

## Pamela Martin

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**From:** S Moreau [REDACTED]  
**Sent:** March 6, 2018 12:35 PM  
**To:** Public Hearings  
**Subject:** Gonzales Plan feedback

hi there,

I have several noted corrections for typos and a couple of recommendations for issues that appear to be missed in the plan.

I believe there's an incorrect name for Maddison Street in the following:

"**3.4.2. Gonzales Beach to Oak Bay Avenue Route (via Pemberton Park and Maddison Avenue)**: Complete a continuous pedestrian and cycling route. Add wayfinding. Widen the path across Ecole Margaret Jenkins School property and Pemberton Park to comfortably accommodate pedestrians and cyclists. Design of Maddison Lane should consider guidance in Policy 4.8.3."

What part of Maddison Street is the Lane? I don't believe that part is marked on any map, so the plan needs to be clear about what section it's citing.

The map on page 24 should show all the streets named on pages 25 and 26, e.g., Irving Street where it connects to Richmond Avenue. "3.2.3. Develop an All Ages and Abilities (AAA) route along Irving Road and Richmond Road that connects Gonzales Beach with Oak Bay Avenue Village."  
...and Lillian street as mentioned on page 26.

typo re Crescent Road "**3.4.8. Entrance to Gonzales Beach Park**: Improve pedestrian access to Gonzales Beach Park along Ross Street, Robertson Street and Crescent **Street**."

Traffic management on Foul Bay Road, "**3.6.5. Enforcement**: Encourage Victoria Police department to focus enforcement activities to slow down traffic and encourage vehicle driver and cyclist compliance with stop signs and crossings at the following locations:

a. Foul Bay Road between McNeill Avenue and Crescent Road"

Another issue is lane width. Especially regarding the section from Fairfield Road to Crescent Road, the centre line painted along this section of Foul Bay Road is dead centre; however, parked cars along the west side (southbound) reduce available space for traffic. There is not a sidewalk along the east (northbound) roadside, hence parking is limited to the boulevard where there is space available. Still, there is not enough shy distance for vehicles travelling south along foul bay road to stay on their side of the road (west side). I strongly recommend that parking be prohibited on the east side of the road and move the centreline to the east to increase the available lane width, to allow more perceived and actual space for vehicles travelling south to stay on their side of the road.

I have observed that southbound vehicles are moving so far into the oncoming lane that it is hazardous when exiting driveways on that stretch of road. Even when checking both directions, vehicles can swerve over the centreline erratically. I believe with better placement of the centre line to accommodate parked vehicles along the west side of the road, drivers will be more confident in where they are driving relative to the oncoming lanes.

speed enforcement. the downside of the above is that with added driver confidence speed could increase. therefore I also strongly recommend that speed humps are installed especially along the narrow hillier sections of foul bay road, such as at the intersection with Gonzales Ave. and between Fairfield Road and Crescent Road. in addition, now that BC Transit has added more busses along this section of Foul Bay which are running very frequently, the intrusion over the centreline issue may become more urgent. There is often very little room for two vehicles to pass in opposite directions and, if there are cars parked on the east side, the extra width of busses exacerbates this problem.

In summary, please consider the following traffic calming and safety improvements along foul bay road from Richardson/McNeil Ave to Fairfield Road:

1. reduce crash potential (with parked and oncoming vehicles) - increase the lane width on the southbound side (east): prohibit parking on the east side of the road and move the centreline to the east to allow more perceived and actual space for vehicles travelling south to stay on their side of the road;
2. manage speeding without police enforcement: install speed humps especially along the narrow hillier and curvier sections of foul bay road, such as at the intersection with Gonzales Ave. and between Fairfield Road and Crescent Road.

thank you,  
Suzanne Moreau  
886 Maddison Street  
and  
337 Foul Bay Road

**Pamela Martin**

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**Subject:** FW: Letter of Opposition to Gonzales Neighbourhood Plan

**From:** Caleb [REDACTED]  
**Date:** March 7, 2018 at 12:33:56 PM PST  
**To:** <[councillors@victoria.ca](mailto:councillors@victoria.ca)>  
**Cc:** <[Planandzone@fairfieldcommunity.ca](mailto:Planandzone@fairfieldcommunity.ca)>  
**Subject:** Letter of Opposition to Gonzales Neighbourhood Plan

March 7, 2018

Mayor and Council  
City of Victoria  
Centennial Square, Victoria BC

cc: David Biltek, Fairfield Gonzales Land Use Committee

Re: Opposition to Proposed Gonzales Neighbourhood Plan

Honorable Mayor and Council:

I am writing to express my opposition to the proposed Gonzales Neighbourhood Plan on the basis that it encourages densification of our neighbourhood without consultation, increases traffic congestion, increases emergency vehicle response time, and increases the cost of transportation.

