multiple stems of a tree that has failed historically at main stem union, trunk crack. Remove. Also tagged onsite as #0441 see above.
564	multiple stems	1.0	hawthorn	Good	Poor	Moderate	Remove	Located along the south property boundary. Suppressed. Not protected size.
0783	5	1.5	English oak	Good	Good	Good	Remove	Protected by height.
0784	9	1.5	arbutus	Good	Good	Poor	Retain	Located on neighbouring BC Hydro property. Growing next to #477.

Prepared by:  
Talbot Mackenzie & Associates  
ISA Certified, and Consulting Arborists  
Phone: (250) 479-8733  
Fax: (250) 479-7050  
email: Treehelp@telus.net

UPDATED TREE RESOURCE  
for  
4355 Viewmont Avenue

Tree #	d.b.h. (cm)	CRZ	Species	Condition Health	Condition Structure	Relative Tolerance	Status	Remarks / Recommendations
0785	6, 8, 8, 10	3.0	plum	Fair	Fair	Moderate	Retain	Located on shared boundary with BC Hydro property to the north, large deadwood.
0786	6, 6, 8, 8	3.0	plum	Fair	Fair	Moderate	Retain	Located on shared boundary with BC Hydro property to the north. Poor union.
0787	8, 9	3.0	plum	Fair	Fair	Moderate	Retain	Located on shared boundary with BC Hydro property to the north.
0788	4, 4, 6, 6, 6	3.0	hazel	Fair	Fair	Moderate	Retain	Located on shared boundary with BC Hydro property to the north. Shrub.
0789	4, 6, 6, 6	3.0	plum	Fair	Fair	Moderate	Retain	Located on shared boundary with BC Hydro property to the north.
0790	4, 4, 6, 6	3.0	plum	Fair	Fair	Moderate	Retain	Located on shared boundary with BC Hydro property to the north.
0791	6, 6, 4, 4	3.0	plum	Fair	Fair	Moderate	Retain	Located on shared boundary with BC Hydro property to the north and 4367 Viewmont Avenue.
0792	14, 16, 16, 20	3.0	plum	Fair	Fair	Moderate	Retain	Located mostly on the property at 4367 Viewmont Avenue. Touches the property boundary.
0793	5, 6, 6, 6, 8, 10	3.0	plum	Fair	Fair	Moderate	Retain	Located mostly on the property at 4367 Viewmont Avenue. Touches the property boundary.
0794	37, 38	7.0	Weeping willow	Fair	Fair/Poor	Moderate	Remove	Located on shared boundary with the property at 4367 Viewmont Avenue to the north. Possibly uprooted historically, basal wound.
0795	4, 6, 6, 8, 8, 8, 10	3.0	plum	Fair	Fair	Moderate	Retain	Located on shared boundary with the property at 4367 Viewmont Avenue to the north. Suppressed, rubbing willow.
0796	24	3.0	Spruce	Fair	Fair	Moderate	Possible	Located on shared boundary with the property at 4367 Viewmont Avenue to the north. <b>We recommend removal.</b>

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UPDATED TREE RESOURCE  
for  
4355 Viewmont Avenue

Tree #	d.b.h. (cm)	CRZ	Species	Condition Health	Condition Structure	Relative Tolerance	Status	Remarks / Recommendations
0797	3, 4, 4 6, 10, 14, 15, 16	3.0	Native hawthorn	Fair	Fair	Moderate	Retain	Growing near property line, suppressed, protected by height.
0798		4.0	plum	Fair	Fair	Moderate	Retain	Located on shared boundary with the property at 4367 Viewmont Avenue to the north.
0799	38	4.0	Scotts pine	Fair	Fair	Good	Retain	Located on shared boundary with the property at 4367 Viewmont Avenue to the north. Split lower limb. Recommend removal of split limb if new targets are introduced.
0800	4, 6, 6, 8, 12	3.0	English hawthorn	Fair	Fair	Moderate	Remove	Municipal tree, growing under hydro.
0801	14, 16	3.5	Black cottonwood	Fair	Fair	Poor	Retain	Located on shared boundary with BC Hydro property to the north. Co-dominant. 4 poplar suckers nearby - may be protected by height.
0802	10, 10, 13, 15	3.0	plum	Fair	Fair	Moderate	Retain	Located on BC Hydro property to the north. Multiple stems.
0803	23, 25	5.0	willow	Fair	Fair	Moderate	Possible	Located on shared boundary with BC Hydro property to the north. Competing with larger trees in grove.
0804	5, 7	3.0	plum	Fair	Fair	Moderate	Retain	Protected by height, suppressed.
0805	38	6.0	Douglas-fir	Good	Good	Poor	Retain	Located on BC Hydro property to the north. On slope, surface rooted.
0806	39	5.0	Lombardy poplar	Fair	Fair	Moderate	Possible	Located on shared boundary with BC Hydro property to the north. <b>We recommend removal.</b>
0807	12, 15	3.0	Lombardy poplar	Fair	Fair	Moderate	Possible	Located on shared boundary with BC Hydro property to the north. <b>We recommend removal.</b>
0808	43	5.0	Lombardy poplar	Fair	Fair	Moderate	Possible	Located on shared boundary with BC Hydro property to the north. <b>We recommend removal.</b>

UPDATED TREE RESOURCE  
for  
4355 Viewmont Avenue

Tree #	d.b.h. (cm)	CRZ	Species	Condition Health	Condition Structure	Relative Tolerance	Status	Remarks / Recommendations
0809	17	2.5	arbutus	Fair	Fair	Poor	Retain	Located on BC Hydro property to the north.
0810	6, 6, 8, 20	4.0	plum	Fair	Fair	Moderate	Retain	Located on shared boundary with BC Hydro property to the north, deadwood.
0811	4,4,6,6	3.0	plum	Fair	Fair	Moderate	Remove	Protected by height.
0812	23	3.0	Grand fir	Poor	Poor	Poor	Remove	Suppressed, declining health, dead top.
0813	5,4,6,7	3.0	plum	Fair	Fair	Moderate	Remove	Protected by height.
0814	4,5,6,6	3.0	plum	Poor	Poor	Moderate	Remove	Declining health, protected by height.
0815	30	3.5	Lombardy poplar	Fair	Fair	Moderate	Remove	
0816	28	3.5	Lombardy poplar	Fair	Fair	Moderate	Remove	
0817	4,4,6,5	3.0	plum	Fair	Fair	Moderate	Remove	Protected by height, suppressed.
0818	35	4.0	Lombardy poplar	Fair	Fair	Moderate	Remove	
0819	34	4.0	Lombardy poplar	Fair	Fair	Moderate	Remove	
0820	11, 12, 12	3.0	plum	Fair	Fair	Moderate	Remove	Suppressed, protected by height.

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UPDATED TREE RESOURCE  
for  
4355 Viewmont Avenue

Tree #	d.b.h. (cm)	CRZ	Species	Condition Health	Condition Structure	Relative Tolerance	Status	Remarks / Recommendations
0821	35	4.0	Lombardy poplar	Fair	Fair	Moderate	Remove	
0822	16, 37	4.0	Lombardy poplar	Fair	Fair	Moderate	Remove	
0823	24	3.0	Lombardy poplar	Fair	Fair	Moderate	Remove	
0824	21	3.0	Lombardy poplar	Fair	Fair	Moderate	Remove	
0825	4.6, 5.6	3.0	plum	Fair	Fair	Moderate	Remove	Protected by height, multiple stems, young tree, dieback. Poor structure.
0826	25	4.0	Douglas-fir	Poor	Fair	Poor	Remove	Declining health, surface rooted.
0827	18	3.0	Grand fir	Fair	Fair	Poor	Remove	
0828	13	1.5	plum	Dead	Dead	Moderate	Remove	Dead.
0829	17	2.0	plum	Good	Fair	Moderate	Remove	Suppressed.
0830	11	1.5	plum	Fair	Fair	Moderate	Remove	Suppressed.
0831	19	2.0	plum	Fair	Fair/Poor	Moderate	Remove	Large deadwood.
0832	14	2.0	Lombardy poplar	Fair	Fair	Moderate	Remove	

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UPDATED TREE RESOURCE  
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4355 Viewmont Avenue

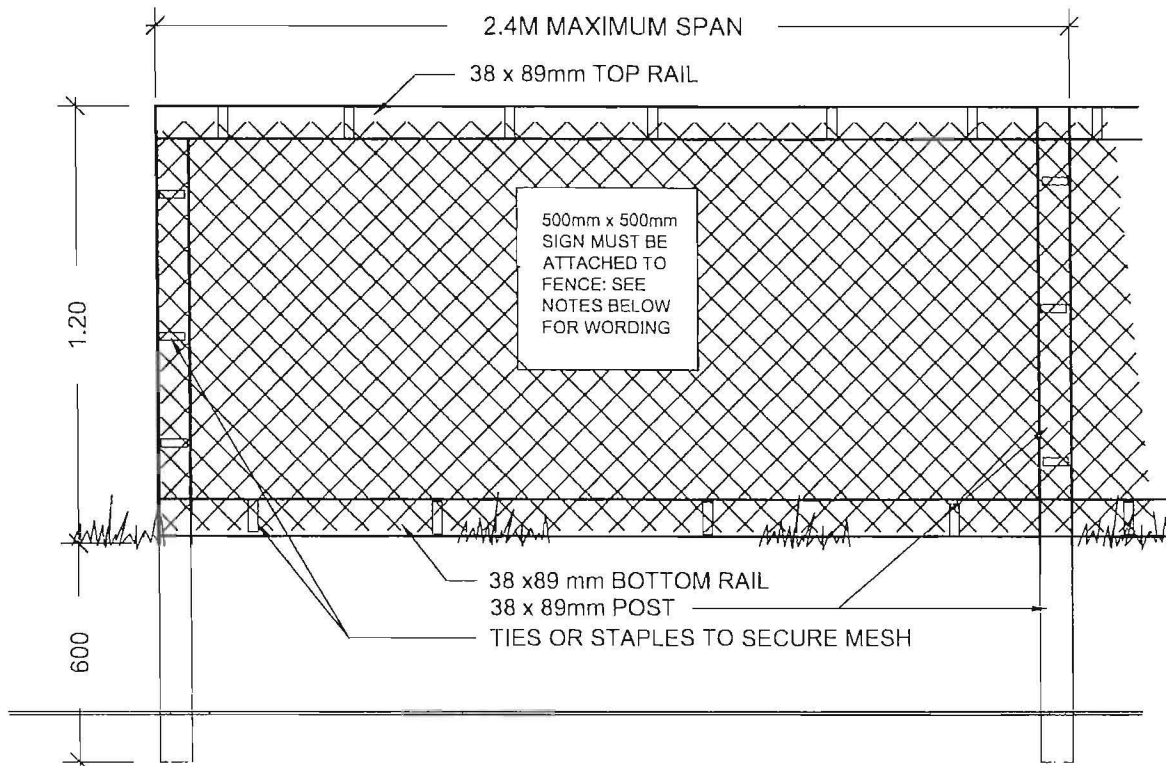
Tree #	d.b.h. (cm)	CRZ	Species	Condition Health	Condition Structure	Relative Tolerance	Status	Remarks / Recommendations
0833	8, 12, 12	4.0	pear	Fair	Fair	Moderate	Remove	
0834	28	3.5	Lombardy poplar	Fair/Poor	Fair	Moderate	Remove	Low live crown ratio, deadwood.
0835	17	2.0	Lombardy poplar	Fair	Fair	Moderate	Remove	Suppressed.
0836	10	1.5	Lombardy poplar	Fair	Fair	Moderate	Remove	Suppressed.
0837	79	9.5	Lombardy poplar	Fair	Fair	Moderate	Remove	
0838	41	5.0	Lombardy poplar	Fair	Fair	Moderate	Remove	
0839	74	9.0	Lombardy poplar	Fair	Fair	Moderate	Remove	Slime flux, possible internal decay.
0840	42	5.0	Lombardy poplar	Fair	Fair	Moderate	Remove	
0841	12	1.5	hawthorn	Fair	Fair	Moderate	Remove	
0842	13	1.5	apple	Fair	Fair	Moderate	Remove	Dieback in canopy.
0843	11	1.5	apple	Fair	Fair	Moderate	Remove	
0844	17	2.0	Lombardy poplar	Fair	Fair	Moderate	Remove	Suppressed.

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UPDATED TREE RESOURCE  
for  
4355 Viewmont Avenue

Tree #	d.b.h. (cm)	CRZ	Species	Condition Health	Condition Structure	Relative Tolerance	Status	Remarks / Recommendations
0845	45.46	9.0	Lombardy poplar	Fair	Fair	Moderate	Remove	
0846	60	7.0	Lombardy poplar	Fair	Fair	Moderate	Remove	
0847	11	1.5	plum	Fair	Fair	Moderate	Remove	
0848	15	1.5	apple	Fair	Poor	Moderate	Remove	
0849	10, 13	2.0	apple	Fair	Poor	Moderate	Remove	Covered in grape vine.
0850	25	2.5	White oak	Fair	Fair	Good	Remove	Verify species.
2548	18	2.5	Douglas-fir	Good	Good	Poor	Retain	Located on shared boundary with BC Hydro property to the north. More than 3 metres from the property boundary.
2550	11	1.5	Douglas-fir	Good	Good	Poor	Retain	Located on shared boundary with BC Hydro property to the north. More than 3 metres from the property boundary.
2642	25	3.0	Western Red cedar	Good	Good	Moderate	Remove	





## TREE PROTECTION FENCING

### NOTES:

1. FENCE WILL BE CONTRUCTED USING 38 X 89 mm (2"X4") WOOD FRAME: TOP, BOTTOM AND POSTS. \*  
USE ORANGE SNOW-FENCING MESH AND SECURE TO THE WOOD FRAME WITH "ZIP" TIES OR GALVANZIED STAPLES.
2. ATTACH A 500mm x 500mm SIGN WITH THE FOLLOWING WORDING:  
**WARNING-HABITAT PROTECTION AREA.** THIS SIGN MUST BE AFFIXED ON EVERY FENCE FACE OR AT LEAST EVERY 10 LINEAR METRES.

\* IN ROCKY AREAS, METAL POSTS (T-BAR OR REBAR) DRILLED INTO ROCK WILL BE ACCEPTED



DETAIL NAME: **TREE PROTECTION FENCING**

DATE: March/08  
DRAWN: DM  
APP'D. RR  
SCALE: N.T.S.



Dec 11, 2015

File: 957-05

Jagtar Bains, Development Coordinator  
District of Saanich  
770 Vernon Ave.  
Victoria BC V8X 2W7

Attention: Mr. Bains:

**STORMWATER MANAGEMENT STATEMENT**

**PROPOSED DEVELOPMENT OF LOT 5, SECTION 8A, LAKE DISTRICT, PLAN 2255,  
4355 VIEWMONT AVENUE, DISTRICT OF SAANICH**

---

*Keeping in mind the Requirements of Schedule "H", describe how your stormwater management concept will meet the intent of the relevant development permit guidelines. Provide details on types of treatment systems that will be used, considering the following questions:*

*A) Will there be an increase or decrease in impervious area compared to existing conditions?*

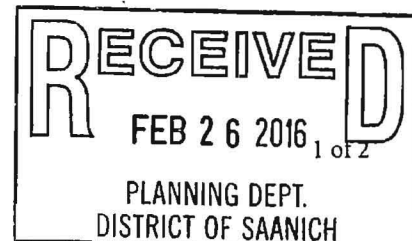
- As 7 new townhouse blocks and associated driveways are proposed there will be a net increase in impervious area over the existing condition.

*B) What percentage of the site will be impervious cover compared to existing conditions?*

- The existing impervious cover (single family dwelling and accessory building) is equal to approximately 1.5% of the site. The proposed development will increase the total impervious area by approx. 74%.

*C) How will impervious surface area be minimized (e.g. minimizing paved area and building footprints, pervious paving, green roofing, absorbent landscaping)?*

- A number of units will have driveway access directly off of Viewmont Ave. reducing the requirement for additional onsite access roads, and providing a significant raingarden and amenity space for the residents. Absorbent landscaping will be utilized throughout the development, and wherever possible roof leaders and hard surfaces will be directed to these areas to provide attenuation prior to entering the piped system. Individual driveways and patio areas will also be finished with concrete unit pavers, or similar, which typically offer a reduced runoff coefficient when compared to asphalt, or concrete.



D) How will the proposed system detain and regulate flows and improve stormwater quality (e.g. infiltration systems, engineered wetlands, bioswales)?

- Following the required storm water management components of a Type 1 watershed as outlined in Schedule H to Bylaw 7452, the proposed management approach will employ a treatment train.

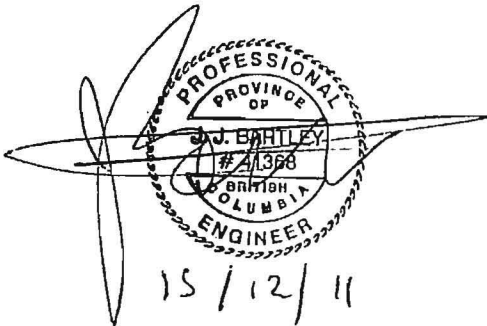
Surface runoff from driveways, and the central access roads will be conveyed overland via grassed bioswales toward biofiltration raingardens. Raingardens will be equipped with grated overflows to subsurface detention. Treated and attenuated flows from the site will be conveyed to a municipal drain extension in Viewmont Ave. via flow control structures onsite.

E) If the intent of the guideline cannot be met, explain why

N/A

Yours Truly,

**ACTIVE EARTH ENGINEERING LTD.**



Josh Bartley, P.Eng.  
Partner, Project Engineer

A handwritten signature in cursive script that reads "Mike Achtem".

Mike Achtem, P.Eng, PMP  
Principal, Senior Design Engineer

Andrea Pickard, Planner  
District of Saanich  
770 Vernon Ave.  
Victoria, BC V8X 2W7

September 16, 2016

Re: Community Consultation – Development Permit and Rezoning Application  
File: DPR00642; REZ00571 – 4355 Viewmont Ave.

Dear Ms. Pickard;

Mike Geric Construction is pleased to submit the results of its community consultation efforts in support of our application for a 38-unit townhome development in Royal Oak.

Overview

Substantial revisions have been made to our original proposal of 52 condos, 27 townhomes and 9 student suites (88 units total). We listened to the community concerns and made a number of improvements to the site, including a reduction in height and density. With these changes in hand, we re-engaged with the community and came back with an improved development.

Renewed Community Engagement

Subsequent to an information meeting held with the President and Vice President of the Royal Oak Community Association (ROCA), we hosted a Community Open House on November 5, 2015. The ROCA Executive were a key part of our communication efforts and approved the map we used for community engagement borders (Appendix A). The president of ROCA mailed our 207 posted invitations to the community while immediate neighbours received a hand-delivered, personal invitation from Mike Geric Construction to meet with members of the Development Team. In addition, we posted a community notice in the Saanich News on October 31, 2015 (Appendix B).

November 5<sup>th</sup> Open House Participation and Feedback

The Community Open House hosted on November 5, 2015 was well attended and we received thoughtful and positive feedback on our Questionnaire. ROCA Executive members were not present; however, 21 community members attended the Open House and we received 12 completed questionnaires (Appendix C).

Three main themes were addressed in the Questionnaire;

1. *General response to Development Concept*  
Scale of 1 - 5, with 5 being the most supportable

- 11 of the 12 respondents rated the project a 4/5 or 5/5.

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E: info@gericconstruction.com // www.gericconstruction.com  
4520 West Saanich Road // Victoria // BC V8Z 3G4





- 1 respondent had generally balanced comments and provided a rating of 2/5.
2. *Do you support the proposed sidewalk amenity that links the proposed development to the park system?*
- 11 respondents support the sidewalk 100%.
  - 1 respondent could not provide 100% support as they believe the sidewalk is not needed from Brydon Park to the tennis courts.
3. *Do you support the 3 driveways proposed in the development that are accessed from Viewmont Avenue?*
- 11 respondents support the 3-driveway concept.
  - 1 respondent would like to hear more about crosswalks and stop signs in support of pedestrian safety.

Additional Comments from the Questionnaires

Several people expressed concerns with increased traffic, neighbourhood traffic controls and overall pedestrian safety.

Many positive comments were also received:

*"This proposal suits the existing residential community so much more than previous proposal."*

*"Decrease in density is a plus."*

*"Thank you for listening to us."*

*"Builder listened to the views of the neighbours."*

*"Reduced density is positive and appreciated."*

*"In harmony with the neighbourhood."*

*"The landscaping will be an enhancement to the area."*

*"Have our full support."*

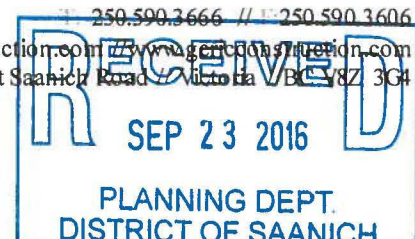
*"Well done on listening to concerns of the neighbourhood."*

In addition to the initiatives above, key members of the Development Team attended the ROCA Annual General Meeting in late Spring 2016 and presented our plan to community again. We fielded a couple of questions and had a warm reception to our proposal.

Summary

Mike Geric Construction initiated a fulsome engagement with ROCA and local residents to come up with an attractive and positive development for the Royal Oak community. We listened to the neighbours and made a number of improvements to the project, including a reduction in height and density. In addition, the proposed sidewalk amenity that links the development to the park system has been well received and will further enhance walkability within the community.

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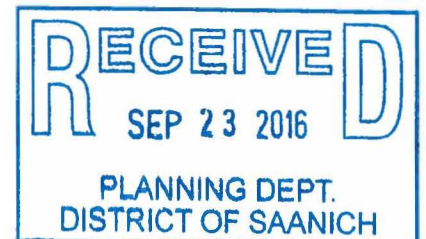




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CONSTRUCTION LTD

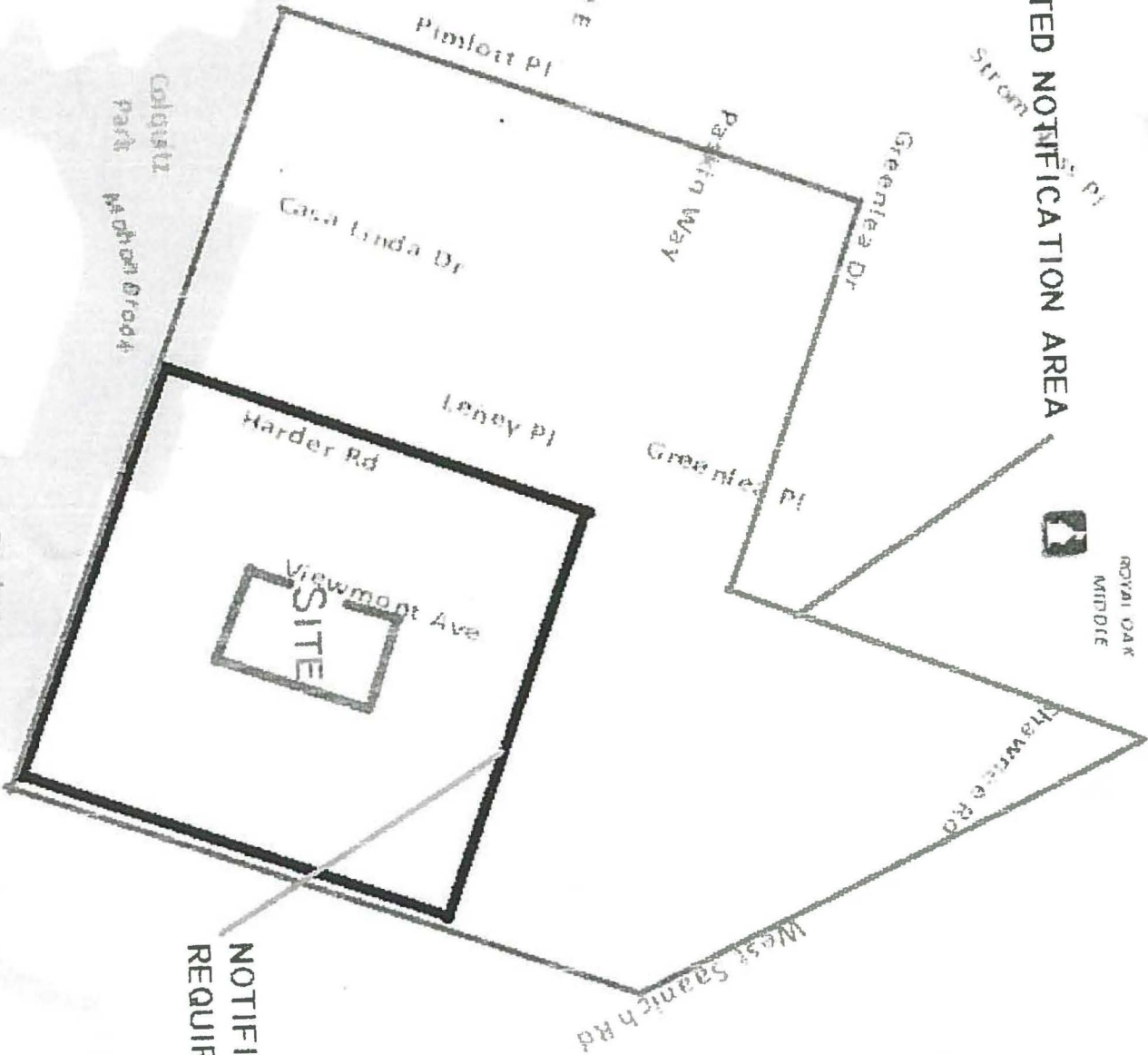
SINCE **68**

Appendix A  
Community Map



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SUGGESTED NOTIFICATION AREA



NOTIFICATION AREA  
REQUIRED BY SAANICH

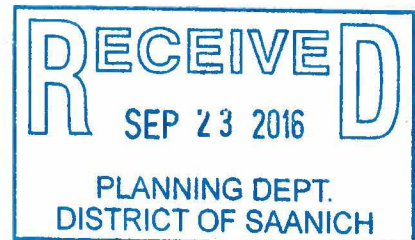
**RECEIVED**  
 SEP 23 2016  
 PLANNING DEPT.  
 DISTRICT OF SAANICH



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Appendix B  
Community Notice



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**68**

# COMMUNITY OPEN HOUSE

The community is invited to an informational open house for Mike Geric Construction's

**PROPOSED DEVELOPMENT AT  
4355 VIEWMONT AVENUE**

**Thursday, November 5, 2015  
7:00 to 8:30 pm**

**Travino Presentation Centre, 742 Travino Lane  
(off Wilkinson Road or West Saanich Road)**

**WWW.GERICCONSTRUCTION.COM**

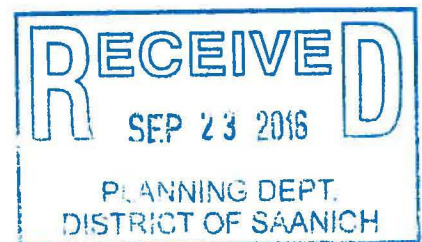
RECEIVED  
NOV 24 2015  
PLANNING DEPT.  
DISTRICT OF SAANICH



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Appendix C  
Open House Attendance Sheets and  
Completed Questionnaires



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**INFORMATION OPEN HOUSE**

**Proposed Residential Development**

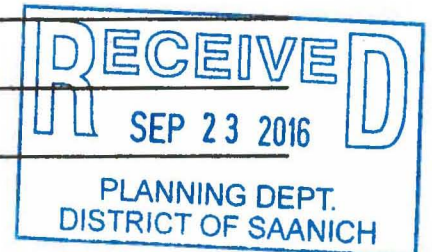
**4355 Viewmont Avenue**

**Saanich, B.C.**

**November 5<sup>th</sup>, 2015**

**Attendance Sheet**

<u>Name</u>	<u>Phone:</u>	<u>Address</u>
Matthew Macdonald	[REDACTED]	Packin Way.
Katherine Whitworth	[REDACTED]	Viewmont Ave.
Judy ATENWELL	[REDACTED]	VIADUCT AVE 1
Russ GERRY	[REDACTED]	KACIER
Bob Kene	[REDACTED]	Harder
Marion Brown John	[REDACTED]	Greenlea Drive
Jean Taylor	[REDACTED]	VIADUCT AVE
Hardy Hurdal	[REDACTED]	Viewmont
Andrew Lee	[REDACTED]	Viaduct Ave
James Slack	[REDACTED]	Harder Rd.
Tina Reid	[REDACTED]	Packin Way
Bonnie Bonforti	[REDACTED]	Viaduct East



## INFORMATION OPEN HOUSE

Proposed Residential Development

4355 Viewmont Avenue

Saanich, B.C.

November 5<sup>th</sup>, 2015

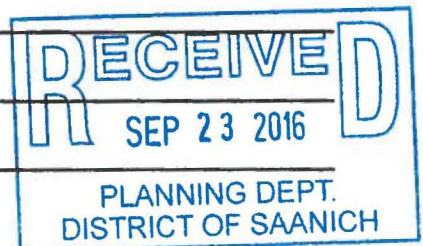
### Attendance Sheet

Name

Phone:

Address

W. O'Keefe	[REDACTED]	Viaduct Ave E
M. [REDACTED]	[REDACTED]	Harbour Rd
Cheryl Robinson	[REDACTED]	Casa Linda Trl.
Heather Sarda	[REDACTED]	77 Viaduct Ave
Jane Bowers	[REDACTED]	Casa Linda Dr.
Evelyn Reitnayer	[REDACTED]	Abraham Court
Leanne McKeachie	[REDACTED]	Viewmont Ave.
Eric Taylor	[REDACTED]	Viaduct Ave E
MARK DEBORDES	[REDACTED]	Viewmont Ave.







## PROPOSED RESIDENTIAL DEVELOPMENT 4355 VIEWMONT AVENUE QUESTIONNAIRE

1. GENERAL RESPONSE TO NOVEMBER 2015 DEVELOPMENT CONCEPT  
(PLEASE CHECK ONE OF THE SPACES BELOW, 5 BEING MOST SUPPORTABLE):

5	_____
4	_____ ✓ _____
3	_____
2	_____
1	_____

2. PLEASE IDENTIFY POSITIVE FEATURES OF THIS DEVELOPMENT:

3. DO YOU SUPPORT THE PROPOSED SIDEWALK AMENITY THAT LINKS THE PROPOSED DEVELOPMENT TO THE PARK SYSTEM?

*yes*

4. DO YOU SUPPORT THE <sup>3</sup>/<sub>4</sub> DRIVEWAYS PROPOSED IN THE DEVELOPMENT THAT ARE ACCESSED FROM VIEWMONT AVENUE?

*yes*

5. OTHER COMMENTS:

*Project is within scope & ...*

NAME J. HATFIELD ADDRESS [REDACTED] VIEWMONT AVE E.

NAME \_\_\_\_\_

PHONE/EMAIL \_\_\_\_\_ DATE NOV 2015

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info@gericonstruction.com / www.gericconstruction.com  
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## PROPOSED RESIDENTIAL DEVELOPMENT 4355 VIEWMONT AVENUE QUESTIONNAIRE

1. GENERAL RESPONSE TO NOVEMBER 2015 DEVELOPMENT CONCEPT  
(PLEASE CHECK ONE OF THE SPACES BELOW, 5 BEING MOST SUPPORTABLE):

5	_____
4	_____ <input checked="" type="checkbox"/>
3	_____ <input checked="" type="checkbox"/>
2	_____
1	_____

2. PLEASE IDENTIFY POSITIVE FEATURES OF THIS DEVELOPMENT:

*reduced density is possible + appreciated.  
landscaping - looks attractive + plentiful*

3. DO YOU SUPPORT THE PROPOSED SIDEWALK AMENITY THAT LINKS THE PROPOSED DEVELOPMENT TO THE PARK SYSTEM?

*not 100% - Sidewalk not needed from Bryden Park  
in front of tennis courts. ~~How Bryden Park~~  
~~where~~ where will Bryden Park users park?*

4. DO YOU SUPPORT THE <sup>3</sup>4 DRIVE-WAYS PROPOSED IN THE DEVELOPMENT THAT ARE ACCESSED FROM VIEWMONT AVENUE?

*seems OK.*

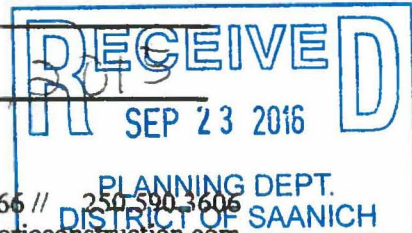
5. OTHER COMMENTS:

*Pls. add traffic calming on viaduct,  
Kingsway (speed bumps, etc.). Extra  
traffic not welcome but dev. seems nice.*

NAME Cheryl Robinson ADDRESS [REDACTED] Casa Linda Dr.

NAME \_\_\_\_\_

PHONE/EMAIL [REDACTED] DATE Nov 5 2015





PROPOSED RESIDENTIAL DEVELOPMENT  
4355 VIEWMONT AVENUE  
QUESTIONNAIRE

1. GENERAL RESPONSE TO NOVEMBER 2015 DEVELOPMENT CONCEPT  
(PLEASE CHECK ONE OF THE SPACES BELOW, 5 BEING MOST SUPPORTABLE):

5	_____
4	_____ ✓ _____
3	_____
2	_____
1	_____

2. PLEASE IDENTIFY POSITIVE FEATURES OF THIS DEVELOPMENT:

*Reduced size; no condo towers  
Landscaping*

3. DO YOU SUPPORT THE PROPOSED SIDEWALK AMENITY THAT LINKS THE PROPOSED DEVELOPMENT TO THE PARK SYSTEM?

*Yes*

4. DO YOU SUPPORT THE <sup>3</sup>4 DRIVE-WAYS PROPOSED IN THE DEVELOPMENT THAT ARE ACCESSED FROM VIEWMONT AVENUE?

*Yes*

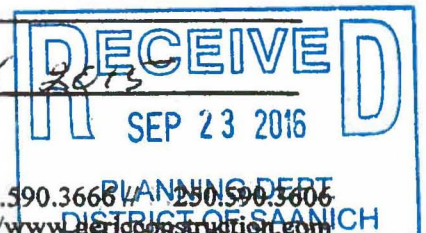
5. OTHER COMMENTS:

*Crosswalk across Viewmont needed at Viaduct intersection.  
Completion of sidewalk along Viewmont is vital.  
Concern is increased traffic on Viaduct, Lindsay, Greenlea.*

NAME Jim Bonfont ADDRESS Viaduct

NAME \_\_\_\_\_

PHONE/EMAIL \_\_\_\_\_ DATE Nov 6 2015





**PROPOSED RESIDENTIAL DEVELOPMENT  
4355 VIEWMONT AVENUE  
QUESTIONNAIRE**

1. GENERAL RESPONSE TO NOVEMBER 2015 DEVELOPMENT CONCEPT  
(PLEASE CHECK ONE OF THE SPACES BELOW, 5 BEING MOST SUPPORTABLE):

5	_____
4	_____
3	_____
2	_____
1	_____

2. PLEASE IDENTIFY POSITIVE FEATURES OF THIS DEVELOPMENT:

*If like other projects by this company, the landscaping will be an enhancement to the area.*

3. DO YOU SUPPORT THE PROPOSED SIDEWALK AMENITY THAT LINKS THE PROPOSED DEVELOPMENT TO THE PARK SYSTEM?

*Yes.*

4. DO YOU SUPPORT THE <sup>3</sup> DRIVE-WAYS PROPOSED IN THE DEVELOPMENT THAT ARE ACCESSED FROM VIEWMONT AVENUE?

*I need to hear more about crosswalks + stop signs that will support pedestrian safety. Also, will the new development have posted speed limits, which will encourage safe driving in + adjacent to the site?*

5. OTHER COMMENTS:

*I hope that your group will promote in anyway available to you a traffic light @ Greenlea + Wilkinson. This project will increase traffic.*

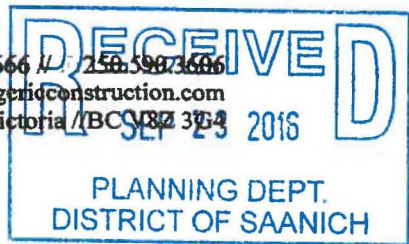
NAME Bonnie Bonfonti ADDRESS Viaduct Avenue East

NAME \_\_\_\_\_ Victoria, B. c.

PHONE/EMAIL \_\_\_\_\_ DATE Nov. 5, 2015

*Thanks for the opportunity to provide input. BB*

T: 250.590.3666 // F: 250.590.3666  
E: info@gericconstruction.com // www.gericconstruction.com  
4520 West Saanich Road // Victoria // BC V8Z 3P4





## PROPOSED RESIDENTIAL DEVELOPMENT 4355 VIEWMONT AVENUE QUESTIONNAIRE

1. GENERAL RESPONSE TO NOVEMBER 2015 DEVELOPMENT CONCEPT  
(PLEASE CHECK ONE OF THE SPACES BELOW, 5 BEING MOST SUPPORTABLE):

5	<input checked="" type="checkbox"/>
4	<input type="checkbox"/>
3	<input type="checkbox"/>
2	<input type="checkbox"/>
1	<input type="checkbox"/>

2. PLEASE IDENTIFY POSITIVE FEATURES OF THIS DEVELOPMENT:

*less units, more landscaping* 

3. DO YOU SUPPORT THE PROPOSED SIDEWALK AMENITY THAT LINKS THE PROPOSED DEVELOPMENT TO THE PARK SYSTEM?

*yes*

4. DO YOU SUPPORT THE <sup>3</sup> DRIVE-WAYS PROPOSED IN THE DEVELOPMENT THAT ARE ACCESSED FROM VIEWMONT AVENUE?

*yes*

5. OTHER COMMENTS:

*this is much better!*

NAME *L. O'Keefe* ADDRESS *Viewmont Ave E*

NAME \_\_\_\_\_

PHONE/EMAIL \_\_\_\_\_ DATE *Nov 5 / 2015*





## PROPOSED RESIDENTIAL DEVELOPMENT 4355 VIEWMONT AVENUE QUESTIONNAIRE

1. GENERAL RESPONSE TO NOVEMBER 2015 DEVELOPMENT CONCEPT  
(PLEASE CHECK ONE OF THE SPACES BELOW, 5 BEING MOST SUPPORTABLE):

5	<input checked="" type="checkbox"/>
4	<input type="checkbox"/>
3	<input type="checkbox"/>
2	<input type="checkbox"/>
1	<input type="checkbox"/>

2. PLEASE IDENTIFY POSITIVE FEATURES OF THIS DEVELOPMENT:

*The elimination of the cordons and bringing  
the density down is a <sup>pleasant</sup> surprise!*

3. DO YOU SUPPORT THE PROPOSED SIDEWALK AMENITY THAT LINKS THE PROPOSED DEVELOPMENT TO THE PARK SYSTEM?

*yes an excellent amenity added!*

4. DO YOU SUPPORT THE <sup>3</sup>4 DRIVE-WAYS PROPOSED IN THE DEVELOPMENT THAT ARE ACCESSED FROM VIEWMONT AVENUE?

*Yes.*

5. OTHER COMMENTS:

NAME Andrew Lee ADDRESS [REDACTED] Viaduct Ave.

NAME \_\_\_\_\_

PHONE/EMAIL [REDACTED]

DATE Nov 5 / 15





## PROPOSED RESIDENTIAL DEVELOPMENT 4355 VIEWMONT AVENUE QUESTIONNAIRE

1. GENERAL RESPONSE TO NOVEMBER 2015 DEVELOPMENT CONCEPT  
(PLEASE CHECK ONE OF THE SPACES BELOW, 5 BEING MOST SUPPORTABLE):

5	<input checked="" type="checkbox"/>
4	<input type="checkbox"/>
3	<input type="checkbox"/>
2	<input type="checkbox"/>
1	<input type="checkbox"/>

2. PLEASE IDENTIFY POSITIVE FEATURES OF THIS DEVELOPMENT:

*Lower Height  
Less Cars  
No on-Street Parking*

3. DO YOU SUPPORT THE PROPOSED SIDEWALK AMENITY THAT LINKS THE PROPOSED DEVELOPMENT TO THE PARK SYSTEM?

*YES*

4. DO YOU SUPPORT THE <sup>3</sup>~~4~~ DRIVE-WAYS PROPOSED IN THE DEVELOPMENT THAT ARE ACCESSED FROM VIEWMONT AVENUE?

*YES*

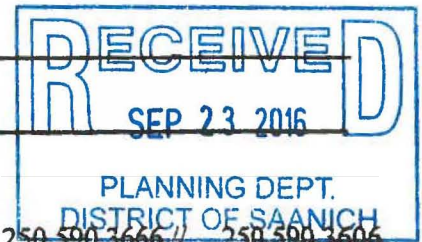
5. OTHER COMMENTS:

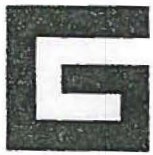
*WE SUPPORT THIS*

NAME \_\_\_\_\_ ADDRESS \_\_\_\_\_

NAME \_\_\_\_\_

PHONE/EMAIL \_\_\_\_\_ DATE \_\_\_\_\_





## PROPOSED RESIDENTIAL DEVELOPMENT 4355 VIEWMONT AVENUE QUESTIONNAIRE

1. GENERAL RESPONSE TO NOVEMBER 2015 DEVELOPMENT CONCEPT  
(PLEASE CHECK ONE OF THE SPACES BELOW, 5 BEING MOST SUPPORTABLE):

5	<u>  X  </u>
4	<u>      </u>
3	<u>      </u>
2	<u>      </u>
1	<u>      </u>

2. PLEASE IDENTIFY POSITIVE FEATURES OF THIS DEVELOPMENT:

- LOOK AND FEEL LOOKS GREAT.
- DECREASE IN DENSITY IS A PLUS
- GOOD QUALITY BUILD & LAYOUT.

3. DO YOU SUPPORT THE PROPOSED SIDEWALK AMENITY THAT LINKS THE PROPOSED DEVELOPMENT TO THE PARK SYSTEM?

- YES!

4. DO YOU SUPPORT THE <sup>3</sup>~~4~~ DRIVE-WAYS PROPOSED IN THE DEVELOPMENT THAT ARE ACCESSED FROM VIEWMONT AVENUE?

- YES!

5. OTHER COMMENTS:

- STOP SIGNS, CROSS WALKS & CALMING BUMPS WOULD BE GREAT.
- HAVE OUR FULL SUPPORT.

NAME MARK DEMEIDEIROS ADDRESS [REDACTED] VIEWMONT AVE

NAME \_\_\_\_\_

PHONE/EMAIL [REDACTED] DATE Nov. 05/15







## PROPOSED RESIDENTIAL DEVELOPMENT 4355 VIEWMONT AVENUE QUESTIONNAIRE

1. GENERAL RESPONSE TO NOVEMBER 2015 DEVELOPMENT CONCEPT  
(PLEASE CHECK ONE OF THE SPACES BELOW, 5 BEING MOST SUPPORTABLE):

- 5
- 4
- 3
- 2
- 1

2. PLEASE IDENTIFY POSITIVE FEATURES OF THIS DEVELOPMENT:

- Nice landscaping
- Lower density than previous plan
- Good reputation of builder
- Builder ~~is~~ listened to views of the neighbours

3. DO YOU SUPPORT THE PROPOSED SIDEWALK AMENITY THAT LINKS THE PROPOSED DEVELOPMENT TO THE PARK SYSTEM?

*Absolutely*

4. DO YOU SUPPORT THE <sup>3</sup> DRIVE-WAYS PROPOSED IN THE DEVELOPMENT THAT ARE ACCESSED FROM VIEWMONT AVENUE?

*This is fine because Viewmont is a dead-end street.*

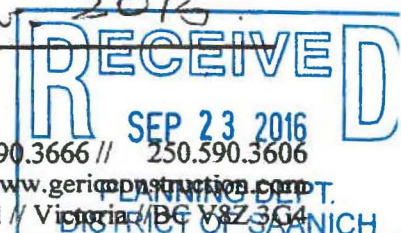
5. OTHER COMMENTS:

*Thanks for the opportunity to hear the proposal. Good luck!*

NAME ERIC TAYLOR ADDRESS [Redacted] Viaduct Ave. East.

NAME \_\_\_\_\_

PHONE/EMAIL [Redacted] DATE 5 Nov 2015





## PROPOSED RESIDENTIAL DEVELOPMENT 4355 VIEWMONT AVENUE QUESTIONNAIRE

1. GENERAL RESPONSE TO NOVEMBER 2015 DEVELOPMENT CONCEPT  
(PLEASE CHECK ONE OF THE SPACES BELOW, 5 BEING MOST SUPPORTABLE):

5	<input checked="" type="checkbox"/>
4	<input type="checkbox"/>
3	<input type="checkbox"/>
2	<input type="checkbox"/>
1	<input type="checkbox"/>

2. PLEASE IDENTIFY POSITIVE FEATURES OF THIS DEVELOPMENT:

*in harmony with the neighborhood  
landscaping & use of stone & wood  
density reduction*

3. DO YOU SUPPORT THE PROPOSED SIDEWALK AMENITY THAT LINKS THE PROPOSED DEVELOPMENT TO THE PARK SYSTEM?

*yes*

4. DO YOU SUPPORT THE <sup>3</sup> DRIVE-WAYS PROPOSED IN THE DEVELOPMENT THAT ARE ACCESSED FROM VIEWMONT AVENUE?

*yes*

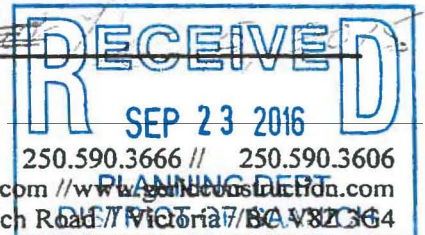
5. OTHER COMMENTS:

*Impressed!*

NAME Jean Taylor ADDRESS [REDACTED] Viewmont Ave E

NAME \_\_\_\_\_

PHONE/EMAIL [REDACTED] DATE [REDACTED]





## PROPOSED RESIDENTIAL DEVELOPMENT 4355 VIEWMONT AVENUE QUESTIONNAIRE

1. GENERAL RESPONSE TO NOVEMBER 2015 DEVELOPMENT CONCEPT  
(PLEASE CHECK ONE OF THE SPACES BELOW, 5 BEING MOST SUPPORTABLE):

5	<input checked="" type="checkbox"/>
4	<input type="checkbox"/>
3	<input type="checkbox"/>
2	<input type="checkbox"/>
1	<input type="checkbox"/>

2. PLEASE IDENTIFY POSITIVE FEATURES OF THIS DEVELOPMENT:

*- less density - lower 2-3m*

3. DO YOU SUPPORT THE PROPOSED SIDEWALK AMENITY THAT LINKS THE PROPOSED DEVELOPMENT TO THE PARK SYSTEM?

*yes*

4. DO YOU SUPPORT THE <sup>3</sup>/<sub>4</sub> DRIVE-WAYS PROPOSED IN THE DEVELOPMENT THAT ARE ACCESSED FROM VIEWMONT AVENUE?

*yes*

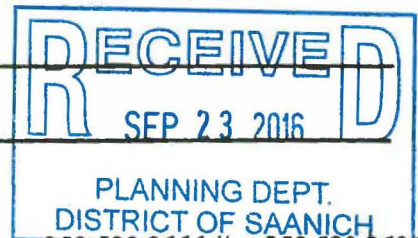
5. OTHER COMMENTS:

*- well done on listening to concerns of the neighborhood*

NAME Bob Kene ADDRESS [redacted] Hazel Rd

NAME \_\_\_\_\_

PHONE/EMAIL [redacted] DATE \_\_\_\_\_



250.590.3666 // 250.590.3606



## PROPOSED RESIDENTIAL DEVELOPMENT 4355 VIEWMONT AVENUE QUESTIONNAIRE

1. GENERAL RESPONSE TO NOVEMBER 2015 DEVELOPMENT CONCEPT  
(PLEASE CHECK ONE OF THE SPACES BELOW, 5 BEING MOST SUPPORTABLE):

- ⑤ Yes ✓
- 4 \_\_\_\_\_
- 3 \_\_\_\_\_
- 2 \_\_\_\_\_
- 1 \_\_\_\_\_

2. PLEASE IDENTIFY POSITIVE FEATURES OF THIS DEVELOPMENT:

\* increased setback of front townhomes because of front driveways off of Viewmont Ave \* quality building material  
 \* increased green space & foliage \* architectural interesting  
 \* decreased density  
 \* developer supports community requests \* sidewalk connected on both

3. DO YOU SUPPORT THE PROPOSED SIDEWALK AMENITY THAT LINKS THE PROPOSED DEVELOPMENT TO THE PARK SYSTEM?

Yes. ✓✓✓

4. DO YOU SUPPORT THE <sup>3</sup> DRIVE-WAYS PROPOSED IN THE DEVELOPMENT THAT ARE ACCESSED FROM VIEWMONT AVENUE?

Yes. ✓✓✓

5. OTHER COMMENTS:

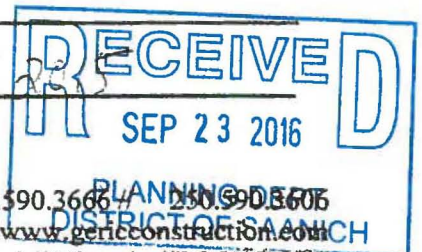
This proposal suits the existing residential community so much more than the previous proposal.  
 Thank-you for listening to us 😊

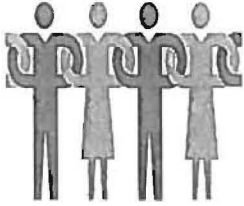
NAME Alex McKeachie ADDRESS [redacted] Viewmont Ave

NAME Leanne McKeachie

PHONE/EMAIL [redacted]

DATE Nov 5 2015





## **Royal Oak Community Association**

Box 50, #106 - 4480 West Saanich Road

Victoria, BC V8Z 3E9

[www.RoyalOakCommunityAssociation.ca](http://www.RoyalOakCommunityAssociation.ca)

August 24, 2016

Andrea Pickard  
Planning Department  
District of Saanich  
770 Vernon Avenue  
Victoria, BC

Dear Andrea

Re: DPR00642  
REZ00571  
4355 Viewmont Avenue

---

At recent meetings, the Association voted to generally have no objection to this application to rezone from A1 zone to RT-5 zone to construct 38 attached housing units.

Concern was expressed on the following:

- Lack of stop signs when exiting the driveways; there is a park nearby as well as tennis courts and it's felt that a requirement to come to a full stop on exiting the driveway may provide additional safety for those on the sidewalk, street or bike paths.
- It's hoped the applicant will give consideration to making amendments based on what is felt are valid recommendations of the Advisory Design Panel.
- Has a bus pass program been considered to potentially reduce the traffic in the area?

The Royal Oak Community Association appreciates the opportunity to comment on this application.

Yours truly,

Marsha Henderson  
President  
Royal Oak Community Association



***Making a Difference***



January 23, 2017

District of Saanich  
770 Vernon Ave  
Victoria, BC V8X 2W7

RE: Community Consultation – Development Permit and Rezoning Application  
File: DPR00642; REZ00571 – 4355 Viewmont Ave

To whom it may concern,

This is in addition to what was delivered on January 20, attached are more signed letters of support from neighboring residents and businesses of our proposed 4355 Viewmont Ave development site.

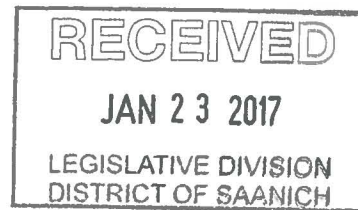
We feel this information is pertinent to the decision making when considering our application, and moving forward with the Public Hearing.

Thank you

Regards

A handwritten signature in black ink that reads 'Laura Peltier'.

Laura Peltier  
Office Manager  
Mike Geric Construction Ltd.  
[laura@gericconstruction.com](mailto:laura@gericconstruction.com)  
250-590-3666



January 12<sup>th</sup>, 2017

Mayor and Council  
The Municipality of the District of Saanich  
770 Vernon Street  
Saanich, BC, V8X 2W7

**Re: Proposed Residential Development  
4355 Viewmont Avenue  
Saanich, BC**

Dear Mayor and Council,

I have reviewed the latest development plans for 4355 Viewmont Avenue, proposed by Mike Geric Construction and their design team. I am very pleased with the proposed 38 unit town-home development, as I feel that the proposal is in keeping with the District of Saanich's Official Community Plan.

We have no objection to this development application.

Sincerely yours,

KELLY GUEST  
[REDACTED] WILKINSON RD

Name & Address

[REDACTED SIGNATURE]

Signature

January 12<sup>th</sup>, 2017

Mayor and Council  
The Municipality of the District of Saanich  
770 Vernon Street  
Saanich, BC, V8X 2W7

**Re: Proposed Residential Development  
4355 Viewmont Avenue  
Saanich, BC**

Dear Mayor and Council,

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We have no objection to this development application.

Sincerely yours,

CODY FLEGEL

Name & Address

# 05- [REDACTED] TRAVINO LANE  
VICTORIA BC

[REDACTED]  
Signature



January 12<sup>th</sup>, 2017

Mayor and Council  
The Municipality of the District of Saanich  
770 Vernon Street  
Saanich, BC, V8X 2W7

**Re: Proposed Residential Development  
4355 Viewmont Avenue  
Saanich, BC**

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We have no objection to this development application.

Sincerely yours,

CODY FLEGEL

Name & Address

#04- [REDACTED] TRAVINO LANE  
VICTORIA BC

[REDACTED]  
Signature

January 12<sup>th</sup>, 2017

Mayor and Council  
The Municipality of the District of Saanich  
770 Vernon Street  
Saanich, BC, V8X 2W7

**Re: Proposed Residential Development  
4355 Viewmont Avenue  
Saanich, BC**

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We have no objection to this development application.

Sincerely yours,

CODY FLEGEL

Name & Address

#02- [REDACTED] TRAVINO  
VICTORIA BC

[REDACTED]  
Signature

January 12<sup>th</sup>, 2017

Mayor and Council  
The Municipality of the District of Saanich  
770 Vernon Street  
Saanich, BC, V8X 2W7

**Re: Proposed Residential Development**  
**4355 Viewmont Avenue**  
**Saanich, BC**

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We have no objection to this development application.

Sincerely yours,

PAM & CLINT EDWARDS  
[REDACTED] TRAVISOLN  
VICTORIA, B.C.

\_\_\_\_\_  
Name & Address

[REDACTED]  
\_\_\_\_\_  
Signature

January 12<sup>th</sup>, 2017

Mayor and Council  
The Municipality of the District of Saanich  
770 Vernon Street  
Saanich, BC, V8X 2W7

**Re: Proposed Residential Development**  
**4355 Viewmont Avenue**  
**Saanich, BC**

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We have no objection to this development application.

Sincerely yours,

*PAM CLINT EDWARDS*  
[REDACTED] *TRAVINO LN*  
*VICTORIA, B.C.*

\_\_\_\_\_  
Name & Address

*[Handwritten Signature]*  
[REDACTED]  
\_\_\_\_\_  
Signature

January 12<sup>th</sup>, 2017

Mayor and Council  
The Municipality of the District of Saanich  
770 Vernon Street  
Saanich, BC, V8X 2W7

**Re: Proposed Residential Development**  
**4355 Viewmont Avenue**  
**Saanich, BC**

Dear Mayor and Council,

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We have no objection to this development application.

Sincerely yours,

*Pam & CLINT EDWARDS*  
[Redacted] W. SAANICHO  
VICTORIA, B.C.  
Name & Address

*[Handwritten Signature]*  
[Redacted]  
Signature

January 12<sup>th</sup>, 2017

Mayor and Council  
The Municipality of the District of Saanich  
770 Vernon Street  
Saanich, BC, V8X 2W7

**Re: Proposed Residential Development  
4355 Viewmont Avenue  
Saanich, BC**

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We have no objection to this development application.

Sincerely yours,

Beas Hornum

Name & Address

SPRINGBROOK CRES  
VICTORIA, B.C. V8Z-4Y9

[Signature]

Signature

January 12<sup>th</sup>, 2017

Mayor and Council  
The Municipality of the District of Saanich  
770 Vernon Street  
Saanich, BC, V8X 2W7

**Re: Proposed Residential Development  
4355 Viewmont Avenue  
Saanich, BC**

Dear Mayor and Council,

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We have no objection to this development application.

Sincerely yours,

*Nichelle Horman (Bohn)*

Name & Address

*[Redacted] Springridge Crescent  
Victoria, BC, V8Z4Y9*

*[Handwritten Signature]*  
[Redacted Signature Line]

Signature

January 12<sup>th</sup>, 2017

Mayor and Council  
The Municipality of the District of Saanich  
770 Vernon Street  
Saanich, BC, V8X 2W7

**Re: Proposed Residential Development  
4355 Viewmont Avenue  
Saanich, BC**

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We have no objection to this development application.

Sincerely yours,

Michelle Galbraith [redacted] Mann ave  
Name & Address

[redacted signature]  
Signature



January 12<sup>th</sup>, 2017

Mayor and Council  
The Municipality of the District of Saanich  
770 Vernon Street  
Saanich, BC, V8X 2W7

**Re: Proposed Residential Development  
4355 Viewmont Avenue  
Saanich, BC**

Dear Mayor and Council,

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We have no objection to this development application.

Sincerely yours,

Murray Galbraith  
Name & Address



  
Signature

January 12<sup>th</sup>, 2017

Mayor and Council  
The Municipality of the District of Saanich  
770 Vernon Street  
Saanich, BC, V8X 2W7

**Re: Proposed Residential Development  
4355 Viewmont Avenue  
Saanich, BC**

Dear Mayor and Council,

I have reviewed the latest development plans for **4355 Viewmont Avenue**, proposed by Mike Geric Construction and their design team. I am very pleased with the proposed 38 unit town-home development, as I feel that the proposal is in keeping with the District of Saanich's Official Community Plan.

We have no objection to this development application.

Sincerely yours,

*Erin Sawyer*  
[Redacted] Vanalman Ave

Name & Address

[Redacted Signature]

Signature

January 12<sup>th</sup>, 2017

Mayor and Council  
The Municipality of the District of Saanich  
770 Vernon Street  
Saanich, BC, V8X 2W7

**Re: Proposed Residential Development  
4355 Viewmont Avenue  
Saanich, BC**

Dear Mayor and Council,

I have reviewed the latest development plans for 4355 Viewmont Avenue, proposed by Mike Geric Construction and their design team. I am very pleased with the proposed 38 unit town-home development, as I feel that the proposal is in keeping with the District of Saanich's Official Community Plan.

We have no objection to this development application.

Sincerely yours,

*Jim Sawyer* [redacted] *Viewmont Ave*  
Name & Address

[redacted] [handwritten signature]  
Signature

January 12<sup>th</sup>, 2017

Mayor and Council  
The Municipality of the District of Saanich  
770 Vernon Street  
Saanich, BC, V8X 2W7

**Re: Proposed Residential Development  
4355 Viewmont Avenue  
Saanich, BC**

Dear Mayor and Council,

I have reviewed the latest development plans for 4355 Viewmont Avenue, proposed by Mike Geric Construction and their design team. I am very pleased with the proposed 38 unit town-home development, as I feel that the proposal is in keeping with the District of Saanich's Official Community Plan.

We have no objection to this development application.

Sincerely yours,

Lana Stokes, [Redacted] Miller  
Name & Address Avenue

DocuSigned by:  
[Redacted]  
Signature  
D57Q5AE2D8659435...

January 12<sup>th</sup>, 2017

Mayor and Council  
The Municipality of the District of Saanich  
770 Vernon Street  
Saanich, BC, V8X 2W7

**Re: Proposed Residential Development  
4355 Viewmont Avenue  
Saanich, BC**

Dear Mayor and Council,

I have reviewed the latest development plans for 4355 Viewmont Avenue, proposed by Mike Geric Construction and their design team. I am very pleased with the proposed 38 unit town-home development, as I feel that the proposal is in keeping with the District of Saanich's Official Community Plan.

We have no objection to this development application.

Sincerely yours,

Robert Reine  
[Redacted] Harder Rd

Name & Address

[Redacted Signature]

Signature

January 19, 2017

Mayor and Council  
The District Municipality of Saanich  
770 Vernon Street  
Saanich, BC

**Re: Proposed Residential Development  
4355 Viewmont Avenue  
Saanich, BC**

Dear Mayor and Council,

I have reviewed the latest development plans for 4355 Viewmont Avenue, proposed by Mike Geric Construction and their design team. I am very pleased with the proposed 38-unit town-home development, as I feel that the proposal is in keeping with the District of Saanich's Official Community Plan.

In addition, I would like to make special mention of how Mike Geric Construction has played a major role in the funding and development of the playground for Royal Oak Middle School. It is support by key community players like this that I feel needs to be recognized, and supported in return.

I have no objection to this development.

Sincerely yours,

Mike Brooks

Name & Address

[Redacted] Canwood Drive  
Victoria, BC.

Signature

[Redacted Signature]

2860-30 Viewmont

Council  
Administrative  
Media

January 19, 2017

Mayor and Council  
The District Municipality of Saanich  
770 Vernon Street  
Saanich, BC

**Re: Proposed Residential Development  
4355 Viewmont Avenue  
Saanich, BC**

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I have no objection to this development.

Sincerely yours,

Mike Brooks

Name & Address

████████████████████ Conalwood Drive  
Victoria, B.C.

Signature

████████████████████

RECEIVED  
JAN 23 2017  
LEGISLATIVE DIVISION  
DISTRICT OF SAANICH



**MIKE GERIC**  
CONSTRUCTION LTD

SINCE **68**  
Council  
Administrator  
Media

January 20, 2017

District of Saanich  
770 Vernon Ave  
Victoria, BC V8X 2W7

RE: Community Consultation – Development Permit and Rezoning Application  
File: DPR00642; REZ00571 – 4355 Viewmont Ave

To whom it may concern,

Please see attached, signed letters of support from neighboring residents and businesses of our proposed 4355 Viewmont Ave development site.

We feel this information is pertinent to the decision making when considering our application, and moving forward with the Public Hearing.

Thank you

Regards

Laura Peltier  
Office Manager  
Mike Geric Construction Ltd.  
[laura@gericconstruction.com](mailto:laura@gericconstruction.com)  
250-590-3666

RECEIVED  
JAN 20 2017  
LEGISLATIVE DIVISION  
DISTRICT OF SAANICH

T: 250.590.3666 // F: 250.590.3606  
E: [info@gericconstruction.com](mailto:info@gericconstruction.com) // [www.gericconstruction.com](http://www.gericconstruction.com)  
4520 West Saanich Road // Victoria // BC V8Z 3G4



January 12<sup>th</sup>, 2017

Mayor and Council  
The Municipality of the District of Saanich  
770 Vernon Street  
Saanich, BC, V8X 2W7

**Re: Proposed Residential Development  
4355 Viewmont Avenue  
Saanich, BC**

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We have no objection to this development application.

Sincerely yours,

*Alex & Leanne McKeachie*  
Name & Address  
[Redacted]  
*Viewmont Ave.*  
[Redacted]

[Redacted]  
*[Signature]*  
Signature

RECEIVED  
JAN 20 2017  
LEGISLATIVE DIVISION  
DISTRICT OF SAANICH

January 12<sup>th</sup>, 2017

Mayor and Council  
The Municipality of the District of Saanich  
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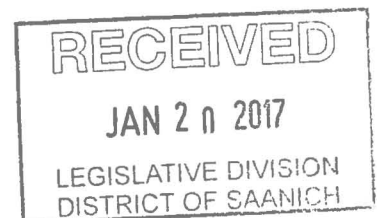
Sincerely yours,

MARK DOMEDEIROS

VIEWMONT AVENUE

\_\_\_\_\_  
Name & Address

  
\_\_\_\_\_  
Signature



January 12<sup>th</sup>, 2017

Mayor and Council  
The Municipality of the District of Saanich  
770 Vernon Street  
Saanich, BC, V8X 2W7

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We have no objection to this development application.

Sincerely yours,

Sebash [redacted] Viewmont Ave.  
Name & Address

[redacted]  
Signature

RECEIVED  
JAN 20 2017  
LEGISLATIVE DIVISION  
DISTRICT OF SAANICH

January 12<sup>th</sup>, 2017

Mayor and Council  
The Municipality of the District of Saanich  
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We have no objection to this development application.

Sincerely yours,

Gurminder Nahal  
[Redacted] Maltwood Terrace  
Name & Address

[Redacted] [Signature]  
Signature

[Redacted] WILKINSON ROAD.

RECEIVED  
JAN 20 2017  
LEGISLATIVE DIVISION  
DISTRICT OF SAANICH

January 12<sup>th</sup>, 2017

Mayor and Council  
The Municipality of the District of Saanich  
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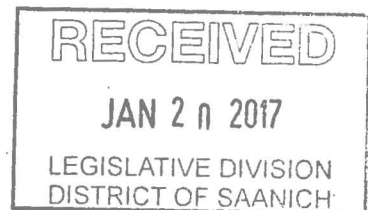
Sincerely yours,

*BEV MATTHEWS*

*EASTRIDGE PLACE*

Name & Address

*[Signature]*  
Signature



January 12<sup>th</sup>, 2017

Mayor and Council  
The Municipality of the District of Saanich  
770 Vernon Street  
Saanich, BC, V8X 2W7

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We have no objection to this development application.

Sincerely yours,

Harvey O'Keefe  
[REDACTED] Viaduct Ave E  
Victoria, B.C.

\_\_\_\_\_  
Name & Address

[REDACTED]  
\_\_\_\_\_  
Signature

RECEIVED  
JAN 2 n 2017  
LEGISLATIVE DIVISION  
DISTRICT OF SAANICH

January 12<sup>th</sup>, 2017

Mayor and Council  
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We have no objection to this development application.

Sincerely yours,

John Neufeld  
Name & Address  
[Redacted] Viewmont.

[Redacted Signature]  
Signature

\* proper set back  
\* no street parking bylaw, Saanich needs to enforce.  
\* no condo.

RECEIVED  
JAN 20 2017  
LEGISLATIVE DIVISION  
DISTRICT OF SAANICH

January 12<sup>th</sup>, 2017

Mayor and Council  
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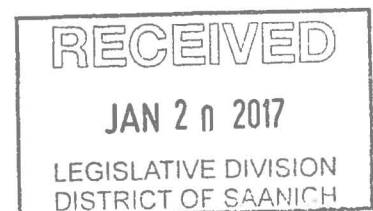
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Sincerely yours,

C. O'Keefe  
[Redacted] Viaduct Ave E  
Victoria, B.C.

\_\_\_\_\_  
Name & Address

[Redacted Signature]  
\_\_\_\_\_  
Signature





January 12<sup>th</sup>, 2017

Mayor and Council  
The Municipality of the District of Saanich  
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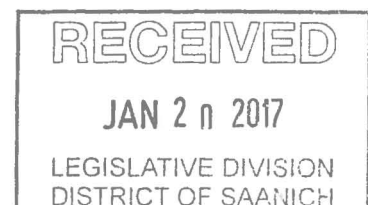
Sincerely yours,

*Vicky & Ken Fugitt  
Travino Lane  
Victoria, B.C.*

Name & Address

*[Handwritten Signature]*

Signature



January 12<sup>th</sup>, 2017

Mayor and Council  
The Municipality of the District of Saanich  
770 Vernon Street  
Saanich, BC, V8X 2W7

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We have no objection to this development application.

Sincerely yours,

SANDY SWITZER  
[REDACTED] TRAVINO LANE  
VICTORIA, BC [REDACTED]

Name & Address

[REDACTED]  
[Handwritten Signature]  
\_\_\_\_\_  
Signature

RECEIVED  
JAN 2 n 2017  
LEGISLATIVE DIVISION  
DISTRICT OF SAANICH

January 12<sup>th</sup>, 2017

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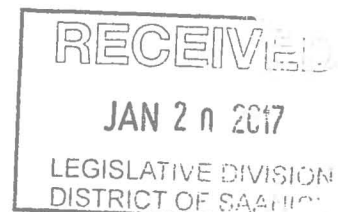
We have no objection to this development application.

Sincerely yours,

Gwen Thomson  
[redacted] Travino Lane  
Victoria, B.C. [redacted]  
Canada

\_\_\_\_\_  
Name & Address

[redacted signature]  
\_\_\_\_\_  
Signature



January 12<sup>th</sup>, 2017

Mayor and Council  
The Municipality of the District of Saanich  
770 Vernon Street  
Saanich, BC, V8X 2W7

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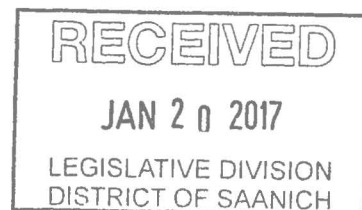
Sincerely yours,

BRAD COOK

Heatherdale Lane

Name & Address

Signature



January 12<sup>th</sup>, 2017

Mayor and Council  
The Municipality of the District of Saanich  
770 Vernon Street  
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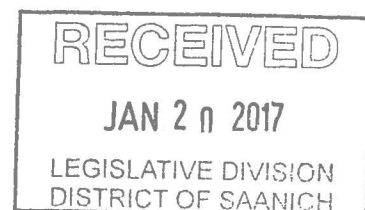
Sincerely yours,

*Spencer Evans*  
*5400 West Pl*

Name & Address



Signature



January 12<sup>th</sup>, 2017

Mayor and Council  
The Municipality of the District of Saanich  
770 Vernon Street  
Saanich, BC, V8X 2W7

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We have no objection to this development application.

Sincerely yours,

Peggy Lai

[Redacted] West Saanich Rd  
Victoria, BC V8Z 3G3

Name & Address

[Redacted Signature]  
\_\_\_\_\_  
Signature

RECEIVED  
JAN 2 n 2017  
LEGISLATIVE DIVISION  
DISTRICT OF SAANICH

January 12<sup>th</sup>, 2017

Mayor and Council  
The Municipality of the District of Saanich  
770 Vernon Street  
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Sincerely yours,

*C. Blankendaal*

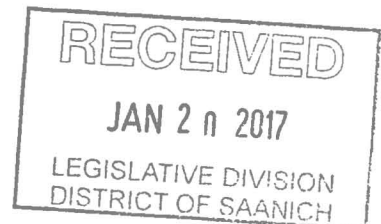


*West Saanich Rd.*



Name & Address

Signature



January 12<sup>th</sup>, 2017

Mayor and Council  
The Municipality of the District of Saanich  
770 Vernon Street  
Saanich, BC, V8X 2W7

**Re: Proposed Residential Development  
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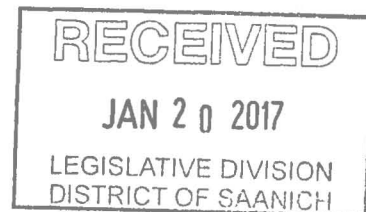
*Margaret Jamison*

Name & Address

W. Saanich Rd.

Vic.

Signature





January 12<sup>th</sup>, 2017

Mayor and Council  
The Municipality of the District of Saanich  
770 Vernon Street  
Saanich, BC, V8X 2W7

**Re: Proposed Residential Development  
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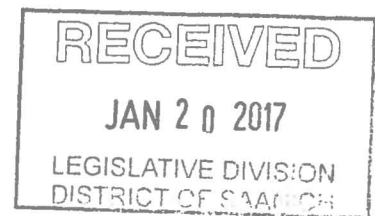
We have no objection to this development application.

Sincerely yours,

*Scott Towne*

 *View Royal Ave*  
Name & Address

  
Signature



January 12<sup>th</sup>, 2017

Mayor and Council  
The Municipality of the District of Saanich  
770 Vernon Street  
Saanich, BC, V8X 2W7

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We have no objection to this development application.

Sincerely yours,

GINGER HEMPSON

Name & Address

The Dural

[Redacted Signature]

Signature

RECEIVED  
JAN 2 n 2017  
LEGISLATIVE DIVISION  
DISTRICT OF SAANICH

January 12<sup>th</sup>, 2017

Mayor and Council  
The Municipality of the District of Saanich  
770 Vernon Street  
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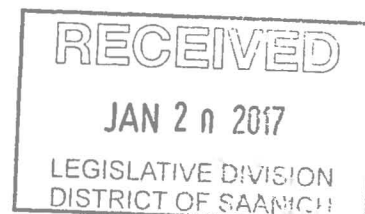
Sincerely yours,

VALERIE HOLT

Name & Address

Travino Lane  
Victoria BC

[Signature]  
Signature



January 12<sup>th</sup>, 2017

Mayor and Council  
The Municipality of the District of Saanich  
770 Vernon Street  
Saanich, BC, V8X 2W7

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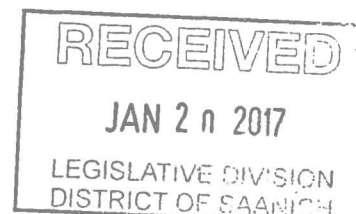
Sincerely yours,

DON MATTHEWS

EASTRIDGE PLACE

Name & Address

Signature





751 Taravino Lane  
Victoria, B.C. V8Z 0C6  
ph: 250-479-7128 fax: 250-479-4200  
e-mail: [Royaloak\\_mid@sd63.bc.ca](mailto:Royaloak_mid@sd63.bc.ca)  
<http://royaloak.sd63.bc.ca>

---

January 12 th , 2017

Mayor and Council  
The Municipality of the District of Saanich  
770 Vernon Street  
Saanich, BC, V8X 2W7

Re: Proposed Residential Development  
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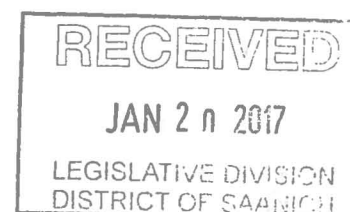
We have reviewed the latest development plans for 4355 Viewmont Avenue, proposed by Mike Geric Construction and their design team.

We are pleased with the proposed 38 unit town-home development, as we feel that the proposal is in keeping with the District of Saanich's Official Community Plan. The development would also provide housing for younger families, which would feed our school population.

We have no objection to this development application.

Sincerely yours,

K Bergeron  
Vice Principal  
Royal Oak Middle School



# IslandSavings

A DIVISION OF FIRST WEST CREDIT UNION

January 18<sup>th</sup>, 2017

**To:** Mayor and Council  
The Municipality of the District of Saanich  
770 Vernon Street  
Saanich, BC, V8X 2W7

**Re:** Letter of Support for Proposed Residential Development  
4355 Viewmont Avenue  
Saanich, BC

Dear Mayor and Council,

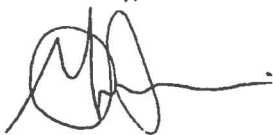
I would like to express my support for the proposed 38 Unit Residential Development at 4355 Viewmont Avenue.

I believe that the proposal will exceed the District of Saanich's initiative for building and creating complete communities with diverse age groups, lifestyles, and a variety of income levels. Additionally, this project will assist the District of Saanich and the Royal Oak community with the ongoing need of affordable housing for employees, families, and seniors wanting to live our community.

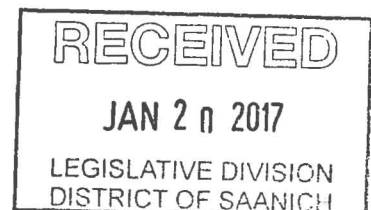
As a participant in Saanich, I believe this project will provide the community many long-term benefits, helping to create and sustain a vibrant community for years to come.

Thank you for your positive consideration of this application and in the future of Saanich as a whole.

Sincerely,



Mark deMedeiros  
Assistant Vice President, Commercial Banking  
Island Savings, a Division of First West Credit Union



January 12<sup>th</sup>, 2017

Mayor and Council  
The Municipality of the District of Saanich  
770 Vernon Street  
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**Re: Proposed Residential Development  
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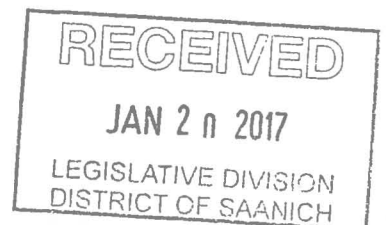
We have no objection to this development application.

Sincerely yours,

*Jenna Howe, [redacted] Viewmont Ave*

\_\_\_\_\_  
Name & Address

*[redacted]*  
\_\_\_\_\_  
Signature



January 12<sup>th</sup>, 2017

Mayor and Council  
The Municipality of the District of Saanich  
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We have no objection to this development application.

Sincerely yours,

Becky Taylor

[Redacted] Travino Lane

Victoria, BC

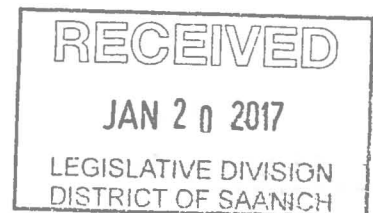
\_\_\_\_\_  
Name & Address

[Redacted Signature]  
\_\_\_\_\_  
Signature



Renew Massage Therapy  
and Acupuncture  
204-4475 Viewmont Ave  
Victoria, BC V8Z 6L8

-owner







January 12<sup>th</sup>, 2017

Mayor and Council  
The Municipality of the District of Saanich  
770 Vernon Street  
Saanich, BC, V8X 2W7

**Ré: Proposed Residential Development  
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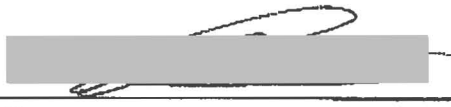
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We have no objection to this development application.

Sincerely yours,

*K. Clem*

Name & Address



Signature

*Thank you!*

**Bellies in Bloom**  
Maternity

*Catering exclusively to expectant Moms... before and after the big event!*

**(250) 479-0803**  
104-4489 Viewmont Ave  
Victoria, BC V8Z 5K8  
[www.BelliesInBloomMaternity.com](http://www.BelliesInBloomMaternity.com)

**RECEIVED**

**JAN 20 2017**

LEGISLATIVE DIVISION  
DISTRICT OF SAANICH

January 12<sup>th</sup>, 2017

Mayor and Council  
The Municipality of the District of Saanich  
770 Vernon Street  
Saanich, BC, V8X 2W7

---

**Re: Proposed Residential Development  
4355 Viewmont Avenue  
Saanich, BC**

Dear Mayor and Council,

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We have no objection to this development application.

Sincerely yours,

Lorinda Basseur  
Name & Address

Viewmont Ave  
Reveal Laser

  
Signature

RECEIVED  
JAN 20 2017  
LEGISLATIVE DIVISION  
DISTRICT OF SAANICH

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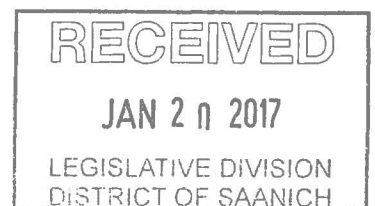
Sincerely yours,

DR. M. ARGATOFF  
[REDACTED] W- SAANICH RD  
VICTORIA, BC [REDACTED]

\_\_\_\_\_  
Name & Address

\_\_\_\_\_  
Signature

  
ROYAL OAK  
OPTOMETRY  
4452A WEST SAANICH RD.  
VICTORIA, B.C.  
V8Z 3E9



January 12<sup>th</sup>, 2017

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Q Pizza  
[Redacted] W. Saanich  
QIANG ZHAO  
Name & Address

[Redacted Signature]  
\_\_\_\_\_  
Signature

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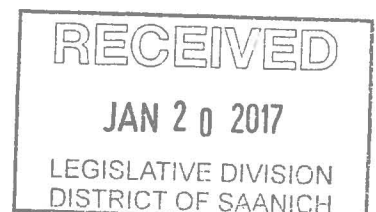
Ken Louie

Name & Address

Sharky's

West Saanich

[Redacted Signature]  
Signature



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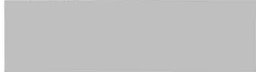
We have no objection to this development application.

Sincerely yours,

Marnie Frolek

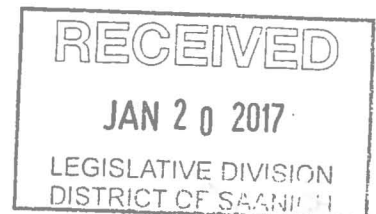
Mynx Boutique

Name & Address



West Saanich Rd

  
Signature



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Sincerely yours,

Whitney G. TIK  
Name & Address  
[Redacted] Viewmont

[Redacted]  
\_\_\_\_\_  
Signature

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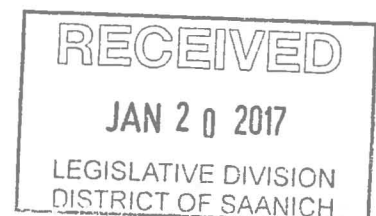
Sincerely yours,

BRAD STYLES

\_\_\_\_\_  
Name & Address

  
\_\_\_\_\_  
Signature

PACIFIC TEL & CELL  
 W SAANICH RD  
VICTORIA, B.C.





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Sincerely yours,

*The Smart Book Shop*  
[Redacted] W. SAANICH RD.  
Name & Address

*[Signature]*  
[Redacted]  
Signature

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Sincerely yours,

Name & Address

V. J. ...

Signature

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Sincerely yours,

*Steve Holden*

Name & Address

*West Saanich Rd*

  
Signature



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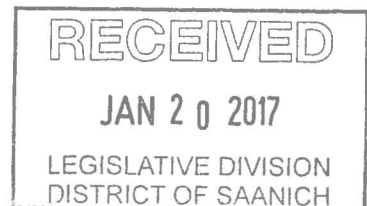
We have no objection to this development application.

Sincerely yours,

Courtney Hopkins.  
Name & Address

W. Saanich Rd.  
Victoria, BC

[Redacted Signature]  
Signature



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\_\_\_\_\_  
Name & Address

\_\_\_\_\_  
Signature



**SCOTT BERNARD, BSC, MBA, CD**  
Franchise Owner  
royalook@cobsbreadmail.com  
110-4430 West Saanich Road  
Victoria, BC V8Z 3E9  
T 250 479 9722

*My slice is Cape Seed*

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JAN 20 2017  
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Sincerely yours,

*Kerri Styba / Monk Office*  
Name & Address

*[Redacted Signature]*  
Signature

	<p><b>Kerri Styba</b> <i>Store Leader</i> kstyba@monk.ca T. 250-479-8663 F. 250-479-8022 Royal Oak Centre 110- 4430 Royal Oak Dr. Victoria, BC V8Z 3E9</p>
--	--

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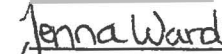
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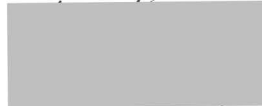
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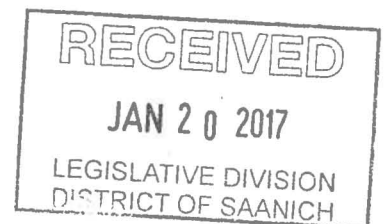
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Sincerely yours,

 Carey Rd, Victoria BC  
  
Jenna Ward  
Name & Address

  
Signature



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Sincerely yours,

[Redacted] Kensington 11  
Victoria BC [Redacted]  
Stuart Kidson [Redacted]

Name & Address

[Redacted Signature]

Signature

RECEIVED  
JAN 20 2017  
LEGISLATIVE DIVISION  
DISTRICT OF SAANICH



2860-30

POST TO General POSTAL JAN 27 2017

COPY TO SH / HM

INFORMATION

REPLY TO WRITER

COPY RESPONSE TO LEGISLATIVE DIVISION

REPORT

FOR BIM

ACKNOWLEDGED

4355 VIEWMONT AVE  
DPR 00642

**Recommendation to Saanich Council Re: Townhome Construction on Viewmont Ave**

Dear Mr. Mayor, Saanich Councillors and Saanich Council staff,

My apologies that I could not be there in person but I am appreciative that Cheryl Robinson can pass this message on to you on my behalf.

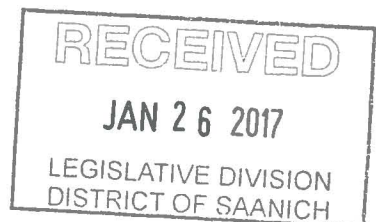
Yesterday (Sunday, Jan 22, 2017) the Saanich Tennis Club members met at our Annual General Meeting. At this meeting, two concerns were raised:

1. **Parking** - in 2016, I presented to Saanich Council twice (at both Council meetings which reviewed the BC Hydro redevelopment project) about our concerns for the lack of parking on Viewmont Ave. These are concerns that our neighbours on Viewmont Ave have raised as well. With the sidewalk construction and BC Hydro secondary access going through the STC parking lot, parking for Saanich Tennis Club will already be reduced. There is no established parking at any of the three entry points for Brydon Park and this is one of our Music in the Park sites. I did not hear any responses from Saanich Councillors at either of those two meetings with this issue. With the construction of the new condominiums / townhouses on Viewmont Ave, further consideration for parking must be made. We are concerned about the parking situation for our neighbours on Viewmont Ave.
2. **Drainage** - In 2017 we expect to repair and resurface the tennis courts that are also accessible to the public. The repair work is a costly process of course and so we hope that efforts can be made to ensure the stability of the foundation under the courts as best as possible. We ask that due diligence is in place to ensure appropriate drainage occurs following the construction of the new condominiums / townhouses on Viewmont Ave should this construction be approved.

Thank you very much for your consideration of these matters.

Respectfully,  
Richard Wanbon  
2017 Past-President (on behalf of Saanich Tennis Club)

Residence: [redacted] (Saanich)





# Saanich Tennis Club

News

Tournament

Lessons

Fitness

Singles League

Weekly Tennis

Calendar & Events

Juniors

Becoming a Member

Social Media

Executive and Contacts

STC Policies & Procedures

Map, Directions and Parking

Ball Machine

History of STC

Membership List (PDF)

search here ...

Go

## Executive

Please contact us if you have any questions about the club. For a map and directions to the club click here.

### 2017 Executive

President	Tim Ebata	250-387-8739
Vice-President	Jane Cunnington	250-727-9338
Past-President	Richard Wanbon	250-391-9965
Secretary	Diane Brodie	250-658-4077
Treasurer	Jim Howie	250-721-0045

## Recent News

- Reminder: AGM this coming Sunday, Jan 22nd @11am January 15, 2017
- Happy Holidays From Saanich Tennis Club!!! December 24, 2016
- Online Membership Registration Q & A December 15, 2016
- Annual General Meeting – Jan 22, 2017 @ 11:00am (Cedar Hill Rec) December 15, 2016
- New Online Membership Registration Process! December 11, 2016
- 2017 Executive Team – STC needs volunteers! December 11, 2016

Clerksec - Rezoning

From: Mayor  
To: Clerksec  
Date: 4/18/2017 8:46 AM  
Subject: Rezoning

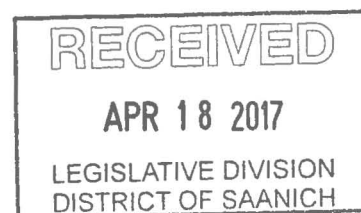
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COPY TO	SH		
INFORMATION	<input checked="" type="checkbox"/>		
REPLY TO WRITER	<input type="checkbox"/>		
COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>		
REPORT	<input type="checkbox"/>		
FOR			
ACKNOWLEDGED:	BIM		<input checked="" type="checkbox"/>

>>> <noreply@saanich.ca> 4/17/2017 8:35 AM >>>

Recipient Richard Atwell  
Topic Rezoning  
Name Don  
E-mail Address [REDACTED]  
Phone Number Not provided

Message

On viewmont A1to RT-5 still adding to poor record losing farm land and on taxes increases more than inflation money give aways they can do there own fund raising and if cutting staff so be it , contract the work out much better value for taxes .



410-04 Planning  
ref: 2310-20500

Council March 16, 2017



The Corporation of the District of Saanich

Mayor  
Councillors  
Administrator  
Council  
Administration  
Media

# Report

**To:** Mayor and Council  
**From:** Sharon Hvozdanski, Director of Planning  
**Date:** March 16, 2017  
**Subject:** Shelbourne Valley Action Plan  
File: 2310-20

## RECOMMENDATION

That Council give first reading to Official Community Plan Amendment Bylaw 9419 and proceed to public hearing.

## PURPOSE

The purpose of this report is to:

- Present to Council a final proposed Shelbourne Valley Action Plan, which includes recently endorsed short-term mobility actions; and
- Seek first reading of proposed changes to the Official Community Plan (OCP) Bylaw 2008, which includes adding the Shelbourne Valley Action Plan as an Appendix to the OCP.

## DISCUSSION

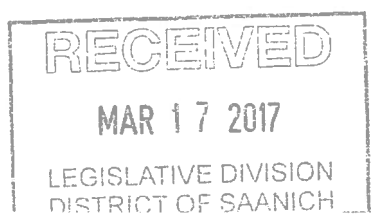
### Council Direction

Culminating a multi-year planning process, a proposed Shelbourne Valley Action Plan was presented to Council at the June 9, 2014, Committee of the Whole meeting. At that meeting, Council endorsed the following:

“That a Public Hearing be called to further consider amendments to the Official Community Plan to include the Shelbourne Valley Action Plan, as outlined in the report of the Director of Planning dated May 30, 2014.”

At the same meeting, Council made the following motion:

“That a supplemental report providing additional information on the timelines and funding for implementation, in response to the comments raised at this meeting, be provided for the Public Hearing.”



**PH B**

Based on that direction, staff further analyzed implementation options, with an emphasis on responding to the key themes of comments made at the meeting, which focused on accelerating pedestrian and cycling improvements on Shelbourne Street. A Supplemental Report on options for short-term mobility actions was presented to Committee of the Whole on October 5, 2015. At that meeting the following motion was made:

“That Council direct staff to seek public input on mobility implementation options.”

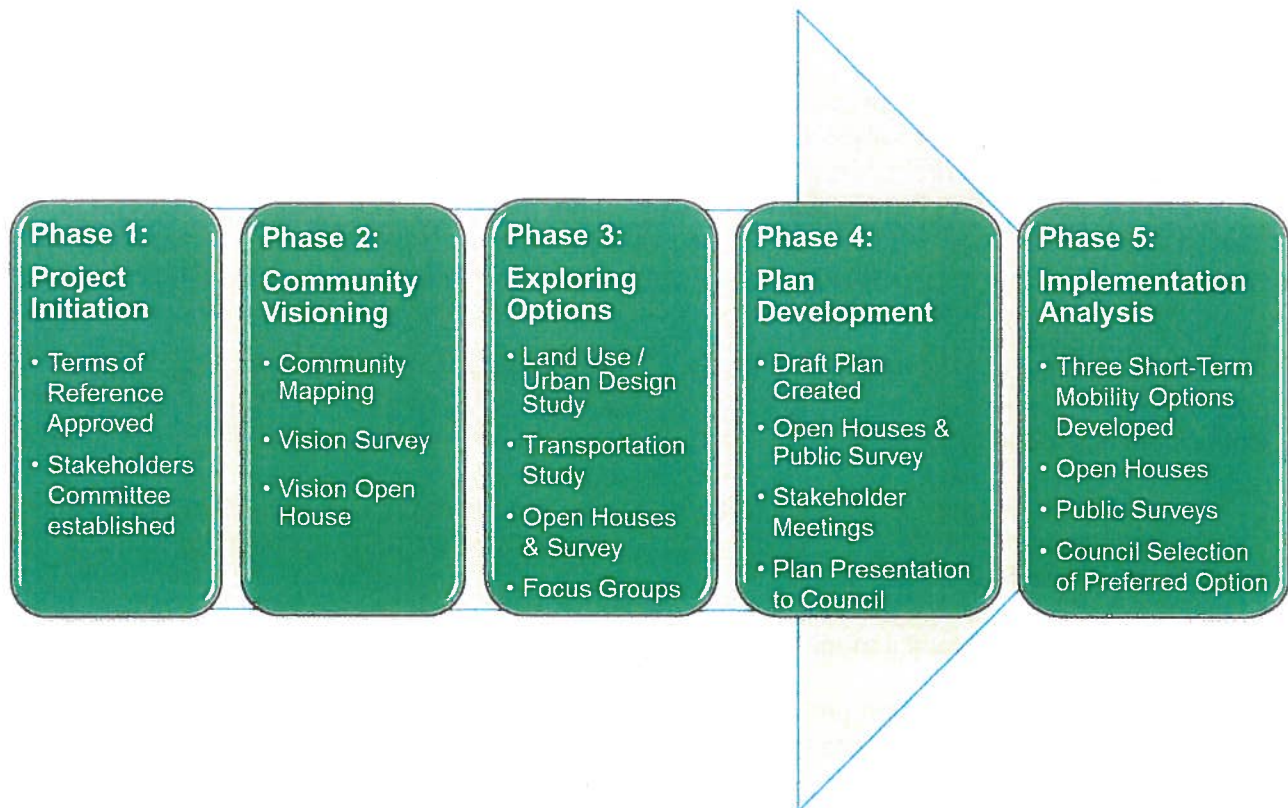
Following an in-depth community consultation process, short-term mobility options were presented for Council’s consideration. On December 5, 2016, Council endorsed the following:

“That Council:

1. Support, in principle, Short-Term Mobility Implementation Option 3 as outlined in the report of the Director of Planning dated November 17, 2016; and
2. Direct staff to incorporate Option 3 into the Shelbourne Valley Action Plan and bring the Plan forward at a subsequent meeting of Council for final review and consideration.”

**Planning Process**

The Proposed Shelbourne Valley Action Plan was developed through a multi-phased process (see Figure 1) that included significant technical analysis and community consultation. The process is currently in its final stage, with a Public Hearing required before formal plan adoption.



**Figure 1: Planning Process Overview**

**Public Engagement**

The creation of the Shelbourne Valley Action Plan (SVAP) was based on an extensive consultation process with residents, landowners, business owners, neighbourhood associations, community stakeholders, developers, and Committees of Council. Highlights of the engagement process included:

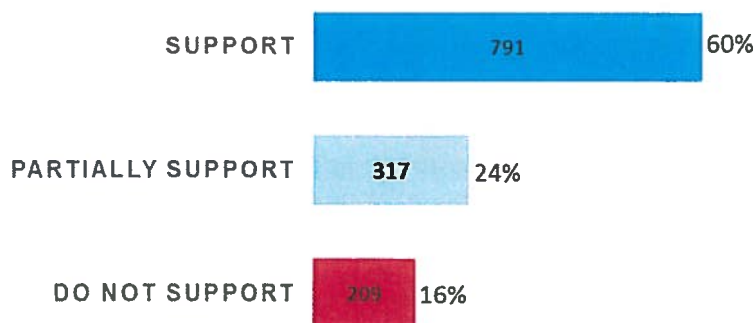
- Community mapping completed by over 1300 people;
- Five community surveys (vision, plan options, draft plan, short-term mobility) completed by 4142 people;
- 33 meetings with the Shelbourne Valley Stakeholders Committee;
- 14 open houses attended by approximately 3,300 people;
- Three flyer mailouts that reached 11,000 businesses and residences in the study area; and
- 23 focus groups and presentations to community groups.

The draft Plan, which was presented to the public in November 2013, included a public survey that was completed by 359 people. Table 1 indicates the level of support for various components of the Plan.

Action Plan Section	Agree with Action Plan Directions	Neutral	Disagree with Action Plan Directions
Environment	78%	16%	6%
Land Use	75%	14%	11%
Mobility	79%	11%	10%
Urban Design and Accessibility	73%	20%	7%

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

Over the past year, public engagement has focused on short-term mobility actions. This included five open houses attended by 1,500 people, two surveys completed by 2,652 people and numerous stakeholder meetings. Overall, public support for the short-term mobility option endorsed by Council was strong, with 84% of survey respondents supporting or partially supporting Option 3 (see Figure 2).



**Figure 2: Level of Support for Short Term Mobility Option 3 in Public Survey**

## **Plan Content**

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 Action Plan addresses a comprehensive set of topics, it specifically seeks to address key OCP 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 Shelbourne Valley to a more connected, efficient, walkable, and mixed-use urban form will require fundamental changes to land use patterns and transportation networks. The Action 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 Action 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 Shelbourne Valley’s identity (Section 7).

### 3. Land Use, Urban Design and Economic Development

The land use and urban design components of the Action Plan identify directions that are intended to enhance vibrancy of the “Centres” and “Villages”, provide a broader range of housing options, encourage development that contributes towards mobility and public realm enhancements and create land use conditions that increase opportunities for economic development. Key land use and urban design highlights of the Action 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 Shelbourne Valley identity (Section 7.1);
- Comprehensive Design Principles to ensure new development and streetscape enhancements are unique, interesting and in keeping with the vision for the Shelbourne Valley (Section 7.2); and
- Direction to support the strengthening of connections with the University of Victoria, including through economic development in University “Centre” (Section 5).

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 3).



**Figure 3: Illustration of Transition from Major Road to Single Family Dwelling**

### 4. Transformation of Shelbourne Street

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 Action Plan, a comprehensive analysis was undertaken to assess a range of options for redesigning the street both in the short-term and long-term.

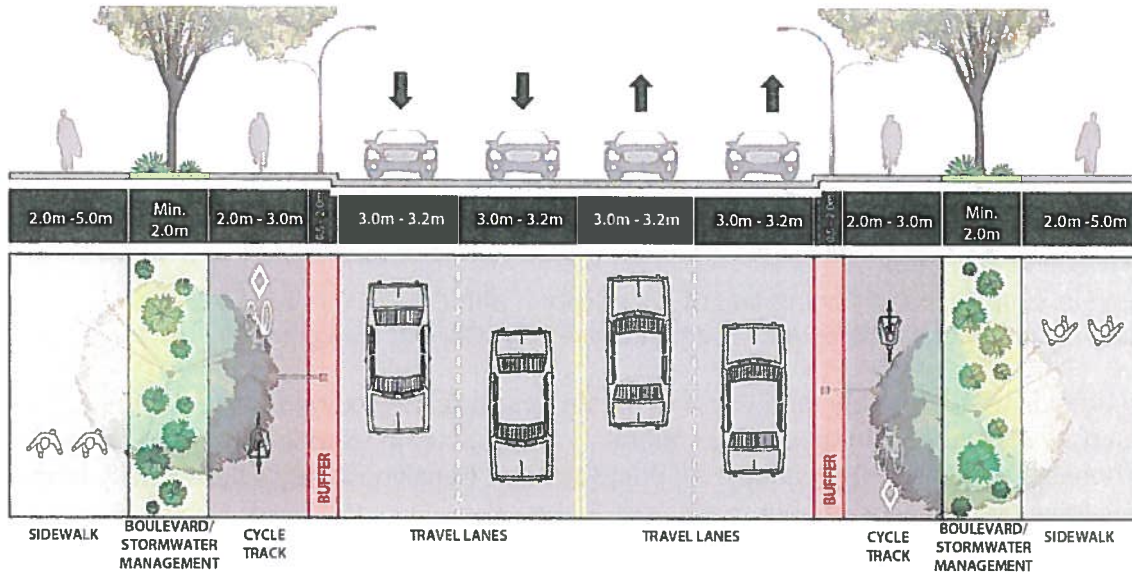
#### Short-Term

The Shelbourne Valley Action Plan contains a number of short-term mobility actions that will be completed over the next five to seven years. These short-term implementation actions, endorsed in principle by Council on December 5, 2016, will add a continuous high-quality bike facility on Shelbourne Street, upgrade over 2.3 kilometres of sidewalk and feature a number of pedestrian improvements. In total, the improvements represent a significant step towards the long-term vision of the Shelbourne Valley.



**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 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 4 illustrates the mid-term Shelbourne Street right-of-way.



**Figure 4: 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 5). 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.

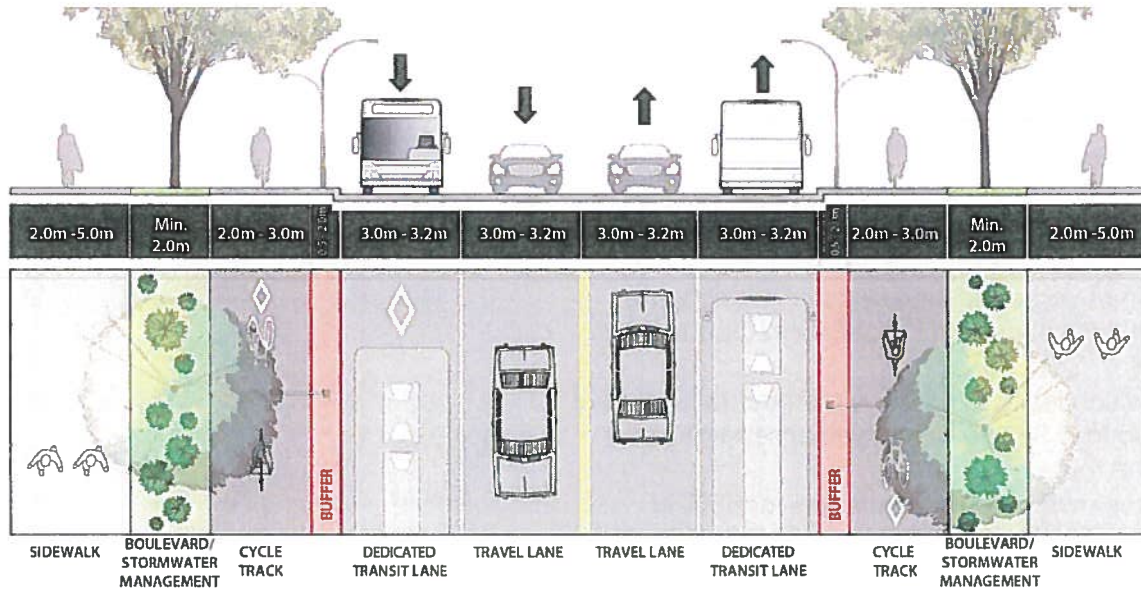








Figure 5: Long Term/Ultimate Shelbourne Street Right-of-Way

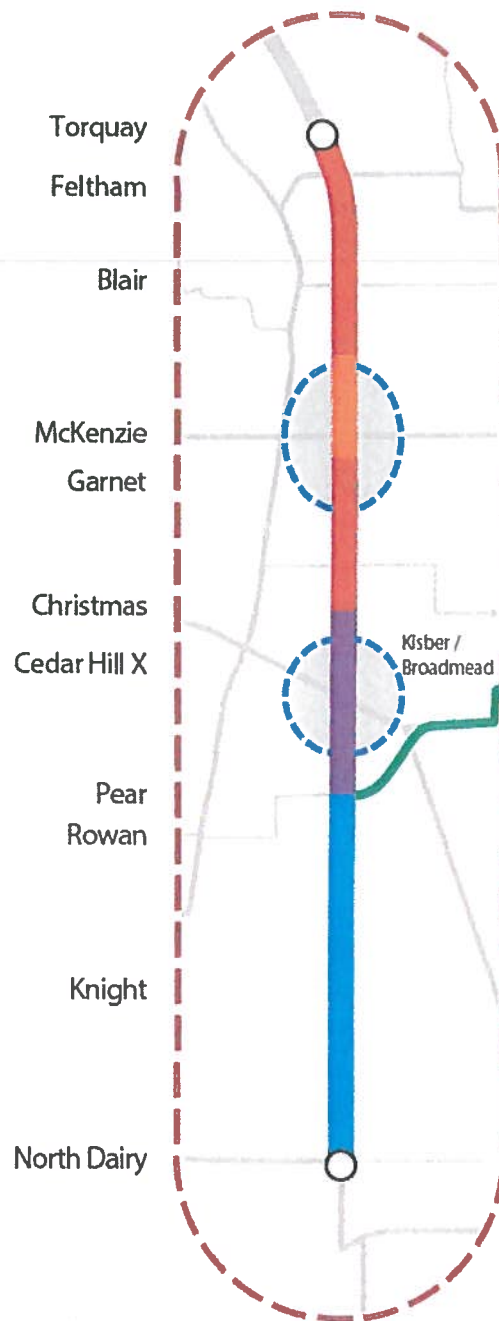
### 5. Short-Term Mobility Implementation Actions

Following a comprehensive public engagement process, Council endorsed in principle a set of short-term mobility actions (see Figure 6) that will provide significant improvements in the Shelbourne Valley in the near term. Key components of the short-term mobility actions include:

- 2.3 km of upgraded sidewalks on Shelbourne Street, including from North Dairy Road to Pear Street;
- A new continuous bike facility on the full extent of Shelbourne Street, with physical separation for half the route;
- Maintenance of four travel lanes for 65% of Shelbourne Street, including in the southern half from North Dairy Road to Christmas Avenue;
- Maintenance of left turn access to most businesses and side streets;
- Upgrades to the UVic Bike Connector;
- Improvements to all transit waiting areas; and
- Pedestrian and transit improvements in University “Centre” and Shelbourne Valley “Centre”.

**LEGEND**

-  Buffered bike lanes with 2 lanes and centre turn lane
-  Buffered bike lanes with 4 vehicle travel lanes
-  Raised cycle track with 4 vehicle travel lanes
-  Separated cycle track with 4 vehicle travel lanes
-  UVic Bike Connector
-  Pedestrian and Transit improvements



**Figure 6: Overview of Short-Term Mobility Actions**

## 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 Shelbourne 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 Shelbourne Valley to support a transition to a more compact, walkable and well-served 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 Shelbourne Valley (Section 5.8).

## ALTERNATIVES

1. That Council endorse the recommendation as outlined in the staff report.
2. That Council provide alternate direction on additional work or changes they would like Staff to undertake.

## FINANCIAL IMPLICATIONS

Implementation of the majority of the Action Plan involves changes that would happen at the time of redevelopment. Adoption of the plan will provide a framework for redevelopment and intensification of the Shelbourne Valley, increasing the likelihood of development and associated increases in tax revenue.

Short-term mobility actions that were previously endorsed in principle by Council involve significant financial commitments. The preliminary estimate for short-term mobility improvements is \$12.5 million. Upgrades to underground utilities, which are required within the

next 10 years, will be coordinated as part of the right-of-way improvements. The preliminary cost estimate for underground upgrades is \$18 million.

In the case of both transportation and underground expenditures, the five-year utility and engineering capital budgets have been adjusted to support these projects. Once the Shelbourne Valley Action Plan is adopted, federal and provincial grant funding will be pursued to offset costs to the greatest extent possible.

## **STRATEGIC PLAN IMPLICATIONS**

The adoption of the Shelbourne Valley Action Plan would represent the conclusion of a multi-year project that has been a key Strategic Plan initiative. It would support broader Strategic Plan objectives around enhancing “Centres” and “Villages”, supporting economic vibrancy and improving multi-modal travel choices.

Increased Strategic Plan capacity gained through completion of this Action Plan would now be required to implement the Action Plan. Initiatives related to the implementation of the Shelbourne Valley Action Plan would form part of future Strategic Plan review sessions.

As noted in the December 2016 Council Report, implementation of Shelbourne Street improvements would impact the timelines for other capital plan initiatives such as the Sinclair Road upgrades, Douglas Local Connector project, and the Glanford complete street project.

## **OCP IMPLICATIONS**

The Shelbourne Valley Action Plan represents a significant advancement of OCP goals by providing greater clarity and specificity around broader municipality-wide directions.

As an Appendix to the OCP, the Shelbourne Valley Action Plan will form part of the OCP Bylaw.

## **LOCAL AREA PLAN IMPLICATIONS**

The Shelbourne Valley Action Plan area incorporates portions of three local areas. In order to ensure policy alignment, it is recommended that the existing Local Area Plans for Gordon Head, Shelbourne and Quadra be updated to reflect directions in the Shelbourne Valley Action Plan. Staff recommend this proceeds in a two-step process. Firstly, as part of the adoption of the Shelbourne Valley Action Plan, it is recommended that a series of amendments to the Local Area Plans (Attachment B) occur concurrently with the Shelbourne Valley Action Plan adoption. These changes would be focused on ensuring clear guidance is provided to the community and stakeholders on land use policy. The changes would be limited to adding references on relevant maps and in the descriptive portions of relevant plan sections. Existing text or policies would not be altered in any way.

Secondly, subsequent to the adoption of the Shelbourne Valley Action Plan, through either the comprehensive update of Local Area Plans or through a housekeeping exercise, there would be a more thorough editing of Local Area Plans. The purpose of these edits would be to ensure all contextual information and policy directions are updated so that they are in tighter alignment with the Shelbourne Valley Action Plan.

As the first step of the process, and in association with the adoption of the Shelbourne Valley Action Plan, the following changes to Local Area Plans are recommended at this time:

### 1. Addition of Text on Companion Plans

It recommended that text on Companion Plans be added that explains how the Shelbourne Valley Action Plan relates to the Local Area Plan. In “1.0 Background” of Gordon Head and Shelbourne Local Area Plans and “1.0 Introduction” of the Quadra Local Area Plan, it is recommended that the following text is added:

#### “Companion Plans

Local Area Plans work in concert with a number of other policy documents to provide guidance at the local level. Companion plans often overlap local area boundaries and in some instances, can provide more current policy direction than what is included in the Local Area Plan.

The **Shelbourne Valley Action Plan**, adopted in 2017, is a comprehensive plan that incorporates portions of three local areas: Shelbourne, Gordon Head and Quadra. The Shelbourne Valley Action Plan holistically addresses the Shelbourne Street Corridor (and areas 500 metres on either side) from both a transportation and land use perspective. In areas of overlap it is essential to also refer to the Shelbourne Valley Action Plan to obtain current policy guidance.”

### 2. Addition of References to Shelbourne Valley Action Plan on Relevant Land Use Maps

It is recommended that Local Area Plan maps be updated to provide direction for future multi-family housing or commercial uses by indicating the area where the Shelbourne Valley Action Plan applies and including a reference to also refer to the Shelbourne Valley Action Plan. The maps that are recommended for changes are:

- Map 5.2 Multi-family Housing (Gordon Head Local Area Plan)
- Map 6.1 Commercial (Gordon Head Local Area Plan)
- Map 4.1 Multi-family Housing (Quadra Local Area Plan)
- Map 6.2 Multi-family Development Guidelines (Shelbourne Local Area Plan)
- Map 9.1 Commercial Land Use (Shelbourne Local Area Plan)

### 3. Addition of Text to Relevant Land Use Sections

In order to ensure comprehensive and clear guidance for land use changes related to multi-family and commercial development, additional text is proposed to be added to relevant sections of Local Area Plans. No changes would occur to existing Local Area Plan text, rather text would be added to ensure more recent direction from the Shelbourne Valley Action Plan is highlighted.

The following text is proposed to be added to “4.0 Residential” of the Quadra Local Area Plan:

“6.0 Housing” of the Shelbourne Local Area Plan and “5.0 Housing” of the Gordon Head Local Area Plan:

“The Shelbourne Valley Action Plan, adopted in 2017, supplements the direction in the Local Area Plan and identifies a broader range of sites suitable for multi-family housing. When evaluating land use proposals, the Shelbourne Valley Action Plan should be consulted for current policy guidance.”

Additionally, the following text is proposed to be added to “9.0 Commercial” of the Gordon Head Local Area Plan and “6.0 Commercial” of the Gordon Head Local Area Plan:

"The Shelbourne Valley Action Plan, adopted in 2017, supplements the direction in the Local Area Plan and should be referred to when assessing potential mixed-use or commercial land use proposals."

**INTERDEPARTMENTAL IMPLICATIONS**

Implementation of the short-term mobility actions in the Shelbourne Valley Action Plan will require significant staff resources from the engineering department to manage implementation projects. Engineering staff resources have been allocated to enable the delivery of implementation initiatives. In addition to engineering staff commitments, there would also be a commitment required from parks staff with respect to planning and implementing landscape and street tree changes on Shelbourne Street.

**CONCLUSIONS**

The Shelbourne Valley Action Plan represents the culmination of a multi-year process that involved significant analysis and community engagement. While there was general support for the Action Plan’s long range directions when it was presented to Council in 2014, Council requested a more in-depth assessment of implementation options. Recent work has focused on this direction and resulted in Council endorsement in principle of a set of short-term mobility actions on December 5, 2016. These actions have been integrated into a final Shelbourne Valley Action Plan. The remainder of the Action Plan remains largely unchanged from what was presented in June 2014.

The Shelbourne Valley Action Plan provides a comprehensive framework to guide growth and change in the Shelbourne Valley over the next 20 - 30 years. It contains content that addresses many core Official Community Plan directions on addressing climate change, fostering environmental restoration, improving multi-modal transportation options, broadening housing opportunities, supporting economic development and enhancing “Centres” and “Villages”. Short-term mobility changes, which were thoroughly reviewed with community stakeholders and recently endorsed in principle by Council, will help to support the longer term directions by providing immediate improvements that enhance the quality of the urban environment and greatly improve the range of travel choices. Adoption of the Action Plan will allow short-term implementation to be initiated immediately.

Overall, adoption of the Shelbourne Valley Action Plan would represent a significant advancement of Official Community Plan goals and completion of a key Strategic Plan initiative. Staff recommend that Council support adoption of the Shelbourne Valley Action Plan and proceed to a public hearing.

Prepared by   
Cameron Scott  
Manager of Community Planning

Approved by   
Sharon Hvozdzanski  
Director of Planning

CS/sd  
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- Attachments
- Attachment A: Shelbourne Valley Action Plan
- Attachment B: Official Community Plan Amendment Bylaw 9149

cc: Paul Thorkelsson, Administrator

**ADMINISTRATOR’S COMMENTS:**

I endorse the recommendation from the Director of Planning.

  
Paul Thorkelsson, Administrator



1470-04 x ref  
2310-20 SVAP

C/W DEC 5/16



The Corporation of the District of Saanich

Mayor  
Councillors  
Administrator  
Council  
Administrators  
Media

# Report

**To:** Mayor and Council  
**From:** Sharon Hvozanski, Director of Planning  
**Date:** November 17, 2016  
**Subject:** Shelbourne Valley Action Plan – Short-Term Mobility Implementation Options  
**File:** 2310-20

## PURPOSE

The purpose of this report is to:

- Provide an overview of public engagement related to Shelbourne Valley Action Plan short-term mobility implementation options;
- Highlight key issues that were raised during engagement; and
- Seek Council approval in principle for a Shelbourne Valley short-term mobility implementation option.

## BACKGROUND

### Council Direction

The proposed Shelbourne Valley Action Plan was presented to Council at the June 9, 2014, Committee of the Whole (COTW) meeting. At that meeting, Council endorsed the following:

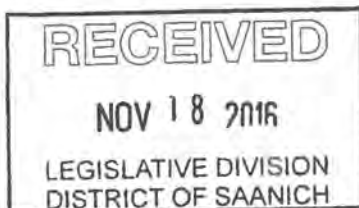
“That a Public Hearing be called to further consider amendments to the Official Community Plan to include the Shelbourne Valley Action Plan, as outlined in the report of the Director of Planning dated May 30, 2014.”

At the same meeting, Council made the following motion:

“That a supplemental report providing additional information on the timelines and funding for implementation, in response to the comments raised at this meeting, be provided for the Public Hearing.”

Key themes from comments received from both the public and Council at the June 9, 2014 COTW meeting were:

- Support for/desire to accelerate short-term mobility actions;
- Need for more detailed financial analysis and timelines;
- More urgency needed for pedestrian and cycling improvements; and
- Focus more on mobility actions on Shelbourne Street.



Following that direction, staff prepared two options for short-term mobility improvements in the Shelbourne Valley. These were presented to Committee of the Whole on October 5, 2015. At that meeting the following motion was made:

“That Council direct staff to seek public input on mobility implementation options.”

### **Shelbourne Valley Action Plan**

The proposed Shelbourne Valley Action Plan (SVAP) is a comprehensive vision and action plan that will guide environment, land use, mobility, and urban design decisions in the Shelbourne Valley over the next 30 years. The long-term Plan received strong support from the community and stakeholder groups, but some members of the public expressed a desire for more immediate short-term action. When a proposed Plan was presented to Council in June 2014, direction was given to focus on exploring options to accelerate short-term mobility improvements.

Over the past two years, the focus has been on developing and reviewing options for short-term improvements. This work has included significant research and analysis and public engagement on potential options.

This report provides an overview of options explored, engagement results and proposes a recommended short-term design concept for Shelbourne Street and the Shelbourne Valley. Council endorsement of short-term mobility actions will allow staff to finalize the full Shelbourne Valley Action Plan and bring the Plan forward to Council for consideration for adoption.

### **Long-Term Mobility Vision**

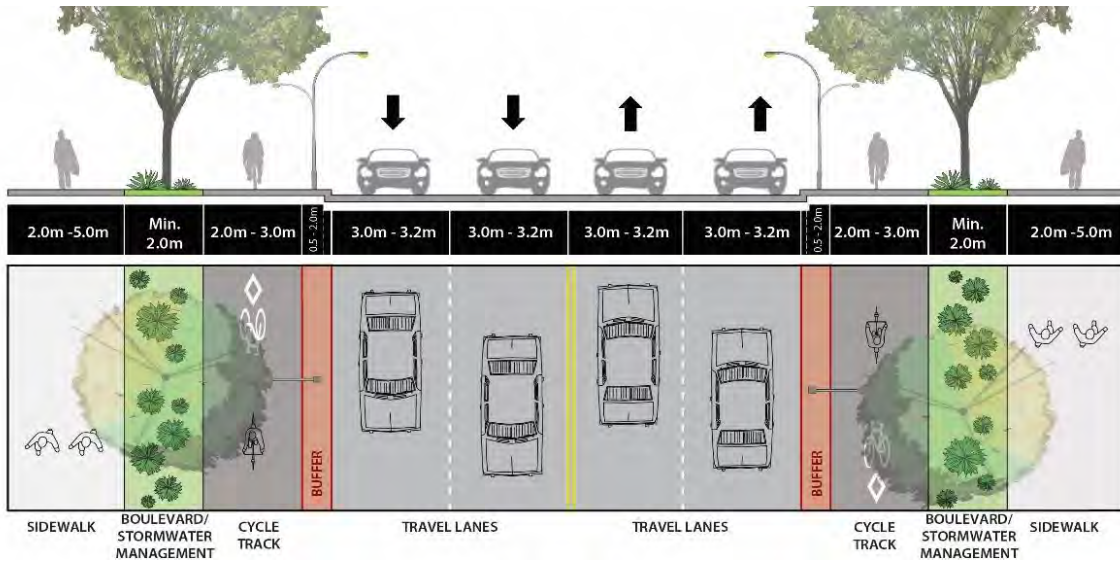
The focus of the recent public process has been on options for short-term mobility improvements. However, underpinning this work are the objectives and long-term vision articulated in the draft Shelbourne Valley Action Plan.

### **Shelbourne Valley Action Plan Objectives**

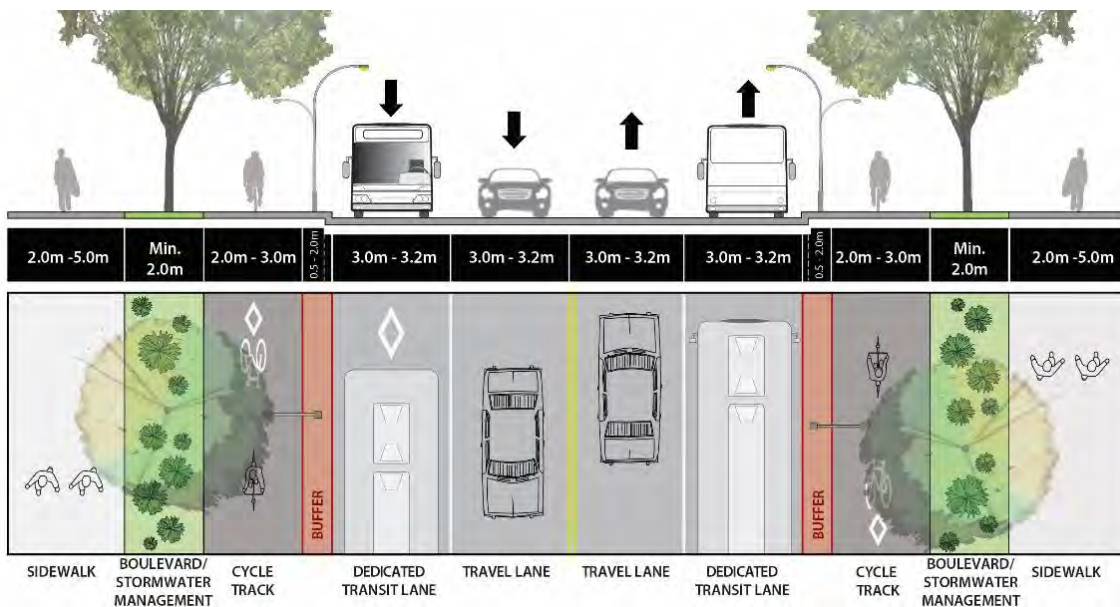
1. Increase pedestrian and cycling connectivity;
2. Improve the design of streets as a space for community enjoyment and activity;
3. Reduce transportation related greenhouse gas emissions and energy consumption;
4. Improve safety and comfort for all users;
5. Enhance access to businesses by all modes;
6. Improve transit efficiency and accessibility;
7. Provide a cycling network suited to all ages and abilities; and
8. Strengthen linkages between land use and transportation.

### **Shelbourne Street Vision**

The proposed Plan identifies mid-term and long-term Shelbourne Street design concepts within an expanded right-of-way (see Figures 1 and 2) that accommodates pedestrians, cyclists, transit and motorists while contributing to the vision of Shelbourne Street as a “Great Street” where people want to live, work, and play.



**Figure 1: Shelbourne Street Right-of-Way Mid-Term Ultimate Design Concept**



**Figure 2: Shelbourne Street Right-of-Way Long-Term Ultimate Design Concept**

### Implementation of Ultimate Design Concept

Implementing the Ultimate Design Concept requires expanding the right-of-way from its current 20-23 metres to 28-30 metres, a process that affects almost every property fronting Shelbourne Street. 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 redevelopment is to purchase the required land, which would be cost prohibitive. The focus of exploring options for short-term improvements is to assess how we can progress towards the ultimate vision within existing constraints.

## OPTIONS FOR SHORT-TERM MOBILITY IMPROVEMENTS IN THE SHELBOURNE VALLEY

As directed by Council, recent project work has focused on developing concepts for short-term mobility improvements on Shelbourne Street and in the Shelbourne Valley. This phase of the project included the development of two initial options for short-term improvements. After extensive public feedback on these options, a third option was developed that responded to major issues heard during initial engagement. Figure 3 illustrates the process used to develop and review short-term implementation options.

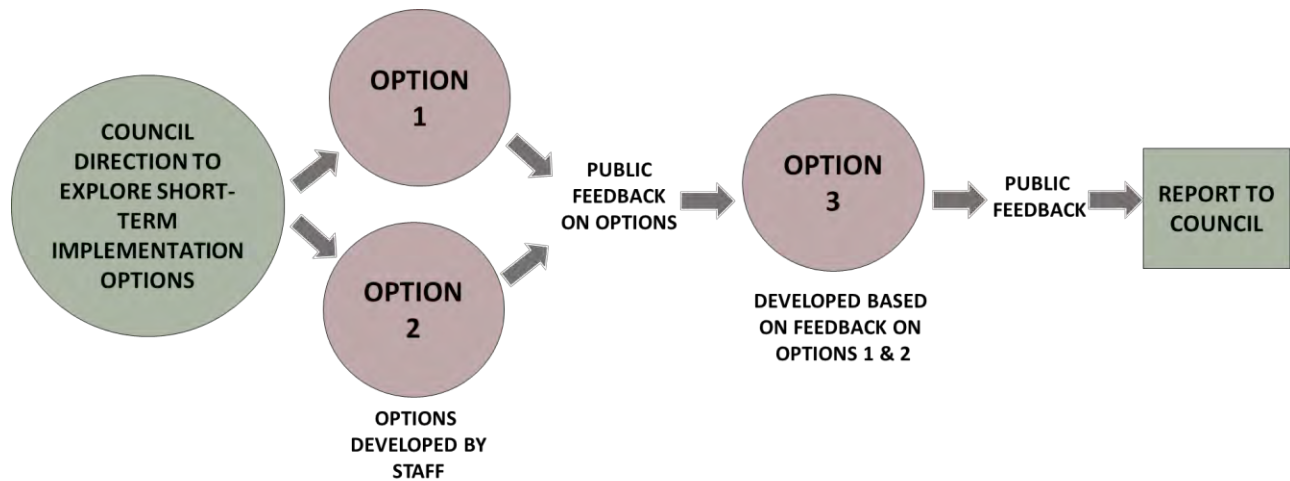


Figure 3: Short-Term Mobility Improvement Options – Review Process

### **Option 1**

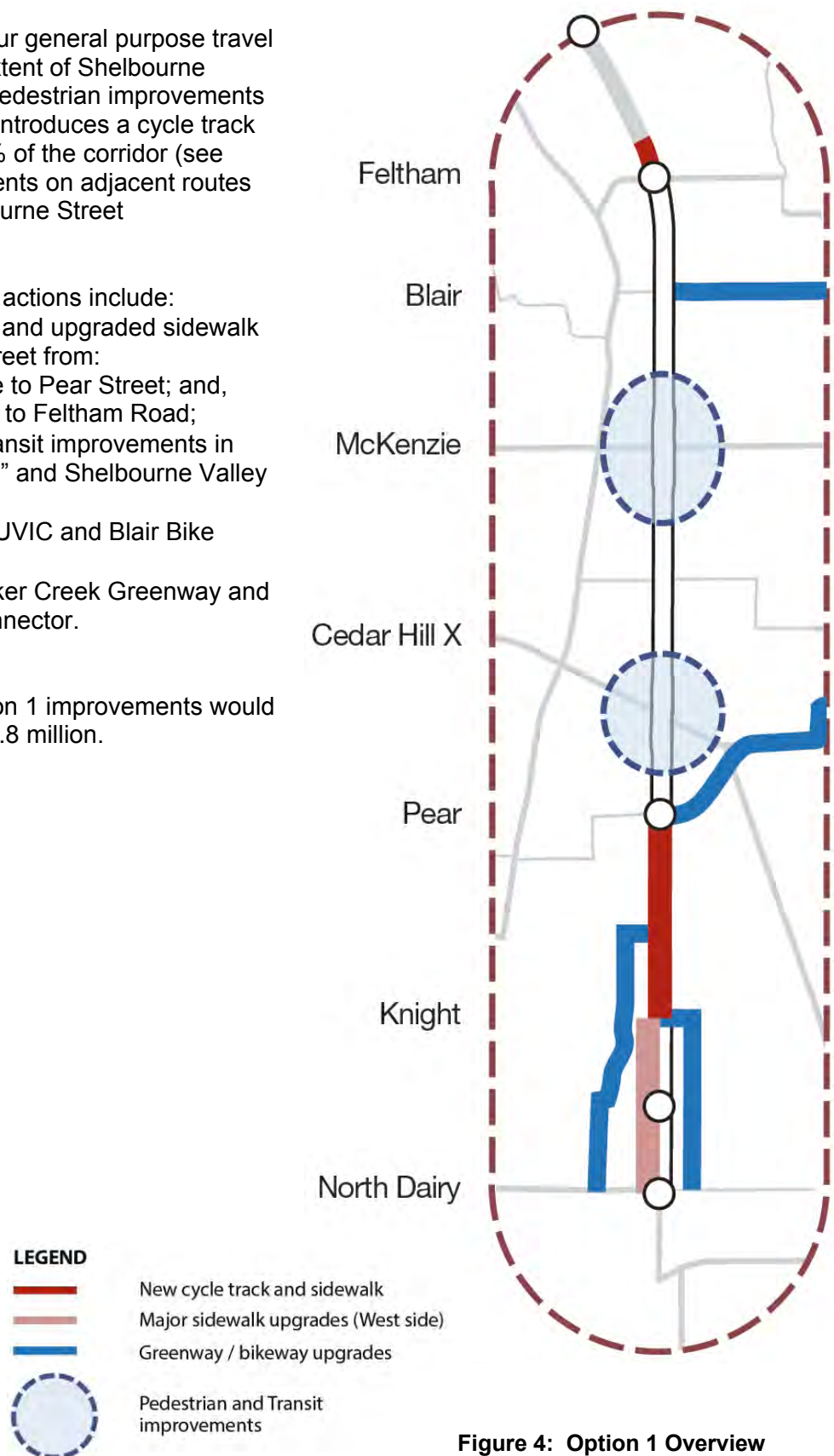
Option 1 maintains four general purpose travel lanes along the full extent of Shelbourne Street, incorporates pedestrian improvements at key locations, and introduces a cycle track on approximately 25% of the corridor (see Figure 4). Improvements on adjacent routes would support Shelbourne Street improvements.

Key Option 1 mobility actions include:

- A new cycle track and upgraded sidewalk on Shelbourne Street from:
  - Knight Avenue to Pear Street; and,
  - Torquay Drive to Feltham Road;
- Pedestrian and transit improvements in University “Centre” and Shelbourne Valley “Centre”;
- Improvements to UVIC and Blair Bike Connectors; and
- Upgrades to Bowker Creek Greenway and Kingsley Bike Connector.

### **Cost Estimate**

The total cost of Option 1 improvements would be approximately \$10.8 million.



**Figure 4: Option 1 Overview**

## Option 2

Option 2 includes lane reductions on approximately 75% of the street to provide pedestrian improvements and a continuous bike lane along the full extent of Shelbourne Street. This option is largely achieved through reallocation of existing curb to curb space.

Key Option 2 mobility actions include:

- A bike lane on the entirety of Shelbourne Street, with a buffered bike lane from Rowan Street to Feltham Road;
- Replacement of the poorest sections of sidewalk on Shelbourne Street south of Pear Street;
- Pedestrian and transit improvements in University “Centre” and Shelbourne Valley “Centre”;
- Improvements to UVIC and Blair Bike Connectors; and
- Upgrades to Bowker Creek Greenway and Kingsley Bike Connector.

### Cost Estimate

The total cost of Option 2 improvements would be approximately \$9.9 million.

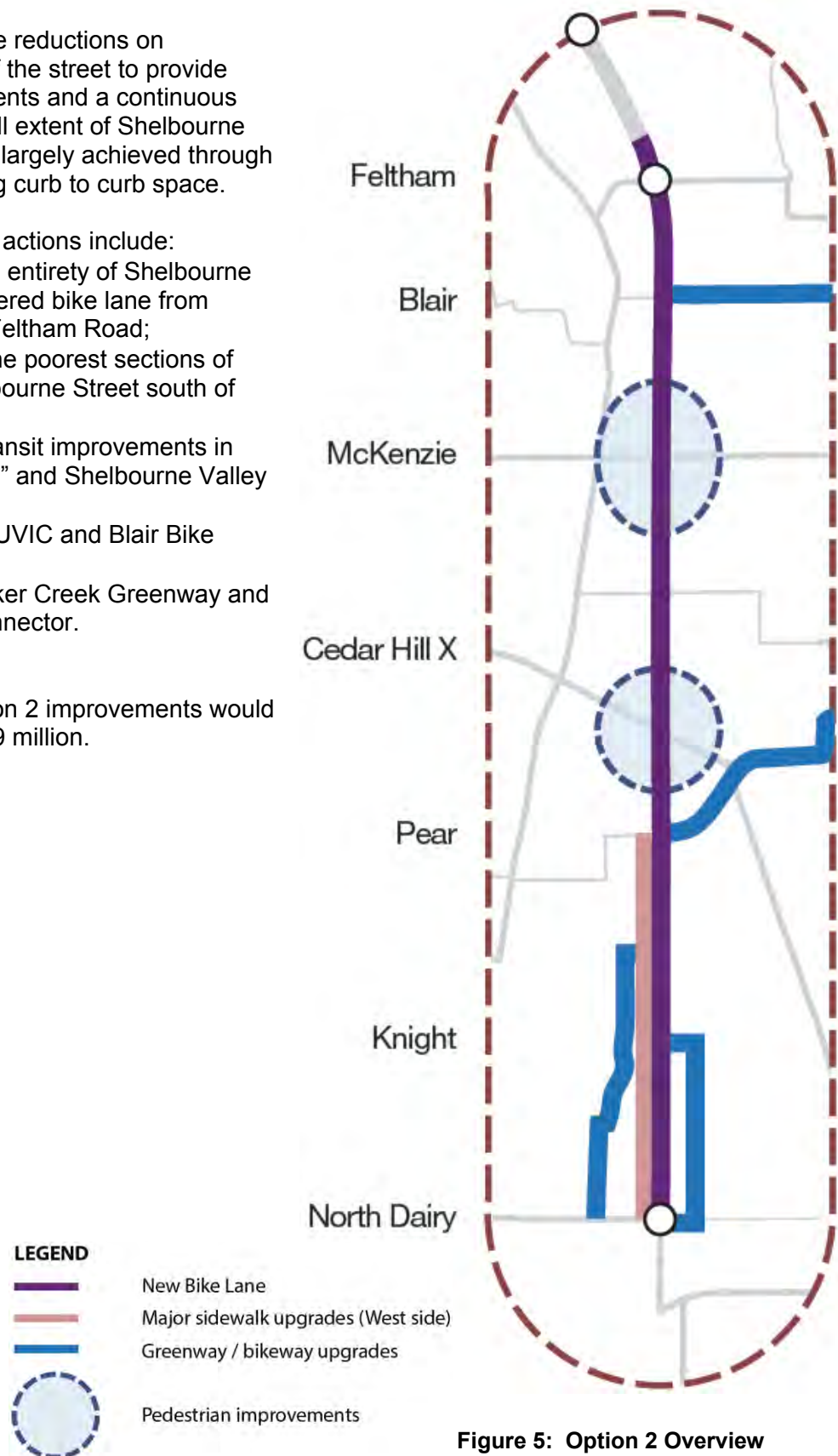
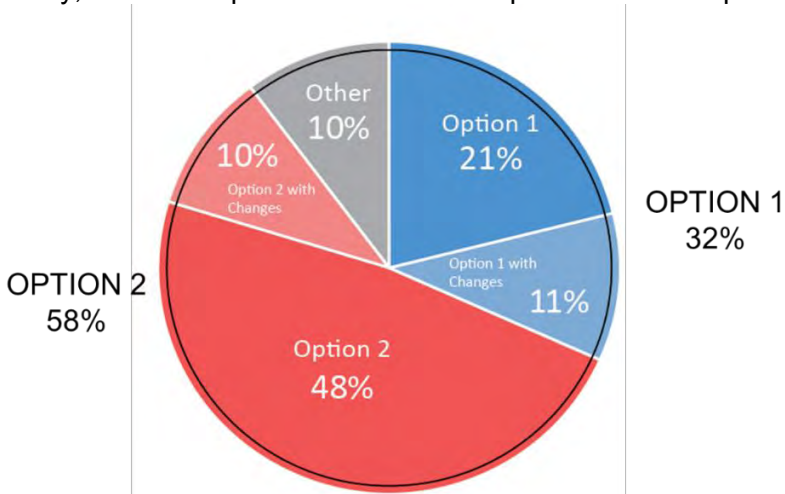


Figure 5: Option 2 Overview

### **Feedback on Options 1 & 2**

In February and March of this year, Options 1 and 2 were presented to the public and stakeholder groups. Conceptual designs and supporting information allowed community members to review in detail the proposed changes and potential implications.

A variety of techniques were utilized to solicit input from members of the public, including stakeholder meetings, open houses, and a public survey completed by 1325 people. In the survey, 58% of respondents indicated a preference for Option 2 (see Figure 6).



**Figure 6: Option Preference expressed in February/March 2016 Public Survey**

Appendix A provides a full summary of public engagement activities and results related to Options 1 and 2. Key highlights of survey results include:

- Identification of cycling, public transit, and walking as the three highest priority items for short term changes on Shelbourne Street;
- Support across all age groups for Option 2, with strongest support in younger age groups;
- Support for Option 2 from residents within and outside the Shelbourne Valley, with slightly lower support from Shelbourne Valley residents;
- Retention of four vehicle lanes on Shelbourne Street was identified as the number one reason for why people supported Option 1; and
- Addition of a continuous bike lane on Shelbourne Street was identified as the number one reason for why people supported Option 2.

### **Key Issues**

While there was general support for Option 2, a number of issues were identified in public engagement activities that highlighted areas where the design concept could be improved. The three most frequent issues raised were:

- Strong support for a continuous bike facility, but a desire for greater physical separation from vehicle traffic;
- Desire to minimize impacts on transit and motor vehicle travel times and limit diversion to parallel streets; and
- Desire to maintain left turn access to most businesses and side streets.

Based on the feedback received during this period of engagement, staff developed Option 3. Option 3 works to retain the elements that were favoured in the first two options, but includes changes that address the major concerns that were heard during public engagement.

### Option 3

Option 3 was developed based on the feedback received on the initial two options. This option contains many of the fundamentals of Option 2 (as this option was supported by 58% of survey respondents) and some features from Option 1.

Key Option 3 mobility actions include:

- 2.3 km of upgraded sidewalks on Shelbourne Street, including from North Dairy Road to Pear Street;
- A new continuous bike facility on the full extent of Shelbourne Street, with physical separation for half the route;
- Maintenance of four travel lanes for 65% of Shelbourne Street, including in the southern half from North Dairy Road to Christmas Avenue;
- Maintenance of left turn access to most businesses and side streets;
- Upgrades to the UVic Bike Connector;
- Improvements to all transit waiting areas; and
- Pedestrian and transit improvements in University “Centre” and Shelbourne Valley “Centre”.

Option 3 provides significant changes in response to the primary concerns that were highlighted in public engagement on Options 1 and 2.

While Option 3 provides an enhanced cycling facility, significant pedestrian improvements, better access to businesses and side streets, and less lane reductions than in Option 2, a couple of trade-offs have been made to allow the concept to work within the constrained right-of-way. These include the requirement for limited property acquisition from 17 properties fronting Shelbourne Street and slightly more tree removal (approximately 70) than in Option 1 or 2. These impacts are primarily attributable to achieving conditions that provide space to add a cycle track and maintain four lanes in the south part of the corridor.

### Cost Estimate

The preliminary cost estimate for Option 3 is \$12.5 million.

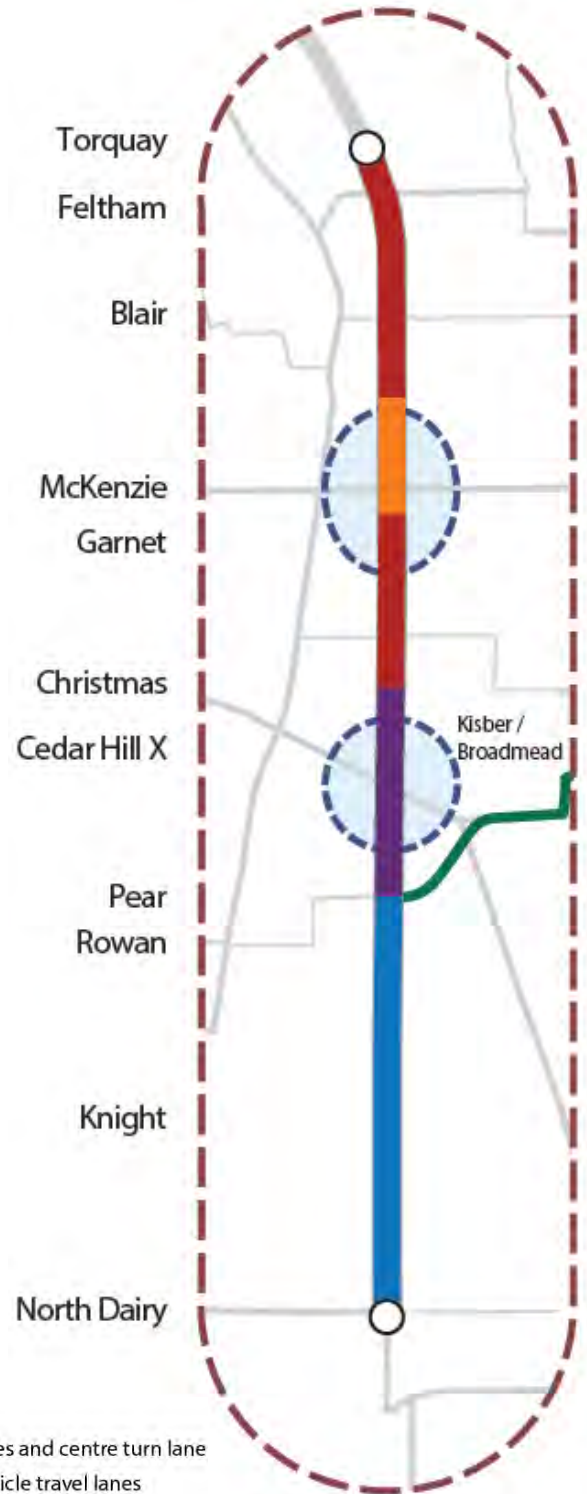
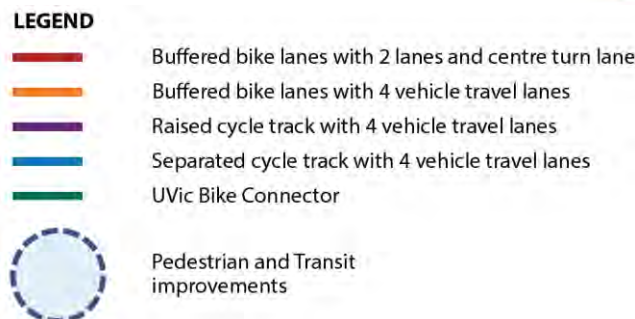








Figure 7: Option 3 Overview



Table 1 illustrates how the major concerns identified in public engagement on Options 1 and 2 are addressed in Option 3.

ITEM	WHAT WE HEARD	HOW OPTION 3 ADDRESSES THE CONCERN
 <b>Priorities</b>	<p>The top short-term priorities on Shelbourne Street for survey respondents were cycling, public transit, and walking.</p>	<p>Option 3 provides a higher quality bike facility, significant sidewalk upgrades, and minimizes potential impacts to transit.</p>
 <b>Option Preference</b>	<p>The majority of survey respondents favoured Option 2, with the primary rationale for support being a continuous bike lane.</p>	<p>Many of the fundamental elements of Option 2 have been retained in Option 3, including the continuous bike facility.</p>
 <b>Bike Facilities</b>	<p>Many comments indicated the importance of a continuous bike lane and the desire to have greater physical separation from vehicle traffic.</p>	<p>The quality of the cycling facility has been enhanced significantly over what was presented in Option 1 or Option 2. Over 50% of the route includes physical separation, with a minimum of buffered bike lanes.</p>
 <b>Pedestrian Facilities</b>	<p>Desire to further enhance and improve sidewalks and pedestrian facilities.</p>	<p>Option 3 includes upgraded sidewalks on both sides of Shelbourne Street from North Dairy to Pear Street, as well as improvements in other focused locations.</p>
 <b>Impacts to Transit and Motor Vehicles</b>	<p>Concern about impacts to transit and motor vehicle travel times and potential diversion to other streets in Option 2.</p>	<p>Option 3 maintains four traffic lanes for 65% of the corridor. By contrast, Option 2 maintains four lanes for 25% of the corridor.</p>
 <b>Left Turn Access</b>	<p>Concern about restrictions to left turn access to some businesses, side streets and residential properties.</p>	<p>Option 3 maintains left turn access at major locations along Shelbourne Street, including at Church Avenue, Garnet Road, and Kisber Avenue.</p>

**Table 1: Option 3 – Response to Initial Public Feedback**

## **Public Feedback on Option 3**

### **Public Engagement**

Numerous activities were undertaken that enabled the public and stakeholder groups to review and provide feedback on the Option 3 design. The primary objectives of this phase of engagement were to:

- Inform people how their input on Option 1 and 2 had been used to develop Option 3;
- Provide an opportunity for people to indicate their level of support for Option 3; and
- Provide the opportunity to provide feedback on the Option 3 design.

Numerous engagement techniques were used to raise awareness of the potential changes and solicit input from the public and stakeholder groups. Key engagement activities included:

- Two public open houses attended by approximately 800 people;
- Online and paper surveys completed by 1,328 people;
- 7,000 flyers delivered to homes and businesses within the Shelbourne Valley;
- Advertisements in the Saanich News and Times Colonist;
- Large displays of the Option 3 design concept at the Mt. Tolmie VanCity branch and Cedar Hill Recreation Centre;
- Virtual Open House and videos of design options on the project webpage;
- Posts on Saanich Facebook, Twitter and LinkedIn accounts; and
- Meetings with stakeholder groups, including:
  - Shelbourne Valley Stakeholder Committee;
  - BC Transit;
  - Major landowners in the Shelbourne Valley;
  - Bowker Creek Initiative;
  - Greater Victoria Cycling Coalition;
  - Saanich Planning, Transportation and Economic Development Committee;
  - Saanich Bicycle and Pedestrian Mobility Advisory Committee; and
  - Gordon Head Residents Association.

### **Council Advisory Committees**

As noted above, meetings occurred with two Council Advisory Committee, with a focus on a review of the Option 3 design. Both committees passed motions in support of Option 3.

On October 6, 2016 the Bicycle and Pedestrian Mobility Committee passed a motion as follows:

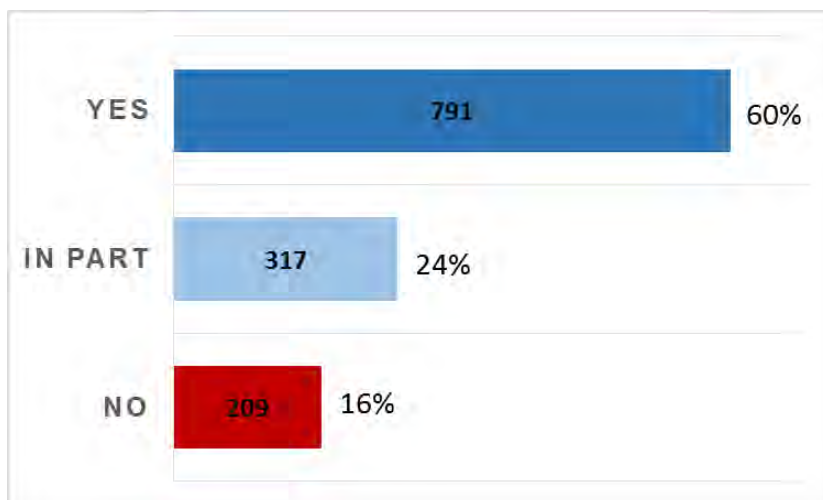
“That the Bicycle and Pedestrian Mobility Advisory Committee supports in principle the design concept of option three for the Shelbourne Valley Action Plan, as presented.”

On October 13, 2016, the Planning, Transportation and Economic Development Committee passed the following motion:

“That the Planning, Transportation and Economic Development Advisory Committee supports Option 3 as presented by the manager of Community Planning at the Planning, Transportation and Economic Development Advisory Committee October 13, 2016.”

## Public Survey Results

In total, 1,328 people completed the public survey on Option 3. A full account of engagement and survey results is included as Appendix B of this report. The focus of this public survey was to assess support for Option 3 and to understand any remaining concerns/suggested changes. In assessing support, 60% of survey respondents indicated that they supported the Option 3 design concept, with 84% either supporting or partially supporting Option 3. Figure 8 shows the response to the question: Do you support the proposed Option 3 design?



**Figure 8: Responses to Question “Do you Support the Proposed Option 3 Design”**

Another question the survey asked respondents was, which elements of the Option 3 design were most important to them. The most important elements identified were as follows:

1. Continuous bike facility of Shelbourne Street (67% of respondents);
2. Separation of bike facilities from vehicle traffic (63%);
3. Retention of four travel lanes – North Dairy Road to Christmas Avenue (38%);
4. Improvement of UVIC Bike Connector (37%); and
5. Addition of new pedestrian/cyclist signals – Knight Avenue and Torquay Drive (33%).

A question was also asked regarding what changes people would make to Option 3. Table 2 shows the top responses by survey respondents who were partially in support or not in support of Option 3.

Suggested Change	# of Mentions
Maintain four lanes/minimize traffic congestion	284
More bike lane separation	44
Reduce travel lanes/more two lane sections	37
Increase green space/minimize tree loss	14
Faster Implementation	7
Improve Turn Access	7
Reduce speed on other streets/Minimize traffic diversion	7
More transit improvements	7

**Table 2: Top Suggested Changes by Survey Respondents who Did Not Support or Partially Supported Option 3**

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## DISCUSSION

Option 3 was developed through careful consideration of public feedback received on Options 1 and 2, a desire to progress towards the ultimate vision on Shelbourne Street and the reality of existing conditions. Option 3 makes many significant changes that will begin to transition the fundamental character of Shelbourne Street to a more complete street that comfortably accommodates a wide range of users.

Given the constraints on Shelbourne Street and the many goals of the long-term vision, an optimal outcome for all considerations cannot be achieved in the short-term. Option 3 provides many significant improvements, but does include trade-offs.

The following text highlights key items raised in feedback received on Option 3 in the public survey, stakeholder meetings, and written submissions.

### **Impacts to Vehicle Travel Times/Diversion to Parallel Streets**

As in initial engagement phases, a key item identified by members of the public was concerns around the impact of lane reductions on Shelbourne Street in Option 3. Specific concerns included slower travel times, increased diversion to parallel streets, and transitions at merge points.

When compared to Option 2, Option 3 has increased the extent of four lane sections and reduced the number of merge points. Specifically, four lanes have been retained in the southern portion of Shelbourne Street, which carries the highest traffic volumes (25,000 vehicles a day).

The number of travel lanes is proposed to be reduced between Christmas Avenue and Garnet Road and between just north of McKenzie Avenue to Torquay Drive. Lane reductions are recommended in these locations as a means to accommodate the addition of bike facilities.

Traffic analyses have been completed for Option 3 and based on traffic models, travel times have been estimated for existing and proposed conditions for Shelbourne Street between Feltham Road and Hillside Avenue. Current peak travel times are 9 minutes in the southbound direction in the morning peak and 10 minutes in the northbound direction in the afternoon peak. Under Option 3, travel times are estimated to increase by about 1.5 minutes in the southbound direction in the morning peak and just over 2.5 minutes in the northbound direction in the afternoon peak.

Potential diversion has also been examined with estimated impacts as follows:

- Traffic increase of 10-15% on Cedar Hill Road in peak periods;
- Traffic increase of 3-4% on Richmond Road in peak periods; and
- Traffic increase of 15-20% on Gordon Head Road in peak periods.

It is important to note that non-peak hour/direction travel times on Shelbourne Street would largely be unchanged.

While there are impacts for motor vehicles in the short-term, there are also many changes that will improve conditions:

- Removal of bikes from travel lanes, creating a safer condition for both vehicle drivers and cyclists;
- The addition of central turn lanes promoting safer turning movements in the north part of the corridor;
- Greater separation of travel lanes from sidewalks, creating a much more pleasant walking environment; and
- The addition of new or upgraded traffic signals that will promote safer access.

