Mount Tolmie–Camosun Community Plan

DRAFT as of OCTOBER 1, 2017
Finalization subject to further work with
the Mount Tolmie Community Association
and Camosun Community Association

[TITLE PAGE]

We acknowledge that the lands discussed in this document are the traditional territories of Coast Salish peoples, specifically the Lekwungen and WSÁNEĆ peoples.

This Plan has been prepared by
Caleb Horn, B.A. Geog. (Hons.) UVic 2014, M.U.P. McGill 2017

Endorsed by:

Mount Tolmie Community Association [date 2017]

_____

Camosun Community Association [date 2017]

_____

Any future amendments to this Plan must be accepted by both the Mount Tolmie Community Association and Camosun Community Association or their successor organization(s).

Acknowledgements *[To be completed for Final Draft]*

Executive Summary *[To be completed for Final Draft]*

Table of Contents

Plan Layout
Sections 1-2 provide the context of the Plan
Sections 3-7 comprise the Plan's vision and policies
Section 8 offers a conclusion to the Plan

List of Figures

List of Tables

1.0 Introduction

1.1 Background

The Mount Tolmie–Camosun Community Plan (MTCCP) is a community initiative of the Mount Tolmie and Camosun Community Associations in Saanich, BC. This Community Plan is analogous to, and covers the same area as, the District of Saanich's Shelbourne Local Area Plan. The MTCCP envisions the Mount Tolmie–Camosun Community twenty years in the future and recommends policies and actions to achieve this vision.

The District of Saanich adopted its Official Community Plan (OCP) in 2008. The OCP outlines the municipality's overall vision and general policies. Saanich is divided into 12 Local Areas, each guided by a Local Area Plan (LAP). All LAPs outline how OCP policies will be implemented in their respective Local Areas. Differences of focus and policy among the LAPs reflect the diversity of neighbourhoods within Saanich. The Shelbourne Local Area Plan, covering the Mount Tolmie and Camosun communities, was adopted in 1998 and has received minor updates since then. The purpose of the MTCCP is to produce a community-focused update to the LAP reflecting the more recent Official Community Plan, newer relevant plans and policies, and current community interest.

The Mount Tolmie–Camosun Community Plan is a grassroots plan meant to integrate with existing municipal policies, but it is not an official municipal plan. While the Community Planning Department at the District of Saanich is aware of and supportive of this community initiative, the District has not been a proponent of the MTCCP's development.

The municipality's Community Planning Department is currently undertaking a review of Saanich's LAPs. It is anticipated that the official Shelbourne LAP will be updated in 2022-2023. The participating Community Associations recommend that elements of the MTCCP influence and be incorporated into any new LAP.

MTCCP Policies:

The Mount Tolmie–Camosun Community Plan's policies are written with the District of Saanich as the lead agent. These policies may be adopted by the municipality. Recognizing that this is a community-based Plan, community groups or individuals may also take action where appropriate. The participating Community Associations will uphold these policies and encourage the municipality to consider them when necessary.

1.2 Public Involvement

Initial discussions within the Mount Tolmie and Camosun Community Associations on producing a Community Plan occurred in early 2015. Earlier conversations on reviewing or updating the Shelbourne LAP had taken place independently as far back as 2013.

Camosun Community Association member and University of McGill Master of Urban Planning student Caleb Horn began meeting with the Mount Tolmie and Camosun Community Associations in Fall 2015 to discuss the creation of a Community Plan. With support from the two community associations, Caleb agreed to engage in the planning initiative with direction from McGill's School of Urban Planning.

The first phase of public engagement was an online survey that took place from March 14th until April 15th, 2016. The visioning survey was advertised by both Community Associations and was also covered in a story by the Saanich News that was distributed to Saanich residences on March 23rd. Over one hundred (105) surveys were filled out, with 88 participants identifying as residents of the area. An invitation to attend a workshop was sent to survey participants who indicated an interest in a follow-up event. On May 10th, 2016, twelve residents participated in a two-hour workshop where various topics were covered between two breakout groups.

A first draft of the MTCCP was presented to the two Community Associations in November 2016 for initial feedback. Further consultation with residents took place in March-April 2017 when the draft Plan was shared publicly and citizens invited to provide comments and suggestions. Revisions took place throughout the summer and a second draft was presented to Community Associations in October 2017.

2.0 Community Profile

2.1 Boundaries and Community Organization

The Mount Tolmie–Camosun Community and the Shelbourne Local Area share an equivalent area in the southeast part of the District of Saanich. The community is approximately 415ha in area and is bounded by Cedar Hill Park & Golf Course, Derby Road, and Cedar Hill Road to the west, McKenzie Avenue to the north, the District of Oak Bay to the east, and the City of Victoria to the south (see Map 2.1). The southern portion of the community is known as the 'panhandle' as this section of Saanich extends between Victoria and Oak Bay.

The area of the Mount Tolmie–Camosun Community is largely shared between the two residents' organizations: the Mount Tolmie Community Association (MTCA) and Camosun Community Association (CCA), as shown in Map 2.2. The MTCA represents the residents in the north of the area, and was organized in 1995. In the south, the CCA was incorporated in 1997. The areas of both organizations were expanded in 2009 to include areas west of Shelbourne Street not previously represented by a Community Association. A small portion of the area, to the west of Cedar Hill Road, is represented by the Quadra Cedar Hill Community Association. These Community Associations are recognized by the District of Saanich and rely on a combination of membership dues and municipal operating grants.

The Shelbourne Community Kitchen is a community initiative located in the Mount Tolmie–Camosun Community and was created as a partnership between the two participating Community Associations and three local faith-based organizations. Other organizations specific to the area include the Friends of Bowker Creek and the Mount Tolmie Conservancy Association.

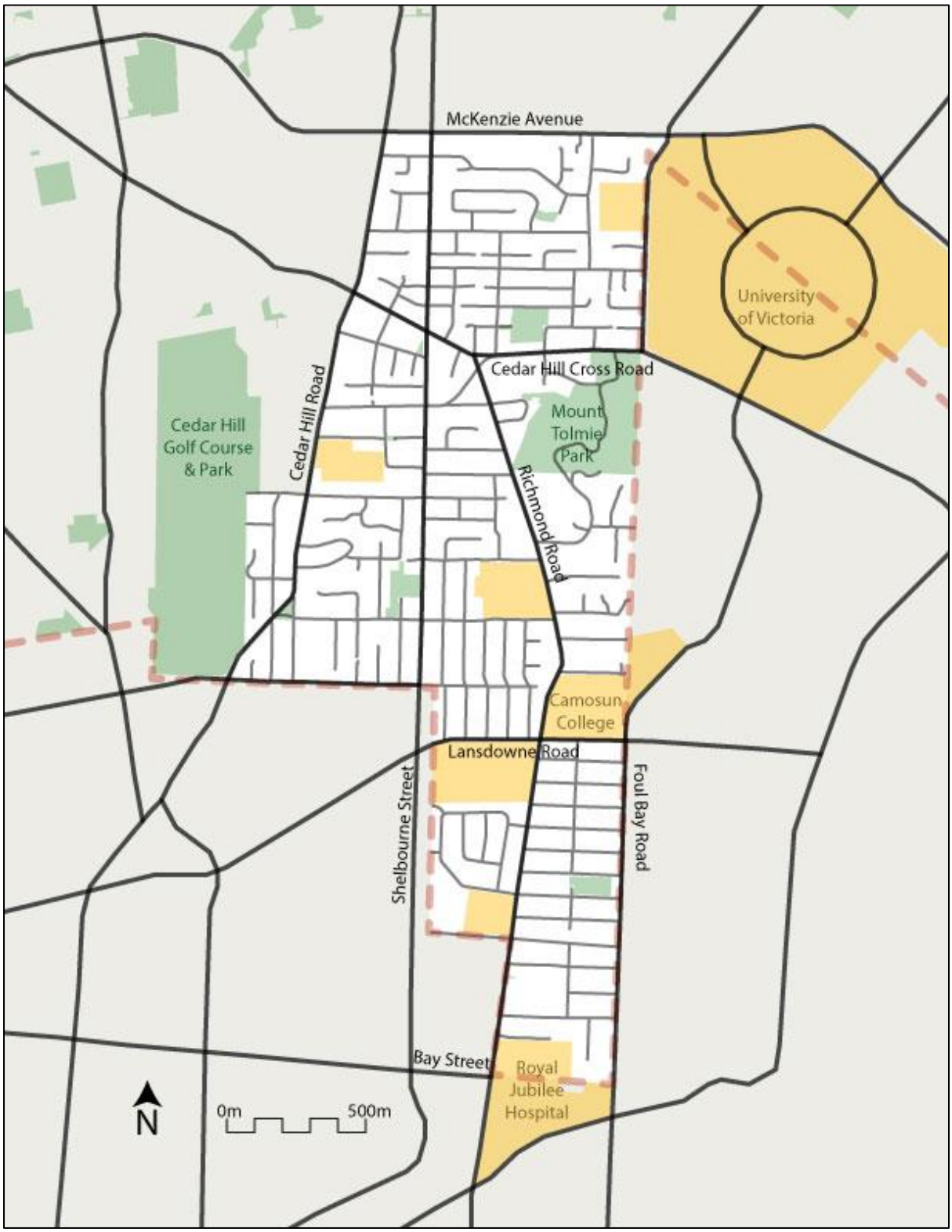
2.2 Planning Context

The Mount Tolmie–Camosun Community Plan covers the same areas as the Shelbourne Local Area Plan, which forms the local component of the District of Saanich's Official Community Plan (OCP). The OCP, in turn, supports the Capital Regional District's (CRD) Regional Growth Strategy (RGS, 2003) through a Regional Context Statement. The RGS outlines how growth in Greater Victoria should be concentrated within the region's existing urban envelope, specifically in urban nodes and centres (see Map 2.3).

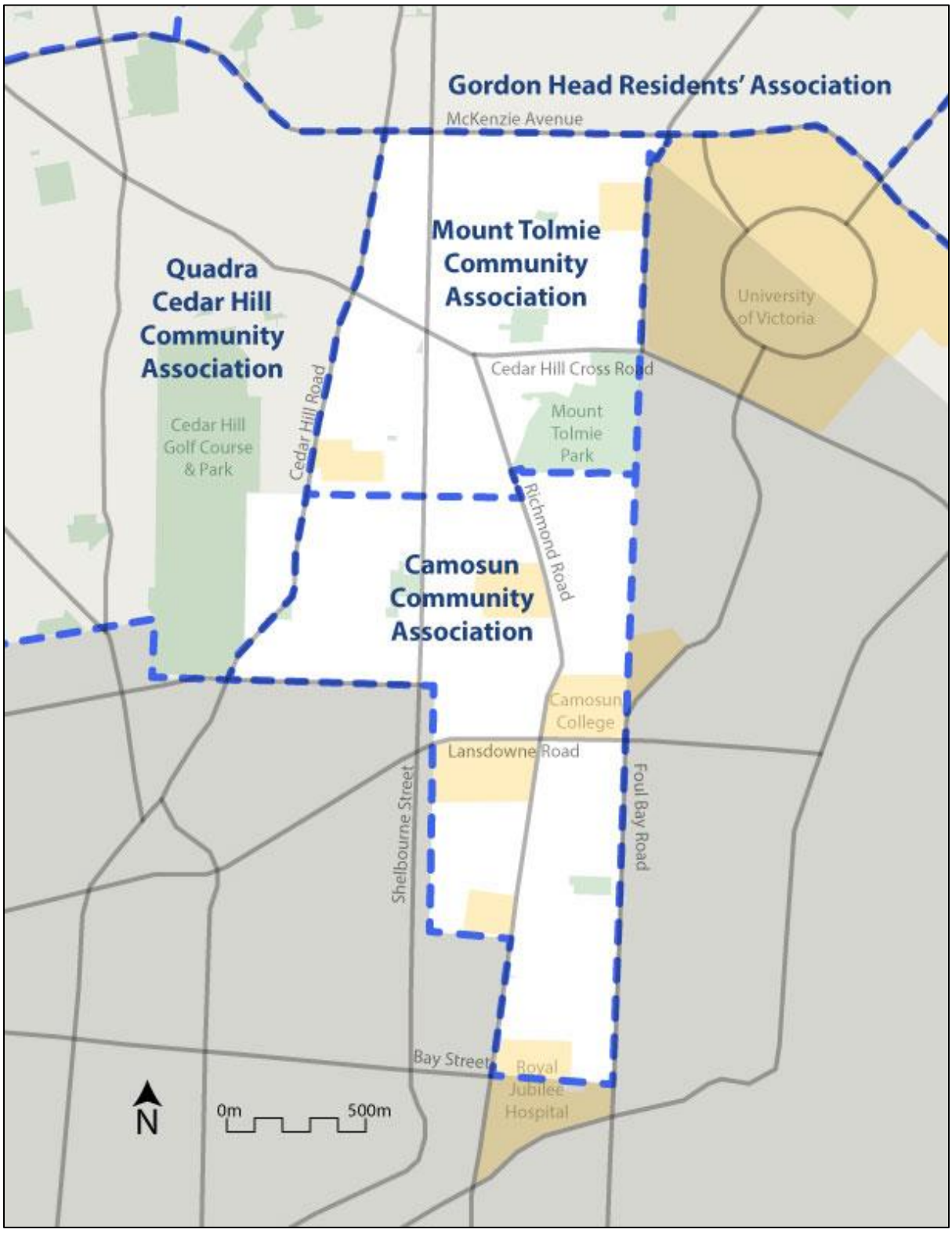
The Saanich OCP, which was adopted in 2008, focuses on three major pillars: environmental integrity, social well-being, and economic vibrancy. 'Environmental integrity' is the primary goal of the municipality, with a strong commitment to combat the causes and

mitigate the impacts of climate change. Measures to do so include the enhancement of natural areas, an emphasis on sustainable development, and a provision of alternate modes of transportation. The pillar of ‘social well-being’ encourages a strong and diverse community while ‘economic vibrancy’ recommends a mix of businesses and services.

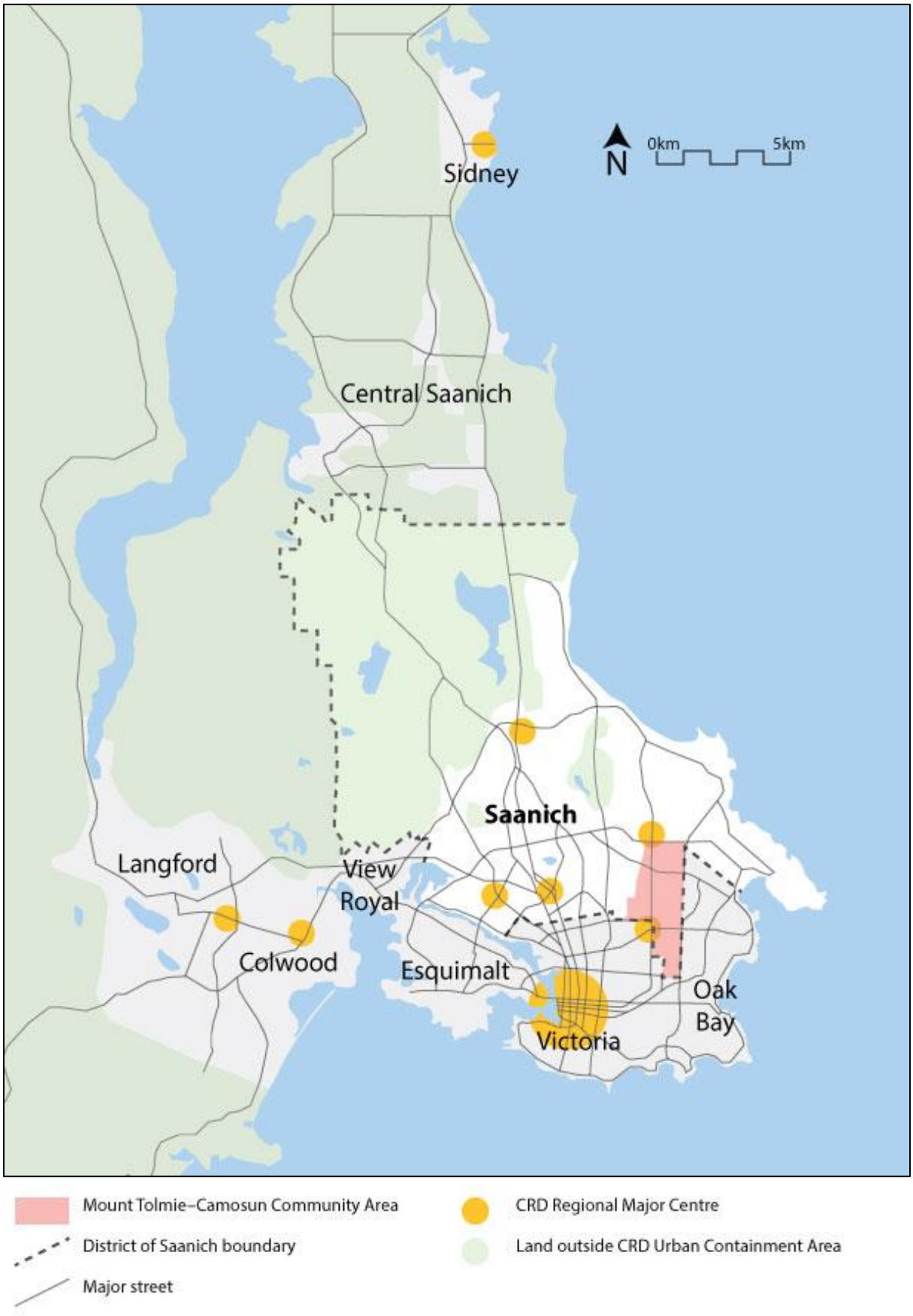
Map 2.1 Mount Tolmie–Camosun Community



Map 2.2 Community Associations



Map 2.3 Regional Context



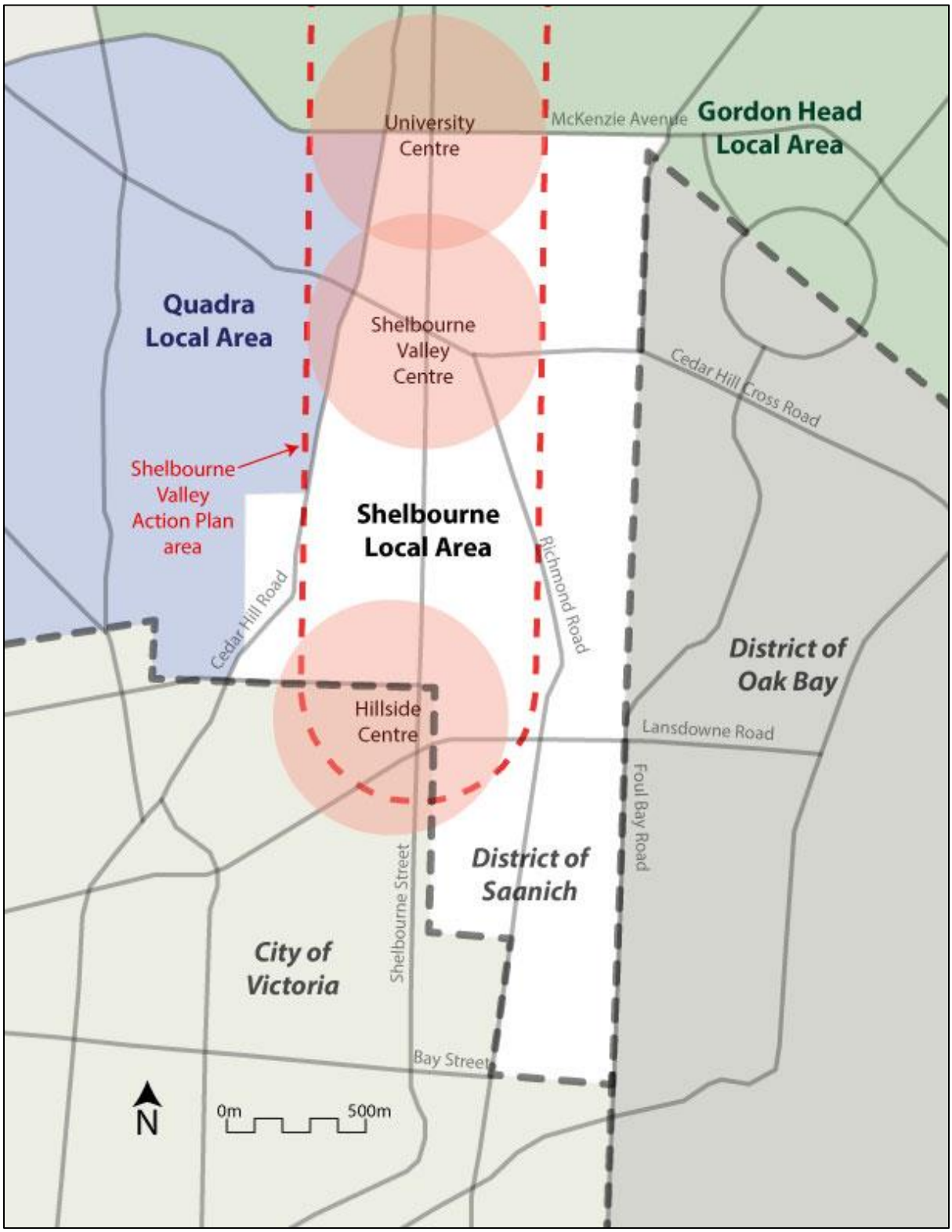
Two major centres and one neighbourhood centre identified in the OCP fall, or partially fall, within the boundaries of Mount Tolmie–Camosun Community. These "centres" are existing commercial and multi-family nodes where future development is anticipated to be focused. In the north, the University Centre straddles the community's northern limit along McKenzie Street at Shelbourne Street. At the southern edge of the community, the Hillside Centre is shared with the City of Victoria. Completely within Mount Tolmie–Camosun, the Cedar Hill Centre is the heart of the north-central part of the community around Shelbourne Street's intersection with Cedar Hill Cross Road. This neighbourhood centre is also named the Shelbourne Valley Centre in later documents, and will be referred to as such in this plan.

Since the Shelbourne LAP's adoption in 1998, numerous other relevant plans have been adopted in the municipality and region. In addition to the 2008 OCP, the most significant plan is the Shelbourne Valley Action Plan (SVAP). The SVAP is an action plan rather than a Local Area Plan, and is a more detailed framework for land use policy and transportation implementation along the Shelbourne Street corridor. The SVAP study area covers the north-central parts of the Mount Tolmie–Camosun Community and extends north into the Gordon Head Community (see Map 2.4). In addition to the distinct geographic extent of the SVAP, its policy scope is narrower than the Shelbourne LAP and this document (the MTCCP), focussing instead on land use, urban design, and mobility. The SVAP has been going through development at the District of Saanich since 2009 and was adopted by Saanich on May 1, 2017.

Other important planning documents that impact the Mount Tolmie–Camosun Community include the Saanich Urban Forest Strategy (2010), the CRD's Bowker Creek Blueprint (2011), the Shelbourne Valley Walkability Group Report (2011), the CRD Pedestrian & Cycling Master Plan (2011), the BC Transit Victoria Region Transit Future Plan (2011), Saanich's Pedestrian Priorities Implementation Plan (2012), and the Saanich Parks, Recreation & Culture Master Plan (2013). The MTCCP integrates recommendations from the SVAP and these various planning documents.

