

GORDON HEAD LOCAL AREA PLAN



THE CORPORATION OF THE
DISTRICT OF SAANICH
BRITISH COLUMBIA

GORDON HEAD LOCAL AREA PLAN

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

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1.0 BACKGROUND

The Saanich Official Community Plan comprises the General Plan 1993 and 12 local area plans. The General Plan provides a policy framework from a municipal perspective while the local area plans provide more detailed policies at a neighbourhood level. The documents are reviewed periodically in order that they remain contemporary and relevant.

The first Gordon Head Local Area Plan was adopted by Council in March, 1981. The Planning Department initiated a major review in 1986 and a new plan was adopted by Council in January, 1987. Since then, some amendments have occurred in response to specific development proposals, but the basic policies have not changed.

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

The public participation process included advertising in the local news media to request comment and identification of new issues and meetings with the Gordon Head Residents Association as representatives of the neighbourhood. For additional information on the feedback received, please refer to Appendix A.

Companion Documents

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

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

2.0 LOCAL AREA CHARACTERISTICS

The Gordon Head Local Area lies north of McKenzie Avenue and east of the Blenkinsop Valley. The University of Victoria is located partly within Gordon Head along the east boundary. The local area is dominated physically by Mt. Douglas, the coastline, and the central plateau.

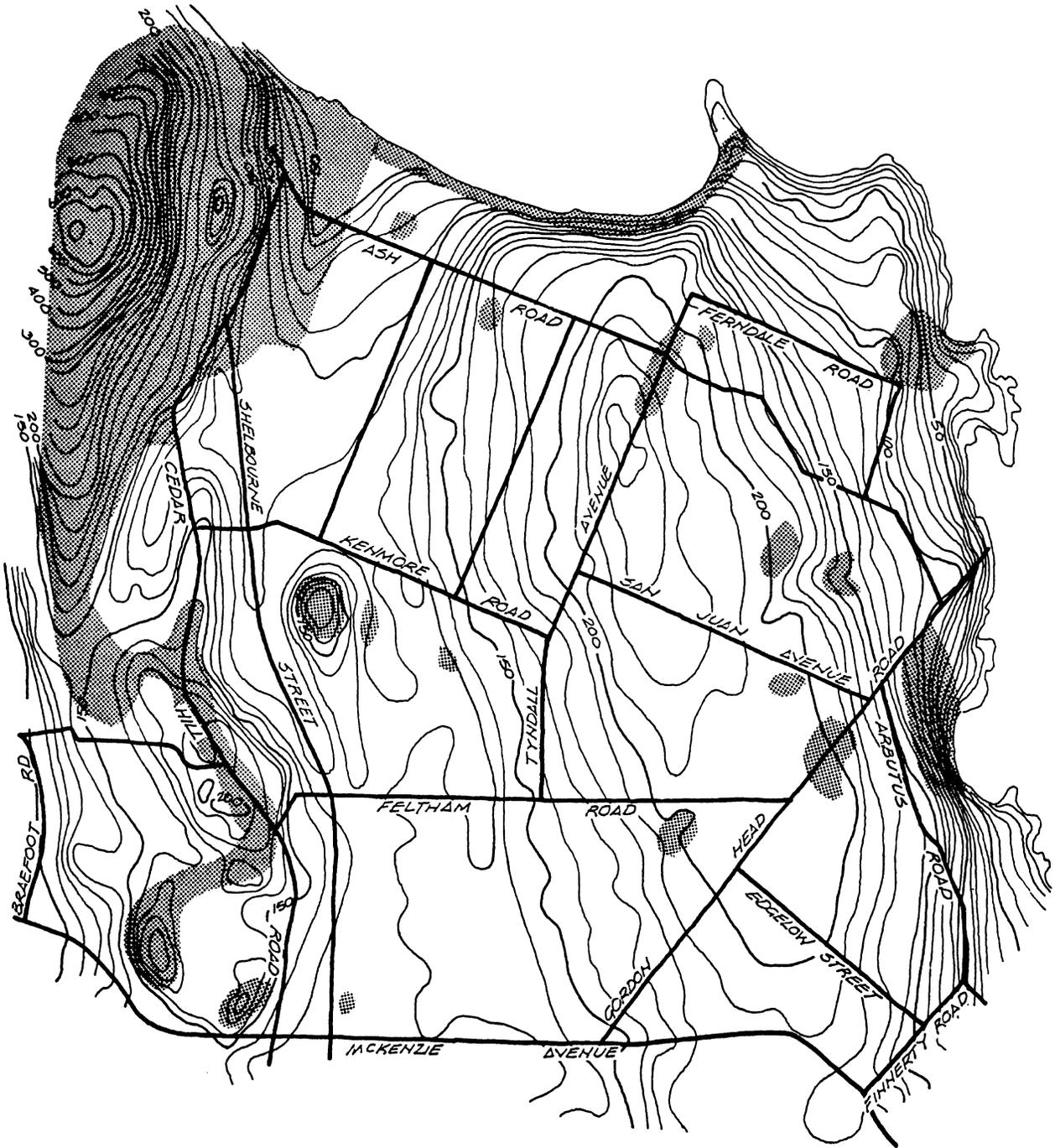
Although predominantly single family dwellings, Gordon Head is not a homogenous area. It is a product of its early farming background and; latterly, of the cyclical building booms of the last four decades. The character of specific neighbourhoods varies significantly, based on a number of factors, including topography, preservation of natural vegetation, lot size, house size, architectural style, streetscape, level of service, and age of development. Parts of the coastal area and the area west of Shelbourne Street are particularly hilly and treed.

As of March 1996, there were 6775 dwelling units in Gordon Head, accommodating 20,337 persons. Sixteen percent of the units are multi-family, mostly located south of Feltham Road. The major commercial service area is along Shelbourne Street near McKenzie Avenue. The area is served by over 235.65 ha of municipal parks, including 182 ha within Mount Douglas Park, four elementary and three secondary schools, and the Gordon Head Recreation Centre located on Feltham Road.

LEGEND

 Major treed area

Contour interval - 5 Ft. (1.5m)



MAP 2.1
TOPOGRAPHY AND TREE COVER



3.0 HISTORICAL PERSPECTIVE

(Extracted from the book, Cordwood to Campus, by Ursula Jupp)

Gordon head was a heavily forested wilderness when the first settler, James Todd, moved into the area in 1852. By 1860, 13 men, including Charles Dodd, Michael Finnerty, and John Work, owned all the land identified as Gordon Head. These men, and others that followed, cleared the land for farming.

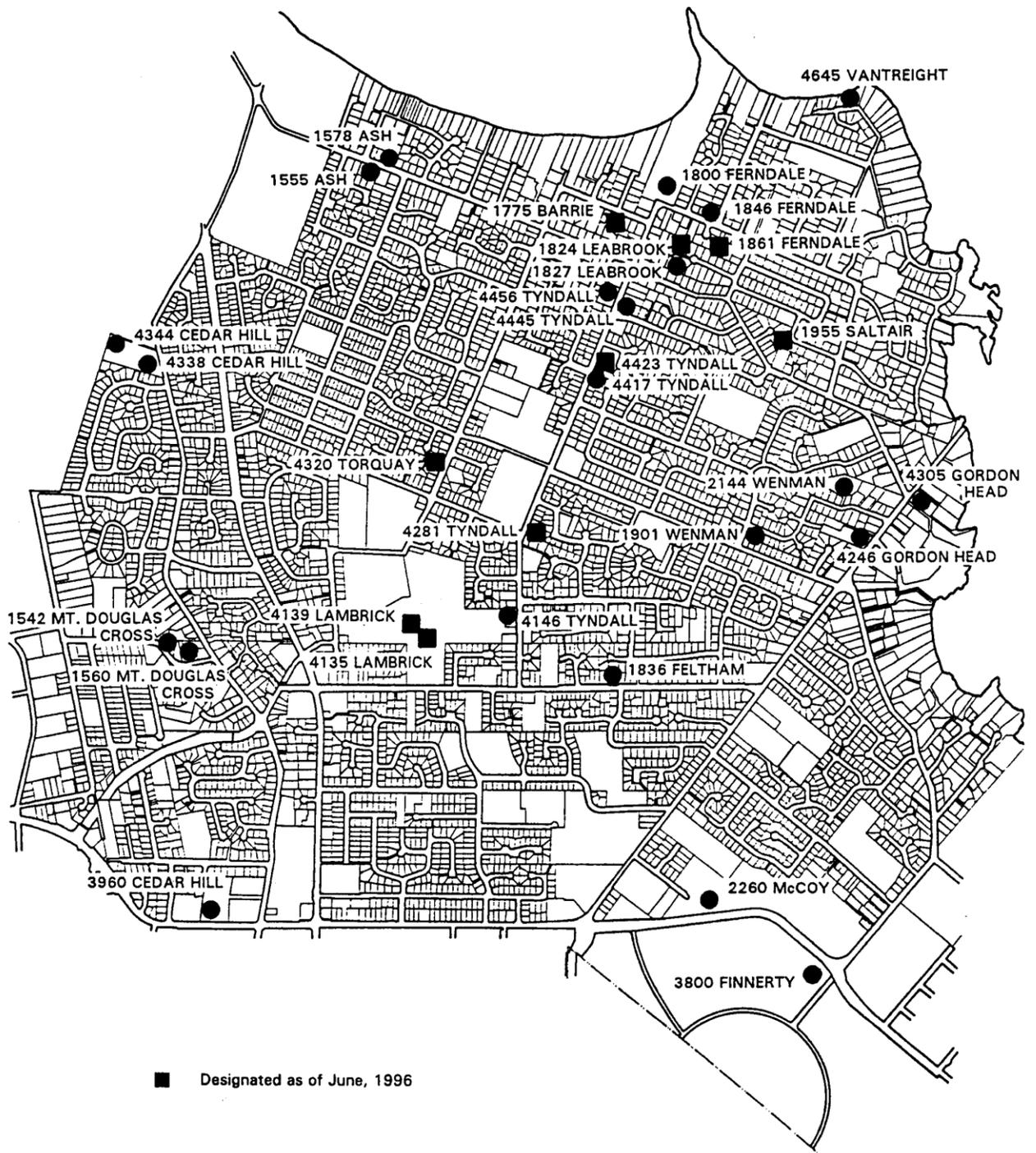
Strawberries were the first important and distinctive cash crop grown in the area. William C. Grant obtained the unbelievable amount of \$6.00 for a crate of strawberries in 1890 and the rush was on.

Within three years, strawberries were the main source of income for Gordon Head farmers, but by 1914, the price per crate was down precipitating the formation of the Fruit Growers Association who worked to stabilize prices. A cannery was established in 1933 to help increase markets overseas.

By 1945, strawberry growing in Gordon Head was declining. A combination of war time shortages of cans and sugar, as well as the strawberry weevil and the Junebug larva, contributed to the decline.

William Trevelick Edwards introduced the second distinctive crop to flourish to Gordon Head. Daffodils became a success after the first shipment to Calgary which produced an astounding 55¢ a dozen. G.A. Vantreight Sr. also grew daffodils. The family farmed in Gordon Head until the early 1990's when the land holdings were subdivided for single family dwellings.

A second land boom occurred in 1910. Lots measuring 15.2 m (50 ft) by 36.5 m (120 ft) were created in the area of Robinwood, Hawthorne, Columbia, and McMorrans Streets. It was not until many years later that the majority of these properties were actually developed, but the grid street pattern remains as a reminder of that early subdivision.



**MAP 3.1
STRUCTURES OF HERITAGE SIGNIFICANCE**



The Arbutus Cove area was originally developed with summer homes. The Ker and Wilson families constructed homes in 1902. Three other homes were built in 1906. The development of Arbutus Road was petitioned for by these property owners as well as other landowners who had purchased part of the Finnerty Holdings. The large Arbutus trees along Arbutus Road, planted in the early 1920's, are a living part of the early development in this section of Gordon Head.

Cedar Hill Road was the first road into Gordon Head, followed by Cedar Hill Cross Road which was originally a trail between two farms. Later, Gordon Head Road and then Ferndale Road were developed. These roads were winding and hilly. The need for a smooth road to get produce to market prompted the construction of Shelbourne Street in 1916. The right-of-way north of Cedar Hill Cross Road was donated by pioneering families.

In 1921, city water came to Gordon Head and greenhouse development followed. The father of Ed Lum, former mayor, became known as the Tomato King.

During World War II, Gordon Head housed an army camp on the site now occupied by the University of Victoria. Some of the buildings in use during the war are still in use by the university however; modern buildings have replaced nearly all of the old "huts".

The first real zoning controversy in Gordon Head was over the construction of an airport. The proposal was originally defeated in 1931, resurrected in 1944, and finally approved by an incomplete Council in 1947. Construction started, but opposition continued and a referendum was put forth and defeated at the time of the 1948 elections.

The 1950's were the start of the single family housing development that changed Gordon Head from a rural farming community to the suburban residential area it is today. However, it was the establishment of the Sewer Service Area in 1968 and the installation of sanitary sewers that followed that prompted the major development boom through the 1970's that transformed most of Gordon Head. The first multi-family dwelling units were constructed in south Gordon Head in 1969 and the University Heights Shopping Centre was constructed in 1970.

Saanich Heritage Structures, an Inventory, published in 1991 by the Corporation of the District of Saanich, lists 32 structures of heritage significance in Gordon Head.

4.0 ENVIRONMENT

Goal: Protect and conserve environmentally significant areas, in parks, public and private lands, and restore damaged sites which have ecological significance.

Gordon Head contains many diverse ecosystems including coastal bluffs, marine areas, Garry oak meadows, Douglas fir forests (old and second growth) and a major watercourse (Mount Douglas Creek). These ecosystems support a large number of plant, animal, and bird species. The diversity of these ecosystems can be supported within an urban environment if care and attention is paid by the human participants.