Any travel lane reductions made in the short-term will be returned back to four lanes as additional right-of-way is acquired through redevelopment, consistent with the long-term vision.

### **Retention of Four Lanes from Christmas Avenue to Garnet Road**

A number of public comments focused on modifications to maintain four lanes from Christmas Avenue to Garnet Road, providing a continuous four lane segment from North Dairy Road to McKenzie Avenue. While the right-of-way in this section could technically accommodate four lanes and a minimum size bike facility, there are two key factors that play into the design that is proposed.

Firstly, this segment (Christmas Avenue to Garnet Road) has a number of high value trees that strongly contribute to the character of the street. Any configuration that retained four lanes and also added cycling facilities would require removal of virtually all the trees in this segment.

Secondly, the sidewalks in this segment are in relatively good shape, unlike portions in the south part of the corridor where the sidewalks are in urgent need of repair. In the case of Christmas Avenue to Garnet Road, retaining four lanes and adding cycle tracks would have significant cost and streetscape implications.

### **Impacts to Transit**

Many of the general traffic impacts noted above also apply to transit vehicles. The Victoria Regional Transit Commission expressed some concerns with the Option 2 concept when it was presented for feedback earlier in the year. Option 3 provides a better outcome, as there are greater number of travel lanes, as well as a reduction in the number of potential conflict points between buses and bikes. Given the prominence of Shelbourne Street as a vital transit corridor, it is important to continue to work towards maintaining transit efficiency and enhancing the rider experience.

Option 3 helps to accomplish this through:

- Removing cyclists from vehicle lanes which will reduce some delay to transit that currently exists;
- Re-spacing transit stops to align with BC Transit guidelines, which creates time savings through removal of five stops;
- Adding bus shelters at all stops along the corridor. Currently only 11 of 24 stops have shelters;
- Improving pedestrian and cycling connections, providing easier transitions between travel modes;
- Removing some bus bays which will improve the transit operations as well as pedestrian waiting areas; and

- Participating in a traffic signal priority study, which could potentially improve transit travel times.

### **Tree Impacts**

The Option 3 design concept estimates that approximately 70 trees would need to be removed, with approximately 90 trees replanted on Shelbourne Street. There would be more tree loss in this option than the previous two options as the entire stretch of Shelbourne Street from North Dairy Road to Pear Street would be reconstructed to include a new sidewalk and cycle track behind the curb. North of Pear Street, the impacts to existing trees would be minimal.

It is important to note that many of trees being proposed for removal would not be retainable in a standard sidewalk upgrade project or as part of the implementation of the ultimate design. In detailed design work, options will be explored to enable design modifications that could preserve existing trees.

### **Bike Facility Design**

Feedback has been received on further increasing the amount of physically separated segments of bike lane on Shelbourne Street. The Option 3 design concept provides a significant step forward in this regard, as over 50% of the route is physically separated from traffic. The remainder of the route is buffered bike lane which potentially could incorporate physical separation, such as bollards, in the future. This could be explored further at the detailed design stage.

### **Property Acquisition**

The Option 3 design concept includes limited acquisition from the frontages of 17 properties. 15 of these 17 acquisitions are on the west side of Shelbourne Street between North Dairy Road and Knight Street and are required to accommodate a bike facility and maintain four travel lanes in this narrow segment. The remaining two acquisitions would facilitate left turn bays at Garnet Road and Kisber Avenue. Should Council approve the design concept, negotiations would commence with property owners. If these negotiations are unsuccessful, design modifications would be explored.

### **Stormwater Management**

During consultation with stakeholder groups, including the Bowker Creek Initiative, there was significant interest in how stormwater management would be improved in short-term concepts. The intention of the project is to integrate stormwater management areas into vegetated boulevards where possible. To this end, budget has been allocated in the preliminary cost estimate for stormwater management. The exact location of these areas would be determined through detailed design.

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## **IMPLEMENTATION CONSIDERATIONS**

The proposed transportation improvements represent a significant undertaking that would have impacts for future engineering priorities and staff resources. This section of the report identifies potential phasing, funding, alignment with underground infrastructure projects, and maintenance considerations.

### Potential Phasing

Regardless of the option chosen by Council, the implementation of mobility improvements will involve a multi-phased process and include coordination with the upgrading of underground utilities. It is estimated that the first year of the project would be dedicated to detailed design work, with construction being initiated as early as 2018.

Figure 9 shows potential project phasing, with the area north of McKenzie Avenue and the UVIC Bike Connector identified as Phase 1, as they have less complex design considerations.

### Funding

Funding for the project would be from the transportation capital budget. Staff have developed scenarios where existing capital funding allocations could be managed to fund the project. This would likely delay some other transportation capital projects, such as the Sinclair Road upgrades, Douglas Local Connector project, and the Glanford complete street project.

Given the comprehensive, multi-modal improvements that are being considered, this project would be a strong candidate for Federal and Provincial grant programs. If funding was obtained it would reduce the overall project cost and/or potential delays to other projects.

### Underground Infrastructure Projects

Most of the major storm, sewer, and water pipes under Shelbourne Street are 80-100 years old and reaching the end of their useful life. Many of these pipes are scheduled for replacement in the next 7-10 years under the Capital Replacement Program.

Preliminary cost estimates for required upgrades are as follows:

- Water - \$5.9 million
- Sewer - \$4.6 million
- Stormwater - \$7.9 million

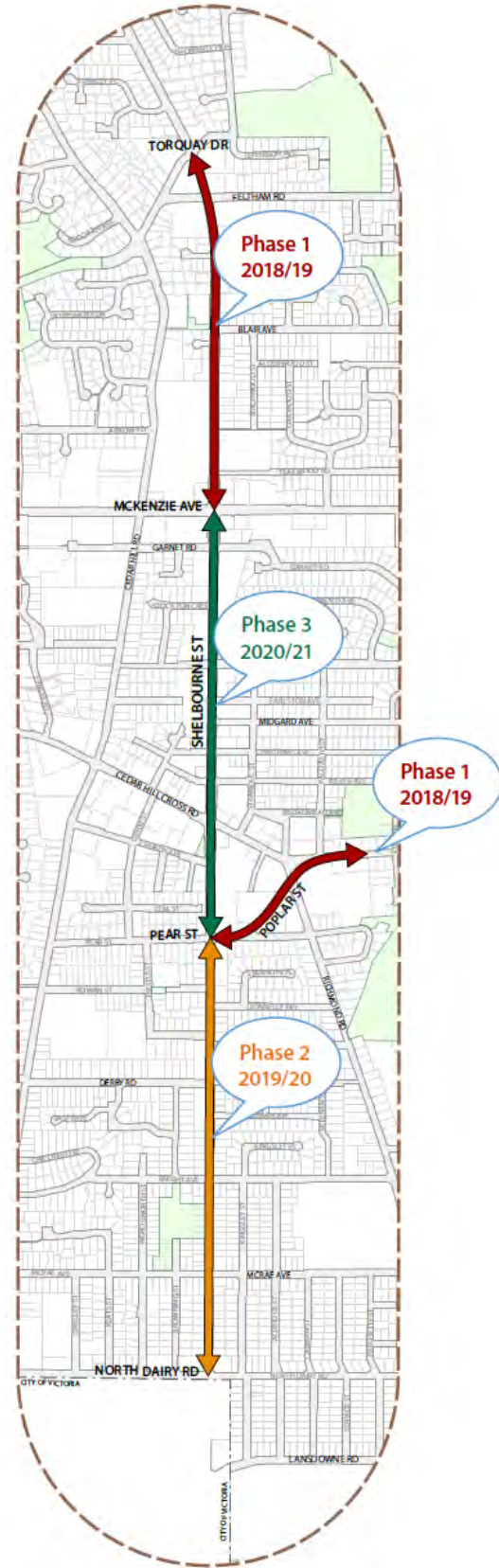


Figure 9: Potential Project Phasing

The major roadwork associated with this project provides an opportunity to coordinate underground and transportation work and minimize overall impacts to residents and businesses. To enable this coordination, infrastructure design work would need to begin in concert with the initiation of transportation design work. Underground infrastructure projects are funded through separate utilities. As with the transportation capital projects there would need to be a realignment of short-term priorities within each utility to facilitate this work.

### **Maintenance Considerations**

A large portion of the Shelbourne Street right-of-way could undergo a wholesale transformation, which would have implications for both Engineering and Parks maintenance budgets.

From an engineering perspective, the complexity of the street environment would be greatly enhanced by the addition of three types of bike facilities and a significant amount of new paint markings. From a parks perspective, while the amount of area to maintain is not dramatically different, there would be 90 new trees that require care to establish properly and boulevard segments that would be challenging to irrigate and maintain. These changes and the corresponding increase in maintenance requirements will need to be considered in the operational budgets of these departments.

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## **NEXT STEPS**

### **Council Decision on Mobility Options**

Council could endorse in principle any of the three short-term mobility implementation options. All have relatively similar costs and implementation timelines.

Option 1 maintains four travel lanes and focuses improvements in strategic locations. It does not however create a fundamental change on Shelbourne Street and does not include a continuous bike facility, which has been identified as a critical element by many stakeholders.

Option 2 includes a continuous bike lane, focused pedestrian improvements, and lane reductions on 75% of Shelbourne Street. While achieving the goal of a continuous bike lane, concerns were expressed around the impacts to transit and motor vehicles, the quality of the bike facility, and access to businesses.

Option 3 provides a continuous, high quality bike lane, significant pedestrian improvements, maintains left turn access in most locations, and preserves four travel lanes for 65% of Shelbourne Street.

### **Recommendation**

Staff believe that Option 3 represents the best combination of improvements that advance pedestrian and cycling conditions in the short-term, while respecting the role and function of Shelbourne Street as a whole. It also represents the biggest step towards the ultimate design for Shelbourne Street of any of the options.

### **Shelbourne Valley Action Plan**

Council endorsement of a short-term mobility implementation option would enable staff to incorporate short-term actions into a final Shelbourne Valley Action Plan. The revised Plan would then be presented to Council for consideration for adoption in early 2017.



### **Detailed Design and Construction**

Endorsement in principle would provide clarity on preferred short-term implementation actions. While this direction would enable staff to initiate initial preparatory work, detailed design work, including the hiring of consultants and property negotiations, would not commence until formal adoption is given to the full Shelbourne Valley Action Plan.

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### **SUMMARY**

The purpose of this report is to present information on potential short-mobility implementation options, share feedback received from the public and stakeholders and seek Council endorsement of a short-term mobility implementation option.

Working from Council direction to explore options for accelerating pedestrian and cycling improvements in the Shelbourne Valley, staff developed two short-term mobility improvements options. Public feedback on Options 1 and 2 was received in February and March of 2016, with 58% support in the public survey for Option 2, which included a continuous bike lane and travel lane reductions on 75% of Shelbourne Street. Public feedback also highlighted concerns regarding changes to left turn access, the quality of the bike facility and the extent of lane reductions on Shelbourne Street. In response, staff developed a third option to address these concerns.

Option 3 retains the fundamental element of Option 2 (continuous bike lane), but includes enhancements to maintain left turn access in most locations, enhance the quality of the bike facility, maintain a focus on pedestrian improvements, and reduce the extent of lane reductions on Shelbourne Street.

Engagement with the public and stakeholders indicated general support for Option 3, with 84% of survey respondents supporting or partially supporting Option 3. For those that did not fully support Option 3, the key concern was the impacts of travel lane reductions.

Changes to Shelbourne Street in the short-term are being contemplated within significant constraints. Staff believe Option 3 strikes a balance between creating meaningful and transformative changes to pedestrian and cycling conditions on Shelbourne Street, while respecting its existing context and roles. Therefore, it is recommended that Council endorse Option 3 and direct staff to integrate this as the final piece of the Shelbourne Valley Action Plan.

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**RECOMMENDATION**

That Council:

1. Endorse in principle Option 3 short-term mobility implementation actions.
2. Direct staff to incorporate Option 3 short-term implementation actions into the Shelbourne Valley Action Plan and bring the Plan forward to a subsequent meeting of Council for final review and consideration.

Report prepared by:



\_\_\_\_\_  
Cameron Scott, Manager of Community Planning

Report reviewed by:



\_\_\_\_\_  
for Sharon Hvozdzanski, Director of Planning

CS/ads

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Attachment

cc: Paul Thorkelsson, CAO  
Harley Machielse, Director of Engineering

**CAO'S COMMENTS:**

I endorse the recommendation of the Director of Planning



Paul Thorkelsson, CAO

# **Shelbourne Valley Action Plan**

## **Short-Term Mobility Options**

### **Public Engagement Summary Report**

February - March 2016

## 1. BACKGROUND

The Shelbourne Valley Action Plan is a comprehensive plan that will guide land use and transportation change in the Shelbourne Valley over the next 30 years. A community process to develop a Plan has been underway since 2009.

A Proposed Shelbourne Valley Action Plan was presented to Council on June 9, 2014. At that meeting, Council requested more information on implementation actions, specifically cost and timeline estimates and options for accelerating pedestrian and cycling improvements. In response to this request, staff developed two short-term implementation options for Council's consideration. On October 5, 2016 the two options were presented to Council, where they directed staff to seek public feedback.

The two options focus on improvements that could largely occur under existing conditions and could be completed within five years. Key elements of each option are:

- **Option 1:** This option maintains four travel lanes on Shelbourne Street and focuses pedestrian and cycling improvements where space is available.
- **Option 2:** This option uses lane reductions to provide pedestrian improvements and continuous bike lanes along the full extent of Shelbourne Street. Four lane cross sections are maintained near major intersections.

From February 16 to March 20 public feedback was actively sought on the implementation options. Information on the components and design details of the options can be found at [www.saanich.ca/shelbourne](http://www.saanich.ca/shelbourne).

This report provides a summary of key engagement activities and feedback gathered during the engagement process. The feedback will form part of a report that will be delivered to Council, seeking their direction on short term mobility actions to integrate into the final Shelbourne Valley Action Plan.

## 2. PUBLIC ENGAGEMENT PURPOSE

This purpose of public engagement in this phase of the process is to receive feedback from residents and stakeholders groups on potential short-term mobility options.

Three key questions framed the engagement:

- What option do you prefer?
- What changes would you like to see to your preferred option?
- Is there anything else that should be considered in developing a recommendation for Council?

### 3. ADVERTISING AND NOTIFICATION

To raise awareness of this phase of engagement and advertise opportunities for input, the following key outreach activities were taken:

- **Flyers** were delivered to every home and business in the Valley (approximately 7,000);
- **Newspaper ads** were placed in the **Saanich News** (3 times) and **Times Colonist** (2 times) advertising open houses and potential changes on Shelbourne Street;
- **Personalized Letters** were delivered to every property owner on Shelbourne Street (550 total);
- **Three emails** were sent out to **Stakeholder Contacts list** (approximately 330 people) advertising open houses, sharing engagement material and encouraging public feedback;
- Sustainable Saanich **Facebook and Twitter** feeds were used to promote the project;
- **Posters** advertising the open houses and survey were placed in numerous gathering spots throughout the Shelbourne Valley, including community centres, the public library and coffee shops; and
- **Overhead bus ads** were placed on routes that travel through the Shelbourne Valley displaying information on open houses and encouraging input.

### 4. PUBLIC ENGAGEMENT ACTIVITIES

#### 4.1 Public Open Houses

Three open houses attended by approximately 700 people were held at the following locations:

- Gordon Head Recreation Centre – Saturday, February 27, 2:00-6:00 PM
- St. Aidans Church – Wednesday, March 2, 4:00 – 8:00 PM
- Cedar Hill Recreation Centre – Saturday, March 5, 2:00-6:00 PM

The open houses included 22 display boards with context and description of options, 40 foot long plans of each option (transparent overlay with existing conditions beneath), a looping video comparing options and engineering and planning staff to answer questions. Participants were encouraged to provide their feedback through either completing a survey or adding sticky note comments to option plans (357 unique comments received on plans).

## **4.2 Public Survey (online and paper)**

A public survey was available online and at open houses from February 24 until March 20, 2016. In total there were **1,325 completed surveys** (245 written and 1,080 online). The survey provided opportunities for respondents to identify their preferred option, highlights elements they liked and did not like about each option and suggest changes. The paper version of the survey instrument is included as Attachment A.

## **4.3 Meetings with Shelbourne Stakeholder Committee**

Three meetings were held with the Shelbourne Stakeholder Committee, which have been an advisory group since the inception of the project. The group includes representatives from Community Associations, residents, the development community and key stakeholder groups.

The purpose of the meetings were as follows:

- To seek input on engagement approach (November 5, 2015);
- To provide an overview and hold a detailed discussion on options (February 16, 2016); and
- To discuss transit considerations with BC Transit staff (March 8, 2016).

## **4.4 Meetings with Stakeholder Groups**

Four focused meeting were held with key stakeholder groups to seek detailed feedback on options and suggestions for potential changes.

- Saanich Bicycle and Pedestrian Advisory Committee – February 18, 2016
- BC Transit planning staff and operators (12 attendees) - March 8, 2016
- Saanich Planning, Transportation and Economic Development Advisory Committee – March 10, 2016
- Property owner / business owner luncheon (32 attendees) – March 16, 2016

The meetings with stakeholder groups were supplemented by one on one meetings with major property owners, key stakeholders and others who requested a meeting with staff.

## **4.5 Online Engagement**

The Saanich website contained all open house display boards, background information and access to the online survey. In addition there were three embedded videos that showed the options in detail.

In total, there were 4,391 website visits (3,958 unique) and 2,345 views of the videos between February 22<sup>nd</sup> and March 20<sup>th</sup>. Additionally, 1,080 people completed a survey online.

## 4.6 Bus Rider engagement

Through a partnership with BC Transit, two Saanich staff rode buses along Shelbourne Street on February 24, 2016 with the intention of raising awareness of the project, sharing options being considered and informing people of upcoming open houses. During the time period between 9:00 am and noon, riders on 14 bus trips were engaged.

## 4.7 Letters and Emails

In addition to the numerous comments provided at meetings or in the survey, 43 unique letters and emails were received commenting on the options being considered.

# 5. PUBLIC SURVEY RESULTS

## 5.1. Overview

The primary mechanism for soliciting feedback on the potential implementation options was a public opinion survey that was available online and at open houses. In total there were **1,325 completed surveys** (245 written and 1,080 online). Map 1 shows the distribution of respondents who provided a postal code.

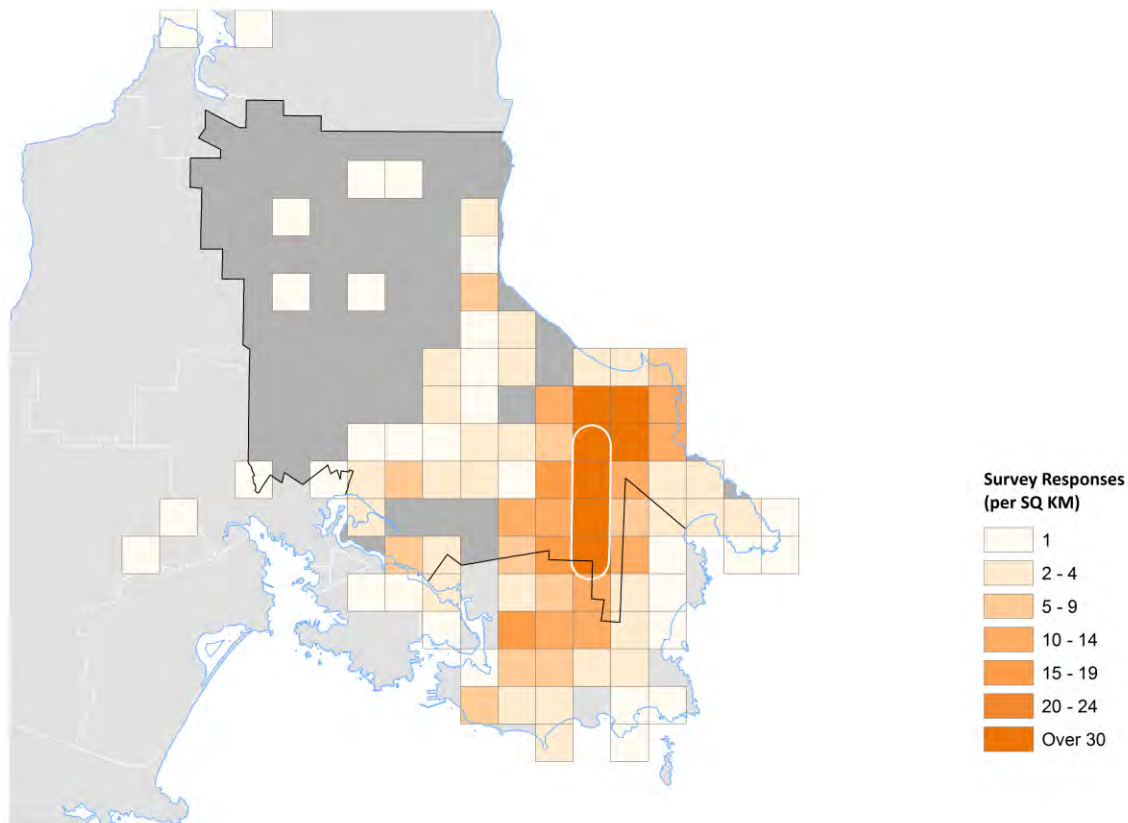


Figure 1: Location of Survey Respondents

The following data provides a summary of the responses to survey questions. For each question, the question as presented in the survey is included in italics, along with a summary of the responses. For open ended questions, the responses are grouped into theme areas. Responses for each question were not mandatory.

## 5.2 Shelbourne Street Priorities

*Q1. Please tell us about your short-term priorities for Shelbourne Street. Please rank the following mobility or street features in order of importance.*

**Table 1: Short-Term Priorities for Shelbourne Street**

Short Term Priority	1st Priority		2nd Priority		3rd Priority		4th Priority		5th Priority		Rating Average
<b>Cycling</b>	469	39%	189	16%	145	12%	169	14%	240	20%	2.61
<b>Public transit</b>	138	12%	397	33%	353	30%	235	20%	72	6%	2.75
<b>Walking</b>	185	16%	311	27%	321	28%	253	22%	97	8%	2.80
<b>Motor vehicles</b>	369	30%	119	10%	117	10%	135	11%	482	39%	3.20
<b>Street trees &amp; green space</b>	78	6%	179	15%	270	22%	379	31%	315	26%	3.55



**Figure 2: Short-Term Priorities for Shelbourne Street (1239 total responses)**



### 5.3 Option 1 Likes

Q2. What do you like about Option 1?

**Table 2: Most Common Option 1 Likes**

RANK	OPT-1 LIKES	FREQ	% FREQ
1	Keep 4 lanes / Maintain traffic flow	318	23.2%
2	Inclusion of cycle track / Separated bike facility	176	12.9%
3	Sidewalk upgrades	123	9.0%
5	Transit improvements / maintenance of transit travel times	79	5.8%
6	Improvement over current situation	78	5.7%
7	Overall pedestrian improvements	60	4.4%
8	Addition / retention of street trees	56	4.1%
9	Improved safety for all modes	55	4.0%
10	Overall cycling improvements	54	3.9%
11	Improvements to bikeway / greenway network	51	3.7%
12	Improvements to transit waiting areas	45	3.3%
13	Added green space / beautification	34	2.5%
14	Shorter pedestrian crossing distance	32	2.3%
15	Bike connection to UVIC	29	2.1%
16	Restrict access to side streets	27	2.0%
17	Balanced implementation, considering all modes	21	1.5%
18	Minimize environmental and climate change impacts	8	0.6%
18	Network connectivity	8	0.6%
<b>Likes / Dislikes</b>			
4	Nothing (Dislike Option)	110	8.0%
20	Everything	4	0.3%
		<b>1368</b>	<b>100.0%</b>

## 5.4 Option 1 Dislikes

Q3. What do you not like about Option 1?

**Table 3: Most Common Option 1 Dislikes**

RANK	OPT-1 DISLIKES	FREQ	%FREQ
1	No continuous bike facility	381	35.3%
2	Traffic focused road design	102	9.4%
3	Not enough overall improvements	98	9.1%
4	Street tree removal	93	8.6%
5	Limited value for money	71	6.6%
6	Access or removal / changes to left turn access	59	5.5%
7	Concerns over cycle track design	49	4.5%
9	Insufficient pedestrian improvements	37	3.4%
10	Removal of bus bays	27	2.5%
10	Don't like bike lanes	27	2.5%
12	Not enough / less than optimal cycling improvements	26	2.4%
13	Traffic flow / Travel time	24	2.2%
15	Landscape Medians	9	0.8%
16	Lack of Green Space / Beautification	6	0.6%
16	Not inclusive of all modes	6	0.6%
18	Insufficient transit improvements	5	0.5%
20	Implementation (Timeline)	3	0.3%
21	Lack of public input	1	0.1%
<b>Likes / Dislikes</b>			
8	Nothing	41	3.8%
14	Other	10	0.9%
18	Everything	5	0.5%
		<b>1080</b>	<b>100.0%</b>

## 5.5 Option 1 – Suggested Changes

Q4. What changes (if any) would you make to Option 1?

**Table 4: Most Common Suggested Changes to Option 1**

RANK	OPT-1 CHANGES	FREQ	% FREQ
1	Implement continuous bike lane / cycle track	254	30.8%
2	Improve traffic flow	123	14.9%
3	Improve access to business / side streets	58	7.0%
6	More pedestrian Improvements, including sidewalks	40	4.9%
7	Enhance aesthetics & green space	31	3.8%
8	Individual network improvements	30	3.6%
8	Parallel bike route option (not on Shelbourne)	30	3.6%
10	Widen road width / Implement ultimate design	22	2.7%
11	Reduce number of traffic lanes	21	2.5%
11	Maintain / improve transit	21	2.5%
13	Accommodate all travel modes	14	1.7%
13	Enhance safety & separation between all modes	14	1.7%
15	Limit left turn access	13	1.6%
15	Reduce vehicle traffic speed	13	1.6%
18	No change to existing conditions	11	1.3%
20	Implement another option	4	0.5%
20	Individual design details	4	0.5%
22	Minimize climate change impacts	3	0.4%
23	Reduce Cost	2	0.2%
24	Bi-directional cycle track	1	0.1%
4	Implement Option 1 --without changes	52	6.3%
5	Implement Option 2	44	5.3%
17	Implement components of both options (hybrid)	12	1.5%
19	Other	7	0.8%
	Grand Total	824	100.0%

## 5.6 Option 2 Likes

Q5. What do you like about Option 2?

**Table 5: Most Common Option 2 Likes**

RANK	OPT-2 LIKES	FREQ	% RESP
1	Continuous bike lanes	396	26.7%
3	More street trees retained / More trees replanted	110	7.4%
4	Overall cycling improvements	102	6.9%
5	Improved safety for all modes	91	6.1%
6	Separation between travel modes	79	5.3%
7	Lower cost option	72	4.9%
8	Pedestrian Improvements	62	4.2%
9	Provides better transportation options, choices & Incentives	59	4.0%
10	Calms traffic (slows or reduces volume)	57	3.8%
11	Sidewalks upgrades & improvements	56	3.8%
13	Balanced implementation, considering all modes	33	2.2%
14	Centre turn lanes	32	2.2%
15	Green space / beautification	27	1.8%
16	Improved traffic flow	24	1.6%
17	Enhanced quality of life / Sense of place	22	1.5%
18	Improvements to transit waiting areas	21	1.4%
19	Shorter pedestrian crossing distance	16	1.1%
20	Transit bus bays / pullouts	11	0.7%
21	Traffic medians	10	0.7%
22	Transit improvements	6	0.4%
23	Improves traffic flow	4	0.3%
24	Implementation timeline	2	0.1%
<b>Like Everything or Dislike Everything</b>			
15	Like Everything	38	2.6%
2	Dislike Option	154	10.4%
		<b>1484</b>	<b>100.0%</b>

## 5.7 Option 2 Dislikes

Q6. What do you not like about Option 2?

**Table 6: Most Common Option 2 Dislikes**

RANK	OPT-2 DISLIKES	FREQ	%FREQ
1	Lane Reductions / Traffic flow impacts (congestion)	303	28.4%
2	Traffic diverted to other roads	140	13.1%
4	No physical separation of bike lanes	74	6.9%
5	Impact on transit service (delay)	52	4.9%
6	Elimination of left turns / Restricted access to business & side streets	50	4.7%
7	Dislike multi-modal approach (want more focus on cars)	48	4.5%
8	Insufficient safety for all modes (including bikes)	42	3.9%
9	Not enough sidewalk improvements	29	2.7%
10	Limited value for money / cost benefit	27	2.5%
12	Increased CO2 emissions (GHG) from idling	24	2.2%
13	Lack of alternate bike route options (e.g. parallel to Shelbourne)	20	1.9%
14	Shared Bike / Bus Lane @ Bus Stops	20	1.9%
15	Shared centre lane / Merging of lanes / Inconsistent road configuration	19	1.8%
16	Street tree removal	18	1.7%
17	Plan doesn't go far enough	15	1.4%
18	Lack of green space / beautification	10	0.9%
20	Not enough pedestrian improvements	8	0.7%
21	Landscaped medians (trees / plantings)	8	0.7%
22	Transit Bus Bays & Pullouts	6	0.6%
23	Implementation (Timeline)	5	0.5%
24	Pedestrian Crossing Distance	5	0.5%
25	Doesn't account for future growth	4	0.4%
26	Transit Wait Areas	3	0.3%
27	Not realistic	2	0.2%
<b>Llikes / Dislikes</b>			
19	Other (Unclassified)	10	0.9%
11	Dislike everything in Option 2	27	2.5%
3	Nothing to dislike	99	9.3%
		<b>1068</b>	<b>100.0%</b>

## 5.8 Option 2 – Suggested Changes

Q7. What changes (if any) would you make to Option 2?

Question 7 asked respondents what changes they would like to see changed in Option 2. In total, 590 individuals responded to this question, with a number of responses indicating more than one suggested change.

**Table 7: Most Common Suggested Changes to Option 2**

RANK	OPT-2 SUGGESTED CHANGES	FREQ	% FREQ
1	Add separation to bike lanes / Upgrade to cycle tracks	64	17.4%
2	Maintain 4 travel lanes	61	16.6%
3	Improve access to business / side streets	35	9.5%
4	More pedestrian improvements, including sidewalks upgrades	34	9.3%
5	Enhance aesthetics & green space	24	6.5%
6	Maintain / improve transit	22	6.0%
7	Implement parallel bike route alternative to Shelbourne	21	5.7%
9	Address bus-bike conflict	11	3.0%
10	Improve bike network connectivity, including Victoria	10	2.7%
11	Other	8	2.2%
12	Enhance safety & separation between all modes	7	1.9%
12	Improve network connectivity	7	1.9%
12	Individual design details	7	1.9%
15	Improve traffic flow	6	1.6%
15	Pedestrian / Cycling improvements to other streets	6	1.6%
15	Add bus bays	6	1.6%
18	Faster implementation timeline	5	1.4%
18	Minimize green space / tree planting	5	1.4%
20	Limit left turn access	4	1.1%
20	Reduce vehicle traffic speeds	4	1.1%
20	Reduce number of traffic lanes	4	1.1%
23	Individual Network Improvements	3	0.8%
24	Reduce cost	1	0.3%
			0.0%
8	Alternate shelbourne road design option	12	3.3%
	Grand Total	367	100.0%

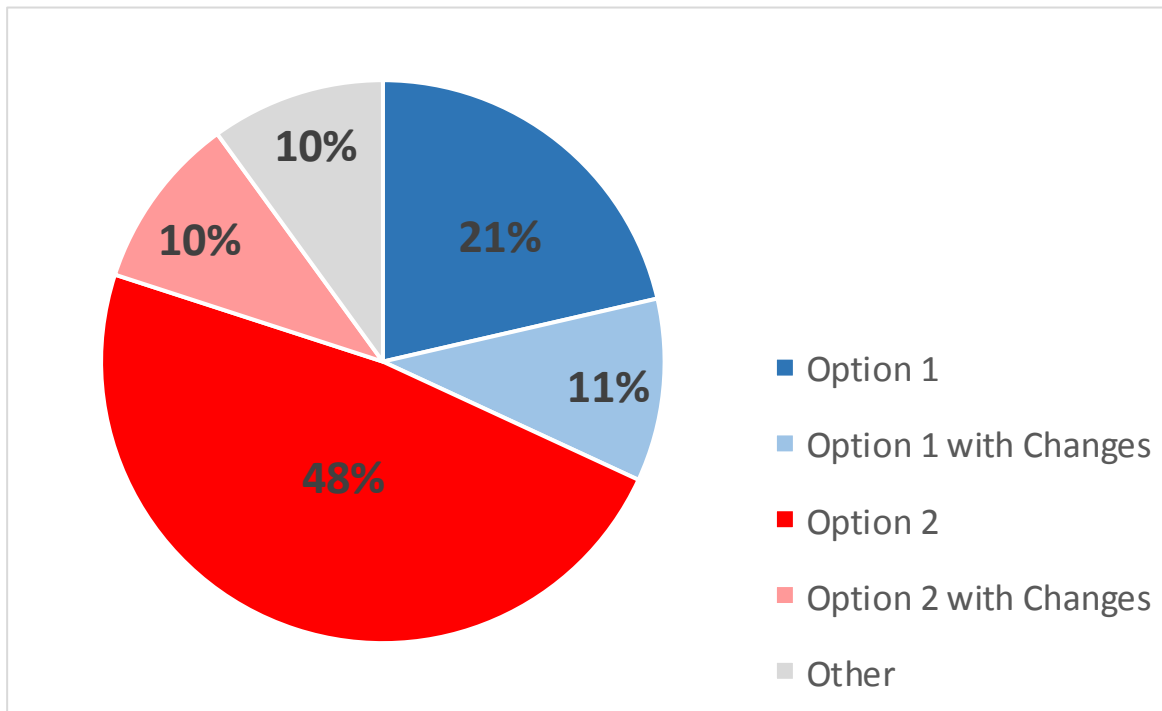
## 5.9 Preferred Option

Q8. Overall, what Option do you prefer?

In total, 1,077 respondents provided a response to the preferred option question. Of those responses, 58% of respondents indicated a preference for either Option 2 or Option 2 with changes, while 32% of respondents indicated a preference for Option 1 or Option 1 with changes. Additionally, 10% indicated a preference for another option. Table 9 indicates “other options” that were described by respondents. Figures 3, 4 and 5 illustrate the responses based on geographic area, age and travel mode preference.

**Table 8: Survey Responses for Preferred Shelbourne Implementation Option**

PREFERRED OPTION	TOTAL	PERCENT
Option 1	230	21%
Option 1 with Changes	113	11%
Option 2	518	48%
Option 2 with Changes	108	10%
Other	108	10%
<b>Total</b>	<b>1,077</b>	<b>100%</b>

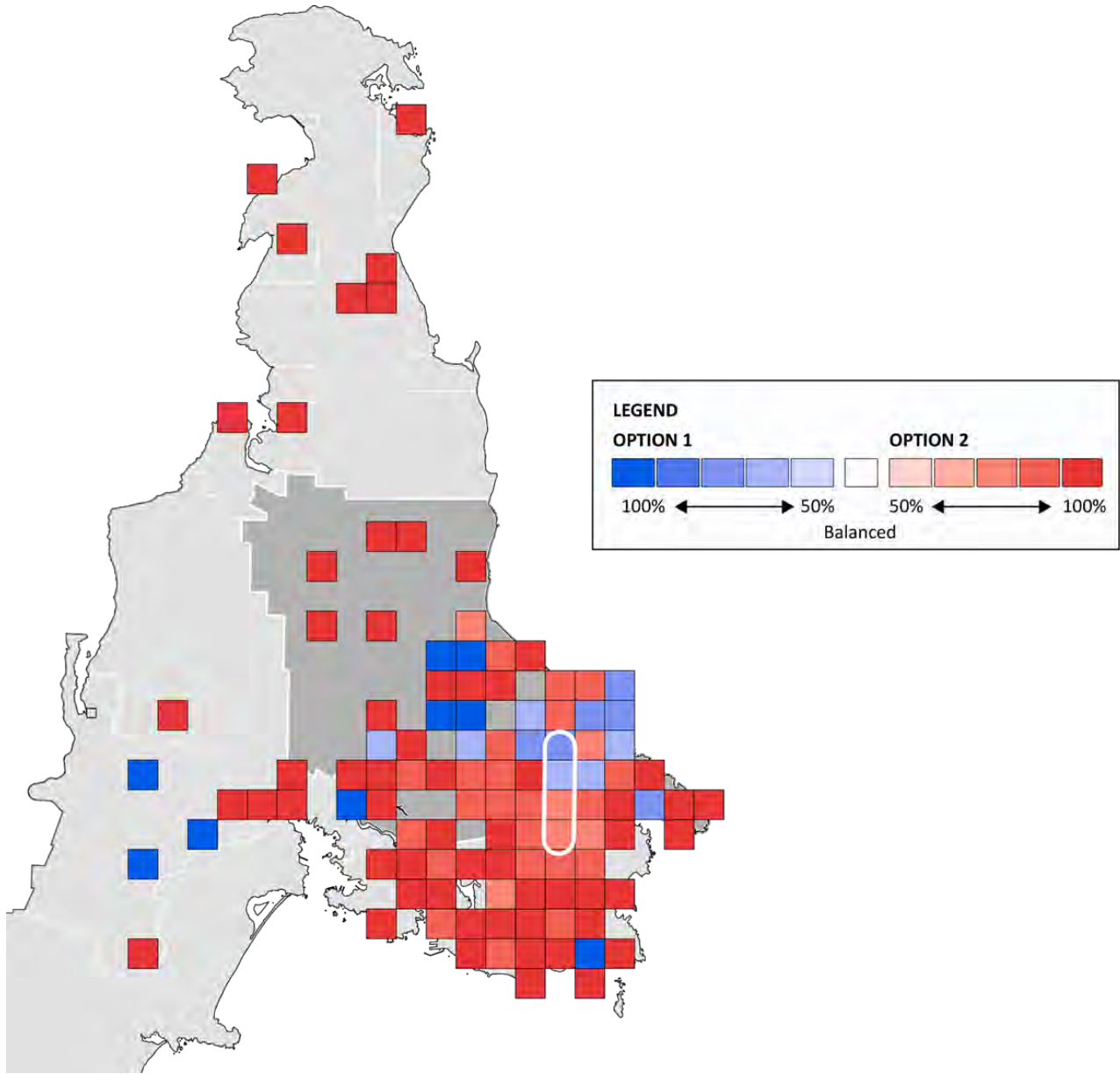


**Figure 2: Option Preference**

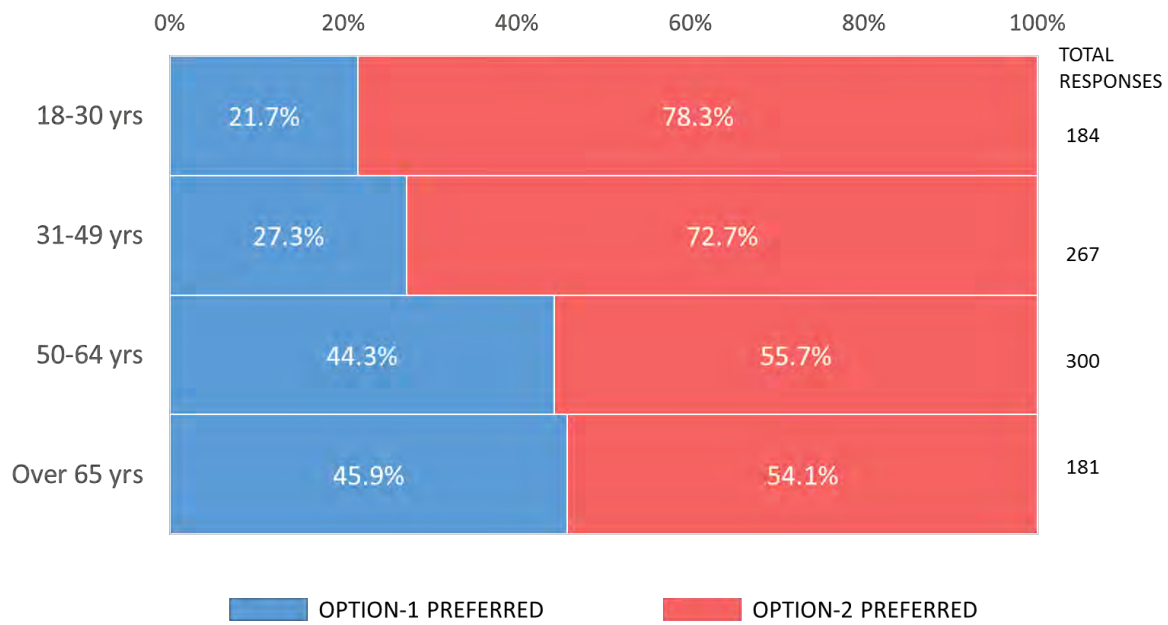
**Table 9: Other Options Identified by Survey Respondents**

RANK	OTHER OPTION	FREQ	% FREQ
2	Parallel bike route alternative to Shelbourne	19	17.3%
3	Keep same (neither option / no change)	17	15.5%
4	No bike lanes	7	6.4%
4	Other options	7	6.4%
4	Ultimate design / Full cycle track	7	6.4%
7	Shared bike / sidewalk areas	6	5.5%
9	Third option, combining elements from Option 1 & 2	3	2.7%
10	Ultimate design / full cycle track	2	
1	General comment	35	31.8%
8	Option 2	5	4.5%
10	Option 1	2	6.5%
		<b>110</b>	

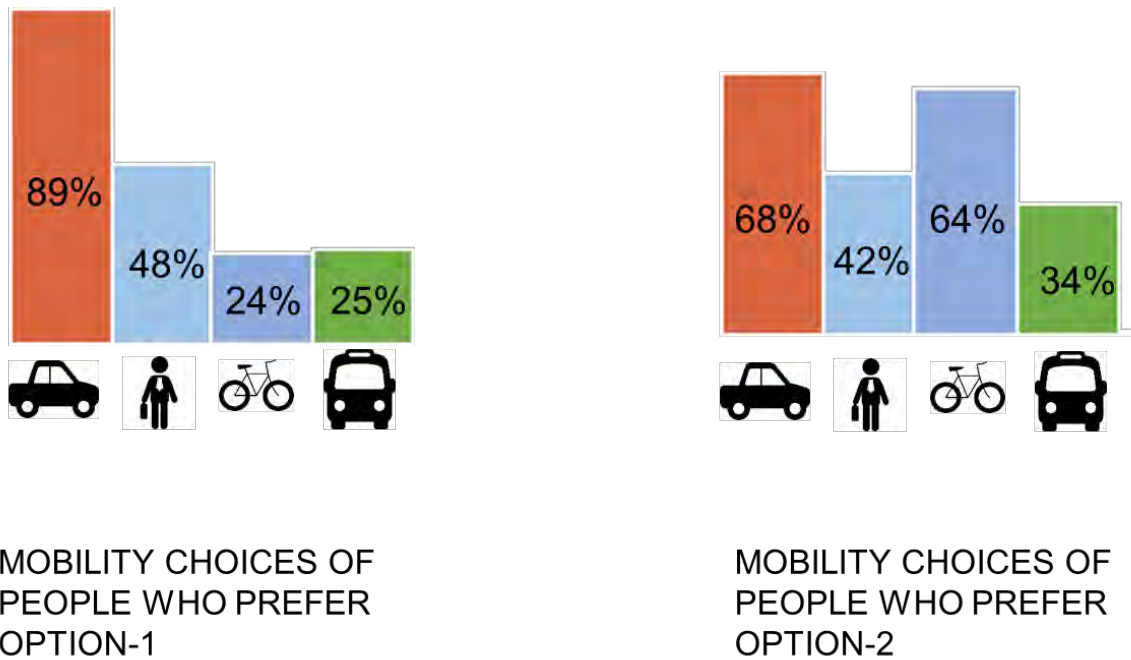




**Figure 3: Option Preference by Geographic Area**



**Figure 4: Option Preference by Age Group**



**Figure 5: Option Preference by Typical Mode(s) of Travel through the Valley**

## 5.10 Other Comments

Q9. Do you have any other comments you'd like to add regarding the options and/or design of Shelbourne Street?

**Table 10: Themes of Comments provided under “Other Comments” Question**

RANK	OTHER COMMENTS	FREQ	% FREQ
1	Prioritize / enhance bike facilities	83	13.1%
2	Need for multi-modal / sustainable vision	65	10.2%
3	Improve traffic flow	53	8.3%
4	Maintain 4 travel lanes	45	7.1%
6	Improve access to business / side streets	35	5.5%
8	Implement parallel bike route alternative to Shelbourne	26	4.1%
9	Pedestrian / Cycling improvements to other streets	19	3.0%
10	Improve livability / sense of place / quality of life	15	2.4%
10	Reduce implementation cost	15	2.4%
10	Faster implementation timeline	15	2.4%
10	Maintain / improve transit	15	2.4%
16	More pedestrian improvements, including sidewalk upgrades	13	2.0%
16	Improve safety for all modes	13	2.0%
16	Quicker implementation of ultimate design	13	2.0%
16	More cautious / incremental implementation	13	2.0%
16	Enhance aesthetics & green space	13	2.0%
21	Alternative Shelbourne Street design	12	1.9%
21	Minimize traffic impacts on other Streets	12	1.9%
24	Improve public engagement (too slow, too much info, lacks clarity)	10	1.6%
25	Reduce vehicle traffic speed or volume	9	1.4%
26	Improve bike network connectivity, including Victoria	8	1.3%
27	Minimize green space / tree planting	6	0.9%
29	Public Engagement was excellent	4	0.6%
30	Address bus-bike conflict	3	0.5%
4	Supportive of Project (Both Options)	45	7.1%
7	Support Option 2	28	4.4%
10	Opposed to the project (keep same)	15	2.4%
10	Other	15	2.4%
21	Support Option 1	12	1.9%
27	Opposed to Option 2	6	0.9%
		<b>636</b>	<b>100.0%</b>

## 6. Profile of Survey Respondents

### 6.1 Gender of Respondents

Q10. What is your gender?

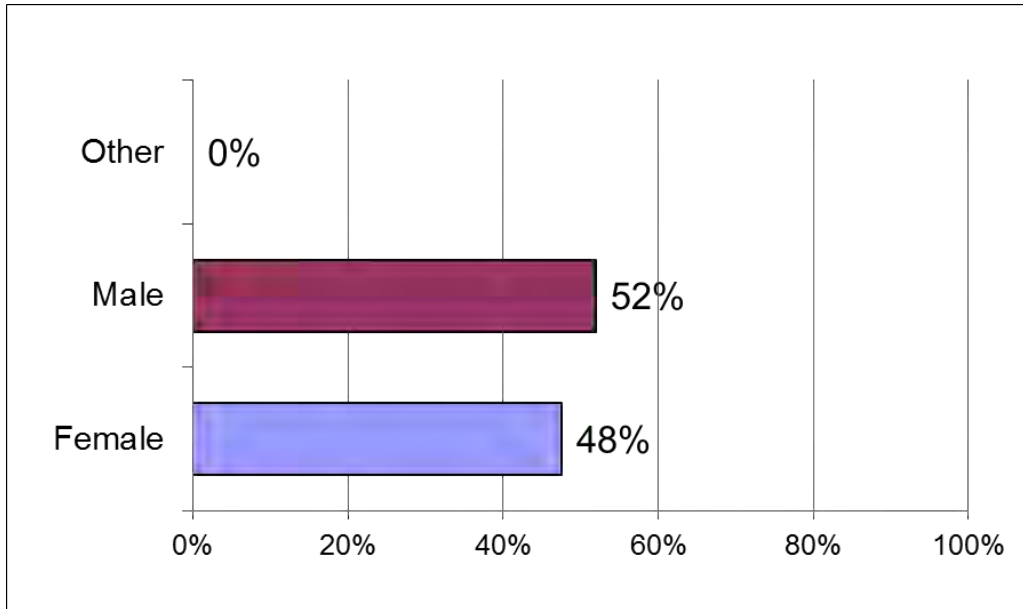
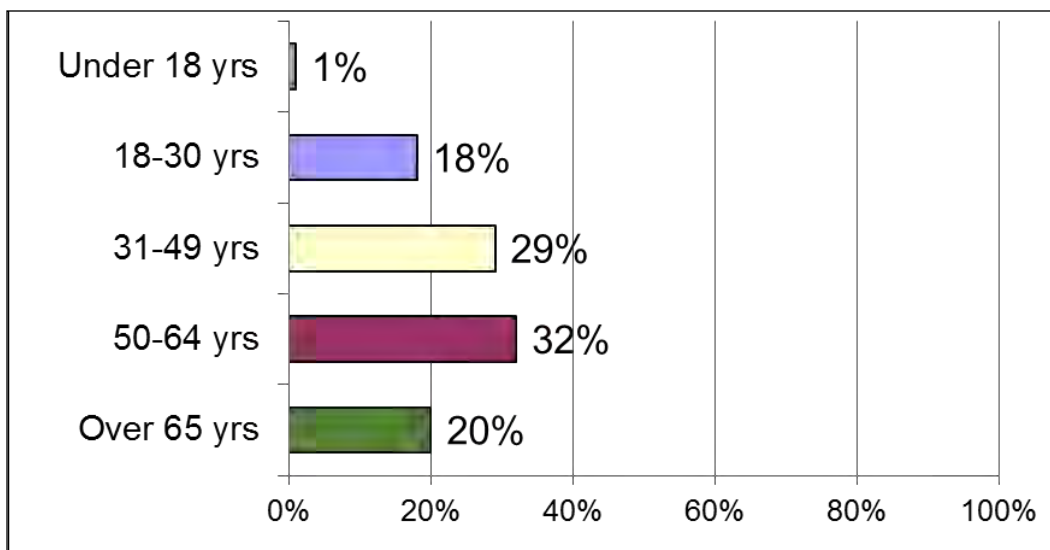


Figure 6: Gender of Survey Respondents (1,057 Responses)

### 6.2 Age of Respondents

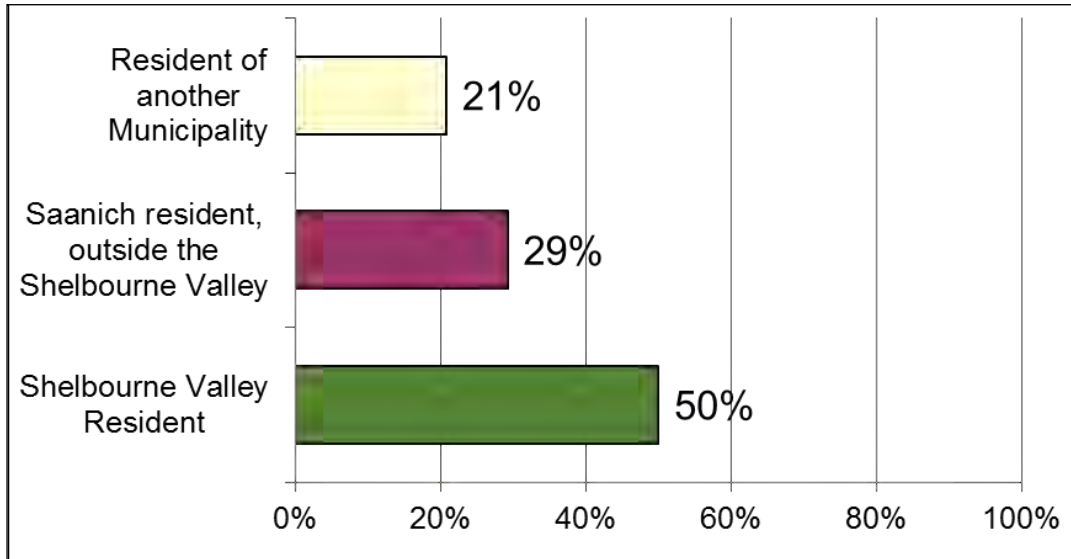
Q11. What is your age group?



**Figure 7: Age Distribution of Survey Respondents (1,057 Responses)**

### 6.3 Location of Respondents

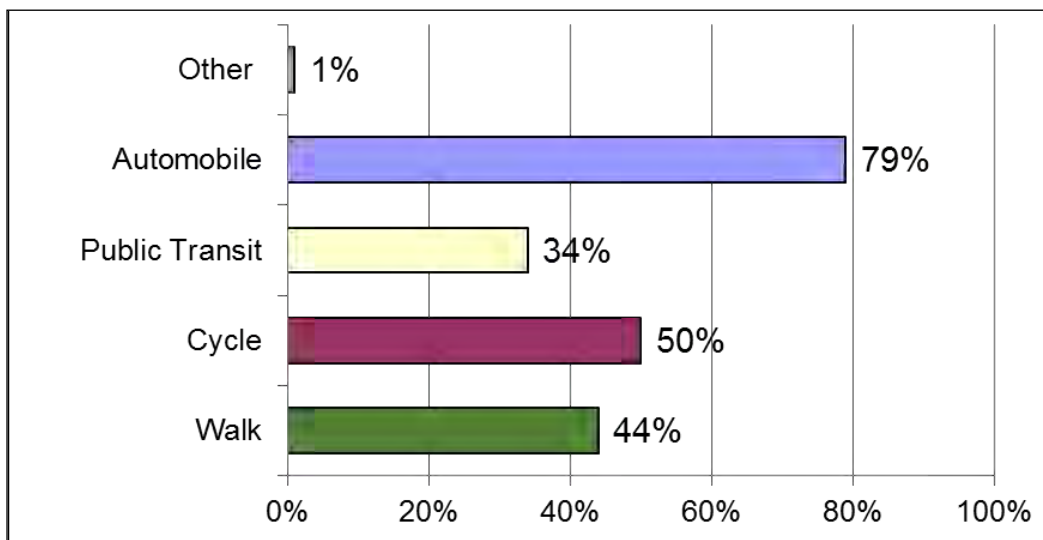
Q12. *Where do you live?*



**Figure 8: Geographic Distribution of Survey Respondents (1,060 Responses)**

### 6.4 Modes of Travel of Respondents

Q 14. *How do you usually travel through the Valley? (mark as many as apply)*



**Figure 9: Modes of Travel of Survey Respondents (1,060 Responses)**

## 6.5 Frequency of Travel of Respondents

Q15. Do you travel through the Valley on a regular basis? (more than once a week)

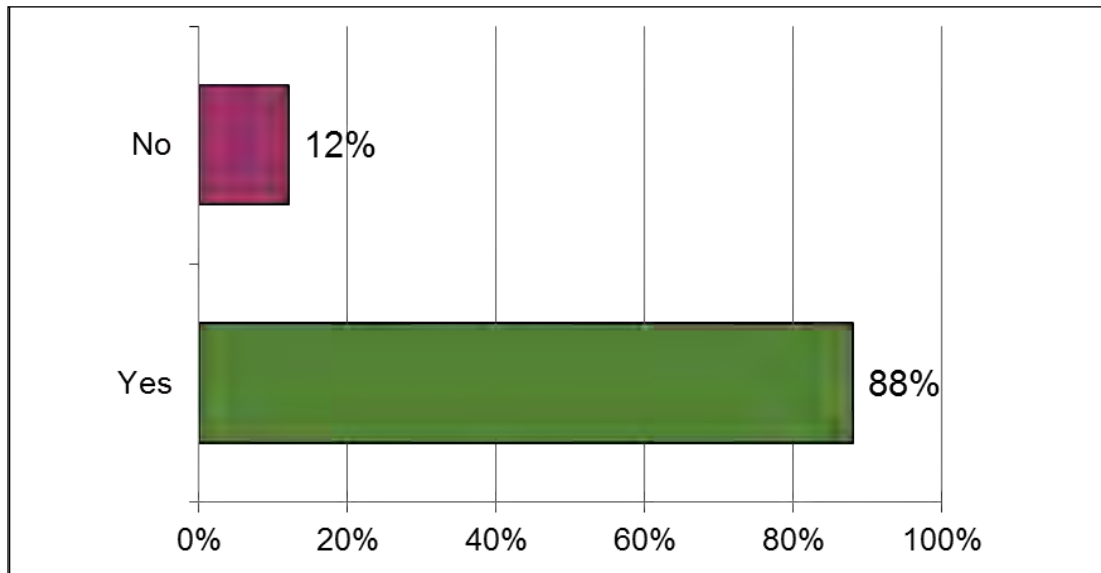


Figure 10: Frequency of Travel of Survey Respondents (1,046 Responses)

## 6.6 Reason for Travel of Respondents

Q16. Why do you usually travel through the Valley? (check all that apply)

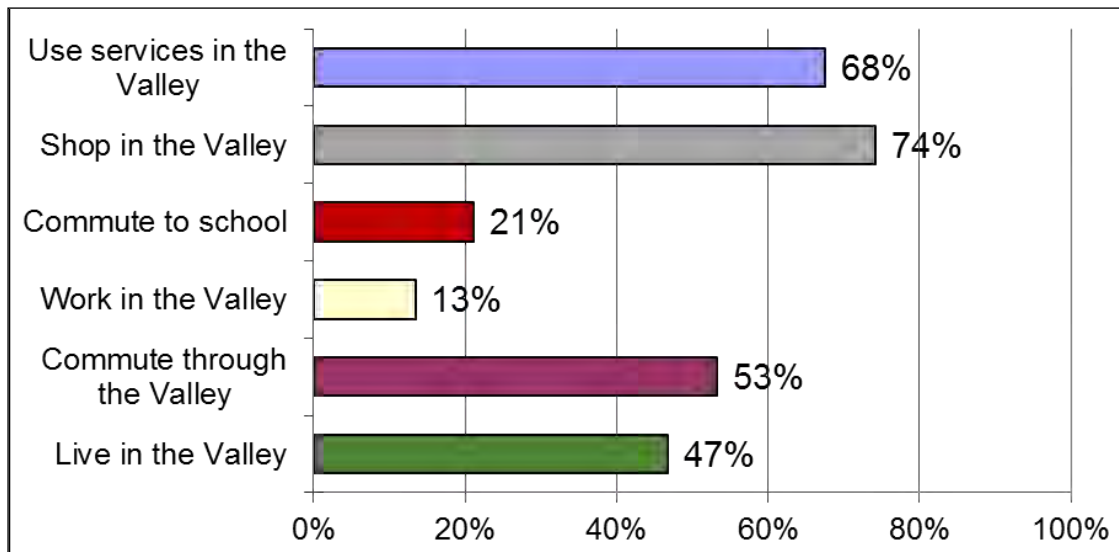
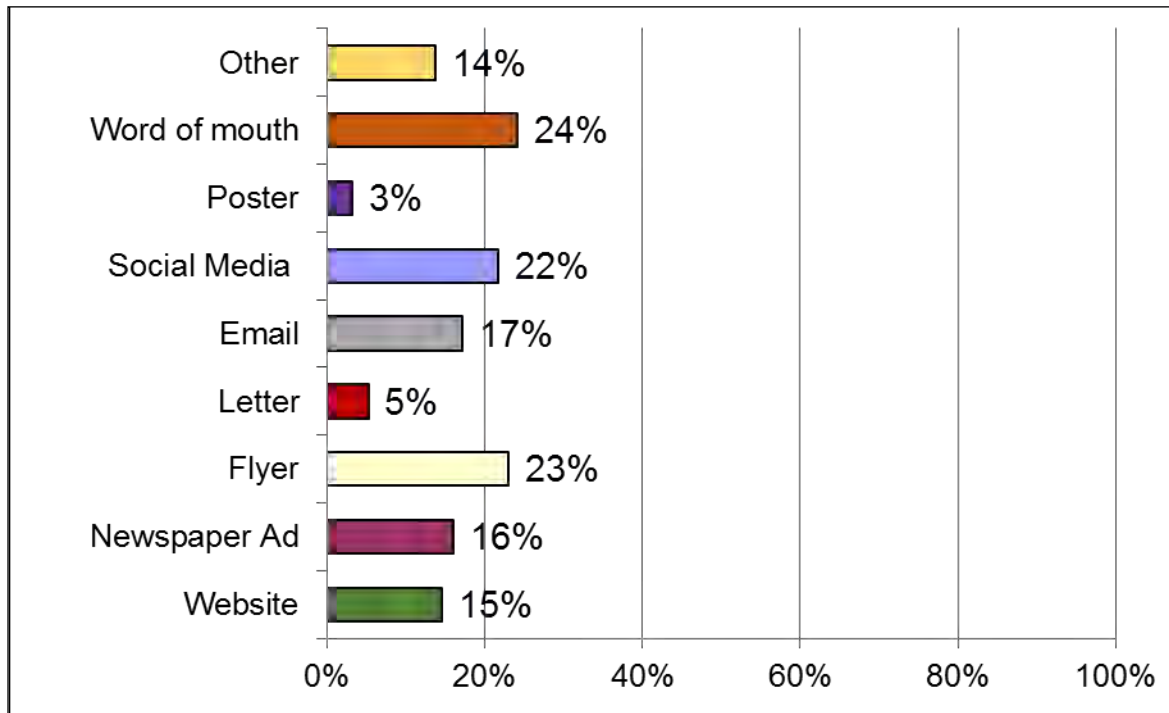


Figure 11: Reasons for Travel of Survey Respondents (1,060 Responses)

## 6.7 Notification of Survey

Q17. How did you hear about the survey?



**Figure 12: How Survey Respondents were Notified about the Survey (1,060 Responses)**

APPENDIX A: SURVEY INSTRUMENT



# Shelbourne Valley Short-Term Mobility Options Survey



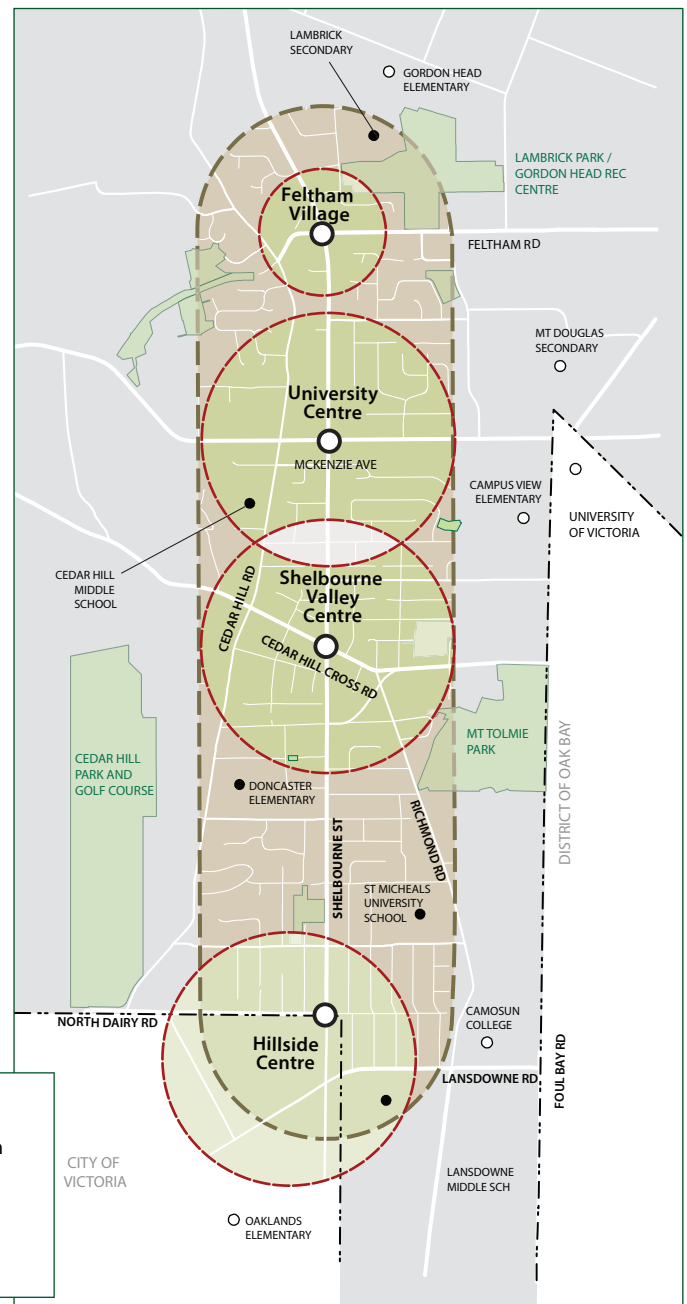
## Introduction

The proposed Shelbourne Valley Action Plan will guide transportation and land use decisions in the Shelbourne Valley over the next 30 years. Now in its final phase, the project is focusing on short-term mobility improvements that can be implemented over the next five years and “bridge the gap” between current conditions and the long-term vision of the Plan.

Your feedback is being sought on two short-term mobility options proposed for the Shelbourne Valley. The options focus on improving conditions for pedestrians and cyclists, particularly on Shelbourne Street.

Feedback received from this survey will be presented to Saanich Council, along with a recommended option for short-term improvements in the Shelbourne Valley. The option that Council selects will be incorporated into the Final Shelbourne Valley Action Plan, which will then be considered for adoption at a Public Hearing.

Learn more about the options at [saanich.ca/shelbourne](http://saanich.ca/shelbourne)



**LEGEND**

- Shelbourne Valley Plan
- Centres and Villages
- Parks

# Tell Us About Your Priorities



The Saanich Official Community Plan aims to create a more balanced mobility network that involves a greater share of residents walking, biking and taking transit. Shelbourne Street plays a key role in this vision as it is intended to be a pedestrian-oriented main street, commuter bikeway, frequent transit route and major road.

However, given current right-of-way conditions, there is a limit on the number and type of mobility and street features that can be implemented in the short-term.

## Please tell us about your short-term priorities for Shelbourne Street

Please rank the following mobility or street features in order of importance:  
1 (highest priority) 5 (lowest priority)

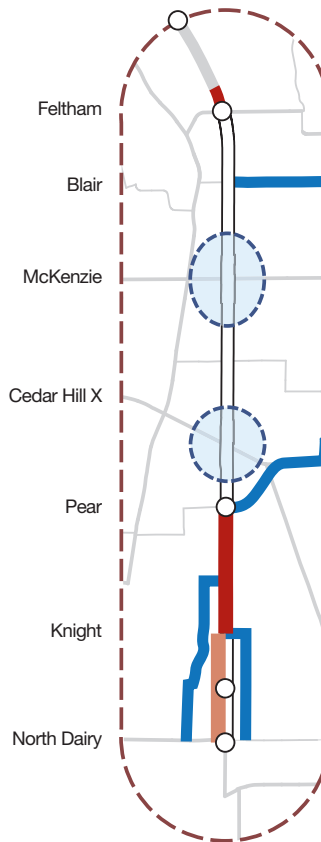
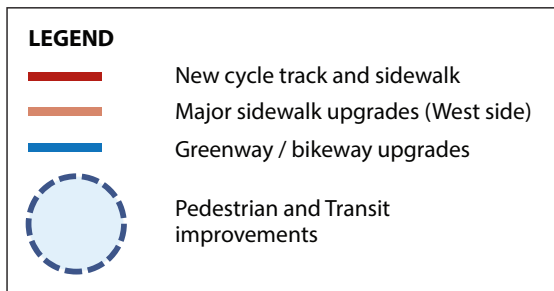
<i>Your Rank</i>	<i>Mobility or Street Feature</i>
<input type="checkbox"/>	<b>Walking</b> – improving sidewalks and pedestrian areas
<input type="checkbox"/>	<b>Cycling</b> – adding bike facilities on Shelbourne Street
<input type="checkbox"/>	<b>Public transit</b> – maintaining frequency and reliability of transit service
<input type="checkbox"/>	<b>Motor vehicles</b> – maintaining vehicle travel times
<input type="checkbox"/>	<b>Street trees, boulevards and landscaped medians</b> – Preserving existing trees and adding green space

# Option 1

Option 1 proposes strategic pedestrian and cycling improvements while maintaining four general purpose travel lanes on Shelbourne Street. It includes a cycle track (protected bike lane) for 25% of the Street, upgraded sidewalks in key locations and bikeway and greenway improvements.

## Key Impacts and Outcomes

- 2.8 Km of upgraded sidewalk
- Cycle track on 25% of Shelbourne Street
- Vehicle and transit travel times maintained
- Crossing distances shortened at major intersections
- Transit waiting areas improved
- 4 bikeways/greenways upgraded
- Estimated removal of 50-60 trees, with approximately 90-100 replanted
- Improved connections from Victoria to UVic through upgrades to Shelbourne Street and bikeway/greenway network
- \$10.8 million total cost



**What do you like about Option 1?**

**What do you not like about Option 1?**

**What changes (if any) would you make to Option 1?**

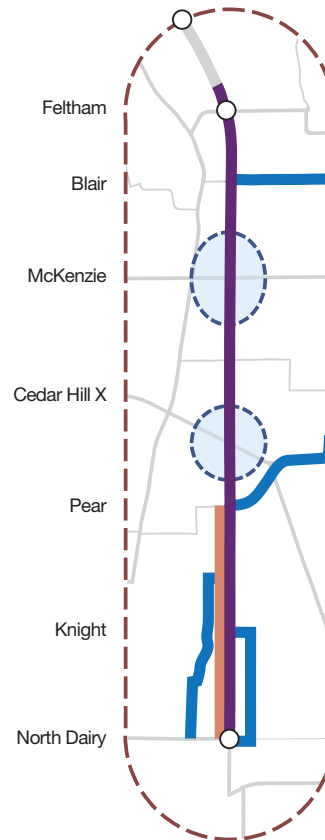
# Option 2

Option 2 proposes a bike lane along the full length of Shelbourne Street and pedestrian improvements in strategic locations. Shelbourne Street would be reduced to two travel lanes and a central turn lane for the majority of the Street, with four travel lanes maintained near major intersections. Similar to Option 1, there are upgraded sidewalks, new boulevards in key locations and bikeway and greenway improvements.

## Key Impacts and Outcomes

- 2.0 Km of upgraded sidewalk
- Greater separation of sidewalks from vehicle traffic
- Complete cycling facilities on Shelbourne Street
- Reducing travel lanes would delay transit and motor vehicles 1 to 2.5 minutes during peak periods
- Crossing distances shortened at major intersections
- Transit waiting areas improved
- Diversion of vehicles onto Cedar Hill Road, Richmond Road and Gordon Head Road
- 4 bikeways/greenways upgraded
- Estimated removal of 20-30 trees, with approximately 100-110 replanted
- \$9.9 million total cost

LEGEND	
	New Bike Lane
	Major sidewalk upgrades (West side)
	Greenway / bikeway upgrades
	Pedestrian improvements



**What do you like about Option 2?**

**What do you not like about Option 2?**

**What changes (if any) would you make to Option 2?**

# Your Preferred Option



## Overall, what Option do you prefer?

- Option 1
- Option 1 with Changes
- Option 2
- Option 2 with Changes
- Other (please specify)

### Additional Comments:

Do you have any other comments you'd like to add regarding the options and/or design of Shelbourne Street?

# Tell us about yourself

## What is your gender?

- Male  Female
- Other

## What is your age group?

- Under 18 yrs  18-30 yrs
- 31-49 yrs  50-64 yrs
- Over 65 yrs

## Where do you live?

- I'm a Shelbourne Valley resident
- I'm a Saanich resident, but live outside the Shelbourne Valley
- I'm a resident of another Municipality outside Saanich

## What is your postal code?

---

## How do you usually travel through the Valley?

- Walk  Automobile
- Cycle  Public Transit
- Other (please specify)

# Tell us about yourself

**Do you travel through the Valley on a regular basis (more than once a week)?**

Yes

No

**Why do you usually travel through the Valley?** *(check all that apply)*

Live in the Valley

Work in the Valley

Commute through the Valley

Shop in the Valley

Commute to school  
*(UVic, Camosun College, grade school)*

Use services in the Valley  
*(medical, library, church, recreation)*

**How did you hear about the survey?** *(check all that apply)*

Website

Email

Newspaper Ad

Poster

Flyer

Word of Mouth

Letter

Social Media *(Facebook, Twitter, etc.)*

Other (please specify)

**This survey is available online at [www.saanich.ca/shelbourne](http://www.saanich.ca/shelbourne)**

**Completed hard copies of the survey can be dropped off at:**

- The Open House greeting table
- Saanich Municipal Hall - 3rd Floor Planning Counter
- Gordon Head Recreation Centre
- Cedar Hill Recreation Centre

Or mailed to: District of Saanich, Planning Department, SVAP Survey, 770  
Vernon Ave., Victoria BC, V8X 2W7.

**The deadline  
for submitting  
the survey is  
March 20.**

# **Shelbourne Valley Action Plan**

## **Short-Term Mobility Options**

### **Public Engagement Summary Report**

Option 3

October 2016



## 1. BACKGROUND

The Shelbourne Valley Action Plan is a comprehensive plan that will guide land use and transportation change in the Shelbourne Valley over the next 30 years. A community process to develop a Plan has been underway since 2009.

A Proposed Shelbourne Valley Action Plan was presented to Council on June 9, 2014. At that meeting, Council requested more information on implementation actions, specifically cost and timeline estimates and options for accelerating pedestrian and cycling improvements. In response to this request, staff developed two short-term implementation options for Council's consideration.

From February 16 to March 20 public feedback was actively sought on the two initial implementation options:

- **Option 1:** This option maintains four travel lanes on Shelbourne Street and focuses pedestrian and cycling improvements where space is available.
- **Option 2:** This option uses lane reductions to provide pedestrian improvements and continuous bike lanes along the full extent of Shelbourne Street. Four lane cross sections are maintained near major intersections.

Feedback gathered on the initial two options was used to develop a third option that looked to respond to major issues identified in the public review of Options 1 and 2. A summary of feedback on options 1 and 2 can be found at;

[http://www.saanich.ca/assets/Community/Documents/Planning/SVAPShort-TermMobilityOptionsEngagementReport\\_March2016\\_Full.pdf](http://www.saanich.ca/assets/Community/Documents/Planning/SVAPShort-TermMobilityOptionsEngagementReport_March2016_Full.pdf)

From September 26 to October 23 public feedback was actively sought on Option 3:

- **Option 3:** This option contains components of options 1 and 2, including a continuous bike lanes and significant pedestrian improvements. It maintains four travel lanes for 65% of Shelbourne Street, maintains left turn access in most locations and includes physical separation of bike lanes for 50% of the Street.

**The focus of this summary report is on public engagement related to Option 3.**

This report provides a summary of key engagement activities and feedback gathered during the engagement process. The feedback will form part of a report to Council, seeking their direction on short term mobility actions to integrate into the final Shelbourne Valley Action Plan.

## 2. PUBLIC ENGAGEMENT PURPOSE

Key objectives of this phase of engagement were to:

- Share the results of public engagement on Options 1 and 2;
- Inform people how their input on Options 1 and 2 had been used to develop Option 3;
- Assess the level of support for Option 3;
- Receive public feedback on potential changes to Option 3; and
- Receive feedback on any outstanding concerns.

## 3. ADVERTISING AND NOTIFICATION

To raise awareness of this phase of engagement and advertise opportunities for input, the following key outreach activities were taken:

- **Flyers** were delivered to every home and business in the Valley (approximately 7,000);
- **Newspaper ads** were placed in the **Saanich News** (3 times) and **Times Colonist** (1 time) advertising open houses and potential changes on Shelbourne Street;
- **6' x 3' displays** of proposed Option 3 design were placed at Cedar Hill Recreation Centre and Mt. Tolmie VanCity branch for the duration of the this engagement phase;
- **Two emails** were sent out to **Stakeholder Contacts list** (approximately 330 people) advertising open houses, sharing engagement material and encouraging public feedback;
- Saanich **Facebook, Twitter and LinkedIn** feeds were used to promote the project; and
- **Posters** advertising the open houses and survey were placed in numerous gathering spots throughout the Shelbourne Valley, including community centres, the public library and coffee shops.

## **4. PUBLIC ENGAGEMENT ACTIVITIES**

### **4.1 Public Open Houses**

Two open houses attended by approximately 800 people were held at the following locations:

- Gordon Head Recreation Centre – Saturday, October 1, 2:00-6:00 PM
- Doncaster Elementary School – Monday, October 3 7:00-9:00 PM

The open houses included 21 display boards with context, overview of feedback received on the first two options and a description of option 3. Additionally, a 40-foot long plan of Option 3 (transparent overlay with existing conditions beneath) and smaller plans of Options 1 and 2 were available for review. Participants were encouraged to provide their feedback through completing a survey.

### **4.2 Public Survey (online and paper)**

A public survey was available at open houses and online from September 26 until October 23, 2016. In total there were **1,327 completed surveys** (221 written and 1,106 online). The survey provided opportunities for respondents to identify elements of the Option 3 design that were most important to them, indicate their level of support for Option 3, suggest changes and identify any outstanding issues. The paper version of the survey instrument is included as Attachment A.

### **4.3 Meetings with Stakeholder Groups**

Focused meetings were held with key stakeholder groups to share the Option 3 design and seek feedback and suggestions for potential changes.

- Shelbourne Stakeholders Committee – September 15, 2016
- BC Transit planning staff- September 20, 2016
- Saanich Bicycle and Pedestrian Mobility Advisory Committee – October 6, 2016
- Saanich Planning, Transportation and Economic Development Advisory Committee – October 13, 2016
- Bowker Creek Initiative – October 13, 2016
- Major property owner / business owners– October 21, 2016
- Greater Victoria Cycling Coalition – October 27, 2016
- Gordon Head Residents Association – November 17, 2016

### **4.4 Online Engagement**

The Saanich website contained all open house display boards, background information and access to the online survey. In addition there was a video that showed option 3 in detail.

In total, there were 3,688 website visits and over 1,300 views of the video between September 26 and October 23. Additionally, 1,106 people completed a survey online.

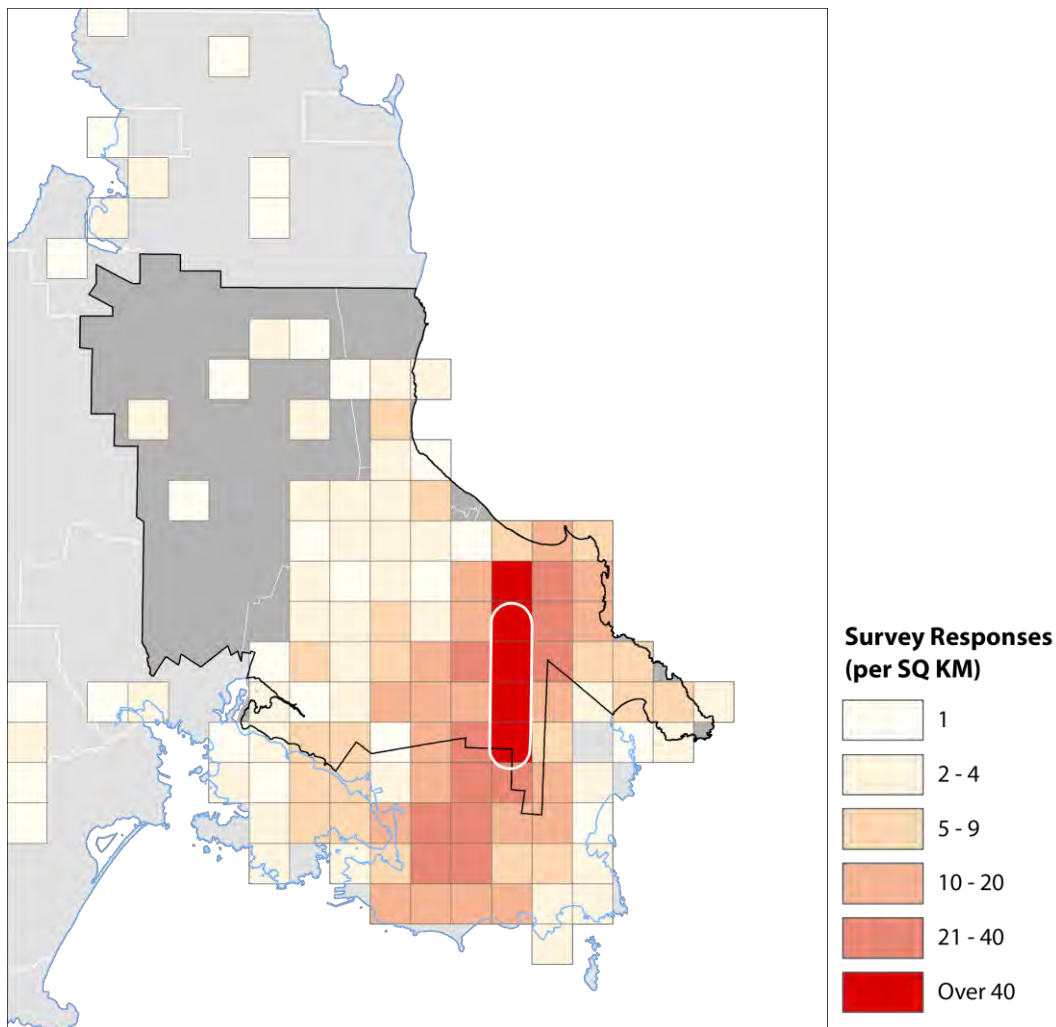
#### 4.5 Letters and Emails

In addition to the numerous comments provided at meetings or in the survey, over 20 letters and emails were received commenting on Option 3.

### 5. PUBLIC SURVEY RESULTS

#### 5.1. Overview

The primary mechanism for soliciting feedback on the potential implementation options was a public opinion survey that was available online and at open houses. In total there were **1,327 completed surveys** (221 written and 1,106 online). Figure 1 shows the distribution of respondents who provided a postal code.



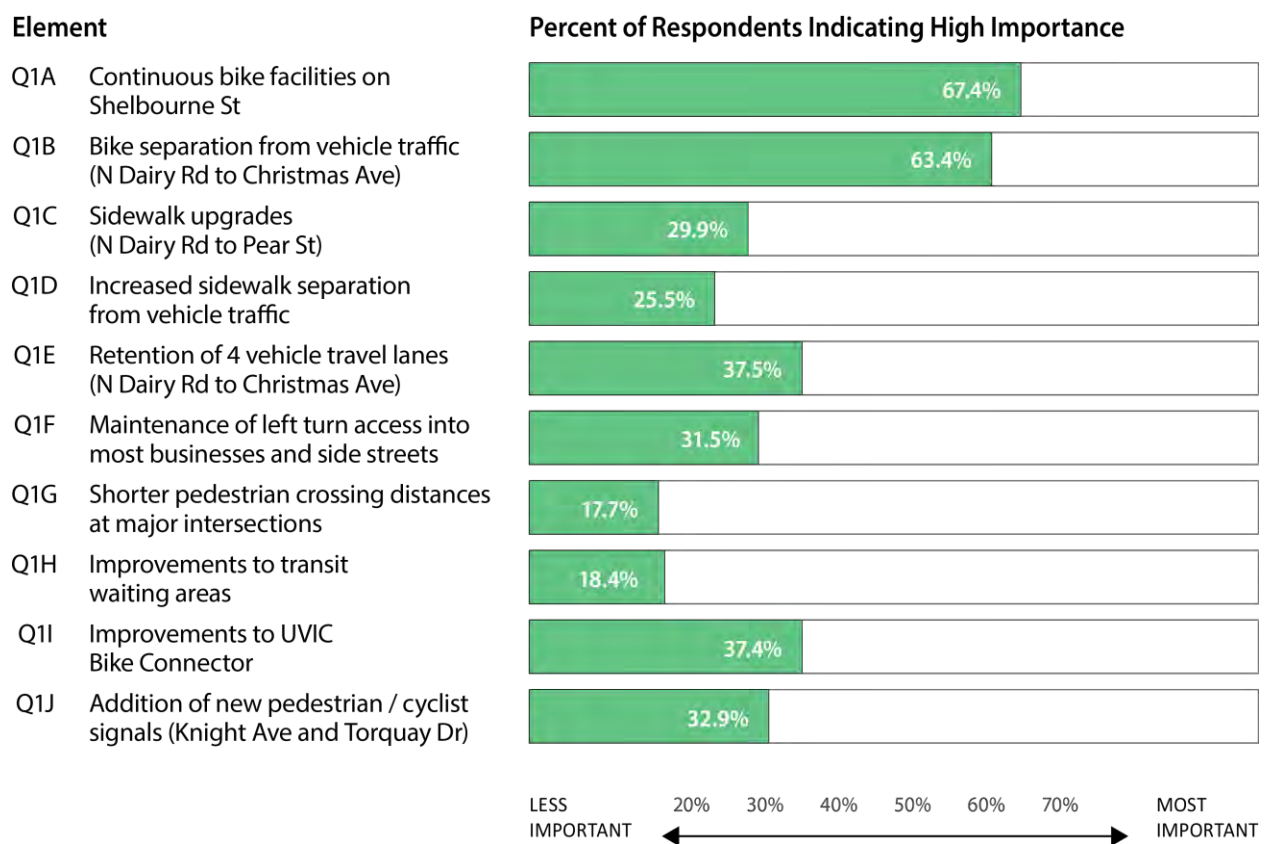
**Figure 1: Location of Survey Respondents**

The following data provides a summary of the responses to survey questions. For each question, the question as presented in the survey is included in italics, along with a summary of the responses. Responses for each question were not mandatory.

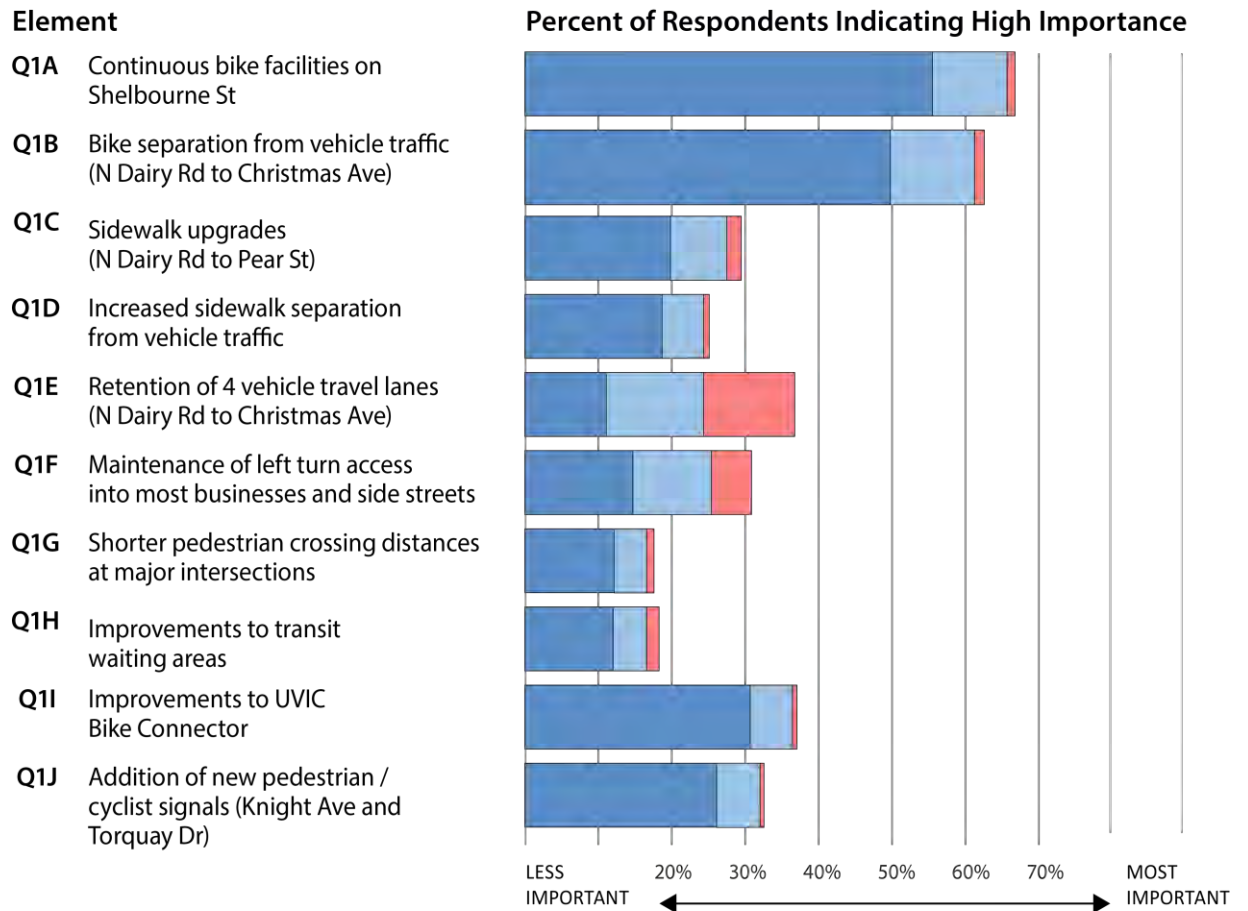
## 5.2 Most Important Elements of Option 3

*Q1. What Elements of the Option 3 design are most important to you? (Choose up to 5)*

The first question on the survey asked respondents what elements of the Option 3 design are most important to them, with the option to choose up to 5. Figure 2 shows the elements of Option 3 that were identified as most important by survey respondents. Figure 3 shows the same data correlated to level of support for Option 3.



**Figure 2: Most Important Elements of Option 3 to Survey Respondents**



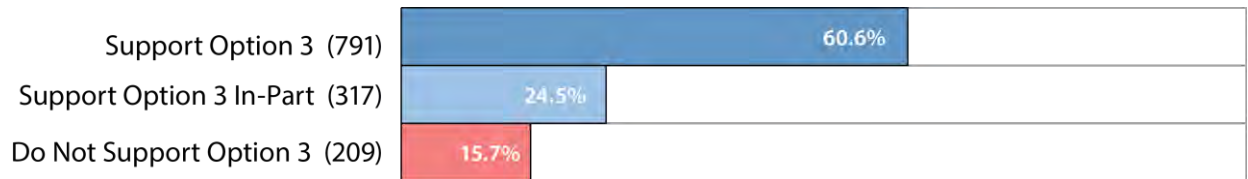
LEGEND	Q1A	Q1B	Q1C	Q1D	Q1E	Q1F	Q1G	Q1H	Q1I	Q1J
SUPPORT OPTION 3	55.5%	49.8%	19.8%	18.7%	11.1%	14.7%	12.2%	12.0%	30.7%	26.1%
SUPPORT OPTION 3 IN-PART	10.2%	11.5%	7.7%	5.7%	13.3%	10.7%	4.4%	4.6%	5.7%	5.9%
DO NOT SUPPORT OPTION 3	1.1%	1.3%	1.9%	0.8%	12.4%	5.4%	1%	1.7%	0.6%	0.5%

**Figure 3: Most Important Elements by Level of Support for Option 3**

### 5.3 Support for Option 3

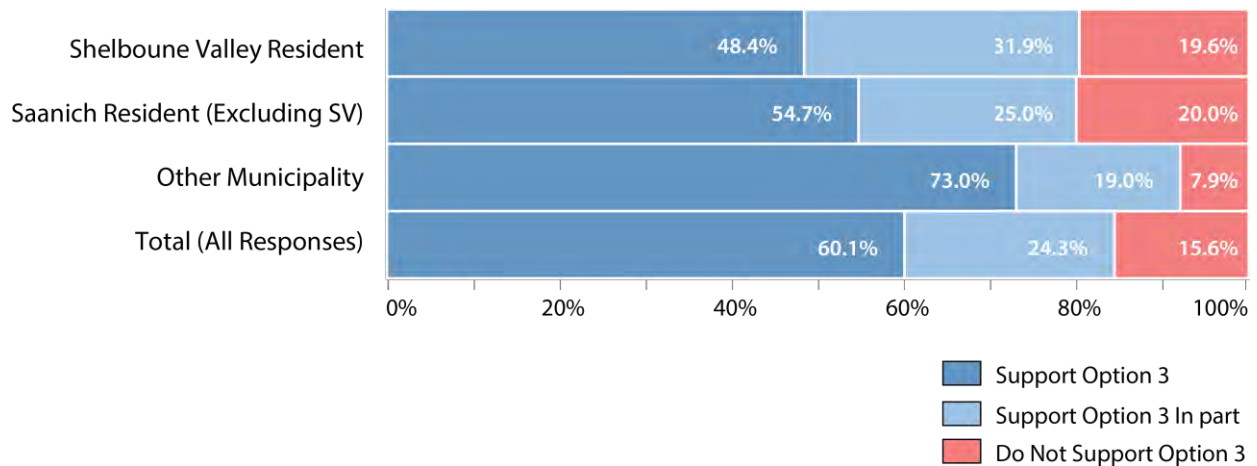
Q2. Do you support the proposed Option 3 design?

In total, 1,317 respondents provided a response to the question about whether they support Option 3. Figure 4 shows the level of support from survey respondents. Please note the total adds up to slightly above 100%, as a small number of respondents included multiple responses to the question.

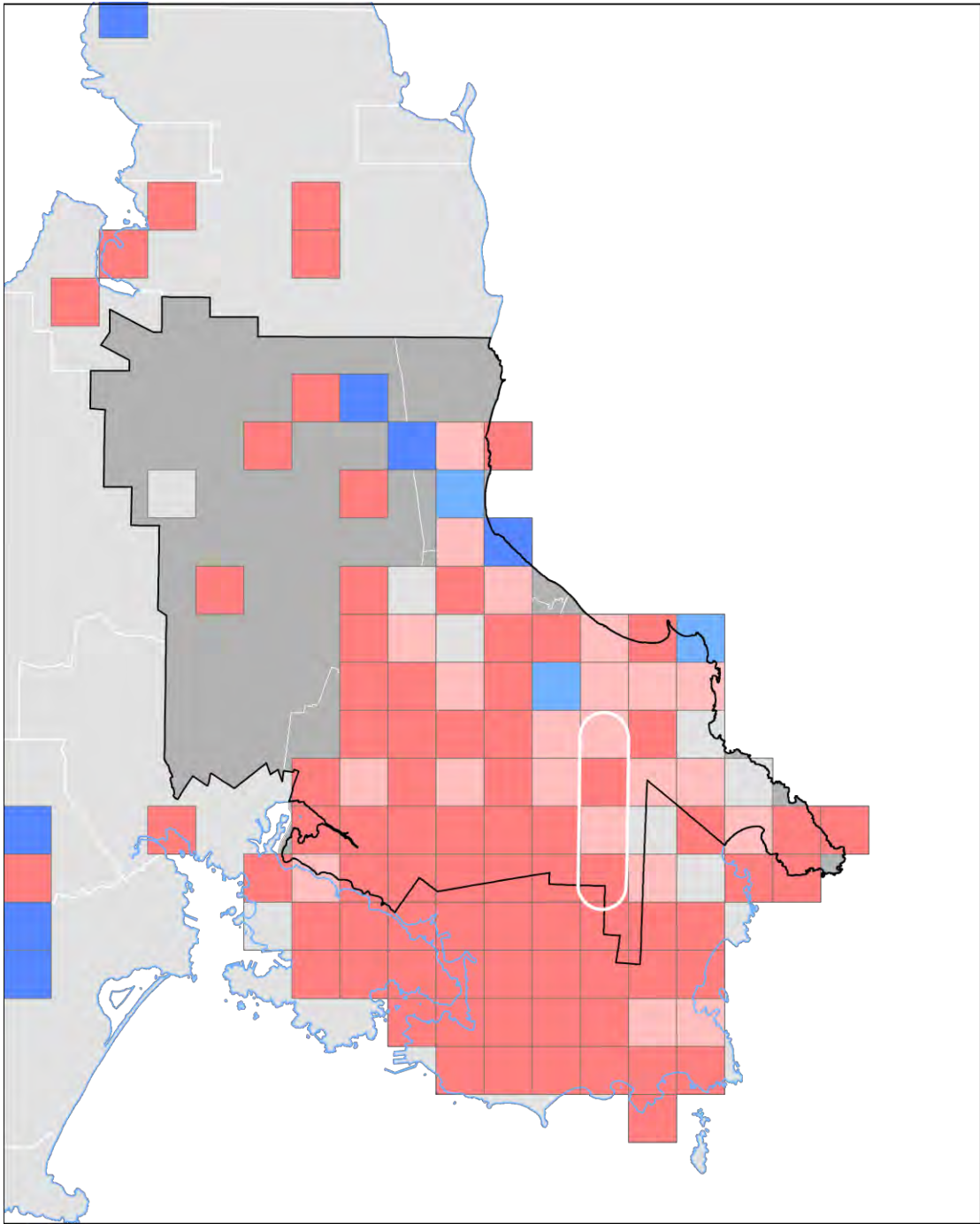


**Figure 4: Level of Support for Option 3 by Survey Respondents**

Figures 5 and 6 show support for Option 3 by geographic area. Figure 6 shows the level of support based only on the responses that indicated support or non-support for Option 3, excluding in part responses. Figures 7 and 8 illustrate the responses based on age and travel mode preference.

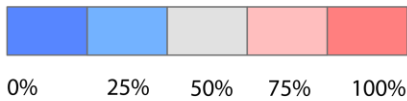


**Figure 5: Option Preference by Geographic Area**



**LEGEND**

OPTION 3 NOT SUPPORTED

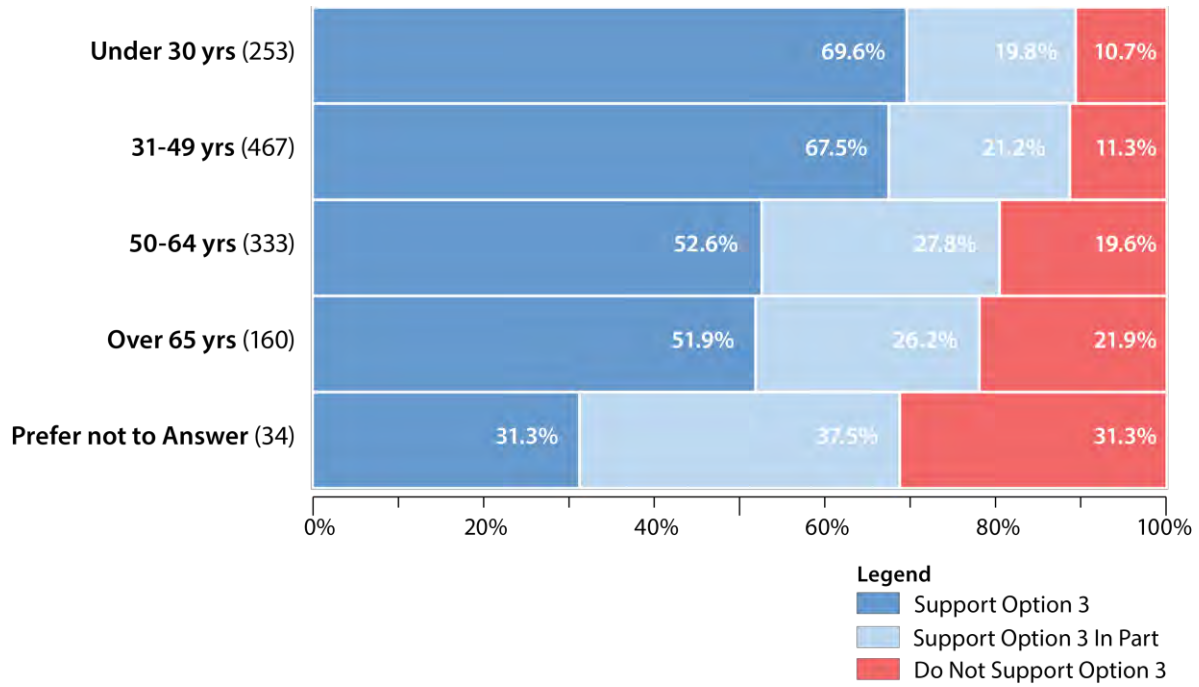


SUPPORT FOR OPTION 3

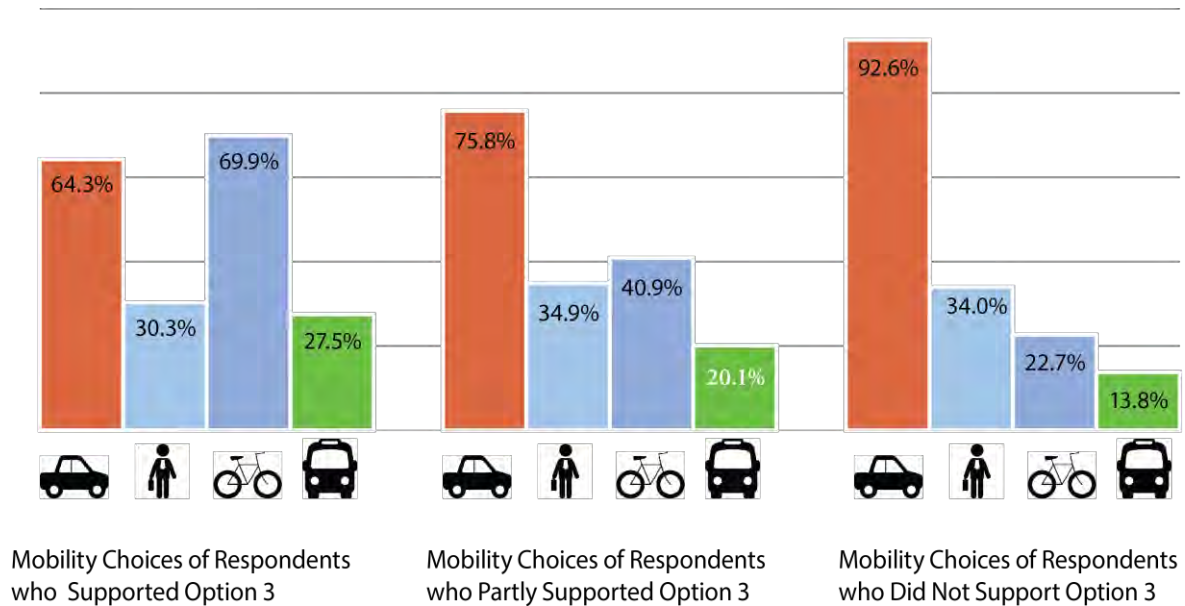
*Note: Does not include Support In Part responses*

**Figure 6: Map of Option Preference by Geographic Area**





**Figure 7: Support for Option 3 by Age Group**



**Figure 8: Support for Option 3 by Typical Travel Mode(s) through the Valley**

## 5.4 Suggested Changes to Option 3

Q3. *Is there anything you would change with Option 3?*

Question 3 asked respondents if there was anything they would like to see changed in Option 3. In total, 802 individuals responded to this question, with a number of responses indicating more than one suggested change.

**Table 1: Suggested Changes by Respondents who Supported Option 3**

RANK	SUGGESTED CHANGES	# MENTIONS
1	Support Option 3 with Nothing to More to Add	191
2	More Bike Separation	67
3	More Transit Improvements	18
4	Increase Green Space / Minimize Tree Loss	17
5	Faster Implementation	12
6	Reduce Travel Lanes / More Two Lane Sections	11
7	Reduce Speed on Collectors / Minimize Traffic Diversion	10
8	Maintain 4 Lanes / Minimize Traffic Congestion	7

**Table 2: Suggested Changes by Respondents who Supported In Part Option 3**

RANK	SUGGESTED CHANGES	# MENTIONS
1	Maintain 4 Lanes / Minimize Traffic Congestion	126
2	More Bike Separation	40
3	Reduce Travel Lanes / More Two Lane Sections	26
4	Increase Green Space / Minimize Tree Loss	10
5	Improve Turn Access	7
5	More Transit Improvements	7
5	Reduce Speed on Collectors / Minimize Traffic Diversion	7
5	Acquire More Property and expand ROW	7

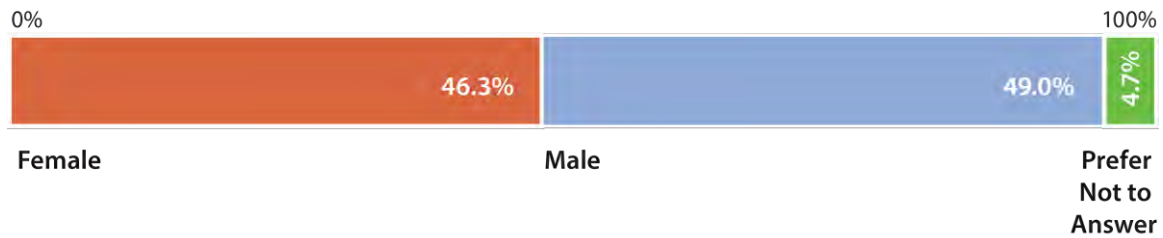
**Table 3: Suggested Changes by Respondents who Did Not Support Option 3**

RANK	SUGGESTED CHANGES	# MENTIONS
1	Maintain 4 Lanes / Minimize Traffic Congestion	158
2	Reduce Travel Lanes / More Two Lane Sections	11
3	Faster Implementation & Timeline	7
4	Prefer On-road Bike Lanes	5
5	More Bike Separation	4
5	Increase Green Space / Minimize Tree Loss	4
7	Enhance Pedestrian Crossings	3
8	Add Streetscape Design Improvements	2

## 6. Profile of Survey Respondents

### 6.1 Gender of Respondents

Q5. What is your gender?

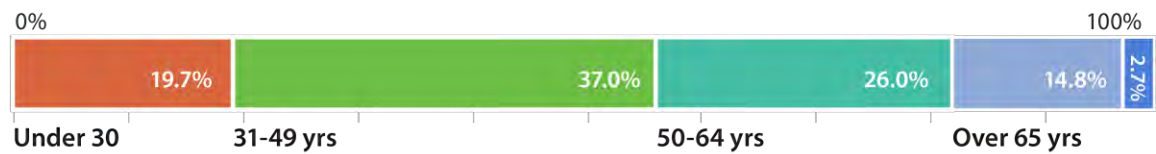


Answer Choices	Responses	
Female	46.3%	593
Male	49.0%	627
Prefer Not to Answer	4.7%	60
Total	100.0%	1,280

**Figure 9: Gender of Survey Respondents**

### 6.2 Age of Respondents

Q6. What is your age group?

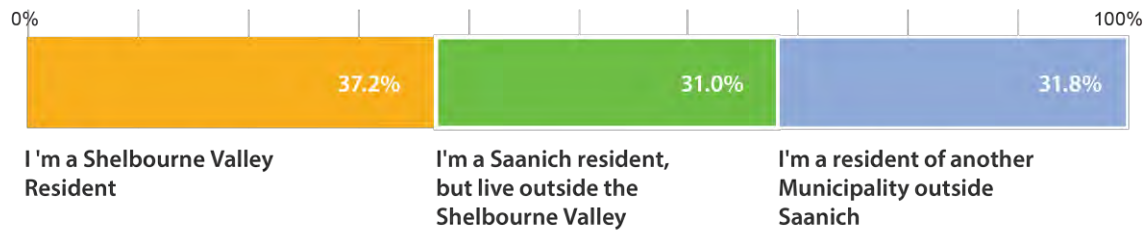


Answer Choices	Responses	
Under 30	19.7%	253
31-49 yrs	37.0%	475
50-64 yrs	26.0%	333
Over 65 yrs	14.8%	190
Prefer Not to Answer	2.7%	34
Total	100.0%	1,280

**Figure 10: Age Distribution of Survey Respondents**

### 6.3 Location of Respondents

Q7. Where do you live?

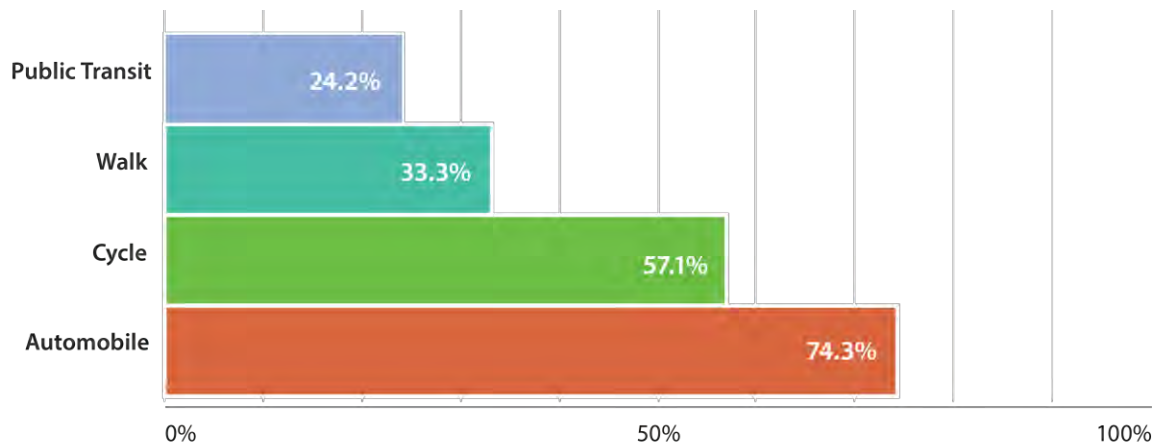


Answer Choices	Responses	Count
I'm a Shelbourne Valley resident	37.2%	477
I'm a Saanich resident, but live outside the Shelbourne Valley	31.0%	398
I'm a resident of another Municipality outside Saanich	31.8%	407
Total	100.0%	1,282

Figure 11: Geographic Distribution of Survey Respondents

### 6.4 Modes of Travel of Respondents

Q8. How do you usually travel through the Valley? (mark as many as apply)



Answer Choices	Responses	Count
Public Transit	24.2%	309
Walk	33.3%	424
Cycle	57.1%	728
Automobile	74.3%	947
Total		1,280

Figure 12: Modes of Travel of Survey Respondents

## 6.5 Frequency of Travel of Respondents

Q9. Do you travel through the Valley on a regular basis? (more than once a week)

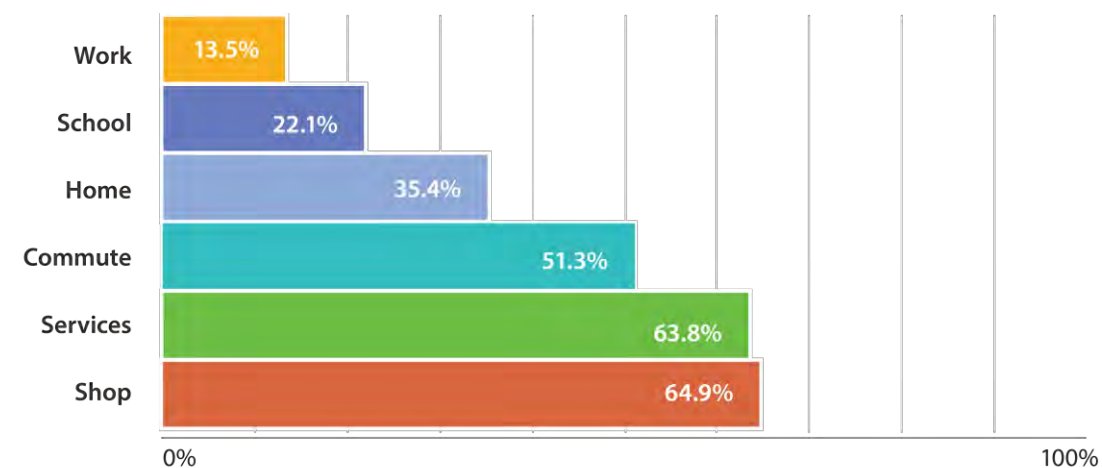


Answer Choices	Responses	
Yes, Travel More Than Once a Week	84.1%	1065
No, Travel Less Than Once a Week	15.9%	201
Total	100.0%	1,266

Figure 13: Frequency of Travel of Survey Respondents

## 6.6 Reason for Travel of Respondents

Q10. Why do you usually travel through the Valley? (check all that apply)

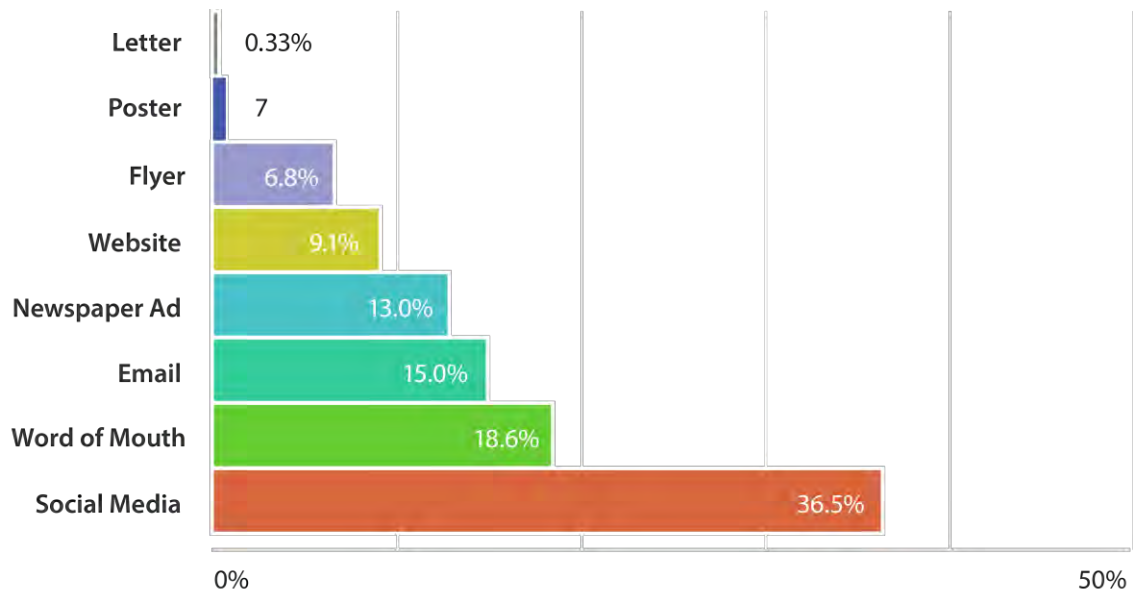


Answer Choices	Responses	
Work in the Valley	13.5%	169
Commute to school (UVic, Camosun College, grade school)	22.1%	276
Live in the Valley	35.4%	443
Commute through the Valley	51.3%	641
Use services in the Valley (medical, library, church, recreation)	63.8%	811
Shop in the Valley	64.9%	977
Total		3,312

Figure 14: Reasons for Travel of Survey Respondents

## 6.7 Notification of Survey

Q11. How did you hear about the survey?



Answer Choices	Responses
Letter	0.3% 4
Poster	0.8% 9
Flyer	6.8% 81
Website	9.1% 109
Newspaper Ad	13.0% 155
Email	15.0% 179
Word of Mouth	18.6% 223
Social Media (Facebook, Twitter, etc)	36.5% 437
Total	1,197

**Figure 15: How Survey Respondents were Notified about the Survey**

APPENDIX A: SURVEY INSTRUMENT

# Shelbourne Valley Option 3 Short-Term Mobility Survey



## Overview:

We are looking for your feedback on short-term mobility improvements in the Shelbourne Valley.

A previous survey and public engagement process in February/March 2016 presented two options for short-term mobility improvements on Shelbourne Street. These improvements were focused on pedestrian, cycling and streetscape improvements that could be completed within the next five years and contribute to the long term vision of the Shelbourne Valley Action Plan.

Based on the feedback received in February/March 2016 a new option (Option 3), has been developed. This option addresses major concerns expressed in the previous round of public engagement.

This survey seeks your feedback on Option 3 and any other items you would like to address.

All community input received now and in the previous round of engagement will be presented to Council, along with a recommended option for short-term improvements on Shelbourne Street. The option that Council selects will then be incorporated into a final Shelbourne Valley Action Plan, which will be considered for adoption.

*Participation in this survey is voluntary and a response is encouraged, not required. It is not the District's intent not to collect personal information so please do not provide any third party information (i.e. talk about others) and/or any personal identifiable information about yourself in the responses.*

Learn more about the design concept  
[saanich.ca/shelbourne](http://saanich.ca/shelbourne)



Shelbourne Valley  
Study Area



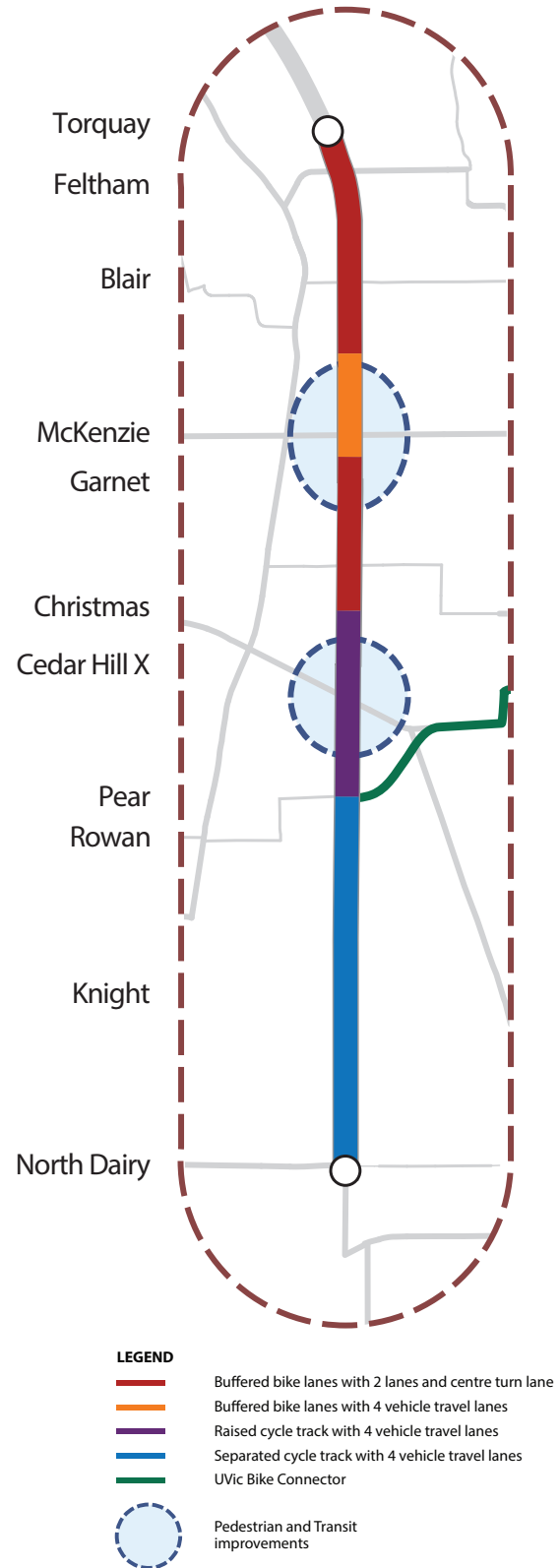
# Option 3 Overview

## Key Features

- Upgraded sidewalks on both sides of Shelbourne Street from North Dairy Road to Pear Street
- A new continuous bike facility on both sides of Shelbourne Street (50% cycle track and 50% buffered bike lane)
- Four lanes of traffic maintained from North Dairy Road to Christmas Avenue and from Garnet Road to just north of the McKenzie Avenue intersection
- Upgrades to UVic Bike Connector
- Pedestrian and transit improvements in University Centre and Shelbourne Valley Centre
- Addition of new pedestrian/cyclist traffic signals:
  - Shelbourne Street at Knight Avenue
  - Shelbourne Street at Torquay Drive

## Key Impacts and Outcomes

- 2.3 km of upgraded sidewalks
- Continuous bike facility along the entire length of Shelbourne Street, with physical separation for 50% of the route
- Maintains four general purpose travel lanes for 65% of Shelbourne Street
- Crossing distances shortened at major intersections
- Transit waiting areas improved
- UVic Bike Connector upgraded
- Estimated removal of 70 trees, with approximately 90 replanted
- \$12.5 million total cost



# Feedback on Option 3



## 1. What elements of the Option 3 design are most important to you?

(Choose up to 5)

- Continuous bike facilities on Shelbourne Street
- Separation of bike facilities from vehicle traffic  
*(North Dairy Road to Christmas Avenue)*
- Sidewalk upgrades on Shelbourne Street  
*(North Dairy Road to Pear Street)*
- Increased sidewalk separation from vehicle traffic
- Retention of 4 vehicle travel lanes  
*(North Dairy Road to Christmas Avenue)*
- Maintenance of left turn access into most businesses and side streets
- Shorter pedestrian crossing distances at major intersections
- Improvements to transit waiting areas
- Improvements to UVIC Bike Connector
- Addition of new pedestrian / cyclist signals  
*(Knight Avenue and Torquay Drive)*
- Other: \_\_\_\_\_

## 2. Do you support the proposed Option 3 design?

- Yes       In part       No

## 3. Is there anything you would change with Option 3?

# Additional Comments



4. Do you have any other comments you'd like to make?

# Tell us about yourself

## What is your gender?

- Male
- Female
- Other: \_\_\_\_\_
- Prefer not to answer

## What is your age group?

- Under 18 yrs
- 18-30 yrs
- 31-49 yrs
- 50-64 yrs
- Over 65 yrs
- Prefer not to answer

## Where do you live?

- I'm a Shelbourne Valley resident
- I'm a Saanich resident, but live outside the Shelbourne Valley
- I'm a resident of another Municipality outside Saanich

## What is your postal code?

\_\_\_\_\_

## How do you usually travel through the Valley?

- Walk
- Automobile
- Cycle
- Public Transit
- Other (please specify)

# Tell us about yourself



**Do you travel through the Valley on a regular basis (more than once a week)?**

Yes

No

**Why do you usually travel through the Valley?** *(check all that apply)*

Live in the Valley

Work in the Valley

Commute through the Valley

Shop in the Valley

Commute to school  
*(UVic, Camosun College, grade school)*

Use services in the Valley  
*(medical, library, church, recreation)*

**How did you hear about the survey?** *(check all that apply)*

Website

Email

Newspaper Ad

Poster

Flyer

Word of Mouth

Letter

Social Media *(Facebook, Twitter, etc.)*

Other (please specify)

**This survey is available online at [www.saanich.ca/shelbourne](http://www.saanich.ca/shelbourne)**

**Completed hard copies of the survey can be dropped off at:**

- The Open House greeting table
- Saanich Municipal Hall - 3rd Floor Planning Counter
- Gordon Head Recreation Centre

Or mailed to: District of Saanich, Planning Department, SVAP Survey, 770  
Vernon Ave., Victoria BC, V8X 2W7.

**The deadline  
for submitting  
the survey is  
October 23.**

1410.04 Planning  
ref 2310-20 SVAP

C/W Oct 5 / 15



The Corporation of the District of Saanich

Mayor  
Councillors  
Administrator  
Sept. 28/15  
Council  
Administrator  
Media

# Supplemental Report

To: Mayor and Council  
From: Sharon Hvozanski, Director of Planning  
Date: September 22, 2015  
Subject: Shelbourne Valley Action Plan – Implementation Analysis of Mobility Actions  
File: 2310-20

## PURPOSE

The purpose of this report is to:

- Provide information on options for mobility improvements in the Shelbourne Valley;
- Provide information on implementation timeline and funding considerations; and
- Seek Council direction on the next steps in the project process.

## COUNCIL DIRECTION

The Proposed Shelbourne Valley Action Plan was presented to Council at the June 9, 2014, Committee of the Whole (COTW) meeting. At that meeting, Council endorsed the following:

*“That a Public Hearing be called to further consider amendments to the Official Community Plan to include the Shelbourne Valley Action Plan, as outlined in the report of the Director of Planning dated May 30, 2014.”*

At the same meeting, Council made the following motion:

*“That a supplemental report providing additional information on the timelines and funding for implementation, in response to the comments raised at this meeting, be provided for the Public Hearing.”*

Key themes of comments received from both the public and Council at the June 9, 2014 COTW meeting were:

- Support for/desire to accelerate short-term mobility actions;
- Need for more detailed financial analysis and timelines;
- More urgency needed for pedestrian and cycling improvements; and
- Focus more on mobility actions on Shelbourne Street.

RECEIVED  
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DISTRICT OF SAANICH

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## BACKGROUND

The Proposed Shelbourne Valley Action Plan (SVAP) is a comprehensive vision and action plan that will guide environment, land use, mobility, and urban design decisions in the Shelbourne Valley over the next 30 years.

### Process to Date

The Proposed Plan was developed through a multi-phased process (see Figure 1) that included significant technical analysis and community consultation. The process is currently in the fifth and final phase, with a Public Hearing required before formal plan adoption.



**Figure 1: Planning Process Overview**

### Public Engagement

The creation of the SVAP was based on an extensive consultation process with residents, landowners, business owners, neighbourhood associations, community stakeholders, developers, and Committees of Council. Highlights of the engagement process included:

- Community mapping completed by over 1300 people;
- Three community surveys (vision, plan options, draft plan) completed by 1490 people;
- 33 meetings with the Shelbourne Valley Stakeholders Committee;
- Nine open houses attended by approximately 1800 people;
- Three flyer mailouts that reached 11,000 businesses and residences in the study area; and
- 23 focus groups and presentations to community groups.

The Draft Plan, which was presented to the public in November 2013, included a public survey that was completed by 359 people. Table 1 indicates the level of support for various components of the Plan.

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

Plan Section	Agree with Plan Directions	Neutral	Disagree with Plan Directions
Environment	78%	16%	6%
Land Use	75%	14%	11%
Mobility	79%	11%	10%
Urban Design and Accessibility	73%	20%	7%

**DRAFT PLAN – MOBILITY DIRECTIONS**

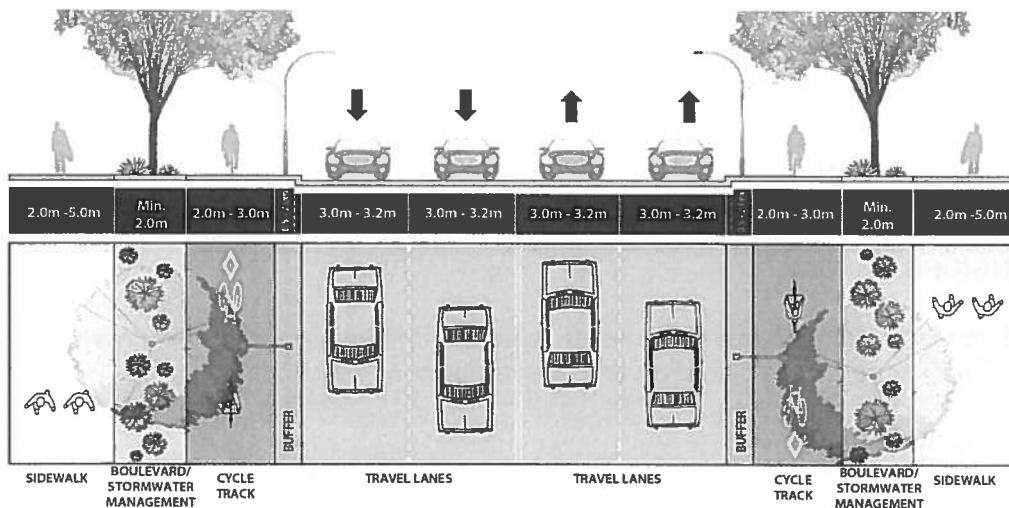
**Shelbourne Valley Action Plan Objectives**

The Proposed Plan outlines a comprehensive set of policies to create a balanced transportation network in the Shelbourne Valley that is safe, comfortable, and connected for all modes and users. Mobility objectives in the Proposed Plan are:

1. Increase pedestrian and cycling connectivity;
2. Improve the design of streets as a space for community enjoyment and activity;
3. Reduce transportation related greenhouse gas emissions and energy consumption;
4. Improve safety and comfort for all users;
5. Enhance access to businesses by all modes;
6. Improve transit efficiency and accessibility;
7. Provide a cycling network suited to all ages and abilities; and
8. Strengthen linkages between land use and transportation.

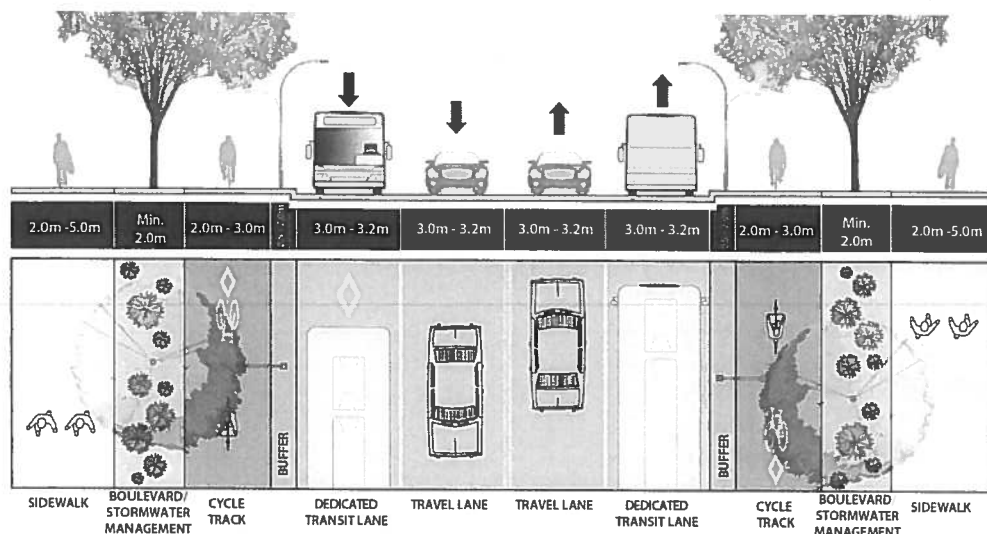
**Shelbourne Street Vision**

The Proposed Plan identifies mid-term and long-term Shelbourne Street design concepts within an expanded right-of-way (see Figures 2 and 3) that accommodates pedestrians, cyclists, transit and motorists while contributing to the vision of Shelbourne Street as a “Great Street” where people want to live, work, and play.



**Figure 2: Shelbourne Street Right-of-Way Mid-Term Ultimate Design Concept**





**Figure 3: Shelbourne Street Right-of-Way Long-Term Ultimate Design Concept**

**Implementation of Ultimate Design Concept**

Implementing the Ultimate Design Concept requires expanding the right-of-way from its current 20-23 metres to 28-30 metres, a process that affects almost every property fronting Shelbourne Street. 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 redevelopment is to purchase the required land, which would be cost prohibitive. That being said, there are improvements that can be made on Shelbourne Street and in the Shelbourne Valley in advance of the re-development of properties fronting Shelbourne Street.

**Short-Term Mobility Action Program**

The Proposed Plan includes a short-term action program that seeks to bridge the gap between longer term mobility improvements that are dependent on redevelopment or property acquisition and interim improvements that can be implemented under current conditions. The short-term action program includes an interim cycle track and new sidewalks on parts of Shelbourne Street, pedestrian and transit improvements in University and Shelbourne Valley Centres, and bikeway improvements on other routes in the Shelbourne Valley. These improvements include the retention of four general purpose travel lanes along the full extent of Shelbourne Street.

As part of the analysis undertaken for the supplemental report, the cost and technical feasibility of the SVAP’s proposed short-term actions were analyzed.

**TECHNICAL CONSIDERATIONS**

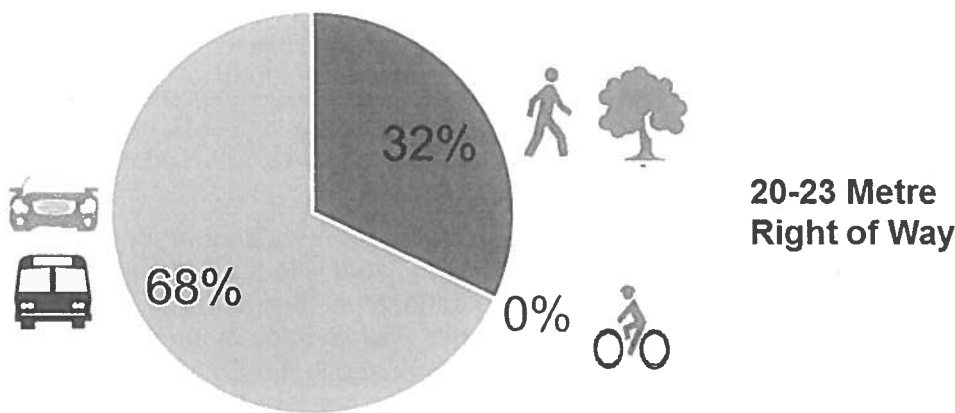
There are several constraints/limitations to consider regarding the implementation of mobility improvements on Shelbourne Street based on the existing right-of-way, including:

- A narrow 20-23 metre right-of-way;
- Limited parallel route options for transit, motor vehicles, pedestrians, and bikes;
- An average of 25,000 vehicles a day on Shelbourne Street between North Dairy Road and McKenzie Avenue and 21,000 between McKenzie Avenue and Feltham Road;
- Over 300 street trees within or in close proximity to the Shelbourne Street right-of-way;
- Over 150 driveway crossings on Shelbourne Street;

- A high number of utility poles;
- Shelbourne Street’s role as a Frequent Transit Route; and
- Required renewal of existing sanitary sewers, storm drains, and water mains within the Shelbourne Street right-of-way.

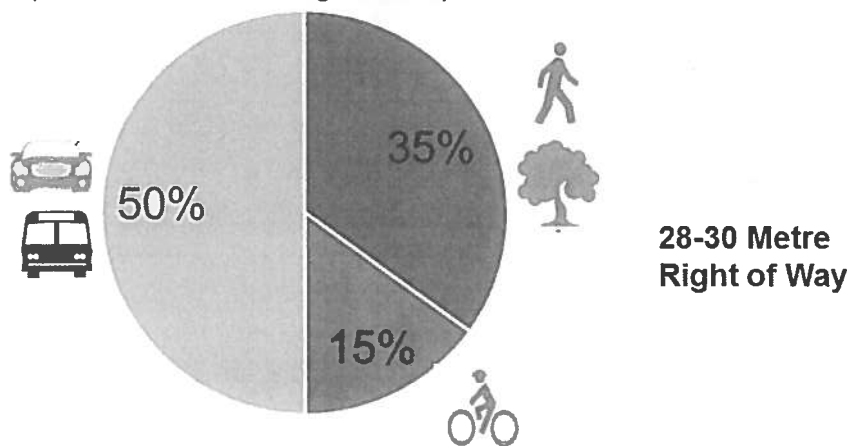
**Shelbourne Street Right-of-Way**

The existing Shelbourne Street right-of-way contains a variety of features. Within the roadway there are turn lanes, medians, and variable lane widths. Sidewalks exist on both sides of the street but there are no dedicated cycling facilities. There are also over 300 trees within or in close proximity to the right-of-way, with a range of species and sizes and no regular planting pattern, as well as above and below ground utilities. Currently, approximately two-thirds of the right-of-way is allocated to space for vehicles, with the remainder dedicated to sidewalks and landscaping (see Figure 4).



**Figure 4: Existing Shelbourne Street Right-of-Way Allocation**

The space needed to accommodate the pedestrian, cycling, transit, motor vehicle, and landscape features of the Ultimate Design Concept for Shelbourne Street is greater than the space available within the street’s existing right-of-way, which generally ranges from 20-23 metres. The Ultimate Design Concept, based on the acquisition of additional right-of-way, would transition Shelbourne Street to a more complete street with a desired right-of-way ranging from 28-30 metres. Figure 5 shows the allocation of right-of-way space under this future, expanded Ultimate Design Concept.



**Figure 5: Ultimate (Expanded) Shelbourne Street Right-of-Way Allocation**

A key variable when considering design possibilities is the distance from curb to property line, which indicates the room available on each side of the street to potentially accommodate a sidewalk, cycle track, utilities, and landscaping if no changes are made within curb to curb areas. Figure 6 shows the average curb to property line distances throughout the Corridor.

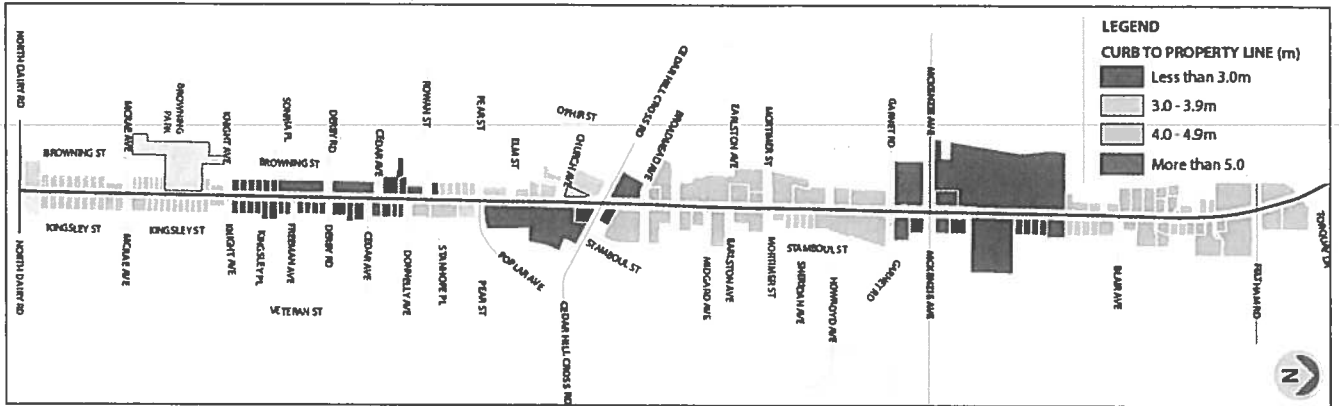


Figure 6: Existing Curb to Property Line conditions on Shelbourne Street

**Testing of the Interim Shelbourne Street Design Concept**

To provide an order of magnitude cost estimate, assess potential property acquisition needs, and build a greater understanding of technical challenges associated with the proposed Shelbourne Street Interim Design Concept in the SVAP, a conceptual design of potential improvements was tested for the length of Shelbourne Street. Key findings of the analysis are identified below, with Figure 7 showing the interim concept proposed in the SVAP and revised version based on technical analysis.

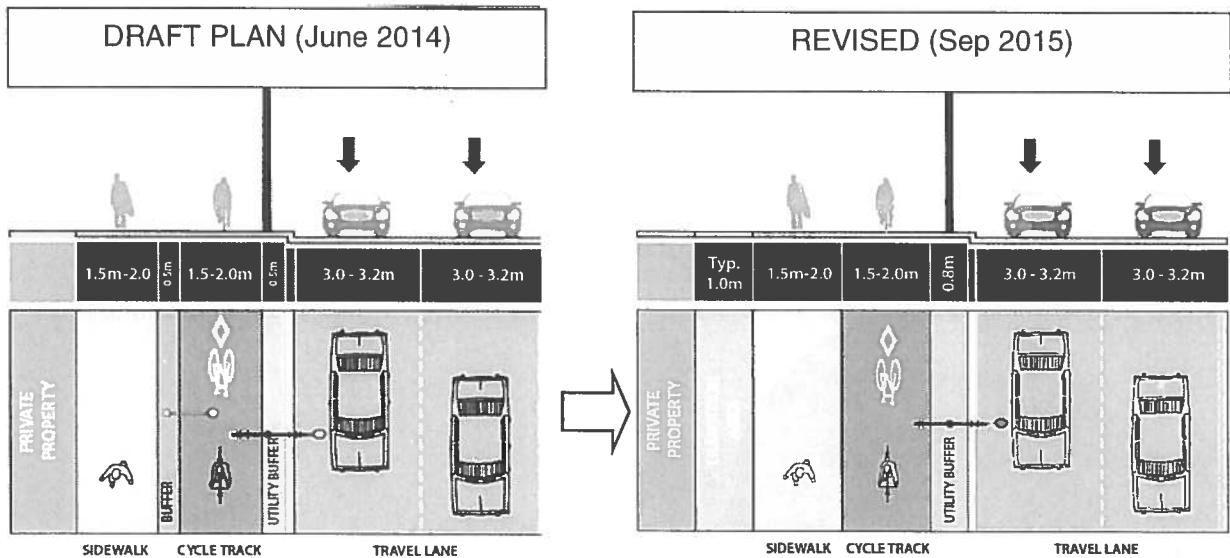


Figure 7: Shelbourne Street Interim Design Concept

Key changes from the Proposed Plan interim design to the revised concept are identified below:

- The addition of a **1.0 metre transition zone between the sidewalk edge and property line**, as the interim design will impact the profile of the road and ultimately the transition onto private property. A couple of examples why this buffer is needed include: providing an

appropriate grade change to driveways; and installing retaining/landscaping walls where necessary without affecting private property. Therefore, an extra 1.0 m has been included in the minimum design width to ensure this design can be implemented.

- The **utility buffer area** between the road edge and start of the cycle track **should be expanded from 0.5 m to 0.8 m**. This is a more realistic width to accommodate hydro poles and other above-ground utilities.

### Street Tree Inventory

An inventory of street trees was undertaken on Shelbourne Street to ascertain the health, condition, species composition, and precise location of each of the street trees within or in close proximity to the right-of-way. In total, 308 trees were surveyed. Based on the inventory results, it was determined that 90% of the trees were in good health and over 50 species existed along the corridor. The tree analysis was also able to provide information that indicated that any improvements along Shelbourne Street that involved the addition of a cycle track would require the removal of a vast majority of the trees.

### Underground Utilities

The Shelbourne Valley's sanitary sewers, storm drains, and water mains are reaching the end of their service life. Location of underground utilities and estimated cost for replacement is as follows:

- Sanitary Sewer: New trunk sewer and removal of pump stations – North Dairy Road to Garnet Road (\$8.6 Million);
- Water: Replace water main McRae Avenue to Cedar Hill Cross Road (\$2.4 million); and
- Storm Sewer: Wood stave replacement – Blair Road to Torquay Drive (\$1.2 million).

The extent and timing of the mobility improvements could potentially influence the timing of underground utility replacements along the corridor. If short-term improvements are chosen for Shelbourne Street that require significant road reconstruction, there would be a strong rationale to coordinate work with utility upgrades.

---

## COMMUNITY CONSULTATION

In the time since the Proposed SVAP was presented to Council, staff have not undertaken any formal consultation with the public or stakeholder groups. However, during this period two motions related to Shelbourne Street were made by the Bicycle and Pedestrian Mobility Advisory Committee.

On February 19, 2015, the Committee made the following motion:

*"That the Bicycle and Pedestrian Mobility Advisory Committee feels that future cross sections of Shelbourne Street presented in the Shelbourne Valley Action Plan should reflect the fact that walking and cycling are accepted as priority modes of transportation in Saanich and the region."*

Additionally on April 16, 2015, the Committee made the following motion:

*"Bicycle lanes along Shelbourne Street were first identified 25 years ago, and the need for safe, protected cycling infrastructure has significantly increased since. Shelbourne Street provides a level and direct north-south route that connects more important cycling*

*destinations than any other route within Saanich. The Bicycle and Pedestrian Mobility Advisory Committee wants to ensure that safe, direct, level cycling infrastructure entirely along Shelbourne Street is a component of any initial Shelbourne Street construction."*

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## **ALTERNATIVES EXPLORED**

As part of the technical analysis, a number of potential designs were explored at a conceptual level and are elaborated upon below. While none of these options are recommended, they are presented to give Council a broad sense of potential courses of action and associated implications.

### **Immediate Implementation of Ultimate Concept**

This option involves full implementation of the ultimate design concept for the entire length of Shelbourne Street within an expanded 28-30 metre right-of-way. This option would provide a cycle track, sidewalk, and landscape area consistent with the ultimate vision for Shelbourne Street (see Figure 2).

The implementation of this option would involve acquiring land from virtually every property (159 of 161 properties) fronting onto Shelbourne Street. The proposed acquisition required for an expanded right-of-way would impact and likely require demolition of approximately 28 existing buildings. Preliminary cost estimates for this option are at over \$40 million plus property acquisition and underground utility costs.

### **Shelbourne Interim Cycle Track Focus**

This concept involves working largely within the existing right-of-way to deliver new sidewalks adjacent to one-way cycle tracks on each side of the street along the full extent of Shelbourne Street. This option focuses exclusively on Shelbourne Street and prioritizes cycling facilities above other considerations.

This option would require removal of over 200 street trees within the Shelbourne Street right-of-way and provide limited opportunities for landscaping. Several constraints exist along the corridor and would necessitate significant property acquisition. While in many instances only a small portion of each property is required to install a minimum standard sidewalk and cycle track, up to half of the properties fronting Shelbourne Street could require some level of acquisition.

As part of road reconstruction, utility work would need to be coordinated, increasing the cost and complexity of the project. The estimated cost of this option would be \$33.5 million plus property acquisition and underground utility costs.

### **Reduction to Two Travel Lanes**

Options for a reduction to two or three travel lanes was explored extensively throughout the SVAP planning process. The reduction to two travel lanes, or two travel lanes with a central turning lane, would provide additional space for cycling and pedestrian facilities and landscaping, but have significant impacts on transit and motor vehicle travel.

The existing role of Shelbourne Street as a commercial corridor, major traffic artery, and Frequent Transit Route means that any major reduction in vehicle carrying capacity would have significant impacts. As noted previously, these include:

- The diversion of 6,000 to 9,000 vehicles a day onto parallel residential and collector streets, such as Richmond Road and Cedar Hill Road;
- A reduction in the efficiency of existing transit service and the likely inability of Shelbourne Street to function as a Frequent Transit Route as designated in BC Transit's Strategic Plan 2030;
- A reduced level of service for vehicles on Shelbourne Street, resulting in congestion at key intersections; and,
- A reduced ability to accommodate additional transit and motor vehicle trips, including commercial and emergency vehicles, generated by future population and employment growth in the Valley.

The cost associated with this option varies significantly depending on the exact configuration. However, any changes consistent with long-term vision of cycle tracks would require significant expenditures for implementation.

### **Dedicated Bus or Bus/Bike Lanes**

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In this concept, outside lanes would be converted to bus or bus/bike lanes to prioritize transit travel. This is consistent with the long-term concept for Shelbourne Street, which includes dedicated transit lanes. However, at the present time, limitations exist that detract from their implementation feasibility. Ridership and bus frequency are not currently sufficient to warrant a dedicated lane. While ridership numbers are relatively high along the corridor, they are not consistent with routes where dedicated bus lanes would be provided.

In addition, reducing the number of general traffic lanes from 4 to 2 would result in many of the impacts identified above, including the diversion of 6,000 to 9,000 vehicles a day from Shelbourne Street onto parallel streets. The dedication of a shared bus/bike lane on Shelbourne Street would provide a low comfort cycling facility that would not likely attract a broader range of cyclists. At best, it would be an incremental improvement over shared travel lanes. Further, the narrow travel lanes on Shelbourne Street would not enable buses to pass cyclists in the lane, potentially slowing transit speeds.

### **Status Quo (Implementation Through Redevelopment)**

---

In this option, limited short-term resources would be dedicated to improving conditions on Shelbourne Street. Sidewalk improvements would be completed as prioritized by the District-wide pedestrian priority program or through opportunities presented at the time of redevelopment. Cycle track implementation would be dependent on redevelopment and associated right-of-way acquisition, with uncertain implementation timelines. Projects identified in the Engineering Capital Program would continue to be implemented such as McKenzie Avenue and Feltham Road bike lanes. There would be no immediate cost implications associated with this option.

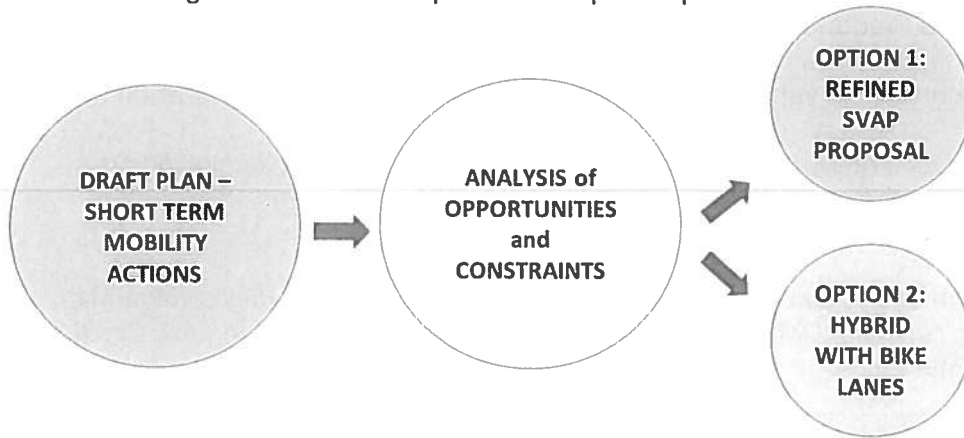
## **MOBILITY IMPROVEMENT OPTIONS (WITHIN EXISTING RIGHT-OF-WAY)**

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The central question regarding short-term implementation is: What are the most appropriate set of mobility implementation actions that can be taken to improve current conditions while moving towards the long-term vision for the Shelbourne Valley?

While implementation of the Ultimate Design Concept within an expanded Shelbourne Street right-of-way is the long-term goal, the focus of this report is on assessing potential improvements that can be completed in the short-term on Shelbourne Street and within the

Shelbourne Valley. The technical analysis was used to test the implementation proposal in the SVAP, inform the development of two potential options and allow the development of cost estimates. Figure 8 shows the option development process.



**Figure 8: Option Development Process**

Two mobility improvement options are identified for Council’s consideration: Option 1 - Refined SVAP; and Option 2 - Hybrid. Both these options would be achievable within the next five years and have similar implementation costs. A key distinction between the options is the extent and type of cycling facilities and the treatment of travel lanes on Shelbourne Street. It is possible to combine elements of each option to create a third option.

**Option 1 – Refined SVAP**

Option 1 is largely representative of what was presented in the Proposed Plan, but includes some modifications in response to the technical analysis and comments received at the June 9, 2014 Council meeting.

Option 1 maintains four general purpose travel lanes along the full extent of Shelbourne Street, incorporates pedestrian improvements at key locations, and introduces a cycle track on approximately 25% of the corridor (see Figure 9). Improvements on adjacent routes would support Shelbourne Street improvements.

Key Option 1 mobility actions include:

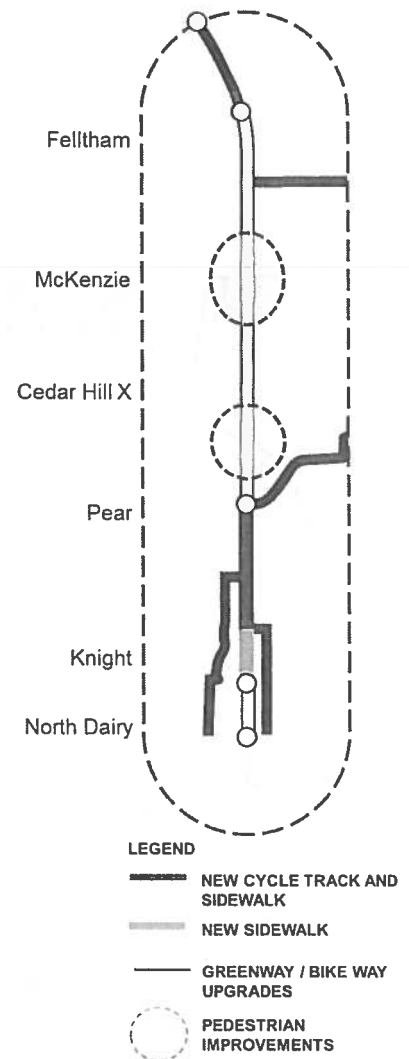
- A new cycle track and sidewalk (see Figure 10) on Shelbourne Street from:
  - Knight Avenue to Pear Street; and,
  - Torquay Drive to Feltham Road;
- Pedestrian and transit improvements in University Centre and Shelbourne Valley Centre;
- Improvements to UVIC and Blair Bike Connectors; and
- Upgrades to Bowker Creek Greenway and Kingsley Bike Connector.

