



# **GONZALES NEIGHBOURHOOD COMMUNITY PLAN**



**Adopted by Victoria City Council March 14, 2002**



## FOREWORD

The *Gonzales Neighbourhood Community Plan* is an expression of neighbourhood values. A key value is that of integration. Integration recognizes the importance of community and of the interrelations, connections and impacts among land uses, people and the natural environment. Integration challenges residents and developers to recognize, and engage in, processes for change and designs that enhance and reinforce the character of Gonzales.

This plan is also a useful guide to decision-making for residents, institutions, developers, City Council, and others regarding zoning, land use, traffic, parks, heritage, and public works. The issues and opportunities, objectives, policies and recommendations in all of these topic areas are outlined.

Work on the plan was carried out with extensive public consultation from 1999 to 2002 when it was adopted by City Council. The work will continue with measures to implement the plan's recommendations in the coming years.

The process for preparing the plan was collaborative in nature. It involved residents and other stakeholders represented by the Gonzales Neighbourhood Plan Steering Committee, as well as City staff. The steering committee members spent countless hours formulating, reviewing, and discussing the information in this plan. A debt of gratitude is owed to them for their dedication and enthusiasm throughout the planning process. All the residents and stakeholders, who attended meetings, filled out questionnaires, and provided comments and suggestions, are also thanked for their contributions.

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The committee and City staff appreciated and benefited greatly from Councillor Pamela Madoff's attendance and participation in many of the Steering Committee meetings. The attendance of other Council members at open houses and workshops was also much appreciated. The committee also appreciated Senior Planner Brian Sikstrom's timely technical advice and rendering the Committee's recommendations into a clear and coherent document.

Your ideas and comments on the plan and suggestions for improvements are always most welcome. With the benefit of continued discussion and comments, the Plan will have the best possible opportunity for successful implementation.

Mayor Alan Lowe

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## 1.0 INTRODUCTION

### 1.1 PURPOSE OF THE PLAN

- To address the neighbourhood issues and opportunities identified by residents and others in the neighbourhood planning process.
- To involve residents, institutions and businesses in identifying the unique features of the neighbourhood and expressing their wishes for its future.
- To strengthen the sense of community and neighbourhood quality by building around local needs and retaining the human scale (a 'Key Direction' in 3.1 of the *Official Community Plan, 1995*).
- To identify where land use changes might occur and under what conditions.
- To provide direction for investments by the City of Victoria in the areas of parks, sidewalks, roads and traffic, and underground services.
- To provide advice to other public agencies such as School District #61, Capital Health Region, and others regarding their properties/operations within Gonzales.
- To provide guidelines in order that new developments or renovations can be appropriately designed by developers and architects and effectively evaluated by City staff and City Council.

### 1.2 PUBLIC PARTICIPATION

- The planning process was launched on June 17, 1999 with an "Issues and Opportunities Workshop" held at Margaret Jenkins School. As well, all residents were informed by mail that a process for preparing a new *Gonzales Neighbourhood Plan* had begun.
- The results of the Issues and Opportunities Workshop were summarized in the *Gonzales Issues and Opportunities: Summary Report*, published February 29, 2000.

- A Steering Committee of 11 residents and stakeholders was appointed by City Council in June 2000 to provide advice and input to staff in the preparation of the draft plan. One criterion for appointment to the committee was "an interest in the future of the City and the Gonzales neighbourhood". The steering committee held 30 meetings and led 4 "walk-about" in the course of its work.
- Two mapping sessions for youth were held with the Common Ground Community Mapping Project to obtain a youth perspective on the future of the neighbourhood.
- Members of the steering committee and residents initiated several meetings with the business and property owners on Oak Bay Avenue to begin dialogue on the future of the avenue and possible improvements.
- A website was established for the planning process providing information on steering committee activities and other information on the planning process.
- The first draft of the plan was presented at a well-attended meeting held in the neighbourhood on May 17, 2001. Comments and suggestions on the Draft Plan were received from residents who filled out a questionnaire and from others who wrote letters. Comments and suggestions were also received from Council's Committees, as well as outside organizations and agencies. All comments and feedback were reviewed by the Gonzales Steering Committee and City staff. This plan, adopted by City Council on March 14, 2002, incorporates changes informed by the comments and feedback received.

### 1.3 PLAN SUMMARY

The draft plan focuses on preserving and enhancing the existing sense of community and neighbourhood quality in Gonzales. Residents care deeply about maintaining and not losing these attributes. They believe that community success includes shared values and a strong sense of place and wholeness. Physical characteristics that contribute to neighbourhood quality include: quiet, tree-lined streets, diverse and attractive detached houses with gardens, a variety of park spaces (from Gonzales Hill to Gonzales Beach), small neighbourhood stores and services, commercial stores and businesses along Oak Bay Avenue and nearby, a concentration of stores and services at Fairfield Plaza which serve residents in and beyond the neighbourhood. A number of larger institutions, schools, nursing homes and churches, also serve residents and others.

The new neighbourhood plan provides a framework and recommendations for maintaining Gonzales' character while managing and anticipating future changes. The City has a variety of tools and programs that can be used to implement the plan, such as zoning, traffic calming, capital budgets, business improvement area assistance, bikeways and greenways. The plan will help to set priorities and direct funds to projects and programs that will achieve the plan's goals over time.

Continued neighbourhood involvement will be necessary, to set priorities, to monitor progress, and to translate recommendations into actions and projects where more detailed planning is necessary. In partnership, the City, other public bodies and agencies, and the neighbourhood, can ensure the future character of Gonzales is as attractive as it is today.

### 1.4 MAJOR RECOMMENDATIONS SUMMARY

#### 1.4.1. Housing

1.4.1.1 Continue single family/detached housing zoning, but create a new single family and small lot zoning specific to Gonzales, which improves the fit of new houses and additions with those existing e.g., increases green space, reduces permitted house size.

1.4.1.2 Permit "Secondary Suites" in houses of any age to provide more affordable housing and retain diversity of housing in the neighbourhood.

1.4.1.3 Adopt a policy of excluding panhandle lot subdivisions or small lot rezonings from the Queen Anne Heights/Foul Bay/Gonzales Hill area of the neighbourhood to preserve the large lot character of Queen Anne Heights.

1.4.1.4 Adopt design guidelines along Gonzales Bay to maintain a high standard of design for any new buildings.

#### 1.4.2 Institutions and Community Facilities

1.4.2.1 As part of creating new residential zoning specific to Gonzales, exclude schools, playing fields and other institutions as permitted uses. This will require a rezoning process and public consultation for expansion of existing, and the location of new, institutions in the neighbourhood. Sites currently occupied and used for school, playing field and institutional purposes would be exempt from this new zoning and not be made non-conforming.

1.4.2.2 Adopt "guiding principles" for the consideration of any institutional rezoning application in the neighbourhood.

- 1.4.2.3 Both the City and Glenlyon-Norfolk School should evaluate and consider parking and traffic improvements around the school to reduce friction with neighbours.
- 1.4.2.4 Glenlyon-Norfolk School and the Fairfield Community Association, in consultation with residents, should actively pursue the option of a joint use agreement with the City for the use of Pemberton Park as a playing field.
- 1.4.2.5 The City should work towards increasing the recreational opportunities and facilities for youth in the neighbourhood.
- 1.4.3 **Commercial**
- 1.4.3.1 Undertake a design workshop to develop a vision for Oak Bay Avenue and a strategy for achieving it. The workshop should examine improvements to the street, as well as ways that pedestrian-oriented businesses and upper floor housing could be encouraged.
- 1.4.3.2 Implement the zoning changes recommended for Oak Bay Avenue in the *Jubilee Neighbourhood Plan*, with some further changes, including regulations to require late evening and early closing hours for businesses.
- 1.4.4. **Parks, Recreation and Open Space**
- 1.4.4.1 Develop neighbourhood “greenways” and “green streets” connecting open spaces within and outside the neighbourhood. Incorporate these greenways and green streets into a *City Greenways Master Plan*.
- 1.4.4.2 Preserve and enhance both public and private green space in a wide variety of ways.
- 1.4.5 **Transportation**
- 1.4.5.1 Implement Phases 2, 3 and 4 of the *Fairfield/Rockland/Gonzales Neighbourhood Transportation Plan* and monitor and minimize the impacts on other residential streets.
- 1.4.5.2 Where on-street parking problems are occurring, explore ways to increase safety, lessen congestion and improve on-street parking availability for residents.
- 1.4.5.3 The City should initiate discussions with the tour bus operators and the B.C. Motor Carrier Commission to lessen the impacts of tour buses on Hollywood Crescent, Crescent Road and Ross Street., e.g., tour bus routes, frequencies, bus size.
- 1.4.6 **Heritage**
- 1.4.6.1 Prepare an inventory of heritage buildings, landscapes and streetscapes and encourage and provide incentives for heritage preservation.
- 1.4.6.2 Consider establishing a Heritage Conservation Area covering properties along Foul Bay Road to preserve the heritage character of the buildings, landscape and streetscape.



MAP 1 SUMMARY

**GONZALES NEIGHBOURHOOD COMMUNITY PLAN**  
**Map 1: Major Recommendations Summary**

Continue single family/detached housing zoning, but create a new single family and small lot zoning specific to Gonzales, which improves the fit of new houses and additions with those existing e.g. increases green space, reduces permitted house size.

Permit "Secondary Suites" in houses of any age to provide more affordable housing and retain diversity of housing in the neighbourhood.

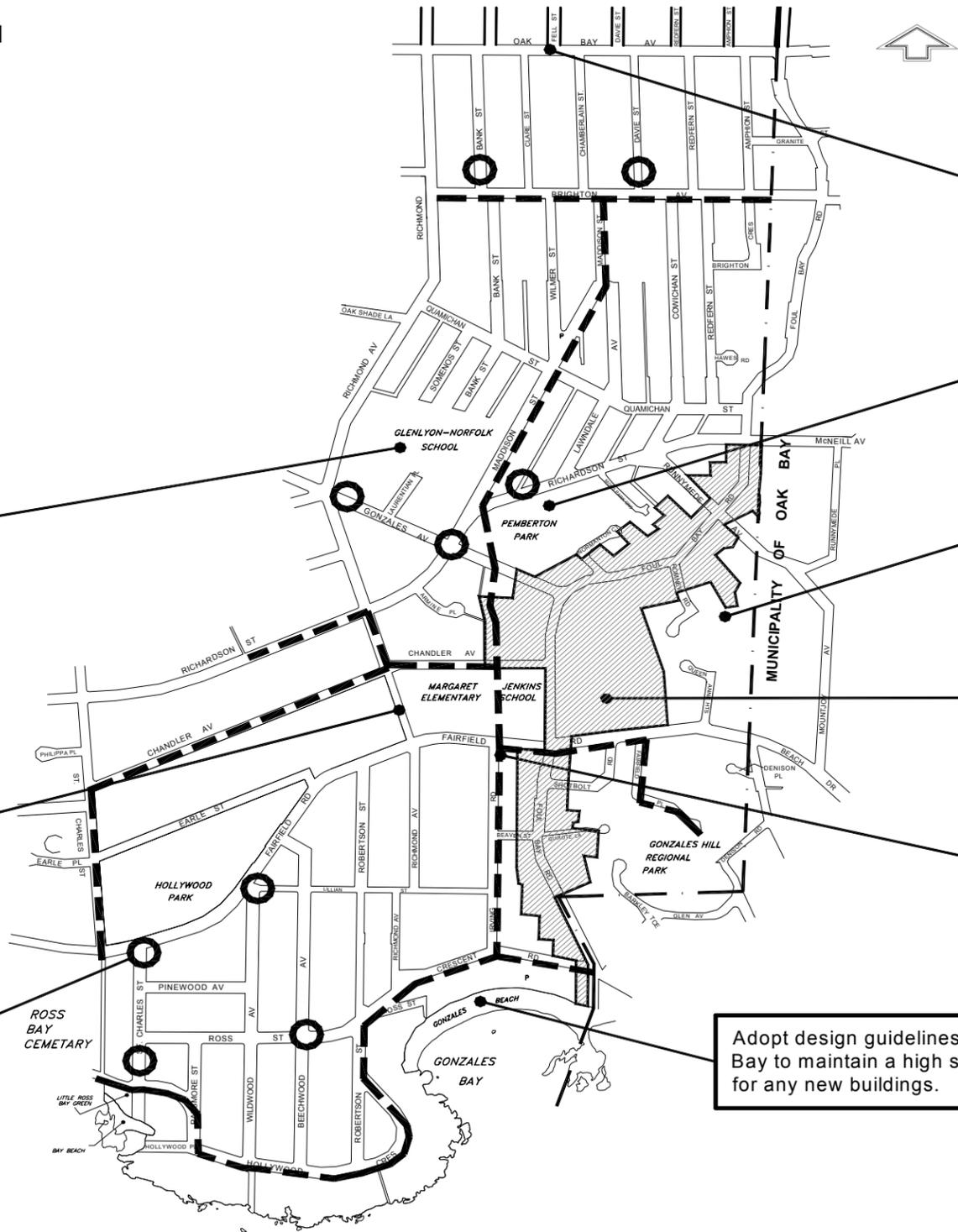
As part of creating new residential zoning specific to Gonzales, exclude schools, playing fields, and other institutions as permitted uses. This will require a rezoning process and public consultation for expansion of existing sites and the location of any new institutions in the neighbourhood. Sites currently occupied and used for school, playing field, and institutional purposes would be exempt from this new zoning and not be made non-conforming.