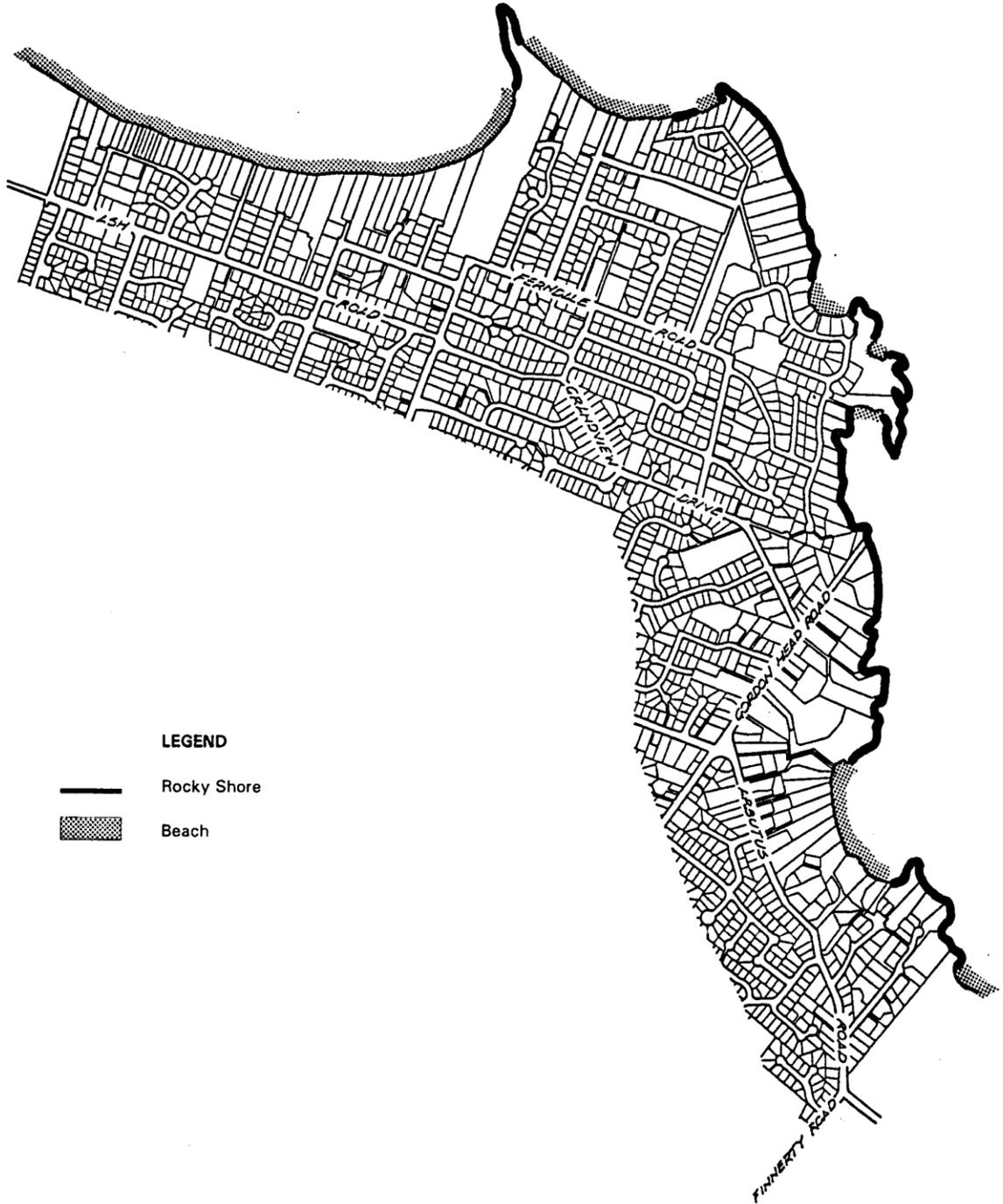
From a wildlife perspective, it is important that the large, tall trees in Gordon Head are considered valuable. Also, there should be uninterrupted green spaces and coastal areas to provide habitat and sources of food so that wildlife may thrive in the community. Improving water quality in Mount Douglas Creek is also a priority for enhancing wildlife habitat.

The initial step to environmental protection is the identification of significant features. Saanich has initiated a municipal-wide inventory of environmentally significant areas. This inventory will include an assessment of sites which require restoration. The Gordon Head Local Area Plan will be revised once the inventory is completed.

A Saanich Greenspaces strategy will also be developed from information resulting from the Environmentally Significant Areas Inventory and a multi-faceted planning process. The green spaces located in Gordon Head will be considered in the development of the strategy.

POLICIES

- 4.1 Protect indigenous vegetation, wildlife habitats, and landscapes when considering applications for change in land use.
- 4.2 Ensure that new development minimizes impact on the water quality of the ocean or Mount Douglas Creek.
- 4.3 Ensure that new development adjacent to the foreshore minimizes impact on the health and diversity of plant life, wildlife, and marine environments.
- 4.4 Preserve indigenous trees, shrubs, and plants (including mosses) and rock outcrops within parks, boulevards, unconstructed road rights-of-way and other public lands.
- 4.5 Seek opportunities to vegetate areas with appropriate native species that will support indigenous wildlife.



**MAP 4.1
 SHORE ANALYSIS**



5.0 HOUSING

Goal: A predominantly single family dwelling neighbourhood with limited opportunities for infill housing where it respects the neighbourhood character, natural environment, and the scale of the surrounding houses.

Housing in Gordon Head is predominantly single family dwellings, although there is some multi-family housing, located mostly south of Feltham Road. The minimum parcel area for subdivision under current zoning increases from 560 m² in the south to 0.4 ha in the coastal areas. Most of the area is built-out and there is limited potential for single family dwelling subdivision under current zoning. Based on historic land use policies and extension of municipal sewers, there is some potential for subdivision in the Braefoot area and along the coast, but rezoning is required.

In the coastal area east of Gordon Head Road, in particular, rezoning applications to permit residential subdivision are anticipated. The low density character of the area should be maintained. The desirability for smaller or larger lots should be analyzed based on the specifics of the site, neighbourhood acceptability, and environmental considerations.

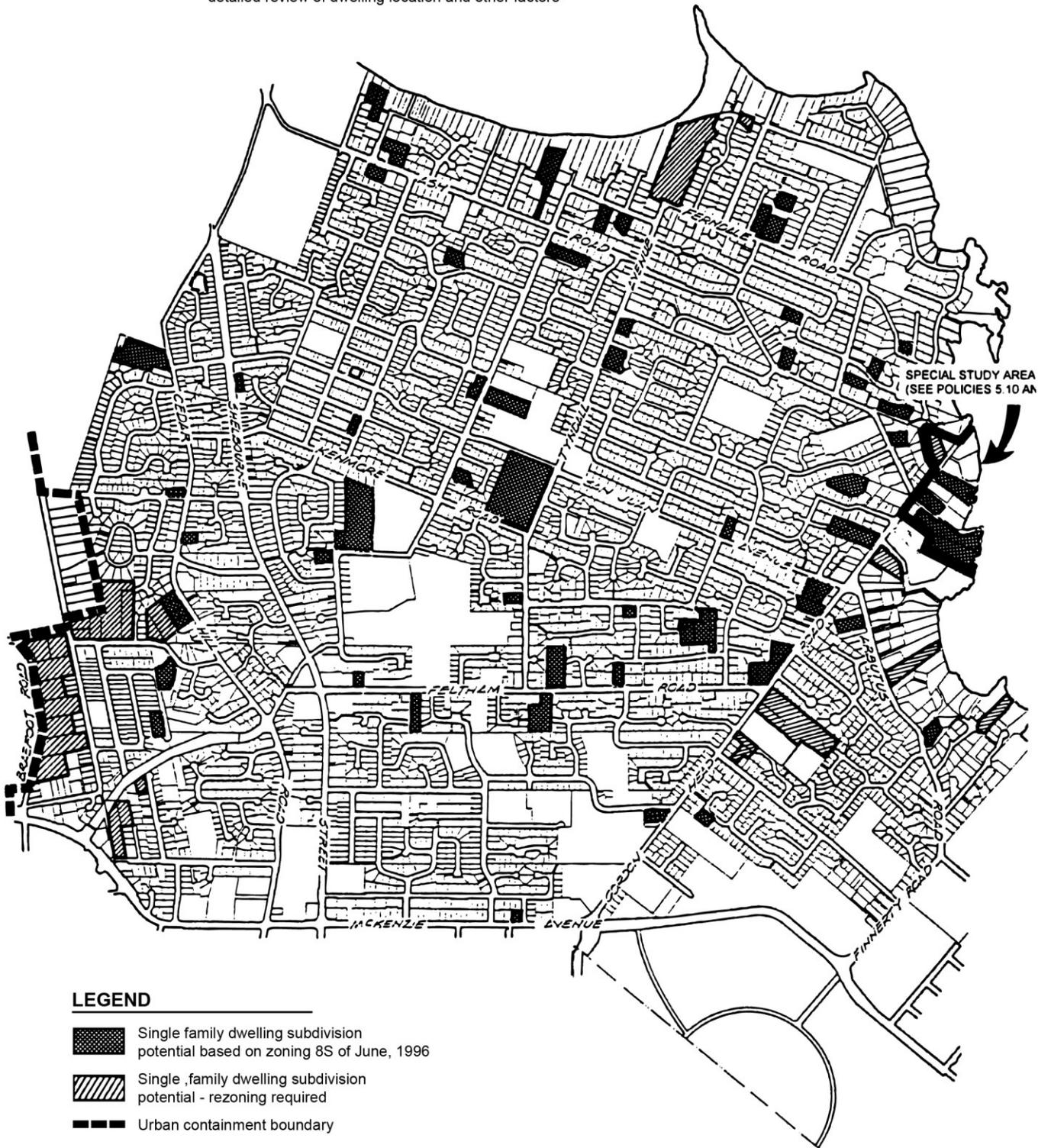
Rezoning to permit infill of smaller lots and duplexes in established residential areas could be considered as a way to address the regional demand for more housing and to provide a wider range of housing options suited to an aging population and changing lifestyles. The General Plan, 1993 provides policies for the consideration of duplexes and small lots. Maintaining neighbourhood character, preserving protected and significant trees, enhancing greenspaces and pedestrian accessibility to services, and minimizing traffic impacts, should be a primary consideration when evaluating any application for change.

One of the sites designated for multi-family development in the 1988 Local Area Plan is not yet developed. The site just east of Shelbourne Street fronting McKenzie Avenue is still considered appropriate for multi-family development. An application was approved at a Public Hearing in 1995. Final reading is pending a site consolidation and covenants to control density and height.

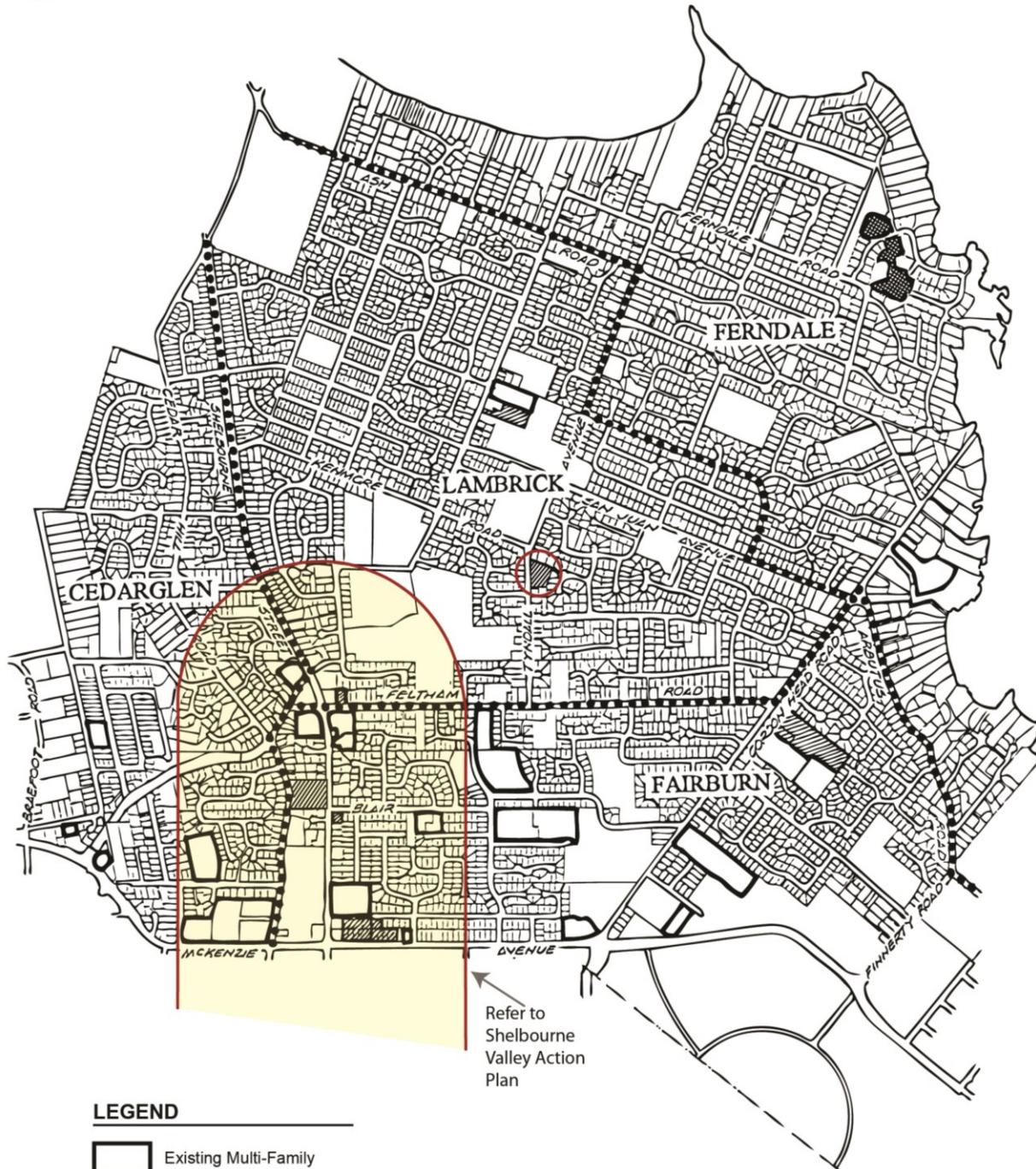
The Shelbourne Valley Action Plan, adopted in 2017, supplements the direction in the Local Area Plan and identifies a broader range of sites suitable for multi-family housing. When evaluating land use proposals, the Shelbourne Valley Action Plan should be consulted for current policy guidance.