I am the owner of two adjoining homes on Gonzales Ave, and have lived on this property for 50 years. I was shocked to see the so-called Neighbourhood Plan call for double row townhouses on my quiet residential street, with absolutely no consultation with those of us who live here.

I am further horrified by the combination of densification throughout the neighbourhood combined with elimination of the last functional thoroughfare to downtown, that being Richardson Rd, which services not only this neighbourhood, but also South Oak Bay. Where does council think the growing number of cars (as densification implies) will go when "traffic speeds are lowered and volumes reduced"? Shall we learn to levitate?

This council has been absolutely ignorant of the fact that a city needs a functional transportation network so that goods and services can be delivered, emergency vehicles can get through, taxis can provide an efficient and economical service, and people can get to downtown and back.

Please add my voice to the growing number of people that are opposed to this flawed plan that promises to change the whole landscape and character of our neighbourhood, congest our roads, and destroy the quality of life

this neighbourhood represents.

In Opposition,

William Caleb Small  
1832 Gonzales Ave  
Victoria, BC

## Pamela Martin

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**From:** Public Hearings  
**Subject:** FW: Proposed Plan for Gonzales Neighbourhood  
**Attachments:** image001.gif

**From:** Darryl [REDACTED]  
**Date:** March 7, 2018 at 8:04:32 AM PST  
**To:** <[councillors@victoria.ca](mailto:councillors@victoria.ca)>  
**Cc:** <[planandzone@fairfieldcommunity.ca](mailto:planandzone@fairfieldcommunity.ca)>  
**Subject:** **Proposed Plan for Gonzales Neighbourhood**



We are writing to express our concern that the proposed plan for Gonzales Neighbourhood was developed without sufficient consultation with the residents of this community.

Darryl and Christine Harker  
1695 Richardson Street  
Victoria, BC

## Pamela Martin

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**From:** Public Hearings  
**Subject:** FW: Gonzales

**From:** Deborah Lowry [REDACTED]  
**Date:** March 7, 2018 at 8:41:41 AM PST  
**To:** <[councillors@victoria.ca](mailto:councillors@victoria.ca)>, <[planandzone@fairfieldcommunity.ca](mailto:planandzone@fairfieldcommunity.ca)>  
**Subject:** Gonzales

To Mayor and Council, and whoever is actually listening,

I along with many of my fellow residents of Gonzales have grave concerns over the proposed changes to the Gonzales Plan and its horrible impact it will have on our community. For all intents and purposes it looks like a plan drawn up by developers not the whole family of people it will directly and indirectly impact.

First of all I cannot imagine what is so terribly wrong with our neighbourhood that requires blanket rezoning and rezoning of properties that have not requested it.

Most developers will be wringing their hands at these proposals whilst the rest of us are living in dread of these changes. Once again we are under attack. Our once charming community turned into an unrecognizable urban experiment with terrible results.

I am concerned with the process and lack of real engagement. I can only speculate that this is done as Gonzales residents are well known to be opinionated and protective of our way of life. Many of my usually well informed neighbours and friends were and are unaware this process was even going on.

When I asked a city planner why we were redoing our plan now he said "because the plan had not been updated for 15 years" and this was a 25 year plan. This made little or no sense to me. This current plan which was meant to offer a certain amount of protection has never been implemented. It has however been twisted and turned at every opportunity to the advantage of those that look at Gonzales as a cash

cow. This includes a money hungry planning department and city council.

We love and are proud of our "Hood". Not for what it could become but for what it

is. We have fought hard for this. This is why it is now a sought after place to live.

If only a third of what are proposed changes are allowed this will alter and not for the better. The plan is reminiscent of James Bay in the 70's. Disasterous!

We need to preserve and protect affordable old stock housing. Historically when old homes are torn down up go seriously unaffordable, light obstructive, no green space monsters, that resemble storage units more than homes.