Adopt "guiding principles" for the consideration of any institutional rezoning application in the neighbourhood.

Both the City and Glenlyon-Norfolk School should evaluate and consider parking and traffic improvements around the school to reduce friction with neighbours.

The City should work towards increasing the recreational opportunities and facilities for youth in the neighbourhood.

Implement Phases 2, 3, and 4 of the Fairfield/Rockland/Gonzales Neighbourhood Transportation Plan and monitor and minimize the impacts on other residential streets.



Undertake a design workshop to develop a vision for Oak Bay Avenue and a strategy for achieving it. The workshop would examine improvements to the street as well as ways pedestrian oriented businesses and upper floor housing could be encouraged.

Glenlyon-Norfolk School and Fairfield Community Association should actively pursue the option of a joint use agreement with the City for the use of Pemberton Park as a playing field for the school.

Adopt a policy of excluding panhandle lot subdivisions or small lot rezonings from the Queen Anne Heights/Foul Bay/Gonzales Hill area of the neighbourhood to preserve the large lot character of Queen Anne Heights.

Consider establishing a Heritage Conservation Area covering properties along or near Foul Bay Road to preserve the heritage character of the buildings, landscape and streetscape.

Develop neighbourhood "greenways" and "green streets" connecting open spaces within and outside the neighbourhood. Incorporate these greenways and green streets into a Greenways Master Plan for the City.

Adopt design guidelines along Gonzales Bay to maintain a high standard of design for any new buildings.

**Legend**

-  Traffic Calming Measures
-  Potential Greenways
-  Proposed Heritage Conservation Area

## 2.0 COMMUNITY

### INTEGRATION: A BROADER FOCUS OF NEIGHBOURHOOD DEVELOPMENT

Gonzales is an established neighbourhood of approximately 3,300 residents. It has a predominance of single-family homes and a relatively high number of families with children. The neighbourhood is one of the most socially stable in the City. Within Gonzales there are also businesses and apartments (along its northern, Oak Bay Avenue boundary) and a number of institutions close to homes including Margaret Jenkins School, Glenlyon-Norfolk School and Glengarry Residential Care Facility.

As a “community”, as a social space, and a place where relationships, connections and services are maintained and nurtured, Gonzales is very successful. This success is reflected in key common values and a shared sense of place and wholeness. Not all residents may be aware of the neighbourhood’s boundaries, but there is an often-expressed appreciation of the area’s attractiveness. There is also a strong desire to ensure this attractive character is protected and enhanced when change is being considered.

The physical and social/community services in Gonzales generally meet the current needs and expectations of residents. However, it is recognized that future land use and other changes will need to be integrated with the existing community - reflecting and enhancing its values and a shared sense of wholeness. In the realm of physical change, integration challenges residents and developers to recognize, and engage in, processes for change and designs that enhance and reinforce the neighbourhood’s success as a community.

Integration provides an important standard for considering future development and change in Gonzales. This standard is based on the four common values of the neighbourhood that provide a foundation for the plan.

### TO ENHANCE THE NEIGHBOURHOOD’S BUILT AND NATURAL ENVIRONMENT.

This includes: heritage and character buildings; future greenways, residential and public green spaces, “streetscapes”, and the overall environment. Examples for enhancing the aesthetic provided by the environment include the reduction of asphalt and concrete and boulevard planting.

### TO MAINTAIN AND ENHANCE THE NEIGHBOURHOOD’S SINGLE FAMILY DWELLING CHARACTER, LOOK AND AMBIANCE

This refers to the scale and look established by the predominance of single family dwellings in Gonzales. Maintaining it will contribute to the preservation of the stock of heritage housing and a continuity of place. An example of how to maintain it is for new buildings and additions to existing buildings to be of a scale in keeping with existing buildings, e.g., height, site coverage and floor area.

### REINFORCE AND MAINTAIN THE SOCIAL STABILITY AND SAFETY OF THE NEIGHBOURHOOD.

This includes: the demographic diversity of residents and the capacity of Gonzales to support long term and continuous residency; the safety and well being of the neighbourhoods children; and disaster/emergency preparedness. Requisite features include: appropriate local services and amenities such as extended care and day care; programs such as the ‘Safe Route to School’ and ‘Block Watch’, maintaining a variety of housing; and undertaking emergency planning.

### ENCOURAGE ALTERNATIVE FORMS OF TRANSPORTATION AND IMPLEMENT TRAFFIC CALMING.

Minimizing traffic impacts calls for enhanced traffic calming measures, more bike routes, encouragement of alternative forms of transportation and providing for appropriate on and off-street parking.

### 3.0 HOUSING

#### RETAIN HOUSING CHARACTER

#### IMPROVE THE FIT OF NEW HOUSES (AND RENOVATIONS)

#### MAINTAIN DIVERSITY

#### PERMIT SECONDARY SUITES



Gonzales is largely single family in character with a great variety of houses and housing styles. There are a significant number of duplexes, a number of older apartment buildings, and a small number of townhouses, which add to the housing mix. The attractiveness of the neighbourhood and its houses is reflected in average family incomes and house prices significantly above the city average. The majority of residents are homeowners. This is in contrast to the city as a whole in which the majority of residents live in rented apartments or townhouses.

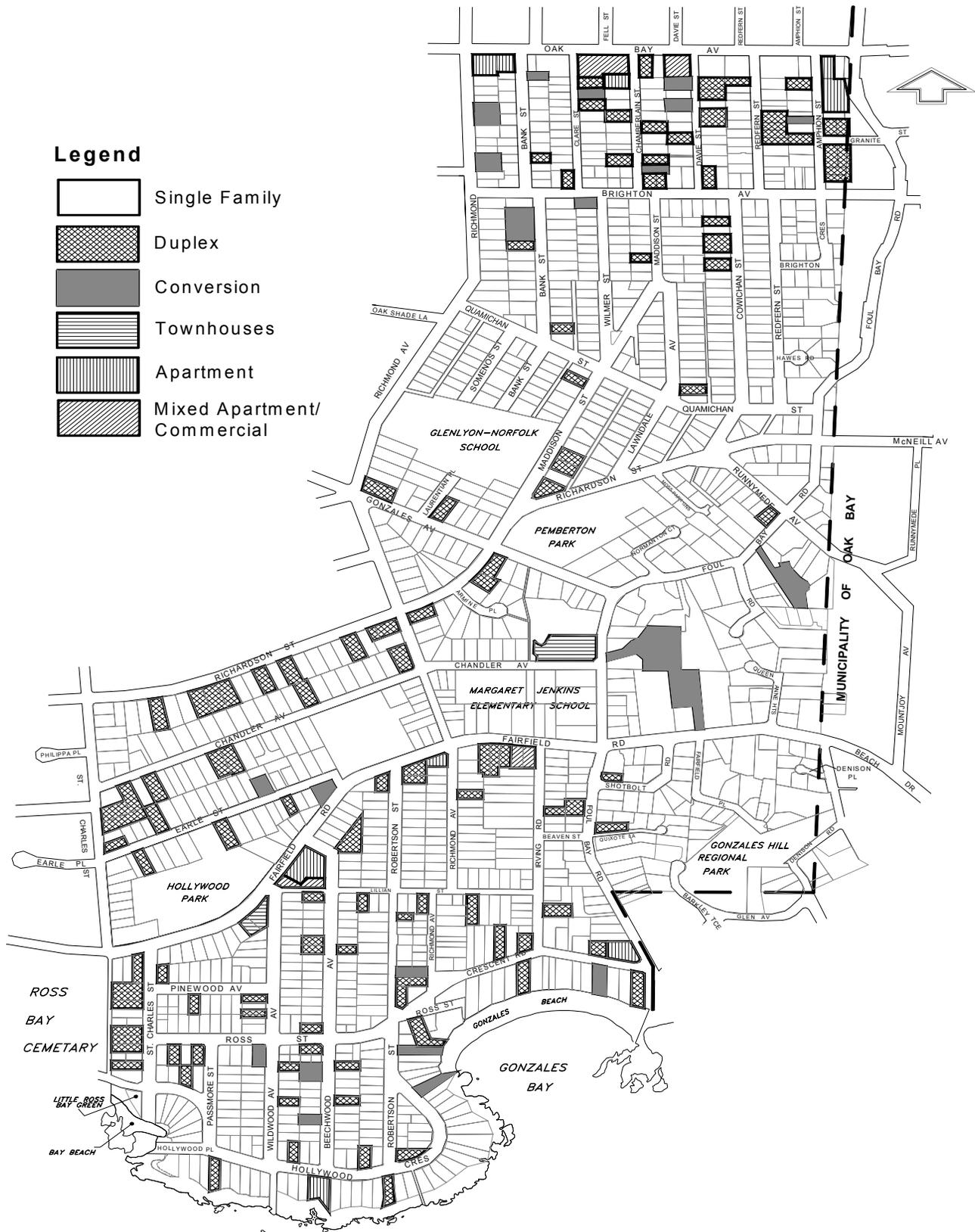
Like the city as a whole, Gonzales has a significant number of basement suites and houses converted to suites (conversions). Many of these suites are legal and permitted under the conversion regulations in the single-family zoning which covers most of the neighbourhood. The City's policy to permit the conversion of older single family homes to add suites has encouraged the retention of many of the larger old homes in the neighbourhood. The suites in houses increase the affordability of houses for owners as well as housing choice for renters. The population is diversified and pressures to increase housing density are

mitigated while retaining the single family appearance of the neighbourhood. Increased on-street parking may also result from suites in houses.

The majority of the neighbourhood's houses are in good condition and well maintained. Most were built before 1960 and many are on large lots. Over the past 20 years a significant number of small lot houses have been built through subdivision and rezoning. The replacement of existing houses with new larger ones as well as the renovation of existing houses, has also occurred. Pressures for infill, renovation, and replacement of housing are likely to continue and the design and fit of new with the old is an important neighbourhood concern.

There is significant potential for new apartments above shops on Oak Bay Avenue. The provision of such housing would add life to the street and be in keeping with the *Regional Growth Strategy* recommendation that the majority of future population be housed in existing urban areas.

MAP 2 – EXISTING HOUSING



### 3.1. ISSUES AND OPPORTUNITIES

- 3.1.1 Concern that the potential for subdivision of large estates in the Queen Anne Heights/Foul Bay /Gonzales Hill area will change the natural, green, large lot character of the area. (See Map 1: Gonzales Neighbourhood Plan Summary Map).
- 3.1.2 Concern that new houses currently permitted under R1-B zoning as well as new small lot houses requiring rezoning are out of character with the existing houses (See illustration 1). This results in density increase (floor area and number of dwelling units), shadowing, view and privacy loss, and loss of private green space.
- 3.1.3 Concern that some existing houses are in disrepair and others are not well maintained. This may result in redevelopment in order to remove a house that has not been maintained by an owner.
- 3.1.4 Desire for the neighbourhood to retain existing, and encourage the provision of, new affordable housing and houses.
- 3.1.5 Desire for the neighbourhood to include housing that meets the needs of a variety of people at different stages in the lifecycle.
- 3.1.6 Concern that upper floor housing along Oak Bay Avenue is not being built even though the current zoning permits it and the proposed zoning includes a density bonus for its provision. (This issue is also included as 5.1.1. in the Commercial section of the plan).

- 3.2.2 Minimize the impacts of new houses and accessory buildings on existing houses, the density and green character of the neighbourhood.
- 3.2.3 Retain and maintain the existing viable single family and detached housing stock.
- 3.2.4 Retain existing, and where appropriate, encourage the provision of additional, affordable\* housing e.g., “secondary suites”\*\* in houses.
- 3.2.5 Maintain and enhance a diversity of housing in Gonzales to meet the needs of a variety of people with different needs and incomes.
- 3.2.6 Construction of new mixed-use buildings along Oak Bay Avenue that provide upper floor housing.

Notes: \*Under the City’s Official Community Plan affordable housing may include rental housing, market and non-profit housing for the elderly, disabled, disadvantaged for families in need of assistance; small lot single family dwellings; duplexes, suites in conversions, apartments and townhouses marketed for the first time home buyer.

\*\* Secondary suite is a suite permitted under special building code regulations. Such a suite may be up to 90m<sup>2</sup> and up to 40% of the floor area of a house. It may not be strata-titled.



### 3.2 OBJECTIVES

- 3.2.1 Retain the large lot, estate character of the Queen Anne Heights/ Foul Bay/Gonzales Hill area.