The actions are all consistent with the long-term plan for the Shelbourne Valley mobility network and the Ultimate Design Concept for Shelbourne Street.

The total cost of Option 1 improvements would be approximately \$10.8 million. As far as impacts on the existing streetscape, approximately 50 trees would be lost on Shelbourne Street between Knight Avenue and Pear Street. The only property acquisition associated with this option would be between Torquay Drive and Feltham Road. The following text identifies details of the specific improvements proposed in Option 1 for each segment of the Valley.

**Shelbourne Valley South**

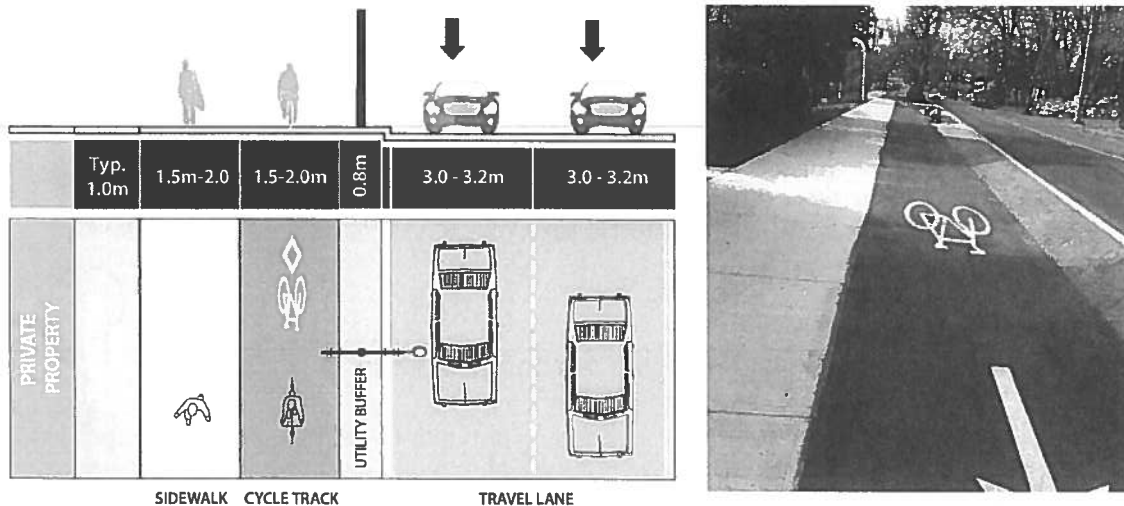
The southern end of the Valley is proposed to be subject to the most extensive improvements as part of this option. In the Draft Plan, a cycle track was identified on Shelbourne Street from North Dairy Road to Pear Street. However, technical analysis has indicated that the first two blocks from North Dairy Road to Knight Street would be extremely challenging and expensive due to the narrow 20 metre right-of-way, offset road alignment and presence of a high number of trees, utility poles, and driveways. Therefore, a proposed adjustment to the short-term SVAP proposal is to shorten the area of cycle track improvements by excluding the southerly two blocks of Shelbourne Street.



**Figure 9: Option 1 Overview**



The design that would be utilized on Shelbourne Street between Knight Avenue and Pear Street is shown in Figure 10 and would include a minimum standard 1.5 metre sidewalk, 1.5 metre cycle track, 0.8 metre utility strip, and a 1.0 metre transition strip on both sides of the street.



**Figure 10: Option 1 Shelbourne Street Design Concept**

In order to support the improvements on Shelbourne Street and provide better linkages to the overall network, a number of other improvements are recommended. These are:

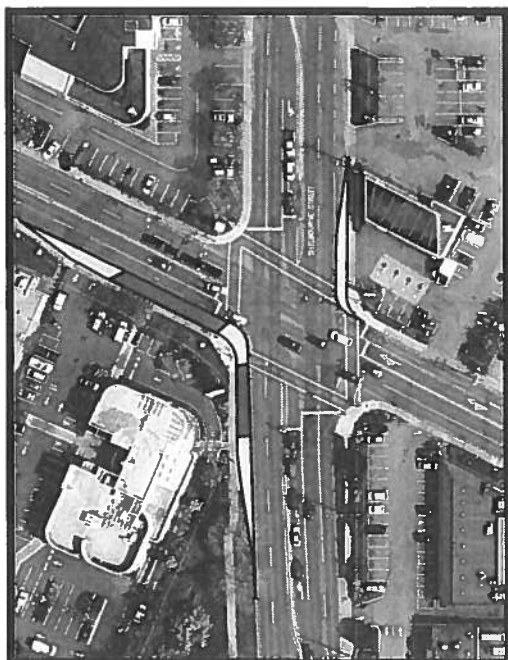
- Pedestrian and cycling upgrades to the Bowker Creek Greenway from North Dairy Road to Derby Road;
- The addition of a Bike Connector on Kingsley Street, including a new pedestrian/cyclist signal at Knight Street and Shelbourne Street;
- Upgrades to the UVic Bike Connector, including the addition of buffered bike lanes on Poplar Avenue; and
- An upgraded sidewalk on the west side of Shelbourne Street from McRae Avenue to Knight Avenue.

### **Shelbourne Valley Central**

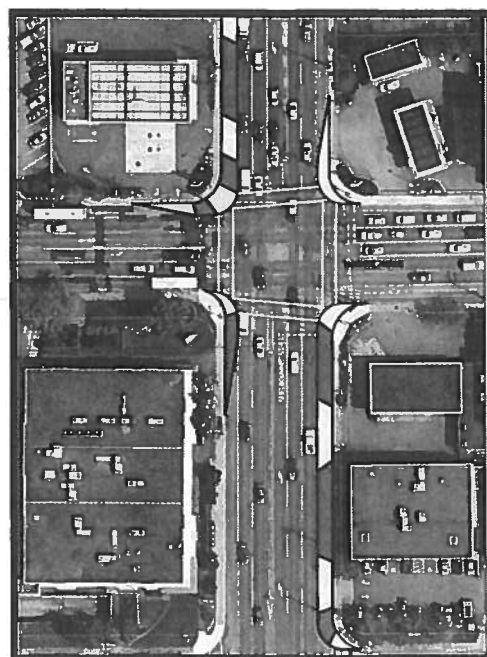
In the central segment of the Shelbourne Valley, Option 1 focuses on enhancing pedestrian facilities, public realm conditions, and the experience for transit users. Recommended improvements are focused on the most heavily walked intersections in the Shelbourne Valley: Shelbourne Street at McKenzie Avenue and Shelbourne Street at Cedar Hill Cross Road.

Figures 11 and 12 provide an overview of pedestrian improvements at these major intersections, highlighting the additional pedestrian space that would be gained from removing bus bays and right turn lanes and adding curb extensions. Overall these improvements would allow for the widening of sidewalks in key locations, enable improvements to transit waiting areas, and shorten crossing distances at major intersections.

In addition to the changes at the major intersections, it is proposed that bus bays are removed on Shelbourne Street at Mortimer Street and at Blair Avenue to widen sidewalk areas, improve transit priority, and prepare for a transition to the Shelbourne Street Ultimate Design Concept.



**Figure 11: Concept of Shelbourne Street at Cedar Hill X Road Pedestrian/Transit Improvements**



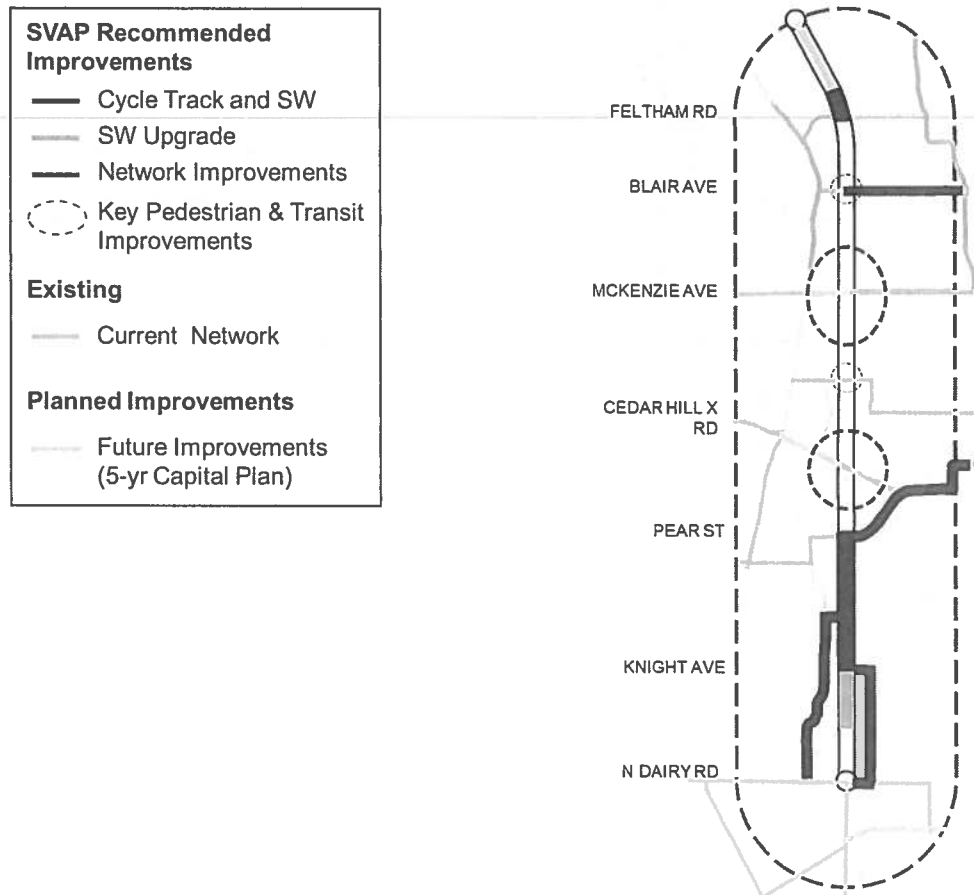
**Figure 12: Concept of Shelbourne Street at McKenzie Avenue Pedestrian/Transit Improvements**

### **Shelbourne Valley North**

In the north segment of the Shelbourne Valley, Option 1 focuses on adding critical segments of the cycling network to connect existing and soon to be constructed facilities. A cycle track and new sidewalk is proposed on Shelbourne Street from Feltham Road to Torquay Drive that would connect with existing and proposed bike lanes to the north. While this connection is relatively short and expensive, it represents a key link in the network, including to the University of Victoria. Additionally, enhancements to the Blair Avenue Bike Connector would connect the cycling path between Cedar Hill Road and Shelbourne Street to the Larchwood Greenway.

**Option 1 Summary in context of Existing and Planned Improvements**

Option 1 strategically addresses areas of concern and improves connections between key destinations. Figure 13 shows Option 1 improvements in the context of the existing and planned mobility network. Table 2 provides a summary of improvements and associated costs.



**Figure 13: Summary Map of Recommended Short Term Improvements**

**Table 2: Option 1 Cost Estimates**

IMPROVEMENT	ESTIMATED COST
Shelbourne Street – cycle track & sidewalk – Knight Ave. to Pear St	\$6,200,000
Shelbourne Street – new sidewalk – McRae Ave. to Knight Ave.	\$800,000
Bowker Creek Greenway Upgrades	\$200,000
Kingsley Bike Connector	\$400,000
Uvic and Blair Bike Connectors	\$600,000
Pedestrian and Transit Improvements – University Centre and Shelbourne Valley Centre	\$1,000,000
Shelbourne Street – cycle track and new sidewalk – Torquay Drive to Feltham Road.	\$1,600,000
<b>Total</b>	<b>\$10,800,000</b>

## Option 2 – Hybrid

Option 2 utilizes two, three, and four lane configurations to provide pedestrian improvements and a continuous bike lane along the full extent of Shelbourne Street. This option is largely achieved through reallocation of existing curb to curb space.

Option 2 reduces vehicle carrying capacity on Shelbourne Street, but maintains a four-lane cross-section at major intersections in an effort to minimize impacts on the operational efficiency of the street and traffic diversions to parallel routes. This option would have a significant impact on transit service and introduce delays of between one and three minutes in peak periods.

This option includes many of the pedestrian improvements associated with Option 1, including shortening crossing distances at major intersections, increasing areas where sidewalks are separated from traffic, and improving transit waiting areas.

Figure 14 provides a summary of Option 2 improvements. Key elements include:

- A bike lane on the entirety of Shelbourne Street, with a buffered bike lane from Rowan Street to Feltham Road;
- Replacement of the poorest sections of sidewalk on Shelbourne Street south of Pear Street;
- Pedestrian and transit improvements in University Centre and Shelbourne Valley Centre;
- Improvements to UVIC and Blair Bike Connectors; and
- Upgrades to Bowker Creek Greenway and Kingsley Bike Connector.

Option 2 involves minimal street tree loss, with only the addition of bus bays and sidewalk improvements having limited impacts. Property acquisition would only be required near North Dairy Road to maintain optimal operation of that intersection and still accommodate a bike lane.

The transition to the ultimate design would be somewhat challenging in this scenario, as a full block would be required to create a functional transition between cycle track and bike lane treatments and/or reintroduce travel lanes.

As noted above, a multi-faceted approach to Shelbourne Street is utilized in Option 2. In the south portion of the corridor where the right-of-way is narrowest and the curb to curb space is limited to four narrow travel lanes, the only option for incorporating a bike facility between the curbs is a reduction in travel lanes. Therefore, Option 2 incorporates a cross-section of two travel lanes and a centre turn lane from just north of North Dairy Road to Rowan Street (see Figure 15). In areas near major intersections, a four lane cross-section is maintained, however some right turn lanes and the central turn lane from Pear Street to Cedar Hill Road are removed to enable the inclusion of buffered bike lanes (see Figure 16). Finally, for the segments between Christmas Avenue and Garnet Road and north of McKenzie Avenue, a three-lane cross-section – two southbound and one northbound - would be used accommodate bike lanes

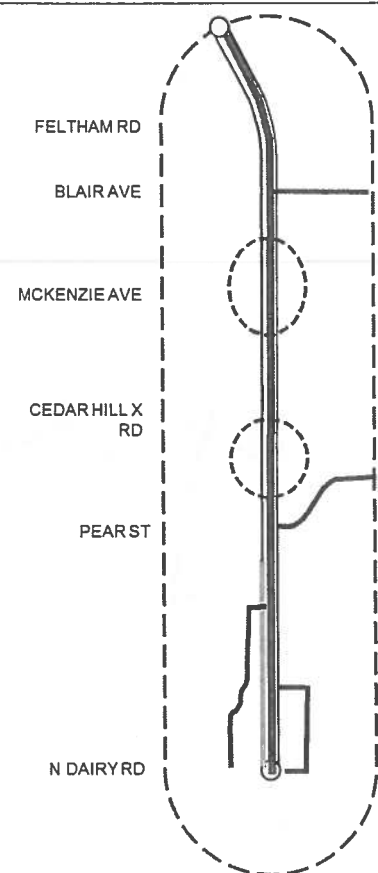


Figure 14: Option 2 Overview

(see Figure 17). This configuration is similar to what exists on McKenzie Avenue east of Shelbourne Street.

### 2 Lane with Centre Turn Lane

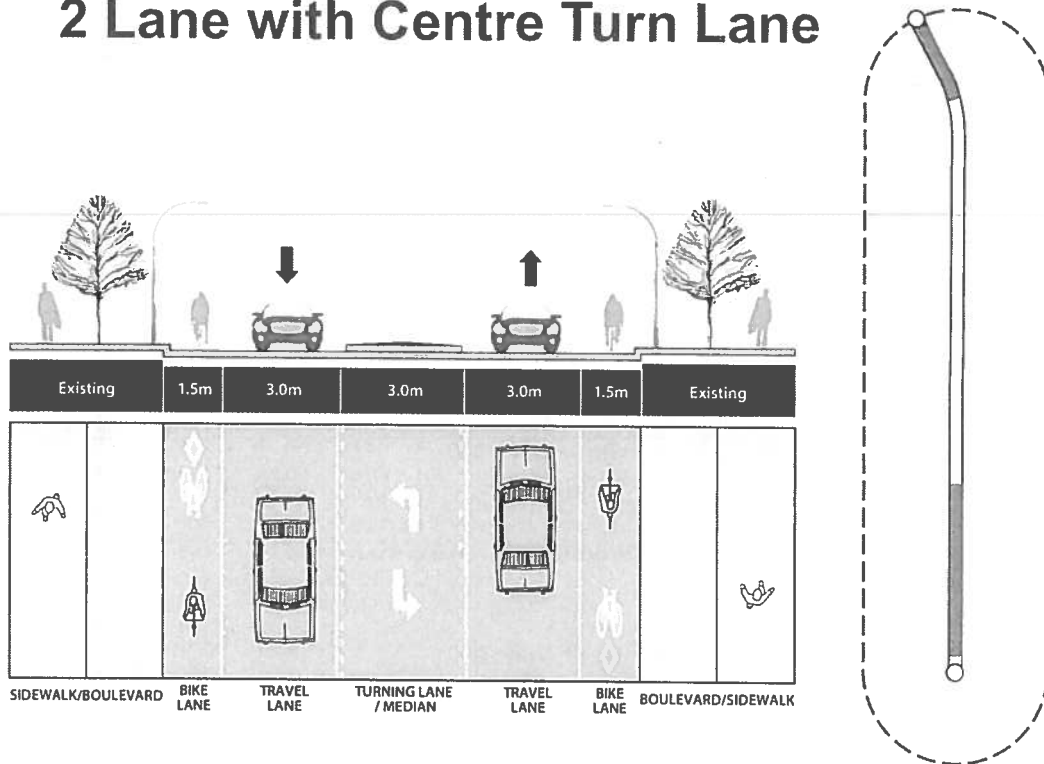


Figure 15: Cross-Section and Key Map of Two-Lane Component of Option 2

### 4 Lanes

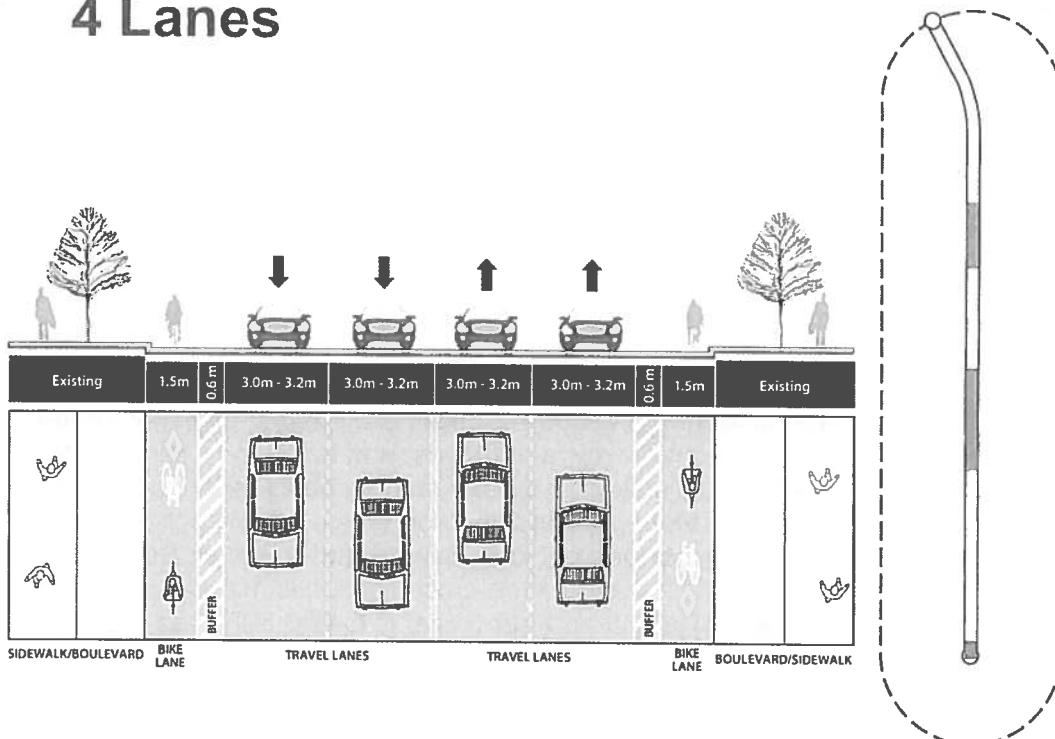
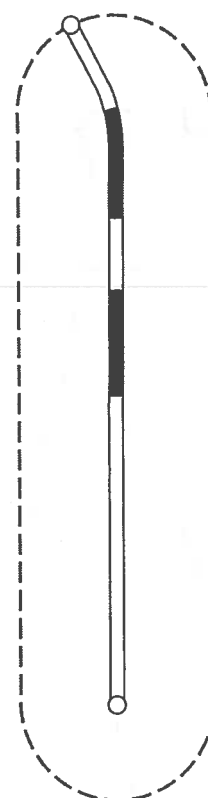
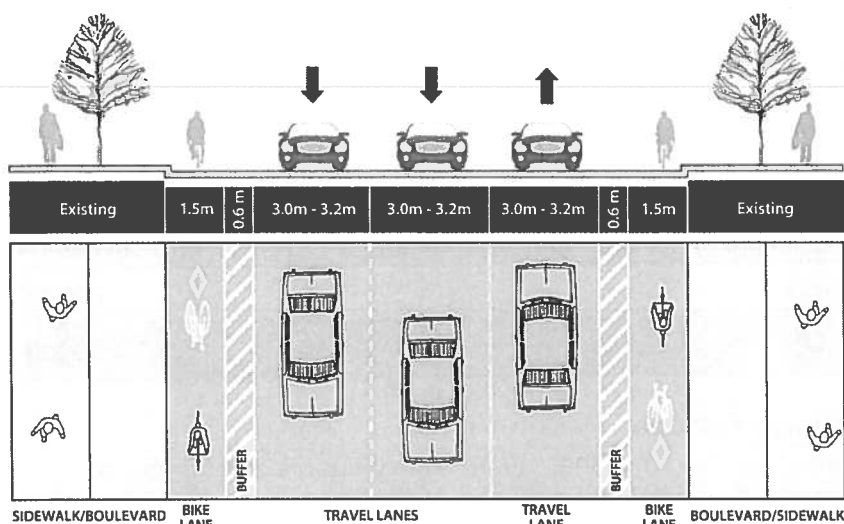


Figure 16: Cross-Section and Key Map of Four-Lane Component of Option 2

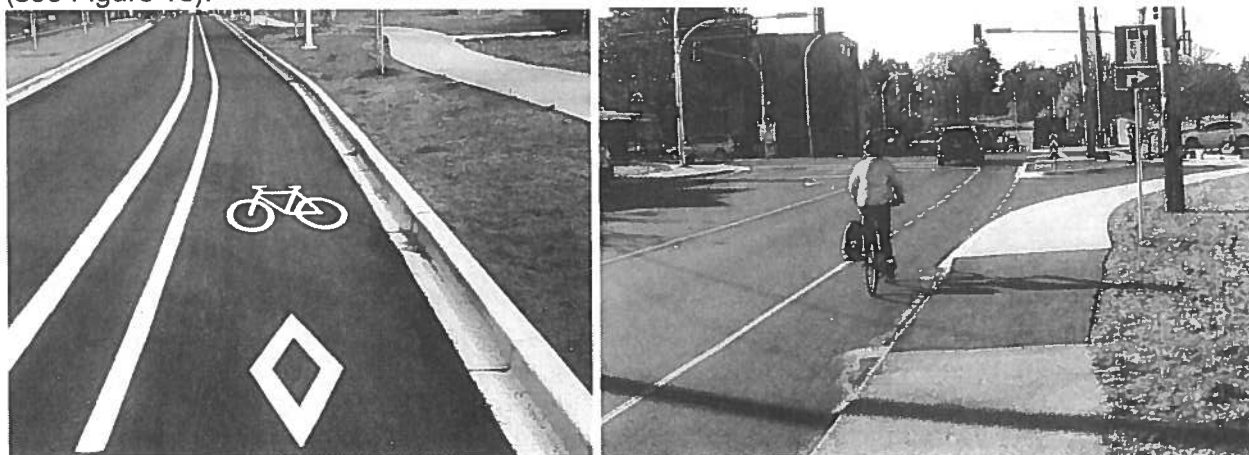
# 3 Lanes 2 Southbound, 1 Northbound



**Figure 17: Cross-Section and Key Map of Three-Lane Component of Option 2**

Option 2 provides a continuous bike lane along the full extent of Shelbourne Street, which has been identified as a vital regional cycling corridor. Ideally, a protected bike lane or cycle track would be installed, as this type of facility is most conducive to attracting cyclists of all ages and abilities. However, given the constraints on Shelbourne Street, Option 2 represents the best option to implement a complete cycling facility in the short-term in a cost-effective manner that minimizes impacts on transit and motor vehicle travel and the pedestrian realm.

For Option 2, from North Dairy Road to Rowan Street a minimum standard 1.5 metre bike lane would be implemented, while north of Rowan Street a buffered bike lane would be implemented (see Figure 18).



**Figure 18: Examples of Buffered and Un-buffered Bike Lanes**

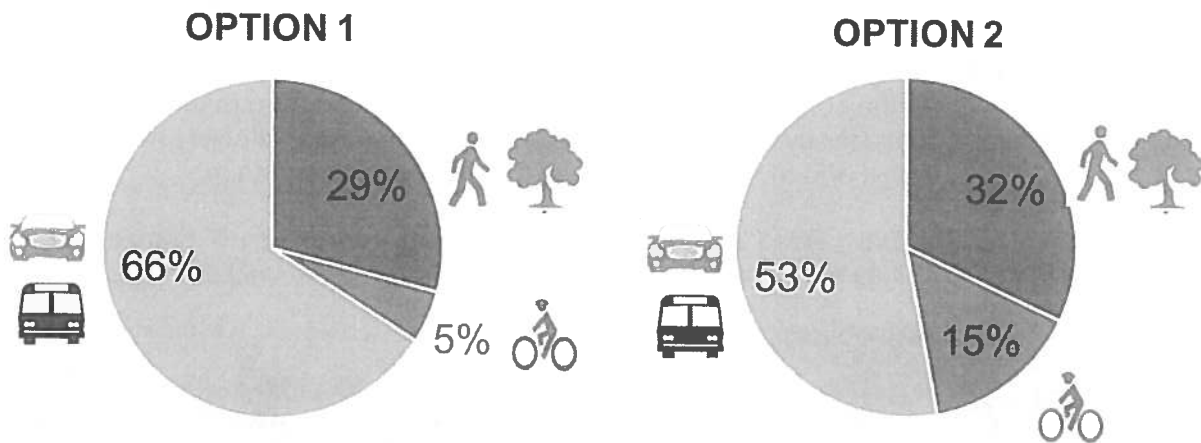
Table 3 indicates the overall costs of Option 2, with significant components of the total budget being the introduction of new sidewalks, the removal of turn lanes, and repaving of the street.

**Table 3: Option 2 Cost Estimates**

IMPROVEMENT	ESTIMATED COST
Shelbourne Street South (North Dairy Road to Rowan Street)	\$3,700,000
Shelbourne Street Central (Rowan Street to Blair Avenue)	\$4,100,000
Shelbourne Street North (Blair Avenue to Torquay Drive)	\$900,000
Kingsley Bike Connector	\$400,000
Bowker Creek Greenway	\$200,000
UVIC and Blair Bike Connectors	\$600,000
<b>Total</b>	<b>\$9,900,000</b>

**Evaluation of Mobility Improvement Options**

The two options for mobility improvements in the Shelbourne Valley enable a progression towards the long-term vision articulated in the Proposed Plan. Ultimately, in the short-term it is a question of trade-offs until additional right-of-way is acquired. As shown in Figure 19, there is a significant distinction in how space is allocated in the options. In Option 1, preservation of transit and motor vehicle capacity is paramount. In Option 2, a higher priority is placed on dedicating space to cycling facilities.









**Figure 19: Right-of-Way Allocation in the Two Options**

Previous engagement on the Shelbourne Street cross-section indicated a strong preference for the retention of four travel lanes. The 2012 ideas and concepts Open House survey showed that 68% of respondents preferred a four lane concept for Shelbourne Street over a two lane concept or a three lane reversible concept. Additional input from business owners and major land owners in the Shelbourne Valley indicated that maintenance of four lanes on Shelbourne Street was a high priority. While Option 2 provides for a reduction in travel lanes, it does so in a much less impactful fashion than the two concepts analyzed previously, including through the

maintenance of capacity at major intersections. However, Option 2 would still have significant impacts on motor vehicle and transit travel times.

Overall, the options have similar implementation costs and utilize many of the same improvements. However, as noted above, there are also some key distinctions. Table 4 provides an overview comparison of the two options.

**Table 4: Comparison of Mobility Improvement Options**

	Option 1: Refined SVAP	Option 2: HYBRID	Comparison
	<ul style="list-style-type: none"> <li>• New sidewalks in south</li> <li>• improvements in Major Centres</li> <li>• New signal at Knight</li> </ul>	<ul style="list-style-type: none"> <li>• New sidewalks in south</li> <li>• Improvements in Major Centres</li> <li>• New signal at Knight</li> </ul>	Similar pedestrian Improvements
	<ul style="list-style-type: none"> <li>• Cycle track for 25% of Shelbourne</li> <li>• Improvements to other routes</li> </ul>	<ul style="list-style-type: none"> <li>• Bike lanes entire length of Shelbourne</li> <li>• Improvements to other routes</li> </ul>	Option 1 – better facility, much shorter distance Option 2 – Lower quality facility, complete route
	<ul style="list-style-type: none"> <li>• Slight improvements due to bus bay removals</li> </ul>	<ul style="list-style-type: none"> <li>• 1-3 minute delay in transit travel times in peak period</li> </ul>	Option 1 would have less impacts on transit service
	<ul style="list-style-type: none"> <li>• Slight reductions in travel time due to removal of bus bays or turn lanes</li> </ul>	<ul style="list-style-type: none"> <li>• Moderate impacts to travel time and diversion to other roads</li> </ul>	Option 1 would have less impacts on traffic flow / diversion
	<ul style="list-style-type: none"> <li>• Areas with cycle tracks would require removal of virtually all trees</li> </ul>	<ul style="list-style-type: none"> <li>• Limited impacts from sidewalk renewal</li> </ul>	Option 2 would have less impacts on existing street trees
	<ul style="list-style-type: none"> <li>• \$10.8 Million</li> </ul>	<ul style="list-style-type: none"> <li>• \$9.9 Million</li> </ul>	Similar Costs

**Traffic Impact Analysis**

A key consideration of the options is the potential impacts generated through reducing vehicle capacity on Shelbourne Street. The overall traffic impacts of Option 1 would be minimal with only slight impacts from the removal of some bus bays and right turn lanes. Option 2 would have more of an impact due to lane reductions on Shelbourne Street.

As an extension to earlier transportation analysis work, Urban Systems modeled the traffic impacts of Option 2 - Hybrid to assess impacts on the operation of Shelbourne Street and diversion to parallel routes. A technical memo summarizing the impacts of Option 2 - Hybrid can be found as Attachment A to this report. In general, the impacts associated with Option 2's two, three, and four lane configuration are significantly less than previously modeled two-lane and three-lane reversible scenarios. However, Option 2 would result in some travel time delay on Shelbourne Street in peak periods and diversion of vehicles to parallel routes. Of particular note, Option 2 would create transit travel time delays in peak periods on what is identified as a Frequent Transit Route by BC Transit.



Table 5 below provides an overview of key projected traffic outcomes of Option 2 in comparison to the existing situation which is the retention of four lanes (Option 1). Table 6 shows the impacts based on traffic projections to 2038.

**Table 5: Summary of Option 2 Traffic Impacts under Existing Conditions**

Outcome	Option 2 Impact (vs. base case)
Vehicles diverted per hour from Shelbourne Street (peak period)	100-200
% of Shelbourne Street Traffic Diverted (peak period)	8-20%
Shelbourne Street Intersection Level of Service	Same or slightly better at major intersections
Shelbourne Street - Vehicle / Transit Travel Time Delay – Hillside Avenue to Feltham Road (peak period)	AM Southbound – 78 seconds PM Northbound – 156 seconds
% Traffic Increase on Cedar Hill Road (peak period)	10-15%
% Traffic Increase on Richmond Road (peak period)	6-7%
% Traffic Increase on Gordon Head Road (peak period)	15-20%

**Table 6: Summary of Option 2 Traffic Impacts based on 2038 Traffic Forecast**

Outcome	Option 2 Impact (vs. base case)
Vehicles diverted per hour from Shelbourne Street (peak period)	300-400
% of Shelbourne Street Traffic Diverted (peak period)	15-30%
Shelbourne Street Intersection Level of Service	Same or slightly better at major intersections
Vehicle / Transit Travel Time Delay – North Dairy Road to Feltham Road	AM Southbound – 150 seconds PM Northbound – 96 seconds

## FUNDING OPTIONS

In Council's request for a Supplemental Report, they indicated a desire for information on potential funding sources. A variety of potential funding options are described below and could be considered to finance Shelbourne Valley mobility improvements. It is recommended that Council decisions around specific funding sources for improvements be determined through the Strategic Planning and Financial Planning processes in order that the priority is established within the District's Capital Plan.

### Engineering Capital Program Budget

The majority of the Transportation budget is dedicated to the rehabilitation and maintenance of Saanich roads, transit infrastructure, bridges, street lights, traffic signals, sidewalks, and bikeways. One option for funding Shelbourne Street improvements is to adjust upcoming capital priorities and reassign the funds to Shelbourne Street. Some of the current priorities for the next five years that would need to be considered for deferment include the Glanford Avenue Complete Street, Sinclair Road Complete Street, Completion of the Douglas Local Connector Bike Route, Gorge Road Bike Lanes, Ridgebank Road/Vanalman Avenue Reconstruction, 10 km of new sidewalks, approximately 80 new sidewalk curb ramps, and short-term priorities identified in the Active Transportation Plan.

### Gas Tax Funding

Communities in BC receive annual Gas Tax Community Works funding based on a per capita allocation to fund a range of projects. Previously there was also a portion of the funding that was for regionally significant projects, accessed through an application process. Recent changes have resulted in this application-based component being terminated, with the funds being allocated through the per capita calculation for each municipality. For Saanich, this represents approximately \$1.5 million in additional annual funding. Council has historically applied all Community Works funds to transportation projects which has brought the transportation budget to its sustainability target in 2015. Incremental funding could be allocated to mobility improvements in the Shelbourne Valley to either target small improvements each year or accumulate over several years for a one time major improvement project.

### Borrowing

Long-term borrowing is an option for capital projects. The projected debt level for the general fund in 2015 is \$26.5 million, well below Saanich's policy guideline of \$89 million and the legislated limit of over \$500 million. While borrowing room is available, a number of projects, such as public safety buildings, have been identified as potential priorities for borrowing and could limit available capacity to borrow for Shelbourne Street improvements. Any large scale borrowing decisions must be made with consideration to the requirements of all asset groups, not just transportation.

### Grants

At present, there are a limited number of major grant programs available to fund Shelbourne Street improvements. However, the nature of programs and intake requirements are continually changing, so staff will continue to monitor available programs and make applications wherever possible as a means to partially offset the cost of Shelbourne Street improvements.

### Property Tax Increase

A general property tax increase could be contemplated as a means of financing Shelbourne Street improvements. However, given the project cost of Shelbourne Street improvements, the magnitude of the required increase would be a significant barrier.

### Redevelopment

As properties redevelop along Shelbourne Street, they will be required to dedicate right-of-way consistent with the Ultimate Design Concept of Shelbourne Street, as well as pay for frontage improvements (sidewalk, landscape, cycle track). Redevelopment that occurs within the short-term has the potential to offset costs incurred when implementing interim improvements on Shelbourne Street. While this is not a consideration that can be directly incorporated into budgeting, the potential for future expense offsets exists.

### Combination

The options previously discussed can also be used in combination. For example, the incremental Gas Tax could be accumulated for several years, with the balance funded through borrowing or applied from the core transportation budget to achieve the amount required. This is just one example of how combining funding options could work. It is likely that the viable solution will include a variety of funding sources.

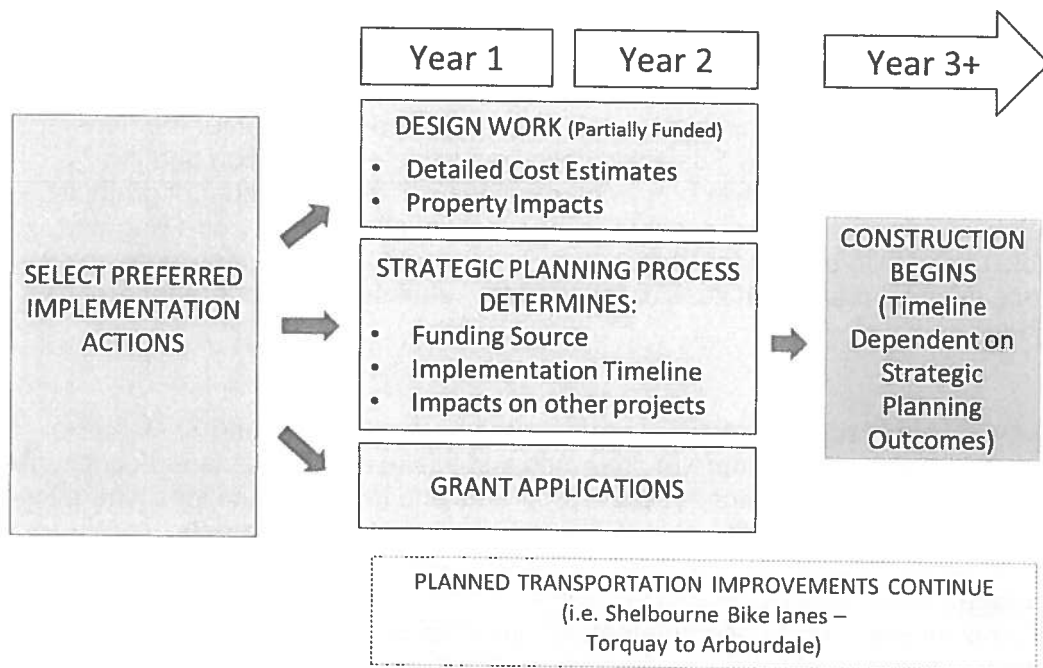
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## **IMPLEMENTATION TIMELINE**

Once direction is provided with respect to implementation priorities, a number of activities can be initiated that are essential precursors to construction of improvements. Firstly, functional

design work can be initiated. A budget of \$200,000 is available within the existing capital program to fund initial work. The work would enable a more detailed cost estimate to be developed and inform the Strategic Planning discussion.

Secondly, through the Strategic Planning process Council will be able to determine the appropriate funding mechanism and timeline for implementation. This deliberation can occur simultaneously with functional design work. Additionally, staff can pursue grant opportunities to offset the potential cost of improvements. Figure 20 illustrates the process for implementation of improvements once a decision is made.



**Figure 20: Timeline for Initiation of Mobility Improvements**

The actions laid out in each of the mobility options could be completed within five years, provided adequate funding and resources are available. Should Council choose, there is also the possibility to pare down the number or extent of proposed improvements or phase them over a longer period of time.

**PROCESS OPTIONS**

This report provides additional technical and financial information regarding implementation and identifies two options for mobility improvements in the Shelbourne Valley. Given the extent of new information provided in this report, it is recommended by staff that the public be engaged to enable a community discussion on potential options and to receive feedback to inform Council decision-making on appropriate implementation actions. With respect to process a number of options are available.

**Process Option A:**

**Seek Public Feedback on Implementation Options (recommended)**

In this process option, Council would direct staff to undertake public engagement to seek community feedback on implementation options. Public open houses would be held in Fall

2015 and a survey would be utilized to gauge public support for the implementation options. A summary report on public engagement results and recommended amendments to the Proposed Plan would be delivered to Committee of the Whole in early 2016, with a Public Hearing to consider the Proposed Plan adoption potentially happening a short time later.

In this scenario, staff would continue to use the Draft Shelbourne Valley Action Plan for guidance in assessing development applications. This approach reflects the relatively strong support for the long-term directions in the plan, particularly around land use.

**Process Option B:**

**Separate Short-term Mobility Actions from the Shelbourne Valley Action Plan**

In this process option, the Short-Term Mobility Action sections (6.7 and 8.2) of the Proposed SVAP would be removed and the remainder of the Proposed Plan would be forwarded to Public Hearing. This would enable the strongly supported longer-term directions of the Proposed Plan to be adopted in a shorter timeframe, while enabling time for a broader public conversation around implementation priorities. A downside of this option is that it may create confusion in the community, as the Proposed Plan would be considered for adoption prior to a decision on implementation priorities, which many stakeholders see as integral to the overall plan.

In this scenario, a Public Hearing to consider the Proposed Plan adoption would be held in the Fall 2015. Public Feedback on implementation actions would be undertaken with a similar timeline to Option A, with a report back to Council in early 2016.

**Process Option C:**

**Endorse in Principle a Mobility Improvement Option and Proceed to Public Hearing**

In this process option, Council would endorse in principle one of the mobility improvement options. Staff would then incorporate related changes into the Proposed Shelbourne Valley Action Plan and proceed towards the Public Hearing. While this option enables design work for mobility improvements to begin as early as January 2016, it does not allow for public consideration of new information and analysis or provide an opportunity for feedback on proposed options.

In this scenario, a Public Hearing to consider the Proposed Plan adoption would be held in the Fall 2015.

**Process Option D:**

**Endorse in Principle a Mobility Improvement Option and Seek Public Feedback**

In this process option, Council would endorse in principle one of the mobility improvement options. The process involved in this option would mirror Option A, but instead of engaging on two options, the focus of public engagement would be on a proposed option.

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**SUMMARY**

This report identifies two options for mobility improvements that upgrade cycling and walking conditions in the Shelbourne Valley. The constrained conditions on Shelbourne Street provide a challenging context to implement changes, as optimal walking, cycling, transit, motor vehicle, and landscape elements cannot be achieved within the existing right-of-way. In this respect, trade-offs will need to be made in the short-term to balance impacts and arrive at a cost-effective solution.

The first option for mobility improvements, Option 1 - Refined SVAP, includes focused pedestrian improvements, a cycle track for 25% of Shelbourne Street and improvements to the broader network, while maintaining four travel lanes along the corridor. Option 2 - Hybrid includes a bike lane along the full extent of Shelbourne Street, as well as pedestrian and network improvements similar to Option 1. A key feature of Option 2 is the reduction in vehicle lanes, with a combination of two, three, and four lane travel lane cross-sections used in different segments of the corridor.

The options are of a similar cost, but take a different approach in prioritizing modes in the progression towards the ultimate future for Shelbourne Street. While both options provide changes to enhance pedestrian conditions, Option 1 prioritizes transit and motor vehicles, while Option 2 prioritizes cycling investments in the near-term.

Council has a number of options with respect to next steps in the process. Staff recommend that the public be engaged as new information is being presented beyond what was included in the Proposed Plan. The engagement would provide an opportunity to share information on potential improvements options and seek public feedback on a preferred approach. Other options include endorsing a preferred implementation option and proceeding directly to Public Hearing, separating the implementation components from the larger SVAP, or focusing public engagement on one option.


Should Council decide to proceed with public engagement, sessions would be held in Fall 2015, with a report back to Council in early 2016. At that time, Council would determine appropriate revisions to the Proposed Plan and whether to proceed to a Public Hearing.

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## RECOMMENDATION

That Council receive this report for information and direct staff to seek public input on mobility implementation options.

Report prepared by:

  
Cameron Scott, Manager of Community Planning

Report reviewed by:

  
for:  
Sharon Hvozdzanski, Director of Planning

CS/SH/jsp/ads

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Report\_Shelbourne Valley Action Plan\_Implementation Analysis\_Sep 22 2015.Docx

Attachment: Attachment A – Transportation Analysis – Technical Memorandum

cc: Andy Laidlaw, Administrator  
Harley Machelsie, Director of Engineering  
Valla Tinney, Director of Finance

## ADMINISTRATOR'S COMMENTS:

I endorse the recommendation of the Director of Planning.

  
for Andy Laidlaw, Administrator

Mayor <sup>W</sup> 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

Council  
Administrator  
Media

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;

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DISTRICT OF SAANICH

- **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.

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## **Community Engagement, Feedback & Survey Results**

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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 sessions 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.

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### Key Elements of the Action Plan

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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 than 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.

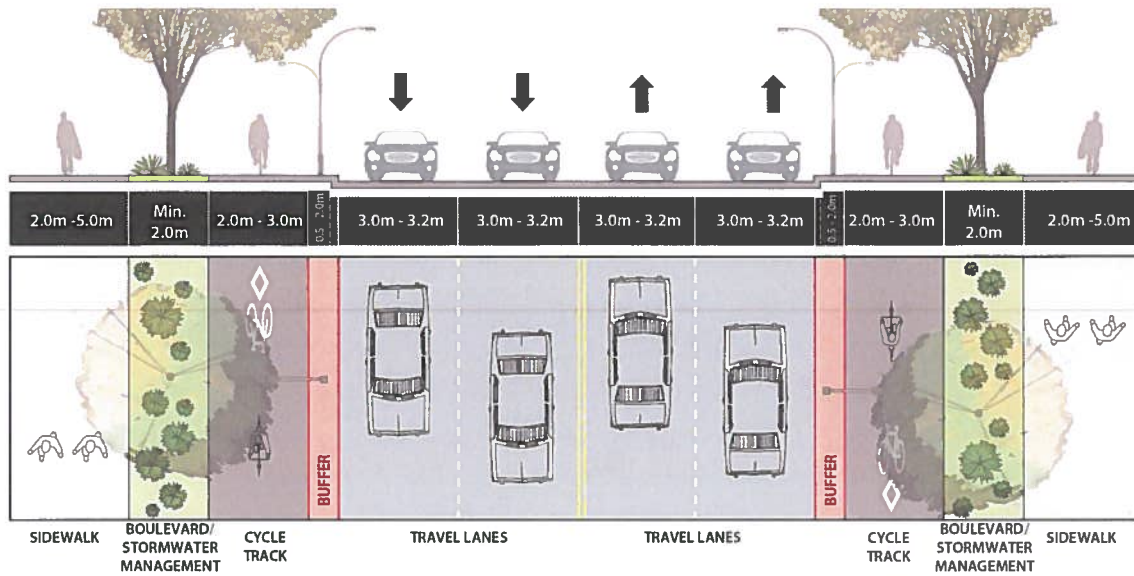


Figure 2: Mid-Term Shelbourne Street Right of Way

**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.

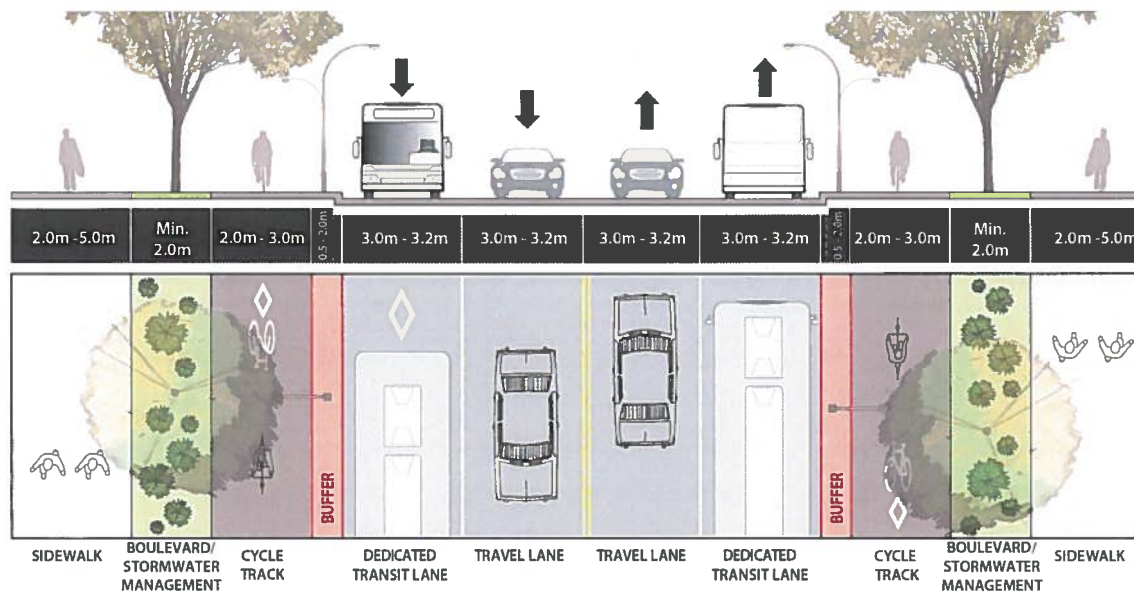


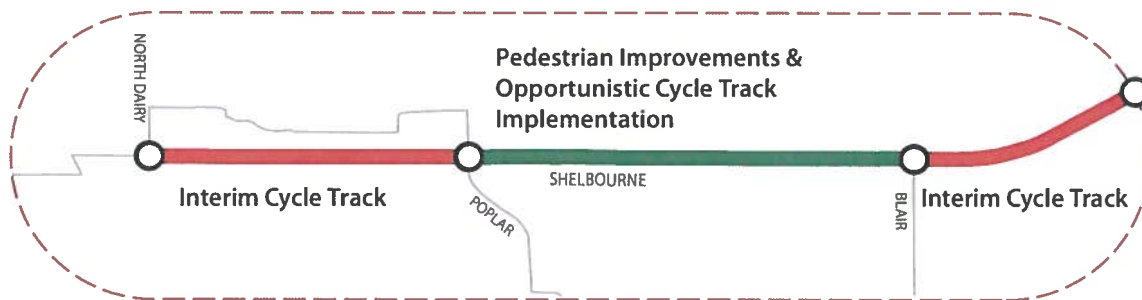
Figure 3: Long Term / Ultimate Shelbourne Street Right of Way

**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.

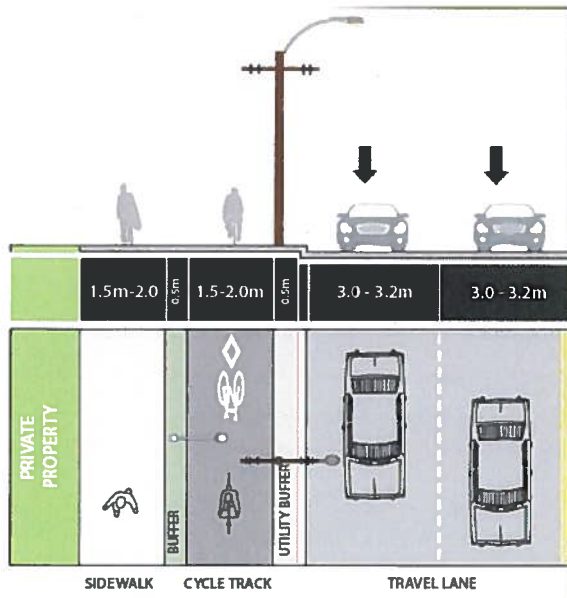
**Cycling & Pedestrian Environment**

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.



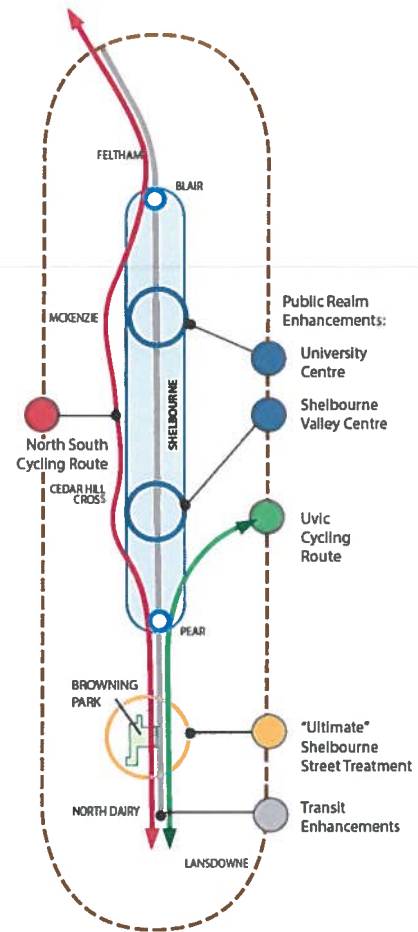
**Figure 5: Design Concept for interim Cycle Track on Shelbourne Street**

## 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-served 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).

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## **Summary**

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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.

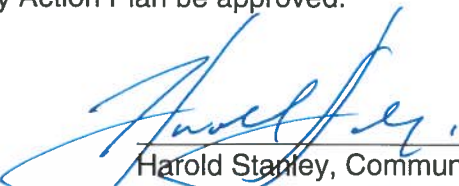
As with the Official Community Plan, the Shelbourne Valley Action Plan is not a static document and can be amended over time to reflect the changing needs and desires of an evolving community. Towards that end, the document reflects and respects the vision and desires of the vast majority of citizens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

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**RECOMMENDATION**

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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 Hvozdzanski, Director of Planning

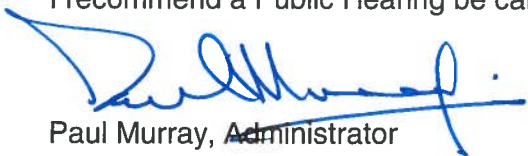
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Attachments:  
Attachment A: Summary of Community Engagement  
Attachment B: Summary of Changes to Draft Plan based on Public Feedback

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 <ul style="list-style-type: none"> <li>• Shelbourne Community Celebration 2010</li> <li>• Forum on Valley history</li> <li>• Creating a Walkable Shelbourne Community report and outreach</li> <li>• 3 Jane's Walks</li> <li>• How to create walkable communities 2 forums</li> </ul>	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: <i>“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.”</i>	Updates participation numbers from 2013 open houses and surveys.
Shelbourne Street Vision	2.3	Add features to the vision	Added: <i>tree “canopy” to “Large street trees that provide a green character”</i> Add: <i>“institutions” to land uses that “provide a range of goods and services”</i> Replace <i>“convenient” with “frequent transit service”</i>	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: <i>"...as part of development proposals or through voluntary submissions"</i>  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: <i>"Consider reducing streamside setbacks and removing other barriers to daylighting to acknowledge urban conditions and land use constraints in the Valley."</i>	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 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

<b>Topic</b>	<b>Section</b>	<b>Suggestion / Issue</b>	<b>Revision in Proposed Plan</b>	<b>Rationale</b>
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 <i>"Where feasible, plant London Plane trees on boulevards along Shelbourne Street as an acknowledgement of the street's designation as a Road of Remembrance."</i>	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

<b>Topic</b>	<b>Section</b>	<b>Suggestion / Issue</b>	<b>Revision in Proposed Plan</b>	<b>Rationale</b>
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: <i>"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"</i>	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: <i>"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."</i>	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: <i>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.</i>	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: <i>"Locate short term bicycle parking in convenient locations near primary building entrances."</i>	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 Policy 6.4.5 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 <i>"Encourage overhead wiring to be relocated underground."</i>	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 <i>"and cycle track"</i>	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: <i>Explore pilot projects that introduce on-street parking in the Centres and Village.</i>	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

<b>Topic</b>	<b>Section</b>	<b>Suggestion / Issue</b>	<b>Revision in Proposed Plan</b>	<b>Rationale</b>
Memorial trees as a key feature of the Valley's identity	7.1	Develop programs to increase awareness of Memorial trees.	Policy 7.1.2.2: "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**

<b>Topic</b>	<b>Section</b>	<b>Suggestion / Issue</b>	<b>Revision in Proposed Plan</b>	<b>Rationale</b>
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

THE CORPORATION OF THE DISTRICT OF SAANICH

BYLAW NO. 9419

TO AMEND BYLAW NO. 8940,  
BEING THE "OFFICIAL COMMUNITY PLAN BYLAW, 2008"

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

1) Bylaw No. 8940, being the "Official Community Plan Bylaw, 2008" is hereby amended as follows:

(a) By deleting the fourth Whereas clause from the introduction to the Bylaw and substituting therefore the following:

**AND WHEREAS** an official community plan has been prepared for all areas of the District of Saanich, attached hereto as Schedule "A" and comprising the following appendices:

Appendix "A"	General Plan
Appendix "B"	Blenkinsop Local Area Plan
Appendix "C"	Cadboro Bay Local Area Plan
Appendix "D"	Carey Local Area Plan
Appendix "E"	Cordova Bay Local Area Plan
Appendix "F"	Gordon Head Local Area Plan
Appendix "G"	North Quadra Local Area Plan
Appendix "H"	Quadra Local Area Plan
Appendix "I"	Royal Oak Local Area Plan
Appendix "J"	Rural Saanich Local Area Plan
Appendix "K"	Saanich Core Local Area Plan
Appendix "L"	Shelbourne Local Area Plan
Appendix "M"	Tillicum Local Area Plan
Appendix "N"	Development Permit Areas, Justification and Guidelines
Appendix "O"	Shelbourne Valley Action Plan

(b) By deleting Section 1 of the Bylaw and substituting therefore the following:

"The official community plan attached hereto as Schedule "A" comprising appendices "A" to "O" inclusive and made a part of this Bylaw is hereby designated as the Official Community Plan for the District of Saanich."



- (c) By adding the following text to Section "1.0 Background" of Appendix "F" - Gordon Head Local Area Plan, Section "1.0 Introduction" of Appendix "H" - Quadra Local Area Plan and Section "1.0 Background" of "Appendix "L" Shelbourne Local Area Plan:

**"Companion Plans**

Local Area Plans work in concert with a number of other policy documents to provide guidance at the local level. Companion documents often overlap local area boundaries and in some instances, can provide more current policy direction than what is included in the Local Area Plan.

The Shelbourne Valley Action Plan, adopted in 2017, is a comprehensive plan that incorporates portions of three local areas: Shelbourne, Gordon Head and Quadra. The Shelbourne Valley Action Plan holistically addresses the Shelbourne Street Corridor (and areas 500 metres on either side) from both a transportation and land use perspective. In areas of overlap it is essential to also refer to the Shelbourne Valley Action Plan to obtain current policy guidance."

- (d) By amending Appendix "F" Gordon Head Local Area Plan by deleting Map 5.2 Multi-family Housing and substituting therefore a new Map 5.2 attached hereto as Schedule "A".
- (e) By amending Appendix "F" Gordon Head Local Area Plan by deleting Map 6.1 Commercial and substituting therefore a new Map 6.1 attached hereto as Schedule "B".
- (f) By amending Appendix "H" Quadra Local Area Plan by deleting Map 4.1 Multi-family Housing and substituting therefore a new Map 4.1 attached hereto as Schedule "C".
- (g) By amending Appendix "L" Shelbourne Local Area Plan by deleting Map 6.2 Multi Family Development Guidelines and substituting therefore a new Map 6.2 attached hereto as Schedule "D".
- (h) By amending Appendix "L" Shelbourne Local Area Plan by deleting Map 9.1 Commercial Land Use and substituting therefore a new Map 9.1 attached hereto as Schedule "E".
- (i) By adding the following text to Section "5.0 Housing" of Appendix "F" - Gordon Head Local Area Plan, Section "4.0 Residential" of Appendix "H" - Quadra Local Area Plan and Section "6.0 Housing" of "Appendix "L" Shelbourne Local Area Plan:

"The Shelbourne Valley Action Plan, adopted in 2017, supplements the direction in the Local Area Plan and identifies a broader range of sites suitable for multi-family housing. When evaluating land use proposals, the Shelbourne Valley Action Plan should be consulted for current policy guidance."

- (j) By adding the following text to Section "6.0 Commercial" of Appendix "F" - Gordon Head Local Area Plan and Section "9.0 Commercial" of "Appendix "L" Shelbourne Local Area Plan:

"The Shelbourne Valley Action Plan, adopted in 2017, supplements the direction in the Local Area Plan and should be referred to when assessing potential mixed-use or commercial land use proposals."

2) This Bylaw may be cited for all purposes as the **"OFFICIAL COMMUNITY PLAN BYLAW, 2008, AMENDMENT BYLAW, 2017, NO. 9419"**.

Read a first time this 27<sup>th</sup> day of March, 2017.

Public Hearing held at the Municipal Hall on this 25th day of April, 2017.

Read a second time this day of , 2017.

Read a third time this day of y, 2017.

Adopted by Council, signed by the Mayor and Clerk and sealed with the Seal of the Corporation on the day of

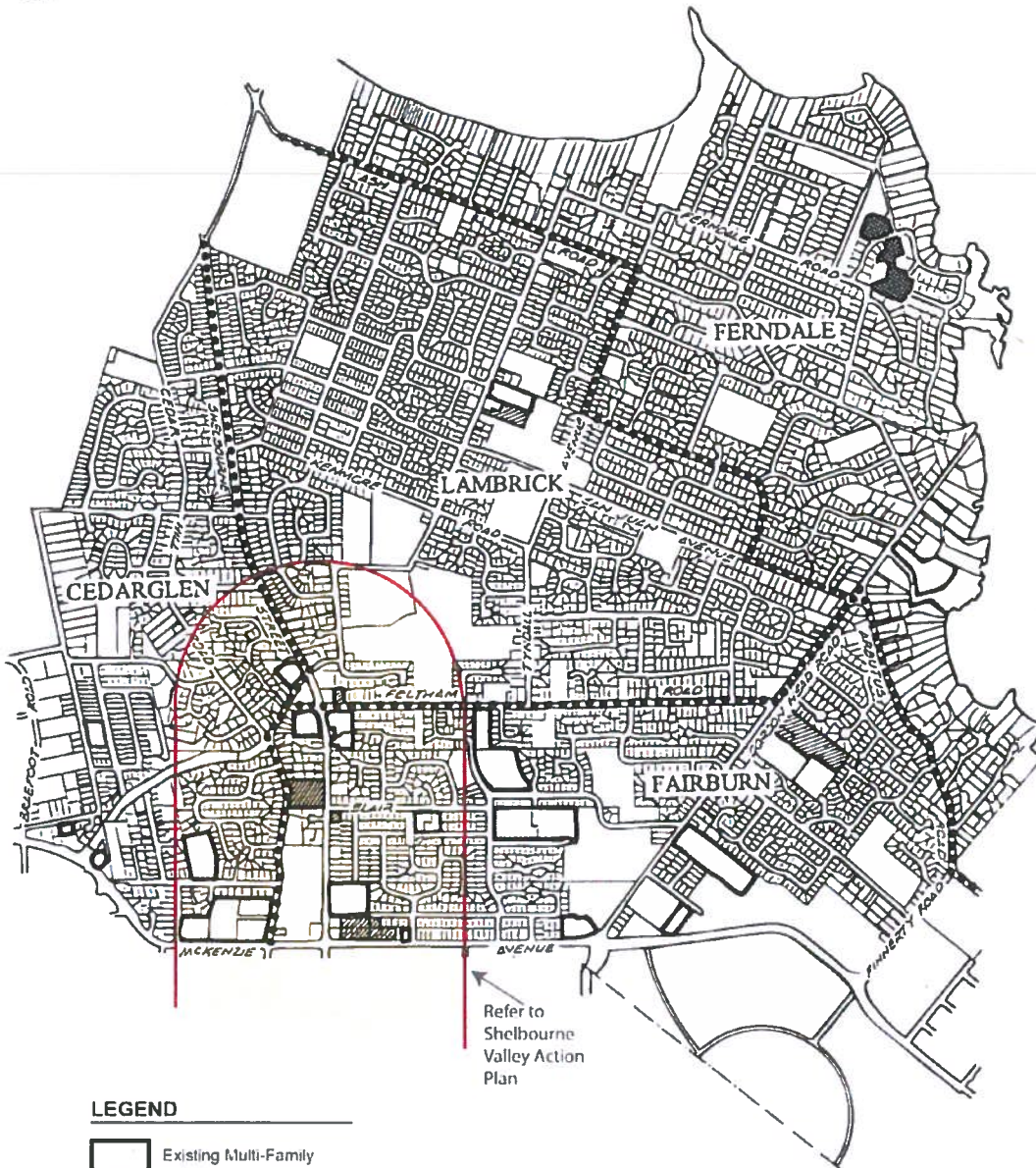
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Municipal Clerk

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Mayor

SCHEDULE A



**LEGEND**

- Existing Multi-Family
- Zoned Multi-Family, Not Constructed
- Potential Multi-Family
- Neighbourhood Boundary



**MAP 5.2  
MULTI-FAMILY HOUSING**

City of Gordon Head, 1997. All rights reserved. This map is for informational purposes only. It is not intended to be used as a legal document. For more information, contact the City of Gordon Head at 250-734-1000.

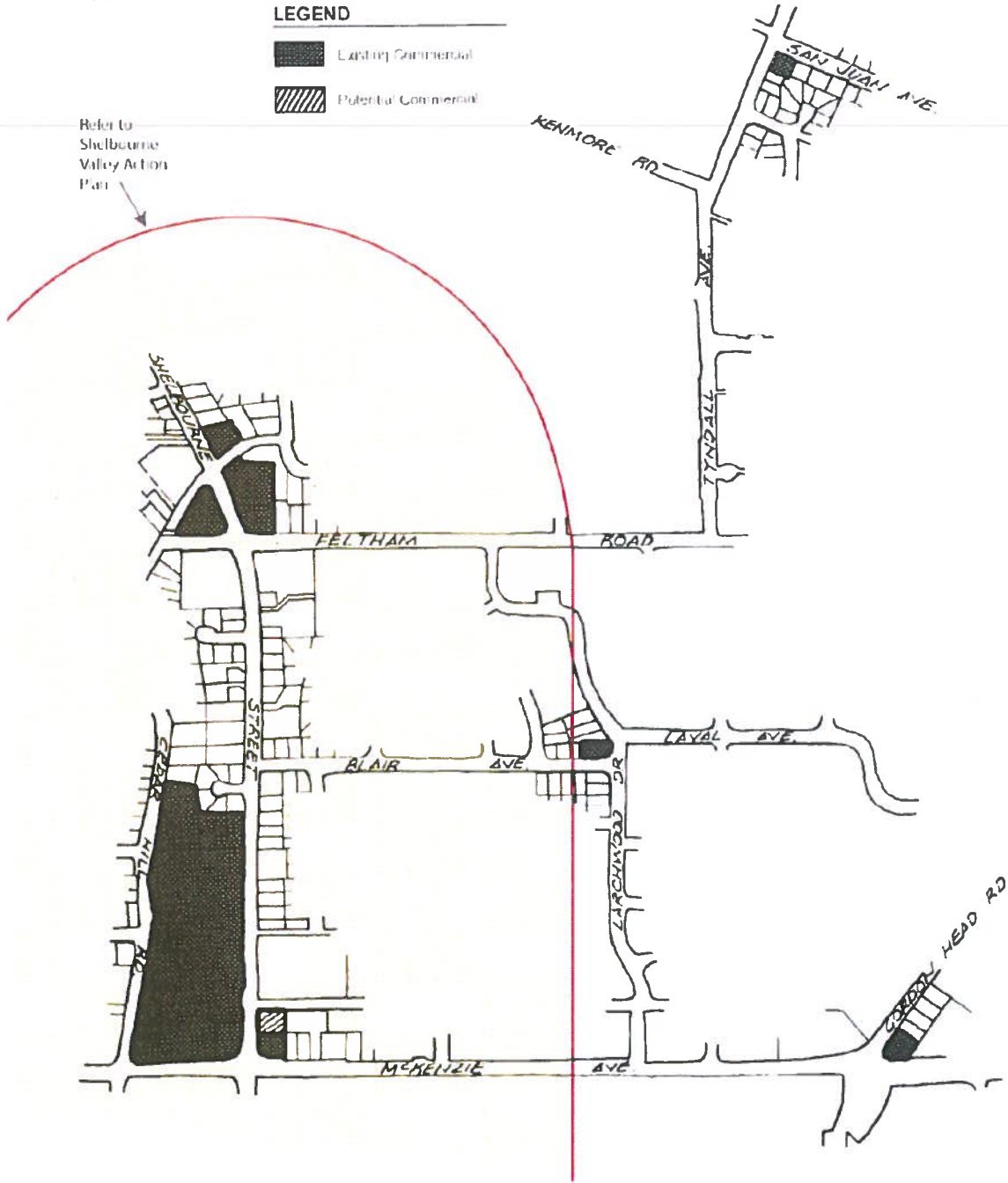
# SCHEDULE B



## LEGEND

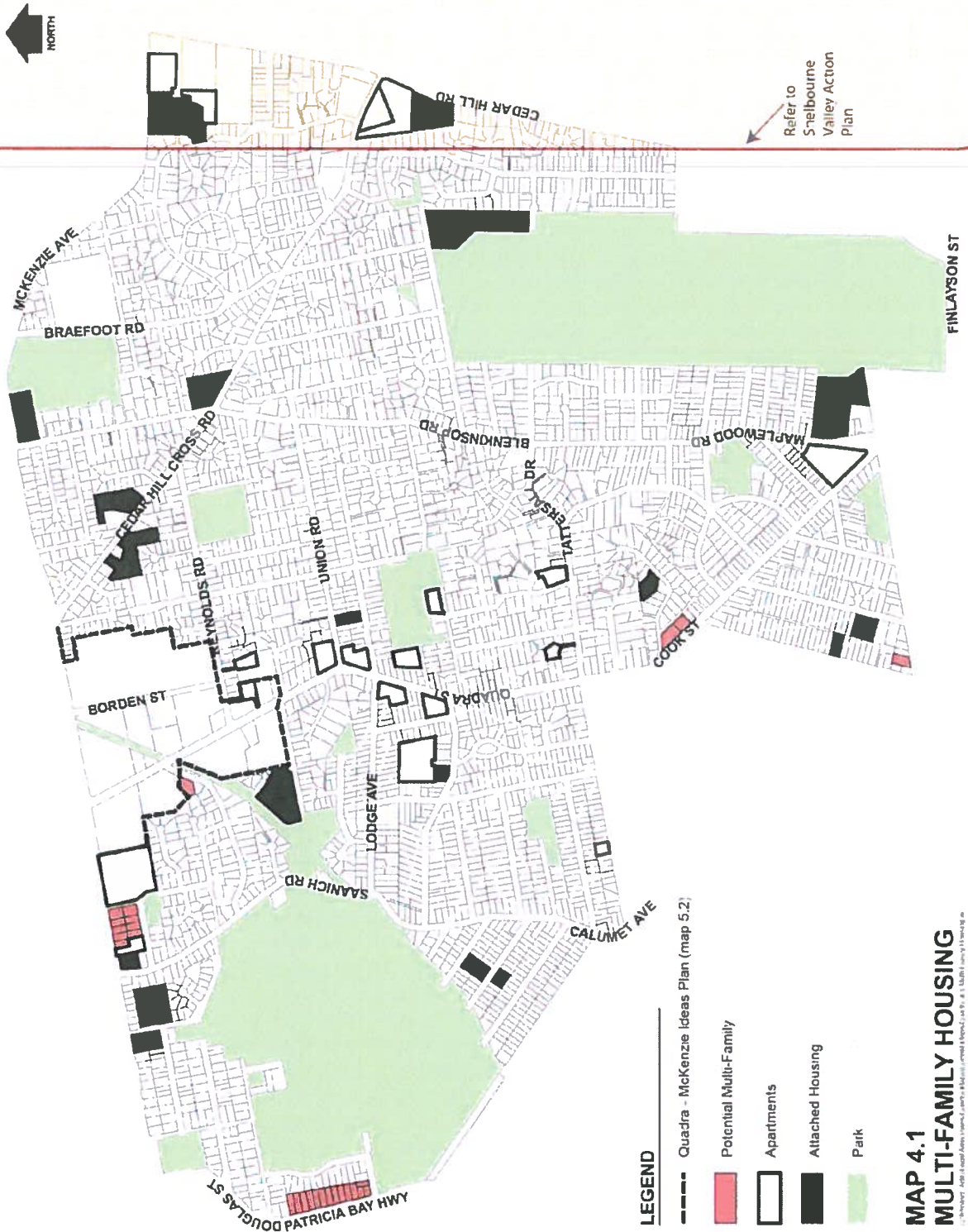
-  Existing Commercial
-  Potential Commercial

Refer to  
Shelburne  
Valley Action  
Plan



**MAP 6.1  
COMMERCIAL**

SCHEDULE C



# SCHEDULE D

## SITE 1

### POTENTIAL MULTI FAMILY

- Building height and design should acknowledge adjacent development
- Consider underground parking
- Require access from Easton Avenue
- Garbage receptacle must be screened from view from adjacent single family
- Adequate open space amenity area should be incorporated into the design.

## SITE 2

### POTENTIAL MULTI FAMILY

- Building height and design should acknowledge single family dwellings across Stamboul Street
- Consider underground parking
- Require access from Christina Avenue
- Garbage receptacle must be screened from view from adjacent single family
- Adequate open space amenity area should be incorporated into the design.

## SITE 3

### POTENTIAL MULTI FAMILY

- Building height and design should acknowledge adjacent development
- Step design to reflect topography
- Consider underground parking
- Access from Church Street only
- Garbage receptacle must be screened from view from adjacent single family
- Adequate open space amenity area should be incorporated into the design.

## SITE 4

### POTENTIAL MULTI FAMILY

- Density and scale which recognizes and is compatible with adjacent development
- Parking area located adjacent to Poplar Avenue
- Consider underground parking
- Retain tree grouping on northern part of site
- Garbage receptacle must be screened from view from adjacent single family
- Adequate open space amenity area should be incorporated into the design.

## SITE 5

### POTENTIAL MULTI FAMILY

- Building scale and design should acknowledge adjacent single family
- Access to Browning Street to Wordsworth Street not North Dairy Road
- Consider a closure of Browning Street
- Parking areas and garbage collection to be located away from adjacent single family and well screened
- Garbage receptacle must be screened from view from adjacent single family
- Adequate open space amenity area should be incorporated into the design.

## SITE 6

### POTENTIAL ATTACHED HOUSING

- Building height and design should acknowledge the adjacent single family dwellings
- Require access from Newton Street
- Garbage receptacle must be screened from view from adjacent single family
- Adequate open space amenity area should be incorporated into the design.

## SITE 7

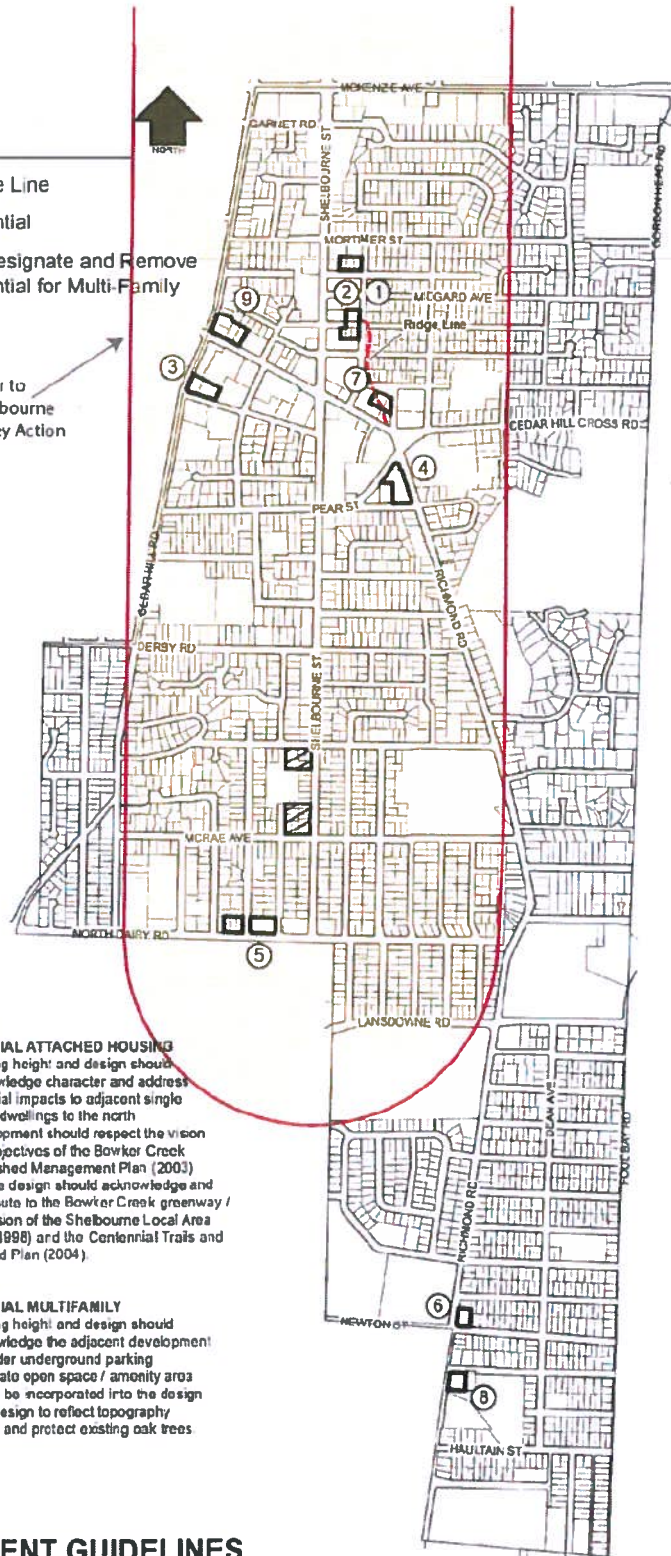
### POTENTIAL MULTI FAMILY

- Building height and design should acknowledge the adjacent single family dwellings
- Require access from Newton Street
- Garbage receptacle must be screened from view from adjacent single family
- Adequate open space amenity area should be incorporated into the design.

## LEGEND

- - - Ridge Line
- Potential
- ▨ Re-designate and Remove Potential for Multi-Family

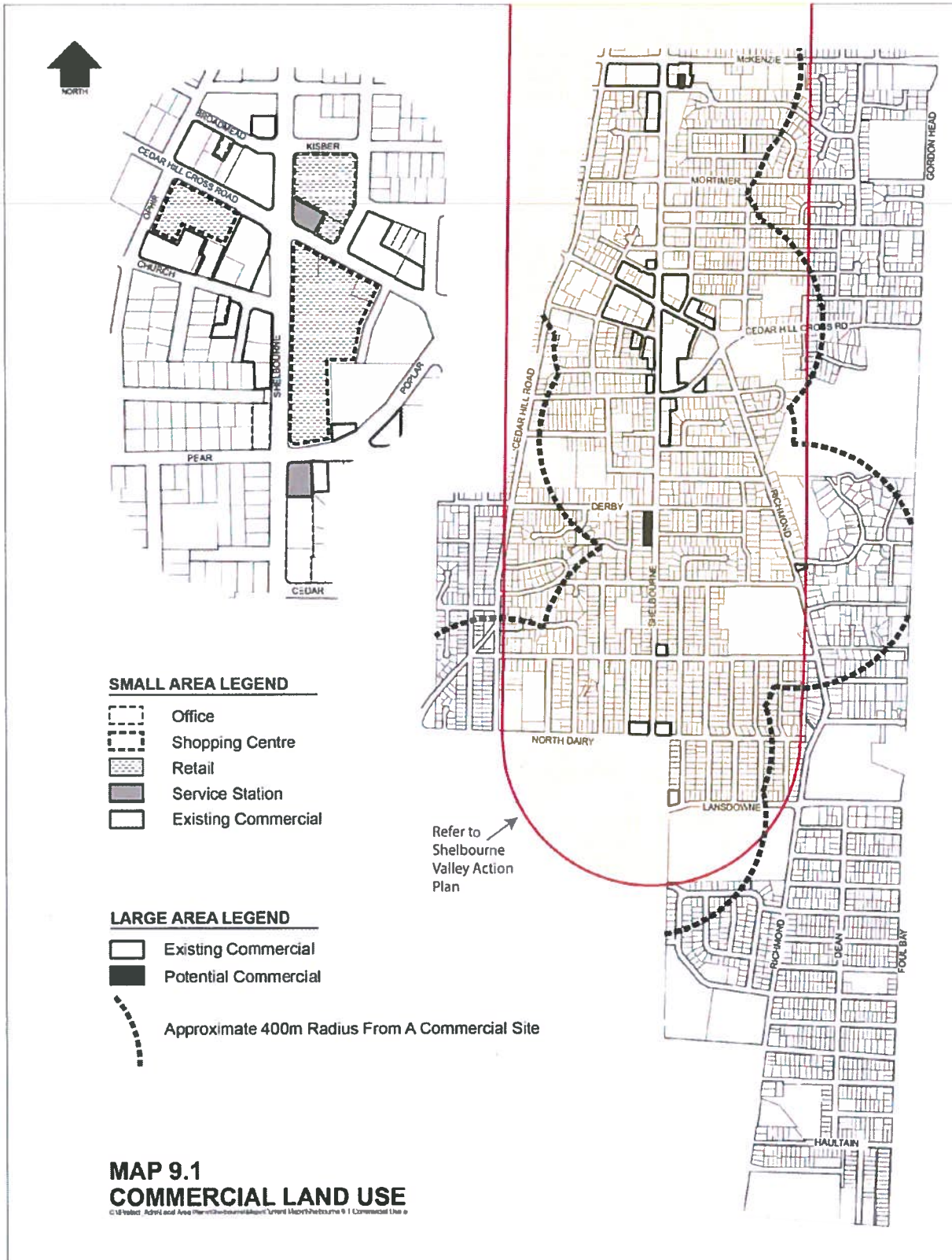
Refer to Shelbourne Valley Action Plan



**MAP 6.2**  
**MULTI FAMILY DEVELOPMENT GUIDELINES**

© Updated, April 1998 of Area Plan, Shelbourne Municipality, MAP 6.2 Multi-Family Development Guidelines as shown, 1998

SCHEDULE E



1410-04  
Report –  
Planning

xref: 2310-20  
SVAP

## **SHELBOURNE VALLEY ACTION PLAN – SHORT-TERM MOBILITY IMPLEMENTATION OPTIONS**

Report of the Director of Planning dated November 17, 2016 recommending that Council endorse in principle, Option 3 of the short-term mobility options as outlined in the report; and direct staff to incorporate Option 3, short-term implementation actions into the Shelbourne Valley Action Plan and bring the plan forward to a subsequent meeting of Council for final review and consideration.

The Manager of Current Planning presented to Council and highlighted:

- The short-term mobility options that are being explored are a component of the broader Shelbourne Valley Action Plan.
  - The vision for Shelbourne Street includes a wider right-of-way; the long-term vision is for wide sidewalks, separated bike facility, wide boulevard that can accommodate storm water management, street furniture and canopy trees, as well as the retention of four lanes for vehicles and transits; the long-term vision also includes dedicated transit lanes as ridership evolves.
  - Key plan elements include: compact, walkable land use pattern; enhanced features that support quality of life and identity; improved walking, cycling and transit options; and protection and enhancement of environment assets.
  - Challenges for the short-term vision include width of the right-of-way; the location of utility poles and trees and a lack of uniform conditions of the street.
- 
- Council directed staff to explore options for accelerating pedestrian and cycling improvements; public feedback on Options 1 and 2 resulted in the development of Option 3.
  - The top issues received through feedback on Options 1 and 2 were: lack of continuous bike facility; impacts to motor vehicles and transit and traffic diversion to parallel streets; left-turn access to businesses, particularly at Garnet, Kisber and Church Streets; and the need for physical separation of bike lanes.
  - Key outcomes of Option 3 include over 2.3 kilometers of upgraded sidewalks; pedestrian improvements; high quality continuous bike facility on Shelbourne Street; improvements to transit waiting areas; the majority of left turns maintained; and 2/3 of street retained as 4 lanes.
  - Traffic delays are estimated at 1.5 to 2.5 minutes in peak periods in peak directions; relatively unchanged travel times in non-peak periods.
  - The preliminary cost estimate for Option 3 is \$12.5 million.
  - Public consultation on Option 3 took place via open houses, with over 800 attendees; a public survey; meetings with stakeholders; flyers sent out to residences and businesses; mobile community displays; and social media outreach.
  - Over 1,300 responses to the survey were received, with the highest density of responses from those that live in the Shelbourne Valley and Gordon Head area; 60% of respondents supported Option 3 and 24% partly supported Option 3.
  - Feedback received from the survey included: support for a multi-modal approach; retain four lanes/minimize traffic impacts; additional two lane sections; concern regarding the impact to trees; modifying the bike facility to introduce separation; and the desire to integrate storm water management improvements.



- The work along Shelbourne Street for transportation improvements would be aligned with infrastructure improvements; improvements could be undertaken in phases.
- Funding for the project would be from the Transportation Capital Budget and there would likely be other projects that may be delayed.
- The project is a strong candidate for federal and provincial grant funding; conversion to the ultimate design would take place as properties dedicate frontage through redevelopment.
- If Option 3 is approved, the next step would be for staff to integrate the option into the Shelbourne Valley Action Plan (SVAP); the SVAP would be brought back to Council in early 2017 for consideration; detailed design work could begin after that.

In response to question, the Director of Engineering stated:

- Infrastructure improvements on Shelbourne Street should be done within the next five years; the first phase to be completed would be McKenzie to Torquay. North Dairy to Pear Street, an area that has a significant amount of underground services that need to be replaced would be the second phase.
- The estimated costs are preliminary Class D estimates and are for above ground costs only; costs for the entire project are preliminary estimates at this time.
- Traffic light coordination will be considered and gained efficiencies have not been factored into the consultant's report.
- It would be costly to remove utility poles and put utility infrastructure underground.
- Improvements to Poplar Street would be part of upgrades to the UVic bike connector.
- Traffic delays are focused on peak periods in peak travel direction; there would be minimal, if any, delay in other directions.
- There may be additional Bike BC grants available; there may be cost savings to synchronize the work done for underground and above ground.

In response to questions from Council, the Manager of Community Planning stated:

- Future improvements and transition to the ultimate design would be done through the redevelopment process.
- In earlier work on the SVAP, routes people take and where they want to go were identified; a community mapping project was completed in consultation with the University of Victoria (UVic) and community outreach.
- Notifications have been sent to property owners along Shelbourne Street advising them that the municipality is looking at different options that may involve property acquisition; based on previous transportation projects, there has been a high level of success with respect to property acquisition.
- When property is acquired through redevelopment, there will be the potential to site cycling and pedestrian in a way that preserves the trees; a typical dedication may be an extra three metres that could allow the cycle track to be set back and preserve the trees.

In response to questions from Council, the Chief Administrative Officer stated:

- Expropriation is an option available to local government, but it would be a last resort; expropriation is very time consuming and can be costly.

**PUBLIC INPUT:**

L. Neville, Livingstone Avenue N, stated:

- The Shelbourne and McKenzie corridors are valuable to Gordon Head; it insulates the neighbourhood from commuter traffic.
- More than 20,000 vehicles use Shelbourne Street each day; an 11% increase is expected by 2038.
- There are 32,000 students and 5,000 employees at UVic; it is imperative that four lanes are maintained.
- Traffic would be diverted onto other streets if the number of lanes are reduced; putting cars into residential areas makes neighbourhoods unsafe and less liveable.

J. Adamowicz, Greentree Terrace, stated:

- Lane reductions will result in congestion and increased air pollution and collisions; maintaining four lanes are preferable.
- It would result in traffic being diverted through other neighbourhoods which would affect residents; quality of life and access to services would diminish.
- To ensure cycling is safe, the bike lanes should be moved off Shelbourne Street.

A. Parent, Ferndale Road, stated:

- A reduction in lanes on Shelbourne Street is not supportable.
- It is not realistic to design the road for bicyclists; traffic flow and travel time will be effected.
- Cyclists should not have priority; Shelbourne Street is a major bus route.

E. Pullman, President, Greater Victoria Cycling Coalition, stated:

- Shelbourne Street is a desirable route for cyclists; it is flat, direct and has a number of destinations along the corridor.
- The improvements for cyclists and pedestrians outlined in Option 3 are appreciated; as the U-Pass increased transit riders, improvements to bike lanes will result in more cyclists.
- There is currently a lack of a safe route to the UVic and Camosun College campuses.

D. Ferguson, Sheret Place, stated:

- The SVAP is the opportunity to prepare for the future of urban transportation in Saanich; the whole width of the right-of-way should be used to provide for cyclists and pedestrians; that means one lane in each direction on Shelbourne Street.
- There needs to be a step back from a car-centric view; safety, liveability, health, the environment and economics should be considered.
- The positive effects of active transportation are well documented; Option 3 does not go far enough to protect vulnerable road users.

T. Bondaroff, Glasgow Avenue, stated:

- The consultation process was appreciated; good cycling networks change communities.

- Roads are built for people, not for vehicles; if good cycling infrastructure is available, it will be used.
- The transition points from cycling lanes to non-cycling lanes are dangerous; continuous bike lanes is the safest option.
- If roads are not safe for cyclists, they should be made safe for all ages.

M. Boyd, Craigiewood Court, stated:

- The public consultation was inclusive and thorough; Option 3 is a good short-term solution; it sets the stage for a more thorough and detailed solution.
- Pedestrians need to be considered; Shelbourne Street is currently unsafe for pedestrians and it is dangerous to cross the street.
- There may be some impacts to travel times; Option 3 contributes to Gordon Head becoming a destination.

C. Marven, Cheverage Place, stated:

- Option 3 is a good compromise; the public engagement process was valuable.
- Pedestrian and cycling facilities are critical to Shelbourne Street; dedicated transit lanes should be considered.
- Currently Shelbourne Street is not viable for children to cycle and it is dangerous to cross the road; improvements would make Shelbourne Street a destination.

M. Davie, President, Mount Tolmie Community Association, stated:

- It is appreciated that staff listened to the concerns of residents and businesses; residents are already feeling the impact of increased use of Cedar Hill Road, Richmond Road and Pear Street.
- Careful monitoring of the mobility plan must be undertaken; prior to implementation there may be an opportunity for Saanich, Community Associations, residents and businesses to work together to enhance safety concerns.
- The long-term vision for the Shelbourne corridor must be considered; and represent all the demographics in the three centre areas and provide a sense of community.

D. Scott, Palmer Road, stated:

- Shelbourne Street is unsafe for cyclists and pedestrians; there is a need to design streets to make them safe for everyone.

A. Lucas, Scott Street, stated:

- Safe bike lanes may encourage more cyclists; Shelbourne Street is level and a direct route to destinations.

D. Wick, Edgemont Road, stated:

- Changes to Shelbourne Street are needed to achieve the goals of the SVAP; Option 3 will improve liveability and the pedestrian and cycling environment.

M. Beauchamp, Ireland Court, stated:

- Currently, it is not safe to cycle on Shelbourne Street; it takes less time to bike than it does to drive.
- Option 3 is supportable; it is necessary to provide safe options for cyclists and

pedestrians.

E. Prescott, Freeman Avenue, stated:

- Parents are concerned with school-aged children walking and cycling on Shelbourne Street; there is a need to have healthy habits and set new norms.
- Shelbourne Street is in close proximity to services; choosing to bike and walk enables residents to get fresh air, exercise, and meet neighbours.
- Option 3 makes the commitment for residents of all ages to cycle or walk.
- Vehicle traffic and public transit is considered in Option 3; there still may be more to be done to make cycling and walking more enjoyable in the Shelbourne Valley.

A. Nagelbach, Lavender Avenue, stated:

- Option 3 would transform Shelbourne Street into a safe and attractive corridor and contribute to a vibrant neighbourhood; currently, Shelbourne is unsafe for all modes.
- Shelbourne is devoid of streetscape and is not safe for children.
- Pedestrians need space between themselves and vehicles; Option 3 maintains four lanes for traffic.

T. Newton, Shorncliffe Road, stated:

- Option 3 is a compromise; it considers pedestrian, cyclists and vehicles.
- A lot of people live on Shelbourne; Option 3 will increase their quality of life.

H. Wolf, Kincaid Street, stated:

- Consideration should not be bikes versus cars; the goal should be to build liveable cities, offering multi-modal choices and creating space for people.
- The culture is changing; ways of becoming more progressive and experimenting with what works should be explored.

J. Gaylord, Carnegie Crescent, stated:

- Option 3 is about quality of life and having an improved pedestrian and cycling environment; bike lanes are added buffers between pedestrians and vehicles.

L. Layne, San Lorenzo Avenue, stated:

- The condition of sidewalks are poor on the west side of Shelbourne Street; the existing trees should be retained.
- The work of staff is appreciated; a compromise is important.
- Option 3 allows for community building along Shelbourne Street; provincial and federal grant funding is available.
- If you build protected bike lanes, they will be used.

J. Newton, Shorncliffe Road, stated:

- Option 3 is supportable; it is time the street is shared between pedestrians and cyclists.
- The time for traffic corridors is past; if it is possible to walk and bike, more people will do that.
- It would be a mistake to let peak traffic increases dictate decisions; it is the perception that driving may take longer; there may be alternatives to driving such as car sharing or public transit.

M. Shoop, Richmond Road, stated:

- The community engagement that was undertaken was appreciated; Option 3 is preferable.
- The diversion of traffic onto neighbouring streets may be a concern and affect liveability; it is necessary to improve cycling and walkability on Shelbourne Street.

P. Spurr, Gordon Head Road, stated:

- If Option 3 is approved, there is a need to look at the recommendation to remove the bus bays on Shelbourne Street.

M. Ang, Louise Place, stated:

- The SVAP is inadequate; the vision is generic and unambitious; the focus should be on the people living in the valley.
- The Shelbourne Valley should be an innovative district and forward-looking; the current vision is car-centric with suburban communities; there is a need to make a decision for the future of the younger generations.

**MOVED by Councillor Brice and Seconded by Councillor Derman: "That the meeting extend past 11:00 p.m.**

**CARRIED  
with Councillor Plant OPPOSED**

D. Gunn, on behalf of the Gordon Head Residents Association, stated:

- The Residents Association is in favour of making Shelbourne Street more walkable, bike-able and safer for everyone; it is imperative that the land use and design parameters in the SVAP be put into force so that it can guide the decisions now being made on development of properties in the valley.
- The mobility plan outlined in the SVAP would, in the long-term, result in an ideal solution to the mobility issues in the valley; there is a concern with the proposed reduction in traffic lanes.
- Traffic will be diverted to other streets that do not have the capacity to hold the increased traffic.
- The surveys that produced the statistics were not conducted in a scientific manner and were uncontrolled as to who responded; they may not be a valid sampling of the residents that live in the valley.
- If there is a commitment to making changes to Shelbourne, the process should begin at the south end of the valley where there is the potential benefit to a larger number of residents.

B. Tabata, on behalf of the Gordon Head Residents Association, stated:

- Further exploration needs to be done regarding traffic patterns before any lane reductions are made; there is concern that traffic would be diverted onto collector roads.
- The results of the survey do not reflect the opinions of Gordon Head residents;
- Council are requested not to approve Phase 1 of Option 3 if it means lane reductions.

R. Halliday, Braefoot Road, stated:

- The public consultation process was appreciated; Option 3 is supportable.

- Concerns were identified and addressed.
- C. Burger, Richardson Street, stated:
  - Shelbourne Street should be safe for children and grandchildren; it is the most direct and flat bike route.
  - There are no other options for cyclists; Option 3 is supportable; it considers pedestrians, cyclists and public transit.
  - It is important to keep transit moving and to have a quieter, calmer, safer and more community-oriented street.

#### COUNCIL DELIBERATIONS:

- Motion:**            **MOVED by Councillor Derman and Seconded by Councillor Haynes: "That it be recommended that Council:**
- 1. Support, in principle, Short-Term Mobility Implementation Option 3 as outlined in the report of the Director of Planning dated November 17, 2016; and**
  - 2. Direct staff to incorporate Option 3 into the Shelbourne Valley Action Plan and bring the Plan forward at a subsequent meeting of Council for final review and consideration."**

Councillor Derman stated:

- 60% of survey respondents were in favour or partially in favour of Option 3.
- This is an extremely important direction for the SVAP and is consistent with CRD and Saanich priorities.
- Traffic congestion is a concern; the intent is to increase the mode share for cycling, pedestrian and public transit and have fewer single occupancy vehicles.
- Shelbourne is a natural north-south cycling corridor; it is direct, flat and straight.
- There is a need to make Shelbourne Street comfortable and safe for cyclists and pedestrians; the nature of the street is critical to providing a sense of place.
- This is a step in addressing climate change.

Councillor Brice stated:

- The public consultation undertaken was appreciated; Option 3 is supportable.
- Correspondence from BC Transit says that Option 1 and 2 could be problematic; Option 3 does not foreclose future options for public transit.

Councillor Murdock stated:

- The public process was a sound process and one to be commended; currently, Shelbourne Street is not safe for pedestrians or cyclists.
- Option 3 will work better for everybody and it will shape the future.
- 65% of the road will remain four lanes; the new design will accommodate all forms of users.

Councillor Brownoff stated:

- The public process was appropriate; Option 3 is a compromise.
- The improvements around public transit are appreciated; the ultimate goal would include rapid transit.

- A traffic signal priority study would be undertaken; the design options for the cycling and pedestrian environments are appreciated.
- The business community is supportive; it is necessary to look to the future.
- Shelbourne Street was identified as a cycling corridor twenty years ago.

Councillor Sanders stated:

- Option 3 is a compromise; the proposed design is an improvement over what is there currently.
- UVic students and staff have expressed the desire for a safe biking environment and good public transit.
- The Shelbourne Valley has a large population of seniors; the proposed plan will allow seniors to age in place.

Councillor Haynes stated:

- Residents have expressed their concerns regarding increased commuting times and the potential diversion of vehicles onto neighbouring streets; this is the opportunity to build a vibrant neighbourhood.
- Shifting people out of cars is appropriate; Option 3 is innovative.

In response to questions from Council, the Director of Engineering stated:

- Phase 3 is approximately four to five years away; there are some lane reductions in Phase 1.

Councillor Plant stated:

- The long-term vision for the Shelbourne Valley should consider innovation; the return to four lanes in the long-term plan is not appropriate.

Mayor Atwell stated:

- Shelbourne Street is dangerous for cyclists; it is a natural location to make improvements.
- An extensive public consultation process took place; the concerns of the Community Associations and neighbours were heard; however, there are still some outstanding concerns regarding potential impacts to traffic and the quality of life of neighbours.

**The Motion was then Put and CARRIED  
with Mayor Atwell OPPOSED**

2310-20  
Shelbourne  
Valley Action  
Plan

### **SHELBOURNE VALLEY ACTION PLAN – IMPLEMENTATION ANALYSIS OF MOBILITY ACTIONS**

Report of the Director of Planning dated September 22, 2015 recommending Council receive the report for information and direct staff to seek public input on mobility implementation options.

C. Scott, Manager of Community Planning, presented and highlighted:

- The Shelbourne Valley Action Plan (SVAP) was developed through a multi-phased process; it is currently in the fifth and final phase.
- Over 4,000 residents were engaged in the plan development process.
- The long-term vision for Shelbourne Street looks at an expanded right-of-way that will be able to achieve a Complete Street that accommodates walking, cycling, transit, motor vehicles and landscape features; in order to achieve that, additional rights-of-way need to be acquired as new development occurs.
- The short-term mobility action plan includes an interim cycle track and new sidewalks on parts of Shelbourne Street, pedestrian and transit improvements in University and Shelbourne Valley Centres and bikeway improvements on other routes in the Shelbourne Valley.
- The right-of-way on Shelbourne Street is currently 20-23 metres wide with 2/3 allocated to motor vehicles and transit; the ultimate vision for Shelbourne Street is to lower that allocation to 50%.
- A key variable in the vision design is the distance from curb to property line to accommodate sidewalk, cycle track, utilities and landscaping.
- 90% of the 300 street trees on Shelbourne Street are in good health; there are over 150 driveways along Shelbourne Street.
- The street trees, utilities and driveways pose a challenge to the design of a cycle track on Shelbourne Street.
- Two proposed mobility action plans have been developed.
- Option 1 maintains four general purpose travel lanes along the full extent of Shelbourne Street, incorporates pedestrian improvements at key locations and introduces cycle track on approximately 25% of the corridor at an estimated cost of \$10.8 million; the disadvantages of this option include the lack of a continuous cycling route, the loss of some street trees, and minor impacts on vehicle travel times due to the removal of bus lanes and turn lanes.
- Option 2 utilizes two, three and four lane configurations to provide pedestrian improvements and a continuous bike lane along the entirety of Shelbourne Street; the disadvantages of this option include impacts to traffic and travel times due to the reduction of travel lanes, no physical separation from traffic and the limited property acquisition required; the estimated cost for this option is \$9.9 million.
- Due to the new information provided in the report, it is recommended that further public consultation take place in relation to the potential mobility options.

In response to questions from Council, the Manager of Community Planning stated:

- The Shelbourne Valley Stakeholders Committee previewed the report and provided feedback; further feedback can be provided through stakeholder



- meetings or individually to Council.
- The committee is split on which option is preferred.
- Lane closures could be considered and piloted as part of the implementation process.
- The removal of bus bays provides more space for pedestrians.
- Public consultation could result in further options being put forward.

In response to questions from Council, the Director of Engineering stated:

- If priority was given to Cedar Hill, Gordon Head and Richmond Roads for capital improvements, there may be a need to re-evaluate the five-year plan with other street improvements lowered in priority; the Safe Route to School plan would also have to be reviewed to see if these streets are priorities for improvements.
- There may be an increase of traffic on parallel roads due to a reduction in vehicle capacity on Shelbourne Street.
- Concrete bus pads could be considered; they have a longer lifespan for heavy vehicles stopping and starting.
- Concrete may not be appropriate for intersections because there are utilities underground which must be accessed; asphalt for intersections is preferable.

#### **PUBLIC INPUT:**

D. Wick, Edgemont Road, stated:

- Shelbourne Street is a vital link for cycling; Mobility Option 2 provides a transition to the ultimate plan.

S. Henrich, Victoria, stated:

- Further public engagement on the options is appreciated.
- The Stakeholders Committee should be consulted if survey questions are drafted.

M. Simmons, Christmas Avenue, stated:

- The number of trees that may be removed under Option 1 is alarming.
- Shelbourne Street is not desirable for walking or cycling; routes parallel to Shelbourne Street should be considered for alternative routes.
- Further public engagement would be appreciated.

L. Thiessen, Louise Place, stated:

- This is a step in the right direction; the report does not include data on safety for cyclists, impacts on greenhouse gases, and quality of life for residents of the Shelbourne Valley.
- The negative aspects of Option 2 may have been over-estimated; staff should be directed to provide the information that is missing.

C. Marven, Cheverage Place, and Women's Everyday Bicycling Association, stated:

- There is a need for a straight, direct, and flat cycling route in the Shelbourne Valley; Option 2 provides a continuous cycling route.
- More input and analysis are needed to refine the plan.

D. Gunn, on behalf of the Gordon Head Residents' Association, stated:

- Process Option B is preferred; removing short-term mobility actions from the Shelbourne Valley Action Plan (SVAP) will enable Council to proceed with endorsement of the land use design and environmental goals in the original report.
- Further public engagement is needed.

J. Gaylord, Carnegie Crescent, stated:

- The Bicycle and Pedestrian Mobility Advisory Committee (BIPED) has not been given the opportunity to review the report; connectivity and continuity within the region has been overlooked.
- Option 2 protects the pedestrian environment and retains the trees.
- The SVAP as a whole should be adopted as soon as possible so that development guidelines are clarified; given the new information, further public input is necessary.

E. Pullman, Victoria, stated:

- Traffic volume projection data should be collected; he appreciates that the plan is moving forward.

B. Tabata, Torquay Drive, stated:

- The Gordon Head Residents' Association Traffic Committee supports further consultation taking place due to the new information received.
- The use of green cycle track may be dangerous.

M. Bergstrom, President, Mount Tolmie Community Association, stated:

- Option 2 is preferred; it complements other initiatives already in place in Saanich.
- Option 2 will result in improvements to mobility and transportation and will have a positive impact on the community.
- Refinements could be considered after public input takes place.

T. Newton, Shorncliffe Road, stated:

- The process has been time consuming and frustrating; the mobility options address some of the pedestrian issues.
- Improvements to the walkability of Shelbourne Street is needed; Option 2 is preferred; it provides a continuous bike lane and separation for pedestrians from the roadway.

J. Schmuck, President, Quadra Cedar Hill Community Association, stated:

- An extension to the Bowker Creek Greenway Trail could be achieved by purchasing property; it could then be used as an alternative pedestrian and cycling trail.

B. Boyd, Derby Road, stated:

- Option 2 is preferred; having a continuous cycle track would be appreciated.

M. Ang, Louise Place, stated:

- Option 2 is preferred; further evaluation of the effects of each of the options on the social aspects, reduction of greenhouse gases and climate change would be appreciated.
- A broader vision that incorporates educational institutions and the possibility of

creating a University District is preferable.

J. Newton, Shorncliffe Road, stated:

- Option 2 is preferred; the process needs to get underway as quickly as possible.
- The Shelbourne Valley is looked at as a traffic corridor; it should be considered a vital community with a busy street running through it.
- The options should consider community building and how improvements such as a continuous bike lane and sidewalk improvements could bring new businesses and employment to the Shelbourne Valley.

A. Nagelbach, Lavender Avenue, stated:

- A hybrid option should be considered that includes both separated cycling lanes and on-street bike lanes.

In response to questions, the Manager of Community Planning stated:

- Baseline information is needed to project future bike traffic.
- Reducing greenhouse gases and improving the quality of life are implicit goals; identifying the benefits of each option could be incorporated into the plan.
- Shelbourne Street is desirable for cycling because it is a straight, direct and flat route; both options propose upgrades to parallel pedestrian and cycling routes, including Bowker Creek Greenway, which may be more suited to all ages and abilities.
- Property acquisitions would be required to create a continuous trail along the Bowker Creek Greenway.

In response to questions, the Director of Engineering stated:

- Improvements to the pedestrian and cycling routes are proposed for the Kingsley Bike Connector and the Bowker Creek Greenway.

## **COUNCIL DELIBERATIONS:**

Councillor Derman stated:

- Walking and cycling have been identified as priority modes of transportation.
- Shelbourne Street is an important cycling corridor; it is a flat and direct route.
- The pedestrian infrastructure on Shelbourne Street is sub-standard; it is not safe or comfortable for pedestrians or cyclists.
- Quality of life must be considered in the options; the nature of Shelbourne Street is the biggest obstacle to development.
- A deadline should be set for the mobility report; BIPED should be included in the consultation process.

Councillor Wergeland stated:

- Pedestrian and cycling networks are important.

In response to questions from Council, the Director of Engineering stated:

- Public consultation would take place and based on feedback, refinements would be made; a final detailed design would then be prepared and funding options considered.

In response to questions from Council, the Director of Finance stated:

- Borrowing is one component of capital planning and would be an option for this

project.

- There are other significant projects that have been identified for borrowing; therefore prioritization would be required.

Councillor Haynes stated:

- The community should be consulted to assist with setting priorities.

**Motion:**

**MOVED by Councillor Murdock and Seconded by Councillor Haynes: "That it be recommended that the report of the Director of Planning dated September 22, 2015 be received; and that Council direct staff to seek public input on mobility implementation options as outlined in Process Option A."**

Councillor Murdock stated:

- Further public input would be beneficial; he thanks staff and the Stakeholders Committee for their work on the report.

Councillor Sanders stated:

- It is time to move forward on this; further consideration of the social and economic benefits of each option is needed.
- Public input is appreciated.

Councillor Derman stated:

- There is a need to move forward with this; the proposed improvements are worthwhile.

Councillor Brownoff stated:

- It is important to create a safe cycling environment; although connectivity is important, it is also important to keep people on Shelbourne Street in an effort to build the community.
- Safe Routes to School may complement this work.
- Investment in the Shelbourne Corridor may increase development.

Councillor Brice stated:

- Public transit needs to be part of the conversation.

Councillor Wergeland stated:

- He appreciates that the item is moving forward.

Councillor Plant stated:

- He appreciates that the public will provide input on both mobility options.

**The Motion was then Put and CARRIED**

2310-20  
Shelbourne  
Valley Action  
Plan

### SHELBOURNE VALLEY ACTION PLAN

Report of the Director of Planning dated May 30, 2014 recommending Council approve the Shelbourne Valley Action Plan. Recommendations from the May 15, 2014 and November 15, 2012 Bicycle and Pedestrian Mobility Advisory Committee.

\*\*\*\*\*

Mayor Leonard declared, pursuant to Section 85 of the Council Procedure Bylaw, that he owns property within the Shelbourne Valley, and therefore he will not take part in the discussion nor vote on a motion in respect of the Shelbourne Valley Action Plan.

Mayor Leonard left the meeting at 8:07 pm.

\*\*\*\*\*

Cameron Scott, Manager of Community Planning, presented to Council and highlighted the following:

- The Shelbourne Valley Action Plan (SVAP) provides a 30-year vision to guide decision-making in the valley and identifies short, medium and long-term actions to achieve the vision.
- Extensive community consultation took place throughout the process.
- Key plan elements include climate change and sustainable development, environment, land use and urban design and developing a vision for Shelbourne Street.
- Future land use patterns will offer compact, walkable mixed-use communities that are conducive to energy efficient buildings and provide residents a range of housing options that are in close proximity to services and transit.
- Climate change initiatives include improving pedestrian and cycling options and offering the potential for dedicated transit lanes.
- Restoration of Bowker Creek and the watershed is a critical component of the SVAP.
- Land use and urban design identifies new growth locations in urban centres with a transition of density from the core to established single family neighbourhoods.
- In the long-term, future design should accommodate all modes of transportation.
- Based on community engagement, there is a desire to see short-term improvements in pedestrian and cycling connectivity.
- Short-term mobility actions outlined in the plan include improving bike lane connectivity on Shelbourne Street from North Dairy Road to Pear Street, focusing on pedestrian improvements on Shelbourne Street, upgrades to the University of Victoria bike connector and implementation of bike lanes on Cedar Hill Road.
- Resident support for the draft plan direction was approximately 75% to 80% for each element.
- The SVAP provides a balanced response to planning challenges and the flexibility to respond to emerging challenges.

In response to questions from Council, the Manager of Community Planning stated:

- Land use determination on Shelbourne Street is a general concept that includes design flexibility for setbacks and building separation.
- Discussion took place with City of Victoria staff in terms of the interface and there are no concerns.

**PUBLIC INPUT:**

M. Bergstrom, President, Mount Tolmie Community Association (MTCA), stated:

- The intent of the Shelbourne Valley Stakeholders Committee was to develop a vision for the Shelbourne corridor; the Community Association encouraged involvement and input and the result was an incredible amount of consultation.
- There is concern regarding the lack of collaboration and discussion with the City of Victoria; the link from the SVAP to the Official Community Plan (OCP) and the Shelbourne Local Area Plan is unclear.
- Further discussion needs to take place to define budgets and decide how results will be monitored.
- MTCA is eager for implementation to begin; the Community Association supports the goals and vision of the SVAP but there is concern of the impact on the community.

J. Schmuck, President, Quadra Cedar Hill Community Association, stated:

- The Community Association supports the recommended short-term improvements to the pedestrian and cycling environment.

L. Thiessen, 1515 Louise Place, stated:

- Based on historical trends and assumptions, an estimated 3,000 to 4,000 extra vehicles will be using Shelbourne Street by 2038; to maintain the level of service, retention of four lanes of traffic is needed.
- Traffic assumptions should be re-evaluated and policy and innovative traffic options created to move towards the "Great Street" vision; policies should be linked quantitatively with mode shift targets.
- Land use designations should be targeted to a particular area.

J. Luton, Executive Director, Capital Bike and Walk Society, stated:

- He applauds staff for their hard work; short-term mobility actions need to be implemented immediately.
- Providing sufficient walking, cycling and transit options could assist with decreasing vehicle traffic; gas tax and regional funding opportunities could help to support the changes.

W. Savale, Poplar Avenue, stated:

- There is concern that a six-storey building could be constructed in front of Colony Park Manor residences; this will have a negative impact on residents.

J. Gaylord, Carnegie Crescent, stated:

- The SVAP addresses climate change; the SVAP should include timelines for implementation.
- The interim enhancements will greatly improve the cycling and pedestrian environment; the proposed Cedar Hill bike route includes a significant hill and should not detract from improvements needed on Shelbourne Street.
- A Traffic Demand Management (TDM) plan should be considered for Shelbourne Street; the plan should be implemented at a faster rate.

T. Newton, Shorncliffe Road, stated:

- There is an urgent need to address the cycling and pedestrian environment on Shelbourne Street; addressing the concerns may encourage development and decrease vehicle use.
- Short-term mobility actions need to be implemented immediately to address climate change; a process for tracking progress needs to be created.

R. Straatsma, Greater Victoria Cycling Coalition, stated:

- There is potential to learn from other cities to increase walking and cycling levels; protected or separated bicycle tracks have been successful in other cities in increasing safety and reducing injuries and accidents.
- Increased bicycle traffic benefits businesses by generating more exposure and access.

P. McKivett, President, Gordon Head Residents' Association (GHRA), stated:

- Members of the GHRA participated in the consultation process and he thanks staff and stakeholders for their dedication.
- The Community Association supports the direction of the SVAP and the retention of four lanes for automobile traffic on Shelbourne Street; other flexible forms of transportation should be looked at in the future; the short-term mobility action plan is also supported as well as the creation of a special development permit area.
- The Association agrees with the design principles outlined in the Plan and would not like to see a building such as the one on Shelbourne Street at Blair Avenue become the standard for development.
- They would encourage the implementation of the Plan firstly from the south and then moving northward.

B. Porter, Donnelly Avenue, stated:

- The SVAP should be recognized as a dynamic and vibrant planning process; guidance through the SVAP should be given without being prescriptive.
- Prior to the development of the current urban area, the land was primarily agricultural; the SVAP should do more to support and promote urban agriculture.

J. Newton, Shorncliffe Road, stated:

- The sidewalks on Shelbourne Street are atrocious and unsafe and urgently need attention; the addition of bike lanes and traffic calming measures is necessary.
- Shelbourne Valley is an ideal place for seniors to live because of proximity to services; accessibility and liveability for seniors needs to be addressed.
- Timelines for short-term mobility actions need to be addressed and put in place quickly; timelines could be developed in relation to significant Saanich anniversaries.

M. Boyd, Craigiewood Court, stated:

- There is a significant amount of traffic on Shelbourne Street; in places, pedestrians must walk on the road due to the condition of sidewalks.
- There is a need for a pedestrian crosswalk on Shelbourne Street between Arbordale and Feltham Roads to increase pedestrian safety and connectivity.

M. Ang, Louise Place, stated:

- The plan, in its present form, is not supportable; the traffic on Shelbourne Street is terrible.
- It was disappointing that so few residents continued to attend the community meetings; urban design principles do not take into consideration the unique characteristics of the neighbourhood.

D. Gunn, Gordon Head Residents' Association, stated:

- Saanich is to be commended for the way in which the plan was developed; the SVAP is a long-range plan for the valley to guide development for the next 30 years.
- There are financial and practical considerations that will determine the timelines for implementation; improvements for the walking and cycling environment are necessary.
- Actions implemented must be measured and monitored with a view to guide further and subsequent decisions.
- Council needs to encourage the transformation of Shelbourne Street through changes in land use while recognizing it is an evolutionary process.

B. Tabata, Gordon Head Residents' Association, stated:

- The process was democratic and the plan is a vision for the future; it is important that the plan not be rigid and decisions are based on a firm foundation.

T. Heemskerk, Frechette Street, stated:

- It is dangerous to cycle on Shelbourne Street; traffic has increased significantly over the years.
- This is a thinking plan; Council can make it an action plan through implementation.

In response to questions, the Manager of Community Planning stated that future consideration of proposed six-storey structures would require a rezoning and development permit process which includes public input.

In response to questions, the Acting Director of Engineering stated the request for the addition of a pedestrian crosswalk on Shelbourne Street north of Feltham Road will be reviewed and assessed by staff.

In response to questions, the Chief Administrative Officer stated implementation of the SVAP, acceleration of the process and implications of short-term mobility actions could be reported on by staff after Public Hearing and adoption of the bylaw by Council.

**Motion:**

**MOVED by Councillor Wade and Seconded by Councillor Gerrard: "That a Public Hearing be called to further consider amendments to the Official Community Plan to include the Shelbourne Valley Action Plan, as outlined in the report of the Director of Planning Dated May 30, 2014."**



Councillor Wade stated:

- A tremendous amount of work went into the SVAP by staff, advisory committees and the community; the plan needs to be dynamic, relevant and guide decisions without being prescriptive.
- Details can be discussed further at Public Hearing regarding acceleration of short-term actions.

Councillor Derman stated:

- The plan is not ready to be forwarded to Public Hearing; staff and stakeholders have put a lot of time and effort into the development of the plan but there are critical weaknesses that need to be addressed.
- In the plan, implementation depends on the private sector initiating development applications and then allows the municipality to acquire rights-of-way.
- In the current state, the area may not attract developers and therefore development may not take place for years and will delay implementation.
- Climate change is a challenge; delays in implementation is problematic for improvements to the cycling environment.
- Four lane streets promote the use of vehicles and is not consistent with mode shift goals.

Councillor Gerrard stated:

- This is a comprehensive document and he congratulates staff and stakeholders for their input; he is pleased that a high percentage of residents support the plan directions.
- Financial analysis and timelines for implementation should be provided; implementation is not realistic unless the funds are available.
- He is pleased that two of the four lanes of traffic on Shelbourne Street may be used as dedicated transit lanes in the future.
- Pedestrian and cycling concerns need to be addressed in the short-term.

Councillor Wergeland stated:

- He thanks the public for the energy and time put into the consultation process; a long-range plan will assist with evaluating competing priorities for development.
- Development is key to the success of the SVAP; an expanded area designated for densification might have created more opportunities for exciting development.
- He strongly supports an action plan which would come together over the long term but has concerns about the proposed plan for development between North Dairy Road and Pear Street.

Councillor Murdock stated:

- He is pleased with the level of participation and thanks residents for being part of the consultation process; there is flexibility to revisit the SVAP in the future.
- Some of the actions are ambitious and may be challenging financially and geographically to implement; the short-term mobility actions are supportable.
- More details are needed regarding financial implications and timelines for implementation.

Councillor Sanders stated:

- She thanked everyone involved in the consultation process; implementation of short-term mobility actions should happen quickly.
- It is necessary to have benchmarks and timelines for reporting; the plan should

- include the inclusion of green space.
- The Cedar Hill Road cycling link is not acceptable.

Councillor Brownoff stated:

- Shelbourne Street is a key corridor in the cycling network; diverting cyclists to Cedar Hill Road is not acceptable; it is preferable to keep cyclists on Shelbourne Street.
- The addition of pocket parks, access to Wi-Fi, public washrooms, scooter parking and burying underground hydro lines should be considered in the SVAP.
- There may be a better way to negotiate with property owners regarding acquiring rights-of-way, easements or reciprocal agreements.
- There is a need to have policies to kick start development.
- An implementation plan with timelines and a focus on safety aspects is needed before the plan goes to Public Hearing.
- The request for a crosswalk on Shelbourne Street should be forwarded to the Advisory Traffic Committee.

Councillor Brice stated:

- It is necessary for staff to provide additional information before a Public Hearing.
- The SVAP is not constricted; it will be paramount on future Councils to ensure ideas are implemented.
- There is value in having the plan move forward with subsequent information to accompany the SVAP.
- She is pleased there is consensus that Shelbourne Street remains four lanes with the potential for dedicated transit lanes in the future.

**The Motion was then Put and CARRIED  
with Councillor Derman OPPOSED**

**MOVED by Councillor Brownoff and Seconded by Councillor Derman: "That a supplemental report providing additional information on the timelines and funding for implementation, in response to the comments raised at this meeting, be provided for the Public Hearing."**

Councillor Gerrard stated:

- The supplemental report should include financial analysis tied to timelines and include borrowing potential and available grants.

Councillor Wergeland stated:

- He is concerned with committing funds and timelines outside the budget process.

Councillor Brownoff stated:

- Funding and timelines should be tied to the Strategic Plan.

Councillor Sanders stated:

- Attaching timelines to significant anniversaries within Saanich should be considered.

**The Motion was then Put and CARRIED**



# Memo

To: Donna Dupas, Legislative Manager File:  
From: Elizabeth van den Hengel, Committee Clerk  
Date: November 9, 2016  
Subject: SHELBOURNE VALLEY ACTION PLAN

---

At the October 13, 2016 Planning, Transportation and Economic Development Advisory Committee meeting the Committee heard a presentation from the Manager of Community Planning on three options for the Shelbourne Valley Action Plan. Accordingly the Committee resolved as follows:

**“That the Planning, Transportation and Economic Development Advisory Committee supports Option #3 as presented by the Manager of Community Planning at the Planning, Transportation and Economic Development Advisory Committee meeting held October 13, 2016.”**

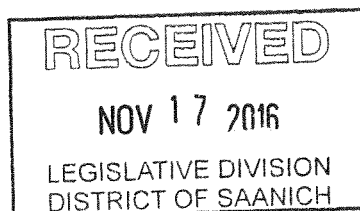
An excerpt from the minutes is attached for your information.

Elizabeth van den Hengel  
Committee Clerk

/evdh

e-copy: Mayor Atwell  
Paul Thorkelsson, CAO  
Director of Planning  
Director of Finance  
Fred Haynes, Chair PTED

Attachments (1)



**CARRIED**

**SHELBOURNE VALLEY ACTION PLAN**

The Manager of Community Planning gave the Committee an update on the Shelbourne Valley Action Plan.

- Option 1 maintains four travel lanes, implements cycle tracks on 25% of corridor, improvements to broader mobility network and focused on pedestrian improvements.
- Option 2 has bike lane on the entirety of Shelbourne Street, two lanes with central turn lane, sidewalk upgrades south of Pear Street, improvements to broader mobility network and focused on pedestrian improvements.
- Option 3 has new sidewalks to both sides North Dairy to Pear Street, complete bike facility with a physical separation for 50% of the route, left turn access maintained at most intersections and four travel lanes for 65% of the street.
- Public engagement and feedback will be collected for Option #3.
- Final plan presented to Council for adoption early 2017.

**MOTION:**     **Moved by T. Lee and Seconded by J. Schmuck: “That the Planning, Transportation and Economic Development Advisory Committee supports Option #3 as presented by the Manager of Community Planning at the Planning, Transportation and Economic Development Advisory Committee meeting held October 13, 2016.”**

**CARRIED**

DRAFT

2310-20 SVAP



LEGISLATIVE SERVICES  
Legislative

POST TO	Comm.	POSTED
COPY TO		
INFORMATION	<input checked="" type="checkbox"/>	
REPLY TO WRITER	<input type="checkbox"/>	
COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>	
REPORT	<input type="checkbox"/>	
FOR		
ACKNOWLEDGED	<input checked="" type="checkbox"/>	

Council Administrator  
Media  
CUC 4/6/14

## Memo

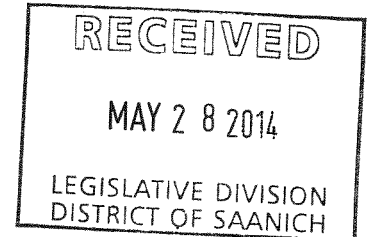
File: 1420-30 BIPED  
Xref: 2310-20 SVAP

To: Donna Dupas, Legislative Manager

From: Tania Douglas, Secretary  
Bicycle and Pedestrian Mobility Advisory Committee (BiPed)

Date: May 26, 2014

Subject: **SHELBOURNE VALLEY ACTION PLAN**



At the Bicycle and Pedestrian Mobility Advisory Committee meeting held May 15, 2014, the Committee discussed the Draft Shelbourne Valley Action Plan. Committee members resolved as follows:

***"The BiPed Committee recommends to Council in regard to the Draft Shelbourne Valley Action Plan, that:***

***The land use vision aimed at creating a sense of place in the valley can be supported.***

***Regional and municipal priorities to accomplish significant transportation modal shifts in favour of walking, cycling and transit must be respected and must be accomplished much sooner than 30 years from now.***

***Acquiring right-of-way from development applications will likely not bring needed changes quickly enough and cannot be supported as the primary process of implementation.***

***Implementation must be accelerated in order to deal with:***

***The need to respond quickly to climate change with substantial greenhouse gas (GHG) reductions in the near future and very substantial reductions by 2050.***

***The need to make Shelbourne Street bicycle friendly in the near future. Being flat and direct, Shelbourne is the natural North/South cycling route for the eastern half of Saanich. Furthermore, interim cycling changes contained in the plan are appreciated but will likely not provide a workable solution for many cyclists and commuter cyclists in particular.***

***The ultimate street cross section aimed for should be that shown on p. 74 of the plan with upgraded pedestrian facilities, separated cycle tracks, two dedicated transit lanes and two traffic lanes.***

***That a way should be found to achieve this ultimate cross section as soon as possible."***

May 26, 2014

A draft excerpt from May 15, 2014 meeting is attached for your information along with the rationale statement and motion which was voted upon.



Tania Douglas  
Senior Committee Clerk

/td

Attachments

Copy: Mike Lai, Acting Director of Engineering  
Sharon Hvozdzanski, Director of Planning

# BiPed motion on Shelbourne Valley Action Plan

## Rationale:

The Shelbourne Valley Action Plan has taken some four years to create and has involved a great deal of input and effort from staff, stakeholders and the community at large. The Saanich Bicycle and Pedestrian Advisory Committee (BiPed Committee) is very appreciative of these contributions. For its part, the committee has reviewed and discussed the action plan as it evolved through multiple drafts, public input and consultation phases. For its last six meetings, the committee has made the action plan a primary topic of discussion.

The Shelbourne Valley and the Douglas Corridor are likely the most significant areas of change Saanich will see in the next 30 years. Changes in these areas will be central to creating a sustainable future municipality and region. In addition to local concerns, plans involved must respond to the global challenge of climate change and the threat to all of human society it presents.

The Shelbourne Valley Action Plan is full of good ideas and appropriate goals for the valley's future. These assets are particularly prominent in *section 2 – Vision and Goals*. In addition, the *Environment* and *Land Use* sections provide objectives that are germane and supportable. Overall, the vision produced is a good one. Nevertheless, the BiPed Committee is concerned that the plan may contain critical weaknesses curtailing its ability to reach that vision. The BiPed Committee, therefore, puts forward the following recommendation to Council:

**MOVED by D. Wick and Seconded by C. Newcomb, “The BiPed Committee recommends to Council in regard to the Draft Shelbourne Valley Action Plan, that:**

1. The land use vision aimed at creating a sense of place in the valley can be supported.
2. Regional and municipal priorities to accomplish significant transportation modal shifts in favour of walking, cycling and transit must be respected and must be accomplished much sooner than 30 years from now.
3. Acquiring right-of-way from development applications will likely not bring needed changes quickly enough and cannot be supported as the primary process of implementation.
4. Implementation must be accelerated in order to deal with:
  - a. The need to respond quickly to climate change with substantial greenhouse gas (GHG) reductions in the near future and very substantial reductions by 2050.
  - b. The need to make Shelbourne Street bicycle friendly in the near future. Being flat and direct, Shelbourne is the natural North/South cycling route for the eastern half of Saanich. Furthermore, interim cycling changes contained in the plan are appreciated but will likely not provide a workable solution for many cyclists and commuter cyclists in particular.

5. The ultimate street cross section aimed for should be that shown on p. 74 of the plan with upgraded pedestrian facilities, separated cycle tracks, two dedicated transit lanes and two traffic lanes.
  6. That a way should be found to achieve this ultimate cross section as soon as possible.
-



## DRAFT SHELBOURNE VALLEY ACTION PLAN (SVAP)

The Chair and Committee members provided comments regarding the SVAP. The following comments were noted:

- Shelbourne Street, along with Douglas Street, are the two crucial corridors in Saanich that need to have a solid plan to be done properly.
- The Plan has a good vision but is weak on implementation strategies.
- Regional and municipal mode share goals are not being met; more substantial shifts in transportation modes must happen.
- The cross section (pg. 73-74) that shows dedicated transit lanes is good; language needs to be added that explains why this is needed in the near future and how it can be done.
- Appropriate street treatment is important in order to successfully create the 'people places' that Shelbourne Street could have.
- The Plan shows incremental change that will likely result in a prolonged implementation process, and a reduction in greenhouse gas (GHG) emissions is necessary as climate change problems increase. The plan framework needs to change and should set more aggressive targets.
- Language with regards to greenways, local connectors, bike ways, cycle tracks, etc. needs to be clearer and more consistent. The Plan does not recognize connectors.
- Concern was expressed about cyclists turning right from cycle tracks, as well as cycle tracks located on the right side of parked vehicles.
- Way-finding signs should be recognized in the SVAP. More walking/cycle maps would be beneficial.
- Cycle improvements between Blair and Arbordale should be recognized as two sections: Blair to Torquay and Torquay to Arbordale.
- Other items to consider adding to the plan include: a toilet policy; kiosks at transit exchanges; signal timing; breaking up long blocks for pedestrians and cyclists; and, more ways of impeding single vehicle traffic.
- The 4-lane configuration of single vehicle traffic is not supported and need to be reduced. Streets that have residential dwellings with multi-lanes tend to have no activity (e.g. Blanshard Street).
- An emphasis should be made on moving people and not moving vehicles.
- Concern was expressed that cycle tracks have no directional security and that every driveway is an intersection.
- It was suggested that a peer review of the SVAP be done.
- The citizen's survey indicated that there is limited support for two lanes on Shelbourne Street with the majority supporting the retention of four traffic lanes.
- The short term mobility plans are a major improvement to the Plan and Saanich has a chance to install cycle tracks and should take it. It could be elaborated a bit more in terms of what "short term" means.
- A suggestion was made to develop a strategy to approach Shelbourne Street property owners regarding property right-of-ways.

Due to time constraints, consensus of Committee was to craft a motion and conduct a poll vote with regard to the draft Shelbourne Valley Action Plan which is scheduled for presentation at the June 9<sup>th</sup> meeting of Council.