Note: This map is for illustrative purposes only and is not a definitive indication of subdivision potential. The actual potential will be determined based on a detailed review of dwelling location and other factors



MAP 5.1 SUBDIVISION POTENTIAL



LEGEND

-  Existing Multi-Family
-  Zoned Multi-Family, Not Constructed
-  Potential Multi-Family
-  Neighbourhood Boundary

**MAP 5.2
MULTI-FAMILY HOUSING**

There are three parcels in Gordon Head designated as Agricultural Land Reserve. Only one of these parcels has residential potential, as the other two are part of Brodick Park. The Agricultural Land Commission has indicated support for exclusion of the parcel designated for residential use in its review of the 1993 General Plan.

Table 1 – Single Family Lot Potential – June 1996

	Existing ¹ Vacant Lots	Potential Lots
Fairburn	12	23
Cedar Glen	16	162 ²
Lambrick	20	99
Ferndale	54	93
TOTAL	102	377

1 not subdividable

2 assumes 42 lots being included in Sewer Enterprise Boundary in Braefoot area.

Table 2 – Residential Development 1996 - 2001

	June 1986	June 1991	June 1996	June 2001
Single Family Dwelling/Duplex Units	5134	5296	5640	6119 ²
Multi-Family Units	663	1114	1139	1280 ³
Population	18,782 @ 3.24	19,358 @ 3.02 ¹	20,337 @ 3.0 ¹	22,197 @ 3.0 ¹

1 Assumes small reduction in household size

2 Assumes build out of all vacant and potential lots created through subdivision

3 Assumes the proposed 0.83 ha site at Oakwinds & McKenzie will be developed with 14 units and that the 2.4 ha site at Shelbourne & McKenzie will be developed with 91 units and that the three sites in the Gordon Point Development will contain 10, 12 & 14 units.

Table 3 – Multi-Family Unit Inventory – June 1996

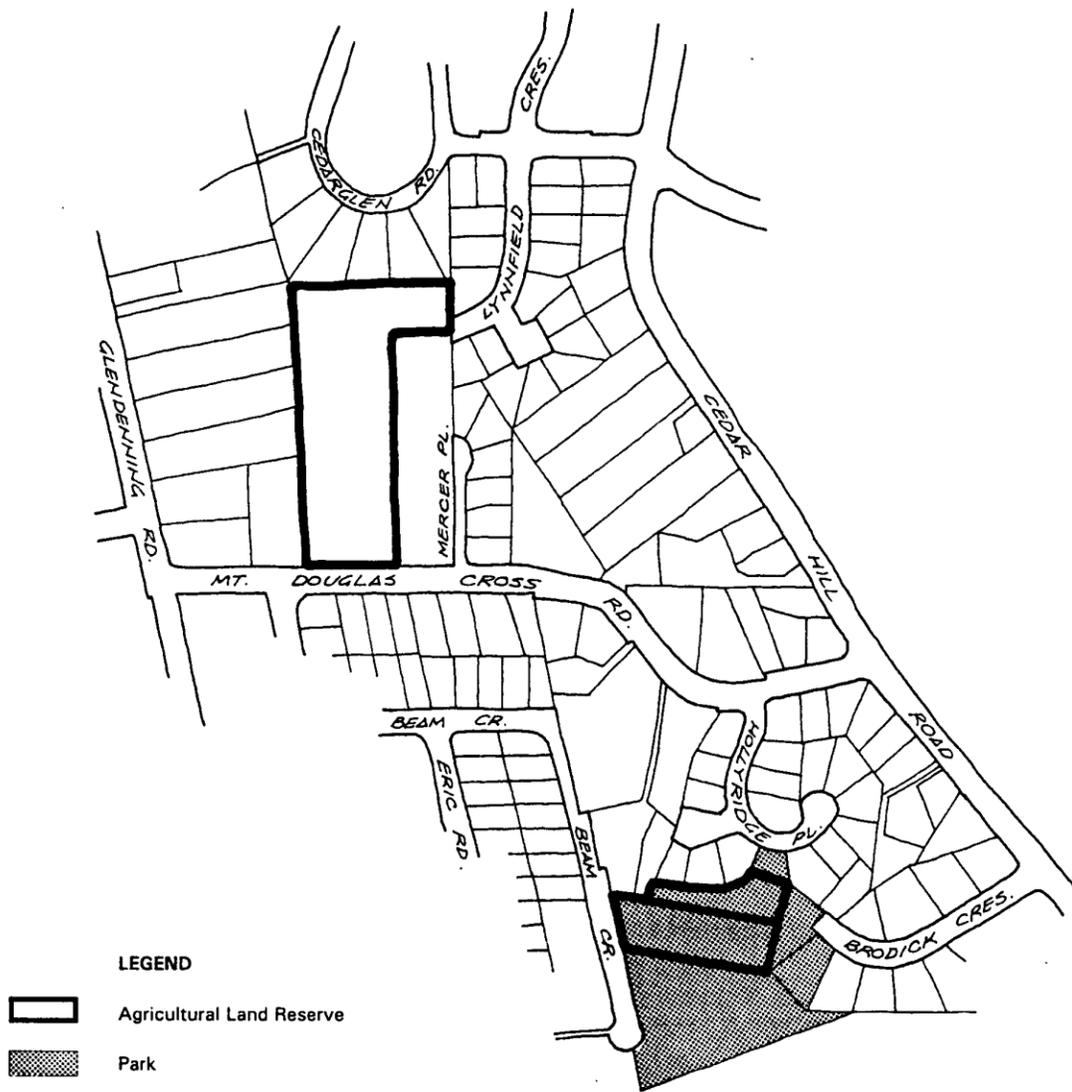
	Townhouse	Apartment	Personal Care	Total
Ferndale	18	-	-	18
Fairburn	399	153	309 *	896
Cedar Glen	45	192	-	237
Lambrick	23	-	-	23
TOTAL	485	345	309	1139

* does not include intermediate care units at 4062 Shelbourne

The Catholic Diocese has indicated an interest in constructing seniors housing on land north of its church on Gordon Head Road. This use would require zoning, a careful design approach, and would offer an alternative housing form for long time Gordon Head residents wishing to downsize their housing requirements. The future of the allotment Gardens which are on this site will be an issue to be addressed when a development proposal comes forward.

The quality of the built environment is important to the natural environment in terms of neighbourhood character. Gordon Head is essentially a suburban residential neighbourhood bordered by rural, agricultural lands and park on the west, a major institutional use to the east, a major road to the south, and coastal waters to the north. Building scale and design, landscaping, and street improvements should reflect the character of individual neighbourhoods. Views to Mount Douglas and the coastal waters should be retained. Part of the process of maintaining community character is preserving significant trees. A special committee of Council has identified significant trees on private and public land. The trees within Gordon Head are listed in Appendix C.

Monster houses and illegal suites were raised by a number of residents and the Community Association as issues of concern. The issue of illegal suites has municipal-wide implications and is best addressed by the General Plan. The question of monster houses is related to zoning and the permitted dwelling size as well as design and aesthetics. Any neighbourhood where monster houses are considered to be a problem, related to zoning regulations, can request Council to initiate a zoning review on a specified area. It must be recognized that design and aesthetic issues for single family dwellings cannot be addressed.



MAP 5.3
AGRICULTURAL LAND RESERVE



POLICIES

- 5.1 Maintain single family housing as the principle form of development.
- 5.2 Support applications to remove the parcels shown on Map 5.3 from the Agricultural Land Reserve.
- 5.3 Consider applications to rezone to permit subdivision having due regard for the prevalent lot size in the area, site specific tree location information, and preservation of environmentally significant areas.
- 5.4 Consider rezoning for multi-family housing use, parcels not identified on Map 5.2, only where significantly more community amenities are provided than would be the case with traditional single family subdivision. Amenities could include, but are not limited to open space preservation, protection of vegetation and natural features, enhanced pedestrian circulation, and/or innovation in housing form.
- 5.5 Use development permits to ensure that new multi-family developments respect the scale of adjacent uses and the environment character of Gordon Head.
- 5.6 Evaluate the need for Greenway links and pedestrian access when reviewing subdivision and rezoning applications and require dedication where appropriate.
- 5.7 Ensure new residential subdivisions respect environmental sensitivities within adjacent municipal parks through consideration of lot size, setbacks, building height, tree retention, and servicing.
- 5.8 Consider rezoning for seniors housing a portion of the land owned by the Catholic Diocese fronting Gordon Head Road.
- 5.9 Consider rezoning residential neighbourhoods where the majority of residents petition for change to address neighbourhood issues such as monster houses.
- 5.10 Require a minimum lot area of 930 m² within the area identified on Map 5.1.
- 5.11 Refer to the 4200/4300 block Gordon Head Road Planning Study guidelines when considering rezoning and subdivision applications within the study area.
- 5.12 Refer to the *Braefoot Action Plan 2001* when considering rezoning and subdivision applications within the area bounded by Braefoot Road, Mount Douglas Cross Road, Malton Avenue, and Simon Road.

6.0 COMMERCIAL

Goal: A range of commercial services and shopping opportunities within existing commercially zoned sites.

The University Heights Shopping Centre and the commercial centres at the Shelbourne Street/Feltham Road intersection provide a wide range of shopping opportunities for the residents of Gordon Head. There are also two corner stores; one is centrally located at Tyndall Avenue and San Juan Avenue and the other; located at the corner of Laval Avenue and Blair Street, serves the south central part of the local area. The newly renovated gas station at McKenzie Avenue and Gordon Head Road also offers convenience store products.

Healthy Community and Sustainable Community concepts support residents being able to walk or cycle to local retail shopping. Map 6.2, which illustrates 400 m walking circles from existing retail opportunities in Gordon Head, clearly indicates many areas do not meet this standard. Opportunities to retrofit Gordon Head with local commercial areas are limited given the existing patterns of residential development. In the past, the San Juan/Tyndall area was identified as a possible location for this type of development. This location has been further enhanced through the park development which is an additional attraction. Gordon Head residents, however, have strongly opposed any consideration of providing a wide range of commercial opportunities within the local area.

3959 Shelbourne Street is the only parcel that is zoned for commercial use and not developed. It contains a single family dwelling, surrounded by a remnant stand of Grand fir trees.

To the north, is a four-storey congregate care/apartment building, a gas station is immediately to the south, and an application is pending to rezone the site to the east for apartment use. The trees on this site are a major physical feature in a landscape that was once cleared for agricultural purposes and is now predominantly road, parking lots, and commercial buildings. It is unlikely that this parcel will redevelop under the existing zoning because only 275 m² (2960 ft²) of floor area is allowed. Retaining the pedestrian access in the undeveloped right-of-way, to the north, is also an identifiable need. Within this framework, the issue of what is an appropriate future use is a concern. Retail commercial could generate high levels of vehicular traffic, as would medical, or real estate office use. General office would seem to provide the best long term use, and perhaps the greatest opportunity to preserve the trees.

There is also an ongoing demand for conversion of dwellings fronting major streets to office use to meet the needs of small business. This is prevalent along both McKenzie Avenue and Shelbourne Street. Due to the potential impacts of traffic, parking, and general business growth, this type of land use change would be out of keeping with the established land use pattern. Existing home occupation regulations provide some opportunity for small business however, employees, other than persons living in the dwelling, are not permitted and therefore business growth is limited. On the other hand, home occupation use may provide for larger social benefits associated with home work. These could include reduction in peak hour traffic, increased neighbourhood safety through "eyes on the street," and family benefits of combining home and office.

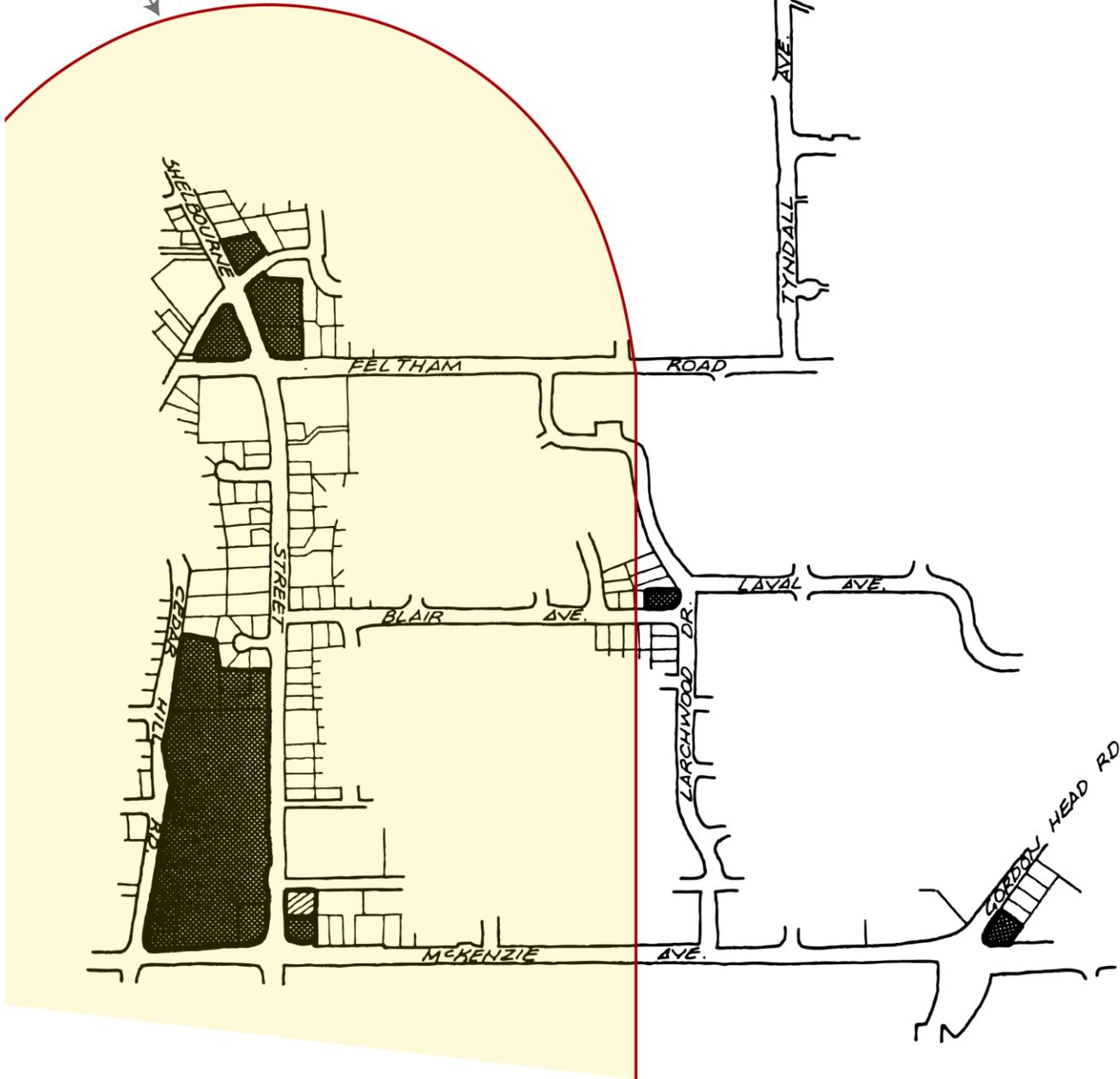


LEGEND

 Existing Commercial

 Potential Commercial

Refer to
Shelbourne
Valley Action
Plan



**MAP 6.1
COMMERCIAL**

LEGEND

-  400m (1/4 mile) radius of a commercial area
-  Existing commercial



MAP 6.2
CONVENIENT WALK TO COMMERCIAL



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

POLICIES

- 6.1 Restrict commercial development to existing commercially zoned sites identified on Map 6.1.
- 6.2 Do not support zoning applications to convert single family dwellings to office use.
- 6.3 Consider rezoning 3959 Shelbourne Street for general office use.
- 6.4 Use development permits to ensure that new commercial development respects the scale of adjacent uses and the environmental character of Gordon Head.

