APPROVED TERMS OF REFERENCE
SHELBOURNE CORRIDOR ACTION PLAN (AUG 10.09)

1.   INTRODUCTION

The policies and underlying principles of the Sustainable Saanich Official Community Plan (July 2008) support the development and enhancement of the major, neighbourhood, and village center concepts.   The Shelbourne Local Area Plan (January 1998) previously recognized the need to undertake further study of this issue as it applied to existing centers along Shelbourne Street.   Historically Shelbourne Street was one of the transportation routes to the agricultural community of Gordon Head. Commercial nodes developed over time to serve the post war residential housing booms. In 1967 the Shelbourne Center Plan provided direction to support intensification of multi-family development in the Corridor.

Today there are concerns about a wide range of land use and transportation issues including: climate change; healthy communities; environmental protection and enhancement; economic sustainability; seniors' mobility, and; the desire for more walkable communities. The 2009 Saanich Strategic Plan provides the direction to undertake further study and review of the Shelbourne Corridor.

2.   PURPOSE

The purpose of the Shelbourne Corridor Action Plan is to create a comprehensive long term, 20 to 30 year, vision and plan for the Corridor.   It will focus on the link between land use, density, mobility, and the creation of a more balanced transportation system that includes cycling, walking, greenways, public transit, as well as maintaining vehicle movements.

The Shelbourne Local Area Plan (1998), Policy 6.9, provides further direction:

> "Undertake an Action Plan for the Shelbourne Street corridor, between McKenzie Avenue and North Dairy Road, including Cedar Hill Cross Road between Cedar Hill Road and St. Aidan's Street, which considers future land use, the pedestrian environment, streetscape, cycling facilities, and its role as a primary north-south transportation route."

The Plan will include a policy framework and implementation strategy guided by the policies and underlying principles of the Sustainable Saanich Official Community Plan.

3.   PLANNING CONTEXT

The Shelbourne Street Corridor provides access to the communities of Gordon Head and Shelbourne, which have a combined population of 32,700 (30% of Saanich's population), as well as the University of Victoria and Camosun College, with combined student and staff populations of over 32,000. Other destinations within and adjacent to the Corridor include Mt. Tolmie Hospital, Mount Douglas Park, four commercial shopping areas, as well as public and private schools. These attributes and destinations, along with access to transit, make the Corridor a desirable place to live.

Single family dwellings, low rise apartment buildings, parks, and schools, dominate land use in the Corridor. Centres of mixed use development, consisting of multi family residential, commercial, and institutional uses, occur at major intersections within the Corridor and spread out into adjoining neighbourhoods.

The majority of the Corridor is zoned for single family dwellings. The number of households in Saanich, however, is increasing faster than the overall population as the average household size decreases and people look for housing options other than single family dwellings. Opportunities exist within the Corridor to provide a range of new housing through the redevelopment of underutilized commercial and multi-family housing sites and infilling within established neighbourhoods.

Transportation planning in the Corridor has historically focused on designing roadways for motorized vehicles. The development of walking and biking infrastructure, on the other hand, has been piecemeal and uncoordinated. Bike lanes and sidewalks are limited or non existent on most roadways. Greenways occur along open portions of Bowker Creek as well as designated roadways extending into the Corridor from adjacent neighbourhoods but are not, as yet, coordinated into linear routes connecting parks and other destinations within the Corridor and Saanich.

Seniors' housing is a significant feature within the Corridor. Of the Corridor's 11,902 residents, 24% are seniors (compared to 18% for Saanich as a whole). Improvements to the existing mobility infrastructure, as advocated by the World Health Organization's Age Friendly Cities Project which Saanich participated in, are required to make the Corridor more accessible for seniors' and the disabled.

The Corridor has several significant environmental features such as Mt. Tolmie Park, Bowker Creek, and Garry oak meadows, all of which are important components of the Corridor's natural environment.

4.   OBJECTIVES

The Shelbourne Corridor Action Plan will build on the policies and principals of the Sustainable Saanich Official Community Plan. The intent will be to define a vision of the Corridor, with a planning horizon of 20 to 30 years, while balancing sometimes competing objectives. They include the need to:

1. Develop and coordinate the links between land use, increases in density, and a balanced transportation system;

2. Encourage the integration of multi family residential, commercial, and public land uses within the Corridor's existing centres;

3   Develop strong and vibrant neighbourhoods by preserving and enhancing those attributes that define the character of the Corridor's adjacent neighbourhoods

4   Integrate seniors' needs into the Corridor community by recognizing the need for good access to public transit and basic support services,

5. Ensure adequate green space including play areas, meeting places, tree cover, natural areas, parks, greenways and trail systems;