# Shelbourne Valley Action Plan

Short-Term Mobility  
Implementation Actions

December 5, 2016



# Presentation Outline

- Project Context
- Short-Term Mobility Options 1 and 2
- Short-Term Mobility Option 3
- Feedback on Options
- Implementation
- Next Steps

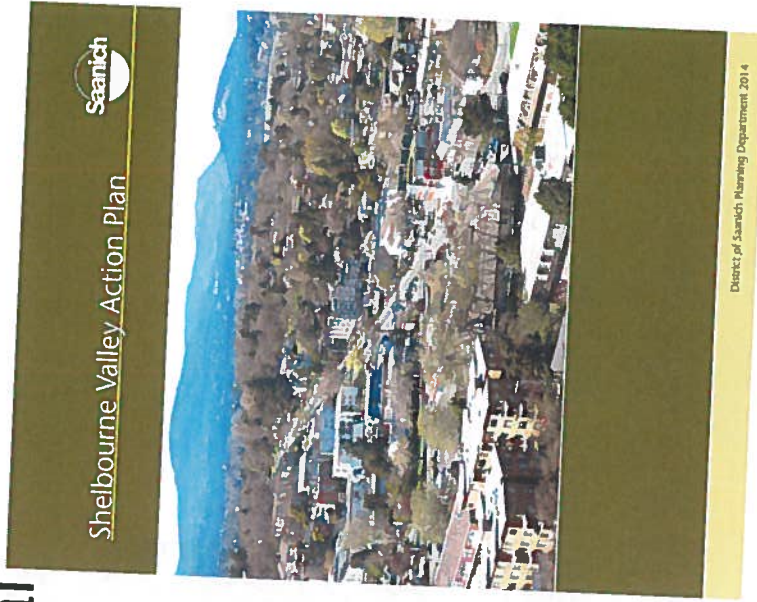




# Context

# Plan Overview

- Implements directions of the Official Community Plan
- Provides a 30-year vision and flexible framework to guide decision-making in the Valley



# Key Plan Elements



**Compact, walkable land use pattern**



**Enhanced features that support quality of life and identity**

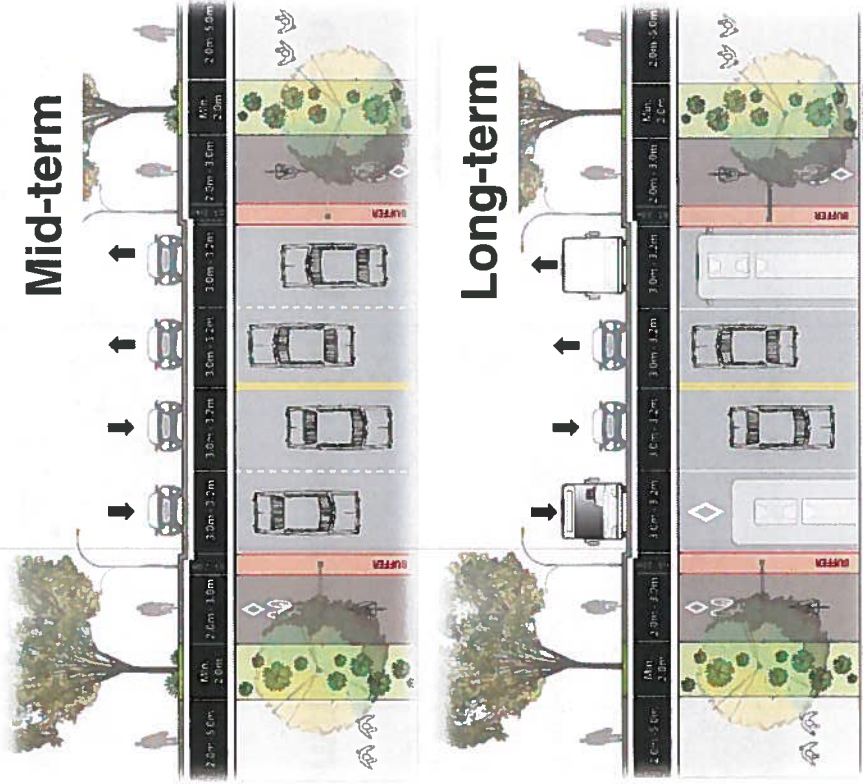


**Improved walking, cycling and transit options**



**Protection and enhancement of environmental assets**

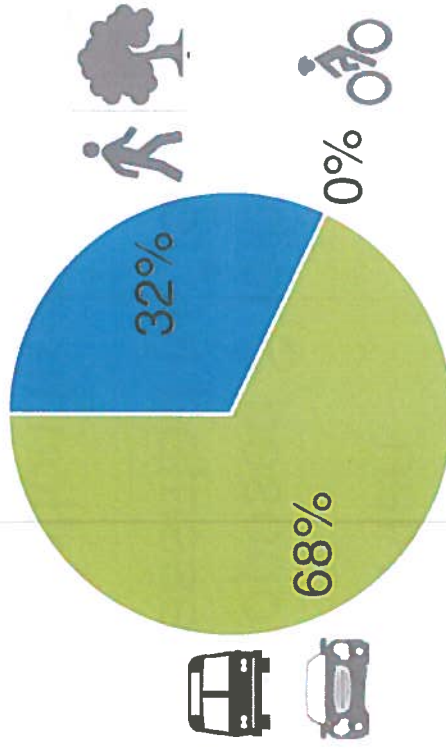
# Shelbourne Street Vision



**Enables a transition to dedicated transit lanes**

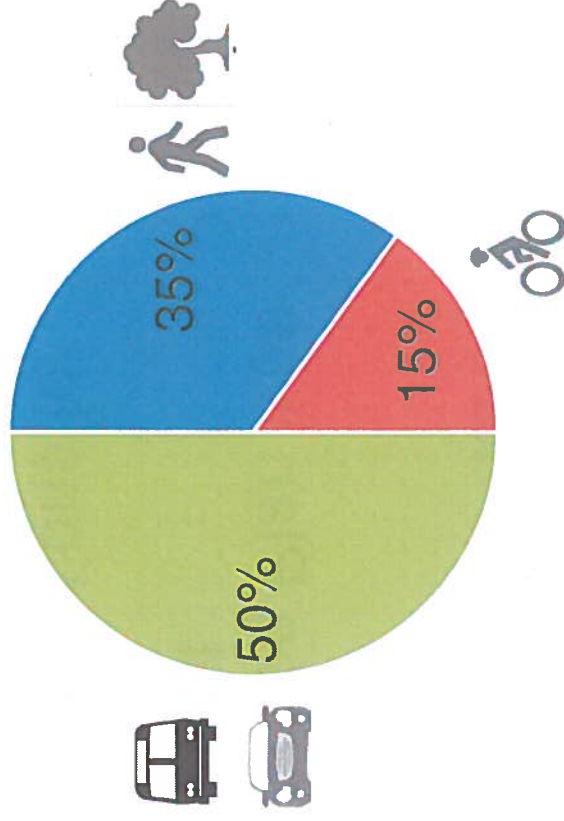
**Future design that comfortably accommodates all modes**

# Right of Way Allocation



EXISTING

20-23 Metre right of way



ULTIMATE

28-30 Metre right of way

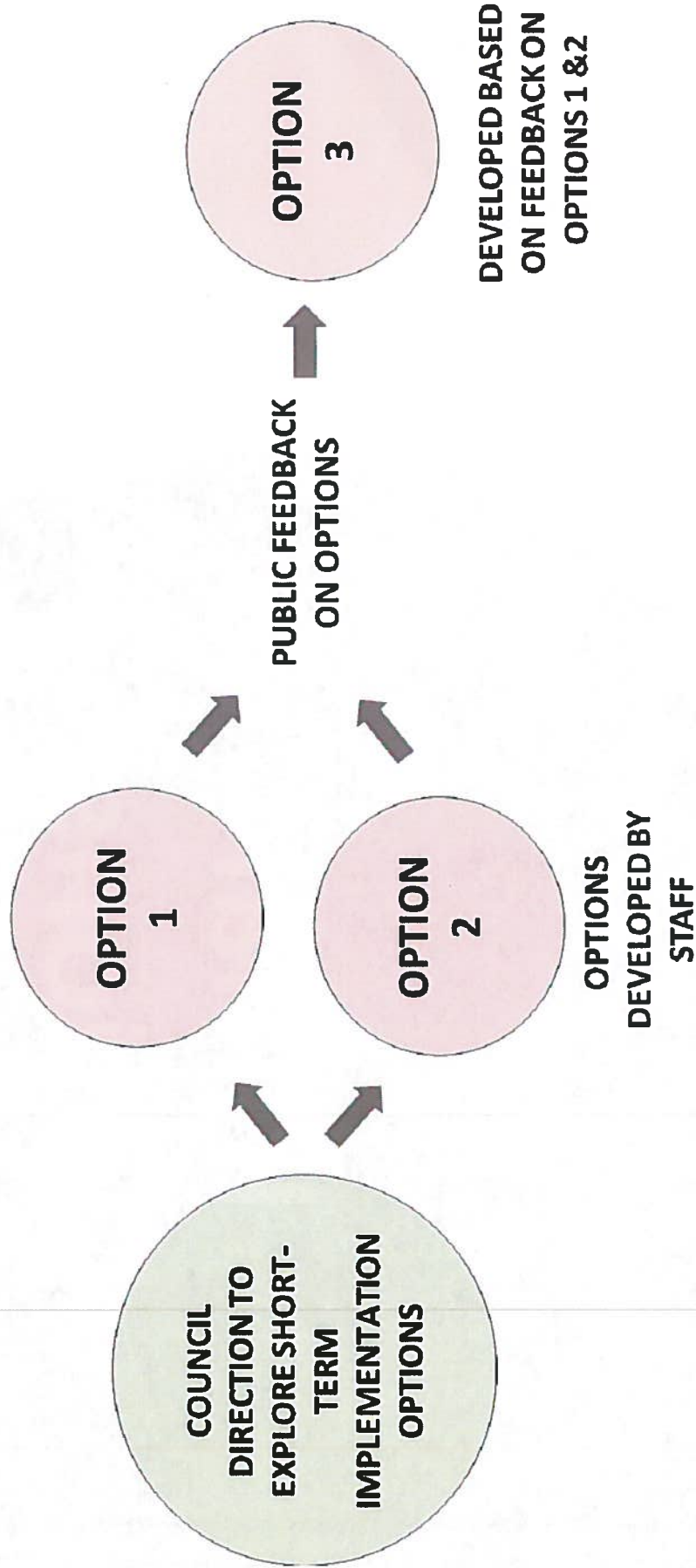


# Process to Date

- Multi-year community process to develop Plan
- General support for 30-year vision and actions in the Plan
- Proposed Shelbourne Valley Action Plan was presented to Council in June 2014
- Direction from Council to explore options for accelerating pedestrian and cycling improvements
- Recent work has focused on short-term actions



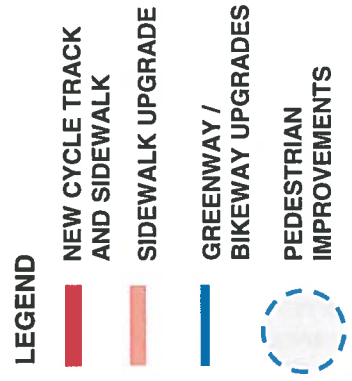
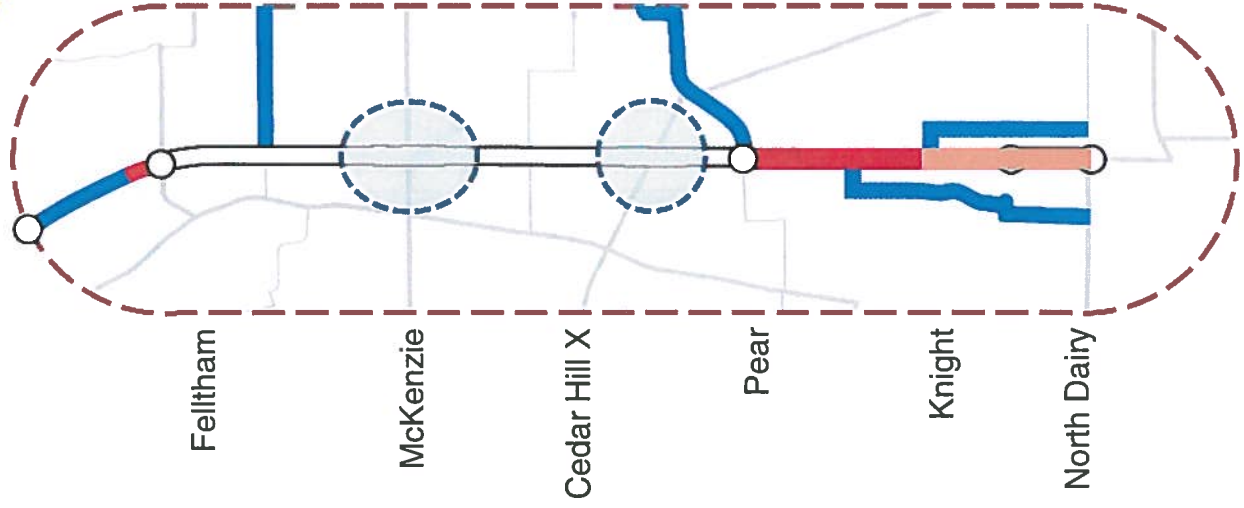
# Option Development Process



# Initial Options

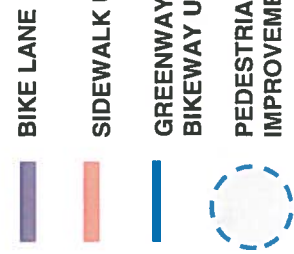
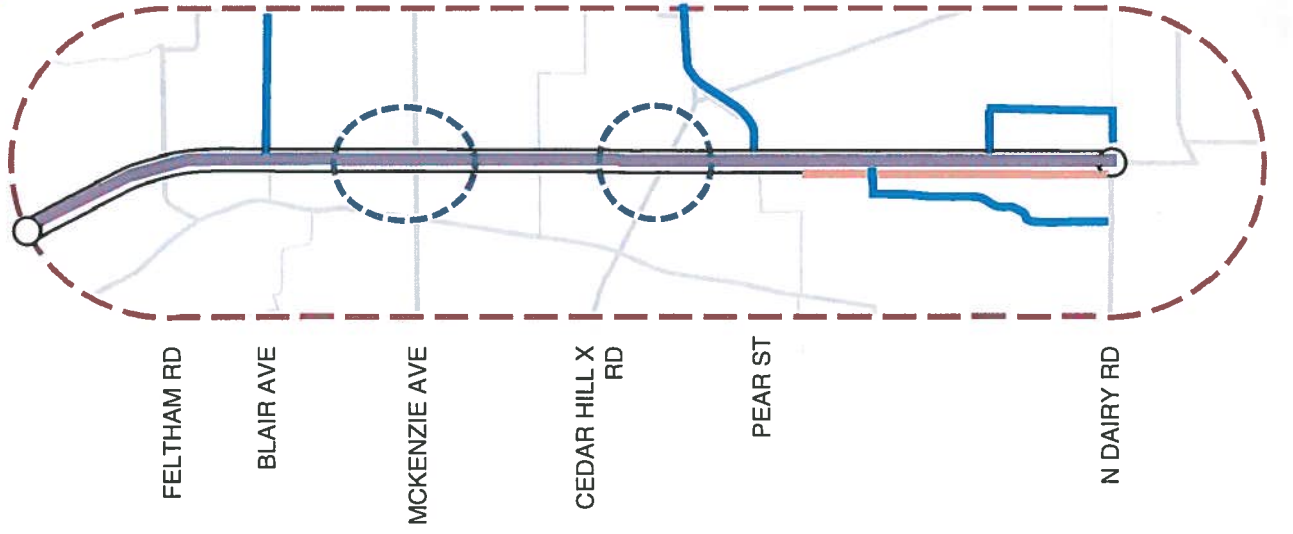
# Option 1 Highlights

- Maintains four travel lanes
- Implements cycle tracks on 25% of corridor
- Improvements to broader mobility network
- Focused pedestrian improvements

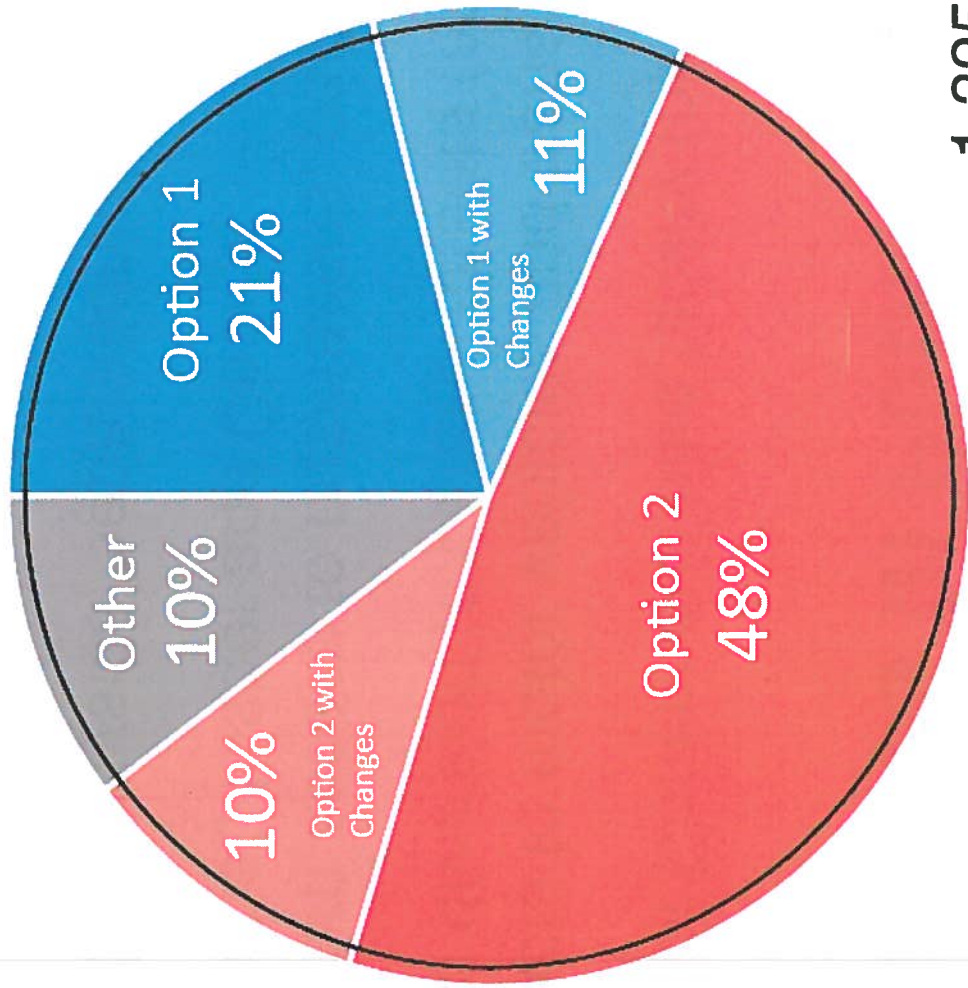


# Option 2 Highlights

- Bike lane on entirety of Shelbourne Street
- Two lanes with central turn lane for 75% of the street
- Sidewalk upgrades south of Pear Street
- Improvements to broader mobility network
- Focused pedestrian improvements



# Option Preference



1,325 Survey Responses



# Top Issues in Public Feedback

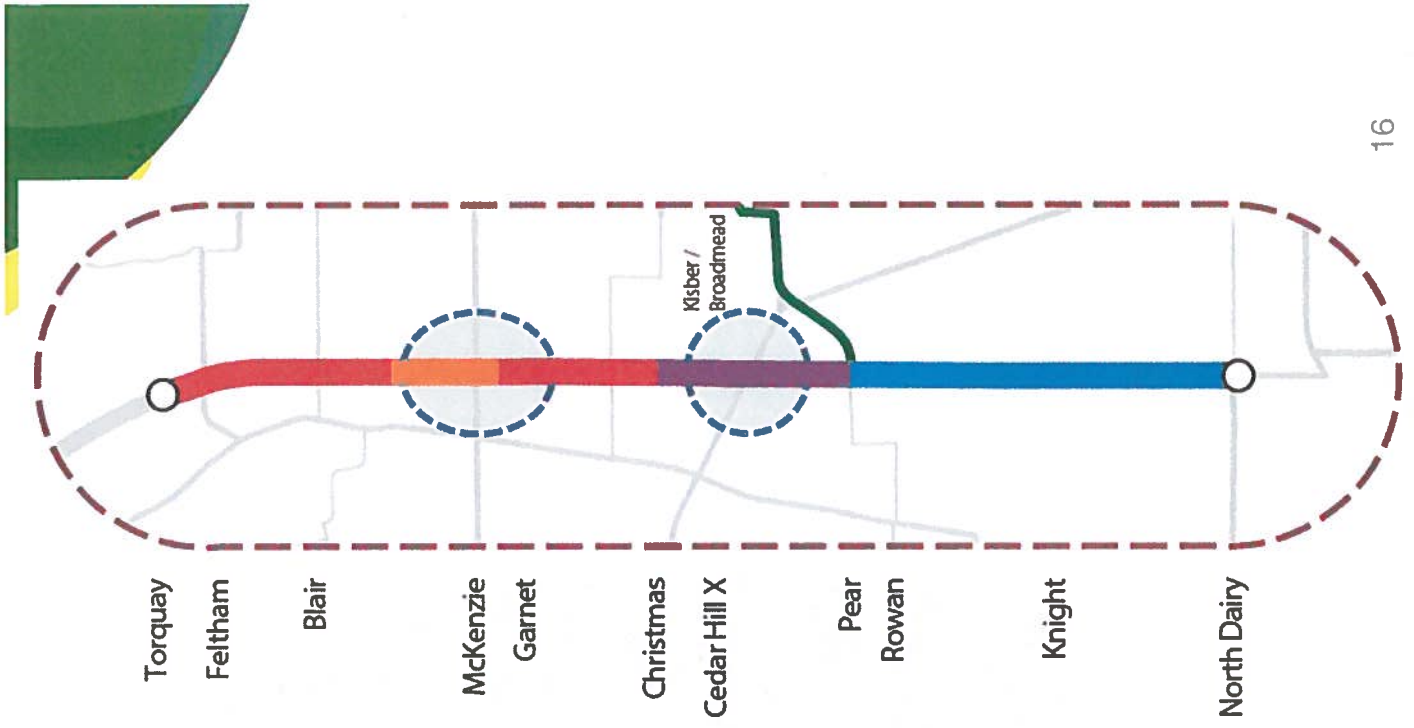
- Lack of Continuous bike facility (option 1)
- Impacts to motor vehicles and transit and traffic diversion to parallel streets (option 2)
- Left-turn access to businesses, particularly at Garnet, Kisber and Church
- Need for physical separation of bike lanes

# Option 3



# Option 3

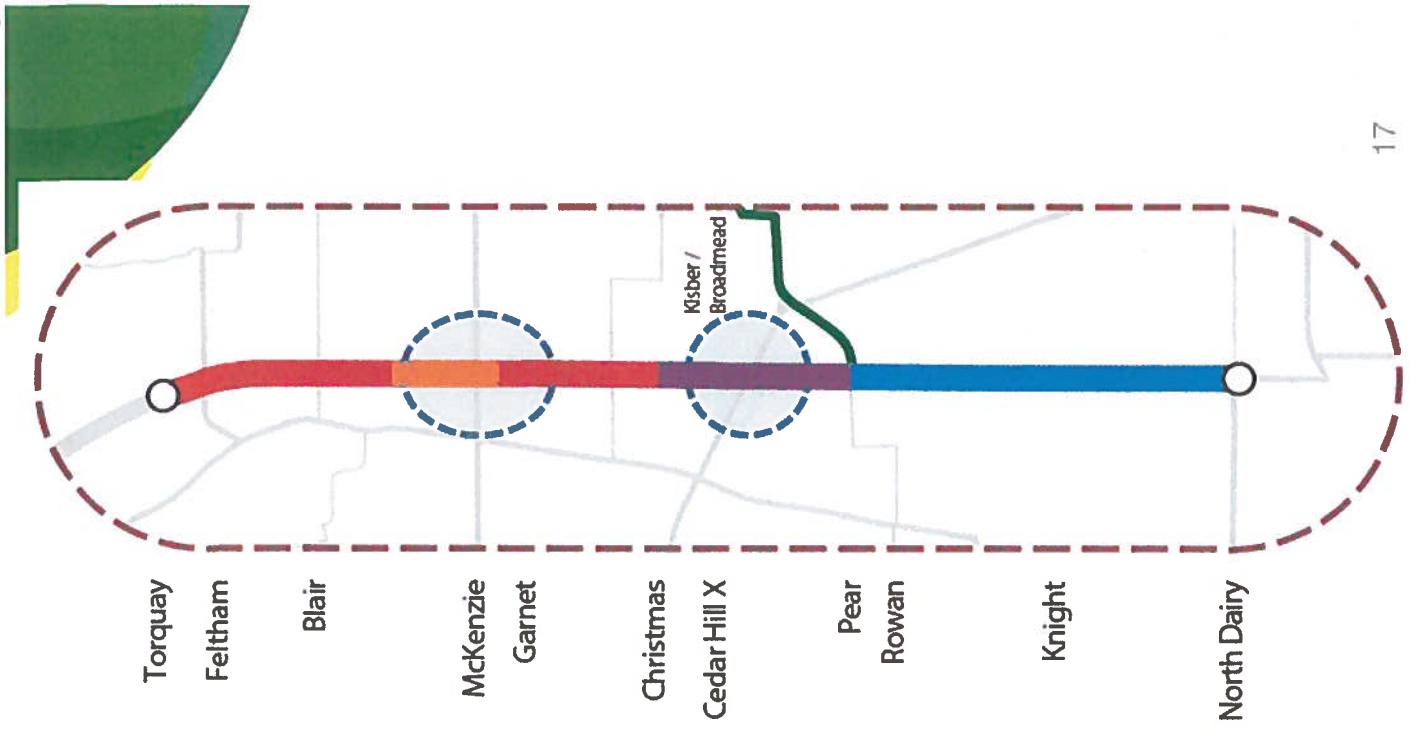
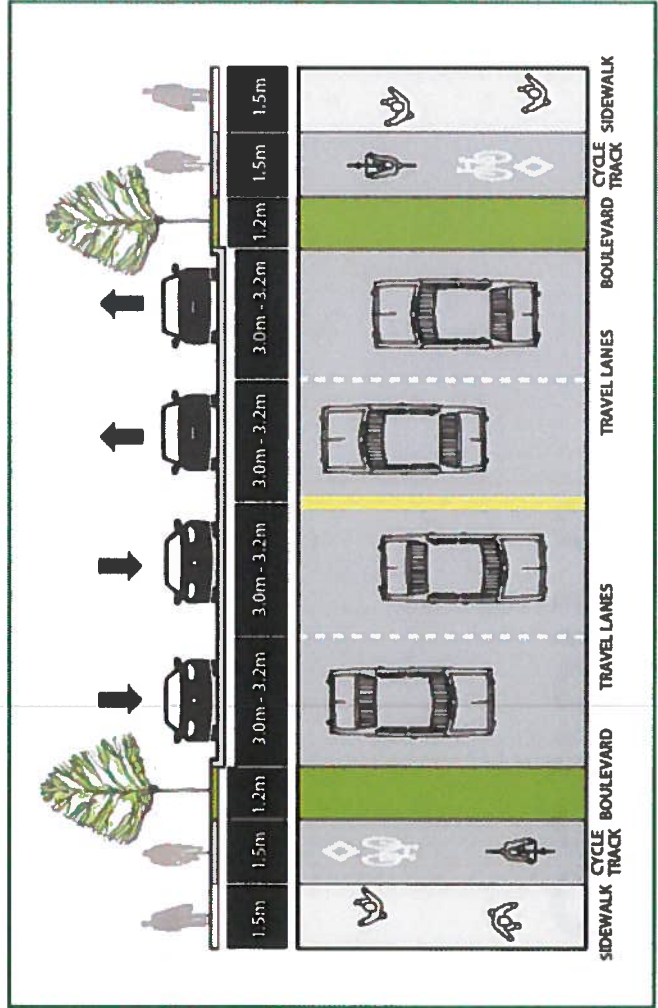
- New sidewalks on both sides of Shelbourne Street - North Dairy to Pear
- Complete bike facility - physical separation for 50% of route
- Left-turn access maintained at most intersections
- Four travel lanes maintained for 65% of street



# Option 3

## North Dairy to Pear

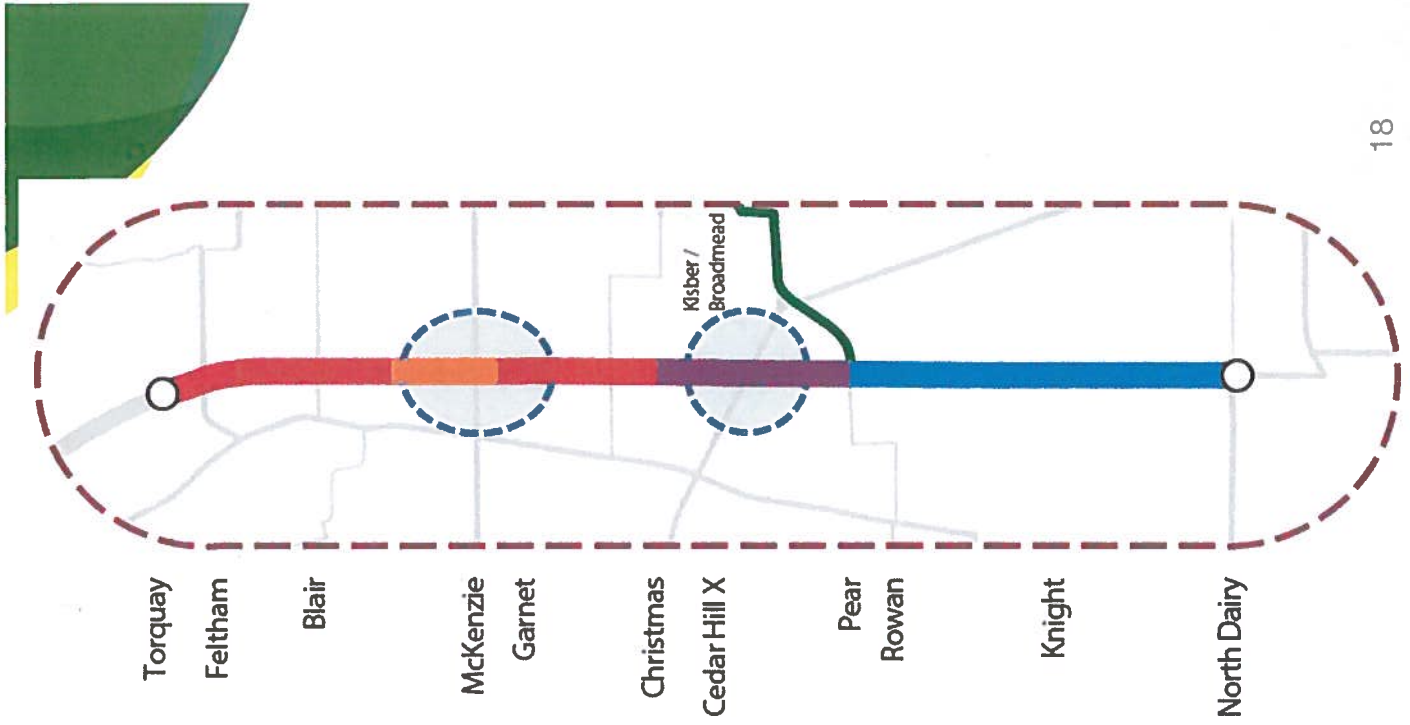
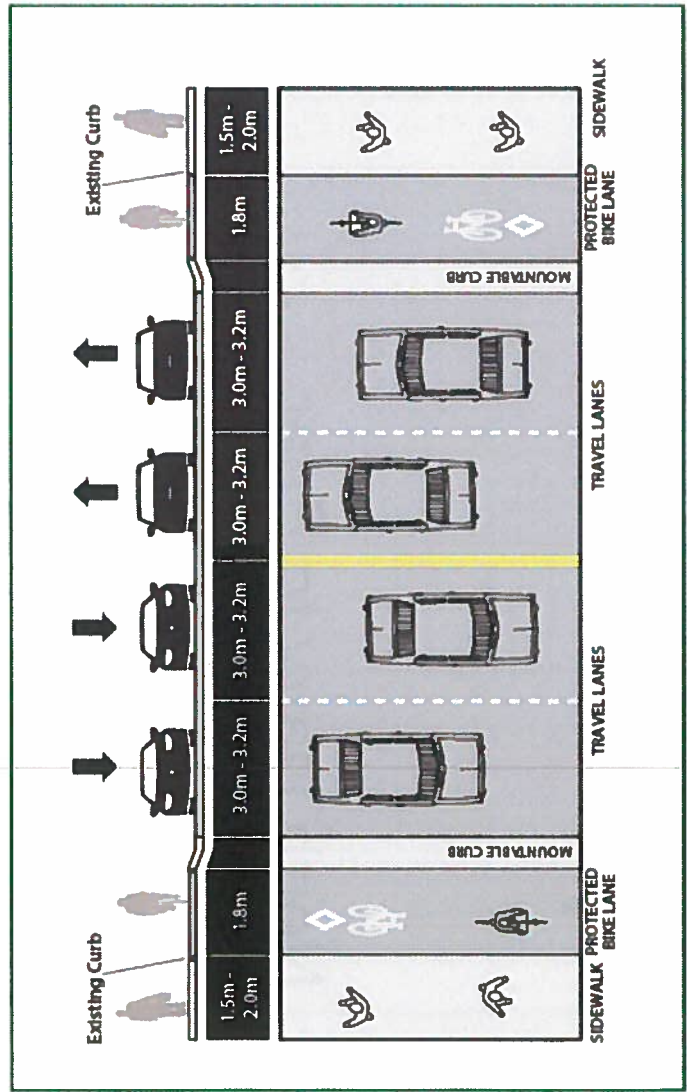
Separated cycle track with 4 vehicle travel lanes



# Option 3

## Pear to Christmas

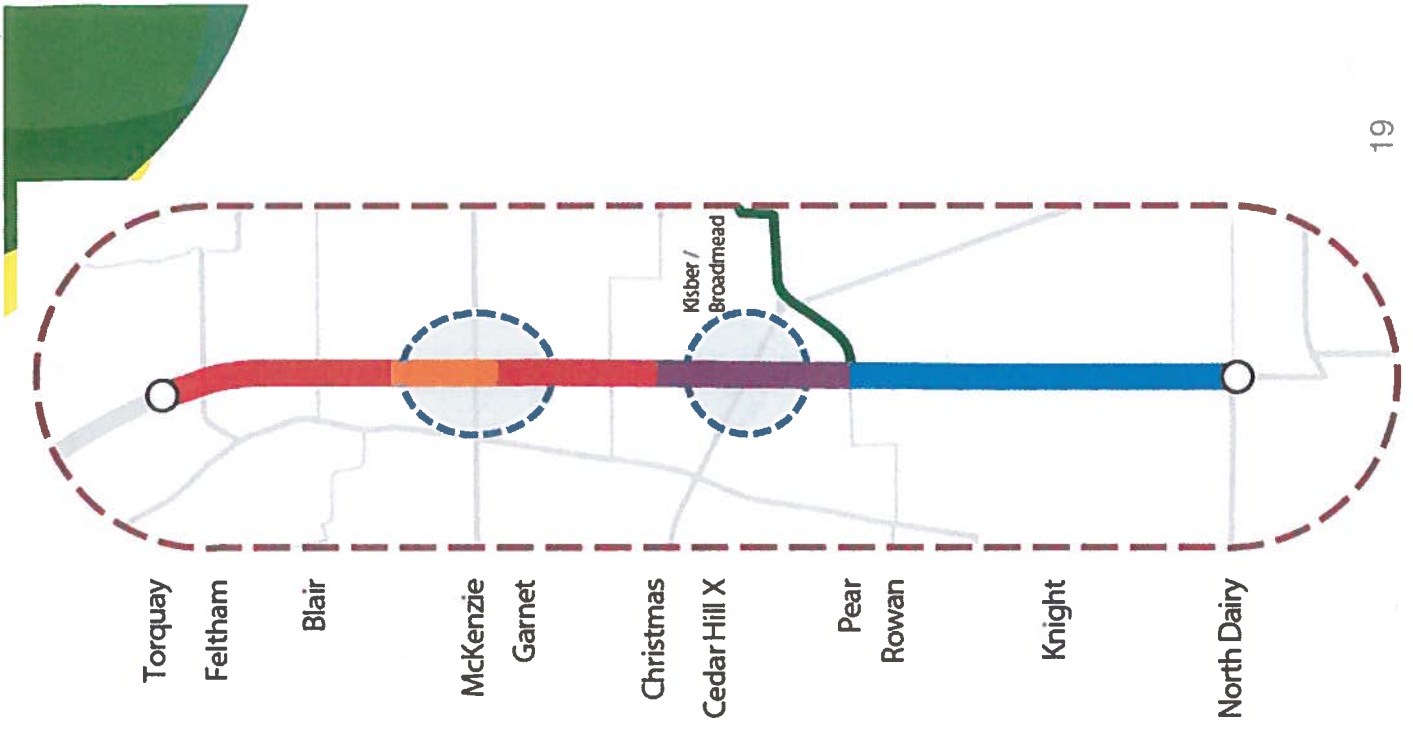
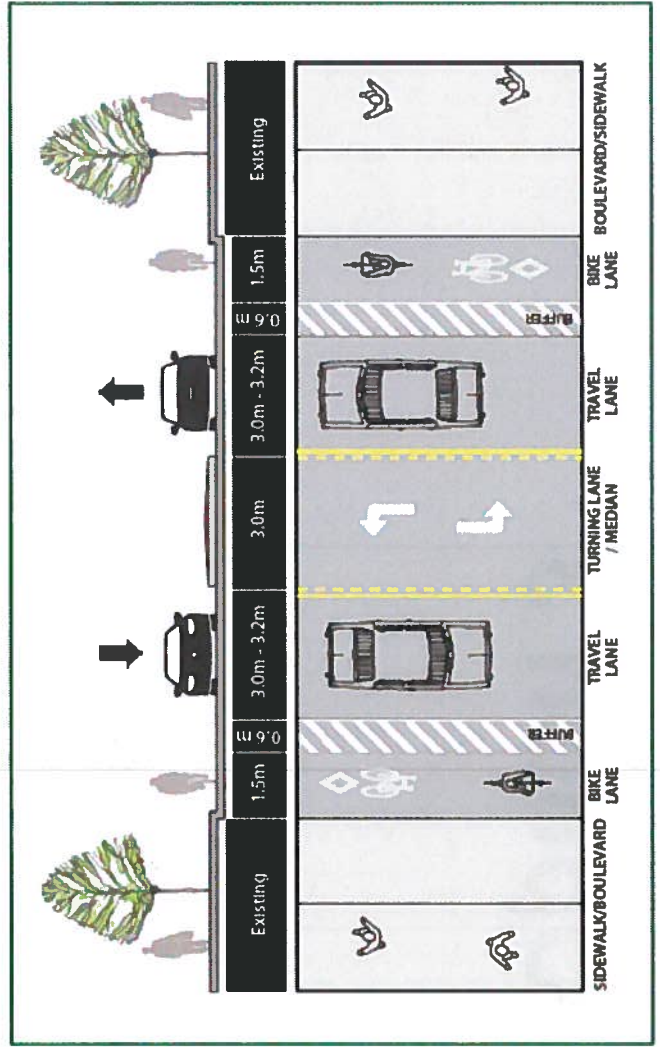
Raise cycle track with 4 vehicle travel lanes



# Option 3

Christmas to Garnet  
 North of McKenzie to Torquay

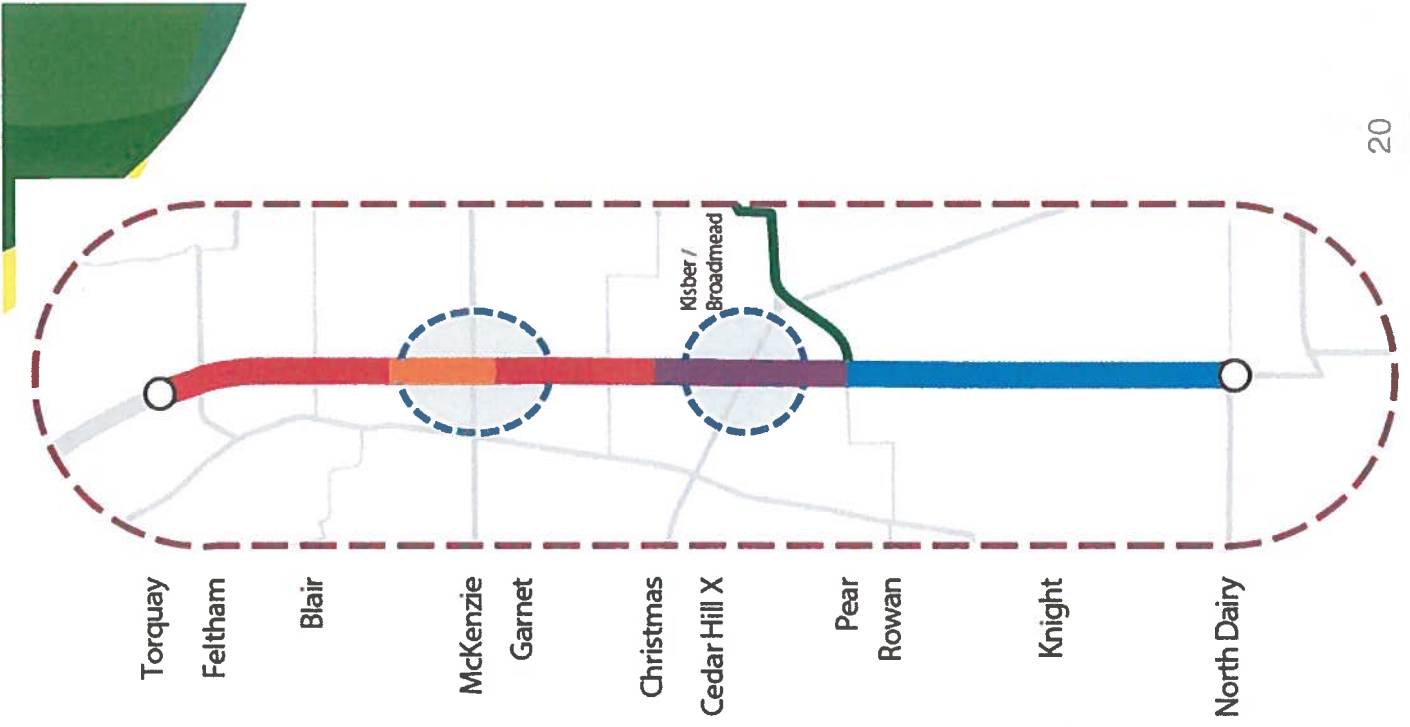
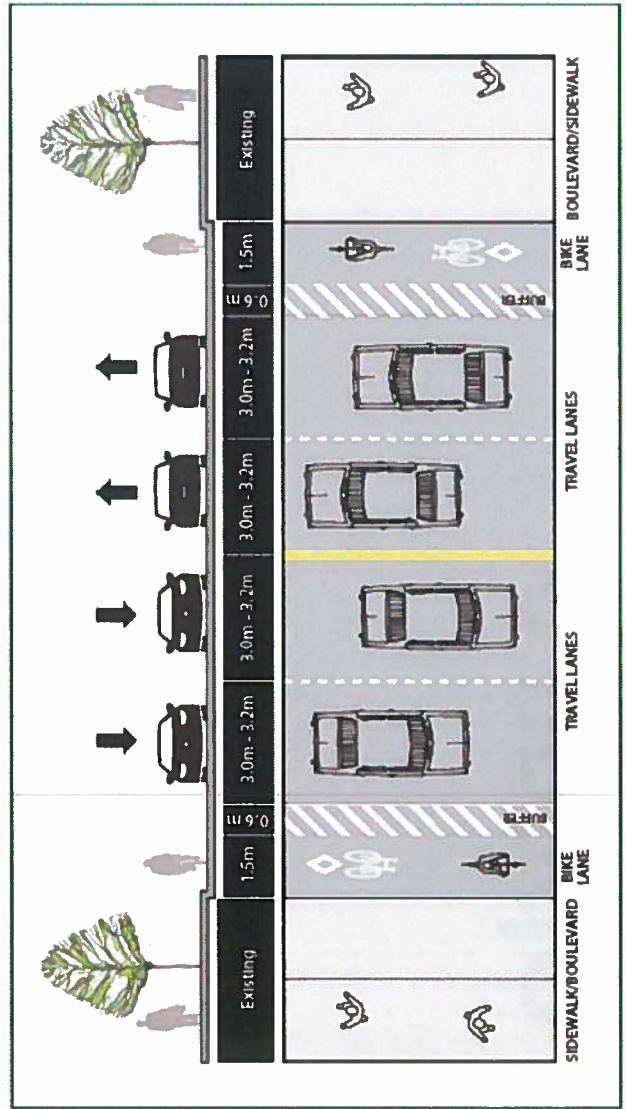
Buffered bike lanes with 2 lanes and centre turn lane



# Option 3

## Garnet to North of McKenzie

Buffered bike lanes with 4 vehicle travel lanes



# Key Option 3 Outcomes

- Over 2.3 km of upgraded sidewalks
- High quality continuous bike facility on Shelbourne Street
- Improvements to transit waiting areas
- Majority of left turns maintained
- 2/3 of street retained as four lanes



# Option 3 Traffic Impacts

Based on traffic modeling:

- Reduced impacts from Option 2
- Traffic delays of 1.5 to 2.5 minutes in peak period peak direction
- Relatively unchanged travel times in non-peak periods
- Some diversion to parallel streets including Cedar Hill, Richmond and Gordon Head in peak periods

# Preliminary Option 3 Cost Estimate

Improvements	Estimated Cost
Shelbourne Street South North Dairy Road to Pear Street	\$7,300,000
Shelbourne Street Central Pear Street to McKenzie Avenue	\$3,100,000
Shelbourne Street North McKenzie Avenue to Torquay Drive	\$1,650,000
Uvic Bike Connector	\$450,000
<b>TOTAL</b>	<b>\$12,500,000</b>

- \$12.5 million total cost





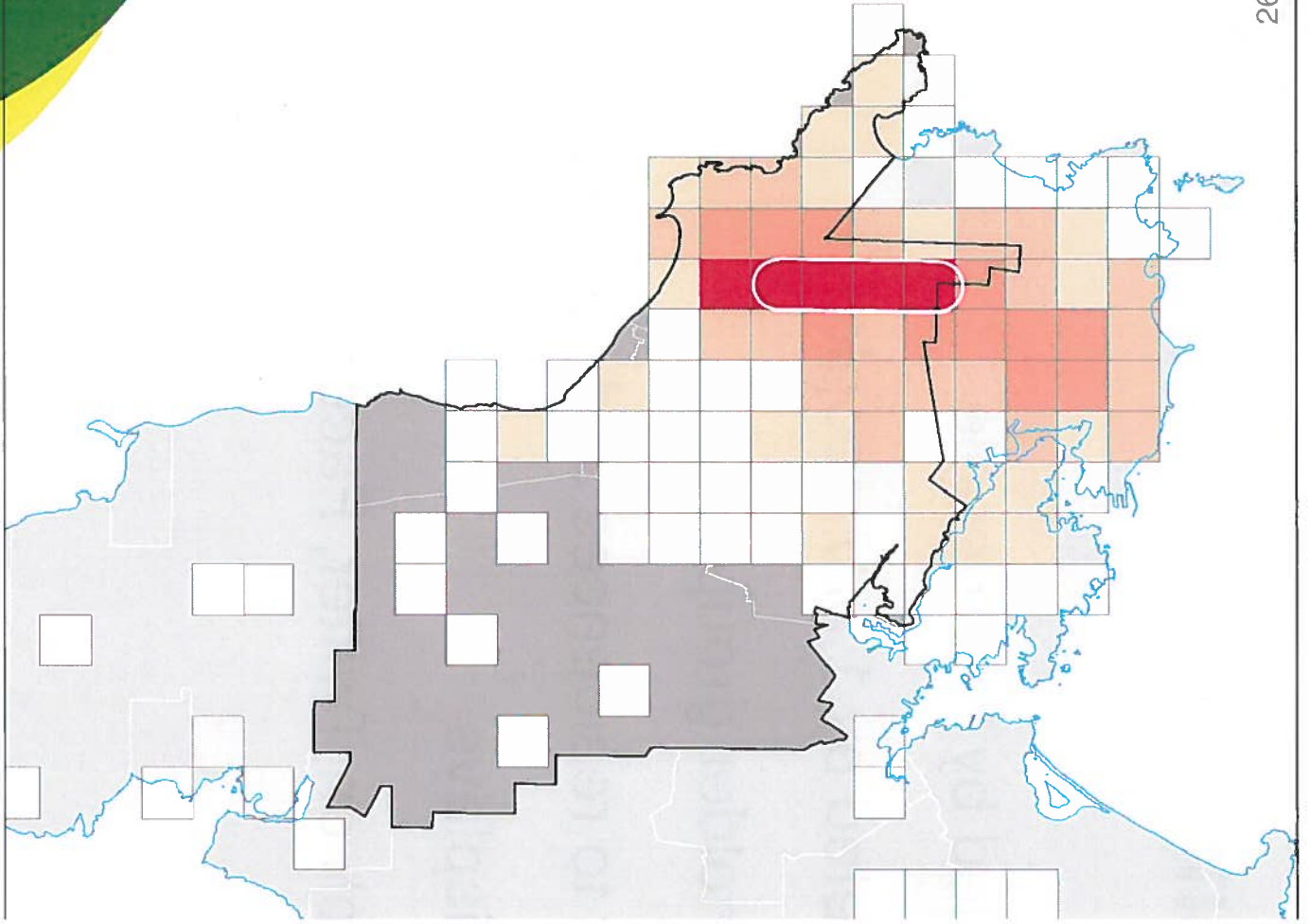
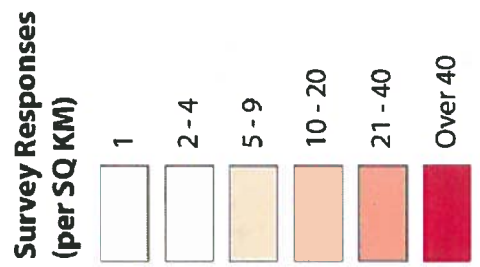
# Option 3 Feedback



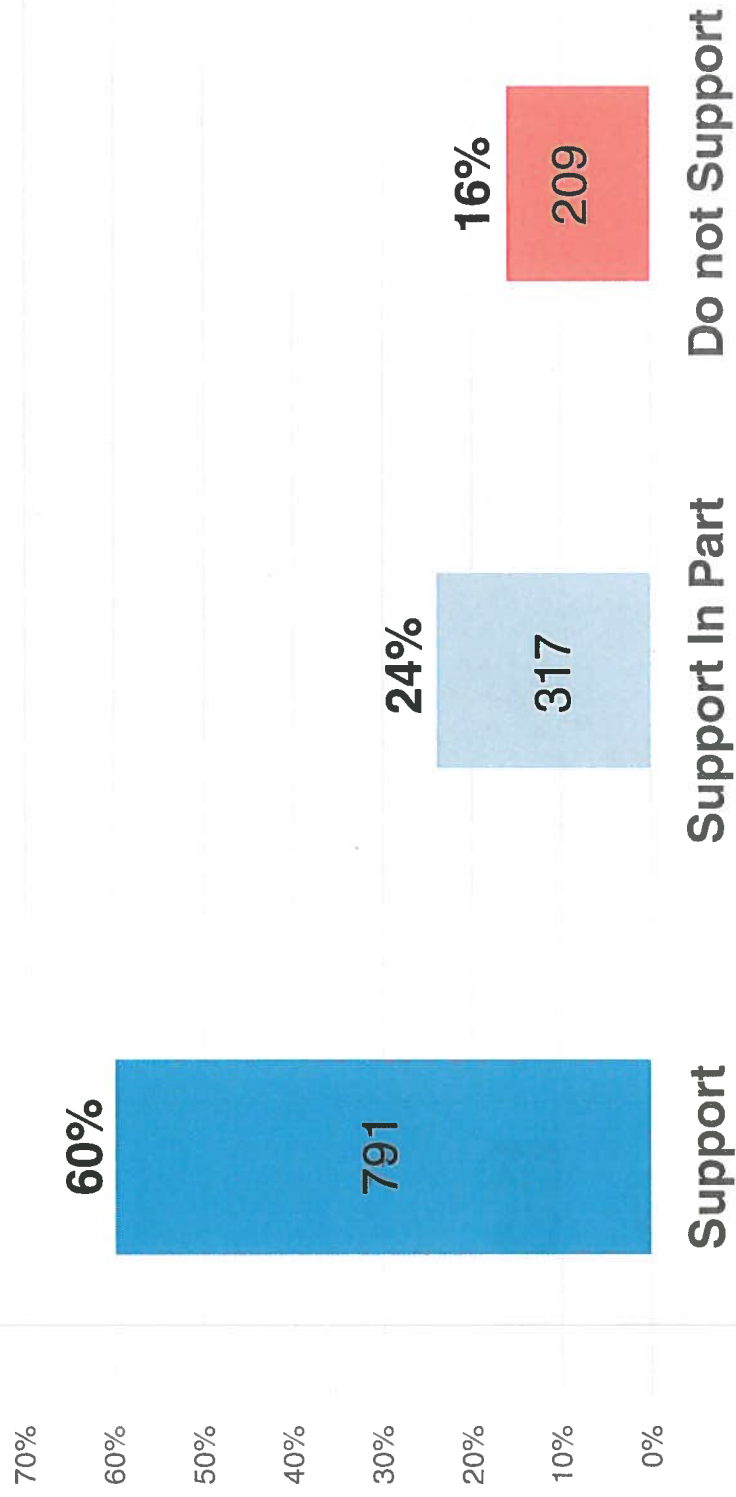
## Public Engagement on Option 3

- Open Houses attended by 800 people
- Public survey completed by 1,327 people
- Meetings with stakeholder groups
- 7,000 flyers sent out to residences and businesses
- Mobile community displays
- Social media outreach on Twitter, Facebook and LinkedIn

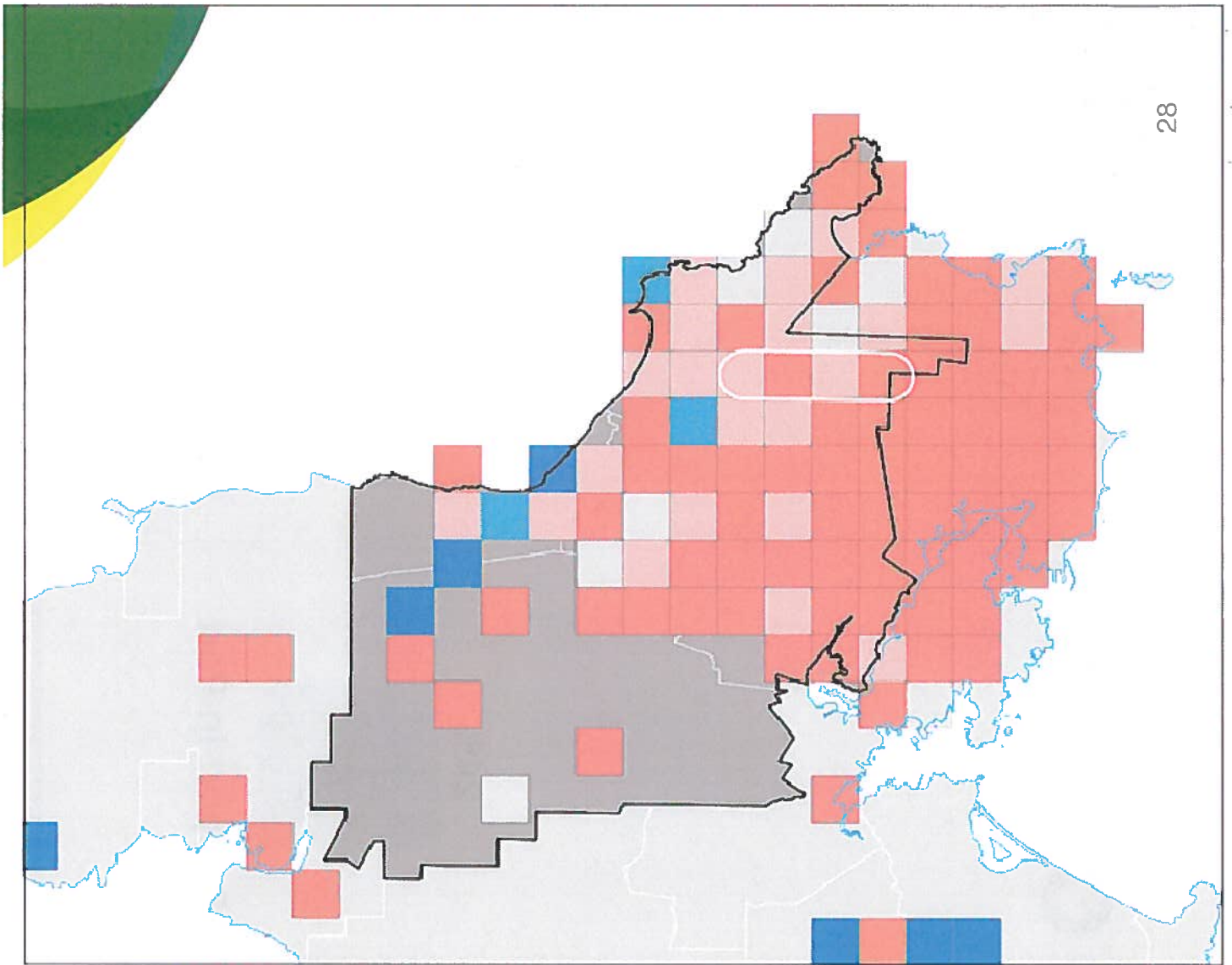
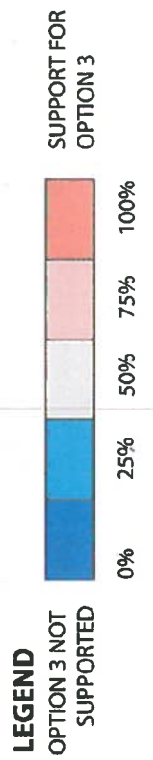
# Location of Survey Respondents



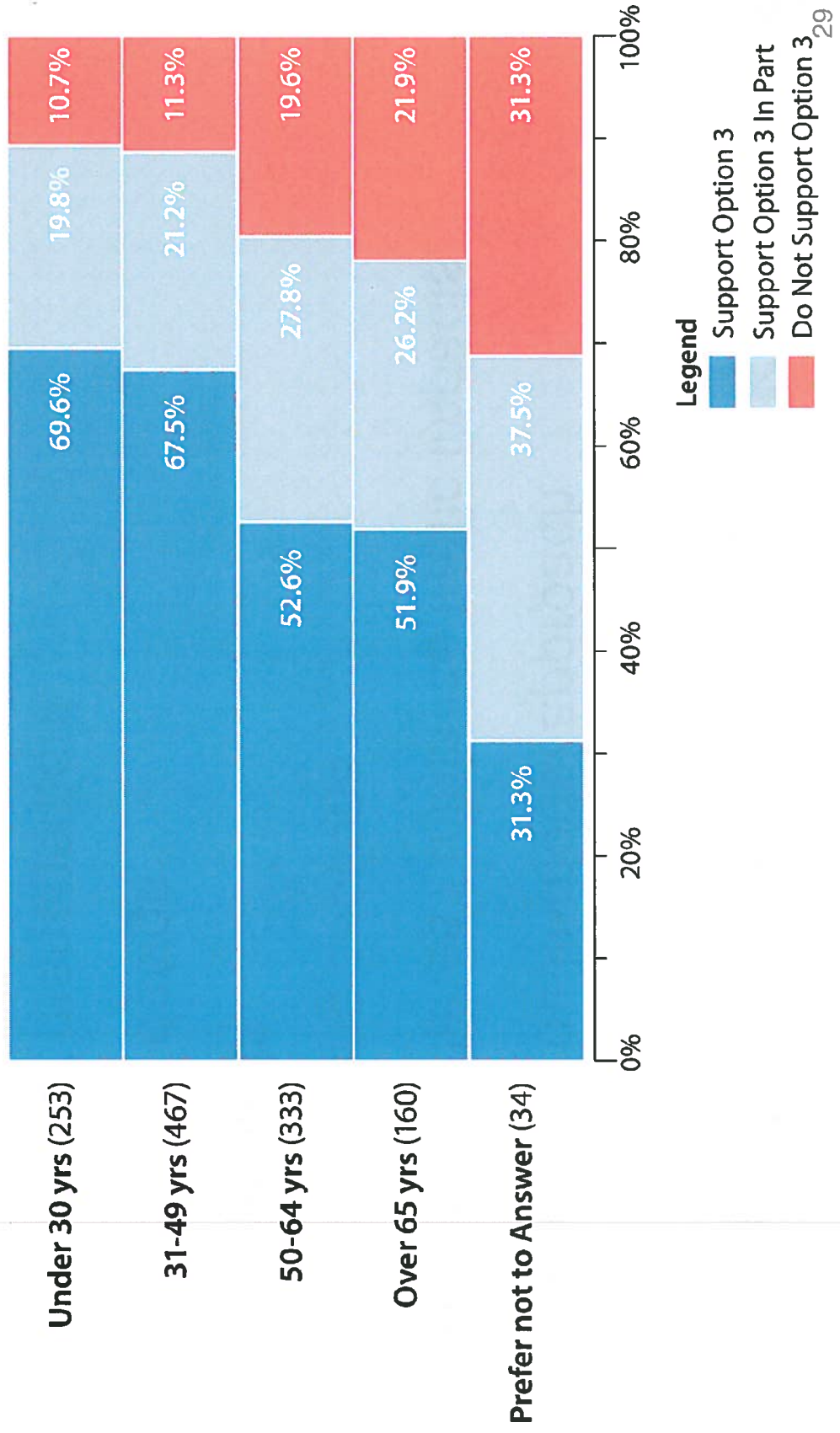
# Support for Option 3



# Option 3 Support by Area



# Option 3 Support by Age Group



# Major Areas of Feedback

- Support for multi-modal approach
- Retain four lanes / minimize traffic impacts
- More two lane sections
- Tree impacts
- Bike facility design
- Stormwater management

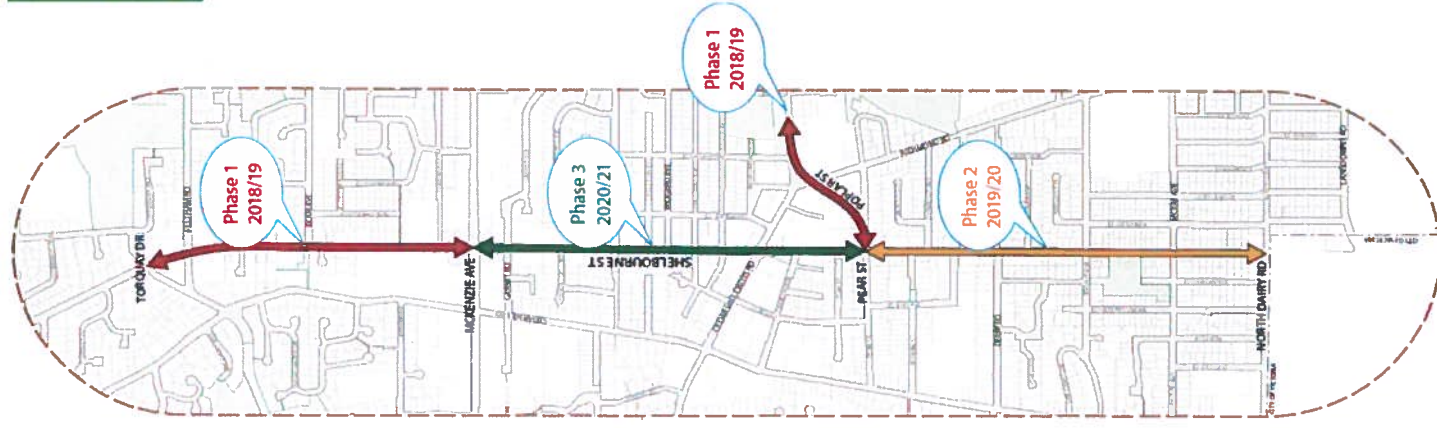


# Implementation



# Implementation

- Would be aligned with required underground infrastructure renewal (water, sewer, stormwater)
- Identified potential phasing of improvements (2018-2021)
- Funding would be from the transportation capital budget
- Conversion to ultimate design would occur with redevelopment



# Next Steps

# Options

- Council could endorse one of the three short-term mobility options presented
- Option 3 recommended for the following reasons:
  - Continuous, high quality bike facility
  - Significant sidewalk and pedestrian upgrades
  - Balanced approach to travel lane reductions and access
  - Furthest progression to ultimate design



# Next Steps

- Endorsement in principle of preferred short-term mobility implementation option
- Short-term actions integrated into Action Plan
- Final plan presented to Council for adoption in early 2017
- Detailed design work begins

# Recommendation

- Endorse in Principle Option 3 short-term mobility actions
- Direct staff to incorporate Option 3 short-term implementation actions into the Shelbourne Valley Action Plan and bring the Plan forward to a subsequent meeting of Council for final review and consideration.

# **Shelbourne Valley Action Plan**

## **Short-Term Mobility Options**

### **Public Engagement Summary Report**

Options 1 and 2

February - March 2016

## 1. BACKGROUND

The Shelbourne Valley Action Plan is a comprehensive plan that will guide land use and transportation change in the Shelbourne Valley over the next 30 years. A community process to develop a Plan has been underway since 2009.

A Proposed Shelbourne Valley Action Plan was presented to Council on June 9, 2014. At that meeting, Council requested more information on implementation actions, specifically cost and timeline estimates and options for accelerating pedestrian and cycling improvements. In response to this request, staff developed two short-term implementation options for Council's consideration. On October 5, 2015 the two options were presented to Council, where they directed staff to seek public feedback.

The two options focus on improvements that could largely occur under existing conditions and could be completed within five years. Key elements of each option are:

- **Option 1:** This option maintains four travel lanes on Shelbourne Street and focuses pedestrian and cycling improvements where space is available.
- **Option 2:** This option uses lane reductions to provide pedestrian improvements and continuous bike lanes along the full extent of Shelbourne Street. Four lane cross sections are maintained near major intersections.

From February 16 to March 20 public feedback was actively sought on the implementation options. Information on the components and design details of the options can be found at [www.saanich.ca/shelbourne](http://www.saanich.ca/shelbourne).

This report provides a summary of key engagement activities and feedback gathered during the engagement process. The feedback will form part of a report that will be delivered to Council, seeking their direction on short term mobility actions to integrate into the final Shelbourne Valley Action Plan.

## 2. PUBLIC ENGAGEMENT PURPOSE

This purpose of public engagement in this phase of the process is to receive feedback from residents and stakeholders groups on potential short-term mobility options.

Three key questions framed the engagement:

- What option do you prefer?
- What changes would you like to see to your preferred option?
- Is there anything else that should be considered in developing a recommendation for Council?

### 3. ADVERTISING AND NOTIFICATION

To raise awareness of this phase of engagement and advertise opportunities for input, the following key outreach activities were taken:

- **Flyers** were delivered to every home and business in the Valley (approximately 7,000);
- **Newspaper ads** were placed in the **Saanich News** (3 times) and **Times Colonist** (2 times) advertising open houses and potential changes on Shelbourne Street;
- **Personalized Letters** were delivered to every property owner on Shelbourne Street (550 total);
- **Three emails** were sent out to **Stakeholder Contacts list** (approximately 330 people) advertising open houses, sharing engagement material and encouraging public feedback;
- Sustainable Saanich **Facebook and Twitter** feeds were used to promote the project;
- **Posters** advertising the open houses and survey were placed in numerous gathering spots throughout the Shelbourne Valley, including community centres, the public library and coffee shops; and
- **Overhead bus ads** were placed on routes that travel through the Shelbourne Valley displaying information on open houses and encouraging input.

### 4. PUBLIC ENGAGEMENT ACTIVITIES

#### 4.1 Public Open Houses

Three open houses attended by approximately 700 people were held at the following locations:

- Gordon Head Recreation Centre – Saturday, February 27, 2:00-6:00 PM
- St. Aidans Church – Wednesday, March 2, 4:00 – 8:00 PM
- Cedar Hill Recreation Centre – Saturday, March 5, 2:00-6:00 PM

The open houses included 22 display boards with context and description of options, 40 foot long plans of each option (transparent overlay with existing conditions beneath), a looping video comparing options and engineering and planning staff to answer questions. Participants were encouraged to provide their feedback through either completing a survey or adding sticky note comments to option plans (357 unique comments received on plans).



## **4.2 Public Survey (online and paper)**

A public survey was available online and at open houses from February 24 until March 20, 2016. In total there were **1,325 completed surveys** (245 written and 1,080 online). The survey provided opportunities for respondents to identify their preferred option, highlights elements they liked and did not like about each option and suggest changes. The paper version of the survey instrument is included as Attachment A.

## **4.3 Meetings with Shelbourne Stakeholder Committee**

Three meetings were held with the Shelbourne Stakeholder Committee, which have been an advisory group since the inception of the project. The group includes representatives from Community Associations, residents, the development community and key stakeholder groups.

The purpose of the meetings were as follows:

- To seek input on engagement approach (November 5, 2015);
- To provide an overview and hold a detailed discussion on options (February 16, 2016); and
- To discuss transit considerations with BC Transit staff (March 8, 2016).

## **4.4 Meetings with Stakeholder Groups**

Four focused meeting were held with key stakeholder groups to seek detailed feedback on options and suggestions for potential changes.

- Saanich Bicycle and Pedestrian Mobility Advisory Committee – February 18, 2016
- BC Transit planning staff and operators (12 attendees) - March 8, 2016
- Saanich Planning, Transportation and Economic Development Advisory Committee – March 10, 2016
- Property owner / business owner luncheon (32 attendees) – March 16, 2016

The meetings with stakeholder groups were supplemented by one on one meetings with major property owners, key stakeholders and others who requested a meeting with staff.

## **4.5 Online Engagement**

The Saanich website contained all open house display boards, background information and access to the online survey. In addition there were three embedded videos that showed the options in detail.

In total, there were 4,391 website visits (3,958 unique) and 2,345 views of the videos between February 22<sup>nd</sup> and March 20<sup>th</sup>. Additionally, 1,080 people completed a survey online.

## 4.6 Bus Rider engagement

Through a partnership with BC Transit, two Saanich staff rode buses along Shelbourne Street on February 24, 2016 with the intention of raising awareness of the project, sharing options being considered and informing people of upcoming open houses. During the time period between 9:00 am and noon, riders on 14 bus trips were engaged.

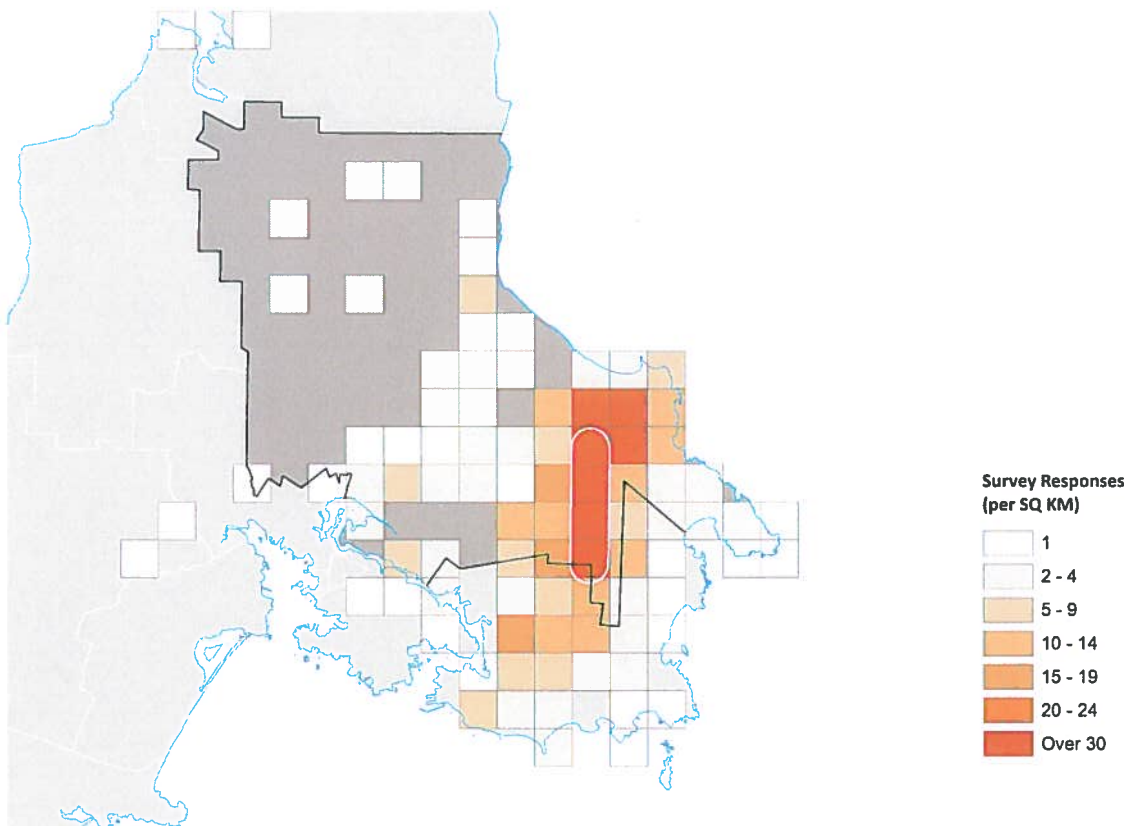
## 4.7 Letters and Emails

In addition to the numerous comments provided at meetings or in the survey, 43 unique letters and emails were received commenting on the options being considered.

# 5. PUBLIC SURVEY RESULTS

## 5.1. Overview

The primary mechanism for soliciting feedback on the potential implementation options was a public opinion survey that was available online and at open houses. In total there were **1,325 completed surveys** (245 written and 1,080 online). Map 1 shows the distribution of respondents who provided a postal code.



**Figure 1: Location of Survey Respondents**

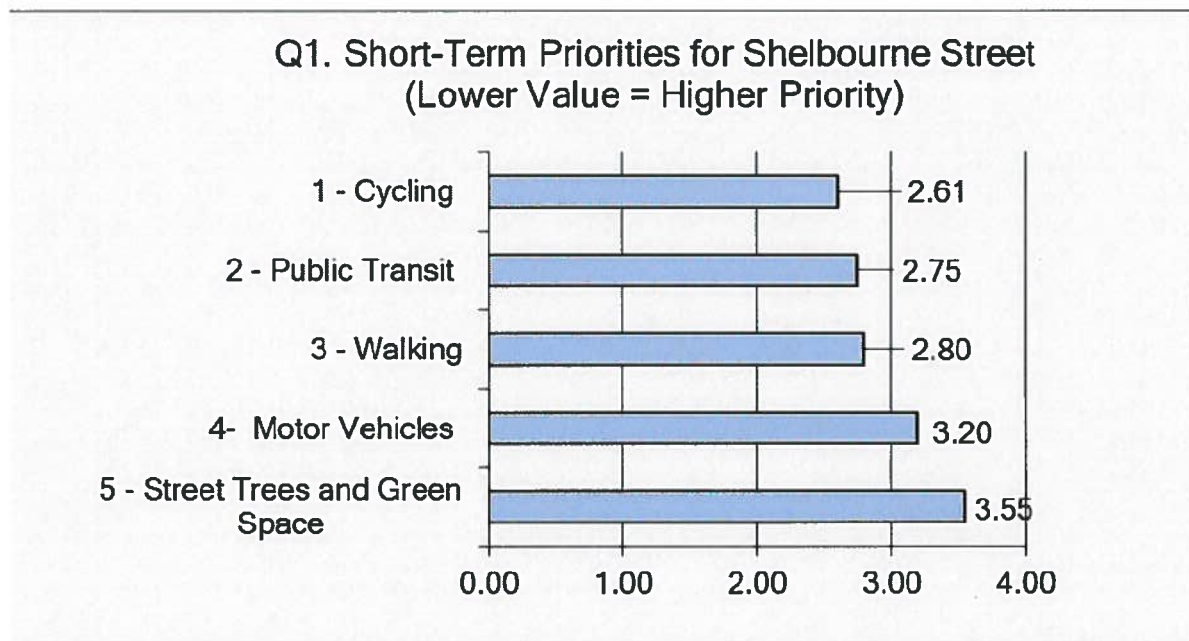
The following data provides a summary of the responses to survey questions. For each question, the question as presented in the survey is included in italics, along with a summary of the responses. For open ended questions, the responses are grouped into theme areas. Responses for each question were not mandatory.

## 5.2 Shelbourne Street Priorities

*Q1. Please tell us about your short-term priorities for Shelbourne Street. Please rank the following mobility or street features in order of importance.*

**Table 1: Short-Term Priorities for Shelbourne Street**

Short Term Priority	1st Priority		2nd Priority		3rd Priority		4th Priority		5th Priority		Rating Average
<b>Cycling</b>	469	39%	189	16%	145	12%	169	14%	240	20%	2.61
<b>Public transit</b>	138	12%	397	33%	353	30%	235	20%	72	6%	2.75
<b>Walking</b>	185	16%	311	27%	321	28%	253	22%	97	8%	2.80
<b>Motor vehicles</b>	369	30%	119	10%	117	10%	135	11%	482	39%	3.20
<b>Street trees &amp; green space</b>	78	6%	179	15%	270	22%	379	31%	315	26%	3.55



**Figure 2: Short-Term Priorities for Shelbourne Street (1239 total responses)**

### 5.3 Option 1 Likes

Q2. What do you like about Option 1?

Table 2: Most Common Option 1 Likes

RANK	OPT-1 LIKES	FREQ	% FREQ
1	Keep 4 lanes / Maintain traffic flow	318	23.2%
2	Inclusion of cycle track / Separated bike facility	176	12.9%
3	Sidewalk upgrades	123	9.0%
5	Transit improvements / maintenance of transit travel times	79	5.8%
6	Improvement over current situation	78	5.7%
7	Overall pedestrian improvements	60	4.4%
8	Addition / retention of street trees	56	4.1%
9	Improved safety for all modes	55	4.0%
10	Overall cycling improvements	54	3.9%
11	Improvements to bikeway / greenway network	51	3.7%
12	Improvements to transit waiting areas	45	3.3%
13	Added green space / beautification	34	2.5%
14	Shorter pedestrian crossing distance	32	2.3%
15	Bike connection to UVIC	29	2.1%
16	Restrict access to side streets	27	2.0%
17	Balanced implementation, considering all modes	21	1.5%
18	Minimize environmental and climate change impacts	8	0.6%
18	Network connectivity	8	0.6%
<b>Likes / Dislikes</b>			
4	Nothing (Dislike Option)	110	8.0%
20	Everything	4	0.3%
		<b>1368</b>	<b>100.0%</b>

## 5.4 Option 1 Dislikes

Q3. What do you not like about Option 1?

Table 3: Most Common Option 1 Dislikes

RANK	OPT-1 DISLIKES	FREQ	%FREQ
1	No continuous bike facility	381	35.3%
2	Traffic focused road design	102	9.4%
3	Not enough overall improvements	98	9.1%
4	Street tree removal	93	8.6%
5	Limited value for money	71	6.6%
6	Access or removal / changes to left turn access	59	5.5%
7	Concerns over cycle track design	49	4.5%
9	Insufficient pedestrian improvements	37	3.4%
10	Removal of bus bays	27	2.5%
10	Don't like bike lanes	27	2.5%
12	Not enough / less than optimal cycling improvements	26	2.4%
13	Traffic flow / Travel time	24	2.2%
15	Landscape Medians	9	0.8%
16	Lack of Green Space / Beautification	6	0.6%
16	Not inclusive of all modes	6	0.6%
18	Insufficient transit improvements	5	0.5%
20	Implementation (Timeline)	3	0.3%
21	Lack of public input	1	0.1%
<b>Likes / Dislikes</b>			
8	Nothing	41	3.8%
14	Other	10	0.9%
18	Everything	5	0.5%
		<b>1080</b>	<b>100.0%</b>

## 5.5 Option 1 – Suggested Changes

Q4. What changes (if any) would you make to Option 1?

Table 4: Most Common Suggested Changes to Option 1

RANK	OPT-1 CHANGES	FREQ	% FREQ
1	Implement continuous bike lane / cycle track	254	30.8%
2	Improve traffic flow	123	14.9%
3	Improve access to business / side streets	58	7.0%
6	More pedestrian Improvements, including sidewalks	40	4.9%
7	Enhance aesthetics & green space	31	3.8%
8	Individual network improvements	30	3.6%
8	Parallel bike route option (not on Shelbourne)	30	3.6%
10	Widen road width / Implement ultimate design	22	2.7%
11	Reduce number of traffic lanes	21	2.5%
11	Maintain / improve transit	21	2.5%
13	Accommodate all travel modes	14	1.7%
13	Enhance safety & separation between all modes	14	1.7%
15	Limit left turn access	13	1.6%
15	Reduce vehicle traffic speed	13	1.6%
18	No change to existing conditions	11	1.3%
20	Implement another option	4	0.5%
20	Individual design details	4	0.5%
22	Minimize climate change impacts	3	0.4%
23	Reduce Cost	2	0.2%
24	Bi-directional cycle track	1	0.1%
4	Implement Option 1 --without changes	52	6.3%
5	Implement Option 2	44	5.3%
17	Implement components of both options (hybrid)	12	1.5%
19	Other	7	0.8%
	Grand Total	824	100.0%

## 5.6 Option 2 Likes

Q5. What do you like about Option 2?

**Table 5: Most Common Option 2 Likes**

RANK	OPT-2 LIKES	FREQ	% RESP
1	Continuous bike lanes	396	26.7%
3	More street trees retained / More trees replanted	110	7.4%
4	Overall cycling improvements	102	6.9%
5	Improved safety for all modes	91	6.1%
6	Separation between travel modes	79	5.3%
7	Lower cost option	72	4.9%
8	Pedestrian Improvements	62	4.2%
9	Provides better transportation options, choices & Incentives	59	4.0%
10	Calms traffic (slows or reduces volume)	57	3.8%
11	Sidewalks upgrades & improvements	56	3.8%
13	Balanced implementation, considering all modes	33	2.2%
14	Centre turn lanes	32	2.2%
15	Green space / beautification	27	1.8%
16	Improved traffic flow	24	1.6%
17	Enhanced quality of life / Sense of place	22	1.5%
18	Improvements to transit waiting areas	21	1.4%
19	Shorter pedestrian crossing distance	16	1.1%
20	Transit bus bays / pullouts	11	0.7%
21	Traffic medians	10	0.7%
22	Transit improvements	6	0.4%
23	Improves traffic flow	4	0.3%
24	Implementation timeline	2	0.1%
<b>Like Everything or Dislike Everything</b>			
15	Like Everything	38	2.6%
2	Dislike Option	154	10.4%
		<b>1484</b>	<b>100.0%</b>

## 5.7 Option 2 Dislikes

Q6. What do you not like about Option 2?

Table 6: Most Common Option 2 Dislikes

RANK	OPT-2 DISLIKES	FREQ	%FREQ
1	Lane Reductions / Traffic flow impacts (congestion)	303	28.4%
2	Traffic diverted to other roads	140	13.1%
4	No physical separation of bike lanes	74	6.9%
5	Impact on transit service (delay)	52	4.9%
6	Elimination of left turns / Restricted access to business & side streets	50	4.7%
7	Dislike multi-modal approach (want more focus on cars)	48	4.5%
8	Insufficient safety for all modes (including bikes)	42	3.9%
9	Not enough sidewalk improvements	29	2.7%
10	Limited value for money / cost benefit	27	2.5%
12	Increased CO2 emissions (GHG) from idling	24	2.2%
13	Lack of alternate bike route options (e.g. parallel to Shelbourne)	20	1.9%
14	Shared Bike / Bus Lane @ Bus Stops	20	1.9%
15	Shared centre lane / Merging of lanes / Inconsistent road configuration	19	1.8%
16	Street tree removal	18	1.7%
17	Plan doesn't go far enough	15	1.4%
18	Lack of green space / beautification	10	0.9%
20	Not enough pedestrian improvements	8	0.7%
21	Landscaped medians (trees / plantings)	8	0.7%
22	Transit Bus Bays & Pullouts	6	0.6%
23	Implementation (Timeline)	5	0.5%
24	Pedestrian Crossing Distance	5	0.5%
25	Doesn't account for future growth	4	0.4%
26	Transit Wait Areas	3	0.3%
27	Not realistic	2	0.2%
<b>Likes / Dislikes</b>			
19	Other (Unclassified)	10	0.9%
11	Dislike everything in Option 2	27	2.5%
3	Nothing to dislike	99	9.3%
		<b>1068</b>	<b>100.0%</b>



## 5.8 Option 2 – Suggested Changes

Q7. What changes (if any) would you make to Option 2?

Question 7 asked respondents what changes they would like to see changed in Option 2. In total, 590 individuals responded to this question, with a number of responses indicating more than one suggested change.

**Table 7: Most Common Suggested Changes to Option 2**

RANK	OPT-2 SUGGESTED CHANGES	FREQ	% FREQ
1	Add separation to bike lanes / Upgrade to cycle tracks	64	17.4%
2	Maintain 4 travel lanes	61	16.6%
3	Improve access to business / side streets	35	9.5%
4	More pedestrian improvements, including sidewalks upgrades	34	9.3%
5	Enhance aesthetics & green space	24	6.5%
6	Maintain / improve transit	22	6.0%
7	Implement parallel bike route alternative to Shelbourne	21	5.7%
9	Address bus-bike conflict	11	3.0%
10	Improve bike network connectivity, including Victoria	10	2.7%
11	Other	8	2.2%
12	Enhance safety & separation between all modes	7	1.9%
12	Improve network connectivity	7	1.9%
12	Individual design details	7	1.9%
15	Improve traffic flow	6	1.6%
15	Pedestrian / Cycling improvements to other streets	6	1.6%
15	Add bus bays	6	1.6%
18	Faster implementation timeline	5	1.4%
18	Minimize green space / tree planting	5	1.4%
20	Limit left turn access	4	1.1%
20	Reduce vehicle traffic speeds	4	1.1%
20	Reduce number of traffic lanes	4	1.1%
23	Individual Network Improvements	3	0.8%
24	Reduce cost	1	0.3%
			0.0%
8	Alternate shelbourne road design option	12	3.3%
	Grand Total	367	100.0%

## 5.9 Preferred Option

Q8. Overall, what Option do you prefer?

In total, 1,077 respondents provided a response to the preferred option question. Of those responses, 58% of respondents indicated a preference for either Option 2 or Option 2 with changes, while 32% of respondents indicated a preference for Option 1 or Option 1 with changes. Additionally, 10% indicated a preference for another option. Table 9 indicates “other options” that were described by respondents. Figures 3, 4 and 5 illustrate the responses based on geographic area, age and travel mode preference.

**Table 8: Survey Responses for Preferred Shelbourne Implementation Option**

PREFERRED OPTION	TOTAL	PERCENT
Option 1	230	21%
Option 1 with Changes	113	11%
Option 2	518	48%
Option 2 with Changes	108	10%
Other	108	10%
<b>Total</b>	<b>1,077</b>	<b>100%</b>

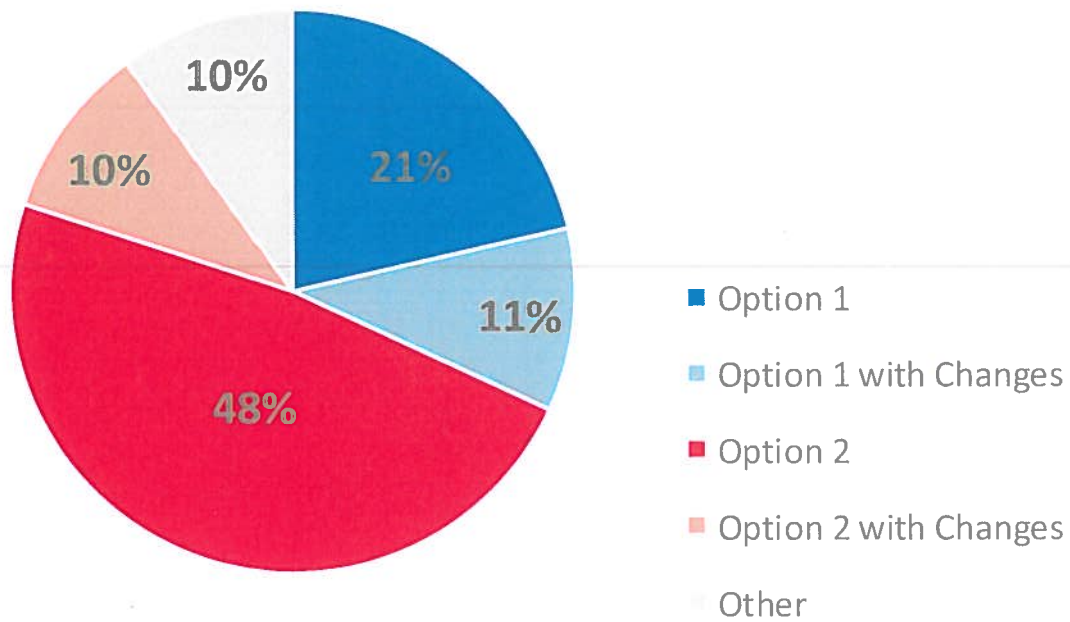
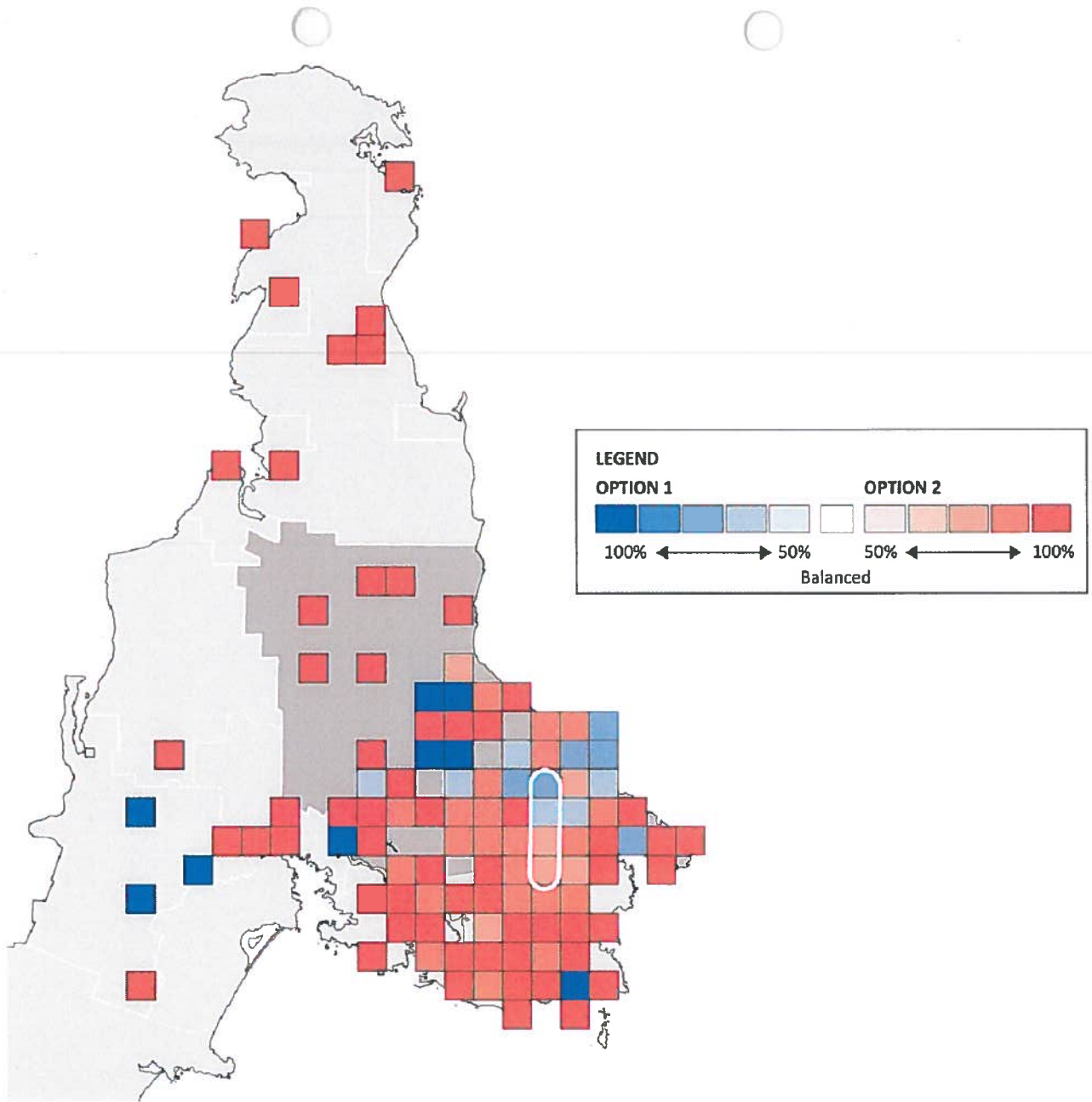


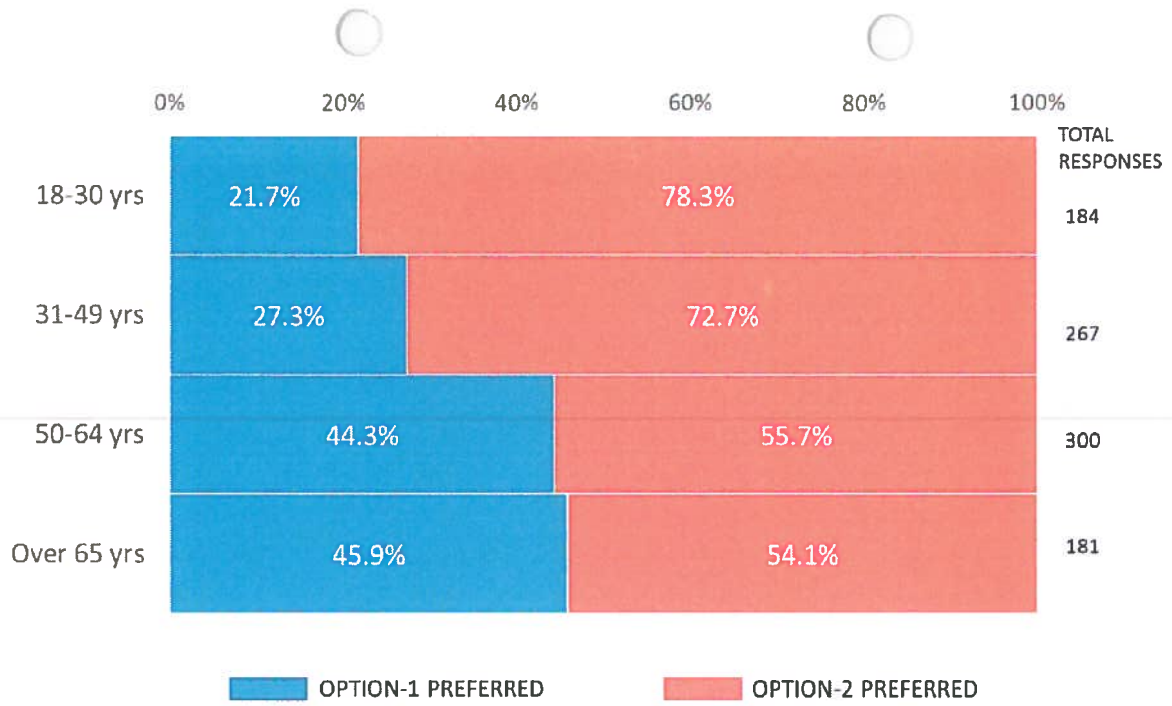
Figure 2: Option Preference

Table 9: Other Options Identified by Survey Respondents

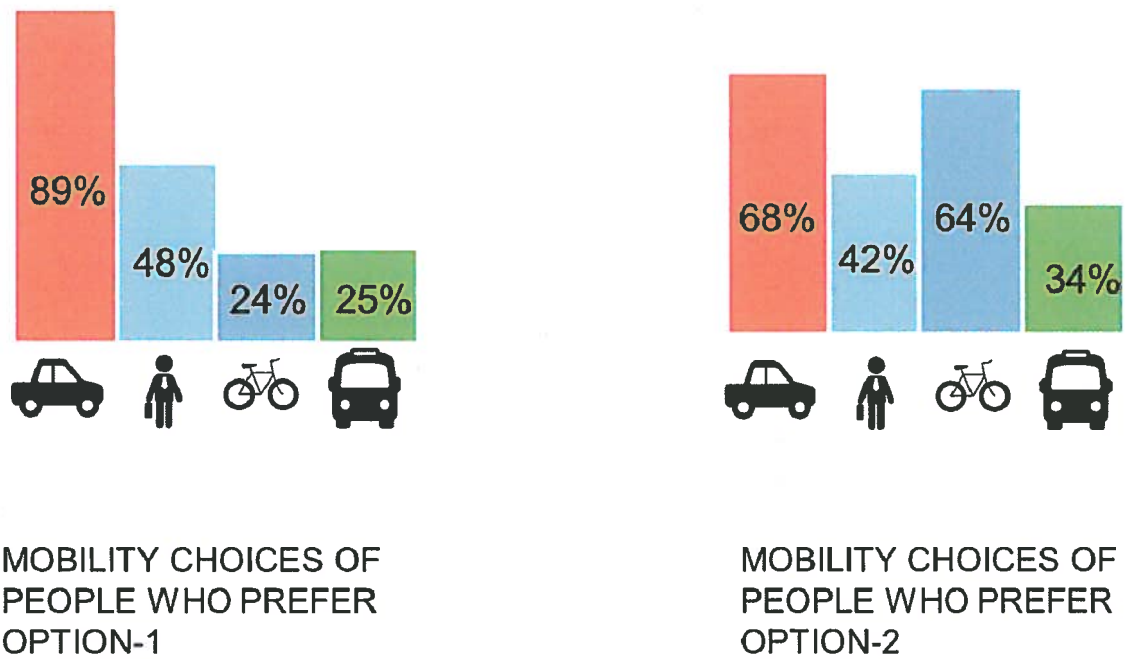
RANK	OTHER OPTION	FREQ	% FREQ
2	Parallel bike route alternative to Shelbourne	19	17.3%
3	Keep same (neither option / no change)	17	15.5%
4	No bike lanes	7	6.4%
4	Other options	7	6.4%
4	Ultimate design / Full cycle track	7	6.4%
7	Shared bike / sidewalk areas	6	5.5%
9	Third option, combining elements from Option 1 & 2	3	2.7%
10	Ultimate design / full cycle track	2	
1	General comment	35	31.8%
8	Option 2	5	4.5%
10	Option 1	2	6.5%
		<b>110</b>	



**Figure 3: Option Preference by Geographic Area**



**Figure 4: Option Preference by Age Group**



**Figure 5: Option Preference by Typical Mode(s) of Travel through the Valley**

## 5.10 Other Comments

Q9. Do you have any other comments you'd like to add regarding the options and/or design of Shelbourne Street?

**Table 10: Themes of Comments provided under “Other Comments” Question**

RANK	OTHER COMMENTS	FREQ	% FREQ
1	Prioritize / enhance bike facilities	83	13.1%
2	Need for multi-modal / sustainable vision	65	10.2%
3	Improve traffic flow	53	8.3%
4	Maintain 4 travel lanes	45	7.1%
6	Improve access to business / side streets	35	5.5%
8	Implement parallel bike route alternative to Shelbourne	26	4.1%
9	Pedestrian / Cycling improvements to other streets	19	3.0%
10	Improve livability / sense of place / quality of life	15	2.4%
10	Reduce implementation cost	15	2.4%
10	Faster implementation timeline	15	2.4%
10	Maintain / improve transit	15	2.4%
16	More pedestrian improvements, including sidewalk upgrades	13	2.0%
16	Improve safety for all modes	13	2.0%
16	Quicker implementation of ultimate design	13	2.0%
16	More cautious / incremental implementation	13	2.0%
16	Enhance aesthetics & green space	13	2.0%
21	Alternative Shelbourne Street design	12	1.9%
21	Minimize traffic impacts on other Streets	12	1.9%
24	Improve public engagement (too slow, too much info, lacks clarity)	10	1.6%
25	Reduce vehicle traffic speed or volume	9	1.4%
26	Improve bike network connectivity, including Victoria	8	1.3%
27	Minimize green space / tree planting	6	0.9%
29	Public Engagement was excellent	4	0.6%
30	Address bus-bike conflict	3	0.5%
4	Supportive of Project (Both Options)	45	7.1%
7	Support Option 2	28	4.4%
10	Opposed to the project (keep same)	15	2.4%
10	Other	15	2.4%
21	Support Option 1	12	1.9%
27	Opposed to Option 2	6	0.9%
		<b>636</b>	<b>100.0%</b>

## 6. Profile of Survey Respondents

### 6.1 Gender of Respondents

Q10. What is your gender?

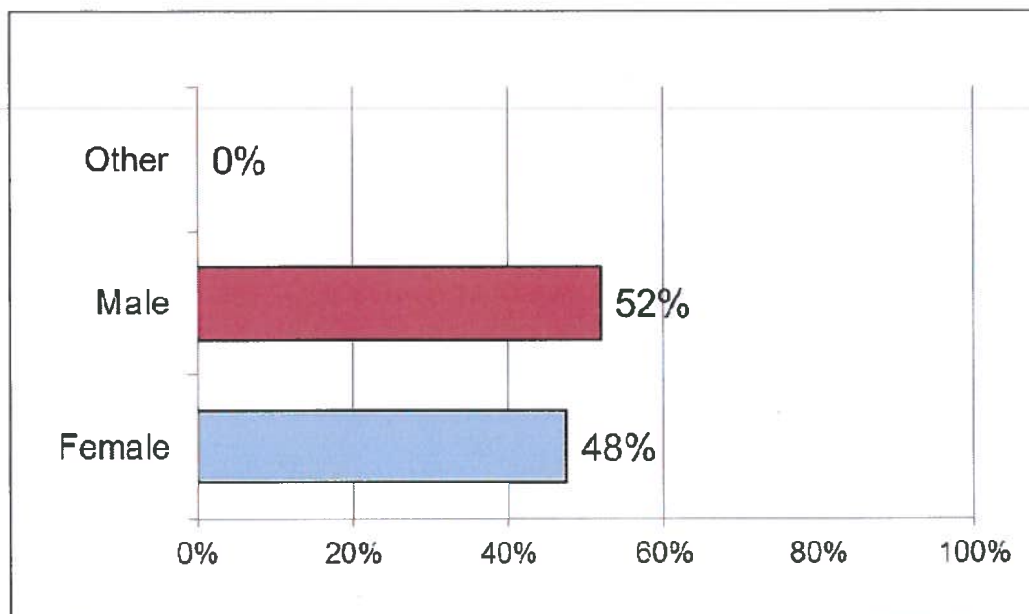
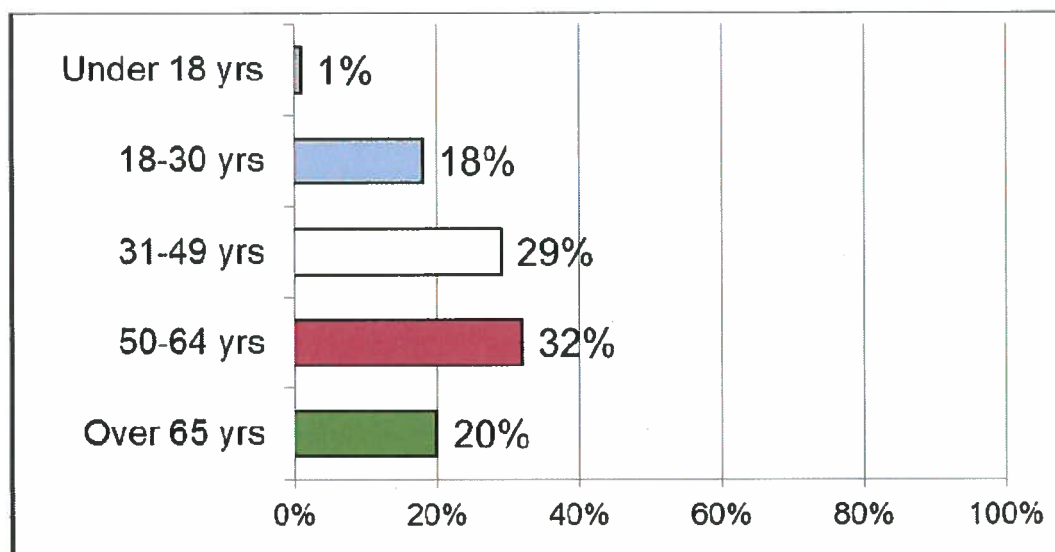


Figure 6: Gender of Survey Respondents (1,057 Responses)

### 6.2 Age of Respondents

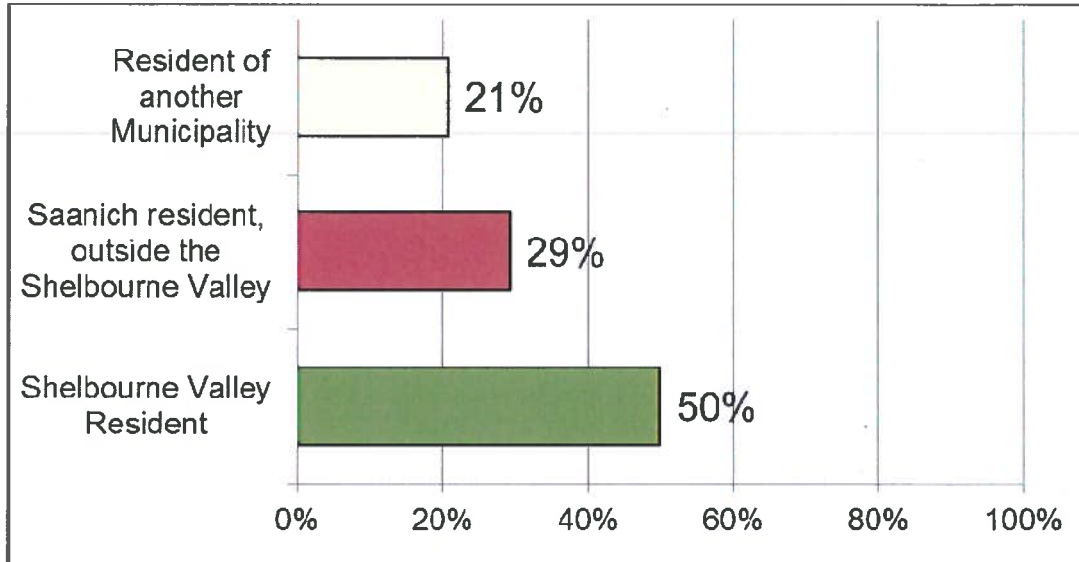
Q11. What is your age group?



**Figure 7: Age Distribution of Survey Respondents (1,057 Responses)**

**6.3 Location of Respondents**

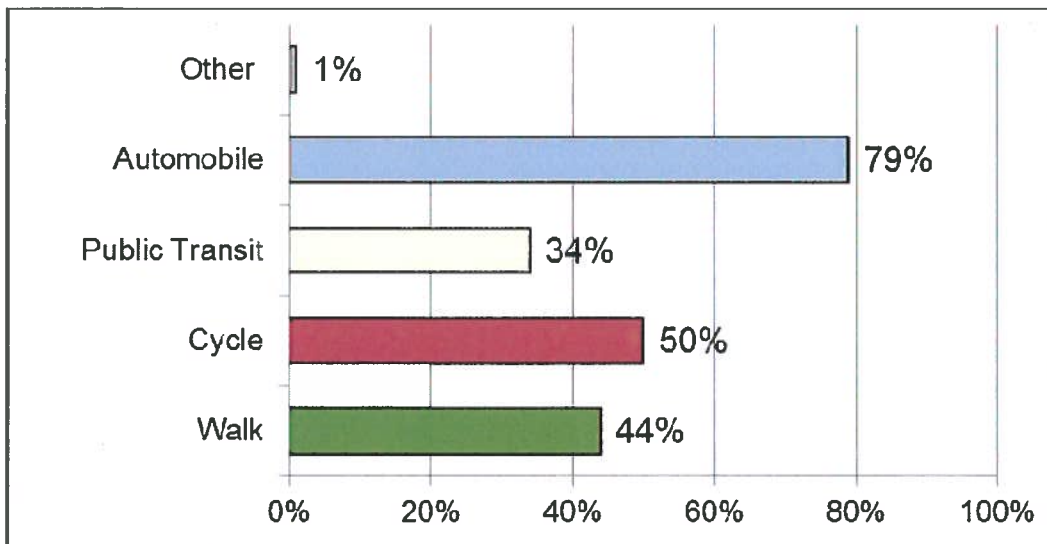
*Q12. Where do you live?*



**Figure 8: Geographic Distribution of Survey Respondents (1,060 Responses)**

**6.4 Modes of Travel of Respondents**

*Q 14. How do you usually travel through the Valley? (mark as many as apply)*



**Figure 9: Modes of Travel of Survey Respondents (1,060 Responses)**



## 6.5 Frequency of Travel of Respondents

Q15. Do you travel through the Valley on a regular basis? (more than once a week)

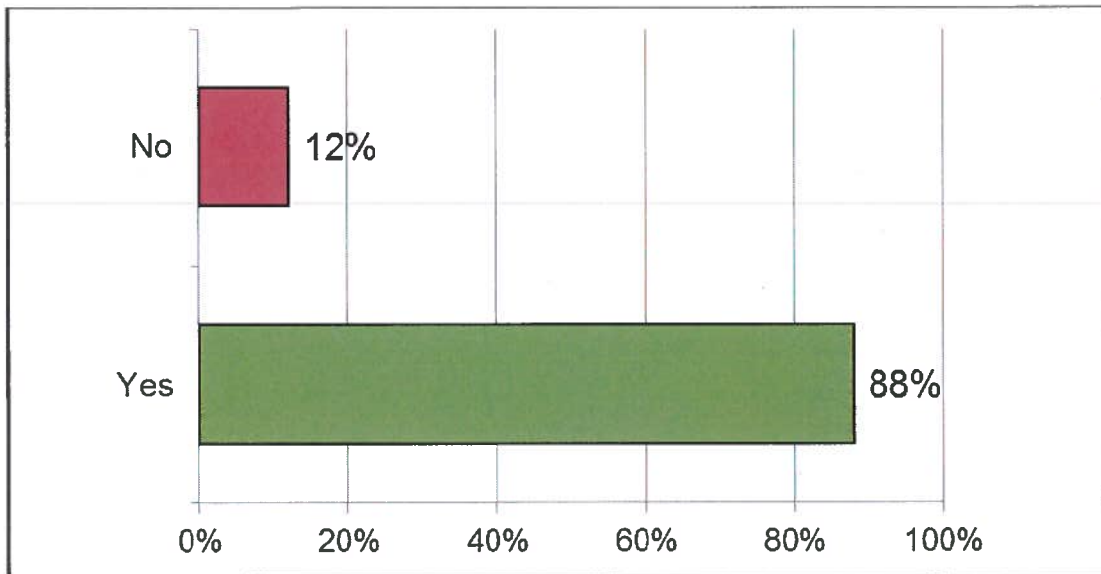


Figure 10: Frequency of Travel of Survey Respondents (1,046 Responses)

## 6.6 Reason for Travel of Respondents

Q16. Why do you usually travel through the Valley? (check all that apply)

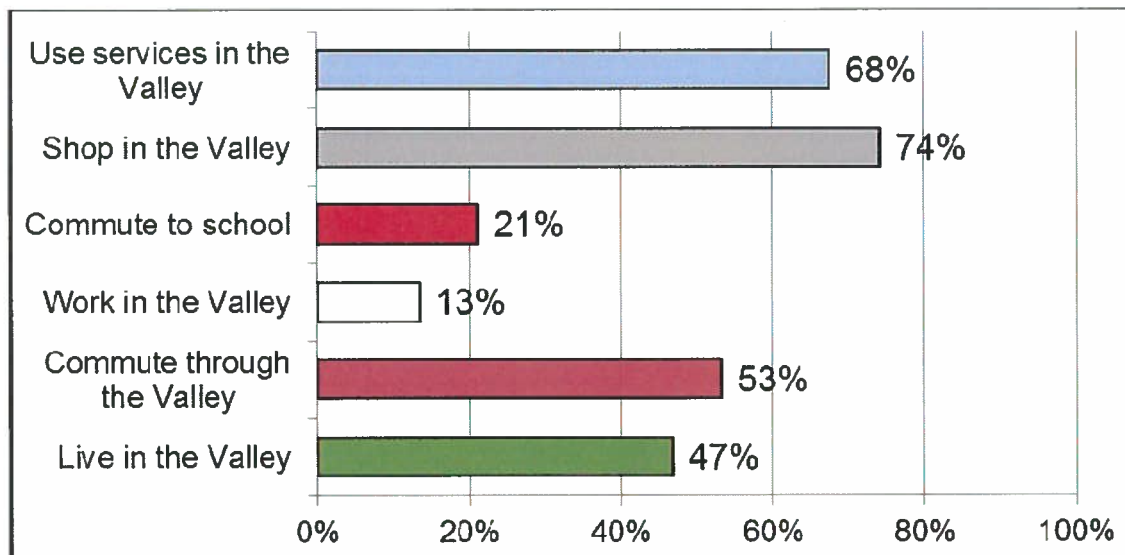
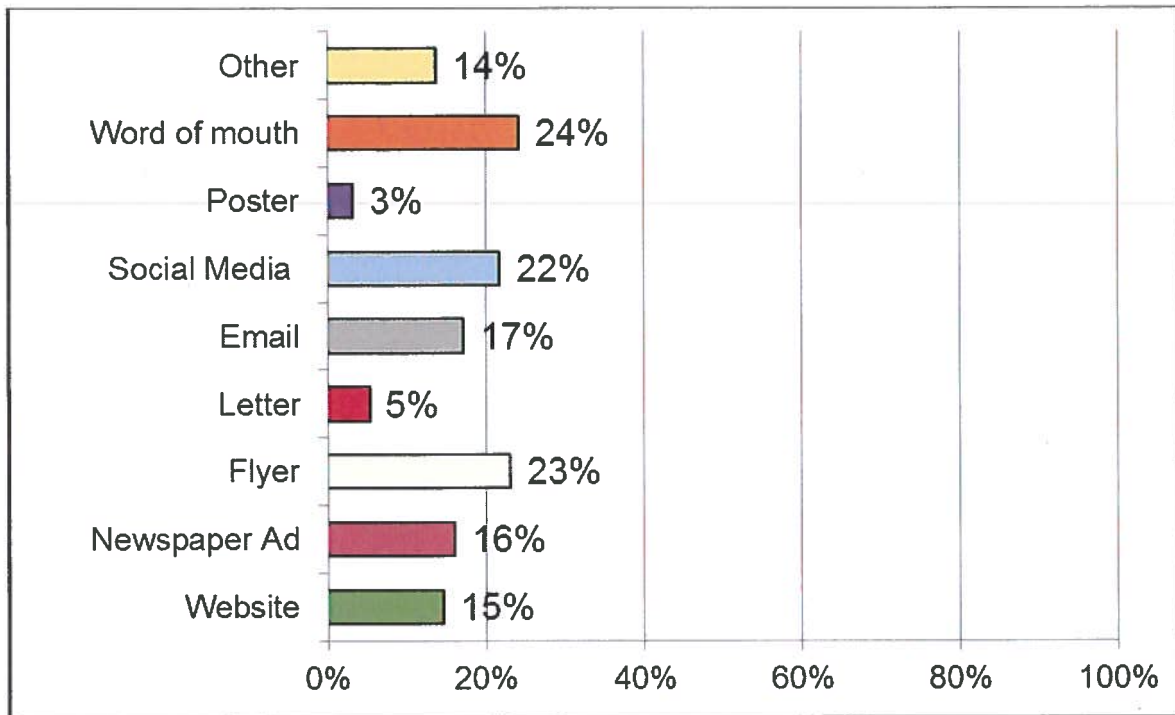


Figure 11: Reasons for Travel of Survey Respondents (1,060 Responses)

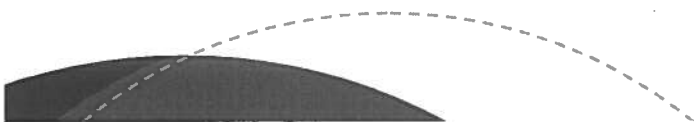
## 6.7 Notification of Survey

Q17. How did you hear about the survey?



**Figure 12: How Survey Respondents were Notified about the Survey (1,060 Responses)**

APPENDIX A: SURVEY INSTRUMENT



# Shelbourne Valley Action Plan

## Short-Term Mobility Options

### Public Engagement Summary Report

Option 3

October 2016

## 1. BACKGROUND

The Shelbourne Valley Action Plan is a comprehensive plan that will guide land use and transportation change in the Shelbourne Valley over the next 30 years. A community process to develop a Plan has been underway since 2009.

A Proposed Shelbourne Valley Action Plan was presented to Council on June 9, 2014. At that meeting, Council requested more information on implementation actions, specifically cost and timeline estimates and options for accelerating pedestrian and cycling improvements. In response to this request, staff developed two short-term implementation options for Council's consideration.

From February 16 to March 20 public feedback was actively sought on the two initial implementation options:

- **Option 1:** This option maintains four travel lanes on Shelbourne Street and focuses pedestrian and cycling improvements where space is available.
- **Option 2:** This option uses lane reductions to provide pedestrian improvements and continuous bike lanes along the full extent of Shelbourne Street. Four lane cross sections are maintained near major intersections.

Feedback gathered on the initial two options was used to develop a third option that looked to respond to major issues identified in the public review of Options 1 and 2. A summary of feedback on options 1 and 2 can be found at; [http://www.saanich.ca/assets/Community/Documents/Planning/SVAPShort-TermMobilityOptionsEngagementReport\\_March2016\\_Full.pdf](http://www.saanich.ca/assets/Community/Documents/Planning/SVAPShort-TermMobilityOptionsEngagementReport_March2016_Full.pdf)

From September 26 to October 23 public feedback was actively sought on Option 3:

- **Option 3:** This option contains components of options 1 and 2, including a continuous bike lanes and significant pedestrian improvements. It maintains four travel lanes for 65% of Shelbourne Street, maintains left turn access in most locations and includes physical separation of bike lanes for 50% of the Street.

**The focus of this summary report is on public engagement related to Option 3.** This report provides a summary of key engagement activities and feedback gathered during the engagement process. The feedback will form part of a report to Council, seeking their direction on short term mobility actions to integrate into the final Shelbourne Valley Action Plan.

## 2. PUBLIC ENGAGEMENT PURPOSE

Key objectives of this phase of engagement were to:

- Share the results of public engagement on Options 1 and 2;
- Inform people how their input on Options 1 and 2 had been used to develop Option 3;
- Assess the level of support for Option 3;
- Receive public feedback on potential changes to Option 3; and
- Receive feedback on any outstanding concerns.

## 3. ADVERTISING AND NOTIFICATION

To raise awareness of this phase of engagement and advertise opportunities for input, the following key outreach activities were taken:

- **Flyers** were delivered to every home and business in the Valley (approximately 7,000);
- **Newspaper ads** were placed in the **Saanich News** (3 times) and **Times Colonist** (1 time) advertising open houses and potential changes on Shelbourne Street;
- **6' x 3' displays** of proposed Option 3 design were placed at Cedar Hill Recreation Centre and Mt. Tolmie VanCity branch for the duration of the this engagement phase;
- **Two emails** were sent out to **Stakeholder Contacts list** (approximately 330 people) advertising open houses, sharing engagement material and encouraging public feedback;
- Saanich **Facebook, Twitter and LinkedIn** feeds were used to promote the project; and
- **Posters** advertising the open houses and survey were placed in numerous gathering spots throughout the Shelbourne Valley, including community centres, the public library and coffee shops.

## 4. PUBLIC ENGAGEMENT ACTIVITIES

### 4.1 Public Open Houses

Two open houses attended by approximately 800 people were held at the following locations:

- Gordon Head Recreation Centre – Saturday, October 1, 2:00-6:00 PM
- Doncaster Elementary School – Monday, October 3 7:00-9:00 PM

The open houses included 21 display boards with context, overview of feedback received on the first two options and a description of option 3. Additionally, a 40-foot long plan of Option 3 (transparent overlay with existing conditions beneath) and smaller plans of Options 1 and 2 were available for review. Participants were encouraged to provide their feedback through completing a survey.

### 4.2 Public Survey (online and paper)

A public survey was available at open houses and online from September 26 until October 23, 2016. In total there were **1,327 completed surveys** (221 written and 1,106 online). The survey provided opportunities for respondents to identify elements of the Option 3 design that were most important to them, indicate their level of support for Option 3, suggest changes and identify any outstanding issues. The paper version of the survey instrument is included as Attachment A.

### 4.3 Meetings with Stakeholder Groups

Focused meetings were held with key stakeholder groups to share the Option 3 design and seek feedback and suggestions for potential changes.

- Shelbourne Stakeholders Committee – September 15, 2016
- BC Transit planning staff- September 20, 2016
- Saanich Bicycle and Pedestrian Mobility Advisory Committee – October 6, 2016
- Saanich Planning, Transportation and Economic Development Advisory Committee – October 13, 2016
- Bowker Creek Initiative – October 13, 2016
- Major property owner / business owners– October 21, 2016
- Greater Victoria Cycling Coalition – October 27, 2016
- Gordon Head Residents Association – November 17, 2016

### 4.4 Online Engagement

The Saanich website contained all open house display boards, background information and access to the online survey. In addition there was a video that showed option 3 in detail.

In total, there were 3,688 website visits and over 1,300 views of the video between September 26 and October 23. Additionally, 1106 people completed a survey online.

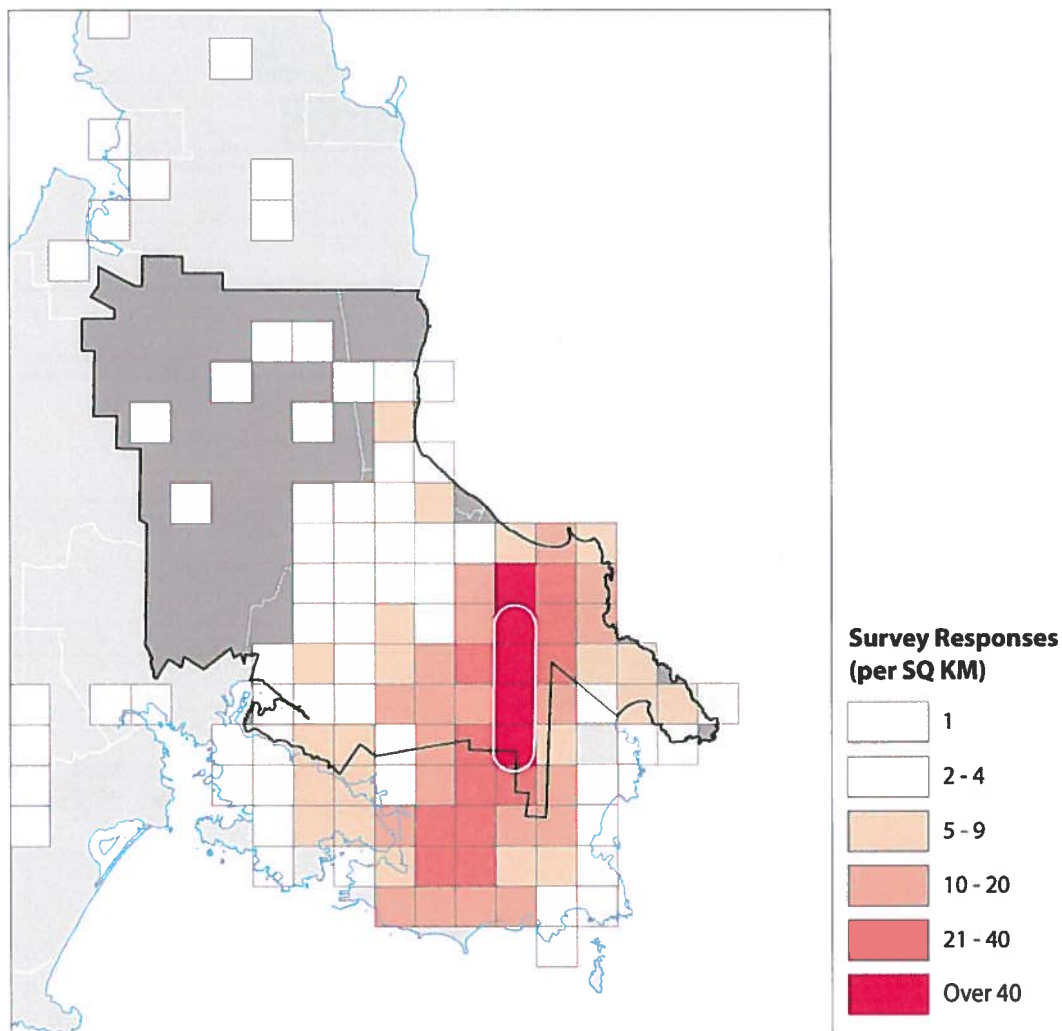
#### 4.5 Letters and Emails

In addition to the numerous comments provided at meetings or in the survey, over 20 letters and emails were received commenting on Option 3.

### 5. PUBLIC SURVEY RESULTS

#### 5.1. Overview

The primary mechanism for soliciting feedback on the potential implementation options was a public opinion survey that was available online and at open houses. In total there were **1,327 completed surveys** (221 written and 1,106 online). Figure 1 shows the distribution of respondents who provided a postal code.



**Figure 1: Location of Survey Respondents**

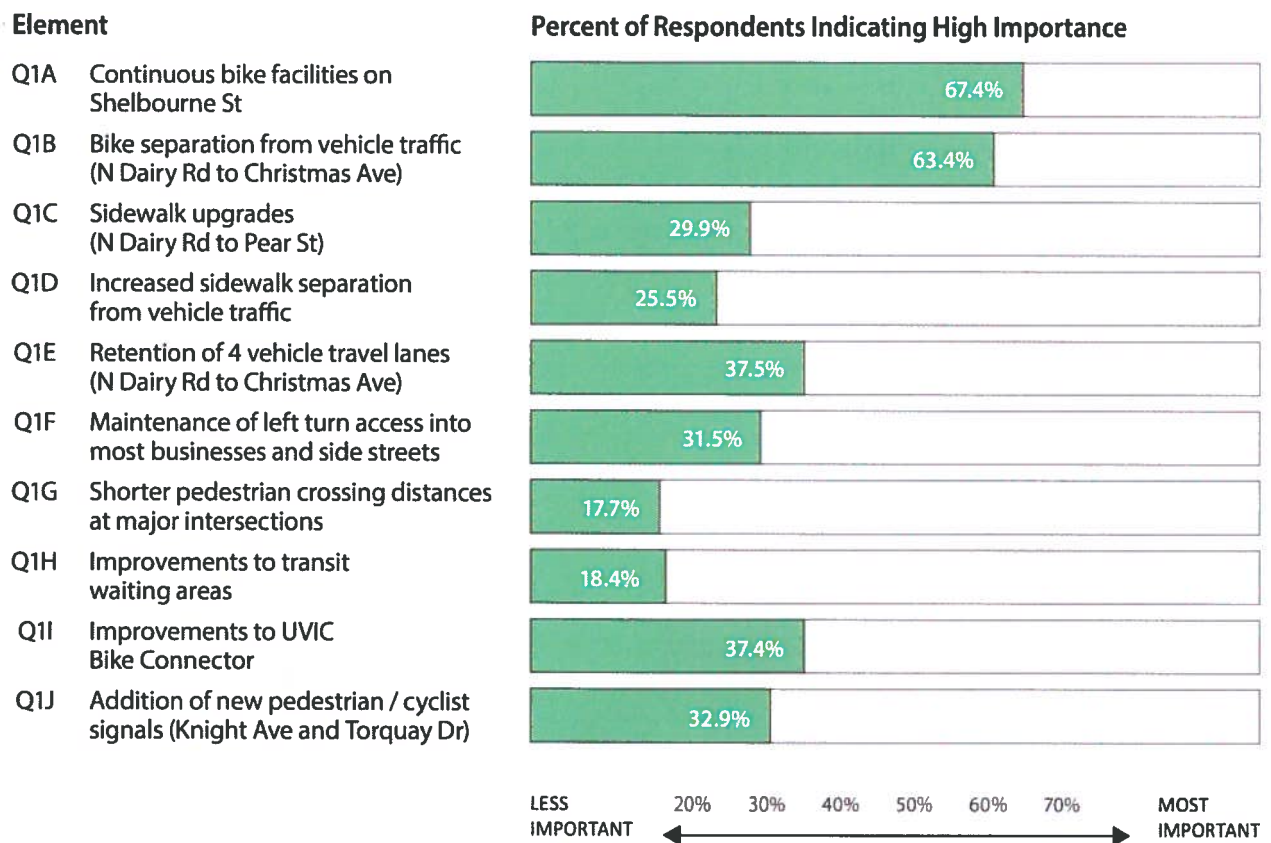


The following data provides a summary of the responses to survey questions. For each question, the question as presented in the survey is included in italics, along with a summary of the responses. Responses for each question were not mandatory.

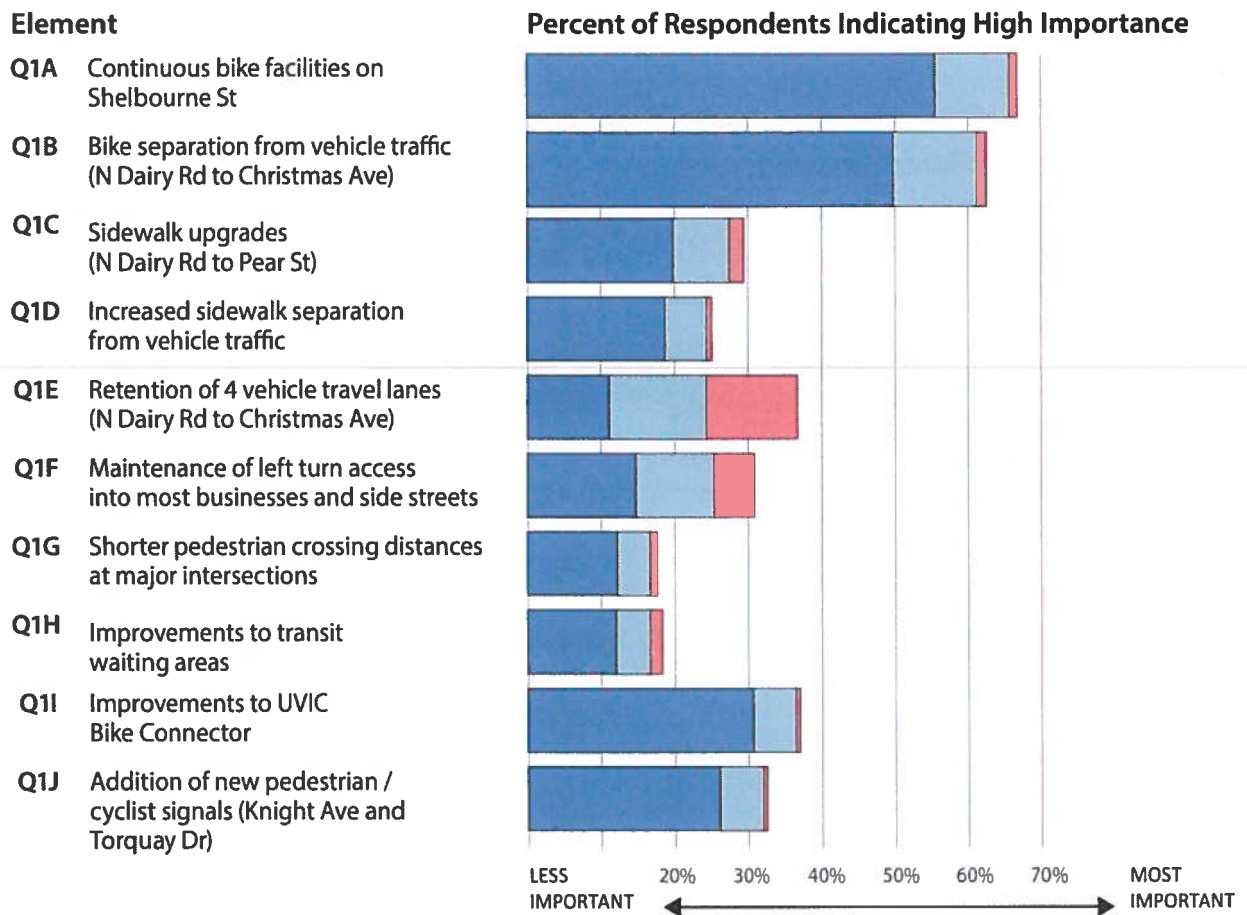
## 5.2 Most Important Elements of Option 3

*Q1. What Elements of the Option 3 design are most important to you? (Choose up to 5)*

The first question on the survey asked respondents what elements of the Option 3 design are most important to them, with the option to choose up to 5. Figure 2 shows the elements of Option 3 that were identified as most important by survey respondents. Figure 3 shows the same data correlated to level of support for Option 3.



**Figure 2: Most Important Elements of Option 3 to Survey Respondents**



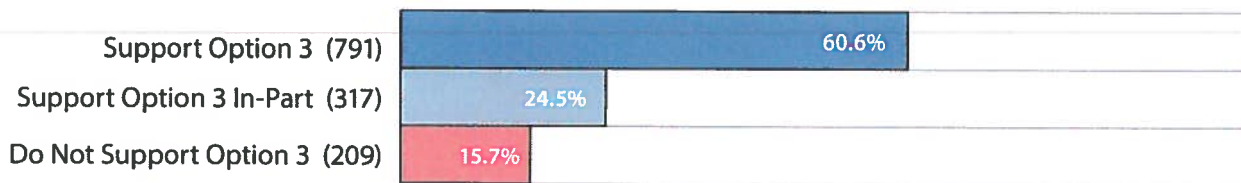
LEGEND	Q1A	Q1B	Q1C	Q1D	Q1E	Q1F	Q1G	Q1H	Q1I	Q1J
SUPPORT OPTION 3	55.5%	49.8%	19.8%	18.7%	11.1%	14.7%	12.2%	12.0%	30.7%	26.1%
SUPPORT OPTION 3 IN-PART	10.2%	11.5%	7.7%	5.7%	13.3%	10.7%	4.4%	4.6%	5.7%	5.9%
DO NOT SUPPORT OPTION 3	1.1%	1.3%	1.9%	0.8%	12.4%	5.4%	1%	1.7%	0.6%	0.5%

**Figure 3: Most Important Elements by Level of Support for Option 3**

### 5.3 Support for Option 3

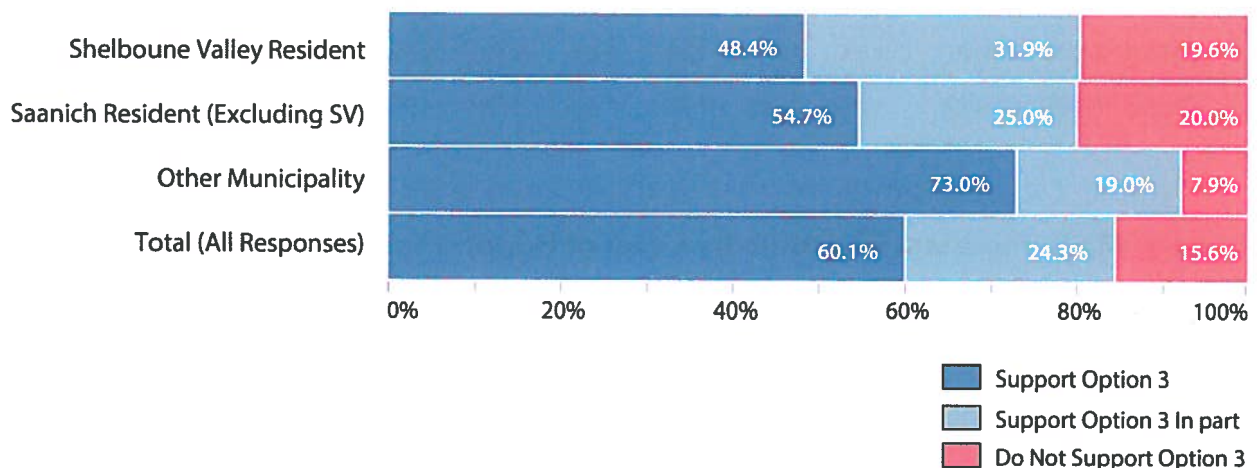
Q2. Do you support the proposed Option 3 design?

In total, 1,317 respondents provided a response to the question about whether they support Option 3. Figure 4 shows the level of support from survey respondents. Please note the total adds up to slightly above 100%, as a small number of respondents included multiple responses to the question.

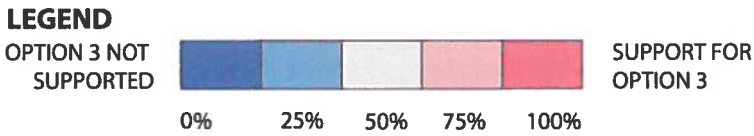
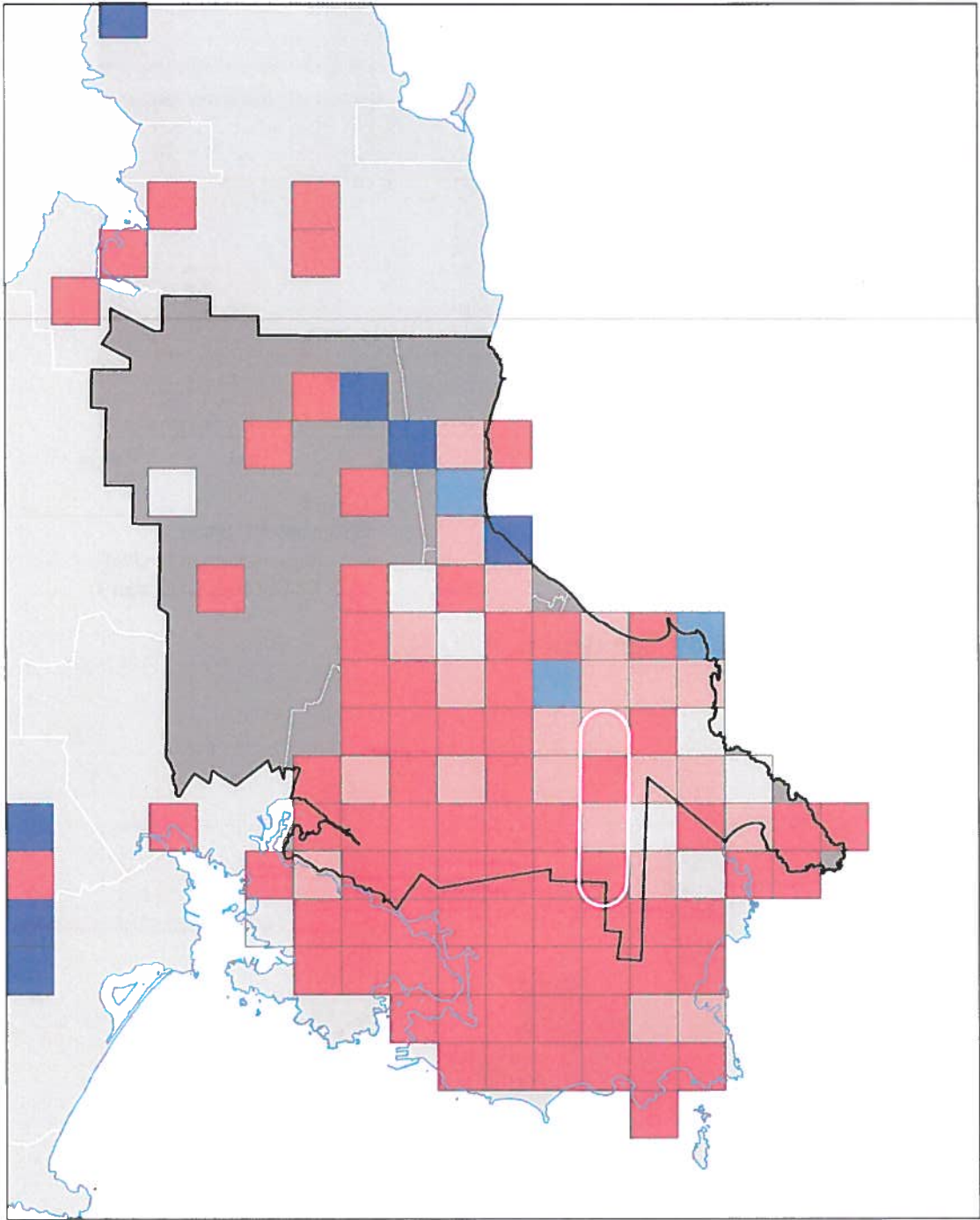


**Figure 4: Level of Support for Option 3 by Survey Respondents**

Figures 5 and 6 show support for Option 3 by geographic area. Figure 6 shows the level of support based only on the responses that indicated support or non-support for Option 3, excluding in part responses. Figures 7 and 8 illustrate the responses based on age and travel mode preference.



**Figure 5: Option Preference by Geographic Area**



*Note: Does not include Support In Part responses*

**Figure 6: Map of Option Preference by Geographic Area**

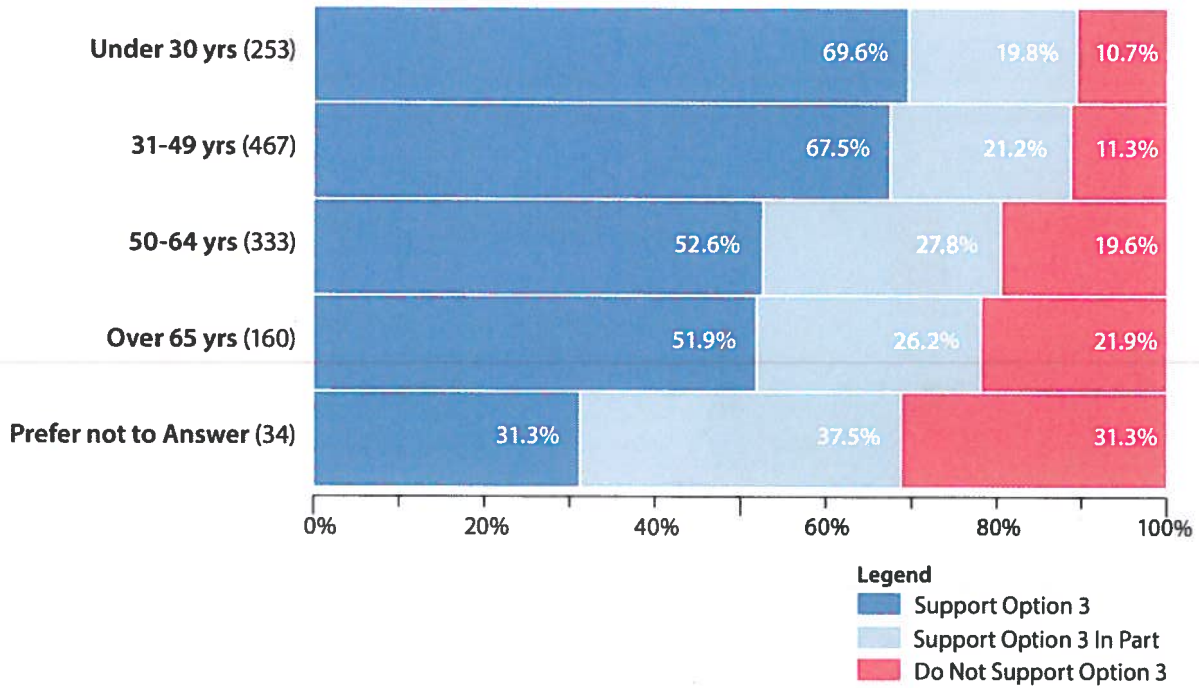


Figure 7: Support for Option 3 by Age Group

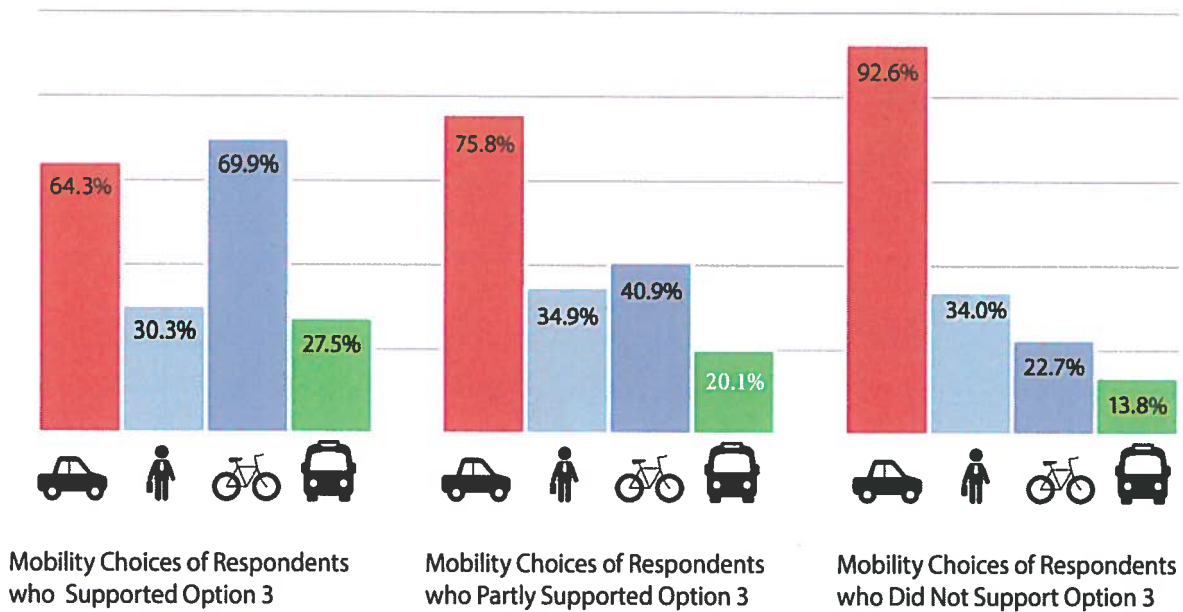


Figure 8: Support for Option 3 by Typical Travel Mode(s) through the Valley

## 5.4 Suggested Changes to Option 3

Q3. Is there anything you would change with Option 3?

Question 3 asked respondents if there was anything they would like to see changed in Option 3. In total, 802 individuals responded to this question, with a number of responses indicating more than one suggested change.

**Table 1: Suggested Changes by Respondents who Supported Option 3**

RANK	SUGGESTED CHANGES	# MENTIONS
1	Support Option 3 with Nothing to More to Add	191
2	More Bike Separation	67
3	More Transit Improvements	18
4	Increase Green Space / Minimize Tree Loss	17
5	Faster Implementation	12
6	Reduce Travel Lanes / More Two Lane Sections	11
7	Reduce Speed on Collectors / Minimize Traffic Diversion	10
8	Maintain 4 Lanes / Minimize Traffic Congestion	7

**Table 2: Suggested Changes by Respondents who Supported In Part Option 3**

RANK	SUGGESTED CHANGES	# MENTIONS
1	Maintain 4 Lanes / Minimize Traffic Congestion	126
2	More Bike Separation	40
3	Reduce Travel Lanes / More Two Lane Sections	26
4	Increase Green Space / Minimize Tree Loss	10
5	Improve Turn Access	7
5	More Transit Improvements	7
5	Reduce Speed on Collectors / Minimize Traffic Diversion	7
5	Acquire More Property and expand ROW	7

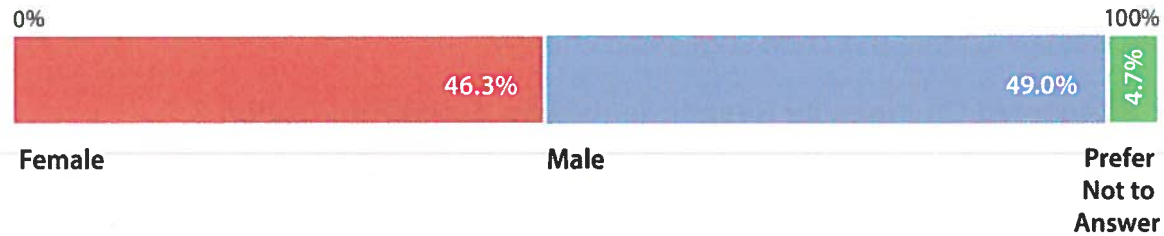
**Table 3: Suggested Changes by Respondents who Did Not Support Option 3**

RANK	SUGGESTED CHANGES	# MENTIONS
1	Maintain 4 Lanes / Minimize Traffic Congestion	158
2	Reduce Travel Lanes / More Two Lane Sections	11
3	Faster Implementation & Timeline	7
4	Prefer On-road Bike Lanes	5
5	More Bike Separation	4
5	Increase Green Space / Minimize Tree Loss	4
7	Enhance Pedestrian Crossings	3
8	Add Streetscape Design Improvements	2

## 6. Profile of Survey Respondents

### 6.1 Gender of Respondents

Q5. What is your gender?



Answer Choices	Responses	Count
Female	46.3%	593
Male	49.0%	627
Prefer Not to Answer	4.7%	60
Total	100.0%	1,280

Figure 9: Gender of Survey Respondents

### 6.2 Age of Respondents

Q6. What is your age group?



Answer Choices	Responses	Count
Under 30	19.7%	253
31-49 yrs	37.0%	475
50-64 yrs	26.0%	333
Over 65 yrs	14.8%	190
Prefer Not to Answer	2.7%	34
Total	100.0%	1,280

Figure 10: Age Distribution of Survey Respondents

### 6.3 Location of Respondents

Q7. Where do you live?

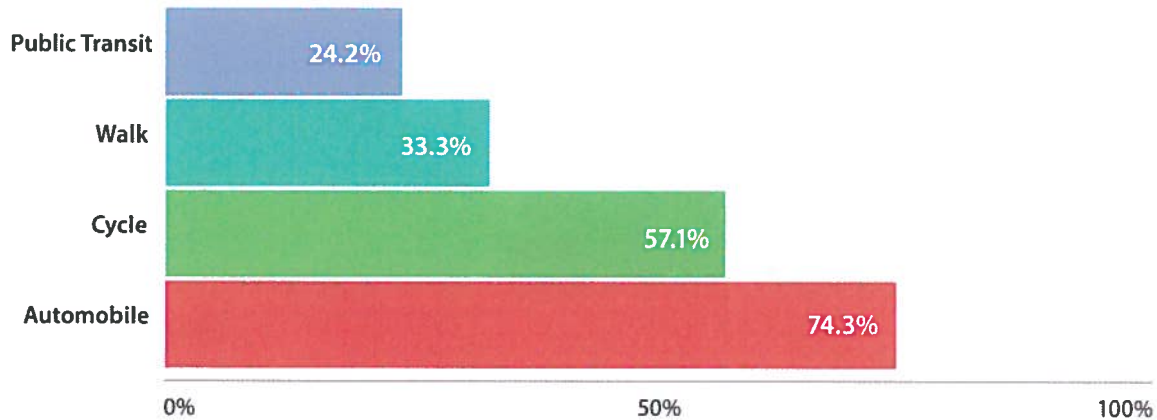


Answer Choices	Responses	
I'm a Shelbourne Valley resident	37.2%	477
I'm a Saanich resident, but live outside the Shelbourne Valley	31.0%	398
I'm a resident of another Municipality outside Saanich	31.8%	407
Total	100.0%	1,282

Figure 11: Geographic Distribution of Survey Respondents

### 6.4 Modes of Travel of Respondents

Q8. How do you usually travel through the Valley? (mark as many as apply)



Answer Choices	Responses	
Public Transit	24.2%	309
Walk	33.3%	424
Cycle	57.1%	728
Automobile	74.3%	947
Total		1,280

Figure 12: Modes of Travel of Survey Respondents



## 6.5 Frequency of Travel of Respondents

Q9. Do you travel through the Valley on a regular basis? (more than once a week)

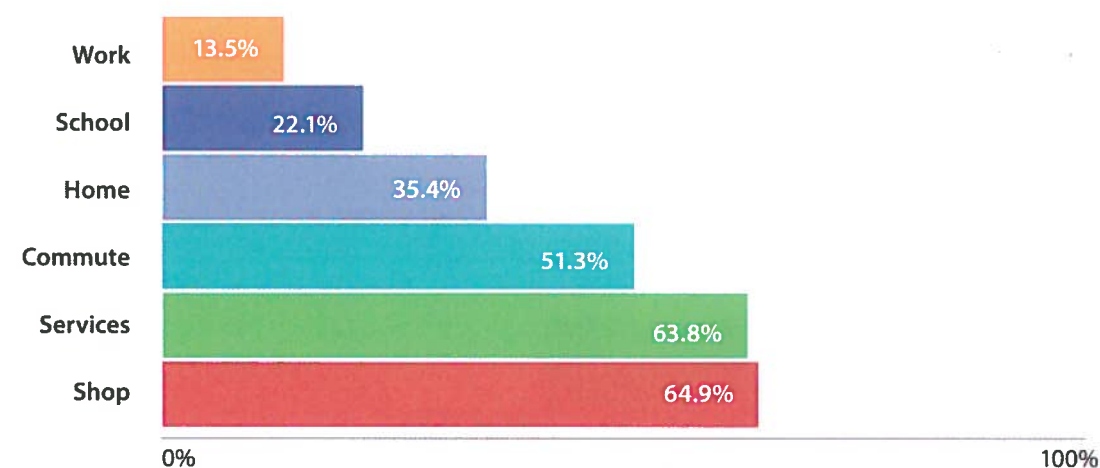


Answer Choices	Responses	
Yes, Travel More Than Once a Week	84.1%	1065
No, Travel Less Than Once a Week	15.9%	201
Total	100.0%	1,266

Figure 13: Frequency of Travel of Survey Respondents

## 6.6 Reason for Travel of Respondents

Q10. Why do you usually travel through the Valley? (check all that apply)

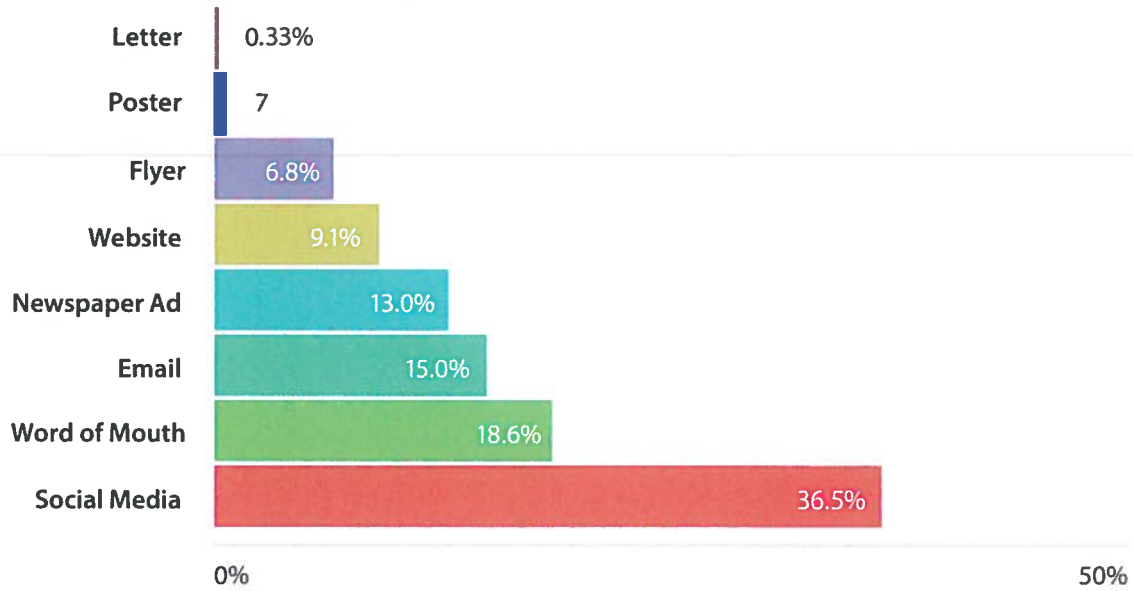


Answer Choices	Responses	
Work in the Valley	13.5%	169
Commute to school (UVic, Camosun College, grade school)	22.1%	276
Live in the Valley	35.4%	443
Commute through the Valley	51.3%	641
Use services in the Valley (medical, library, church, recreation)	63.8%	811
Shop in the Valley	64.9%	977
Total		3,312

Figure 14: Reasons for Travel of Survey Respondents

## 6.7 Notification of Survey

Q11. How did you hear about the survey?



Answer Choices	Responses	
Letter	0.3%	4
Poster	0.8%	9
Flyer	6.8%	81
Website	9.1%	109
Newspaper Ad	13.0%	155
Email	15.0%	179
Word of Mouth	18.6%	223
Social Media (Facebook, Twitter, etc)	36.5%	437
Total		1,197

Figure 15: How Survey Respondents were Notified about the Survey

APPENDIX A: SURVEY INSTRUMENT

**Clerksec - Shelbourne Valley Action Plan - correspondence for Mayor & Council**

SENT TO	POSTED
COPY TO	
INFORMATION	
REPLY TO WRITER	<input type="checkbox"/>
COPY RESPONSE TO LEGISLATIVE DIVISION	
REPORT FOR	<input type="checkbox"/>
ACKNOWLEDGED:	

**From:** "Marlene Davie" <Marlenedavie@shaw.ca>  
**To:** <clerksec@saanich.ca>  
**Date:** 3/27/2017 3:28 PM  
**Subject:** Shelbourne Valley Action Plan - correspondence for Mayor & Council  
**CC:** "Cameron Scott" <Cameron.Scott@saanich.ca>, "Caleb Horn" <horn.caleb...>

Council  
Administrative  
Media

Dear Mayor and Council:

Thank you for the opportunity to provide input into the Shelbourne Valley Action Plan (SVAP).

The Mount Tolmie Community Association agrees with the plan's goals and vision and understand that it is a long-term plan.

We will carefully monitor current and proposed developments to ensure that applicants are aware of the plan and will follow recommendations from the plan.

At this stage in the process, the MTCA endorses the SVAP and request that Saanich council approves it to proceed to the next phase.

Sincerely,

Marlene

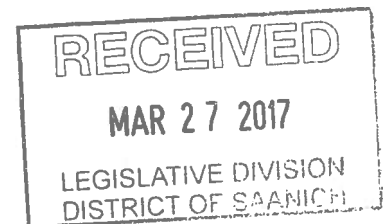
Marlene Davie  
President, Mount Tolmie Community Association

Cc: Sharon Hvozdzanski, Director of Planning & Cameron Scott, Manager of Community Planning



This email has been checked for viruses by Avast antivirus software.

[www.avast.com](http://www.avast.com)



2310-20SVAP



Council  
Administrator  
Media

**MOUNT TOLMIE COMMUNITY ASSOCIATION**

**c/o 1735 Kingsberry Crescent, Victoria BC V8P 2A8**

November 5, 2016

The Mayor and Council  
District of Saanich  
770 Vernon Avenue  
SAANICH, BC V8X 2W7

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INFORMATION	<input type="checkbox"/>	
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COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>	
REPORT FOR _____		
ACKNOWLEDGED: _____		

**RE: Shelbourne Valley Action Plan Short-Term Mobility Implementation Options**

Dear Mayor and Council:

Thank you for the opportunity to provide input into the Shelbourne Valley Action Plan (SVAP) - Short-Term Mobility recommendation. From the perspective of the Mount Tolmie Community Association we have the following comments:

- The most viable option that addresses urgent needs is Option 3, even though it is still somewhat of a piecemealed approach.
- There is a concern that the impact of diversions will be higher than what is being estimated.
- That the Short-term Mobility option provide a clear focus (instruction) for how Saanich Planning, Engineering and Transportation Departments should work with the applicable Community Associations for each item that is to be implemented.
- That careful monitoring and check-in be done with the applicable Community Associations on an annual basis as there could be observations that may require to make adjustments.
- That since so much time has lapsed since Saanich council first received the draft Shelbourne Valley Action Plan (June 2014), that a further review of it be done as views, interests, land uses due to developments may have changed in the meantime.
- The Saanich reconsider not undergoing a review of the Shelbourne Local Area Plan as the does Shelbourne Valley Action Plan does not encompass all that we are in policy, scope, geographically and more.

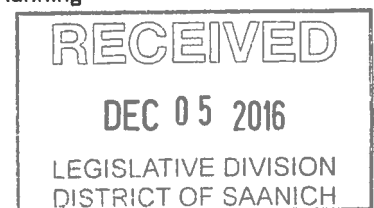
It is our hope that your decision will be based on what will be in the best interest for our community especially in regards to safety.

Sincerely,

*Marlene Davie*

Marlene Davie  
President, Mount Tolmie Community Association

Cc: Sharon Hvozdzanski, Director of Planning & Cameron Scott, Manager of Community Planning



2310-20 SVAP

**From:** "Marlene Bergstrom" <mbergs@shaw.ca>  
**To:** ClerkSec@saanich.ca; Council@saanich.ca  
**CC:** Cameron.Scott@saanich.ca; Harold.Stanley@saanich.ca;  
Sharon.Hvozdzanski@saanich.ca  
**Date:** 6/9/2014 8:19 AM  
**Subject:** Mount Tolmie Community Association - Shelbourne Valley Action Plan response  
**Attachments:** MTCATransportationIssuesApr2014.pdf; MTCASVAPJun2014.pdf; 2014 Safety letter to Saanich.pdf

Greetings,

Please see attached letter to Mayor and Council in response to the Shelbourne Valley Action Plan, if you could please distribute accordingly.

Also as reference documentation is a letter previously copied to Mayor & Council dated April 9.

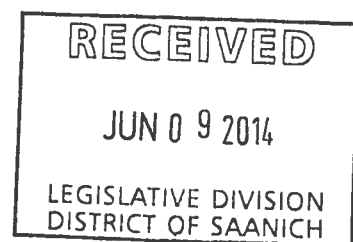
Thank you.

Marlene

Marlene Bergstrom

President, MTCA

250-472-2246



9/6/14  
Council  
Administrator  
Media  
SH  
C. Scott



**MOUNT TOLMIE COMMUNITY ASSOCIATION**

[www.mtca.ca](http://www.mtca.ca)

c/o 1735 Kingsberry Crescent Victoria BC V8P 2A8

June 9, 2014

The Mayor and Council  
District of Saanich  
770 Vernon Avenue  
SAANICH, BC V8X 2W7

Dear Mayor and Council:

**Re: Shelbourne Valley Action Plan**

I am writing on behalf of the Mount Tolmie Community Association (MTCA) regarding the Shelbourne Valley Action Plan (SVAP). Thank you for the opportunity to offer our input as the plan goes before Council.

We applaud Saanich Planning Department staff for the countless hours that have gone into the SVAP and the years of public engagement that have allowed residents to try to understand the plan and help shape it. The MTCA has been involved in the Shelbourne plan from the outset. The process, however, has been somewhat divisive for the community and stakeholders, and finding consensus moving forward may be a continuing challenge.

The Mount Tolmie Community Association endorses the concept of the SVAP and its eight goals, although we have concerns. We believe that in all likelihood, the entire vision may not be realized as it currently exists, even over the 30-year term. Instead, the MTCA encourages Saanich to target improvement of specific problem areas, and address them in the near term of two to five years, with target dates and budget.

It is the opinion of the MTCA that the section of Shelbourne Street between North Dairy Road and Cedar Hill Cross Road as the top priority. This should be the starting point of the project, and other less urgent elements and improvements should follow.

This section of Shelbourne is the most narrow, congested, and dangerous. To the south of North Dairy it connects to a recently improved area around the Hillside Centre within the City of Victoria boundary; and to the north of Cedar Hill X, it connects to a wider and more open stretch to McKenzie Avenue. The missing link lies at the heart of the SVAP, the 'Shelbourne Valley Centre'.

...2



**MOUNT TOLMIE COMMUNITY ASSOCIATION**

[www.mtca.ca](http://www.mtca.ca)

c/o 1735 Kingsberry Crescent Victoria BC V8P 2A8

The intersection at Shelbourne and Cedar Hill Cross Road should be upgraded for better safety and traffic flow, improved pedestrian and cycling access, and better esthetics. The 'Shelbourne Valley Centre' should be a priority also, with a budgeted near-term improvement plan.

Among our other thoughts on the SVAP:

- Much of the funding for improvements in the SVAP is reliant on development which could be many years away and is by no means assured.
- The Plan is very long and the general community may not understand it, especially as it relates to the Official Community Plan and Local Area Plan; and it could be a challenge for staff to follow.
- There is a need to integrate cycling lanes and green initiatives to reduce cars without compromising traffic capacity especially to meet further densification; also a need for a long term transportation strategy integrated with the McKenzie upgrade.
- Burying utilities along the narrow stretch of Shelbourne north of North Dairy is critical to the success of any traffic plan, but may be unlikely if dependent on development.
- Densification should be looked at on a case by case basis to enable the best result in scale, aesthetics and appropriateness for the neighbourhood.

In summary, we believe it is time to get moving on the implementation of the SVAP, in some form. The MTCA suggests the Municipality of Saanich identify a specific section of the plan, budget for it, and begin work as soon as possible. We believe the best first step is to deal with the issues in the eight blocks of Shelbourne between North Dairy and Cedar Hill Cross Roads.

I look forward to addressing the SVAP at the upcoming council meeting on June 9. Thank you.

Sincerely,

*Marlene*

Marlene Bergstrom  
President  
Mount Tolmie Community Association





**MOUNT TOLMIE COMMUNITY ASSOCIATION**  
c/o 1735 Kingsberry Crescent, Victoria BC V8P 2A8

***Via email***

Date: April 9, 2014  
To: Colin Doyle, Director of Engineering , District Municipality of Saanich  
From: Mount Tolmie Community Association  
Subject: MTCA Transportation Priorities

Dear Colin,

I hope this note finds you well and enjoying springtime in Saanich.

I am writing on behalf of the Mount Tolmie Community Association (MTCA), to provide you with a list of the transportation issues and priorities our group has identified in our neighbourhood. The MTCA values our positive relationship with Saanich, and our open lines of communication.

It is approximately four years since the MTCA last provided you with a list of neighbourhood concerns. Since that report in 2010, we have been active as a key stakeholder, offering input into the development of the Shelbourne Valley Action Plan.

By working together, we have realized many improvements in traffic and transportation safety have been accomplished, but as our attached list suggests, there is more to be done. Community consultation is a critical part of safe, healthy and vibrant neighbourhoods.

It is our hope that by encouraging further open communication, the MTCA may be included in Saanich's neighbourhood planning and deliberation earlier in the process. Lately, at times it seems we are brought into the discussion late, and we feel we could be more helpful to Saanich sooner. It has been some time since we have had any contact with Saanich, and we are frankly in the dark about the status of several ongoing concerns, such as future plans for a traffic circle at Richmond and Cedar Hill Cross Roads. That notorious intersection remains on our list of neighbourhood priorities.

We hope to meet with you and/or your staff to discuss the items on our list, and would like to schedule such a meeting, and perhaps a neighbourhood walkabout sometime this month, at your convenience.



/2

Thank you in advance for your assistance and cooperation, and for your past support. Would you please be kind enough to distribute our list to appropriate members of your staff? We have also taken the liberty of cc'ing a number of others who are knowledgeable and have been active in these areas of concern.

Thanks again. I look forward to hearing from you.

Sincerely,

*Marlene*

Marlene Bergstrom  
President, Mount Tolmie Community Association  
250-472-2246

cc:  
Mayor and Council  
Paul Murray  
Jim Hemstock  
Mike Lai  
David Sparanese  
Sharon Hvozdzanski  
Harold Stanley  
Scott Cameron  
MTCA Board of Directors

**Attachment:** MTCA 2014 Top Transportation Issues.doc

## Transportation Issues in the Mt. Tolmie Neighbourhood April 2014

The Mount Tolmie Community Association (MTCA) has identified the following transportation and safety concerns in the MTCA neighbourhood. We have organized them by street, area or nature of issue.

### 1. Gordon Head Road, between McKenzie and Cedar Hill Cross Road

- **Campus View Elementary School:** We suggest the congestion during morning drop-off and afternoon pick-up times is dangerous and unacceptable. It is most acute between approximately 8:25 and 8:50 AM when traffic is backed up in both directions all the way to McKenzie and nearly to Cedar Hill X Rd. The issue is created by the number of non-catchment French Immersion students being driven daily. Left turns into and out of the school cause significant back-ups, making Gordon Head Road impassible for emergency vehicles. SD61 must take some responsibility for the traffic flow issue and work with Saanich to find solution. Suggestions: NB turn-lane? Unlikely. SB curbside drop zone? Possible. School flag-person to direct traffic and/or enforce existing rule prohibiting NB left-turn from school property? Feasible.
- **Midgard at Gordon Head:** We believe the Midgard sidewalk and pedestrian activated crosswalk light has improved safety but has created a new hazard. UVic-bound EB cyclists are crossing traffic mid-block on Midgard to activate light and ride through crosswalk. Suggest a cyclist sensor embedded in pavement (like EB Haultain at Shelbourne in Victoria) to activate existing pedestrian light. There is also a drainage issue causing water pooling at the corner.

### 2. Cedar Hill Cross Road, between Shelbourne and Palo Alto

- **Cedar Hill X at Shelbourne:** We suggest Saanich consider introducing a left-turn arrow on eastbound Cedar Hill Cross Road to alleviate bottleneck, and reduce the danger of late left-turns on amber lights. The introduction of traffic lights at Shelbourne and Pear Streets has not had a significant positive impact at the Cedar Hill X Rd intersection. The lack of left turn lanes east- and westbound on Cedar Hill X would require alternating EB and WB green lights at the intersection, which would be quite workable. As an alternative, the centre lane in both directions could be designated left-turn only; permitting simultaneous advance green arrows, but this may be more disruptive.
- **Cedar Hill X at Stamboul:** We suggest Saanich consider erecting a centre-line barricade preventing left-turns onto or from Stamboul, or left-turns from Cedar Hill X into Shelbourne Plaza. This would also eliminate cross-traffic to and from Stamboul into the plaza, and deter pedestrians from jay-walking at this location, and would deter southbound motorists from using Stamboul as a short-cut from Shelbourne to Cedar Hill X Rd. This block of Cedar Hill Cross Road is extremely congested and dangerous. Business owners' concerns should not override transportation safety. We suggest existing access to both Shelbourne Plaza and Shelbourne Village is sufficient. Also, bike lanes disappear through this stretch, but they could perhaps be included in a reconfiguration.