7.0 INSTITUTIONAL AND PUBLIC ASSEMBLY

Goal: A range of community based institutional services and programs that respond to residents' needs and respect neighbourhood character and the natural environment.

The term "institutional" generally refers to schools, churches, community residential facilities, day care centres, and nursing homes. These uses are part of a sustainable community and therefore, should be integrated, from a locational and social perspective, within the local areas. Locational integration also offers the ability to bring the programs provided by the institution closer to the people they serve.

Gordon Head is well served by School District #61. There are three secondary schools and four elementary schools in the local area. In addition, three elementary schools and one junior high school provide educational services to Gordon Head students just outside the area. Some of the schools, including Hillcrest Elementary, also provide pre-and-post school programs in response to social needs.

The 1996/97 capital plan for School District #61 includes a \$10 million addition/renovation for Mount Douglas Senior Secondary. There are no planned improvements for the other schools in this area.

The University of Victoria is a major asset to the municipality. Its value as an educational, cultural, and open space resource is very important to both the municipality and the adjacent local areas. The 1994 Commonwealth Games left a legacy of facilities to serve the University and the community, and the University is continuing to expand its programs and facilities. The value of this resource should be recognized by supporting continued development and facilities expansion.

There are six churches in Gordon Head. While it is not anticipated that new churches will be built, some may operate from existing community facilities. The Church of Freedom of Christ uses space for Sunday worship in the Gordon Head Recreation Centre and others use space in School District #61 facilities. Only the Holy Cross Catholic Church has surplus land. The Diocese has indicated an interest in constructing seniors' housing. A part of the site is identified in the Park Priority Study for acquisition by the municipality to expand Montague Park.

The institutional uses, particularly the schools and the University, are critical components of the Greenways network and greenspaces strategy concept. Opportunities to enhance public access, increase opportunities for social interaction, preserve greenspace, and improve pedestrian circulation should be investigated and implemented through the development approval process for any new institutional use.



LEGEND

 Existing Institutional

**MAP 7.1
INSTITUTIONAL USES**

POLICIES

- 7.1 Consider institutional uses only where the vehicular access is to and from a major road or collector street.
- 7.2 Consider the proximity to commercial and recreational uses and public transit when rezoning for residential care facilities.
- 7.3 Require that site design, building scale, and landscaping for institutions respect neighbourhood character and the natural environment.
- 7.4 Investigate opportunities through the development process to enhance public access, circulation, and greenspace as part of the neighbourhood Greenways plan.

8.0 PARKS AND OPEN SPACE

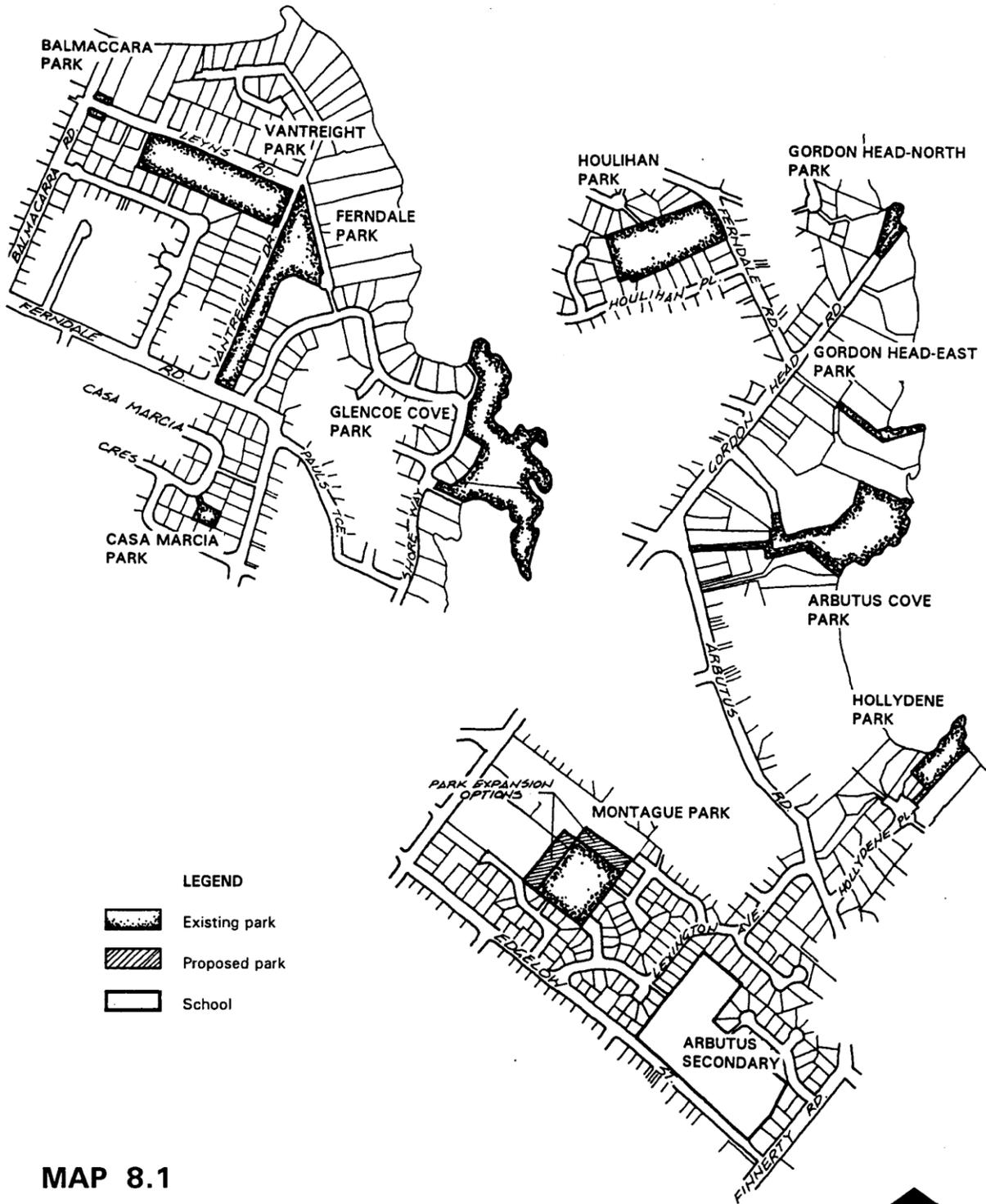
Goal: Access to a variety of active and passive leisure activities that recognizes the importance of family values as well as the maintenance and protection of the environment within natural parks.

Over the last eight years, Council has acquired all, but four of the areas proposed for parkland in the 1988 Plan. Feltham right-of-way was designed as a trail, Glencoe Cove was acquired, Sierra and Brodick Parks were expanded, and King Alfred Park was expanded and renamed. Table 5 and Maps 8.1 and 8.2 identify the remaining parcels proposed for park acquisition from the 1988 Plan. In addition, the Map indicates the proposal to acquired land on the west side of Mount Douglas Park that arose from consideration of the Parks Priority Study in 1995.

There is interest in re-evaluating the merits of Cormorant Point as an important shoreline environmental feature in the community. If designated for park use, the municipality may acquire 5% parkland as well as appropriate pedestrian access through the parcel. At the very least, the parcel offers long term potential to extend a shoreline Greenway in the coastal area of Gordon Head.

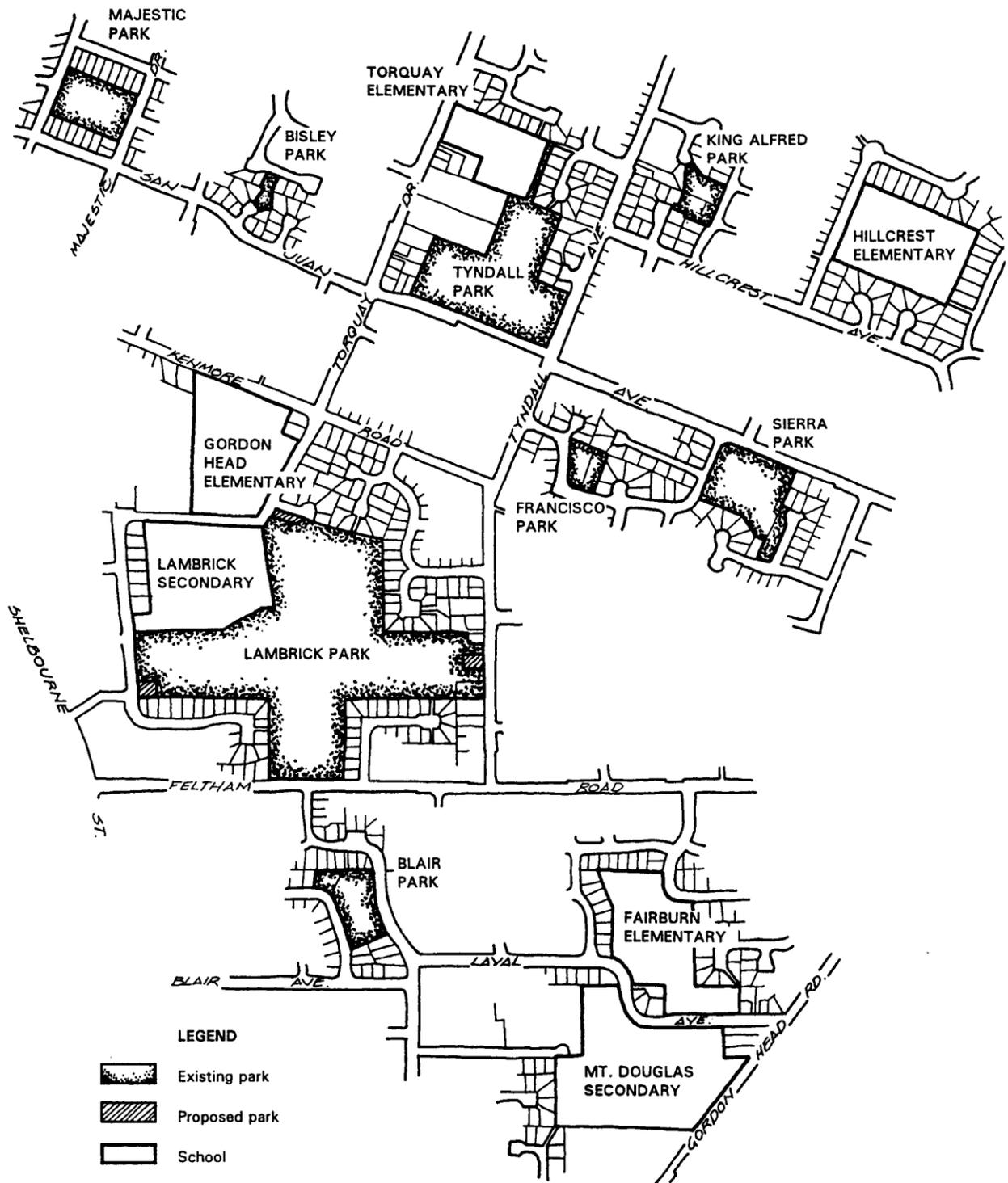
The Parks Priority Study considered park classifications and standards. This system created three classes of park; neighbourhood, community, and municipal, and a two tiered system of qualitative and quantitative standards to determine how a particular area ranks relative to other local areas and the municipality. The standards are not meant to be absolute requirements, but rather a guide when evaluating proposals within the context of park needs in the whole municipality and the ability of the municipality to pay.

Access to the waterfront as an important open space amenity is provided via proposed and existing beach accesses. Three undeveloped road allowances provide good opportunity to create waterfront lookouts. Gordon Head – East Park in the 4200 block of Gordon Head Road is virtually inaccessible at present. The benefits of developing an access to this 0.19 ha site are not considered to be worthy of the capital expenditure that would be required at this time. As a long term resource, the site should be retained to preserve its environmental attributes.