In addition to official plans and policies, The Mount Tolmie–Camosun Community is influenced by policies of other organizations including the Camosun College's Campus Plan (2005), Camosun College's Transportation and Parking Management Plan (2009), the City of Victoria's OCP (2012), the District of Oak Bay's OCP (2014), the Royal Jubilee Hospital's Master Campus Plan (2015), and the University of Victoria's Campus Plan (2016).

Map 2.4 Planning Areas

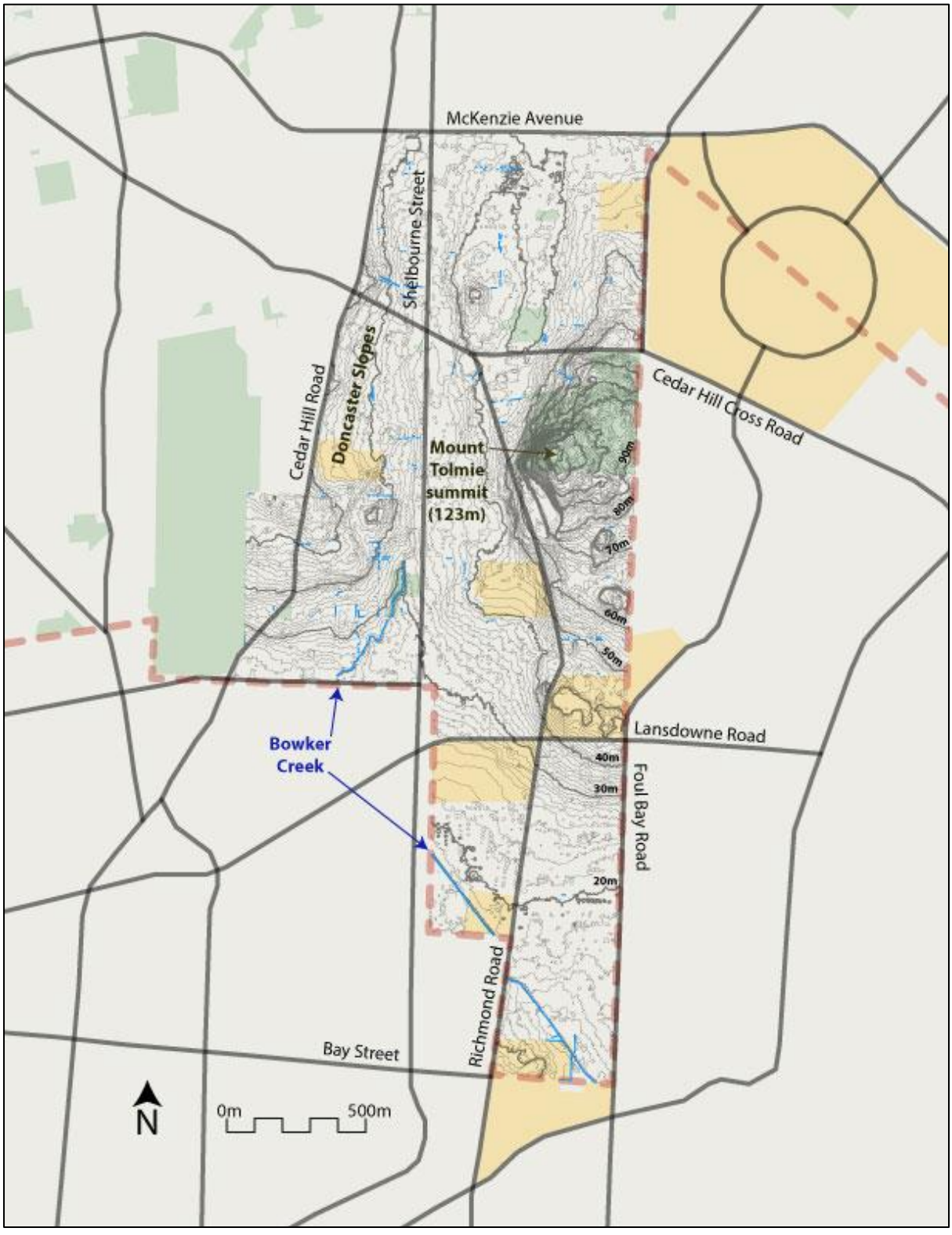


2.3 Physical Features

The Bowker Creek watershed dominates the geography of the Mount Tolmie–Camosun Community. The entirety of the area is drained by Bowker Creek, which flows roughly from north to south through the community. Bowker Creek is flanked on either side by steeper topography, with Mount Tolmie in the east and the lower slopes of Doncaster Rise to the west. This creates a distinctive physical environment in the Shelbourne Valley Centre. The southern slopes of Mount Tolmie fall gradually before giving way to the flat floodplains of Bowker Creek in the south (see Map 2.5).

The dominant ecosystem in the Mount Tolmie–Camosun Community is that of Garry oak meadows. This Garry oak ecosystem would have been extensive prior to development in the area, but is now restricted to a few remaining pockets, most significantly in Mount Tolmie Park (see section 5.2). Prior to European colonization, a marshland habitat existed along the southern edge of the community, where the Hillside Shopping Centre in the City of Victoria is now.

Map 2.5 Physical Topography



2.4 History

The area of the Mount Tolmie–Camosun Community has been inhabited by First Nations since time immemorial. The Lekwungen People resided in coastal areas nearby and would utilize the Bowker Creek (*Thaywun*: coho salmon stream) watershed for hunting, harvesting, and fishing. A Lekwungen trail followed the western edge of the Bowker Creek valley, roughly where Cedar Hill Road now exists.

European colonial interest in the area grew in the 19th century and lead to the founding of Fort Victoria by the Hudson's Bay Company in 1843, 3km to the southwest of the Mount Tolmie–Camosun Community. This fort grew into the City of Victoria and by the end of the century the fertile Bowker Creek valley had been developed for agricultural purposes. In the early 20th century, a streetcar ran along Richmond Street to the base of Mount Tolmie. The District of Saanich, made up of the northern rural areas adjacent to the City of Victoria including the Bowker Creek valley, was incorporated in 1906. Shelbourne Street was built through the centre of valley during WWI and was later dedicated as a memorial street to those who fought in the war. Bowker Creek was mostly culverted and the marshlands were drained. Lansdowne Field, between Shelbourne and Richmond Streets, was Greater Victoria's first airfield in the 1920s and part of its fields remain as the grounds of Lansdowne Middle School.

The area began transforming into a residential area in the mid-20th century, especially after WWII during the ensuing housing boom. The University of Victoria was founded in 1963 and development of its site, at the eastern edge of the community, helped further bolster growth in the area. Car-focused shopping plazas became the dominant commercial type in the area, anchored by a widened Shelbourne Street in the 1960s. In the last 40 years, the Mount Tolmie–Camosun Community's growth has slowed and its urban form has changed far less.

2.5 Demographics[1]

The population of the Mount Tolmie–Camosun Community was 11,935 in 2011, making up 10.9% of Saanich's total population of 109,752. This population represented a ten-year increase of 0.76% (the 2006 population was 11,844), compared to a growth rate of 4.30% in the Capital Regional District in the same time period. According to the Saanich-commissioned *Population Projections, Trend & Capacity Build-out Analysis*, the

[1] Demographic data is collected from the 2011 Census. Data relating to household income and commuting patterns comes from the 2011 National Household Survey (NHS), which was a voluntary survey. Non-response rate within the study area was 27.94% compared to 21.40% within Saanich and 26.10% province-wide.

municipality's population is projected to increase by 13,000 new residents by 2036 in a moderate growth scenario (pg. 49).

In 2011, 19.56% of Mount Tolmie–Camosun Community's population was aged 65 years or older, compared to 18.26% in the municipality. Likewise, 12.15% of the community was under 15 years old, compared to 13.70% Saanich-wide. Those who spoke a language other than English or French most often at home made up 9.30% of the community, compared to 4.67% in the CRD.

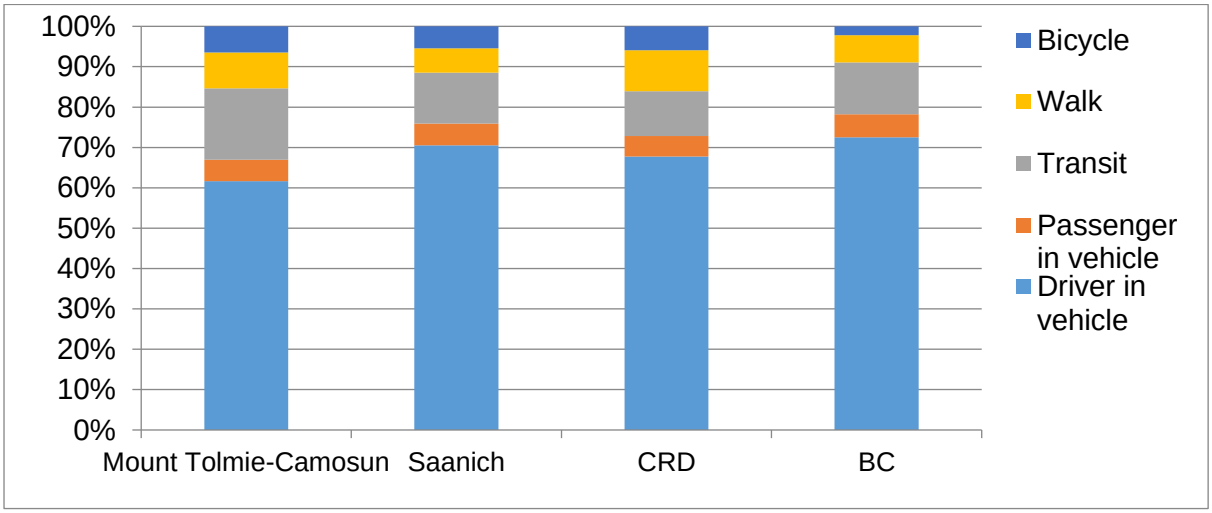
There were 2.23 people per occupied dwelling in the community, while Saanich's average was 2.42. Mount Tolmie–Camosun had a population density of 2,815 per km^2 and 1,264 occupied dwellings per km^2.

Median household total income in the Mount Tolmie–Camosun Community was recorded at $56,544.45. By comparison, Saanich's median household total income was $68,393.00 and the CRD's was $60,796.00.

Of the Mount Tolmie–Camosun Community's commuting population, 60.25% commuted as a private vehicle driver, 5.16% commuted as a private vehicle passenger, 17.26% commuted by public transit, 8.71% walked, and 6.32% cycled. As shown in Chart 2.1 below, commuters in the community tended to use active and public transportation options more than in the municipality overall.

This data suggests that residents in Mount Tolmie–Camosun are older than elsewhere in Saanich, that more residents speak languages other than English or French at home, and that fewer individuals lived in the average dwelling. In addition, median household income and private vehicle commuting mode share were below average.

Chart 2.1 Commuting Mode Share



3.0 Community Vision

The community vision, below, summarizes how the Mount Tolmie – Camosun will appear in twenty years. Components of this vision are explored in detail in sections 4-7 of this plan. The vision encompasses both the general character and role of the area within the region and specific elements related to growth, residential and commercial areas, natural amenities, climate change, and mobility. The vision is also expressed conceptually in Map 3.1.

Vision:

The Mount Tolmie–Camosun Community in 2036 will support a diverse and resilient population. Young families, seniors, and individuals of all ages will reside in the community and be well supported by services and facilities. A community centre will anchor the area and provide a focal point for community services. Commercial zones including retail services and office space will continue to develop in the urban centres. The Shelbourne Valley Centre will prosper as a walkable and community-oriented centre.

The residential character of much of the community will be retained. Residential growth will be concentrated in the nodes of University Centre, Shelbourne Valley Centre, and Hillside Centre, as well as along the Shelbourne Street corridor. A range of housing styles will transition into the adjacent neighbourhoods, characterized by their detached dwelling built form. Limited growth will also occur in the residential neighbourhoods and along the Richmond Street corridor south of Lansdowne. Duplex housing, secondary suites, and infill housing will be supported where appropriate. Small pockets of local retail services will be retained, and expanded adjacent to Allenby Street and Foul Bay Road to provide more services within walking distance to residences.

Bowker Creek will serve as an identifying feature of the community. Above-ground sections of the creek will be restored and efforts will be made to daylight its culverted sections. A greenway will develop along the creek's length and tie together natural areas through the community. Natural ecosystems in the area will be preserved and enhanced with special attention given to manage the Garry oak ecosystems present in Mount Tolmie Park. Neighbourhood parks will be developed to meet the community's needs, and new parks will serve growing areas such as the Shelbourne Valley Centre. New parkland in the south of the community will include the BC Hydro lands and currently undeveloped lands alongside Bowker Creek.

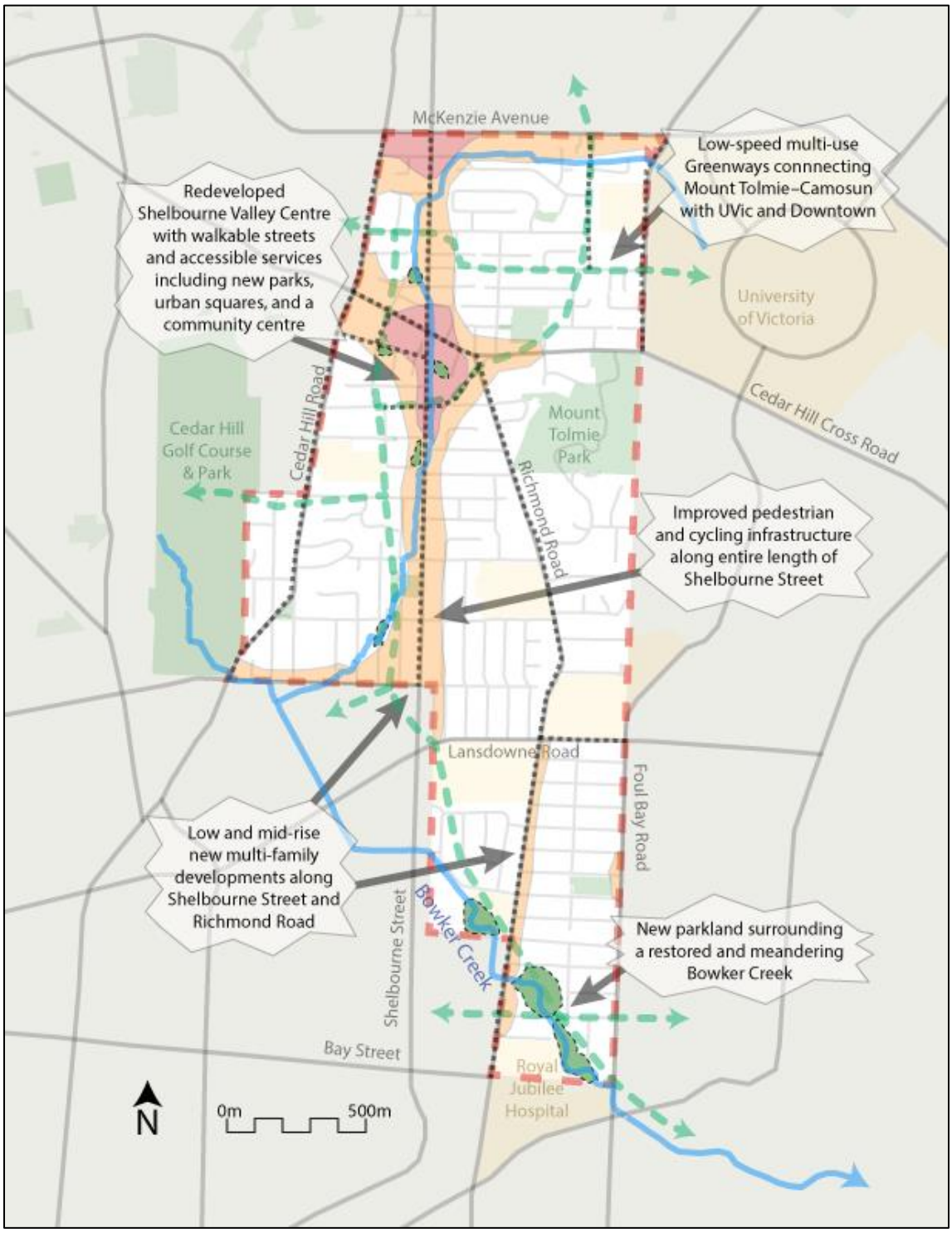
The growth and expansion of institutions such as the University of Victoria, Camosun College, Royal Jubilee Hospital, and St. Michael's University School will respect the neighbouring built environment. The former Richmond Elementary School site will retain its status as a community amenity with at least 50% of its area preserved in the public domain.

Mount Tolmie–Camosun will uphold Saanich's sustainability goals and act as a resilient community in the face of climate change. Efforts to combat the effects of climate change will include ecologically-friendly building design standards and expanded non-vehicular transport options. Surface water runoff will be minimized through the use of pervious surfaces wherever possible. Urban forest canopy cover will be increased to offset carbon emissions in the community.

The pedestrian environment in the Mount Tolmie–Camosun Community will be enhanced with better sidewalk infrastructure along major and collector streets, and in proximity to schools. New pedestrian crossings will improve connectivity throughout the neighbourhoods and help encourage a more walkable community. Cycling usage will continue to rise with new cycling infrastructure connecting to UVic and Downtown Victoria. A functional and integrated bicycle network will provide bicycle users with safe and efficient transportation options. Bicycle lanes will run along the major roads and separated cycle tracks will be developed along Shelbourne Street. This street will also maintain its status as the main north-south artery, with traffic levels on nearby streets remaining stable or lowering. Traffic calming measures will be implemented on residential streets to lower vehicle speeds and emphasize resident safety. Frequent transit routes will operate along Shelbourne Street, Lansdowne Road, and Foul Bay Road, with a new rapid transit priority corridor developed along McKenzie Avenue.

The community's organizations, including the MTCA and CCA, will be supported by the District of Saanich as vibrant neighbourhood groups. Grassroots projects addressing food security, habitat restoration, housing needs, and more will be encouraged. A Community Development Fund will be considered to help implement the priority projects around the community. These projects will ensure the District's commitment to realizing its vision of environmental integrity, social well-being, and economic vibrancy for all its communities, as outlined in the Saanich Official Community Plan (2008).

Map 3.1 Conceptual Vision



4.0 Built Environment

The Mount Tolmie–Camosun Community is a built-up and mainly residential area in Greater Victoria. At the time of the 2011 Census, 5,538 occupied dwellings were recorded in the community. Of those, 2,136 (39.87%) were identified as single family dwellings (SFDs). This compares to 50.25% of occupied dwellings being SFDs in Saanich overall[2]. Other occupied dwelling types in the community, as a percentage of total occupied dwellings, include multi-family buildings under five storeys (36.30%), semi-detached dwellings[3] (17.26%), and townhouses (3.92%). Multi-family buildings are found throughout the community, but are more concentrated in the north along the Shelbourne Street corridor (see Map 4.1).

Commercial buildings are not as prominent in the Mount Tolmie–Camosun Community as residential types. They are largely clustered in the three centres: University Centre, Shelbourne Valley Centre, and Hillside Centre. Commercial activities are heavily focused on retail services. Some office space is also present in the three centres, comprising an estimated 20,000m^2 in floor space in 2013 (see Table 4.1)[4]. The commercial buildings in the community are generally between one and three storeys. Surface parking spaces take up large portions of commercial properties. The primary shopping centres for area residents are the University Heights Shopping Centre just north of the community, the Hillside Shopping Centre just south of the community, and Shelbourne Plaza in Shelbourne Valley Centre. Two smaller shopping centres in the community are Shelbourne Village Square and Cedar Hill Mall.

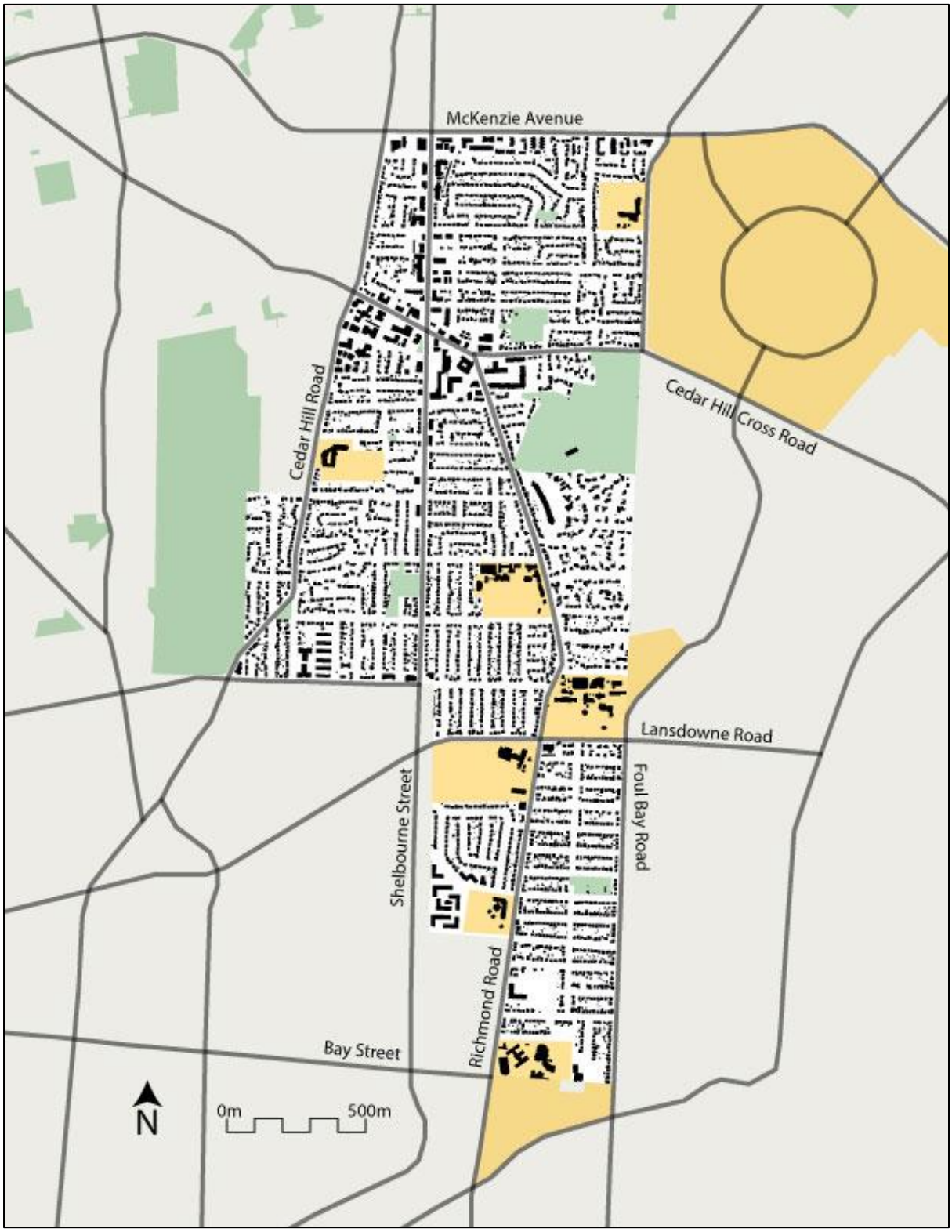
Table 4.1 Commercial Floor Area[5]

Urban Centre	*Retail floor area (m2)*	*Office area (m2)*
Hillside Centre*	44,222	9,104
University Centre*	28,243	10,126
Shelbourne Valley Centre	11,148	1,579
TOTAL	**83,613**	**20,809**

**only partially located within the Mount Tolmie–Camosun Community*

2 These percentages reflect the ratio of dwelling units, not independent buildings.
3 This includes dwellings identified as duplex apartments.
4 This includes office space in portions of the centres outside of the community.
5 Data adapted from *Population Projections, Trend & Capacity Build-out Analysis* (2013)

Map 4.1 Existing Buildings



The Mount Tolmie–Camosun Community contains 38 different land use zoning designations. These zoning designations can be grouped into three categories: residential, commercial / mixed use, and institutional / parkland. These categories can be further divided into 17 subcategories, as shown in Table 4.2 and Map 4.2. Currently 65.45% of the community's zoned area is designated for single family dwellings[6] (see Table 4.2). Commercial and mixed-use zones make up only 3.86% of the zoned land area.