6. Create a balanced, convenient, accessible, and efficient transportation network that integrates land use and mobility for all travel modes;

7. Reduce greenhouse emissions by enhancing opportunities for cycling, walking, and transit, as alternatives to private vehicle use;

8. Foster sustainable and pedestrian friendly streetscapes and neighbourhoods;

9. Develop an age friendly environment with improved accessibility for seniors' and the disabled;

10. Protect and enhance the natural environment;

11. Recognize and integrate the Bowker Creek Watershed Management Plan, and;

12. Promote green buildings, energy efficiency, District Energy Systems, green infrastructure and green public spaces

5.   STUDY AREA

The primary study area is generally defined as being within a reasonable 5 to 10 minute walk, approximately 500 m, of Shelbourne Street and the Corridor's four centres of mixed use development, from Hillside Centre in the south to Feltham Village in the north (see attached map).   Changes arising from the Action Plan to transportation modes, land uses, and density within the Corridor, are likely to influence transportation choices and travel patterns beyond the study area.   This undefined area of influence is shown on the attached map.

6.   SCOPE OF WORK

The study and plan preparation process will include:

- Consultations with residents, land owners, and businesses in the Shelbourne Corridor to develop a vision for the Corridor and establish principles to guide future development through stakeholder meetings and public open houses;
- Identify and coordinate plans to enhance existing transportation infrastructure and future routes and connections for walking, cycling, greenways, public transit, and private vehicle modes of travel, in order to create a more balanced, efficient, and safe transportation corridor;
- Integrate active transportation linkages within the Corridor's built environment;
- Develop policies and guidelines for future land use changes and/or redevelopment of the four centres of mixed use development within the Corridor so they can become more viable sustainable centres where people can live, work, shop, and access services, without having to rely on private vehicle use;
- Identify, preserve and enhance those attributes that define the character of the Corridor's existing neighbourhoods;

- Identify and make recommendations on how to make the Corridor more age friendly for seniors', including improving accessibility for seniors' and the disabled;
- Identify and protect areas and features of the natural environment that are significant within the Corridor, including the Bowker Creek watershed, as appropriate, and;
- Identify long term strategies for the implementation of Action Plan policies.

7.   CONSULTATION

Pursuant to Section 879 of the Local Government Act, the public consultation and notification process for the Shelbourne Plan may include the following:

- Meetings with targeted stakeholders
- Open Houses
- Surveys/ community mapping / focus groups / design workshops
- Solicitation of input by mail or on the Saanich website
- Notification will occur in the Saanich News, Times Colonist, and the Saanich website
- Milestone progress reports will be posted on the Saanich website

Identified stakeholders include: Corridor residents, businesses, and land owners; seniors residences; Camosun Community Association; Mt. Tolmie Community Association; Gordon Head Residents Association; Quadra Cedar Hill Community Association; Friends of Bowker Creek Society; Capital Regional District; City of Victoria; BC Transit; School District 61; The Greater Victoria Public Library; The University of Victoria; Camosun College; St. Michael's University School; Mt. Tolmie Hospital; municipal departments; Planning Transportation and Economic Development Committee; Parks and Recreation Advisory Committee; Bicycle and Pedestrian Mobility Committee, and; Environmental Advisory Committee.

8.   PROCESS

1. Initiate planning process   July to September 2009
    - Compile land use, transportation, population, and policy information on the Corridor
    - Compile list of community stakeholders and contacts
    - Organize information on Corridor into easily understood displays and summaries for Open House

2. Consult with stakeholders   October 2009
    - Hold Open House for community stakeholders
    - Record feed-back from Open House to determine values and needs of stakeholders