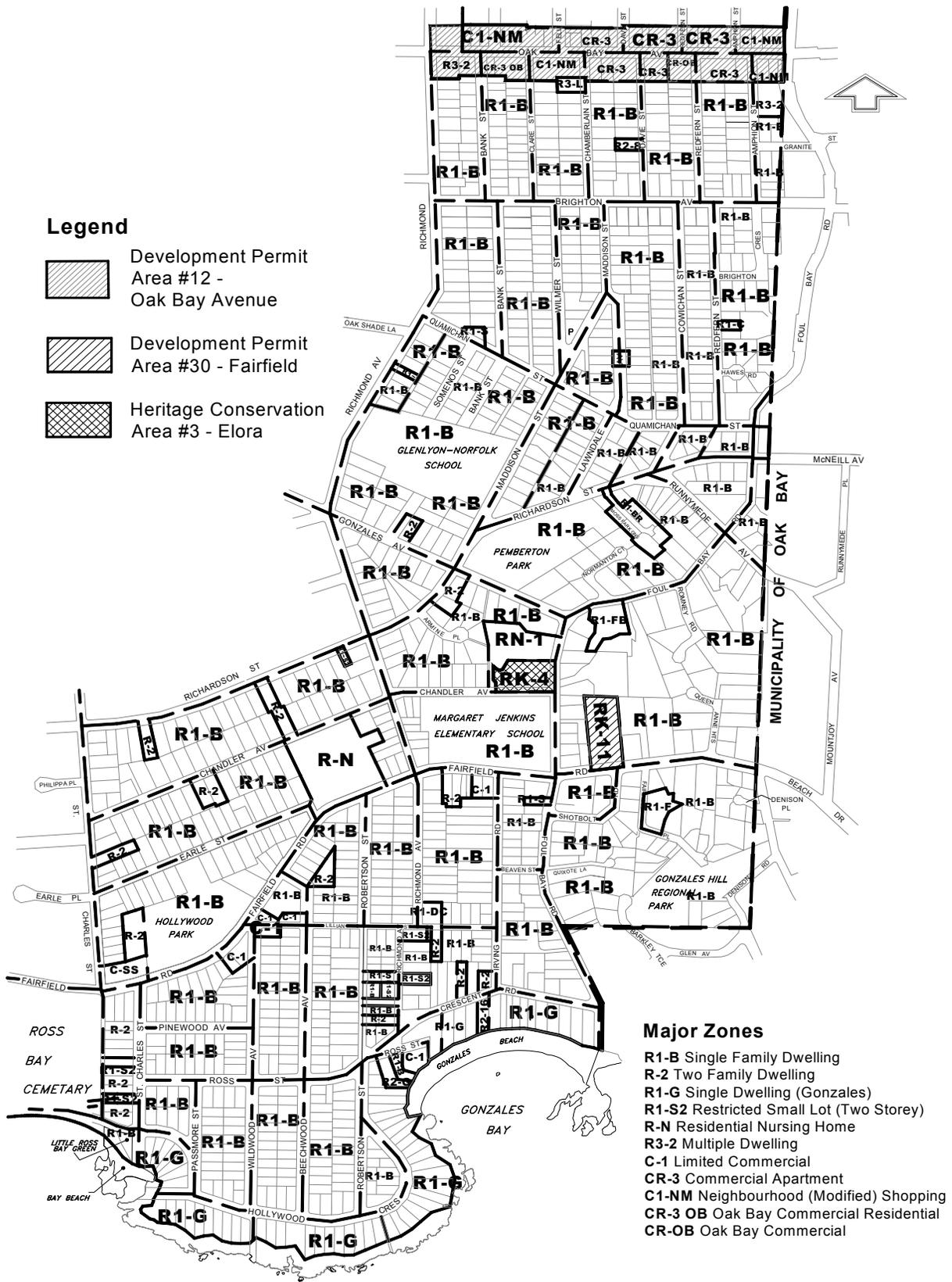
### 3.3 RECOMMENDATIONS

- 3.3.1 Continue zoning and land use policies, which ensure that the neighbourhood retains its detached dwelling character.
- 3.3.2 Amend the R1-B and R1-G Single Family zones in Gonzales to improve the fit of new houses with the size and character of existing houses in the neighbourhood, e.g., reduce the maximum permitted house size and site coverage, as outlined in Table 1 and Illustration 1. Adopt design guidelines for front yard parking concurrent with the proposed zoning amendments (See 3.4. and Illustration 3).
- 3.3.3 Create R1-S1 and R1-S2, Single Family (Small Lot) zones specific to the Gonzales neighbourhood. The new small lot zones would include provisions that increase the minimum lot area and reduce the maximum permitted house size as well as site coverage as outlined in Table 2 and Illustration 2.
- 3.3.4 Consider small lot house subdivision and rezoning applications in Gonzales, except within the Queen Anne Heights/Foul Bay/Gonzales Hill area of the neighbourhood. (See 3.3.7. below).
- 3.3.5 The City's *Design Guidelines for Small Lot House Rezoning* will be used in evaluating the design of new small lot houses.
- 3.3.6 Consider duplex rezonings in Gonzales based on the City's established criteria and the *Neighbourliness Guidelines for Duplexes*.
- 3.3.7 Adopt a policy of excluding panhandle lot subdivisions or small lot rezonings in the Queen Anne Heights/Foul Bay/Gonzales Hill area of the neighbourhood to maintain the natural, green, large lot character of the area.
- 3.3.8 Adopt a policy of permitting the strata titling of conversions as an alternative to the subdivision of large lots in the Queen Anne Heights/Foul Bay/Gonzales Hill area (the City's strata-conversion policy notwithstanding).
- 3.3.9 Consider establishing a Heritage Conservation Area covering properties along Foul Bay Road to preserve the heritage character of the houses and properties (See Map 1: *Gonzales Neighbourhood Plan Summary Map*). (This recommendation is also included as Recommendation 8.3.3. in the Heritage section of the plan).
- 3.3.10 Encourage property owners to register covenants protecting trees and other natural features where these are important neighbourhood features.
- 3.3.11 Encourage property owners and builders to preserve and maintain, to the extent possible, neighbourhood features such as trees, fences, gardens, and rock outcrops.
- 3.3.12 Encourage owners and builders to consider the existing character of the site, as well as that of neighbouring properties, in the design of new houses or additions to existing houses.
- 3.3.13 Adopt the *Gonzales Bay Design Guidelines* (see 3.5) to guide and assist owners, builders and residents in the design of any new buildings along the bay.
- 3.3.14 The City's *Panhandle Lot Guidelines* will be used in evaluating panhandle lot subdivision applications.
- 3.3.15 Examine the *Premises Maintenance Bylaw* with a view to determining how it could be improved to prevent purposeful neglect of buildings and property maintenance.

- 3.3.16 Continue to permit the conversion of houses built before 1970, subject to the existing zoning regulations which limit the number of suites, minimize exterior changes, require on-site parking and rear yard landscaping. Ensure that at least 33% of the rear yard be landscaped as is required under the *Zoning Bylaw*.
- 3.3.17 Permit “secondary suites” in houses of any age without requiring on-site parking. The Province has developed special *Building Code* regulations to allow and encourage secondary suites of up to 90m<sup>2</sup> that may occupy up to 40% of a house. Secondary suites must be rental and cannot be strata-titled. Permitting these suites will encourage the retention of existing houses while increasing the amount of rental (and relatively affordable) housing in the neighbourhood.
- 3.3.18 Subject to rezoning, consider non-profit housing (e.g. small lot houses, duplexes, conversions, seniors assisted living (e.g. “Abbeyfield”-type homes) compatible with the detached dwelling character of the neighbourhood.
- 3.3.19 Amend the CR-3 zone on Oak Bay Avenue to permit an increase in density from 1.0:1 to 1.6:1 where non-profit residential units are provided in a mixed-use building and at least 70% of the required parking spaces are located under the main building. *(This recommendation is also included as 5.6.1 in the Commercial section of the plan).*
- 3.3.20 Amend the CR-3, Commercial Residential Apartment District to provide a density bonus for market residential units provided in a mixed-use building as recommended in the *Jubilee Neighbourhood Plan*. *(This recommendation is also included as 5.6.2. in the Commercial section of the plan).*
- 3.3.21 Rezone properties currently zoned C1-NM to the amended CR-3, Commercial Residential Apartment District zone, as recommended in the *Jubilee Neighbourhood Plan*. *(This recommendation is also included as 5.6.3. in the Commercial section of the plan).*
- 3.3.22 Undertake a design workshop to develop a vision for Oak Bay Avenue and a strategy for achieving it. As part of this workshop, research and examine incentives to encourage upper floor housing. *(A similar recommendation focused on pedestrian-oriented businesses is also included as 5.6.5 in the Commercial section of the plan).*



MAP 3: EXISTING ZONING, DEVELOPMENT PERMIT AND HERITAGE CONSERVATION AREAS



**Table 1: Outline of Draft Single Family Zoning Recommendations For Gonzales**

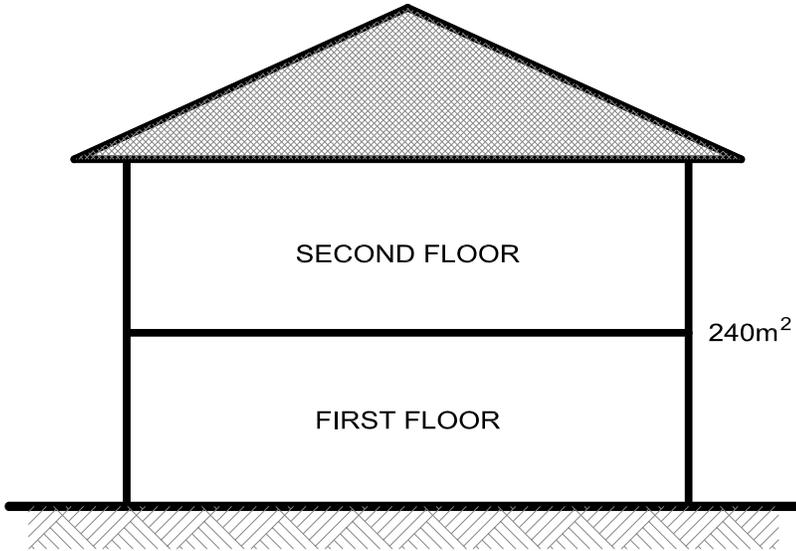
	CURRENT ZONING	RECOMMENDED ZONING	COMMENTS
Permitted Uses	Single family dwellings, public buildings, conversions (duplex and apartments), schools, playgrounds, commercial exhibits, accessory buildings, Up to 4 boarders or roomers, churches, home occupations, boarding, rooming, house-keeping apartment conversions, rest homes Class "B" conversions, kindergartens, daycare homes.	<b>Reduce the number of permitted uses</b> to the following:  Single family dwellings, conversions (duplex and apartments), secondary suites*, accessory buildings, up to 4 boarders and roomers, rest homes class "B" conversions, home occupations, kindergartens and daycare homes	<b><i>The new zoning essentially allows single family dwellings and other residential uses only excluding schools and other institutions.</i></b> <i>Residential uses that are rare now, such as boarding, rooming and housekeeping apt conversions would also be removed as permitted uses.</i>  <b><i>Properties with uses not permitted in the new single family zone, such as schools and churches, would be left in the R1-B zone</i></b>
Lot Area	460m <sup>2</sup> (4952 ft <sup>2</sup> ) minimum for single family dwelling 670m <sup>2</sup> (7213 ft <sup>2</sup> ) minimum for boarding, rooming or housekeeping apartment buildings.	<b>No change in minimum lot area</b> of 460m <sup>2</sup> (4952 ft <sup>2</sup> ) for single family dwelling.	The existing lot area regulation is reflective of lot areas in much of the neighbourhood.
Lot Width	15 m (49.2 ft) minimum	<b>No change in lot width</b> of 15m (49.2 ft)	The existing lot width area regulation is reflective of lot widths in much of the neighbourhood.
Site Coverage	40% maximum	<b>Reduce maximum site coverage</b> to 30% maximum	This site coverage limitation is currently in the R1-G zone. It enables more of a lot to remain open and unoccupied by buildings
Total Floor Area	420m <sup>2</sup> (4521 ft <sup>2</sup> ) maximum with 280m <sup>2</sup> (3014 ft <sup>2</sup> ) maximum on the 1 <sup>st</sup> and 2 <sup>nd</sup> floors.	<b>Reduce the maximum permitted floor area</b> to 300 m <sup>2</sup> (3229 ft <sup>2</sup> ) maximum with 240m <sup>2</sup> (2583 ft <sup>2</sup> ) maximum on the 1 <sup>st</sup> and 2 <sup>nd</sup> floors.	This reduces the size below that permitted for a duplex and above that permitted for a small lot single family dwelling.
Floor Space Ratio	N/A	<b>Add the following floor space ratio:</b> .5:1 for 1 <sup>st</sup> and 2 <sup>nd</sup> storey .65:1 for total floor space including basement.	<i>This is the same FSR standard used for duplexes. It is an appropriate standard based on the standard lot size for single family dwellings, which is less than that for duplexes.</i>
Height	7.6m (24.9 ft) maximum	<b>No change in the permitted height</b> of 7.6m (24.9 ft)	<i>This is a common height standard and a common height of houses in the neighbourhood.</i>
Storeys	2 (max)	<b>Limit the number of storeys</b> as follows: 2 (max) without basement and 1 ½ (max) with basement	<i>This is the standard that applies to duplexes. The purpose is to achieve a better fit of the new with the existing houses in the neighbourhood.</i>

**Note:** \* A secondary suite is a suite permitted under special building code regulations. It may be up to 90m<sup>2</sup> and up to 40% of the floor area of a house. It may not be strata-titled.