Table 4.2 Zoning Designations

Category	*% of Land Area*	*Zoning Designation*	*Hectares*	*% of Land Area*
Residential	77.40%	Single Family Dwelling	271.75	65.45%
		Apartment	27.01	6.51%
		Duplex	10.49	2.53%
		Mixed Residential	4.13	0.99%
		Residential Personal Care	1.28	0.31%
		Attached Housing	6.72	1.62%
Commercial / Mixed Use	3.86%	Local Commercial	0.43	0.10%
		General Commercial	6.94	1.67%
		Shopping Centre	3.96	0.95%
		Office & Apartment	3.55	0.86%
		Gas Station	0.99	0.24%
		Neighbourhood Pub	0.17	0.04%
Institutional / Parkland	18.73%	Public School	23.19	5.59%
		General Institutional	21.33	5.14%
		Utility	1.46	0.35%
		Hospital	6.09	1.47%
		Park	25.71	6.19%

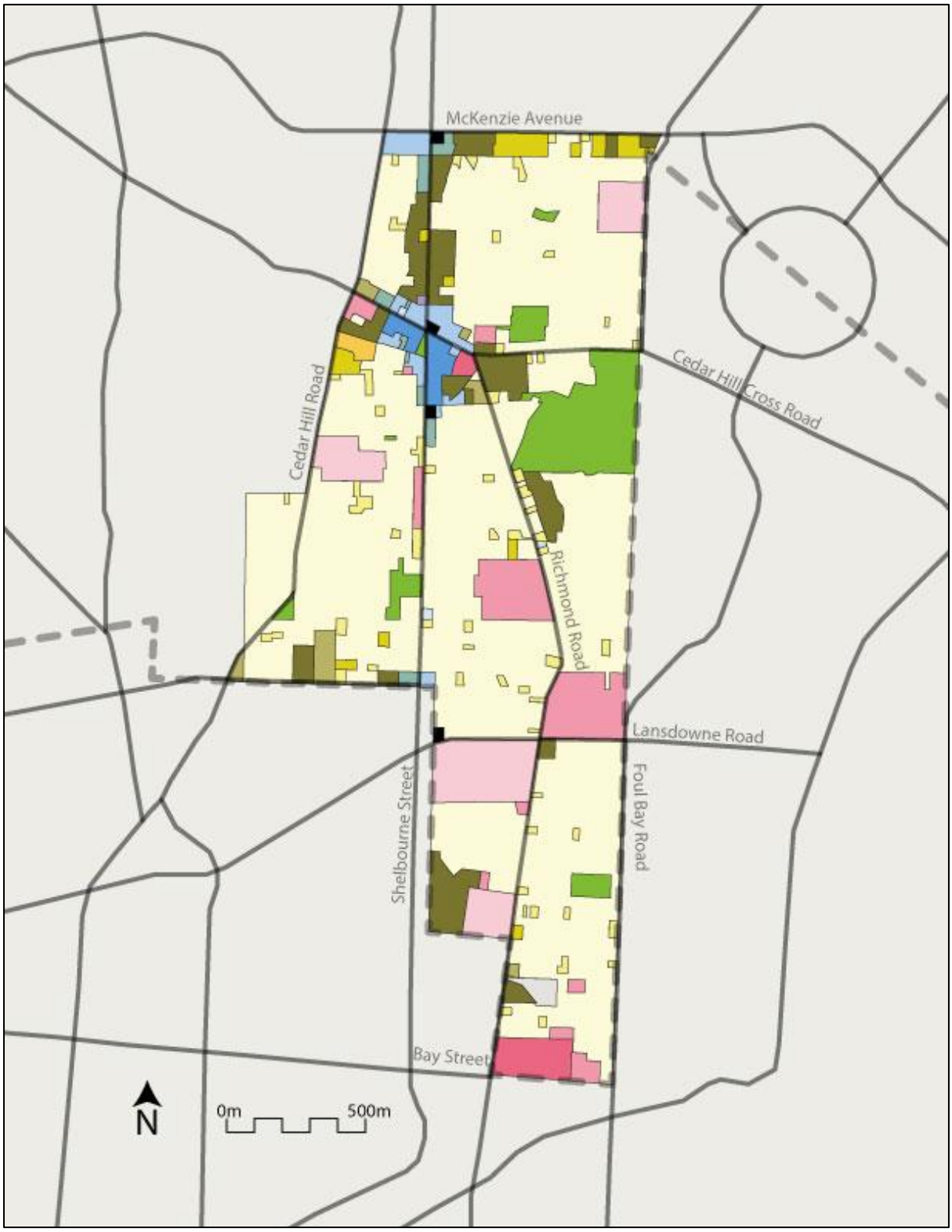
Institutional lands both in and adjacent to the Mount Tolmie–Camosun Community play a key role in the community's vibrancy. Major institutions act as destinations for citizens from both inside and outside the community (see Map 4.3). At the southern edge of the area, the Royal Jubilee Hospital straddles the border with the City of Victoria and serves as a regional hospital for the urban core of Greater Victoria. The Mount Tolmie Hospital provides residential care in the Shelbourne Valley Centre. Vancouver Island's largest postsecondary institution, the University of Victoria (UVic), is located on the northeastern edge of the community and is a major regional destination. Camosun College's Lansdowne Campus is Greater Victoria's chief preparatory community college and is located at the heart of the Camosun Community. A private partial boarding school, Saint Michaels University School

6 This is a percentage of all zoned areas and does not take into account road rights-of-way.

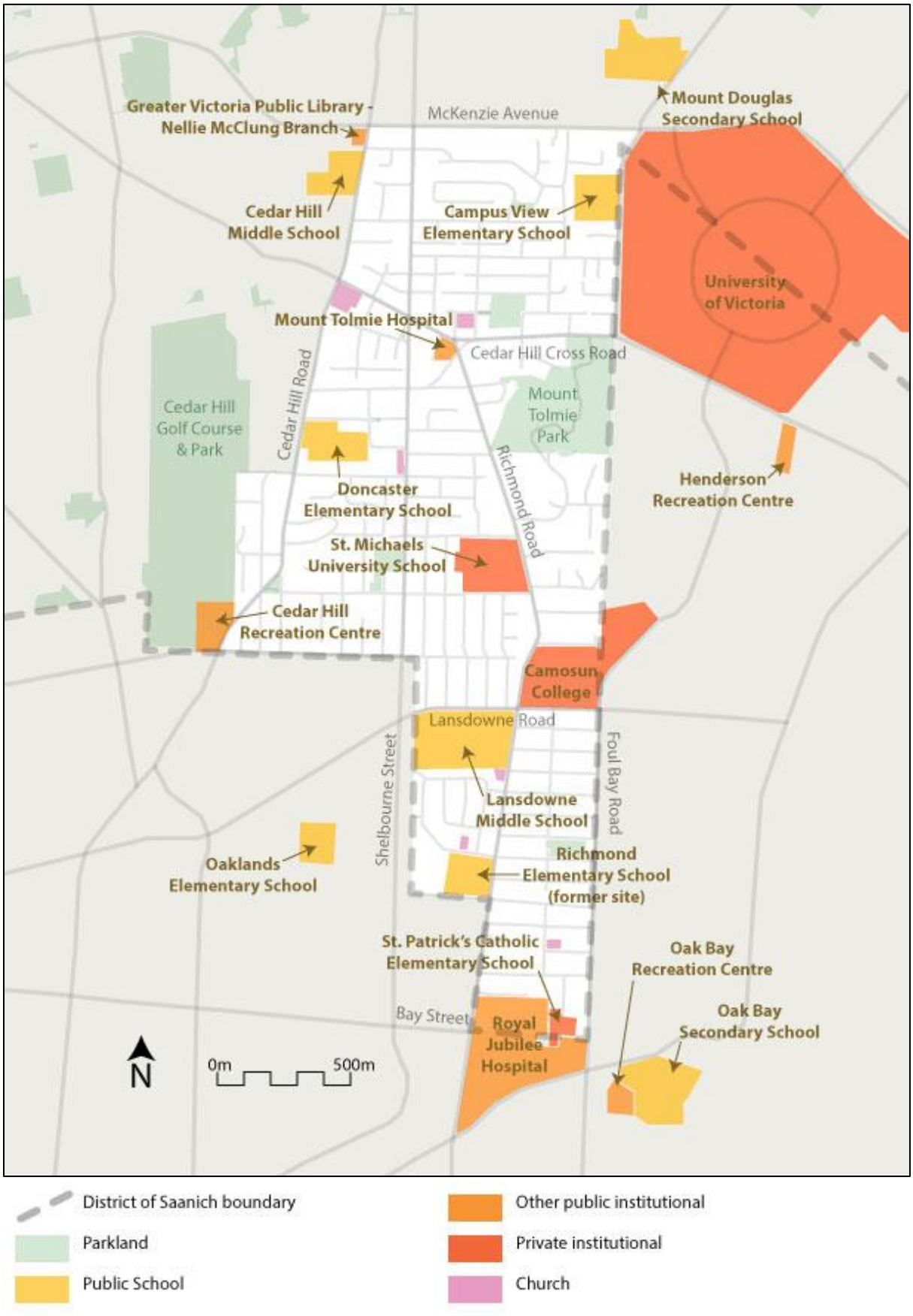
(SMUS), has its main campus on Richmond Road. The Roman Catholic Diocese of Victoria operates Saint Patricks' Elementary School at the southern edge of the community. Public schools in the community include Lansdowne Middle School, Campus View Elementary School, Doncaster Elementary School, and the former Richmond Elementary School site. Mount Douglas Secondary School, Oak Bay Secondary School, and Cedar Hill Middle School lie just outside the community. The Richmond School site is currently being used on a year-by-year basis by other elementary schools as their buildings go through seismic upgrades and the long-term status of the site is in question. Five local churches exist in the area, providing community gathering spaces. There are no community centres directly in the Mount Tolmie–Camosun Community, but the Cedar Hill Recreation Centre is situated in Cedar Hill Golf Course & Park and the Nellie McClung Branch of the Greater Victoria Public Library is located to the northwest of the community. In addition, the Gordon Head Recreation Centre to the north and District of Oak Bay Recreation Centre to the southeast are used by many residents in the area.

Legend for Map 4.2 (following page)

Map 4.2 Current Zoning



Map 4.3 Institutional Lands



4.1 Land Use

Note on development:

The purpose of delineating areas for potential development helps foresee and mitigate the cumulative effects of development by creating a long-term vision. In the absence of up-to-date and relevant policies, development tends to occur on an ad-hoc basis and it is in the community's interest to consider where development may be best suited. The Mount Tolmie–Camosun Community Plan cannot predict or determine Saanich Council's decisions when it comes to development applications. The MTCCP is not a tool to encourage development and new zones can only be granted through a municipal rezoning process. Prospective development applicants are advised against land speculation and encouraged to consult with the Saanich Planning Department.

Future residential growth in the Mount Tolmie–Camosun Community will be focused in the three centres and, to a lesser degree, along the corridors of Shelbourne Street and Richmond Road. Mixed-use multi-floor developments in the centres will allow Saanich to meet its regional housing targets (see Map 4.4). Mixed-use buildings will primarily consist of retail services on ground floors and residential above. Concentrating new residential growth in proximity to commercial services will reduce traffic demands in the community. Some office space will also be considered as part of mixed-use developments. The University Centre will develop as a knowledge district and see the incorporation of new uses including high-tech industry to focus on its connection with the University of Victoria. As there are currently no authorized short-term accommodations in eastern Saanich or anywhere near UVic, a hotel component could be considered as part of a project in University Centre.

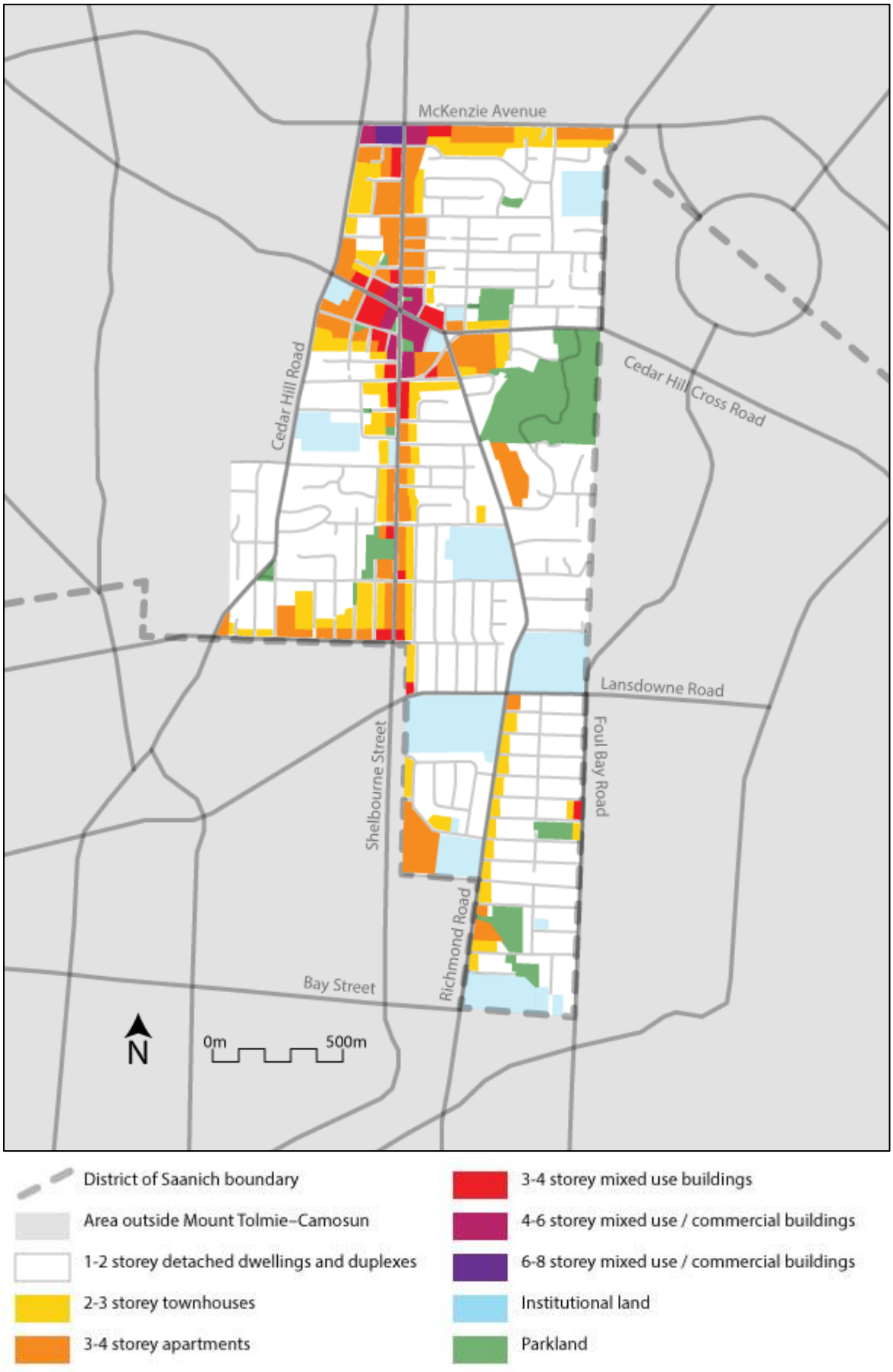
New developments will extend along Shelbourne Street with buildings up to a maximum of four storeys. Townhouse developments will act as a buffer between the new residential buildings and the existing residential neighbourhoods and extend no more than a block into existing residential areas. This will help minimize visual impacts of development on established single-family homes. The exact extent of new residential zones is outlined in the SVAP and is reflected in this Plan (see Map 4.4). The east side of Richmond Road south of Lansdowne Road will possess new lowrise residential developments. These townhouse buildings will be no more than three storeys and will step-down to two storeys nearest adjacent homes and will extend 75m from Richmond Road. Other areas for potential lowrise or midrise multi-family developments will be considered during the future Shelbourne Local Area Plan update process.

In the residential neighbourhoods outside of the major centres and corridors, detached dwellings will remain the predominant land use. Many of these houses will be expanded from single-family dwellings with secondary suites permitted. In addition, appropriate subdivision and infill development will slightly increase the amount of housing stock in the residential neighbourhoods. Lastly, duplex development will be considered throughout residential areas with attention given to adjacent building scales. These duplexes will be spread apart to ensure no clustering of higher-than-average density.

Currently, many residences in the Mount Tolmie–Camosun Community are not within reasonable walking distances of retail services. Neighbourhoods in the southern, eastern, northeastern, and western edges of the community may benefit from the addition of small retail services. Existing local commercial zones will be retained into the future to encourage pedestrian activity in the neighbourhoods.

South of Mount Tolmie Park, between Richmond Road, Oak Bay, and Camosun College, the residential neighbourhood is zoned as RS-12 and RS-13. This zoning ensures any subdivision of large lots that occurs in the neighbourhood must go through a public rezoning process and that the interests of neighbouring residents are heard. This neighbourhood will continue to preserve its natural and heritage characteristics and consider subdivisions on a case-by-case basis by maintaining its zoning.

Map 4.4 Future Land Use



Centres and Corridors

4.1.1 Consider up to 8 storeys for mixed-use development in the University Centre as outlined in the SVAP and Map 4.4.

4.1.2 Consider up to 6 storeys for mixed-use development in the Shelbourne Valley Centre as outlined in the SVAP and Map 4.4.

4.1.3 Consider up to 4 storeys for mixed-use development in the Hillside Centre as outlined in the SVAP and Map 4.4.

4.1.4 Consider 3-4 storey multi-family development along Shelbourne Street and North Dairy Road as outlined in the SVAP and Map 4.4.

4.1.5 Encourage 2-3 storey townhouse residential development as a buffer between the centres and corridors and the residential neighbourhoods, as outlined in the SVAP and Map 4.4.

4.1.6 Consider 2-3 storey multi-family development along the east side of Richmond Street between Lansdowne Road and Adanac Street as shown in Map 4.4.

4.1.7 Allow for redevelopment of the properties along Foul Bay Road between Neil Street and Allenby Street. Encourage 2-3 storey mixed use development with ground-floor retail, to match the urban form across Foul Bay Road in the District of Oak Bay.

4.1.8 Promote the development of University Centre as a knowledge district and encourage new land uses including high tech-industry and hotel uses.

4.1.9 Ensure that (re)development of multi-family buildings is compatible with adjacent land use and character when considering development applications. Proper care should be taken to minimize the impacts of the transition between existing single-family properties and redeveloping properties in the centres and corridors.

4.1.10 Discourage the 'orphaning' of small lots during redevelopment of centres and corridors. Encourage the consolidation of lots where necessary.

4.1.11 Discourage large retail spaces with floor areas greater than 3500m^2.

Residential Neighbourhoods

4.1.12 Preserve the residential character of established neighbourhoods outside of centres and corridors.

4.1.13 Encourage aging-in-place through policies that support secondary suites.

4.1.14 Consider dual-family duplex housing in residential areas. Dual-family housing should respect the existing neighbourhood form and should not be clustered outside of the major centres. Ensure an appropriate spacing of dual-family zones throughout the neighbourhoods.

4.1.15 Support appropriate infill housing in residential neighbourhoods where subdivision opportunities exist.

4.1.16 Maintain the current RS-12 and RS-13 zoning on existing Mount Tolmie Slopes properties to ensure that any new subdivisions are subject to a rezoning application.

4.1.17 Retain the designation of existing commercial zones outside the centres and corridors.

4.1.18 Consider small commercial retail zones in areas not currently within 500m of commercial.

4.2 Urban Design

One way in which climate change will be mitigated and adapted to in the community is through sustainable urban design. Energy-efficient design and materials will be used in all new buildings. Impervious areas will be minimized and vegetated areas will be required in future projects. New development in the community will adhere to the urban design standards established in the Shelbourne Valley Action Plan (pgs. 86-89). These principles will be integrated in the Shelbourne / McKenzie Development Permit Area (DPA) and extended south to Hillside Centre. Outside of the DPA, sustainable building designs will also be encouraged, although control may be better left with provincial building codes.

Accessibility will be a major consideration in all new buildings, especially with the Mount Tolmie–Camosun Community's aging population. Access to new buildings will consider users with walkers or mobility scooters. Doorways and entrance points to buildings will face

the street and minimize the amount of distance that users must cross between the street and building.

Parking provided by new developments will be primarily underground or at the rear of properties. Surface parking will consist of permeable designs to reduce runoff into storm drains and Bowker Creek.

Sustainable urban design

4.2.1 Require energy-efficient sustainable building design for new developments and ensure new buildings meet 'green building' standards.

4.2.3 Construct any new municipal buildings in the community to a standard of LEED Silver, at minimum.

4.2.4 Limit Effective Impervious Area (EIA) to a maximum of 30% over time. Drastically reduce impervious area of new developments to help reduce the amount of excess surface runoff entering Bowker Creek.

4.2.5 Require multi-family developments to provide adequate open spaces on-site.

4.2.6 Require a minimum vegetated greenspace for new developments. Could be dependent on type of land use, but with 12% as an average target.

4.2.7 Encourage the use of bioswales to help manage stormwater runoff. This should apply to all properties, both private and public.

4.2.8 Encourage publicly-accessible open spaces in new large-scale developments.

4.2.9 Preserve views of Mount Tolmie in and around the Shelbourne Valley Centre to enhance the sense of place.

4.2.10 Discourage drive-throughs in new retail developments.

Development Permit Areas

4.2.11 Extend the Shelbourne / McKenzie Development Permit Area south along the Shelbourne Street corridor to cover the area of development recommended by the SVAP

and ensure that Shelbourne Valley Design Principles (SVAP, pgs. 86-89) are harmonized with the DPA.

4.2.12 Work with the local Community Associations to identify additional amendments to the General DPA guidelines in order to address community interests and local characteristics.

Accessibility

4.2.13 Implement universal design principles into the design of new buildings in the community and ensure that mobility scooters can be accommodated in new multi-family residential buildings.

Off-street Parking

4.2.14 Encourage underground parking for new developments and require it for developments of 4 storeys or more.

4.2.15 Where surface parking occurs for new developments, require it to be located in the rear to enhance street-building interaction except in situations where rear parking would impact adjacent residential properties.

4.2.16 Ensure that developments abutting residential dwelling properties effectively screen their parking and loading areas to reduce visual, sound, and air quality impacts.

4.2.17 Require bicycle parking for new developments in accessible onsite locations.

4.2.18 Ensure the incorporation of permeable paving and stormwater best practices into surface parking design.

4.3 Institutional Land

The institutional land in the Mount Tolmie–Camosun Community will continue to be supported as their organizations provide valuable amenities to the community and region. The churches and schools in the area will remain institutional in their use. Saanich will continue to work with School District #61 (SD61) to maintain public access to public school sites and develop long-term plans for the Richmond School site. Any future development of the site will preserve the property in the public domain.