- **Cedar Hill X at Rendle Green:** We request an update on the proposed traffic circle at this intersection, identified years ago by ICBC and others as a priority. The creation of a stop rather than a yield, for eastbound traffic on Poplar is an improvement. However, we recommend the stop-line be moved back several feet to make it easier for drivers (especially the elderly) to turn and see oncoming vehicles on Cedar Hill X Rd. There is also an issue for pedestrians who must jay-walk from the south side of Cedar Hill X Rd to get to the sidewalk on the north side. Even if they circumnavigate the traffic island they still cannot legally cross until Iona Drive. We believe the confluence of Cedar Hill Cross, Richmond and Poplar Roads, and the corridor to Shelbourne remains one of the most serious traffic hazards in our neighbourhood, if not all of Saanich.

### 3. Congestion, Sidewalks and Pedestrian Safety

- **Ansell Road and Campus View School:** We are concerned about the safety issues created by the volume of pedestrian, bicycle and vehicle traffic in this residential area. We suggest, at the least, a three-way stop at Ansell and Mortimer to lower speeds and reduce risk to children walking to school; and we recommend this portion of Ansell be added to the "Safe Routes to School". We also suggest the introduction of a school zone warning sign on Garnet Road approaching Ansell, as well as a stop sign at that intersection.
- **High-risk intersections for pedestrians:** Two of the three Saanich intersections with the highest incidence of pedestrian/vehicle collisions are in the Mount Tolmie neighbourhood: Shelbourne Street at Garnet Road, and Shelbourne at Cedar Hill Cross Road. We suggest Saanich consider zebra style crosswalks at Shelbourne and Garnet, and review Shelbourne at Cedar Hill Cross, as noted above.
- **Sidewalks:** We believe Richmond Road, south of Rendle Green requires a sidewalk on at least one side. We suggest this would be a tangible example of Saanich's commitment to its '*Pedestrian Priorities Implementation Plan*' (PPIP), to encourage more people in the community to walk, and to do so safely. We recommend Saanich continue to include sidewalk installation among required amenities when considering development and rezoning applications.
- **Congestion:** The danger posed to pedestrians (especially children) by a lack of sidewalks, is exacerbated by congestion on narrow residential streets. There are numerous such examples in the MTCA neighbourhood, including Palo Alto (near St. Aidan's church), and the Broadmead/Kremlin/Iona thoroughway, among others.

We look forward to discussing these and other issues with Saanich staff at your convenience, and would be happy to arrange site visits to see some of these issues firsthand. Thank you for the opportunity to bring these concerns to your attention, and thank you in advance for your consideration.

2310-20 SVAP

Council  
Administration  
Media

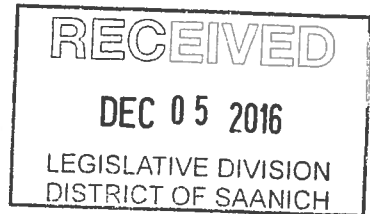


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COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>
REPORT	<input type="checkbox"/>
FOR	
ACKNOWLEDGED:	

[www.CamosunCommunityAssociation.com](http://www.CamosunCommunityAssociation.com)

December 2<sup>nd</sup>, 2016

Mayor Richard Atwell and Council  
District of Saanich



**Re: Shelbourne Valley Action Plan – Short-Term Mobility Implementation Options**

Dear Mayor Atwell and Council,

The Camosun Community Association (CCA) is proud to support the Shelbourne Valley Action Plan (SVAP) and the proposed short-term mobility implementation Option 3. In June 2014, the CCA supported the proposed draft SVAP and the community has been eager to see a short-term mobility option incorporated into the Plan. A primary concern within the community in 2014 was that implementation of the Shelbourne Street improvements recommended in the SVAP were too dependent on the development of adjacent properties. Realization of a short-term mobility option will help the Shelbourne Valley achieve its vision without depending exclusively on private development.

Short-term mobility Option 3 balances the concerns heard during the consultation process surrounding Options 1 & 2. While there was support for the continuous cycling infrastructure proposed in Option 2 in 2015, there were concerns within the community that this option would divert too much vehicular traffic onto the parallel streets of Cedar Hill Road and Richmond Road. Option 3 helps address this concern by retaining four lanes of vehicular traffic on Shelbourne Street while providing safe cycling infrastructure along the street. The original Option 2 would have resulted in a 6-7% traffic increase on Richmond Road<sup>1</sup>, but Option 3 is projected to produce a 3-4% increase on the same road. Cedar Hill Road may still see a traffic increase, but to a lesser degree south of Cedar Hill Cross Road. In addition to the retention of four vehicular lanes on Shelbourne Street, the CCA recommends that further traffic calming measures be implemented along Cedar Hill and Richmond Roads to mitigate potential traffic increases.

Another part of the short-term mobility implementation we encourage Council and staff to consider is the potential phasing recommendations. The 2014 draft SVAP suggested that the section of Shelbourne Street between North Dairy Road and Pear Street receive priority investment due to the

<sup>1</sup> SVAP Supplemental Report – Short-Term Mobility Implementation Options – September 22, 2015

dire nature of pedestrian and cycling infrastructure in this stretch. The CCA would recommend prioritizing this section to address the inadequate sidewalks and roadway here by implementing necessary improvements as soon as possible. Consideration of these improvements could be incorporated into the upcoming municipal budgeting process.

In conclusion, the CCA is excited by the prospect of having much needed improvements to Shelbourne Street implemented in the short-term. The CCA recommends that 1) traffic mitigation measures be taken to reduce any potential impacts on parallel streets, and 2) prioritization of the most crucial sections of the implementation strategy be considered. We are confident that the short-term mobility Option 3 with these recommendations will help Saanich achieve its ultimate vision for Shelbourne Street, Shelbourne Valley, and the surrounding communities.

We thank you for your time and trust you will consider these comments.

Sincerely,



Sandie Menzies  
President  
Camosun Community Association  
[CamosunCA@gmail.com](mailto:CamosunCA@gmail.com)

SM:ch

cc: Cameron Scott, Manager, Community Planning, Saanich  
Mount Tolmie Community Association  
Quadra-Cedar Hill Community Association  
Gordon Head Community Association

2310-20SVAP

**From:** Barbara Tabata <btabata@telus.net>  
**To:** <clerksec@saanich.ca>  
**CC:** <c-skelton@shaw.ca>, <gunngh@shaw.ca>, <btabata@telus.net>  
**Date:** 12/5/2016 9:58 AM  
**Subject:** SVAP Option 3 short term mobility Phase 1  
**Attachments:** svap Dec.5 2016.pdf

Council  
 Administrator  
 Media

Please find attached comments from Gordon Head Residents' Association Director for traffic. Thank you for adding this to the packet for this evening's council meeting.

Barbara Tabata  
 GHRA  
 Director/Traffic

POST TO	POSTED
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INFORMATION	<input type="checkbox"/>
REPLY TO WRITER	<input type="checkbox"/>
COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>
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ACKNOWLEDGED:	

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 DEC 05 2016  
 LEGISLATIVE DIVISION  
 DISTRICT OF SAANICH

The Gordon Head Residents' Association has many issues with the phase 1 of the proposed Shelbourne Valley Option 3 Short-term mobility changes. Phase 1 includes that portion of Shelbourne from McKenzie to Torquay Drive which is in the Gordon Head area. This portion is heavily used not only by Gordon Head residents, but being the only major north-south artery in this section of Saanich, it is heavily travelled on by vehicles from other areas.

We ask council to consider several points with the reduction of travel lanes. To begin, let's look at Shelbourne starting at McKenzie and focusing on the north bound lane. Two north bound lanes suddenly merge into one lane at the Home Depot driveway. Traffic will be pinched at this point. At this time, there is a dedicated left turning lane into Home Depot and that will be removed. With this option the north bound traffic will be forced to merge into one lane at the intersection when the two lanes become one lane. There is a dedicated left turning lane at the Shelbourne/Tim Horton's intersection. It is defined by a boulevard where trees are to be planted. The one lane north bound continues along. At the Blair intersection drivers making a right turn onto Blair will have to wait for pedestrians crossing at this intersection and traffic in the one lane will be held up. The one continuous lane shares a right turning lane at Torquay and Shelbourne. Again pedestrians will hold up the many right turning vehicles.

Starting at Torquay and travelling south, the one lane continues down until Glenclraig. Again any pedestrians crossing over at Glenclraig or Cabana will hold up south bound traffic. At the Shelbourne /Feltham intersection there are nine lanes going in different directions. To date, we are not aware of any studies done at this site. Considering traffic patterns can impact the north bound as well as the south bound lanes it seems it would help to understand what is going on at this intersection before any lane changes are made. The bus stop at the south west corner of Feltham/Shelbourne is busy. This stop is used by students attending Lambrick Park School, persons accessing the Gordon Head Recreation Centre, the skateboard park, baseball fields etc. and residents of the area. Buses will hold up south bound traffic. For many years this intersection was included in the ten most dangerous intersections in Victoria.

The residents who live on this section of Shelbourne will have a difficult time as the continuous traffic passes over their driveways. It is estimated that there will be problems with traffic for five hours weekdays, two hours in the am and 3 hours in the pm. It is well known that Shelbourne is also very busy on Saturdays as people go about shopping and doing chores. There are many businesses along this section of Shelbourne that are accessed via Shelbourne. Concerns about pushing traffic onto collector roads such as Cedar Hill and Tyndall have been dismissed.

With the new reality that single family dwellings in Gordon Head are no longer feasible, many houses have suites. The two car family now becomes a house with three or more vehicles. Also, the greying of the population is happening in Gordon Head, and many seniors are unable to cycle anymore. Both scenarios add to vehicular traffic.

The results of the surveys do not reflect the opinions of Gordon Head Residents. Many have approached our association voicing their concerns about the lane reductions in our area. We wonder why the population of greater Saanich has equal weight in the decisions that will affect those that live in this corridor. For example, the long sought for traffic light at Torquay and Shelbourne does not get much support in the survey and yet those that use that intersection wonder why it has been so slow in coming.



We ask council to not pass phase 1 of option 3 short term mobility changes that will result in the reduction of travel lanes.

Yours truly  
Barbara Tabata  
GHRA - Director/Traffic

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2310-20 SVAP  
x ref 1220-20 Traffic

██████████ Clovelly Terrace  
Victoria BC  
V8P 1V7

POST TO	General	POSTED
COPY TO	SH/HM	FEB 28 2017
INFORMATION	<input checked="" type="checkbox"/>	
REPLY TO WRITER	<input type="checkbox"/>	
COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>	
REPORT FOR		
ACKNOWLEDGED:	BIM	✓

February 21, 2017

Mayor and Council  
District of Saanich  
770 Vernon Ave  
Victoria BC  
V8X 2W7

Dear Mayor and Council:

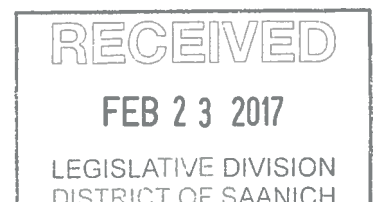
Re: Bike Lanes

An article in the February 2017 edition of *The Quadrangle* asked the question, "Where should the next bike lanes be built?" My answer is, 1) Atlantis; 2) Camelot; or 3) the dark side of the moon.

Articles such as the one referenced above are infuriating, in that they strongly imply that bike lanes are a perfect and universal good, like world peace or a cure for cancer. They're NOT!!! They are a vicious, zero-sum game, in which for every 30-something Lance Armstrong wannabe winner, there are hundreds, perhaps thousands, of older, driver losers like me. They are a highly political issue, in which only one side appears to be heard. I guess I could grudgingly admire the bike lobby for seizing the political initiative and stifling all opposition – but I don't.

Absolutely everyone I know is opposed to bike lanes, for the most part vehemently so. They are an outrageous, unwarranted interference to the flow of traffic. For example, Shelbourne/Cedar Hill X Road used to be a normal, if somewhat busy, intersection. Now, at various times of the day, it's a fiasco, with traffic backed up to Blenkinsop Road. After the "upgrade" to Cook Street, between Maplewood and Cloverdale, much of the onstreet parking has disappeared and the traffic has increased significantly. Then there's downtown, parts of which are almost impassible while construction of new bike lanes proceeds, like Pandora Street. And what monstrous bike lanes they are! I swear there are freeways in Los Angeles that are smaller. What a travesty!

I'm a retired public servant who hasn't ridden a bike in a great many years. When I leave the house, it's to play golf or do some shopping, two activities for which a bike is completely impractical. Bike lanes make it more difficult than ever to get around. And one of the most frustrating aspects of all is the seemingly infinitesimal number of cyclists who actually use the bike lanes. I often drive several kilometres around town and see only a handful of cyclists using the lanes.



Future anthropologists examining the remains of our civilization will no doubt be amazed and astounded by the phenomenon of bike lanes. They will be perplexed at how a tiny minority of young adults were able to expropriate for themselves such significant chunks of public space, to the great disadvantage and detriment of everyone else.

When the next municipal elections come around, I'll be a single-issue voter: candidates who oppose bike lanes will get my vote; those in favour will not. Meanwhile, perhaps I should write to Donald Trump. Maybe he would do something about this.

Yours truly,



Mac Culham

- c. Mayor and Council, City of Victoria  
Board of Directors, Capital Regional District

1220-20 Traffic 2310-20 SVAP  
1220-20 misc  
1220-20 Parks/Rec.

Sarah Litzenberger - Re: General Suggestions/Improvements For Saanich

POST TO	General	POSTED	MAR 07 2017
COPY TO	HM/SH/SS		
INFORMATION	<input checked="" type="checkbox"/>		
REPLY TO WRITER	<input type="checkbox"/>		
COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>		
REPORT FOR			
ACKNOWLEDGED:			

**From:** Sherri Andrews  
**To:** G b; Mayor  
**Date:** 3/6/2017 10:00 AM  
**Subject:** Re: General Suggestions/Improvements For Saanich  
**BC:** Sarah Litzenberger

Good morning Brown Family:

Thank you for taking the time to write to Mayor Atwell. I have taken the liberty of forwarding your email to the Council Information Site for Council's collective consideration.

best regards,

Sherri Andrews  
 Administrative Assistant to the Mayor  
 District of Saanich  
 770 Vernon Avenue  
 Victoria, British Columbia V8X 2W7  
 250-475-5510  
 www.saanich.ca

>>> G b [redacted] 3/3/2017 10:51 PM >>>

Good evening I'm writing in regards to some things that Saanich would greatly benefit from now and in the future. There should be new/improved side walks specifically on Sinclair road (on both sides going down the big hill) and the roads could use a fresh coat of paving and beautification. Also continuing with side walks there should be a continuation of a side walk along Cedar Hill road just past cedar hill school on the left side leading up to cedar hill also a added side walk would be great along cedar hill road just past Doncaster school just past derby on the right side of the road this would increase pedestrian safety. Also I was watching the news about the air quality and people burning up island in this day in age where the in thing is to "Be Green" why does Saanich continue aloud burning in rural areas Etc isn't that being hypacritical it should be banned there's no need to burn stuff, when there's all this recycling we have. I also think it benefit Gordon head to be expanded and add a library there with a bigger gym the population is only increasing in Victoria/Saanich and there is a need/demand for more recreation facilities. Also Cedar hill should get a new/better/expanded gym and fitness centre they should also get a pool for that section of town also maybe a bowling alley/fun centre kind of like Eagle Ridge for example (this could apply to use for the rezoning of the cedar hill golf space. Also I think its a bad idea to change Shelbourne to 2 lanes even though its only a small percentage of the way traffic is bad enough as it is and reducing it in parts is only going to make it worse. I agree that Shelbourne street needs a make over but with four lanes all the way and better side walks lightening and beautification (there should also be camera controlled cameras at the intersections along Shelbourne you could change them at peak traffic times(there should of have been a temporary trial to try closing a lane in each way to show that this would happen before spending the 12.5 million I fairly certain )thank you for reading my email and suggestions

Like I said before these suggestions would greatly benefit everyone we have to think of the future in the right

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MAR 06 2017
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way with common sense and not live in fantasy land cause in the future if the wrong decisions are made it will cost the taxpayers of Saanich more money, time, studies etc to rectify it thank you. Sincerely The Brown Family

Sent from Mail for Windows 10

2310.26 SVAP

**Council - Shelbourne bike lanes**

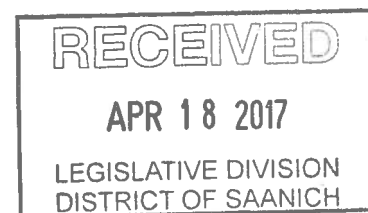
**From:** Steve Adams <[REDACTED]>  
**To:** <council@saanich.ca>  
**Date:** 4/13/2017 7:04 PM  
**Subject:** Shelbourne bike lanes

POST TO	General	POSTED	✓
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INFORMATION	<input checked="" type="checkbox"/>		
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ACKNOWLEDGED:	BIM		✓

Hello,

I understand the council is weighing in on whether or not to implement new bike lanes on shelbourne street. I'm just getting in touch to be another voice in favour of the lanes! As a motorist, a cyclist, and a frequenter of shelbourne street, I think it would be an incredible improvement to the city.

Thanks for your time!



2310.20 SVAP

**Council - Re: bike lanes on Shelbourne**

**From:** "Cordelia Horsburgh" <[REDACTED]>  
**To:** <council@saanich.ca>  
**Date:** 4/13/2017 7:29 PM  
**Subject:** Re: bike lanes on Shelbourne

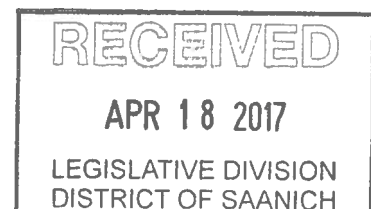
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REPORT FOR			
ACKNOWLEDGED:	BIM		<input checked="" type="checkbox"/>

Hello,

As Saanich Council will soon be making the decision to approve bike lanes along Shelbourne Street, I wanted to voice strong support to go ahead with these new bike lanes.

As a parent and cyclist who lives in the region there are VERY FEW options to safely cycle along that corridor heading north or south from Victoria to Saanich and back again. It is a critical route and needs to be accessible to all community members rather than simply those who drive.

Thank you for all you do,  
Cordelia Horsburgh  
[REDACTED]



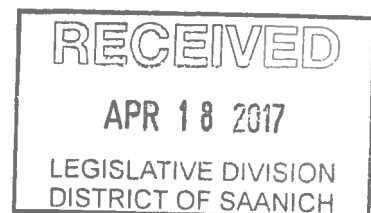
2310.20 SVAP

**Council - Bike lanes on Shelbourne Street support**

**From:** Gui G <[REDACTED]>  
**To:** <council@saanich.ca>  
**Date:** 4/13/2017 7:41 PM  
**Subject:** Bike lanes on Shelbourne Street support

POST TO	General	POSTED	✓
COPY TO	SH		
INFORMATION			
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ACKNOWLEDGED:	BIM		✓

Bike lanes on Shelbourne Street are a great idea.  
They are the lifeblood of future cities!  
William





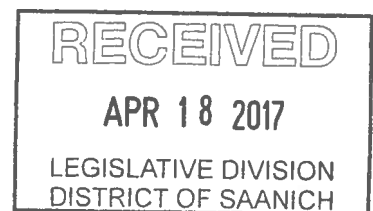
2310.20 SVAP

**Clerksec - Shelbourne Valley Action Plan**

**From:** Andrew Bateman [REDACTED]  
**To:** <clerksec@saanich.ca>  
**Date:** 4/13/2017 4:26 PM  
**Subject:** Shelbourne Valley Action Plan

POST TO	General	POSTED	✓
COPY TO	SH		✓
INFORMATION			✗
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ACKNOWLEDGED:	BIM		✓

Dear Mayor and Council,  
I am writing to express my support for adding bike lanes along the length of Shelbourne Street, as laid out in "Option 3" for the Shelbourne Valley Action Plan. Currently, Shelbourne is one of the least friendly corridors in the city for bike travel. The proposed improvements promise to be much needed upgrades. I applaud your efforts.  
Best regards,  
Andrew Bateman



2310.20 JVAP

**Clerksec - The Shelbourne corridor- what about the cars?**

**From:** KEVIN M FRYE [REDACTED] >  
**To:** <clerksec@saanich.ca>  
**Date:** 4/13/2017 8:35 PM  
**Subject:** The Shelbourne corridor- what about the cars?  
**Attachments:** Thoughts on Shelbourne Corridor 04.2017.pdf

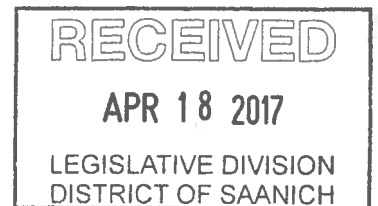
POST TO	General	POSTED	<input checked="" type="checkbox"/>
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REPORT FOR			<input type="checkbox"/>
ACKNOWLEDGED:	BIM		<input checked="" type="checkbox"/>

Hello- Some thoughts on the recent information regarding the proposals for the Shelbourne corridor. (In pdf form as an attachment.)

Please forward to the Mayor and Council? I was not able to make it work with the online form.

Thank you for your time

Kevin Frye



April 13, 2017

Good day:

I write to you, Mr Mayor and Council members, on the subject of the Shelbourne Corridor project, which I strongly believe is contrary to the greater good, regardless of the clamouring of a few small and self-thinking factions.

Like it or not, and almost in spite of the efforts of successive Councils, Shelbourne Street has matured over the decades from the quiet, farm-country backroad of my Cordova Bay youth into one of the major North-South routes in the Municipality, an arrow-straight 4-lane (*for part of it, at any rate*) artery which cuts through what is now a densely populated section of the Municipality, yet I see nothing in the new Plan which allows for supporting the existing traffic load, let alone any future increases- increases which only ostriches will believe are not coming. As but one example, the major hospital at one end of Shelbourne is expanding, and will continue to expand. People will always need to get there (*and back*).

For traffic to and from the University, Hillside Mall, and the Jubilee Hospital, the logical route to Royal Oak, Cordova Bay and beyond includes Shelbourne, or in a pinch, Richmond. Thousands of people who live to the North and to the West use Shelbourne in their daily drive. Many of these people cannot use the much-discussed public transit for the simple reason that Transit to and from the Peninsula utterly fails to take into account commutes from the area to Sidney, the airport, Langford and beyond, leaving workers and other residents bound to their cars for the foreseeable future. And the best way to UVIC from View Royal, the best way to RJH from VGH, the best way to Sears from Keating (*and beyond*), even the best and least troublesome way to and from Swartz Bay from Oak Bay, Gordon Head and more than half of Eastern Victoria proper includes Shelbourne.

Mackenzie Ave (*the "official route of choice" of previous Saanich Councils*) is utterly over capacity for much of the day, notwithstanding the extra time it takes just to reach Mackenzie from the West or North. No, for the 45,000 people on the Peninsula and the more than 350,000 who inhabit View Royal, Langford and beyond, the way to RHJ and the other points East already mentioned is via Helmcken, Royal Oak Drive and ultimately- Shelbourne Street. I have driven this route for over 30 years. It is indeed more direct, consumes less fuel, and takes less time than going "around the outside" via Mackenzie. Notwithstanding the claim on Google Maps that going via Mackenzie is 6 minutes shorter and 1.0 km longer, the clock on my dashboard tells me that from my home in Central Saanich, a mid-afternoon round trip by my preferred route shaves more than 15 minutes from the Mackenzie Ave trip. That's fifteen minutes less fuel burned, one car less in the over-crowded mess on Mackenzie, and I am in general a much happier, more relaxed person. The difference is simply traffic, something the mapmakers at Google overlooked.

People like myself simply do not understand the logic behind the continual refusal of successive Councils to accept the concept that sometimes the most direct and efficient routes between A and B are the very ones they seek to throttle down (*and even close*), forcing already overcrowded alternatives to accept even more traffic!

However, just as with the Helmcken connection of over a decade ago, there is a faction in Saanich that appears to be vehemently opposed to the concept of rapid, smooth and economic traffic flow *through* Saanich. Why this is I can only attribute to a modern NIMBY syndrome, where residents of some Saanich neighborhoods would prefer they be left in the same circumstance and condition as they were three or four decades ago. (*In more than one case, I got the distinct impression that there are voices "out there" which would wind the clock back to a point before their arrival on the scene if they could! Oddly, these voices don't mind their sewer, light and water services. Like the folks who build houses beside major airports then demand that airports cease operation, these people long for a reality that never was.*)

NIMBYs are a strange bunch. They clamour for "something" to be done about Shelbourne and all the transient users, yet these same folks still attend UVIC and Camosun. Some of them work in the VI Tech Park in West Saanich, some have treatments at RJH and VGH, some have children enrolled in

Camosun's Interurban campus, and shop at Hillside. Some of them even head to Costco on weekends, some to Vancouver via the ferry.

How many of those Shelbourne/Gordon Head residents refrain from using Shelbourne themselves, I have to wonder? Do they all adhere strictly to Mackenzie and the two crowded highways? Or do Northbound folks use Quadra to access Hwy 17? Do westbound residents stay on Mackenzie to Highway 1 or do they veer off and use Wilkinson? I would put money on the answer if I were a betting man. Yet for some reason, so many of these same people don't want others to use Shelbourne? As I said, NIMBYs are a strange lot.

But is Shelbourne really "just" for local residents? Was it never intended as a connector? Should the rest of us stay away? In the real world, it really doesn't work that way. If a proper and relatively trouble-free way to get there from here is not provided, long experience has shown that drivers will simply make their own routes. In the early 1980s, Saanich refused for whatever reason to take part in the expansion of Helmcken into Wilkinson Road when the "new" VGH was built, but that didn't stop traffic from using it.

When Camosun later expanded the Interurban campus, flooding Interurban and Wilkinson roads with thousands of cars attempting to use Helmcken to head out West, is it any wonder people quickly tired of the long lines and began to find their own way around the mess? And when the former mayor, apparently acting on his own account, chose to block North Rd off at the request of a small number of residents, "accidentally" closing off a bus route at the same time, all he did was add greatly to the narrow, winding corridor of Helmcken which is still a four-lane artery as soon as it leaves the Municipality. When asked publicly where the then-mayor expected the thousands of cars jamming Helmcken, Wilkinson and Interurban area (*and still jamming them several years later*) to go, he strongly recommended Mackenzie Avenue, and when it was pointed out that Interurban and Mackenzie simply do not meet, he was unable to form a response. As a result, the lack of proper connectors from Saanich to the West has lingered on in very poor shape, with no help on the horizon. People from as far away as North Saanich and West Sidney try to head home to the West every day, adding even further to the Wilkinson-Helmcken bottleneck

"Bottlenecking" the Shelbourne corridor will do all of these people no service at all. IMPROVING the flow of traffic from the border with Victoria to the Pat Bay Highway (*and beyond to the west*) is what is really required. Unless there are major plans to improve the traffic flow on the already seriously overcrowded Mackenzie Ave corridor, suggesting that commuters and others who use UVIC, RJH, Hillside Mall, Tuscany Village and all the other amenities, plus those who journey even farther to and from Oak Bay simply should "use Mackenzie" is a quick and easy recipe for gridlock. Even before construction was started on the Overpass, traffic on Mackenzie Avenue was slow, halting, and troublesome. Adding the thousands of vehicles that currently use the Shelbourne corridor is both inefficient and carbon inefficient, as all those engines will continue to churn out exhaust even while standing still.

Time and time again, Saanich appears to do much of its traffic planning in a vacuum. Rose-colored glasses are put over the eyes of those who make and approve decisions, and what happens three feet to the other side of the imaginary lines we call "the border" seems not to matter at all. The Wilkinson connector option is one example. The current version of Shelbourne north of Feltham is another, as is what happened to Admirals Rd at the View Royal border. Bottlenecking of commuter traffic has come to be the norm inside the Saanich border. Now, even more of this thinking seems to be taking place.

Please, you must remember that Saanich is literally "in the middle" of the commute for tens of thousands of people daily. These are people who want to be able to get to and from their destinations quickly, easily and smoothly. If these current plans are allowed to stand, gridlock will shortly happen on Shelbourne just as it has on Mackenzie, Quadra Glanford, Admirals, and Wilkinson. It is truly not in the best interest of the residents of these neighborhoods to create a situation where cars are continually forced to stand in line, belching fumes into the nearby homes simply because a short-sighted decision was made to "improve" something for a minority of people by "narrowing" the roadway and refusing to take the rest of the region into account.

Be forward looking. Realize that unless and until Transit is able and willing to be all things to all commuters (*it isn't*), vehicle traffic is here to stay. Create proper, efficient and economical ways to move this traffic through Saanich and end the bottlenecks! Don't create more. Future generations will thank you for it in the long run.

Thank you

[REDACTED]  
KEVIN D..

Kevin M Frye  
[REDACTED] Rey Rd  
Central Saanich  
[REDACTED]

2310.20 SVAP

**From:** Paul [redacted]  
**To:** <council@saanich.ca>  
**Date:** 4/13/2017 7:48 PM  
**Subject:** Bike Lanes

I am in favour of bike lanes on Shelbourne.

Paul Cosgrove,  
Saanich

POST TO	General	POSTED	✓
COPY TO	SH		
INFORMATION	<input checked="" type="checkbox"/>		
REPLY TO WRITER	<input type="checkbox"/>		
COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>		
REPORT FOR			
ACKNOWLEDGED:	BIM		✓

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 APR 18 2017  
 LEGISLATIVE DIVISION  
 DISTRICT OF SAANICH

2310.20 SVAP

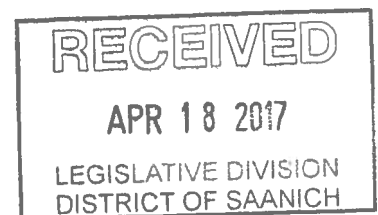
**From:** Richard Purnell <[REDACTED]>  
**To:** "council@saanich.ca" <council@saanich.ca>  
**Date:** 4/13/2017 7:50 PM  
**Subject:** We need a bike friendly Shelbourne street

POST TO	General	POSTED	<input checked="" type="checkbox"/>
COPY TO	SH		<input checked="" type="checkbox"/>
INFORMATION	<input checked="" type="checkbox"/>		
REPLY TO WRITER	<input type="checkbox"/>		
COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>		
REPORT	<input type="checkbox"/>		
FOR			
ACKNOWLEDGED:	BIM		<input checked="" type="checkbox"/>

Hi folks, someone's going to die on Shelbourne if nothing's done to make cycling safe. Doors from the parked cars are a major hazard. Buses are also a huge issue as they travel the same speed as lots of cyclists, so tonnes of leap frogging going on. I ride the street regularly and have had many near misses between Bay and Mckenzie. Stupid dangerous, but you get used to it until one day ... bang, you're dead! Please, something needs to be done. Thanks for looking at the issue.

Richard Purnell

Sent from my iPhone



2310.20 SVAP

Council - Bike Lanes

From: "Hope Home" <[redacted]>  
To: <council@saanich.ca>  
Date: 4/13/2017 7:58 PM  
Subject: Bike Lanes

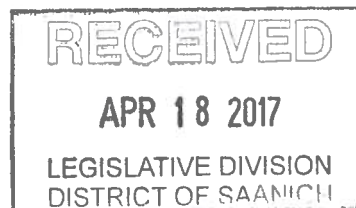
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REPLY TO WRITER	<input type="checkbox"/>		
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REPORT FOR			
ACKNOWLEDGED:	BIM		✓

To Whom it May Concern,

I understand you are making a decision about bike lanes on Shelbourne. I hope that you will move forward with this plan; Victoria badly needs good cycling infrastructure on import routes like Shelbourne.

Sincerely,

Hope Hickli





2310.20 SVAP

**From:** Caren Helbing <[REDACTED]>  
**To:** <council@saanich.ca>  
**Date:** 4/13/2017 9:59 PM  
**Subject:** We want bike lanes on Shelbourne

For safer, more effective use of our neighbourhood!

Caren Helbing

POST TO	General	POSTED	<input checked="" type="checkbox"/>
COPY TO	JH		
INFORMATION			
REPLY TO WRITER	<input checked="" type="checkbox"/>		
COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>		
REPORT			
FOR			
ACKNOWLEDGED:	BIM		<input checked="" type="checkbox"/>

RECEIVED  
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 LEGISLATIVE DIVISION  
 DISTRICT OF SAANICH

2310-20 SNAP

**From:** Whitney Laughlin <[REDACTED]>  
**To:** <council@saanich.ca>  
**Date:** 4/13/2017 11:47 PM  
**Subject:** Bike-friendly Shelbourne

Esteemed Council,

I cannot make the hearing April 25th due to a prior commitment, but I would like to give my strongest support

to bike lanes on Shelbourne.

Many thanks!

Whitney Laughlin

Age 65 and avid cyclist

POST TO	General	POSTED	✓
COPY TO	JH		✓
INFORMATION	<input checked="" type="checkbox"/>		
REPLY TO WRITER	<input type="checkbox"/>		
COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>		
REPORT			
FOR			
ACKNOWLEDGED:	BIM		✓

**RECEIVED**  
**APR 18 2017**  
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 DISTRICT OF SAANICH

2310.20 SVAP

**From:** Clarence Merrigan <[redacted]>  
**To:** <council@saanich.ca>  
**Date:** 4/14/2017 8:51 AM  
**Subject:** Bike lanes

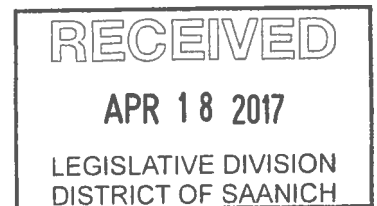
POST TO	General ✓	POSTED	✓
COPY TO	SH ✓		
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REPLY TO WRITER	<input type="checkbox"/>		
COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>		
REPORT	<input type="checkbox"/>		
FOR			
ACKNOWLEDGED:	BIM ✓		

Dear council,  
I fully support bike lanes in the Shelbourne area and trust you will do the same.

Clarence Merrigan  
[redacted] Collinson Street

Best regards,

Clarence Merrigan



2310.20 SVAP

**From:** Amanda McAlpine [REDACTED]  
**To:** <council@saanich.ca>  
**Date:** 4/14/2017 9:08 AM  
**Subject:** Bike lane

POST TO	General	POSTED	<input checked="" type="checkbox"/>
COPY TO	SH		<input checked="" type="checkbox"/>
INFORMATION			<input checked="" type="checkbox"/>
REPLY TO WRITER			<input type="checkbox"/>
COPY RESPONSE TO LEGISLATIVE DIVISION			<input type="checkbox"/>
REPORT			<input type="checkbox"/>
FOR			
ACKNOWLEDGED:	BIM		<input checked="" type="checkbox"/>

Dear Council,

Please provide a bike line on Shelbourne! I bike to work everyday and purposely avoid Shelbourne because there is no bike lane. If there was one, I would take it everyday and it would make my commute much shorter.

Thank you!  
Amanda McAlpine

**RECEIVED**  
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 DISTRICT OF SAANICH

**Council - Bike lanes in Saanich**

**From:** Fiona Devereaux <[REDACTED]>  
**To:** <council@saanich.ca>  
**Date:** 4/14/2017 9:35 AM  
**Subject:** Bike lanes in Saanich

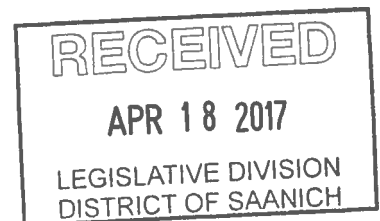
POST TO	General ✓	POSTED ✓
COPY TO	SH ✓	
INFORMATION	<input checked="" type="checkbox"/>	
REPLY TO WRITER	<input type="checkbox"/>	
COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>	
REPORT FOR	<input type="checkbox"/>	
ACKNOWLEDGED:	BIM ✓	

Hello Saanich Council

I have been told the issue of bike lanes on shelborne will be heard in the coming weeks and I want to let you know important a safe bike route on shelborne would mean to me. I am a avid and confident commuter and road biker. Shelborne is the only street I get truly don't feel safe riding on and I do go on the side walk.

I would support any movement towards safe biking on shelborne.

Fiona



2310.20 SVAP

**Council - Bike LANES!!!!**

POST TO	General ✓	POSTED	✓
COPY TO	SH ✓		
INFORMATION	<input checked="" type="checkbox"/>		
REPLY TO WRITER	<input type="checkbox"/>		
COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>		
REPORT	<input type="checkbox"/>		
FOR			
ACKNOWLEDGED:	BIM ✓		

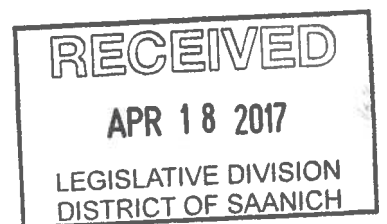
**From:** Eric Peter Paul Ochs <[REDACTED]>  
**To:** "council@saanich.ca" <council@saanich.ca>  
**Date:** 4/14/2017 11:00 AM  
**Subject:** Bike LANES!!!!

To Saanich Council,

I am a regular user of the Shelbourne corridor for business and shopping. I often arrive on my bicycle, and I would do so more often, and shop there more often, were it not for the atrocious access via bicycle that currently exists. Please implement the upgrades to pedestrian and bicycle access to this area as soon as possible. Its the way of the future, people first - automobiles second...

best,

Dr. Eric Ochs



2310.20 SVAP

Council - Shelbourne bike lane proposal - what about children biking to school along Cedar Hill?

POST TO	General	POSTED	<input checked="" type="checkbox"/>
TRY TO	SH		
INFORMATION	<input checked="" type="checkbox"/>		
REPLY TO WRITER	<input type="checkbox"/>		
REPORT	<input type="checkbox"/>		
FOR			
ACKNOWLEDGED:	BIM		<input checked="" type="checkbox"/>

**From:** Heather Mahony <[redacted]>  
**To:** "council@saanich.ca" <council@saanich.ca>  
**Date:** 4/14/2017 2:49 PM  
**Subject:** Shelbourne bike lane proposal - what about children biking to school along Cedar Hill?  
**CC:** [redacted]

Dear Saanich Council,

I am a resident of Saanich, daily commuter cyclist and parent of elementary school-aged children.

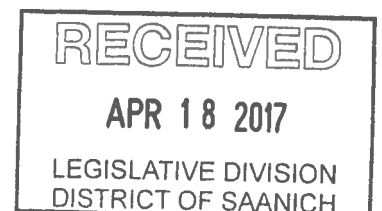
I understand there is public consultation happening on a re-design of the Shelbourne corridor. To the extent that bike lanes and other design features on Shelbourne will divert traffic to Cedar Hill Road, I hope there is careful thought being put into middle school children travelling to Cedar Hill School by bike or scooter along Cedar Hill Road.

There is a bike lane northbound on Cedar Hill Road that abruptly ends at Cedar Hill Cross Road; to the north of Cedar Hill Cross Road there is no shoulder, no sidewalk, and no room for bikes and cars to share the road. Southbound on Cedar Hill Road from there is no bike lane at all.

In planning for Shelbourne, in my opinion there needs to be consideration of the impacts for children and teen cyclists who commute along Cedar Hill Road to Cedar Hill Middle School. In particular, any proposal for Shelbourne which will result in increased vehicle traffic on Cedar Hill road needs to mitigate this impact by way of better safety infrastructure in the immediate vicinity of the intersection of Cedar Hill Road and Cedar Hill Cross Road, and ideally bike lanes on both sides of Cedar Hill Road to reflect the fact that this is a route used by children and teens to get to school.

Thank you for considering these views. I would appreciate you also directing me to any information / materials on how the impacts of children's school travel routes (particularly to Cedar Hill Middle School) will be mitigated in respect of the proposals for Shelbourne.

Heather Mahony  
[redacted] Cedar Hill Road, Victoria BC [redacted]



2310.20 SVAP

Council - SHELBOURNE bike lanes Please

From: Trish Shwart [REDACTED]  
To: <council@saanich.ca>  
Date: 4/14/2017 3:37 PM  
Subject: SHELBOURNE bike lanes Please

POST TO	General	POSTED	<input checked="" type="checkbox"/>
COPY TO	SH		
INFORMATION	<input checked="" type="checkbox"/>		
REPLY TO WRITER	<input type="checkbox"/>		
COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>		
REPORT FOR			
ACKNOWLEDGED:	BIM		<input checked="" type="checkbox"/>

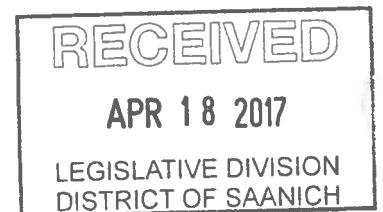
Hello,

I am a fairly new urban cyclist. When I retired I wanted to find new ways of staying fit and cycling is a perfect solution for me. I am uncomfortable on many of the busy streets in our beautiful city. Having a bike lane on Shelbourne would go a long way to making access to different parts of Victoria easier for cyclists and drivers. I am a driver as well and know how much more relaxing it is to see a cyclist on the other side of a barrier.

I encourage you to vote YES for bike lanes on Shelbourne.

--

Trish Shwart





2310.20 SVAP

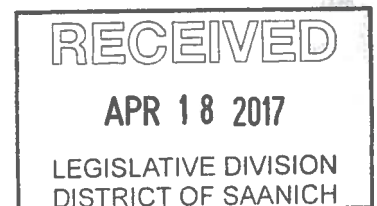
**Council - Bike friendly Shelbourne**

**From:** Ernest Molgat <[REDACTED]>  
**To:** "council@saanich.ca" <council@saanich.ca>  
**Date:** 4/15/2017 7:04 AM  
**Subject:** Bike friendly Shelbourne

POST TO	General ✓	POSTED	✓
COPY TO	SH ✓		
INFORMATION	<input checked="" type="checkbox"/>		
REPLY TO WRITER	<input type="checkbox"/>		
COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>		
REPORT	<input type="checkbox"/>		
FOR			
ACKNOWLEDGED:	BIM ✓		

Please continue making changes to Shelbourne to enable safer cycling for all citizens, including seniors such as me.

Ernest Molgat



2310.20 SUAP

**From:** Anne Jensen <[REDACTED]>  
**To:** <council@saanich.ca>  
**Date:** 4/15/2017 7:53 AM  
**Subject:** Cycling lanes

POST TO	General	POSTED	✓
COPY TO	SH		✓
INFORMATION	<input checked="" type="checkbox"/>		
REPLY TO WRITER	<input type="checkbox"/>		
COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>		
REPORT	<input type="checkbox"/>		
FOR			
ACKNOWLEDGED:	BIM		✓

To whom it may concern,

My name is Annie Jensen and I am a Saanich resident who is passionate about safe cycling. I feel beyond grateful to have relocated to this beautiful municipality where I can potentially cycle safely year round.

That is not the reality alas. All cyclists know from the school of hard knocks that many four wheeled vehicles dislike sharing the road. I have had numerous such encounters both here and in my old city alas.

Please consider wisely when offering up cycle lane expansions. Please consider children and elderly cyclists too. How wonderful to be inclusive of all demographics when spending municipal funds on sharing the road. That would also necessitate perhaps affordable bike rentals, four wheel tickets for inappropriate behaviour, public and school bus driver education etc etc.

One doesn't need a gym membership to stay healthy. Cycle transportation is a wonderful way for everyone to stay healthy or get healthy in a very practical sense. I'm naturally a strong advocate for safe cycling lanes everywhere especially here in Saanich and the greater Victoria area.

I'm a proud member of Victoria Cycling Adventures where I've met kindred cycling spirits. There is safety in numbers and I've been pleased to learn of the many ways to cycle wisely in my new home.

Let's continue to grow cycling paths in all communities while at the same time making every effort to protect all cyclists from the bike commuter to the young child practicing with parents etc etc. This means all cycling paths have safety as their number one raison d'être.

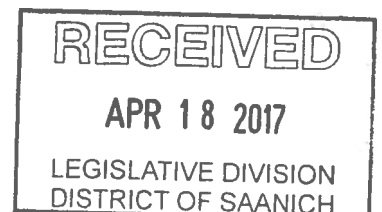
Let's build a healthier cycling community where paths are protected and well thought out. The numerous plans all have their advantages and disadvantages. I have studied your videos and don't feel qualified to make that choice not having cycled in that specific area.

I live near U. Vic and find it nigh impossible to cycle up the hill on Sinclair Road safely without a bike lane there. I am in awe of all the people who try to do just that but I'm not convinced it's a safe option for all. That saddens me. And there are many other places where bike lanes should be considered or improved.

We need safer cycling lanes throughout Saanich but this is a good expansion.

Let's get some feedback from other Saanich cyclists perhaps to improve and enhance cyclists experience in other dangerous locations which I feel confident is already a work in progress.

Thanks for hearing me,  
Annie Jensen



2310.20 SVAP

POST TO	General	POSTED	✓
COPY TO	JH		✓
INFORMATION	✓		
REPLY TO WRITER	<input type="checkbox"/>		
COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>		
REPORT FOR			
ACKNOWLEDGED:	BIM		✓

**Council - Shelbourne Valley Action Plan**

---

**From:** Jim Cliffe <[REDACTED]>  
**To:** <council@saanich.ca>  
**Date:** 4/15/2017 1:18 PM  
**Subject:** Shelbourne Valley Action Plan

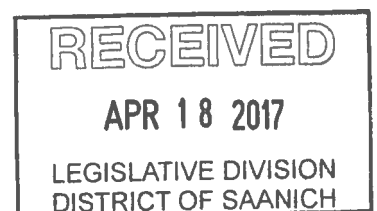
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I strongly urge you to pass the Shelbourne Valley Action Plan and improve the safety of cyclists along that route.

I am a regular cyclist and have to make a choice between following the Shelbourne route north and south, or taking the much more difficult routes along Richmond or Cedar Hill. Traffic is a hazard on any of these routes and any improvement would be welcome. But the Shelbourne route is the best for cyclists due to it's easier grades.

Sincerely...

Jim Cliffe  
[REDACTED] Shelbourne Street  
Saanich, BC  
[REDACTED]



2310-20 SVAP

**Council - bike lanes, Shelbourne street**

**From:** ed pickard <[REDACTED]>  
**To:** <council@saanich.ca>  
**Date:** 4/15/2017 10:12 AM  
**Subject:** bike lanes, Shelbourne street

POST TO	General	POSTED	<input checked="" type="checkbox"/>
COPY TO	SH		<input checked="" type="checkbox"/>
INFORMATION			<input checked="" type="checkbox"/>
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REPORT			<input type="checkbox"/>
FOR			
ACKNOWLEDGED:	BIM		<input checked="" type="checkbox"/>

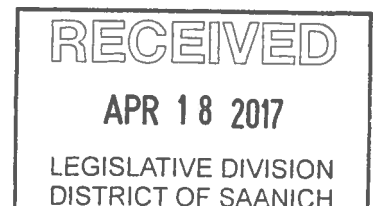
Hi Saanich Council

I really should be addressing you as 'Bike Lane Morons' (with the stand-out exception of Mayor Atwell), for that is what you are. I hope you realize just what a stupid decision you made in approving bike lanes on Shelbourne St.

Just what were you thinking? How many people are able to ride bikes in order to carry on their daily business? Forget public transit - presently, there's no way it can meet the needs of those automobile drivers having to give up their cars because of reduced car lanes. Here's an idea! - why not put adequate public transit in place before you phase out roadways - duh!!

You want to keep taxes down? well, for starters, don't waste our money on bike lanes, like Victoria's Mayor Helps is currently doing - what a ninny she is! The time for listening to Bike Nazis has passed - we have a lot of old people here (me included) and there's no way we can ride around on bikes to conduct our daily business. Personally, I would vote for any municipal councillor whose sole objective, if elected, would be to re-assess bike lanes and rip out all the stupid ones.

Ed Pickard



2310.20 SVAP

**Council - Bike Lanes on Shellbourne**

POST TO	General	POSTED	<input checked="" type="checkbox"/>
COPY TO	SH		
INFORMATION	<input checked="" type="checkbox"/>		
REPLY TO WEBSTER	<input type="checkbox"/>		
COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>		
REPORT FOR			
ACKNOWLEDGED:	Victoria Cycling Coal...		<input checked="" type="checkbox"/>
			BIM

**From:** Leanne Wiltsie [REDACTED]  
**To:** "council@saanich.ca" <council@saanich.ca>, "Greater Victoria Cycling Coal..."  
**Date:** 4/15/2017 8:34 PM  
**Subject:** Bike Lanes on Shellbourne

Hello,

I am writing to express my support of a bike lane along Shellbourne Street.

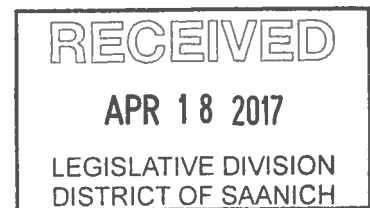
Extending the protected areas being built downtown would increase the safety and usability of streets for cyclists of all abilities. As a great number of people attend university and school in Gordon Head or work downtown, having a safe and timely route to use would be greatly beneficial to the community.

I would also like to point out that greater care should be taken in a few areas, when it comes to the design and implementation of bike lanes.

- 1) Consideration should be given to ensuring that safe, protected lanes are continuous so that vulnerable cyclists (for example small children) are well protected from traffic for the duration of their trip.
- 2) Greater consideration should be given to the degree and number of hills on designated bike routes. Often already established bike routes seem to follow the hilliest routes in the city. While this may be due to less traffic on these routes, it certainly discourages their use by many cyclists. These cyclists may forgo cycling all together or opt for non-bike lane routes as they are more direct and less hilly - which, unfortunately, may put them in conflict with vehicle users.

Thank you,  
 Leanne Wiltsie  
 [REDACTED] Johnson Street  
 Victoria BC

Sent from Outlook



2310.20 SVAP

**Council - Shelbourne Street**

**From:** Graham Spencer <[REDACTED]>  
**To:** <council@saanich.ca>  
**Date:** 4/16/2017 9:33 AM  
**Subject:** Shelbourne Street

POST TO	General ✓	POSTED	✓
COPY TO	SH ✓		
INFORMATION	<input checked="" type="checkbox"/>		
REPLY TO WRITER	<input type="checkbox"/>		
COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>		
REPORT			
FOR			
ACKNOWLEDGED:	BIM ✓		

Please proceed with the Shelbourne Street bike lanes. We really do need this important bike link.

Thank you  
Graham Spencer  
Saanich

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 DISTRICT OF SAANICH

2310.20 SVAP

Council - Shelbourne Bike lanes

From: Debbie Leach [redacted]  
To: <council@saanich.ca>  
Date: 4/16/2017 10:33 AM  
Subject: Shelbourne Bike lanes

POST TO	General	POSTED	<input checked="" type="checkbox"/>
COPY TO	SH		<input checked="" type="checkbox"/>
INFORMATION			<input checked="" type="checkbox"/>
REPLY TO WRITER			<input checked="" type="checkbox"/>
COPY RESPONSE TO LEGISLATIVE DIVISION			<input type="checkbox"/>
REPORT			<input type="checkbox"/>
FOR			
ACKNOWLEDGED:	BIM		<input checked="" type="checkbox"/>

Dear Councillors,  
Please add my voice to those advocating for bike-friendly Shelbourne.  
I am a 64 year old cyclist who has pedalled all seasons in Victoria since 1989.  
Shelbourne has long been heralded as a death trap for cyclists.

Sincerely,  
Deborah Leach  
[redacted] Toronto Street  
Victoria, BC [redacted]

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DISTRICT OF SAANICH

2310.20 SVAP

**From:** Lorie Delorme [redacted]  
**To:** <council@saanich.ca>  
**Date:** 4/16/2017 10:17 AM  
**Subject:** Bike lanes

POST TO	General	POSTED	Page
COPY TO	SH		
INFORMATION	<input checked="" type="checkbox"/>		
REPLY TO WRITER	<input type="checkbox"/>		
COPY RESPONSE TO LEGISLATIVE DIVISION REPORT	<input type="checkbox"/>		
FOR			
ACKNOWLEDGED:	BIM		

As a resident of Saanich and a cyclist, I feel that more bike lanes on Shelbourne, and anywhere for that matter, can only be a benefit to our beautiful community, in that it would be it making a safer, more environmentally friendly place for all.

I am totally for it.

Thank you  
Lorie Delorme  
[redacted] Inverness Road

Sent from my iPad

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DISTRICT OF SAANICH



2310.20 SVAP

**From:** Rob Bernhardt <[REDACTED]>  
**To:** <council@saanich.ca>  
**Date:** 4/16/2017 10:53 AM  
**Subject:** Shellbourne Valley Action Plan

POST TO	General ✓	POSTED	✓
COPY TO	SH ✓		
INFORMATION	<input checked="" type="checkbox"/>		
REPLY TO WRITER	<input type="checkbox"/>		
COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>		
REPORT FOR			
ACKNOWLEDGED:	BIM ✓		

Dear Council members,

I will be out of town on the date of the public hearing but wish to let you know that, as a resident of the Shelbourne Valley planning area, I support of the proposed improvements to Shelbourne St. outlined in the Shelbourne Valley Action Plan.

Contemporary land use and transportation plans such as those outlined in the plan not only help achieve environmental objectives, but also to improve the livability and economic vitality of our community. I support additional measures to redress the imbalance in the public space & resources allocated to automobiles, but recognize the current plan is an important step and should be implemented. Staff and council are to be congratulated for the work done to enable our community to offer attractive transportation alternatives as an essential element of a sustainable and prosperous future.

Your truly,

Rob Bernhardt  
[REDACTED] Oak Crest Drive  
Saanich

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DISTRICT OF SAANICH

2310.20 SVAP

**From:** Mike Teachman [redacted]  
**To:** <council@saanich.ca>  
**Date:** 4/16/2017 6:31 PM  
**Subject:** my support for Option 3 bike lanes in the Shelbourne Valley

Hi Councillors,

This email is to give my support (and my biking wife and teenage daughter) for bike lanes on Shelbourne. Option 3 is preferred to us.

Today, Easter Sunday, I was planning to visit friends in Gordon Head. Car or Bike? The trip by bike would have either been convoluted, or direct and dangerous (up Shelbourne). Car was the choice. I hope in the near future the bike option will become a safe reality.

Thanks so much for carrying this proposal to where we are today. You are a great council and should be proud of your forward thinking.

Best Regards,

Mike Teachman

Victoria, BC

POST TO	General	POSTED	<input checked="" type="checkbox"/>
COPY TO	SH		
INFORMATION	<input checked="" type="checkbox"/>		
REPLY TO WRITER	<input type="checkbox"/>		
COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>		
REPORT FOR	<input type="checkbox"/>		
ACKNOWLEDGED:	BIM		<input checked="" type="checkbox"/>

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 DISTRICT OF SAANICH

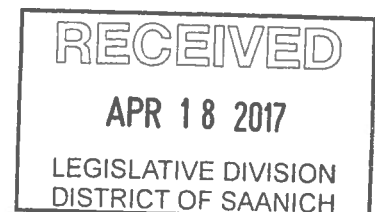
**Council - Bike lanes on Shelbourne**

**From:** <[REDACTED]>  
**To:** <council@saanich.ca>  
**Date:** 4/16/2017 7:50 PM  
**Subject:** Bike lanes on Shelbourne

POST TO	General	POSTED	<input checked="" type="checkbox"/>
COPY TO	SH		
INFORMATION	<input checked="" type="checkbox"/>		
REPLY TO WRITER	<input type="checkbox"/>		
COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>		
REPORT			
FOR			
ACKNOWLEDGED:	BIM		<input checked="" type="checkbox"/>

Dear Council,  
My family lives in Gordon Head and we drive, bike, walk and bus along Shelbourne Street every day. We are especially looking forward to a bike friendly and pedestrian friendly thoroughfare. This means as drivers as well since it will be so much safer to pass cyclists when they have their own lane. Please pass the latest version of the action plan or something very similar.

Sincerely,  
Dennis Churchill  
Caren Helbing  
Caden and Caris Churchill  
[REDACTED] Paramount Place



(4/18/2017) Clerksec - Shelbourne Bike Lanes

2310.20 SVAP

**From:** Dustin Loomes <[REDACTED]>  
**To:** <clerksec@saanich.ca>  
**Date:** 4/14/2017 3:18 PM  
**Subject:** Shelbourne Bike Lanes

POST TO	General	POSTED
COPY TO	SH	
INFORMATION	<input checked="" type="checkbox"/>	
REPLY TO WRITER	<input type="checkbox"/>	
REPORT	<input type="checkbox"/>	
FOR		
ACKNOWLEDGED:	BIM	

People are going to bike no matter what. I see people biking without helmuts, with earphones etc. Please make it as safe as possible with bike lanes.

Dustin Loomes

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 DISTRICT OF SAANICH

**Clerksec - Shelbourne Valley Action Plan**

**From:** "James & Ute Grayson" <[redacted]>  
**To:** <clerksec@saanich.ca>  
**Date:** 4/14/2017 2:59 PM  
**Subject:** Shelbourne Valley Action Plan

POST TO	General	POSTED	<input checked="" type="checkbox"/>
COPY TO	SH		<input checked="" type="checkbox"/>
INFORMATION			<input checked="" type="checkbox"/>
REPLY TO WRITER			<input type="checkbox"/>
COPY RESPONSE TO LEGISLATIVE DIVISION			<input type="checkbox"/>
REPORT FOR			<input type="checkbox"/>
ACKNOWLEDGED:	BIM		<input checked="" type="checkbox"/>

**The Shelbourne Valley Action Plan is flawed!**

Active transportation, environmental responsibility, community neighbourhood amenities, reduction of green-house gasses; these are conditions that Saanich (allegedly) strives toward. Either Shelbourne Street can be turned into an unencumbering automotive freeway, or the Shelbourne Valley can be reclaimed as a liveable and enjoyable community neighbourhood. These attributes are not compatible with the proposal of a transportation conduit.

Although the Shelbourne Valley Action Plan (SVAP) may be intended to promote active transportation and create a local community neighbourhood, the proposal to demote bicyclists to wheeled pedestrians is a contradiction. Discouraging and removing bicyclists from Shelbourne Street roadway and encouraging them to share a widened footpath will produce unencumbered vehicle traffic and invite conflict with pedestrians, plus legitimise bicycling on sidewalks. The current proposal will turn Shelbourne Street into a transportation conduit, and essentially divide the residents, shops and services between East and West.

Transportation proposals: Options 1 and 2 were presented for public comparison and preference. Option 2 – on-road bike lanes and single-lane traffic for entire length of SVAP – was preferred by almost 60% of respondents, whereas Option 1 – off-road bike paths between North Dairy Road and Christmas Avenue – was preferred by just over 30%.

Subsequent Option 3, allegedly an Option 2 modification, was more of a fine tweaking of Option 1. It was presented without comparison, for public review, as a "Take it or leave it" proposition.

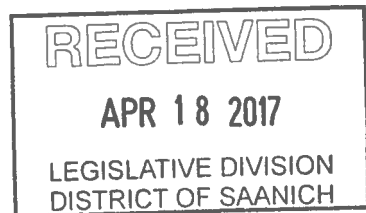
The present choices are: a neighbourhood community or an area divided by an urban, motor vehicle conduit. The choices are not combatable!

*Jim Grayson*

[redacted] Lochside Drive  
Saanich BC

[redacted]

- (Member, British Columbia Cycling Coalition)
- (Member, Cross-Canada Cycle Tour Society)
- (Member, Citizens Advisory Committee, Pedestrian & Cycling Master Plan, Capital Regional District)
- (Member, Bicycle & Pedestrian Mobility Advisory Committee, District of Saanich)
- (Member, Evacuee Support Services, Saanich Emergency Program)



2310.20 SVAP

**From:** Mary Jane Teachman <[redacted]>  
**To:** <council@saanich.ca>  
**Date:** 4/16/2017 8:04 PM  
**Subject:** bike-friendly Shelbourne

Please, please, please make Shelbourne a bike-friendly street.

Please do what's right and safe (for cyclists) before someone is killed.

MJ Teachman

POST TO	General	POSTED	<input checked="" type="checkbox"/>
COPY TO	JH		
INFORMATION			<input checked="" type="checkbox"/>
REPLY TO WRITER			<input type="checkbox"/>
COPY RESPONSE TO LEGISLATIVE DIVISION			<input type="checkbox"/>
REPORT			<input type="checkbox"/>
FOR			
ACKNOWLEDGED:	BIM		<input checked="" type="checkbox"/>

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 DISTRICT OF SAANICH

2310.20 SVAP

**Council - Bike lanes on Shelbourne**

**From:** Eli Bender [REDACTED]  
**To:** <council@saanich.ca>  
**Date:** 4/16/2017 10:28 PM  
**Subject:** Bike lanes on Shelbourne

POST TO	General	POSTED	<input checked="" type="checkbox"/>
COPY TO	JH		<input checked="" type="checkbox"/>
INFORMATION			<input checked="" type="checkbox"/>
REPLY TO WRITER			<input type="checkbox"/>
REPORT			<input type="checkbox"/>
FOR			
ACKNOWLEDGED:	BIM		<input checked="" type="checkbox"/>

Yes please! I heard cycling is coming up this week, please support a bike-friendly Shelbourne! I live at 35 gorge rd east, I'm a teacher and a bike commuter and I believe cycling is a big part of our future.



**Council - Bike lanes on Shelbourne**

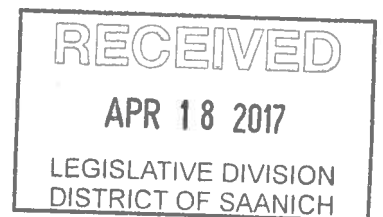
**From:** Alexa McFarlane [REDACTED]  
**To:** <council@saanich.ca>  
**Date:** 4/13/2017 4:17 PM  
**Subject:** Bike lanes on Shelbourne

POST-TO	General	POSTED	✓
COPY TO	SH		✓
INFORMATION			
REPLY TO WRITER	<input checked="" type="checkbox"/>		
COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>		
REPORT	<input type="checkbox"/>		
FOR			
ACKNOWLEDGED:	BIM		✓

Hey there,

In case you didn't notice shelbourne is a horrible road and whenever I bike on it I fear for my life. I live right on this road and use my bike as my main transportation. Shelbourne is by main road to downtown. Not being able to safely bike on it severely restricts my ability to work and participate in Victoria's social life. I can't afford bus tickets this year and no longer have a bus pass since i'm not in university anymore. Please help make my life so much better by putting bike lanes on Shelbourne.

Thank you,  
Alexa McFarlane





2310.20 SVAF

**Council - bike lanes on Shelbourne**

**From:** Ed Janicki <[REDACTED]>  
**To:** <council@saanich.ca>  
**Date:** 4/13/2017 4:14 PM  
**Subject:** bike lanes on Shelbourne

POST TO	General	POSTED	✓
COPY TO	JH		✓
INFORMATION	<input checked="" type="checkbox"/>		
REPLY TO WRITER	<input type="checkbox"/>		
COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>		
REPORT FOR			
ACKNOWLEDGED:	BIM		✓

I favour bike lanes.

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DISTRICT OF SAANICH

2310.20 SVAP

**From:** Bernhard Spalteholz  
**To:** <council@saanich.ca>  
**Date:** 4/13/2017 4:23 PM  
**Subject:** Bikes lanes

POST TO	General	POSTED	✓
COPY TO	SH		
INFORMATION	<input checked="" type="checkbox"/>		
REPLY TO WRITER	<input type="checkbox"/>		
COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>		
REPORT	<input type="checkbox"/>		
FOR			
ACKNOWLEDGED:	BIM		✓

I strongly support bike lanes on shelbourne, I have biked this route many times and it is currently very narrow and hazardous.

Regards,  
Bernhard

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 DISTRICT OF SAANICH

**Council - shelbourne bike lanes**

**From:** Tracy James <[REDACTED]>  
**To:** <council@saanich.ca>  
**Date:** 4/13/2017 4:21 PM  
**Subject:** shelbourne bike lanes

POST TO	General	POSTED	✓
COPY TO	SH ✓		
INFORMATION	<input checked="" type="checkbox"/>		
REPLY TO WRITER	<input type="checkbox"/>		
COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>		
REPORT FOR	<input type="checkbox"/>		
ACKNOWLEDGED:	BIM ✓		

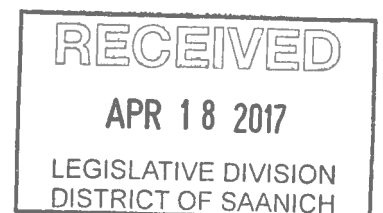
Dear Saanich Council,

I am a Victoria resident who uses Shelbourne for commuting on my bicycle to many appointments and various services that I access in Saanich.

I am highly supportive of the improvements to attractiveness, access and safety for all types of road users that would be provided with the addition of the proposed bike lanes. The new lanes would also provide excellent continuity with the cycling network that is being built in Victoria.

Best wishes in your decision on this matter.

Tracy James



**Council - bike lane**

**From:** Andrew Godon [REDACTED]  
**To:** <council@saanich.ca>  
**Date:** 4/13/2017 4:18 PM  
**Subject:** bike lane

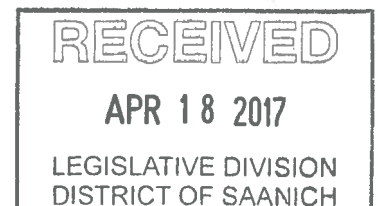
POST TO	General	POSTED	✓
COPY TO	SH		✓
INFORMATION	<input checked="" type="checkbox"/>		
REPLY TO WRITER	<input type="checkbox"/>		
COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>		
REPORT FOR	<input type="checkbox"/>		
ACKNOWLEDGED:	BIM		✓

Dear Mayor and council,

I am writing to support the creation of protected bike lanes on Shelbourne. As this transportation corridor is a vital link for university students and residents who commute from the Shelbourne catchment area into the city, the provision of safe cycling infrastructure is vital to relieve congestion, reduce danger for cyclists and provide facilities for active transportation.

Thank you

Andrew



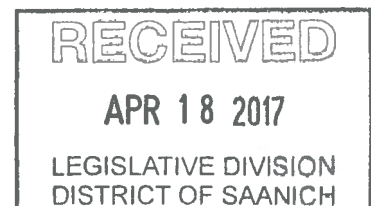
2310.20 SVAP

**Council - New bike lanes on Shelbourne Street**

**From:** Gregg Sheehy [REDACTED] >  
**To:** <council@saanich.ca>  
**Date:** 4/13/2017 4:28 PM  
**Subject:** New bike lanes on Shelbourne Street

POST TO	GENERAL	POSTED	✓
COPY TO	SH		
INFORMATION			
REPLY TO WRITER	<input checked="" type="checkbox"/>		
COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>		
REPORT	<input type="checkbox"/>		
FOR			
ACKNOWLEDGED:	BIM		✓

Dear Council,  
Please go ahead and approve your proposal for new bike lanes on Shelbourne Street. you will have done a great thing for transportation and healthy living in our community!  
All the best,  
Gregg and Susan Sheehy  
[REDACTED] Denman Street  
victoria, BC  
V [REDACTED]  
T [REDACTED]



2310.20 SUAP

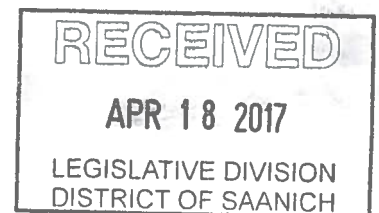
**Council - Bike lanes on Shelburne St.**

**From:** Richard Mateer [REDACTED]  
**To:** <council@saanich.ca>  
**Date:** 4/13/2017 4:27 PM  
**Subject:** Bike lanes on Shelburne St.

POST TO	General	POSTED	✓
COPY TO	SH		✓
INFORMATION			
REPLY TO WRITER	<input checked="" type="checkbox"/>		
COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>		
REPORT FOR			
ACKNOWLEDGED:	BIM		✓

Please support the expanded lanes proposal. I have needed to use this route often and it is dangerous as is.

Richard Mateer  
formerly of Gordon Head



2310.20 SVAP

**From:** Aaron Roberts <[REDACTED]>  
**To:** <council@saanich.ca>  
**Date:** 4/13/2017 4:26 PM  
**Subject:** Shelborne bike lane project

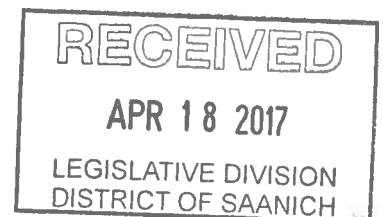
POST TO	General	POSTED	✓
COPY TO	SH		✓
INFORMATION	<input checked="" type="checkbox"/>		
REPLY TO WRITER	<input type="checkbox"/>		
COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>		
REPORT	<input type="checkbox"/>		
FOR			
ACKNOWLEDGED:	BIM		✓

Council members,

As both a driver and a Cyclist I would like my voice heard on the issue of the proposed bike lanes on shelbourne. I frequently use this route as a cyclist and a driver. I am a confident cyclist and a driver and I find the route stressful and tight quarters no matter what. Cyclists on the route are not going to go away, either are drivers. The development of bike lanes on the route will decrease congestion due to slow bikes in the right hand lane, save the lives of cyclists, and the mental and legal anguish drivers will go through when the hit or kill cyclists. Thank you.

Aaron Roberts  
[REDACTED] Haultain street Victoria

Sent from my iPhone



2310.20 SVAP

**From:** Gabriela Guerrero [REDACTED]  
**To:** <council@saanich.ca>  
**Date:** 4/13/2017 4:35 PM  
**Subject:** Shelbourne

Please support the route for the bikes lanes.

Thanks.

Gaby.

POST TO	General	POSTED	✓
COPY TO	SH ✓		
INFORMATION	<input checked="" type="checkbox"/>		
REPLY TO WRITER	<input type="checkbox"/>		
COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>		
REPORT	<input type="checkbox"/>		
FOR			
ACKNOWLEDGED:	BIM ✓		

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2310.20 SVAP

**Council - Bike lanes on Shelbourne**

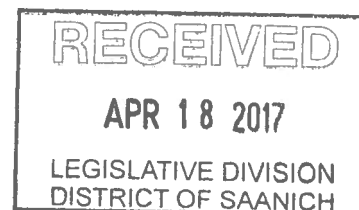
**From:** "David Fiander" <[REDACTED]>  
**To:** <council@saanich.ca>  
**Date:** 4/13/2017 4:29 PM  
**Subject:** Bike lanes on Shelbourne

POST TO	General	POSTED	✓
COPY TO	SH		✓
INFORMATION			✓
REPLY TO WRITER		<input type="checkbox"/>	
COPY RESPONSE TO LEGISLATIVE DIVISION		<input type="checkbox"/>	
REPORT FOR			
ACKNOWLEDGED:	BIM		✓

Hello,

I am a UVIC student and am in favour of the proposed bike lanes on Shelbourne street.

Thanks,  
Dave Fiander



2310.20 SVAP

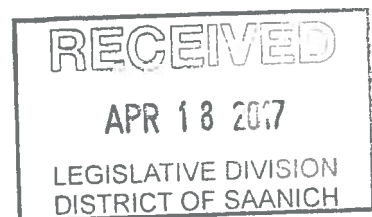
**From:** Gwen Howey [REDACTED]  
**To:** "council@saanich.ca" <council@saanich.ca>  
**Date:** 4/13/2017 4:40 PM  
**Subject:** bike lanes on shelbourne !

POST TO	General	POSTED	✓
COPY TO	SH		
INFORMATION	<input checked="" type="checkbox"/>		
REPLY TO WRITER	<input type="checkbox"/>		
COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>		
REPORT FOR			
ACKNOWLEDGED:	BIM		✓

please do put bike lanes on shelbourne ... it would mean i could more safely take my bike to yoga & quite a few other places in the area -  
 & i would then not be driving through 2 school zones at 8:30 am

thank you ,  
 gwen howey

Sent from my iPhone



2310.20 SVAP

**From:** Levi Hildebrand  
**To:** <council@saanich.ca>  
**Date:** 4/13/2017 4:39 PM  
**Subject:** Shelbourne Bike Lanes

Hey there!

Just sending you and email to say that I would love to see bike lanes on shelbourne st!

Levi

POST TO	General	POSTED	<input checked="" type="checkbox"/>
COPY TO	SH		
INFORMATION	<input checked="" type="checkbox"/>		
REPLY TO WRITER	<input type="checkbox"/>		
COPY RESPONSE TO LEGISLATIVE DIVISION			
REPORT	<input type="checkbox"/>		
FOR			
ACKNOWLEDGED:	BIM		<input checked="" type="checkbox"/>

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 DISTRICT OF SAANICH

**Council - Bike lanes on Shelbourne**

**From:** Roque Daudt <[REDACTED]>  
**To:** "council@saanich.ca" <council@saanich.ca>  
**Date:** 4/13/2017 5:04 PM  
**Subject:** Bike lanes on Shelbourne

POST TO	General	POSTED	✓
COPY TO	SH		✓
INFORMATION	<input checked="" type="checkbox"/>		
REPLY TO WRITER	<input type="checkbox"/>		
COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>		
REPORT FOR			
ACKNOWLEDGED:	BIM		✓

Hi.

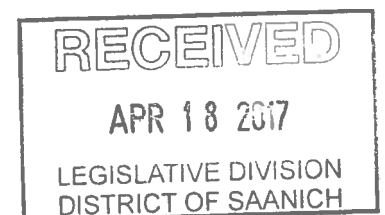
I heard that on Tuesday, April 25th, Saanich Council is holding a public hearing to make their final decision on building over 3km of new, high-quality bike lanes on Shelbourne Street. I want to let you know that I fully support it.

I live in Gordon Head and I commute to work with my bike most of the days. However, even though I am just beside Shelbourne, I avoid it because it is highly unsafe for the cyclists. Cyclists on Shelbourne are also dangerous for the drivers. I make my route longer than necessary, going through Henderson and Foul Bay, because it is safer for everyone. The opportunity to ride on Shelbourne would make my commute faster and safer. It would also be a boost for cycling in our region, the benefits of which have been established long time ago, both for the citizens and the community as a whole.

Please, make the right decision and move ahead with the bike lanes on Shelbourne. This will be a huge step towards making our cities world leaders in terms of quality of life and concerns with the environment.

Best Regards,

Roque Daudt



2310.20 SVAP

**From:** Hart Massey  
**To:** <council@saanich.ca>  
**Date:** 4/13/2017 5:04 PM  
**Subject:** shelbourne bike lanes

WE WANT BIKE LANES ON SHELBOURNE!

thank you,  
Hart Massey

POST TO	General	POSTED	✓
COPY TO	SH		✓
INFORMATION			
REPLY TO WRITER	<input checked="" type="checkbox"/>		
COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>		
REPORT			
FOR			
ACKNOWLEDGED:	BIM		✓

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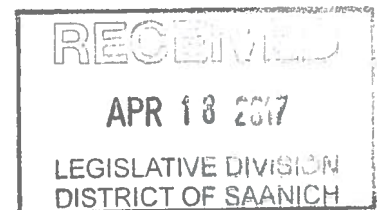
**Council - Bike friendly Shelbourne**

**From:** Paul David Ardila <[REDACTED]>  
**To:** "council@saanich.ca" <council@saanich.ca>  
**Date:** 4/13/2017 6:10 PM  
**Subject:** Bike friendly Shelbourne

POST TO	General	POSTED	✓
COPY TO	SH		✓
INFORMATION			
REPLY TO WRITER	<input checked="" type="checkbox"/>		
REPORT			
FOR			
ACKNOWLEDGED:	BIM		✓

Hello, I'd like to show my support for bike lanes on Shelbourne or a parallel alternative.

Sent from my Samsung Galaxy smartphone.



2310.20 SVAP

**Council - bike lanes on Shelton**

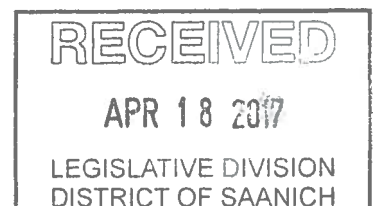
**From:** [REDACTED]  
**To:** "council@saanich.ca" <council@saanich.ca>  
**Date:** 4/13/2017 5:07 PM  
**Subject:** bike lanes on Shelton

POST TO	General	POSTED
COPY TO	SH	
INFORMATION	<input checked="" type="checkbox"/>	
REPLY TO WRITER	<input type="checkbox"/>	
COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>	
REPORT FOR		
ACKNOWLEDGED:	BIM	

Hello Saanich Council,

I am a 65ish woman who rides quite a bit but I am terrified of Shelton right now. It would be fantastic for all of us who are not dare-devils but who like the exercise, like to leave our cars in the driveway and like not having to look for a parking place once we get to our destination, if the Shelton corridor had safe bike lanes. I am a believer in the adage that if we build the infrastructure it will be used. There are so many examples in other places where this has been true. Victoria is a fabulous bicycling city. But it can be safer.

Thank you,  
Victoria Stevens, Saanich resident



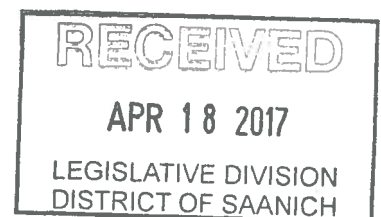
2310.20 SVAP

Council - Bike lane

**From:** Nancy H. [REDACTED]  
**To:** <council@saanich.ca>  
**Date:** 4/13/2017 6:40 PM  
**Subject:** Bike lane

POST TO	General	POSTED	<input checked="" type="checkbox"/>
COPY TO	SH		<input checked="" type="checkbox"/>
INFORMATION			<input checked="" type="checkbox"/>
REPLY TO WRITER			<input type="checkbox"/>
COPY RESPONSE TO LEGISLATIVE DIVISION			<input type="checkbox"/>
REPORT			<input type="checkbox"/>
FOR			
ACKNOWLEDGED:	BIM		<input checked="" type="checkbox"/>

I support a bike/pedestrian friendly and green/leafy corridor along Shelbourne. It has been my primary thoroughfare to UVic for years but not a pleasant one. I love the plans I have seen so far. Keep up the good work!  
Nancy Harrison





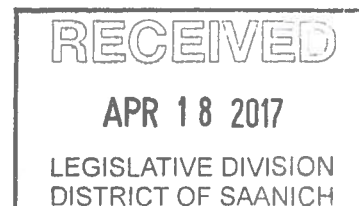
**Council - Bike Lanes on Shelbourne St**

**From:** "Tom Wood" [REDACTED]  
**To:** <council@saanich.ca>  
**Date:** 4/13/2017 6:27 PM  
**Subject:** Bike Lanes on Shelbourne St

POST TO	General	POSTED	✓
COPY TO	SH		
INFORMATION	<input checked="" type="checkbox"/>		
REPLY TO WRITER	<input type="checkbox"/>		
COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>		
REPORT FOR			
ACKNOWLEDGED:	BIM		✓

My wife and I are strongly supportive of bike lanes on Shelbourne

**Tom Wood**  
[REDACTED] Harvest Lane  
Victoria BC [REDACTED]  
[REDACTED]



2310.20 SVAP

**Council - bike lanes on Shelbourne Street**

**From:** Bernadette Keenan <[REDACTED]>  
**To:** <council@saanich.ca>  
**Date:** 4/13/2017 7:00 PM  
**Subject:** bike lanes on Shelbourne Street

POST TO	General	POSTED	✓
COPY TO	SH		✓
INFORMATION	<input checked="" type="checkbox"/>		
REPLY TO WRITER	<input type="checkbox"/>		
COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>		
REPORT FOR			
ACKNOWLEDGED:	BIM		✓

I like bike lanes to ensure Shelbourne is Bike Friendly.

Thanks  
Bernadette Keenan  
[REDACTED]

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DISTRICT OF SAANICH

23/10.20 SVAP

**From:** Mary Thomson [redacted]  
**To:** <council@saanich.ca>  
**Date:** 4/13/2017 6:53 PM  
**Subject:** bike lanes on Shelbourne

POST TO	General	POSTED	✓	Page
COPY TO	SH		✓	
INFORMATION	<input checked="" type="checkbox"/>			
REPLY TO WRITER	<input type="checkbox"/>			
COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>			
REPORT FOR				
ACKNOWLEDGED:	BIM		✓	

I am writing to urge Saanich council to follow through with the planned bike lanes on Shelbourne, My son regularly rides along Shelbourne on his way to school and it is very dangerous. I often commute in that direction to and really want to make sure that it is a safe route to travel,  
kind regards,  
Mary Thomson  
[redacted] McRae Ave,  
Victoria, BC  
[redacted]

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 DISTRICT OF SAANICH

2310.20 SVAP

**From:** Ed Wiebe <[REDACTED]>  
**To:** <council@saanich.ca>, <clerksec@saanich.ca>  
**Date:** 4/17/2017 9:21 AM  
**Subject:** Shelbourne Valley Action Plan

POST TO	General	POSTED	✓
COPY TO	SH		
INFORMATION	<input checked="" type="checkbox"/>		
REPLY TO WANTED	<input type="checkbox"/>		
COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>		
REPORT FOR			
ACKNOWLEDGED:	BIM		✓

To Saanich Council.

I am writing to support the Shelbourne Valley Action Plan. Shelbourne is past-due for a significant change that recognizes the right of all users to access transportation options safely and effectively. The new long term vision for Shelbourne will revitalize a corridor and neighbourhood that has languished for too long.

I am a pedestrian, cyclist, and driver and am a frequent user of the Shelbourne corridor. I urge you to approve the Shelbourne Valley Action Plan after the public hearing on 25 April, 2017.

Ed Wiebe  
[REDACTED] Longacre Drive  
Saanich.

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**APR 18 2017**  
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 DISTRICT OF SAANICH

**Council - Bike Lanes on Shelbourne**

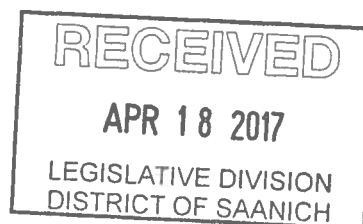
**From:** Joe Melton [REDACTED] >  
**To:** <council@saanich.ca>  
**Date:** 4/17/2017 9:33 AM  
**Subject:** Bike Lanes on Shelbourne

POST TO	General	POSTED	<input checked="" type="checkbox"/>
COPY TO	SH		<input checked="" type="checkbox"/>
INFORMATION			<input checked="" type="checkbox"/>
REPLY TO WEBSTER			<input type="checkbox"/>
COPY RESPONSE TO LEGISLATIVE DIVISION			<input type="checkbox"/>
REPORT FOR			
ACKNOWLEDGED:	BIM		<input checked="" type="checkbox"/>

Dear Council,

I am writing to express my support for bike lanes on Shelbourne Street. These proposed changes will be a vital link with the downtown region. The Shelbourne valley is presently cut off due to the dangerous connection between the Mayfair mall and the Shelbourne village area. The available bike connections are much more difficult (hilly, poorly separated from traffic/ off the intended route) and dissuade cyclists who would otherwise commute or cycle with their family between these two areas and beyond. I live in Fernwood but work on the university campus and would welcome these bike lanes. Please support this proposal.

Best regards,  
Joe Melton  
[REDACTED] Princess Ave



**Council - Bike Lanes on Shelbourne Street**

**From:** G PRITCHARD [redacted] >  
**To:** <council@saanich.ca>  
**Date:** 4/17/2017 6:38 PM  
**Subject:** Bike Lanes on Shelbourne Street

POST TO	General	POSTED	<input checked="" type="checkbox"/>
COPY TO	SH		
INFORMATION			<input checked="" type="checkbox"/>
REPLY TO WRITER			<input type="checkbox"/>
COPY RESPONSE TO LEGISLATIVE DIVISION			<input type="checkbox"/>
REPORT			<input type="checkbox"/>
FOR			
ACKNOWLEDGED:	BIM		<input checked="" type="checkbox"/>

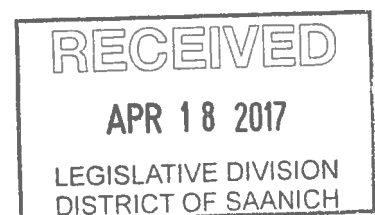
I am writing to encourage Saanich Council to approve Bike Lanes on Shelbourne Street.

The Bikes Lanes on Pandora Street will be ready soon and will be a great addition to the biking network.

Victoria must follow the lead of Vancouver, New York, London and Copenhagen and other great and enlightened cities.

Riding a bicycle should not have to be a death defying endeavour, which is what riding on Shelbourne Street currently is.

Studies in Denmark have shown that biking saves money in the longer term with a healthier population.



**Council - bike lanes on Shelbourne Street**

**From:** Tracy Bulman [redacted]  
**To:** "council@saanich.ca" <council@saanich.ca>  
**Date:** 4/18/2017 8:47 AM  
**Subject:** bike lanes on Shelbourne Street

Good Morning,

I understand that Saanich Council will be holding a public hearing to make their final decision on building bike lanes on Shelbourne Street later today. I would like to let you know that as someone who commutes to work, I fully support this proposition. I would bike all year round if there were protected lanes all the way to my work. As it is, I only bike during the spring, summer, and fall when it is light out as I feel like it is too dangerous without a protected bike lane in dark, rainy weather (all winter basically).

Many thanks,

Tracy Bulman  
[redacted] Gordon Head Road  
Victoria, BC [redacted]

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**APR 18 2017**  
 LEGISLATIVE DIVISION  
 DISTRICT OF SAANICH

**Clerksec - Shelbourne Valley Action Plan**

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**From:** Nicholas Carter [REDACTED]  
**To:** "clerksec@saanich.ca" <clerksec@saanich.ca>  
**Date:** 4/18/2017 11:31 AM  
**Subject:** Shelbourne Valley Action Plan

Dear sir:

As a +50 year home owner in Saanich, I wish to go on record as being totally opposed to the changes proposed for Shelbourne Street.

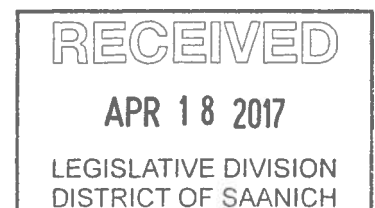
This is a major traffic artery in the Greater Victoria area and reducing it to two lanes between McKenzie Avenue and Cedar Hill Cross Road to pander to less than 3% of the population who ride bikes is pure folly. Cook Street between Quadra and Maplewood is a glaring example of poorly designed, elevated bike lanes on which I have observed perhaps two bicycles over the past several years.

Currently we have excellent bus service on Shelbourne. The reduction to two lanes is bound to have a serious impact on schedules.

I look forward to common sense prevailing regarding this plan.

N.C. Carter  
[REDACTED] Wende Road, Saanich

Sent from Mail for Windows 10





2310.20 SVAF

**From:** kenn and alana [redacted]  
**To:** <council@saanich.ca>  
**Date:** 4/18/2017 12:57 PM  
**Subject:** shelbourne bike lanes

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ACKNOWLEDGED:	BIM.		<input checked="" type="checkbox"/>

we are residents of saanich on doncaster drive and also cyclists.

we support the inclusion of bike lanes in the shelbourne st corridor to the maximum extent possible at this time.

kenn and alana pearce  
[redacted] Doncaster Drive

Sent from my iPad

RECEIVED  
 APR 19 2017  
 LEGISLATIVE DIVISION  
 DISTRICT OF SAANICH

2310-20 SVAP

**Council - Support Option Three - Shelbourne Valley Action Plan**

**From:** Cindy Marven <[REDACTED]>  
**To:** <council@saanich.ca>  
**Date:** 12/5/2016 12:41 PM  
**Subject:** Support Option Three - Shelbourne Valley Action Plan  
**CC:** [REDACTED]  
**Attachments:** MarvenShelbourneDoc.pdf

POST TO: Gen  
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 REPORT FOR:   
 ACKNOWLEDGED: BL-M-V-F

Dear Saanich Mayor and Council,

Tonight, and in the coming days, you will be weighing the merits of Shelbourne Valley Action Plan options put forth by Saanich Staff. We appreciate your careful consideration of the options and hope that you will agree that Option 3 provides the best solution for all modes, that increases safety and accessibility for people who use active transportation in the Shelbourne Valley area, as they travel to shops, the library, the banks, and other services along Shelbourne Street. We are looking forward to the long-awaited and much-needed improvements in safety and neighborhood character these changes will bring.

Please see our attached letter outlining our main reasons for supporting Option 3.

Best Regards,  
 Cindy, Grant, and Ian Marven  
 [REDACTED] Cheverage Place  
 Saanich BC V8N 5A9 [REDACTED]

**RECEIVED**  
 DEC 06 2016  
 LEGISLATIVE DIVISION  
 DISTRICT OF SAANICH

December 5, 2016

RE: Shelbourne Valley Action Plan

Dear Mayor and Council,

We thank you and Saanich staff for the work and attention given to designing much-needed mobility improvements for the Shelbourne transportation corridor. We live a short distance from Shelbourne Street, near Lambrick Park and Gordon Head Schools. We travel daily in, and through, the Shelbourne Valley by bicycle and by car, on our way to work, to school, and to shop or use services along Shelbourne Street. The changes to Shelbourne Street will impact us significantly, every day.

**Of the options presented, we strongly support Option 3.** It provides more protected bike lanes, continuous bike lanes for the length of the study area, and a multi-modal vision that still accommodates good traffic flow for cars, while providing much-needed safer infrastructure for biking and walking. The design details in Option 3 help to create a better sense of community and village-feel, for the people who live here. The added crosswalks, signaled intersections, and sidewalks will make getting around the area much easier, safer, and pleasant. Streets are public spaces that must support safer travel for all modes. We need to move towards all ages and abilities bicycling infrastructure and creating an environment that is attractive and safe for people using active transportation. Option 3 does this best while addressing many of the concerns of people using cars.

As individuals, we use our bikes frequently for everyday trips although we avoid Shelbourne as much as possible, which adds considerable time and distance to our trips. However, as a family riding with a 12 year old, we use our bicycles for only a few trips: **We would use bikes much more if Shelbourne Street were safer: it is a key street for people in this neighborhood hosting most of our services and shops. Consequently, a 20-minute bike ride from our home to Hillside Mall; an 8 minute bike ride from our home to Home Depot, the cinema, or Tim Hortons; the 15 minute trip to banks, shopping, or the library near Cedar Hill and Shelbourne, all easily bike-able by our family, are usually taken by car due to the need to avoid riding Shelbourne.** Our son is dependent on us to take him places by car mainly because of poor active transportation infrastructure, not due to distance, time, or cargo-carrying issues. He sees people waiting for infrequent and inconvenient bus service and it is sad, but no surprise that he is eager to reach the age he can get a car drivers' license and drive himself. This is the message our community sends to young people. We need to change this. For all of these reasons we eagerly await the improvements planned for Shelbourne Street. **Option 3 is the best compromise for addressing the need for increased safety of people using active transportation** while meeting the demands of people using cars.

Sincerely, Grant, Cindy, and Ian Marven

██████████ Cheverage Place, Saanich, BC ██████████  
██████████

23 10-20 SVAP

**Clerksec - Traffic Game Changer : Looking Ahead to Autonomous (Self Driving) Cars in Saanich**

**From:** Ray Travers [REDACTED]  
**To:** Dean Murdock <dean.murdock@saanich.ca>, Vic Derman <vic.derman@saanich.c...>  
**Date:** 12/5/2016 1:52 PM  
**Subject:** Traffic Game Changer : Looking Ahead to Autonomous (Self Driving) Cars in Saanich  
**CC:** Cameron Scott <cameron.scott@saanich.ca>, Harley Machielse <Harley.machi...>

POST TO	GEN-SVAP	DEC 8 2016
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ACKNOWLEDGED:	Harley machi...	A

Mayor and Council:  
 District of Saanich  
 cc Cameron Scott, Harley Machielse

Traffic Game Changer : Looking Ahead to Autonomous (Self Driving) Cars in Saanich

This evening December 5, Saanich Council will deliberate on the Shelbourne Valley Action Plan (SVAP).

All planning projects begin with the end point in mind.

In a recent message I brought to your attention the imminent arrival of driverless cars. Some of their safety features are now designed into the high end models and already on our streets.

This breakthrough technology offers major improvements in roadway safety and improved utilization of existing road capacity, bringing into question the assumptions in the "Ultimate" plan for Shelbourne, and perceived need for major public expenditures

Self driving (autonomous) cars will be a real game changer, and no one that I know in the SVAP is thinking about this foreseeable reality.

**Please take seven minutes and listen to this BBC message, on the emerging environmental benefits of electric self driving cars.**

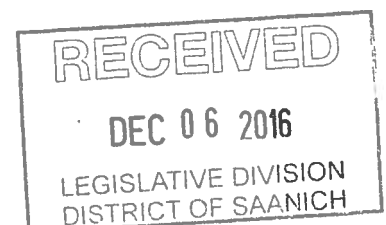
<http://www.dw.com/en/living-planet-can-driverless-cars-solve-uk-air-pollution-crisis/av-19385634>

Living Planet: Can driverless cars solve UK air pollution crisis?

The British city of Bristol prides itself on being environment-conscious. Yet pollution from traffic is endangering people's health. Experts are putting their hopes into electric vehicles, which would get rid of petrol and diesel fumes on the streets. They say these vehicles would be even more environment-friendly if they were completely automated and drove themselves.

Best Wishes, Ray Travers [REDACTED]

[REDACTED] Carnegie Crescent,  
 Victoria, BC V8N 1P2



**Clerksec - Shelbourne corridor bike lanes**

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**From:** Rebecca Penz [REDACTED]  
**To:** <council@saanich.ca>, ClerkSec <ClerkSec@saanich.ca>  
**Date:** 12/6/2016 10:40 AM  
**Subject:** Shelbourne corridor bike lanes

I live 4 blocks east of Shelbourne between North Dairy and McRae. My son and I ride our bikes (almost) every day towards Victoria. When I lived in Gordon Head, I struggled to find a safe route to bike downtown. I'm really encouraged by the support that the community is showing for the bike lanes on Shelbourne. A continuous bike lane on Shelbourne would make me feel safe to get out of my car to run my weekend errands. I believe bike lanes are part of building a safe, healthy and sustainable community.

Please vote to support the plan for continuous bike lanes on Shelbourne St.

Thank you,

Rebecca Penz

**RECEIVED**  
 DEC 06 2016  
 LEGISLATIVE DIVISION  
 DISTRICT OF SAANICH

**Council - Feedback on Shelbourne Valley Action Plan**

**From:** "Clark / Denny Family" [REDACTED]  
**To:** <cameron.scott@saanich.ca>  
**Date:** 12/7/2016 7:09 AM  
**Subject:** Feedback on Shelbourne Valley Action Plan  
**CC:** <council@saanich.ca>

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Hello,

I missed giving feedback prior to the Dec. 5<sup>th</sup> meeting so am hoping you are still taking feedback now. I will keep this brief and high level:

- I have driven the length of Shelbourne, 4 days/week, over the past 11 years. As a commuter route for cars and buses, Shelbourne St. works. Why are we even contemplating solving a "problem" that doesn't even exist? As a taxpayer, I am displeased at the thought of paying for a project that is frankly, unneeded. I know there are people in Saanich who have envisioned something different for years, and this Action Plan is their pet project. However, as a resident and a frequent car and transit user of the corridor, the road works very well. I welcome improved technology in terms of transit (i.e. light rail, etc.) but we are not there yet so why would council spend all this money, only to have to upgrade the street again to accommodate future types of public transit?
- Keep Quadra and Shelbourne as car and bus routes, and funnel bikes to the Galloping Goose, Cedar Hill, and Henderson/Foul Bay. I, and others I speak with, do not believe every road needs to be all things to all people and all main corridors do not need to have dedicated bike lanes. Bikes should be encouraged on quieter, lesser used roads. Everyone is happier. Take a look in Vancouver – this is what they do there. The current "bike lanes at all costs" in Saanich and Victoria is small-thinking and misguided. On the occasion that I do bike to work (it is 12 km one-way), I will always use the Galloping Goose – a bike lane along Shelbourne will not change my cycling/commuting behavior.
- Do not use the surveys as an indication of widespread support or valid feedback. Low numbers, plus special interest groups flooding the surveys, means the results are not valid. I receive emails from the Greater Victoria Cycling Coalition (my family all cycle) and they constantly encouraged all members to complete the surveys. Most of these people do not even live in this area, and never even drive or cycle over in this area. I find it unfair for those who never even use these streets, to be able to weigh in on it's future equally with those who actually live along, and travel the corridor regularly.
- The data used to crunch the numbers on travel time, expected delays, congestion, etc. are likely low, given the recent opening up of secondary suites, subdivisions, higher density housing, and infill housing being contemplated for Saanich. We need this extra housing, but this will put far more cars and buses on the road along Shelbourne St.
- Delays along Shelbourne will push traffic to other routes – I will travel along

Maplewood/Cook if Shelbourne turns out to be significantly slower and I'm quite sure the residents along those roads will not appreciate the extra traffic.

- Squeezing two lanes into one (like what has happened north of Feltham) has resulted in long lines of traffic at times, bottle-necking behind cars trying to turn left into equally long lines of traffic coming in the opposite direction.

Thank you for considering.

---

Heather Clark

Robinwood Place, Saanich BC

**Donna Dupas - Shelbourne Valley Action Plan - Public Input**

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**From:** Donna Dupas  
**To:** [REDACTED]  
**Date:** 12/7/2016 7:51 PM  
**Subject:** Shelbourne Valley Action Plan - Public Input

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Dear Mr. Spurr,

This will acknowledge receipt of your correspondence dated 12/6/2016, submitting comments on the Shelbourne Valley Action Plan. Please be assured that your correspondence has been provided to Council and forwarded to appropriate staff in the Planning Department.

Thank you for taking time to attend Monday's meeting, and for following up with this written submission.

/dd

**Donna Dupas**

Legislative Manager  
Legislative Services Department  
District of Saanich  
770 Vernon Ave.  
Victoria BC V8X 2W7

t. [250-475-5494](tel:250-475-5494), ext. 3500  
[donna.dupas@saanich.ca](mailto:donna.dupas@saanich.ca)  
[www.saanich.ca](http://www.saanich.ca)

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**Clerksec - Shelbourne Valley Action Plan**

**From:** Peter Spurr <[REDACTED]>  
**To:** <clerksec@saanich.ca>  
**Date:** 12/6/2016 3:16 PM  
**Subject:** Shelbourne Valley Action Plan  
**Attachments:** PTSltr65b (Saanich Council).docx

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Clerk/Secretary  
Legislative Services Department  
District of Saanich

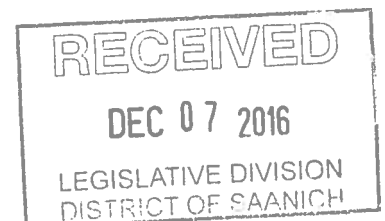
Last night I spoke briefly during the public input stage of the Committee of the Whole, concerning the Shelbourne Valley Action Plan - Short-term Mobility Options.

Enclosed is a letter I have prepared for the Mayor and Council, elaborating on my brief comment about the removal of bus bays in SVAP Option Three.

I trust that you will circulate this letter, with the rest of the written material surrounding that Meeting.

*Peter Spurr*

Saanich, BC  
[REDACTED]



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December 6, 2016

The Mayor and Council  
District of Saanich  
770 Vernon Avenue  
SAANICH, BC  
V8X 2W7

Dear Sirs/Madams:

**Re: Shelbourne Valley Action Plan – Removing Bus Bays in Option 3**

Option Three of the Shelbourne Valley Action Plan proposes to remove the bus bays from Shelbourne Street at Cedar Hill X on both the Northbound and Southbound lanes. Bus bays allow traffic to continue to move along lanes while passengers are getting off and on buses. The bays are particularly important near major intersections like Shelbourne and Cedar Hill X where lanes are already being impacted by multiple traffic movements and inter-modal interactions (pedestrians, bicycles, motor vehicles). At these intersections stopping a bus in a traffic lane has a far greater impact on flow for multiple modes of traffic, than it does at mid-block locations or at lesser intersections. I believe that these bus bays should remain as part of the Action Plan.

During the many presentations at the SVAP Stakeholders meetings over the last 7-8 years, only three rationales for the removal of bus bays came up, and these were mentioned in various contexts and at different occasions:

- a. BC Transit said some bus drivers find it is hard to pull back into traffic lanes from bus bays;
- b. Saanich staff said bus bays make it difficult to design continuous cycle paths and sidewalks as well as waiting spots for bus passengers; and
- c. Saanich staff said it may be necessary to acquire additional land at bus bays in order to accommodate all four functions (cycles, pedestrians, transit passengers and buses), and this would add prohibitively to SVAP costs.

As I said during the Committee of the Whole discussion last night, each of these purported rationales lacks rigour:

- a. The bus drivers' difficulty is a fey argument and a distraction. Bus drivers pull into traffic all over the world, all over the rest of the Victoria region, and at other bus bays along the Shelbourne Valley;
- b. The design difficulty argument describes a relative situation, not a problem. Yes, it is hard to design a workable accommodation of the four functions, but it is often done. Workable designs are seen at numerous other bus bay locations, including in the Shelbourne Valley at Mortimer, McKenzie and Blair.
- c. The suggestion that prohibitively expensive land acquisition is needed is a complex assertion. If it is to be a valid rationale for removing the existing bus bays it must be deconstructed, examined and proven in its parts. Couldn't a workable design be produced that didn't require land acquisition? Couldn't some aspects of the accommodation of the four functions be sub-optimized, instead of just widening the right of way to optimize them all? Workable accommodations have been found that allow for several nearby bus bays. Couldn't designs be devised that employ a small additional land acquisition to allow a workable bus bay plan without requiring so much additional land that its cost would be

██████████ Gordon Head Road  
SAANICH, British Columbia  
██████████

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prohibitive? There is no evidence that this idea of prohibitive cost has been subjected to any serious scrutiny, much less any of these sensitivity tests.

It is not sufficient to assert that these bus bays are unworkable, and remove them. They are not unworkable. They are in place and are working now. These two bus bays at Shelbourne at Cedar Hill X are the second busiest stops in Saanich on the #27/28 bus route that is the busiest route in the entire Capital Region. If these bays were removed so buses begin to delay vehicular traffic at this location, this action would be a significant disruptor of traffic along the Shelbourne Valley, as well as impeding other movements of various modes of transport around the intersection itself.

A responsible decision to remove these bus bays would require much more careful examination than this proposal has received. Options that would maintain the bus bays must be evaluated, and the production of each such option would have to include a rigorous feasibility study (not a dismissive assertion). Then, the decision-maker (Saanich Council) should be presented with the options, including some assessment of their advantages and disadvantages, to allow Council to make a reasoned decision about what is surely a critical element of the SVAP.

I trust that Saanich Council will not accept its staff's present unilateral proposal to remove these two bus bays, but instead will insist that it will only make the decision on bus bays after receiving an evaluative examination of optional methods of handling these locations, including pedestrians, cyclists, buses and other vehicular traffic, with and without bus bays.

Yours respectfully

Peter Spurr

PTSltr65b.doc/PTS/ps

2316-20 SVAP

**From:** Wale Family - [redacted]  
**To:** <council@saanich.ca>  
**Date:** 12/11/2016 8:27 AM  
**Subject:** Feedback on the Shelbourne Bike Lane Decision

Hello

I have been a Saanich resident for the past 18 years. After reading in the paper this morning about the plan for bike lanes on Shelbourne St., I felt compelled to write council to say thank you.

Our family has two cars that we used frequently. We also have bikes. But the roads near where we live are generally not safe enough for my wife and I to feel comfortable with our kids cycling on nearby streets. Although I commute to work downtown year round on my bike (I do it because it's great exercise, low cost and great for the environment), I ride up and down hilly Richmond because riding on Shelbourne Street - a flat, straight road in a valley - would be too risky. Even on Richmond, it can be a bit of a harrowing experience at times if any big trucks pass by me.

I know council might receive some flak from drivers about the decision to build bike lanes along Shelbourne. But please know you also have a lot of gratitude from others for making a decision that makes Saanich a healthier and better place to live in. We can't build our way out of traffic congestion. It just means more and more road surfaces; more and more cars. You are on the right track by encouraging walking and cycling.

Thanks again.

- James Wale (resident at [redacted] Kingsberry Crescent).

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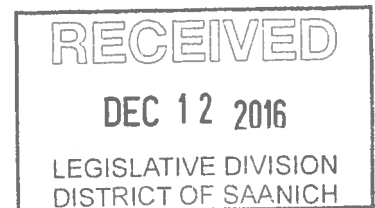
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2310-20 SVAP

**Council - Bike Lanes on Shelbourne**

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**From:** Mike Day <[redacted]>  
**To:** "council@saanich.ca" <council@saanich.ca>  
**Date:** 12/11/2016 7:27 PM  
**Subject:** Bike Lanes on Shelbourne

Council - it was with great remorse that I read that you had approved the Shelbourne bike lane proposal. I thought only the Victoria Council had succumbed to an unreasoned love affair with bicycles. Let me note that I biked to work for the last 20 years of my working career, and not just in the summer time. I know what its like sharing the roads with cars & busses. Yes you have to be careful on your bike, but that's okay. One thing I never did was bike on the road on Shelbourne from North Dairy thru Pear St - too many cars and too narrow lanes. I'd divert to Richmond and Dean. That's one of the great things about biking, you have flexibility. I'm retired now and have given up the bike, and like the large majority of Saanich residents use my car. The disruption to car travel on McKenzie west from Gordon Head Rd since it was one laned to allow a bike lane is noteworthy. The tie ups for car travel west on Cedar Hill X-road approaching Shelbourne now that it too has been "bikeified", is appalling. And now you're going to do the same to Shelbourne which has much more car traffic than Cedar Hill X! Pointing at the 4 lane sections on Shelbourne is a red herring - the 2 lane sections will define the roads throughput and it is going to be ugly. Bike riders are a small minority of commuters - why are they being favored so unreasonably?

Mike Day

**RECEIVED**  
 DEC 12 2016  
 LEGISLATIVE DIVISION  
 DISTRICT OF SAANICH

2310-20 SVAP

Council - Re: Website Feedback

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ACKNOWLEDGED:			

**From:** Melanie Palmer  
**To:** council  
**Date:** 12/12/2016 9:50 AM  
**Subject:** Re: Website Feedback  
**CC:** Reception; TransportationEng

Good morning,

This resident may have some concerns and possible feedback surrounding the Active Transportation Plan, but may also be interested in hearing from a member of council.

Regards,

Melanie

**Melanie Palmer**  
 Customer Service Representative  
 Municipal Hall Reception  
 District of Saanich  
 770 Vernon Ave  
 Victoria, BC V8X 2W7

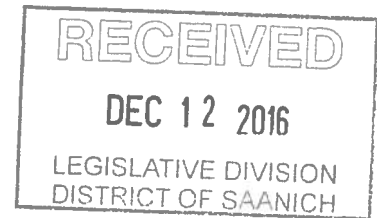
t. 250 475 1775 (external) | 3499 (internal)  
[melanie\\_palmer@saanich.ca](mailto:melanie_palmer@saanich.ca)  
[saanich.ca](http://saanich.ca)

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>>> <noreply@saanich.ca> 12/11/2016 9:27 AM >>>

**Name** Donna. Schaddelee  
**E-mail Address** [REDACTED]  
**Phone Number** [REDACTED]  
**Address** [REDACTED] parker ave.  
**Message**



Why is the council allowing the streets to be blocked up by so many bicycle lanes?  
 You allow people to fill up there property's with additional building (which) adds more  
 Vehicles to the road ways, your infilling every where,BUT. Peopled cannot get from A.to B  
 Because you have not kept up with the infra structure. I am a senior driving seniors, and  
 We as solid tax paying citizens are not about to try and start to ride a bike at this time of our  
 lives. Plus the bus is to far away to be viable.  
 Now you are about to plug up Shelbourne St . Good grief are you people nuts???????

2310-20SVAP

POST TO **GEN-SVAP** PC **DEC 13 2016**  
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 ACKNOWLEDGED: \_\_\_\_\_ **A**

**Recipient** Richard Atwell  
**Topic** bike lanes  
**Name** Andrew Godon  
**E-mail Address** [REDACTED]  
**Phone Number** [REDACTED]  
**Message**

I wish to applaud the approval of funding for bike lanes on Shelbourne St by the municipality of Saanich. This will be a vital link for active transportation in your municipality. As a dedicated cyclist, I often use Shelbourne St but, for less experienced or more timid cyclists, that's a terrifying piece of road. I hope that your efforts to create safe cycling infrastructure will be rewarded by a significant increase in cycling.

I do have some misgivings however. I feel that, unless cyclists are physically separated from cars for the entire length of the planned upgrade, it will be only marginally successful in terms of increased use. Paint on the road is an insufficient barrier and will not induce timid cyclists onto the road. A case in point are the bike lanes on McKenzie. All that's needed from Quadra to UVIC are bollards on the outside of the lane to provide a physical barrier between bikes and cars. Simple and cheap. Naturally, there would have to be accommodation for driveways but surely that's surmountable. As it is, the bike lanes on that section of McKenzie are underused and the design of the road promotes high speed traffic, a deterrent for cyclists.

One other question: why did you not vote in favour of bike lanes on Shelbourne?

Please share this with council.

Thank you

**RECEIVED**  
 DEC 12 2016  
 LEGISLATIVE DIVISION  
 DISTRICT OF SAANICH

2310-20 SVAP

**Clerksec - Re: Website Feedback**

POST TO	General	POSTED
COPY TO	SH/HM	
INFORMATION	<input checked="" type="checkbox"/>	
REPLY TO WRITER	<input type="checkbox"/>	
COPY RESPONSE TO LEGISLATIVE DIVISION REPORT	<input type="checkbox"/>	
FOR		
ACKNOWLEDGED:	BIM.	

**From:** Trisha Hicke  
**To:** Clerksec  
**Date:** 12/13/2016 1:30 PM  
**Subject:** Re: Website Feedback

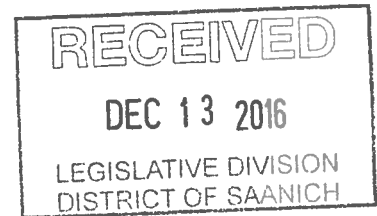
Hi,

Please see the email below from a Saanich Resident regarding the decision on bike lanes on Shelbourne Street.

Thanks,  
Trish

Customer Service Representative  
Municipal Hall Reception  
District of Saanich  
770 Vernon Ave  
Victoria, BC V8X 2W7

t. 250.475.1775 (external) | 3499 (internal)  
e. [trisha.hicke@saanich.ca](mailto:trisha.hicke@saanich.ca)  
w. [saanich.ca](http://saanich.ca)



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Please consider the environment before printing this e-mail.

>>> <noreply@saanich.ca> 12/13/2016 1:25 PM >>>

**Name** Ed Pickard  
**E-mail Address** [REDACTED]  
**Phone Number** Not provided  
**Address** [REDACTED]  
**Message**

Hi Council members

How rare it is to have the Mayor as the only council member with good sense - in the days of Frank Leonard, the opposite was true.

Your recent decision to remove automobile traffic lanes and install bike lanes on Shelbourne, before first improving transit and seeing how that worked out, is particularly moronic.

If there are any candidates in the next municipal election whose sole promise is to restore the automobile lanes to what they presently are, they will get my vote.



Council - Thank you

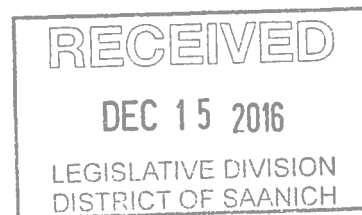
**From:** Chelsea Vignola <[REDACTED]>  
**To:** "council@saanich.ca" <council@saanich.ca>  
**Date:** 12/14/2016 11:53 PM  
**Subject:** Thank you

POST TO	General	POSTED
COPY TO	SH/HM	
INFORMATION	<input checked="" type="checkbox"/>	
REPLY TO WRITER	<input type="checkbox"/>	
COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>	
REPORT	<input type="checkbox"/>	
FOR		
ACKNOWLEDGED:	-	

This is just a quick note to say thanks very much for approving bike lanes for Shelbourne St. I am very happy and I think they will be a great addition to our existing infrastructure herein Victoria. I know they will get a lot of use and will keep cyclists safe.

Keep up the good work, and happy holidays! 🎁

Chelsea Vignola



2310-20SVAD

**From:** Tybring Hemphill [REDACTED]  
**To:** <council@saanich.ca>  
**Date:** 12/14/2016 10:26 PM  
**Subject:** approved bike lanes....thank you!!

POST TO	General	POSTED
COPY TO	SH/HM	
INFORMATION	<input checked="" type="checkbox"/>	
REPLY TO WRITER	<input type="checkbox"/>	
COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>	
REPORT FOR	<input type="checkbox"/>	
ACKNOWLEDGED:	—	

I am a person who drives a car, rides a bike, and walks. I am so happy that you have passed the motion for separated bike lanes along Shelbourne. This is a courageous, forward thinking decision, that will improve our city.  
 Thank you for thinking of the long term future of Victoria.  
 Beth Murray

**RECEIVED**  
 DEC 15 2016  
 LEGISLATIVE DIVISION  
 DISTRICT OF SAANICH

**Council - Thank You!!**

**From:** Douglas Marks [REDACTED]  
**To:** <council@saanich.ca>  
**Date:** 12/14/2016 10:17 PM  
**Subject:** Thank You!!

POST TO	General	POSTED
COPY TO	SH/HM	
INFORMATION	<input checked="" type="checkbox"/>	
REPLY TO WRITER	<input type="checkbox"/>	
COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>	
REPORT	<input type="checkbox"/>	
FOR		
ACKNOWLEDGED:	<input checked="" type="checkbox"/> -	

As a cyclist who lives on Newton St, I send a heartfelt thank you for approving the new bike-friendly Shelbourne Corridor. Saanich City Council is to be commended for its progressive approach to transportation issues.

Again many thanks!  
 Doug Marks  
 Newton St

**RECEIVED**  
 DEC 15 2016  
 LEGISLATIVE DIVISION  
 DISTRICT OF SAANICH

2310-20 SVAP

**From:** Sue Brown  
**To:** <council@saanich.ca>  
**Date:** 12/14/2016 9:27 PM  
**Subject:** Thank you

GENERAL	POSTED
TO: General	
TO: SH/HM	
INFORMATION	<input checked="" type="checkbox"/>
TO WRITER	<input type="checkbox"/>
RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>
ACKNOWLEDGED:	

Hello councillors,  
I want to thank you for moving your district into a better form of transportation with the separate bicycle lanes on Shelbourne. You showed leadership and showed a great example to other municipalities. Well done.

Sincerely yours,  
Sue Brown

RECEIVED  
 DEC 15 2016  
 LEGISLATIVE DIVISION  
 DISTRICT OF SAANICH

**Council - Shelbourne bike lanes**

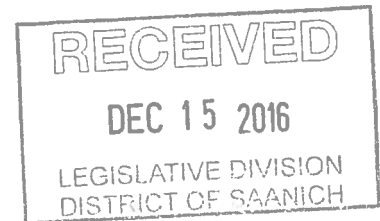
**From:** Marie Roulleau <[REDACTED]>  
**To:** <council@saanich.ca>  
**Date:** 12/14/2016 9:22 PM  
**Subject:** Shelbourne bike lanes

POST TO	General	POSTED
COPY TO	SH/HM	
INFORMATION	<input checked="" type="checkbox"/>	
REPLY TO WRITER	<input type="checkbox"/>	
COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>	
SUPPORT	<input type="checkbox"/>	
FOR		
ACKNOWLEDGED:	-	

Dear Saanich Council,

Thank you for passing the motion to install bike lanes along Shelbourne. Cyclists will be grateful for your vision.

Marie Roulleau  
Victoria



2310-2684AP

**From:** Mary Walter [REDACTED]  
**To:** <council@saanich.ca>  
**Date:** 12/14/2016 8:04 PM  
**Subject:** bike lanes on Shelbourne

POST TO	General	POSTED
COPY TO	SH/HM	
INFORMATION	<input checked="" type="checkbox"/>	
REPLY TO WRITER	<input type="checkbox"/>	
COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>	
REPORT FOR	<input type="checkbox"/>	

Thank you for making this a reality. It is good for our city and the environment and much safer for bikers.  
 Sincerely,  
 Polly Walter

**RECEIVED**  
 DEC 15 2016  
 LEGISLATIVE DIVISION  
 DISTRICT OF SAANICH

2310-20 SVAP

**From:** Maureen Scott [REDACTED]  
**To:** <council@saanich.ca>  
**CC:** GVCC <webmaster@gvcc.bc.ca>  
**Date:** 12/14/2016 8:02 PM  
**Subject:** Bike lanes in saanich

POST TO	General	POSTED
COPY TO	SH/HM	
INFORMATION	<input checked="" type="checkbox"/>	
REPLY TO WRITER	<input type="checkbox"/>	
REPORT	<input type="checkbox"/>	
FOR		
ACKNOWLEDGED:		

Dear Saanich council,  
 Thank you for helping to make Saanich a safer and more enjoyable city for cyclists.

Sent from my iPhone

RECEIVED  
 DEC 15 2016  
 LEGISLATIVE DIVISION  
 DISTRICT OF SAANICH

2310-208VAP

**From:** Lesley Ewing  
**To:** <council@saanich.ca>  
**Date:** 12/14/2016 7:56 PM  
**Subject:** Shellbourne bike lanes

POST TO	General	POSTED
COPY TO	SH/HM	
INFORMATION	<input checked="" type="checkbox"/>	
REPLY TO WRITER	<input type="checkbox"/>	
COPY RESPONSE TO LEGISLATIVE DIVISION		
REPORT	<input type="checkbox"/>	
FOR		
ACKNOWLEDGED:	-	

On behalf of cyclists and pedestrians throughout Greater Victoria, thank you for approving this major upgrade.

Sent from my phone.

RECEIVED  
 DEC 15 2016  
 LEGISLATIVE DIVISION  
 DISTRICT OF SAANICH



**Council - Separated Bike Lanes on Shelbourne**

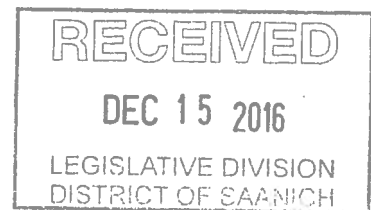
**From:** sofie campbell [REDACTED]  
**To:** "council@saanich.ca" <council@saanich.ca>  
**Date:** 12/14/2016 7:55 PM  
**Subject:** Separated Bike Lanes on Shelbourne

POST TO	general	POSTED
COPY TO	SH/HM	
INFORMATION	<input checked="" type="checkbox"/>	
REPLY TO WRITER	<input type="checkbox"/>	
COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>	
REPORT FOR		
ACKNOWLEDGED:		

Hello!

I am part of the GVCC and I want to thank you for your commitment to bike safety and sustainable transport in Victoria by passing the motion to have separated bike lanes installed on Shelbourne Street. I look forward to seeing these come into fruition!

Sofie Campbell  
 Cordova Bay Resident



**Council - Thanks for the Shelbourne Bike Lane Support!**

**From:** Glenys Verhulst [REDACTED]  
**To:** <council@saanich.ca>  
**Date:** 12/14/2016 7:46 PM  
**Subject:** Thanks for the Shelbourne Bike Lane Support!

POST TO	General	POSTED
COPY TO	SH/HM	
INFORMATION	<input checked="" type="checkbox"/>	
REPLY TO WRITER	<input type="checkbox"/>	
COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>	
REPORT FOR	<input type="checkbox"/>	
ACKNOWLEDGED:	-	

Hello Saanich Councillors,

This is just a quick note to say thanks for supporting bike lanes on Shelbourne. I look forward to riding them soon!

Best,  
Glenys Verhulst  
[REDACTED]

**RECEIVED**  
 DEC 15 2016  
 LEGISLATIVE DIVISION  
 DISTRICT OF SAANICH

2310-20  
1320-20  
OJAP.

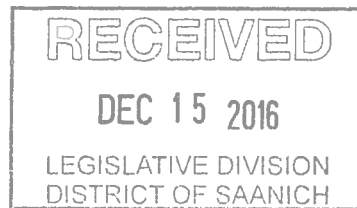
Clerksec - RE: Opposed to further narrowing Shelbourne

POST TO	General	POSTED	Dec 19
COPY TO	SH/HP ✓		
INFORMATION	<input checked="" type="checkbox"/>		
REPLY TO WRITER	<input type="checkbox"/>		
COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>		
FOR			
ACKNOWLEDGED:			

**From:** "Weldon/Wolkowicz" <[redacted]>  
**To:** "WELDON WOLKOWICZ" <[redacted]>, <clerksec@saanich.ca>  
**Date:** 12/14/2016 2:04 PM  
**Subject:** RE: Opposed to further narrowing Shelbourne  
**CC:** [redacted]

Gloria, I was so annoyed by this news that I took time to send a letter while we were at sea. Copied you but obviously didn't have your most up to date e-address with me, as it was returned to me from your server.  
 See below  
 Pat

**From:** WELDON WOLKOWICZ [redacted]  
**Sent:** December 2, 2016 4:38 PM  
**To:** clerksec@saanich.ca  
**Cc:** [redacted]  
**Subject:** Opposed to further narrowing Shelbourne



To whom it may concern  
 RE: Narrowing Shelbourne between McKenzie and Torquay

In response to your request for public comment prior to the December 5th meeting on this issue, here is our letter.

We strongly oppose Shelbourne lane narrowing between McKenzie and Torquay. In fact, we oppose narrowing ANY part of Shelbourne. We strongly argue that the Shelbourne corridor, and Saanich as a whole, will be more viable

- if cyclists have a separate corridor,
- if sidewalks and cross walks are improved for pedestrians,
- if public transit service is enhanced, and
- if a four lane (2 +2) corridor is maintained for buses, taxis, emergency vehicles, delivery /commercial vehicles and personal vehicles. Timing traffic lights better throughout the day will also help smooth traffic flow, thus reducing vehicle emissions.

Moving from general to specific concerns about this proposal:

1. We need a proper evacuation/ emergency response route in our end of the city, and Shelbourne is the logical choice. For example, Saanich's greatest risk of wildfire in built up neighbourhoods is

around Mount Doug. A major wildfire there could make Cedar Hill and Blenkinsop impassible. If Shelbourne is only one lane wide in each direction, both evacuation and emergency response will be in jeopardy.

2. The official planning objective of higher residential and commercial density for Shelbourne would support better transit services. The important thing is to keep open two lanes in both directions so that buses can travel efficiently including during peak traffic hours. Otherwise, commuters give up taking the bus, and return to driving vehicles. Trying to make space for bikes on that section (or any section) of Shelbourne will hobble the transportation (buses and vehicles) other residents use. Those users far outnumber cyclists 24/7, year round, even during ideal summer weather when cyclists are most likely to be out and about.

3. Narrowing Shelbourne would seem to enhance services for cyclists . But it will NOT make the roads substantially safer for them. There is no way to create a safe, unbroken cycling corridor on Shelbourne without prohibiting any use of personal vehicles other than bicycles. This is why a separate cycling corridor is the best way to encourage cycling while at the same time preserving a safe, efficient conventional arterial road that will be more and more in demand as residential density increases and commercial enterprise expands. Shelbourne has already been narrowed by the addition of parking spaces between McKenzie and Torquay. The proposal for further narrowing is a lose-lose-lose proposition.

To conclude:

Proper cycling infrastructure takes money. It may seem cost effective to create a cycling corridor using existing lanes of a major thoroughfare, but that is false economy. It will create an inferior, make-do cycling path that is far from safe for riders. At the same time, it will degrade a major thoroughfare to the functional level of a side street. And it does nothing to enhance service for every

other user of that corridor: pedestrians, personal vehicle owners, and operators of commercial, transit and service / emergency vehicles. Once Shelbourne is reduced to one lane in most blocks, where will all the traffic go when there is a need for road maintenance?

We are frustrated that city council cannot seem to see the larger picture.

The proposal undermines almost every objective of the official plan. But perhaps priorities have shifted. If the new objective is to undermine the current community plan for the Shelbourne corridor and create an imminent transportation nightmare, then further narrowing the roadway is absolutely the best way forward. It will inflict maximum public pain at relatively minor public expense, without materially improving safety for cyclists.

P. Weldon and Michael Wolkowicz  
[REDACTED] Michelle Place  
Saanich

Sent from my iPad



This email has been checked for viruses by Avast antivirus software.

[www.avast.com](http://www.avast.com)

**Council - Bike lanes on Shelbourne**

**From:** Elana Angus <[REDACTED]>  
**To:** <council@saanich.ca>  
**Date:** 12/14/2016 7:26 PM  
**Subject:** Bike lanes on Shelbourne

POST TO	General	POSTED
COPY TO	SH/HM	
INFORMATION	<input checked="" type="checkbox"/>	
REPLY TO WRITER	<input type="checkbox"/>	
COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>	
REPORT	<input type="checkbox"/>	
FOR		
ACKNOWLEDGED:	-	

Thanks you!

**RECEIVED**  
 DEC 15 2016  
 LEGISLATIVE DIVISION  
 DISTRICT OF SAANICH

~~2010-20~~ SVAP  
122020

**From:** Whitney Laughlin [REDACTED]  
**To:** <council@saanich.ca>  
**Date:** 12/15/2016 1:11 PM  
**Subject:** Thank you

Yay on the bike lanes!!

Many thanks,

Whitney Laughlin  
Avid 64-year-old cyclist

POST TO	General	POSTED	Dec 19
COPY TO	SH/HMV		
INFORMATION	<input checked="" type="checkbox"/>		
REPLY TO WRITER	<input type="checkbox"/>		
COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>		
REPORT	<input type="checkbox"/>		
FOR			
ACKNOWLEDGED:	BIM	DEC 19	

RECEIVED  
 DEC 15 2016  
 LEGISLATIVE DIVISION  
 (12/15/2016)

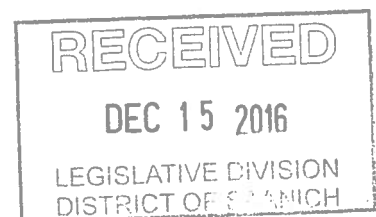
**Council - Thank you for bike lanes.**

**From:** Mikael Jansson [REDACTED]  
**To:** "council@saanich.ca" <council@saanich.ca>  
**Date:** 12/15/2016 7:00 AM  
**Subject:** Thank you for bike lanes.

POST TO	General	POSTED
COPY TO	HM/SH	
INFORMATION	<input checked="" type="checkbox"/>	
REPLY TO WANTED	<input type="checkbox"/>	
COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>	
SUPPORT FOR	<input type="checkbox"/>	
ACKNOWLEDGED:		

This makes a difference to my life every day.

Cheers,  
Mikael





**Council - Shelbourne bicycle lanes**

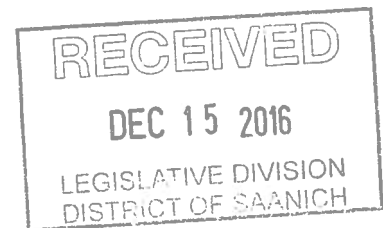
**From:** "lasse.tammilehto" [redacted] >  
**To:** <council@saanich.ca>  
**Date:** 12/15/2016 3:26 AM  
**Subject:** Shelbourne bicycle lanes

POST TO	General	POSTED
COPY TO	SH/HM	
INFORMATION	<input checked="" type="checkbox"/>	
REPLY TO WRITER	<input type="checkbox"/>	
COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>	
REPORT	<input type="checkbox"/>	
FOR		
ACKNOWLEDGED:		

I want to say thank you for listening and understanding how important it is to build safe infrastructure to enable people to ride with their bicycles to and from work safely, without competition with buses, trucks and cars.

Yours truly,  
Lasse Tammilehto  
Saanich

Sent from my Samsung device



Council - Re: Cycling in Greater Victoria and Biketoria

POST TO	General	POSTED
COPY TO	SH/HM	
INFORMATION	<input checked="" type="checkbox"/>	
REPLY TO WRITER	<input type="checkbox"/>	
COPY RESPONSE TO LEGISLATIVE DIVISION		
REPORT	<input type="checkbox"/>	
FOR	_____	
ACKNOWLEDGED:	_____	

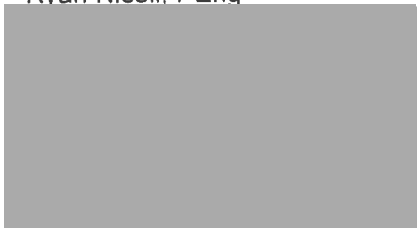
**From:** Ryan Nicoll <[redacted]>  
**To:** <council@saanich.ca>  
**Date:** 12/16/2016 3:11 PM  
**Subject:** Re: Cycling in Greater Victoria and Biketoria

Hello Saanich Councillors,

I understand that the bike lane along Shelbourne street has been approved. I am very excited and grateful to hear such positive news. This is a welcome and wonderful development for our community. Thank you for your support and vision!

Best regards,

Ryan Nicoll, PEng

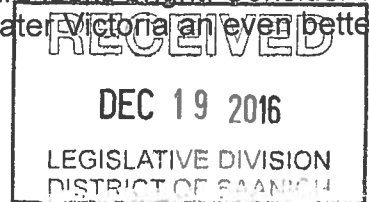


On Tue, Nov 22, 2016 at 6:53 PM, Ryan Nicoll <[redacted]> wrote:  
Hello Saanich Councillors:

I'm born and raised in Saanich. I love to bike. It's cheap, keeps me in shape (mentally+physically), it's great for the environment, and gets me and my wife out in nature. I went to school at UVIC. I started, own, and run an international ocean engineering consulting company, with 50% employees with graduate level education based in Victoria. Cycling is in our corporate culture, and we all rely on safe cycle routes to work. Most of us are less than 30min away by bike. Some employees coming from View Royal commute to James Bay faster than by car due to the efficiency of the Galloping Goose trail.

It's so easy to stop by the library, bank, or shops on a bike as you always get parking right in front of your stop. In the future, I hope to cycle my children to school, the many parks around Greater Victoria, and visit Grandparents in Cordova Bay. I am so proud of what we have in Greater Victoria now but I see so much more that could be done. Shelbourne street could be a major cycling conduit from UVIC and Gordon Head and it needs funding to move forward today.

I hope you're as excited as I am about the possibilities: more people, more economic activity, less traffic congestion, better health and quality of life - the future looks bright! Consider what GVCC has put a lot of thought into in making Saanich and Greater Victoria an even better place to live.



Please don't hesitate to contact me if you have any questions or comments.

Respectfully yours,

---

Ryan Nicoll, PEng

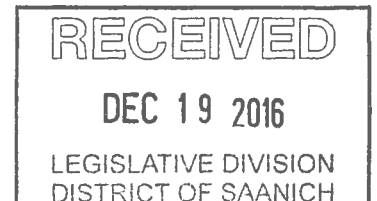


**Council - Shelbourne St corridor**

**From:** Wayne MacDonald <[REDACTED]>  
**To:** "council@saanich.ca" <council@saanich.ca>  
**Date:** 12/16/2016 12:47 PM  
**Subject:** Shelbourne St corridor

POST TO	General	POSTED
COPY TO	SH/HH	
INFORMATION	<input checked="" type="checkbox"/>	
WRITER	<input type="checkbox"/>	
REPORT	<input type="checkbox"/>	
FOR		
ACKNOWLEDGED:		

Thanks for improving cycling infrastructure. Wayne MacDonald



**Council - Thanks for approving bike lanes on Shelbourne!**

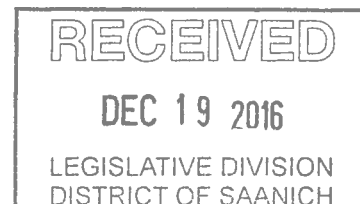
**From:** Keely Hammond <[REDACTED]>  
**To:** <council@saanich.ca>  
**Date:** 12/19/2016 8:02 AM  
**Subject:** Thanks for approving bike lanes on Shelbourne!

POST TO	General	POSTED	Dec 19
COPY TO	SH/HMV		
INFORMATION	<input checked="" type="checkbox"/>		
REPLY TO WRITER	<input type="checkbox"/>		
COPY RESPONSE TO LEGISLATIVE DIVISION			
REPORT	<input type="checkbox"/>		
FOR	_____		
ACKNOWLEDGED:	_____		

Just wanted to express my thanks as a life-long cycle commuter for the approval of bike lanes on Shelbourne St. Shelbourne is an ideal bike route due to its flatness and access to many workplaces, shops, and services. The increased safety and comfort of both cyclists and drivers with bike lanes is huge and will benefit us for years to come.

Warm regards,

Keely Hammond



2310-20SVAP

Administrator  
Media

**Council - Bike Lanes on Shelbourne**

**From:** Chelsea Vignola  
**To:** "council@saanich.ca" <council@saanich.ca>  
**Date:** 12/2/2016 3:18 PM  
**Subject:** Bike Lanes on Shelbourne

POST TO	POSTED
COPY TO	
INFORMATION	<input type="checkbox"/>
REPLY TO WRITER	<input type="checkbox"/>
COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>
REPORT FOR	<input type="checkbox"/>
ACKNOWLEDGED:	

Hello there,

I use my bicycle as one of my main modes of transportation (apart from using public transportation), and I would love to see Victoria adopt more bicycle friendly infrastructure throughout the city. I think Victoria has a great potential to be a leader for western Canada in cycling infrastructure, because we do have a high population of cyclists (and would have so many more if people felt safe to cycle) and our climate is so mild that cycling throughout the year is very possible and pleasant (if you have the appropriate gear of course).

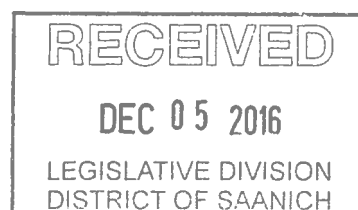
I would like to let you know that specifically, I feel that bike lanes along Shelbourne (from Hillside to Feltham rd area) would be a wonderful addition to Victoria.

I bike along there frequently, and I have to say it is very unpleasant. In fact, it feels very dangerous because cars and busses have very, very little room to pass beside you on a bike, and have to physically change lanes to ensure your safety. Not all drivers do this...so safety really doesn't feel assured. As soon as I can, when passing Hillside mall, I turn off Shelbourne to try and continue my route by winding through the residential streets, but this is not a good solution because it is

- a.) extremely inefficient, both time-wise and that I ultimately travel a greater distance than I should have had to to get to the same place and
- b.) I actually have to find my way back to Shelbourne eventually anyway where the same problem still remains. Using residential streets only lessens my discomfort for a portion of my trip down Shelbourne, and is wildly inefficient.

This area is used by a lot of cyclists, perhaps due in part to it's proximity to UVic, so I think it would not be a waste of money to put bike lanes in here. I think it would also help encourage people to get out on their bikes more.

Thank you,  
Chelsea Vignola



## Council - Shelbourne December 5

RECEIVED

DEC 05 2016

From: Duncan McLelland  
 To: "council@saanich.ca" <council@saanich.ca>  
 Date: 12/2/2016 7:14 PM  
 Subject: Shelbourne December 5

POST TO \_\_\_\_\_ POSTED \_\_\_\_\_

COPY TO \_\_\_\_\_

INFORMATION

REPLY TO WRITER

COPY RESPONSE TO LEGISLATIVE DIVISION

REPORT FOR \_\_\_\_\_

ACKNOWLEDGED: \_\_\_\_\_

Hello. My name is Duncan McLelland and I've been a member of the Shelbourne Valley community advisory panel since 2010, initially as the representative of the Greater Victoria Cycling Coalition and more recently as an independent member who is a cyclist owning property and paying taxes in Saanich and regularly riding the Valley area. My view is that it is **now time for Saanich to act** - to immediately invest the money to make significant improvements in the cycling infrastructure along Saanich's portion of Shelbourne - and that Option 3 represents the best option.

Option 3 while not ideal best achieves the mix of approaches - road segment by road segment - that:

- a) is doable and achievable in the near term, which is critical;
- b) is affordable;
- c) mostly meets and balances most of the objectives set by Council at the outset;
- d) has and will garner the largest support from the community as a whole and represents the closest thing to a consensus that I expect is likely;
- e) will promote greater bicycle ridership along Shelbourne;
- f) will improve the pedestrian experience (but I'm not sure that seniors' interests are adequately addressed).

This said, my view remains that from a cycling perspective, Option 3 will be of primary benefit to existing Gordon Head cycle commuters and adult weekend recreational riders (both of whose numbers I am of the view are lower than some advocates suggest). "Road warriors" like me, and many in the cycling advocacy community, will applaud.

But my personal goal from the outset was to see improvements in the cycling infrastructure that would result in a sizable increase in overall bicycle ridership in the Valley area and that would foster "new entrants" to cycling e.g.:

- children riding to school;
- families on recreational rides;
- Valley residents using bicycles to access community resources such as shopping and the library;
- UVIC students and downtown workers who do not cycle commute today.

I expressed this in terms of the goal that any parent would be comfortable allowing their 12 year old child to ride from Lansdowne Middle School to Arbutus Middle School (basically the Valley, south to north) using Saanich's implemented infrastructure improvements. I do not believe this goal will be met by Option 3. A solution that emphasizes off-Shelbourne routes, based on the greenway concept, would better achieve the goal as I've framed it. I will ride

Shelbourne when Option 3 is implemented - the key is whether others, less comfortable on a bike, will also.

This is an opportunity to again express my appreciation to Saanich for providing a community-based consultative process, and to staff especially, for their commitment, creativity, responsiveness and yes, passion, in the development of the Plan.

I am out of country and not able to attend and speak to Monday's meeting.

It's now time for Council to act - to approve Option 3 and move quickly to make the investment (**spend the money!**) necessary to make improvements happen in the near term.

Thank you.

Duncan McLelland



2010-203VAP

**From:** Caren Helbing  
**To:** <council@saanich.ca>  
**Date:** 12/3/2016 8:07 AM  
**Subject:** Bike Lanes on Shelbourne

Council  
Administrator  
Media

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ACKNOWLEDGED:	

Dear council,  
Please support Option 3 of the Shelbourne Valley plan that includes bike lanes. This option is a reasonable one to ensure multi use and healthy living in the valley.  
Thank you.

Caren Helbing  
Saanich resident, pedestrian, cyclist, automobile driver, and bus user

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**Council - Bike Lanes on Shelbourne**

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ACKNOWLEDGED:	

**From:** Jim Fidler [REDACTED]  
**To:** <council@saanich.ca>  
**Date:** 12/3/2016 8:30 AM  
**Subject:** Bike Lanes on Shelbourne

As a cycling senior citizen I am looking forward to Saanich approving "Option 3". Keep up your good work on improving safe bike lanes.

Brenda Fidler

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2310-20 SVAP

Council  
Administrator  
Media

**From:** Mike Teachman <[REDACTED]>  
**To:** <council@saanich.ca>  
**Date:** 12/3/2016 9:30 AM  
**Subject:** support for Shelbourne improvement option #3

Hi Saanich Council,

I want to put my full support behind Option #3, to fund construction of improvements on Shelbourne St. I think this is a great opportunity to give pedestrians and cyclists safer ways to get around in this valley corridor. Our family lives just south of the area and would use an improved corridor mainly for cycling. We often drive to businesses like Bosleys, Home Depot, and Noodle Box. If cycling in the corridor was safe, we would often choose to cycle, rather than drive.

We have lived in the area for over 20 years. To this date, none of our family has ever cycled on Shelbourne. It is not safe. However, with your vote to approve this plan, we look forward to the day when many more cyclists feel comfortable to cycle on this important corridor.

Best Regards,

Mike Teachman

[REDACTED] Forbes St  
Victoria, BC, [REDACTED]

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 DISTRICT OF SAANICH

2310-20 S VAP

From: Felisa Stoer [redacted]  
To: <clerksec@saanich.ca>  
Date: 12/3/2016 5:14 PM  
Subject: Shelbourne Valley Action Plan Comments

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ACKNOWLEDGED:	

Dear Mayor and Councillors,

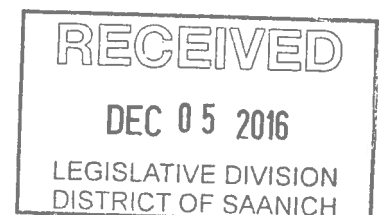
As a much as like the idea of bike lanes (any types), I would prefer them to be constructed so that the resulting traffic pattern do not cause vehicle congestion and hence diversion to other roads. According to the presentation on Option 3, there will be a resulting congestion from the reconfiguration of traffic flow. If this is the case, this project does not meet the Shelbourne Valley Plan (SVP) objective of "Reduce transportation greenhouse gas emissions and energy consumption". In addition the resulting traffic diversion to nearby roads also make this project not meet the SVP objective of "Improve safety and comfort for all users". Option 3 will increase the safety of the cyclists using Shelbourne but it will make it less safe for the residents and school children who walks or cycle in the neighbouring roads due to vehicles avoiding Shelbourne.

Retention of four lanes from Christmas Avenue to Garnet Road. If the long term vision is to have one lane for bus and one lane for car in both directions, would the high value value trees that being preserved to avoid retaining the four lanes need to be removed in the future? As the trees get older, don't they become higher value? We seem to not worry about the character of the street when 70 trees are going to be removed but we worry about these trees which I think is at lot less than 70. In my opinion, the main reason the four lanes are not being kept is mainly because of cost. Maybe if we are really concern about cost, maybe spending ten of million of dollars on a project that will cause an increase in greenhouse gas emission is not a good use of our taxpayer dollar.

An alternative to retaining the four lanes from Christmas Avenue to Garnet Road, is not to have cycling lane in this segment. The cyclist can travel through Mortimer, Stamboul, and Christmas to travel north and south. Stamboul from Mortimer to Midgard is closed to vehicular traffic. Stamboul from Midgard to Christmas is a very quiet street. The only problem is the segment from Mortimer to Garnet where the cyclist will have to share Shelbourne with vehicles (maybe the staff can come up with an idea to solve this problem). But as a pedestrian, in many of our roads I have to cross the streets to get to a sidewalk in the other direction where I want to go. We can't always get what we want. Actually, in my opinion the real problem of my idea is that we cannot boast a continuous bike lane on Shelbourne.

I raised my concern to Cameron of the potential diversion of traffic to Gordon Head Rd. which may negatively affect the safety of the school children at Campus View Elementary School (similarly for Cedar Hill Rd./Cedar Hill Middle School). I was told infrastructure investments, enforcement and education may be deployed if necessary. I was wondering if Saanich can elaborate on what kind of infrastructure(s) can be deployed if necessary.

Here's a link to an article that somewhat related to building bike lanes.



<http://news.nationalpost.com/full-comment/tristin-hopper-take-it-from-a-cyclist-stop-building-me-private-roads-that-nobody-else-uses>

In summary, it would be nice if the mayor and councillors send Option 3 for tweaking so that cyclists safety is improved without causing congestion (that leads to higher greenhouse gas emission, and decrease safety for other people due to diversion of traffic).

Sincerely,  
Felisa Stoer



2310-20SVAP

Council  
Administration  
Media

**Council - Bike lane for Shellbourne**

**From:** Raul Rivera [REDACTED]  
**To:** "council@saanich.ca" <council@saanich.ca>  
**Date:** 12/3/2016 8:09 PM  
**Subject:** Bike lane for Shellbourne

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Hello Saanich Council,

I am a resident and taxpayer of Saanich.

As a driver and cyclist, I wanted a bike friendly Shellbourne now. I see too many near miss hits of cyclists along this corridor as there are no bike lane and Shellbourne being a very busy motorway. I avoid Shellbourne when going from my home in Gordon Head to Hillside and instead take Cedar Hill Road. However, this road is hilly and I understand why cycling commuters take the risk with Shellbourne as the latter is relatively flat.

Please expedite the bike lane in Shellbourne to prevent car cyclist accident.

Raul

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2310 - 205VAR

**From:** Ellen Agger <[redacted]>  
**To:** <council@saanich.ca>  
**Date:** 12/3/2016 7:41 PM  
**Subject:** bike lanes on Shelbourne: Yes!

Council  
Administrative  
Media

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Greetings. I live in Victoria, but often go to Shelbourne and McKenzie area for appointments. I would love to go by bike as often as possible. I understand that you are considering Option 3 to build 3km+ of high quality bike lanes on Shelbourne.

This would be terrific! I say this both as a cyclist and as a driver who must now contend with very narrow lanes that are quite dangerous for cyclists.

Please consider that by building active transportation infrastructure like these bike lanes will make Saanich a more friendly, safer and more environmentally healthy place to live, work and visit.

Ellen

Ellen Agger  
[redacted]  
Victoria, BC

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2310-20 SVAD

**Council - Bike Lanes on Shelbourne**

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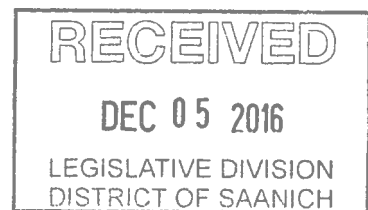
**From:** Ruth McAllister <[REDACTED]>  
**To:** <council@saanich.ca>  
**Date:** 12/3/2016 6:43 PM  
**Subject:** Bike Lanes on Shelbourne

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Bike lanes on Shelbourne would be such a fabulous present to the City of Victoria.  
Thanks for making it happen!

cheers from Ruth, the cargo bike rider who has a yellow pool noodle on the back of her bike to remind drivers to give me a metre of space!!

--  
[REDACTED]





2310-20 SVAP

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**Council - Supporting Bike Lanes on Shelbourne**

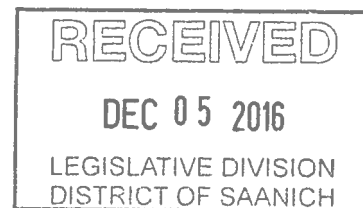
**From:** Glenys Verhulst [REDACTED]  
**To:** <council@saanich.ca>  
**Date:** 12/3/2016 4:26 PM  
**Subject:** Supporting Bike Lanes on Shelbourne

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Hello Saanich Council,

I'm writing to express my enthusiastic support for bike lanes along Shelbourne. I frequently need to travel the Shelbourne Valley and find it frightening to cycle there currently, so usually choose other means of transportation. I expect I will choose to bike much more frequently on Shelbourne if the proposed cycling improvements are built, and I'm sure I'm not alone. This improvement will be very good for the region - encouraging many more people to take up this healthy activity, and improving our local air quality and reducing our climate impact. Please do built it!

Best,  
Glenys Verhulst  
[REDACTED]



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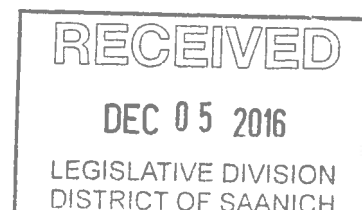
**Council - Bike Lanes on Shelbourne**

**From:** Finn Kreisler <[REDACTED]>  
**To:** <council@saanich.ca>  
**Date:** 12/3/2016 1:02 PM  
**Subject:** Bike Lanes on Shelbourne

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Please approve the shelbourne bike lane proposal; it'd do so much for the community. The bicycle is fantastic as a form of transport: It's cheap, healthy, and promotes community engagement. If this goes through, more and more people would use the bike as a form of transport, due to increased safety and not to mention induced demand. No talk necessary, just telling you to say yes to separated bike lanes.

Finn



2310-20 SVAP

Council  
Administrator  
Media

**From:** Meaghan McCallum <[REDACTED]>  
**To:** <council@saanich.ca>  
**Date:** 12/4/2016 9:44 AM  
**Subject:** Yes to Bike Lanes On Shelbourne St

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Good Morning,

I am writing this in hopes it will help with the decision to say "yes" to bike lanes on Shelbourne St.

I used to bike daily to my work (Royal Jubilee Hospital) from my home on Hillside Ave by taking back roads/residential streets and still had a car drive into me last year when the driver/car drove on the wrong side of the road to park at a curb of a house, scary stuff! I now mostly walk to work as it was quite traumatic and thank goodness I had no serious injuries.

I think more bike lanes in Victoria are needed and if we can get them that helps cyclists and drivers be more aware to share the road.

Thank you and I hope the vote is yes.

Regards,  
Meaghan McCallum

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2310 - 20 SVAP

Council  
Administrator  
Media

**From:** Clarence Merrigan <[redacted]>  
**To:** <council@saanich.ca>  
**Date:** 12/4/2016 1:41 PM  
**Subject:** Bike Lanes on Shelbourne

Council,  
Please acknowledge my support for bike lanes on Shelbourne.

Clarence Merrigan  
[redacted] Collinson Street [redacted]  
Victoria BC [redacted]

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Best regards,

Clarence Merrigan

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Media

**Council - Bike Lanes on Shelbourne**

**From:** Andrew Betts <[REDACTED]>  
**To:** <council@saanich.ca>  
**Date:** 12/4/2016 3:25 PM  
**Subject:** Bike Lanes on Shelbourne

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Hi there,

I understand you're holding a meeting to approve bike lanes on Shelbourne on Monday. I'm unable to attend the meeting, but my entire household are avid cyclists in the area and would very much like to advocate for a yes to this project. I bike all the time on Shelbourne and feel unsafe with vehicles passing so quickly and closely. My father has been hit twice on his bike. A bike lane would provide both safety and peace of mind when cycling.

Many thanks for your consideration. Cheers!

DREW BETTS

[REDACTED]

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Council Administrator Media

**Council - 3km of Bike Lanes Added In Shelbourne**

**From:** Darragh Grove-White <[REDACTED]>  
**To:** <council@saanich.ca>  
**Date:** 12/4/2016 3:36 PM  
**Subject:** 3km of Bike Lanes Added In Shelbourne

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Hello all,

I'm delighted that the bike lane initiatives are taking off! Thanks for doing this in a way that's thoughtful to everyone who shares the road.

I do have a concern around the reality of losing parking spots, potentially. There's many long-term rentals units along this stretch, and in fact many others that do rely on their vehicles to get them to work, their children to school and other life responsibilities.

I appreciate the long-term thinking that council is showing and I'm proud that my elected officials are making positive, noticeable changes. I do worry though that with all the potential growing pressure to get cars off the road we don't seem to be further investing and evolving our public transportation options.