MAP 8.1
GORDON HEAD PARKS





**MAP 8.2
GORDON HEAD PARKS**



Table 4 – Gordon Head Parks Summary

Type	Name	Total Area (ha)	Natural	Structured Athletic	Unstructured Recreational	Special/ Horticultural
Neighbourhood	Bisley	0.154			Yes	
	Balmacarra	0.068				Yes
	Blair	1.044		Yes	Yes	
	Bow	1.582	Yes			
	Brodick	1.778	Yes		Yes	
	Casa Marcia	0.130			Yes	
	Hollydene	0.478	Yes			
	Ferndale	2.518	Yes			
	Francisco	0.510			Yes	
	Feltham	1.810	Yes			
	Gordon Head - North	0.226	Yes			
	Gordon Head – East	0.190	Yes			
	Gordon Head Elementary	2.050			Yes	
	Houlihan	1.855			Yes	
	King Alfred	0.650			Yes	
	Sierra	1.911			Yes	
	Majestic	1.280		Yes	Yes	
	Montague	1.214			Yes	
	Fairburn Elementary	2.100			Yes	
	Vantreight	1.993			Yes	
Hillcrest Elementary	1.750			Yes		
Torquay Elementary	1.000			Yes		
Total Neighbourhood		26.289				

Continue overleaf

Type	Name	Total Area (ha)	Natural	Structured Athletic	Unstructured Recreational	Special/Horticultural
Community	Arbutus Cove	1.631	Yes			Yes
	Tyndall	4.355		Yes	Yes	
	Lambrick Secondary	2.100		Yes	Yes	
	Arbutus Secondary	2.000		Yes	Yes	
	Lambrick	14.020		Yes	Yes	
	Mt. Douglas Secondary	3.150		Yes	Yes	
	Glencoe Cove	3.330	Yes			
Total Neighbourhood		30.586				
Municipal	Mt. Douglas	181.703	Yes		Yes	Yes
Total Municipal		181.703				
Grand Total		231.084				

Table 5 – Future Park Acquisitions

	Area	Overall Priority ²
Feltham	0.088 ha	▪
Montague	0.315 ha	▪
Parkside	0.320 ha	▪ / high
Cormorant Point	5% plus ¹	n/a
Lambrick	0.300 ha	n/a
Mt. Douglas	4.820 ha	n/a

▪ to be acquired at no cost through dedication

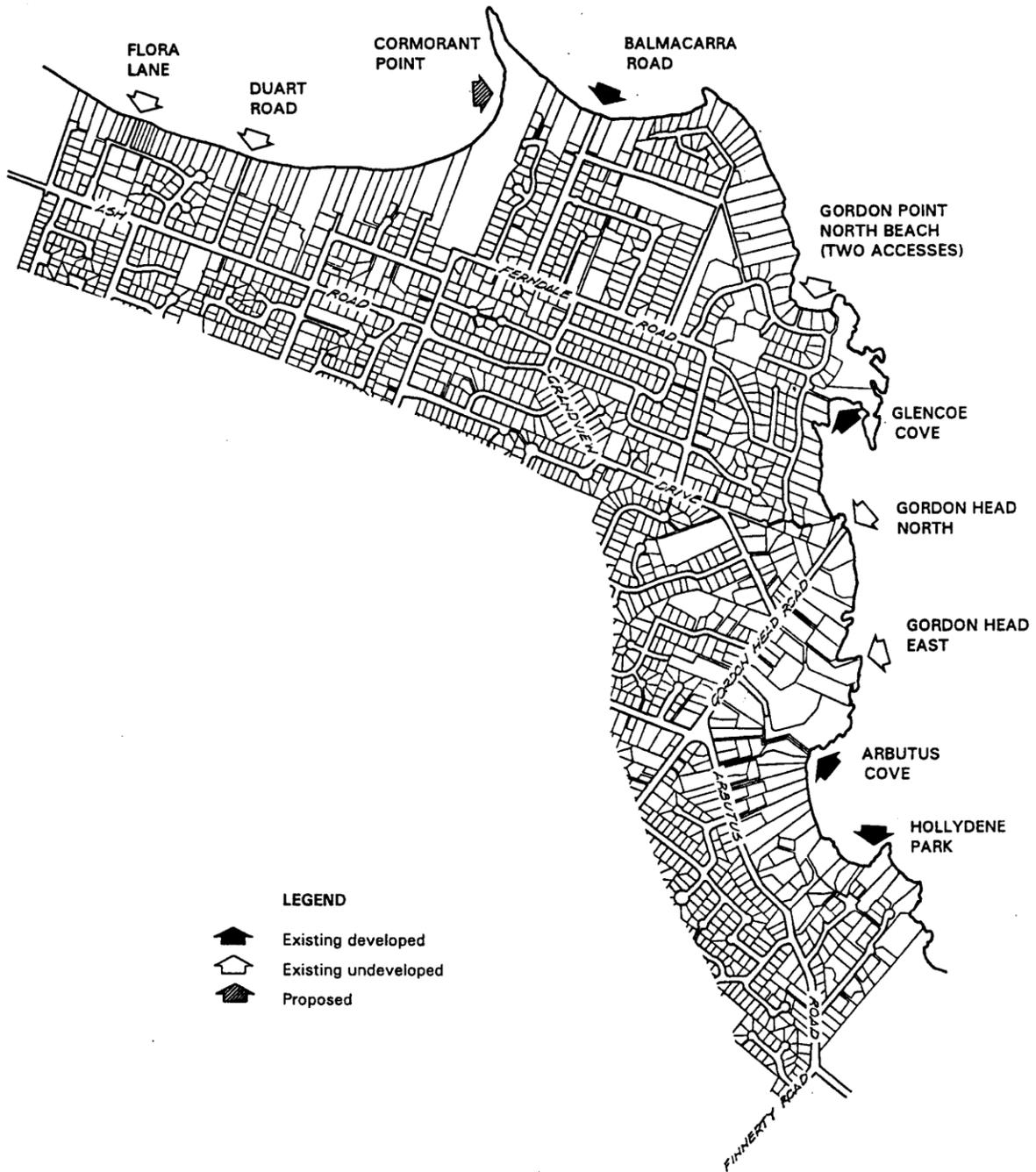
¹ exact area to be determined

² from Park Priority Study

The identification, acquisition and construction of attractive pedestrian and Greenway linkages is a major component of the goal to provide access to a variety of active and passive leisure activities. As well as being sound from an environmental and transportation perspective, there are intangible social benefits that can be realized through greater community interaction. The Greenway identified on Map 8.5 is an example of the kind of pedestrian interconnection that can be realized in Gordon Head.

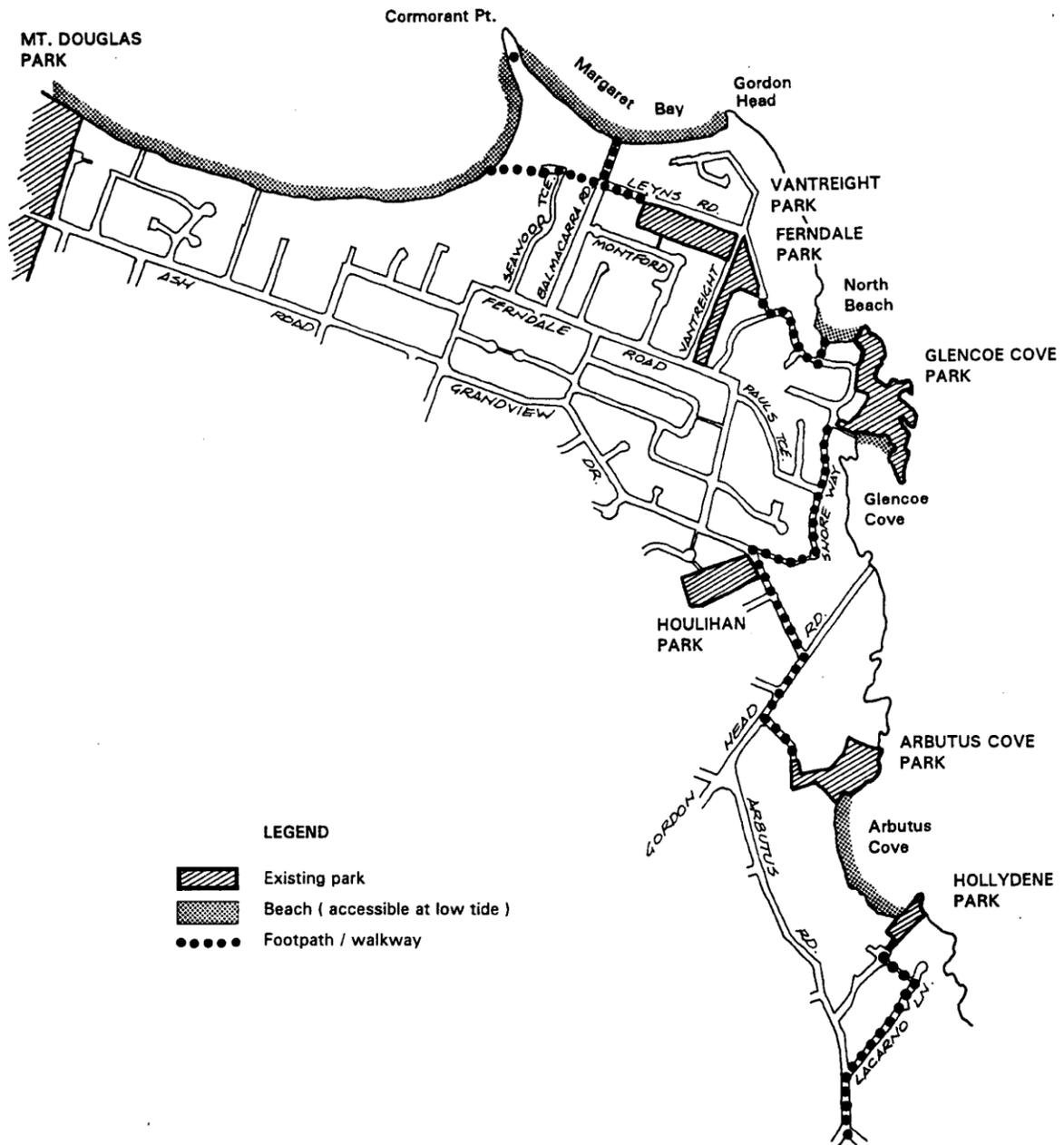
POLICIES

- 8.1 Acquire and reserve land for neighbourhood, community and municipal parks described in Table 5 and illustrated on Maps 8.1, 8.2 and 8.3.
- 8.2 Use the Park Priority Study as a guide when establishing priorities for park acquisition.
- 8.3 Acquire a 20 m beach access at Cormorant Point at the time of subdivision approval and ensure the access connects to and forms part of the Local Greenway system.
- 8.4 Identify 5% of the Cormorant Point parcel for park acquisition and evaluate the appropriateness of park designation for a larger area of Cormorant Point as part of the Greenway Action Plan.
- 8.5 Dedicate pedestrian/Greenway links through the subdivision and development approval process.
- 8.6 Acquire a pedestrian/Greenway link through 4291 Gordon Head Road (Lot 1, Plan 4355) at the time of subdivision or development.
- 8.7 Close, by bylaw, the undeveloped right-of-way between 1865 and 1861 Hillcrest Avenue and consider creating a land registry title and zoning to P-4 Park and Open Space.
- 8.8 Undertake a road closure within Mt. Douglas Park for Willbank and Westbank Streets, and a plan consolidation for Blocks 1, 2 and 3, Plan 1278.
- 8.9 Direct the Parks and Recreation Department to prepare an inventory of revenues, a long term development plan and an operational management plan for Mt. Douglas Park including issues concerning Cordova Bay Road within the Park, in consultation with the Friends of Mt. Douglas and Local Residents.
- 8.10 Greenway development and any other design and construction work within a designated Greenway right-of-way should be undertaken in accordance with the Gordon Head Action Plan: Greenways, Bikeways and Pedestrian Mobility.



MAP 8.4
BEACH ACCESS





MAP 8.5
GORDON HEAD COMMUNITY ASSOCIATION
GREENWAY CONCEPT



9.0 TRANSPORTATION AND CIRCULATION

Goal: A safe, efficient, convenient and environmentally sensitive mobility network, that balances motor vehicle, pedestrian and cyclists needs without undue disruption of residential areas.

Road Network

The road circulation system is well established in Gordon Head with a clear hierarchy of major, collector and residential roads. Within this framework there is a strong desire to increase the pedestrian focus and thereby create a more people-friendly community.

Sustainable community concepts promote reduction in automobile use, and increased use of transit, bicycles and pedestrian facilities. Through streets are needed to meet these goals, particularly for transit use. Given, that the road network is well established (Map 9.1), connecting roads for vehicular and transit use is not a major issue and the remaining opportunities should be considered relative to neighbourhood input. The ability to provide access to cyclists and pedestrians, on the other hand, is paramount.

Pedestrian Access

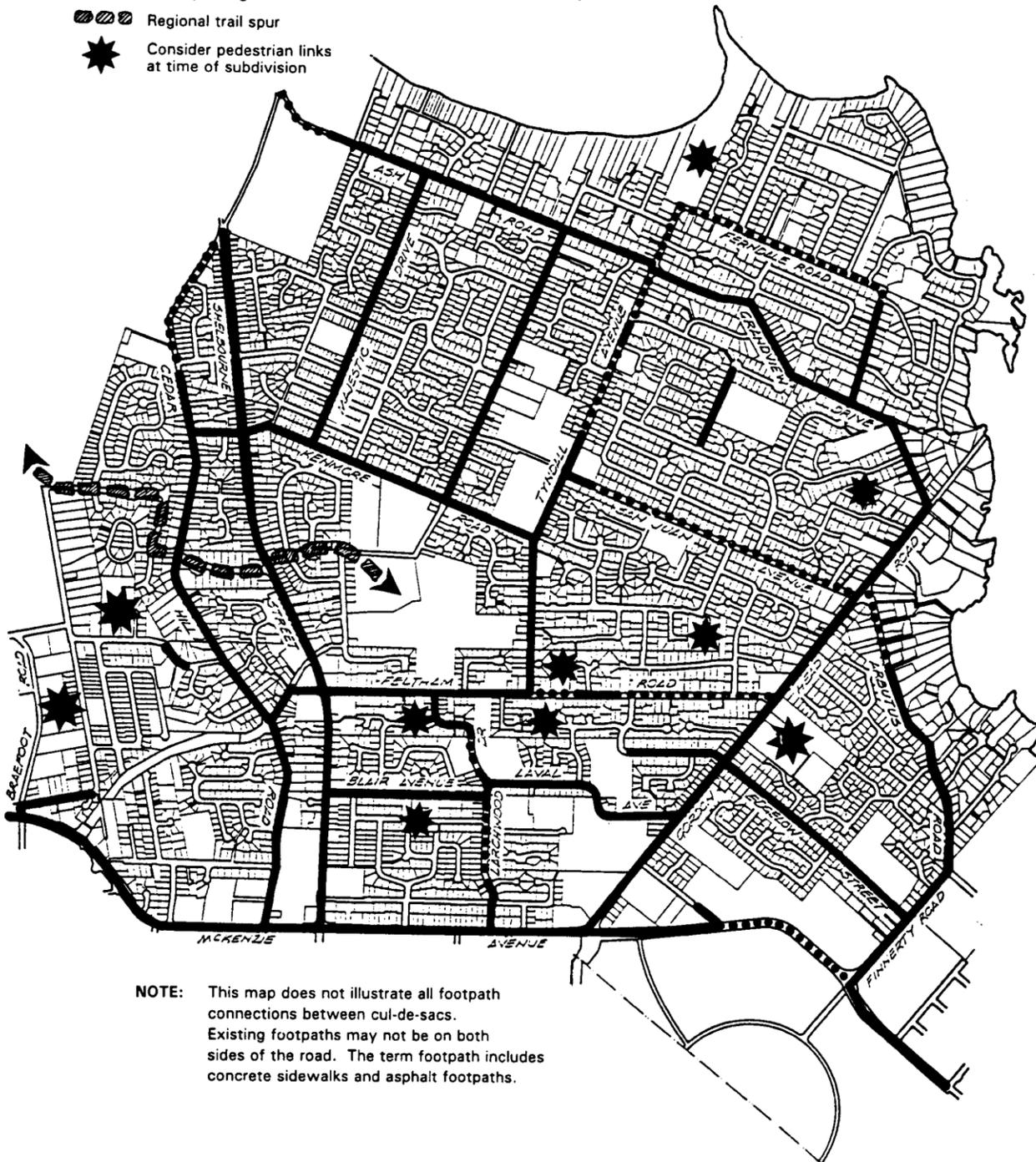
Pedestrian access in Gordon Head is fragmented, in that not all major and collector streets meet the municipal standard of a sidewalk on one side of collector streets and on both sides of major roads. The provision of safe walking places is an issue that is being addressed gradually through the Capital Works Program. Map 9.2 identifies existing sidewalks and locations where construction is required to complete sidewalk connections, as well as areas where pedestrian links should be acquired at the time of subdivision. Map 9.3 illustrates existing walkway connections between residential streets and out to collector streets or major roads.