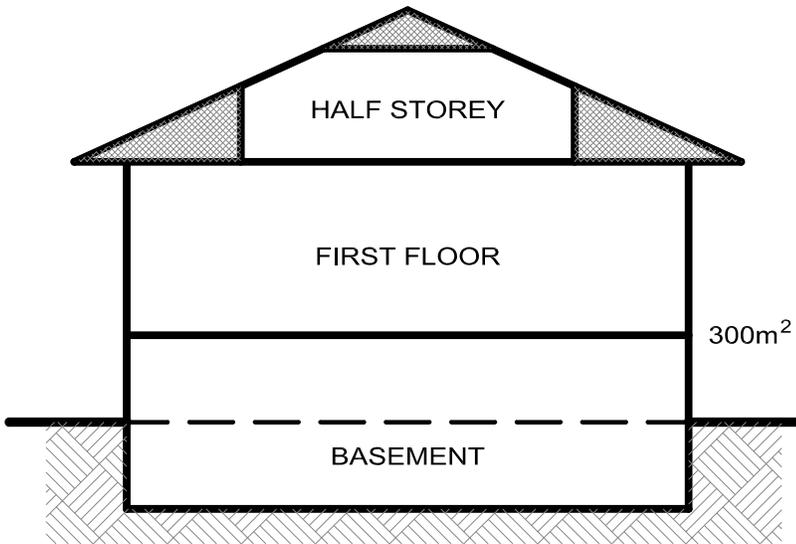
	CURRENT ZONING	RECOMMENDED ZONING	COMMENTS
<b>SETBACKS</b>			
Front Yard	7.5m (24.6 ft) minimum with front porch intrusion permitted of 2.5m (8.2 ft)	<b>No change in the front yard setback</b> of 7.5m (24.6 ft)	<i>The current front yard standard is typical in most areas of the neighbourhood.</i>
Rear Yard	7.5m (24.6 ft) minimum or 25% of lot depth, whichever is greater.  In the R1-G zone, no building can be built further than 36.5m (119.7 ft) from the front lot line.	<b>Increase the rear yard setback</b> to 9.1m (30 ft) minimum or 30% of lot depth, which ever is greater  <u>Note:</u> The provision restricting buildings from the rear yard in the R1-G zone would be retained.	<i>This is standard is slightly less than the rear yard standard for duplexes. It serves to increase the rear yard green space and lessen building depth, which can be out of scale with neighbouring houses.</i>
Side Yards	10% of lot width with 3m (9.8 ft) minimum on one side and 1.5m (4.9 ft) minimum on the other with a total side yard width of 4.5m (14.7 ft) minimum.	<b>Increase the minimum side yard setbacks</b> on each side of a house to 15% of lot width with the total of the two side yards not less than 5.4 m. (17.7 ft). Retain a minimum side yard width of 1.5 m. Remove the requirement of one side yard of 3m in width.	<i>Increasing side yard setbacks will lessen the privacy impacts on adjacent properties while adding to open site space. A minimum side yard of 3m. (9.8 ft) is not necessary if front yard parking is permitted.</i>
<b>PARKING</b>			
# of parking spaces	For single family dwelling: 1 (min)  For Conversions: 1 per suite with .8 per suite for conversions having more than 3 suites.  For Boarding, Rooming, and Housekeeping Apt. conversions 1 for the 1 <sup>st</sup> unit plus .5 for every unit over 1.	<b>No change in the # of parking spaces required</b> for a single family dwelling or a conversion.  <b>The on-site parking requirement for a “secondary suite” would be deleted.</b>	<i>The removal of a parking requirement for a Secondary Suite is warranted given residents of these suites are less likely to own a vehicle.</i>
Location of parking spaces	Behind the front line of a single family dwelling or a conversion.	<b>Permit on-site parking spaces to be located in the front yard of a single family dwelling.</b>  <b>No change in the location of parking for conversions.</b>	<i>Front yard parking may result in less driveway and more green space being retained on a lot. It is also reflective of the actual practice of many residents who park in front of their houses.</i>
Land-scaping	For single family dwellings - N/A  <u>For Conversions:</u>  A minimum of 30% of the lot and 33% of the rear yard must be landscaped.	<b>Require that a minimum of 50% of a single family lot be landscaped and that a minimum of 50% of the front yard be landscaped. Alternatively, allow a maximum of 20% of a lot to be paved.</b>  <b>No change in the landscaping requirements for conversions.</b>	<i>The addition of a minimum landscaping requirement or a maximum paving requirement for single family dwellings will enhance the green character of the neighbourhood and prevent the complete paving of front yards.</i>

	<b>CURRENT ZONING</b>	<b>RECOMMENDED ZONING</b>	<b>COMMENTS</b>
Accessory Structures	Structures such as garages, garden sheds are permitted in rear yards only. They can occupy a maximum of 30% of the rear yard and must be at least 2.4m (7.8 ft) from the house. The maximum permitted height is 4m (13.1 ft).	<p><b>Reduce the amount of the rear yard that can be occupied by an accessory structure</b> to 25% and a floor area maximum of 37m<sup>2</sup> (398.2 ft<sup>2</sup>)</p> <p><b>Reduce the permitted height of garages and car shelters</b> to 3.5m (11.4 ft) and other structures to 2.4m (7.8 ft).</p> <p><b>Require an accessory structure to be at least .6m (2 ft) from property lines.</b></p>	<p><i>Limiting the size of accessory structures serves to minimize the loss of green space on a lot. The negative visual and privacy impacts of large accessory structures will also be reduced.</i></p> <p><i>Requiring a setback from property lines will facilitate the maintenance of accessory structures and lessen its impact on a neighbouring property.</i></p>
Home Occupations	Home occupations (or home based businesses) are generally limited to one person who resides in the dwelling. The permitted uses exclude those that are noisy or that generate a large number of customers. A home occupation is not permitted in an accessory building.	<b>No changes in Home Occupation regulations.</b>	<i>Home-based businesses are a fast growing part of the economy and common in Gonzales and in other neighbourhoods. One neighbourhood benefit is more people are in the neighbourhood during working hours.</i>
Conversions	Conversions are permitted in houses built before 1970 provided no significant exterior changes are made and sufficient on-site parking is provided.	<b>No changes to conversion regulations.</b>	<i>Conversions in houses are seen as one way of providing more affordable accommodation in the neighbourhood while maintaining its single family look.</i>
Secondary Suites	Secondary Suites* are permitted in houses built before 1970 provided no significant exterior changes are made and sufficient on-site parking is provided.	<b>Remove the building age requirement for secondary suites*.</b>	<i>Secondary Suites in houses are seen as one way of providing more affordable accommodation in the neighbourhood while maintaining its single family look.</i>
Intent	There is no "Intent" section in the R1-B or R1-G zone.	<p><b>Add an intent section</b> such as:  <i>The intent of this zone is to maintain the single-family residential character of the neighbourhood, to encourage a good standard of building design, materials, and landscape development while allowing design diversity in new development and to encourage the retention of existing housing stock. Neighbourhood amenity is enhanced through the maintenance of healthy trees and planting which reflects the natural landscape.</i></p> <p>(adapted from RS-6 District Schedule in Vancouver's Zoning and Development By-law, March 1996)</p>	<i>An intent section helps the general public understand the purpose of the zoning regulations</i>

**Illustration 1: Proposed Amendments to Maximum Floor Area and Number of Storeys in the R1-B and R1-G Single Family Dwelling Districts in Gonzales**



Maximum floor area of 240m<sup>2</sup> (2583ft<sup>2</sup>) For the first and second storey with a floor space ratio of 0.5:1



Maximum floor area of 300m<sup>2</sup> (2229ft<sup>2</sup>) and a floor space ratio of 0.65:1 including the basement.

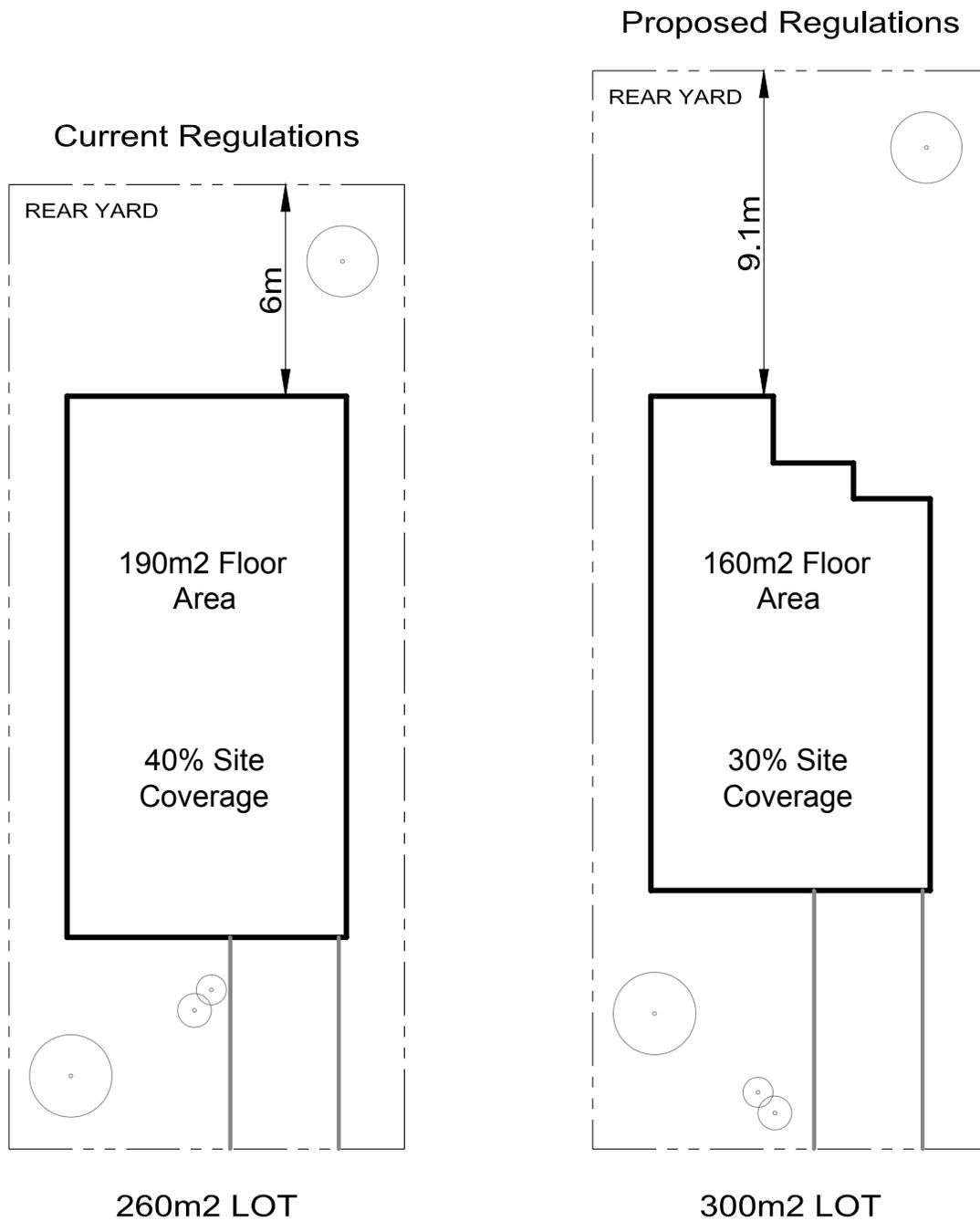
Maximum height limited to a basement plus 1½ storeys.