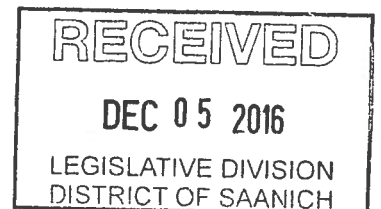
After all, we're still one of the few remaining capital cities in Canada that doesn't have a direct public transit route to our international airport, we're faced with constant overcrowding of public transit, and bicycle theft downtown is still an issue and making it less desirable to ride.

I'm all for bike lanes, but I hope we can address everyone's transportation needs: ie: cyclist safety, residential parking, public transit investment.

Thank you all for the work you do, and the commitment you continue to fulfill for all Victorians, and your personal dedication to creating a more livable city for all of us.

With fond appreciation,

Darragh Grove-White.



2310-20 svf

**Council - Bike Lanes**

**From:** Alanah Nasadyk <[REDACTED]>  
**To:** <council@saanich.ca>  
**Date:** 12/4/2016 8:22 PM  
**Subject:** Bike Lanes

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Bike lanes are important to making sustainable choices easy for our people. It also helps us keep fit reducing health costs in another way.

Please help us make healthy choices by encourage active transport with bike lanes.

Thank you!

Alanah Nasadyk

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 DISTRICT OF SAANICH

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Council Administrator Media

**Council - bike-friendly Shelbourne now**

**From:** Caroline Tansley <[REDACTED]>  
**To:** <council@saanich.ca>  
**Date:** 12/4/2016 9:53 PM  
**Subject:** bike-friendly Shelbourne now

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ACKNOWLEDGED:	

Saanich Council,  
Please choose a safe bike-friendly Shelbourne option tomorrow.

Thank you,  
Caroline Tansley  
[REDACTED] Prestwood Drive  
Saanich BC  
[REDACTED]

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DISTRICT OF SAANICH



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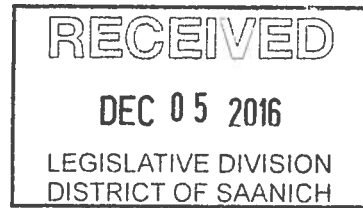
**Clerksec - Letter: pls support Shelbourne St. Option 3**

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ACKNOWLEDGED:	

**From:** Ray Straatsma <[redacted]>  
**To:** Saanich Legislative Services <clerksec@saanich.ca> <Council@saanich.ca>  
**Date:** 12/4/2016 9:00 PM  
**Subject:** Letter: pls support Shelbourne St. Option 3  
**CC:** Cameron Scott <Cameron.Scott@saanich.ca>  
**Attachments:** RS Shelbourne ltr final Dec 5.docx

Mayor Atwell and Saanich Council,

Via [clerksec@saanich.ca](mailto:clerksec@saanich.ca) ; [Council@saanich.ca](mailto:Council@saanich.ca)



[Letter also attached]

I am writing today to urge Council to enthusiastically support Option 3 of the Shelbourne Mobility implementation actions outlined in the December 5 staff report.

I'm a homeowner in the Shelbourne St. area, and shop and use services on Shelbourne St. on an almost daily basis. I know the street well as a motorist, bicycle rider and pedestrian - and customer of local area businesses.

I have followed and participated in the Shelbourne Valley Action Plan (SVAP) planning initiative since 2010 – not only as a resident, but as a consultant and advocate with considerable experience in building and promoting 'complete streets.' I've been a member of the *SVAP Action Plan Committee*, the *Saanich Bicycle and Pedestrian Mobility Committee (BiPed)*, and also worked for *Greater Victoria Cycling Coalition*. [I am currently working alongside Urban Systems on Saanich's just-launched Active Transportation Plan].

Saanich staff is to be commended for their excellent work on the Shelbourne plan. It was a considerable challenge to develop a long-term vision and practical mobility solutions for Shelbourne St. in the near-term. The current concept design in Option 3 reflects professional design standards and multiple rounds of community engagement.

The core of that vision is worth re-stating: ***a great street that brings people of all ages together, inspires a sense of community and provides a space for urban public life.***"

Certainly, Shelbourne is in dire need of a makeover. There is an urgent and overdue need to provide a safer passage for vulnerable road users and a more attractive built environment for residents. Currently, people on foot and on bikes have far from adequate space to use and enjoy the street and its services. Transit service and bus stops are also overdue for improvement.

Fortunately, like many other cities the District of Saanich recognizes the value of safer and more vibrant streetscapes. Here's the stated 'Purpose' of Shelbourne Valley Action Plan: ***To deliver land use and mobility enhancements...that fundamentally change the character of the Valley to***

***create vibrant centres and villages, and build a mobility network where walking, cycling and public transit are inviting options for all ages and abilities (p.6, SVAP 2014).***

I draw attention to these larger objectives intentionally. The original goals are sometimes forgotten when residents oppose unfamiliar street designs. The introduction of bike lanes on established arterial roads can be especially contentious. As councillors, you will undoubtedly hear from residents about slow travel times, congestion and other complaints.

Such concerns are almost always misplaced and overstated. Any actual impacts (i.e. travel times) are a minor inconvenience and a small trade-off for the many positive outcomes – safety above all - realized by a well-designed and balanced street environment.

Janette Sadik-Khan, one of North America's leading transportation professionals put it this way: *"Bike lanes aren't just for cyclists; they're anchors for a different kind of streets, one that is safer, better for mobility and the economy."*

There is now overwhelming evidence of positive impacts of redesigned multi-modal, complete streets. Some current research links here:

1. [Why quality bike infrastructure matters \(incl. video\)](#)
2. [Protected bike lanes build ridership and improve safety.](#)
3. Business groups and companies increasingly support bicycle investments [see [Calgary Chamber of Commerce](#); [Urban Land Institute \(USA\)](#)]

Residents of Saanich clearly support public investments in active transportation; the most recent SVAP survey shows almost 80% support for Option 3 on Shelbourne. Moreover, the benefits have been clearly stated in Saanich's Official Community Plan (OCP):

*"Improving opportunities for walking and cycling and using transit has multiple benefits, including less reliance on the automobile, cost savings for the entire community, individuals and families, improved natural and built environments, health protection, more lifestyle options, and a strengthened sense of community through daily interactions with people. Compact communities make cycling, walk-in and transit use more attractive travel options."*

In summary, by fully supporting Option 3 Saanich Council will:

- a) showcase Saanich's commitment to safer, more livable streets and complete communities that put people first;
- b) reflect broad-based and ongoing input from stakeholder and the local community;
- c) demonstrate strong leadership and decisive action to realize the goals of Saanich's Official Community Plan.

Thank you for your consideration,

Respectfully,

Ray Straatsma

--

Ray Straatsma



President, Greater Victoria Placemaking Network [GVPN]

Council  
Administrator  
Media

**Clerksec - Shelbourne Valley As An Innovation District**

**From:** "Mei Ang Thiessen" [REDACTED]  
**To:** <mayor@saanich.ca>, <susan.brice@saanich.ca>  
<judy.brownoff@saanich.ca>, ...  
**Date:** 12/4/2016 3:46 PM  
**Subject:** Shelbourne Valley As An Innovation District  
**Attachments:** Shelbourne Valley As An Innovation District Final Version.docx

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ACKNOWLEDGED:	

Dear Mayor and Councillors,

Last Friday 2 Dec early afternoon, I submitted a letter to you regarding the Shelbourne Valley Action Plan which is going to Committee of the Whole meeting on Monday 5 Dec. I asked for acknowledgement of receipt which I didn't receive.

Since the letter is long (apologies!) and contains some bold ideas to digest, I am taking the liberty of sending it to you individually in case it has not been distributed yet. Please note that this version contains some revisions (to original submitted letter) that make the section on the Innovation District hang together better.

Thank you for your attention.

Mei Ang

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**From:** [Redacted]  
**To:** <clerksec@saanich.ca>  
**Date:** 12/4/2016 7:45 PM  
**Subject:** Shelbourne

Hi my name is Peter Alm, I live on Lynnfield cr. .Both my wife and I are against a bike lane down Shelbourne along with every one I talk to in Gordon Head. Shelbourne is a very busy street .There are twenty new homes going in our area alone that is maybe forty more cars on Shelbourne. Cedar Hill is fine for a bike lane. So far what has being done on Shelbourne is making long lines of cars and mad drivers. Thank you, Peter Alm

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 DISTRICT OF SAANICH

2310-20SVAO

Council Administrator Media

**Clerksec - Response to invitation for feedback about the Shelbourne Valley Action Plan, Dec. 5, 2016 Saanich Council Meeting**

**From:** jack adamowicz  
**To:** <clerksec@saanich.ca>  
**Date:** 12/5/2016 2:51 AM  
**Subject:** Response to invitation for feedback about the Shelbourne Valley Action Plan, Dec. 5, 2016 Saanich Council Meeting

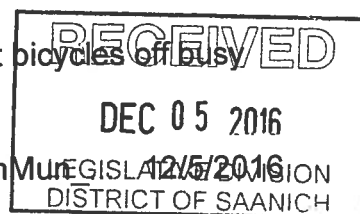
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I have lived in Victoria for 42 years and have been a Gordon Head homeowner and Saanich Municipality taxpayer for 41 years.

As a member of the "silent majority", I do not get involved in municipal issues (I do vote regularly) unless I feel that something REALLY, REALLY bad is about to happen. Choking off Shelbourne St. between Feltham and McKenzie and between McKenzie and Cedar Hill Cross Rd. by converting some of the automobile lanes into bicycle lanes, is a really bad plan. Here is why:

- 1) Air pollution as a result of congestion. The Shelbourne corridor is the best traffic artery for the (estimated) 10,000 to 15,000 residents of Gordon Head (including both sides of Shelbourne St.). The city planners of many years ago, were wise enough to make it wide enough so that it can handle 4 lanes of traffic. Choking it off by converting some of the automobile lanes into bicycle lanes, will lead to serious traffic congestion with associated idling and air pollution..
- 2) Road rage and accidents. "Traffic calming" has become a popular phrase in some circles but we must keep in mind the "road rage" (and higher frequency of accidents) that congestion (in this case planned and at great expense) generates. Yes, some of the drivers will try to use other roads but we do not really have better ones than Shelbourne (Cedar Hill has school zones for example).
- 3) Population distribution and growth. As mentioned above, these changes will affect a very large group of taxpayers and users of Shelbourne. Although the population of Gordon Head is not growing rapidly anymore, it is growing (as witnessed by the new condos south of Feltham). The population of residents over 60 is increasing and very few of them ride their bicycles anywhere let alone to buy their weekly supply of groceries or a sheet of plywood.
- 4) Quality of life. Shelbourne St. serves as a major traffic artery for residents of Gordon Head (among others). During my working years, I was a regular user of it. During the past 10 years of retirement, I have used it probably once a day to access the University Heights Shopping Mall, Shelbourne Plaza and Hillside Mall (and beyond). Typically, I drive to access services (medical, banking), shopping (hardware, groceries) and recreational (golf for ex.). My wife uses it more than I do again to access medial/dental/optometry services, shopping and recreation (Cedar Hill Rec Centre). Choking off Shelbourne south of Feltham will definitely reduce our quality of life because of increased traffic congestion, breathing of air polluted with traffic fumes and waste of time. There is quite a lot of traffic on it during various part of the day, not just during rush hour.

5) Bicycle usage and safety. The best way to insure bicycle safety, is to get bicycles off busy



streets such as Shelbourne. In that regard, building separate bicycle paths off Shelbourne between Cedar Hill Cross Rd and Hillside, is a really good idea. Saanich Municipality should proceed with that project and accumulate land for bicycle lanes for the section of Shelbourne between Feltham and Cedar Hill Cross Rd.

The use of bicycles for daily commuting, is a great idea in theory. In reality, there are some serious impediments to this in the CRD including absence of shower/changing facilities at one's workplace, inclement weather (Oct. to March), family/child care issues, physical capability (especially older individuals) and finally, long distances. I frequently drive on Cedar Hill Rd from McKenzie towards Feltham and although there is bicycle lane there now, I have never seen a bicycle on it. It is a relatively flat stretch of road. "IF YOUR BUILD IT, THEY MIGHT NOT COME"..

During the last several months, I have made a point of observing shoppers leaving local grocery stores and I did not see even one hopping on her/his bicycle with their groceries. A few walked but the vast majority (even with small bags of groceries), got into their car and drove off.

6) Centers of community activity. Yes, it's a great idea for the residents near Cedar Hill Cross Rd and Shelbourne but why create congestion for the rest of us by choking off Shelbourne at Cedar Hill Cross Rd. Put these centers on either side of Shelbourne.

7) Statistics. "There are lies, there are damn lies and then are statistics". In a democratic society, nothing can generate inaccurate estimates of community opinion better than small vocal minorities. Small groups dedicated to promoting their agenda are very good at attending open houses, filling out surveys, etc. and when these data are compiled, presto, one has a 58% approval rating for a particular project. To get an accurate estimate of community opinion, one should use a stratified random sample of all the taxpayers affected by a particular project.

To conclude, converting some of the automobile lanes into bicycle lanes between Feltham and McKenzie and between McKenzie and Cedar Hill Cross Rd is a really bad idea. Such a project will have a major negative impact on the quality of life of thousands of Gordon Head residents and taxpayers. Providing bicycle lanes beside Shelbourne (as identified in the segment between Cedar Hill Cross Rd and Hillside) is a great idea.

All of above is respectfully submitted,

Jack Adamowicz

2310-20 SVAP

Council  
Administrator  
Media

**Council - Bike Lanes on Shelbourne**

**From:** Ian Crawford [REDACTED]  
**To:** Susan Brice <council@saanich.ca>  
**Date:** 12/5/2016 12:04 AM  
**Subject:** Bike Lanes on Shelbourne

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Hi  
as a senior cyclist (I'm 72) I really want to be able to cycle safely in this region.- everywhere.

help me keep my car at home and approve best bike lanes for Shelbourne

thanks  
Ian Crawford

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2310-20 SVA

Council  
Administrator  
Media

**Council - Shellburne is dangerous**

**From:** Wayne Skelley [REDACTED]  
**To:** "council@saanich.ca" <council@saanich.ca>  
**Date:** 12/5/2016 5:32 AM  
**Subject:** Shellburne is dangerous

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Shelbourne Road is an accident waiting to happen. I try to avoid it and I don't understand why people ride their bikes on it. It needs to be improved in many ways please put this on the top of your list!

thank you

Wayne Skelley

cyclist and motorist

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2310-20 SVAP

Council Administrator Media

**Council - Shelbourne Bike Lanes**

**From:** Ryan Norbury <[redacted]>  
**To:** <council@saanich.ca>  
**Date:** 12/5/2016 8:42 AM  
**Subject:** Shelbourne Bike Lanes

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Hi,

I am emailing to show my support for adding bike lanes to Shelbourne St. This street is in desperate need of bike lanes; in it's current state it is treacherous for both cyclists and motorists. The addition of bike lanes would make it safer for everyone that uses this main thoroughfare.

Cheers,  
Ryan Norbury

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2310-20 SVAP

Jncil  
Administrator  
Media

**Clerksec - SVAP**

**From:** "Gleichauf, Andrea" [REDACTED]  
**To:** "'clerksec@saanich.ca'" <clerksec@saanich.ca>  
**Date:** 12/5/2016 9:35 AM  
**Subject:** SVAP

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I am in support of Otion 3 & hope that it will become a budged item for 2018. Safer bike lanes must be the number one priority for the shelbourne valley. It has been needed for > 20 years.

Best regards, Andrea Gleichauf  
Shelbourne valley residence for 22 years.  
[REDACTED] McRae Ave.  
Saanich BC  
V [REDACTED]

**RECEIVED**  
DEC 05 2016  
LEGISLATIVE DIVISION  
DISTRICT OF SAANICH

2010-20 SVAP

**Clerksec - Submission for Council Meeting re Shelbourne Short Term Mobility Options**

**From:** [Redacted]  
**To:** "clerksec@saanich.ca" <clerksec@saanich.ca>  
**Date:** 12/5/2016 10:09 AM  
**Subject:** Submission for Council Meeting re Shelbourne Short Term Mobility Options

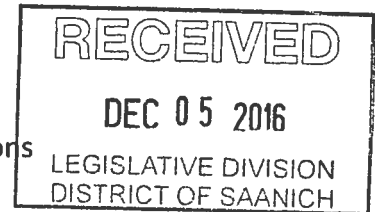
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Could you please forward the following to the Mayor and Council for their consideration.

Thank in advance for your assistance.

Alastair Wade [Redacted]

To: Mayor and Council  
Re: Shelbourne Valley Action Plan - Short Term Mobility Implementation Options



Dear Mayor and Council,

You have before you the report you commissioned focusing on short term mobility options to enhance pedestrian and cycling improvements on Shelbourne Street. I write to you as a longtime Saanich resident and daily user of Shelbourne Street. At various times I drive, I walk, and I bicycle along the street. I access the many stores, medical offices, financial institutions and restaurants within the area. In short, I am quite familiar with the opportunities and limitations to any change to this vital area of Saanich.

The inescapable truth of the long term vision and plan for Shelbourne Street is that it will take a partnership between the public sector and private owners and developers. Saanich controls zoning and road access while the private sector provides ongoing taxes and neighbourhood amenities through redevelopment. Ultimately, Saanich Council must weigh many competing desires and interests to arrive at balanced decisions to enhance our community.

You have been presented with three options to greatly change Shelbourne Street for many years to come. These options are the result of significant public consultation and much work by our Planning staff. Of the three options, I believe Option 3 provides the best balance for our community. Like all the options, it is not without flaws but if we are to achieve meaningful improvements by investing some \$12,000,000 of tax dollars in the project, Option 3 provides the optimal balance for all who frequent the area.

The implementation plan itself does contain some serious flaws which deserve your attention. First, the work should start at the south end, in the area from North Dairy to Pear Street. Due to the high traffic volumes and aging infrastructure, this is the area which most needs pedestrian and cycling improvement. It is also the area least likely to see significant redevelopment due to the smaller lot sizes. The next focus can be from Pear Street to McKenzie. Again, redevelopment along this part of the street is less likely due to the existing multi-family housing and limited commercial zoning.

The third phase of implementation should then be from McKenzie to Feltham as this is the area which will likely see redevelopment. University Heights shopping centre will be a major project in the next few years. The larger lot sizes along the street have already encouraged redevelopment such as the Boulevard and adjacent pending condos attest. This makes additional land acquisition and community amenities easier to achieve over the length of the project.

The reduction of vehicle travel lanes along parts of the street could have serious effects on long term

redevelopment. A close look at the Option 3 document shows that Saanich owns enough right-of-way in the north end to maintain the existing travel lanes while at the same time providing the needed pedestrian and cycling improvements to build a better community. Some land acquisition is needed further south, however.

Thank you for considering my comments on this vital change to Shelbourne Street. A balanced decision benefitting all who use this area is not be easy to achieve. Many voices will look at any decision only in terms of their own needs but I am confident Saanich Council can represent the larger community interests inherent in the major project.

Yours Respectfully,

Alastair Wade

█ Edgemont Road, Saanich B.C.

;

Council Administrator  
M

2310-20 SVAP

**Council - Letter re: Option 3 for Shelbourne**

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**From:** Edward Pullman <[redacted]>  
**To:** <council@saanich.ca>  
**Date:** 12/5/2016 10:18 AM  
**Subject:** Letter re: Option 3 for Shelbourne  
**Attachments:** SaanichCoucilLetteroption3shelbourne.pdf

Mayor and Council

Please find our attached letter regrading the option 3 proposal for Shelbourne Street.

Thank you,

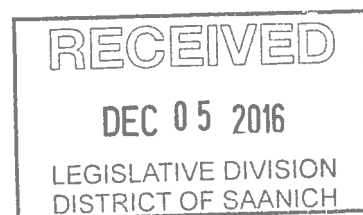
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**Edward Pullman**

**President, Greater Victoria Cycling Coalition**

More people cycling, more places, more often

[gvcc.bc.ca](http://gvcc.bc.ca)



2310 - 20 SWAP

Council  
Administrator  
Media

Council  
Administrator  
Media



709 Yates. St.  
PO Box 8586, Victoria Main Post Office  
Victoria, B.C. V8W 3S2

December 5, 2016

Mayor and Council,

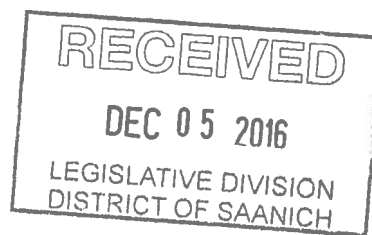
We strongly support Option 3 of the interim mobility options for Shelbourne Street. The proposal will begin the process of remaking the Shelbourne Valley into a people centric place with continuous bike lanes, better sidewalks and improved transit facilities, in addition to safety improvements for drivers.

As is noted in the report, we would like to see further detailed designs for physical separation on the buffered bike lane portion of the plan, such as inexpensive plastic bollards. This would make the whole street an All-Ages and Abilities bikeway, offering a higher level of comfort and safety which will attract more people riding bikes.

We were very pleased to see a high level of support from the public consultation process, proof that Saanich residents want a better Shelbourne. We ask council to move ahead with Option 3 and allocate funding to complete this critical project.

Thank you,

Edward Pullman  
President, Greater Victoria Cycling Coalition



2810-20 EVIAT

Council Administrator Media

**Clerksec - Shelbourne Valley Action Plan**

**From:** Nicholas Carter <[REDACTED]>  
**To:** "clerksec@saanich.ca" <clerksec@saanich.ca>  
**Date:** 12/5/2016 12:21 PM  
**Subject:** Shelbourne Valley Action Plan

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To Whom it May Concern:

I have followed the debate re the Shelbourne Valley Action Plan for several years but have refrained from commenting on same until now.

As a +50 years resident of this municipality I am well aware that Shelbourne Street is one of our major traffic arteries. Any attempts to initiate "traffic calming" measures would be a mistake. For that reason, Option 2 is clearly a non-starter and Option 3 makes a potentially bad situation even worse. Reducing traffic to two lanes from four at the McKenzie intersection? Clearly a recipe for disaster.

Option 1 is clearly the preferred option for this busy street. Any attempts to deviate from the current road layout would impede traffic significantly. This would also negatively affect current transit – if Council wants to encourage more people to use transit, slowing it down doesn't help as the City of Victoria has discovered.

I encourage Council to make the only sensible decision here and that's Option 1. By doing so you will be serving the interests of 90% of your constituents rather than the reported 3 – 5% who use bicycles.

N.C. Carter  
[REDACTED] Wende Road

Sent from Mail for Windows 10

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DISTRICT OF SAANICH



Council - Support Option 3: Shelbourne Valley Action Plan

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**From:** Cindy Marven [redacted]  
**To:** <council@saanich.ca>  
**Date:** 12/5/2016 12:52 PM  
**Subject:** Support Option 3: Shelbourne Valley Action Plan  
**CC:** [redacted]

**Attachments:** ShelbourneLetterCouncilDec5 -B.pdf

Dear Saanich Mayor and Councillors,

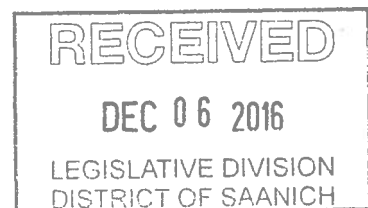
WeBike appreciates the effort and creativity exercised by Saanich Staff in providing an excellent multi-modal solution (Option 3) for a challenging street with competing perspectives voiced by residents and others.

We support the improvements offered by Option 3 (over Options 1 and 2) particularly the continuous bike lane along Shelbourne, and the combination of protected and buffered lanes, with a larger proportion of separated bike lanes. The improvements to, and additional, sidewalks, crosswalks, signalled intersections, and other design details, make this a winning option for active transportation while meeting the requirements for us, when we drive.

We are looking forward to walking and biking on Shelbourne Street to shops, services, the library, the recreation centre, school, work, and university, more safely in the next few years. Improving Shelbourne by implementing Option 3, is a huge step in the right direction.

Please see the attached page for more detail

Best Regards,  
 Cindy Marven, Karen Quine, and Kathleen Fraser  
 WeBike





Women's Everyday Bicycling Association  
December 5, 2016

Dear Saanich Mayor and Council,

RE: Option 3 Preferred: Shelbourne Valley Action Plan

Women's Everyday Bicycling (WeBike) Association is a small non-profit society, organized on behalf of women and families who would like to use bicycles for transportation more often. Many trips could easily be made by bike in less than 30 minutes, but the current transportation environment acts as a strong deterrent. The benefits of using bikes for transportation to ourselves and families – better health, greater affordability – and the economic and environmental benefits to our environment and society – are enormous, well-researched, and documented.

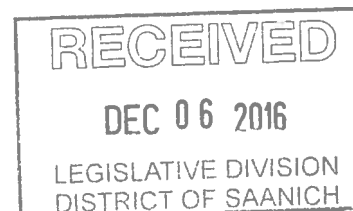
The Shelbourne Valley hosts a key transportation corridor – but it is also a neighbourhood. The commercial areas in the corridor are the residents' 'village'. Currently, the services are bisected by a car-dominated 'highway' that is difficult, dangerous, and unpleasant for people on bike and on foot to use – especially for children, youth, women, and older people, or people with disabilities. The current environment discourages biking and walking, even for short trips to the stores or services, which exacerbates the problem further, by adding cars to the corridor that do not need to be there.

In terms of the shorter-term options for corridor improvements, we strongly prefer Option 3. Option 3 would make a huge, and positive difference both to the character of the street, and the safety for people on foot and bikes. **For women, children, and youth as well as the general public, the inclusion of a larger proportion of protected bike lanes is key for supporting increased trips by bicycle. This is the type of infrastructure that allows everyone to consider using a bicycle - as jurisdictions with high percentages of trips by bicycle, especially by women and children, illustrate.** The provision of a *continuous buffered or protected bike lane* on Shelbourne Street is *critically important and welcomed* – gaps, are barriers. The addition of *crosswalks and signal lights* increase safety and access for all forms of active transportation. Option 3 is a vast improvement over both the existing situation, and Options 1 and 2 in terms of increasing safety and mobility for people on bikes and on foot getting to work, school, university, or shopping, while meeting the concerns of people using cars.

Saanich Staff are commended for their efforts to accommodate the demands to retain four lanes for car use while providing safer bicycling and pedestrian infrastructure. Hopefully, in the future, some of the space allocated for car travel, will be reorganized to accommodate a dedicated transit lane that would allow frequent, convenient transit – a more efficient use of our scarce and expensive public space that supports our need to become more sustainable.

We extend our thanks to the Saanich Mayor, Council and Staff for their commitment to seeking a solution that provides people who choose active transportation, a safer and more pleasant environment. We are eager to see these long-awaited changes built over the next few years.

Sincerely, Cindy Marven, Karen Quine, and Kathleen Fraser on behalf of WeBike Association



**Council - shelbourne bike lanes**

**From:** Jawn Lafratta [REDACTED]  
**To:** <council@saanich.ca>  
**Date:** 12/5/2016 1:31 PM  
**Subject:** shelbourne bike lanes

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REPORT FOR

ACKNOWLEDGED: BLHJ

Hi,  
 I have been a every day cyclist since moving to victoria in 2008. To this day i avoid riding on Shelbourne because of the narrow lanes and substantial traffic, which is a shame because it is often the best north/south route to take because it is so flat. In speaking with friends and customers at the bike shop i work at (Recyclistas), I am sure that many cyclists feel the same way. If there was a continuous bike lane on Shelbourne i would feel much safer and be much more inclined to ride. The same can be said the more connected our bike lane infrastructure becomes.  
 Jawn Lafratta

--  
 "It's like this." -Ajahn Sumedho

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 DISTRICT OF SAANICH

**Council - Bikes lanes on Shelbourne Street**

**From:** Anna Mosolov [REDACTED]  
**To:** <council@saanich.ca>  
**Date:** 12/5/2016 1:46 PM  
**Subject:** Bikes lanes on Shelbourne Street

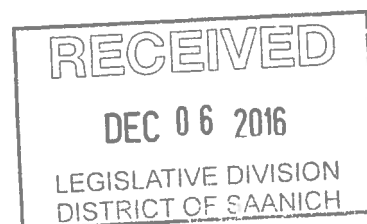
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Hi,

I am emailing to show my support for adding bike lanes to Shelbourne St. This street is in desperate need of bike lanes; in it's current state it is treacherous for both cyclists and motorists. The addition of bike lanes would make it safer for everyone that uses this main thoroughfare.

Cheers,

Anna Mosolov



**Council - Bike Lanes on Shelbourne**

**From:** Craig Farish <[REDACTED]>  
**To:** "council@saanich.ca" <council@saanich.ca>  
**Date:** 12/5/2016 1:51 PM  
**Subject:** Bike Lanes on Shelbourne

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To Saanich Council,

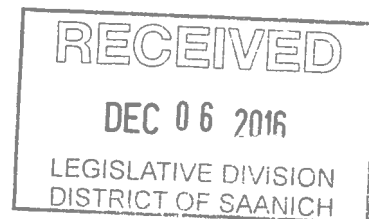
I wanted to express my heartfelt and enthusiastic support for Option 3. While Option 1 and 2 had some great elements and addressed many of our concerns, Option 3 incorporates all of the risk management and sustainability needs of the St. Michaels University School students, staff and parents.

**Priority issues that have been effectively addressed in option 3:**

- Continuous, safe bike lanes - this is the number one fundamental issue.
- Pedestrian controlled crosswalk at Knight Avenue and Shelbourne.

Finally, option 3 is the comprehensive solution. It's not a partial fix with lingering safety issues. It's comprehensive, well thought out and addresses both risk management and sustainability concerns of the entire community.

Thank you,  
Craig



**Clerksec - SVAP - questions - option 3**

**From:** Luke [REDACTED]  
**To:** "clerksec@saanich.ca" <clerksec@saanich.ca>  
**Date:** 12/5/2016 1:37 PM  
**Subject:** SVAP - questions - option 3

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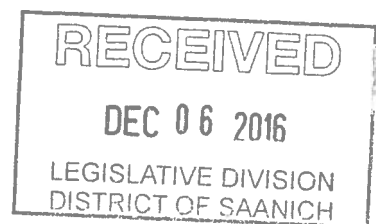
Hi there,

Thank you for the opportunity to provide feedback and ask questions on this project.

1. Where no automobile entrances/driveways / bus stops or exits exist, will bikes lanes have physical barriers (ie. Block curb) ? If not, please consider to maximize the safety of all vehicles.
2. Will some or all intersections have priority pedestrian and cycling traffic control lights independent of automobile lights?
3. What, if any, has been planned for the enforcement of traffic and vehicle laws for both automobiles and bicycles during the transition ?
4. What education for all vehicles, especially bicycles, will be employed to ensure safety for all parties affected by the changes? (Appropriate lighting, safety, and rules)

Thank you

Luke



2310-30 SVAP

**Clerksec - Shelbourne Valley Action Plan**

**From:** Alex Nagelbach  
**To:** <clerksec@saanich.ca>  
**Date:** 12/5/2016 1:49 PM  
**Subject:** Shelbourne Valley Action Plan

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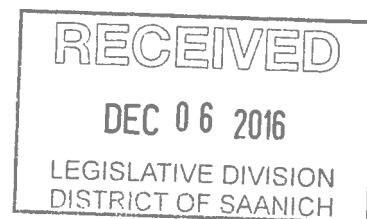
Mayor and Council,

I strongly recommend that you approve the staff-recommended Option 3 of the Shelbourne Valley Action Plan interim mobility options.

I believe Shelbourne has the potential to be the most vibrant corridor in the municipality. However, that vision cannot be realized with the current design of the roadway. It's simply unsafe for pedestrians, cyclists and motorists.

I also want to congratulate Saanich staff for coming up with such an outstanding plan given the constrained right of way. Their expertise will serve us well as we all continue our work in improving Saanich.

Alex Nagelbach  
Lavender Ave



**Council - Shelbourne Bike Lanes**

**From:** Paul Butterfield <[REDACTED]>  
**To:** <council@saanich.ca>  
**Date:** 12/5/2016 4:04 PM  
**Subject:** Shelbourne Bike Lanes

POST TO: **GEN-SVAP** | DEC 08 2016

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COPY RESPONSE TO LEGISLATIVE DIVISION

REPORT FOR

ACKNOWLEDGED: **B-M**

Mayor and Council,

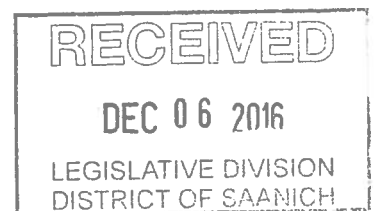
I strongly support Option 3 of the interim mobility options for Shelbourne Street. The proposal will begin the process of remaking the Shelbourne Valley into a people centric place with continuous bike lanes, better sidewalks and improved transit facilities, in addition to safety improvements for drivers.

As is noted in the report, I would like to see further detailed designs for physical separation on the buffered bike lane portion of the plan, such as inexpensive plastic bollards. This would make the whole street an All-Ages and Abilities bikeway, offering a higher level of comfort and safety which will attract more people riding bikes.

I were very pleased to see a high level of support from the public consultation process, proof that Saanich residents want a better Shelbourne. I ask council to move ahead with Option 3 and allocate funding to complete this critical project.

Thank you,

Paul Butterfield





2310-20SVAP

**Council - Shelbourne Valley Action Plan**

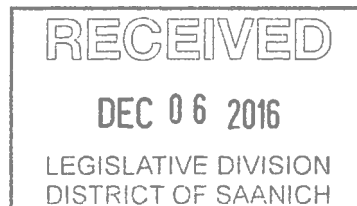
**From:** GMC Spencer <[REDACTED]>  
**To:** <council@saanich.ca>  
**Date:** 12/5/2016 8:42 PM  
**Subject:** Shelbourne Valley Action Plan

POST TO: <u>Gen-SVAP</u>	POSTED: <u>DEC 08 2016</u>
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INFORMATION <input checked="" type="checkbox"/>	
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FOR _____	
ACKNOWLEDGED: <u>BLM</u> ✓ <u>P</u>	

Greetings

Unfortunately I was unable to attend the meeting earlier this evening, but would like to add my support for Option 3. I really appreciate that it facilitates full bike lanes along the route in both directions. I also like the separation indicated in the diagrams, between the car traffic and bicycle traffic. This will help make travel on this route more attractive and safer for all.

thank you  
Graham Spencer



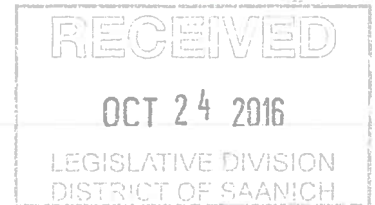
2310<sup>D</sup>-SVAP.

Tricia McKenzie

POST TO	General	POSTED	OCT 26 2016
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INFORMATION	<input checked="" type="checkbox"/>		
REPLY TO WRITER	<input type="checkbox"/>		
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REPORT FOR			
ACKNOWLEDGED:	BIM		

05 October 2016

His Worship Mayor Richard Atwell and Council  
Saanich Municipal Hall  
770 Vernon Ave.  
Victoria, BC V8X 2W7



Dear Mayor Atwell and Council

Re: Shelbourne Valley Action Plan - Without Prejudice

First let me say I am not in favour of the changes that have happened and are planned for Shelbourne Street and ask that you stop the progress on this project. Second, I apologize for the disjointed comments. Since the first time I heard of the 'Plan' for Shelbourne, I have wanted to write or attend the open houses, but time has permitted neither.

Background:

Since 1963, I have lived in the subdivisions surrounding Blair Avenue and saw the process of changing Shelbourne Street from one to two lanes of vehicle traffic. In the early 60s, the so-called 'University Heights' subdivision (Blair, Carnegie Crescent, Oberlin, Magdelin) were the first streets built. The rest of the area was greenhouses and daffodil fields. When my parents moved into their house on Carnegie Crescent, there wasn't even a road; we had to drive through the mud in what remained of the daffodil fields. The bus ran once an hour, if that, and continued from Shelbourne out to service the rest of the 'boonies', towards Vantreight Drive. It seemed to me there was almost no development between town and Gordon Head. Shelbourne Plaza existed on a smaller scale I seem to recall.

As more and more subdivision were built and traffic increased, Shelbourne Street became the main vehicle traffic artery from Bay Street to Mt. Doug Park and beyond, and has remained so to this day. At some point, the traffic was so congested, it became necessary to make Shelbourne a double lane road in both directions. Along with that came the protest over cutting all the trees that were planted for the veterans which ran almost the entire length of Shelbourne Street to Mt. Douglas Park. After most of the trees were cut, finally the wishes of the public to preserve them was recognized and in the last few blocks, Shelbourne Street was divided, leaving one row of trees in the center boulevard. Also, in the 1960's, what is now McKenzie Avenue between Gordon Head Road and Cedar Hill Road was called Ruby Road, and stopped at Cedar Hill Road.

Saanich has seen great growth since the 1960s, and with it, increased vehicle traffic, and many more roads and additional traffic lanes were built to accommodate the ever-increasing number of vehicles. McKenzie Avenue was pushed through, so it is now the major East/West connector route. The Junior and Senior High Schools 'switched places', and both saw new additions to accommodate the growing number of students.

Points to Ponder:

Traffic Calming

Shelbourne Street is not like Quadra Street, which was 'traffic calmed' a few years back. Calming Quadra meant most of the traffic now uses Blanshard Street, as Quadra is all but impassible when traffic is heavy. There is no alternate route for traffic when Shelbourne Street is 'calmed'. The traffic will just back up, with some taking alternate winding routes through lesser streets with more chance of 'running into' children playing. As for 'traffic calming', it seems to me it only causes more road rage. As a matter of fact, a study released today states there have been more vehicle/pedestrian accidents since speed limits were reduced.

### Traffic Delays and Back-ups

The major impact of single lanes on busy roads is long lines of backed-up traffic (Cloverdale Avenue, Maplewood, Tillicum, McKenzie to name a few, and recently Cedar Hill Cross Road from Cedar Hill to Richmond.)

For example on McKenzie Avenue, between Gordon Head Road and Shelbourne Street, it is now usual to have to wait for 20-30 cars to pass before you can turn left from Eastbound McKenzie onto Larchwood Drive, or to turn right out of Larchwood Drive onto McKenzie. Often, I have counted OVER 70 cars that had to pass before I could make that left turn because the traffic coming from the University backs up. The backup is often impacted when a bus is stopped at the bus stop, which doesn't allow west-bound vehicles to get by, although many vehicles actually move into the lane of on-coming traffic to get past the bus, risking a head-on collision. With only one lane of traffic, the line-up is twice as long as it was with two lanes which flowed smoothly. The light at McKenzie and Shelbourne seems to serve the same purpose as the one at McKenzie and the Island Highway – holding up traffic. It is also common to miss 2 or more lights there, especially if you are trying to turn left to head South on Shelbourne, as the left turn lane is not long enough, so you are stuck in the blocked through lane until it clears enough to let you into the left lane, missing many empty-lane advanced left turn signal as well. Even if you are in the left turn lane, it is common to sit through 2 left turn signals as well. There is a similar problem heading East on Cedar Hill Cross Road at Cedar Hill Road, where the left turn lane is much too short and though the left turn lane is clear, you cannot get to it.

### Carbon Footprint:

To the planner who said single-laning Shelbourne would only add 2.9 minutes to the average commute, I say: add up the emissions from all those cars taking an extra 2.9 minutes even if they were moving. Sadly, most will be stuck in traffic, idling. Do you think Saanich is being a responsible citizen when it comes to global warming, climate change, and pollution when they stall traffic in this manner? Based on the added time it takes me to enter or exit Larchwood Drive with what has been done to McKenzie Avenue, I would say the 2.9 minutes have already been used waiting there, so these estimates are meaningless and the commute will be much longer than before. As I suggested many months ago, before you spend millions rebuilding Shelbourne, just put up pylons and block one lane of Shelbourne in each direction for a week to see what happens.

### Lack of Public Participation:

It seems the greater Victoria area is being run by the bicycle crowd, the only people with time to voice their opinions. Recently it surprised me to discover many people who live in the Shelbourne area had never heard anything about the 'Shelbourne Valley Action Plan', despite the advertising that Saanich has done. Not only that, many seniors, and people with children (who cannot ride bikes, and who need their cars to get kids to day care, run errands, get groceries on the way to and from work) just don't have time to keep a watchful eye on what the government is doing with tax-payer dollars. We assume there are responsible people doing what is best for everyone, not just a small vocal minority or a plan put forward by a small focus group. Evidence of this is in the stated on your website, where 1325 completed surveys and 43 emails were received in regards to this plan, for a total of about 1368 people from the population of Saanich, which was 109,800 in 2011, and must have increased since then. This is just barely 1% of the population, and based on the fact there were some changes made to the plan, I would surmise some of this 1% were not in favour of what is being done to Shelbourne Street. By the time the majority of people realize what is happening, the work will be completed, the money wasted, the traffic calmed to a standstill, and I expect down the road some sense will prevail and it will all be undone, incurring huge costs to set it right again.

### Irresponsible use of Tax-Payer Money:

Saanich is badly in need of major infrastructure up-grades (road surface, water, etc.). That to me should be where responsible municipal (and government) employees would be concentrating their efforts. As well, policing and fire are priorities. In the 'City of Gardens', there is no need for Saanich to be cultivating gardens down the centre of roads, nor at the intersections. While they are beautiful, they are a frivolous waste of my money – not necessary in these very tough economic times. More importantly, think of emergency vehicles, and disaster recovery who will be immobilized by curbs, gardens, roundabouts, and one lane roads. Think of the tax-payers, many on fixed-incomes, facing ever-increasing taxes, fees, and levies. "It is only a dollar more a month" says every utility, or tax authority without realizing we, the tax-payers, just don't have all those

extra one dollars – and I haven't even mentioned sewage treatment costs (and the disgusting amount of money wasted so far on 'planning' – Is this the first and only sewage treatment plant ever built in the world? Just like the Johnson Street Bridge, Victoria had to invent the wheel; why not use a plan from a bridge in Chicago, where at every intersection there is a bridge that opens; but I digress).

Remember, when you hear 'the government' will be paying for something, that YOU and I ARE the government. There is no money tree. There is no secret stash of money. PM Trudeau is busy spending money like a kid in a candy store, on things in which the government should not be involved. The money comes from the pockets of the taxpayer – you and I. It is time all levels of government returned to a basic mandate of managing infrastructure and the necessities, and not wasting our money on bailing out companies, and carelessly spending on projects that should not be in their mandate in the first place. and make no good sense.

In Conclusion:

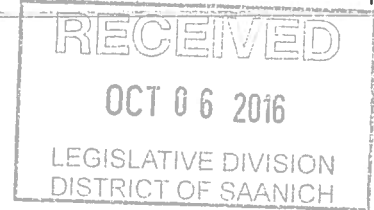
This Shelbourne Valley Action Plan has been in the works for years and I hate to think of the money spent to date on the planning and construction of a project that should never have been started: calming a major traffic route used by most of the Greater Victoria area. I ask Saanich to stop this plan at once.

Yours truly,

A grey rectangular box redacting the signature of Tricia McKenzie.

Tricia McKenzie

2310-20  
SVAP



**From:** [Redacted]  
**To:** <council@saanich.ca>  
**Date:** 10/5/2016 5:53 PM  
**Subject:** Shelbourne 4 lane

Today my neighbours and I woke up to something we couldn't believe. City council turning shelbourne into a 2 lane. Do any council members drive shelbourne every day. I doubt it. You are about to turn shelbourne into the colwood crawl. Do you realize how congested cedar hill and shelbourne is already. You say the long term plan is 4 lane. Stopping creating a disaster that future councillors will have to deal with your careless decisions. Do it right the first time. To say that you have consulted with the public and they agree with it is complete fabrication nobody shows up at meetings and you know it. If there was a vote 95 percent or more of people would vote against it and you know it. You have already created huge traffic congestion on McKenzie by uvic from turning it to a one lane. Stop creating traffic chaos for the benefit of the tiny few who take a bike. Do the work of pulling out the poles out if you want bike lanes. I also ride my bike alot but don't think people with cars should have to suffer because of your careless decisions. Johnny

Diabetes Breakthrough That Was Silenced By Drug Companies  
 Life Advice Daily  
<http://thirdpartyoffers.juno.com/TGL3131/57f5a0704c0f220704b62st04vuc>

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FOR	B/Mood ✓	
ACKNOWLEDGED:	B/Mood ✓	

2310-20  
SVAP

**From:** Antonia Kowalewski [REDACTED]  
**To:** <council@saanich.ca>  
**Date:** 10/12/2016 7:08 PM  
**Subject:** Shelbourne Valley Action Plan

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ACKNOWLEDGED:	BIM		

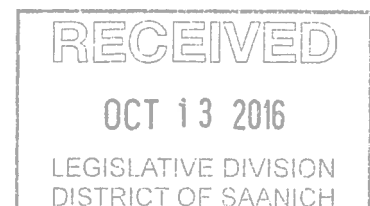
Hello,

My name is Antonia Kowalewski and I am a resident of Saanich. When reading through the options for Shelbourne Valley I was appalled that such high numbers of trees were to be removed, no matter which option in chosen. I ask that you please prioritize our trees. They provide noise reduction and privacy to the residents of the valley, as well as ambiance and clean air to the roads.

For the trees that will be removed I suggest Tree Spades as opposed to chainsaws. This is an environmentally friendly, cost effective method of removing trees and replanting them elsewhere. More information is available at: <http://www.dutchmantreespade.com>

Thank you for your consideration. I look forward to hearing back that my proposal has been heard.

Sincerely,  
Antonia Kowalewski



2310-20SVAP

October 17, 2016

Mayor and Council  
District of Saanich  
770 Vernon Ave  
Saanich, BC V8X 2W7



Greater Victoria's  
Pedestrian Advocacy  
Organization

**RE: Shelbourne Valley Action Plan**

Dear Mayor Atwell and Members of Council,

I am writing on behalf of Walk On, Victoria, Greater Victoria's Pedestrian Advocacy Group. After reviewing the proposed Shelbourne Valley Action Plan, we are offering our support for Option 3.

Currently, Shelbourne has some of the worst sidewalks in the Capital Region, and we are encouraged to see that Option 3 will replace and/or upgrade sidewalks and improve pedestrian crosswalks at intersections. Well constructed and well maintained sidewalks are important for the safety of all pedestrians and especially for those with disabilities who use walkers and scooters for mobility.

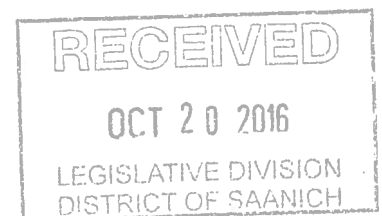
The addition of traffic signals at crosswalks on Knight Avenue and on Torquay Drive will make it safer for pedestrians to cross the street, and the greater waiting space at intersections on Cedar Hill X-Road and on McKenzie will enhance pedestrian comfort and safety. The dedicated cycle lanes will provide pedestrians on the sidewalks with greater separation from traffic, and this, too, will make walking more pleasant.

With improved sidewalks, traffic calming measures and attractive landscaping, Shelbourne will become a very different street from what it is today. We look forward to future walks in the Shelbourne Valley once these improvements are made.

Sincerely,

Arielle Guetta  
Chair, Walk On, Victoria

[walkonvictoria.org](http://walkonvictoria.org)  
[info@walkonvictoria.org](mailto:info@walkonvictoria.org)



2310-20 SVAP

**From:** Arielle Guetta [REDACTED]  
**To:** <council@saanich.ca>, <cameron.scott@saanich.ca>  
**Date:** 10/19/2016 7:48 PM  
**Subject:** Walk On, Victoria supports Shelbourne Valley Action Plan Option #3  
**Attachments:** Letter\_Saanich\_Shelbourne Option 3\_Oct.2016.docx

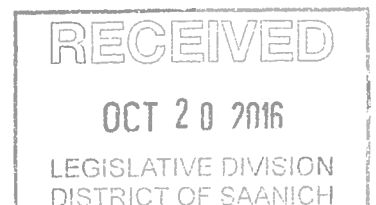
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#3 FOR			
ACKNOWLEDGED:	BIM ✓		

Dear Mayor and Council,

Please find attached a letter from Walk On, Victoria supporting the Shelbourne Valley Action Plan Option #3.

Walk On, Victoria is greater Victoria's pedestrian advocacy organization. Our mission is to improve the walkability of Greater Victoria's neighbourhoods and promote walking as a healthy, sustainable form of transportation and recreation.

Sincerely,  
Arielle Guetta  
Chair, Walk On, Victoria





2310-20 SVAP

**Clerksec - Shelbourne Valley Action Plan : Looking Ahead to Autonomous Cars in Saanich**

**From:** Ray Travers <[REDACTED]>  
**To:** Dean Murdock <dean.murdock@saanich.ca>, Vic Derman <vic.derman@saanich.c...>  
**Date:** 11/21/2016 12:03 PM  
**Subject:** Shelbourne Valley Action Plan : Looking Ahead to Autonomous Cars in Saanich  
**CC:** Saanich Legislative Services <clerksec@saanich.ca>, Cameron Scott <camer...>

Saanich Mayor and Council,  
 Saanich, BC

Dear Mayor and Council:  
 cc Cameron Scott, Harley Machielse

Re: Shelbourne Valley Action Plan, Looking Ahead to Autonomous Cars in Saanich

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ACKNOWLEDGED:	BW	

The Shelbourne Valley Action Plan ( SVAP ) intends, over time, to implement the "Ultimate" Design of four lanes for most of the street. Land negotiations are currently underway on some 17 properties on South Shelbourne to purchase frontage property to enable the "Ultimate" to happen.

There is a compelling need, however, for a public conversation on the likely policy and operational consequences of autonomous (driverless) cars. The increased capacity of the breakthrough technology will, without question, outperform what is happening now on Shelbourne. Some of these safety features are already designed into 2016 high end models.

1. Some highlights on the potential performance of "Autonomous car" copied from [https://en.wikipedia.org/wiki/Autonomous\\_car](https://en.wikipedia.org/wiki/Autonomous_car)

• autonomous vehicles could eliminate 90% of all auto accidents,

• autonomous cars could increase capacity by 273% (~8,200 cars per hour per lane). These increases in highway capacity could have a significant impact in traffic congestion, particularly in urban areas, and even effectively end highway congestion in some places.

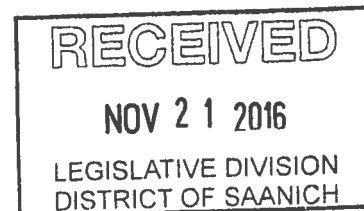
• improved ability to manage traffic flow,

• could reduce the needs of road and parking space in urban areas,

• new business models (such as mobility as a service) can develop,

• better fuel efficiency and fuel consumption, less air pollution and a lower carbon footprint from road travel.

2. Policy implications on the performance of autonomous cars : Abstract copied



file:///C:/Users/litzenbs/AppData/Local/Temp/XPgrwise/5832E278SaanichMun... 11/21/2016

from "Autonomous Vehicle Technology, a Guide for Policymakers"

[http://www.rand.org/pubs/research\\_reports/RR443-2.html](http://www.rand.org/pubs/research_reports/RR443-2.html)

For the past hundred years, innovation within the automotive sector has created safer, cleaner, and more affordable vehicles, but progress has been incremental. The industry now appears close to substantial change, engendered by autonomous, or "self-driving," vehicle technologies. This technology offers the possibility of significant benefits to social welfare " saving lives; reducing crashes, congestion, fuel consumption, and pollution; increasing mobility for the disabled; and ultimately improving land use. This report is intended as a guide for state and federal policymakers on the many issues that this technology raises. After surveying the advantages and disadvantages of the technology, RAND researchers determined that the benefits of the technology likely outweigh the disadvantages. However, many of the benefits will accrue to parties other than the technology's purchasers. These positive externalities may justify some form of subsidy. The report also explores policy issues, communications, regulation and standards, and liability issues raised by the technology; and concludes with some tentative guidance for policymakers, guided largely by the principle that the technology should be allowed and perhaps encouraged when it is superior to an average human driver.

Recommendation : Direct Saanich staff to review the policy and operational implications of the likely introduction of autonomous cars (some features already implemented) on the assumptions and projections of the Shelbourne Valley Action Plan, when this plan is presented to Saanich Council on December 5, 2016.

Regards,

Ray Travers

██████████ Carnegie Crescent,  
Victoria BC ██████████  
██████████

2310-20 SVAP

**From:** "Spalteholz, Bernhard" [REDACTED]  
**To:** "council@saanich.ca" <council@saanich.ca>  
**Date:** 11/21/2016 3:27 PM  
**Subject:** Biketoria

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REPORT FOR		
ACKNOWLEDGED:	BIM ✓	

Please ensure that the funding to the shelbourne bike Lane improvements is not cut, this is a hazardous corridor.

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**RECEIVED**  
 NOV 22 2016  
 LEGISLATIVE DIVISION  
 DISTRICT OF SAANICH

2310-20SVAO

**Council - Bike Lanes**

**From:** Cyrus Farivar [REDACTED]  
**To:** <council@saanich.ca>  
**Date:** 11/21/2016 5:13 PM  
**Subject:** Bike Lanes

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*ACKNOWLEDGED:	BIM	✓

Shelbourne is so close to finally getting badly-needed bike lanes. I urge Saanich Council to make certain that this long awaited improvement isn't delayed any further.  
 cyrus Farivar

**RECEIVED**  
 NOV 22 2016  
 LEGISLATIVE DIVISION  
 DISTRICT OF SAANICH

2310-20SVAR

**Council - I approve of the Shelbourne bike lane improvements**

**From:** James G Burns  
**To:** <council@saanich.ca>  
**Date:** 11/21/2016 4:43 PM  
**Subject:** I approve of the Shelbourne bike lane improvements

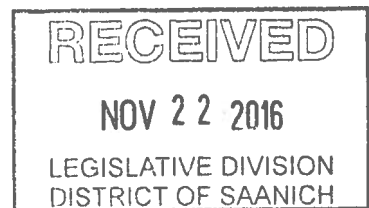
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ACKNOWLEDGED:	BIM	

Hello,

I'm happy as a Saanich resident and home-owner in the north Shelbourne corridor that Saanich has been making improvements to the bike capacity on Shelbourne and other parts of Saanich. It is important to the health and safety of me and my children. Please, keep it up!

Best regards,

James Burns



2310-20 SVAP

**Council - Shelbourne Bike Lanes**

**From:** Darrell Barnes <sdkmbarnes@gmail.com>  
**To:** <council@saanich.ca>  
**Date:** 11/21/2016 6:26 PM  
**Subject:** Shelbourne Bike Lanes

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REPORT FOR		
ACKNOWLEDGED:	BIM	

We are so happy that this bike lane will go ahead and proceed as planned. Please do not delay in the development/completion. This will definitely make a lot of bike commuters very happy.

Thank you  
Darrell & Sherry Barnes

**RECEIVED**  
 NOV 22 2016  
 LEGISLATIVE DIVISION  
 DISTRICT OF SAANICH

2310-205VA

**Council - Shelbourne bike lane**

**From:** Carrie Walker <[REDACTED]>  
**To:** <council@saanich.ca>  
**Date:** 11/21/2016 3:42 PM  
**Subject:** Shelbourne bike lane

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ACKNOWLEDGED:	BIM ✓

Hello,

I heard today that Saanich plans to make Shelbourne bike friendly. This is exciting news! I recently moved to Victoria from Vancouver and have been surprised to find many of the streets in Victoria far scarier to ride on than those in Vancouver. This is due in large part to there being no parking lanes on major thoroughfares here and also because there is no grid system. In Vancouver, you can always choose to ride down a quieter side street. Shelbourne is the only option for cycling between University Centre and Hillside, a route I would like to travel but find far too harrowing. I will sometimes ride on the sidewalk if I have to take this route, something I haven't done since I was a little kid learning to ride.

Anyways, I would just like to send a letter of encouragement and thanks for moving forward with making Shelbourne bike friendly.

Best regards,  
Carrie



RECEIVED
NOV 22 2016
LEGISLATIVE DIVISION DISTRICT OF SAANICH

2310-2051114

**Council - Shelbourne Street improvements**

**From:** [REDACTED]  
**To:** <council@saanich.ca>  
**Date:** 11/21/2016 7:56 PM  
**Subject:** Shelbourne Street improvements

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ACKNOWLEDGED:	B.M.	

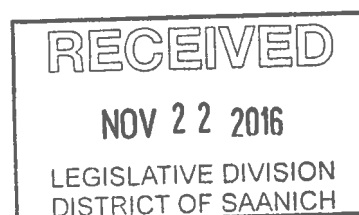
Dear Saanich Council,

I am a Saanich resident and a driver and an experienced cyclist. I complete several errands each week by bicycle and by car in the Shelbourne Valley and also ride my bicycle for fun on longer rides all over Greater Victoria. I am a reasonably strong cyclist and do not hesitate to take a longer or hillier route to bypass busier roads and especially all of Shelbourne south of Feltham. Although not perfect (\*) I am very pleased with the suggested changes to Shelbourne Street and I believe that the changes will benefit pedestrians, cyclists and most of all drivers. Many letters to the editors of the TC have been anti-bike and have been very critical of the proposed changes. As a driver I am very much looking forward to the changes as much as I am looking forward to the changes as a cyclist and as a pedestrian. Nothing frightens me more than having to pass a cyclist in busy traffic and like I said I just plain avoid it as a cyclist. Shelbourne Street as it is discourages many people from cycling it for errands and such and most cyclists are not comfortable diverting to Richmond or Cedar Hill roads. Cedar Hill is hilly and there are some downright dangerous sections such as at Cedar Hill Cross Road and Richmond is just not made for cyclists at all. I think that the proposed changes will increase bicycle traffic at least 10 fold if not more and I am really looking forward to heading down to Hillside Mall by bike on Shelbourne from my home in Gordon Head on those days when I don't have the energy to manage the hills of Cedar Hill. This will certainly become more of an issue in the coming two decades during which I will become a senior. Please keep moving forward on this project and continue the great work that you all have been doing and do not be discouraged by the naysayers in the community. They will come around. Also, I must say that I like the lane improvements along Cedar Hill Cross Road east of Cedar Hill. I am riding along that segment almost weekly now and I no longer have to take a longer detour to Pear Street to get down to Shelbourne Plaza to pick up my weekly bread.

Keep up with the good work,

Sincerely,  
Dennis Churchill

\*By not perfect I think that I just mean the section that must be reduced to a single car lane in both directions. That is the section that will bring the most grief to drivers and will draw the most complaints. I understand the need for it to be done that way, it is just unfortunate from a practical driver's perspective and it will make it harder to sell the project to drivers.





2310-20SNAP

**From:** Maria [redacted]  
**To:** <council@saanich.ca>  
**Date:** 11/21/2016 8:58 PM  
**Subject:** Bike lanes on Shelbourne

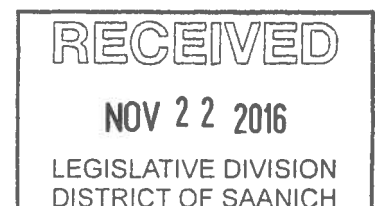
TO	General	POSTED
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INFORMATION	<input checked="" type="checkbox"/>	
REPLY TO WRITER	<input type="checkbox"/>	
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REPORT FOR	<input type="checkbox"/>	
ACKNOWLEDGED:	BIM	

I had the unfortunate experience of cycling along Shelbourne, from Cedar Hill to downtown last Thursday. Normally I would take a different route but I had business to do on Shelbourne. I swore I vowed to myself I would not ride that way again as I felt very unsafe as a cyclist.

It is with great pleasure that I hear Saanich will be putting in bike lanes along Shelbourne soon. I sincerely hope it's very soon.

Yours hopefully,  
Maria Lyons  
[redacted] Sea View Rd  
victoria  
[redacted]

Maria Lyons



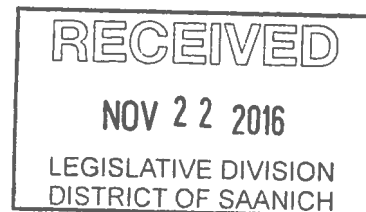
**Council - make shellbourne bike friendly**

**From:** Cynthia Brossard [redacted]  
**To:** <council@saanich.ca>  
**Date:** 11/22/2016 6:25 AM  
**Subject:** make shellbourne bike friendly

POST TO	General	POSTED
COPY TO	SH/HM	
INFORMATION	<input checked="" type="checkbox"/>	
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REPORT FOR		
ACKNOWLEDGED:	BIM	<input checked="" type="checkbox"/>

I ride 4-5,000 MILES every year, but I avoid saanich because it's a death trap of bike lanes that end in the worst possible place and speeding traffic. Please get on with bike facilities on Shellbourne.

Cynthia Brossard



2310-20 SVAD

**Council - Please make Shelbourne bike - friendly!**

**From:** [REDACTED]  
**To:** <council@saanich.ca>  
**Date:** 11/22/2016 6:43 AM  
**Subject:** Please make Shelbourne bike - friendly!

POST TO	General	POSTED
COPY TO	SH/HM	
INFORMATION	<input checked="" type="checkbox"/>	
REPLY TO WRITER	<input type="checkbox"/>	
COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>	
REPORT FOR		
ACKNOWLEDGED:	BIM	

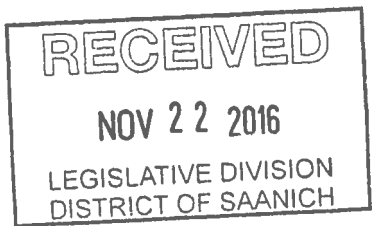
Greetings,

Just a bike-friendly reminder to please follow through on your commitment to make Shelbourne Street friendly for bicycles. I can hardly wait to use this corridor as a regular route for me and my bike. Thanks for your help!

Keepin' it real on two wheels,

Randy Cunningham  
[REDACTED] Earl Grey Street

Sent from Samsung tablet



2310-20 SVAD

**From:** Geoffrey <[redacted]>  
**To:** <council@saanich.ca>  
**Date:** 11/22/2016 8:01 AM  
**Subject:** Shelborne bicycle improvements

POST TO	General	POSTED
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ACKNOWLEDGED:	DM	

Dear Saanich Counsellors,

As a daily commuter cyclist, I urge Saanich Counsellors to take a bicycle ride up or down Shelbourne Street at any time of the day to see just how dangerous it is at the present time, for cyclists. This is a natural relatively flat, and direct north - south corridor for cycling, and if needed safety improvements are made it will encourage many more people to use the bicycle option instead of their personal vehicles for travel.

Bus stop pull-outs, overall 3-lane vehicle roadway with alternating sections of two lane northbound, then southbound, traffic will be a simple fix to permit safe spaces for cycling lanes, without significant changes to the existing curb and sidewalk structures.

In appreciation of your efforts for improving the safety of your cycling population,

Geoffrey Hall  
[redacted]

**RECEIVED**  
**NOV 22 2016**  
 LEGISLATIVE DIVISION  
 DISTRICT OF SAANICH

**Council - Shelbourne Bike Lanes**

**From:** "d. janess" <[REDACTED]>  
**To:** <council@saanich.ca>  
**Date:** 11/22/2016 1:01 PM  
**Subject:** Shelbourne Bike Lanes

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ACKNOWLEDGED:	BIM	<input checked="" type="checkbox"/>

Dear Saanich Council Members:

Shelbourne is so close to getting badly-needed bike lanes. I urge Saanich Council to make certain this long-awaited improvement isn't delayed any further. I often avoid Shelbourne because of the lack of bike lanes, and on those times must take a longer route when commuting to/from my daughter's school in Fernwood and the University of Victoria where I work and study. Bike lanes will be a much needed step in improving commuter safety. We might look to areas of Metro Toronto, where new protected bike lanes will ensure a buffer zone between traffic and cyclists, and likewise between traffic and pedestrians.

Sincerely,  
Danielle Janess

--  
Danielle Janess, MFA Writing  
[REDACTED]

**RECEIVED**  
NOV 23 2016  
LEGISLATIVE DIVISION  
DISTRICT OF SAANICH

2310-20 SVAP

**Council - Shelbourne Valley Action Plan - Option 3, Early Implementation!**

**From:** Michael Betts [redacted]  
**To:** <council@saanich.ca>  
**Date:** 11/22/2016 4:41 PM  
**Subject:** Shelbourne Valley Action Plan - Option 3, Early Implementation!

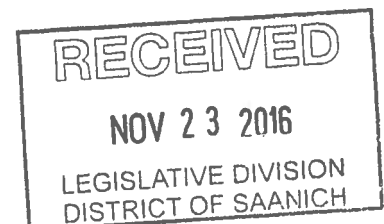
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ACKNOWLEDGED:		

To Saanich Council:

I have lived in the same house in Gordon Head since 1982. I have always been an avid cyclist and am so looking forward to being able to safely cycle down Shelbourne Street to Hillside and downtown Victoria. Presently the safest access to downtown Victoria by bicycle for me is through Mt. Douglas Park, to Lochside Trail and the Goose - a much longer route than via Shelbourne Street. I strongly encourage an early implementation of the cycle infrastructure needed on Shelbourne Street as outlined in the Shelbourne Valley Action Plan, Option Three. Also, I wish to express my gratitude for the bicycle infrastructure work which has been completed on Shelbourne Street between Feltham Road and Kenmore Road. It has resulted in a significant improvement for cyclists.

Sincerely,

Michael Betts  
[redacted] Hillview Ave.  
District of Saanich



**Clerksec - Shelbourne Valley Action Plan : Looking Ahead to Autonomous (Self Driving) Cars in Saanich: Important Edit**

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REPORT FOR		
ACKNOWLEDGED:	BIM	

**From:** Ray Travers <[redacted]>  
**To:** Dean Murdock <dean.murdock@saanich.ca>, Vic Derman <vic.derman@saanich.c...>  
**Date:** 11/23/2016 8:47 AM  
**Subject:** Shelbourne Valley Action Plan : Looking Ahead to Autonomous (Self Driving) Cars in Saanich: Important Edit  
**CC:** Carrie MacPhee <clerksec@saanich.ca>, Cameron Scott <cameron.scott@saani...>

Hello All:

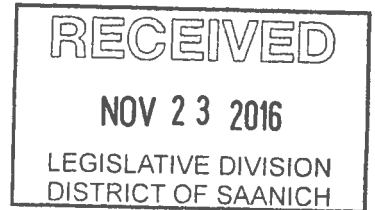
I have an important edit to bring to your attention, on the message I sent earlier - which has now been corrected (below). Further reading confirms that autonomous cars are better referred to as "self driving" not "driverless."

Thanks, Ray Travers

On Nov 21, 2016, at 12:02 PM, Ray Travers <[redacted]> wrote:

Saanich Mayor and Council,  
Saanich, BC

Dear Mayor and Council:  
cc Cameron Scott, Harley Machielse



Re: Shelbourne Valley Action Plan, Looking Ahead to Autonomous ( Self Driving) Cars in Saanich

The Shelbourne Valley Action Plan ( SVAP ) intends, over time, to implement the "Ultimate" design of four lanes for most of the street. Land negotiations are currently underway on some 17 properties on South Shelbourne to purchase frontage property to enable the "Ultimate" to happen.

There is a compelling need, however, for a public conversation on the likely policy and operational consequences of autonomous (self driving ) cars. The increased capacity of the breakthrough technology will, without question, outperform what is happening now on Shelbourne. Some of these safety features are already designed into 2016 high end models.

1. Some highlights on the potential performance of "Autonomous car" copied from [https://en.wikipedia.org/wiki/Autonomous\\_car](https://en.wikipedia.org/wiki/Autonomous_car)

" autonomous vehicles could eliminate 90% of all auto accidents"

• autonomous cars could increase capacity by 273% (~8,200 cars per hour per lane)  
 • These increases in highway capacity could have a significant impact in traffic congestion, particularly in urban areas, and even effectively end highway congestion in some places.

• improved ability to manage traffic flow,

• could reduce the needs of road and parking space in urban areas,

• new business models (such as mobility as a service) can develop,

• better fuel efficiency and fuel consumption, less air pollution and a lower carbon footprint from road travel.

2. Policy implications on the performance of autonomous cars : Abstract copied from "Autonomous Vehicle Technology, a Guide for Policymakers"

[http://www.rand.org/pubs/research\\_reports/RR443-2.html](http://www.rand.org/pubs/research_reports/RR443-2.html)

For the past hundred years, innovation within the automotive sector has created safer, cleaner, and more affordable vehicles, but progress has been incremental. The industry now appears close to substantial change, engendered by autonomous, or "self-driving," vehicle technologies. This technology offers the possibility of significant benefits to social welfare – saving lives; reducing crashes, congestion, fuel consumption, and pollution; increasing mobility for the disabled; and ultimately improving land use. This report is intended as a guide for state and federal policymakers on the many issues that this technology raises. After surveying the advantages and disadvantages of the technology, RAND researchers determined that the benefits of the technology likely outweigh the disadvantages. However, many of the benefits will accrue to parties other than the technology's purchasers. These positive externalities may justify some form of subsidy. The report also explores policy issues, communications, regulation and standards, and liability issues raised by the technology; and concludes with some tentative guidance for policymakers, guided largely by the principle that the technology should be allowed and perhaps encouraged when it is superior to an average human driver.

Recommendation : Direct Saanich staff to review the policy and operational implications of the likely introduction of autonomous cars (some features already implemented) on the assumptions and projections of the Shelbourne Valley Action Plan, when this plan is presented to Saanich Council on December 5, 2016.

Regards,

Rav Travers  
 Carnegie Crescent,  
 Victoria BC





2310-20SVAP

**From:** kenn and alana [redacted]  
**To:** <council@saanich.ca>  
**Date:** 11/23/2016 9:19 AM  
**Subject:** shelbourne valley cycling improvements

POST TO	General	POSTED
COPY TO	SH/HM	
INFORMATION	<input checked="" type="checkbox"/>	
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ACKNOWLEDGED:	BIM	

as a resident of the shelbourne valley area i support the planned improvements and would like to see saanich move forward on the plan as quickly as is feasible.

kenn pearce  
[redacted] doncaster

drive  
Sent from my iPad

**RECEIVED**  
**NOV 23 2016**  
 LEGISLATIVE DIVISION  
 DISTRICT OF SAANICH

**Council - Safe and Complete Shelbourne Street**

**From:** Kayla Siefried <[REDACTED]>  
**To:** <council@saanich.ca>  
**Date:** 11/23/2016 12:29 PM  
**Subject:** Safe and Complete Shelbourne Street

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ACKNOWLEDGED:	BIM	

Hi Saanich Councillors,

Please prioritize safe and bike friendly infrastructure on Shelbourne!

Thank you,  
Kayla Siefried

--  
environmental educator - cycling enthusiast - yoga teacher - gardener - fermenter  
[www.siefried.blogspot.com](http://www.siefried.blogspot.com)

**RECEIVED**  
NOV 24 2016  
LEGISLATIVE DIVISION  
DISTRICT OF SAANICH

2310-20SVAP

### Council - Cycling on Shelbourne

**From:** Ryan Kereliuk <[REDACTED]>  
**To:** <council@saanich.ca>  
**Date:** 11/24/2016 1:43 PM  
**Subject:** Cycling on Shelbourne

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ACKNOWLEDGED:	BIM		

Hello,

I live in Victoria but regularly spend time/money in the Hillside area including businesses and healthcare providers inside Saanich at Shelbourne. I am writing to say I wish I could make use of the goods and services up the Shelbourne corridor but find the room for cyclists to be so poor that I don't. If you improve cycling safety, I will be more than happy to leave my money in Saanich.

(I have also communicated to the Victoria council that first-class connections from the inner city to Shelbourne are necessary and will continue working on this project.)

Thanks.

**RECEIVED**  
 NOV 25 2016  
 LEGISLATIVE DIVISION  
 DISTRICT OF SAANICH

2310-20 SVIA

**Council - Bike lanes on shelbourne**

**From:** Emerald Pringle <[REDACTED]>  
**To:** <council@saanich.ca>  
**Date:** 11/27/2016 8:39 AM  
**Subject:** Bike lanes on shelbourne

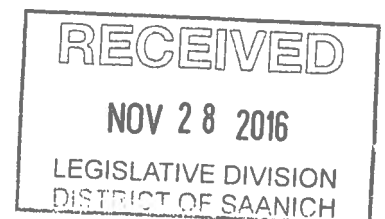
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Dear Saanich councillors,

I am writing to express my strong support for the addition of more bike lanes on Shelbourne St, to make the entire Shelbourne corridor bike friendly. Shelbourne is a narrow road that can be dangerous for cyclists yet is an essential artery to get to many places.

Sincerely,

Emerald Pringle



2310-20SVAP

**Clerksec - Shelbourne Valley plan**

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ACKNOWLEDGED:	

**From:** Barbara Crow <[redacted]>  
**To:** <clerksec@saanich.ca>  
**Date:** 11/30/2016 2:55 PM  
**Subject:** Shelbourne Valley plan

I would like to submit some thoughts on this plan. I live in this area, and shop, walk, visit friends etc here. I do not drive but walk up and down Shelbourne St every day so know all the bumps, pot holes etc on the sidewalk. I really appreciate the work that has gone into all these options and hope that a plan will be adopted and worked on sooner rather than later. Many of the local residents, myself included, are 'getting on in years', and would love to see some improvements soon.

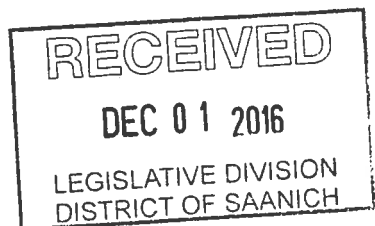
The option that I favour is option 2 - which was presented to us and received the greatest support of those who responded to the surveys. This option provides only 25% 4 lanes for traffic (rather than 65% in option 3,) but is the most 'pedestrian and cyclist' friendly. It can be done without money being spent on land acquisition on South Shelbourne - which would mean that the work could be done in a shorter time frame - much needed relief for pedestrians who presently have to share the already narrow sidewalk with cyclists who race by at high speed. The 3 lane design - 2 travel lanes with a turn lane - would keep traffic moving with separate lanes for vehicles, cyclists and walkers. Much of the roadway is underutilized at other than peak periods and should be used to improve access for traffic other than vehicles.

Please consider the safety factor rather than the 'fast mobility' factor when deciding which option to recommend for the valley. We want to reduce the potential for serious or fatal accidents and limit fast moving traffic. It is our home, we live and work here, and to have the road down the centre of our home taken over by fast traffic using 'our' street as a freeway needs to stop. Walking down the street at the moment - especially in winter with pools of water everywhere - is difficult and dangerous with cyclists on the sidewalk and cars within inches of our heads. Restricting the flow of traffic somewhat will hopefully encourage more people to walk, take transit, cycle etc, or maybe just find another route or leave home earlier or later. If we want to do our part to combat climate change we need to make it less convenient to drive, and easier to use other modes of transportation. Transit seem to be in favour of a 4 lane option, but they manage to have the buses run on time on lower Shelbourne (2 lanes) and Richmond Ave (2 lanes). And safety, not speed, should not be the determining factor when making decisions which affect us all. We need fewer locations where traffic and cyclists/pedestrians come in conflict, and slower traffic speeds. It is time to restrict the traffic on Shelbourne and put the cars on a 'diet' as so aptly expressed in an earlier newspaper article We need to lead the way in making this area much more user friendly for cyclists and pedestrians. We need to encourage people to 'get out of their cars' and use other transportation methods. It is too easy and convenient to jump in a car and drive and making it a little less attractive would hopefully encourage finding other ways to get around, and plan one's driving more carefully. Please do not give in to the residents living north of our area - of course they want a fast, straight, flat road to drive on, but forget about those of us who live here. The ultimate goal of 4 lanes for this part of Shelbourne St is not the best fit for the residents who live here.

Please consider adopting option 2 - improvements for pedestrians and cyclists that could be done fairly soon, without too much in the way of disruption, and without the time lag and expense of acquiring property. This could be regarded as a short term solution to the problems of walking and cycling in this area. The 30 year long term study could be looked at in regard to what the vision of this area is for the future. Use the 3 lane option which can be done fairly easily and cheaply and quickly - see how it works for a period of time and make some decisions for the future based on these observations. But please do something soon for the residents of this area who presently find it unsafe and uncomfortable to walk or cycle in this area.

Thankyou.

Barbara Crow



2310 - 20SVAP

Council  
Administrative  
Media

**From:** Lyle Grant <[REDACTED]>  
**To:** <council@saanich.ca>  
**Date:** 12/1/2016 11:49 AM  
**Subject:** Shelbourne Bike Lanes

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INFORMATION	<input type="checkbox"/>
REPLY TO WRITER	<input type="checkbox"/>
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REPORT	<input type="checkbox"/>
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ACKNOWLEDGED:	

Dear Saanich Council:

I understand that you are considering establishing bike lanes along Shelbourne Street. Providing these lanes will be good for people's health, good for the environment, and good for local businesses. I urge you to set up these bike lanes to help make the greater Victoria area a better place to live, work, and shop.

Best regards,

Dr. Lyle K. Grant

**RECEIVED**  
**DEC 02 2016**  
 LEGISLATIVE DIVISION  
 DISTRICT OF SAANICH

2310-2050RP

Council  
Administrator  
Media

**Council - Bike Lanes on Shelbourne**

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REPORT FOR	
ACKNOWLEDGED:	

**From:** Lynne Young [REDACTED]  
**To:** "council@saanich.ca" <council@saanich.ca>  
**Date:** 12/1/2016 11:50 AM  
**Subject:** Bike Lanes on Shelbourne

Hello

I am a frequent cyclist along the Shelbourne Corridor. I support the proposal for bike lanes along Shelbourne. Cycling along Shelbourne, which is the least hilly route from Saanich to downtown, is a current death trap for cyclists.

Regards  
 Lynne Young  
 Lynne E. Young RN PhD



**RECEIVED**  
 DEC 02 2016  
 LEGISLATIVE DIVISION  
 DISTRICT OF SAANICH



2310 - 200VAP

Council  
Administrator  
Media

**Council - Bike Lanes on Shelbourne**

**From:** Susan Kerr <kerrs@uvic.ca>  
**To:** "council@saanich.ca" <council@saanich.ca>  
**Date:** 12/1/2016 11:59 AM  
**Subject:** Bike Lanes on Shelbourne

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INFORMATION	<input type="checkbox"/>
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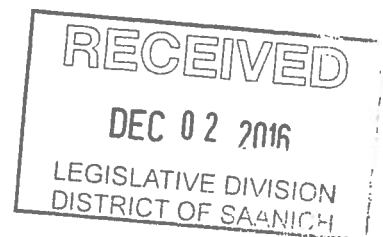
Hello,

This email is to let you know that the Office of Campus Planning and Sustainability, University of Victoria, supports the implementation of Option 3 of the Shelbourne Valley Action Plan. Our office has sent a letter to the planning committee, completed the online surveys, and attended the open houses throughout the consultation process.

Also, as a citizen of Saanich and as a resident in the Shelbourne corridor, I also support Option 3 – wholeheartedly! Please approve the installation of continuous and safe bike lanes along Shelbourne Street from North Dairy and Feltham. Thank you.

Sincerely,  
Susan

**Susan Kerr**  
Sustainability Coordinator  
Campus Planning and Sustainability  
University of Victoria | PO Box 1700 STN CSC | Victoria BC | V8P 5C2  
t: 250-853-3758 | e: [kerrs@uvic.ca](mailto:kerrs@uvic.ca) | f: 250-721-6677  
[www.uvic.ca/sustainability](http://www.uvic.ca/sustainability)



2310 - 2090AD

Council  
Administrator  
Media

**Council - Bike Lanes on Shelbourne**

**From:** Ester Stribos <[REDACTED]>  
**To:** <council@saanich.ca>  
**Date:** 12/1/2016 12:02 PM  
**Subject:** Bike Lanes on Shelbourne

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INFORMATION	<input type="checkbox"/>
REPLY TO AUTHOR	<input type="checkbox"/>
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To Saanich Council.

My name is Ester Stribos and I live downtown Victoria. My only transportation is a bike, and I bike on Shelbourne a lot as well as downtown Victoria and all the trails.

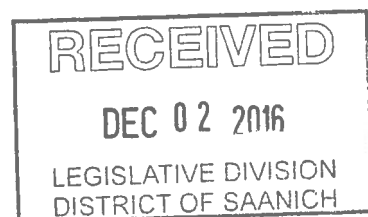
I cannot be at the Council meeting but I hope you will **vote for Option 3**. It is so important to create safe and continuous bike lanes that connect while also thinking about the pedestrians and cars. How can we share the road well and in a safe way. The more safe bike lanes there are (and physically separated are the best), the more people will get out and bike.

You have the opportunity to make a great difference to pave the future for safe biking while improving/maintaining the flow of pedestrian and car traffic in the Shelbourne area and I really hope you will make that happen.

Thank you for your time!!

Kind Regards  
Ester Stribos

*P.S. I am Dutch from origin so very used to good bikeway systems; I biked my whole life to and from school and work until I moved to Canada in 2001.*



2310 - 2050P

Copy Administrator: Media

**Council - Bike Lanes on Shelbourne**

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REPORT FOR	<input type="checkbox"/>
ACKNOWLEDGED:	

**From:** Paul Rothe [REDACTED]  
**To:** Vic Derman <council@saanich.ca>  
**Date:** 12/1/2016 12:05 PM  
**Subject:** Bike Lanes on Shelbourne

Hi, Vic!

I understand the Shelbourne bike lane issue will be on the Council's agenda for Monday night.

It's taken a while, and I believe the public has already given its social approval for this project. So, am I safe to assume that the members of Council have been suitably kept up to speed and are environmentally supportive such that this meeting is merely a rubber stamp and celebration for the project?

It's taken long enough for the process leading to this point to occur, so I do hope there will be a positive outcome on Monday evening.

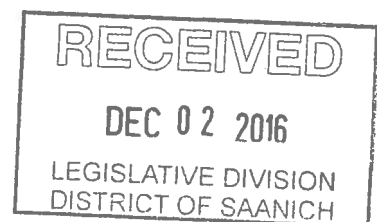
Saanich has been doing a great job of bike-laning the community over the past few years, but this is beyond anything undertaken to date. I hope it will provide impetus for Victoria to get on board with upgrading the southern portion of Shelbourne. This is a critical north-south route for commuter and recreational cycling.

Keep up your good work in your attempts to keep council green.

Best!

Paul

[www.Synergialife.ca](http://www.Synergialife.ca)  
=====



2310-205VA

Council  
Admin  
Media

**Council - I support Option 3 on Shelbourne**

**From:** Bharat C [REDACTED]  
**To:** <council@saanich.ca>  
**Date:** 12/1/2016 1:02 PM  
**Subject:** I support Option 3 on Shelbourne

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As a Victoria resident who bikes the Shelbourne valley quite regularly for shopping, social and professional events, I've tended to avoid Shelbourne Street because of its car centric nature and current configuration which has led to many close calls. I have also noticed, given the number of people in this corridor, the car-centric nature of this road contributes to fewer connections among people. So, I am very pleased to see staff support Option 3 for continuous bike lanes along the Saanich portion of Shelbourne. I strongly believe this will benefit all who live and work in the Shelbourne valley. Providing high quality, AAA facilities on Shelbourne will also hopefully put the onus on the City of Victoria to provide similar facilities on Shelbourne, creating a family-friendly, walkable and bikeable Shelbourne corridor. I urge you to approve Option 3 and ensure funding to have a quick buildout is made available

Regards.

Bharat Chandramouli, Ph. D  
1 [REDACTED] Yates Street, Victoria/

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 DISTRICT OF SAANICH

2310-208AA

Council  
Administrator  
Media

**Council - Shelbourne bike lanes**

**From:** Mike Goluboff <[REDACTED]>  
**To:** "council@saanich.ca" <council@saanich.ca>  
**Date:** 12/1/2016 1:01 PM  
**Subject:** Shelbourne bike lanes

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Good afternoon,

Please vote to add bike lanes on Shelbourne. This is so important and is such a good thing for the city. It will take cars off the street and save lives. I have road my bike many times on Shelbourne and it is so dangerous for cyclist.

This street needs a bike lane more than any other street in Greater Victoria in my opinion.

Thank you,

Mike Goluboff

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 DISTRICT OF SAANICH

2310-20 SOP

Council Administrator  
Medica

**Council - Bike Lanes on Shelbourne**

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**From:** Bruce Elkin [REDACTED]  
**To:** <council@saanich.ca>  
**Date:** 12/1/2016 12:21 PM  
**Subject:** Bike Lanes on Shelbourne

Hi, All,  
 Just wanted to make my opinion noted that I'm in favour of bike lanes on Shelbourne St.  
 The more the merrier, and healthier for us and the planet.  
 Thanks!  
 Bruce

\*\*\*\*\*  
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2310-20SNAP

**From:** Portia Priegert <[redacted]>  
**To:** <council@saanich.ca>  
**Date:** 12/1/2016 12:14 PM  
**Subject:** Bike Lanes on Shelbourne

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Dear Saanich councillors,

Please support the bike lanes on Shelbourne. I live in James Bay but cycle up a portion of Shelbourne when I teach at UVic. Shelbourne is high risk, but there's often no viable workaround for bike commuters. Support safety, fitness and renewable green transportation by creating dedicated bike lanes.

Portia Priegert

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2310-2054AP

Council  
Administrator  
Media

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**Council - Shelbourne Valley Action Plan**

**From:** Bonnie & Lloyd [REDACTED]  
**To:** <council@saanich.ca>  
**Date:** 12/1/2016 1:08 PM  
**Subject:** Shelbourne Valley Action Plan

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I am a 30 yr. resident of Saanich, live near the Alberg farm, and have raised my family and enjoyed living in Saanich. I am however very concerned about the noted action plan. I consider the 4 lane corridor on shelbourne to be a major asset to the entire district. The Urban Systems report clearly demonstrated that loss of the 4 lanes will reduce the shelbourne corridor to a neighbourhood feeder road with no corridor to feed. This will result in 6000 to 9000 vehicles a day diverted into the surrounding neighbour hoods, not just the existing feeder routes. We currently have a very pleasant livable neighbourhood, but the increased traffic on streets not designed for it will reduce the livability, safety, and property value of the area.

There are currently more than 20000vehicle trips/day down shelbourne st. and a very conservative .5%/yr.projected increase until 2038, another 11%. Loosing one of main corridor routed will place a further strain on our community. Once the Saanich Snarl is established commuters will try to find a route through the neighbourhood rather than enter the congestion.

I am also disappointed in the abstract terms such as Great Street concept, vibrance and essence of Shelbourne ST.. I believe that reality , necessity and common-sense are far greater priorities.

The reality is we have 30000 students attending U of V and commosun Landsdowne campus . There are another 500U plus employees at these facilities. We have Hillside Mall, Cedar Hill Mall, university Heights and other shopping facilities along with medical, dental and other services serviced by this corridor these are necessary and appropriately supported assets to the are.

The necessity is that people are and should use these assets and need a corridor to get there without ruining the liveability of the residential areas. The sq. km density of the corridor is currently double that of most of Saanich, we have an anticipated increase of 7400 in the next 20 yrs, and 30000 to 40000 increase in the greater Victoria area in that same period. Some of these people will also want to use these facilities.

The common sense is that weather you like it or not we need a corridor to service these amenities to protect the neighbourhoods.

Transit currently provided 5.3% of daily trips down Shelbourne and has a target of doubling this by 2026. That would be 10.6%. The urban systems report clearly shows that reduced capacity on Shelbourne street will limit transit,s ability to expand and provide effective service on the corridor. The plan is to remove the bus pull outs and have the busses stop in the traffic. A member of the Transit Commission tells meâ€œThe drivers hate the pulloutsâ€œ, but when speaking to senior drivers and personal, I was advised the there are some pullouts they donâ€™t like by Shelbourne street pullouts are no problem. They also advised that if the service is increased they may need 1 or 2 Lay up Areas on this route.

Bicycles; I realize that the Victoria Bicycle coalition has a strong lobby they are a one issue lobby and this is a one issue problem. We currently have less than 100 biles /day on shelbourne st. that is .3% of the daily trips.As pointed out in the Urban systems report



Shelbourne is not wide enough to properly and efficiently accommodate all forms to transportation with the re development of some parts of the street requiring the acquisition of additional property. This may take another 30 yrs. To keep the valuable corridor in as efficient form as possible until further opportunities for improvement are available, I would like the bicycle routes (with improvement) on the parallel routes which were designed as secondary feeder routes, Cedar Hill, Gordon head, Richmond Rd. Bicycle advocates will tell you they want Shelbourne because it is flat. I have ridden a bike down Cedar for Mt. Doug. to Hillside mall and if you physically can't ride that route you should probably not be riding in the traffic in the first place. In fact the recent CRD bike count shows Gordon head as the most used route by double.

Surveys: Unfortunately this has dragged on so long the local residents have become confused and tone deaf to the situation. While your planning staff have done an excellent job, however having the last two open houses on the same weekend, failing to control the survey form, allowing a bicycle advocate to leave the first open house with a handful of forms along with staff providing erroneous information did no help with credibility. I am told the results 1300 show the main concern is bicycle land the full length of Shelbourne. I therefore can not accept the the survey reached the 20000 vehicle operators who use the corridor and the thousands of residents who live in the corridor as this will not be their main priority. In fact I have not met a single local person who believes this is a priority. The recent C-fax poll showed that 81% of callers think that the bicycle priority has gone to far in Victoria.

During a recent conversation with Saanich engineering I was surprised to learn they are operating under the impression that riding a bike in a crosswalk is legal and are designing with this in mind. I think this needs further consideration as it is not only a bad idea it is prohibited by section 183 MVA unless the Municipality has by-law of signage at each cross walk. Doug at by-law enforcement advises Saanich has no such law, Engineering also quite rightly feel that failing to adhere to their designated intersection stop lines is an enforcement problem. This often negates vehicles from turning right as there is a bike past the crosswalk blocking the path of the vehicle. How do you do enforcement when the rider can no be identified?

It appears that what some members of Council would like is to turn our corridor into a European village, while this may be considered desirable by some it is not practical and does not serve the community at this time. It appears that the desire of some Councillors is in conflict with the needs of the community.

I would like address Council on this matter at the appropriate time. Regards, Lloyd Neville.  
Contact [bonnie.lloyd@shaw.ca](mailto:bonnie.lloyd@shaw.ca), phone 250 4772991.

**Council - Bike Lanes on Shelbourne**

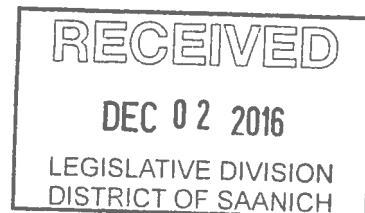
**From:** Jennie Greven <[REDACTED]>  
**To:** <council@saanich.ca>  
**Date:** 12/1/2016 1:10 PM  
**Subject:** Bike Lanes on Shelbourne

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Hi there,

I'm writing to express my concern for cyclist safety in the city, particularly as it concerns the narrow corridor on Shelbourne between Hillside and Feltham. As a cyclist and a motorist, I am uncomfortable every time I use Shelbourne as it's very difficult to share the road in a way that feels safe for everyone. I therefore heartily support the call for safe bike lanes on Shelbourne.

Thank you,  
-Jennie Greven



2310 - 20 SUP

**From:** Eric Doherty  
**To:** <council@saanich.ca>  
**Date:** 12/1/2016 1:10 PM  
**Subject:** I Support Bike Lanes on Shelbourne

Council  
Administrator  
Media

Dear Saanich Mayor and Council,

I'm about to move into the Shelbourne Valley corridor, next to the Hillside Mall in the City of Victoria. While I'm not a Saanich resident, I want to express my strong support for the proposed "Option 3" with continuous bike lanes for all of Shelbourne Street.

Until recently, I lived in Vancouver for close to twenty years. I experienced the gradual improvement in my quality of life as bike infrastructure improved and I rode my bicycle more often and drove less. I also noted that seniors and people with disabilities (including some of my friends) experienced improved mobility when they started using power wheelchairs on All Ages and Abilities (AAA) bike routes. Protected bicycle lanes are not just for people who ride bicycles.

Option 3 shows real leadership, and if you approve it I will work to encourage the City of Victoria to catch up with Saanich and extend high quality bike lanes further south on Shelbourne.

Eric Doherty,

1555 Oakland Avenue, Victoria BC

--

Eric Doherty, Registered Professional Planner, MCIP - Ecopath Planning

Victoria, BC Canada

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2310-20SVOP

Council Administrator  
Media

**Council - Bike Lanes on Shelbourne**

**From:** ROSEMARY COOK <[REDACTED]>  
**To:** <council@saanich.ca>  
**Date:** 12/1/2016 1:11 PM  
**Subject:** Bike Lanes on Shelbourne

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Hoping there will be a positive result - adding the bike lanes to Shelbourne on Monday evening. Safe bicycle passage on Shelbourne for everyone is long overdue.

Rosemary Cook  
[REDACTED] Estelline Road  
Victoria BC

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2310-20SVAP

**From:** Mary Walter <[REDACTED]>  
**To:** <council@saanich.ca>  
**Date:** 12/1/2016 1:25 PM  
**Subject:** Bike Lanes on Shelbourne

Council  
Administrator  
Media

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Dear Council Members,  
 I am so glad that you have had this planning and discussion around improving bike travel on Shelbourne. It is terribly dangerous to bike on Shelbourne and yet it is a very direct route that attracts bikers. My neighbour was killed some years back while riding his bike on Shelbourne. I would really support the best separated lanes for bikes that you can design....separated (from cars)lanes is the best way to go, as it is the safest. I think many more people would bike if the routes were safe.  
 Thank you for looking after the safety of bikers and for doing another step to make our community fossil fuel free.  
 Sincerely,  
 Mary R Walter

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**Council - Bike Lanes on Shelbourne**

**From:** Mark <[REDACTED]>  
**To:** <council@saanich.ca>  
**Date:** 12/1/2016 1:29 PM  
**Subject:** Bike Lanes on Shelbourne

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Hello Saanich council,

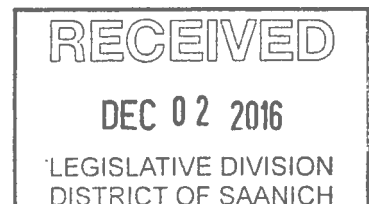
tldr; I am in favor of the "option 3" bike lane proposal.

I live in Fairfield and commute into Saanich on weekdays; almost always by bike. This frequently necessitates my biking on the Shelbourne corridor, where there are only infrequent bike lanes. Where there aren't any, I have to bike very defensively by taking up an entire lane in order to force my visibility and safety among the vehicle traffic. Unfortunately, that traffic is frequently inconsiderate of my presence on the road, and I've had some unpleasant encounters, which I'm thankful to have pedaled away from so far. My route would be best served by a safe bicycle corridor along Saanich. Having reviewed the options, I think Option 3 makes the most sense.

I understand you have a meeting on Monday to make a decision on this matter, and I would like to voice my support in favor of the "option 3" proposal. Despite my concern with Shelbourne in it's current state, I will always prefer to take my bicycle instead of driving when I can, and I will continue to regardless of your decision. I really don't enjoy contributing to traffic congestion by being slower than car traffic while I'm forced to occupy a whole lane for my safety. Please alleviate the congestion that is a side effect of my presence, and improve my safety and the overall sustainability of your district by approving the Option 3 plan.

Thank you,

Mark Walle



2310-20SVAF

Council  
administrator  
Media

**Council - Bike Lanes on Shelbourne**

**From:** Alex Schaffter  
**To:** <council@saanich.ca>  
**Date:** 12/1/2016 1:59 PM  
**Subject:** Bike Lanes on Shelbourne

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Hello esteemed members of council,

As a citizen who bikes down Shelbourne daily from McKenzie to my work at hillside mall. I urge you to approve Option 3 to improve the Shelbourne valley. Especially this time of year when it gets dark so early, I worry for my safety every time I commute. No matter how many lights or reflective materials I wear, or how cautious I am, there is nothing that compares to proper infrastructure for safety. A bike lane, would improve business in the area (I would stop at shops more often, instead of avoiding Shelbourne St ) and relieve congestion. Please consider the safety of cyclists, business interests and commuter interests and vote for Option 3 to improve the Shelbourne Valley. Thank you for your time and all the work you do,

Alex Schaffter

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 DISTRICT OF SAANICH

I really want safe bike lanes on Shelbourne!

I fully recommend that Council approve "Option 3": continuous bike lanes for all of Shelbourne Street from North Dairy (by Hillside Mall) to Feltham Street.

Many thanks,

Whitney Laughlin

Avid (64-year-old) cyclist



**Council - Bike Lanes on Shelbourne**

Council  
Administrator  
Media

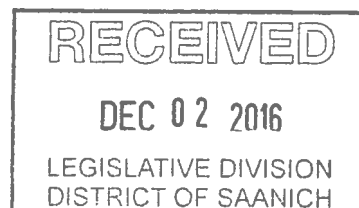
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**From:** Lorne Harris <[REDACTED]>  
**To:** <council@saanich.ca>  
**Date:** 12/1/2016 2:05 PM  
**Subject:** Bike Lanes on Shelbourne

As a long-time 81-year-old Victoria and Saanich bicycle rider, I would like to remind you how important it is to provide continuous bike lanes for all of Shelbourne Street from North Dairy (by Hillside Mall) to Feltham Street. The current situation is very dangerous for cyclists, with traffic often forcing them onto the sidewalk.

Thank you

Lorne Harris.



2310 - 20 SVAP

**Council - Bike Lanes on Shelbourne**

Council  
Administrator  
Media

**From:** GARY PARGEE [REDACTED]  
**To:** <council@saanich.ca>  
**Date:** 12/1/2016 2:07 PM  
**Subject:** Bike Lanes on Shelbourne

I think a bike lane on Shelbourne St. is a very good idea..  
Gary Pargee..

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2310-20 SVAP

**Council - bike friendly Saanich**

**From:** Janet [redacted]  
**To:** Council <council@saanich.ca>  
**Date:** 12/1/2016 2:43 PM  
**Subject:** bike friendly Saanich

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Council Administrator  
Media

Good day,  
As a resident of Saanich who regularly travels by bike, I thank you for recent changes made to make cycling safer and more inviting. I ask that you continue to expand the network of dedicated bike lanes and paths, with physical separation from motor vehicles as much as possible, and to keep these lanes clear of obstacles like foliage and illegally parked/stopped cars and trucks. Please make Shelbourne St an area of continuous bike lanes.

Other areas of significant issue:  
Quadra St between Panorama and Chatterton Way is especially hazardous for cyclists. The road narrows significantly and motor vehicles are often traveling at speeds far in excess of the posted limit. As someone who is regularly trying to make a right hand turn into my driveway along with section, I have had frightening experiences despite having lights, and signalling by turn well in advance.

I reported one incident to Saanich Police in early October and, according to Saanich Police, they were short staffed and unable to look into it. They assured me they would be able to do so in the next fortnight. Almost two months since my original report, I have still not had any follow up. As I have video of the incident, there is objective evidence which has not even been seen. This single event has significantly changed my own sense of safety and willingness to cycle.

We used to have radar traps at the Church of the Nazarene regularly but have not seen one in many months. That said, drivers would often speed up once theyâ€™d passed the radar. The combination of the downhill and the beckoning green light seems to invite accelerating in along this stretch of road unlike what occurs at other intersections in the area. Maybe flashing yellow lights giving advance notice that the light is about to change would reduce this behaviour?

The McKenzie/Borden bike lane changes look interesting but are confusing. How is one to get from the bike trail on the south side of McKenzie to the two way bike lanes up the hill on Borden as the two way path doesnâ€™t start part way up the street? This is of particular interest to me as I transport a child on a Weehoo trailer. As this makes my rig effectively twice the length of a bike, it has been impossible to walk the bike and trailer across Borden at the intersection, make a 90 degree turn and not end up with the bike on a sidewalk or across a crosswalk to get the Weehoo safely in the bike lane while waiting for a traffic light to change.

I pick up my nephew at Tillicum Elementary and would like to cycle to the Goose instead of driving to collect him. I find that the lack of dedicated bike lane makes on Tillicum makes this too difficult. Being on a significant hill with the weight of the bike, trailer my nephew and myself makes for a very slow start. Although I am an experienced cyclist, I am unwilling to expose my nephew (who sits low to the ground) to the experience of having cars and trucks rushing up behind us or trying to pass us to then make a right turn into town. Cycling down

Burnside to access the trail from the other direction is just as difficult due to the heavy traffic and the design of the intersection compared with the need of our bike and trailer to make that 90 degree turn.

My nephew loves the children's playground at Cadboro Bay and I love to take him there by bike on Sunday mornings but the ride up Sinclair hill on our way home can be quite frightening even when I'm not pulling a trailer and child. It's a steep hill and slow going on a bike. Drivers don't seem to understand that we're going as fast as we can and there isn't room to pass safely if there is a car in the oncoming lane (and who knows what's coming over the hill at any moment).

As a driver and a cyclist, I also would prefer that vehicular speeds be enforced as drivers' expectations to be able to exceed the posted speed also threatens cyclists where roads are shared. After spending five weeks in The Netherlands this summer, I returned committed to not exceeding the speed limit and have found this choice lowers my stress level, except when I encounter drivers of cars and trucks who tailgate my car, trying to pressure me to exceed the speed limit (if they must speed, why not move into the left lane to pass).

Please understand that it is very difficult to adequately describe these experiences with mere words. I'd be happy to explain further to anyone who'd like to review/join me in experiencing any of these trips described above.

I'm not sure what the best solutions are. Changes in road design, separated bike lanes, and adequate police personnel need to be available to respond to complaints of dangerous drivers are only a few ideas. Having talked with other cyclists and I'd cycle if it wasn't so dangerous - wanna-be cyclists, I know I'm not alone in these opinions.

Thank you for your attention.

Respectfully,  
Janet Lynch



2310-20SV12

**Council - Bike Lanes on Shelbourne**

**From:** Joh Yoshida <[REDACTED]>  
**To:** <council@saanich.ca>  
**Date:** 12/1/2016 3:13 PM  
**Subject:** Bike Lanes on Shelbourne

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I think Option 3 is a great plan!

Joh Yoshida

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 DISTRICT OF SAANICH

2310-20 SWAP

**From:** MICHAEL ELLIS [REDACTED]  
**To:** <council@saanich.ca>  
**Date:** 12/1/2016 3:35 PM  
**Subject:** Bike Lanes on Shelbourne

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Twenty years ago a good friend of mine was seriously injured while riding her bicycle north on Shelbourne near Derby. She had been an outstanding age-group runner, but after that accident she never ran again. As a result I avoid riding on Shelbourne, south of Mackenzie, although if there were bike lanes installed it would be such a useful route for getting to Mt Doug and Broadmead. I urge you to proceed with bike lanes on Shelbourne.

Mike Ellis  
[REDACTED] Emily Carr Drive

Council  
Administrator  
Media

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2310-20SVAR

**Council - Bike Lanes on Shelbourne**

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**From:** Marie Roulleau [REDACTED]  
**To:** <council@saanich.ca>  
**Date:** 12/1/2016 4:12 PM  
**Subject:** Bike Lanes on Shelbourne

Dear Saanich Councillors,  
 As someone who cycles to work daily to Uvic, to Nelly McLung Library Branch and to the Tuscany Village shopping center, I often cycle along Shelbourne Street and often think I should be riding on the sidewalk because I feel so vulnerable, being passed by so dangerously close by motor vehicles.  
 I look forward to the building of safe lanes along Shelbourne Street. Please vote for this much needed improvement in Saanich.

Marie Roulleau  
 [REDACTED] Graham Street  
 Victoria, BC  
 [REDACTED]

**RECEIVED**  
 DEC 02 2016  
 LEGISLATIVE DIVISION  
 DISTRICT OF SAANICH

2310-20SVAP

**Council - Shelbourne Street**Council  
Administrator  
Media

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FOR INFORMATION	<input type="checkbox"/>
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COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>
REPORT FOR	<input type="checkbox"/>
ACKNOWLEDGED:	

**From:** Robert Townsend <[REDACTED]>  
**To:** <council@saanich.ca>  
**Date:** 12/1/2016 4:25 PM  
**Subject:** Shelbourne Street

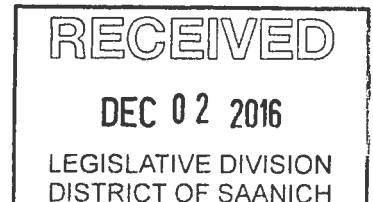
As much as some older-minded folk may complain, the day has come, or is soon to come, when the private, single occupant car will be redundant. It is time to get on with the future. One step forward, and there will be more to come, is to have Shelbourne Street (and several other streets, too) to become more friendly to folk who choose to travel in a more compatible manner, more in coming to the future than to the past. Motor vehicle traffic has to slowed down. It is obvious that a large number of motorists are not aware of the times.

When motorists are not willing to slow down, they must be made to slow down. What is all the rush, anyhow? Setting speed limits and posting them is not enough (1). Speed limit signs are generally meaningless. It is through road design that traffic will be forced to travel at slower and safer speeds. Traffic calming has not been around for close to 20 years. It is time that more of the traffic calming techniques are used.

**Option 3 on the plan for Shelbourne Street needs to be approved.**

Respectfully submitted,

Bob Townsend.

**PS POSTED SPEED LIMITES ARE UNENFORCEABLE**

- (1) 1. There are not enough police officers, and likely never will be, to enforce speed limits.
2. The Police are unwilling to stop all speeders, as it would be an inconvenience to the speeders to have to wait their turn for several minutes in order to wait their turn to receive their speeding ticket. If a speeder sees that a vehicle has been stopped, and that there is an officer attending, there is not any way that the officer is going to stop another vehicle. The speeder carries on, at the speed her/she chooses.
3. Too many Police officers are willing to "give some slack" to the offenders. That in effect makes any speed higher than the posted limit irrelevant. If the posted limit is 50 km/h then 51 km/h or more is speeding.
- 4 The officer's "grace" is subject to the whims of the officer. Where "grace" is granted, it can vary between the individual police officers and/or different jurisdictions. Some places it is 5% over the posted rate, some other



places it is 10% over the posted limit. Some places it is 10 km/h over the posted rate. There is not any constancy.

5. Some drivers say that their speedometers are not correctly calibrated. How often has any driver ever asked his/her mechanic to check the accuracy of their speedometers? The Police speed measurement instruments are tested frequently. It is the responsibility of the owner/operator to see that their vehicle is safe and it complies to the law of the land.

The government, the province and/or the Police should not be expected to make sure that every private speedometer complies to regulations.

Speeds over the posted speed limits are illegal. Just 1 km/h over the posted speed limit is still speeding.

2310-20 SVAP

Council  
Admin  
Media

**Council - Bike Lanes on Shelbourne**

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REPORT FOR	
ACKNOWLEDGED:	

**From:** Douglas Marks [REDACTED]  
**To:** <council@saanich.ca>  
**Date:** 12/1/2016 4:57 PM  
**Subject:** Bike Lanes on Shelbourne

Hello, we live on Newton St and cycle for both commuting and recreation. We however, don't ride Shelbourne because it is too narrow and too dangerous. Please support the bike lane along Shelbourne.  
 Thanks very much,  
 Douglas Marks

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 DISTRICT OF SAANICH

2310-20 SVAP

Council  
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Media

**Council - Bike Lanes on Shelbourne**

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ACKNOWLEDGED:	

**From:** Miranda Harvey [REDACTED]  
**To:** "council@saanich.ca" <council@saanich.ca>  
**Date:** 12/1/2016 7:15 PM  
**Subject:** Bike Lanes on Shelbourne

hi there,

i'm sure you've got a lot of people email you right now, so i'll keep it short and sweet. i was hit by a car while biking on shelbourne, so i can totally relate to the need for bike lanes. please ensure existing cyclists stay safe, and encourage new cyclists, by putting bike lanes on shelbourne.

thanks very much,

miranda

*please don't call me 'pretty' if my beauty doesn't tear out your heart - fox glove*

help victoria tool library get up and running at their new location (858 devonshire rd)! more info: <http://victoriatoollibrary.org/get-involved/wishlist/>

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 DISTRICT OF SAANICH

2310-20 SVAP

Council  
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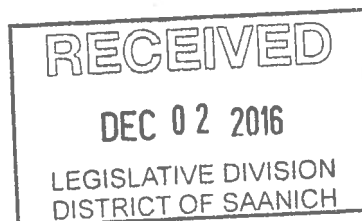
**Council - Bike Lanes on Shelbourne**

**From:** Linda Vanderdonck [REDACTED]  
**To:** <council@saanich.ca>  
**Date:** 12/1/2016 7:37 PM  
**Subject:** Bike Lanes on Shelbourne

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FOR	
ACKNOWLEDGED:	

I vote for bike friendly Shelbourne!

Linda



2310-20 QAP

**Council - Bike Lanes on Shelbourne**

**From:** "Jane Welton" [redacted]  
**To:** <council@saanich.ca>  
**Date:** 12/1/2016 7:44 PM  
**Subject:** Bike Lanes on Shelbourne

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ACKNOWLEDGED:	

Council Administrator Media

Thank you for all the good work you have been doing to lower Saanich's contribution to climate change. The idea of continuous bike lanes on Shelbourne St. is a great one. Please make it happen now. Greater bicycle use not only reduces air pollution; it also reduces noise pollution and makes all Saanich citizens healthier (less pollution impacting everyone and exercise for those who ride). Bike lanes have a proven record of increasing bicycle use.

Thank you.

Jane Welton  
[redacted] Ponderosa Crescent  
Saanich  
[redacted]

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DISTRICT OF SAANICH

2310-20 SVHP

**Council - Bike Lanes on Shelbourne**

**From:** Sandra Jacobsen [REDACTED]  
**To:** <council@saanich.ca>  
**Date:** 12/1/2016 8:17 PM  
**Subject:** Bike Lanes on Shelbourne

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ACKNOWLEDGED:	

Hello,

I live on Hillside and Shelbourne is the only road I can use to get to the north part of Shelbourne. I request that you put in bike lanes on the road for all of Shelbourne. It is a terribly dangerous road to bike along at any time of day or night. I use my bike exclusively except for occasional use of my auto for picking up large items.

I've almost been clipped a few times on Shelbourne. I no longer use it. It is too dangerous for cyclists.

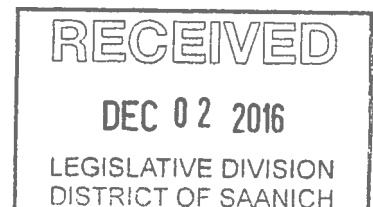
Thank you for your consideration on this. Help us all create friendlier communities with more bike lanes for individuals and families.

Sandra

**Sandra Jacobsen**  
**Victoria BC**

**Downsize in Comfort®**  
**Lightening your life**

**Vocational Rehab Consultant, BScN, MA, RRC**  
**Banyan Work Health Solutions**



2310-20 SVK18

Council  
Administrator  
Med

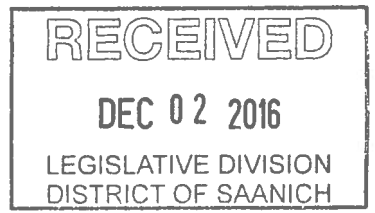
**Council - Bike Lanes on Shelbourne**

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ACKNOWLEDGED:	

**From:** Nick Picard <[REDACTED]>  
**To:** <council@saanich.ca>  
**Date:** 12/1/2016 8:19 PM  
**Subject:** Bike Lanes on Shelbourne

Hi! Just emailing to let you know I have a tough time getting to my art school on Shelbourne. Bike is my only transportation option, and there aren't many good routes. Usually the safest bet is for me to take over the right lane on Shelbourne. Motor vehicle users don't like this and often honk at me or pass in an aggressive fashion! If there were bike lanes, I would be much more willing to continue classes there, contributing to the Saanich economy.

Cheers  
 Nick Picard



2316 - 20 SVAP

Council Administrator Media

**Clerksec - Shelbourne Valley Action Plan**

**From:** GERRY BENTLEY <[REDACTED]>  
**To:** <clerksec@saanich.ca>  
**Date:** 12/1/2016 1:15 PM  
**Subject:** Shelbourne Valley Action Plan  
**CC:** <mayor@saanich.ca>

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INFORMATION	<input type="checkbox"/>
REPLY TO WRITER	<input type="checkbox"/>
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ACKNOWLEDGED:	

I am submitting my concerns over the planning dept. flawed plan. I have lived in Gordon Head for 37 years and use Shelbourne Street everyday. It is more congested every year with cars & now you want to shut it down to one lane in each direction??You should be thinking about making another lane,not taking up the existing lane for a bike lane. I am not against a bike lane,because i had to get around the 2-3 bikes every morning on the way to work and felt sorry for them to be in such close contact with cars,buses ,etc.Make a lane for them ,but keep the 2 lanes each way for cars.

You will have nothing but frustrated motorists have to use the bike lane to get around other cars that will turn left (whether you have a sign that says you can,t or not). Yesterday i could not get onto Shelbourne st. at 3.30 from my bank,so i went up Cedar Hill x-road. Guess what,a large truck was making it,s way slowly down the hill in the new bike lane!!you made that street into a one lane road.

If you shut down Shelbourne Street to a one way lane in favor of the 1/10 of one percent(1 bike for every 1000 cars is what i see daily )that ride bikes,the property values in Gordon Head will drop.Nobody will want to live in the area if they have to give themselves an extra 20-30 minutes to get to work each day. Plus think of all the extra pollution you create with idling cars,buses etc.

There are no school zones on Shelbourne St.,but cars will have to go home from downtown on Cedar Hill road which has 2 school zones ,or Richmond street which have 4-5 school zones to get through to avoid the problems you will create on Shelbourne St.

The last time i heard about this plan was about 4 years ago and Saanich had to hire an outside engineer to see if reducing Shelbourne to 1 lane was feasible And he took 15 minutes to decide that it was the main artery to Downtown from Gordon Head and had to stay 2 lanes. I thought the whole idea was dead at that time.It is like taking a lane out from Douglas Street.

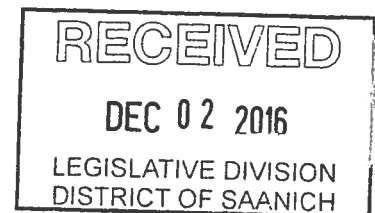
Then i went to the meeting at Gordon Head Rec. center in Oct. to see they have been working on this for 9 years? None of the people there would identify themselves. There were 5 people wearing a lanyard around their necks with an upside down name tag. i asked 4 of them who they worked for & they said Saanich,but would not turn over their tag to prove it.Why would people from Saanich want to hide their identity.??The room was full of cyclists from all over the c.r.d filling out forms,in support of the bike lanes. One lady was trying to figure out if she was in the Shelbourne corridor . I asked her where she lived & she replied Esquimalt. She would never use the bike lane she said ,but was here to support her friend from Saanich that was working on the plan.

If you did a survey of people in Gordon head you would get about 85 percent against shutting down a lane in each direction. I was never asked what i thought,so how did the planning dept. come up with 58 % in favor of such a move. I,ll tell you it was only cyclists from around the c.r.d. that they asked.no input from people that use the road.The information the Saanich Planning Dept. ? or whoever they were was badly flawed.

If this goes through i,m considering moving to Langford.

Gerry & Pam Bentley

[REDACTED] balmos street,Victoria,.bc.  
[REDACTED]





2310-20 SVAP

Council Administrator Media

**Council - Bike Lanes on Shelbourne**

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ACKNOWLEDGED:	

**From:** Ryder Bergerud [REDACTED]  
**To:** <council@saanich.ca>  
**Date:** 12/2/2016 8:44 AM  
**Subject:** Bike Lanes on Shelbourne

Hey,  
 I've been hearing this has been in the works for a long time, and am happy to hear it's about to become a reality. It's always been hard to avoid the shelbourne corridor when planning my route, and it will give better options for those who wish to connect to the Mackenzie and Haultain bike routes.  
 Thanks  
 Ryder

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 DISTRICT OF SAANICH

Council Administrator Media

2310-20SVA0

**Council - Please Make Shelbourne Safer!**

**From:** Brian Burger [redacted]  
**To:** "council@saanich.ca" <council@saanich.ca>  
**Date:** 12/2/2016 11:52 AM  
**Subject:** Please Make Shelbourne Safer!  
**CC:** "info@gvcc.bc.ca" <info@gvcc.bc.ca>

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REPLY TO WRITER	<input type="checkbox"/>
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FOR _____	
ACKNOWLEDGED: _____	

To Mayor & Council, Saanich,

I am writing you all a quick note to urge you to approve and promote the Shelbourne Street "Option 3" for safe, separated bike lanes the whole length of Shelbourne Street.

I was able to attend one of your open houses for this project at Gordon Head Rec and it looks spectacular. Kudos again to your Engineering staff for the design and presentation work. Shelbourne is the flattest, most direct route through the central/eastern portion of our municipality and it needs to be a safe, usable bike route and more pedestrian friendly, not the hostile traffic sewer it presently is!

I am planning on being at the Monday evening Council meeting to support this project in person, but wanted to also email in case I couldn't make it Monday.

Thank you,

Brian Burger  
[redacted] Leslie Drive  
Victoria BC  
[redacted]

CC: Greater Victoria Cycling Coalition

**RECEIVED**  
 DEC 02 2016  
 LEGISLATIVE DIVISION  
 DISTRICT OF SAANICH

2310 - 20 SV OP

Council  
Administrator  
Me

**Council - Bike Lanes on Shelbourne**

**From:** geoff pendrel [REDACTED]  
**To:** "council@saanich.ca" <council@saanich.ca>  
**Date:** 12/2/2016 11:20 AM  
**Subject:** Bike Lanes on Shelbourne

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ACKNOWLEDGED:	

Hello Councillors,

I wanted to add my voice to the many in favour of bicycle lanes on Shelbourne. I commute daily by bicycle from Royal Oak to Oak Bay. Shelbourne would be my route of choice except that I consider it very unsafe for cycling due to the lack of space. I am a very experienced and capable cyclist so I can only imagine less experienced cyclists and families would be even more fearful (and less likely to use the more hilly alternatives) .

I appreciate your consideration of my concerns.

Geoff Pendrel

**RECEIVED**  
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 DISTRICT OF SAANICH

2310-205VAP

Council  
Admin  
Medi

**Council - It's important to create a bike-friendly Shelbourne.**

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ACKNOWLEDGED:	

**From:** Denise L [REDACTED]  
**To:** "council@saanich.ca" <council@saanich.ca>  
**Date:** 12/2/2016 10:15 AM  
**Subject:** It's important to create a bike-friendly Shelbourne.

Dear Saanich Council:  
 As a cyclist, who has biked on this street many times and felt unsafe, this is a reminder to make Shelbourne bike friendly NOW.  
 Thank you, resident and cyclist, Denise Leighton

**RECEIVED**  
 DEC 02 2016  
 LEGISLATIVE DIVISION  
 DISTRICT OF SAANICH

2310-20SVAP

**From:** Maureen Campbell  
**To:** "council@saanich.ca" <council@saanich.ca>  
**Date:** 12/2/2016 10:00 AM  
**Subject:** Bike Lanes on Shelbourne

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ACKNOWLEDGED:	

Hello  
Just letting you know that I fully support complete bike lanes on Shelbourne and I really hope you will all vote to approve the plan.

Many thanks  
Maureen Campbell

Sent from my iPhone

Council  
Administrator  
Media

RECEIVED  
 DEC 02 2016  
 LEGISLATIVE DIVISION  
 DISTRICT OF SAANICH

**Clerksec - Shelbourne Valley As An Innovation District**

**From:** "Mei Ang Thiessen" [REDACTED]  
**To:** <clerksec@saanich.ca>  
**Date:** 12/2/2016 1:54 PM  
**Subject:** Shelbourne Valley As An Innovation District  
**Attachments:** Shelbourne Valley As An Innovation District.docx

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Hi,

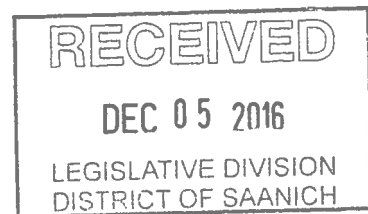
Can you please forward my letter to Mayor and Council asap (it's a long read!).

It is with respect to the Shelbourne Valley Action Plan which goes to Committee of the Whole on Monday 5 Dec.

I will really appreciate if you can acknowledge receipt of the letter before the end of today.

Thank you!

Mei Ang  
[REDACTED] Louise Place



2 December 2016

Mayor and Council  
District of Saanich

Dear Mayor and Council,

## **Embracing A 21<sup>st</sup> Century Vision Of The Shelbourne Valley As An Innovation District**

### **Introduction**

After over seven years, the Shelbourne Valley Action Plan (SVAP) appears to be reaching the first stage of a conclusion. The most recent public consultations to obtain feedback on three short term mobility options have concluded. After Council decide on an option at the Committee of the Whole meeting on 5 December, the transportation plan will have to be integrated into the main body of the SVAP.

Seven years is a long time to take to develop a community plan, especially since we live in a period of rapid social changes that are, to a large extent, influenced by new information technology and global warming. Therefore, I think it is imperative for us to review the current draft of the proposed SVAP to see whether any sections have to be revised. It would truly be a shame to push a flawed Plan through to a hasty final conclusion just because it has dragged on for an embarrassingly long time, and in the process miss out on an opportunity to make improvements that will create a better future for the Shelbourne Valley community.

The purpose of this letter is to provide a critical analysis of the proposed SVAP, provide a more progressive alternative SVAP vision, and to propose some recommendations. It is based on my long involvement in the stakeholders process as well as a reading of transportation planning documents obtained under the Freedom of Information and Protection of Privacy Act.

### **The Shelbourne Valley Action Plan**

The proposed SVAP is deeply flawed because it lacks conceptual integrity :

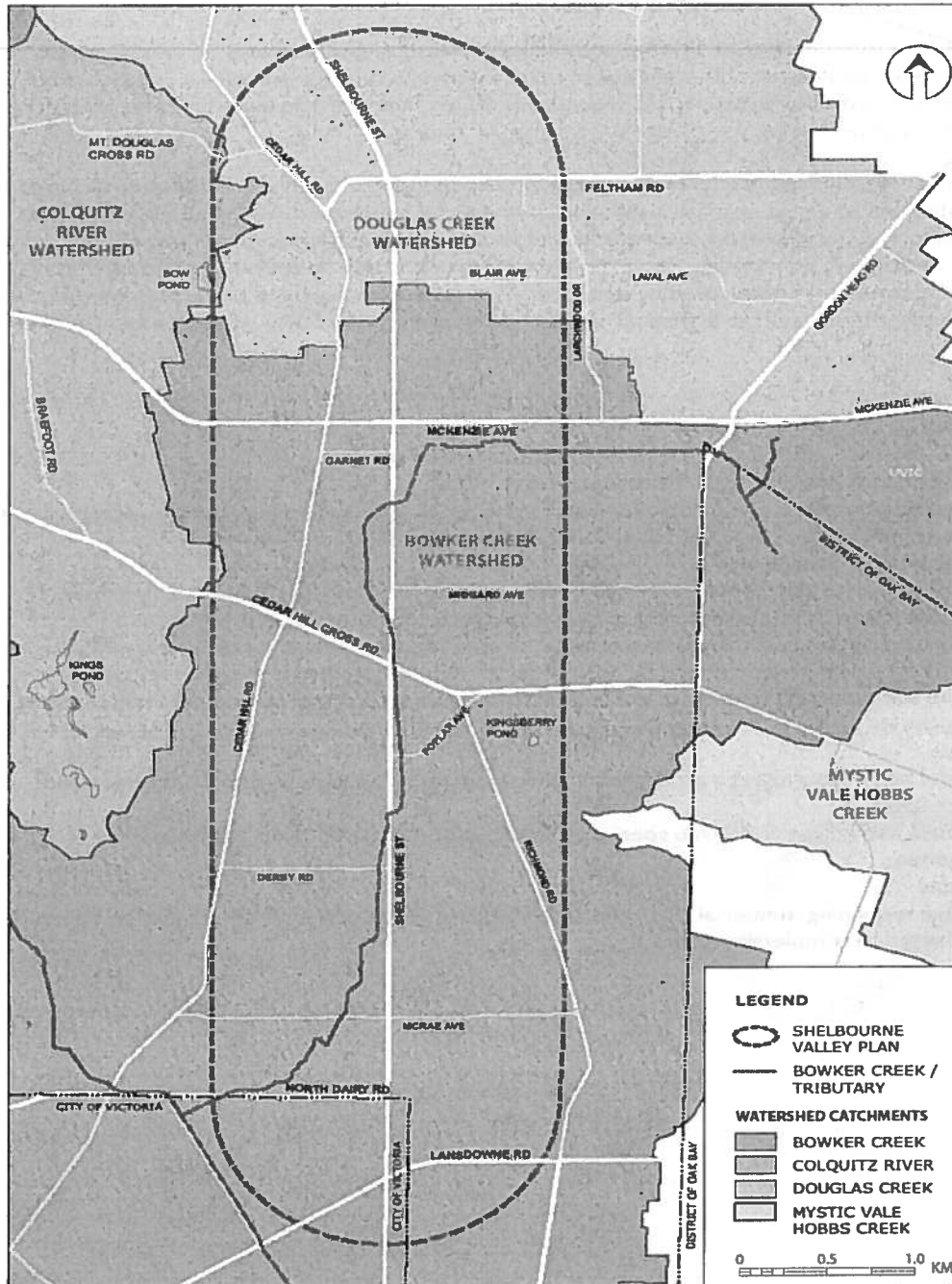
1. At an early stage of the planning process, many of us stakeholders pushed to have the name of the plan changed from the Shelbourne Corridor Action Plan to the Shelbourne Valley Action Plan. This is because we wanted it to be focused on people and community building and not on building a transportation corridor. However, despite the name change, most of the efforts of the Planning Department during these past seven years have been focused on

designing a transportation plan for one street, Shelbourne Street. Little attention has been paid to the other streets, and other aspects of the plan.

2. In view of this narrow focus, the “Shelbourne Valley” in the Action Plan has become a geographic misnomer. Geographically, the Shelbourne Valley should be that part of the watershed that is drained by the Bowker Creek and traversed by Shelbourne Street (area marked in blue in Figure 1). The SVAP covers only a portion of this valley and encroaches into the Douglas Creek watershed. Administratively, the pill-shaped boundary of the SVAP makes no sense. It does not conform with the Shelbourne Local Area Plan (SLAP) which is a better geographic fit with the Shelbourne Valley (Figure 2). Instead, it combines a big chunk of the SLAP with smaller chunks from the Quadra and Gordon Head Local Area Plans. It becomes meat to be fought over by the Mount Tolmie Community Association and the three other peripheral community associations with their sometimes competing interests. This, therefore, begs a question - what was the motive for initiating this geographically awkward plan when revisions of SLAP and other nearby Local Area Plans (which are due) make much more pragmatic, holistic, and community sense?
3. The SVAP lacks a cohesive and inspiring vision that sets it apart from other communities. A community vision should be a bold statement that conveys an overall image of what the community aspires to become. This vision should identify and build on the community’s special attributes in order to create a **unique sense of community identity**. The articulated community vision found in the proposed SVAP focuses primarily on **generic** landuse and urban design elements (Figure 3). With a change in place names, it can be easily transposed on just about any local area with villages/centres in Saanich District. The human element is strangely absent - what are the aspirations of area residents, what kind of community do we want to build, and what kind of jobs do we want to create for residents who are envisioned to “live, work and play” here?
4. The proposed SVAP consists of two major planning components, namely, the transportation component and the landuse and urban design component. Consistent with the generic “Community Vision”, **real humans do not seem to exist in the SVAP since a community building and economic development component is missing**. A community plan should have people and community building as its central focus with other elements designed around it. The SVAP is **not** a community plan. Its central focus is the creation of a 4 km transportation corridor surrounded by **maximized** densification.. There is **zero** planning for community building and economic development to cater to the needs of an anticipated increase of 7500 residents. This is despite repeated requests from stakeholders to include this component in the SVAP.

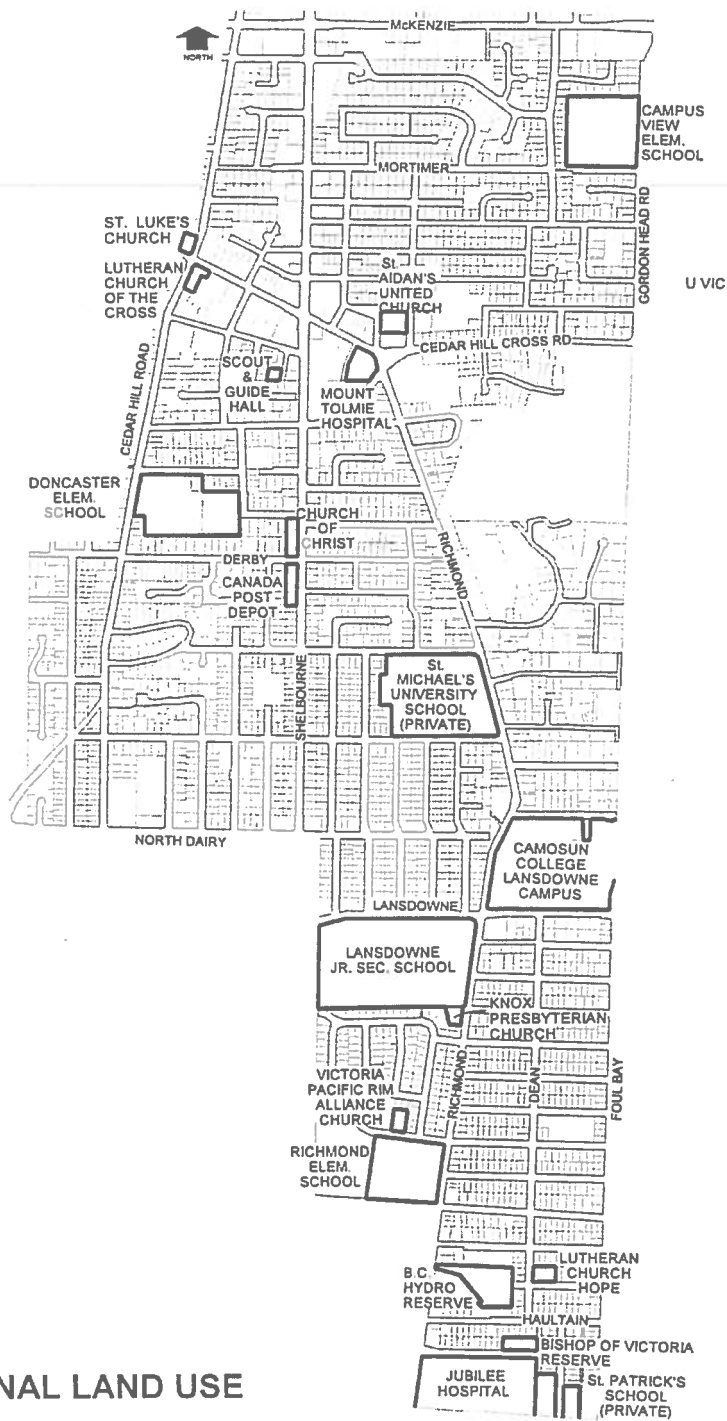


Figure 1. Shelbourne Valley Geography



MAP 4.3: Watersheds / Bowker Creek alignment

Figure 2. Shelbourne Local Area Plan



MAP 10.1  
INSTITUTIONAL LAND USE

Shel16Jan98

## Figure 3. Community Vision

### 2.1 | Community Vision

The 30 year vision for the Shelbourne Valley reflects not only the Official Community Plan, but also the vision articulated by the Valley's community members and stakeholders throughout an extensive public engagement process (See section 1.4 Community Engagement). The following narrative describes the 30 year vision for the Valley.



Wide sidewalks line all major streets, separated from traffic by treed boulevards. Cycle tracks run along both sides of Shelbourne Street, while bike lanes are incorporated onto other major streets. Greenways provide safe routes for cyclists and pedestrians to weave their way through the Valley, connecting major destinations within and beyond the Valley. Connectivity is increased by new pathways for cycling and walking. Frequent transit runs down Shelbourne Street on dedicated transit lanes with comfortable, safe, accessible weather protected bus stops. Major intersections are made "skinnier" to allow for safer, shorter crossing distances for people with mobility challenges and an enhanced public realm reinforces Shelbourne Street's role as the Valley's walkable main street.

The Shelbourne Valley is recognized as a place to be, with vibrant mixed-use Centres and a Village that are hubs of community activity and are easily accessible by bike, foot and public transit. Centres, through incremental redevelopment, are now characterized by mixed use development, with building height moderated by quality design and ample open space. Feltham Village, University Centre, Shelbourne Valley Centre, and Hillside Centre each have their own unique 'sense of place'. A variety of housing is available within each Centre and Village and along Shelbourne Street, supporting a diverse population in livable and complete neighbourhoods that provide easy access to a range of goods and services.

The core of each Centre and Village is people friendly with both public and private spaces for community gatherings, sidewalk patios, public art and other attributes that invite people to interact and explore. The Valley's natural environment is protected, respected and acknowledged. Bowker Creek flows again and is an integral part of the Valley and swales and rain gardens are incorporated into new developments and streetscapes. Tree planting, new boulevards and other landscaping features further enhance the appearance of the Valley, while new parks address the needs of a growing population. Shelbourne's role as a Boer and First World War memorial street is revived with the planting of London Plane trees on its boulevards.

## SVAP Transportation Plan

Council deserves credit for directing the Planning Department to provide a benefit-cost analysis of short term mobility options. The Engineering Department, under new leadership, is to be recommended for providing a more realistic analysis of options and engaging in a more transparent public consultation process in which a real choice of options is provided. Many of us had asked, repeatedly and unsuccessfully, for this approach to be used for the whole transportation plan. The “ultimate” transportation plan is effectively a **one** option plan that was designed and pushed through by staff.

The results from the two recent short term mobility surveys are clear. The majority of respondents have rejected Option 1, which represents an extension of last century’s car-centric transportation system, in favour of Options 2 and 3 which include continuous bike lanes throughout the corridor.

As a valley resident whose priority concerns are road safety/traffic calming, community building, and climate change mitigation, Option 2, which includes lane reductions for 75% of the corridor, is my preferred choice.

Option 3 is better than Option 2 in one regard: it provides more physical separation for cyclists, but this safety feature is counteracted by the retention of four travel lanes between Pear Street and North Dairy. This stretch of street, which is very straight, encourages speeding. Two fatal motorcycle accidents have occurred in the past three years (plus another one several years ago). In the event that Option 3 is the preferred choice, I think it is imperative for Council to ensure that all possible steps are taken to prevent further accidents from occurring, especially since there will be an increase in the number of vulnerable road users who won’t be protected by wheeled, metal boxes. Traffic calming could include ensuring that speed limits are obeyed (photo radar is one of the most effective measures). The urban design consultants recommended adding some curvature to the street in the Browning Park area for traffic calming and to add interest to an otherwise stark highway-like straight street. Although we were verbally told that the public was not in favour of this, the integrity of the SVAP process at that time was deeply compromised because the Planning Department was focused on channelling the SVAP to a pre-determined outcome. **This design feature should be re-visited if Council considers saving lives to be more important than saving commuters some seconds of extra travelling time.**

Apart from road design, some other insights can be gleaned from the recent surveys. These can be useful for guiding policy decisions:

1. More than 50% of respondents from all age groups voted for Options 2 and 3 suggesting a shift away from car culture.

2. Around 70% of respondents age 49 and younger voted for Options 2 and 3 suggesting that the younger generations are more ready to embrace progressive change than the older age groups. These are cohorts of the new “information” culture: **they are the future**. These results should provide Saanich with the moral courage and social licence to take on a more assertive leadership role in our efforts to transition to a low carbon society.
3. Saanich’s priority in transportation planning appears to be focused on maintaining or improving the level of service for cars in order to enable cars to travel as quickly as possible through the valley. This ignores the needs of valley residents who want to see reductions in traffic volume and speed . This car-centric mindset contrasts sharply with that of more progressive jurisdictions that place road safety and the prevention of accidents at the top of the agenda. Communities would be better off if Saanich switches to this “safety first” policy.
4. The position of BC Transit (Victoria) on public transit is confusing. On the one hand, it says it wants to increase ridership but on the other it complains that limited funding constrains what they can do. Its bottom line appears to be maximizing “operating efficiency” which includes minimizing travel time. However, in doing so, it ignores that sometimes trade-offs (such as an increase in travel time) have to be made for the greater public good (such as saving lives and enhancing liveability), and that a decrease in operating efficiency (meaning an increase in operating expenditure) may be a sound investment for generating increased environmental, economic and social returns for a community. Also, BC Transit should not conflate its priority of minimizing travel time to be that of transit passengers. For most passengers, bus frequency and punctuality are more important than spending an extra few minutes on the bus (especially when entertainment is easily accessed through smartphones).
5. The installation of continuous bike lanes throughout the corridor will mark a major step in our efforts to create a low carbon and healthier society. This will be a big achievement that we can all be proud of. It should empower us to believe that we can make transformational change happen by starting right on our doorsteps, one community at a time.
6. There is still a lot more that we can do to reduce our GHG emissions footprint, such as explicit transportation demand management actions to reduce traffic volume and encourage mode shift. A major failure in the planning process is the lack of participation by nearby institutions. They are major traffic generators and should have been at the table working with other stakeholders to develop solutions. Parking demand management should extend beyond granting lower parking ratio variances for new buildings. This is ineffective because excess cars are just shunted to nearby neighbourhoods. It is unfair to make neighbourhoods bear the social costs of providing free non-residential parking for outsiders. Paid parking should be considered.

## SVAP Land Use/Urban Design Plan

The Shelbourne Valley and surrounding areas serve as suburban bedroom communities for many people who commute to work in other places. Local jobs in the SVAP study area are mostly confined to the retail and service sectors (banks, grocery stores, shops, restaurants, gas stations).

The biggest flaw in the landuse/urban design plan is that it does not have a community building and economic development plan to reference. Here are some issues with the plan:

1. If the vision is to create a community of people who live, work and play in the Shelbourne Valley, where is the plan to create more jobs with more diversity to meet the needs of an increasing population?
2. The primary purpose of the landuse/urban design plan appears to be **maximized** densification to provide housing for 7500 extra people. This involves filling out the map around the Shelbourne Street area with housing based on a mechanical iteration of condo-townhouse-single family formula without taking into consideration factors such lot size, topography, and special characteristics of neighbourhoods. Good planning should leave some room for future contingency needs. Densification should not be an ends in itself but an ends to achieve specific goals.
3. A densified community has social needs. Where are the plans to promote community well-being such as investments in a community centre, community theatre, expanded public library, perhaps a community medical clinic? Where are the designated new public parks? A park was proposed for the Church Ave area in the SLAP. This has disappeared from the SVAP. The consultants' original urban design proposal identified the big property at Rowan Street and Thistle Street for a park. In the proposed SVAP, this has been changed into housing with only a tiny piece of green space left. An inspiring landuse for this parcel of land is as a "heritage" urban farm, to commemorate the area's farming history and to promote food security. A large scale densification plan that does not invest in social amenities for residents is **exploitative densification – it reflects an uncaring government that is intent on sucking out generated revenues without giving anything back to the community in return.** This appears to be the true purpose of the proposed SVAP: using the car-centric transportation plan for Shelbourne Street as a pretext for throwing the area open to exploitative development.
4. The SVAP is based on an unsound understanding of the area's population dynamics. In the Terms of Reference, one demographic group was highlighted – a growing seniors population. The planners got it wrong. In the seven odd years since the plan's inception, it

is the student population that has grown rapidly . In the book, "*Town and Gown: From Conflict to Cooperation*", Michael Fox (2014) describes a 20% student population in a community as the **tipping point** at which functional and structural stresses begin to appear. At 25%, the character of the neighbourhood begins to change and social cohesion is challenged. When the population increases to 33% and higher, social cohesion is lost until the area becomes a ghetto associated with one dominant social group.

The valley community is currently suffering stresses from not one, but two dominant demographic groups: seniors and students. Social cohesion (or sense of community) is weak when there is an insufficient number of community builders. This is the current situation in the heart of the SV where the student and seniors populations likely comprise close to 60% (if not more) of the population. Congregate housing is a disaster because our elderly seniors are trapped on steep hills in a sea of traffic and are socially cut off from mainstream society. **The Shelbourne Valley community is definitely NOT a vibrant one, and a plan that ignores the lived experience of valley residents is not going to help.**

#### **Recommendations to avoid ghettoization:**

- Strategies to spread out the student population – the recent initiative to build more university residences is a good start.
- Strategies to attract families and young working professionals - they are potential community builders.
- Spread rental housing throughout Saanich to avoid clustering and social problems.
- The proportion of seniors in the population should reflect the district average.
- A new seniors housing model that integrates them into mainstream society is needed – they will become more productive and fulfilled members of society. Examples: integrate daycare and pre-school facilities with seniors housing, group seniors and other housing types together with shared amenities such as green space.

### **Embracing A Vision Of The Shelbourne Valley As An Innovation District**

The Shelbourne Valley (as defined geographically) has the potential to be a great place. It deserves a better fate than the one envisioned in the proposed SVAP with its narrow scope and outdated suburban landuse concept.

A progressive alternative vision that is more suited to meeting the challenges of the new information age and the global warming crisis is described below.

## Concept Of Innovation Districts

Excerpted from “The Rise of Innovation Districts – A New Geography of Innovation in America” by Bruce Katz and Julie Wagner (2014):

<http://www.brookings.edu/about/programs/metro/innovation-districts>

*“These are geographic areas where leading-edge anchor institutions and companies cluster and connect with start-ups, business incubators and accelerators. They are also physically compact, transit-accessible, and technically-wired and offer mixed-use housing, office, and retail. Innovation districts are the manifestation of mega-trends altering the location preferences of people and firms and, in the process, re-conceiving the very link between economy shaping, place making and social networking. The trend is to nurture living, breathing communities rather than sterile remote, compounds of research silos.*

*Our most creative institutions, firms and workers crave proximity so that ideas and knowledge can be transferred more quickly and seamlessly. Our “open innovation” economy rewards collaboration, transforming how buildings and entire districts are designed and spatially arrayed. Our diverse population demands more and better choices of where to live, work and play, fueling demand for more walkable neighborhoods where housing, jobs and amenities intermix.”*

### Additional references:

- The Rise of Innovation Districts <https://www.youtube.com/watch?v=uJ6BFm3hra8>
- Innovation Districts – Fad or Future? <https://www.youtube.com/watch?v=M6mCJ3QnvdC>
- One year after: Observations on the rise of Innovation Districts <https://www.brookings.edu/research/one-year-after-observations-on-the-rise-of-innovation-districts/>

In a nutshell, the concept behind an Innovation District is that if we cluster researchers, entrepreneurs, investors, and other talented people together in well designed neighbourhoods within a compact geographic area, we can spark a synergy that can make great things happen, including the creation of avant-garde, low carbon communities with leading edge economies.

The old model of innovation parks (“sterile, remote, compounds of research silos”) is considered to be obsolete in today’s information age and sharing economy. The Vancouver Island Technology Park (remote and surrounded by parking lots) is an example of this old model. Innovation Districts is the new model that is gaining traction. An Innovation District is embedded in local communities. Millennials apparently prefer to live and work in connected urban communities.

An Innovation District encourages inter-connectedness and social diversity. In a fast changing world, new concepts of living and community relationships are being explored, for examples: (1) condos that include communal working spaces at the ground floor so that residents (many of whom work from home) can socialize and network, (2) ground level street front units where



people can both live and set up shop, (3) community and work centres where people can come together to share and develop new forms of support networks, and (4) housing that integrates seniors into mainstream society instead of isolating them. The inter-connected lifestyle meshes nicely with our natural world which functions fundamentally as a network of inter-connected and diverse parts.

### **Shelbourne Valley As An Innovation District**

The Shelbourne Valley has the potential to become an Innovation District:

1. It has an institutional headstart. Two anchor tertiary institutions (University of Victoria and Camosun College) that generate research knowledge and produce educated/skilled graduates are located here. So is the Royal Jubilee Hospital which is also a teaching and research institution. The Shelbourne Valley likely has the highest concentration of creative brain power on Vancouver Island! Unlike the UBC and Simon Fraser University campuses, these institutions have the geographical advantage of being embedded in large residential neighbourhoods.
2. Its status as an educational district is cemented by the presence of many elementary, middle and high schools. These schools are assets for attracting talented workers with families as well as being reservoirs of young talent. A private international school adds diversity to educational options.
3. Shelbourne Street can be the district's designated "High Street". It can be designed so that a mix of residential housing, retail shops, offices, parks, and public art line the length of the street. However, it cannot function as **both** a High Street and a Highway. Its function as a people-centred High Street can only succeed if the Shelbourne Street transportation plan is designed such that vehicular traffic volume and speed are reduced and the street is calmed. Cultural and other community events will provide reasons for residents to gather and have fun in the valley (why go downtown when they can celebrate in the hood). Potential innovation sites will be identified and incorporated into the design plan. The Shelbourne Valley Innovation District will be viewed as a modern urban area designed for people to live, work, play and create (as opposed to being a suburban housing estate).
4. Innovation Districts are serviced by low carbon modes of transportation (continuous bike lanes along Shelbourne Street is a good start). They are also powered by low carbon energy sources (a District Energy masterplan is needed).
5. The residents of the valley are very likely to support pioneering a low carbon community since they have elected Canada's first Green MP and BC's first Green MLA!

6. Our West Coast culture and beautiful environment (including the Shelbourne Valley region) are assets for attracting investors and talented workers in search of a good quality of life.
7. An Innovation District will be an asset for our educational institutions, valley residents, Saanich, and Greater Victoria. Start ups, incubators and accelerators will help to migrate research knowledge and innovative ideas into viable commercial enterprises, and provide practical training and employment opportunities for our students and graduates, all within a compact geographic area. There is an existing vibrant technology sector spread out all over Greater Victoria and beyond. An Innovation District will help to consolidate and connect these businesses (including the Vancouver Island Technology Park) into a **central hub**. This will help to spur the growth of a new knowledge-based industry (including the arts and culture sector) that will grow Victoria's overall economy.

As a first step, an exploratory working group comprising a broad spectrum of sectors will likely have to be formed. Innovation District experts can perhaps be invited to give workshops. The Innovation District plan should focus on identifying and parleying **the special strengths** of our institutional research, existing tech sector, and community into new economic opportunities. Perhaps Saanich and other levels of government could provide incentives to attract **anchor businesses** to set up shop. Federal and provincial funding for building infrastructure and other community projects will be needed.

The Shelbourne Valley Innovation District is a bold vision that is a good fit for our times. With careful planning, we can create a truly great low carbon community with a new, leading edge economy. It will generate much more revenues and social vibrancy than the current proposed model of exploitative densification. Let us seize this opportunity to dream big and create a truly transformative Shelbourne Valley Action Plan that will be an inspiration for us all.

## Recommendations

1. That either Option 2 or Option 3 be chosen and a firm commitment to complete the project within five years be made. We have waited for too long.
2. That Council vote to put the current proposed landuse/urban design plans on hold until a community building and economic development (Innovation District) plan has been drawn up. It is foolish to implement a landuse/urban design plan that is not anchored by a community building and economic development plan.
3. That the Planning Department be overhauled to bring it into the 21<sup>st</sup> century.

Submitted by:

Mei Ang  
[redacted] Louise Place

Council Administrator Media

Clerksec - Shelbourne Valley, Option 3; Take It or Leave It

From: "James & Ute Grayson" <[redacted]>
To: <clerksec@saanich.ca>
Date: 12/2/2016 1:45 PM
Subject: Shelbourne Valley, Option 3; Take It or Leave It

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FOR
ACKNOWLEDGED:

To Mayor and Council
District of Saanich

There were three well advertised and well attended public Open Houses in February and March of this year (2016), adequately presenting the similarities and differences of Option 1 and Option 2. The tallied results suggest almost 60% favour of Option 2, including some modifications; and slightly more than 30% favour of Option 1, including some modifications. Just about twice as many respondents prefer the fundamental concepts of Option Two.

Oops! This is not the response that was anticipated, or desired, by an influential few. As a result, it appears that Saanich staff were directed to create a new option, based primarily on Option 1, but with a few of the desirable components of Option 2 ... now called "Option 3". Option 3 Open Houses were held in early October. The very noticeable difference between the spring and fall Open Houses was astonishing.

In the spring, we were given choices - Option 1 or Option 2 - and asked to explain our preferences. In the fall, we were given the choice of Option 3 - how well did we like it. Small copies of Option 1 and Option 2 were displayed on a nearby wall, but there was no reference to their existence for comparison purposes. Option 2 has a full length bike lane; Option 3 has a full length bike facility (?).

In the afternoon of Friday, November 25, 2016 (a.k.a. Black Friday), from about 4:45 to about 5:15, I was engaged in shopping, with several stops along Shelbourne Street, from North Dairy to Feltham roads. Although the time and day are often considered "heavy traffic" times, I observed generally moderate traffic conditions with most motorists occupying the right-hand lane, perhaps to avoid opposing / oncoming traffic separated by nothing more than one or two lines of yellow paint.

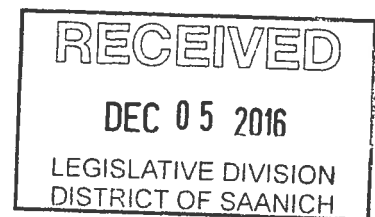
During this same time-period, there was a highly conspicuous, northbound cyclist riding in the middle of the right-hand (vehicle) lane. Vehicle traffic appeared to be only slightly inconvenienced by the cyclist's presence. Two full vehicle lanes in each direction are completely unnecessary!

An enhanced Option 2 would cost far less to implement, be installed within a few months, and encourage Active Transportation by All Ages and Abilities. Physical reconstruction could be devoted to pedestrian infrastructure. Please send the Short-Term Mobility Implementation Options back to Planning department for proper consideration - a slight modification of Option 2; two bicycle lanes, two vehicle lanes and one bi-directional centre lane, through the entire study area.

