

Dear Council

The residents of Amphion Street between Oak Bay Avenue and Leighton Street, are here regarding commitments made to us regarding a street upgrade that had been cancelled, and only after inquiries made by residents, are now under review by City Engineering

We are fortunate to have what the city is striving for. We live on a street comprised of good neighbours, owners and renters, of varied ages and stages, retired folks and families with young children who all get along, and have a strong sense of community.

We have had a 20 year long saga of voicing multiple concerns about our block, being told we would have improvements, and nothing happening. Please refer to the time line at the end of our letter.

Our concerns have been:

- Vehicles speed down the street to avoid the light at Oak Bay and Foul Bay.
- The road surface is completely patch worked.
- The curbs are only 2inches high in many places.
- Residents struggle with water flowing into their basements off the street.
- The sidewalks are cracked and patched, and unsafe for those who have mobility challenges.
- Unlike any other street in our lovely neighbourhood, there is not a tree to be seen on our block, unless on private property.
- Cars speed through the 4 way stop at Leighton and Ampion St.
- We are a wider than normal street with no tree canopy, which makes us a favorite short cut for larger trucks
- Future development in the neighbourhood is only going to put more pressure on the street.

In early 2016, we voiced our frustrations during a South Jubilee Neighbourhood meeting at which city representatives and engineering were in attendance. They contacted us afterwards, and meetings were arranged. All residents on the street were actively involved.

- Late in fall of 2017, after almost two years of working with City Hall, and the engagement of Brad Dellabuur, research was done, and temporary measures were put in place.
- Planters were placed at either end of the block as pinch points to curtail vehicles speeding to miss the light at Oak Bay and Foul Bay.
- White lines were permanently placed to indicate where future boulevards would be placed and residents were asked to park on the outside of those lines as part of the traffic calming measures.
- Residential parking signs complete with bright orange sleeves, were moved into "boulevard space" in anticipation of the real thing and part of the proof of concept.
- We were informed the street upgrade would take place in 2020. **On page 727 of the 2019 budget we are third on the list of deliverables for future years. (Engineering project 044 Local Street Rehabilitation)**

September 3rd 2019, again at a South Jubilee Neighbourhood meeting, at which Ross Kenny and Marianne Alto were in attendance, we learned, only by chance, that our street revamp would not be happening, as the process to upgrade streets had been changed. Marianne Alto did say that Council had the last word. We were stunned. There had been no notification or indication that the improvements would not be followed through. As one neighbour expressed it, there were strong feelings of betrayal on the block, as "after years of us pursuing, with unwavering respect, action for a neglected piece of infrastructure, the City of Victoria is now going back on it's word." Indeed we worked very hard to have a respectful dialogue, in spite of past history, and were called a delight to work with.

We also now know that Mr. Kenny had not been informed, and our street improvement had been lost in the shuffle between Mr. Dellabuur's retirement, and Mr. Kenny coming in to the position.

To say our faith in civic engagement was severely undermined yet again is an understatement.

We corresponded with Engineering, and on September 11<sup>th</sup>, we were told that although the underground infrastructure was old..built in the early 1900's, it was sound, and there would be no need to trigger an upgrade until it needed replacing in about 20 or 30 years.

The folks on the street, many of whom were involved in previous efforts, and were well informed about the issues above and below our street, were incensed. We sent a restrained, but strong response to Mr. Kenny.

We heard nothing in return, and once more sent email, on September 25th, this time to Mr. Work requesting reconsideration of their decision and a meeting.

Tuesday October 1st, representatives of our street met with the Mayor, at one of the Community meetings, and passed on our information.

October 3rd, we were contacted by Mr. Kenny, and a "walkabout" was arranged. He agreed that the street and sidewalks were sub-par, and that the intersection of Leighton and Amphion needed to be improved in terms of traffic calming. However, he has a commitment to the city to be as efficient as possible. To that end, he said he needed more updated information than our previous studies done under Mr. Dellabuur. He stated he would investigate the underground infrastructure, and if it was found to be unsound, the street would qualify to be completely redone. These investigations are to be completed by mid January.

The argument against doing the street according to Engineering is: if they fix the surface now, and the infrastructures gives up in 20 years, the street will need to be torn up again. To our minds the argument does not hold, if you do the entire project properly as originally planned, underground infrastructure and all, you will not need to do it for another 100 years.

If the Engineering department deems the underground still has another 20 years to go, do we sit with our ugly white lines, and residential parking signs in our pretend boulevard for that length of time?

What we are requesting is the honouring of a commitment made, (complete with physical evidence thereof) to make a safe, aesthetically pleasing street like the rest of our neighbourhood.

Thank you for your consideration,

Respectfully,

Amphion Street between Oak Bay and Leighton

November 25<sup>th</sup> , 2019

Contact: Charlotte (Cindy) Hughes





## **Time line of attempts to solve Amphion Street:**

**1999 :** City Hall approached by residents re: speeding traffic, and state of street repair.

**June 2003:** Letter to David Andeson's office to request street improvement funding from the federal government.

**July 2006:** We were advised that Amphion St between Oak Bay and Leighton is in 'not great shape' but is in **the 5 year capital plan for major reconstruction.**

**April 2007:** Petition to City Hall requesting traffic calming and boulevards.

**July 2007:** City acknowledges previous requests for improvements to our block on Amphion Street in 1999 and 2003, and in the same letter we are told the aesthetics of Amphion Street are a low priority.

**July 2009:** City are pleased to tell us the street will be repaved by covering existing asphalt in 2010, but no budget for streetscape. **We were not repaved.**

**We could if we wanted use a Neighbourhood greenway grant , to a total of \$274,000 to be repaid by us in taxes in full.**

**March 2016:** We were approached by City official attending a meeting after I made a comment at a South Jubilee Meeting about no improvements on our street in spite of asking for many years.