The expansion of private institutions will respect the character of neighbouring residential areas. Local churches will be supported and preserved as community assets. The University of Victoria will continue to anchor the community and be supported in its efforts to achieve the vision of its Campus Plan (2016). Trips made to and from UVic have significant impacts on the Mount Tolmie–Camosun Community, and greater traffic demand management will provide commuters with significant public transit, walking, and cycling options. The Camosun College Campus Plan (2005) outlines the future of the Lansdowne Campus which includes future onsite housing for students in the Oak Bay section of the campus. Future development of Camosun College will minimize impacts on the surrounding community by ensuring vehicular entrance points remain on major streets instead of residential streets.

Island Health, which operates the two health facilities in the area, will continue to work with the community and develop valuable health services. The Royal Jubilee Hospital's growth will be dictated by its Master Campus Plan (2015). Regular communication between Island Health and neighbours will ensure any impacts, such as on-street employee parking and off-campus smoking, will be addressed. The Mount Tolmie Hospital site will be retained as a residential care property.

General Institutional Land

4.3.1 Consider rezoning for institutional uses only where vehicular access is to and from a major road.

4.3.2 Require that institutional building design, scale, and landscaping respect neighbourhood character and natural environment.

Public Schools

4.3.3 Continue partnering with SD61 to expand community services available at local schools and ensure joint-use agreements are protected.

4.3.4 Work with School District #61 to develop with a long-term plan for the former Richmond Elementary School site. Ensure that the site is preserved in the public realm and that Bowker Creek is enhanced.

Private Institutions

4.3.5 Support local churches in the community and discourage developments that may push them out.

4.3.6 Keep any redevelopment and expansion of Saint Michael's University School in character with surrounding neighbourhood. Any redevelopment of currently residential properties along Aldridge Street should match the style and height of nearby residences.

4.3.7 Work with the Catholic Diocese of Greater Victoria to ensure the appropriate integration of Saint Patrick's Elementary School with the neighbouring community and maintain public access through the site.

University of Victoria

4.3.8 Uphold UVic to the long-term vision and framework described in its Campus Plan.

4.3.9 Encourage greater traffic demand management strategies at UVic to reduce vehicular traffic through the community.

4.3.10 Work with UVic to develop a Cycling Plan for its campus with the goal of implementing cycling routes through the campus and improving entranceways for bicycles from the community.

Camosun College

4.3.11 Work with Camosun College to update and keep its Master Plan relevant.

4.3.12 Maintain the existing policy that ensures Argyle Avenue and Ernest Avenue do not provide vehicular access to the major areas of Camosun College.

4.3.13 Support the Camosun College Transportation & Parking Implementation Plan and consider the reduction of parking requirements at the College when traffic demand management initiatives have been successful.

Island Health

4.3.14 Ensure any new development at the Royal Jubilee Hospital adheres to its Master Campus Plan guidelines.

4.3.15 Work with Royal Jubilee Hospital to address ongoing issues including employee parking on residential streets and smoking adjacent to neighbouring properties.

4.3.16 Preserve the Mount Tolmie Hospital site for residential care in the long-term.

5.0 Natural Environment

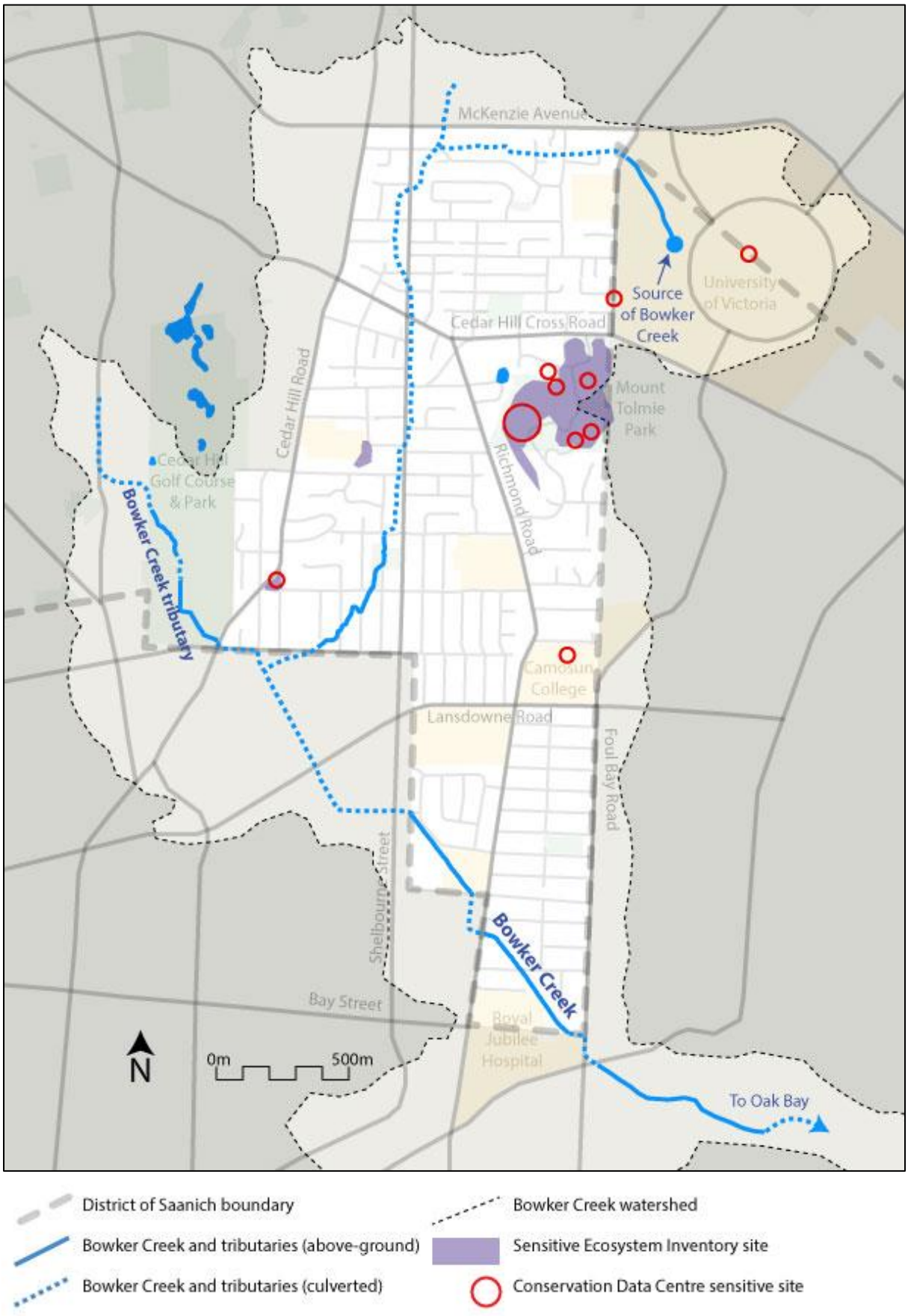
The primary natural feature of the Mount Tolmie–Camosun Community is Bowker Creek. The above-ground section of the creek runs for approximately 1.6 km through the community, with an additional 2.6 km of culverted sections (see Map 5.1). The Creek has suffered severe degradation in the last 150 years and its natural state is compromised for much of its length. Flooding risk, water pollution, and habitat loss are significant issues for the watercourse (Bowker Creek Blueprint, 2011). Above-ground sections of Bowker Creek in the southern portion of the community currently flow through artificial straight channels.

Influenced by the Mediterranean-like climate found on Southeastern Vancouver Island, the area's Garry oak ecosystems are unique in Canada[7]. The dry climate ecosystem is characterized by the sparsely clustered Garry oak trees and the endangered camas flower meadows (see Map 5.1). Throughout the community, Garry oak ecosystems have diminished with urbanization. With single-family dwelling properties accounting for the majority of the land area in the community, a substantial number of Garry oaks still flourish in private yards as well as on public lands. Mount Tolmie Park is recognized as a nature park and work is currently being undertaken to conserve the existing Garry oak ecosystem located there.

Saanich's urban forest is highly regarded by the community for its aesthetic value, its value as a natural habitat, and its value as a means of mitigating air pollution. Canopy cover in the municipality was measured at 36% in 2005, a decrease from 41% in 1986 (Urban Forest Strategy, 2010). In the Mount Tolmie–Camosun Community, areas of deficient canopy cover include the southern panhandle and the Shelbourne Valley Centre.

[7] Garry Oak Ecosystems Recovery Team (GOERT, 2016) http://www.goert.ca/about/index.php

Map 5.1 Bowker Creek & Environmentally Sensitive Areas



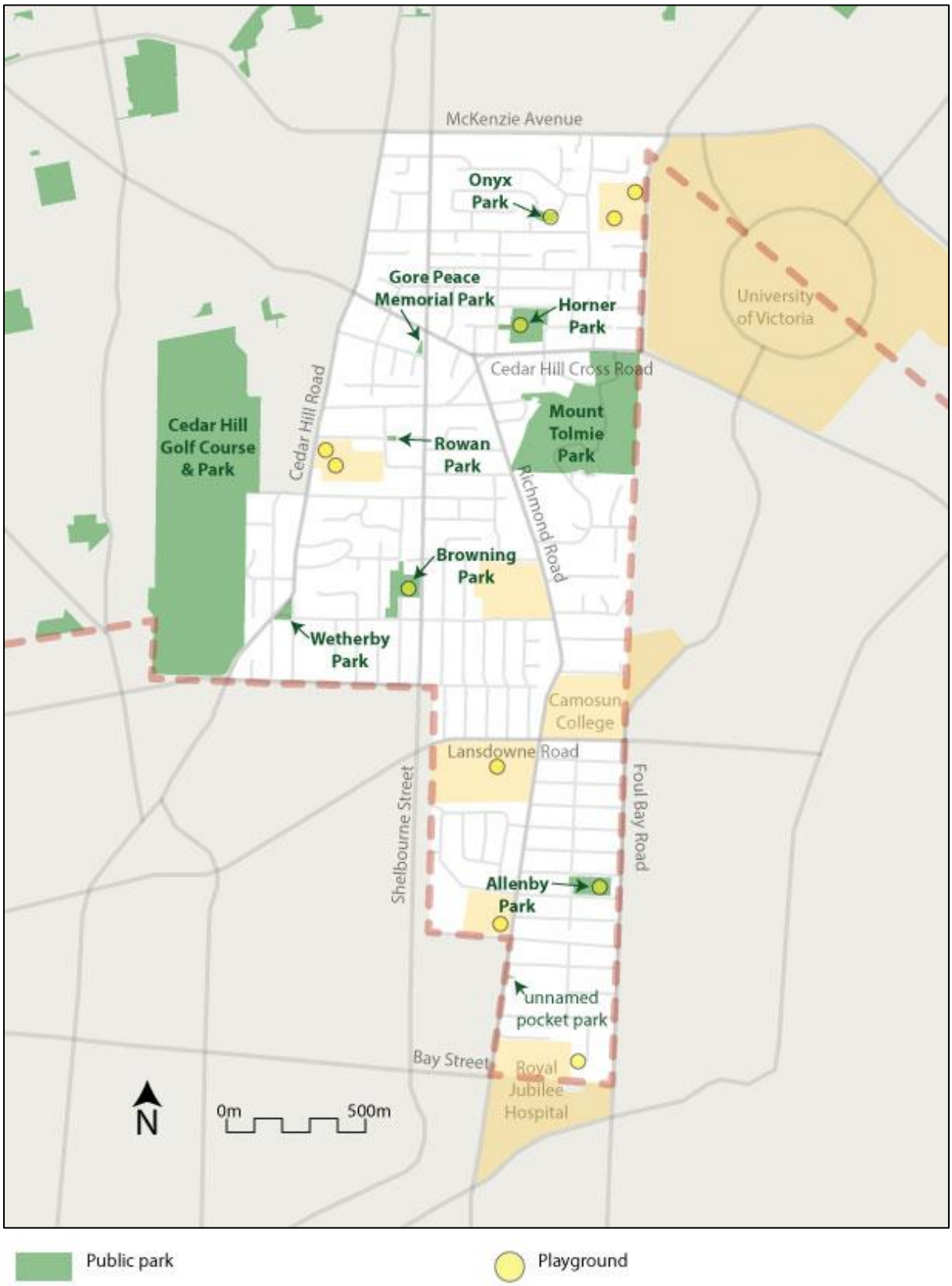
The parks in the Mount Tolmie–Camosun Community act as both natural conservation areas and recreation sites. The District of Saanich categorizes parks into three types: neighbourhood parks, community parks, and municipal parks. For statistical purposes, Saanich classifies 50% of public school sites as park space under a joint-use agreement with School District #61. Using this classification system, the existing parks in the community are shown in Table 5.1 and Map 5.2.

Table 5.1 Parks

Park Name	*Park Type*	*Area (hectares)*	*Amenities*
Allenby Park	Neighbourhood	1.11	• playground • basketball court • ballpark • concession stand
Browning Park	Neighbourhood	1.62	• playground • basketball court
Campus View Elementary School*	Neighbourhood	1.89	• playground • basketball court • playing fields
Doncaster Elementary School*	Neighbourhood	2.09	• playground • playing fields • natural habitat
Gore Peace Memorial Park	Neighbourhood	0.09	• urban gathering space
Horner Park	Neighbourhood	2.01	• playground • basketball court • ballpark • playing fields
Lansdowne Middle School*	Community	5.07	• playing fields
Mount Tolmie Park	Municipal	18.25	• natural habitat • hiking trails • viewpoint
Onyx Park	Neighbourhood	0.32	• playground • playing fields
Richmond Elementary School*	Neighbourhood	1.62	• playground • basketball court • playing fields • natural habitat
Rowan Park	Neighbourhood	0.07	• pedestrian connection
Wetherby Park	Neighbourhood	0.33	• natural habitat
unnamed pocket park	n/a	0.02	
TOTAL		34.49	

*50% of total public school area

Map 5.2 Existing Parks



The municipality's Official Community Plan dictates that there should be 5 hectares of parkland per 1000 people in a neighbourhood. With Mount Tolmie–Camosun Community's 2011 population of 11,935, approximately 60ha of parkland would be expected. Table 5.1 shows that the community possess 34.49ha of parkland, with portions of public school sites included. This number does not include the area of the adjacent municipal Cedar Hill Golf Course and Park, which is approximately 50ha of public space on its own.

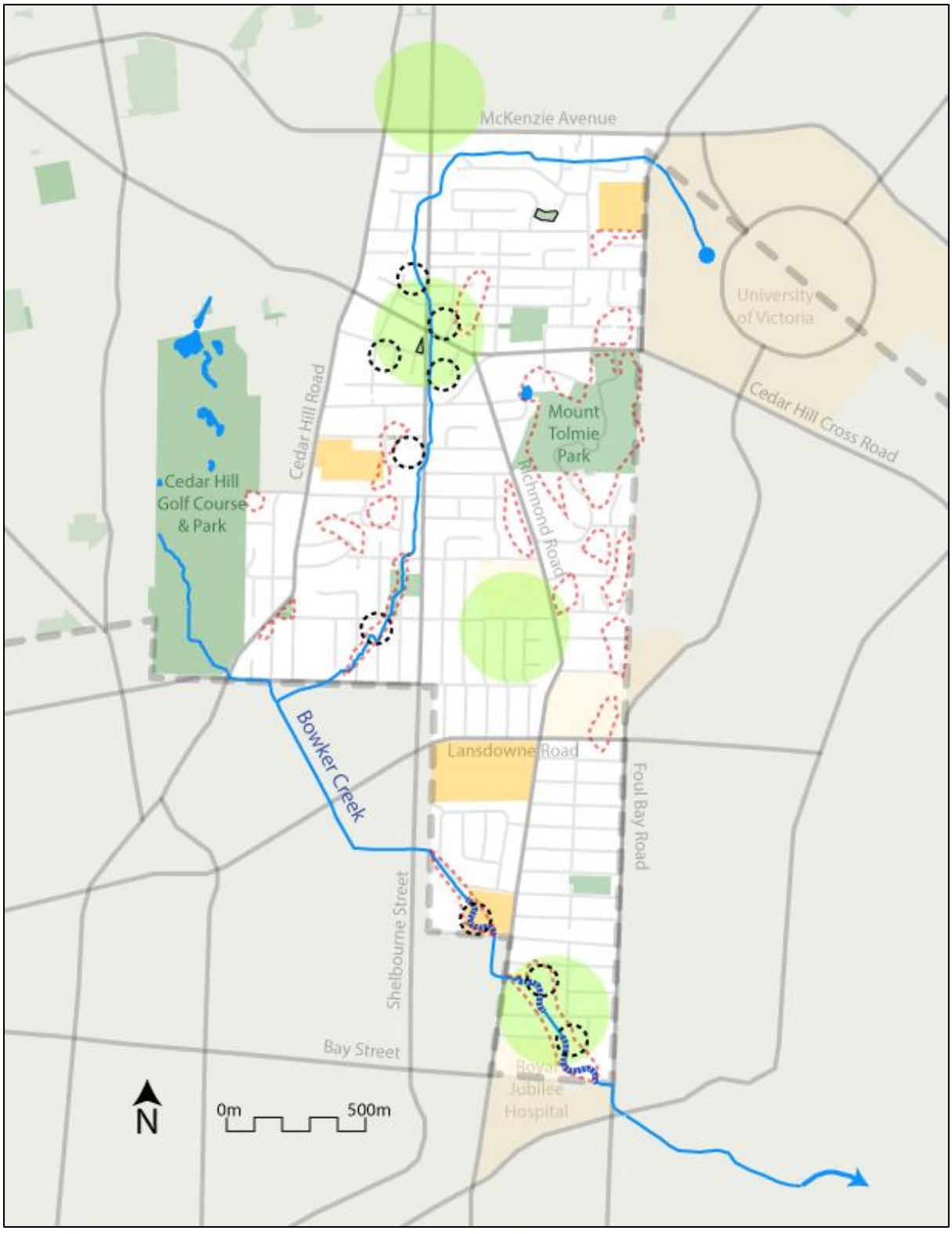
Greenways are identified by Saanich as pedestrian and cycling-accessible linkages of natural areas and parks. The greenway network is also intended to form a network of connected habitats.

5.1 Bowker Creek

The Bowker Creek Blueprint (2011) outlines a 100-year plan to 'daylight' the creek, which involves restoring culverted sections of the creek to its natural state. Culverted sections of creek are mostly found in the major centres of the community. Daylighting of the creek will thus be largely dependent on redevelopment of these major centres. In the MTCCP's 20-year vision, portions of the Creek will begin to be restored and protected. Incentives will be offered by the municipality to encourage developers to daylight the creek on properties slated for redevelopment. Where existing above-ground sections of the Creek are channelized, efforts will be made to increase its sinuosity. Locations for restored meanders and bank stabilization are identified in the Bowker Creek Blueprint (Figures 11 and 12) between Pearl Street and Trent Street including the Richmond School site, the BC Hydro-owned lands, the Royal Jubilee Hospital segment, and the St. Patrick's Elementary School property (see Map 5.3).

Flooding risk and water pollution will be mitigated by reducing the amount of surface runoff into Bowker Creek and limiting the amount of impervious surface in the watershed. Flooding during significant rainfalls will be curbed and pollutants from streets and yards will be filtered instead of being piped directly into the stream. Investments into riparian habitat restoration along the Creek's length will help combat the spread of invasive species. Conservation and expansion of natural areas will help buffer the Creek and improve its flow. The long-term vision for Bowker Creek includes the return of native species such as the migratory Coho salmon. A healthy and revitalized stream will require commitments from different jurisdictions and levels of government.

Map 5.3 Proposed Parks and Restored Ecosystems



Bowker Creek's position as a prominent natural feature in the Mount Tolmie–Camosun Community will be highlighted by assisting local groups to act as stewards and by developing interpretive signage throughout the watershed. Drawing attention to the Creek will help motivate support among residents and influence more environmentally-conscious actions.

Watercourse Restoration

5.1.1 Provide incentives to landowners to restore and daylight sections of Bowker Creek that flow through private properties.

5.1.2 Extend the Streamside Development Permit Area, with amendments, to include the segments of Bowker Creek that are currently culverted.

5.1.3 Develop a strategy to acquire properties and restore Bowker Creek between Pearl Street and Trent Street, as outlined in the Bowker Creek Blueprint, Figures 11 and 12.

5.1.4 Consider acquisition of key properties in the Shelbourne Valley for the purpose of daylighting and restoring Bowker Creek.

5.1.5 Encourage Island Health to restore and manage the section of Bowker Creek through its Royal Jubilee Hospital site as recommended in the MCP.

5.1.6 Ensure enhancement of Bowker Creek during any development of the Richmond School site. Follow the guidelines in the Bowker Creek Blueprint, Figure 12.

5.1.7 Re-slope and stabilize Bowker Creek's banks in Browning Park to decrease erosion, as recommended in the Bowker Creek Blueprint.

5.1.8 Support efforts to reconstruct bends, riffles, and pools along Bowker Creek's length.

5.1.9 Replace the Haultain Street culvert with a bridge crossing of Bowker Creek.

5.1.10 Replace the pedestrian bridge across Bowker Creek within the Keats Street right-of-way and restore the adjacent section of the creek.

Water Quality

5.1.11 Pursue a stream quality monitoring program for Bowker Creek in partnership with the CRD and interest groups.

5.1.12 Adopt a District-wide Stormwater Management Bylaw, to reduce stormwater impacts on Bowker Creek.

Species Management

5.1.13 Work with other organizations to effectively manage and remove dangerous invasive species from the riparian zone of Bowker Creek.

5.1.14 Reintroduce salmon species to Bowker Creek in the future, based upon the success of the Colquitz Salmonid Stewardship & Education Society in Saanich.

Community Outreach

5.1.15 Work with the CRD to provide more interpretive signage along the length of Bowker Creek. Potential locations could include Gore Park, Browning Park, the Richmond School site, and/or Haultain Street at its crossing of the creek.

5.1.16 Support the Bowker Creek Initiative in outreach and education regarding Bowker Creek in the community.

5.2 Habitat Preservation

The natural areas of the Mount Tolmie–Camosun Community will be enhanced and expanded. Special care will be taken to conserve and protect existing Garry oak ecosystems in the area. The municipality will provide landowners with incentives to protect Garry oak habitats on private properties. A major threat to existing Garry oak ecosystems is invasive species: broom, Himalayan blackberry, and others. These plants will continue to be removed and eventually eradicated from the sensitive Garry oak habitats.

Saanich's Environmentally Significant Areas (ESAs) will be reviewed and improved with broad stakeholder support. The ESAs are composed of sites from five different datasets and inventories which will continue to be monitored and expanded. The ESAs are used to define the Environmental Development Permit Area (EDPA) which sets out the criteria for development of environmentally significant properties. EDPA guidelines will be refined and

enhanced and applied to public properties in addition to private properties. ESA inventories that could be expanded include the Sensitive Ecosystem Inventory and the BC Conservation Data Centre rare species and ecosystem inventories.