**Table 2: Outline of Draft Single Family Small Lot Zoning Recommendations for Gonzales**

	<b>CURRENT ZONING</b>	<b>RECOMMENDED ZONING</b>	<b>COMMENTS</b>
Permitted Uses	Single family dwellings, accessory uses, and home occupations.	No change in permitted uses but add for clarity that conversions and secondary suites are <u>not</u> permitted.	<i>The zoning allows single family dwellings with accessory uses and home occupations only.</i>
Lot Area	260m <sup>2</sup> (2798 ft <sup>2</sup> ) minimum	<b>Increase the minimum lot area to 300m<sup>2</sup> (3229 ft<sup>2</sup>).</b>	<i>The larger lot area will require a larger lot for the consideration of a small lot and increase the green space for a small lot house.</i>
Lot Width	10m (32.8ft) minimum	<b>No change in lot width</b> of 10m (32.8ft)	<i>The existing lot width area regulation is appropriate.</i>
Site Coverage	40% maximum	<b>Reduce maximum site coverage to 30% maximum</b>	<i>This site coverage limitation is currently in the R1-G zone. It enables more of a lot to remain open and unoccupied by buildings</i>
Total Floor Area	190m <sup>2</sup> (2045 ft <sup>2</sup> ) for a 2-storey house and 160m <sup>2</sup> for a 1-storey house.	<b>Reduce the maximum permitted floor area to 160m<sup>2</sup> (1722 ft<sup>2</sup>) for a 1, 1 1/2 or 2 storey house.</b>	<i>This reduces the size of a 2-storey small lot house by 16%. This house size more reflective of existing house sizes in the neighbourhood.</i>
Floor Space Ratio	N/A	Add the following floor space ratio: 0.55:1	<i>A floor space ratio adds a density provision to the zone.</i>
Height	7.5m (24.6 ft) maximum	<b>No change in the permitted height</b> of 7.5m (24.6 ft)	<i>This is a common height standard and a common height of houses in the neighbourhood.</i>
Storeys	2 (maximum)	Limit the number of storeys as follows: 2 (max) without basement and 1 ½ (max) with basement.	<i>This is the standard that applies to duplexes. The purpose is to achieve a better fit of the new with the existing houses in the neighbourhood</i>
<b>SETBACKS</b>			
Front Yard	6m (19.7 ft) minimum.	<b>No change in the front yard setback</b> of 6m (19.7ft)	<i>The current small lot front yard standard is appropriate in most areas of the neighbourhood.</i>
Rear Yard	6m (19.7 ft) minimum.	<b>Increase the rear yard setback to 9.1m (30 ft) minimum or 30% of lot depth, which ever is greater.</b>	<i>This is standard is slightly less than the rear yard standard for duplexes but the same as is proposed for a single family dwelling on a standard size lot. It serves to increase the rear yard green space and lessen building depth, which can be out of scale with neighbouring houses.</i>
Side Yards	1.5m (4.9 ft) and 2.4m where there are windows to habitable rooms.	<b>No change in side yard setbacks</b> of 1.5m (4.9 ft) and 2.4m where there are windows to habitable rooms.	<i>The current small lot side yard setback standard is appropriate.</i>

	<b>CURRENT ZONING</b>	<b>RECOMMENDED ZONING</b>	<b>COMMENTS</b>
<b>PARKING</b>			
# of parking spaces	For single family dwelling: 1 (min)	No change in the # of parking spaces required <b>for a small lot single family dwelling.</b>	<i>The requirement for the provision of one parking space for a small lot house is appropriate.</i>
Location of parking spaces	Behind the front line of a small lot single family dwelling or a conversion.	<b>No change in the location of parking is necessary for a small lot house.</b>	<i>Front yard parking is less appropriate on a narrow lot than the standard size lot. Garage or side yard parking can usually be incorporated in the design of a new house.</i>
Landscaping	N/A	<b>Require that a minimum of 50% of a single family lot be landscaped and that a minimum of 50% of the front yard be landscaped. Alternatively, allow a maximum of 20% of a lot to be paved.</b>	<i>The addition of a minimum landscaping requirement or a maximum paving requirement for small lot single family dwellings will enhance the green character of the neighbourhood.</i>
Accessory Structures	Structures such as garages, garden sheds are permitted in rear yards only. They can occupy a maximum of 30% of the rear yard and must be at least 2.4m (7.8 ft) from the house. The maximum permitted height is 4m (13.1 ft).	<b>Reduce the amount of the rear yard that can be occupied by an accessory structure to 25% and a floor area maximum of 37m<sup>2</sup> (398.2 ft<sup>2</sup>)</b>  <b>Reduce the permitted height of garages and car shelters to 3.5m (11.4 ft) and other structures to 2.4m (7.8 ft).</b>  <b>Require an accessory structure to be at least .6m (2 ft) from property lines.</b>	<i>Limiting the size of accessory structures serves to minimize the loss of green space on a lot. The negative visual and privacy impacts of large accessory structures will also be reduced.</i>  <i>Requiring a setback from property lines will facilitate the maintenance of accessory structures and lessen its impact on a neighbouring property.</i>
INTENT	There is no "Intent" section in the existing R1-S1 and R1-S2 small lot zones.	<b>Add an intent section such as:</b> <i>The intent of this zone is to permit small-scale, adaptive, change in neighbourhoods and to reinforce single family traditional character through new small lot single family dwellings. A high standard of design, materials, and landscape development is encouraged while allowing for design diversity. Neighbourhood amenity is enhanced through the maintenance of healthy trees and planting which reflects the natural landscape.</i>  <b>(adapted from RS-6 District Schedule in Vancouver's Zoning and Development By-law, March 1996)</b>	<i>An intent section helps the general public understand the purpose of the zoning regulations.</i>

**Illustration 2: Proposed Small Lot Zoning Changes in Gonzales**



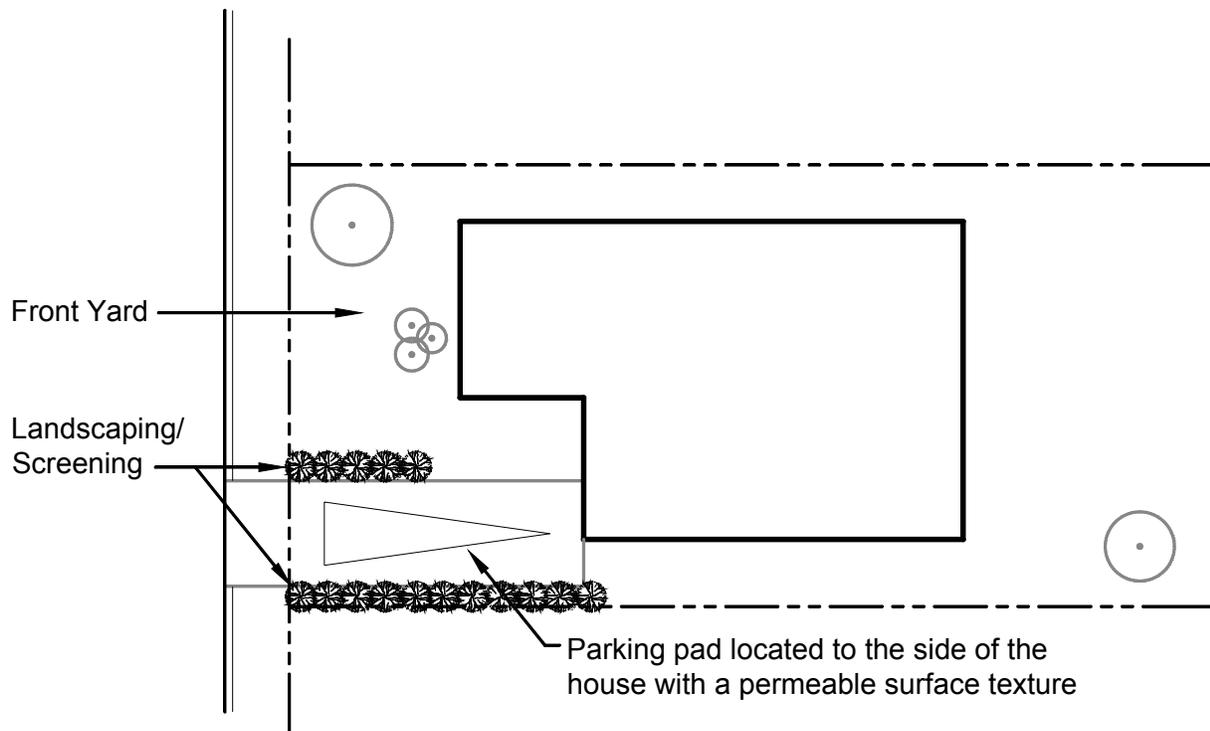
### 3.4 DESIGN GUIDELINES FOR SINGLE FAMILY FRONT YARD PARKING

Where front yard rather than side or rear yard parking is provided for single family dwelling, the following guidelines should be followed:

1. The parking pad should be located to the side of the house or lot and not directly in front of the house entryway or the middle of the lot.
2. There should be a permeable surface texture for the driveway e.g., grasscrete or tire strips rather than the standard broom finished concrete or asphalt to soften the green appearance of the driveway and reduce surface runoff.

3. There should be landscaping and screening to soften the visual impact. For instance, a low hedge or shrub bed might be located between the neighbouring property and the parking pad or a vine or covered trellis may define the boundary between the pad and the side yard access to the rear. The intent is to make the pad an integral part of the landscaping not an afterthought poured on the front yard. The house itself may be shaped to provide partial screening of the parking pad (such as an "L").

**Illustration 3: Design Guidelines for Single Family Front Yard Parking**





## 4.0 INSTITUTIONS AND COMMUNITY FACILITIES

### BETTER INTEGRATION WITH RESIDENTIAL NEIGHBOURS

### REDUCED PARKING, TRAFFIC AND OTHER IMPACTS

### IMPROVED CONSULTATION PROCESSES



Institutions and community facilities provide programs and services that are integral to balanced, healthy, sustainable neighbourhoods. In Gonzales, the institutions and community facilities close to residents include schools, nursing homes, small community care homes, out of school and daycare centres, and churches. A notable feature of many of the neighbourhood's institutions and community facilities is a clientele that resides outside the neighbourhood in other parts of the city and region. Consequently, traffic and parking impacts on nearby residents are greater than in the past when institutions and community facilities largely served neighbourhood residents within walking distance.

Under the single family zoning, which covers most of Gonzales, institutions and community facilities, including schools and churches, are permitted uses. Changes, expansion, and improvements to these uses

do not require City Council approval or public consultation. In response to neighbours' concerns regarding traffic, parking, and possible plans for expansion by Glenlyon-Norfolk School, in 1996 City Council took steps to adopt a bylaw that would remove schools and playing fields as permitted uses in the single family zone throughout the city. Adoption of this bylaw would render public and private schools non-conforming uses. As such, even minor changes and additions to schools would be subject to City Council or Board of Variance approval. The bylaw has not been adopted pending examination of other options to address neighbours' concerns.

Both Margaret Jenkins and Glenlyon-Norfolk schools have recreational facilities for students that could, potentially, be put to greater use by neighbourhood youth as well as older residents outside of school hours.

### 4.1. ISSUES AND OPPORTUNITIES

- 4.1.1. Concerns regarding traffic and parking demands generated by institutional uses and their negative impacts, including lost green space, on nearby residential properties.
- 4.1.2. Uncertainty regarding future changes and additions to Glenlyon-Norfolk School.
- 4.1.3. There is no requirement for public and neighbourhood input in the City's building permit approval process for schools and other institutions in the neighbourhood.
- 4.1.4. Possible demolition of single family houses for school or other institutional purposes. Such demolitions may result in the loss of gardens, social continuity and city tax revenue.
- 4.1.5. Greater year round use of Margaret Jenkins School by residents, e.g., community school, neighbourhood centre/meeting place, youth centre.

## 4.2 OBJECTIVES

- 4.2.1. Achieve a better integration of institutions within the neighbourhood by minimizing the loss of green space and reducing traffic, parking, and other impacts on residential properties.
- 4.2.2. Greater certainty with respect to future plans for Glenlyon-Norfolk School and its property.
- 4.2.3. The inclusion of a requirement for public and neighbourhood input into building and rezoning approval process for schools and other institutions in the neighbourhood.
- 4.2.4. Discourage the demolition of single family houses for school or other institutional purposes.
- 4.2.5. Provide facilities and programs to meet the recreational and social needs of youth in the neighbourhood. *(This objective is also included as Objective 6.2.5. in the Parks, Recreation and Open Space section of the plan).*

## 4.3 RECOMMENDATIONS

- 4.3.1. The City, in consultation with residents, evaluate and consider the following Short Term Traffic Management Suggestions\* to reduce traffic congestion at the south end of Maddison Street:
  - 4.3.1.1. Explore options for preventing left turns in and out of the Glenlyon-Norfolk School parking lot.
  - 4.3.1.2. Create a School Zone for student drop off and pick up adjacent to the Glenlyon-Norfolk School property on Richmond Road.
  - 4.3.1.3. Install street parking along Gonzales Avenue adjacent to Pemberton Park.

4.3.2. Glenlyon-Norfolk School, in consultation with residents, evaluate and consider the following Short Term Traffic Management Suggestions\*:

- 4.3.2.1. Realign the entrance and exit of the Maddison Street parking lot to implement a “right in/ right out” designation.
- 4.3.2.2. Install a small pull out for drop-off/pick up on the west side of Maddison Street adjacent to the school.
- 4.3.2.3. Establish a team of adult volunteer traffic controllers to direct the flow of school traffic at Bank and Maddison Streets.
- 4.3.2.4. Stagger the school start and finish times to disperse traffic congestion associated with student drop-off and pick-up.
- 4.3.2.5. Respect the interests of residents opposed to students parking in front of their homes.
- 4.3.2.6. Send written notices to students and parents encouraging them not to block driveways or park consistently in front of the same house.
- 4.3.2.7. Identify alternative parking spots located within walking distance to the school.
- 4.3.2.8. Explore the possibility of securing parking space at St. Matthias Church.
- 4.3.2.9. Encourage reductions in vehicle use (e.g., car-pooling, other forms of transport, etc).