Thank you,

James Grayson

[redacted] Lochside Drive
Saanich BC [redacted]



2310-20 SVAP

Council  
Admin  
Media

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**Clerksec - Opposed to further narrowing Shelbourne**

**From:** WELDON WOLKOWICZ <[REDACTED]>  
**To:** <clerksec@saanich.ca>  
**Date:** 12/2/2016 4:38 PM  
**Subject:** Opposed to further narrowing Shelbourne  
**CC:** [REDACTED]

To whom it may concern  
 RE: Narrowing Shelbourne between McKenzie and Torquay

In response to your request for public comment prior to the December 5th meeting on this issue, here is our letter

**RECEIVED**  
 DEC 05 2016  
 LEGISLATIVE DIVISION  
 DISTRICT OF SAANICH

We strongly oppose Shelbourne lane narrowing between McKenzie and Torquay. In fact, we oppose narrowing ANY part of Shelbourne. We strongly argue that the Shelbourne corridor, and Saanich as a whole, will be more viable

- if cyclists have a separate corridor,
- if sidewalks and cross walks are improved for pedestrians,
- if public transit service is enhanced, and
- if a four lane (2 +2) corridor is maintained for buses, taxis, emergency vehicles, delivery /commercial vehicles and personal vehicles. Timing traffic lights better throughout the day will also help smooth traffic flow, thus reducing vehicle emissions.

Moving from general to specific concerns about this proposal:

1. We need a proper evacuation/ emergency response route in our end of the city, and Shelbourne is the logical choice. For example, Saanich's greatest risk of wildfire in built up neighbourhoods is around Mount Doug. A major wildfire there could make Cedar Hill and Blenkinsop impassible. If Shelbourne is only one lane in each direction, both evacuation and emergency response will be in jeopardy.
2. The official planning objective of higher residential and commercial density for Shelbourne would support better transit

services. The important thing is to keep open two lanes in both directions so that buses can travel efficiently including during peak traffic hours. Otherwise, commuters give up taking the bus, and return to driving vehicles. Trying to make space for bikes on that section (or any section) of Shelbourne will hobble the transportation (buses and vehicles) other residents use. Those users far outnumber cyclists 24/7, year round, even during ideal summer weather when cyclists are most likely to be out and about.

3. Narrowing Shelbourne would seem to enhance services for cyclists . But it will NOT make the roads substantially safer for them. There is no way to create a safe, unbroken cycling corridor on Shelbourne without prohibiting the use of personal vehicles other than bicycles. This is why a separate cycling corridor is the best way to encourage cycling while at the same time preserving a safe, efficient conventional arterial road that will be more and more in demand as residential density increases and commercial enterprise expands. Shelbourne has already been narrowed by the addition of parking spaces between McKenzie and Torquay. The proposal for further narrowing is a lose-lose-lose proposition.

To conclude:

Proper cycling infrastructure takes money. It may seem cost effective to create a cycling corridor using existing lanes of a major thoroughfare, but that is false economy. It will create an inferior, make-do cycling path that is far from safe for riders. At the same time, it will degrade a major thoroughfare to the functional level of a side street. And it does nothing to enhance service for every other user of that corridor: pedestrians, personal vehicle owners, and operators of commercial, transit and service / emergency vehicles. Once Shelbourne is reduced to one lane in most blocks, where will all the traffic go when there is a need for road maintenance?

We are frustrated that city council cannot seem to see the larger picture.

The proposal undermines almost every objective of the official plan. But perhaps priorities have shifted. If the new objective is to undermine the current community plan for the Shelbourne corridor and create a imminent transportation nightmare, then further narrowing the roadway is absolutely the best way forward. It will inflict maximum public pain at relatively minor public expense, without materially improving safety for cyclists.

P. Weldon and Michael Wolkowicz

Michelle Place

Saanich

Sent from my iPad

**Council - Shelbourne Valley Engagement - Short Term Actions**

**From:** Andrea Mercer <[REDACTED]>  
**To:** <council@saanich.ca>  
**Date:** 2/28/2016 6:29 PM  
**Subject:** Shelbourne Valley Engagement - Short Term Actions

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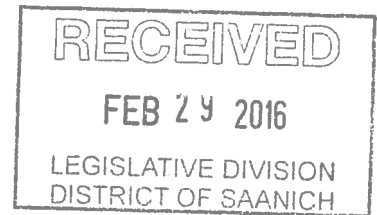
Dear Mayor Atwell & Members of Council -

I received an email from a neighbour encouraging us to email Council and express our views on the two options being presented regarding the Shelbourne corridor. This neighbour and many of the citizens in attendance at the engagement session at Gordon Head Recreation seem to be adamantly opposed to any improvements to cycling amenities, such as those presented in Option 2, for fear of congestion for their single occupant vehicles. There seems to be little concern about the future, and the consequences of continuing to cater to the car-culture that we have become. I get it, they are from a different generation. We need to plan for our future generations and be bold and visionary in doing so. I think this is what is represented by Option 2.

I have completed the survey, and I will be encouraging my friends and colleagues to have their say as well. I do hope that Saanich can be a leader here. Change can be scary and difficult to navigate, but it is so desperately needed. I don't think we can wait for 30 years to start to move the dial on our transportation mess.

Thanks again for having the guts to put such a bold option out into the public realm, I only hope that we can get those who understand the need for action to speak up, I know they are out there.

Andrea Mercer  
[REDACTED] Morningside Place  
Victoria BC [REDACTED]  
[REDACTED]



2310-20 SVAP

**Council - Shelbourne Valley Action Plan**

**From:** "Brian Price" [redacted]  
**To:** <council@saanich.ca>  
**Date:** 3/1/2016 8:37 AM  
**Subject:** Shelbourne Valley Action Plan

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Dear Council Members

I have completed the survey regarding the Shelbourne action plan and attended an open house.

I would like to express a strong opinion that Option 2, reducing Shelbourne to 2 lanes of traffic is not a practical option considering the amount of traffic that flows through Shelbourne Street. Also the notion that hundreds or thousands more cyclists would use Shelbourne if there were bike lanes does not seem likely at all to me. I would suggest that cyclists be banned from Shelbourne because of safety reasons and that other streets- Cedar Hill probably- should have improved cyclist lanes.

Thank you

Brian Price  
[redacted] Shelbourne St  
[redacted]

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DISTRICT OF SAANICH



2310-20 SVAP

**From:** Nancy McLaren [REDACTED]  
**To:** <council@saanich.ca>  
**Date:** 3/1/2016 9:12 PM  
**Subject:** Shelbourne Valley options

Wake up council ,show some leadership and find ways to save money and not waste it. There is nothing major wrong with Shelbourne other than what was done a few years ago on the North end. This is a major roadway that is linked to Mckenzie and others. All your going to do is push traffic on to side streets like the south end. Leave it a four lane road.

Don McLaren

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2310.20 SVAP

**From:** Frederick Driver [redacted]  
**To:** <council@saanich.ca>  
**Date:** 3/2/2016 11:02 AM  
**Subject:** Shelbourne Valley Action Plan

TO: Saanich Council

After noticing an announcement of changes proposed for the "Shelbourne Valley" and a call for feedback, I had a brief look at the extensive and copious material you have placed on line--and failed to gain any clear idea of the changes proposed.

One doesn't have all day! I suggest you put, at the head of the information, a clear and concise "potted" summary of the proposed changes/options, which the public can consult quickly and get a clear impression, without sacrificing their entire afternoon.

By way of input, I would like to make clear that:

I cross the area in question on a daily basis.

I oppose any improvements for bicycles or pedestrians that could potentially impact on public transit. The efficiency, accommodation and expansion of public transit should be the primary focus.

Thank you,

F. Driver,  
Victoria

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**Council - RE: Stakeholders Committee meeting with BC Transit**

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**From:** "LeeMei Thiessen" <[REDACTED]>  
**To:** "'Cameron Scott'" <Cameron.Scott@saanich.ca> [REDACTED]

**Date:** 3/7/2016 11:43 PM  
**Subject:** RE: Stakeholders Committee meeting with BC Transit  
**CC:** [REDACTED]

[REDACTED] "'Colin Plant'"  
<Colin.Plant@saanich.ca>, "'Council'" <Council@saanich.ca>, "'Dean Murdock'"  
<Dean.Murdock@saanich.ca>, "'Fred Haynes'" <Fred.Haynes@saanich.ca>,  
"'Harold Stanley'" <Harold.Stanley@saanich.ca>, "'Judy Brownoff'"  
<Judy.Brownoff@saanich.ca>, "'Leif Wergeland'" <Leif.Wergeland@saanich.ca>,  
"'Mayor'" <Mayor@saanich.ca>, "'Sharon Hvozdzanski'"  
<Sharon.Hvozdzanski@saanich.ca>, "'Susan Brice'" <Susan.Brice@saanich.ca>,  
"'Vic Derman'" <Vic.Derman@saanich.ca>, "'Vicki Sanders'"  
<Vicki.Sanders@saanich.ca>

Hi Cam,

I want to point out to you that attendance at the stakeholders meeting has been dwindling, to a depressing eight members at the last meeting and the rooms that we normally use have felt very empty. Isn't it good to create some enthusiasm rather than dampen it, especially for this very important issue of public transit which is such a critical transportation component. As for other

branches of Saanich government, I think it is healthy for them to roll up their sleeves and work together with Saanich taxpayers once in a while so that they can hear what we have to say straight from our mouths instead of having it filtered (out) through the Planning Department? For example, I have been talking about the need to discuss building community and exploring economic opportunities at the meetings for years now but the SVAP has zero content on this. It is time to review this broken governance process.

Mei

---

**From:** Cameron Scott [[Cameron.Scott@saanich.ca](mailto:Cameron.Scott@saanich.ca)]

**Sent:** Monday, March 7, 2016 2:48 PM

Vicki Sanders

**Subject:** RE: Stakeholders Committee meeting with BC Transit

Dear Mei,

Thanks for identifying some issues you would like to discuss. I have forwarded that list of issues BC Transit.

The Shelbourne Stakeholder Committee meeting that we have set up for Tuesday night is at a relatively small venue that was intended primarily for members of the committee. While we have extended the offer to a few additional community members who expressed strong interest in transit issues, we do not have the space to accommodate a significantly higher number of attendees.

The information that is discussed at the meeting (and with other meetings with BC Transit and stakeholders groups) will be shared with Council as part of our report back to them on overall public engagement feedback. Additionally, we have separate meetings with both the Bicycle and Pedestrian Mobility Advisory Committee and the Planning, Transportation and Economic Development Advisory Committee to review the options.

Best Regards,

Cam

**Cameron Scott, MCIP RPP**

Manager of Community Planning  
Planning Department  
District of Saanich  
770 Vernon Ave.  
Victoria BC V8X 2W7

t. 250-475-7115 (new phone number)  
[cameron.scott@saanich.ca](mailto:cameron.scott@saanich.ca)  
[www.saanich.ca](http://www.saanich.ca)

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>>> "LeeMei Thiessen" <[REDACTED]> 3/4/2016 2:08 AM >>>

Hello Harold and Cam,

Thank you so much for organizing the meeting with BC Transit.

I am attaching a list of issues that I would like BC Transit to address. Can you please forward to them.

I would also like to invite the Mayor, Councillors and members of the Bi-Ped and Transportation/Economic Development Committees to attend to provide input. Can you please forward to members of these two committees (which one is in charge of public transit issues?).

I am hoping that this meeting will lead to some productive outcomes.

Sincerely,

Mei

---

**From:** Harold Stanley [<mailto:Harold.Stanley@saanich.ca>]  
**Sent:** Wednesday, March 2, 2016 12:01 PM

[REDACTED]

**Subject:** Stakeholders Committee meeting with BC Transit

Hi Everyone

The meeting with BC Transit at St. Aidan's next Tuesday, 7 to 9 p.m., is in the seminar room/chapel, not the sanctuary, which is the main part of the Church, as mentioned in my previous e-mail.

The seminar room/chapel is the first room to your left as you enter through the main door of the Church.

A reminder too of the Open House at St. Aidan's today, 4 to 8 p.m. Hope to see you there!

Regards

Harold

**Harold Stanley**  
Community Planner  
Planning Department  
District of Saanich  
770 Vernon Avenue  
Victoria BC V8X 2W7  
t. 250-475-5494 ext. 3410  
f. 250-475-5430  
[harold.stanley@saanich.ca](mailto:harold.stanley@saanich.ca)  
[www.saanich.ca](http://www.saanich.ca)

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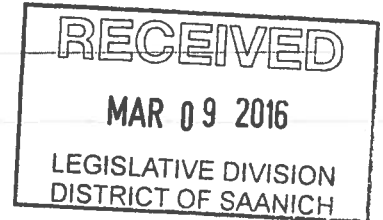
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2310 70 SVAP

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COPY RESPONSE TO LEGISLATIVE DIVISION REPORT	<input type="checkbox"/>		
FOR			
ACKNOWLEDGED:	djm		

**Council - FW: Stakeholders Committee meeting with BC Transit**

**From:** "LeeMei Thiessen" [REDACTED]  
**To:** "Council" <Council@saanich.ca>  
**Date:** 3/8/2016 2:50 PM  
**Subject:** FW: Stakeholders Committee meeting with BC Transit



Dear Mayor and Councillors,

Please see my reply to Cam's email below – Cam is a great guy and this issue has nothing to do with his work performance but with the governance system.

The Stakeholders Committee process is not working anymore and many people have dropped out, likely from exhaustion and disillusionment. At the last meeting, 8 people attended. Three regulars have indicated that they cannot make it for tonight's meeting. Because public transit plays such an important role in transformation mode shifts, I thought it would be good for you folks to participate so that you could contribute your ideas and make more informed decisions. In addition, when a system is not working anymore, it is a good thing to shake it up to make change happen, hence my intentionally provocative emails.

I have very serious concerns about how Community Building and Economic Development have been completely ignored in the Shelbourne Valley Action Plan. I am no expert, but isn't it common sense that when we do planning for an area, the first priority should be to focus on how to create a great community, then design land use and transportation around this. For the past 6+ plus years, immense efforts have been put into the transportation component – more specifically, on an agenda to maintain the four-lane highway through Shelbourne Street even though this is so deleterious to the quality of life of SV residents and is not conducive to creating a vibrant, low carbon community. Transportation planning for the other two parallel streets (Cedar Hill Rd and Richmond) and the East-West routes has not been dealt with in the Plan. In effect, the primary objective of the SVAP is to plan a transportation highway through Shelbourne Street with land use revolving around it, and with no concern given to the people aspects of community building and economic development. The Urban Design plan is also worrisome – it consists of drawing boxes along the streets following a robotic iteration of the condo-townhouse formula with a **maximized** build-out objective and without an understanding of the unique characteristics and needs of individual neighbourhoods. Maximization is a dangerous concept in resource management – it encourages exploitation, and this likely applies to urban densification as well. The Urban Design plan should be reviewed after a Community Building and Economic Development plan is done.

There is so much potential for doing great things in the Shelbourne Valley because of the presence of so many educational institutions. We should encourage the establishment of enterprises that feed into the knowledge generated by these institutions. We should take advantage of the creative energy generated by the institutions to turn this area into a cultural district – why go downtown if we can find cultural events here. The SV is already turning into a university district full of students but this change should be planned and managed in order to avoid campus-community conflicts. Why have we

spent 6+ years planning a Shelbourne Street transportation highway and zero time on community building and economic development? Doesn't this speak to a lack of ambition, imagination, and vision on Saanich's part? I have repeatedly raised this issue at the Stakeholders meetings but the message hasn't got through because of the pre-occupation with the transportation agenda. I urge you, Mayor and Councillors, to do something about this before the SVAP goes to Council for final approval – perhaps approve a version of the Option 2 transportation plan first and include a provision to strike a citizen-led committee to study the Community Building and Economic Development Plan, with an appropriate land use plan to accompany it. This is backwards planning but better than missing the boat on doing great, transformational things in the SV.

Sincerely,

Mei

---

**From:** LeeMei Thiessen [redacted]  
**Sent:** Monday, March 7, 2016 11:43 PM

[redacted]  
[redacted]

**Subject:** RE: Stakeholders Committee meeting with BC Transit

Hi Cam,

I want to point out to you that attendance at the stakeholders meeting has been dwindling, to a depressing eight members at the last meeting and the rooms that we normally use have felt very empty. Isn't it good to create some enthusiasm rather than dampen it, especially for this very important issue of public transit which is such a critical transportation component. As for other branches of Saanich government, I think it is healthy for them to roll up their sleeves and work together with Saanich taxpayers once in a while so that they can hear what we have to say straight from our mouths instead of having it filtered (out) through the Planning Department? For example, I have been talking about the need to discuss building community and exploring economic opportunities at the meetings for years now but the SVAP has zero content on this. It is time to review this broken governance process.

Mei

---

**From:** Cameron Scott [<mailto:Cameron.Scott@saanich.ca>]



**Set:** Monday, March 7, 2016 2:48 PM

**Subject:** RE: Stakeholders Committee meeting with BC Transit

Dear Mei,

Thanks for identifying some issues you would like to discuss. I have forwarded that list of issues BC Transit.

The Shelbourne Stakeholder Committee meeting that we have set up for Tuesday night is at a relatively small venue that was intended primarily for members of the committee. While we have extended the offer to a few additional community members who expressed strong interest in transit issues, we do not have the space to accommodate a significantly higher number of attendees.

The information that is discussed at the meeting (and with other meetings with BC Transit and stakeholders groups) will be shared with Council as part of our report back to them on overall public engagement feedback. Additionally, we have separate meetings with both the Bicycle and Pedestrian Mobility Advisory Committee and the Planning, Transportation and Economic Development Advisory Committee to review the options.

Best Regards,

Cam

**Cameron Scott, MCIP RPP**

Manager of Community Planning  
Planning Department  
District of Saanich  
770 Vernon Ave.  
Victoria BC V8X 2W7

t. 250-475-7115 (new phone number)  
[cameron.scott@saanich.ca](mailto:cameron.scott@saanich.ca)  
[www.saanich.ca](http://www.saanich.ca)

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>>> "LeeMei Thiessen" <[REDACTED]> 3/4/2016 2:08 AM >>>

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I am hoping that this meeting will lead to some productive outcomes.

Sincerely,

Mei

---

**From:** Harold Stanley [mailto:Harold.Stanley@saanich.ca]  
**Sent:** Wednesday, March 2, 2016 12:01 PM



Hi Everyone

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The seminar room/chapel is the first room to your left as you enter through the main door of the Church.

A reminder too of the Open House at St. Aidan's today, 4 to 8 p.m. Hope to see you there!

Regards

Harold

**Harold Stanley**  
Community Planner  
Planning Department  
District of Saanich  
770 Vernon Avenue  
Victoria BC V8X 2W7  
t. 250-475-5494 ext. 3410  
f. 250-475-5430  
[harold.stanley@saanich.ca](mailto:harold.stanley@saanich.ca)  
[www.saanich.ca](http://www.saanich.ca)

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## BC Transit / SVAP Stakeholders Meeting On Tuesday 8 March 2016

### Proposed Issues For Discussion

In order to ensure a productive session, participants should take an approach aimed at **problem-solving** (e.g. these are the impacts of the two Options, what are the possible solutions/mitigation measures) as opposed to an approach aimed at erecting barriers (e.g. these are the impacts, they will cause problems which we don't like/cannot solve).

#### Issues

1. On Pages 8- 9 of the SVAP supplemental report, an impact of a reduction to 2-3 travel lanes on Shelbourne Street is stated as follows : ***“a reduction in the efficiency of existing transit and the likely inability of Shelbourne Street to function as a Frequent Transit Route as designated in the BC Transit’s Strategic Plan 2030”***. This statement raises some questions:
  - How does BC Transit define and measure “efficiency”?
  - Explain the difference between transit time and bus frequency, and their impacts on efficiency?
  - Shelbourne Street (served by bus routes #27 and #28) is **already** designated as a Frequent Route (defined as 15 minutes or less service) – explain why Shelbourne Street will lose its ability to function as a Frequent Route in BC Transit’s Strategic Plan 2030, especially since the SVAP calls for a population increase of 7500 in order to help effect a mode shift to walking, biking and **public transit (doesn’t more passenger demand mean more frequent service?)**.
2. Provide an **objective** assessment of the impacts of Options 1 and 2:
  - substantiate as far as possible with quantitative and qualitative data,
  - provide solutions on how these impacts can be mitigated,
  - provide estimated costs (monetary and others) required to implement these mitigation measures,
  - explore funding sources,
  - are these mitigation measures do-able and justifiable, especially when viewed from the wholesome context of SVAP goals.
3. Trade-offs in transportation planning are necessary in order to achieve SVAP goals. Has BC Transit incorporated these goals for the public good into its analysis and planning? Some primary goals (from my perspective):
  - A transportation system that improves the quality of life for SV residents, especially with the anticipated addition of 7500 human beings (whose voices cannot be heard right now). Heavy, speeding, unsafe traffic is the **topmost concern** of SV residents.

Therefore, a reduction in traffic speed and volume on SV streets, especially Shelbourne Street, is an essential requirement for creating a livable (if not vibrant) low-carbon community.

- A **balanced** transportation system that includes pleasant walking conditions, safe bike lanes along the entire length of Shelbourne Street, increased transit services and smooth flow of (reduced) vehicular traffic. This re-balancing requires some trade-offs that include an estimated 1-3 minute increase in transit time for buses and motor vehicles if one travels from Feltham Road to North Dairy Road during peak hours. The alternative is likely a wait of 30-50 years to see the “ultimate plan” realized, by which time many of us (active participants in the process) would likely no longer be around.
- A reduction in GHG emissions through a re-balancing of transportation modes and targeted densification in order to meet Saanich’s climate action reduction targets of 33% by 2020 and 80% by 2050 (from 2007 baseline) because a significant 62% of Saanich’s GHG emissions comes from transportation. BC Transit has an important role to play in this re-balancing.

GHG emissions accounting has not been done for the SVAP by the transportation consultant (Urban Systems) even though this was included as a “deliverable” in the contract (see first appendix below). If done, it is likely that the “Ultimate Plan”, which projects a steady increase in motor vehicle traffic of 0.5% per year to 2030 based on **historical trends** (Page 15 of the SVAP document) will fail to meet Saanich’s reduction targets. In addition, the assumption that the future is a continuation of the past is faulty reasoning because we live in an era of great changes. The young people of today are not car-culture oriented. They live in the information age and riding the buses allow them to engage with their gadgets. They are our future. If we fail to meet targets despite our best efforts, at least it is not from a lack of trying. But failing to even try to reduce emissions seems somewhat hypocritical and irresponsible.

4. The City of Victoria has chosen Cook Street to be its major route for connecting East Saanich to downtown whereas Saanich has chosen Shelbourne Street (see second appendix). How does this affect transit planning in view of long term plans to provide dedicated bus lanes?/rapid transit?/tramlines?
5. Finally, we need to take the Gordon Head bull by its horns. Many Gordon Head residents have expressed concerns (sometimes very vociferously) about the impacts of reduced lanes on their commute. These concerns are partly justified because alternative transportation options are currently limited. The introduction of bike lanes throughout Shelbourne Street in Option 2 (together with an increasing network of bike lanes throughout the CRD) will provide one alternative option. However, BC Transit’s current transit service for Gordon Head residents is inadequate:
  - buses at 20 minute frequency (shorter during peak hours) discourages the use of transit as a preferred mode,

- most residents are serviced by only one route (by #27 and #28) which heads downtown; however not all residents work or are headed downtown – it is necessary to find out what the other major destinations are so that additional routes can be added,
- more innovative ways of funding transit, offering transit, and encouraging a mode shift are needed.

Some folks have asserted that they have a right to unimpeded 4-lane vehicular access on Shelbourne Street, giving reasons that include the need for it to remain a truck route so that they can transport their furniture. However, people living along Shelbourne and other SV streets also have a right to a decent quality of life not degraded by heavy traffic speeding through. In particular, our elderly valley seniors are stuck in warehouse-like conditions because they cannot get out and about due to the dangerous traffic, lack of safe pedestrian crossings, and often poor sidewalks. Parents of young children are terrified of allowing their children to walk SV streets. A key indicator of success of the SVAP is when we finally see young children walking on Shelbourne St. Cyclists risk their lives when they ride on Shelbourne Street – they too deserve safe bike lanes. We all need to understand that Shelbourne and other SV streets are for **sharing**, and trade-offs are required from all of us. No single user group should be allowed to assert their perceived rights over others.

Submitted by:

Mei Ang

Friend of Shelbourne Valley

## 6.0 DELIVERABLES

- 6.1 A transportation model for the Shelbourne Corridor based on projected land use/density/population with the ability to incorporate different transportation scenarios. Techniques for estimating pedestrian, cycling and transit use, with the concomitant affect on private and commercial motor vehicle traffic, needs to be clearly described. If the Consultant modifies the mode split of the CRD's Transcad model, or trip generation rates, this should also be described;
- 6.2 At least 2 options for creating a balanced transportation network for the Shelbourne Corridor with an analysis of the consequences of each option including projected greenhouse gas emissions, congestion levels, traffic diversion, and general operability of each of the proposed balanced transportation network options. Options are to include illustrations showing street cross sections and design options for key sections of the Shelbourne Corridor as well as maps showing options for walking and cycling routes through the Corridor. The format for presenting the report on the balanced transportation network options is to include an executive summary, findings and analysis, options, recommendation for preferred option, and conclusion.
- 6.3 One bound, and one unbound, printed copy of the final report on options and recommendations for a balanced transportation network as well as a digital copy and a power point presentation illustrating the options and recommendations suitable for public showing and attachment to the Saanich web site.

## 7.0 PROPOSAL SUBMISSION

- 7.1 Company Organization and Experience  
Indicate the Principal or Partner with overall responsibility for the project and provide the names of individual team members, including their credentials, responsibilities and experience. (No company brochures or catalogues please.)
- 7.2 Background and Experience  
Demonstrate that the firm's organization and team, including sub-consultants and specialists, if required, has the necessary background and experience to carry out the requirements of this project. List staff and/or sub-consultants who will be assigned to this project along with their related experience. Subsequent substitution of staff and/or sub-consultants will require approval by Saanich.
- 7.3 Project Methodology and Task List  
Outline the methodology proposed to undertake the project, including a discussion of the key factors to be considered.
- 7.4 Person-Hour Estimates  
Provide person-hour estimates for each of the work activities, including preliminary indications of which staff person and sub-consultants, if required, will undertake the major portion of each activity.

**Shelbourne Corridor Design Guidelines**  
**Initial Meeting with Consultants: June 28/2011**

**Attending:** Franc D'Ambrosio, Jennifer Kay, Harold Stanley (Project Planner), Anne Topp (Manager Community Planning), Sharon Hvozdzanski (Planning Director)

Franc asked why the Transportation Contract was first?

- Because we knew that improving transportation, and getting a balanced transportation plan in place, was a critical need and had to be addressed
- Would be the basis for future improvements in the corridor
- Need to incorporate transportation network into the 4 centres including sidewalks and bike infrastructure as well as better transit and changes to traffic patterns
- Budget considerations also a factor in going with transportation first

Communication

- Jennifer will be the principal contact for the design consultants, and liaisons with the District of Saanich (Harold, as Project Planner, is Saanich's main contact) and stakeholders
- Harold has indicated to the stakeholders that if they want to communicate with the design consultants they must do so through him unless it's at a public forum, open house, Stakeholders Committee meeting etc.

Would we be meeting with the City of Victoria?

- Harold has been in contact with the City of Victoria Planner responsible for the Hillside Mall area (Lucinda Baryluk)
- Sharon mentioned that Victoria and Saanich Councils have talked about the need to meet regarding Shelbourne at some point
- Need to communicate with Victoria better; an example being Victoria choosing Cook St. to be its major route connecting east Saanich with Victoria's CBD and Saanich choosing Shelbourne St.

Time frame

- We're a bit behind where we should be; the transportation component of the plan was originally scheduled to be completed by end of June and now likely won't be finished until early fall
- Currently the transportation consultant is busy reducing the number of available options for a balanced transportation network in the Corridor; once a couple have been chosen they will likely be run thru a micro simulation model to see how appropriate they are
- Need to meet with Stakeholders over the summer to go over vision for the corridor as was done with Urban Systems; Jennifer will let Harold know the dates her and Franc are available to meet and Harold will then contact Stakeholders to see which dates are most convenient to them
- Also need to meet with transportation consultant, Urban Systems, over the summer once a preferred transportation option has been chosen



2310.20 SVAP

**ClerkSec - Letter from Dr. Susan Matthews and Dr. Jennifer Wickens (McKenzie Family Practice) || Shelbourne Valley Action Plan**

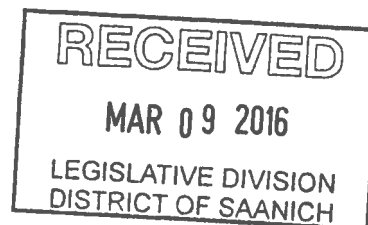
**From:** Oliver Tennant <oliver@trieagle.ca>  
**To:** <Harold.Stanley@saanich.ca>, <Cameron.Scott@saanich.ca>, <mayor@saanich.ca>, <susan.brice@saanich.ca>, <dean.murdock@saanich.ca>, <judy.brownoff@saanich.ca>, <colin.plant@saanich.ca>, <vic.derman@saanich.ca>, <vicki.sanders@saanich.ca>, <fred.haynes@saanich.ca>, <leif.wergeland@saanich.ca>  
**Date:** 3/8/2016 2:06 PM  
**Subject:** Letter from Dr. Susan Matthews and Dr. Jennifer Wickens (McKenzie Family Practice) || Shelbourne Valley Action Plan  
**Attachments:** LetterFromMckenzieFamilyPractive\_ShelbourneValleyActionPlan.pdf

**Mayor, Councillors, Harold and Cam:**

Attached is a letter addressed to you by Dr. Susan Matthews and Dr. Jennifer Wickens of McKenzie Family Practice. It is in regards to the proposed changes within the Shelbourne Valley Actions Plan.

They are our tenants at 3930 Shelbourne St (Google Maps [here](#)) and it was sent to us, so I am forwarding it to you.

Thank you.



2016

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ACKNOWLEDGED:	bl.m.		

# McKenzie Family Practice

207 - 3930 Shelbourne St., Victoria, British Columbia, V8P5P6 Fax: 250-721-2292 Phone: 250-721-1188

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February 28, 2016

To Mr. Harold Stanley, Mr. Richard Attwell, and the Saanich council

re: proposed changes to Shelbourne St.

We are two family physicians whose practice is located in 3930 Shelbourne St., at the south west corner of Garnet and Shelbourne. We have recently been made aware of plans by Saanich to obstruct left hand turns onto Garnet for northbound traffic.

Our practices are made up predominantly of family with young children who drive to their visits; we estimate that perhaps only 5% arrive by bus or Handi dart. As such, the proposed changes will make it much more difficult for our patients to attend our office.


If option 1 is adopted, then there will still be possible to access our building's parking lot by turning left across a double line. This manoeuvre, while not actually illegal if no traffic is waiting, is often performed in an inconsiderate manner by many motorists, and results in back ups of waiting traffic. It is definitely preferable to turn at an intersection where a lane is dedicated for that purpose.

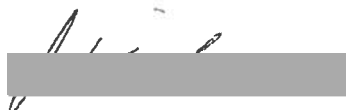
If Garnet is closed then our patients will need to turn left at Mortimer, drive through a residential neighbourhood, and then add to traffic proceeding past Cedar Hill Middle school, already a heavily trafficked byway, in order to turn into Garnet from the west. This is not ideal for our neighbours, nor our patients.

While we understand why Saanich would want to prevent southbound left turns at Garnet (traffic backs up to McKenzie quite regularly) this is not the case with the northbound turn, as the block is considerably longer.

We would ask that you please reconsider this plan to obstruct the entrance to Garnet as we believe it will adversely affect the neighbourhood as make it much more inconvenient for our patients to arrive at their appointments.

Thoughtfully,

  
Dr. Susan Matthews, MDCM, CCFP

  
Dr. Jennifer Wickens, MD, CCFP

2310 20 SWAP

**From:** Colin Plant  
**To:** Rosemary Merritt (RM)  
**CC:** Donna Dupas; Harley Machielse  
**Date:** 3/14/2016 11:25 AM  
**Subject:** Re: Fw: Saanich corridor

Dear Ms. Foster,  
 Thank you for your letter and comments. I will certainly take them into my considerations and I will also ensure they are passed on to the appropriate staff and to the rest of council by CC'ing the staff listed.

Best,

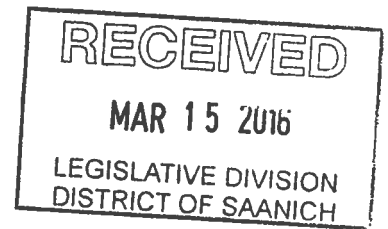
COLIN PLANT

Colin Plant

Saanich Councillor/CRD Director  
 C: 250-514-1439

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FOR			
ACKNOWLEDGED:	blm ✓		

>>> "R Foster" <[REDACTED]> 03/14/16 11:18 AM >>>



**From:** R Foster  
**Sent:** Monday, March 14, 2016 10:19 AM  
**To:** harold.stanley@saanich.ca  
**Subject:** Saanich corridor

As a long time resident of Garnet Rd., I am very upset by the proposal of closing the Shelbourne end of our road for left turns back on to Garnet. There are businesses at the end of the street, a condominium complex, whose parking lots would be affected, not to mention the inconvenience for the rest of the street. If Saanich's plan is put in to action, Garnet would effectively be closed off, with our only way of getting in or out would be turning right on to Shelbourne to go north (which is fine, as left turns are too dangerous) and for returning home, using Mortimer to Ansell and back down Garnet, Jade Pl. or northern end of Ansell (depending on where one lives). To do this, means more gas usage, inconvenience, especially for the residents at the western end of Garnet. For a resident living at the Shelbourne end of Garnet, it would mean an approximate 1.20. km extra drive to get home. Incidentally, I live about the middle of Garnet, not the end. This route would double the traffic on Mortimer and Ansell which is now congested with UVIC student parking, residential parking and the congestion that comes with many parents dropping and picking up school children at Campus View School. I am also, worried about the ability of emergency vehicles being able to enter our area without any more delay than is necessary.

I have thought a lot about this, and would like to forward 3 suggestions in the order I personally, would like to choose from.

1. Put a one way right turn street through from McKenzie to Garnet beside the Law office and the Saanich Pumping station. There is currently a small portion of the apt. parking lot involved, which hopefully they would be happy to sell. Actually, this would be much better than turning off

Shelbourne.

2. Put a light at the end of Garnet that would coincide with the existing one at Shelbourne - McKenzie . This of course, would involve having a designated left turn lane and arrow light.

3. Open up a right hand turn lane at Ansell and McKenzie. As I live near the middle of Garnet, this would be okay but still not viable for the Shelbourne end residents. This street has been closed off to McKenzie from the beginning which, once again, means a very back tracking route in order to reach Gordon Hd. Rd.

I hope you will give the above suggestions consideration.

Sincerely,

Rosemary Foster

2016

Council - Turning left off Blair, future difficulties planned

From: Marilyn Hewgill [redacted]
To: "council@saanich.ca" <council@saanich.ca>
Date: 3/16/2016 9:36 AM
Subject: Turning left off Blair, future difficulties planned

POST TO Gen POSTED 03/17/16
COPY TO JHM
INFORMATION
REPLY TO WRITER
COPY RESPONSE TO LEGISLATIVE DIVISION
REPORT
FOR
ACKNOWLEDGED D.M.

Dear Council,

I reviewed the proposals concerning all of us that use the intersection of Blair and Shelbourne. Blair would become a major bike route. This and the other changes would impact our ability to safely turn left off Blair onto Shelbourne.

The the new plan would

- 1. Eliminate the left hand turn lane from Blair onto Shelbourne. (Those turning right will wait forever!)
2. Put in a bike lane where the left hand turn lane used to be
3. Have both a bike lane and a separate pedestrian lane, both to be activated by people
4. Put trees in the middle of Blair road at the intersection (further obstructing our poor view looking south on Shelbourne). The rhodo bush on the south east corner needs to be removed. It is hard to see looking our between a telephone pole and the bush with waving leaves. A serious accident will happen.
5. String out the traffic going north on Shelbourne down to one lane and make it very difficult to get space to turn left or blend in turning right.
6. Hide the view behind the bus at the northbound bus stop while watching for south bound traffic on Shelbourne when executing a left turn onto Shelbourne.

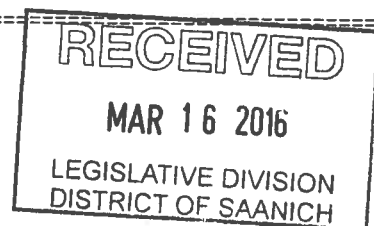
I strongly disagree with putting any trees in the middle of any road to make the obvious traffic jams with guaranteed long waits easier to tolerate. A road is a road for vehicles. We want our travels to be as safe as possible and have less stagnant traffic which makes more pollution.

Trees have no place in the middle of any road. All driver safety courses would like to prohibit the popular idea to hang anything from the mirror that swings. This is a training technique to learn to ignore anything moving in your peripheral vision. Leaves, blowing in the wind, waving on branches or covered with snow all take away required glimpses of vision. We need to be able to use this quick glimpse of movement so we can react to a child crossing the road, an animal on the highway, a car coming from..... The list is endless.

Trust me, I am not against bikes and walking! I just want safety to be the most important consideration when we are designing a road. Cars can operate only on roads. Shelbourne needs to have traffic flow and two lanes are needed many times throughout the day. I was told that a survey of traffic flow at this corner had most people turning right. None of us in the neighborhood agree with this conclusion. Please believe us. Many, many people want to go south and need to turn left to do so.

How can people negotiate cars safely when everyone other than the car has a signal to follow?

Thank you,
Marilyn
a resident using this intersection for 46 years.



**ClerkSec - Shelbourne Valley Action Plan**

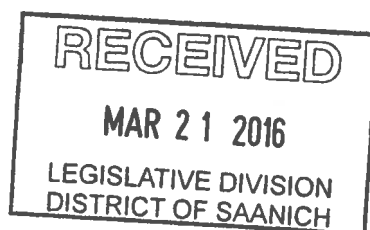
**From:** John Mullin [REDACTED]  
**To:** "cameron.scott@saanich.ca" <cameron.scott@saanich.ca>  
**Date:** 3/18/2016 6:21 PM  
**Subject:** Shelbourne Valley Action Plan  
**CC:** "harold.stanley@saanich.ca" <harold.stanley@saanich.ca>, "mayor@saanich.ca" <mayor@saanich.ca>, "vic.derman@saanich.ca" <vic.derman@saanich.ca>, "fred.haynes@saanich.ca" <fred.haynes@saanich.ca>, "colin.plant@saanich.ca" <colin.plant@saanich.ca>, "susan.brice@saanich.ca" <susan.brice@saanich.ca>, "leif.wergeland@saanich.ca" <leif.wergeland@saanich.ca>, "dean.murdock@saanich.ca" <dean.murdock@saanich.ca>, "vicki.sanders@saanich.ca" <vicki.sanders@saanich.ca>, "judy.brownoff@saanich.ca" <judy.brownoff@saanich.ca>

Hi Cameron – I am writing as a follow up to the luncheon on March 16 with business owners – I believe there was a clear message given as to the serious concerns regarding the restriction to access which will result from the proposed median at Shelbourne and Kisber/Broadmead and the proposed median at Shelbourne and Garnet – one of the slides in your presentation indicated an objective to “enhance access to businesses by all modes” – clearly the creation of a median at these intersections is completely contrary to that objective – in one of the questions “has an economic assessment of restricting access been done”, your answer was “no, which is one of the reasons we’re consulting businesses and property owners now” – I appreciate that you are listening to concerns, however the lack of a proper economic assessment is very troubling – I am not sure if you are aware of the number of businesses that would be negatively impacted by these proposed medians at Kisber/Broadmead and at Garnet (my count is that there are 73) or the number of commercial landowners (my count is that there are 7), not to mention all of the employees of these businesses and their clients/customers – it is critical to the viability of these businesses and owners that the left hand turn access to these properties remain in place – both of the options in the plan need to be amended to remove the proposed median at Kisber/Broadmead and at Garnet – we trust that this matter will be addressed accordingly – thanks

John

**JOHN D. MULLIN | BARRISTER & SOLICITOR | MULLIN DEMEO LAW CORPORATION | 1626 Garnet Road, Victoria, BC, V8P 3C8 | Telephone: 250-477-3327 | Facsimile: 250-477-0980 | Toll free: 1-877-477-3327**

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INFORMATION	<input checked="" type="checkbox"/>		
REPLY TO WRITER	<input type="checkbox"/>		
COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>		
REPORT	<input type="checkbox"/>		
FOR			
ACKNOWLEDGED			

**ClerkSec - Shelbourne Valley Action Plan**

**From:** "Ron Joschko" <[REDACTED]>  
**To:** <mayor@saanich.ca>  
**Date:** 3/20/2016 3:55 PM  
**Subject:** Shelbourne Valley Action Plan  
**CC:** <harold.stanley@saanich.ca>

Dear Sir,

We are the owners of the Bosley's by Pet Valu franchise at the Shelbourne Village Square, 3749 Shelbourne Street. We have reviewed the plan and have a concern with closing the left hand turn off Shelbourne onto Kisber Road. Not only is it our personal access to our business, it is also a very convenient and longtime access for our customers travelling down Shelbourne St. from the Gordon Head area. Customers are often creatures of habit and may find alternative shopping locations if they are inconvenienced. We are also concerned that if that access is closed that it could develop a bottle neck at the left hand turn onto Cedar Hill and then onto Stamboul St. It is already backed up at times already and we feel this would just compound it. This would further the potential for customers to seek an easier shopping location.

We are opposed to this change and ask you to reconsider.

Thanking you in advance.

Ron and Terry Joschko

2016 ✓

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**RECEIVED**

**MAR 21 2016**

LEGISLATIVE DIVISION  
DISTRICT OF SAANICH

**Council - VRTC Letter to Mayor and Council re: Shelbourne Valley Corridor Improvements**

**From:** "Ridout, Christy" <Christy\_Ridout@BCTransit.Com>  
**To:** "council@saanich.ca" <council@saanich.ca>, "mayor@saanich.ca" <mayor@saanich.ca>  
**Date:** 3/21/2016 12:03 PM  
**Subject:** VRTC Letter to Mayor and Council re: Shelbourne Valley Corridor Improvements  
**CC:** "paul.thorkelsson@saanich.ca" <paul.thorkelsson@saanich.ca>, "Harold.Stanley@saanich.ca" <Harold.Stanley@saanich.ca>, "Cameron.Scott@saanich.ca" <Cameron.Scott@saanich.ca>, "Wadsworth, James" <james\_wadsworth@BCTransit.Com>, "Anderson, Brian" <Brian\_Anderson@BCTransit.Com>, "Susan Brice (sgbrice@shaw.ca)" <sgbrice@shaw.ca>, "harley.machielse@saanich.ca" <harley.machielse@saanich.ca>, "Weirmier, Cara" <Cara\_Weirmier@BCTransit.Com>  
**Attachments:** VRTC Response Shelbourne Valley Action Plan Mobility Options.pdf

Please find attached a letter to Mayor and Council from the Victoria Regional Transit Commission with regards to proposed corridor improvements within the Shelbourne Valley.

Best regards,

**Christy Ridout**  
Director, Corporate and Strategic Planning

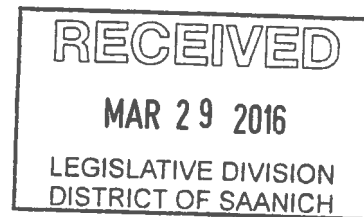


PO Box 610, 520 Gorge Road East / Victoria, BC V8W 2P3  
tel: 250-385-2551 / cell: 250-514-0242 / email: [christy\\_ridout@bctransit.com](mailto:christy_ridout@bctransit.com)

Please, consider the environment ~ print email only if necessary.

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**Victoria Regional  
Transit Commission**

**Councillor Susan Brice –  
Chair**  
*District of Saanich*

**Mayor Richard Atwell**  
*District of Saanich*

**Mayor Alice Finall**  
*District of North Saanich*

**Mayor Lisa Helps**  
*City of Victoria*

**Mayor Barb Desjardins**  
*Township of Esquimalt*

**Mayor Carol Hamilton**  
*City of Colwood*

**Councillor Marianne Alto**  
*City of Victoria*

March 20, 2016

**Council**  
**District of Saanich**  
770 Vernon Ave, Saanich, BC  
V8X 2W7

District of Saanich Council Members

**Re: Shelbourne Valley Action Plan – Mobility Options**

The Victoria Regional Transit Commission (the "Commission") is supportive of initiatives that improve or encourage active modes of transportation such as cycling, walking and transit because all of these modes are symbiotic and enhance each other. Residents may choose to cycle for some trips and take transit for others. The more diversity and quality of transportation choice, the easier it is for people to choose a lifestyle that relies less on automobiles.

Investing in all of these sustainable transportation layers also contributes to the overall health, resilience and economic vitality of the District and whole region. This is because different people will choose different modes to access local and regional needs and will vary their particular mix of walking, cycling and transit each day based on ability and distance. Therefore, creating a comprehensive mobility network that ensures all of these modes are attractive is vital for creating the community envisioned in Saanich's Official Community Plan and regional plans.

The Commission is aware of the Shelbourne Valley Action Plan and are supportive of the long term vision for improved pedestrian facilities, separated bike lanes, two bus lanes and two general purpose travel lanes, as well as the associated development plan.

It is important to note that the Shelbourne corridor is designated as a Frequent Transit corridor in the region's Transit Future Plan, endorsed by Saanich Council in 2011. Over 10,000 passengers per day already use transit service on this corridor. It takes a considerable amount of resources to deliver the transit services required to meet this existing customer demand, with over 20 buses deployed on these routes and the equivalent of 30 full time transit operators each weekday.

The Commission is aware that two short-term transportation options are being considered for implementation on the Shelbourne corridor. Both options offer improvements to transit stops, the pedestrian realm and cycling facilities.

One of the options being considered, however, is expected to have a significant impact on transit travel times and consequently a decline in transit service along the corridor.

A traffic volume and movement assessment conducted by a third party expert predicts that proceeding with Option 2 as designed will increase bus travel times along the corridor by up to seven per cent. Since there is no such thing as "free" time in a transit system, increases to transit travel times would mean that the number of trips would need to be reduced at peak travel times (to stay within existing system resources) or that additional resources would be needed to maintain existing service frequency.

The existing transit service levels are required to meet the existing high level of ridership on the corridor. If these levels are impacted, passenger overcrowding and increased passenger pass ups are likely to occur. Additional resources to meet projected impacts of Option 2 and maintain existing service frequency will require two additional buses and \$250,000 in ongoing annual operating costs. Increasing resources to serve this corridor will require a reduction of service to other parts of the region, effectively adding costs while losing ridership.

The Commission requests that Saanich Council ensure that any corridor mobility options and infrastructure designs implemented on the Shelbourne corridor maintain or improve transit travel times, efficiency, accessibility and safety. Option 2, as presented, does not align with those objectives.

We remain committed to working with municipalities to make transit a viable and attractive transportation choice for transit customers in Saanich and the region as a whole.

Yours sincerely,



Susan Brice, Chair  
Victoria Regional Transit Commission

cc: Commission Members

## ClerkSec - Re: Shelbourne Valley Action Plan

---

**From:** Cameron Scott  
**To:** John Mullin  
**Date:** 3/21/2016 10:24 AM  
**Subject:** Re: Shelbourne Valley Action Plan  
**CC:** Colin Plant; Dean Murdock; Fred Haynes; Harley Machielse; Harold Stanley; Judy Brownoff; Leif Wergeland; Mayor; Sharon Hvozdzanski; Susan Brice; Vic Derman; Vicki Sanders

---

Dear John,

Thanks for attending the luncheon and sharing your concerns around potential changes on Shelbourne Street. We will be carefully evaluating the feedback we have received from you and others in the development of a recommendation for Council's consideration.

Please let me know if you have further questions or concerns.

Best Regards,  
Cam

Cameron Scott, MCIP RPP

Manager of Community Planning  
 Planning Department  
 District of Saanich  
 770 Vernon Ave.  
 Victoria BC V8X 2W7

t. 250-475-7115 (new phone number)  
[cameron.scott@saanich.ca](mailto:cameron.scott@saanich.ca)  
[www.saanich.ca](http://www.saanich.ca)

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>>> John Mullin <jmullin@mdlawcorp.com> 3/18/2016 6:20 PM >>>

Hi Cameron – I am writing as a follow up to the luncheon on March 16 with business owners – I believe there was a clear message given as to the serious concerns regarding the restriction to access which will result from the proposed median at Shelbourne and Kisber/Broadmead and the proposed median at Shelbourne and Garnet – one of the slides in your presentation indicated an objective to “enhance access to businesses by all modes” – clearly the creation of a median at these intersections is completely contrary to that objective – in one of the questions “has an economic assessment of restricting access been done”, your answer was “no, which is one of the reasons we’re consulting businesses and property owners now” – I appreciate that you are listening to concerns, however the lack of a proper economic assessment is very troubling – I am not sure if you are aware of the number of businesses that would be negatively impacted by these proposed medians at Kisber/Broadmead and at Garnet (my count is that there are 73) or the number of commercial landowners (my count is that there are 7), not to mention all of the employees of these businesses and their clients/customers – it is critical to the viability of these businesses and owners that the left hand turn access to these properties remain in place – both of the options in the plan need to be amended to remove the proposed median at

**ClerkSec - Shelbourne Village Square & Paragon Building Letter of Concern | Shelbourne Valley Action Plan**

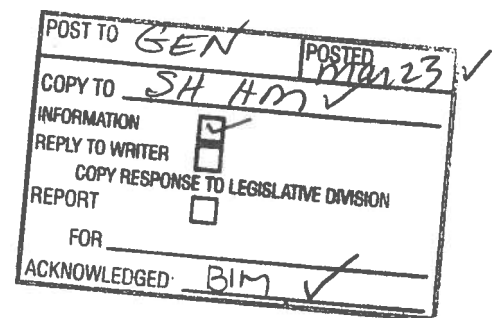
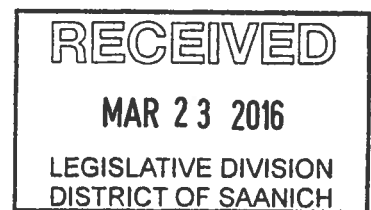
**From:** Oliver Tennant <oliver@trieagle.ca>  
**To:** <Cameron.Scott@saanich.ca>, <harold.Stanley@saanich.ca>, <steve.holroyd@saanich.ca>, <troy.mckay@saanich.ca>  
**Date:** 3/23/2016 12:42 PM  
**Subject:** Shelbourne Village Square & Paragon Building Letter of Concern | Shelbourne Valley Action Plan  
**CC:** <mayor@saanich.ca>, <susan.brice@saanich.ca>, <dean.murdock@saanich.ca>, <judy.brownoff@saanich.ca>, <colin.plant@saanich.ca>, <vic.derman@saanich.ca>, <vicki.sanders@saanich.ca>, <fred.haynes@saanich.ca>, <leif.wergeland@saanich.ca>, Travis Lee <travis@trieagle.ca>, Linda Lee <lee.lindabjork@gmail.com>, Marlene Bergstrom <mbergs@shaw.ca>, <clerksec@saanich.ca>, <council@saanich.ca>  
**Attachments:** ShelbourneVillageSquare\_TenantLetter\_SVAP\_TriEagleDevCorp.pdf

**Harold, Cam, Steve, Troy, Marlene, Mayor Atwell and Members of Council,**

Speaking through Travis Lee, attached is a letter from Tri-Eagle Development Corporation on behalf of the 18 tenants at Shelbourne Village Square and the Paragon Building in regards to potential changes within the Shelbourne Valley Action Plan. Specifically, the introduction of medians along Shelbourne Street that would disallow vehicles to turn left into the shopping centre when driving southbound on Shelbourne Street.

A hardcopy has been delivered to Saanich municipal hall.

Please contact Travis at [travis@trieagle.ca](mailto:travis@trieagle.ca) or 250-883-7720 if you have any questions or comments.





March 22, 2016

Harold Stanley, Cameron Scott, Troy Mckay, Steve Holroyd  
CC: Mayor Atwell, Councillor Brice, Councillor Murdock, Councillor Brownoff,  
Councillor Plant, Councillor Derman, Councillor Sanders, Councillor Haynes, Councillor  
Wergeland, Marlene Bergstrom

District of Saanich  
770 Vernon Ave.  
Victoria B.C., Canada  
V8X 2W7

**Re: Opposition to the introduction of a median within Option #1 and Option #2  
of the Shelbourne Valley Action Plan at Kisber Ave./Broadmead Ave.**

Dear Mr. Stanley, Mr. Scott, Mr. Mckay, Mr. Holroyd, Mayor Atwell and Members of  
Council:

Shebourne Village Square at 3749 Shelbourne St. is comprised of 13 retail tenants and 5 large-scale and high-level medical, financial and design tenants in a 3-storey office building, known as the "Paragon Building" (fig. 1). Proceeding a full scale multi-million dollar renovation in 2012 with the introduction of the LEED Gold "Paragon Building", enhanced vegetation, wider sidewalks, various types of street level seating, storm water management practices, raised crosswalks, updated lighting, community room and other attributes it has become a net positive for the surrounding community and welcomed visitors.

Within the Shelbourne Valley Action Plan under Option #1 and Option #2 there is a proposal of a median in between Kisber Ave. and Broadmead Ave. (fig. 2) that would limit vehicles driving southbound on Shelbourne St. to access the Shelbourne Village Square. As the landowner and property manager, and on behalf of the 18 businesses that currently operate, we are severely opposed to this addition. After discussion with our tenants it was discovered that the reducing access would create the following scenarios.

1. Increased difficulty in operating a successful local business as the patrons they are serving primarily come to the shopping centre via automobile.



2. Add negatively to the over-congested Cedar Hill Cross Road as patrons who decide to enter Shelbourne Village Square will be taking a left at Cedar Hill Cross Road and then a left at the southeast corner of the shopping centre to enter.
3. Limit accessibility for frequent large-scale delivery vehicles creating further congestion.
4. Lessened financial investment into Shelbourne Village Square to match the desired growth and density described in the Shelbourne Valley Action Plan (fig. 3). In fact, if we had known this plan were to be proposed we would not have been able to upgrade Shelbourne Village Square or build the "Paragon Building".
5. Lower property tax income for the District of Saanich, as rental rates would decrease. Property tax income for 2015 was \$344,360.56 (fig. 4).

We hope that you please reconsider this addition as in the short and long term it will hurt the local businesses unto which Saanich residents depend on and lessen the potential for future growth and vibrancy in the area.

Regards,

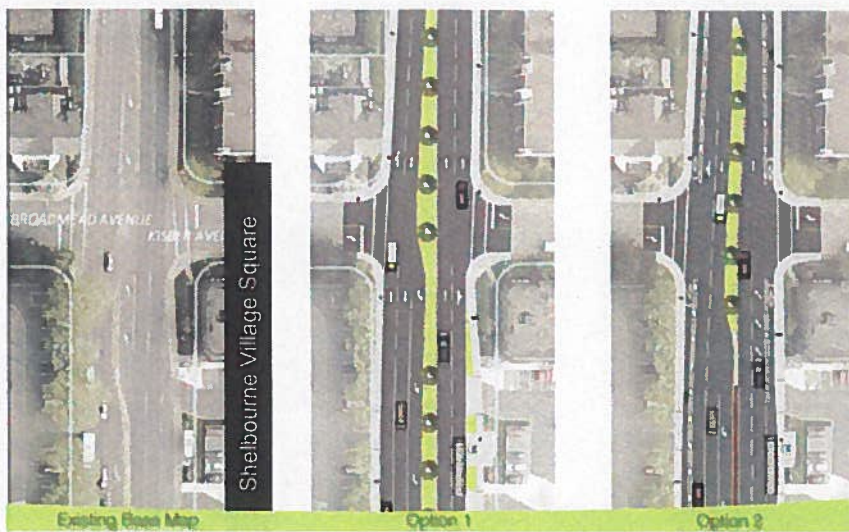
**Travis Lee**  
**CCIM, Realtor®, President**  
**Tri-Eagle Development Corporation**

**Fig. 1**

“Shelbourne Village Square” – 3749 Shelbourne St.

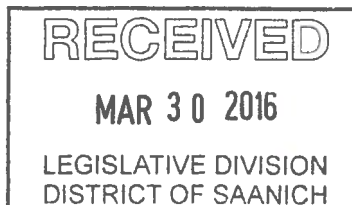
- |  |   |
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| <ul style="list-style-type: none"><li>• Mac’s Convenience</li><li>• Ding Bubble Tea</li><li>• Pizza Hut</li><li>• Lin Heung Restaurant</li><li>• Bell Mobility</li><li>• Vancouver Island Insurance Centre</li><li>• FreshCoast Health Food Bar</li><li>• Noodle Box</li><li>• Act II Hair Studio</li><li>• Subway</li><li>• Bosley’s Pet Food Store</li><li>• Phonomental Vietnamese Café</li><li>• Tim Hortons</li></ul> | <p><b>Paragon Building</b></p> <ul style="list-style-type: none"><li>• Van City</li><li>• Lifelabs</li><li>• Pacific Digestive Health</li><li>• Low Hammond Rowe Architects</li><li>• Inomar Inc.</li></ul> |
|--|---|

**Fig. 2**



**Fig. 3**

- “The look and feel of the Centre will be transformed, as strip malls are redeveloped with medium rise mixed use buildings fronting the street. Plazas are built on top of old parking lots.”
  - “Shelbourne Valley Centre”, Pg. 42, Shelbourne Valley Action Plan



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ACKNOWLEDGED	bl. m.		by email

March 23, 2016

Mayor Richard Atwell, Saanich Staff and Councillors  
 District of Saanich  
 770 Vernon Avenue  
 Victoria, BC V8X 2W7

**RE: Shelbourne Plaza/Shelbourne Building Ltd. 3601-3675 Shelbourne Street, Saanich, BC V8P 4H1**

Dear Mayor Atwell, Members of Council and Saanich Staff:

We represent the Owners and are the Property Managers for Shelbourne Plaza and would like to express our concerns with a number of aspects of the short term Options of the Shelbourne Valley Action Plan.

Morguard is very supportive of the beautification, safety measures and improvements being planned along Shelbourne Street as outlined in the Shelbourne Valley Action Plan (SVAP). These improvements will enhance the pedestrian walkways and create a much safer walkway and cycling system for our Plaza customers, our neighbourhood and along the entire corridor. However we have serious concerns as outlined below, to be registered in your analysis and of the Options.

- Main Entrance to Shelbourne Plaza

In Option 1 there is no change to the Main Entrance to Shelbourne Plaza, specifically the dedicated left turn lane heading south along Shelbourne Street into Shelbourne Plaza. In Option 2 this access is eliminated and instead a non-dedicated left turn is allowed further South into the Plaza in a much tighter driveway that is not designed for this purpose. We believe making this access the Main Entrance will create a dangerous situation with the potential for accidents and added congestion into our parking lot. Additionally this would cause an increased chance of entering vehicles backing up over the pedestrian sidewalk and even blocking northbound traffic on Shelbourne. With no dedicated left turn lane, traffic will stack up along the centre lane behind anyone expecting to turn left into the Plaza. Again, not an acceptable situation for this busy street and for transit as well.

The safety of pedestrians and cyclists on our side of the street would also be compromised as left-turning vehicles from this lane may feel more pressured to turn through shorter gaps in opposing traffic to relieve the back up of vehicles behind them. We are concerned that Saanich Police may begin to ticket our customers and staff if left-turns create unsafe traffic conditions or the municipality might even eliminate altogether the left-turn movement in from Shelbourne which would be completely detrimental to the Plaza and the businesses therein.

- The removal of the dedicated left turn lane to Pear Street in both Options.

With the dedicated left turn lane at Pear Street eliminated an advance southbound green signal is required at this intersection to reduce traffic stacking up behind anyone wanting to turn left. Without this advance signal, even a relatively low volume of left-turning vehicles (one or two every signal cycle) will completely block this lane during peak traffic periods.

- Cedar Hill X Road Congestion

I have spoken to a number of our Shelbourne Plaza merchants who have voiced their concerns which they will submit to Saanich separately. They have seen congestion along Cedar Hill X Road from the recent traffic calming measures and the reduction of one lane in favour of a bike lane which is impacting the access into Shelbourne Plaza from Cedar Hill X Road and causing traffic to slowdown and buildup on the north end of our Plaza.



To summarize we cannot have the Main Entrance to Shelbourne Plaza diminished in any way. The second entrance is not suitable and will cause congestion on Shelbourne Street and our site, and compromise traffic safety for vehicle, pedestrian and bicycle traffic alike. Additionally an advance green signal is required southbound at the Pear Street intersection should you choose to eliminate the dedicated left turn lane.

Should you have any questions, please do not hesitate to contact the undersigned.

Regards,

**MORGUARD INVESTMENTS LIMITED**

  
  
  
Roberta Ferguson  
General Manager, Shelbourne Plaza

cc: Urban Planner, Cameron Scot  
Urban Planner, Harold Stanley  
Engineer, Steve Holroyd  
Engineer, Troy McKay  
Councillor Dean Murdock  
Councillor Judy Brownoff  
Councillor Colin Plant  
Councillor Vic Derman  
Councillor Vicki Sanders  
Councillor Fred Haynes  
Councillor Leif Wergeland

**Council - Shelbourne Valley Action Plan**

---

**From:** "Robert Jay" <rjay@fairwaymarkets.com>  
**To:** <mayor@saanich.ca>, <council@saanich.ca>, <harold.stanley@saanich.ca>, <Cameron.scott@saanich.ca>  
**Date:** 3/29/2016 6:10 PM  
**Subject:** Shelbourne Valley Action Plan  
**Attachments:** SVAP Letter to Mayor and Council.pdf

---

To: Mayor, Council and Staff

Please accept my late, attached, response to the proposed Shelbourne Valley Action Plan.

Regards,

Robert Jay  
Fairway Market

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**MAR 30 2016**

LEGISLATIVE DIVISION  
DISTRICT OF SAANICH

March 29, 2016-03-29

Mayor Atwell, Saanich Councillors and Staff  
District of Saanich  
770 Vernon Ave  
Victoria, BC V8X 2W7

Re: Shelbourne Valley Action Plan and Impact on Shelbourne Plaza Patrons

Dear Mayor, Council and Staff

Fairway Market is concerned about the planned changes to Shelbourne Street as part of the Shelbourne Valley Action Plan.

While we are not opposed to the beautifications and improvements planned along Shelbourne Street we feel that there is some safety features that have been removed in Options #2. Specifically the removal of the shared left turn lane that provides a dedicated access to commercial properties in the 3601-3675 block of Shelbourne Street.

Shelbourne Street as you all know is a busy street. Patrons leaving the parking lot of a commercial property and making a left turn onto Shelbourne Street use the shared left turn lane as an area of refuge while waiting for a break in the traffic and then merge when safe to do so. Taking this shared left turn lane out will force drivers to make their way across multiple lanes of traffic in an unsafe manner as they no longer have a safe refuge to wait for a break in traffic.

The safety of driver, pedestrian and cyclists will be compromised as the driver will be focused on traffic and not on their surroundings. This is not improving the conditions for either the driver, pedestrian or cyclist but making it worse.

The shared left turn lane must be maintained for the safety of all.

If you have any questions, please feel free to contact me at 250-477-2218.

Regards,

  
Robert Jay, Manager  
Fairway Market

**Council - Letter re: Shelbourne Valley**

**From:** Sally R [REDACTED]  
**To:** Mayor <mayor@saanich.ca>, <council@saanich.ca>, <paul.thorkelsson@saanich.ca>  
**Date:** 4/17/2016 9:57 PM  
**Subject:** Letter re: Shelbourne Valley  
**CC:** [REDACTED]

**Attachments:** Letter re Shelbourne Valley 2016.pdf

Good evening,

Please see the attached letter.

Thank you,  
 Sally Reid  
 Co-Chair, *Walk On, Victoria*  
 Follow us on [Twitter](#), [Facebook](#), and [Instagram](#)

POST TO: Cjen  
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 ACKNOWLEDGED: b/m ✓

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 APR 18 2016  
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 DISTRICT OF SAANICH

April 15th, 2016

Mayor and Council  
Saanich, B.C.



Greater Victoria's  
Pedestrian Advocacy  
Organization

**Re: Short term mobility options proposed for the Shelbourne Valley**

Dear Mayor and Council:

We are writing on behalf of Walk On, Victoria regarding the short term mobility options Saanich is presently considering for Shelbourne Street as part of the Shelbourne Valley Action Plan.

Walk On, Victoria is a pedestrian advocacy group that promotes the creation of safe and enjoyable walking conditions in Greater Victoria.

Shelbourne Street is used by pedestrians of all ages and physical abilities who live, work and attend school in the Valley. All pedestrians, cyclists and transit users need a safe, enjoyable environment in which to walk.

Shelbourne Street, as it exists presently, has extremely inadequate sidewalk infrastructure that discourages pedestrian use and creates a definite unsafe feeling for those who walk along the street. Walk On, Victoria is requesting that pedestrian safety and enjoyability be a priority in considering the mobility options for Shelbourne.

Option 2 of the mobility plan offers the best opportunity to achieve these goals in the short term. The inclusion of bike lanes, improved sidewalks and shorter crossing distances at major intersections will improve walking conditions. Bike lanes that run the entire length of Shelbourne, as proposed in Option 2, will provide a buffer between the vehicle traffic and sidewalks, offering boulevard greenspaces and a safer pedestrian experience. In addition, the traffic calming that will occur with the changes in the number of traffic lanes will create a more enjoyable and attractive environment. When Saanich conducted a survey, residents of the Valley expressed a desire for the Valley to feel more like a community—Option 2 will also help achieve this goal. Further, we believe improved cycling and pedestrian conditions and accessibility will bring new and sustainable economic vitality to the Shelbourne Valley.

We look forward to working with you to help create a vibrant, walkable community.

Sincerely,  
Sally Reid & Arielle Guetta,  
Co-chairs  
Walk On, Victoria

[walkonvictoria.org](http://walkonvictoria.org)  
[info@walkonvictoria.org](mailto:info@walkonvictoria.org)



**From:** Mayor  
**To:** Administration Floater ID  
**Date:** 6/18/2016 6:30 PM  
**Subject:** Fwd: Travers Review of Recent Shelbourne Letters to the Time Colonist (Forwarded from Mayors Email)  
**Attachments:** Travers Review of Recent Shelbourne Letters to the Time Colonist

**ClerkSec - Travers Review of Recent Shelbourne Letters to the Time Colonist**

**From:** [Redacted]  
**To:** Richard Atwell <mayor@saanich.ca>, Susan Brice <susan.brice@saanich.ca>, Judy Brownoff <judy.brownoff@saanich.ca>, Dean Murdock <dean.murdock@saanich.ca>, Fred Haynes <fred.haynes@saanich.ca>, Colin Plant <colin.plant@saanich.ca>, Vicki Sanders <vicki.sanders@saanich.ca>, Vic Derman <vic.derman@saanich.ca>, Leif Wergeland <leif.wergeland@saanich.ca>  
**Date:** 6/18/2016 6:30 PM  
**Subject:** Travers Review of Recent Shelbourne Letters to the Time Colonist  
**CC:** Cameron Scott <cameron.scott@saanich.ca>, Harley Machielse <harley.machielse@saanich.ca>

**RECEIVED**  
**JUN 20 2016**  
 LEGISLATIVE DIVISION  
 DISTRICT OF SAANICH

Hello Mayor and Council:

cc Harley Machielse, Cameron Scott

You probably saw these three recent letters concerning Shelbourne in the T-C. The writers are concerned about the "relaning" (removal of a lane, as in a road diet) on north Shelbourne from Arbovale to Torquay. My review (pro and con) of these comments follows (red and other highlights added). My goal is clarity, relevance and fair comment.

**1. "Bike lanes bring congestion to Shelbourne, TIMES COLONIST, JUNE 12, 2016 12:28 AM**

Well done, Saanich, for nearly completing the transformation of a lovely four-lane and busy connector north of Feltham Road into a two-lane exercise in frustration due to the introduction of dedicated cycle lanes and parking areas. Each left-turner at peak times now brings the lane to a halt. The assumption of many of the municipalities that the creation of dedicated cycle infrastructure will result in a mass move to bicycles is naive at best. To congest roads and reduce their capacity is astonishing, given the needs of the majority, and this seems to be continuing unabated. I'm all for measures that protect cyclists in areas where conflict exists, but please, put a halt to the initiative that is increasing congestion and frustration rather than alleviating it.

We have an aging and growing population, many of whom will never adopt two wheels, but somehow the desires of the minority seem to be trumping common sense.

There need to be additional measures to maintain the flow, and all that remains on Shelbourne Street is to prohibit left turns, which I doubt will be supported.

Chris Drake, Victoria"

**2. "Narrowing a road does not help traffic flow. TIMES COLONIST, JUNE 15, 2016 07:59 AM**



"Re: "Bike lanes bring congestion to Shelbourne," letter, June 12.

I

I agree with the letter-writer. Saanich is jumping on the biking bandwagon and, in the process, destroying a perfectly good section of roadway.

The same thing happened in Victoria when it restricted turns and narrowed the section between Hillside Avenue and Bay Street.

One of the fundamentals of traffic design is to keep vehicles moving. Narrowing a road to two lanes causes congestion, frustration and risk-taking. "If it ain't broke, don't fix it" comes to mind.

I rarely use Shelbourne. I prefer Cedar Hill Road, which parallels Shelbourne for most of its length. It might only be two lanes but it has fewer lights,

fewer pedestrian-controlled crossings and virtually no bike lanes. Traffic keeps moving and only gets congested around schools when parents drop off and pick up their kids.

Oops. Maybe I shouldn't have mentioned Cedar Hill Road. It could be next on Saanich's hit list.

Bruce DeBeck, Victoria"

**3. "Traffic engineers are root of problem, TIMES COLONIST, JUNE 14, 2016 12:49 AM**

Re: "Bike lanes bring congestion to Shelbourne," letter, June 12.

The letter-writer correctly spelled out the problems with Saanich and traffic in regard to the top end of Shelbourne Street.

The real problem is not just with Saanich. The real problem is the local traffic engineers who found out, probably through some kind of study or special research that a mile-long line of two-lane traffic will undoubtedly create more than two miles of single-lane traffic.

They also found out that an increase in traffic lights will also do wonders in slowing traffic down, just in case the "calming devices" fail to do their job.

Jim Anderson, Victoria"

POST TO <b>Gen</b>	POSTED <b>JUN 20 2016</b>
COPY TO <b>HM (recd) SH</b>	
INFORMATION <input checked="" type="checkbox"/>	
REPLY TO WRITER <input type="checkbox"/>	
COPY RESPONSE TO LEGISLATIVE DIVISION	
REPORT <input type="checkbox"/>	
FOR _____	
ACKNOWLEDGED <b>bl.m</b>	<input checked="" type="checkbox"/>

#### 4. TRAVERS COMMENTS

- (a) I agree with the letter writers that traffic lights are a major cause of traffic congestion. In heavy traffic without lights, the speed does slow down. However, with a reduced distance between cars, the highway capacity increases, and the traffic keeps moving, but at a slower speed.
- (b) I agree also one of the fundamentals of traffic design is to keep the traffic flowing. A second fundamental is that each mode of traffic needs its own travel lane (cars, bikes, pedestrians). A third fundamental is that all traffic lanes needs to be well marked so they are easily visible in all conditions of light and weather.
- (c) I disagree that a three lane road diet ( Two way, left turn lane - TWLTL) reduces capacity and/or diverts traffic to parallel streets. Jane Jacobs Canadian Urban Guru stated this decades ago. Numerous traffic studies have confirmed that highway capacity is effectively unchanged by a road diet, and traffic diversion does not occur. What does happen is more efficient use of existing capacity ( reallocation of space to non motorized uses), while effective travel time ( including delays) is about the same.

#### 5. Supporting Comments From Some Road Diet websites

- (a) [http://safety.fhwa.dot.gov/road\\_diets/info\\_guide/rdig.pdf](http://safety.fhwa.dot.gov/road_diets/info_guide/rdig.pdf)

##### "1.2 History of Road Diets

The focus of roadway projects during the 1950s and 1960s was on system and capacity expansion, not contraction. Whenever and wherever traffic volumes on a section of road outgrew what a 2-lane road could accommodate efficiently, the next step in roadway design in most cases was to increase the cross-section to 4 lanes. No engineering guidance during that period encouraged consideration of a three-lane alternative.

Consequently, four-lane roadways became the norm throughout the country. Some of these roadways accommodated high traffic volumes requiring four-lane cross-sections; but many accommodated much less traffic for which a smaller cross-section simply had not been considered."

##### "1.2.2 History of Road Diet Safety Evaluations

Numerous studies have examined the estimated safety effects of converting four-lane undivided roads to three-lane cross sections with TWLTLs. The majority of treatment sites and crash data in these studies come from California, Iowa, and Washington, with additional analysis of Road Diets in Florida, Georgia, Michigan, Minnesota, and New York. Several studies used the same, or virtually the same, treatment sites in Iowa. Average Daily Traffic (ADT) for treatment sites in these studies ranged from 2,000 to 26,000, with most sites having an ADT below 20,000. ( NOTE Shelbourne ADT is 24,000 cars/day, Mackenzie has 28,000.)

What it means for a street to be complete is inherent to the context and will differ depending on how the street is intended to function, what types and volumes of road users it should accommodate, the destinations it serves, and the right-of-way available. Many communities have embraced this concept by adopting Complete Streets policies, establishing the expectation that all future roadway projects will adhere to the principle that streets should be designed with all users in mind rather than simply providing enough capacity for vehicle through-put...

##### What about Capacity?

*There is often concern about apparently reducing the capacity of a four-lane undivided roadway in half by converting it to a three-lane cross section with a Road Diet. Practitioners have found some cases of the four-lane undivided road operating as a de facto three-lane roadway due to turning movements and driver behaviour. Therefore, the effective capacity reduction is much less than the theoretical reduction assumed before implementation."*

- (b) [http://www.ncclipp.ca/175/publications.ccnpps?id\\_article=946](http://www.ncclipp.ca/175/publications.ccnpps?id_article=946)

##### "Road Diets: Fitter, Healthier Public Ways


*If we go from four lanes down to two, what happens to half the traffic? Won't the road be terribly congested?*

In most cases, traffic volumes on streets that reduce the number of travel lanes from four to two show no significant change. Under most average annual daily traffic (AADT) conditions tested, road diets have minimal effects on vehicle capacity, because left-turning vehicles are moved into a common two-way left-turn lane... If the corridor is a bus route, buses can ease into the bike lane at stops, or dedicated bays, and allow cars to pass them in the through lane. Providing safe and comfortable spaces for walking and biking means some people may choose not to drive, putting fewer cars on the road in the first place."

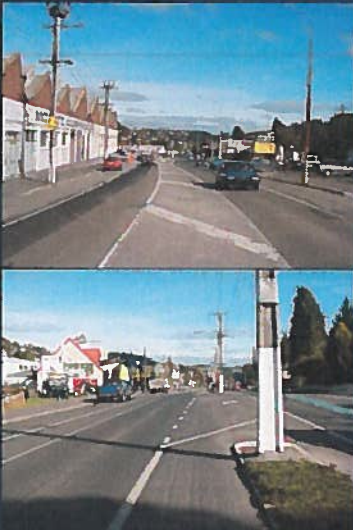
#### 6. Road Diet Case Studies, Dunedin , New Zealand : Summary of Benefits



## “Road Diet” Case Studies



Dunedin, New Zealand



### Kaikorai Valley Road in Dunedin, New Zealand

- Crashes ↓ 30 %
- Pedestrians and bicyclists ↑
- No traffic diversion
- Perceived # of lanes and street width "just right"
- Home and business improvements
- 42% Yes, 31% Maybe, 27% No

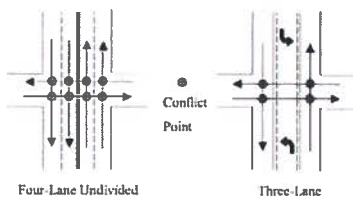
*Photo credits: Ron Minnema, Traffic Engineer, Dunedin City Council*

### 7. Road Diet Safety Benefits

What the writers have missed are the compelling safety benefits of the road diet.

(a) The primary reason for increased safety is the three lane road diet (Two way, left turn lane - TWLTL)

has one half the number of conflict points compared to a four lane design - from 8 conflict points reduced to four



Source : Google Image Road Diet Conflict Points

The road diet also has the effect of traffic calming.

(b) Quebec Road Diet Study Results

Source : National Collaborating Centre for Healthy Public Policy (September 2013)

[http://www.ncchpp.ca/175/publications.ccnpps?id\\_article=946](http://www.ncchpp.ca/175/publications.ccnpps?id_article=946)

**Some study results**

- Road-diet conversion case studies show both a reduction of average speeds and a dramatic reduction in excessive speeding (Knapp & Rosales, 2007).
- Overall collisions on conversions studied were reduced by 17–82% post-road diet, an extremely high reduction rate for a single traffic-calming tool (Knapp, Glese, & Lee 2003).
- Where crashes did still occur post-road diet on the conversions studied, involvement of at-risk age groups—under 25 and over 65 years of age—was reduced (Stout, Pawlovich, Souleyrette, & Carriquiry, 2006).
- A 2001 study found a reduction in pedestrian crash risk when crossing two- and three-lane roads compared to roads with four or more lanes (Zegeer, 2001).

Source : Quebec National Collaborating Centre for Healthy Public Policy (September 2013)

(c) New Zealand Road Diet Safety Benefits

## “Road Diet” Concept

4 Lane

8

3 Lane

6

Cross-traffic conflict points.

4 Lane

3 Lane

Intersection sight distance.

### Safety benefits

- Reduced vehicle speeds
- Reduced collisions and injuries
- Reduced conflict points
- Improved sight distance

**Request:** Please consider the merits of these comments, especially as to their relevance for the recently announced staff plan to create a third option for the Shelbourne Valley Action Plan.

Thanks

Ray Travers [redacted] Carnegie Crescent, East Saanich

2310-20  
SVAP.

RECEIVED  
SEP 29 2016  
LEGISLATIVE DIVISION  
DISTRICT OF SAANICH

**From:** Jim Cliff [redacted]  
**To:** <council@saanich.ca>  
**Date:** 9/29/2016 8:09 AM  
**Subject:** Shelbourne Street Improvement

I encourage you to press ahead with the proposed improvements on Shelbourne Street. I would have preferred more two lane sections with a middle lane for safer left turns but the current proposal is a good one and should be given full support by Mayor and Council.

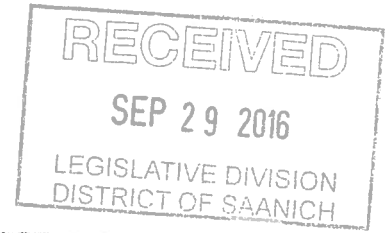
Regards  
Jim Cliff  
[redacted]

Sent from Jim and Rhonda's mini iPad

POST TO	Gen	POSTED	SEP 29 2016
COPY TO	SH HM ✓		
INFORMATION	<input checked="" type="checkbox"/>		
REPLY TO WRITER	<input type="checkbox"/>		
COPY RESPONSE TO LEGISLATIVE DIVISION			
REPORT	<input type="checkbox"/>		
FOR			
ACKNOWLEDGED	BM ✓		

2310-20  
SVAP.

**From:** Hall Reception  
**To:** Council  
**Date:** 9/29/2016 12:23 PM  
**Subject:** Fwd: Website Feedback re Shelbourne



>>> <noreply@saanich.ca> 9/29/2016 11:27 AM >>>

Name: Natalie Stevens  
E-mail Address: [REDACTED]  
Phone Number: [REDACTED]  
Address: [REDACTED]  
Message

POSTED	Gen	POSTED	SEP 29 2016
COPY TO	SHM		
INFORMATION	<input checked="" type="checkbox"/>		
REPLY TO WRITER	<input type="checkbox"/>		
COPY RESPONSE TO LEGISLATIVE DIVISION REPORT	<input type="checkbox"/>		
FOR			
ACKNOWLEDGED:	B/Mood		

Dear Saanich Council,

I strongly disagree with reducing traffic to 2 lanes from 4 lanes on Shelbourne south of McKenzie. That being said, I agree it makes sense north of Feltham and that sidewalks should be improved. And while I agree cyclists should be safe, I believe motorists have a right to expect efficient routes.

My impression of traffic planning in Saanich is the motorist always loses. It is socially acceptable to cause wait time and chaos for motorists - because, as planners, council, cyclists, pedestrians and even motorists know, cars are non-green machines. However, cars are still needed. Parents need to transport kids to school. People need to bring home bags of groceries. Construction workers/gardeners/etc need to transport tools/material/refuse to/from the work-site. Goods need to be delivered to shops. And what happens when it rains? Or when we live in a community 20 km from our work (because we can't afford a house close to work)? And what about people who are unable to cycle - due to health or age? Lets face it - realistically, cars are here to stay. They are an important and our most common means of transportation.

Shouldn't Saanich promote more public transportation and more eco-friendly vehicles instead of antagonizing, discouraging, denigrating and frustrating motorists? Purposely planning traffic backups is disrespectful. It hurts the economy, and increases rancor between cyclists and drivers. And what about the ecological impact the increased gas consumption due to longer wait and travel times?

In my area, Saanich has already spent millions producing traffic tie-ups going between the University and Shelbourne:

- 1) on McKenzie Avenue and
- 2) on Cedar Hill Cross road.

Has the planning committee/council watched the intersections at McKenzie and Shelbourne/Gordon Head/Cedar Hill Cross Road since changes were made? Especially at rush hour? Friends who live just east of Shelbourne and north of Cedar Hill Cross road can no longer return home at rush hour due to traffic backups. Before causing further problems, perhaps you could fix those already created?

And again, while I strongly agree cyclists have a right to be safe, they do NOT have the right to demand changes to major roads - when the changes severely reduce traffic efficiency - especially when alternate routes exist. I cannot understand why the emphasis is not on creating bike lanes on less densely traveled routes (like Cedar Hill Road - which has 2 schools so traffic moves more slowly there... OR on Richmond Road)... Instead the focus is on clogging up Shelbourne.

Rest assured I will NOT be voting for anyone on council that supports spending millions any option of the Shebourne Plan that reduces lanes from for 4 to 2 south of Feltham.

Sincerely,

Natalie Stevens

--

Wes and Natalie Stevens

[REDACTED] Tudor Avenue

Victoria BC [REDACTED]

[REDACTED]

2310-20  
S VAP

## Planning - Feedback on the Shelbourne Traffic Plan

From: Wes Stevens <[REDACTED]>  
 To: <planning@saanich.ca>  
 Date: 9/29/2016 11:29 AM  
 Subject: Feedback on the Shelbourne Traffic Plan

<input checked="" type="checkbox"/>	ACKN	<input type="checkbox"/>	LEDGED
<input checked="" type="checkbox"/>	CLERKS		
	REPLIED		

POST: General	SEP 29 2016
COPY 1	
INFOR	PLANNING DEPT.
REPLY	DISTRICT OF SAANICH
REPORT	
FOR	OCT 03 2016
ACENO	

Dear Saanich Planning Committee and Council,

I **strongly disagree** with reducing traffic to 2 lanes from 4 lanes on Shelbourne south of McKenzie. That being said, I agree it makes sense north of Feltham and that sidewalks should be improved. And while I agree cyclists should be safe, I believe motorists have a **right** to expect **efficient routes**.

My impression of traffic planning in Saanich is the motorist **always loses**. It is socially acceptable to cause wait time and chaos for motorists - because, as planners, council, cyclists, pedestrians and even motorists know, cars are non-green machines. However, cars are still needed. Parents need to transport kids to school. People need to bring home bags of groceries. Construction workers/gardeners/etc need to transport tools/material/refuse to/from the work-site. Goods need to be delivered to shops. And what happens when it rains? Or when we live in a community 20 km from our work (because we can't afford a house close to work)? And what about people who are unable to cycle - due to health or age? Lets face it - realistically, cars are here to stay. They are an important and our most common means of transportation.

Shouldn't Saanich promote more public transportation and more eco-friendly vehicles instead of antagonizing, discouraging, denigrating and frustrating motorists? Purposely planning traffic backups is disrespectful. It hurts the economy, and increases rancor between cyclists and drivers. And what about the ecological impact of longer wait and travel times?

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- 2) on Cedar Hill Cross road.

Has the planning committee/council watched the intersections at McKenzie and Shelbourne/Gordon Head/Cedar Hill Cross Road since changes were made? Especially at rush hour? Friends who live just east of Shelbourne and north of Cedar Hill Cross road can no longer return home at rush hour due to traffic backups. Before causing further problems, perhaps you could fix those already created?

And again, while I **strongly agree** cyclists have a right to be safe, they do **NOT**

• **have the right to demand changes to major roads** - when the changes severely reduce traffic efficiency - especially when alternate routes exist. I cannot understand why the emphasis is not on **creating bike lanes on less densely traveled routes** (like Cedar Hill Road - which has 2 schools so traffic moves more slowly there... OR on Richmond Road)... Instead the focus is on clogging up Shelbourne.

Rest assured I will **NOT be voting for anyone on council** that supports spending millions any option of the Shebourne Plan that reduces lanes from for 4 to 2 south of Feltham.

Sincerely,

Natalie Stevens

--

Wes and Natalie Stevens

█ Tudor Avenue

Victoria BC V8N 4L4



(F)

**Planning - RE: Public engagement on implementation options**

✓	ACKNOWLEDGED
✓	CLERKS
	REPLIED

**From:** "Amelia Potvin" <amelia@biketowork.ca>  
**To:** <planning@saanich.ca>  
**Date:** 9/29/2016 12:08 PM  
**Subject:** RE: Public engagement on implementation options

Hi there,

Amelia here from the Greater Victoria Bike to Work Society.  
 I have been reviewing the document from the Shelbourne Valley Action Plan Open House for the short-term mobility implementation options.

Noticing that you're in the public engagement phase, and given that we're hosting our Bike to Work Days next week, I want to extend the opportunity for your team to come out and survey Celebration Station attendees.

Our morning station, on Tuesday October 4<sup>th</sup> is at UVIC from 7:30AM until 10:00AM, is the only Celebration Station that is in Saanich for Bike to Work Days this fall. If you'd like to attend, please let me know at your earliest convenience so I can plan some space for you.

If you're interested in possibly attending other stations – to capture Saanich residents passing through – full celebration station details are available on our website here: <http://biketoworkvictoria.ca/events/bike-to-work-days/>

I'd be happy to have a representative from your group at any of the stations of interest and just ask that you let me know in advance.

Kind regards,

**Amelia Potvin**  
 Marketing & Development Coordinator  
 The Greater Victoria Bike to Work Society  
 201-531 Yates St, Victoria, BC V8W 1K7

POST TO	Gen	POSTED 3 2016
COPY TO		
INFORMATION	<input checked="" type="checkbox"/>	
REPLY TO WRITER	<input type="checkbox"/>	
COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>	
REPORT	<input type="checkbox"/>	
FOR		
ACKNOWLEDGED		

Now on Instagram! Follow us: @BiketoWorkVic  
 Twitter: @BiketoWorkVic  
 Facebook: Bike to Work Victoria

Office. 250.920.5775  
 Cell. 250.818.3391  
 Fax. 250.920.5773  
 Website. [www.biketoworkvictoria.ca](http://www.biketoworkvictoria.ca)  
 Registration. [www.biketowork.ca/victoria](http://www.biketowork.ca/victoria)

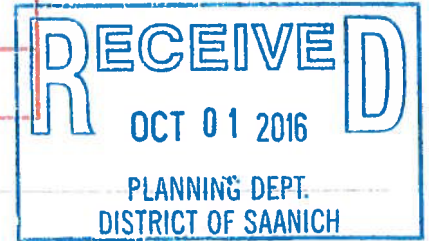




2310-20  
SVAP**Planning - Shelbourne Valley Bike Lanes**

✓	ACKNOWLEDGED
✓	CLERKS
	REPLIED

**From:** Mackenzie Moseley [REDACTED]  
**To:** "planning@saanich.ca" <planning@saanich.ca>  
**Date:** 10/1/2016 9:24 PM  
**Subject:** Shelbourne Valley Bike Lanes



OCT 03 2016

To Whom It May Concern,

Please stop spending tax money needlessly. Maintain four lanes on Shelbourne St with sidewalk improvements. Bike lanes can go onto side streets. Our population is aging, mobility options by taxi and vehicles will be important. An aging population isn't riding bikes when their mobility is impaired.

Money doesn't need to be spent tearing up good traffic infrastructure and healthy trees.

I work as a Paramedic. Option 3 will grind traffic to a standstill and make it difficult to move emergency help to people in a quick safe manner when traffic is heavy. Cars will simply have nowhere to move to allow emergency vehicles through. People need timely medical intervention when they are having an emergency, option 3 destroys this possibility during morning and afternoon rush hours.

Older people that are health compromised will never be heard. The dead and impaired will never complain about the length of time of a response and the increase in mortality and morbidity it causes.

Stop with the traffic calming too, I drive way more older people with broken hips over speed bumps, causing extra pain, than attending to pedestrians struck by vehicles speeding.

A valid problem is driver training and testing in BC. Petitioning the province to improve driver standards and mandatory driving tests for all drivers at a minimum of ten years, increasing in frequency as we age would be the single largest improvement possible in safety of all drivers, pedestrians, and cyclists.

We have a tsunami of older drivers that we need to plan for, and plan to test in a meaningful, impartial, and practical way to ensure the safety of all.

I have lived in the Shelbourne Valley for almost forty years. I rode my bicycle safely for years when I was younger on Shelbourne Street. I now walk, take transit, and drive. I don't want to inhale more pollution when I walk, as I now have to on Cedar Hill X Rd, due to the recent "improvements" that are nothing but to local residents and commuters.

Get people out of their cars and walking, cycling, or using public transit by tolling single occupant cars or other similar methods that make it unattractive.

Please call if you care about an opposition opinion to this plan. I am happy to discuss. Please stop destroying good traffic infrastructure, for a minority, there is a cost.

Mackenzie Moseley

[REDACTED]  
[REDACTED] Midgard Ave

Saanich, BC

**Council - Fwd: Shelbourne Valley Action Plan: Committee of the Whole, June 9**

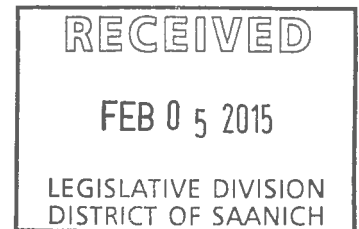
**From:** Fred Haynes <fred@contactcanada.com>  
**To:** Sharon Hvozdzanski <Sharon.Hvozdzanski@saanich.ca>, Harley Machielse <Harley.Machielse@saanich.ca>, Ray Travers <[REDACTED]>  
**Date:** 2/4/2015 12:14 PM  
**Subject:** Fwd: Shelbourne Valley Action Plan: Committee of the Whole, June 9  
**CC:** Susan Brice <council@saanich.ca>, Colin Plant <colinplant@shaw.ca>, Dean Murdock <dean.murdock@telus.net>, Judy Brownoff <jbrownof@saanich.ca>, Vicki Sanders <vicki\_sanders@telus.net>, Leif Wergeland <wergeland@shaw.ca>, Vic Derman <vicderman@shaw.ca>, Richard Atwell <mayor@saanich.ca>  
**Attachments:** Two cyclists - Saanich incidents.docx; page89image25104.png

Hello Council and Staff,  
 This just arrived to my desk from Ray Travers.  
 I await the advice of staff, and take this opportunity to keep council informed.  
 Thank you,  
 Fred Haynes

POST TO	General	POSTED	2015 02/10 801
COPY TO INFORMATION	AI	<input checked="" type="checkbox"/>	
REPLY TO WRITER		<input type="checkbox"/>	
COPY RESPONSE TO LEGISLATIVE DIVISION REPORT		<input type="checkbox"/>	
FOR			
ACKNOWLEDGED			

Begin forwarded message:

**From** [REDACTED]  
**Subject: Shelbourne Valley Action Plan: Committee of the Whole, June 9**  
**Date:** 4 February, 2015 11:53:39 AM PST  
**To:** Fred Haynes <fred@contactcanada.com>



Councillor Fred Haynes:,  
Saanich Municipality

Dear Fred:

On September 7, 2014 I sent you the following message "Shelbourne Valley Action Plan Committee of the Whole", June 9. Saanich receipt of my June 9, 2014 message was never acknowledged.

You know my reservations about the 2009 to 2014 SVAP process and the outcomes, especially about bicycle/automobile safety.

It is imperative the current Saanich Council address the weak SVAP implementation plan over the next 30 years, and ask for a staff review of the merits of the road diet option.

# Two cyclists struck by vehicles in separate Saanich incidents

**TIMES COLONIST**  
**JANUARY 21, 2015 06:59 AM**

[Email](#)

[Print](#)



PhotoCreditCutline

Previous

Next

A collision occurred at McKenzie Avenue and the Trans-Canada Highway at about 6:30 a.m. Another cyclist was struck about 5:10 p.m. in Gordon Head.  
Story Level Carousel Element // story-level-carousel-element.css  
Inline Video Content Inline Video Content  
End Inline Vimeo Player  
End Inline Video Content End Inline Video Content

A cyclist suffered minor injuries Wednesday after being struck by a vehicle about 5:10 p.m. on Lambrick Way, adjacent to Lambrick Park in Gordon Head.

The man was taken to hospital with what Saanich police described as minor injuries. He has since been released.

Feltham Road between Lambrick Way and Larchwood Drive was closed for several hours while Saanich police officers investigated. The road reopened about 9:15 p.m.

Another cyclist was struck about 6:30 a.m. on the north side of the Trans-Canada Highway at McKenzie Avenue.

B.C. Ambulance paramedics took one person to Victoria General Hospital with undetermined injuries.

No details on the cyclist's condition were available.

- See more at: <http://www.timescolonist.com/news/local/two-cyclists-struck-by-vehicles-in-separate-saanich-incidents-1.1737615#sthash.2TnDWLAm.dpuf>

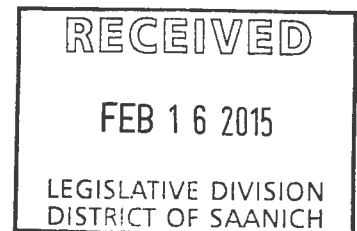
Council - Re: Reply: GHCA Feedback: Shelbourne Valley Action Plan: and LAP

2015  
02-16  
80

POST TO	POSTED
INFORMATION	<input checked="" type="checkbox"/>
REPLY TO WRITER	<input type="checkbox"/>
COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>
REPORT	<input type="checkbox"/>
FOR	
ACKNOWLEDGED	

**From:** Fred Haynes <fred@contactcanada.com>  
**To:** Paul McKivett <[REDACTED]>  
**Date:** 2/13/2015 3:23 PM  
**Subject:** Re: Reply: GHCA Feedback: Shelbourne Valley Action Plan: and LAP  
**CC:** Ray Travers <rtravers@islandnet.com>, Sharon Hvozdzanski <Sharon.Hvozdzanski@saanich.ca>, Susan Brice <council@saanich.ca>, Colin Plant <colinplant@shaw.ca>, Dean Murdock <dean.murdock@telus.net>, Judy Brownoff <jbrownof@saanich.ca>, Vicki Sanders <vicki\_sanders@telus.net>, Leif Wergeland <wergeland@shaw.ca>, Vic Derman <vicderman@shaw.ca>, Richard Atwell <mayor@saanich.ca>, Andy Laidlaw <Andy.Laidlaw@saanich.ca>

Dear Paul,  
 For my part, no apology is needed. I had taken the step to include you as both you and Ray had been in contact on the GH LAP / SVAP and are on GHCA Board.  
 I appreciate the opportunity to assist in keeping Council and Staff informed on your questions and concerns.  
 These topics are clearly are high priority items for Saanich and I believe Council and Staff are appreciative of your inputs.  
 Have a wonderful weekend.  
 Best regards,  
 Councillor Fred Haynes.



On 2015-02-13, at 2:43 PM, Paul McKivett wrote:

Councillor Haynes: My apologies, I did not see to whom the original was directed at. I leapt in, as is my wont because the email dovetailed with our discussions at the Board last evening. Ray clarified that for me but it does not remove the concerns that the Board shares, along with Ray, regarding the lack of approved policies in the face of so much infilling.

The concerns of the Gordon Head Residents' Association are as I have outlined them. The concerns that Ray has, that he originally raised with Councillor Haynes, while shared by the GHRA, are Ray's concerns.

It was the fact that we just had a meeting last night where we not only considered the new proposal by Kang & Co. for the four properties adjacent to The Boulevard development but we also considered a subdivision request for a strata-titled subdivision (which appears to be being presented in that fashion in order to avoid rezoning to subdivide) which if this practise continues, results in multiple dwellings on former single family lots (without the need to rezone) and by extension, increases the population in Gordon Head without the benefit of clearly thought out policies that discuss the quid pro quo vis a vis sidewalks, ditch enclosures, road improvements, parking requirement, et al.

And again, as I have your attention, I would remind Council that we have not had a

response on the letter that we submitted back at the end of November on our favourite rezoning/subdivision topic (sic) that IS supported by the policies of the Local Area Plan, by the GHRA and by numerous residents.

We, the GHRA, have the greatest respect for you folks as council. Hopefully Council will provide direction soon to staff in order that progress can be made on these issues. Not that we have to agree on the outcomes, but that decisions are made so that items come off the table to be replaced by other items.

Have a great w/end all, and again, my apologies for leaping into another's discussion. But it has allowed me, as President, to convey a message( s ) that the Board wanted delivered in perhaps a more timely fashion than would have resulted from detailed letter writing.

Sincerely,

Paul McKivett, President  
Gordon Head Residents' Association

**From:** Fred Haynes  
**Sent:** Friday, February 13, 2015 2:16 PM  
**To:** Paul McKivett ; Ray Travers ; Sharon Hvozdzanski  
**Cc:** Susan Brice ; Colin Plant ; Dean Murdock ; Judy Brownoff ; Vicki Sanders ; Leif Wergeland ; Vic Derman ; Richard Atwell  
**Subject:** Fwd: GHCA response: Feedback: Shelbourne Valley Action Plan: Committee of the Whole, June 9

Hello Paul and Ray,  
Thank you for your reply.  
I am sharing this with Council and Planning.  
I look forward to opportunities for working through the issues you raise.  
I have pasted Rays's reply below Paul.  
Thank you for your concerns and energy for your community and the SVAP.  
Councillor Fred Haynes

Begin forwarded message:

**From:** "Paul McKivett" <[REDACTED]>  
**Subject:** Re: Fwd: Feedback: Shelbourne Valley Action Plan: Committee of the Whole, June 9  
**Date:** 13 February, 2015 2:01:01 PM PST  
**To:** "Fred Haynes" <fred@contactcanada.com>, "Ray Travers" <[REDACTED]>  
**Cc:** "Sharon Hvozdzanski" <Sharon.Hvozdzanski@saanich.ca>

Thank you Councillor Haynes for the update. I regret to advise you that the response does not address my concerns but I will forward it to the Board to

see if it addresses the concerns of others. My reasoning is presented below.

Just to let you know, we had a presentation from Kang & Gill regarding a 68 unit, five story building that they are proposing for Shelbourne Street adjacent to The Boulevard building that just required a revised development permit to be approved by Saanich for the errors made in calculating the height of the finished building. It was interesting in that the Developer advised the Board that it was Saanich Planning's insistence that the cantilevers (spelling?) be retained which coupled with the error made on the foundation pour, resulted in the building not being built to the original height but requiring the amended DP.

The Board has decided that we need to meet with Saanich Officials to discuss just how long we are going to have to put up with a situation of having the policies of the Gordon Head Local Area Plan re-interpreted to meet the policies of other planning documents such as the Shelbourne Valley Action Plan. We note that the SVAP went to the Committee of the Whole back in June, 2014. It is now Feb, 2015 with no further actions being taken.

The Gordon Head Residents' Association, in late January, received the following update on our Local Area Plan update progress:

We are in the last stages of pulling together a proposed LAP update process. We need to make sure we have all the details worked out before we bring this matter back to the Neighbourhood Association group for discussion. We anticipate that the meeting with the group will take place in late February and will send out a "save the date" e-mail asap.

We acknowledge that Gordon Head's LAP is the oldest. The age of plans is certainly one of the primary considerations we are using when assessing which LAPs should be updated first. The order of plan updates will be one of the areas of focus at the upcoming meeting.

With respect to the development proposal you are referencing on Shelbourne Street, this site is located within the boundaries of the Proposed Shelbourne Valley Action Plan (SVAP). The SVAP provides detailed direction with respect to land use, urban design and transportation and is intended to help staff, Council and the community evaluate this and other proposals within the planning area. The intention is that any future Gordon Head LAP update would build on directions established by the SVAP and focus on areas and issues that are not addressed by the SVAP.

In addition to the Kang proposal, we have learned that developers are land banking along the east side of Cedar Hill Road, both the east and west sides of Shelbourne Street from Feltham to McKenzie Ave basically.



It is a shame that all of this is taking place without approved polices in the OCP or the LAP, but we will be discussing this with the Mayor in the near future.

Sincerely,

Paul McKivett, President  
Gordon Head Residents' Association

---

**From:** Ray Travers <[REDACTED]>  
**Subject:** Feedback: Shelbourne Valley Action Plan: Committee of the Whole, June 9  
**Date:** 13 February, 2015 2:07:46 PM PST  
**To:** Fred Haynes <[fred@contactcanada.com](mailto:fred@contactcanada.com)>  
**Cc:** Paul McKivett <[REDACTED]>, Sharon Hvozdzanski <[Sharon.Hvozdzanski@saanich.ca](mailto:Sharon.Hvozdzanski@saanich.ca)>

Hello Fred:  
cc Paul, Sharon

Thanks for the update.

While I could respond point by point, I will decline to do so at this time.

I would be happy to share with Councillors what good governance requires from staff to successfully solve tough problems, something in which I was actively involved in provincially during the 1970's, and have invested considerable professional time since then.

What is needed are elected officials deliberating on the merits of options, pro and cons, benefits and con's etc, and this reply from Ms. Hvozdzanski, Saanich Planner does not foresee this.

This is a governance issue, not a management issue.

This is a time for open and deliberative dialogue between Saanich Councillors and citizens, on this most important issue.

Regards,

Ray Travers

**From:** [Fred Haynes](#)  
**Sent:** Friday, February 13, 2015 1:27 PM  
**To:** [Ray Travers](#) ; [Paul McKivett](#)  
**Cc:** [Sharon Hvozdzanski](#)  
**Subject:** Fwd: Feedback: Shelbourne Valley Action Plan: Committee of the Whole, June 9

Hello Ray and paul,

I am pleased to share this feedback from Sharon Hvozdzanski.

I hope it addresses your questions and concerns.

Thank you to Sharon for getting to you with this information.

This back ground is also being shared with Council.

Pending your approval, I would also like to also take the opportunity to share with the Planning Transportation and Economic Development Advisory Committee PTED.

Please let me know.

Additionally, please advise if you need more follow up.

Best regards,

Councillor Fred Haynes

,

Begin forwarded message:

**From:** "Sharon Hvozdzanski"  
 <[Sharon.Hvozdzanski@saanich.ca](mailto:Sharon.Hvozdzanski@saanich.ca)>  
**Subject: Re: thank you: Shelbourne Valley Action Plan: Committee of the Whole, June 9**  
**Date:** 13 February, 2015 12:08:49 PM PST  
**To:** "Fred Haynes" <[fred@contactcanada.com](mailto:fred@contactcanada.com)>

Hello Fred,

Per my earlier e-mail, in regard to the September 2014 e-mail Mr. Travers sent to yourself, below you will find background information on the project. If you wish, you can include this in your formal response to Mr. Travers. We will provide the remainder of Council with the background information as part of an upcoming Thursday Bulletin.

Regards,

Sharon

**Shelbourne Valley Action Plan**

**Project Status** - On June 9, 2014 a Proposed Shelbourne Valley Action Plan was presented to Council at Committee of the Whole. At that meeting Council directed staff to prepare a supplemental report on implementation funding and time-lines. Staff are working on that

direction and anticipate having a report before Council in the next couple of months.

**Plan's ability to address Shelbourne Street's Challenges** - The Proposed Plan provides a comprehensive 30 year vision and set of actions to transform Shelbourne Street and the Valley's broader transportation network. This would require not only a major retrofit of the public right of way, but also significant land use change to create a context that supports community activity and walkability. The Plan provides a clear road map to realize this transformation, which would be achieved through both redevelopment of private land and sustained capital investments to improve walking, cycling and transit facilities.

**Pace of Implementation** - The Plan articulates a clear vision of Shelbourne as a complete street that comfortably accommodates all modes and is a place for community activity. The pace at which this vision is implemented is largely dependent on the direction of Council and how aggressively they want to transition to this future vision.

As mentioned previously, redevelopment will be crucial to achieve widespread change on Shelbourne Street in a fiscally responsible manner. However, the Proposed Plan realizes the urgency associated with many of the mobility issues in the Valley and includes a short-term mobility action plan to fast-track implementation of critical mobility improvements. The supplemental report will provide detailed information on funding and time-line implications associated with potential short-term actions.

**Reference to Shelbourne as a Corridor** - The working term "corridor" is used widely to describe major linear routes that carry significant volumes of traffic and connect important regional destinations. For example, BC Transit identifies Shelbourne Street as a Frequent Transit Corridor. Shelbourne Street certainly fits within the definition of a transportation corridor, but also serves (and has the potential to serve) many other roles in the community.

In the Shelbourne planning process, community members expressed concern with the connotation of the word corridor, as it conveyed to many people that this was a pass-through route, as opposed to a vibrant neighbourhood. In response to this concern over the working term, the project was renamed from the "Shelbourne Corridor Action Plan" to the "Shelbourne Valley Action Plan" to highlight Shelbourne Street's role as a community hub.

**Traffic Flows** - Shelbourne plays a significant role in conveying traffic at the regional level. Of traffic using Shelbourne Street, only 1/3 of total traffic has origins and destinations within Saanich, indicating the regional role of the street. While a significant number of trips for Valley residents are to/from the shops, services, educational institutions and places of employment within or close to the area, the majority of trips are outside the Valley. Additionally, the regional significance of many

of the destinations in proximity to the Shelbourne Valley (such as UVIC or Royal Jubilee Hospital) results in traffic with origins throughout the region traveling through the Valley.

**Win-Win for All Travel Modes** - The proposed Shelbourne Valley Action Plan outlines steps needed to significantly improve conditions for cyclists, pedestrians and transit users. Changes are beginning to take place that reflect this future vision. The short and long term actions recommended in the Proposed Plan will expand the range of quality mobility options and change the fundamental character of Shelbourne Street. In the short-term trade-offs are required to improve cycling, pedestrian and transit facilities, maintain access and circulation for businesses and minimize impacts on street trees and landscaping.

**Next Steps** - Staff will be presenting a supplemental report to Council on implementation funding and time-lines, responding to comments raised at the June 9, 2014 meeting. This report will be completed in the next couple of months. As always, citizens are able to provide feedback before, during, after the upcoming Council meeting., and more importantly the draft Plan is still under review and changes are a normal part of the process.

ClerkSec - Shelbourne Valley Action Plan

**From:** "Lee Thiessen" <[redacted]>  
**To:** <clerksec@saanich.ca>  
**Date:** 5/7/2015 11:47 AM  
**Subject:** Shelbourne Valley Action Plan  
**CC:** <[redacted]>  
**Attachments:** SVAP mode snares1.docx

2015

POST TO	gen	POSTED	05-12-15
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INFORMATION	<input checked="" type="checkbox"/>		
REPLY TO WRITER	<input type="checkbox"/>		
COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>		
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FOR			
ACKNOWLEDGED:	blmv		

Hello,

Could you ensure that Mayor Atwell and all Councillors receive a copy of the attached letter on the above plan.

Thanks,  
 Lee Thiessen  
 [redacted]

May 7, 2015

To Saanich Mayor and Councillors:

### Shelbourne Valley Action Plan

It has now been almost a year since the last public decision was taken on the Shelbourne Valley Action Plan. The SVAP process began approximately 6 years ago. No action directly related to this plan has yet taken place to improve the quality of life for residents of the valley and to improve transportation options throughout the valley for Saanich residents and others.

I would like to highlight just one issue that has been raised in SVAP meetings and at the last May 5, 2014 public meeting at Saanich Council. It has never been addressed, although I was assured well over one year ago that Saanich staff would "look into it." It involves problems with the assumptions and logic of transportation mode share and assumed absolute trip growth in the SVAP.

It is laid out arithmetically below to try to show the problems clearly. Actual mode shares and target mode shares from the SVAP are shown in the table below. Column 4 then shows the assumed increase in pedestrian, bike, bus and car trips based on the implicit 75% mode share for cars in 2020, the assumed 0.5% annual car traffic increase on Shelbourne over 10 years and current shares normalized as absolute numbers to a base of 100.

Modes	Current Mode Shares (No date given)	Target Mode Shares 2020	Projected Trip Levels in 2020 (Based on normalized current mode shares, 5% growth in car traffic and meeting mode targets)	Percentage Increase in Absolute Trips by Mode in 2020
Pedestrians	7.4	12	14.2	92
Bikes	2.9	5	5.9	72
Buses	5.3	8	9.4	77
Cars	84.4	75	88.6	5
Totals	100	100	118.1	18

The reason this is important is that it illustrates a key aspect of the mismatch between the vision of the SVAP and the lack of ambition in planned actions that would attempt to move towards that vision. Here are the questions that I hope this data may raise for you:

Does the SVAP contain the aggressive mode shift actions to achieve increases of 72% to 92% in non-car transportation over a period of less than 5 years?

Why are there virtually no demand management measures for car traffic when its implicit mode share target is 11% less in 2020 than currently? Related to this, why is car traffic treated in SVAP modelling as an autonomous external factor that has to be accommodated, while the other transportation options are treated as internal variables that can be explicitly targeted and managed?

Does the implied 18% increase in total trips through the valley by 2020 actually make sense when compared to population projections?

I don't think residents necessarily expect a jurisdiction to meet all tough--perhaps aspirational--targets that it sets for itself. They do, however, expect that an attempt be made that is more than superficial.

Sincerely,

Lee Thiessen

■ Louise Place

**Council - FW: Shelbourne Valley Action Plan Update**

**From:** "LeeMei Thiessen" <[redacted]>  
**To:** <cameron.scott@saanich.ca>, <council@saanich.ca>  
**Date:** 9/18/2015 2:43 PM  
**Subject:** FW: Shelbourne Valley Action Plan Update

POST TO	General	POSTED	2015 09/21 50.
COPY TO	JH		
INFORMATION	<input checked="" type="checkbox"/>		
REPLY TO WRITER	<input type="checkbox"/>		
COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>		
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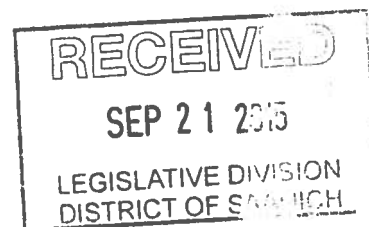
Hello Cam (with copy to Mayor and Councillors),

With reference to the email below, I have these concerns:

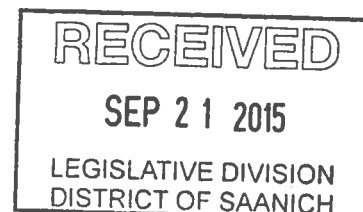
1. The timeline of process (contacting SV Stakeholders by 25 September at the latest and holding a Committee of the Whole meeting on 5 October) does not provide stakeholders with an adequate time to study the report, consult among ourselves, and provide our feedback to Council. I want to respectfully remind you that the District of Saanich should not be run like a private business which can schedule activities at its own whim. It is funded by Saanich taxpayers, therefore, I urge you to also always keep in mind the needs and convenience of these stakeholders when you schedule your activities. Remember that we are busy people who need to make time to participate in the public affairs of Saanich and that we do this on a volunteer basis with no financial recompense. Many of us have already sacrificed/wasted a lot of valuable time and energy to participate, rather fruitlessly, in this deeply flawed SVAP stakeholder process, so please treat us with some respect and courtesy for a change.
2. You do not specify the type of information stakeholders will be getting but there is mention of a report to Council. Can you please clarify whether we are getting this same report and in good time so that we can study it, especially since the SVAP is going to involve a "potentially significant investment" of taxpayer money.

Sincerely,

Mei Ang



**From:** Cameron Scott [mailto:Cameron.Scott@saanich.ca]  
**Sent:** Wednesday, September 9, 2015 1:57 PM  
**To:** Cameron Scott  
**Subject:** Shelbourne Valley Action Plan Update





Dear Shelbourne Valley Stakeholders,

The purpose of this email is to provide you an update on the Shelbourne Valley Action Plan process and next steps.

As most of you are aware, a Proposed Plan was presented to Council approximately one year ago. At that time, Council requested that staff prepare a supplemental report on implementation funding and timelines. In response to that motion, staff have been assessing the impacts, costs and options related to implementation of transportation improvements identified in the Plan. This assessment has taken some time, but involves a potentially significant investment and to that end we wanted to ensure Council had sufficient information to inform decision-making. We appreciate your patience with the process.

The analysis work is now concluding and we will be bringing the report back to Council for consideration. The report is tentatively scheduled to be presented to Council at the Committee of the Whole meeting on Monday, October 5th, 2015. We will contact you by September 25th at the latest to confirm the Council meeting date and provide further information.

If you have any questions, please feel free to contact me anytime.

Regards,  
Cam

**Cameron Scott, MCIP RPP**

Manager of Community Planning  
Planning Department  
District of Saanich  
770 Vernon Ave.  
Victoria BC V8X 2W7

t. 250-475-5494 ext. 3409  
[cameron.scott@saanich.ca](mailto:cameron.scott@saanich.ca)  
[www.saanich.ca](http://www.saanich.ca)

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2310-20  
SVAP

**Council - RE: FW: Shelbourne Valley Action Plan Update**

**From:** "LeeMei Thiessen" <[REDACTED]>  
**To:** "Cameron Scott" <Cameron.Scott@saanich.ca>, "Council" <Council@saanich.ca>  
**Date:** 9/24/2015 1:32 AM  
**Subject:** RE: FW: Shelbourne Valley Action Plan Update  
**CC:** "Andy Laidlaw" <Andy.Laidlaw@saanich.ca>, "Jarret Matanowitsch" <Jarret.Matanowitsch@saanich.ca>

Thanks Cam! Much appreciated though I need to iterate that this short notice does not allow time for Friends of Shelbourne Valley to meet and to provide collective input to Council.

Mei

**From:** Cameron Scott [Cameron.Scott@saanich.ca]  
**Sent:** Wednesday, September 23, 2015 12:54 PM  
**To:** Council; LeeMei Thiessen  
**Cc:** Andy Laidlaw; Jarret Matanowitsch  
**Subject:** Re: FW: Shelbourne Valley Action Plan Update

2015  
09/25/15

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COPY TO	SH/AL		
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REPLY TO WRITER	<input type="checkbox"/>		
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Dear Mei,

Thank you for the phone conversation yesterday. My apologies for not including you in the stakeholder committee meeting email. I have sent along all the meeting information and agenda in a separate email.

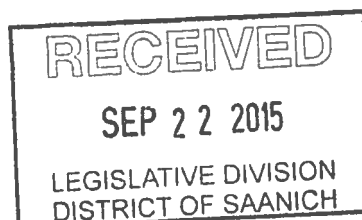
As I noted in our phone conversation, the full report will be available to the general public on the website on September 28th, a full week prior to the Council meeting. In the report, there is a staff recommendation for additional community consultation on potential mobility improvements. If Council selected this option, it would provide an additional opportunity for focused community input.

I look forward to seeing you at the meeting next week. Please feel free to contact me if you have any further questions or comments.

Best Regards,  
Cam

Cameron Scott, MCIP RPP

Manager of Community Planning  
Planning Department  
District of Saanich  
770 Vernon Ave.



Victoria BC V8X 2W7

t. 250-475-5494 ext. 3409  
[cameron.scott@saanich.ca](mailto:cameron.scott@saanich.ca)  
[www.saanich.ca](http://www.saanich.ca)

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>>> "LeeMei Thiessen" <[REDACTED]> 9/22/2015 2:15 AM >>>

Dear Mayor and Councillors,

The email below was written on 18 Sept before I knew that Planning had scheduled a SVAP Stakeholders Committee Meeting for 30 Sept via an email dated 16 Sept. I did not receive this email "invitation", even though I have been receiving other stakeholders emails. Does this mean that I have been excluded from attending this meeting?

I want to repeat my concerns:

1. A Committee of the Whole meeting scheduled for 5 October, five days after a Stakeholders Committee meeting on 30 Sept, does not provide stakeholders with adequate time to consult with each other and provide written feedback to Council. In fact, if the SVAP involves a "potentially significant investment", it needs to be subjected to a much wider public scrutiny in order to ensure that Saanich taxpayers' money is being spent **prudently** on a plan that is based on sound reasoning and is solving the right problems.
2. There is mention of a supplemental report being presented to Council. Is this report available to the general public and if not, why not? Those of us who are not invited to the exclusive stakeholders committee meeting need access to information, preferably the same unfiltered information that Council is getting.

In the name of transparent and responsible governance, I urge you to move the date of the Committee of the Whole meeting back by a few weeks in order to give the public more time to scrutinise the SVAP and supplemental report. After all, what is the hurry considering that 5-6 years have already been spent on this project?

Sincerely,

Mei Ang

---

**From:** LeeMei Thiessen [[mailto:\[REDACTED\]](mailto:[REDACTED])]  
**Sent:** Friday, September 18, 2015 2:43 PM  
**To:** [cameron.scott@saanich.ca](mailto:cameron.scott@saanich.ca); [council@saanich.ca](mailto:council@saanich.ca)  
**Subject:** FW: Shelbourne Valley Action Plan Update

Hello Cam (with copy to Mayor and Councillors),

With reference to the email below, I have these concerns:

1. The timeline of process (contacting SV Stakeholders by 25 September at the latest and holding a Committee of the Whole meeting on 5 October) does not provide stakeholders with an adequate time to study the report, consult among ourselves, and provide our feedback to Council. I want to respectfully remind you that the District of Saanich should not be run like a private business which can schedule activities at its own whim. It is funded by Saanich taxpayers, therefore, I urge you to also always keep in mind the needs and convenience of these stakeholders when you schedule your activities. Remember that we are busy people who need to make time to participate in the public affairs of Saanich and that we do this on a volunteer basis with no financial recompense. Many of us have already sacrificed/wasted a lot of valuable time and energy to participate, rather fruitlessly, in this deeply flawed SVAP stakeholder process, so please treat us with some respect and courtesy for a change.
2. You do not specify the type of information stakeholders will be getting but there is mention of a report to Council. Can you please clarify whether we are getting this same report and in good time so that we can study it, especially since the SVAP is going to involve a "potentially significant investment" of taxpayer money.

Sincerely,

Mei Ang

---

**From:** Cameron Scott [<mailto:Cameron.Scott@saanich.ca>]

**Sent:** Wednesday, September 9, 2015 1:57 PM

**To:** Cameron Scott

**Subject:** Shelbourne Valley Action Plan Update

Dear Shelbourne Valley Stakeholders,

The purpose of this email is to provide you an update on the Shelbourne Valley Action Plan process and next steps.

As most of you are aware, a Proposed Plan was presented to Council approximately one year ago. At that time, Council requested that staff prepare a supplemental report on implementation funding and timelines. In response to that motion, staff have been assessing

the impacts, costs and options related to implementation of transportation improvements identified in the Plan. This assessment has taken some time, but involves a potentially significant investment and to that end we wanted to ensure Council had sufficient information to inform decision-making. We appreciate your patience with the process.

The analysis work is now concluding and we will be bringing the report back to Council for consideration. The report is tentatively scheduled to be presented to Council at the Committee of the Whole meeting on Monday, October 5th, 2015. We will contact you by September 25th at the latest to confirm the Council meeting date and provide further information.

If you have any questions, please feel free to contact me anytime.

Regards,  
Cam

**Cameron Scott, MCIP RPP**

Manager of Community Planning  
Planning Department  
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t. 250-475-5494 ext. 3409  
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2310 20 SVAP

CW Oct 5 15  
Council  
Administrator  
Media  
JM, CS  
Oct 5 15

Saanich Municipal Hall

September 30, 2015

Re Cycling on Shelbourne St.

Dear Mayor Atwell and Councilors,

I am writing you out of my deep concern for cyclists on Shelbourne St.

I drive and walk on Shelbourne Street regularly. I am pleased to see cyclists riding on Shelbourne Street sidewalks. I know that on the sidewalk they are safe!

I step aside momentarily as they pass slowly. In 25 years of walking on Shelbourne sidewalks I have never felt threatened by a cyclist.

Passing a cyclist while driving on Shelbourne, especially at 5 p.m..  
I am terrified for them.

Surely it is time to add a 5 or 6 foot cycle lane to the existing 5 foot sidewalk on the East side of Shelbourne between Landsdowne and Feltham.

Much of this distance is perfectly clear for this addition.

Please seriously consider this progressive move for a saver community,

Sincerely,

Glenn and Erika Cottrell  
Aldridge Street  
Victoria BC

cc Mount Tolmie Community Association.  
Gordon Head Community Association  
Camosun Community Association

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**ClerkSec - BC Transit Letter to Saanich Council - Shelbourne Corridor Plan**

**From:** "Wadsworth, James" <james\_wadsworth@BCTransit.Com>  
**To:** "clerksec@saanich.ca" <clerksec@saanich.ca>  
**Date:** 10/2/2015 9:04 AM  
**Subject:** BC Transit Letter to Saanich Council - Shelbourne Corridor Plan  
**CC:** "Cameron Scott (cameron.scott@saanich.ca)" <cameron.scott@saanich.ca>  
**Attachments:** BC Transit Letter to SaanichCouncil - Shelbourne Corridor Plan.pdf

Hello,

Attached is BC Transit's feedback on the Shelbourne Valley Action Plan Supplemental Report on mobility options. Please include this correspondence with the agenda item.

Thank you  
James

**James Wadsworth**  
 Planning Work Lead  
 Victoria Regional Transit System



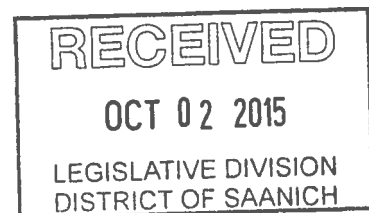
520 Gorge Rd East  
 Victoria, BC V8W 2P3  
 Phone: 250-385-2551 (5171)  
 Email: james\_wadsworth@bctransit.com



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ACKNOWLEDGED:	<i>bl.m</i>	



October 1<sup>st</sup>, 2015

Council  
 District of Saanich  
 770 Vernon Ave, Saanich, BC  
 V8X 2W7

District of Saanich Council Members,

**RE: SHELBOURNE VALLEY ACTION PLAN UPDATE - SUPPORTING TRANSIT AND PLANNING AN INTEGRATED TRANSPORTATION SYSTEM**

Transit has tremendous potential to contribute to a stronger more economically vibrant and sustainable District of Saanich and the region as a whole. The need to realize this potential in Saanich is increasingly important because of factors such as climate change, population growth, increasing traffic congestion, and an aging demographic. Forecasted population and traffic growth in Saanich requires a shift in focus from moving vehicles to moving people.

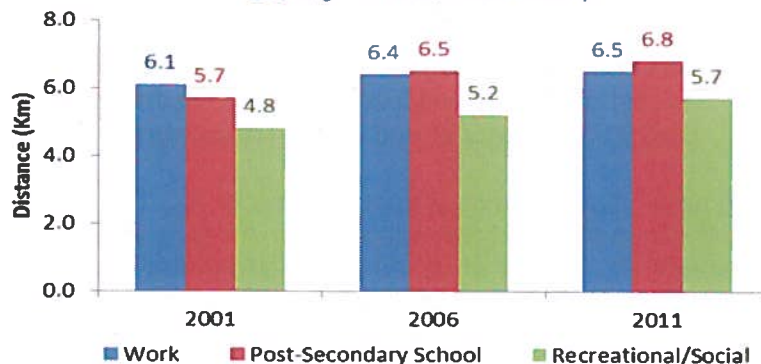
The Victoria Regional Transit System is already a significant contributor to green travel choices within the region, carrying between 80,000 to 100,000 passenger trips per day and moving thousands of people along corridors in Saanich such as McKenzie, Quadra, Hillside/Lansdowne, Shelbourne, Gorge, Tillicum, Interurban and Douglas. In fact, on McKenzie during peak travel times up to 30% of people already travelling the corridor are on a transit bus. Since it connects Saanich both regionally and locally, transit is a key factor in not only providing resident access to work, school and services but also its overall economic development and resilience.

Accordingly, BC Transit is seeking local government commitment to accommodate the large number of passengers on transit vehicles compared to private automobiles when reviewing and planning road network capacity on key transit corridors. We strongly believe there should be more emphasis on moving people rather than vehicles and transit vehicles should not be treated the same as private automobiles.

BC Transit is supportive of initiatives that improve or encourage active modes of transportation such as cycling, walking and transit because all of these modes are symbiotic and enhance each other. Great pedestrian areas contribute to the effectiveness of both cycling and transit. Residents may choose to cycle for some trips and take transit

**Distance Travelled by Trip-Purpose**

CRD Origin-Destination Travel Surveys





Sincerely,



**James Wadsworth**  
Senior Transit Planner, BC Transit



**Tania Wegwitz**  
Manager Planning, BC Transit

## ClerkSec - Implementation Analysis of Mobility; Shelbourne Valley Action Plan

Council  
Administrator  
Media  
~~Jim CS~~  
Oct 5/15

**From:** "James & Ute Grayson" <[REDACTED]>  
**To:** "Mayor Richard Atwell" <mayor@saanich.ca>, "Councillor Judy Brownoff" <judy.brownoff@saanich.ca>, "Councillor Colin Plant" <colin.plant@saanich.ca>, "Councillor Dean Murdock" <dean.murdock@saanich.ca>, "Councillor Fred Haynes" <fred.haynes@saanich.ca>, "Councillor Leif Wergeland" <leif.wergeland@saanich.ca>, "Councillor Susan Brice" <susan.brice@saanich.ca>, "Councillor Vic Derman" <vic.derman@saanich.ca>, "Councillor Vicki Sanders" <vicki.sanders@saanich.ca>  
**Date:** 10/3/2015 11:45 PM  
**Subject:** Implementation Analysis of Mobility; Shelbourne Valley Action Plan  
**CC:** <clerksec@saanich.ca>

Saanich Mayor and Council:

It is with great interest and suspicion that the subject analysis report is dated (Tuesday) September 22' "received" by Legislative Division on (Thursday) September 24' but finally made public (after a minor "computer glitch") on (Monday) October 5 ... after almost two weeks delay and with only one week to carefully analyse and create any meaningful criticism.

In the beginning, we are presented with the transportation modes being considered, in the well established order of the Transportation Hierarchy: Pedestrians, Cyclists, Transit, High-occupancy vehicles, etc, thereby implying priority of consideration. This implication is soon shattered by declaring the retention of four, general purpose travel lanes throughout the study area.

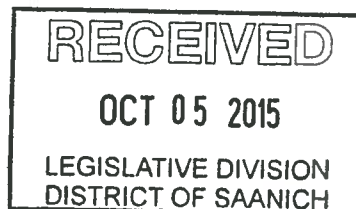
We are soon encouraged with the noble desire to reduce carbon emissions and to increase the percentage of cyclists within the Shelbourne corridor. These concepts are soon dispelled due to the sacrifice of too many trees in order to create separated cycle tracks outside of the present curb-to-curb travel lanes. There is, however, a redeeming "Interim Design Concept; (Sept 2015) that creates a bi-directional pedestrian path at-grade with a mono-directional cycle track. Such design does not take into consideration that pedestrians will undoubtedly consider the whole infrastructure as "pedestrian-usable, and will probably also be used by a few wrong-way cyclists". This cycle track is intended for commuter cyclists. This is a recipe for chaos!

Included with the in-house Analysis is a report from Urban Systems regarding the Hybrid option. My take on the Urban Systems report suggests an obsession with relatively minor time increases. However, it appears that Urban Systems did not consider the percentage of present vehicle commuters who would switch to bicycle commuting if and when suitably safe and inviting bicycle infrastructure was created.

There is a prevalent theme throughout the subject Analysis of the enormous (almost catastrophic) inconvenience to motorists if Shelbourne Street were to be converted to single traffic lane plus bike lane, in each direction. Perhaps consideration should include the inconvenience presently created by cyclists lawfully taking full command of the right-hand travel lane.

The subject Analysis Report is, without hesitation, firmly auto-centric in its philosophy. This is in direct contradiction to the initial suggestion of Transportation Hierarchy. The seven-point Transportation Hierarchy consists of:

1. Pedestrians
2. Bicycles
3. Public Transportation (Transit)

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4. Service and Freight Vehicles
5. Taxis
6. Multiple Occupant Vehicles
7. Single Occupant Vehicles.

*James Grayson*

Lochside Drive  
Saanich

2310-20 SVAP

CW Oct 5 15

Council Administrator Media

Jim GS Oct 5 15

ClerkSec - Shelbourne

**From:** ANDREA GLEICHAUF <[REDACTED]>  
**To:** Vicki Sanders <vicki\_sanders@telus.net>, <vicderman@shaw.ca>, leif wergeland <leif.wergeland@saanich.ca>, fred haynes <fred.haynes@saanich.ca>, colin plant <colin.plant@saanich.ca>, dean murdock <dean.murdock@saanich.ca>, susan brice <susan.brice@saanich.ca>, <mayor@saanich.ca>  
**Date:** 10/4/2015 11:16 PM  
**Subject:** Shelbourne  
**CC:** <ClerkSec@saanich.ca>

Dear Mayor & Council,

When planning for the Shelbourne Valley Action plan started 5 -6 years ago, it was stated by the planners that there need to be compromises because of the narrow road right of way on Shelbourne str.

The newly presented "option 2" is the best compromise I've seen so far.

Cyclist will have a designated space on the road, better than nothing.  
 And it will take motor vehicles a total of 4 minutes longer in their back & forth commute through the valley. Most people spend more time waiting for their coffee in the morning line up at their coffee shop.  
 It will take the bus 3 minutes longer, but bus fares will only get more expensive. One more reason to improve cycling safety to provide a cheaper mobility option.

I've been living in the Shelbourne valley for 22 year, my main transportation is the bicycle. I love riding on cycle track, rather than a painted line on the pavement with traffic passing me doing 60 - 70 km/hr. But 725 m (11%) of cycle-track does not meet my need.

I'm totally opposed to cutting down 50 healthy trees in the valley for 725 m. This needs to be a consideration in view of the accelerated loss of the urban forest in recent years in Saanich.

Best regards, Andrea Gleichauf

[REDACTED]  
 [REDACTED] McRae Ave.  
 [REDACTED]

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**ClerkSec - Shelbourne Valley Action Plan - MTCA response**

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**From:** "Marlene Bergstrom" <[REDACTED]>  
**To:** "ClerkSec" <ClerkSec@saanich.ca>  
**Date:** 10/5/2015 7:38 AM  
**Subject:** Shelbourne Valley Action Plan - MTCA response  
**CC:** "Sharon Hvozdzanski" <Sharon.Hvozdzanski@saanich.ca>, <cameron.scott@saanich.ca>, <judy.brownoff@saanich.ca>, <susan.brice@saanich.ca>, <dean.murdock@saanich.ca>, <vic.derman@saanich.ca>, <vicki.sanders@saanich.ca>, <leif.wergeland@saanich.ca>, <fred.haynes@saanich.ca>, "Colin Plant" <Colin.Plant@saanich.ca>, <mayor@saanich.ca>  
**Attachments:** October 2015 MTCA response toSVAP.pdf

---

Hello,

Please see attached letter from the Mount Tolmie Community Association for distribution in the agenda package for tonight's meeting.

Thank you.

Marlene

Marlene Bergstrom, CC, CL, ACB  
 President, MTCA and Vice-Chair, Shelbourne Community Kitchen

[REDACTED]

[REDACTED]

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**From:** ClerkSec [ClerkSec@saanich.ca]  
**Sent:** Friday, October 02, 2015 4:23 PM  
**Subject:** Shelbourne Valley Action Plan Update

Dear Shelbourne Valley Stakeholders,

The Supplemental Report on potential mobility implementation actions has been confirmed for the agenda of the **Monday, October 5th** Committee of the Whole meeting. The meeting starts at 7:00pm in the Council Chambers, Saanich Municipal Hall, 770 Vernon Avenue.

2310-20  
SVAP



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Administrator  
Media  
JM.CS  
Oct 5/15

**MOUNT TOLMIE COMMUNITY ASSOCIATION**

c/o 1735 Kingsberry Crescent, Victoria BC V8P 2A8

October 5, 2015

The Mayor and Council  
District of Saanich  
770 Vernon Avenue  
SAANICH, BC V8X 2W7

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RE: Shelbourne Valley Action Plan update

Dear Mayor and Council:

Thank you for the opportunity to provide further input into the Shelbourne Valley Action Plan (SVAP). From the perspective of the Mount Tolmie Community Association we have the following observations:

- Clarification is still required on how this plan can be incorporated in a full review of the Shelbourne Local Area Plan (which was recently left out of the proposed review of all local area plans);
- The two options proposed both include elements that have been asked for many years, beginning even before the consultation process of the SVAP;
- The two options proposed are as a result of what the mayor/council (from June 2014) asked staff to look into (timeline, implementation and budget).

It seems though that Option 2 is the most viable one as it addresses mobility and transportation issues in a timely and efficient manner.

More importantly it allows for a clearer picture of enhancing the quality of life in our community, allows for a better interaction with developers and the appropriate local community to work together and in a positive way and sustainable way. It shows a vision that includes less focus on vehicular traffic and more for other modes of transportation and also has less impact on the environment (preservation of trees). There could also be an opportunity to allow some beautification along Shelbourne Street by including some planter buffers. This too is something that we have longed to occur in the Shelbourne Valley.

It is also understood that once approved and a specific project / proposal will be worked on that that Saanich will contact the appropriate community association to review in advance. As we know our areas best it would allow the opportunity to provide feedback in case there are slight modifications that could be made that could result in a more positive outcome for our community.

It is our hope that you will find this option a viable one to finally move forward on a process that has gone on much too long.

Sincerely,

Marlene

Marlene Bergstrom  
President, Mount Tolmie Community Association

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CW

Cc: Sharon Hvozanski, Director of Planning & Cameron Scott, Manager of Community Planning

2310.20 SVAP

**ClerkSec - Shelbourne Valley Action Plan supplementary report**

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**From:** Caleb Horn <[REDACTED]>  
**To:** ClerkSec <clerksec@saanich.ca>, <mayor@saanich.ca>, <vicki.sanders@saanich.ca>, <leif.wergeland@saanich.ca>, <Colin.Plant@saanich.ca>, <dean.murdock@saanich.ca>, <fred.haynes@saanich.ca>, <judy.brownoff@saanich.ca>, <susan.brice@saanich.ca>, <vic.derman@saanich.ca>  
**Date:** 10/5/2015 11:23 AM  
**Subject:** Shelbourne Valley Action Plan supplementary report  
**Attachments:** CCA letter - Shelbourne Valley supplementary report.pdf

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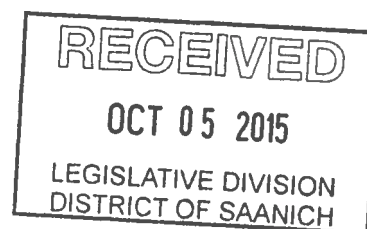
Please accept the attached Camosun Community Association letter in advance of tonight's Committee of the Whole Meeting.

Thank you,

Caleb Horn

cc:

Marlene Bergstrom, President, Mount Tolmie Community Association  
John Schmuck, President, Quadra Cedar Hill Community Association  
Cameron Scott, Manager, Community Planning  
Ray Travers, President, Gordon Head Community Association



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[www.CamosunCommunityAssociation.com](http://www.CamosunCommunityAssociation.com)

October 5, 2015

Mayor Richard Atwell and Council

**Re: Shelbourne Valley Action Plan – Implementation Analysis of Mobility Actions**

Dear Mayor Atwell and Council,

Those of us who have been involved in the formulation of the Shelbourne Valley Action Plan (SVAP) are grateful to see the Plan moving forward with the short-term mobility options presented in this supplementary report.

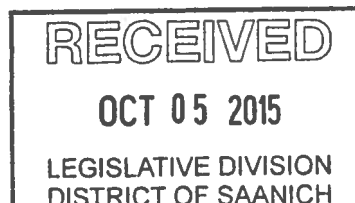
The Camosun Community Association has been invested in the development of the proposed SVAP and supports the Plan in principle. The major comment heard in 2014, at the time of the Plan's initial completion, was concern that the Plan's short-term mobility recommendations would not be adequately implemented. The short-term options presented in the supplementary report help address this concern by providing Council with concrete steps to carry out implementation.

Of the two short-term mobility options, Option 2 has not previously been presented to the public. For this reason, we do not endorse a mobility option at this time, but instead recommend that Council direct staff to carry out public engagement exercises as outlined in Process Options A or B. While we are eager to see the Plan move forward quickly, we recognize the need to properly consult on the new information presented in these short-term mobility options.

The CCA is looking forward to seeing the results of the public engagement and having Saanich move forward with implementation of the SVAP's mobility recommendations in the near future. Thank you for your time and we trust that you will consider these comments.

Sincerely,

Caleb Horn  
 Past President  
 Camosun Community Association



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2310-20 SVAP

**ClerkSec - Shelbourne Valley Action Plan**

**From:** Brian Collier <[redacted]>  
**To:** <clerksec@saanich.ca>  
**Date:** 10/5/2015 12:14 PM  
**Subject:** Shelbourne Valley Action Plan

Council  
Administrator  
Media  
Jm, CS  
Oct 5/15

I am addressing this to the Committee of the Whole on the Shelbourne Valley Action Plan submitted on October 5th.

Dear Council and Mayor:

I am a long time resident of Saanich, and have commuted for work from the 1990's. I have endured cycling on Shelbourne street to get to both my work destination and to shopping along the corridor.

I am very concerned about the plan as submitted to Saanich. The Cedar Hill Road corridor being suggested as an alternative to Shelbourne is not a viable solution. It is a very hilly route with sections completely lacking any provision for cyclists - the section from Cedar Hill Middle School to Cedar Hill X Road being one of the many horrid examples. I would never recommend this route to new cyclists let alone experienced bicycle commuters. This route provides no easy access to any of the commercial districts along the Shelbourne Corridor: University Heights, Tuscany Village, Shelbourne Plaza and the Hillside Mall are not near this route.

Cyclists choose the Shelbourne corridor as the most direct route for commuting. It is an extremely unpleasant experience at the current time due to the route having four lanes when it was not wide enough to accommodate this configuration.

While I am glad to see at least tentative moves being made to address making the Shelbourne Corridor accessible to all transportation modes, the current proposal falls embarrassingly short of a solution. The cycle tracks proposed north of Blair and South of Pear Street are a good start, but without some plan in place to address the missing link, Saanich is wasting their money. Continuous cycle tracks will make a difference for all concerned. Only minor segments of this treatment is only going to lead to confused cyclists and drivers when the conflict zones are made even worse in the missing link.

Nothing is indicated in this plan to address the missing link on the McKenzie Corridor, from Shelbourne to Cedar Hill Road. Addressing this short section would lead to a more meaningful solution for cycling commuting to the UVIC and shelbourne corridors than the program currently proposed.

I urge that Council and the Mayor reject this plan and urge staff to come back with a proposal that actually provides a real solution than marginalizes cycling as a viable commuter option. As this plan currently stands, I see very little improvement to the current dreadful conditions for cyclists in this corridor.

thanks  
Brian Collier  
[redacted] Tolmie Avenue  
Victoria, BC [redacted]  
[redacted]

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Council - Shelbourne St -- "Safety Gains of a Road Diet Far Outweigh the Traffic Costs" - CityLab

Council  
Administrator  
Media  
Jm, CS  
Oct 5/15 Dth

**From:** Ray Straatsma <[REDACTED]>  
**To:** Mayor <Mayor@saanich.ca>, <Council@saanich.ca>  
**Date:** 10/5/2015 1:47 PM  
**Subject:** Shelbourne St -- "Safety Gains of a Road Diet Far Outweigh the Traffic Costs" - CityLab  
**CC:** "info@gvcc.bc.ca" <info@gvcc.bc.ca>, Harley Machielse <Harley.Machielse@saanich.ca>, Cameron Scott <Cameron.Scott@saanich.ca>

Greetings Mayor and Council -

In your deliberations on the Shelbourne Street mobility options this evening (and in weeks ahead), I ask you to read and consider the following brief article from the highly respected CityLab website: [The Safety Gains of a Road Diet Far Outweigh the Traffic Costs - CityLab](#)

The item outlines proposals for a lane reduction on a roadway in New Jersey - similar in many respects to Shelbourne St, and the proposals for Option 2 of the staff report. (Of course, the road configuration and pictured redesign are not exactly parallel).

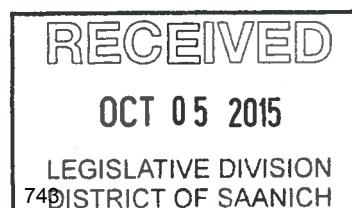
From the start, a core objective of the Shelbourne Valley plan was to create significant improvements in safety, comfort and enjoyment for people on foot and bicycle. Along with the creation of a 'sense of place' to make the Shelbourne area more attractive and livable. In that context, it's very unfortunate that the Urban Systems report (included in tonight's agenda) is focused entirely on motor traffic considerations, level of service and 'driver delay.' No doubt Saanich Council will hear similar complaints about traffic delays from local residents and motorists if Council approves design changes to Shelbourne.

Even if such delays are real - a questionable assertion, as traffic modelling is a notoriously inaccurate enterprise - they are ultimately a minor inconvenience compared to the advantages that a redesigned Shelbourne street will bring. Safety and other Improvements that motorists too will enjoy and benefit from. As two sentences from the CityLab article puts it:

*"The analysis finds that the safety benefits of reducing automobile space and speeds on the street would far outweigh any losses from driver delay.... There's overwhelming evidence that road diets reduce collisions, with some federal studies suggesting an average decline of 19 percent in places like New Brunswick (NJ)."*

I urge Saanich Council to keep these larger issues in mind as you weigh and proceed with the long-awaited improvements to Shelbourne Street. The need for a complete and connected bicycle network, safer intersections and pedestrian improvements are critical for the Shelbourne Valley and the District of Saanich.

Regards,  
 Ray Straatsma  
 RStreets Communications and Strategy



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 1

GVCC Associate

2310.20 SVAP

CW Oct 5 115

**ClerkSec - Shelbourne Valley Action Plan Update**

**From:** Matt Boyd <[redacted]>  
**To:** "clerksec@saanich.ca" <clerksec@saanich.ca>  
**Date:** 10/5/2015 3:34 PM  
**Subject:** Shelbourne Valley Action Plan Update

Council Administrator  
Media  
JM, CS  
Oct 5 115 AM

To Mayor and Council,

Thank you for providing the opportunity to provide feedback regarding the Supplemental Report on Implementation of Mobility Actions (specifically the update to the Shelbourne Valley Action Plan) to be discussed on October 5, 2015.

As residents living along the corridor and frequent users, my family thinks that the new option (Option 2) is a step in the right direction towards making Shelbourne Street a safer place for all people. The proposed sidewalk infrastructure and bicycle lanes will definitely improve safety and accessibility for non-automobile travel.

However, as active transit users, we do have some concerns over the impact to public transit (buses) along the corridor. We recognize that there are natural trade-offs to reassigning limited amounts of street-space to different users, and, we hope that transit service is given the same amount of attention that the other active modes have been afforded in further discussions on this proposal. We also have some concerns over the expected increased traffic along Cedar Hill and Richmond, and how that may impact the existing safety on those corridors.

Thanks for the opportunity to comment, and we look forward to discussing this in more detail with Saanich staff if/when further consultation takes place.

Cheers,  
Matt

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[redacted]

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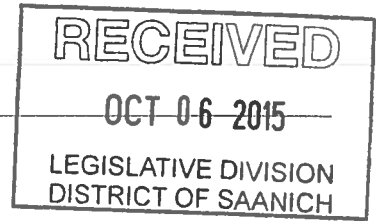
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**ClerkSec - Governance review report and next steps for the SVAP**

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**From:** Rebecca Mersereau <[redacted]>  
**To:** <susan.brice@saanich.ca>, <mayor@saanich.ca>, <dean.murdock@saanich.ca>, <vic.derman@saanich.ca>, <leif.wergeland@saanich.ca>, <judy.brownoff@saanich.ca>, <vicki.sanders@saanich.ca>, <colin.plant@saanich.ca>, <fred.haynes@saanich.ca>  
**Date:** 10/5/2015 2:29 PM  
**Subject:** Governance review report and next steps for the SVAP



To Mayor and Council:

Unfortunately I cannot attend this evening's important Council and Committee of the Whole Meetings, but I wish to provide comment on two of the items you will be discussing, for your consideration.

**Next Steps for the Governance Review**

I was one of the ten volunteers convened to provide advice on the formation of an advisory committee to guide the public consultation aspects of the review. As a group we were informed by the consultants that we would receive an opportunity to review a draft report reflecting outcomes of our meeting prior to its consideration by Council, which was not forthcoming. In contrast with the process outlined in your report in section 1.2.6, the volunteers were united in expressing that the selection of committee members for this citizen-led process be objective and apolitical. We favoured the use of appropriately-qualified Saanich human resources staff to short-list applicants, and the engagement of an independent *ad hoc* committee –such as the one convened for this exercise– to make final selections of committee members.

**Shelbourne Valley Action Plan**

I was very encouraged to see the inclusion of mobility option 2, and thought the report was very effective in laying out the anticipated benefits and trade-offs of all options. I believe option 2 is best aligned with the long-term priorities identified for the Shelbourne Valley as well as Saanich's near-term priority to encourage shifts away from single passenger vehicles, in order to transition to more productive, livable and people-centred communities. Process option D – in which Council moves forward with a public hearing on the SVAP and subsequently consults with the public specifically on mobility option 2– appears to provide an appropriate balance between providing guidance for development proposals in the near term, and ensuring the public is behind the project.

Thank you for your time and ongoing service.

Warm regards,

Rebecca Mersereau

█ Arundel Drive

Saanich, BC █

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## Council - Shelbourne Valley Action Plan

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**From:** "LeeMei Thiessen" <[REDACTED]>  
**To:** <council@saanich.ca>  
**Date:** 10/5/2015 3:58 PM  
**Subject:** Shelbourne Valley Action Plan  
**Attachments:** Document1.docx

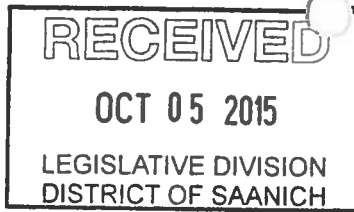
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Please forward attached on the Shelbourne Valley Action Plan which goes to Committee of the Whole meeting tonight.

Thank you.

Mei Ang

CW Oct 5 15



Council  
 Administrator  
 Media  
 Jim CS  
 Oct 5 15 AM

Dear Mayor and Council,

**Shelbourne Valley Action Plan Supplemental Report**

**Comments**

1. I am pleased that after 5 long years, Saanich has finally come up with a practical assessment of the various SV transportation options. This is a step closer—although not yet there-- to what many of us on the stakeholders committee have been asking for all these years – an unbiased exploration of viable options which takes all factors into consideration, factors such as financial constraints, community needs, commuter needs, climate change. I want to thank Council for directing Saanich planners and engineers to do this at the last Committee of the Whole meeting – it was something we could not get them to do despite vigorous efforts.
  
2. However, I still have some grave concerns about the supplemental report, and for that matter, about the whole Shelbourne Valley Action Plan including:
  - Is this plan, first and foremost, a community plan, or is it a transportation plan? A community plan should have as its central focus community building to meet the needs of area residents with all other issues, including transportation needs, revolving around it. From the get-go, the primary focus of the Shelbourne Valley Action Plan has been about transportation and meeting the needs of commuters; to be more specific, the priority has been about moving cars and public transit through the Shelbourne Valley as quickly as possible through retention of the four traffic lanes. The needs of the human beings who live in the

CW



Shelbourne Valley have been largely ignored. The supplemental report focuses completely on meeting the needs of commuters. The report does not assess which of the two options are better for the quality of life of valley residents.

- The urgent issue of climate change was not addressed – which option is better for reducing GHG?
- Taxpayer money should be spent responsibly so we need to ask – **which investment of precious taxpayer money will provide the best economic returns for the Shelbourne Valley and for Saanich.**
- The supplemental report shows a strong bias for maintaining levels of service for vehicles at the expense of other issues. A balanced sense of life perspective is sorely lacking when a delay of 78 to 156 seconds for vehicles is considered to be extremely important whereas the needs of valley residents for a safe and pleasant street with less cars and slow traffic are totally ignored .

### **Requests**

1. That members of the Stakeholders Committee are allowed to review the presentation materials that will be used for public consultations to ensure that it presents an unbiased and more inclusive presentation of issues, especially our community needs.
2. The SVAP is missing an important component – community building and economic development. This omission needs to be addressed if the SVAP is to qualify as a community plan.
3. The SVAP should serve as a lesson for what NOT to do in local area planning – a better consultation and planning process is needed.

4. Sufficient notice of Committee of the Whole/Public Hearing meetings should be provided to give citizens sufficient time to prepare.

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Sincerely,

Mei Ang

██████████ Louise Place

5 October 2015

**From:** Lesley Ewing <[redacted]>  
**To:** <mayor@saanich.ca>, <council@saanich.ca>  
**Date:** 10/5/2015 4:34 PM  
**Subject:** Shelbourne Valley Action Plan

Dear Mayor and Council.

I am a frequent cycling traveller in the Shelbourne Valley area and urge Council to ensure that new measures to accommodate cyclists include PROTECTED bike lanes.

The volume and speed of motor vehicle traffic on Shelbourne Street is just too fast and great to consider mere painted bike lanes. I guarantee they will not be effectively used by cyclists. What is needed is a protective barrier of some sort from moving traffic. One example is the new raised track used on Cook Street (well done!) or alternately some concrete barriers.

Cycling on Shelbourne is a nightmare now. But the road is the logical (flat, direct) commuting route that both cyclists and motorists prefer. The alternatives, over hill and dale on either side, are an inconvenient burden to cyclists. The route connects UVic and Gordon Head to downtown Victoria and beyond.

When I ride up on the empty sidewalk on my bike, it is not with disrespect to the by-laws, but rather a measured decision I need to make: Do I feel lucky today? Do I have to risk becoming a quadriplegic, or death?

I look forward to an ultimate progressive design for this road that puts people, not cars, first.