There is also a strong desire that the walking environment be as people friendly as possible. This relates to the protection of naturalized streetscapes, the enhancement of rights-of-way through boulevard improvement programs and the provision of new pedestrian ways. It is essential however, that the meaning of the term "improvements" is clearly understood before construction takes place to ensure that the character of the street is not altered through the replacement of "natural hedgerow" by grassed boulevards and street trees.

As part of the pedestrian focus, the right-of-way between Torquay and Tyndall Avenues should be retained for a pedestrian access. The hedgerow should also be preserved as part of this process. There are other roads, such as Seawood Terrace or Hazelton Place, where subdivision could result in the opportunity to provide a pedestrian connection, either to other residential roads, or to collector streets and major roads.

LEGEND

-  Existing footpath
-  Priority linkage
-  Regional trail spur
-  Consider pedestrian links at time of subdivision



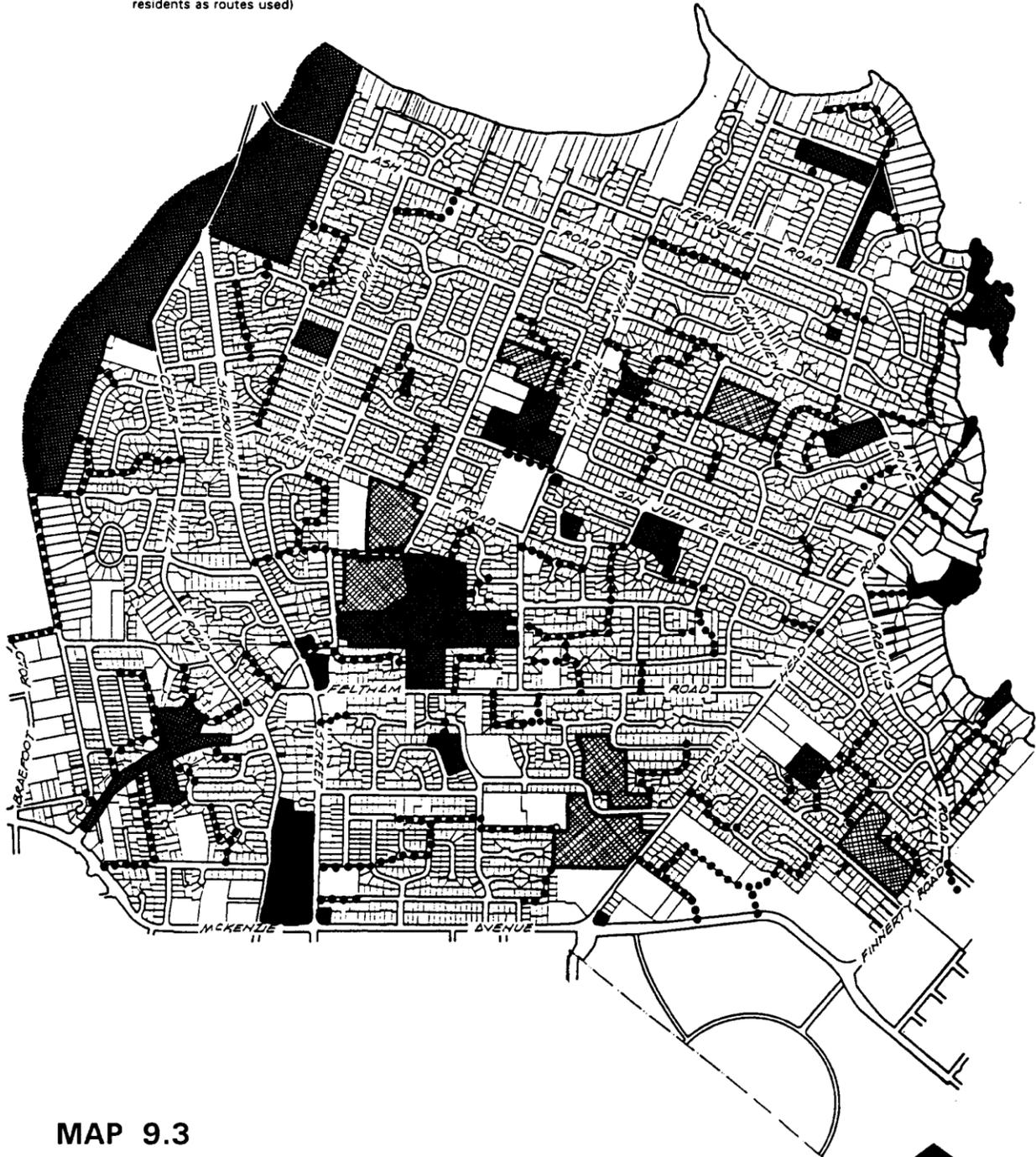
NOTE: This map does not illustrate all footpath connections between cul-de-sacs. Existing footpaths may not be on both sides of the road. The term footpath includes concrete sidewalks and asphalt footpaths.

**MAP 9,2
PEDESTRIAN CIRCULATION**



LEGEND

-  Commercial
-  Public open space
-  School
-  Pedestrian linkages
(Existing and identified by residents as routes used)



**MAP 9.3
PEDESTRIAN LINKAGES**



Bikeways

The General Plan identifies a commuter bikeways plan which reflects a municipal wide intent to provide two 1.5 m bikeways, or other improvements when upgrading major roads or collector streets. Bikeways were constructed on McKenzie Avenue, as part of the Gordon Head Road/McKenzie Avenue intersection improvements. Bicycle lanes have also been lined along the east side of Finnerty Road in front of the married student housing. The original bike path, constructed in the late 1970's, also winds its way through central Gordon Head from Mt. Douglas Park to the University of Victoria. The section of north Shelbourne Street, that is dual carriage way, is also cycle friendly. Within this context, the Bicycle Advisory Committee considers all other roads to be appropriate for local and recreational use. One of the goals of the committee is to enhance this approach by identifying and constructing local connectors and by establishing a "Bicycle Friendly" approach to all works in the municipality.

While the rate at which bike lanes will be constructed is generally slow, minor improvement to the overall ease of cycling within the local area could make a great difference. Map 9.4 identifies the commuter bikeway plan. Community input is required to identify specific locations where physical improvements or local connectors are needed that would make cycling both safer and more attractive as an alternative mode of transportation within Gordon Head.

Transit

Gordon Head is serviced by a number of bus routes. Two routes, the #27 and #28, loop through the centre of Gordon Head with service to downtown Victoria. In an effort to encourage use by persons working in downtown Victoria, both these routes offer morning-in and evening-out express service. Cross-town Route #26 runs to Esquimalt. A number of routes provide service to the University of Victoria. The #29 bus route provides weekday morning service through central Gordon Head, past Mt. Douglas High School to the University exchange. The #39 route from the Royal Oak exchange and the #51 UVic route, both offer morning and evening service to the University.

BC Transit has reviewed its service in Gordon Head with a view to improving routing to the area serviced by the two loop routes. No changes were made, based on resident opposition to taking buses on streets not already serviced. There is intent to increase the service on the Crosstown and the #39 to the University of Victoria exchange and on the #27 and #28 express routes to downtown. In the future, BC Transit would like to explore the opportunities to provide bus service along the Cedar Hill Road north of McKenzie Avenue.

Traffic Calming

The major road and collector street system in Gordon Head creates residential neighbourhoods serviced, for the most part, by crescents and cul-de-sacs. This development pattern was based on transportation and planning concepts which focused on moving the automobile in the most efficient way possible, and creating small enclave residential neighbourhoods. This street pattern contributes to the liveability within neighbourhoods, as well as pedestrian safety. Traffic calming provides a contemporary way to view the street based on an integrated approach that includes a wide range of transportation, social and environmental objectives. Major roads and collector streets

and through residential streets, such as San Pedro, are most impacted by concerns of speed and traffic volume and the influence on the neighbourhood. Application of solutions from the tool-kit of traffic calming techniques may be appropriate in some locations within Gordon Head. Work on traffic calming issues is relative to the need, the resources available and the larger municipal context.

Streetscape Protection

The visual perception of a street is created by a variety of factors, including conditions of road edges, provision of sidewalks, natural or landscaped boulevards, tree canopies and traffic related criteria. Streets worthy of streetscape protection were identified in the previous plan and implementation was expected to be part of any road upgrading project.

Road upgrading may include consideration of additional lanes, curb alignment, location of sidewalks, bicycle lanes and on street parking, all of which impacts the perception of activities within the street. The streets identified for streetscape protection would be subject to special design consideration within the right-of-way.

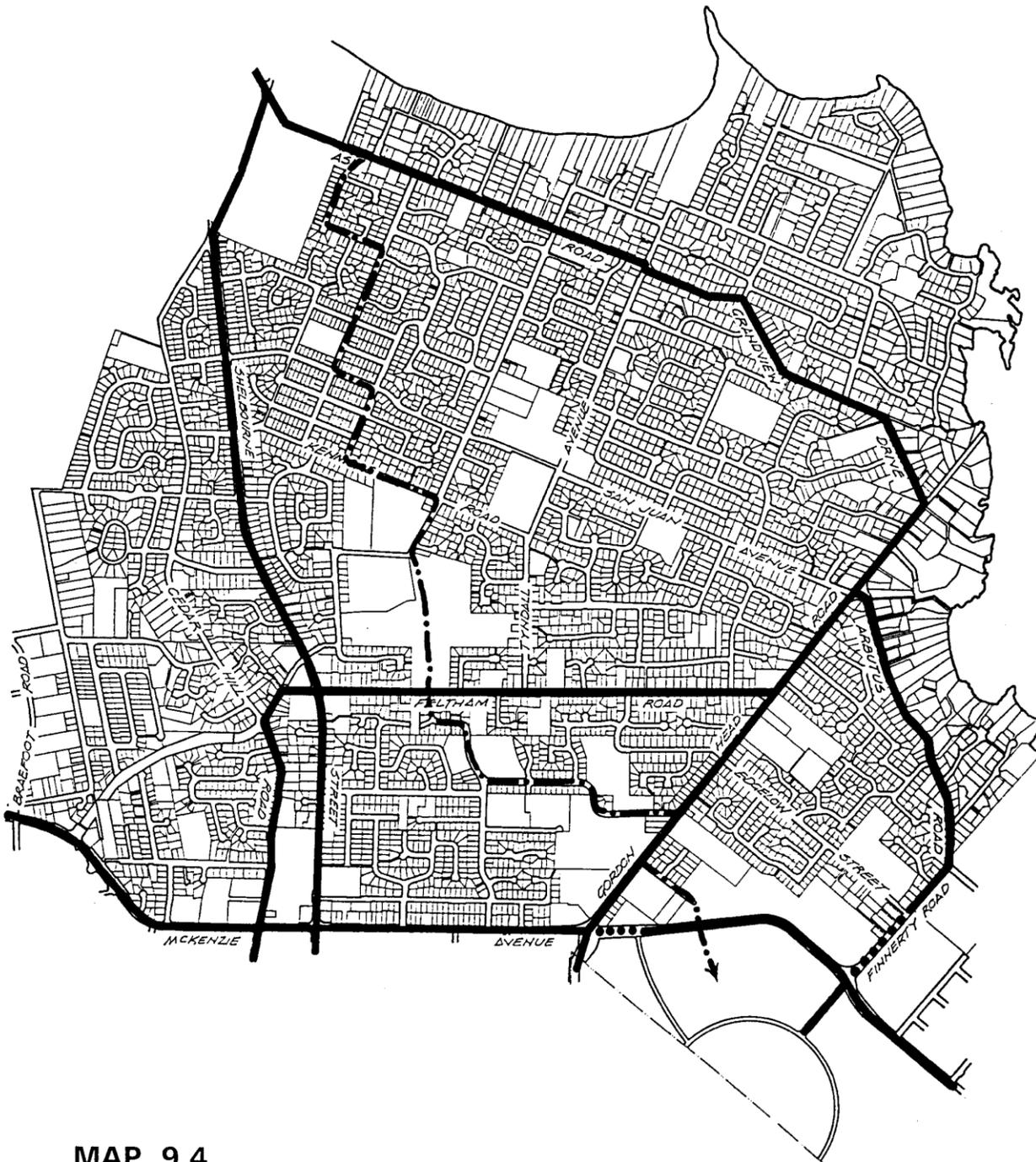
Streetscapes are, however, much more than what exists within the right-of-way. Building setbacks, trees, lot width, and building scale and mass influence the perception of a street. Streetscape protection criteria should be prepared and applied to designated streets whenever subdivision, rezoning or any public works are contemplated.