**Note:** \*These suggestions are in the *Mediators Report: Gonzales Neighbourhood/Glenlyon-Norfolk School Land Use Negotiation Process, February 11, 1999*.

- 4.3.3. Encourage institutions to develop traffic and parking management plans, in consultation with nearby residents, as well as the City. The purpose of these plans is to find ways to reduce traffic and parking impacts while recognizing an institution's operational and practical needs.
- 4.3.4. To minimize uncertainty, encourage Glenlyon-Norfolk School to prepare a long-range plan for the school and its property with consultation and input from residents, the neighbourhood and the City. The plan should be in keeping with the values and principles embodied in the neighbourhood plan.
- Note:** The school prepared a campus plan in 2002 with consultation and input from residents, the neighbourhood and the City. The planning process included a design workshop and two open houses. The major campus plan elements include the provision of a driveway access to the school from Richmond Road and expansion of the school's playing field to Richmond Avenue. Following a non-statutory public hearing held on December 12, 2002, City Council endorsed the *Glenlyon-Norfolk School Campus Plan* dated July 3, 2002. Consequently, the maps in this version of the plan include 3 houses requiring removal for the playing field expansion (775, 771 and 781 Richmond Avenue) as part of the area occupied by the school.
- 4.3.5. As part of creating and implementing new residential zoning in the neighbourhood, exclude schools, playing fields, and other institutions as permitted uses. Sites currently occupied and used for school, playing fields and institutional purposes would be exempt from this new zoning. The effect of this would be to require the rezoning process, involving public input and consultation, for new schools, playing fields, and other institutions. The rezoning process also would be required for the expansion of these uses beyond their existing boundaries.
- 4.3.6. Adopt the *Guiding Principles for Institutional Rezoning*s in Gonzales on page 25 for consideration in any rezoning application
- 4.3.7. Glenlyon-Norfolk School and the Fairfield Community Association, in consultation with residents, should actively pursue the option of a joint use agreement with the City for the use of Pemberton Park as a playing field. (*See a similar recommendation 6.3.8. in the Parks, Recreation and Open Space section of the plan*).
- 4.3.8. In partnership with School District #61 and the Fairfield Community Association, continue to provide, and extend, where practical, recreational facilities at Margaret Jenkins School for the benefit of youth and all residents of the neighbourhood. (*This recommendation is also included as Recommendation 6.3.10. in the Parks, Recreation and Open Space section of the plan*).

#### **4.4. GUIDING PRINCIPLES FOR INSTITUTIONAL REZONINGS IN GONZALES**

The following principles should guide decision-making when institutional rezonings are being considered in Gonzales:

1. The efforts made by an applicant to consult with, and obtain input from, the neighbourhood and residential neighbours should be documented.
2. There should be a demonstrated need for the rezoning to meet an institution's needs and planning alternatives should have been explored before an application is made. (e.g., joint use of playgrounds, innovative use of existing buildings and properties).
3. Traffic, parking and green space impacts on residential neighbours should be minimized and, if possible, reduced. A parking and traffic demand management plan should be included in a rezoning application.
4. The loss of houses should be minimized.
5. The landscaping and "green" character of the neighbourhood should be enhanced.
6. The residential scale and character of the neighbourhood should be reflected in site planning and design
7. The rezoning application should include any proposals made for public/ neighbourhood benefits and amenities, e.g. possible public use of playing fields, meeting rooms, infrastructure improvements, etc.

#### **4.5 SUMMARY DESCRIPTIONS OF INSTITUTIONS AND COMMUNITY FACILITIES IN GONZALES**

- 4.5.1 Margaret Jenkins School (a public K to 7 elementary school) has an enrollment of 391, with 132 students in its French Immersion Program and a staff of approximately 43. The reconfiguration of grades K to 5 plus French Immersion, is slated for 2007 under the School District's Grade Reconfiguration (Middle School) Initiative. The old school annex building is currently used one evening per week for a "teen drop-in". A portable trailer has been the home of the Margaret Jenkins Out of School Centre for the past 8 years. The Centre provides out of school care for 70 children from ages 5 to 12.
- 4.5.2 Glenlyon-Norfolk School (an independent school) has a current enrollment of 580 students at its Gonzales campus with approximately 1/2 of these in the senior (high school) grades. The school employs 80 teachers and support staff. In the 1980s and early 1990s additional school buildings and facilities, including new classrooms and a new gymnasium, were built on the campus. Over the past decade the school has acquired nearby houses with a view to expanding and improving its playing fields, which are below the standard size.
- 4.5.3 There are 4 nursing homes in Gonzales, the largest being the Glengarry Residential Care facility. The care home has 170 residents and a staff of approximately 100 on weekdays. The other care/nursing homes include: Wayside House and Shelmarie Rest Home on Foul Bay Road and Hart House off of Fairfield Place.

- 4.5.4 As well as nursing homes, Gonzales, like other neighbourhoods, has small community care facilities in houses for children and adults requiring care and supervision. These facilities are licensed by the Province.
- 4.5.5 St. Jean Baptiste Catholic Church, with services in French, is the only such church in the region. It serves over 100 families. The day care centre in the church hall is licensed to provide care for up to 25, three to five year old children. The church was originally St. Matthias Anglican Church, which moved to its current location at Richmond and Rockland Avenues in 1957. St. Matthias Church, on the boundary of Rockland with Gonzales, serves 400 parishioners. Its hall is frequently rented to a variety of clubs and community and church service groups in the evening.





## 5.0 COMMERCIAL

### DEVELOP A VISION AND STRATEGY FOR OAK BAY AVENUE IMPROVEMENTS

### RETAIN COMMERCIAL ACTIVITIES ELSEWHERE IN THE NEIGHBOURHOOD



Oak Bay Avenue, from Richmond Avenue in the west to Foul Bay Road in the east, is the boundary between the Gonzales and Jubilee Neighbourhoods. Along both sides of the avenue there are a variety of stores, offices, services, and some apartments. Some of the businesses cater to people living nearby; others draw their customers from the region. The avenue has buildings of varying ages, conditions and styles. Unlike areas of similar size, such as Cook Street Village or Oak Bay Village, it lacks its own "sense of place".

With its commercial character and its function as an arterial road, the avenue is a part of, but distinct in character from, both neighbourhoods. Traffic, parking and other impacts of the commercial uses on Oak Bay Avenue are experienced on the residential streets intersecting the avenue in both neighbourhoods.

Objectives and recommendations for the future of the avenue are included in the *Jubilee Neighbourhood Plan, 1996*. As well, there are design guidelines and recommendations for improvements to the avenue in the *Oak Bay Avenue Guidelines, 1983*. Much of the current zoning permits low rise (3 storeys), mixed use buildings for

which there is considerable potential as little of this type of development has occurred. The current zoning precludes new service stations except through rezoning approved by Council.

The avenue is designated a Development Permit Area in which the design of new development requires Council approval.

The undeveloped multi-family housing potential on Oak Bay Avenue represents an opportunity to increase the population of Gonzales in an area where growth will also assist the desire to increase pedestrian oriented businesses. Such growth would be in keeping with the *Regional Growth Strategy*, which recommends development and redevelopment in the existing urban areas of the region.

### 5.1. ISSUES AND OPPORTUNITIES

- 5.1.1 Concern that upper floor housing along Oak Bay Avenue is not being built even though the current zoning permits it and the proposed zoning provides a density bonus for its provision. (*This issue is also included as 3.1.6. in the Housing section of the plan*).
- 5.1.2. Concern respecting the noise, traffic and other impacts on nearby residential areas of stores, restaurants and other businesses that are open 24 hours a day.
- 5.1.3. Desire for Oak Bay Avenue to become a safe, attractive, interesting, and pedestrian-friendly shopping area.
- 5.1.4. Concern that small corner stores and other neighbourhood businesses outside of Oak Bay Avenue may not remain.

**5.2. OBJECTIVES**

- 5.2.1. Development of new mixed use buildings along Oak Bay Avenue that provide upper floor housing. *(This objective is also included as 1.2.6. in the Housing section of the plan).*
- 5.2.2. Minimize the number of stores, restaurants and commercial businesses that are open 24 hours a day.
- 5.2.2. Retain existing commercial activities outside of Oak Bay Avenue.
- 5.2.3. Ensure compatibility, safety, and security through design of buildings and public spaces, and through mixed use.
- 5.2.4. Recognizing the regional nature of many businesses, new development should respond to surrounding properties and the scale of the neighbourhood.
- 5.2.5. Provide adequate parking for commercial uses without undue impact on residential streets and with improvements in traffic calming.
- 5.2.6. Minimize noise, traffic and other impacts of commercial businesses on nearby residents.

**5.3. RECOMMENDATIONS**

- 5.3.1. Amend the CR-3 zone on Oak Bay Avenue to permit an increase in density from 1.0:1 to 1.6:1 where non-profit residential units are provided in a mixed-use building and at least 70% of the required parking spaces are located under the main building. *(This recommendation is also included as recommendation 3.3.19. in the Housing section of the plan).*
- 5.3.2. Amend the CR-3, Commercial Residential Apartment District zone to provide a density bonus for market residential units provided in a mixed-use building as recommended

in the *Jubilee Neighbourhood Plan*. *(This recommendation is also included as recommendation 3.3.20. in the Housing section of the plan).*

- 5.3.3. Rezone properties currently zoned C1-NM to the amended CR-3, Commercial Residential Apartment District zone as recommended in the *Jubilee Neighbourhood Plan*. *(This recommendation is also included as recommendation 3.3.21. in the Housing section of the plan).*
- 5.3.4. Disallow stores, restaurants and commercial businesses that are open 24 hours a day by amending the CR-3, Commercial Residential Apartment District zone to include a regulation requiring commercial land uses to close in the late evening and early morning hours.
- 5.3.5. Undertake a design workshop to develop a vision for Oak Bay Avenue and a strategy for achieving it. As part of this workshop, research and examine incentives for attracting and retaining pedestrian-oriented businesses. *(A similar recommendation focused on housing is also included as recommendation 3.3.21. in the Housing section of the plan).* Physical characteristics of the streetscape should be explored with the goal of adding bicycle and pedestrian-friendly traffic features to foster a village environment. Existing parking and setback requirements should be re-examined to permit more urban style, with less emphasis on parking. One product of this work will be new design guidelines and an improvement plan to replace the 1983 *Oak Bay Avenue Guidelines*.
- 5.3.6. Encourage business and property owners to form a Business Improvement Association. This association would work with the City, neighbouring residents, and the

Fairfield Community Association to develop the vision for Oak Bay Avenue and a strategy for achieving it within a mutually developed timeline.

- 5.3.7 Encourage improvements which enhance existing buildings, signage, and landscaping and which are compatible with adjacent residential neighbours.
- 5.3.8 Both the Jubilee and the Gonzales neighbourhood associations should be consulted by applicants when rezoning applications or large development permit applications are made on Oak Bay Avenue. Development of Oak Bay Avenue affects the residents and neighbourhoods on both sides of the avenue.

- 5.3.9 Retain the existing commercially zoned properties in the neighbourhood outside of Oak Bay Avenue. Encourage improvements that enhance buildings, signage and landscaping and that are compatible with adjacent residential neighbours. Permit, where appropriate, small-scale commercial expansion that is part of a mixed-use development, and that is compatible with residential neighbours.