**April 2016:** Meeting with City representative, City Engineer and Amphion Street Residents. Traffic study to follow

**November 2016:** Meeting to discuss results of traffic study, and need for traffic calming, and future street upgrade

**June 2017:** Meeting to discuss design of traffic calming.

**October 2017:** Planters in as pinch points, white lines in place to mark new curb alignment, until street revamp is done.

## Pamela Martin

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**From:** Charlotte Hughes <[REDACTED]>  
**Sent:** November 29, 2019 11:07 AM  
**To:** Council Secretary  
**Subject:** Fwd: Amphion Street - scan of the plan we reviewed Wednesday evening  
**Attachments:** HPSCANNER0173.pdf

Pamela, Thank you for your help. Here is the attachment I was speaking of to with the submission from the street.

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**From:** "Brad Dellebuur" <bdellebuur@victoria.ca>  
**To:** "cindyhughes" <[REDACTED]>  
**Sent:** Sunday, 6 November, 2016 17:38:46  
**Subject:** Amphion Street - scan of the plan we reviewed Wednesday evening

Hi Cindy – thanks again for opening your home to facilitate the community meeting Wednesday evening!

I've attached a scan of the plan, as discussed. Let me know if there are any issues opening the file.

Also, I looked at the speed data we had in-house for any of the streets running parallel to Amphion Street, to get a better sense what a narrow street can do for vehicle speeds. Speeds had been studied on Chamberlain Street a few years ago – 85% of all traffic was travelling below 33kmh, about 5kmh slower than drivers are currently going on your street. A lot more acceptable for a local street.

I've asked staff to send out a letter to the businesses and property owners at the end of the block this week, advising them staff is looking at concept designs for a traffic calming project on Amphion Street in 2017, and asking for a meeting to solicit feedback/provide comment.

I'm away until November 15<sup>th</sup>, but will let you know what response we get, and when a meeting will be scheduled.....

Thanks,

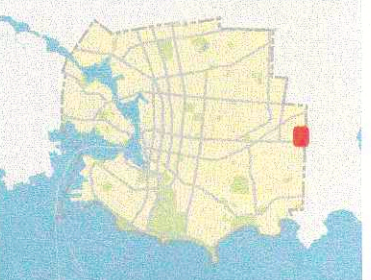
Brad Dellebuur

Manager, Transportation  
Engineering and Public Works  
City of Victoria  
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**Legend**

- Railings
- Gas Mains (City Records)
  - Active
  - Abandoned
- Gas Structures (City Records)
  - Reducer
  - Gas Valve
  - Gas Meter
- Hydro Pole Replacements (City Records)
  - Asset Tag Main
  - Geocoded
- Hydro Structures (City Records)
  - Service Box
  - Kiosk
  - Hydro Pole
  - Hydro Manhole
- Hydro Vaults (City Records)
- Hydro Conduit (City Records)
  - Live
  - Abandoned
- Sewer Lateral Points
  - Lateral Point
  - Main Intrusion
- Sewer Fittings
  - Gravity
  - Pressure
- Sewer Manholes
  - Combined Manhole, Active
  - Flush Tank, Abandoned
  - Flush Tank, Active
  - Flush Tank, Removed
  - Manhole, Active
  - Manhole, Status Unknown
  - Manhole, Proposed
  - Manhole, Removed
- Sewer Outlet (Discharge)
- Sewer Pump Stations
- Sewer Vents
- Sewer Gravity Mains
  - Active
  - Abandoned
- Lined Sewer Gravity Mains
- Sewer Pressurized Mains
  - Active
  - Abandoned
- Lined Sewer Pressurized Main
- Sewer Main - Esquimalt
  - Active
  - Abandoned
- Sewer Manhole - Esquimalt
  - Active
  - Abandoned
- Catch Basins
- Drain Lateral Points
  - Lateral Point
  - Main Intrusion
- Drain Fittings
  - Gravity
  - Pressure
- Drain Flow Arrows
- Drain Manholes
  - Combined Manhole, Active
  - Combined Manhole, Removed
  - Flush Tank
  - Manhole, Abandoned
  - Manhole, Active
  - Manhole, Proposed
  - Manhole, Removed
- Drain Outlet (Discharge)
- Drain Pump Stations
- Drain Vents
- Drain Gravity Mains
  - Active
  - Abandoned
- Lined Drain Gravity Mains
- Drain Pressurized Mains
  - Active
  - Abandoned
- Lined Drain Pressurized Mains
- Drain Main - Esquimalt
  - Active
  - Abandoned
- Drain Manhole - Esquimalt
  - Active
  - Abandoned
- Fibre Structures (City Records)
- Fibre Conduit (City Records)
- Telus Cable (City Records)
- Telus Structures (City Records)
  - Manhole/Splice Box
  - Pole
  - Public Phone
- Hydrants
  - Pressure Type - Other
  - Pump
  - Regulated
  - Unregulated
- Lateral Lines
- Control Valve
  - all other valves
  - Air Valve
  - Altitude Valve
  - Backflow Preventer
  - Blow-off Valve
  - Pressure Reducer/Retainer
  - Pressure Reducing Valve
  - Surge Control Valve
- System Valve
  - all other valves
  - Ball
  - Butterfly
  - Gate
  - Other
  - Plug
  - Unknown
- Water Mains
  - all other valves
  - Abandoned
  - Active
- Water Meter Box
- Victoria Parcels
- Curbs
- Curbs - Esquimalt
- Curb Drop
- Fences/Retaining Walls
- Path
- Sidewalks
- Sidewalks - Esquimalt

**Notes**