The cities vision for the future of Gonzales is disturbing and unsettling. It is not our vision. We need thoughtful sympathetic growth. No blanket rezoning but a case by case merit based system with neighbour and neighbourhood consultation.

This is the only way a harmonious happy and safe community can be developed.

Judging by the fliers we are already receiving in our mail boxes by realtors the

Vultures are already circling. Please do not consider this seriously flawed plan.

Sincerely

Long time resident,

Home owner,

and committed Voter

Deborah Lowry  
1829 Lillian Rd.

**Pamela Martin**

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**Subject:** FW: Proposed Gonzales Neighborhood Plan

**From:** Marion Clare [REDACTED]

**Date:** March 7, 2018 at 12:03:46 PM PST

**To:** <[councillors@victoria.ca](mailto:councillors@victoria.ca)>, <[planandzone@fairfieldcommunity.ca](mailto:planandzone@fairfieldcommunity.ca)>, [REDACTED]

**Subject:** Proposed Gonzales Neighborhood Plan

*Marion Clare & Denis Clare*

1847 Gonzales Avenue,

Victoria, B.C.

Canada. V8S 1T9

Phone: [REDACTED]

Email: [REDACTED]

The Mayor and Council

[councillors@victoria.ca](mailto:councillors@victoria.ca)

David Biltek, Chair of the Fairfield Gonzales land use committee

[planandzone@fairfieldcommunity.ca](mailto:planandzone@fairfieldcommunity.ca)

8<sup>th</sup> March 2018

**Re: Proposed Gonzales Neighbourhood Plan**

**City Council Meeting March 8 2018**

As we will both be unable to attend the meeting on March 8<sup>th</sup> we would like to strongly oppose this development, especially related to the stretch of Gonzales Avenue between Richmond and Richardson where our house is located.

We are shocked to see from your website report that Public Feedback has already been taken and was divulged at the council meeting on December 2017. As home owners in the Gonzales area why were we not notified to give our opinions at that time.

- Also how come this part of Gonzales Road between Richmond and Richardson used to be zoned as Rockland but now has been changed to the new extended part of Gonzales. As before why were we not notified of this change.
- Our main concerns are that the council are proposing to densify building and infill in this area of quality, single family dwellings, the majority of which are valued over 1 million dollars.
- We invested a lot of money into our house and should the multi house townhouse development go ahead on the opposite side of our road, the value of our house would drop considerably and the quality of life of our surroundings and that of our neighbors would be very much inferior to what it is now. Our road has nicely spaced our larger detached houses, a tree lined street and a general up market ambience of this Oak Bay border location.



- Will the City of Victoria compensate us for the devaluation of our properties, especially in a lump sum and lower property taxes, although this is not the preferred approach?

Our main concerns about the proposed Gonzales Plan Development in particular to the stretch of Gonzales between Richmond and Richardson are as follows

1. Our immediate Gonzales Road area is amongst one of the most prestigious in the city next to others like Oak Bay and Ten Mile Point. Homes are generally spread out with spaces in between, are set back with front yards and have a more superior feel than other parts of the city. Why over develop this area with high density housing such as multiple townhouse developments and condos, when you could channel this idea to other cheaper areas like parts of Esquimalt and View Royal.
2. No single family house should be demolished and used for multiple density housing. One house as now, one house in the future.
3. It is said in your report “When additions to existing buildings or new buildings are proposed, consider granting variances, if required, to retain significant trees, landscape or native ecosystem features.” We say that variances to extend the building line of any new development are not to be used purely to make the single family dwelling larger. At present a builder can go to city to extend the building lines and usually win at variance. This practice is wrong.
4. The area should be for families not high density rentals or executive type housing.
5. Families need space. Children need to play. Adults like the recreation of their own space, not herded together in townhouse or condo developments
6. In fill be limited only to duplex or single family homes on places where single family dwelling currently exist
7. No trees removed for any new development
8. No bicycle lanes anywhere in the Gonzales area for two reasons.
  - The roads are getting busier. If the area develops there will be even more cars. There is not enough room to move cars around safely with bicycle lanes taking up lots of space
  - With existing bicycle lanes a large proportion of cyclist we have seen still continue to use the roads.
  - When cyclists pay a road tax, however small, then this will be justified. Until then it is not right that non cyclists have to fund this in their property taxes