## **6.0 PARKS, RECREATION AND OPEN SPACE**

**PRESERVE AND ENHANCE THE GREEN AND NATURAL LANDSCAPE**

**DEVELOP NEIGHBOURHOOD GREENWAYS**

**IMPROVE RECREATIONAL OPPORTUNITIES FOR CHILDREN**



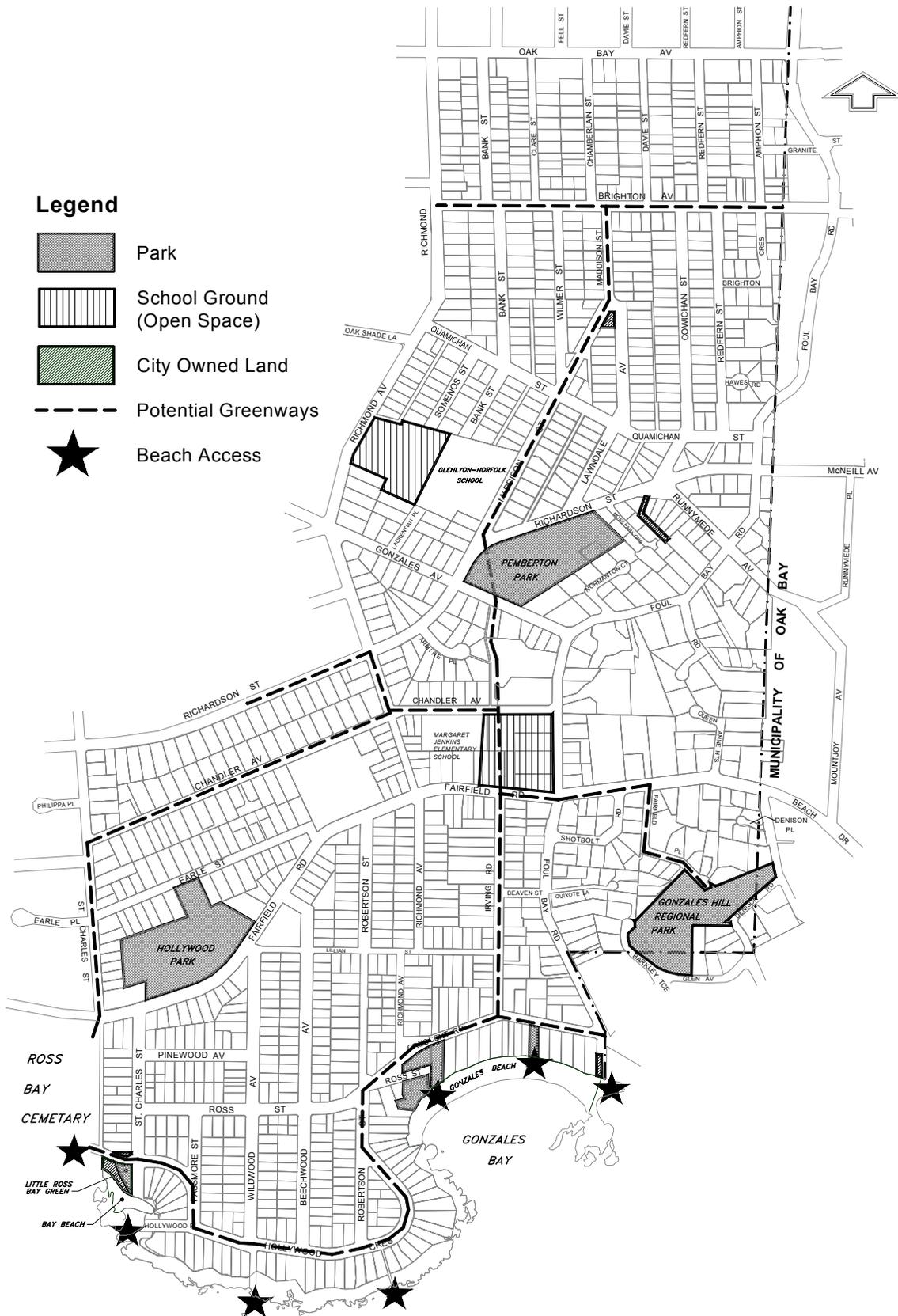
Within Gonzales there is a wide variety of parks and open space. These include: Hollywood and Pemberton Parks; Gonzales Park and beach as well as the waterfront and foreshore to Ross Bay (with two beach accesses); Gonzales Hill Regional Park; Margaret Jenkins and Glenlyon-Norfolk School fields and grounds; and Maddison, Ross Bay and Robert Greens. Many of the local streets are lined with boulevards and trees. There are also large open spaces and natural features on large privately owned

lots, particularly in the Queen Anne Heights and Foul Bay areas of the neighbourhood. Attractive private gardens are a neighbourhood feature, including the Abkhazi Garden. A number of back lanes, as well as a closed pedestrian walkway, are other open space features of the neighbourhood.

The amount of neighbourhood park space is approximately 2.3 hectares per 1000 population, well above the *Official Community Plan* standard of .61 hectares per 1000 population. However, in a 1990 study, the Parks and Recreation Department identified that residents in the area north of Quamichan Street were further than .4 km from a neighbourhood park (.4 km is considered to be a standard for proximity to a neighbourhood park in the city). The creation of a small passive park at Wilmer and Maddison is planned and will mitigate this deficiency.

Recreational facilities in the neighbourhood parks include tennis courts, change rooms, washrooms, baseball diamonds/playing fields, water fountains and children's playground equipment. Recreational facilities at Margaret Jenkins and Glenlyon-Norfolk Schools include playing fields, basketball hoops, and gymnasias for students. The City has joint-use agreements with sports clubs for use of the playing fields in both Hollywood and Pemberton Parks. The playing field at Glenlyon-Norfolk School is not sufficient in size to meet all the school's sports program demands.

MAP 5: PARKS AND OPEN SPACES



## 6.1 ISSUES AND OPPORTUNITIES

- 6.1.1 Opportunities to preserve and further improve existing parks, boulevards and open space.
- 6.1.2 Concern that the green and natural landscape features, attractive gardens, and heritage character streetscapes may be lost when new development occurs.
- 6.1.3 Concern that the recreational and social needs and desires of youth in the neighbourhood are not being met.
- 6.1.4 Opportunities to incorporate green space and greenways into institutional properties.
- 6.1.5 Opportunities to partner with the Capital Regional District and adjacent communities in the preservation and long-term acquisition of significant natural habitats.

## 6.2 OBJECTIVES

- 6.2.1 Preserve and enhance the green, natural landscape of the neighbourhood; both public and private.
- 6.2.2 Enhance and improve existing neighbourhood parks, boulevards and heritage character streetscapes.
- 6.2.3 Retain landscape features (e.g. significant trees and plantings, rock outcrops and man-made features such as rock walls) when additions to existing buildings or new buildings are constructed on private property.
- 6.2.4 Provide facilities and programs to meet the recreational and social needs of youth in the neighbourhood.
- 6.2.5 Protect, enhance and encourage private landowner stewardship of the Gonzales Bay and Ross Bay shoreline.

## 6.3 RECOMMENDATIONS

- 6.3.1 Through a public consultation process, identify potential neighbourhood “greenways” and “green streets” for inclusion in the City’s *Greenways Master Plan* and implementation through the City’s *Capital Budget Plan* and, when viable, through private sector sponsorship. Potential “greenways” and “green streets” might include, but are not limited to, the following: (*See Map 1: Gonzales Neighbourhood Plan Summary Map*):
  - Brighton Avenue - green street linking Gonzales with Oak Bay;
  - Maddison Street - green street linking Pemberton Park, Glenlyon-Norfolk School, Wilmer Green, Maddison Green and Brighton Avenue;
  - Gonzales-Chandler pathway-greenway link between Pemberton Park with Margaret Jenkins School (*currently closed off- See Recommendation 6.3.2. below*);
  - Irving Road - greenway link between Margaret Jenkins School and Gonzales Bay;
  - Gonzales Hill to Ross Bay Cemetery walking route - greenway linking Gonzales Hill, Abkhazi Gardens, Margaret Jenkins School, Government House, Ross Bay Villa and Ross Bay Cemetery (which connects to the Dallas Road Walkway);
  - Crescent Road from Oak Bay boundary and Hollywood Crescent to Dallas Road;
  - Back lanes throughout Gonzales;
  - All public beach and shoreline accesses.

Note: ‘Greenways’ are natural or man made corridors that connect neighbourhoods, cities, regions and wildlife habitats. Such corridors may be, but are not limited to, dirt trails, beach walks, pathways, bikeways, urban sidewalks or wildlife routes inaccessible to the general public.

‘Green streets’ are streetscapes that have been enhanced for pedestrians and often include traffic calming measures and increased landscaping. Green streets may be part of an overall greenways network.

Where possible and practical, greenways could be incorporated into open space surrounding institutional properties. Note that parcels of land integral to the success of a city-wide greenways network would typically be identified and earmarked for potential long term acquisition in the greenways master planning process. (See *Recommendation 7.6.6. in the Transportation section of the plan*).

- 6.3.2 Through a public consultation process, identify a long-term plan for the Gonzales/Chandler pathway.
- 6.3.3 Wherever possible, preserve and enhance boulevards, trees, and heritage character streetscapes. (See *Recommendation 7.6.8. in the Transportation Section of the plan*).
- 6.3.4 Continue the program of street tree maintenance and planting. When trees are removed ensure that they are replaced in a timely fashion.
- 6.3.5 Encourage private property owners to increase green space and reduce surface water run off by installing “grasscrete” or “tire strips” as an alternative to pavement.
- 6.3.6 Encourage private property owners to retain landscape features by means of careful site planning, covenants and other land protection agreements. (See *Recommendation 3.3.10. in the Housing Section of the plan*).
- 6.3.7 When additions and new buildings are proposed, consider granting variances, if required, to retain attractive landscape features.
- 6.3.8 Consider joint-use agreements (e.g., with Glenlyon-Norfolk School, with Bays United Soccer league), which would result in improvements to the playing field and other areas of Pemberton Park. These improvements should benefit residents and children and not unduly limit the public use and enjoyment of the park. (See *also Recommendation 4.3.8. in the Institutional section of the plan*).
- 6.3.9 Support and encourage School District #61 in undertaking improvements to Margaret Jenkins playing field and in supporting and implementing Margaret Jenkins School greening projects in accordance with School District #61 *Greening Guidelines* (as published fall, 2001).
- 6.3.10 In partnership with School District #61 and the Fairfield Community Association, continue to provide and extend, as practicable, recreational facilities at Margaret Jenkins School for the benefit of youth and all residents of the neighbourhood. (This recommendation is also included as *Recommendation 4.3.8. in the Institutions and Community Facilities section of the plan*).
- 6.3.11 Encourage the Capital Regional District, in consultation with residents, to prepare a management plan for Gonzales Hill Park to preserve, protect and provide interpretative information on the

- natural landscape and ecology, e.g., Garry Oak meadows. A facility development plan should also be prepared to preserve the observatory and establish its use in a manner compatible with the park.
- 6.3.12 Encourage the owners of the property on Gonzales Hill to preserve Garry Oak meadows and other natural features, e.g., register covenant.
- 6.3.13 Encourage the Municipality of Oak Bay to retain Glen Avenue in its current undeveloped state.
- 6.3.14 Monitor and assess the Clare Street “Streetlife” Pilot Project with respect to its applicability to other residential streets in the neighbourhood and city. *(See Recommendation 7.7.2. in the Transportation section of the plan).*
- 6.3.15 In partnership with the CRD and the Municipality of Oak Bay, and in consultation with youth, review and examine the ideas for improving recreational facilities for youth living in the southeast quadrant of the CRD. Encourage Fairfield Community Centre, Oak Bay Recreation Centre, Margaret Jenkins School, and Glenlyon-Norfolk School to participate in the consultation process.
- 6.3.16 Encourage private landowners to retain and enhance native vegetation along the Gonzales Bay and Ross Bay shoreline, particularly within 15m of the high tide mark. Discourage the introduction of exotics and the use of chemical fertilizers, herbicides or pesticides in this area.
- 6.3.17 In consultation with the CRD and residents, review and examine appropriate locations for dog parks and on and off leash dog walking opportunities.
- 6.3.18 Increase signage and bylaw enforcement regarding dogs in the neighbourhood.
- 6.3.19 In consultation with residents, the City should consider undertaking the following improvements in existing neighbourhood parks:
- 6.3.19.1 Pemberton Park
- Explore the need for additional playground equipment for older children and/or youth and install suitable additional equipment as appropriate.
  - Continue to practice good stewardship and reduce maintenance requirements by planting and encouraging the growth of native vegetation where appropriate.
- 6.3.19.2 Hollywood Park
- Practice good stewardship and reduce maintenance requirements by introducing and encouraging the growth of native vegetation within the park.
- 6.3.19.3 Gonzales Beach and Park
- Continue to practice good stewardship and reduce maintenance requirements by planting and encouraging the growth of native vegetation where appropriate. Improve safe and convenient access to the park for wheelchairs, strollers and others with mobility challenges.
- 6.3.19.4 Wilmer and Maddison Greens
- Preserve and manage Maddison Green (also known as Margaret’s Grove) as a Garry Oak meadow. Continue to practice good stewardship and reduce maintenance requirements by removing exotics and encouraging the growth of native vegetation in

Wilmer Green, also known as “The Meadows”, Maddison Green, and along the portion of Maddison Street (also called Maddison Lane) that connects them.

- Implement improvements to Maddison Lane, like reduced road paving and increased native landscaping to enhance and protect its rural ambience. (See *Transportation Recommendation 7.7.9*).

#### 6.3.19.5 Runnymede Triangle

- Practice good stewardship and reduce maintenance requirements by planting and encouraging the growth of native vegetation.

#### 6.3.19.6 Beach Access

- Provide signage and re-establish public beach access at the end of Hollywood Place.
- Provide signage and stairs for public beach access from the beach access path between 1807 and 1811 Hollywood Crescent.