Urban forests play a major role in realizing Saanich's vision as a sustainable municipality. With a greater concentration of residences and services in the major centres, the Mount Tolmie–Camosun Community will also see greater tree canopy coverage to offset carbon emissions, improve air quality, and minimize the heat island effect. New tree coverage along greenways will act as wildlife corridors. In some cases, fruit and nut-bearing trees will be utilized to improve local food access. Significant wildlife trees will be identified and protected. Along Shelbourne Street, London Plane trees will continue to be maintained and planted as a living memorial to those who participated in World War One.

Ecosystem Conservation

5.2.1 Protect indigenous vegetation during land development. Consider protective tools including the Environmental Development Permit and explore other opportunities for preserving indigenous habitats.

5.2.2 Review the current Environmentally Significant Areas with expert and community input to develop an accurate inventory of all significant habitats.

5.2.3 Ensure EDPA guidelines apply to public works projects within road rights-of-way, parks, and other municipal facilities, and develop a plan to protect and manage indigenous vegetation on public land.

5.2.4 Partner with community groups and educational institutions to properly identify Garry oak natural ecosystems in the community including those shown on Map 5.3. These ecosystems could be included as part of the ESA Atlas.

5.2.5 Work with the Conservation Data Centre to continue identifying and reporting species and ecosystems of interest.

5.2.6 Consider requiring Natural State Covenants for portions of properties with significant sensitive ecosystems during redevelopment proposals.

5.2.7 Continue to manage restoration of Garry oak habitat in Mount Tolmie Park as it is one of the largest such habitats in the urban area of Greater Victoria.

5.2.8 Support initiatives from community groups, schools, and others aimed at restoring the natural habitat.

5.2.9 Target the removal of broom, Himalayan blackberry, and other invasive species from sensitive Garry oak habitats to ensure the ecosystem's long-term survival.

Urban Forest

5.2.10 Retain and increase the level of tree canopy in the community, as recommended in the Urban Forest Strategy.

5.2.11 Promote tree planting in areas with deficient coverage, including the Shelbourne Valley Centre and the southern panhandle. Consider future development goals when planting trees to ensure new trees in road rights-of-way aren't lost in redevelopment.

5.2.12 Encourage greater protection of mature trees. One-for-one tree replacements during public or private redevelopment projects do not effectively account for the carbon credit and canopy coverage of mature trees.

5.2.13 Favour native species when planting any trees on municipal lands, except for:

a) fruit and nut-bearing bearing trees for food security needs where there is a community interest, and
b) London Plane trees along the Shelbourne Street right-of-way to highlight the memorial aspects of the street.

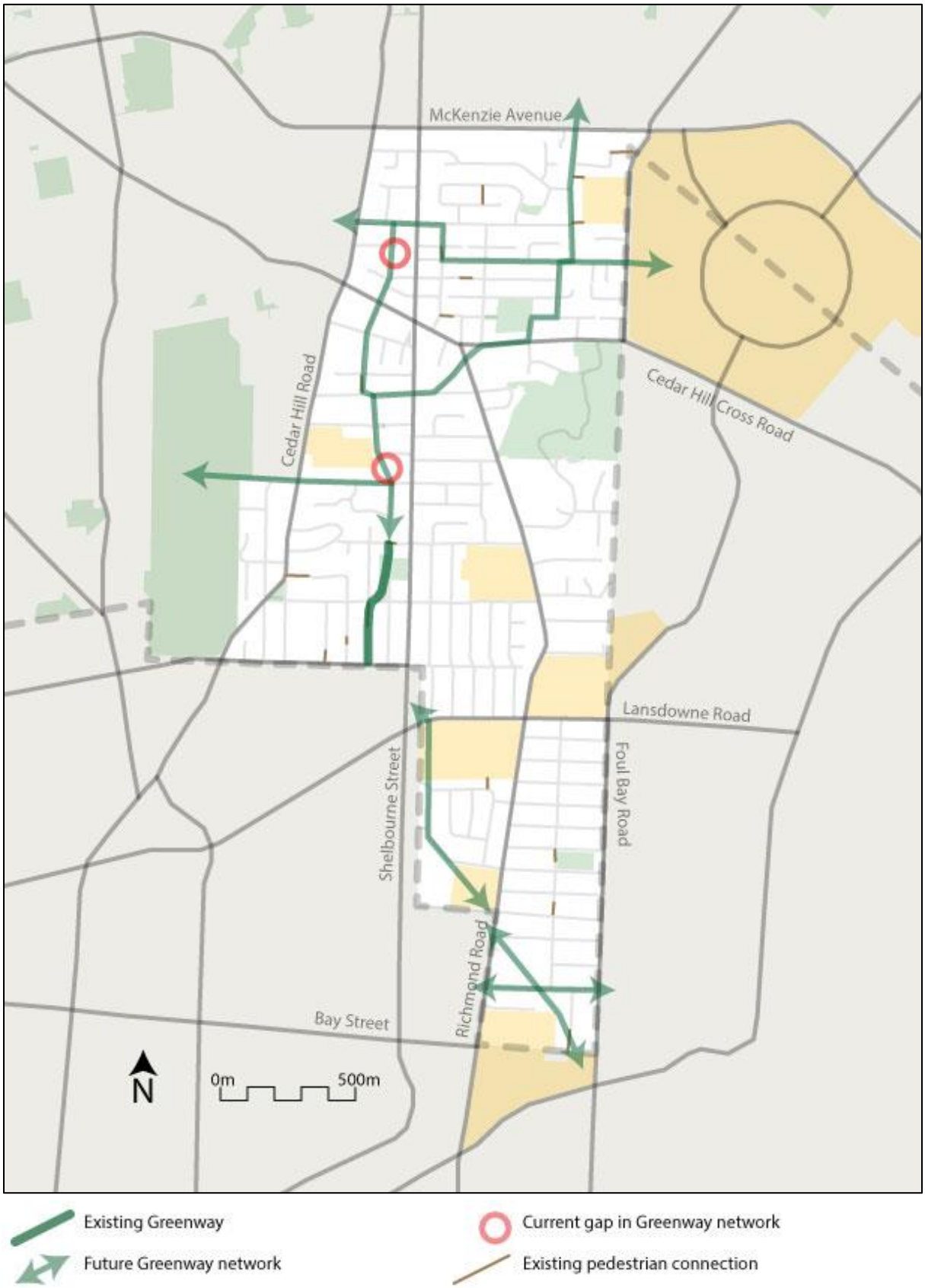
5.2.14 Provide adequate soil volumes in the planting of new boulevard trees by encouraging a minimum 2m-wide planting area.

5.2.15 Intensify the planting of new trees along designated greenways.

5.2.16 Partner with community groups and educational institutions to identify potential significant wildlife trees.

5.2.17 Preserve the existing memorial London Plane trees along the Shelbourne Street corridor.

Map 5.4 Greenways



5.3 Parks and Greenways

Parks in the Mount Tolmie–Camosun Community will continue to be maintained and expanded. The deficit of park space in the community is currently measured at 25.19ha, but may be offset by the presence of Cedar Hill Golf Course and Park. This park's future will be guided by a new master plan highlighting its importance as a public amenity. Existing parks in the community will be improved and redeveloped where needed. Improvements recommended by Saanich's Mount Tolmie Park Concept Plan will be completed.

With greater population, there will be a greater need for neighbourhood parks, especially within the centres. New parkland will be acquired in the Shelbourne Valley Centre and University Centre and an urban plaza will be developed near Shelbourne Street's intersection with Cedar Hill Cross Road. More playgrounds within walking distance to residences will help keep families in the area. Areas in need of new park space outside of the major centres include west of Richmond Road between Mount Tolmie and Lansdowne Road, and in the southern panhandle. Bowker Creek will be buffered by a string of parks made up of the BC Hydro-owned lands at 1845 Kings Road and surrounding properties as shown in Map 5.3.

Greenways will link across the Mount Tolmie–Camosun Community and connect the parks and natural areas (see Map 5.4). In some cases, the greenways will consist of multi-use trails through parks and in other cases they will be designated shared roadways with an emphasis on natural vegetation and traffic calming. The primary greenway through the community will be the Bowker Creek Greenway which will be completed through the acquisition of key properties identified as gaps in Map 5.4. This greenway will offer a recreational route for pedestrians and cyclists and a vital connection to Bowker Creek.

Park Redevelopment

5.3.1 Complete improvements for Mount Tolmie Park, as outlined in the Mount Tolmie Park Concept Plan.

5.3.2 Work with the community to develop a long-term plan for Cedar Hill Park & Golf Course. This public amenity, located directly adjacent to the Mount Tolmie–Camosun Community, acts as a regional park for many in the community and should be preserved and protected.

5.3.3 Continue to develop and implement the Browning Park Concept Plan. Implement some form of screening along Shelbourne Street to physically separate the playground area from the vehicular high-traffic road.

5.3.4 Develop a concept plan for Onyx Park and redevelop its layout and playground.

5.3.5 Improve signage at Gore Peace Memorial Park and better emphasize the original memorial aspects of the park in advance of the 100-year anniversary of World War One's conclusion in 2018.

5.3.6 Plan for more structured sports fields at Horner Park. Formalize and improve the parking lot at Palo Alto Street and construct a paved walkway adjacent to the parking lot.

5.3.7 Ensure that Saanich Parks & Recreation conducts community consultation in advance of parks projects. Require the Parks Department to follow the Saanich Public Process Handbook (2015) in advance of making decisions that affect parks in the community.

Park Acquisition

5.3.8 Establish more parks in the Shelbourne Valley Centre. Consider potential pocket parks at Ophir and Church, at Ophir and Christmas, and an urban plaza within 100m of Shelbourne Street at Cedar Hill Cross Road during a redevelopment of any of the adjacent sites.

5.3.9 Establish a park within the University Centre, either on the north side of McKenzie Avenue or in the Mount Tolmie–Camosun Community.

5.3.10 Protect the BC Hydro-owned lands at 1845 Kings Road and designate them as parkland. Work with BC Hydro to acquire the property and develop a park plan for the site, incorporating design recommendations from the Bowker Creek Blueprint, figure 11.

5.3.11 Acquire and consolidate the vacant properties at 1855 and 1871 Haultain Street and 1880 Adanac Street with the undeveloped Adanac Street right-of-way and alley right-of-way west of Trent Street to protect and expand Bowker Creek parklands.

5.3.12 Work the Roman Catholic Diocese of Victoria to protect and potentially acquire the lands on the north side of Bowker Creek at St. Patrick's Elementary School as future parkland.

5.3.13 Seek opportunities to develop neighbourhood park(s) to the west of Richmond Road between Mount Tolmie Park and Lansdowne Road. Currently, families in this area must cross Shelbourne, Lansdowne, or Cedar Hill X Road to access a public park.

5.3.14 Develop the underused Wetherby Street right-of-way south of McRae Avenue as a park. Consider opportunities to repair the Bowker Creek riparian area and/or construct a community garden.

Greenways

5.3.15 Acquire rights-of-ways for the expansion of greenways in the community, especially at times of redevelopment or subdivision. The identified gaps consist of between Cedar Avenue and Derby Road just west of Shelbourne Street, and between Mortimer Street and the northern dead end of Ophir Street as shown in Map 5.4 (see also Table 6.2).

5.3.16 Support the development of the Bowker Creek Greenway through the community and develop a strategy to implement the Greenway between Richmond Road and Trent Street.

5.3.17 Construct a greenway in the short-term through the Richmond School site right-of-way. A long-term plan would be to reconfigure Bowker Creek as indicated in the Bowker Creek Blueprint, Figure 12.

5.3.18 Work with SD61 to establish a north-south greenway along the western edge of Lansdowne Middle School to connect Lansdowne Road with Myrtle Avenue.

5.3.19 Redesign and widen the walkway within the Ophir Street right-of-way between Elm Street and Pear Street to meet greenway standards and establish the site as park space.

5.3.20 Explore opportunities to expand parkland along greenways.

5.3.21 Develop wayfinding signage to identify greenway routes.

5.3.22 Include lighting along greenways and through parks to encourage cycling during the winter months when it is dark during commuting times.

5.3.23 Prioritize cycling and pedestrian usage of greenways along shared roadways through traffic calming measures.

6.0 Mobility

Transportation in the Mount Tolmie–Camosun Community is determined by its street network. The streets follow a loose modified grid network, with Shelbourne Street forming the primary north-south axis. A more formal grid network exists in the panhandle portion of the community. Pedestrian connections exist in many places where there are gaps in the network. These connections can range from 2m to over 5m in width. Sidewalks in the area vary in quality and many of the collector and local streets do not possess any sidewalks on one side or either side (see Map 6.1). After parks, pedestrian mobility was identified as the second-highest priority in the 2016 MTCCP visioning survey. The 2015 Saanich Citizen Satisfaction Survey conducted by Forum research identified "condition, lighting and maintenance of streets and sidewalks" as the service with the lowest satisfaction rating in the municipality, out of 26 service items (pg. 17).

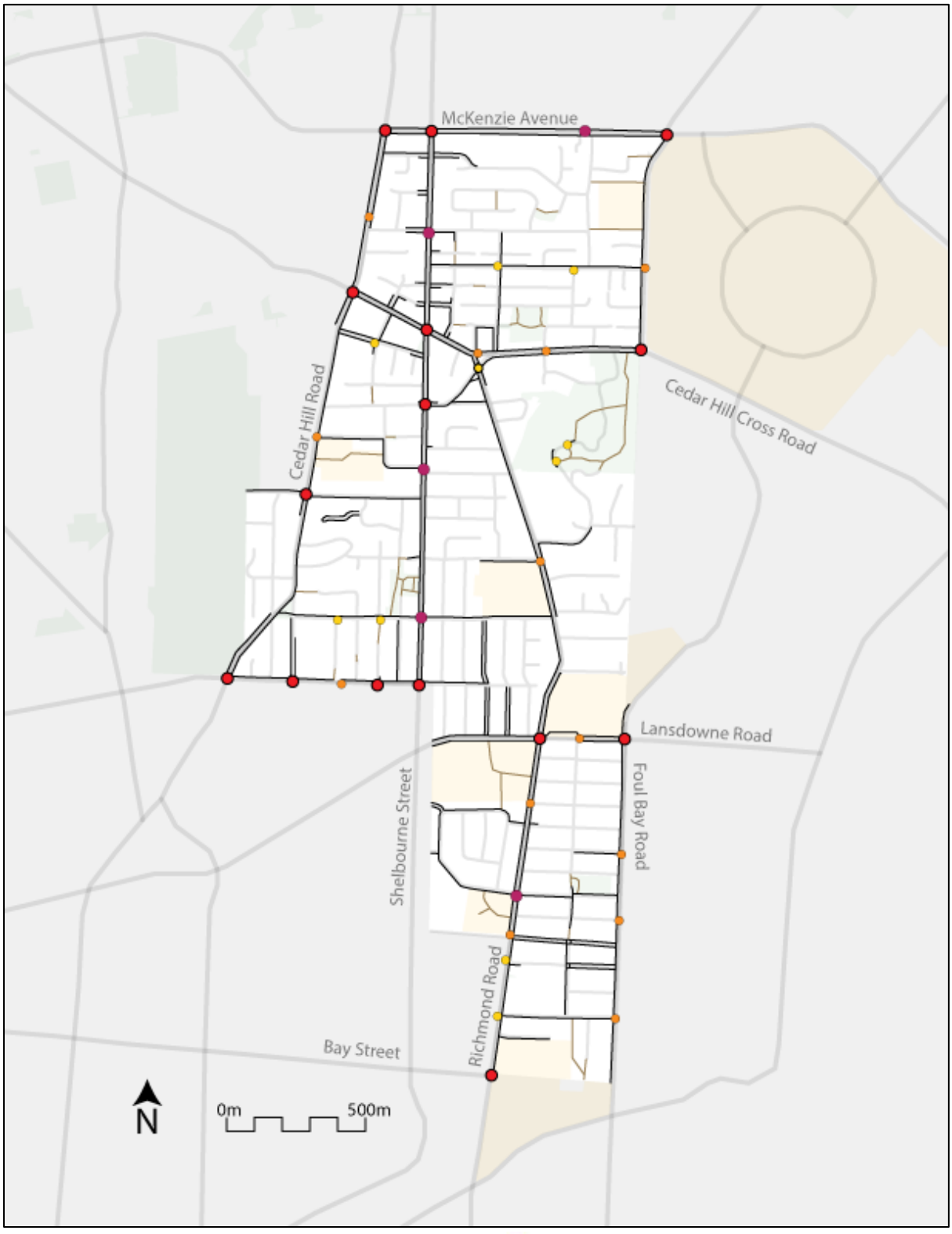
Saanich classifies four streets within the community as major roads: Shelbourne Street, Cedar Hill Cross Road, Lansdowne Road, and Richmond Road south of Lansdowne. In addition, major streets form the edge of the community at McKenzie Avenue, Gordon Head Road, Foul Bay Road, and North Dairy Road west of Shelbourne. Collector streets in the area consist of Cedar Hill Road, Garnet Road west of Shelbourne, Midgard Avenue, Poplar Avenue, Richmond Road north of Lansdowne, and McRae Avenue east of Shelbourne. Local streets make up the rest of the road network.

In the 2011 CRD Origin-Destination (O-D) Survey, the Mount Tolmie–Camosun Community is grouped as part of "East Saanich". The vast plurality (41%) of AM commuters from East Saanich terminate their trips in East Saanich (pg. 79). The second-highest destination among East Saanich commuters was Downtown Victoria at 12%. This data suggests that a significant proportion of area residents commute to destinations in or near the community.

Cycling infrastructure within Mount Tolmie–Camosun Community is limited but recent improvements include a separated cycle track along Lansdowne Road and bicycle lanes along McKenzie Avenue (see Map 6.4). Shelbourne Street, the flattest and most direct north-south route in the community, currently possesses no cycling infrastructure and is a 4-lane road for its entire length. The Citizen Satisfaction Survey (2015) found that "ease of bicycle travel" was the service with second-lowest satisfaction levels in Saanich. Community residents desire cycling improvements (MTCCP Survey, 2016; SVAP Survey, 2016) and infrastructure has yet to catch up with this desire. A high mode share of residents already

commutes by bicycle due the area's proximity to UVic and Downtown Victoria. The 2011 CRD O-D Survey suggests that many commuting trips originating from the community are short in length. These types of trips are ideal for potential shifting to cycling.

Map 6.1 Existing Pedestrian Environment



Saanich's 2008 OCP recommends promoting public transit as a viable alternative to vehicle commuting. The Mount Tolmie–Camosun Community is well-served by public transit. Being located between Downtown Victoria and UVic, the community benefits from bus routes serving these, the two largest destinations in the region. The community is flanked by two regional routes with 15 minute or better daytime service and limited stops. These routes are the #15 along Foul Bay Road and the #16 along McKenzie. Both these routes have their terminus at UVic. Frequent transit routes include the #27/28 along Shelbourne Street, the #14 along Richmond Road and Cedar Hill Cross Road, and the #4 along Lansdowne Road. The community is also served by the local routes #7, #8, #10, #12, #22, #24, #26, #39, and #51 (see Map 6.6).

6.1 Pedestrians and Sidewalks

As recommended in Table 6.1 and Map 6.2, the Mount Tolmie–Camosun Community will have a significant amount of sidewalk improvements made in the upcoming years. Investments proposed in this section focus on completing the pedestrian network by connecting sidewalks along major and collector streets. Schools in the area will also be connected by sidewalks along local streets. Along major streets, new sidewalks will be at minimum 2m wide to accommodate a variety of sidewalk users and will be separated from roadways by a curb or boulevard. Pedestrian access to Campus View Elementary School will be enhanced as there are currently no sidewalks along any adjacent streets to its west. Not all local streets will possess sidewalks, and the shared nature of these streets will be reinforced with slower speed limits and traffic calming measures (bump-out curb extensions, chicanes, and/or speedbumps). These recommendations reflect current needs, but new priorities may emerge depending on where future development occurs in the community.

Pedestrian connections will be expanded and widened in order to increase the permeability of blocks and reduce walking distances (see Table 6.2 and Map 6.2). In some places, connections will be integrated with greenways to provide access for multiple user types. These connections will be enhanced with street furniture, vegetation, and signage.

Safe road crossings will be developed, especially at intersections in proximity to seniors' residences and schools. Different intersection and crossing types are described in Table 6.3 and the list of priority pedestrian crossings are identified in Table 6.4 and Map 6.3. New developments will be required to provide pedestrians with building access from the sidewalk without having to cross parking lots. Shelbourne Valley Centre will develop as a walkable centre with more emphasis on the pedestrian environment. Benches will be installed to make walking more attractive, especially to seniors.

Map 6.2 Proposed Sidewalks and Pedestrian Connections

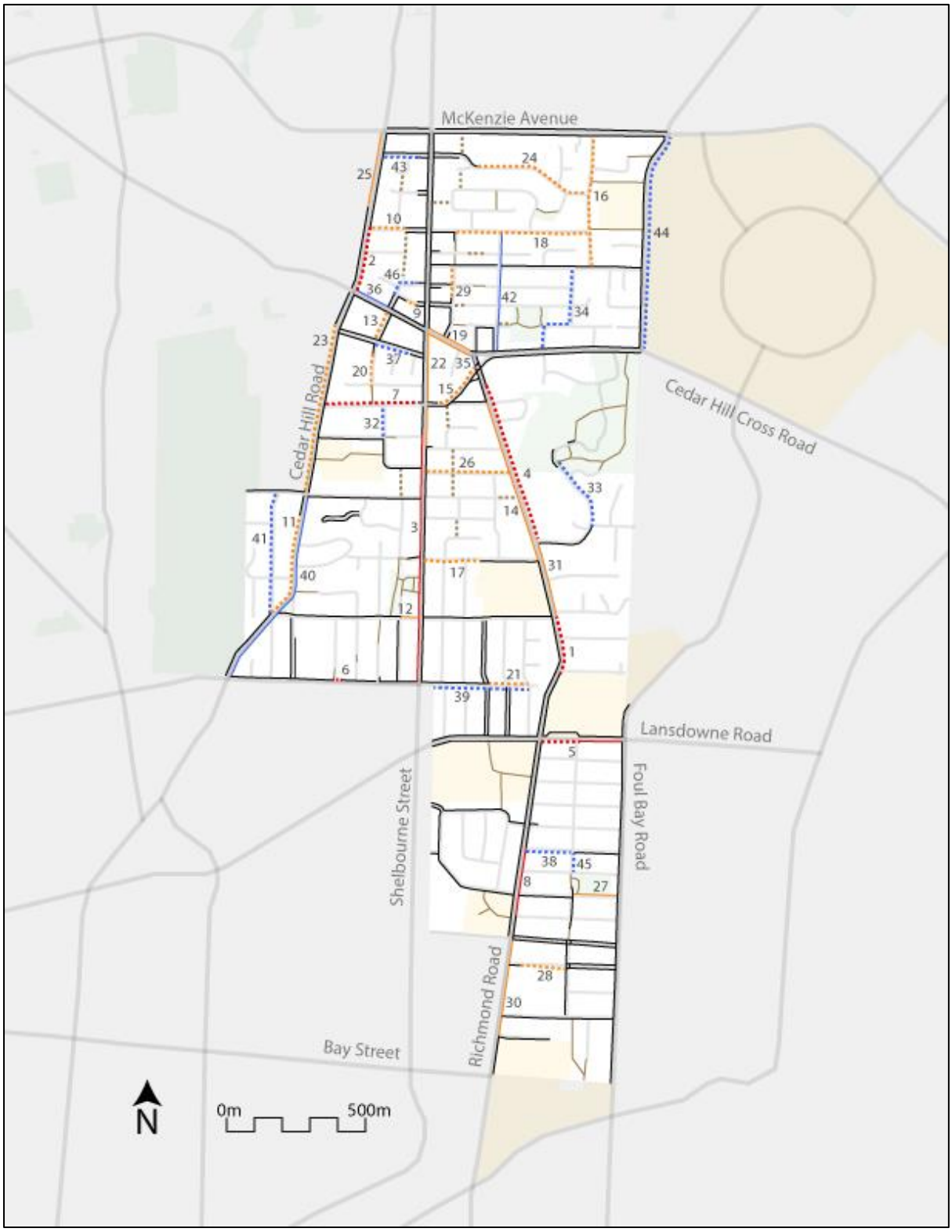


Table 6.1 Sidewalk Improvement Priorities

Priorities: High (H), Medium (M), and Low (L).