3. Develop options and scenarios   November to December 2009
    - Develop tentative options and scenarios for future change in the Corridor.
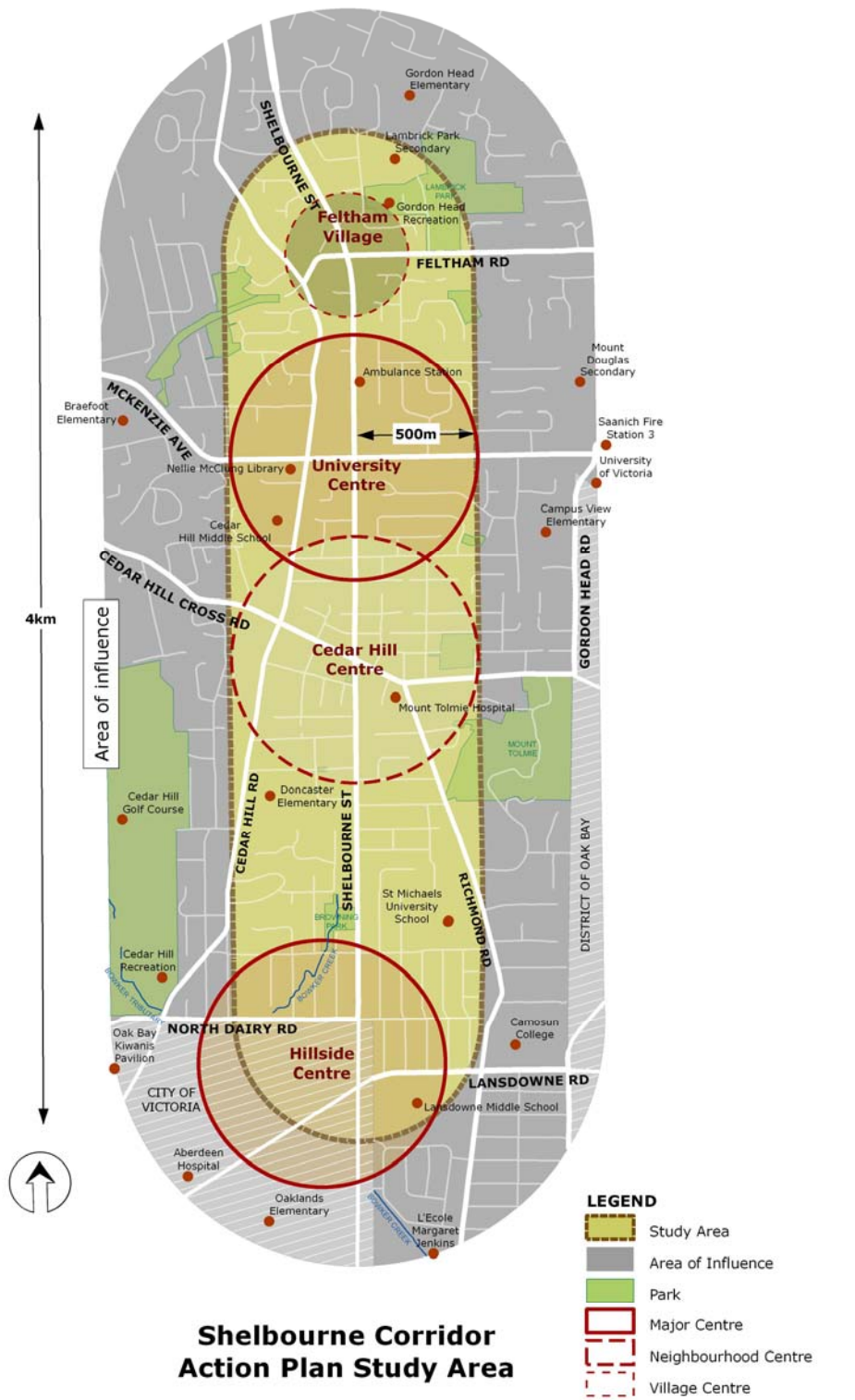
4. Review options and scenarios   January 2010
   • Consult with stake-holders regarding draft options and scenarios as needed
   • Circulate options and scenarios to relevant Saanich Depts. and external
     agencies to review for technical feasibility and adherence to existing policies

5. Analyze options and scenarios   February 2010
   • Analyze the strengths, weaknesses, opportunities and threats of each option and
     scenario

6. Consult with stakeholders   March to April 2010
   • Organize information and displays for second Open House.
   • Hold second Open House for stake-holders to review and comment on draft
     scenarios and options.
   • Record stakeholder feedback

7. Determine optimal option/scenario   May 2010
   • Determine optimal option/ scenario and update as necessary.

8. Draft Action Plan and implementation strategy   June to August 2010
   • Develop guidelines and policies based on optimal option/scenario referring to
     relevant stakeholders, Saanich Depts. and external agencies when necessary.

9. Present Draft Action Plan to Committee of the Whole of Council   September 2010

Key Deliverables will include:
   • Vision statements for the Corridor and its four centres
   • Policies, recommendations and guidelines that fulfill the vision statements for
     future transportation, land use and/or redevelopment within the Corridor
   • An implementation strategy

9.   TIMELINE

The project will be managed by Planning with ongoing collaboration and input from a
variety of Municipal Departments. It is estimated that the process to prepare the
Shelbourne Plan could take approximately 12 months to complete. Changes to this
timeline may occur due to unforeseen circumstances related to the Plan's development.
This may be further impacted by the inability to undertake consultation during summer
and holiday periods.

**Shelbourne Corridor
Action Plan Study Area**

LEGEND

Study Area	
Area of Influence	
Park	
Major Centre	
Neighbourhood Centre	
Village Centre	

NOTES: The scale and extend of Centres and Villages
will be determined through a separate planning process