Regards,  
Lesley Ewing

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2310 20 SVAP

**From:** Andrea <[REDACTED]>  
**To:** <council@saanich.ca>  
**Date:** 10/6/2015 9:09 AM  
**Subject:** Shelbourne Bike Lanes

Hi there,

I'm sure you're getting inundated with emails about adding bike lanes to Shelbourne, but I thought I would add my voice to that crowd (it's so easy to send an email after all).

As a frequent cyclist, who bikes all around Saanich and the CRD, in my opinion this section of road should definitely be highest priority. Part of the reason I feel so strongly about this section is that I have seen cyclists (including myself) frequently having close calls with vehicles (getting knocked off their bike, having doors opened on them), and some sections are just plain treacherous navigating large cracks in the road while cars try to sneak by when there is clearly not enough room.

Even though Cedar Hill goes parallel to Shelbourne for some sections (and has bike lanes) it's impractical to expect cyclists to use it over Shelbourne. Even though many cyclists know Shelbourne is unsafe they continue to use it because it's the fastest and most energy-effective route to get around Saanich and Victoria.

Thanks for taking the time to read my email. I hope this can be brought into effect so that cars and cyclists feel safer sharing the space.

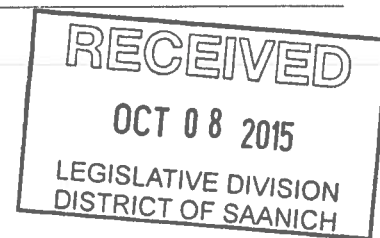
-Andrea

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DISTRICT OF SAANICH

**ClerkSec - Fwd: Feedback/Request for Service from the Web Site**

**From:** Hall Reception  
**To:** ClerkSec  
**Date:** 10/8/2015 11:43 AM  
**Subject:** Fwd: Feedback/Request for Service from the Web Site



Customer Service Representative  
Municipal Hall Reception  
District of Saanich  
770 Vernon Ave  
Victoria, BC V8X 2W7

t. 250 475 1775 (external) | 3499 (internal)  
e. [reception@saanich.ca](mailto:reception@saanich.ca)  
w. [saanich.ca](http://saanich.ca)

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Please consider the environment before printing this e-mail.

>>> <[redacted]> 10/8/2015 10:57 AM >>>  
Email Received: Thu Oct 8 10:57:35 2015  
From User Name: Bev Highton  
From User Email: [redacted]

To Saanich Dept: Council  
Service Request: none  
Response Requested: Yes

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**Comments:**

The Shelbourne corridor plan appears to have been crafted by idealistic social engineers fueled by a vocal group of bicycle riders. The fact of the matter is that the private passenger vehicle is and will remain the principle mode of transportation for the vast overwhelming percentage of our citizens for the foreseeable future. Transit will continue to be a mode for about 12-14% of the population and the bicycle as a regular daily mode only for a tiny minority of commuters and this very subject to weather conditions on any given day. The bicycle for the majority of riders is used for recreational purposes only. The reducing/restricting of traffic lanes for private passenger vehicles, commercial vehicles and emergency response vehicles is another example of the "tail wagging the dog" method of planning with the consequence that the many will be sacrificed for the few. One only has to drive around the entire region to see the results of bike lanes established on any number of roads to see and experience the reduction of traffic fluidity whilst at the same time seeing very sparse use of the bike lanes. It is also interesting to note that a municipality which restricts private property owner's from removing overgrown shrubs and trees on their own land suggesting the removal of 300 trees for their own not well thought out plan is somewhat hypocritical.

**Council - Protected bike lane on Shelbourne**

**From:** Miranda Harvey <[REDACTED]>  
**To:** "council@saanich.ca" <council@saanich.ca>, "mayor@saanich.ca" <mayor@saanich.ca>  
**Date:** 10/9/2015 8:52 AM  
**Subject:** Protected bike lane on Shelbourne

Hi there,

I hope I'm not too late in saying so, but I must insist you strongly consider a protected bike lane (or a bike lane of any kind) on Shelbourne!

I was hit on Shelbourne and MacRae on September 15, 2014, and am still dealing with my injuries. My accident wasn't even major – no broken bones or concussion, thankfully – but I'm still left with neck strain and knee pain for which I am seeing a physio therapist. Perhaps the worst part was the fear that came afterwards, even though I knew I was in the right and am a strong cyclist (until I switched jobs in July, I commuted daily to UVic for work for 6 years from my home near Pandora and Cook – now it's only once per day, but I expect more come January when I begin taking classes again). That's slowly becoming better, but anytime a car does something a little bit questionable, my whole body tenses, causing injury or delaying healing in my neck. It is not fun.

Please consider protecting cyclists. It would be lovely if cars and bikes could just "share the road", but it's like putting a kitten up against a tiger. Cars are just way more powerful, and their small mistakes can mean huge consequences for cyclists.

Thank you,

Miranda Harvey  
[REDACTED]

✓

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Council - Responding to TC Editorial on Bike Lanes on Shelbourne

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FOR *blm*

ACKNOWLEDGED *blm*

**From:** Edward Pullman <[redacted]>  
**To:** "<[redacted]> <gvccb[redacted]>" <[redacted]>  
 "Letters (Times-Colonist)" <letters@timescolonist.com>  
**Date:** 10/13/2015 4:00 PM  
**Subject:** Responding to TC Editorial on Bike Lanes on Shelbourne  
**BC:** Council

The recent coverage of the proposed bike lanes on Shelbourne Street made some erroneous statements that we would like to correct.

Specifically, a recent Times Colonist editorial on the proposals stated that of the two options described in the Shelbourne Valley Action Plan (SVAP) Mobility Report. The first, Option A, which would provide a protected bike lane on 25% of Shelbourne, was a short term option, while the second, Option B, buffered and regular bike lanes on the entire length of Shelbourne, was a long term option.

This is incorrect. Both are short-term options intended to improve mobility for pedestrians and cyclists over a five year timeline.

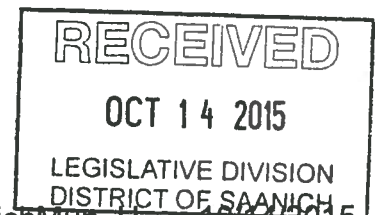
Regardless of which plan Saanich chooses, the SVAP envisions a Shelbourne in 30 years with protected bike lanes, widened sidewalks and transit priority lanes. The challenge with the implementation of this long term vision is that Shelbourne has a limited right of way. SVAP's vision of transit, sidewalks and bike/car lanes requires a width of 28-30 metres. Currently, the right of way on most of the corridor is 20-23 metres. Over the next 10-30 years, Saanich intends to increase this width through rezoning, increased density, and reclaiming the right of way as concessions for development along the corridor.

However, we cannot wait 30 years for pedestrian and cycling improvements to the Shelbourne Valley. Stakeholders and residents were very clear throughout the drafting of the SVAP: change and improvements are needed in the next few years, not in 30.

Both options offer improvements for cyclists who wish to ride Shelbourne but currently don't feel safe in doing so. However, the second option, calling for bike lanes the entire length of shelbourne, brings us much closer to the vision of a multi-modal Shelbourne Valley that is envisioned in the 30 year document, much sooner.

Recently Saanich completed an ambitious redesign of McKenzie from Shelbourne to UVic, a project that some claimed would snarl traffic irreparably. The result speak for themselves; bike numbers are up and traffic, including buses, continue to move. This is just the latest in a long list of projects that have achieved a better balance of transportation options for all users has been achieved without significant adverse effects to motor vehicle traffic.

If we truly want to create a more livable and sustainable Shelbourne Street, and region, we need to start now instead of continually kicking the can down the road. Otherwise, the future will become the present, and we will have nothing to show for it.



Edward Pullman  
President  
Greater Victoria Cycling Coalition

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**Edward Pullman**

**President, Greater Victoria Cycling Coalition**

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More people cycling, more places, more often

**[gvcc.bc.ca](http://gvcc.bc.ca)**



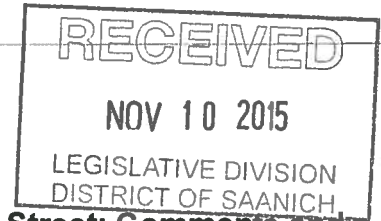
**Council - Recommendations and Comments Re: Interim Improvements for Shelbourne Corridor**

gen 2015 11/25

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ACKNOWLEDGED	

**From:** Cindy Marven <[redacted]>  
**To:** <mayor@saanich.ca>, <council@saanich.ca>  
**Date:** 11/9/2015 12:33 PM  
**Subject:** Recommendations and Comments Re: Interim Improvements for Shelbourne Corridor

**Attachments:** ShelbourneLettertoCouncil.docx



To: Mayor Atwell, Saanich Councillors, and Staff

**RE: Improvements for Active Transportation along Shelbourne Street: Comments and Recommendations re: Options 1 and 2 from the Supplemental Report (September 22).**

Women's Everyday Bicycling (WeBike), a new non-profit society (February 2015), has a meetup membership of over 330 women. Our goal is to encourage more women and families to use their bicycles for transportation in the Greater Victoria region. Riding a bicycle is an equitable, fun, and healthy form of transportation. We do this through education, advocacy, and by organizing events and rides that are fun and raise awareness of the benefits of family transportation cycling. WeBike is interested in the plans for rebalancing the travel mode share along Shelbourne Street. Prior to the council meeting in October, when the supplemental report was introduced to council from staff, I emailed WeBike members concerning the two options to let them know what was proposed and what the benefits and drawbacks were. **Please find attached, the essence of the email containing recommendations and comments regarding the two options.**

I spoke on behalf of WeBike at the council meeting in October. One of the concerns/questions raised by a council member was that by building the cycling and pedestrian improvements on Shelbourne, other projects would have to wait and that council needs to hear that Shelbourne is a priority over the other projects. To that comment, we would answer a resounding, and loud YES: Shelbourne IS the number one priority; residents have waited a very long time, and improvements need to be built without further delay.

Why? Shelbourne is a key transportation corridor – not only for cars, but for bicyclists, and pedestrians. The route is deplorable for pedestrians, and there are no connected, parallel, flat routes that provide an alternative to Shelbourne for people on bikes, who are forced to ride with motorized traffic in narrow lanes and alongside impatient motorists. I was slightly amused to hear from a speaker at the meeting, that a benefit of bike lanes is that “cyclists act as a buffer between the cars and the pedestrians”. While I appreciate and understand the implication that the installation of cycling lanes means greater space (and therefore, comfort) between cars and pedestrians, I would like to point out that there are people ON the bikes – who do not enjoy having cars pass too closely for comfort or safety any more than do pedestrians. Plans for improvements have been in the works for over two decades – it’s time now to act and build.

Saanich has done amazing work with recreational trails and parks – but needs to focus on rebalancing transportation modes to reduce our need and reliance on cars and to allow people to use active transportation. Shelbourne Street is stuck many decades behind in terms of complete streets, place-making, and bicycling and pedestrian infrastructure. The benefits to the community are far-outweighed by the costs of improvements to this corridor.

Thank you for your time and efforts on behalf of Saanich residents!

Sincerely,

Cindy Marven

WeBike President

[www.webike.ca](http://www.webike.ca)

<http://www.meetup.com/WomensEverydayBicycling-WeBike/>

<https://www.facebook.com/womenseverydaybicycling/>

**Women's Everyday Bicycling Association (WeBike) recommendations and comments regarding Options 1 and 2, outlined in the Supplemental Report presented to Council in October, 2015.**

*The following is the essence of an email sent to WeBike members prior to the council meeting.*

The Saanich bike and pedestrian committee noted that bike lanes have been requested for Shelbourne for about 25 years. The current planning process started in 2009/2010. This is a very long time to wait – the time it takes for a child to become an adult. A generation of kids have grown up without being able to walk or bike safely along Shelbourne, a key transportation corridor.

It is understandable people don't want to wait another generation for better bike and pedestrian infrastructure on Shelbourne. Personally, I have been riding for about 34 years - I don't want to wait another 25 to be able to ride in safety and comfort on Shelbourne Street, either – especially because I use it almost every day to commute to downtown Victoria.

The supplemental report:

[http://www.saanich.ca/business/actionplan/documents/SuppleReport\\_ShelbourneValleyActionPlan\\_ImplementationAnalysisSep222015.pdf](http://www.saanich.ca/business/actionplan/documents/SuppleReport_ShelbourneValleyActionPlan_ImplementationAnalysisSep222015.pdf) details **two options** for improvements, that could be implemented over the next **5 years**, rather than over the **30 year time-frame** the 'Ultimate Design Concept' covers (Ultimate Design Concept in Proposed Shelbourne Valley Action Plan):  
<http://www.saanich.ca/business/actionplan/shelbourne.html>.

The Ultimate Design Concept includes protected bike lanes for Shelbourne in the planning area as well as many upgrades for pedestrians - but would require extensive purchasing of right of way along the route so that all four car lanes can be maintained (costly), or waiting for redevelopment along the route, bit by bit (decades wait, or never?)

Thus building out the plan would take something like 40 million dollars and many years of waiting until the required right of way is secured. As per the report: "build-out of the ultimate plan would likely require demolition of approximately 28 existing buildings. Preliminary cost estimates for this option are at over \$40 million plus property acquisition and underground utility costs".

In the meantime, staff have recommended that more public consultation be undertaken to consider two options that can be implemented over a **three to five year time frame**. These are the key points of the Options 1 and 2:

**Option 1:** A short, and incomplete protected bike lane - with 75% of the route left without a cycling lane (no paint, no protection). There would be protected lanes over only 25% of the route, leaving the central portion of Shelbourne as it is now. The problem with installing expensive protected bike lanes over only 25% of the route, is that many people will still not use them because the route is not complete - where do you go when the lane ends? The people who ride now will continue to ride, and probably the people living in the immediate vicinity of the short, disconnected lanes, may use them, but there is not likely to be a significant increase in ridership. Opponents can then point to it and say -

look - the cyclists are not using the lanes – what a waste of money - so you've also decreased the likelihood of future support from the public and elected officials.

Currently, the Shelbourne corridor has 68% of its space allocated for cars and 32% allocated for pedestrians - and 0% for cyclists. The goal (in the SVAP) is 50% for cars, 35% for pedestrian, and 15% for bike riders. Option 2 would result in 66% for cars, 29% for pedestrians, and 5% for bikes. Not a great result for people using bicycles to get around - for about the same cost (a bit more) as Option 2!

**Option 2:** This would result in a complete bike lane over the full route - but not protected. Buffered bike lanes for some of it, some unbuffered bike lanes (near North Dairy). For this option, the motor traffic lanes would be reduced in some places to 2 lanes, some to 3, and some would retain 4 lanes (near major intersections). The benefit is that the full route would have cycling lanes - currently, a person on a bike must take the lane or risk motorists passing you unsafely. The disadvantage here is that this will help people who currently ride Shelbourne, and will add a few more riders (up to about 7% will ride bike lanes that are painted but not protected) - but it still isn't a full AAA route. Still, it would be a considerable improvement over the current situation.

This option would help balance the road allocation space closer to what the intended goal is: Currently, Shelbourne has 68% of space allocated for cars and 32% allocated for pedestrians - and 0% for cyclists. The goal (ultimate design concept) is 50% for cars, 15% for pedestrian, and 35% for bike riders. Option 2 would result in 53% (cars); 15% (bikes) and 32% (pedestrians) – a better result, and closer to the intended mode share.

My concern is that if we 'settle' for this option, we may never get to the ultimate design concept. However, we may never get there anyway, given the lack of political will and funding to purchase the necessary right of way. The extra right of way needs to be purchased, because motorists are unwilling to give up a travel lane (for improvements to cycling and pedestrian infrastructure). Otherwise, the cost of improvements would be significantly lower, and the time-frame for buildout much shorter.

Option 2 will result in slightly slower travel times for motorists due to reductions of travel lanes in some parts of the route - about 2.5 minutes max **at peak times**, over the stretch of Shelbourne covered by the plan. Personally, I ride out of my way about 10 minutes every day one way - I add 20 minutes to my daily commute on my bike - to avoid as much of Shelbourne as possible so I don't think this is too onerous for drivers.

## RECOMMENDATIONS AND COMMENTS

Of the two options, I recommend **Option 2** because the route is complete. **It will not attract many new cyclists** but it will attract cyclists who feel comfortable enough riding alongside motorized traffic in a painted bike lane. The motorized traffic may also **slow down to the speed limit** - due to the addition of pedestrian and bicycle infrastructure. Additional cyclists on the road will also help make the road safer and motorists will get used to having greater numbers of people bicycling on Shelbourne, which may help improve drivers' behaviour.

**It will not be suitable for all ages and abilities** – you may not want your children riding to school along Shelbourne Street. I would suggest to Saanich - **that over the course of the buffered portions of the route - to consider the use of bollards or low concrete curbs** to prevent motorists from infringing on the bike lanes - and to give a better sense of safety to the people on bikes. This could also act as a pilot project to let bikes and motorists find out what protected lanes are like without the expense and permanence of better quality protected lanes.

**I would also ask whether a combination of Options 1 and 2 could be built: the protected lanes as per Option 1 with bike lanes (painted) for the remainder of the route.** Costs could be reduced by not building a deluxe version of a protected lane (bollards or low concrete curbs are less expensive yet effective) – however, I suspect that the majority of the costs are due to buying expensive right-of way – adding width to the corridor, and reducing costs with bike lane design would not be adequate to offset the overall costs.

**I would also like a commitment from Saanich that they intend to continue moving toward completing fully protected all ages and ability (AAA) lanes on this route due to the speed and volume of motor traffic and the lack of connected roads, parallel to the route - and not stop working towards it once painted lanes are in place, because the facility is 'good enough' - because it's not - it's just slightly better than the current extremely poor situation.**

I'm pleased that Saanich is actively attempting to find shorter-term solutions for Shelbourne - a challenging street to improve due to the width of the road corridor and the costly constraint of keeping the current numbers of lanes for cars. People living and traveling through this area will benefit greatly from the pedestrian and cycling improvements - about 60% of the traffic comes from out of the area; 40% of the traffic is local.

Motorists will likely appreciate not having to change lanes to pass cyclists, and cyclists will appreciate having more space clearly allocated for their travel mode. Option 2 is a creative compromise that may work well in the shorter term and help us move towards an all ages and abilities street in the future.

Please do not pass the proposed plan in its current form.

Thanks for your consideration -

Beverley Wright

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ClerkSec - SVAP Committee of Whole 8June2014

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**From:** "LeeMei Thiessen" [REDACTED]  
**To:** <clerksec@saanich.ca>  
**Date:** 6/9/2014 9:59 AM  
**Subject:** SVAP Committee of Whole 8June2014  
**Attachments:** SVAP Committee of Whole 8June2014.docx

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Hi,

Attached is my letter concerning the Shelbourne Valley Action Plan which is going to Committee of the Whole tonight.

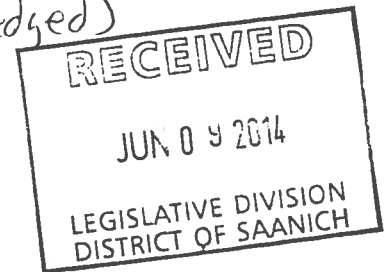
Can you please distribute it to Mayor and Council, and relevant staff.

An acknowledgement will be appreciated.

*(Receipt Acknowledged)*  
*Sharon Orr*  
*9/6/14*

Thank you.

Mei Ang



8 June 2014 Council  
Administrator  
Media SH  
CScott

Dear Mayor and Council,

## Shelbourne Valley Action Plan

In my opinion, the Shelbourne Valley Action Plan (SVAP) is not ready for Public Hearing because it has many major flaws which need to be addressed.

### **What Is An Action Plan?**

**Definition of Action Plan:** A sequence of steps that must be taken, or activities that must be performed well, for a strategy to succeed. An action plan has three major elements (1) Specific tasks: what will be done and by whom. (2) Time horizon: when will it be done. (3) Resource allocation: what specific funds are available for specific activities. Also called action program.

(From: <http://www.businessdictionary.com/definition/action-plan.html#ixzz33zeLi09I>)

The SVAP is characterized by weak goal setting, implementation timelines and resource allocation commitments. The Plan displays weak resolve and indecision, for example, the time horizon of the Plan is stated as 20-30 years (*Page 1 of Council Report Shelbourne Vallay Action Plan File:2310-20 dated 30 May 2014*). The implementation implications between a 20-year and a 30-year plan are huge. Considering the ambitious scope of the Plan to rebuild the whole Shelbourne Street, a 20-year time horizon is extremely unrealistic. Even 30 years is unrealistic since the main vehicle for achieving the SV Vision is piggy-backing on the largesse of developers. Setting an extremely ambitious and sweeping scope for the Plan, raising high expectations, and then knee-capping it with a short implementation time horizon and lack of financial resources is a recipe for failure – many people are saying that the Plan is not credible, a pie dream in the sky. A dose of reality and practicality is much needed.

### **What Is The SVAP?**

As a local area plan, the SVAP should be a community plan which should, first and foremost, revolve around creating a vibrant and liveable community for Valley residents. There is almost NOTHING on community building initiatives in the Plan. These need to be included as a separate planning component in order to breathe life into the transportation/mobility and urban design components. Suggested initiatives which would get residents excited:

- a high priority commitment to build a community centre,
- the establishment of a health care clinic (there are NO family doctors in the SV)
- creating balanced and diverse economic opportunities,
- converting two lanes of the street into bike lanes, say, one weekend a month,
- closing off two lanes and throwing an annual Shelbourne Street Festival,
- establishment of a dedicated Shelbourne Valley Community Fund (with contributions from SV developers, allocation of a portion of the high tax revenue stream from SV back to the community, and others). This should be classified as Immediate Priority.



The Plan is touted as being inclusive and holistic (*Section 1.1 SVAP draft*) but it focuses obsessively on Shelbourne Street and completely neglects Richmond Road. Are Richmond Road residents condemned to living in a pedestrian-hostile environment (please refer to my walkability assessment on *Page 24 Creating a Walkable Shelbourne Community* for details) for another 30 years? The Plan should perhaps be more appropriately renamed as **the Shelbourne Street Plan**.

## Mobility

The transportation plan is riddled with conceptual flaws which need to be addressed.

**What is Balanced Transportation?** The Transportation/Mobility Plan is supposed to be based on the concept of balanced transportation but this is not explicitly articulated in any of the planning documents. The Plan's implicit interpretation is the **maximization** of all mobility opportunities (major car route with four lanes of uncontrolled traffic, truck route, frequent bus transit, major bike route, major pedestrian route) on Shelbourne Street without any due regard for their effects on the quality of life of a hugely increased SV population. My interpretation of balanced transportation is the **optimization** of opportunities based on a framework of pre-established priorities but I am no expert. Saanich hired a transportation consultant - why was articulation of this foundational concept not included in their report?

**Debunking the North-South Corridor Myth.** The transportation plan is based on the premise that Shelbourne Street is a linear North-South travel corridor herding commuters to and from Downtown Victoria. This is false:

- I took a walk along the Victoria section of Shelbourne Street from Bay Street to Hillside Avenue last week. The street has two traffic lanes, on-street parking and lots of calming measures to protect pedestrians. In effect, the Corridor doesn't exist on this stretch of Shelbourne Street. Why does Planning consider it vital to provide a dangerous 4-lane speedway for drivers on the 4km stretch in the SV?
- In an analysis of traffic data, Peter Spurr (Stakeholder) concluded that Shelbourne Street is a DISTRIBUTOR street, not a North-South Corridor. Many cars enter and leave Shelbourne Street along the East-West routes for a variety of destinations. This was a "eureka" moment for many of us valley residents because it made a lot of intuitive sense.
- This distributor concept is supported by data from CRD consultant R.A. Malatest and Associates Ltd. which show the diversity of trip destinations from East Saanich (please refer to Ray Travers' letter dated 8 June for details).

The Mobility Plan needs to be re-examined to ensure that it is addressing the right problems. One implication of a distributor concept is that the Public Transit travel routes should be diversified to serve various destination needs instead of being funnelled into the Shelbourne Street-Downtown Victoria "corridor" to serve just one destination.

**Faulty Car Traffic and Mode Shift Assumptions.** Please refer to letter by Lee Thiessen dated 4 May (amendment: June) 2014.

**Alternative Transportation Options Are Not Explored.** Council and taxpaying citizens are not being given an opportunity to choose as the Plan does not provide alternative options. The Plan presents only ONE core option: retaining the status quo four lanes of uncontrolled traffic. Stakeholders' repeated requests to explore other options were repelled on the grounds that they had been ruled out by the transportation consultant . However, the consultant's analysis of options was at best superficial, contrived and car-centric; it did not even include the HOV (High Occupancy Vehicle) option.

### **Urban Design and Community Planning**

A sweeping urban design plan to densify the SV should be approached with careful caution, social responsibility and understanding of neighbourhood dynamics. Planners are, in effect, playing God with the lives of real flesh and blood human beings whose homes are their most precious property. In addition, bad planning can have long lasting consequences which are difficult to undo. Densification to create sustainable, compact communities is the current buzz concept. However, there is SMART densification which creates thriving, vibrant communities; and there is DUMB densification which creates degraded, problem communities. The SV urban design plan has elements of dumb densification.

**Traffic Problems.** The Number One issue which affects the quality of life of SV residents is the unpleasant and unsafe high volume, speeding traffic. Therefore, the Number One prerequisite action required to achieve the (cookie cutter) utopian SV vision is a reduction in traffic volume and speed. This issue is NOT explicitly addressed in the Plan. In fact, the traffic situation will deteriorate further as traffic volume is projected to increase over the next 30 years. How does Saanich justify re-locating thousands of additional people to the valley to live a degraded quality of life when this Number One environmental and social issue is not explicitly acknowledged, let alone tackled?

**Debunking the Seniors Myth.** The SV is constantly trumpeted as being the ideal location for seniors because of easy access to amenities. It is time to debunk and retire this ridiculous myth:

- Most of the SV is steep and unsuitable for seniors with mobility problems
- Amenities may be geographically near but are difficult to reach in real life because of the heavy, speeding traffic, absence of direct routes and safe pedestrian crossings
- The SV is the worst possible place to house frail seniors because of the poor air quality caused by traffic pollution
- There are no family doctors in the SV (just two walk-in clinics) for an age group which need medical care the most.

### **Revising The Seniors Housing Policy For SV (and Saanich District).**

*"Enabling housing with a variety of levels of support services in close proximity to Centres and Village will make the Shelbourne Valley an ideal location to accommodate anticipated growth in the senior's age demographic, and allow residents to age "in place" without needing to change neighbourhoods".*

*(From Page 45 of the SVAP)*

The policy to attract seniors should be revised because it is based on faulty reasoning:

- The population age structure of a community is **dynamic**, not static. In 30 years' time, the demand for seniors housing will ease as the baby boomer peak tapers off - the SVAP should take this into account to avoid excess seniors housing capacity.
- The population demographics of the SV indicate above-Saanich averages for the 70+ years seniors cohort and the 18-30 years young adults cohort. The Valley has below Saanich averages for the 35-64 years (family households) cohort and their children in the 0-18 years cohort. Assuming Saanich has a policy to encourage residents to "age in place", the demand for seniors housing in the SV will fall below Saanich average in 30 years' time as the present 35-64 years cohort become seniors resulting in excess housing capacity.
- Communities such as the non-SV portion of Gordon Head do not provide housing for seniors to "age in place" – does this mean that residents there do not need seniors housing because they hold the secret to eternal youth?
- The "age in place" policy is an excellent policy which should be implemented throughout the district. Seniors, by virtue of their age, are not active participants in the community – as a result, a high seniors population can drain vibrancy from a community. This is the existing situation in the SV. Each local area plan needs to incorporate seniors housing so that the burden of taking care of our elderly seniors is equally shared across communities. The Carey Place and Craigflower projects are steps in the right direction. Generally, older seniors do not need to live near big centres because they have simpler needs – villages located away from busy traffic routes are much better locations than the SV.

**Student Population.** The SV has a high young adults population due to its vicinity to UVic and Camosun College. Unlike seniors, young people add vibrancy to a community. However, they don't provide stability for a community because they are transients. Their exuberance, which includes drinking, partying and loud music, can be disruptive to the peace of a neighbourhood. Unmaintained rental houses erode the integrity of neighbourhoods leading to a downward spiral of degradation. This is evident in the SV. Students do need to be accommodated; however, the burden should be evenly shared by all surrounding communities instead of being funnelled to the SV. There should be more stringent by-laws to regulate neighbourhood disturbances. Saanich needs to work with UVic and Camosun to address housing needs. The best solution is to support the construction of more campus housing.

**Community Builders.** The SV lacks a cohesive sense of community. There are two reasons. First, its physical environment is degraded by the horrendous traffic and community meeting places are limited. Second, it lacks community leaders and builders because it has a lower proportion of stable family households. Actualization of the SV vision to create a thriving, vibrant community can be more easily accomplished if there is a restructuring of the population to include more families and professionals, and less seniors and students.

**Dynamics of Community Degradation.** Planning's proposal to throw the welcoming doors wide open to developers throughout the SV can lead to community instability and degradation. The

increase in patchwork rental housing as developers try to consolidate property will result in an increase of rowdy houses in neighbourhoods. The huge amount of construction envisaged for 30 years will likely throw the SV into a state of chaos. The urban planning consultants who recognized this recommended **sequential development (and rezoning)** one centre/area at a time. This precautionary approach will also allow Saanich to identify and resolve problems before moving to the next area. **Is this advice being heeded?** The Plan could possibly focus developer efforts on re-building Shelbourne Street as a first priority to speed up road improvements instead of an inefficient scattershot approach throughout the whole SV.

**Social Stratification.** The urban design consists of the robotic iteration of a housing formula (apartments/condos – townhouses - single family houses) throughout the SV without taking into consideration the unique characteristics and needs of individual neighbourhoods. Densification for the sake of densification is a dangerous thing as it can end up destroying the character of interesting, diverse neighbourhoods as well as cause human distress.

The robotic iteration of the housing formula is also very concerning because it organizes housing into layers which have overtones of social stratification. Transients and low income groups are targeted as occupants of the apartments and townhouses which line busy Shelbourne Street (does this mean that these people are inferior humans and it is okay to subject them to the heavy traffic on Shelbourne Street?). A calmed Shelbourne Street may entice a more economically diverse and healthy mix of residents to the densified areas.

Social stratification also exists on a broader level. The SV appears to be the receptacle of undesirable things : a transportation highway for cars, trucks, buses and bikes; a high population of seniors and students; thousands of future extra humans, many of whom will be transients or low income. SV residents are expected to live a responsible, low-carbon lifestyle; however, it is okay for residents in the exclusive enclave of sprawling single family houses up North to degrade SV residents' quality of life as they drive up and down Shelbourne Street's busy four traffic lanes donating their GHG emissions. The utopian SV Vision sounds fantastic; sadly there is a huge disconnect between this fantasy and the reality of the SVAP.

## **Recommendation**

The bottom line for achieving the SV Vision is taming the wild traffic. Shelbourne Street has become downright dangerous. A motorcyclist died last year near North Dairy from speeding. A young man died in a car crash from speeding near McKenzie early this year. An intoxicated man tripped and fell into the path of oncoming traffic at the Maude Hunter Pub bus-stop a few months ago. SV's busy Shelbourne Street intersections with cars screaming from four directions are not ideal locations for housing several extra thousand people. The SVAP needs a courageous overhaul.

Yours sincerely,

Mei Ang  
1515 Louise Place

**ClerkSec - Shelbourne Action Plan, Shelbourne Plaza specifically**

**From:** Virginia Ramiro <[redacted]>  
**To:** <clerksec@saanich.ca>  
**Date:** 6/9/2014 11:21 AM  
**Subject:** Shelbourne Action Plan, Shelbourne Plaza specifically

Council Administrator  
Media SH C Scott  
9/16/14

Dear Mayor and Councillors:

Please do not allow this Plan to go forward. I, and my neighbours, like the neighbourhood the way it is. We find it easy to walk, shop, sit outside in the Plaza, it's pleasant and good. I do not want any 6 story development on the site. That would just be awful for our building and owners. Our property juts into the proposed development site. When you walk around the site, you will see it is tight. It's not a big space. It can't support the ambitious plans. It would create noise, pollution, loss of views, loss of privacy etc etc. Look what happened to us because of Richmond Gate. Supposed to be 4 stories, it's 5 and a half, and robbed us of our Mt. Tolmie views. Don't let it happen again.

Please vote No, do not approve this Plan.

Sincerely, Virginia Ramiro, [redacted] Poplar Avenue

RECEIVED  
JUN 09 2014  
LEGISLATIVE DIVISION  
DISTRICT OF SAANICH

**ClerkSec - [SPAM] Shelbourne Valley Plan, Shelbourne Plaza**

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**From:** Elli Lesoleil <[REDACTED]>  
**To:** <clerksec@saanich.ca>  
**Date:** 6/9/2014 12:08 PM  
**Subject:** [SPAM] Shelbourne Valley Plan, Shelbourne Plaza  
**Attachments:** Zina, Nick ltr.pdf

---

Please find attached signed letter from Mr. and Mrs. Rossis, of [REDACTED] Poplar Avenue. They both signed, although signatures did not come through well in scan.  
Thank you for providing these to Mayor and Councillors.

2310-20 SVAY.

Council Administrator  
Media SH  
C Scott  
9/6/14

June 9, 2014

Zina and Nickolaos Rossis  
[Redacted] Poplar Avenue

Dear Mayor and Councillors:

Re: Shelbourne Valley, Shelbourne Plaza

We like our neighbourhood the way it is. We do not want the dense development. Now we can walk to the Shelbourne Plaza for shopping, coffee, sit outside, etc.

We are against 6 story development. It will put a lot of pressure on our existing homes and neighbourhood, noise, traffic, air quality, etc etc.

We are worried about garbage collection, parking, and dangerous amounts of traffic, speed and noise which will make it impossible to enjoy our neighbourhood as we can now.

We don't want to lose our views and sense of open space, as we did on the other side of our building with the overlarge, overdense, Richmond Gate development.

Please vote No to this Plan.

Yours sincerely,

Zina Rossis

Nickolaos Rossis  
[Redacted]

RECEIVED  
JUN 09 2014  
LEGISLATIVE DIVISION  
DISTRICT OF SAANICH

CIW June 9/14

Council  
Administrator  
Media *SH*  
*C Scott*  
*epo*  
*9/6/14*

**From:** <[REDACTED]>  
**To:** <clerksec@saanich.ca>  
**Date:** 6/9/2014 3:18 PM  
**Subject:** Shelbourne Centre Plan Submission  
**Attachments:** Shelbourne Valley ActionPlan.docx; IMG\_0134.JPG; IMG\_0113.JPG; IMG\_0063.JPG; IMG\_0112.JPG

Hello:  
Could you kindly print this submission, as well as the attached photos?  
Thanks so much. Could you also include a copy of the Plan detail showing our property at 1680 Poplar as it juts into the "red" development area of Shelbourne Plaza?  
Thank you very much. I will call in a few minutes to make sure you have been able to receive this.  
Elisabeth

RECEIVED  
JUN 09 2014  
LEGISLATIVE DIVISION  
DISTRICT OF SAANICH

CIW  
2



2310 20 SVAP.

Shelbourne Valley Action Plan:  
Shelbourne Valley/Shelbourne Plaza Centre (Shelbourne and Cedar Hill Cross Road)

Elisabeth Labrick  
[REDACTED] Poplar Avenue  
Victoria, B.C. [REDACTED]



On behalf of 73 owners and our families at 1680 Poplar Avenue

Dear Mayor and Councillors:

**Please do not approve the Plan as it exists in relation to the Shelbourne Plaza Centre. Please consider that we do not want to hurt the reality of a vibrant neighbourhood that already exists, in order to develop an "idea" of a vibrant neighbourhood (as your planners said: Let's not throw the baby out with the bathwater.) Our property would be the most affected by the proposed plan. We like the Shelbourne Plaza as it is.**

**Four Main Issues for Change and Clarification**

Height and View Corridors:

We have on-the-ground experience with the effects of development on our pre-existing, vibrant, very liveable neighbourhood, now much less liveable subsequent to the development at Richmond Gate (3610 and 3614 Richmond)  
We oppose the suggested 6 stories for development, for several reasons, and based on our experience with development on and near our avenue.  
We were told that the Richmond Gate development would be 4 stories in height, and that view corridors would be respected. That did not happen. In fact, Richmond Gate (R.G.) is 5 1/2 stories, on the elevation which faces Poplar Avenue, owing to the overheight first floor of solid concrete (see attached picture). Also, there are no view corridors, and in fact, our views of Mount Tolmie have been effectively eradicated by the massing of the development along 2 axes, Poplar and Richmond, in 2 different buildings (see same attached picture).  
What we now have is a stockade like profile, with a concrete first story, which acts like a speaker wall for noise. Our views are gone, and our neighbourhood is much noisier. Traffic noise is heightened. Access to the underground parking which is noisy in itself with the gate clattering up and down frequently, is on Poplar, serving the entire R.G. development.  
We would be essentially squeezed in a noisy, sound-bouncing "ditch" between the fairly recent development of Richmond Gate, and the proposed plan for Shelbourne Plaza Centre. Although the Plan talks about view corridors, we have not had the actual experience of having our views respected and retained. We were told our views of Mount Tolmie would be protected, but that promise was not kept. The entire west face of our building currently enjoys views of the higher elevation and

hills toward the Doncaster Escarpment/Cedar Hill Golf Course; we don't want to lose those views.

It has been conceded that the southern section of the Shelbourne Plaza site is "tight": it is "tight" because it is not first a development site, it is our home. We live there. Our property juts into the Shelbourne Plaza site. (See Plan detail.) Our lovely landscaped grounds and green space, beneficial in the whole neighbourhood, are there.

We strongly believe that 6 stories of development adjacent to us will be extremely overwhelming, and ask Council not to approve this. The R.G. development, in its overheight and view blocking, has been seen as an unfortunate embarrassment and failure of thoughtful design principles being operationalized in reality. Let us not replicate this mistake. We have already paid the price for this.

#### Garbage and Recycling:

Developments, both commercial and residential, must be required to process garbage and recycling on their sites. There must be language to require developments to do this. We have practical experience with this issue as well, subsequent to the R.G. development, and have paid a price. The garbage dumpsters, and recycling dumpsters, were pulled out from R.G.'s garbage room, picked up and driven across Poplar Avenue, and dropped and pushed onto our previously well-maintained grassy boulevard. They were dropped there at 5:30 a.m. and left in No Parking zone until 11 a.m. Excessive noise, crashing of dumpsters, and speed of trucks was very disruptive. R.G. has a parking area in front of its gate, and adjacent to its garbage room. Their garbage contractor ignored this area, crossed the avenue, and used our frontage for the garbage. One reason given was that the pavers would not support their truck. Whether that is true or not, here again is something to consider. Permeability of parking surface is one consideration, but there must be an on-site area which will be, and can support, the functional staging place for the development's garbage and recycling. The garbage contractor quickly began to use our frontage as garbage staging for other Saanich developments, and we were beset with noise, odour, littering, and ugly views of several (5) large dumpsters 5 days a week, for several hours, being brought from several sites, some at a considerable distance. Our lovely grassy boulevard was destroyed. After a lot of work, one of our owners was able to get the agreement of the garbage contractor to cease this unlawful use of the boulevard. (see attached pictures of damage and dumpsters). Although our situation has been resolved at this time, it points to the importance of ensuring, forcefully and clearly, that all developments be required to process their garbage and recycling on their own sites, without affecting the neighbouring community.

Although the Plan does talk about screening (p. 89, 23 a. and b. of the Action Plan), it does not go far enough: "Locate loading, recycling, and refuse facilities at rear of buildings and screen from view": this must be amended to screen from view from existing neighbours, like our building at 1680 Poplar, not just from the development itself. The Plan states: "Locate service lanes for loading docks, garbage and recycling collection at the rear of buildings." Again, these areas must be screened visually and from a noise perspective, from existing homes.

We ask that Council not approve the Plan, and encourage consideration of existing neighbours, to be clearly and functionally delineated.

Parking:

Developments must be required to provide on-site parking which does not negatively impact the existing neighbourhood. The current plan, P. 51, 5.7.2, states "Locate all surface parking to the rear of new development and screen from view." Again, this does not go far enough, and must be changed to screen from view, and screen from a noise perspective, not only from the development itself, but from existing homes.

Street Classification, Speed, Gross Vehicle Weight and Traffic Pacification:

Until quite recently, and for many years, Poplar Avenue has functioned well as a bicycle and pedestrian route to UVic, and the Number 14 bus to UVic if we were running late ☺. In fact, this is why many of us chose to buy our homes here. However, our avenue has now become a speedway, with significantly increased traffic, large truck traffic, transit bus traffic, and excessive speed and noise, subsequent to a traffic signal change at Pear and Shelbourne. We are in discussion with Engineering about this issue, but it is brought up here to demonstrate the negative effect of unintended consequences of development plans.

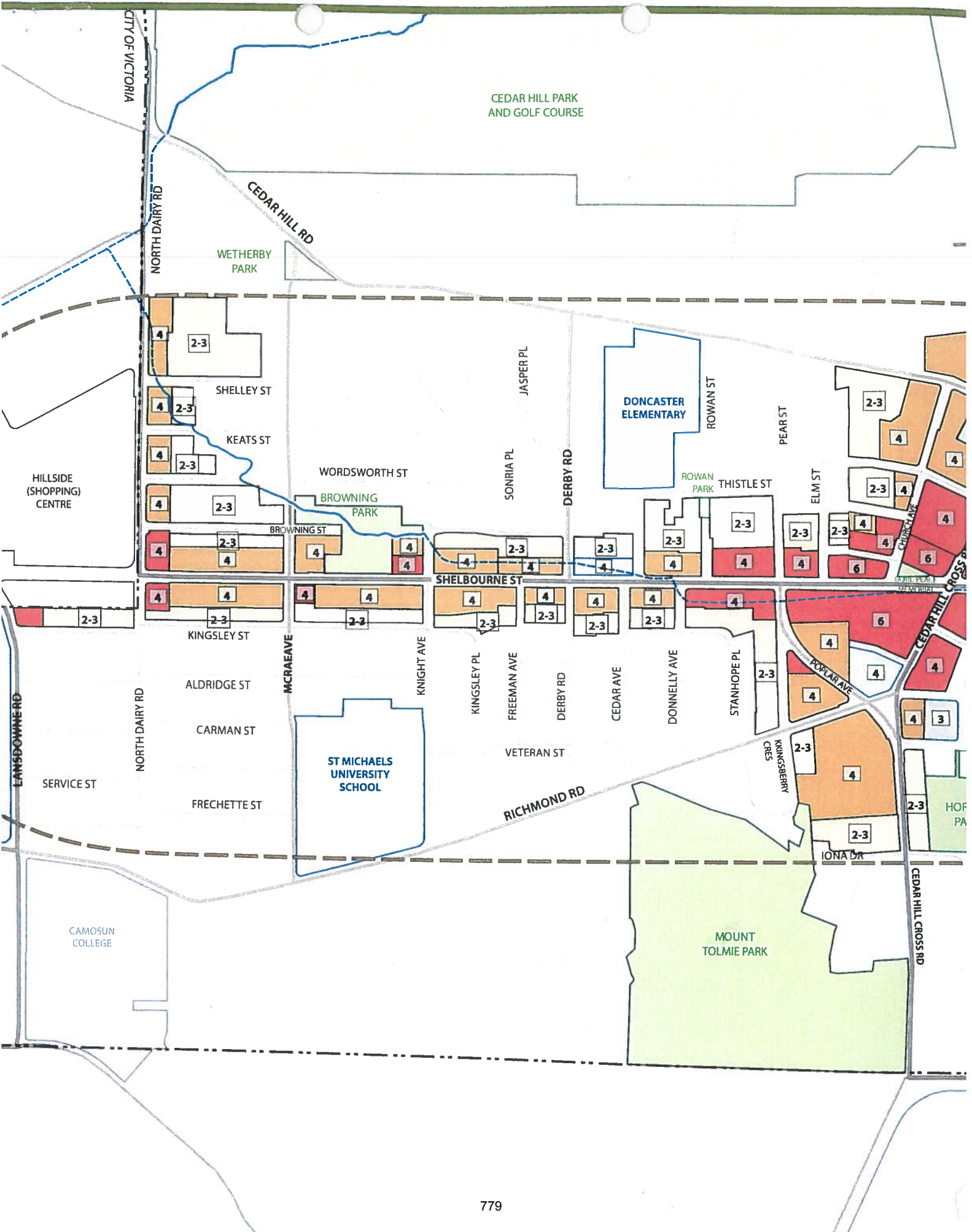
The intersection at Pear and Shelbourne was previously pedestrian and cyclist controlled, and worked very well to operationalize the use of Pear-Poplar as a pedestrian and cyclist route. Under the Plan, it is designated as a bicycle connector. But what has happened is that drivers have taken to speeding dangerously up and down our street, which has created unsafe conditions for the very pedestrians and cyclists who historically our neighbourhood has welcomed, and who are recognized in the Plan. We have seen many close calls between speeding trucks, busses and cars, and cyclists, pedestrians and people reliant on scooters for mobility. We are hoping that our ideas concerning traffic pacification and street use, will be heard by Engineering, so that together we can rectify this dangerous situation, and move forward with the positive ideas of pedestrian and cycle friendly neighbourhoods.

We ask the Mayor and Councillors not to approve the Plan for Shelbourne Plaza. We live in a vibrant, liveable, neighbourhood, and would prefer to maintain it, with improvements which will not have huge negative impacts. We ask that there be amendments to the height (2 actual stories, townhomes) and density; enforceable requirements to maintain view corridors; clear requirements for garbage and recycling to be processed on-site, with screening for view and noise from existing homes; on-site parking screened visually and aurally from existing homes; street use and safety.

We speak as a neighbourhood which has suffered the consequences of recent development, and we wish to share our practical experience to help future developments to avoid negatively impacting existing neighbourhoods. Please stand with us. Thank you.







**ClerkSec - Re: Shelbourne Valley Action Plan Council Presentation**

---

**From:** Soren Henrich <[REDACTED]>  
**To:** Harold Stanley <harold.stanley@saanich.ca>  
**Date:** 6/9/2014 5:37 PM  
**Subject:** Re: Shelbourne Valley Action Plan Council Presentation  
**CC:** <clerksec@saanich.ca>  
**Attachments:** SVAP Comments\_Henrich.pdf

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Hi Harold,

Thanks for the phone call and invitation to submit comments to Saanich Council on the Shelbourne Valley Action Plan.

Soren

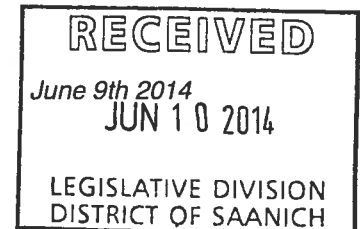
Comments attached:

2310.20 SVAP.

SVAP Stakeholder Comments

2014-50

TO	Gen. F. 10/10
FROM	SV/CM
INFORMATION	<input checked="" type="checkbox"/>
REPLY TO WRITER	<input type="checkbox"/>
COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>
REPORT	<input type="checkbox"/>
FOR	
ACKNOWLEDGED	h.m.



Dear Saanich Mayor and Council,

I am pleased to see urban watershed health and the *Bowker Creek Blueprint* actions and policies a key component of the plan. The recommended bylaw, permit guidelines and development tools point the way to future implementation through the Shelbourne Valley Action Plan (SVAP):

- **4.2.1** Adopt a District-wide Stormwater Management Bylaw, to reduce stormwater impacts on the Douglas Creek and Bowker Creek watersheds.
- **4.2.6** Work cooperatively with the City of Victoria and the District of Oak Bay to develop common Development Permit guidelines or other tools to help implement the Bowker Creek Blueprint on private lands within the Bowker Creek Watershed.

– SVAP – 4.2 – Watersheds and Stormwater Management

### Mobility – the Elephant in the Room

From my experience on the SVAP Stakeholder Committee, three of the four years were directed towards the desire to mitigate vehicle impacts to achieve a more livable community; challenging the assumption of regional corridor function and seeking vehicle use reduction targets.

#### *Characteristic Existing Driving Patterns:*

Single-occupant vehicle driving patterns on Shelbourne, Cedar Hill and Richmond and the east-west arterials is the dominant vehicle use in the Region. My own household regularly drives 4 km during peak hours once a week to Gordon Head Recreation Centre for a scheduled activity; a trip that takes 11 minutes by car on Shelbourne Street. Coming from the Jubilee neighbourhood in Victoria, and holding to the 50 km/h urban speed limit, we are regularly passed by other vehicles, both on the left and the right lanes – suggesting the effective design speed of a 4-lane, straight road invites +60 km/h speeds, I often catch up to my speeding neighbours at the next signalled intersection. I think 40 km/h is a sufficient speed to allow me to reach my destination in time and make the Shelbourne Valley a more quiet and pleasant place to live.

From experience; riding a bicycle on Shelbourne is a harrowing experience. I understand the spatial and temporal disconnect drivers have for cyclists on Shelbourne Street. When I am driving, I will merge into the left lane when I see a cyclist ahead, giving the cyclist the full use of the right lane.

Certainly, better pedestrian and cycling infrastructure will make the alternative transportation modes more attractive. There is a need for a commitment to area and regional TDM – traffic demand management, speed reduction and vehicle use reduction targets.

I am very pleased to see a thorough and concerted attempt has been made to include better pedestrian and cycling infrastructure in the short-term and long-term plan. Bus bay removal, travel lane and turning lane removal trials, the addition of cycle lanes, boulevard trees, Great Street, sidewalk realm improvements, street furniture, lighting, signage, banners, pedestrian-crossing bulb-outs, urban watershed greenscaping, visible pedestrian activity, will reduce speeding, traffic noise and make the area more attractive for existing and new business and residents: this is a positive feedback loop and a 'win-win'.



## Moving Forward

*Here are three suggestions for short-term mobility trials:*

- **40 and 30 km/h signage** and enforcement until effective infrastructure changes are made;
- **Signs and road markings** indicating '**Bicycles Allowed Full Use of Lane**' on Shelbourne;
- **Consider a 1-year trial study** – closing one lane (northbound) of Shelbourne for a two-way cycling track to facilitate *Implementation Priorities*: North Dairy to Pear – UVic Connector, and Blair to Pear – Valley Centre cycling routes.

### *District Energy and Integrated Resource Management*

The SVAP introduces timely leading-edge concepts for district energy:

- **4.4.3** Encourage district energy feasibility studies for properties larger than 1 hectare.
- **4.4.4** Encourage hydronic heating systems in new developments to prepare for connections to a future district energy system.
- **4.4.5** Consider installing pipes and other infrastructure within the Shelbourne Street right of way that would support a future district energy system.

– SVAP – Section 4.4 – Energy Planning

Given the current challenges of siting a central regional sewage treatment facility. The Shelbourne Valley Action Plan is ideally positioned for political leaders' support to include a district energy system through the siting of a municipal tertiary sewage treatment plant, including IRM – integrated resource management for energy reclamation through gasification, biochar for soil improvement, and reclaimed water for playing fields, golf course, swimming pool, landscape watering and Bowker Creek urban watershed rewatering.

I refrain from comment at this time on other details and sections of the plan I consider well-served by the plan and addressed by my neighbours and fellow stakeholders.

Thanks to Harold Stanley, Cameron Scott, Sharon Hvozdzanski, Jim Hemstock and Saanich Community Planning and Engineering staff, consultants and stakeholders for bringing the Shelbourne Valley Action Plan to this point over the past four years. It is encouraging to see the SVAP presented as a living document open to periodic review and revision. I encourage Mayor and Council to approve and refer the plan to Public Hearing.

Sincerely,



Soren Henrich

Friends of Shelbourne Valley Walkability Group  
Friends of Bowker Creek  
Resident North Jubilee Neighbourhood

**ClerkSec - Re: shelbourne plan**

**From:** "steve coe" <[redacted]>  
**To:** <clerksec@saanich.ca>  
**Date:** 6/13/2014 10:11 PM  
**Subject:** Re: shelbourne plan

POST TO	Gen	POSTED	2014 06-16
COPY TO	STV		
INFORMATION	<input checked="" type="checkbox"/>		
REPLY TO WRITER	<input type="checkbox"/>		
REPORT	<input type="checkbox"/>		
FOR			
ACKNOWLEDGED	[Signature]		

To Saanich Council:

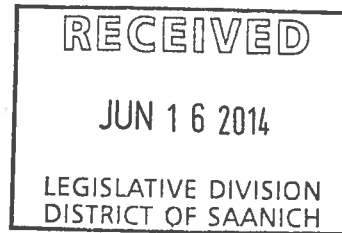
Remember, as the Shelbourne corridor densifies, traffic will inevitably increase. It's not a case of mitigating the traffic; it's a realization that more residences on shelbourne will increase traffic. Bikes, busses etc. are great, but please remember, families still need a car to travel, vacation, grocery shop, take the kids to soccer, drive to school, live, work, play. We need to get around. Purposely causing traffic hindrances under the guise of calming, does the opposite, it builds frustration which leads to poor decision making.

I've noticed a real push by the municipalities to remove car lanes. This is frustrating when people have places to go. I know Victoria is a retirement community, but there are still young families here, that need a working infrastructure and transportation network for the car or minivan.

Thank you

Steve Coe

[redacted]  
Gordon Head Rd, Victoria BC [redacted]  
[redacted]



2310.20 SVAP?

Council - Shelbourne Valley Action Plan

From: "LeeMei Thiessen" <[redacted]>  
To: <council@saanich.ca>  
Date: 11/12/2014 3:11 AM  
Subject: Shelbourne Valley Action Plan  
Attachments: SVAP - A Need To Re-Envision The Plan.docx

Hi,

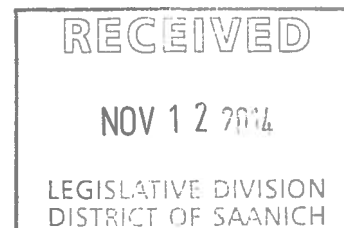
Can you please forward the attached letter to Mayor and Council.

Thanks so much.

Mei Ang

2014  
11-13 So.

OUT TO	CLERK	POSTED	
COPY TO	SVAP		
INFORMATION	<input checked="" type="checkbox"/>		
REPLY TO WRITER	<input type="checkbox"/>		
COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>		
REPORT	<input type="checkbox"/>		
FOR			
ACKNOWLEDGED	LM		



## **Open Letter To Saanich Municipal Elections Candidates:**

**Mayor and Council**  
**Richard Atwell**  
**David Shebib**  
**Fred Haynes**  
**Marsha Henderson**  
**Rebecca Mersereau**  
**Shawn Newby**  
**Colin Plant**

Dear Mayor, Councillors, and New Candidates,

### **Shelbourne Valley Action Plan : A Need To Re-Envision The Plan**

My intention in this letter is to share concerns about Saanich governance in the hope that those of you who are elected in the upcoming elections will take steps to replace it with one that is more modern, transparent, engaging, and respectful of taxpaying citizens.

#### **Shelbourne Valley Action Plan (SVAP)**

I have lived in the Shelbourne Valley for twenty years. When I first heard about the Shelbourne Valley (Corridor) Action Plan in 2009, I welcomed it as an opportunity to improve conditions in my neighbourhood and to create a progressive low-carbon society in the Shelbourne Valley. The first public meeting at St Aidan's Church was packed with enthusiastic people eager to participate in the planning process. When Saanich established the Stakeholders Committee, we thought this was a good sign that Saanich was going to replace its usual top-down approach with a more open and collaborative one. I was a member of this Committee. I assiduously attended stakeholder meetings (except when I was out of country) as did many other fellow stakeholders. We happily helped to organize community events and undertake projects.

We were told that transportation consultants (Urban Systems) had been engaged in early 2011 and urban design consultants (Landeca and D'ambrosio Architecture) in mid-2011. Our first inkling that something was seriously wrong came in Feb/Mar 2012 when we learnt that the transportation consultants had recommended retaining the status quo transportation option with its four busy lanes of traffic. It was also accidentally leaked that this decision had been made (at least) a year earlier. In effect, we were unwittingly participating in a misleading consultation process whose outcome had been decided long ago. Our requests for an exploration of other options were ignored. The enthusiasm that greeted the birth of the Plan had died out by the end of the process and an opportunity to harness citizen energy for community building had been squandered.

The SVAP went before Committee of the Whole on 9 June 2014. Only one transportation option (the status quo four traffic lanes) with two sidewalk/bike lane configurations was presented. This was accompanied by an urban densification plan which aimed to add 7500 people to the Valley. Despite the flaws in the Plan, seven of eight councillors (Mayor was recused) chose to move the Plan to Public Hearing on condition that an implementation plan be prepared.

## Flaws of the SVAP

Here are some of the flaws in the Plan:

1. The SVAP is a strange plan. It is designed for cars and developers. Local area plans should, foremost, be community plans about people but the SVAP does **NOT** include anything on community building and the needs of Valley residents. A symbolic name change from the Shelbourne **Corridor** Action Plan to the more community friendly Shelbourne **Valley** Action Plan was made only after much pressure from stakeholders. A community plan should have community building as its central focus with other elements designed around it. The SVAP's central focus is the creation of a 4 km transportation highway with other elements designed to accommodate it. Its human residents are treated as if they are lifeless megablocks.
2. **Balanced Transportation**, the concept on which the transportation plan is based is not defined even though expensive transportation consultants were hired. The plan is, in effect, built upon a fuzzy concept. It is also based on the unsupported premise that Shelbourne Street acts as a corridor transporting people in a north-south direction to and from downtown. Traffic data, however, show that it actually acts as a distributor with many cars entering and leaving the busy intersections in an east-west direction. This purported corridor exists only in the Valley. It disappears when the four traffic lanes merge into two lanes as the street enters the City of Victoria. The SVAP is designed around keeping this 4 km stretch open to heavy and fast traffic. Two people have died from speeding within the last two years. Transportation issues in the other valley streets are not addressed at all. Traffic and the lack of safe pedestrian crossings are the topmost concerns of Valley residents (especially seniors and young families). Residents badly want to see traffic volume and speed reduced, but Saanich engineers and the transportation consultants were focused on improving the level of service for cars. In other words, they were committed to creating the conditions for cars to speed through the Valley as quickly as possible.
3. The Shelbourne Valley is promoted as a great place for seniors because of easy access to amenities. It is, in fact, a **terrible** place for seniors because of the traffic and lack of safe pedestrian crossings. Walking is a challenge in many areas because of the steep slopes and poor sidewalks. For these reasons, amenities which look close are actually hard to reach for mobility challenged seniors. Scarcity of public green spaces and the polluted air are deleterious to seniors' health. These issues are not adequately addressed in the Plan. Saanich has an "age-in-place" policy – this means that all local community areas should provide seniors' housing for their elderly residents. The SVAP objective of warehousing Saanich's seniors population in the Valley is at odds with this age-in-place policy.
4. The Shelbourne Valley has many schools. There is **NO** mention about designing it to be an attractive and safe place for young families.
5. The social fabric, economy, and transportation patterns in the Shelbourne Valley are strongly influenced by the University of Victoria but it was not an active participant in the planning process. Neither were other institutions, including the City of Victoria through which a portion of Shelbourne Street runs. The SVAP was designed as if it was a black box with no connections to the surrounding areas.
6. The Plan projects an increase in traffic volume to 2038. This linear extrapolation of past trends is not supported by current North American trends of decreased driving. This also contradicts a primary plan objective to combat climate change, reduce GHG emissions, and meet mode shift targets. The

transportation consultants did not consider Transportation Demand Management (TDM) to reduce traffic volumes – TDM measures were randomly sprinkled into the SVAP after persistent questioning by stakeholders.

7. The SVAP does not provide the public and elected officials with any real options. The authority to make decisions has apparently been delegated to Saanich planners and engineers. They made the decision to go with the status quo transportation option. The job of Council is apparently to provide the rubber-stamping.

## **Freedom of Information Requests**

The SVAP has left many of us disturbed and disillusioned. The experience has left us second-guessing about what went on behind the closed doors of Saanich City Hall. In order to get closure, we have made two Freedom of Information requests to obtain records for the SVAP Transportation Study. Our first request covered April 2011 to March 2012. Since critical decisions appeared to have been made before April 2011, we made a second request for earlier records from November 2010 to March 2011. This request is still pending. These are some concerns from the first FOI records:

1. The decision to retain the four traffic lanes in Shelbourne Street was made before 24 March 2011. Stakeholders were informed one year or more later. At the Browning Park picnic in June 2011, we were stopped from promoting the Road Diet (three lane option). We now know the reason for this – the decision had been made to retain the four traffic lanes
2. Public transit was constantly cited as the reason for retaining the four traffic lanes. A consultant was engaged to do micro-stimulations for bus queue jumping and road diversions. The aim was to improve the level of service for increased traffic in 2038. It was wasted taxpayer money as a letter dated 3 May 2012 from BC Transit said “any type of configuration where buses are sharing lanes with traffic .... will nullify any benefits of transit priority measures. The only advantage of transit priority is to have bus lanes only ....”. Why was an HOV (High Occupancy Vehicle) option with two lanes dedicated to buses and HOV cars not studied? We now know the reason – the decision had been made.
3. We were told that the two lane option was the Road Diet option. However, FOI records indicate that Saanich staff (and transportation consultants?) were not familiar with the Road Diet concept.
4. The three lane reversible was included as an option. It is designed for roads where peak traffic flows in one direction but peak traffic is equally heavy in both directions in the Valley. Isn't it a no-brainer to eliminate this as an option?
5. In addition to the SVAP Transportation Study, Urban Systems was also engaged to do the Pedestrian Priority Implementation Plan (PPIP) in 2006 – this was a plan in which the “perceived comfort and safety” of pedestrians was measured using physical factors. No walking humans were consulted. The consultants were again engaged to produce an updated PPIP dated Feb 2012. The contracts for the SVAP and the second PPIP appear to overlap. Why was it a preferred company when it produces poor quality work and is based in Vancouver?

## **Governance Issues**

Many problems with governance were encountered during the SVAP process; they need to be addressed by the incoming Council:

1. Saanich officials showed a lack of respect, transparency, and accountability when they withheld information and misled stakeholders. In my opinion, the bounds of responsible and respectful governance were violated by this unacceptable behaviour. Saanich should ensure that this misgovernance is not repeated in other communities.
2. More oversight should be provided for the Engineering Department. Were staff authorized to make decisions on transportation options? The Department should be reorganized to include renaissance engineers who can deal creatively with the urgent problems of climate change. The present entrenched car-centric bias is counterproductive for society.
3. The public hearing for the SVAP should be suspended on the grounds that the integrity of the process has been compromised. The Planning Department needs to go back to the drawing board to study viable transportation options (suggestion: status quo, HOV, Road Diet). These should be accompanied by a comparative analysis of the pros and cons of each option as they pertain to social, environmental and economic objectives, as well as costs and implementation timeframe. Sound decisions require good information plus a show of courage and leadership from our elected officials.

## Conclusion

The Shelbourne Valley region has the potential to be a great place. It is the cradle of Saanich settlement. It is a beautiful valley that has been marred by heavy traffic. It is home to many educational institutions. Shelbourne Street could potentially be incorporated as the High Street in a broader **University District** plan (for an example, see this link [http://bf.memphis.edu/cpd/pdf/finaldraftuniversityplan\\_2009.pdf](http://bf.memphis.edu/cpd/pdf/finaldraftuniversityplan_2009.pdf) for the University of Memphis University District). Please work with residents to re-envision and implement a plan for the Shelbourne Valley that will be an inspiration for all.

Yours sincerely,

Mei Ang

████████ Louise Place  
Victoria  
BC \ ██████████

11 November 2014

2310-20 SVAP

CIW June 9/14

6/6/14 SH  
Council  
Administrator  
Media



June 6, 2014

Mayor Leonard and Council  
District of Saanich  
770 Vernon Ave  
Victoria, BC  
V8X 2W7

Re: Shelbourne Valley Action Plan

Dear Mayor Leonard and Council,

As a commercial landowner, and active developer in the Shelbourne Valley, I would like to voice our support for the Shelbourne Valley Action Plan. I would like to further congratulate the numerous individuals and organization that have diligently participated over the last five years in a proactive and constructive discussion around the proposed plan. Saanich planners Harold Stanley and Cameron Scott have done an amazing job reaching out to the numerous stakeholder groups and residents at large.

The community vision for this plan is outstanding. And ambitious. I believe the development community will rise to the task and embrace the plan. The changes we wish to see in the Shelbourne Valley will require a tremendous amount of investment both from the Municipality and the Development Community. Consolidation and assemblies of properties will be needed both to improve the Shelbourne right-of-way and create investment opportunities. To that end I would recommend that some flexibility be incorporated around setbacks, height and density beyond what is proposed in the plan. I also feel that the plan could benefit by allowing some land use planning flexibility along North Dairy and Shelbourne near Hillside Mall. An increase in the commercial property tax base will help Saanich fund some of the investment needed.

The Shelbourne Valley Action Plan is our road map for the future that we can all be proud of and we at Tri-Eagle look forward to being part of its success.

Yours truly,



Travis Lee  
President

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DISTRICT OF SAANICH

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2310-20 SVAP.

Council Administrator Media SH C Scott 9/6/14

From: greg holloway <[redacted]>  
To: "mayor " <mayor@saanich.ca>, "council " <council@saanich.ca>  
CC: Greg <ghollow@shaw.ca>  
Date: 6/6/2014 10:32 PM  
Subject: Shelbourne Valley Action Plan, an item for June 9

Dear Mr Mayor and Council,

I've read with much interest the Shelbourne Valley Action Plan, and applaud the staff effort and your own guidance as reflected in the plan.

As I've not been involved with community consultation (not a resident near the Shelbourne valley), I can't comment intelligently on details.

Broadly speaking, I'm glad for any direction to protect and enhance urban watershed, here the Bowker Creek.

Moreover, I feel especially positive -- and also anxious -- about the cycling and pedestrian mobility aspects. The plan from short term urgent improvements through mid-term and on to long-term "ultimate" elements shows a lot of thought which quite appeals to my own experience. My anxiety is about faltering along the way especially if the mid- to long-term elements can only be realized via development amenities contributions. I hope your future actions can be quite strong with respect to amenities contributions. When necessary, I hope you will proceed with key elements based on other resources where amenities contributions are insufficient. In particular I urge that complete connectivity for the bike lanes elements be achieved as soon as possible.

As an aside, please let me mention concern (I think this is not discussed in the plan) for the impact of more people depending upon scooter assistance.

Overall I urge yourselves to adopt the Shelbourne Valley Action Plan and then to move bravely pro-actively to assure that plan objectives , especially in areas of cyclist and pedestrian mobility . will be realized promptly.

Sincerely,

Greg Holloway  
[redacted] Rosehill Rd  
Saanich BC [redacted]  
[redacted]

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**From:** ANDREA GLEICHAUF <[redacted]>  
**To:** <council@saanich.ca>  
**Date:** 6/8/2014 11:45 PM  
**Subject:** Fwd: SVAP

sorry for the duplicate, it did not go through to everybody, regards, Andrea Gleichauf

----- Forwarded Message -----

**From:** ANDREA GLEICHAUF <[redacted]>  
**To:** mayor@saanich.ca, sgrice@shaw.ca, 'Dean Murdock' <info@deanmurdock.ca>, gbrownof@telus.net, 'Vicki Sanders' <vicki\_sanders@telus.net>, vicderman@shaw.ca, [redacted], [redacted] wergelan@shaw.ca  
**Cc:** vicderman@snaw.ca, [redacted]  
**Sent:** Mon, 09 Jun 2014 00:34:29 -0600 (MDT)  
**Subject:** SVAP

I've been living in the Shelbourne valley since 1994. During that time the livability in the valley continually deteriorated due to the speeding cars down Shelbourne until deep into the night. the vision of the SVAP is good, unfortunately the actual plan does not live up to this vision. I was very exited when the SVAP started 4 yrs ago, I thought people & livability were going to be the priority, to my disappointment the priority is maintaining ease of travel for cars. the SVAP is flawed because it does not address speeding traffic. It is flawed because the traffic consultants were not allowed to think outside of the box, Saanich staff, presumably with councils knowledge had already determined that Shelbourne needs to stay 4 lanes. The plan benefits most those driving cars from outside the valley & landowners/ developers living out side the valley. I'm not against development & densification, what I object is that developers, according to the SVAP will be driving the change, not my elected council. 20 yrs ago Shelbourne was identified, that better by bicycle infrastructure was needed, it is not acceptable that it' take another 20 - 30 yrs before by bicycling will be safe in the valley. a few Sunday's ago I was riding my fast road bike at 10 am down Shelbourne. There was not that much over all traffic, two cars passed me with in an inch of my life, a third honked his horn at me. All were going over 60km, except for the car that ran the red light, I caught up to them at the intersection. this is normal behavior of cars on Shelbourne, this needs to be addressed immediatly, this is a safety issue. Yes it is good that installing cycle tracks, but just for a few blocks on the north & south end, great, I'll be in safety for a few blocks. this will not encourage those that have not already chosen the bike as their number one transportation choice to make a mode change. I urge council to accept the 21st century vision for the Shelbourne valley, but not the 20th century SVAP. Unfortunately I won't be able to attend Mondays council meeting on this matter.

Regards, Andrea Gleichauf  
[redacted] McRae Ave  
Victoria/BC  
[redacted]

regards, Andrea Gleichauf

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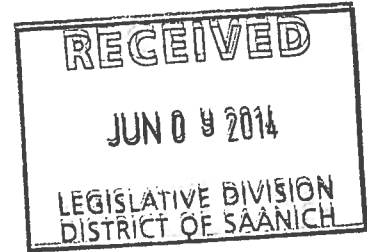
**From:** "James & Ute Grayson" [REDACTED]  
**To:** "ClerkSec" <ClerkSec@saanich.ca>  
**Date:** 6/8/2014 10:36 AM  
**Subject:** Council Consideration of Shelbourne Valley Action Plan  
**Attachments:** Shelbourne Valley Action Plan 2014; Review and Suggestions.docx

Attached for consideration by Saanich Council, Committee of the Whole, Monday, June 9, 2014, is 14 KB "docx" file titled: Shelbourne Valley Action Plan 2014; Review and Suggestions".

Thank you,

James Grayson

[REDACTED] Lochside Drive  
Saanich, BC



2310 20 SVAP

Council Administrator  
Media  
6/8/14  
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Escott

**From:** E Riccius <[redacted]>  
**To:** <clerksec@saanich.ca>  
**Date:** 6/8/2014 11:11 AM  
**Subject:** For Mayor and Council: Shelbourne Valley Action Plan

Dear Mayor and Council.

I am very supportive of the Shelbourne Valley Action Plan that you are considering taking to full public hearing at your council meeting on June 9.

I am a resident and home owner in Cedar Hill and cycle regularly recreationally and as a commuting option. My eight year old daughter attends Doncaster Elementary School and we cycle to school with her as well. On moving to Saanich from Vancouver six years ago, our family certainly appreciates the lifestyle that we have in Saanich and South Vancouver Island. And while there are great cycling resources available, such as the Lochside Trail, Mount Douglas Connector, San Juan Connector, there are also parts of the District that are unsafe for cycling, such as Shelbourne St., along with the southbound direction on Cedar Hill Road, Cedar Hill X Rd in both directions and Reynolds Rd.

Improving cycling facilities on Shelbourne is a great step forward in building the sustainability of Saanich and creating options to reduce our impacts on climate change. By providing safe cycling facilities for cyclists of all ages, you will be showing leadership by encouraging people to get out of their cars, to be active, to improve their health, to reduce greenhouse gas emissions, There are many co-benefits.

I urge you to support the Shelbourne Valley Acton Plan. In particular, I urge you to ask staff to begin immediate implementation of the short term solutions outlined in the report. These actions likely require budget allocations and I urge you to make those allocations even if it means that other engineering projects, particularly road projects are slowed down. Local residents, UVic students and visitors to Saanich deserve immediate cycling and pedestrian improvements to Shelbourne St.

You have an incredible opportunity before you to shape the future of the Shelbourne Valley in the direction of sustainability. Please seize this; you won't have a chance like this again.

Sincerely, Eva Riccius

PS: thank you very much for the reported (and I hope soon to be implemented) changes to the parking lot exit at the Municipal Hall and Lochside Trail. I was almost hit there a few weeks ago by a car leaving the parking lot much too quickly. it took all I could to get out of the way quickly to avoid being hit.

--  
Eva Riccius  
[redacted] Merriman Dr.  
Saanich, BC  
[redacted]

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JUN 09 2014  
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DISTRICT OF SAANICH

# Shelbourne Valley Action Plan 2014; Review and Suggestions

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Scott

To Saanich Mayor and Council:

The highly honoured and respected, seven step “Transportation Hierarchy” of:

- Pedestrians,
- Bicyclists,
- Public Transit,
- Commercial Vehicles/Trucks,
- Taxis,
- High Occupancy Vehicles,
- Single Occupancy Vehicles

... Appears to be embraced and considered numerous times throughout the first five chapters (first 70 pages) of the Shelbourne Valley Action Plan. There are several references to “walking, cycling and public transit”, and in that order.

There are a few minor inaccuracies and exaggerations designed, in part, to appeal to a greater number of readers who might otherwise feel excluded from participation.

At the very beginning; Article 1.1, we are told that the “... most urgent needs are mobility network enhancements to better accommodate walking, cycling, and public transit ...” we are also told that the Valley is more than just a traffic pass-through.

Shelbourne Street has been recognized as a major cycling route; the PCMP recommends on-road bike lanes; and this Plan holds and promotes the concept of cycling for all ages and abilities. The (relatively) short term / short-sighted solution of diverting cyclists to Cedar Hill Road is a direct contradiction of the ‘all ages and abilities’ concept. The (very) long term solution of separated / meandering cycle tracts in the boulevards of Shelbourne Street is similarly not for all ages and abilities. (It is apparent that the designers of both these cycle-route alternatives are non-cyclists.)

By actively encouraging cyclists away from the vehicle travel lanes of Shelbourne Street, there is a passive and sub-conscious encouragement of more (single occupant) pass-through motor vehicles.

Thirty-plus years for these mobility concepts to be in place is far too long. I offer the following idea, not as a 30-year, nor a 30-month solution, but as a **30-week** solution:

One or more, appropriately located, Park and Ride facilities. Sufficient, reliable and efficient public transit. Traffic calming on Cedar Hill Road. Reconfigure Shelbourne Street to create an on-road protected bike lane and a vehicle lane in each direction, plus a bi-directional, left turn centre lane with medians.

If the ultimate goal is to evolve the Shelbourne Valley into a “people place”, then all modifications, changes and enhancements must be directed to that conclusion.

Respectfully submitted for your consideration,

**James Grayson**

Lochside Drive  
Saanich BC

230-20 SVHP

rec  
9/6/14  
Council  
Administrator  
Media SH  
CScott

**From:** "Marion Newson" <[redacted]>  
**To:** <clerksec@saanich.ca>  
**Date:** 6/8/2014 1:09 PM  
**Subject:** reS helbourne Plaza

I am very upset to learn you plan to allow a 6 storey building to be built .  
I live at 1680 Poplar Ave and enjoy my home and convenience of the Mall .  
This would ruin my view of Doncaster Hill and I don,t want to be looking into another building .  
A high condo was built at Richmond and Poplar which took away from our building ,now to have another  
one behind is quite upsetting .

I hope you will consider the quality of life the residents of [redacted] Poplar Ave have before allowing this to  
happen .

Marion Newson  
[redacted] Poplar Ave

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DISTRICT OF SAANICH

2310-20 SVAP

**ClerkSec - Shelbourne Valley Action Plan: Committee of the Whole, June 9**

**From:** Ray Travers <[REDACTED]>  
**To:** Saanich Legislative Services <clerksec@saanich.ca>  
**Date:** 6/8/2014 2:20 PM  
**Subject:** Shelbourne Valley Action Plan: Committee of the Whole, June 9

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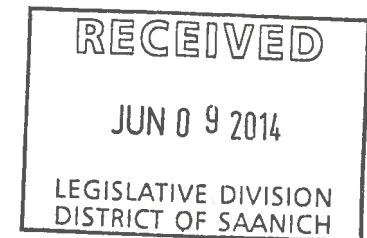
Mayor and Council,  
 Saanich Municipality,  
 Saanich, BC

Attn: Carrie MacPhee, Saanich Legislative Services (Please distribute) ( Sorry with this second posting. I have been advised that only a partial message arrived the first time. My complete message ends with my name, address and telephone number. There are no attachments.)

Re: Shelbourne Valley Action Plan; Saanich Council, June 9 , 2014

Mr Mayor, Saanich Councillors and Fellow Citizens

It is my privilege to speak this evening.



This evening, Saanich Council will consider whether the Shelbourne Valley Action Plan (SVAP) is ready to refer to a Public Hearing.

I was a citizen SVAP stakeholder from 2009 to 2012. I believe the SVAP Plan is not ready to proceed to a Public Hearing.

This is important work, tough work and complex work. It is our children's future we are talking about. We need to know more. A good decision needs to be made, based on sound information, can be effectively implemented and will have a positive impact.

I have more questions than answers. We need a SVAP we can all have confidence in.

**My three general questions are:**

**First, does the plan address the major challenges we face?** Will the SVAP improve upon the existing design of Shelbourne, to improve the quality of service to all modes of transit, including cycling, driving, pedestrians and transit? Do we accurately know what use exists now, so we can be confident the actions taken will improve this quality of service?

**Second, can the proposed SVAP be effectively implemented?** This plan is very weak on implementation, depending on developers at their own initiative to propose independent renewal projects along Shelbourne. This could take many years.

**Third, does the proposed SVAP enable Saanich to effectively address the tough issues?** These include building community consensus where it does not yet exist, replacing outdated infrastructure, and preparing for a future where climate change makes all projections uncertain.

**My two technical questions are:**

**First, why was Shelbourne defined as a corridor?** Shelbourne does not meet the USA Transportation Research Board definition of the term "corridor" ( below). A corridor functions as a feeder route ( like a travel shed) Shelbourne does not function this way.

The USA Transportation Research Board provides the following definition of a corridor :[1]

*"Broadly defined, a corridor generally refers to a geographic area that accommodates travel or potential travel. Normally, a corridor is considered to be a 'travel shed,' an area where trips tend to cluster in a general linear pattern, with feeder routes linking to trunk lines that carry longer distance trips in a metropolitan area."*

**Second, what is the actual pattern and volume of traffic flow in Saanich East, which includes Shelbourne?**

Fortunately CRD consultant R.A. Malatest and Associates Ltd quantified the pattern and volume of daily AM peak period traffic of the top five destinations from East Saanich as copied in the following figure from pages 79 and 80: [2]



Top Five Daily AM Destinations from Saanich East - data illustrated in this figure;

Saanich East (UVic) 14,343 trips (40.1 %)

**Downtown (Victoria) 4,082 (11.6 %)**

District of Oak Bay 3,298 (9.4 %)

Victoria South 2,877 ( 8.2 %)

Victoria North 2,578 (7.3 %)

Subtotal 27,178 trips (77.2%)

Other daily destinations (Central Saanich, Esquimalt, View Royal etc): 8,004 trips (22.8%)

Total 35,182 trips (100%)

The evidence is that Shelbourne is neither a corridor or a regional connector. Shelbourne is an urban distributor of traffic with most people driving (arriving and then turning left or right along Shelbourne) to a shopping centre ( one of four ), an educational institution ( University, college, secondary or elementary school), church or Royal Jubilee Hospital.

There are not daily peaks of converging commuter traffic travelling the length of Shelbourne to and from downtown Victoria. If that is our view, we are stuck in a false theory.

**Where do we go from here?**



For the three years that I attended SVAP stakeholder meetings, I advocated playing “win win” over “balancing competing objectives.” I am pleased to read on page 15 in the May 2014 Saanich Public Process Handbook, Saanich citizens are invited to ask “What would a win win look like?”<sup>[3]</sup> Let’s do that.

A basic principle of “win win”, would be to keep the traffic moving for all modes of travel, including cyclists, drivers, pedestrians and transit users. This principle opens up the possibility of similar or better travel times compared to what exists now, slower speeds, fewer delays, safer travel and better quality of life for people along both sides of the street. An example would be traffic circles and roundabouts compared to traffic lights. Another would be the “road diet”.

**Conclusion : The plan must solve the right problem, not the wrong problem.**

Recommendation to Saanich Mayor and Council : Send the SVAP back to staff with direction to develop “win win” options, including proposed traffic demand (mobility) management policies and practices. The intent would be to improve the quality of service to all modes of transportation, build community, and develop a 20-30 year plan that can be implemented in the near future.

Together we can solve this puzzle. This task is all about excellence and setting high standards. We are not there yet. If you agree, I am willing to work with you

Ray Travers,

[REDACTED] Carnegie Crescent,

Victoria, BC [REDACTED]  
[REDACTED]

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<sup>[1]</sup> <http://www.dot.ca.gov/dist2/planning/pdf/description.pdf> Transportation Research Board, National Research Council: NCHRP Report 435, “Guidebook for transportation Corridor Studies; A Process for Effective Decision-Making “ Washington DC , 1999.

<sup>[2]</sup> R.A. Malatest And Associates Ltd., 2011 CRD Origin Destination Household Travel Survey Daily Travel Characteristics Report. Prepared for the Capital Regional District. District 9, Saanich East, Pages 79 and 80, Top Five Destinations of Trips From Saanich East AM Peak Period

<sup>[3]</sup> <http://www.saanich.ca/living/about/news/2014/documents/Public-Process-Handbook-May-2014.pdf>

2310-20 SVAP

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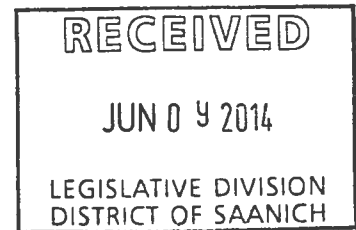
**From:** Tom and Jean Newton <[REDACTED]>  
**To:** ClerkSec <ClerkSec@saanich.ca>, Mayor and Council <council@saanich.ca>  
**Date:** 6/8/2014 11:02 AM  
**Subject:** A few pictures of Shelbourne Street  
**Attachments:** 046.jpg; P1060533.jpg; P1060535.jpg; P1060550.jpg; P1060563.jpg; P1060567.jpg; P1060570.jpg; IMG0003.jpg; P1060579.jpg; P1060580.jpg; P1060583.jpg

Dear Mayor Leonard and Members of Council:

Please view the attached photos of Shelbourne sidewalks. Over the past four years, my partner and I have taken thousands of photos. I will show you more if you are interested. I would also like to accompany anyone who is interested on a walk along Shelbourne. The best way to get a real feel for Shelbourne (outside the car) is to walk along the street at different times of day, after dark, and in heavy rain. At no time is it a passable street to walk or cycle on.

Note that pedestrians in the photos try to walk as far from the street as possible, though often there is less than half a meter "sidewalk" for the pedestrian to cling to. Nowhere would the public tolerate a street (for cars) that is in the atrocious condition of the sidewalks in the Shelbourne Valley. The Shelbourne Valley is home to approximately 10% of the Saanich population.

Sincerely,  
Jean Newton  
Valley Pedestrian







23/10-20 SVAP

ClerkSec - GVCC Ltr. &gt; Shelbourne Valley Action Plan

Council  
Administrator  
MediaSH Scott  
EW 9/6/14

RECEIVED

JUN 09 2014

LEGISLATIVE DIVISION  
DISTRICT OF SAANICH

**From:** Ray Straatsma <[REDACTED]>  
**To:** Saanich Legislative Services <clerksec@saanich.ca>  
**Date:** 6/8/2014 8:55 PM  
**Subject:** GVCC Ltr. > Shelbourne Valley Action Plan  
**CC:** Cameron Scott <Cameron.Scott@saanich.ca>, Edward Pullman  
 <[REDACTED]>, Mayor <Mayor@saanich.ca>

Dear Mayor and Council --

The Shelbourne Valley Action Plan (SVAP) represents a commendable vision for a livable neighbourhood over the next three decades. The Plan also reflects core principles outlined in Saanich's Official Community Plan (OCP), particularly in relation to transportation options:

*"Improving opportunities for walking and cycling and using transit has multiple benefits, including less reliance on the automobile, cost savings for the entire community, individuals and families, improved natural and built environments, health protection, more lifestyle options, and a strengthened sense of community through daily interactions with people. Compact communities make cycling, walk-in and transit use more attractive travel options."*

The *Greater Victoria Cycling Coalition* has been involved in the SVAP process for over four years, along with local residents and other stakeholders. Our primary interest is the potential for improved bicycle facilities. We fully recognize that a bike-friendly communities are the result of quality urban design, mixed-use development and people-oriented built environments, much of which is present in the long-term SVAP document.

The provision of complete and comfortable bike route along the full length of Shelbourne is highly desirable. Shelbourne is a critical spine in both the local and regional bicycle network. It is one of the area's very few flat, continuous corridors, the site of many services and commercial activities, and a critical link to downtown Victoria, UVIC and surrounding neighbourhoods.

Equally important are the local links to and from Shelbourne, especially for the surrounding neighbourhoods. Most bike and walk trips are of shorter distance and duration. Local network connections and linkages are critical. Design improvements would facilitate local access to the Shelbourne spine and provide enjoyable bike and walk trips within the community.

The plan's *Short-Term Mobility Actions* (p. 97-112) outline a range of key proposals that, **if funded and implemented promptly**, will begin to make the area more walk and bike-friendly. These short-term projects are described as incremental, and reflect both budgetary and physical constraints. They also run the risk of 'half-measures' - e.g. the provision of short bike lanes, poorly designed, with few connections or dangerous transitions to the existing roadway.

While far from ideal, the Short-Term projects - if well-designed with sufficient linkages - have considerable potential to improve conditions for cyclists and pedestrians in the Shelbourne area.

Perhaps most important, the Short-Term Mobility projects (and overall SVAP and OCP visions), stand in stark contrast to the current state of Shelbourne: a typical auto-oriented strip-mall arterial with high motor vehicle volumes and speeds. Overall, the street is visually unappealing. Safety and comfort for pedestrians is often compromised, existing sidewalks and crossings woefully inadequate, and cycling facilities nowhere to be seen.

The GVCC would like underline several additional points regarding the *Short-Term Mobility Actions* (Ch. 8), and related sections:

1). These Short-Term priority items were added in the later stages of the planning process, in direct response to stakeholder and public input. The identified actions reflect the strong public desire for immediate action, particularly to address acute deficiencies in pedestrian and bicycle facilities, shortcomings in street design and neighbourhood livability that have been evident for 10-15 years and more.

2). Despite the clear, identified desire for immediate improvements, the SVAP document still hedges on the time frame and funding for these 'high priorities.' A more precise timetable (1-3 years), and a funded implementation plan for these high priority actions is essential, and would demonstrate Saanich's commitment to the spirit and details of the SVAP, as well as and related Saanich policies (OCP). (Our discussions with community members indicate that many residents and stakeholders remain doubtful of that commitment).

3). Similarly, many observers have noted how much of the plan, both short-term and longer, is largely premised on development activity and application. While we recognize that private sector actions are important factors, we believe public investments and commitments by the District of Saanich are essential to stimulate initial and ongoing steps towards the 'livable and vibrant' vision outlined in the SVAP.

4). The GVCC supports the proposed interim improvements, particularly the protected bike lane/cycle track segments (North Dairy-Pear; Blair-Torquay). Assuming the implementation of high-quality facilities as illustrated in the cross-section and photos (p. 105-106), these bicycle improvements could serve as examples for subsequent phases along Shelbourne, and/or similar facilities in Saanich and the region.

5). [Dozens of US](#) and [Canadian cities](#) are building protected bike lanes with great success, and plentiful research and data [demonstrates significant benefits](#) and [big jumps in bike ridership](#). It's time for Saanich (and the Victoria region) to learn from these successes and join the bicycle renaissance in North America.

6). We anticipate the current design concepts and proposals will need further review and assessment by staff and the public, to ensure comfort and safety for users, and to provide

functional, seamless connections to current bike network and nearby destinations.

7). In the absence of quality design and key connections, the value of these interim bike investments will be questionable. New bike lanes, if isolated and disconnected, will not generate sufficient ridership and could weaken community support for bicycle investments. (Network gaps and 'disappearing' lanes being all too common in Saanich already and perhaps the most frequent complaint of the cycling community). High quality design and connections are critical to build ridership, and thus the success of bicycle network.

8). The SVAP identifies a range of greenways, bike lanes, sidewalks and local roads for improvement. Some provide critical links in the area (Poplar St. to UVIC; Cedar Hill Rd to two schools, a public library and Recreation Centre), and would greatly benefit from quality sidewalks and bike lanes (and are included in the Short-Term projects). But there remain many omissions here. Both Richmond and Cedar Hill X Road would benefit from much better bike and sidewalk facilities. Some important smaller connections (e.g. Stamboul St.) seem to have been overlooked. Further review of the Greenway and Pedestrian sections would be advisable.

In conclusion, the Shelbourne area is long overdue for significant improvements. Between the aspirational vision of a future Shelbourne community, and its dismal current conditions, stands a tremendous opportunity for Saanich. It is an opportunity where - after four-plus years of intensive staff planning and community engagement - Saanich Council must show leadership by taking immediate action to fund and implement the Short-Term Mobility Actions, and committing the ongoing transformation and enhancement of the Shelbourne Valley.

Regards,

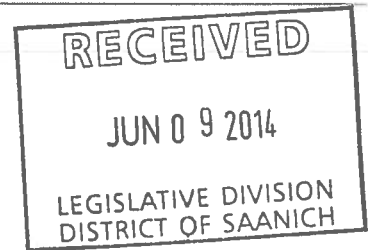
Ed Pullman, President  
Ray Straatsma, Program Director  
*Greater Victoria Cycling Coalition*

ew  
9/6/14 Council Administrator  
Media SH  
C. Scott

**ClerkSec - Shelbourne Valley Action Plan**

**From:** Tom and Jean Newton <[redacted]>  
**To:** ClerkSec <ClerkSec@saanich.ca>, Mayor and Council <council@saanich.ca>  
**Date:** 6/8/2014 8:52 PM  
**Subject:** Shelbourne Valley Action Plan

June 8, 2014



Dear Mayor Leonard and Members of Council,

I am writing regarding the Council's consideration of the Shelbourne Valley Action Plan. I have been a member of the Shelbourne Valley Stakeholder Committee for the past four years. I was a member of the sub-committee that prepared the Shelbourne Valley Walkability Report. I have also consulted with seniors, parents of school children and valley residents regarding the plan.

The Shelbourne Valley Action Plan describes a 30 year time line for the development of Shelbourne Street and the surrounding area. Much of the improvements to the area rely on the development of commercial and residential property along the street to fund the infrastructure necessary to achieve the plan.

I feel that there is a more urgent need for action to improve walking, biking and bus transportation. The present conditions of Shelbourne Street are so bad that walking or biking along the street is hazardous and very unpleasant. There is a large population that lives on or near Shelbourne St. who must endure these poor conditions. Many of these people are seniors who either do not drive or drive very little. They use the bus or walk to services they require, but the poor conditions that currently exist on the street make this an experience that most people would avoid. In fact, most people I have talked to say they avoid Shelbourne whenever possible.

A 30 year plan to address these problems is unacceptable. We need action as soon as possible, and there need to be 3 year, 5 year and 10 year plans to make the changes necessary to the street. I am asking Council to approve the Short -Term Mobility Action Program and make the implementation of the program a priority.

The improved sidewalk, bike lanes and bus lanes described in the Short Term Mobility Action Program will give impetus for the achievement of the overall plan and show developers the potential of the area. It will also start a change in the attitude that



Shelbourne Street should be avoided. More people will walk and bike of the street if it is an attractive and has a safe feeling.

I also ask that you consider making the outside lanes of Shelbourne Street dedicated transit lanes (as proposed in the Action Plan)) sooner rather than later. The need for environmental action to address climate change is critical. It will take measures that make travel by automobile less attractive than at present. Better bus service along dedicated transit lanes with only one automobile travel lane in each direction would make the use of the auto less attractive. Those who oppose any change say that traffic will just move to Cedar Hill Road or Richmond Road. However, both of those streets are already very busy and auto commuters would find that they would not save time by using those routes. Increasingly, more people are accepting the need to change their transportation habits by decreasing the use of the automobile. Saanich Council could take a leadership role in encouraging this change by designating Transit Only lanes on Shelbourne Street.

The Shelbourne Valley Action Plan has a number of good ideas, but the time-lines do not match the changes that are needed now. It is a relatively passive approach to implementing the changes the community has indicated they would like to see now in the Shelbourne Valley. I ask that you take a dynamic approach to making Shelbourne a Great Street and implement the Short-term plan. I also ask that you set up a process for tracking the progress of the plan that is specifically dedicated to monitoring the Shelbourne Valley Action Plan to ensure that the changes are progressing as rapidly as possible.

Sincerely,

Tom Newton

 Shorncliffe Road

2310-20 SVAP

ELC  
9/16/14  
Council  
Administrator  
Media SH  
C Scott

**From:** Brian Collier - [REDACTED]  
**To:** <clerksec@saanich.ca>  
**Date:** 6/9/2014 8:00 AM  
**Subject:** [SPAM] Proposed Shelbourne Valley Action Plan

Dear Mayor and Council:

I have reviewed the proposed Shelbourne Valley Action Plan. While I can support general goals of the report, I find the action plan alarmingly short of details to support improved cycling in the corridor.

To suggest that Cedar Hill Road can be used as an alternative by the cycling community to Shelbourne is sadly short of a real solution for the problem. It is imperative that a solution be found within the Shelbourne Street right of way to improve conditions for cyclists. It already has all the features that cyclists look for - a direct route to their destinations, a flat route with excellent visibility of approaching intersections. However due to the narrow lanes on much of the corridor it is not a place that any but the most seasoned transportational cyclists feel comfortable using.

With the recent completion of work at the Hillside Mall, and inclusion of bike lanes around this complex, Saanich now has a golden opportunity to improve conditions of cyclists entering Saanich from it's Southern border. Cedar Hill Road is not going to appeal to any of these cyclists: it is out of their way, it is hilly, and it is very likely not leading them to their destinations, whether at UVic, Gordon Head or any of the other neighbourhoods that lie East of Shelbourne.

The inclusion of a demonstration project may be useful, but only if it is part of a realistic plan to improve the Shelbourne Street corridor for both cyclists and pedestrians. With a more welcoming approach we can potentially enjoy the benefits that other cities have seen by encouraging cycling: reduced costs on their roads, better quality of life for their citizens, better use of the limited public space.

Please take this opportunity to improve this plan for the benefit of all users of the corridor.

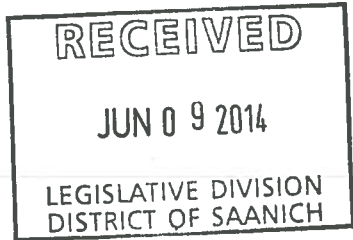
thanks  
Brian Collier  
[REDACTED] Tolmie Avenue  
Victoria, BC [REDACTED]  
[REDACTED]

RECEIVED  
JUN 09 2014  
LEGISLATIVE DIVISION  
DISTRICT OF SAANICH



C1W June 9/14  
Council Administrator Media SH C Scott 9/6/14

June 6, 2014



Mayor Frank Leonard and Council –

Re: Shelbourne Valley Action Plan – Letter of Support

The Urban Development Institute (UDI) Capital Region's Board of Directors and myself would like to once again express our support for the proposed Shelbourne Valley Action Plan (SVAP). We collectively commend Saanich's project team on the consultation that has taken place throughout the plan's formulation and appreciate the direct outreach to UDI.

In particular, we note and appreciate the specificity surrounding the land use directions provided in Chapter 5 of the proposed plan offering site specific direction with respect to use and height parameters for land within key centres and villages. We believe the increased height tolerances in University Centre and Shelbourne Valley Centre reflect thoughtful planning principles which will encourage further mixed use development activities in strategic locations which are well served by multi-modal transportation options. We do however caution staff and council with respect to plan implementation as it relates to Chapter 5.8 – Community Contributions. We readily acknowledge the priority of facilitating the realization of the noted Community Contribution Priorities. Nonetheless, we strongly advocate for the costs of realizing these amenities to be fairly distributed amongst all stakeholders (residents, existing businesses) – not just those undertaking new development activities. Indeed, disproportionate burden on new projects can often compromise project viability and call into question the realization of planning policy which otherwise extolls the potential benefits of thoughtfully placed density. Further, doing so does not reflect full acknowledgement of the community benefits and amenities which directly derive from project activity such as new housing, expanded retail amenities, support for transit systems, urban beatification and local employment. We strongly encourage the municipality to be mindful of these benefits when implementing the SVAC so as to avoid the unintended consequence of undermining project activity.

We again stress our view that the SVAC as proposed represents a thoughtful and forward thinking land use planning policy document and we offer our support for the draft with confidence.

Kind Regards



Kathy Hogan – Executive Director  
(and on behalf of the UDI Capital Region Board of Directors)

UDI Capital Region | 101 – 727 Fisgard Street, Victoria BC V8W 1R8 | T:250.383.1072 | F:250.590.2039 | www.udicapitalregion.ca

C1W  
2

**ClerkSec - UDI letter of Support**

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**From:** UDIVictoria <UDIVictoria@udi.org>  
**To:** "clerksec@saanich.ca" <clerksec@saanich.ca>  
**Date:** 6/9/2014 12:19 PM  
**Subject:** UDI letter of Support  
**Attachments:** Shelbourne Valley ActionPlan\_Letter of Support\_signed\_060914.pdf

---

Hello –

Attached you will find the UDI Capital Region's letter of support for the Shelbourne Valley Action Plan.

Regards,

Kathy Hogan  
UDI Capital Region – Executive Director  
101 – 727 Fisgard Street  
Victoria BC V8W 1R8



231020 SVAP

ew  
9/6/14  
Council  
Administrat.  
Media  
SH  
C Scott

**From:** Beverley Wright <[redacted]>  
**To:** <clerksec@saanich.ca>  
**Date:** 6/9/2014 8:12 AM  
**Subject:** Shelbourne Valley Action Plan

From:  
Beverley Wright  
[redacted] Poplar Ave.  
Victoria [redacted]



Dear Mayor and Councillors

The proposed plan has designated a large chunk of land at the corner of Shelbourne and Cedar Hill X Rd. as "6", which means that 6 storey buildings will be permitted if the plan is passed. More specifically, a mix of retail and condos is proposed, with the 6 storey condo building to be located at the back of the property, i.e. furthest away from Shelbourne. Recycling materials and garbage from the whole development area, and associated collection of same, will be at the back of the property and screened from view of the residents living in the 6 storey condo, according to the plan.

I believe the plan needs revision in the following areas:

- 1) As one of 72 Saanich homeowners living in Colony Park Manor, an existing condo right behind the area designated "6", I ask that the "6" designation be removed from the narrow part of the plan area - the part closest to Pear St. "Close to the back of the property" on that portion of the site would mean directly behind our building.
- 2) Also, currently there is no language specifically stating that garbage and recycling activities would be screened from the sight and sound of the neighbours - us! The references to screening of sights and sounds need to clearly stipulate that neighbours close the property will be equally protected.
- 3) Please ensure that any recycling and garbage pickup will be done on site, i.e. NOT on the road adjacent to the back of the building This has been a huge problem in our neighbourhood, where up to 10 green bins used to be lined up along the edge of our property. Any developer should need to make provision for this activity, including providing a driveway surface that can sustain entrance by heavy recycling trucks.
- 4) I am concerned, too, about increased traffic on Poplar St. There is a thick line on the plan indicating that Poplar may become one of the main roads in the new plan. Using our short, handy street as a shortcut looks good on paper, but already, with the new traffic light at Shelbourne and Pear, we are seeing a great deal of increased traffic. This narrow street has a couple of parking bays on one side, but basically it is too narrow for heavy traffic, especially buses and heavy trucks. Any two vehicles - even cars - passing each other creates an unsafe condition for pedestrians and cyclists.
- 5) As already noted, we have 72 building residents who access their parking from Poplar. The same applies to probably 150 condo owners in the two buildings across the street. Entrances to both underground parking lots are accessed only from Poplar. Please ban heavy trucks and buses from Poplar Ave. for reasons of noise and safety. (And please cancel the right of dead-heading buses to go down Poplar. They do so at high speeds!)

In summary, my requests are:

- limit location of any 6 storey building
- preserve view corridors for residents behind the site
- ensure that garbage and recycling pickup occur on the site, not in any public road
- screen garbage and recycling from our view and hearing
- ban buses and heavy trucks from Poplar Avenue

2310-20 SVAN

Council  
Administrator  
Media

**From:** yeshua moser-puangsuwan <[redacted]>  
**To:** <clerksec@saanich.ca>  
**Date:** 5/13/2014 8:01 PM  
**Subject:** Re: Shelbourne Valley Action Plan.

Dear Saanich Council

I am writing to you today to express my support the Shelbourne Valley Action Plan.

In particular, I am very supportive of the plan's short term mobility action program that calls for, among other measures, bike lanes to be installed on Shelbourne Street from North Dairy to Pear Street.

Please ensure the necessary funds are set aside over the next 5 years to fully implement the short term mobility action plan.

Thank you for your time  
Yeshua Moser-Puangsuwan

2014-50

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REPLY TO WRITER	<input type="checkbox"/>		
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ACKNOWLEDGED:	blmv		

RECEIVED

MAY 14 2014

LEGISLATIVE DIVISION  
DISTRICT OF SAANICH

2310 20 SVAP

Council  
Administrator  
Media

**From:** ALLISON FERG <[redacted]>  
**To:** "clerksec@saanich.ca" <clerksec@saanich.ca>  
**Date:** 5/13/2014 8:58 PM  
**Subject:** Re: Shelbourne Valley Action Plan.

Dear Saanich Council:

I am writing to you today to express my support for the Shelbourne Valley Action Plan.

I have been a resident and homeowner in Saanich for the past 21 years, and a regular bicycle commuter and recreational cyclist.

I am also a family physician who supports and encourages physical activity in our community.

In particular, I am very supportive of the plan's short term mobility action program that calls for, among other measures, bike lanes to be installed on Shelbourne Street from North Dairy to Pear Street.

Please ensure the necessary funds are set aside over the next 5 years to fully implement the short term mobility action plan.

Thank you for your time,

Allison Ferg  
[redacted] Skylark Place

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LEGISLATIVE DIVISION  
DISTRICT OF SAANICH

2310-20 SVAP

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ACKNOWLEDGED:	[Handwritten initials]		Council Administrator Media

**From:** Patricia Johnston [Redacted] >  
**To:** <clerksec@saanich.ca>  
**Date:** 5/13/2014 9:03 PM  
**Subject:** Re: Shelbourne Valley Action Plan.

Dear Saanich Council

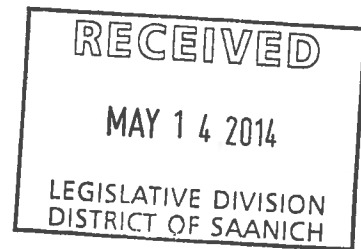
I am writing to you today to express my support the Shelbourne Valley Action Plan.

In particular, I am very supportive of the plan's short term mobility action program that calls for, among other measures, bike lanes to be installed on Shelbourne Street from North Dairy to Pear Street.

Please ensure the necessary funds are set aside over the next 5 years to fully implement the short term mobility action plan.

Thank you for your time

Patricia Johnston





2310-20 SVAV

Council  
Administrator  
Media

**From:** Dan Devlin [redacted]  
**To:** <clerksec@saanich.ca>  
**Date:** 5/14/2014 6:54 AM  
**Subject:** Re: Shelbourne Valley Action Plan.

Dear Saanich Council

I am writing to you today to express my support the Shelbourne Valley Action Plan.

In particular, I am very supportive of the plan's short term mobility action program that calls for, among other measures, bike lanes to be installed on Shelbourne Street from North Dairy to Pear Street.

Please ensure the necessary funds are set aside over the next 5 years to fully implement the short term mobility action plan.

Thank you for your time

Sent from Samsung Mobile

2014

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ACKNOWLEDGE	bl.m ✓		

**RECEIVED**

MAY 14 2014

LEGISLATIVE DIVISION  
DISTRICT OF SAANICH

2310-20 SVA

**From:** Lynn Bissell <[redacted]>  
**To:** "clerksec@saanich.ca" <clerksec@saanich.ca>  
**Date:** 5/15/2014 5:05 PM  
**Subject:** Re: Shelbourne Valley Action Plan.

POST TO	Gen. SH	POSTED	2014 05/21/14
COPY TO			
INFORMATION	<input checked="" type="checkbox"/>		
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ACKNOWLEDGED	blm	Council Administrator Media	

Dear Saanich Council

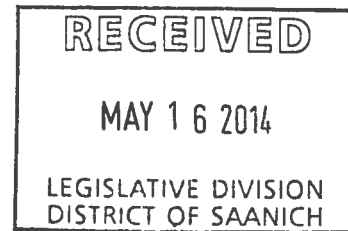
I am writing to you today to express my support the Shelbourne Valley Action Plan.

In particular, I am very supportive of the plan's short term mobility action program that calls for, among other measures, bike lanes to be installed on Shelbourne Street from North Dairy to Pear Street. Could these bike lanes be separated from the cars with a grass verger or the pedestrian sidewalk in between? Also the block from Shelbourne to Cedar Hill Rd on MacKenzie desperately needs a bike lane to get to the stores and library.

Please ensure the necessary funds are set aside over the next 5 years to fully implement the short term mobility action plan.

Thank you for your time  
Lynn Bissell  
Saanich resident near Shelbourne

Sent from my iPad



2310.20 SVAP

POST TO	<i>Gen.</i>	POSTED	<i>2014</i> <i>05/29</i>
COPY TO	<i>SH</i>		
INFORMATION	<input checked="" type="checkbox"/>		
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ACKNOWLEDGED	<i>blm.</i>		

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Council Administrator Media

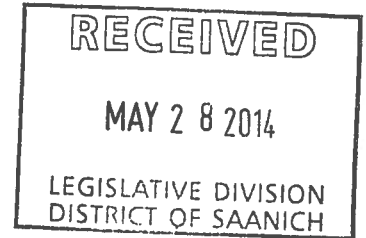
**From:** David Schwab - [REDACTED]  
**To:** "clerksec@saanich.ca" <clerksec@saanich.ca>  
**Date:** 5/27/2014 6:34 PM  
**Subject:** Shelbourne valley action plan

Thanks. That's what I want to see! My only issue is the 30 year time period. I'd like to be able to bike leisurely Down shelbourne st while I'm still young. Why is 10 years unreasonable? Also, please make the bike lane top priority.

Thanks,

David

Sent from my iPhone



2310 20 SVHM

Council Administrator Media

From: Rick Howard <[redacted]>  
To: <clerksec@saanich.ca>  
Date: 5/27/2014 8:09 PM  
Subject: Shelbourne Valley Action Plan

POST TO	Gen.	2014 POSTED 05/29
COPY TO	SH ✓	
INFORMATION	<input checked="" type="checkbox"/>	
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ACKNOWLEDGED	D.M. ✓	

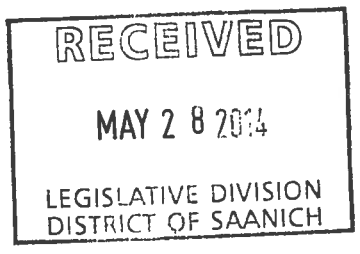
Thank you for the postcard reminding me about the Action Plan and inviting me to provide input to council. I live near the Nellie McClung Library and work in the emergency department at Royal Jubilee Hospital. If I don't cycle to and from work, on that rare annual week of snow fall or when I am marathon training, I jog. I usually cycle along Shelbourne because it is the most rapid route, flat and straight, an eleven minute trip for me. At all hours, daylight and dark, Shelbourne is very treacherous for a cyclist. The traffic is frenzied during rush hours. In the middle of the night, it is a route where motorists not only fail to yield to traffic signals and signs, but also attain frighteningly high velocity, 80 km/h or more not uncommon. Additionally, there is the constant eruption of huge cracks in the road surface especially within a couple of metres from the curb, murderous to bicycle tires. I see, and on those occasions when I jog to work, experience cyclists using the sidewalk instead of the roadway, understandably. But now the cyclist becomes the hazard to the hapless pedestrian on a narrow sidewalk that also is often in need of repair. A no win situation.

I frequently cycle to New Westminster and Vancouver, so I am very familiar with the Lower Mainland's solutions to the mismatch of motorists and cyclists. For the most part I find their solutions very successful: residential roads with pavement frequently marked as bicycle routes and barriered from motorists attempting to bypass primary traffic roads, and dedicated bicycle lanes along high traffic routes.

In a perfect world, I would like to see road signs every two blocks reminding motorists to share the curb lane with cyclists, plus a painted pavement indicating a bicycle route along the curb lane, and more frequent repair to the curb lane road surface. No parking 24 hours along the curb lane please (parked cars are more hazardous with doors swinging open on a cyclist's right side while a frenzied motorist zooms by on the left side). I believe the relative cost of these improvements is minimal compared to the cost of one accident.

Thank you for this opportunity to provide input on an issue that is clearly a matter of life and limb.

Rick Howard  
[redacted] Garnet Road  
Saanich [redacted]



2310-20 SVAP

**From:** Tricia Tom  
**To:** "clerksec@saanich.ca" <clerksec@saanich.ca>  
**Date:** 5/29/2014 11:13 PM  
**Subject:** Shelbourne Valley Action Plan

Hello,

Thank you for inviting input on the above-noted plan.

The biggest issue I would like to see addressed is improved access for bikes along the length of the Shelbourne corridor.

I ride my bike to work downtown at least 4 days per week and add significant distance (and time) to my commute because I do not feel safe taking Shelbourne.

Best regards,

Tricia Tom

Sent from my iPhone

POST TO	Gen.	POSTED	2014 05.30.14
COPY TO	SH ✓		
INFORMATION	<input checked="" type="checkbox"/>		
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ACKNOWLEDGED	blm. ✓		

Council  
Administrator  
Media

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MAY 30 2014

LEGISLATIVE DIVISION  
DISTRICT OF SAANICH

2310.20 SVAP

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ACKNOWLEDGED:	b.m.		

Council  
Administrator  
Media

**From:** "Marshall Wordie" <[redacted]>  
**To:** <clerksec@saanich.ca>  
**Date:** 5/29/2014 3:18 PM  
**Subject:** Shelbourne plans

Saan. Council, When you spend our taxes I trust you will not forget about the seniors who prefer to grocery shop in their cars as we don't want to transport 3 or 4 bags home on the handlebars especially during our winter rainy season. In your enthusiasm to modify Shelbourne please note that past " traffic calming " there resulted in Cedar Hill becoming a preferred route to Mackenzie with no stop signs or traffic lights to slow the southbound flow through Mount Doug park. Exiting Hopesmore's northern access to Cedar Hill at rush hours can be very exciting. Pass on my congratulations to the bicycle lobby which seems to have convinced most civic polititions that they will save the world from all sloth and evil and that Green is the only colour we need. Anything you can do to speed up street modifications would also be much appreciated by all,taxpayers included. Yours truly, MW Wordie Tyne Court Saanich

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 No virus found in this message.  
 Checked by AVG - www.avg.com  
 Version: 2014.0.4592 / Virus Database: 3955/7586 - Release Date: 05/29/14

RECEIVED  
 MAY 30 2014  
 LEGISLATIVE DIVISION  
 DISTRICT OF SAANICH

2310-20 SVAP

Council  
Administrator  
Media

**From:** TERRY WENDORF <[redacted]>  
**To:** <clerksec@saanich.ca>  
**Date:** 5/29/2014 5:37 PM  
**Subject:** shelbourne street upgrade?

Hi... I live on North Dairy Rd. and I would like to know before attending the Monday night meeting if the proposed SHelbourne upgrades include any of the following:

- lane reduction for shelbourne? (will we still have our 4 lanes?) I feel this is a must!
- speed bumps? (I hope they will not be installing speed bumps as they did in Esquimalt)
- where will they put the bike lanes, as the 4 lanes are necessary to make the traffic flow properly

I look forward to hearing from you tomorrow.

Terry Wendorf  
[redacted] Dairy Rd.

POST TO	ref.	POSTED	2014 05.30
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RECEIVED

MAY 30 2014

LEGISLATIVE DIVISION  
DISTRICT OF SAANICH

ClerkSec - Fwd: Shelbourne Valley Action Plan

From: Harold Stanley  
To: Dupas, Donna  
Date: 5/30/2014 11:43 AM  
Subject: Fwd: Shelbourne Valley Action Plan

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80.  
02

Council  
Administrator  
Media

Hi Donna - here is an earlier e-mail that I neglected to forward to you.

Harold

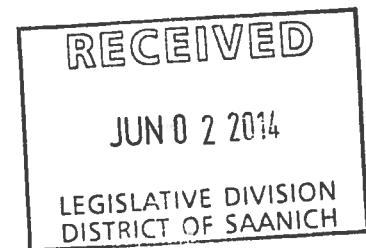
>>> Caleb Horn <[redacted]> 5/23/2014 12:17 AM >>>  
Hello Harold and Cam,

I'm finally getting around to reviewing the latest iteration of the Action Plan. I wanted to thank you for including design principle 2.b in chapter 7, regarding the significance of view corridors. I think this more properly reflects some of the feedback received during the visioning exercises, where there was emphasis on preserving views of the unique physical characteristics of the valley.

Unfortunately, I will be leaving Victoria on June 3rd so I won't be able to attend the Council meeting, but the CCA will be submitting feedback before then. Since I don't think I'll see either of you again before I leave, I just wanted to thank you both for all the effort you've put into working on this plan and working with the community over the last several years. It has been appreciated.

Cheers,

Caleb Horn  
[redacted]





2310-20 SVAD

From: Whitney Laughlin <[redacted]>  
To: <clerksec@saanich.ca>  
Date: 5/30/2014 7:09 PM  
Subject: Saanich Corridor

Council  
Administrator  
Media

I just wanted to say that having the Shelbourne Corridor for bikes would be such a huge plus as there is no good central north-south route in Victoria/Saanich for cyclists.

Many thanks,  
Whitney Laughlin  
[redacted] Moss St  
Victoria BC [redacted]

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INFORMATION	<input checked="" type="checkbox"/>		
REPLY TO WRITER	<input type="checkbox"/>		
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JUN 02 2014

LEGISLATIVE DIVISION  
DISTRICT OF SAANICH

2310.20 SVAP

From: [REDACTED]  
To: <clerksec@saanich.ca>  
Date: 6/1/2014 9:56 PM  
Subject: [SPAM] SHEL BOURNE VALLEY ACTION PLAN

Council  
Administrator  
Media

TO MAYOR AND COUNCILLORS,

WE ENCOURAGE MAYOR AND COUNCILLORS TO PROCEED WITH THIS PLAN AS SOON AS POSSIBLE. OUR CONCERN IS WITH SHELBOURNE BETWEEN CEDAR HILL X ROAD AND NORTH DAIRY SINCE THAT IS OUR PART OF THE COMMUNITY. IT IS VERY SHABBY AND IN NEED OF SOME IMMEDIATE TLC. THE BOULEVARDS ARE CUT ONLY ONCE A YEAR BY SAANICH BECAUSE OF BUDGET RESTRAINTS - PERHAPS THE OWNERS NEED TO BE ADVISED IT IS THEIR RESPONSIBILITY. THE SIDEWALKS ARE SO OVERGROWN THAT IS IS DIFFICULT TO WALK THIS AREA ALSO IT IS INCREDIBLY DANGEROUS FOR BOTH CAR DRIVERS AND BIKE RIDERS TO DRIVE SHELBOURNE WITHOUT BIKE LANES - IT IS AN ACCIDENT WAITING TO HAPPEN.

PLEASE CONSIDER THIS PLAN AND IMPLEMENT IT AS SOON AS POSSIBLE - IT WOULD BE A WONDERFUL USE OF OUR TAX DOLLARS.

THANK-YOU

MARY PUCKETT  
[REDACTED] ALDRIDGE ST.

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JUN 02 2014

LEGISLATIVE DIVISION  
DISTRICT OF SAANICH

ClerkSec - Fwd: Re: Bike lanes in the Shelbourne Valley

From: Donna Dupas  
To: ClerkSec  
Date: 6/2/2014 9:27 AM  
Subject: Fwd: Re: Bike lanes in the Shelbourne Valley

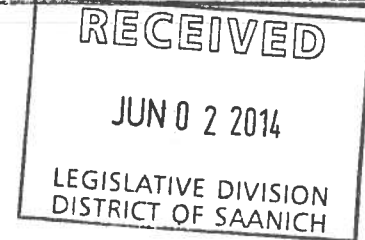
2014 50

POST TO	General	POSTED	06.02
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REPORT	<input type="checkbox"/>		
FOR			
ACKNOWLEDGED			

>>> Harold Stanley 6/2/2014 8:51 AM >>>

>>> Lynn Bissell <[redacted]@saanich.ca> 6/31/2014 9:48 PM >>>

Thank you for your response Harold Stanley,  
 Just for clarification I was suggesting a grass verger buffer zone for a asphalt biking/ walking path in the more rural areas of the municipality. Your plans for Shelbourne sound appropriate for this busy street which I currently do not cycle on & prefer Richmond, Foul Bay or Cedar Hill.  
 Thanks for your efforts to make biking more accessible to everyone and reduce the use of a car thus lowering CO2 emissions.  
 Cheers,  
 Lynn Bissell



Sent from my iPad

On May 30, 2014, at 4:17 PM, "Harold Stanley" <Harold.Stanley@saanich.ca> wrote:

Dear Ms. Bissell

Thank you for your e-mail of May 15 in support of the Shelbourne Valley Action Plan. I apologize for not responding to your questions earlier regarding cycle tracks and bike lanes.

As stated in Section 8 of the Plan, where possible a .5 m utility strip or buffer will be implemented between the cycle track (separated from traffic and above the curb) and the roadway. Having cyclists close to the curb with a small buffer makes them more visible to motorists, an important safety consideration given the number of driveways along Shelbourne St. This buffer width will be implemented for both the interim and ultimate cross sections on Shelbourne St., although the buffer could expand to 2.0 m for the ultimate cross section and the cycle track moved further from the roadway to make room for bus stops.

While the interim cross section proposes no separation between the cycle tracks and sidewalks, a 2.0 m separation is proposed for the ultimate cross section on Shelbourne St. The Plan proposes a clear demarcation or separation between the cycle tracks and sidewalks. I've attached a photo illustrating what a cycle track beside a sidewalk looks like with inlaid bricks, paint and bollards separating them.

For both the interim and ultimate cross sections detailed design work will need to be done to meet the different right of way widths which can vary from property to property along Shelbourne Street.

The right of way along McKenzie Ave. between Shelbourne St. and Cedar Hill Rd. is very narrow, extending only to the edge of the sidewalk on the north side of the avenue. Extra right of way to build bike lanes along this stretch of McKenzie Ave. will have to wait until redevelopment occurs on either side of McKenzie or until McKenzie Ave. is resurfaced, in which case the curbs might be moved south and the lanes narrowed to permit space for bike lanes.

The good news is that McKenzie Ave. will soon be reduced to 3 lanes east of Shelbourne St. to allow for the implementation of bike lanes on either side going to Gordon Head Rd. and the University.

I hope this answers your questions. Saanich Planning and Engineering are well aware of the concerns you've expressed and with passage of the Shelbourne Valley Action Plan we'll get to work facilitating safe and convenient cycling infrastructure in the Shelbourne Valley.

If you have any more questions or concerns please don't hesitate to contact me.

Regards

Harold Stanley  
Community Planner  
District of Saanich  
Ph: (250) 475-5494 ext. 3410  
Fax: (250) 475-5430  
e-mail: [stanleyh@saanich.ca](mailto:stanleyh@saanich.ca)

<Complete-Streets-1.jpg>

2310-20 BVMP.

**From:** "Ken & Di" [redacted]  
**To:** <clerksec@saanich.ca>  
**Date:** 6/2/2014 2:51 PM  
**Subject:** Shelbourne Valley Action Plan

POST TO	Gen.	POSTED	2014 04-06 SO.
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ACKNOWLEDGED	b.m.		

Please provide the following input to council on the proposed plan.

Shelbourne is the main- actually the only- transportation corridor to downtown for the vast majority of the residents of Gordon Head. It is essential that automobile usage of the street not be impeded by whatever plan may be being considered. Hundreds and hundreds of families- literally thousands of people- rely on Shelbourne to provide access for their automobiles to get them to downtown, Beacon Hill Park, James Bay, etc. etc. Any plan for Shelbourne must protect, and if possible enhance, the use of that street by automobiles. It is simply not feasible for the huge demand for automobile usage that Shelbourne now provides to be met by public transit or bicycles or whatever.



Each resident of Gordon Head purchased their residence on the basis that they would have a safe and secure route to downtown with their cars- and the prices they paid for their properties reflected the value of having that route. It would be manifestly unfair to take that away from them. Similarly, each resident who purchased a residence on or near Shelbourne paid a proportionally lower price for their property to reflect its proximity to a major transportation corridor. While it might be nice for those folks to reap a financial gain by changing the nature of Shelbourne into something other than a transportation corridor, it would give them an unwarranted bonanza at the expense of the thousands of people living around them.

To impede the flow of traffic on Shelbourne even a bit would diminish the quality of life of the thousands of people to whom Shelbourne is an essential transportation corridor. It could very well also adversely affect property values for hundreds and hundreds of families whose properties would be less desirable given that there would then be no quick secure route to downtown. Any plan for Shelbourne must recognize its importance as a transportation corridor for thousands of Saanich residents and must ensure that automobile transportation on that route is not impeded in the slightest and is in fact expedited to the greatest extent possible.

Thank you for your consideration.

2310-20 SVAP.

Council  
Administrator  
Media

**From:** TERRY WENDORF <[REDACTED]>  
**To:** <clerksec@saanich.ca>  
**Date:** 6/2/2014 4:38 PM  
**Subject:** Shelbourne Valley considerations

After speaking to the planning department, I would like to place a vote as a Shelbourne/North Dairy Resident, to keep the 4 lanes going on Shelbourne as it is a very busy road. I would also like to see the established tall trees remain along Shelbourne if possible. I support the purchase of houses (many looking very distressed) and turned into condos or townhouses (hopefully made attractive). I also support the installation of bike pathways that are created off the main road to reduce conflicts between bikes and cars.

I would appreciate you forwarding these thoughts along to the committee.  
Sincerely

Terry Wendorf  
[REDACTED] North Dairy Rd.

POST TO	Gen.	POSTED	2014 06 03 50
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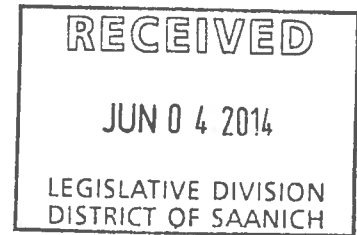
LEGISLATIVE DIVISION  
DISTRICT OF SAANICH

2310.20 SVA

**From:** Rob Bernhardt <[REDACTED]>  
**To:** <clerksec@saanich.ca>  
**Date:** 6/3/2014 8:50 PM  
**Subject:** Shelbourne Valley Action Plan  
**Attachments:** Letter to Saanich Council.docx

Dear Saanich staff,  
Please find attached a letter for council in relation to the Shelbourne Valley Action Plan which is on the agenda for their June 9th Committee of the Whole meeting.  
Thanks for looking after the distribution to council members.  
Best regards,

Rob Bernhardt  
[REDACTED] Oak Crest Dr.  
Saanich



June 3, 2014

Council  
Administrator  
Media SH

To: Mayor Frank Leonard and District of Saanich Council  
770 Vernon Ave.  
Victoria, BC V8X 2W7

Dear Mayor Leonard & District of Saanich Council members,  
Re: Shelbourne Valley Action Plan

I am writing as a resident of the plan area to express my support for the Shelbourne Valley Action Plan.

The plan, when implemented, will greatly enhance the quality of life within the valley and contribute to a more sustainable future. District planning staff should be congratulated for their work in developing the plan. Recognition of the need to include Chapter 8 – Taking Action & Tracking Progress is particularly heartening. I have heard positive comments on the plan from a number of groups involved in the process and was particularly encouraged by the supportive comments made by the Greater Victoria Cycling Coalition.

It is often difficult to envisage the future articulated in the plan, but once residents have a taste of a well planned, livable community incorporating the values outlined in the plan there will be a demand for more. With luck, future plans will be able to build on the success of the Shelbourne Valley in advancing planning agendas in other local areas.

I wish the District well in the implementation of the plan.

Yours truly,



Rob Bernhardt  
Oak Crest Dr.  
Saanich, BC 7



2310 20 SRAP  
 ClerkSec - Shelbourne Valley Plan

Council  
 Administrator  
 Media SM

6/5/14

**From:** Tom and Jean Newton <[REDACTED]>  
**To:** ClerkSec <ClerkSec@saanich.ca>, Mayor and Council <council@saanich.ca>  
**Date:** 6/4/2014 11:36 PM  
**Subject:** Shelbourne Valley Plan

RECEIVED

JUN 05 2014

LEGISLATIVE DIVISION  
 DISTRICT OF SAANICH

June 4, 2014

Dear Mayor Leonard and members of Saanich Council:

I am writing in support of implementation of the Interim Plan for Shelbourne Street that will be presented by Saanich planners at the Council meeting on June 9, 2014. I have been a member of the Shelbourne Valley Stakeholders Committee for the past four years, and I have lived in the Shelbourne Valley for 21 years. My involvement as a Stakeholder included attending meetings with Saanich planners, consulting with Shelbourne Valley residents who live at Highgate Lodge, Dawson Heights and Luther Court, consulting with parents at Doncaster School, leading or co-leading four neighbourhood walks in the Shelbourne Valley, co-leading Jane's Walks in 2011 and 2012 with my partner Tom, participating in several Stakeholder initiated events, and spending a number of days at the Saanich archives researching the history (1860 to the present) of the Shelbourne Valley. My main mode of transportation to all destinations within the Valley is walking, which I do at all times of day and evening in all seasons on a daily basis. I also drive my car on Shelbourne, Cedar Hill Road, Cedar Hill X-Road and Richmond Road multiple times each week. I would like to ride my bike, but it is too dangerous to do so on the major streets in the Valley. I retired from a career as a social worker four years ago. I mention my previous occupation because my experience working as a therapist at the Urgent Mental Health Clinic informs my concern about the quality of life for the thousands of people who live directly on Shelbourne Street and on adjacent streets located within several hundred meters of Shelbourne.

### Housing and Sidewalks on Shelbourne

Shelbourne Street is a residential neighbourhood for thousands of Saanich citizens. For a description of the population demographic in the Valley, see pages 21-22 of the Shelbourne Valley Action Plan. *To motorists who regard the street as a traffic corridor, and to those people who don't live on Shelbourne but come here to shop, bank or buy gas, the people who live in the Valley are invisible.* The following are some facts about housing on Shelbourne:

- Between North Dairy and Pear Street, there are approximately 63 houses including 12 side by sides and several houses that face adjacent streets but side on Shelbourne. There are no apartment or condo complexes built directly on this segment of Shelbourne, and there are only two small condo complexes on North Dairy and Wordsworth that are within 200-300 meters of Shelbourne. Although many homes in this area are in poor repair, some are well maintained. Many are rental properties, which are often overlooked as disposable housing awaiting redevelopment. This is not usually the perspective of those who are renters, for whom the property they rent is their home. This segment of Shelbourne has the worst sidewalks on the entire street, and it is sensible to begin sidewalk and cycling improvements in this area at the soonest date possible. Anyone

who gets out of their car and walks along this part of Shelbourne Street can not deny the abominable state of the sidewalks. Poor infrastructure is a major factor contributing to the overall poor appearance of this part of the street.

- Between Pear Street and McKenzie Avenue, there are 13 apartment/condo complexes, ranging from small, such as the building at 3861 Shelbourne, to huge, such as Hybury House Apartments at 3868 Shelbourne and the condo complex at 3921-3931 Shelbourne. Within 300 meters on this segment of Shelbourne there are an additional 22 apartments/condos including three seniors' residences (Highgate, Luther Court, and Dawson Heights). In total, thousands of people live along this segment of the Shelbourne Valley. For these people, many of them elderly, the view of the street they see from the windows of their homes is not the view the passing motorist sees. People who live on Shelbourne cope with noise, breathe exhaust fumes and face health risks associated with living near heavy motor traffic. Infrastructure that creates distance between housing and motor traffic improves the health of those who live on busy streets. Trees planted between the street and housing help create a barrier that provides privacy and a better viewscape. Trees need to be planted, and sidewalks need to be constructed, to make this neighbourhood more attractive. Initially the Shelbourne Valley Plan was referred to as the Shelbourne Corridor Plan. The name was changed at the insistence of stakeholders who live in the Valley. Who wants their home neighbourhood to be a "traffic corridor?"
- Between McKenzie Avenue and Arbordale, there are six apartment/condo complexes on Shelbourne Street including three seniors' residences: the Kensington, Cumberland, and Berwick House. On side streets within 200-300 meters of Shelbourne, there are an additional six apartment/condo complexes. The Boulevard, currently being constructed between Shelbourne and Cedar Hill Road, is a very large complex, as is Oakdale Estate and the complex at 1631-1641 McKenzie. Along the McKenzie to Arbordale segment of Shelbourne, there are also approximately 65 single family homes, including a few side by sides. The condition of the single family homes in the area between Blair and Arbordale varies considerably, as does lot size. Some single family homes on this part of Shelbourne, though newer and larger than the single family homes on Shelbourne near North Dairy, are showing the degradation typical of homes located along busy streets. Improved infrastructure is a lower priority here but is necessary after the higher priority area at the south end of the Valley is completed.

In sum there are more than 128 single family homes and 19 apartment/condo complexes with Shelbourne Street addresses located between North Dairy and Arbordale. On side streets, just 50 to 300 meters from Shelbourne, there are an additional 30 apartment/condo complexes. The Valley is home to six seniors' residences, and though most the people who live in these residences no longer drive, to date no improvements have been made to the sidewalks they must navigate to get to shopping and services.

Walking along the sidewalks in the Valley feels dangerous to people of all ages. In many places, traffic (especially large trucks and buses), zoom by less than one meter from a person walking on the sidewalk. Regardless of when future housing and businesses are constructed in the Shelbourne Valley, the sidewalk/crosswalk/landscaping infrastructure on Shelbourne Street needs to be rebuilt now.

### Bike Lanes on Shelbourne

I support the proposals in the Interim Plan for construction of cycle routes on Shelbourne Street and Cedar Hill Road.

### Traffic Calming on Shelbourne

I support removing bus bays on Shelbourne Street and the utilization of the inside lanes of Shelbourne for buses only. I also support decreased speed limits and the creation of Senior Zones near seniors' residences on Shelbourne Street and Cedar Hill X-Road. From my observations, and after consultation with seniors who reside at Highgate, Luther Court and Dawson Heights, I believe that a speed limit of 30 kmh on Cedar Hill X-Road between Cedar Hill Road and Richmond Road would provide greater safety for the many seniors who reside on this street. Sidewalks need to be made wide enough to accommodate scooters, wheelchairs and two people walking side by side. Sidewalks need to be free of tree roots, pavement should be even, and there needs to be a barrier from traffic on all routes regularly used by senior pedestrians.

Shelbourne Street is not a typical "busy street." Between North Dairy and Arbordale, there are approximately 177 driveways, including those that are entrances to shopping plazas, small businesses, and residential housing. Motorists who are turning in or pulling out of these driveways focus on breaks in traffic, not on the cyclist or pedestrian who is directly in front of them. The number of driveways makes walking or cycling risky and unpleasant. No one takes a leisurely stroll along Shelbourne. Any measures that calm traffic will be welcomed by the thousands of people who live on Shelbourne.

The Shelbourne Valley Plan should not rely on the initiative of developers to achieve improvements to infrastructure that are needed immediately. While budget constraints may dictate that everything needed can't be done at once, sidewalk and cycling infrastructure, the planting of trees and the calming of traffic are priorities that can not wait.

The Shelbourne Valley has great potential to be a model community, and the time to begin to realize that potential is now. In addition to making the Shelbourne Valley more livable, infrastructure improvements are essential to give people who live in the Valley (and those who travel through it) the option to get out of their cars and travel by foot, bike or on transit. No one denies that climate change is a reality, and everyone agrees that people who get more exercise are healthier than those who are sedentary. If we want children to walk or bike to school, if we want seniors to live independently for as long as possible, and if we are sincere about lowering greenhouse gas emissions, the Shelbourne Valley needs to become less car-centric. As for future development, a more attractive Shelbourne Street with good infrastructure will be more attractive to developers. The south end of the Shelbourne Valley is within walking distance of Royal Jubilee Hospital and would be a convenient place for medical clinics and medical service businesses to locate. Students, staff and faculty at Camosun College and UVIC should be consulted to find out what services they would like to see constructed in the Shelbourne Valley. A thirty year plan dependent on developers is not an "action plan." A plan with two, three, five and ten year timelines is a plan that people can get excited about and that can be actualized.

Sincerely,  
Jean Newton

Shorncliffe Road,

832

2310.20 SVAP

**ClerkSec - Shelbourne Valley Action Plan Comments**

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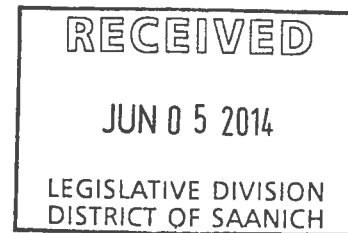
**From:** "Lee Thiessen" <[REDACTED]>  
**To:** "ClerkSec" <ClerkSec@saanich.ca>  
**Date:** 6/4/2014 4:21 PM  
**Subject:** Shelbourne Valley Action Plan Comments  
**Attachments:** SVAP Final.docx

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Hello,

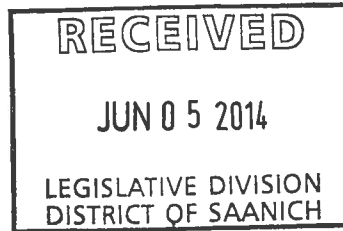
Attached is a submission regarding the Shelbourne Valley Action Plan. Could you please ensure that the Mayor, councillors and relevant staff receive copies.

Thanks,  
Lee Thiessen  
[REDACTED]



May 4, 2014

To Saanich Mayor and Councillors:



Council  
Administrator  
Media SH  
5/6/14

### Shelbourne Valley Action Plan

The proposed Shelbourne Valley Action Plan summarizes a good vision for a more livable urban space. It also appears to reflect the aspirations of Valley residents. However, this vision is highly unlikely to be achieved in any significant way over the next 30 years. The Plan has two major shortcomings. First, the Plan is a let-down when it comes to identifying the necessarily ambitious actions that are needed to achieve this vision. Second, it also fails to inspire any confidence that implementation of even obvious and uncontroversial actions, which will only start to change the current deplorable state of Shelbourne and other valley streets, will be accomplished in any reasonable time frame.

#### **Lack of Ambition in Identified Policies**

The problem of lack of ambition in actions is directly related to a planning acceptance that the Shelbourne Valley will continue to be dominated by car traffic. One has simply to walk streets, such as Shelbourne, which are overwhelmed by cars to know that no such street, even with better street amenities, will ever be a vibrant Great Street. There is abundant literature on this topic in urban planning of which your staff will be aware.

Directly related to this, the Plan most likely overestimates the growth in car traffic, which inhibits thinking about policy alternatives. After indicating current vehicle loads on Shelbourne, the Plan says: "**Based on historical trends**, these volumes are expected to increase at an estimated 0.5% per year to 2038" (p. 69, my emphasis). However, projected annual population increase through 2036 for the Capital Region is only 0.8% (BC Stats Sub-Provincial Population Projections). This projected growth rate is actually lower than the actual growth rate from 1990 to 2013. Further, the projected population increase is likely to be proportionally much lower in Gordon Head, the Shelbourne Valley and other neighbourhoods that generate most of the Shelbourne Valley car trips compared to other areas of the Capital Region (such as

the downtown and the western communities) where housing demand and supply are much greater. Basing a projected car traffic increase mechanically on historical trends then is most likely to result in a large over-estimate that has big planning consequences.

The assumption of the relentless 0.5% annual car traffic increase is also arithmetically inconsistent with the mode shares Saanich is targeting for pedestrian, bike, bus and car trips (12%, 5%, 8%, 75% by 2020 respectively from 7.4%, 2.9%, 5.3%, 84.4% currently). You simply cannot come close to these targets, including the 2020 reduction to 75% in car mode share, by assuming the given 0.5% annual car traffic increase unless one posits population increases much in excess of BC Stats projections, combined with other unrealistic assumptions. So either the Plan's car traffic assumptions or its mode shift targets are faulty.

Another reason why the car traffic increase assumption is likely to be dramatically wrong is that existing transportation patterns are changing across North America. In the United States, per capita vehicle miles travelled has declined by 8% since 2005. (See <http://pics.createsend1.com/t/ViewEmail/j/51084B772DB11F87/D2D4A6E20DCBEA96C67FD2F38AC4859C>.) There's also evidence that in BC vehicle kilometers travelled has also declined in recent years. (See <http://www.vancouver.sun.com/business/2035/carbon+driving+down+emissions/8473417/story.html> and the study referenced within). In addition to the various external reasons why car travel will most unlikely trend up unrelentingly over the decades is another critical consideration that is under our control. Municipalities can help to shape transportation demand. The City of Vancouver has been very successful in decreasing the absolute numbers of car trips in that city. The proposed Shelbourne Plan takes a few steps in this direction by indicating actions to improve pedestrian, bike and bus access and travel experience, but not enough and virtually nothing is proposed directly for car traffic itself. If it's possible to encourage mode shift into walking, biking and bussing, it is also possible to do more to explicitly encourage a mode shift away from vehicles. The majority of greenhouse gas emissions in Saanich result from motor vehicles and Saanich has adopted an aggressive reduction target for these emissions. To be credible you must, at minimum, take action to reduce this source of

emissions, acknowledging that the Province and Federal governments also have large roles to play. Transportation demand measures such as speed reductions, road bends and lane reductions were dismissed out of hand in the planning process, and others such as side-parking on Shelbourne Street are effectively condemned by being given low priority. The proposed Plan simply undercuts its own vision and targets by lack of ambition and faulty planning assumptions in regard to management of car traffic

### **Lack of Commitment to Obvious Short-Term Actions**

The second systemic problem with the proposed Plan is that it turns defeatist in describing the implementation of even its modest array of policy proposals. For example, although Cedar Hill Road is designated as a bikeway to get cycle tracks or bike lanes throughout its length, this is targeted for only “within 30 years” (p. 109). Even the short-term actions identified as high priorities will be implemented only over “a significant time period” (p. 112). More disturbingly, priorities are described as changing depending on whether resources are available or not (p.110) as opposed to their acting as guides to resource allocation regardless of resourcing levels.

Part of the problem for the failure of confidence that even the modest set of identified high priority actions will be implemented in our life time is that many key players and external influences on the Shelbourne Valley have been treated as black boxes. Where were BC Transit, the City of Victoria and Camosun College in the planning process? In particular, why was the University of Victoria not actively involved in the Stakeholders process given that it is the biggest driver of change (housing, transportation, commerce) in the Shelbourne Valley? Again, why is car traffic viewed as an autonomous given when progressive local governments around the world are taking steps to tame car culture? Why is Cedar Hill Road only considered mainly in terms of bikes, not pedestrians when there are two schools and a Recreation Centre in the Valley? Why is the reprehensible lack of decent sidewalks on Richmond Road not even mentioned? Is passively waiting for the developers to acquire property and begin redevelopment really the only opportunity Saanich has to take on actions? And isn't the

patchwork nature of this redevelopment at odds with the mainly linear infrastructure that is needed in the Shelbourne Valley?

## **Responsibilities and Suggested Next Steps**

The proposed Plan does not present any choices for elected officials to make. You are given only one choice: to accept or reject the Plan without the opportunity to examine other viable alternatives. Choice is critical for the Shelbourne Valley Action Plan, which is complex, expensive and will have far-reaching consequences for Valley residents and beyond. Politicians, city planners and residents need to work together in confidence that planning targets and street visions are for more than just show.

Two things are needed for the proposed Plan: 1) a re-evaluation of the non-credible car traffic and mode shift planning assumptions and formulation of more ambitious alternative policy options and strategies that arise from this; and 2) an immediate implementation of the identified mobility short-term actions to start to address the dangerous and unpleasant conditions for the residents and users of the streets and sidewalks throughout the Shelbourne Valley.

Yours sincerely,

Lee Thiessen

 Louise Place



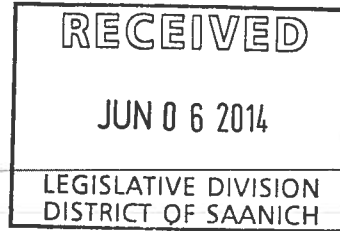
CIW June 9/14

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Council Administrator Media SH

ClerkSec - Shelbourne Valley Action Plan Submission

From: Brodie Porter [redacted]
To: "clerksec@saanich.ca" <clerksec@saanich.ca>
Date: 6/5/2014 4:29 PM
Subject: Shelbourne Valley Action Plan Submission



Dear Mayor and Councillors, District of Sannich

I want to thank Council for devoting resources towards the development of the proposed Shelbourne Valley Action Plan and undertaking an excellent process in the development of the Plan.

I generally support the proposed Plan but have one issue that I would like to raise. The Shelbourne Valley was used predominantly for farming prior to current development . If such historical use existed today it might very well have been plaved within the ALR. I suggest there is still agricultural value within the Valley, mitigated by compatibility with existing or future urban land use, that is not recognized within the proposed Plan.

I reviewed the proposed Plan for agriculture policies and could only find a policy promoting nut and fruit bearing trees(policy 4.3.6, page 31) and a policy that supported community gardens and reference to the Saanich Community Gardens Policy (page 47, policy 5.6.11). The Action Plan is an excellent opportunity to develop and expand upon urban based agricultural policy beyond this single community garden policy for the following reasons:

- a. Historical evidence suggests there are excellent agriculture values within the Valley.
b. Both climate change mitigation and adaption together with food security initiatives dictate that now is the time to advance on local urban based agriculture policies and initiatives and this Plan is an excellent opportunity to take such actions. Retention of soil values, propagation of oxygen enriching vegetation, and local food production will all enhance local food security as well as minimize carbon emissions.
c. The range of land uses presented in this Plan presents an excellent opportunity to identify adaptive agricultural initiatives that could be associated with each land use. Saanich could be a leading authority on urban based agriculture.
d. The Plan policies that support Senior's housing and the current demographics of the Plan area that indicate a high percentage of retired or soon to be retired baby boomers suggests there is a potentially significant cohort that would be available and may be interested in participating in some levels of low intensity agriculture. This is not to suggest that younger segments of the population might not also be interested in urban agriculture.
e. Urban based agriculture strengthens the development of local community.

I realize that there is nothing preventing the development of gardens etc. within the Plan area but the purpose of a Plan is to guide, encourage and direct future development . Now is an opportunity to guide, encourage and direct agriculture within the fertile Shelbourne Valley. Encouraging front yard gardens, use of city boulevards for gardens, and private lend/lease arrangements between property owners and persons who wish to develop a garden plot would be examples of such policies. Local

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restaurants might want to develop a local food source of specific types of food. Council will be considering a temporary use permit for a community kitchen within the Shelbourne Valley in the near future that proposes to include a local garden. The green roof technology used in the new Vancouver Credit Union building provides opportunity for agriculture products. If we think such initiatives are of community value then we should use the Plan to support such initiatives.

I do not want to see the Plan held up so I would suggest that these agricultural initiatives be considered as a priority amendment to the Plan. Perhaps inclusion of a simple statement that recognizes the historical agricultural values of the Valley and the need to develop policies for urban based agriculture as a priority in the future would be sufficient.

I thank you for your consideration of this letter and I suspect the local deer will thank you if you support this request, but that is a discussion for another day.

Yours truly

Brodie Porter  
[REDACTED] Donnelly Ave.

**ClerkSec - Fwd: Re: Shelbourne Valley Action Plan**

**From:** Harold Stanley  
**To:** Dupas, Donna  
**Date:** 6/6/2014 9:53 AM  
**Subject:** Fwd: Re: Shelbourne Valley Action Plan

FYI

>>> "Paul McKivett" <[REDACTED]> 6/5/2014 3:52 PM >>>

Hi Harold, yes I believe Don and I will both have comments from the GHRA perspective. Am working on mine now and will hopefully get them in prior to Monday afternoon.

There will also be a couple of the individuals, Alistair and Barb T from our group that may well be making more personal comments.

Cheers,

Paul

**From:** Harold Stanley  
**Sent:** Thursday, June 05, 2014 3:30 PM  
**To:** Don Gunn  
**Subject:** Shelbourne Valley Action Plan

Hi Don

Just following up on the phone message I left you today. As mentioned I'm following up with stakeholders regarding providing feedback to Saanich Council on the Shelbourne Valley Action Plan.

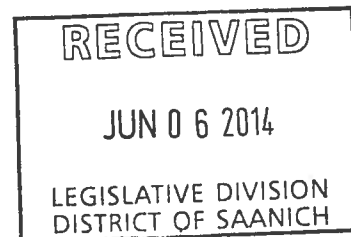
Council, as mentioned in my previous e-mails, will be considering the Action Plan this coming Monday, June 9 at 7:30 p.m. here at the Municipal Hall. I believe you told me that the GHRA will be sending a letter or e-mail to Council regarding the Association's position regarding the Plan. If so that would be great. You can e-mail your comments to the Municipal Clerk at [clerksec@saanich.ca](mailto:clerksec@saanich.ca) by 4 p.m. Monday. You and other members of the GHRA can also attend the meeting and make a presentation to Council in person. Presentations are limited to 5 minutes and there's no need to preregister with the Municipal Clerk.

Let me know if you have any questions regarding the Plan and Monday's meeting.

Thanks as always for your valuable input and support.

Regards

Harold Stanley  
 Community Planner  
 District of Saanich  
 Ph: (250) 475-5494 ext. 3410  
 Fax: (250) 475-5430  
 e-mail: stanleyh@saanich.ca



**ClerkSec - Fwd: RE: Shelbourne Valley Action Plan**

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**From:** Harold Stanley  
**To:** Dupas, Donna  
**Date:** 6/6/2014 9:48 AM  
**Subject:** Fwd: RE: Shelbourne Valley Action Plan

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FYI

&gt;&gt;&gt; "John Schmuck" &lt;[REDACTED]&gt; 6/6/2014 9:23 AM &gt;&gt;&gt;

Hi Harold – I plan to attend and to speak. My comments will be to have sidewalk and cycling improvements implemented quickly. Also to get commitment for alternate cycling path along the Bowker Creek right of way. This has been a long process and it will be good to get some closure and positive results for the community.

John

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**From:** Harold Stanley [[Harold.Stanley@saanich.ca](mailto:Harold.Stanley@saanich.ca)]  
**Sent:** Thursday, June 05, 2014 4:26 PM  
**To:** John Schmuck  
**Subject:** Shelbourne Valley Action Plan

Hi John

Council, as mentioned in my previous e-mails, will be considering the Shelbourne Valley Action Plan this coming Monday, June 9 at 7:30 p.m. here at the Municipal Hall. We encourage you to provide feedback to Council regarding any comments or impressions you, and/or the Quadra Cedar Hill Community Association, may have about the Plan.

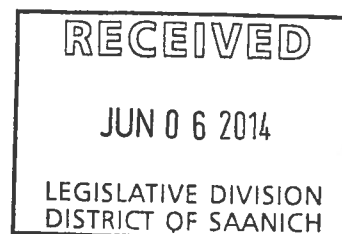
You can e-mail your comments on the Plan to the Municipal Clerk at [clerksec@saanich.ca](mailto:clerksec@saanich.ca) by 4 p.m. Monday. I understand you will be attending the meeting, which is great, in which case you may want to make a presentation to Council in person. Presentations are limited to 5 minutes and there's no need to preregister with the Municipal Clerk.

Let me know if you have any questions regarding the Plan and Monday's meeting.

Thanks as always for your valuable input and support.

Regards

Harold Stanley  
Community Planner  
District of Saanich  
Ph: [\(250\) 475-5494](tel:(250)475-5494) ext. 3410  
Fax: [\(250\) 475-5430](tel:(250)475-5430)  
e-mail:



2310-20 SVAP

**ClerkSec - Fwd: Re: Shelbourne Valley Action Plan**

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**From:** Harold Stanley  
**To:** Dupas, Donna  
**Date:** 6/6/2014 9:35 AM  
**Subject:** Fwd: Re: Shelbourne Valley Action Plan

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FYI

>>> Alastair Wade <[REDACTED]> 6/5/2014 5:20 PM >>>  
Hi Harold

Thank you for keeping us up to and well informed on everything concerning the Action Plan. You are correct that GHRA will be submitting a letter in support of the plan. I believe our President, Paul McKivett, will also speak at the meeting. Don Gunn will also attend with him. Unfortunately I will be out of town for this meeting but I plan to attend the public hearing later in June.

You can count on my continued support for the plan. You have done an excellent job bringing together many competing interests and needs of our various neighbourhoods.

I look forward to seeing the overall plan endorsed by Council although there are bound to be some folks fighting for their particular tree while forgetting that we all live together in the forest called Saanich. I have enjoyed our discussions and especially the opportunity to participate and learn throughout the process.

Cheers from Alastair

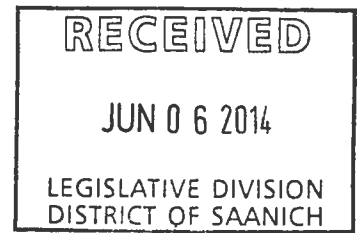
Harold Stanley <Harold.Stanley@saanich.ca> wrote:

Hi Alistair

Just following up on the phone message I left you today. As mentioned I'm contacting stakeholders regarding providing feedback to Saanich Council on the Shelbourne Valley Action Plan.

Council, as mentioned in my previous e-mails, will be considering the Action Plan this coming Monday, June 9 at 7:30 p.m. here at the Municipal Hall. I believe the GHRA will be sending a letter or e-mail to Council regarding the Association's position regarding the Plan. If so that would be great. You can e-mail your comments to the Municipal Clerk at clerksec@saanich.ca by 4 p.m. Monday. You and other members of the GHRA can also attend the meeting and make a presentation to Council in person. Presentations are limited to 5 minutes and there's no need to preregister with the Municipal Clerk.

Let me know if you have any questions regarding the Plan and Monday's meeting.



Thanks as always for your valuable input and support.

Regards

Harold Stanley  
Community Planner  
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( tel:2504755494) ext. 3410  
Fax: (250) 475-5430  
( tel:2504755430)  
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