Types: New sidewalk (N) and Sidewalk replacement (R).

Number	*Priority*	*Type*	*Street Location*	*Description*
1.	H	N	E. side of Richmond St. between McRae Ave. and Argyle Ave.	As a major access point to Camosun College from the bus stop at Ernest Avenue and from further north, many pedestrians travel along the east side of Richmond north of Argyle. No pedestrian infrastructure has led to dirt paths through front yards.
2.	H	N	E. side of Cedar Hill Rd. between Mortimer Rd. and Cedar Hill X Rd.	A heavily-used informal path is dangerous for pedestrians and often conflicts with parked vehicles and garbage bins.
3.	H	R	W. side of Shelbourne St. between Rowan St. and North Dairy Rd.	The sidewalk is narrow and dangerous in many sections. Uneven surfaces and steep curb cuts along this busy stretch of Shelbourne creates an unfavourable pedestrian environment.
4.	H	N	E. side of Richmond St. between just N. of Kingsberry Cr. and Mayfair Dr.	This 650m stretch of Richmond contains no sidewalk along the east side of the street, and no crosswalks to the west side. Pedestrians accessing residences and bus stops along the east of the street must walk with vehicular traffic on this busy stretch of road.
5.	H	N R	S. side of Lansdowne Rd. between Richmond St. and Foul Bay Rd.	There is a small curb less than 0.5m wide that some pedestrians attempt to use, but it is directly adjacent to lanes of traffic and impeded in places by utility poles. Being an important east-west corridor, pedestrian infrastructure is necessary along this stretch of Lansdowne. Options may need to be explored that require the removal of a travel lane of vehicular traffic.
6.	H	N	N. side of North Dairy Rd. within Shelley St. right-of-way.	There is a 20m gap that lacks a sidewalk across from the heavily used Hillside Shopping Centre. There is currently a sidewalk on either side of this gap, but only a dangerous path alongside traffic connecting the two sides.
7.	H	N	N. side of Pear St. between Cedar Hill Rd. and Shelbourne St.	This street is a designated Greenway and connects residential areas with the Shelbourne Valley Centre. Increased vehicular traffic since the installation of a signal-controlled intersection at Pear and Shelbourne has increased the need for sidewalk.
8.	H	R	E. side of Richmond St. between Neil St. and Carnarvon St.	Curb cuts need to be developed as the sidewalk currently ends at the curb at three intersections along this stretch, making it impassable for those using mobility scooters.
9.	M	N	S. side of Broadmead Ave. between Ophir St. and Shelbourne St.	There is a gap in the sidewalk here that could provide an alternate pedestrian connection north of Cedar Hill X Road.
10.	M	N	N. side of Mortimer St. between Cedar Hill Rd. and just W. of Shelbourne St.	The sidewalks on either side of Mortimer end abruptly 85m west of Shelbourne despite this being a primary pedestrian access route to Cedar Hill Middle School.
11.	M	N	W. side of Cedar Hill Rd. between Derby Rd. and Doncaster Dr.	Many pedestrians utilize this side of the street, especially to access bus stops and cross streets. A wide right-of-way containing informal on-street parking could be repurposed and formalized to provide an opportunity for a new sidewalk.
12.	M	R	N. side of McRae Ave. between Browning Park and Shelbourne St.	The sidewalk here needs replacement as it is less than 1m wide in places and is used for parking by vehicles.
13.	M	N	W. side of Ophir St. between Cedar Hill X Rd. and Church Ave.	This stretch of road is in a densely populated area with residences and commercial services nearby.
14.	M	R	W. side of Richmond Rd. between Pear St. and Knight Ave.	This sidewalk is dangerously close to the vehicular lane, is cracked in places, and crosses driveways and roads at

				steep grades. In places, a lack of proper signage results in parked cars on the sidewalk.
15.	M	N	N. side of Poplar Ave. between Pear St. and Richmond Rd.	This busy collector street connects the commercial areas along Shelbourne Street with the transit routes on Richmond.
16.	M	N	E. side of Ansell Rd. between McKenzie Ave. and Midgard Ave.	Consider a sidewalk along the either side of the road to connect the Campus View Elementary School walkways with the east-west pedestrian routes.
17.	M	N	S. side of Knight Ave. between Shelbourne St. and St. Michael's University School.	Students regularly use this route to connect between transit stops on Shelbourne and SMUS. A wide right-of-way allows for sidewalk construction without disrupting vehicular traffic. Sidewalk could also be constructed along north side of Knight Avenue, but would require a crossing to connect with sidewalk in front of SMUS.
18.	M	N	S. side of Mortimer St. between Stamboul St. and Ansell Rd.	This street is used by children to access Campus View Elementary School, but there is no sidewalk east of Stamboul.
19.	M	R	Both sides of Cedar Hill X Rd. between Shelbourne St. and Richmond Rd.	Currently, utility poles impede pedestrians directly adjacent to the busy roadway. Traffic entrances to shopping centres should be narrowed to reduce the distance pedestrians must cross traffic.
20.	M	N	W. side of Ophir St. between just S. of Church Ave. and the pedestrian connection just S. of Elm St.	While a dead end for vehicular traffic, this future greenway route will benefit from a sidewalk concurrent with pedestrian connection upgrades.
21.	M	N	N. side of North Dairy Rd. between Carmen St. and Frechette St.	Continue the existing sidewalk to reach residences further east.
22.	M	R	E. side of Shelbourne St. between Cedar Hill X Rd. and Donnelly Rd.	Work with the adjacent landowners to improve sidewalk infrastructure. Currently there are utility poles along this stretch protruding through the sidewalk that obstructs movement, especially for those with mobility scooters or strollers.
23.	M	N	W. side of Cedar Hill Rd. between Church Ave. and Derby Rd.	There is currently no formal pedestrian access to residents or bus stops along the west side of this collector street through this section, except for a crosswalk at Rowan Street. A narrower right-of-way may provide a challenge in some sections.
24.	M	N	N. side of Garnet Rd. between Spilsbury Place and Ansell Rd.	This is an access road to Campus View Elementary School and a sidewalk is need to provide a safe route for children.
25.	M	R	W. side of Cedar Hill Rd. in front of Cedar Hill Middle School.	Formalize parking area to better separate vehicular traffic from sidewalk.
26.	M	N	N. side of Cedar Ave. between Shelbourne St. and Richmond Rd.	Not a busy street, but used by many schoolchildren from the east side of Shelbourne to access the Cedar Avenue crosswalk on their way to Doncaster Elementary School.
27.	M	R	N. side of Townley St. between Dean Ave. and Foul Bay Rd.	The sidewalk along the side of Allenby Park often floods in winter and needs to be replaced to separate street parking from pedestrians.
28.	M	N	S. side of Kings Rd. between just E. of Richmond Rd. and Dean Ave.	This sidewalk would connect pedestrian walkways along Kings Road on either side, as well as the BC Hydro lands midblock.
29.	M	N	W. side of Stamboul St. between Midgard Ave. and Kisber Ave.	This is a commonly used pedestrian route to reach Shelbourne Valley Centre without walking along busy Shelbourne Street.
30.	M	R	E. side of Richmond Rd. between Newton St. and Adanac St.	Sidewalk is presently narrow and impeded by utility poles.
31.	M	R	E. side of Richmond Rd. between Mayfair Dr. and McRae Ave.	Currently pedestrians are served by 1.2m wide sidewalk at-grade with the road, separated by a painted curb. This pedestrian pathway is not wheelchair-accessible.
32.	L	N	W. side of Thistle St. between Pear St. and Rowan St.	Though not a particularly busy street, this section is part of a future greenway and should possess a sidewalk for a safe route to school over the crest of a steep hill.

33.	L	N	E. side of Mayfair Dr. between Mount Tolmie Park and Cromwell Rd.	Explore opportunities to develop a sidewalk along this steep access road to Mount Tolmie Park.
34.	L	N	W. side of Iona Dr. N. of Cedar Hill X Rd., N. side of Broadmead Ave., and W. side of Kremlin St.	Connect Horner Park to neighbouring residences with sidewalks. Consider alternative routes based on community consultation.
35.	L	R	W. side of Richmond Rd. between Cedar Hill X Rd. and Poplar Ave.	At 1.3m wide and only 40m long, this sidewalk is uncomfortable running between two busy intersections. The sidewalk can be widened here as the vehicular lane is unnecessarily wide.
36.	L	R	N. side of Cedar Hill X Rd. between Cedar Hill Rd. and just W. of Ophir St.	There is no distinction between the sidewalk and the parking here, and the sidewalk is sometimes blocked by vehicles.
37.	L	N	S. side of Church Ave. between Ophir St. and just W. of Cottonwood St.	The pedestrian connection here needs to be completed to provide access to services as Church and Shelbourne.
38.	L	N	S. side of Neil St. between Richmond Rd. and Dean Ave.	A connection will be needed between the existing sidewalk east of Dean Avenue and any future crossing at Richmond Road.
39.	L	N	S. side of North Dairy Rd. between the City of Victoria and Frechette St.	Traffic calming measures in the last 20 years have slowed traffic, but the road is still wide and dangerous for pedestrians to walk along.
40.	L	R	E. side of Cedar Hill Rd. between Derby Rd. and just N. of North Dairy Rd.	This sidewalk needs to be replaced as it is old, narrow, steep, cracked, and not grade-separated from the road.
41.	L	N	W. side of Doncaster Dr. between Derby Rd. and Cedar Hill Rd.	A desire line has formed at the north end of this section and vehicular traffic often uses this route as a shortcut to access to the Cedar Hill Clubhouse.
42.	L	R	E. side of Palo Alto St. between Mortimer St. and Cedar Hill X Rd.	The sidewalk here is narrow and unpleasant for users.
43.	L	N	S. side of Garnet Rd. between Cedar Hill Rd. and Shelbourne St.	While only a short connector street, Garnet sees a lot of traffic and students often walk along this stretch to reach Cedar Hill Middle School.
44.	L	N	E. side of Gordon Head Rd. between McKenzie Ave. and Cedar Hill Cross Rd.	Work with the University of Victoria and the District of Oak Bay to consider a sidewalk along this stretch of road.
45.	L	N	E. side of Dean Ave. between Neil St. and Allenby St.	A sidewalk here could provide better connectivity in the panhandle with Allenby Park.
46.	L	N	W. side of Ophir Street N. of Broadmead Ave. and N. side of Christmas Ave. W. of Shelbourne St.	This pedestrian route will be necessitated by future development in the area and by a future greenway connection to the north.

Table 6.2 New Pedestrian Connections

Location	*Current Ownership*
Between Mortimer Street and Ophir Street, west of Shelbourne Street	Private
Between Cedar Avenue and Derby Road, west of Shelbourne Street	Private
Between Spilsbury Place or Garnet Road and Howroyd Avenue	Private
Between Pear Street and Knight Avenue, east of Shelbourne Street	Private
Between McKenzie Street and Garnet Road, east of Shelbourne Street	Private

Between Garnet Place and Stockton Crescent	Private
Between Shelbourne Street and Stamboul Street, north of Sheridan Avenue	Private
In the Earlston Avenue right-of-way, between Stamboul Street and Palo Alto Street	Public
In the Kisber Avenue right-of-way, east of Stamboul Street	Public
In the Derby Road right-of-way, between Veteran Street and Richmond Road	Public

Table 6.3 Pedestrian Crossing Typology[8]

A. **Signal-controlled intersection**. This type of crossing should occur at major intersections, where two or more major roads intersect. Traffic signals are timed and control pedestrian, cyclist, and vehicular traffic flow through the intersection.
B. **Pedestrian-activated signalled crossing**. This type of crossing should occur at major roads where there is not an intersection with another major road. Pedestrian-activated traffic lights will stop vehicular traffic allowing pedestrians to safely cross. If such a crossing is at an intersection with a local street, there should be stop signs for vehicular traffic on the local streets. Signal activation buttons for cyclists should also be present.
C. **Unsignalled intersection**. This type of crossing should occur at the intersection of collector and/or local streets. Stop signs will control traffic flow, and pedestrian crossings will be marked by parallel solid white lines where necessary.
D. **Crosswalk with warning lights**. This crossing is a standard crosswalk, except with overhead pedestrian-activated flashing yellow lights to warn drivers of pedestrians crossing. This type of crossing should be used on collector roads, especially in places where there is limited visibility.
E. **Crosswalk**. A crosswalk properly indicated with a zebra surface marking and advance warning signs. This type of crossing should only be used on local streets or on collector streets with high visibility.

[8] The *Provincial Pedestrian Crossing Control Manual for British Columbia* (1996) outlines the guidelines for seven different types of pedestrian crossings, but these guidelines may be out-of-date and not reflective of expected pedestrian safety values. The *Capital Regional District Pedestrian and Cycling Master Plan Design Guidelines* (2012) describes best practices for pedestrian crossings, but does not provide a typology of pedestrian crossings. Considering the CRD guidelines, which are drawn from practices across Canada and the USA, five types of pedestrian crossings are recommended in this Plan.

Map 6.3 Proposed Pedestrian Crossings & Intersection Upgrades

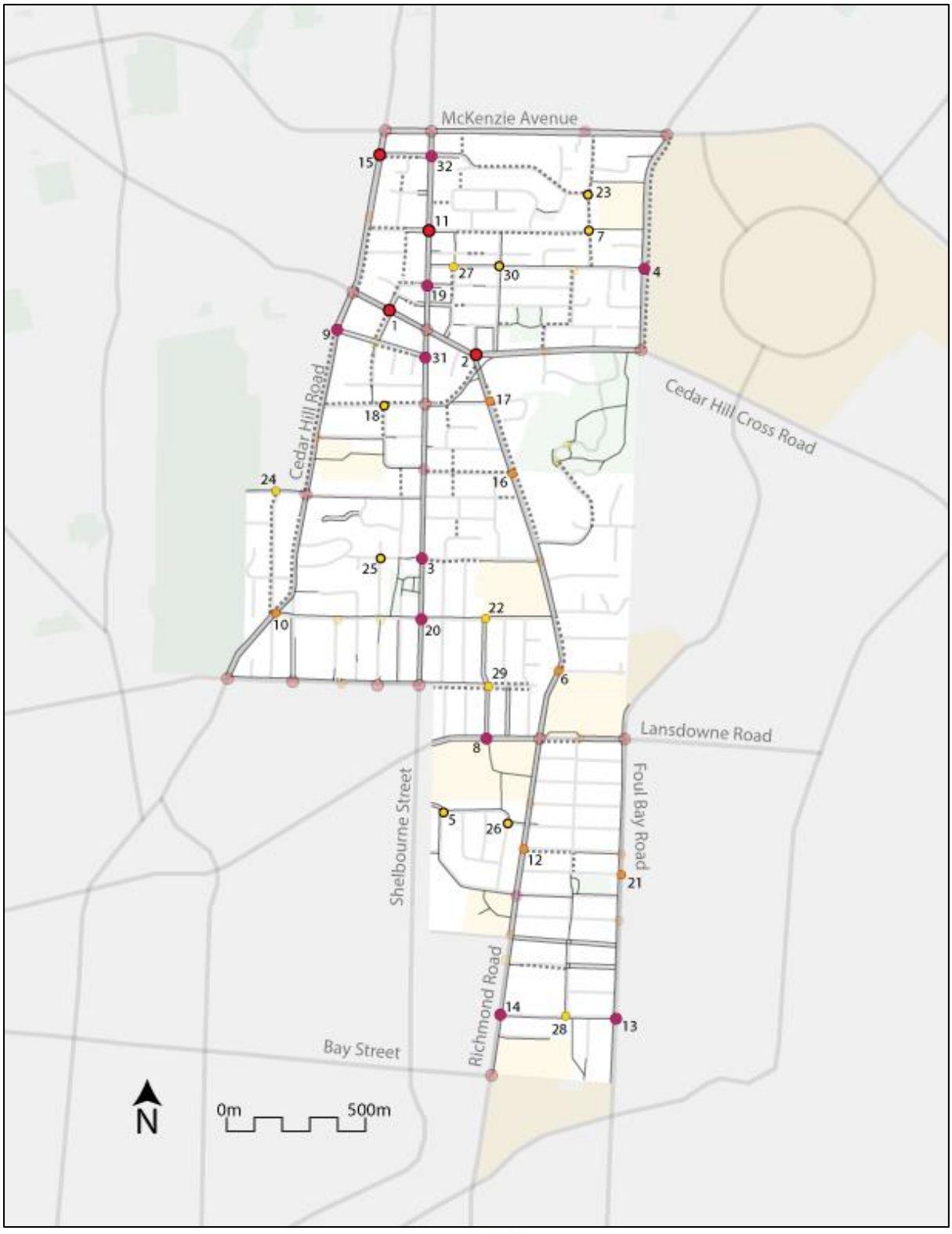


Table 6.4 Pedestrian Crossing and Intersection Priorities

Priorities: High (H), Medium (M), and Low (L)

Number	*Priority*	*Type*	*Location*	*Description*
1.	H	A	Cedar Hill X Rd. at Ophir St.	This intersection is extremely dangerous as pedestrians attempt to cross four lanes of Cedar Hill Cross Road to access services on either side. The intersection is especially important due to the high number of seniors who live nearby and attempt to cross the road without having to go up or down the hill to either of the existing intersections a Cedar Hill Road or Shelbourne Street.
2.	H	A	Cedar Hill X Rd. at Richmond Rd. and Poplar Ave.	Explore opportunities to reconfigure these awkward intersections. Consider upgrading Richmond at Cedar Hill Cross to a signal-controlled intersection and remove the segment of Poplar between those two streets to create a more usable park space at Rendle Green.
3.	H	B	Shelbourne St. at Knight Ave.	This crossing could help connect neighbourhoods on opposite sides of Shelbourne with bus stops, Browning Park, and the Bowker Creek Greenway.
4.	M	B	Gordon Head Rd. at Midgard Ave.	This is an important access point to UVic and needs to be reconfigured to better accommodate both pedestrians and cyclists.
5.	M	C	Myrtle Ave. at Taylor St. and Townley St.	Currently all three streets meet at an angle and there is no signage indicating vehicular priority. This is a popular pedestrian crossing to access Lansdowne Middle School.
6.	M	D	Richmond Rd. at Argyle Ave.	A pedestrian crossing will better serve pedestrians who currently cross the street here attempting to access Camosun College from the northwest.
7.	M	C	Ansell Rd. at Mortimer St.	Stop signs are required here to provide safe pedestrian access to Campus View School.
8.	M	B	Lansdowne Rd. at Carman St.	There is no crossing in the 500m stretch of Lansdowne Road between Shelbourne Street and Richmond Road for pedestrians to reach Lansdowne Middle School. Many students cross this busy arterial road to reach the school by foot.
9.	M	B	Cedar Hill Rd. and Church Ave.	With a high density of seniors housing in the neighbouring blocks, a crossing of Cedar Hill Road is needed. This will help residents to the west of Cedar Hill safely reach services in the Shelbourne Valley Centre without having to take the much busier Cedar Hill Cross Road.
10.	M	D	Cedar Hill Rd. at McRae Ave.	A crossing would connect Wetherby Park and users accessing Cedar Hill Recreation Centre.
11.	M	A	Shelbourne St. and Mortimer St.	This intersection should be upgraded to a full intersection to better serve all users.
12.	M	D	Richmond Rd. at Neil St.	Many pedestrians cross in proximity to here between the neighbourhoods on either side of Richmond Road.
13.	M	B	Foul Bay Rd. at Haultain St.	A pedestrian- and cyclist-activated signal is needed for the Haultain greenway's crossing.
14.	M	B	Richmond Rd. at Haultain St.	A pedestrian- and cyclist-activated signal is needed for the Haultain greenway's crossing.
15.	L	A	Cedar Hill Rd. at Garnet Ave.	This intersection is often blocked by northbound traffic stopped at the McKenzie Avenue intersection, impeding traffic attempting to access Garnet Avenue and the Nellie McClung Library. Pedestrians often cross here, especially students heading to Cedar Hill Middle School. This intersection is less than 100m away from Shelbourne Street's intersection with McKenzie Avenue, but consideration is warranted due to number of conflicts with pedestrians.
16.	L	D	Richmond Rd. at Cedar Ave.	A crossing is needed to provide access to residences and the bus stop.

17.	L	D	Richmond Rd. at Pear St.	A connection is needed between new residential developments in the west and Mount Tolmie Park in the east.
18.	L	C	Pear St. at Thistle St.	A three-way stop here would help calm traffic and provide a safe crossing for children walking to school.
19.	L	B	Shelbourne St. at Christmas Ave.	Needed with the potential of more traffic from nearby developments
20.	L	B	Shelbourne St. at McRae Ave.	Keep as a pedestrian-activated intersection but upgrade with cyclist-activated call buttons. Future development and heavy traffic may warrant an additional crosswalk on the south side of McRae Avenue. Consider a full signal-controlled intersection only with concurrent traffic calming on McRae to dissuade cut-through traffic.
21.	L	D	Foul Bay Rd. at Allenby St.	A crossing here would provide residents with better access to the retail services in Oak Bay.
22.	L	E	McRae Ave. at Carman St.	This is an access point to St. Michael's University School and traffic often speeds along McRae Avenue.
23.	L	C	Ansell Rd. at Garnet St.	Stop signs would improve pedestrian safety near Campus View Elementary School.
24.	L	E	Derby Rd. at Doncaster Dr.	A crosswalk here will become needed with any new sidewalk along Doncaster Drive.
25.	L	C	Wordsworth St. at Knight Ave.	Located at the bottom of a steep hill, the lack of signage here is a danger to pedestrians and drivers.
26.	L	C	Taylor St. at Queenston St.	Stop signs here would help slow traffic cutting through the neighbourhood.
27.	L	E	Midgard Ave. at Stamboul St.	A crosswalk is need to provide a safe crossing from the greenway that connects at the top of the hill.
28.	L	E	Haultain St. at Dean Ave.	A crosswalk here would provide a safer crossing for those walking up Dean Avenue.
29.	L	E	North Dairy Rd. at Carman St.	This would enhance the traffic calming on North Dairy and complete a safe route to Lansdowne Middle School along Carman Street.
30.	L	C	Midgard Ave. at Palo Alto St.	Upgrading this crosswalk to a four-way stop will increase safety along this route to Campus View Elementary School.
31.	L	B	Shelbourne St. at Church Ave.	This intersection is only 100m from the Shelbourne and Cedar Hill Cross Road intersection, but a crossing should be considered here as it has been identified as a dangerous intersection by the Shelbourne Valley Walkability Group.
32.	L	B	Shelbourne St. at Garnet Ave.	This is a high conflict intersection but is in close proximity to Shelbourne's existing intersection with McKenzie Avenue.

Sidewalks

6.1.1 Prioritize and implement sidewalk improvements as listed in Table 6.1. Where possible, have the sidewalk separated from the roadway with a curb and boulevard.