POLICIES

- 9.1 Adopt the road network as shown on Map 9.1.
- 9.2 Acquire rights-of-way for footpaths, sidewalks, bikeway and greenway linkages particularly at the time of subdivision to ensure convenient access to schools, bus stops, shopping, parks, and to provide for circular pedestrian recreational routes, and require construction by the developer where applicable.
- 9.3 Require either two 1.5 m bicycle lanes or other cycling improvements when upgrading major roads and collector streets, and refer all major road and collector street design drawings to the Bicycle Advisory Committee for review and comment.
- 9.4 Recognize the social and environmental benefits of traffic calming as an alternative to traditional transportation planning that caters predominantly to the motor vehicle.
- 9.5 Undertake a traffic calming study where high traffic volumes, excessive speed, and/or short-cutting traffic impacts on the safety, liveability and character of the neighbourhood relative to other traffic calming needs within the municipality.

LEGEND

- Existing commuter bikeway
- ▬ Proposed commuter bikeway
- Local bicycle connector



MAP 9.4
BIKEWAY NETWORK



- 9.6 Do not construct San Juan Avenue as a through road between Torquay Drive and Tyndall Avenue and retain the natural hedgerow in any development plans for the vacant parcel to the south.
- 9.7 Require that new sidewalks are separated from the pavement by a curb and boulevard, except where implementation is considered impractical because of natural topography, inadequate right-of-way, boulevard trees or open ditches.
- 9.8 Assign a high priority within the public works program to complete the high priority footpaths shown on Map 9.2.
- 9.9 Designate the route from Lambrick Park to Mt. Douglas Park as part of the Regional Trail system as shown on Map 9.2.
- 9.10 Any design and construction work within a designated Streetscape Protection right-of-way should be undertaken in accordance with the Gordon Head Action Plan: Greenways, Bikeways and Pedestrian Mobility.
- 9.11 Designate the streets identified on Map 9.1 for streetscape protection and review any planned engineering work through the Inter-Disciplinary Committee.
- 9.12 Carefully evaluate the aesthetic, environmental value, and character of the streetscape when considering plans for proposed road and intersection upgrading and utility installations.
- 9.13 Pedestrian circulation, access improvements or any other design and construction work within road rights-of-way should be undertaken in accordance with the Gordon Head Action Plan: Greenways, Bikeways and Pedestrian Mobility.
- 9.14 Local Bicycle Connectors, bicycle mobility improvements or any other design and construction work within road rights-of-way should be undertaken in accordance with the Gordon Head Action Plan: Greenways, Bikeways and Pedestrian Mobility.

10.0 PUBLIC WORKS

Goal: Efficient, cost effective, and environmentally sensitive public works for the health, safety, and convenience of Gordon Head residents.

Sewers, storm drains and water service are provided by the municipality. BC Hydro provides power service. Communication services are provided in co-operation with Telus and Shaw Cable. Terasen offers natural gas service to Gordon Head.

Sewers

All of Gordon Head, except for eight parcels in the Braefoot area, 14 lots fronting Glendenning Road and the area below the elevation of the coastal sewer, north of Ferndale Road and east of Gordon Head Road, is within the Sewer Enterprise Boundary. The trunk sewer system discharges via the Ash Road pump station and the Garnet Road pump station to the East Coast Interceptor and Juan de Fuca Strait through the Clover Point outfall.

Individual parcels in the Braefoot area not already in the Sewer Enterprise Area will be considered for inclusion within the Sewer Enterprise Area on application by the property owner. Consideration of including individual parcels, fronting the coast in the Sewer Enterprise Boundary will be determined by the ability to service them by gravity. Council's policy is not to provide sewer service to the lots on the east side of Glendenning Road.

Storm Drainage

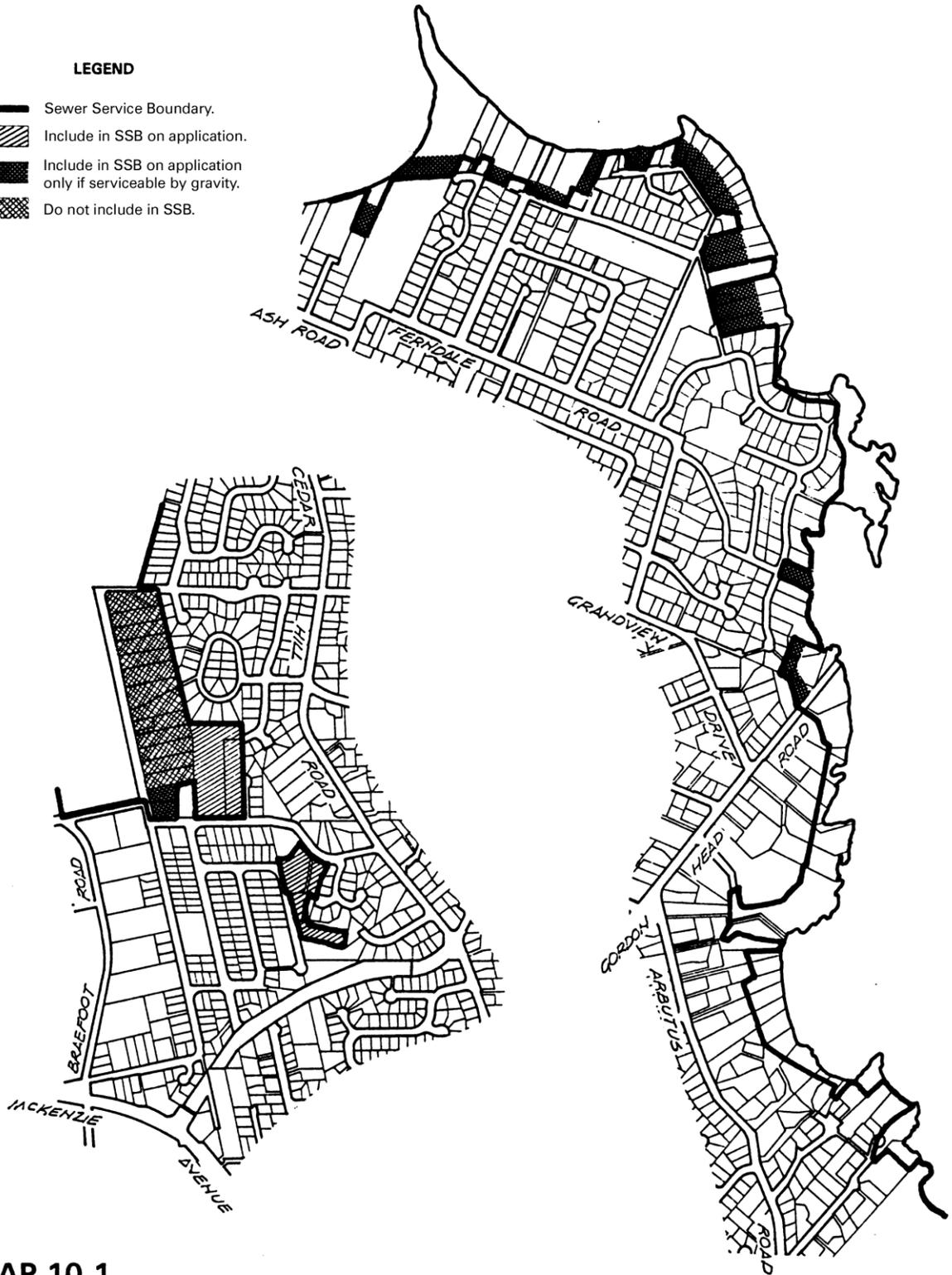
The storm drainage for Gordon Head comprises four catchment areas, as shown on Map 10.2. There is no requirement for major upgrading of the storm drain system. Specific improvements will be a result of work undertaken as a requirement of development, as part of a municipal road improvement project, or under a local improvement program. There may also be some opportunity to coordinate stormwater quality and quantity issues from an environmental and stream stewardship perspective with drainage issues. A local stream stewardship program for Douglas Creek, which flows north through Mt. Douglas Park, initiated by the Friends of Mt. Douglas Park Society, is the first community based step to address the problem of stormwater pollutant coming from residential areas.

Water

The municipal water system services all of Gordon Head. In 1987/88, improvements to the distribution system alleviated the serious water pressure problems that had been common in the central parts of the local area. There is still a need to install pressure reducing stations in the Balmacarra Road/Vantreight Drive/Shoreway area to enable pressure to the Tyndall area to be boosted further. This work is planned to be completed by 2001, depending on construction schedules and funding.

LEGEND

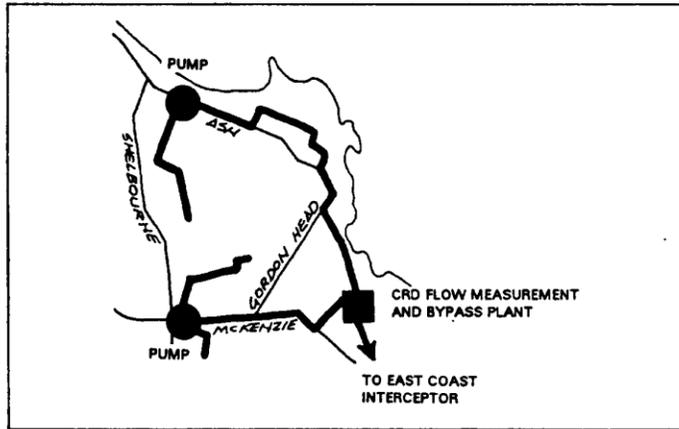
-  Sewer Service Boundary.
-  Include in SSB on application.
-  Include in SSB on application only if serviceable by gravity.
-  Do not include in SSB.



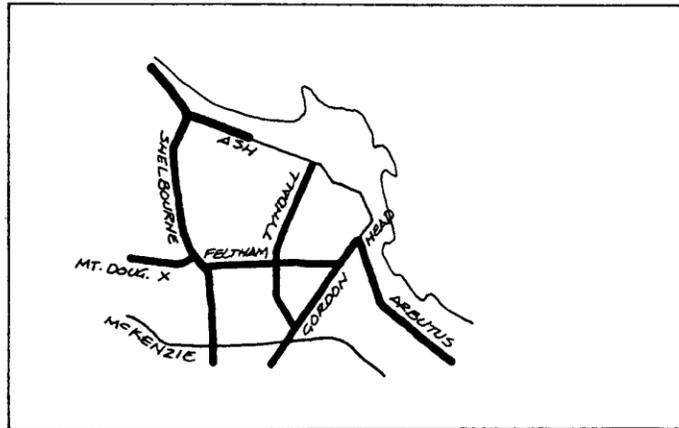
MAP 10.1
SEWER SERVICE BOUNDARY

G:\Protect_Adm\Local Area Plans\Gordon_Head\maps\GH LAP scanned maps\10.1 SSB.pdf

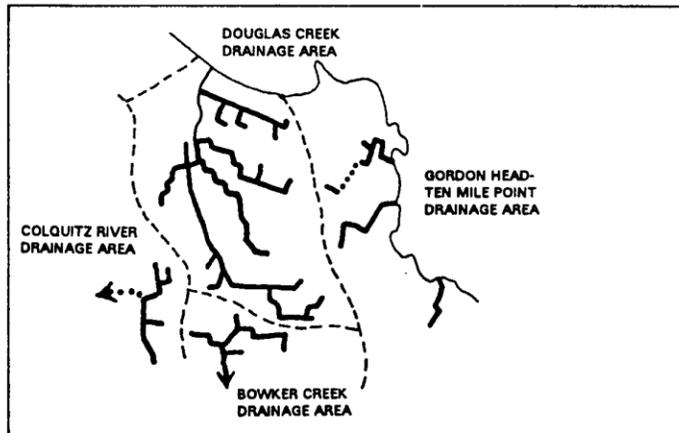




SEWER



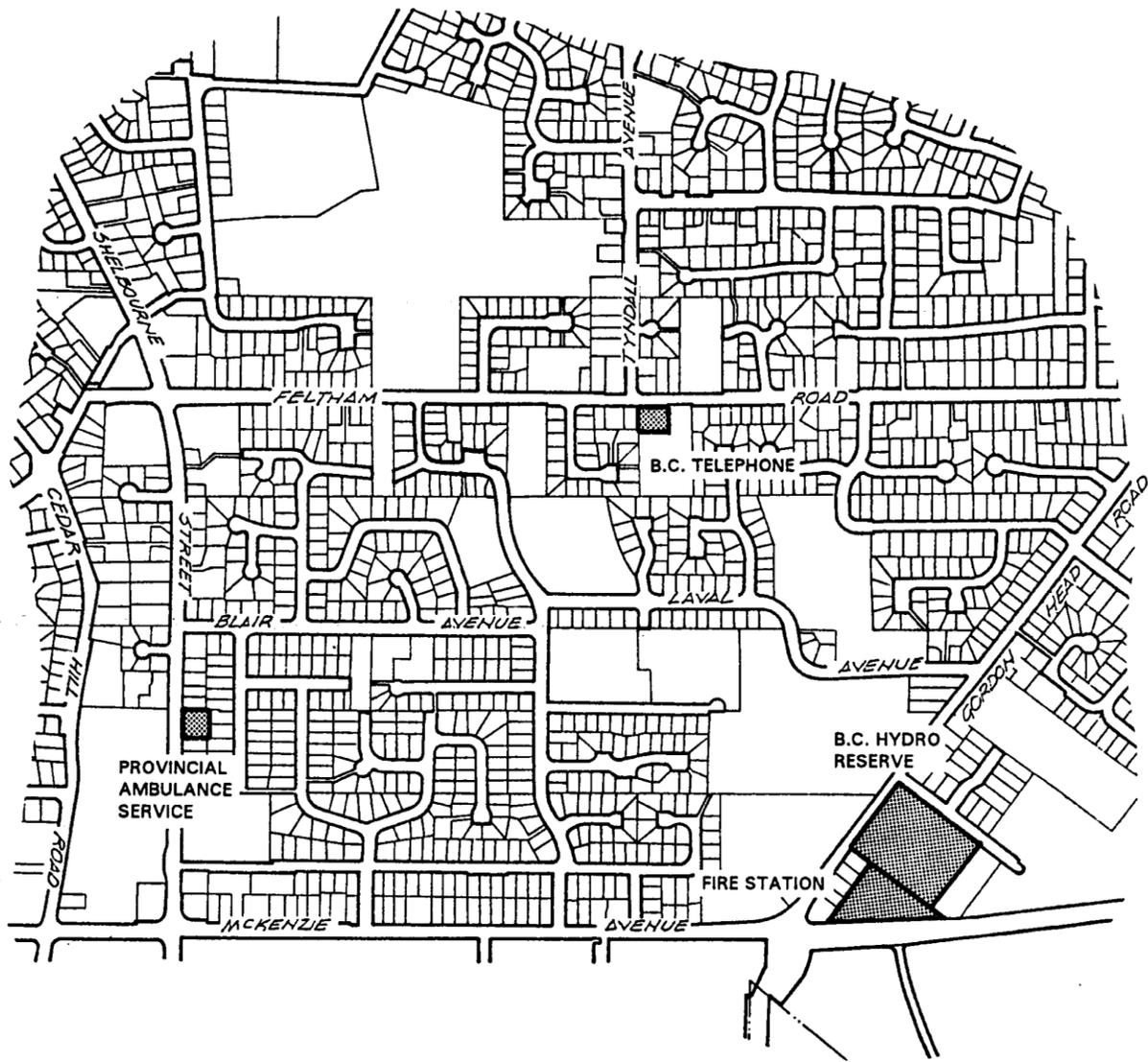
WATER



STORM DRAINAGE

**MAP 10.2
TRUNK SERVICES**





**MAP 10.3
PUBLIC UTILITIES**



Communication Service

Telus has a small site for a switching station on Feltham Road. No change is anticipated and as technology improves, the building area may be reduced. No land outside existing rights-of-way is devoted to cable service use.