6.1.2 Adhere to a standard of 2m wide sidewalks for sidewalk improvements.

6.1.3 Work with School District #61, Parents' Advisory Committees (PACs), and the municipality's Engineering Department to identify Safe Routes to School for schools in the community.

Pedestrian Connections

6.1.4 Enhance pedestrian connectivity by implementing the greenway network described in Section 5.3 and developing the connections outlined in Table 6.2 and Map 6.2.

6.1.5 Work with the District of Oak Bay to improve the pedestrian connection between Cromwell Road and Kendal Avenue and remove barriers to access.

6.1.6 Develop signage where pedestrian connections are poorly visible or unmarked.

Pedestrian Crossings

6.1.7 Carry out the pedestrian crossing improvements listed in Table 6.4.

6.1.8 Narrow roadways at pedestrian crossings and major intersections to decrease the amount of time that pedestrians must take to cross roads.

6.1.9 Increase pedestrian crossing times at major intersections and nearest to seniors' housing.

Pedestrian Environment

6.1.10 Provide more benches within the major centres and along major corridors where there is greater pedestrian usage.

6.1.11 Install benches along Cedar Hill Cross Road between Cedar Hill Road and Shelbourne Street to better serve the many seniors who live in this sector and may be ascending the hill.

6.1.12 Implement traffic calming measures on local roads and in areas of poor pedestrian safety. This could include bump-out curb extensions, chicanes, and/or speedbumps.

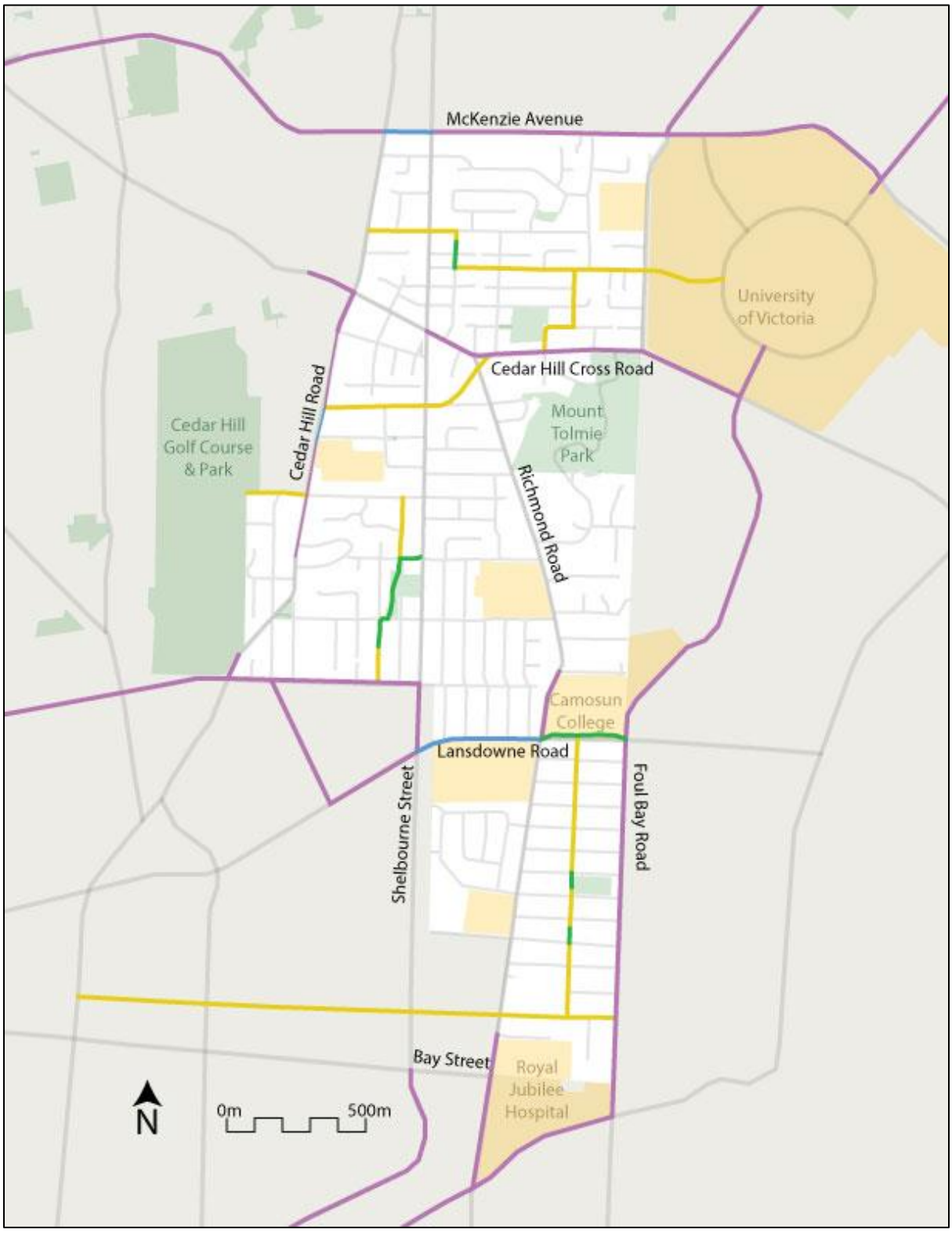
6.1.13 Encourage improved pedestrian access to shopping centres and services.

6.1.14 Introduce more streetlights along Richmond Road north of Lansdowne Road to increase pedestrian visibility.

6.2 Cycling

Cycling infrastructure will be developed throughout the Mount Tolmie–Camosun Community, nearly doubling the total length of cycling routes in the community from 11.44km to 22.36km (see Table 6.5). Infrastructure will be developed in the form of designated shared roadways using signage and on-street sharrow markings, on-street bicycle lanes, protected bicycle lanes, and off-street multi-use trails (see Map 6.5). Where possible, new cycling routes will be developed along their entire length to avoid piecemeal cycling infrastructure. The primary cycling route through the community will be the separated cycle tracks on Shelbourne Street which will complement the multi-use Bowker Creek Greenway. While the Greenway will be catered towards recreational cycling, the Shelbourne Street infrastructure will be used by commuters and users of all ages and abilities. The Shelbourne Valley Action Plan (SVAP) outlines how cycling infrastructure will develop along Shelbourne in both long-term and short-term scenarios. The District of Saanich will invest in short-term improvements for Shelbourne Street in the immediate future as this is the highest priority cycling route in the community. New bicycle lanes on Richmond Road, Cedar Hill Road, and Gordon Head Road will build towards a complete network.

Map 6.4 Existing Cycling Infrastructure



Map 6.5 Proposed Cycling Infrastructure

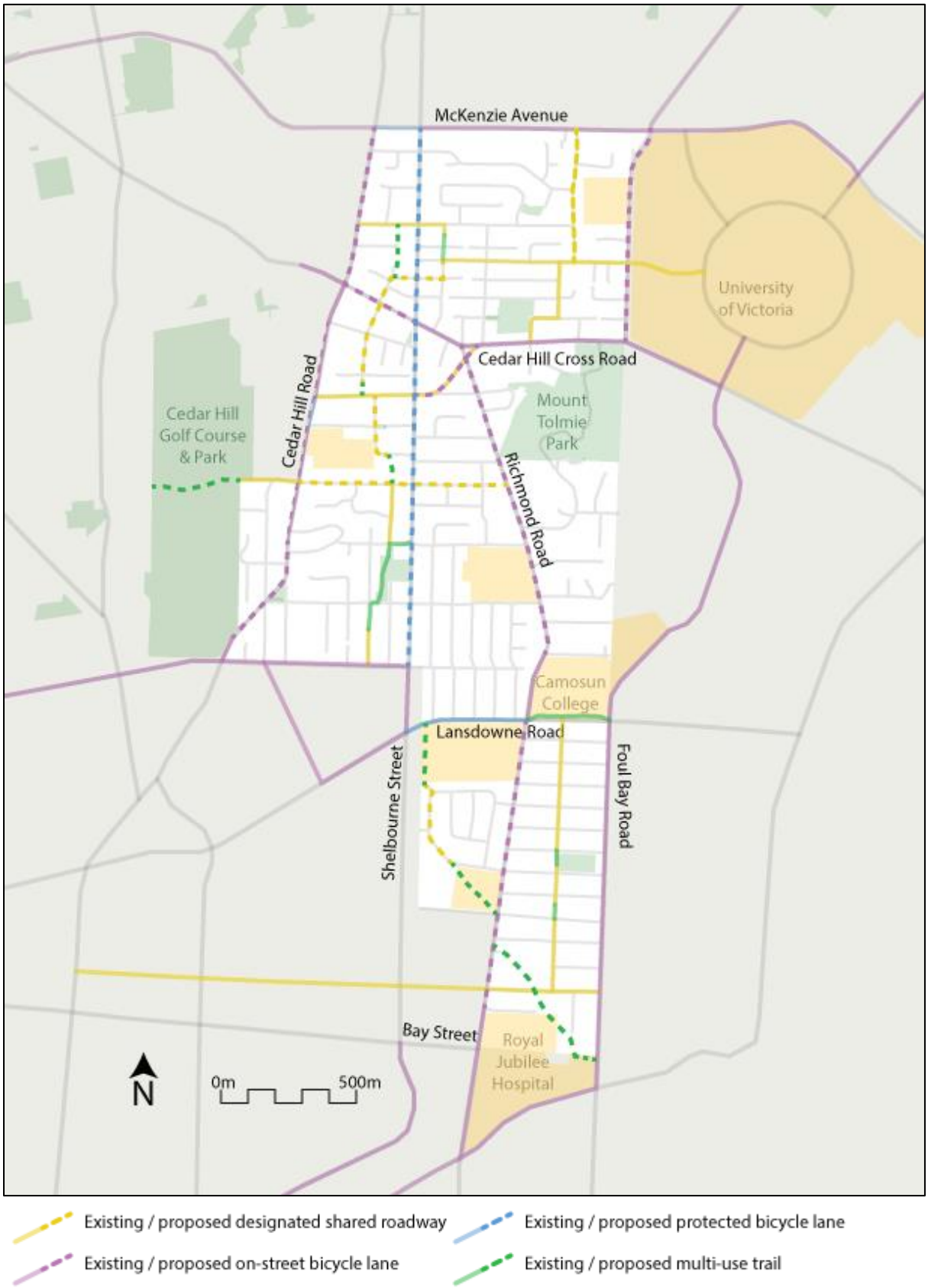


Table 6.5 Cycling Infrastructure

	Designated shared roadway	Bicycle lane	Protected bicycle lane	Multi-use path	**TOTAL**
Existing[9]	4.59km	5.52km	0.37km	0.97km	**11.44km**
Proposed	7.09km	10.73km	3.29km	1.26km	**22.36km**

6.2.1 Consider the implementation of cycling infrastructure during the redevelopment of any roadways. Ensure that all new cycling routes maintain a minimum width of 1.5m in each direction. Mixed use pedestrian and cycling paths should be a minimum 2m wide.

6.2.2 Develop 2-3m wide protected bicycle lanes along Shelbourne Street for its entire length through the community as a high priority action. As this infrastructure will be dependent on adjacent property redevelopment, construct 1.5-1.8m wide buffered bicycle lanes and tracks in the short-term, as outlined in the SVAP.

6.2.3 Construct bicycle lanes along the entire length of Richmond Road.

6.2.4 Construct bicycle lanes along the entire length of Cedar Hill Road.

6.2.5 Construct bicycle lanes along the entire length of Gordon Head Road.

6.2.6 Carry out improvements along Haultain Street to reduce traffic speed and priority, thus emphasizing its status as a designated shared roadway.

6.2.7 Designate Derby Road as a shared roadway connecting Cedar Hill Golf Course and Park with Richmond Road. Redevelop the multi-use path through this park to allow for cycling.

6.2.8 Designate Ansell Road as a shared roadway and carry out improvements to improve its intersection with McKenzie Avenue and connect with Larchwood Drive to the north.

6.2.9 Consider cycling needs when designing and developing the Bowker Creek Greenway.

6.2.10 Provide bicycle parking in public parks and plazas.

9 Existing includes infrastructure currently under construction

6.2.11 Develop a wayfinding system for cycling that identifies greenways, cycling routes, major destinations, and respective distances.

6.2.12 Promote cycling throughout the community as a healthy, viable, and sustainable alternative to driving.

6.3 Public Transit

Public transit in the Mount Tolmie–Camosun Community will be expanded in line with the vision set out in the BC Transit Victoria Region Transit Future Plan (2011). In this vision, a rapid transit route will use the McKenzie Avenue corridor to connect UVic in the east with Uptown in the west. The Frequent Transit Network will link with the rapid transit route providing 15-minute or better service between the community and external destinations (see Map 6.6). Local routes will feed into these networks and serve the interests of community residents. Transit stops will be updated, maintained, and integrated into the neighbourhoods. A transit exchange will develop at the intersection of Shelbourne Street and McKenzie Avenue.

Transit Service

6.3.1 Ensure public transit service keeps pace with growth throughout the community. Encourage BC Transit to review demand following major redevelopments.

6.3.2 Recommend that BC Transit consider more east-west bus routes to complete a full network, specifically along Cedar Hill Cross Road.

Transit Infrastructure

6.3.3 Continue to work with BC Transit to implement bus shelter improvements and prioritize needed improvements. Ensure that all improvements meet accessibility requirements.

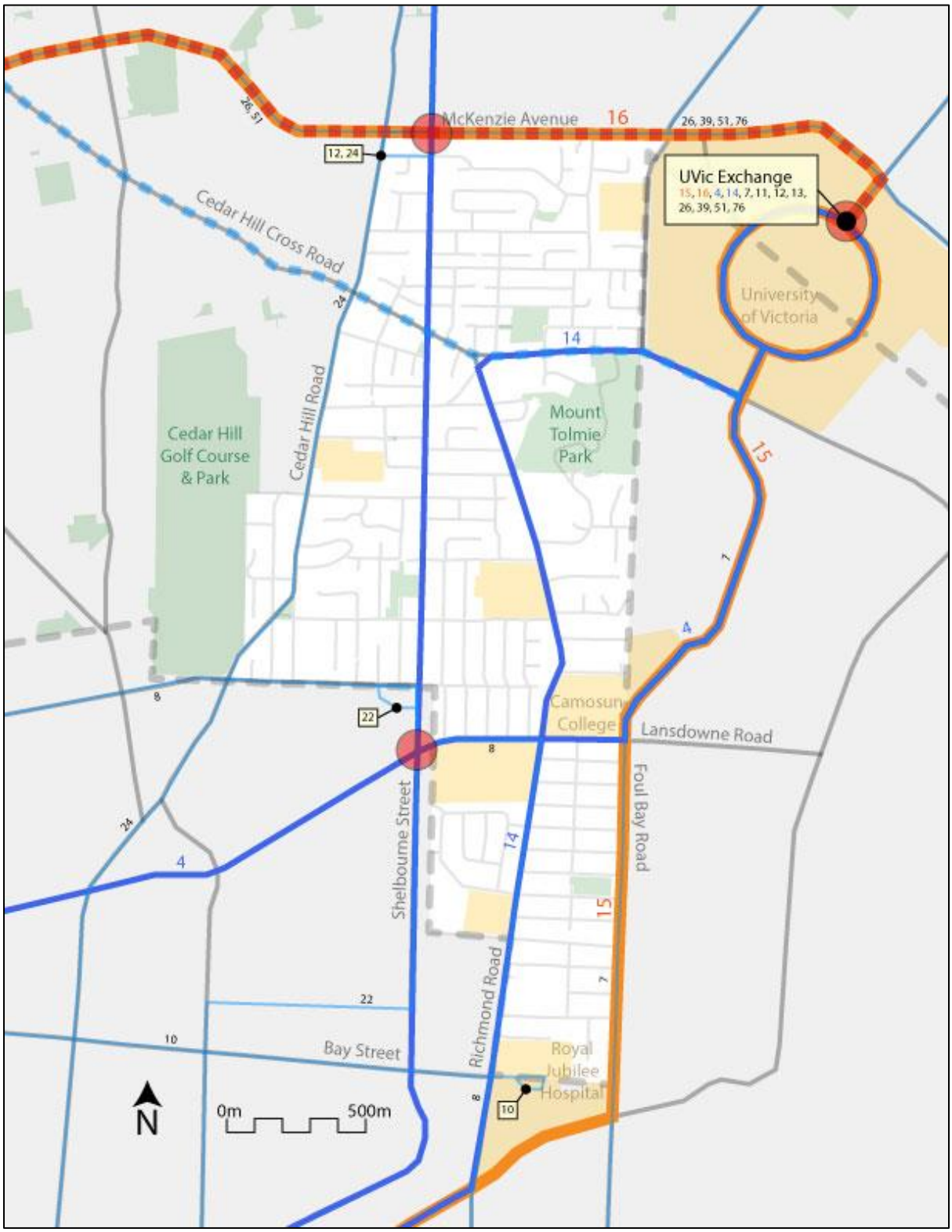
6.3.4 Maintain or reconfigure designated streets as needed to meet BC Transit's Frequent Transit Network standards. These streets are Shelbourne Street, Lansdowne Road, and Foul Bay Road.

6.3.5 Work with BC Transit to develop a rapid transit priority corridor along McKenzie Avenue.

6.3.6 Make improvements to the Garnet Road / Shelbourne Street / McKenzie Avenue bus stops to meet transit exchange standards.

6.3.7 Work to eliminate bus bays along Shelbourne Street except at timing points.

Map 6.6 Public Transit



6.4 Vehicles and Roads

Automobile dependency will be reduced in the Mount Tolmie–Camosun Community to help establish a more pedestrian-oriented community and to minimize carbon emissions. Existing traffic calming measures will be maintained and expanded on local streets. Major streets will retain their status as primary vehicle routes and increased traffic on collector streets will be discouraged. Shelbourne Street's right-of-way will be widened, as recommended in the Shelbourne Valley Action Plan (SVAP) in order to better accommodate all road users. Intersection upgrades will take place across the community to better serve pedestrians, as outlined in Table 6.4. Parking on residential streets near major institutions and destinations will be protected for residential use. Roadwork on streets in the community will be well advertised and implemented after consultation with neighbouring residents. The Engineering and Planning departments will work together to maximize opportunities for streetscape improvements in concert with utilities replacements.

Vehicular traffic

6.4.1 Reduce the use of vehicles by promoting alternative forms of transportation such as walking, cycling, and public transit.

6.4.2 Work with the major institutions in the area (e.g. UVic, Camosun College, Royal Jubilee Hospital) to manage traffic and encourage alternative forms of transportation.

6.4.3 Begin the short-term mobility improvements to Shelbourne Street as recommended in the SVAP. Expropriate and acquire land from private frontages in order to widen the road right-of-way where necessary and achieve the SVAP's long-term ultimate vision.

6.4.4 Reduce the speed limit to 40km/hr along local streets.

6.4.5 Maintain traffic calming measures south of Lansdowne Road between Richmond Road and Foul Bay Road. Continue to install speedbumps on east-west streets that do not contain them, as traffic avoids those streets with speedbumps currently installed.

6.4.6 Manage traffic to maintain current levels or less along Cedar Hill Road and Richmond Road. Minimize diversion of traffic away from Shelbourne Street. Emphasize Richmond and Cedar Hill Roads' statuses as collector roads by implementing crosswalks outlined in Table 6.4 and traffic calming measures including bump-out curb extensions.

6.4.7 Reconfigure Gordon Head Road at Campus View Elementary School to allow for left turns.

6.4.8 Reduce and limit the amount of tour bus traffic acessing Mount Tolmie along Mayfair Drive. Consider restricting such traffic to the north side of the mountain only.

6.4.9 Curb vehicular traffic and speed surrounding St. Michael's University School. Enforce lower speed limits on Knight Avenue, Kingsley Street, Aldridge Avenue, and McRae Avenue around the school.

On-street parking

6.4.10 Manage and reduce non-resident parking on residential streets. Implement and enforce resident-only parking near major institutions including Royal Jubilee Hospital, Camosun College, and the University of Victoria.

6.4.11 Limit parking to one side of Palo Alto Street and formalize the curbs on both sides.

6.4.12 Minimize parking impacts on residential streets from secondary suites and enforce the existing parking requirements for secondary suites outlined in the Zoning Bylaw.

Roadways and streetscapes

6.4.13 Ensure that the Saanich Engineering Department follows the same public consultation procedures that is required of private developers. The Saanich Public Process Handbook (2015) should be followed in advance of any engineering projects affecting roadways in the community to ensure all interests are considered.

6.4.14 Coordinate between Saanich departments to ensure above-ground road improvements and utilities projects can be harmonized.

6.4.15 Evaluate the aesthetic, environmental value, and character of streetscapes when developing plans for proposed road or utility upgrading. Where feasible, endeavor to bury hydro lines underground.

6.4.16 Reconfigure storm drains into bio-swales on an as-needed basis as part of road construction or local development projects in an effort to reduce stromwater runoff.

7.0 Community

There is a growing sense of community in Mount Tolmie–Camosun, much of it emerging around the Shelbourne Valley Centre and the associated planning process. The Mount Tolmie and Camosun Community Associations provide resources to, liaise with, and support initiatives from area residents. Community interest in the area revolves around fostering a community identity with ties to the area's physical and natural past. The current automobile-centric built form of the major centres is not conducive to the community identity. Multiple-lane streets and parking lots are not attractive and built form makes social interaction more difficult.

Built heritage in the community is identified in the Saanich Heritage Register (2008). There are 39 registered heritage structures in the Mount Tolmie–Camosun Community, but only 7 of them are designated heritage sites (see Map 7.1). A designated heritage site is protected by the Heritage Designation Bylaw and any physical changes to the exterior of these structures go through Saanich Council. The Saanich Heritage Foundation promotes heritage in the municipality and manages grants for structural renovations.

Affordable housing is a dominant concern in the Mount Tolmie–Camosun Community and the wider region. This issue is of specific importance to the community due to its proximity to UVic and the pressure of student housing in neighbouring areas. The cost of living may be outpacing the means of many students. Another concern for area residents is the supply of seniors housing. Currently, such housing is clustered in the Shelbourne Valley Centre and outside of the community in Gordon Head and Oak Bay. With an aging population, more housing may be needed throughout Greater Victoria to support seniors.

Currently, there is no municipal community centre in Mount Tolmie–Camosun. The Cedar Hill Recreation Centre is adjacent to the community, as are the Greater Victoria Public Library (GVPL) – Nellie McClung Branch and the Oak Bay Recreation Centre. Area residents have indicated a desire for more community services in area, perhaps congregated in a municipal community centre.

Map 7.1 Heritage Sites

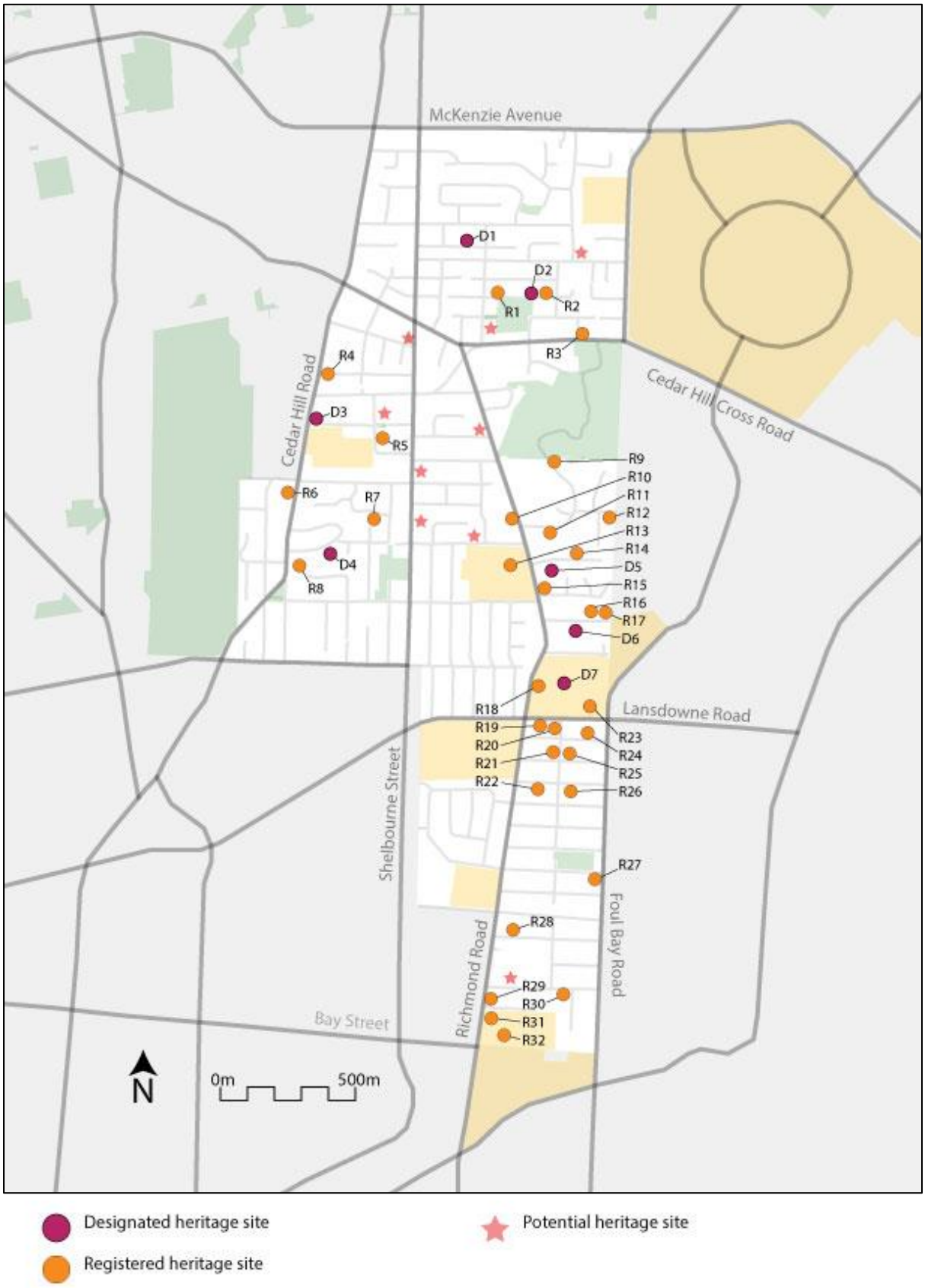


Table 7.1 Heritage Sites

Designated (D) structures are protected, Registered (R) are of interest

Number	*Name*	*Address*	*Year built*
D1	Gale Residence	1650 Earlston	1949
D2	Montgomery Residence	1744 Kisber	1917
D3	Claxton Residence	3501 Cedar Hill	1896
D4	Twin Oaks	1525 Oak Crest	1893
D5	Jones Residence	1911 Woodley	1914
D6	Oakdale	1941 Ernest	1912
D7	Provincial Normal School (now Young Building, Camosun College)	3100 Foul Bay	1914
R1	Smith Residence	1706 Kisber	1894
R2	Holly Lodge	1760 Kisber	1901
R3	Williams Residence	3727 Nancy Hanks	1926
R4	McMorran Residence	3607 Cedar Hill	1908
R5	Stewart Residence	3551 Thistle	1919
R6	Clackmannan	3366 Cedar Hill	1941
R7	Rawlings Residence	1605 Sonria	1929
R8	McRae Residence	3291 Cedar Hill	1907
R9	Walker Residence	3491 Mayfair	1948
R10	Trend House	3516 Richmond	1954
R11	Thordis	1915 Mayfair	1908
R12	Hannah Residence	1991 Cromwell	1944
R13	University School (three buildings now St. Michael's University School)	3400 Richmond	1908, 1911, & 1924
R14	Westward Ho	1930 Woodley	1923
R15	Spurgin Residence	1908 Waterloo	1928
R16	Craigview	1960 Ernest	1911
R17	Burney Heights	1988 Ernest	1912
R18	Richmond Road Streetcar Shelter	3100 Foul Bay	c1920s
R19	Sunnybrae Farm	1885 Lansdowne	c1900
R20	Robertson Residence	1895 Lansdowne	1939
R21	Gough Residence	3000 Dean	1931
R22	Archibald Residence	1879 Forrester	1916
R23	Dunlop Residence	3100 Foul Bay	1928
R24	Porter Residence	1960 Watson	1940
R25	Osborne Residence	3001 Dean	1938
R26	Coton Residence	1925 Forrester	1914
R27	Major Residence	2786 Foul Bay	1913
R28	Phillips Residence	1840 Kings	1912
R29	Warren / de Sausmarez Residence	2533 Richmond	1913
R30	Etherington Residence	1935 Haultain	1916
R31	Adanac Services, Royal Jubilee Hospital	2355 Richmond	1947
R32	Memorial Pavilion, Royal Jubilee Hospital	2355 Richmond	1947

7.1 Heritage

Heritage in the Mount Tolmie–Camosun Community will continue to be valued and recognized as an aspect of the community's identity. Historic structures will be documented and included as part of the Saanich Heritage Register. Heritage aspects of Shelbourne Street and Gore Peace Memorial Park will be emphasized.

7.1.1 Protect the visibility of historic structures in the community. Ensure that new developments respect nearby heritage components and preserve views where possible.

7.1.2 Work with the community to identify potential heritage structures that could be added to the Saanich Heritage Register.

7.1.3 Continue to work with the Saanich Heritage Foundation to protect historic resources in the community.

7.1.4 Highlight and promote Shelbourne Street's heritage aspects.

7.1.5 Emphasize the memorial aspects of Gore Memorial Peace Park.

7.2 Housing

A new supply of housing in the area will help offset some of the rising housing costs in the community. The provision of affordable housing projects will complement market housing supply and will be dispersed throughout the community. Families will be encouraged to move to the area and aging-in-place policies will be applied. New housing developments will be well-integrated into the existing community by considering local terrain, adjacent building form, and potential traffic impacts. The municipality will set affordable housing objectives to be documented in a municipal Housing Strategy[10]. The Mount Tolmie–Camosun will maintain its multi-generational diversity with housing for all generations.

7.2.1 Develop a municipal Housing Strategy to guide affordable housing projects in the municipality while protecting local neighbourhood interests.

7.2.2 Require affordable housing components in all new multi-family housing developments. This is preferable over contributions to housing funds and helps disperse

[10] Municipal Housing Strategies exist across British Columbia, with a recent example being the District of North Vancouver's Rental and Affordable Housing Strategy (2016).

affordable housing units throughout the community rather than concentrated in segregated developments.

7.2.3 Work with government and non-government agencies to provide services for homeless and housing-insecure residents.

7.2.4 Evaluate and consider topographical elements when allowing seniors' housing locations and deter new projects on or around steep terrain.

7.2.5 In areas being considered for new multi-family housing (see section 4.1), encourage developments with 3-bedroom units near schools.

7.2.6 Support the University of Victoria and Camosun College in their efforts to finance on-site student housing.

7.3 Community Wellbeing

The Mount Tolmie–Camosun Community's sense of place will be enhanced. A community centre in the Shelbourne Valley Centre will spur greater community identity and draw greater awareness to the area's neighbourhoods while providing necessary services. The Nellie McClung Library Branch will be expanded and potentially relocated as a feature of the new community centre. The community's history and identity will be highlighted by exposing and celebrating local features such as Bowker Creek and Mount Tolmie. These features will be recognized in works of public art and in interpretive signage. The Mount Tolmie and Camosun Community Associations will be supported in their efforts to foster a sense of community for their respective areas. Other grassroots organizations in the community, including the Shelbourne Community Kitchen, will be backed by the municipality. Food security measures will be undertaken with the adoption of the municipal Agriculture & Food Security Plan, and community gardens developed on public lands. Nodes of social interaction will be developed where residents can congregate, converse, play games, and share ideas about the community.

The municipality will consider establishing a Community Amenity Contribution Fund for the Mount Tolmie–Camosun Community to achieve some of the community's objectives. A list of potential priorities can be found in Table 7.2 and was prioritized based on a 2017 community survey. This Fund would receive contributions from development applicants in the community and from municipal commitments. These objectives reflect the overall recommendations of the MTCCP and would need to be prioritized further with greater community input.

Table 7.2 Community Amenity Contribution Fund Objectives

Community objective	*Section of MTCCP*
1. Pedestrian infrastructure improvements	6.1
2. Cycling infrastructure improvements	6.2
3. Parks and Greenways acquisitions	5.3
4. Bowker Creek protection and daylighting	5.1
5. Acquisition of properties along Shelbourne Street to achieve the street's long-term vision	6.4
6. Community Centre development	7.3, above
7. Garry oak ecosystem restoration	5.2
8. Bus stop improvements	6.3

Services and Organizations

7.3.1 Develop a Community Centre in the community. Potential locations include within the Shelbourne Valley Centre, at Shelbourne Street and Derby Road, or at the Richmond School site. Community Centre functions could include meeting spaces, seniors' programs, daycare, municipal services, adult education, and/or the Shelbourne Community Kitchen.

7.3.2 Expand or consider relocation of the GVPL – Nellie McClung Branch. This could be included as part of a new Community Centre.

7.3.3 Continue to support the Mount Tolmie and Camosun Community Associations where needed, including through operating grants and project grants.

7.3.4 Provide incentives for grassroots community-building projects.

Arts and Culture

7.3.5 Encourage and support new public art works in the Shelbourne Valley Centre. Emphasize sense of place and the area's connection to Bowker Creek.

Food Security

7.3.6 Support food security initiatives in the community including the Shelbourne Community Kitchen.

7.3.7 Explore options for community gardens on public land, including in unused road rights-of-ways and public parks.

7.3.8 Incorporate recommendations from the upcoming Saanich Agriculture & Food Security Plan to support low-impact food production and selling in the community.

Community Development

7.3.9 Encourage nodes of social interaction throughout the community. These nodes could exist as part of public parks, private spaces, or within road rights-of-way. Examples include outdoor meeting areas, bandshells, public chess tables, etc.

7.3.10 Explore the possibility of establishing a Community Amenity Contribution Fund for objectives outlined in Table 7.2. This fund could consist of contributions required of applicants during development applications.

7.3.11 As a municipality, budget for community investments listed in Table 7.2.

8.0 Next Steps

Many of the Mount Tolmie–Camosun Community Plan's policies can be considered and adhered to on an ongoing basis. Action-driven policies will need to be carried out by the District of Saanich or other relevant institutions. Community members can encourage Saanich to respect and recognize MTCCP policies and, where relevant and possible, take action themselves. The Plan's recommendations can be utilized to help guide community input during development applications.

Saanich should be advised to consider community investments during the annual budgeting process. A list of potential priority action items is presented in the Community Amenity Contribution Fund Objectives, Table 7.2. The objectives here include the restoration the Bowker Creek, restoration of Garry oak ecosystems, acquisition of parklands, sidewalk and pedestrian improvements, new cycling infrastructure, bus stop improvements, expropriation to widen Shelbourne Street right-of-way, and the development of a community centre. Ongoing support for community initiatives could also be encouraged.

Ultimately, the community will be responsible for maintaining and administering the MTCCP's policies. As shown by planning exercises across the globe, non-statutory plans possess as much influence as people choose to give them. Community stewardship of this Plan will help the community achieve its vision. The Community Associations may choose to do annual check-ins to discuss what aspects of the MTCCP have been realized and in what areas the vision is not being realized. By continually engaging with this document, conversation can form around community values and priorities.

Long-term viability of the MTCCP can be secured by enshrining relevant policies within a future update of the Shelbourne Local Area Plan. An LAP would be officially adopted by the municipality and would posess statutory power as a component of the Official Community Plan. The Mount Tolmie–Camosun Community Plan shows Saanich that the community has a vision that aligns with the OCP and promotes environmental integrity, social well-being, and economic vibrancy. The community will ensure that Saanich recognizes the value of this Community Plan and its capacity to build towards a more sustainable Saanich

APPENDIX A. Visioning Survey Sample.

Thank you for taking the time to complete this survey.

The Mount Tolmie – Camosun Community refers to the area of Saanich south of McKenzie Avenue and east of Cedar Hill Road.

[Click here for a map]

A. PLANNING CONTEXT

1. Are you familiar with the Saanich Official Community Plan (OCP)?
    a. Yes
    b. No

2. Are you familiar with Saanich's Local Area Plans Shelbourne Local Area Plan (LAP)?
    a. Yes
    b. No

3. Are you familiar with the Shelbourne Valley Action Plan (SVAP)?
    a. Yes
    b. No

4. Are you familiar with your local community groups, the Mount Tolmie Community Association (MTCA) and Camosun Community Association (CCA)?
    a. Yes, both
    b. Yes, MTCA only
    c. Yes, CCA only
    d. No, neither

B. VALUES AND PRIORITIES

5. Rate the **importance** of each of the following topics for you in the Mount Tolmie–Camosun Community:

a) Built Environment

	Not Important	Slightly Important	Moderately Important	Important	Very Important
Sustainable Development	O	O	O	O	O
Land Use & Zoning	O	O	O	O	O

Urban Design	O	O	O	O	O
Accessibility	O	O	O	O	O
Building Height	O	O	O	O	O

b) Natural Environment

	Not Important	Slightly Important	Moderately Important	Important	Very Important
Climate Change	O	O	O	O	O
Natural Ecosystems	O	O	O	O	O
Conservation	O	O	O	O	O
Parks and Trails	O	O	O	O	O

c) Mobility

	Not Important	Slightly Important	Moderately Important	Important	Very Important
Pedestrian Mobility	O	O	O	O	O
Cycling	O	O	O	O	O
Public Transit	O	O	O	O	O
Vehicular Mobility	O	O	O	O	O
Traffic Mitigation	O	O	O	O	O
Parking	O	O	O	O	O

d) Community

	Not Important	Slightly Important	Moderately Important	Important	Very Important
Urban Agriculture	O	O	O	O	O
Food Security	O	O	O	O	O
Housing	O	O	O	O	O
Employment	O	O	O	O	O
Public Health & Safety	O	O	O	O	O
Recreation	O	O	O	O	O
Arts & Culture	O	O	O	O	O

Heritage	O	O	O	O	O
Social Services	O	O	O	O	O

6. Choose the major category (Built Environment, Natural Environment, Mobility, or Community) most important to you and elaborate on where you see opportunity for improvement within this category.

C. VISION

7. Describe what your ideal Mount Tolmie–Camosun Community would look like in 2036:

D. TELL US ABOUT YOURSELF

8. Gender: (optional)
    - Male
    - Female
    - Other: _____

9. Age: (optional)
    - 24 years or younger
    - 25-34 years
    - 35-44 years
    - 45-54 years
    - 55-64 years
    - 65 years or older

10. Please check all that apply to you and the Mount Tolmie–Camosun Community:
    - ☐ I live here
    - ☐ I work here
    - ☐ I go to school here
    - ☐ I shop or play here
    - ☐ I travel through here

11. How long have you lived in the Mount Tolmie–Camosun Community? (optional)
    - Less than 5 years
    - 5-9 years
    - 10-19 years
    - More than 20 years
    - I do not live in the area

12. Living situation:
    - Rent
    - Own
    - Other: _____

13. Home postal code: _____

14. If you are interested in participating in an upcoming workshop focused on the Mount Tolmie - Camosun Community Plan (April 2016, date TBD), please provide your email address below. Your address will not be shared or utilized for anything other than Mount Tolmie–Camosun Community Plan information.

APPENDIX B. MTCCP Sources of Input.

Policy / Priority Number	1998 Shelbourne Local Area Plan	Saanich Official Community Plan	Shelbourne Valley Action Plan	Shelbourne Valley Walkability Report	Bowker Creek Blueprint	Pedestrian Priorities Implementation Plan	CRD Pedestrian & Cycling Master Plan	BC Transit Victoria Region Transit Plan	Community Association Input	2016 MTCCP Survey	2016 MTCCP Workshop	MTCA Traffic Priorities Inventory	2013 MTCA survey	2017 MTCCP consultation
4.1.1			x							x				
4.1.2			x							x				
4.1.3			x											
4.1.4			x							x	x			
4.1.5			x						x					
4.1.6											x			
4.1.7														
4.1.8			x						x	x				
4.1.9	x		x								x			
4.1.10			x											
4.1.11			x											
4.1.12	x								x	x	x			
4.1.13									x					
4.1.14	x								x		x			
4.1.15										x				
4.1.16	x													
4.1.17			x											
4.1.18														
4.2.1		x	x		x									
4.2.2		x												
4.2.3			x		x									

4.2.4			x		x									
4.2.5	x										x			
4.2.6					x					x				
4.2.7			x		x									
4.2.8			x											
4.2.9		x	x											
4.2.10		x	x										x	
4.2.11			x											
4.2.12	x								x		x			
4.2.13		x	x											
4.2.14			x											
4.2.15			x											
4.2.16									x					
4.2.17			x											
4.2.18			x		x									
4.3.1	x													
4.3.2	x										x			
4.3.3	x	x												
4.3.4		x			x						x			
4.3.5									x					
4.3.6									x		x			
4.3.7									x					
4.3.8									x					
4.3.9									x					
4.3.10														
4.3.11									x					
4.3.12	x										x			
4.3.13	x													
4.3.14									x					
4.3.15									x					
4.3.16									x					
5.1.1			x		x					x	x		x	

5.1.2			x		x									
5.1.3					x					x	x			
5.1.4			x		x									
5.1.5									x					
5.1.6					x				x		x			
5.1.7					x									
5.1.8					x									
5.1.9					x									
5.1.10														
5.1.11		x			x									
5.1.12			x		x									
5.1.13					x									
5.1.14									x					
5.1.15			x		x						x			
5.1.16			x		x									
5.2.1	x	x	x								x			
5.2.2		x							x		x			
5.2.3	x		x							x	x			
5.2.4		x	x								x			
5.2.5														
5.2.6			x											
5.2.7	x								x					
5.2.8	x	x												
5.2.9														
5.2.10		x	x											
5.2.11														
5.2.12										x	x			
5.2.13		x	x											
5.2.13a			x											
5.2.13b	x		x						x					
5.2.14			x											
5.2.15			x											

5.2.16		x	x											
5.2.17			x											
5.3.1											x		x	
5.3.2									x		x			
5.3.3	x								x					
5.3.4											x			
5.3.5											x			
5.3.6														
5.3.7										x				
5.3.8	x		x	x							x			
5.3.9			x											
5.3.10	x				x				x					
5.3.11	x				x				x					
5.3.12	x													
5.3.13				x										
5.3.14					x				x					
5.3.15		x	x								x		x	
5.3.16	x		x		x									
5.3.17					x				x		x			
5.3.18	x													
5.3.19														
5.3.20	x	x									x			
5.3.21			x											
5.3.22									x					
5.3.23			x											
Table 6.1 1				x		x			x	x		x		
Table 6.1 2				x		x			x					
Table 6.1 3			x	x		x			x	x				
Table 6.1 4				x		x			x			x		
Table 6.1 5									x					
Table 6.1 6														
Table 6.1 7														x

Table 6.1 8						x								
Table 6.1 9				x										
Table 6.1 10														
Table 6.1 11				x										
Table 6.1 12														
Table 6.1 13				x		x						x		x
Table 6.1 14	x													
Table 6.1 15						x								
Table 6.1 16												x	x	
Table 6.1 17														
Table 6.1 18												x	x	x
Table 6.1 19				x		x								
Table 6.1 20														x
Table 6.1 21									x					x
Table 6.1 22				x										
Table 6.1 23				x		x								
Table 6.1 24														x
Table 6.1 25				x		x								
Table 6.1 26														x
Table 6.1 27														x
Table 6.1 28														
Table 6.1 29														
Table 6.1 30									x					
Table 6.1 31				x										
Table 6.1 32														x
Table 6.1 33														x
Table 6.1 34														
Table 6.1 35				x		x								
Table 6.1 36						x								
Table 6.1 37														
Table 6.1 38														x
Table 6.1 39														

Table 6.1 40						x								
Table 6.1 41														x
Table 6.1 42														x
Table 6.1 43						x								
Table 6.1 44						x								
Table 6.1 45									x					
Table 6.1 46														x
Table 6.4 1			x	x					x		x			
Table 6.4 2			x	x								x	x	
Table 6.4 3			x	x					x					
Table 6.4 4												x		
Table 6.4 5														
Table 6.4 6														
Table 6.4 7												x		
Table 6.4 8														
Table 6.4 9				x							x			
Table 6.4 10				x										x
Table 6.4 11			x											
Table 6.4 12										x				
Table 6.4 13														x
Table 6.4 14														x
Table 6.4 15				x										
Table 6.4 16				x										
Table 6.4 17				x										
Table 6.4 18														x
Table 6.4 19				x										
Table 6.4 20														
Table 6.4 21														
Table 6.4 22														x
Table 6.4 23														x
Table 6.4 24														x
Table 6.4 25														

Table 6.4 26														
Table 6.4 27														
Table 6.4 28														x
Table 6.4 29														x
Table 6.4 30														x
Table 6.4 31				x										
Table 6.4 32				x										
6.1.1	x	x											x	
6.1.2							x							
6.1.3														
6.1.4									x				x	
6.1.5														
6.1.6														x
6.1.7														
6.1.8														
6.1.9														x
6.1.10			x	x										
6.1.11				x										
6.1.12				x					x					
6.1.13			x	x					x					
6.1.14				x										
6.2.1	x												x	
6.2.2			x				x			x	x		x	
6.2.3			x				x			x				
6.2.4			x							x				
6.2.5							x			x				
6.2.6							x							
6.2.7									x					
6.2.8			x						x					
6.2.9														
6.2.10			x											
6.2.11			x											

6.2.12			x											
6.3.1											x			
6.3.2			x						x		x			
6.3.3		x	x	x										
6.3.4			x					x						
6.3.5			x					x						
6.3.6			x					x						
6.3.7			x											
6.4.1	x								x		x			
6.4.2									x					
6.4.3			x											
6.4.4									x	x				
6.4.5									x					
6.4.6									x	x	x			
6.4.7												x		
6.4.8														x
6.4.9														x
6.4.10									x		x			
6.4.11												x		
6.4.12									x	x				
6.4.13										x				
6.4.14									x					
6.4.15	x													
6.4.16	x										x			
7.1.1	x		x											
7.1.2			x											
7.1.3	x													
7.1.4	x								x					
7.1.5	x								x					
7.2.1									x		x			
7.2.2														x
7.2.3										x				

7.2.4			x								x			
7.2.5			x											
7.2.6														x
7.3.1										x	x		x	
7.3.2									x					
7.3.3									x					
7.3.4										x				
7.3.5			x		x									
7.3.6										x				
7.3.7			x							x			x	
7.3.8														x
7.3.9														x
7.3.10			x						x					
7.3.11									x					