Gas Service

Terasen services Gordon Head, via its pressure station, located at the University of Victoria. Presently, the area with the greatest level of service is north of Kenmore Road.

Over time, the intent is to provide service to all streets in the municipality; however, implementation will be on a demand basis. At this time, only parcels on the main roads, and in specific subdivisions, are serviced with natural gas.

POLICIES

- 10.1 Extend the Sewer Enterprise Boundary to include parcels shown on Map 10.1 on application of the owner.
- 10.2 Consider extending the Sewer Enterprise Boundary in the coastal area of Gordon Head if gravity service is possible.
- 10.3 Do not include the Glendenning Road area, shown on Map 10.1 within the Sewer Enterprise Boundary.
- 10.4 Continue to upgrade the storm drain system as part of road construction, development projects or local improvement programs.

11.0 DEVELOPMENT PERMIT AREAS

The Municipal Act, Section 879(1), permits Council, in an Official Community Plan, to designate development permit areas. Within a development permit area, an owner must obtain a development permit before subdividing land or constructing, adding to, or altering a building or specification unless specifically exempted by the Plan. Council may issue a development permit which may vary or supplement a regulation of the Subdivision or Zoning Bylaw. A development permit cannot vary use, density or flood plain specification.

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

In Gordon Head, the Shelbourne Street commercial area and adjacent multi-family development is within the Shelbourne/McKenzie Development Permit Area. Scattered multi-family developments are included within the Saanich General Development Permit Area. The development permit areas in Gordon Head are indicated on Map 11.1. Justification and guidelines for development permit areas are included in Appendix "N" to the Official Community Plan.

POLICIES

- 11.1 Require that new developments conform with the development permit guidelines for the applicable development permit area.
- 11.2 Consider designating additional site specific development permit areas through the zoning process.



MAP 11.1
DEVELOPMENT PERMIT AREAS



12.0 STRUCTURE MAP

The Gordon Head Local Area Plan consists of goals, objectives and policies which address specific issues in more detail than the Saanich General Plan. The structure map (inside back cover) illustrates the comprehensive application of these policies within the local area. It shows general land use, the transportation network, and major open space areas. It is not a zoning map and does not indicate density. It is for information only and does not form part of the plan.

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

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

DEFINITIONS

Collector Street – means a street which provides services to secondary traffic generations (i.e. neighbourhood commercial centre and parks) and traffic between neighbourhoods, as well as providing direct access to residential properties. Typical traffic volumes are less than 8000 vehicles per day. Transit service is permitted.

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

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

Footpath – means any pedestrian way and includes cement sidewalks, asphalt foot paths, road side.

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

Greenway – means “green paths” for pedestrians and cyclists and can include waterfront areas, sidewalks and nature trails. Greenways often connect greenspaces that can include parks, schools and private undeveloped land.

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

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

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

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

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

Sewer Enterprise Boundary – means a line defining the area approved by Council to be serviced by municipal sewers.

Urban Containment Boundary – means the line which separates urban from rural land uses.

APPENDIX A PUBLIC PROCESS

Draft Plan Preparation

In accordance with Council's directive, ads were placed in the Times Colonist on January 12th and 19th, and in the Saanich News on January 17th and 24th. The ad asked residents to identify out-of-date data and new concerns. Telephone calls and letters were received from 44 people. The majority of the calls concerned "process" and traffic issues. Other areas of interest were protection of local amenities, "monster houses", development potential and basement suites.

Planning staff met with representatives of the Gordon Head Residents Association on January 27, 1996 and February 1, 1996. The discussion ranged over a variety of issues including the desire to include information on the following in the plan:

- Historical information
- Vision or goal statements
- Greenways
- Concern about Mt. Douglas
- The Strangewood estate and park/greenways issues
- Control of "Monster" houses

The association also provided written comment, specific wording suggestions on the Residential, Parks and Open Space, and Transportation sections of the Local Area Plan.

All of the comments, concerns and suggested wording have been reviewed and included in the updated/revised draft Local Area Plan where appropriate.

Draft Plan Presentation

As part of the general process to access all citizens, ads were placed in the Saanich News on October 9th and 26th, and in the Times Colonist on October 19th, 20th, 25th and 26th, and in the weekly notice October 24th informing residents that copies of the draft plan were available. These ads also noted that an Open House would be held October 29, 1996 between 4:00 p.m. and 8:00 p.m. Eighty people attended to view display parcels, pick up copies of the draft plan and to discuss issues with staff in attendance.

One hundred & thirty copies of the plan were distributed through the open house and/or picked up at the Planning Department. As part of the response process all copies of the plan contained a questionnaire. Attendees at the open house also had the opportunity to draw walking routes that they use on a map. These walking routes have been included on Map 9.3 – Pedestrian Linkages. A flip chart asking for comments contained the following:

- Very pleased to see sidewalks on Larchwood a priority!
- Sorry to see no plans for developing a village-style commercial area similar to Cadboro Bay Village or Cook Street Village (this would encourage people to get out of their cars and walk).
- Glad of expansion to bikeways – more please.
- Support sidewalks on Ferndale/Tyndall – provide safer walking access to Hillcrest School.
- A second person supported this comment noting shoulder along Grandview/Tyndall to Ferndale dangerous.
- Need bikeways.
- What about straightening four-way at Ash and Tyndall?
- No, enough fast traffic through there already!

Plan Approval

The adoption process includes consideration of the plan at Committee of the Whole. This is a meeting of Council where Council receives public comment and directs that changes be made it deems appropriate. The amended plan is then directed to a Public Hearing. The Public Hearing is another opportunity for the public to talk directly to Council about the content of the plan.

APPENDIX B QUESTIONNAIRE RESPONSE

The following is a summary of the survey results. Twelve copies of the questionnaire were returned out of 130 copies distributed with the plan. Amendments have been made to the report, as appropriate, to reflect the comments received.

1. Do you support the goals and policies of the Plan in the following areas?

	GOALS		POLICIES	
	Yes	No	Yes	No
Housing	11	-	8	2
Parks & Open Space	12	-	10	-
Environment	11	-	9	-
Commercial	10	2	7	3
Transportation	11	1	6	4

2. If you answered NO to any part of Question #1, what would you like included in the Plan?

The following points are a summary of comments received:

- smaller lots for smaller houses
- development of village-style shopping areas
- too much traffic on non-collector streets
- restrictive commercial within 400 m walking circles
- make safe bike and pedestrian paths a priority
- reduce motor vehicles
- re-examine San Juan closure at Tyndall
- amend Map 9.1 to indicate sidewalk on west side only on Shelbourne north of Kenmore
- land at Kenmore and Tyndall should be shown as single family

3. What one aspect of living in Gordon Head do you like the most?

- single family dwelling environment
- well distributed greenspace
- parks, municipal gardens, walkways
- proximity to UVic
- almost rural feel
- accessible to services for youth
- relatively safe neighbourhood
- the relative quiet that exists
- the semi-rural aspect combined with relatively swift accesses to downtown Victoria is very appealing
- having lived nowhere else, I know Gordon Head is the best
- parks, recreational amenities, walkways, people with common values and interests
- convenience to shopping, schools, hospitals, parks, etc.
- access to parks and beaches
- everything – rural but close to shopping

4. What aspects of living in Gordon Head do you dislike the most?

- hard to access major roads
- traffic on non-collectors
- have to drive everywhere – nothing is close enough to walk to
- increased traffic
- large houses
- uncontrolled dogs in parks and streets (cannot make effective complaint without collaring the dog or knowing the owner: no recourse)
- bylaws are not enforced (e.g. dog faeces)
- lack of proper sidewalks on major roads such as Tyndall: sidewalk on Ash Road/Grandview is sub-par
- increased traffic
- traffic congestion and speed – Shelbourne at Mt. Doug needs traffic calming tech
- poor traffic circulation and routing
- distance to commercial areas
- nothing

5. Does the Plan address your major issues or concerns?

YES – 9

NO – 2

6. If not, what issues do you think have been missed?

- burying overhead wires
- map natural gas trunk
- too much driving required
- less roads – more paths to UVic, schools, parks and shopping
- we should have dog runs where they won't bother people
- tall trees at top of Tyndall (Hillcrest to Ash) need protection or recognition
- housing – density while planned for with multiple housing – illegal suites make a mockery of density planning
- cars parked all over, garbage everywhere, plus with absentee ownership, dwellings go into disrepair quickly

7. Do you support the concept of small scale commercial development in areas not presently serviced as shown on Map 6.2, page 19, of the Plan?

YES – 7

NO - 4

8. Please identify pedestrian or cycling links that you think should be developed. Name the streets to be connected and the block number.

- North Cedar Hill Road to Shelbourne
- San Juan from Tyndall to Arbutus
- pedestrian sidewalk between Gordon Head Road and Ebony Road – Arbutus Road
- Shelbourne and all roads need bike lanes
- particularly agree with Policy 9.9 re: Tyndall and Ferndale and Policy 9.4 re: bike paths
- many for bicycles
- Safety of cycling from Blenkinsop and Cordova Bay through Mt. Doug Park to Shelbourne – I am not a regular cyclist, but concerned re: safety and number of cyclists and cars – very busy, must do something! How can I help?
- paved cycling and pedestrian lane adjacent to paved road through Mt. Doug – north of Churchill Drive to lower beach area plus lighting for safety
- Tyndall Avenue sidewalk system is a mess. Pedestrian walkways go from one side of the road to the other. On one section, north of St. Dunstan's Church – to jump out of the way of cars, you take a chance you may fall into a high ditch.

9. How long have you lived in Gordon Head?

	# of responses
Less than 1 year	0
1 – 5 years	5
6 – 10 years	1
11 – 20 years	1
More than 20 years	4

10. Please indicate the neighbourhood in which you live?

	# of responses
Shelbourne	0
Majestic	1
Hillcrest	1
Fairburn	0
Edgelow	0
Cedar Glen	0
Ferndale	3
Mt. Doug/Shelbourne	1
Lambrick	3
Other	1
Don't know	1

11. How did you find out about the Gordon Head Local Area Plan Review and Update?

	# of responses
Times Colonist	6
Saanich News	7
Neighbours & friends	0
Community Association	1

12. Do you have any additional comments?

- none
- transit – Grandview and Arbutus area south down Henderson and Foul Bay to serve Camosun College
- (Open House) the poster set up with pens/board for comments/issues was commendable. An efficient easy way to get an overview. Staff on hand to discuss was very helpful and interesting – good! Thank you for that!
- Major concern is automobile speed on major roads (Tyndall, Majestic, Kenmore) is much too high – could photo radar be tried out, particularly near schools?
- Don't agree with not completing San Juan – would it not take some pressure off Kenmore with its school?
- Do not connect east San Juan to west San Juan as San Juan is all residential and the traffic would all come down to Shelbourne Street. I agree with your map showing it would not open up.
- Thanks for the opportunity
- Excellent plan as long as it correctly states information and implements same. Please no bus service on Cedar Hill Road north of McKenzie – buses run all along Shelbourne Street now – enough!
- bus service on Blenkinsop to four corners would be useful
- The plan should allow some of the vacant single family land is used for low density townhouses (e.g. six per acre, max: two storeys, lots of green space, road access).
- Drainage ditches should be improved on Tyndall and at 1955 Saltair – maintenance of drainage on Saltair is poor.

APPENDIX C SIGNIFICANT TREES

TREES ON PRIVATE PROPERTY IDENTIFIED* AS "SIGNIFICANT TREES"

Address	Type of Tree
2254 Arbutus Road	Arbutus (row on blvd)
1815 Ferndale Road	California Redwood
4024 Gordon Head Road	Giant Sequoia (2)
4402 Hilton Place	Common Linden
1666 McKenzie Avenue	English Oak
3941 Oakdale Place	Common Birch
	Black Beech
	Slash Pine
	Italian Cypress
	Sand Pine
	Monterey Pine
	Eastern White Pine

TREES ON MUNICIPAL PROPERTY IDENTIFIED* AS "SIGNIFICANT TREES"

Address	Type of Tree
Kenmore & Torquay Drive NW (intersection of)	Common Pear
Shelbourne Street boulevard (Elnido to Torquay)	London Plane
Torquay Drive & Ash Road	Arbutus
Tyndall Avenue & El Sereno	Arbutus
Mt. Douglas corridor trees (significant tree area from Shelbourne Street to 4550 Cordova Bay Road	Trees forming canopy over road

* by the Significant Tree Committee