## 7.0 TRANSPORTATION

**CONTINUE TRAFFIC CALMING AND MONITORING ITS EFFECTS**

**MINIMIZE THE NEGATIVE IMPACTS OF BUSES**

**ADDRESS ON-STREET PARKING PROBLEMS WHERE THESE OCCUR**



The road network that serves the neighbourhood, the city and the region is in good condition. The major roads include: Oak Bay and Richmond Avenues, Richardson and St. Charles Streets, and Dallas, Crescent and Foul Bay Roads. These roads, with the exception of St. Charles, are also designated bicycle routes. Fairfield Road, Richardson Street and Oak Bay Avenue have bus routes that provide access to downtown and Oak Bay. A bus route also provides access to the University of Victoria along Foul Bay Road. Two tour bus routes, licensed by the Provincial Motor Carrier Commission, traverse the neighbourhood. The approved routes include Crescent Road, Hollywood Crescent, Ross Street, St. Charles Street, Foul Bay Road and Gonzales Avenue. Out of town tour buses also use these and other Gonzales Streets.

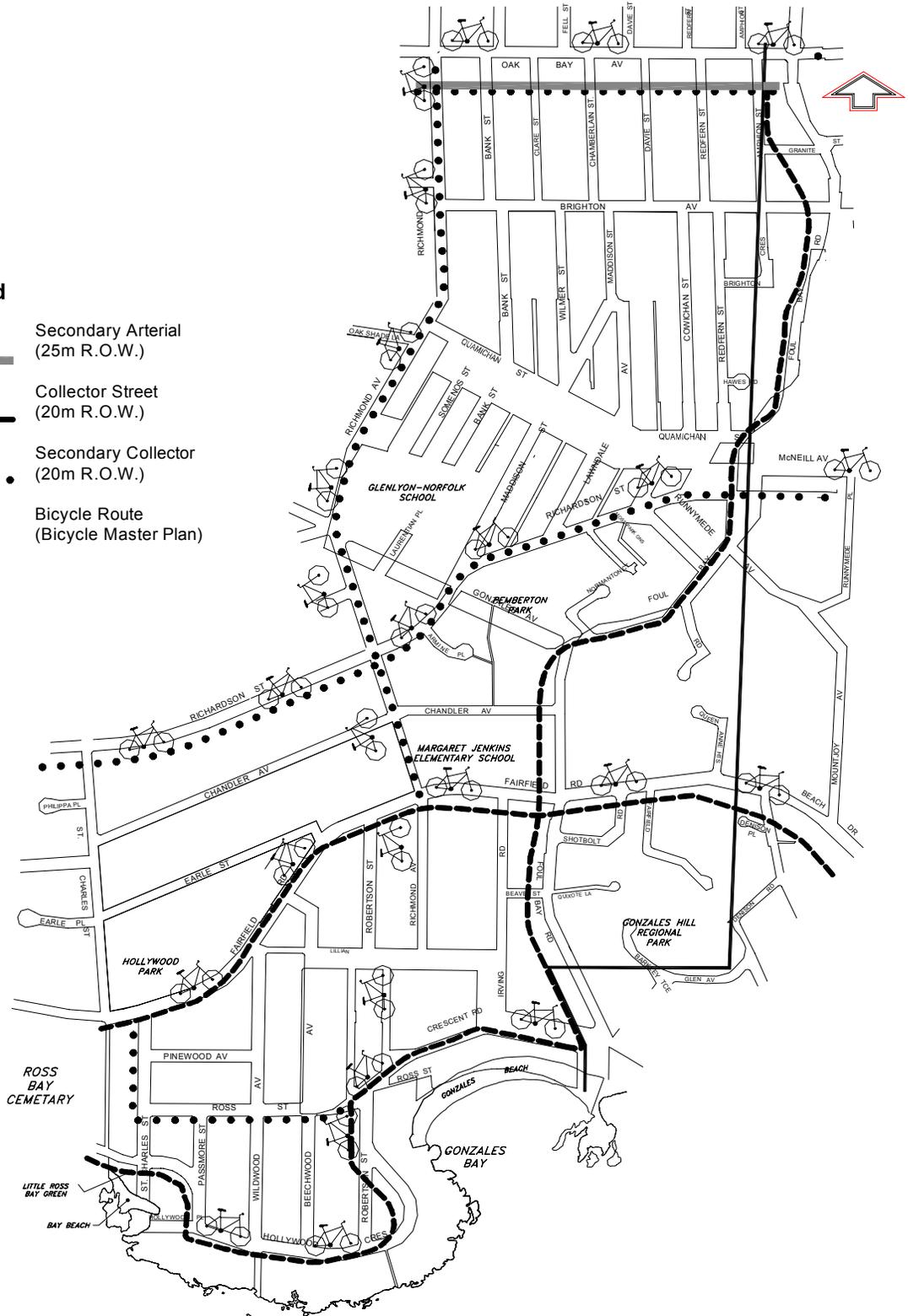
The neighbourhood's local streets are diverse in character - varying in direction, width, streetscape appearance and length. A number of streets have been subject to short-cutting by commuters, others to speeding, others to tour buses, and others to traffic and parking generated by nearby institutional and commercial activities.

The *Fairfield/Rockland/Gonzales Neighbourhood Transportation Management Plan* was prepared in 1999 to minimize the impacts of through traffic on local streets, while improving access and safety for pedestrians and cyclists. The proposals in the plan are estimated to cost \$343,000 and with priorities established for implementation in 4 phases. Phase 1 completed in Gonzales includes the installation of speed humps and signage on Quamichan Street, a four way stop at Fairfield and Foul Bay, and new crosswalks on Fairfield at St. Charles.

MAP 6: ROAD AND STREET NETWORK

Legend

-  Secondary Arterial (25m R.O.W.)
-  Collector Street (20m R.O.W.)
-  Secondary Collector (20m R.O.W.)
-  Bicycle Route (Bicycle Master Plan)



**7.1 ISSUES AND OPPORTUNITIES**

- 7.1.1 Improve the neighbourhood pedestrian environment to add life to the streets and enhance a sense of community.
- 7.1.2 Improve the neighbourhood cycling environment to increase safety and convenience for bicyclists.
- 7.1.3 Concerns in some areas of the neighbourhood regarding the amount of on-street parking generated by residents, as well as non-residents, e.g., institutions, businesses. This may result in reduced pedestrian safety (particularly for children), periodic traffic congestion, and a lack of on-street spaces for some residents.
- 7.1.4 The shifting traffic problems (e.g., short-cutting, speeding) from one street (or streets) to others as a result of implementing traffic calming measures.
- 7.1.5 Negative impacts (e.g., noise, pollution, safety) of buses on residential streets.

**7.2 OBJECTIVES**

- 7.2.1 Rely less on “hard”, engineered solutions to traffic and parking problems (e.g., widened streets, larger paved parking lots) and more on alternative “soft” solutions (e.g., traffic calming, parking and traffic demand management) to maintain and enhance the neighbourhood’s environment.
- 7.2.3 Favour bicycles, pedestrians, and transit users in order to create a more balanced transportation system and minimize the negative impacts of traffic.
- 7.2.4 Moderate traffic on local streets through traffic calming measures which reduce speeds, lessen potential for conflicts with other vehicles and pedestrians, and discourage short-cutting.

- 7.2.4 Minimize the impacts of traffic calming measures on other residential streets.
- 7.2.5 Minimize access restrictions that can cause inconvenience to residents, affect the response of emergency vehicles and shift traffic problems to other streets.
- 7.2.6 Use self-enforcing measures such as speed humps, which do not require constant police enforcement.
- 7.2.7 Reduce the size of transit and tour buses and limit the numbers of tour buses using residential streets.
- 7.1.4 Minimize the safety, congestion, and other negative impacts of on-street parking on local residential streets.
- 7.1.5 Recognize and support the City’s *Bicycle Master Plan* within Gonzales.

**7.3 RECOMMENDATIONS**

- 7.3.1 Implement Phases 2, 3 and 4 of the *Fairfield/Rockland/Gonzales Neighbourhood Transportation Management Plan* in consultation with neighbours.
- 7.3.2 Monitor the impacts of traffic calming measures and modify these as is necessary to minimize or mitigate impacts on adjacent streets.
- 7.3.3 The City initiate discussions with the tour bus operators, the B.C. Motor Carrier Commission, and Tourism Victoria to lessen the impacts of tour buses on Hollywood Crescent, Crescent Road and Ross Street, e.g., tour bus routes, frequencies, bus size.
- 7.3.4 Continue to cooperate with B.C Transit to improve service, while lessening impacts of buses on local residential streets.
- 7.3.5 In consultation with residents, explore ways to increase safety, lessen congestion and improve on-street parking space availability in

areas where there is evidence of these problems occurring. Such ways might include residential parking only, reduced on street parking near intersections, etc. Note: in some areas, on-street parking may serve to calm traffic by reducing it or lessening its speed.

- 7.3.6 Encourage businesses and institutions in the neighbourhood to make their on-site parking available, when it is not required, to meet the needs of others e.g., special land uses, special events, etc.
- 7.3.7 Through a public consultation process, identify potential neighbourhood “greenways” and “green streets” for inclusion in the City’s *Greenways Master Plan* and implementation through the City’s *Capital Budget Plan*. (See recommendation 6.3.1. in the *Parks, Recreation, and Open Space section of the plan*).
- 7.3.8 By way of development approvals, (e.g., rezoning, variance permits and development agreements) continue to negotiate space and rights-of-way to achieve City standards for sidewalks, trees, boulevards, and bicycle lanes on arterials, secondary arterials, and collector roads. Also, where appropriate, continue to negotiate improvements to achieve traffic calming.
- 7.3.9 Retain the neighbourhood’s lanes. Where possible, extend and improve them as elements of the neighbourhood’s greenways and street linkages, while maintaining vehicle access to private properties.
- 7.4.10 In consultation with residents, implement the City’s *Bicycle Master Plan* within the neighbourhood.



#### 7.4 RECOMMENDATIONS FOR SPECIFIC LOCATIONS

In addition to the location specific recommendations for improvements and traffic calming measures in the 1999 *Neighbourhood Traffic Management Plan*, the City should, in consultation with neighbours:

- 7.4.1 Continue to support Glenlyon-Norfolk School in its review, preparation and implementation of a traffic management plan. (See recommendations 4.3.1. and 4.3.2 in the *Institutional section of the plan*).
- 7.4.2 Review and examine the Clare “Street-Life” project with a view to its applicability to other residential streets in the neighbourhood and city.
- 7.4.3 Review concerns about short-cutting on Lillian Street. In addition to improvements recommended in the NTMP for the Lillian/Wildwood/Fairfield intersection, ideas for further improvements include:
- Convert Lillian into a one way (west bound only);
  - Construct a traffic-directing barrier within the intersection to slow speed and guide vehicle movement;

- Reverse traffic priority to Wildwood (extend northbound lane of Wildwood to Fairfield) so that westbound traffic on Lillian yields to northbound traffic on Wildwood;
- Dead-ending Lillian Road at Beechwood by installing a barricade and turning Lillian into a one-way (east bound only).

- 7.4.4 Review concerns about speeding and short-cutting on Chandler Avenue.
- 7.4.5 Review concerns about pedestrian safety at the corner of Robertson and Ross Streets.
- 7.4.6 Review concerns about pedestrian and vehicular safety at Richmond Avenue and Fairfield Road intersection. An idea for an improvement at this intersection is the installation of a 4 way stop.
- 7.4.7 Review concerns about short-cutting on Redfern Street.
- 7.4.8 Consider designated loading zones or construct pull-outs on Fairfield Road and Chandler Avenue for safer student pick up and drop off at Margaret Jenkins School.
- 7.4.9 Review concerns regarding traffic and safety at the two intersections of Fairfield Road and St. Charles Street.



## 8.0. HERITAGE, ENVIRONMENT AND NEIGHBOURHOOD FEATURES

IDENTIFY AND PRESERVE HERITAGE BUILDINGS, LANDSCAPES AND STREETSCAPES  
TRADITIONAL OR CONTEMPORARY DESIGN FOR NEW BUILDINGS AND ADDITIONS THAT IS COMPATIBLE WITH NEIGHBOURING BUILDINGS



Gonzales has a natural and built environment characterized by diversity. Its most significant contrasting natural features are the rocky, as well as sandy, ocean beaches on the south and an escarpment rising to the east culminating in Gonzales Hill and its observatory. Many neighbourhood residents enjoy attractive views from the beaches (and beachfront properties) and from the escarpment. Rock outcrops, Garry Oaks and Garry Oak meadows are other natural landscape features found mostly in the eastern, Queen Anne Heights/Foul Bay Road area of the neighbourhood.

The majority of the neighbourhood's houses and buildings were built around the turn of the 20<sup>th</sup> century with a great variety of styles. A number of large homes on large estates, designed by Samuel Maclure and other notable architects, were built along or near Foul Bay Road. Three of these houses are designated heritage with 7 others on the City's *Heritage Registry*. These houses and others, with stone fences and Garry Oaks, give Foul Bay Road a

unique and attractive character. Another area with a unique housing character is that of Gonzales Bay. Here, a number of small cottages and other buildings remain from the days when they served as summer homes. Recently, older houses in other areas of the neighbourhood have been seen as worthy of heritage recognition, particularly bungalows.

In contrast, much of the central part of the neighbourhood between Fairfield Road and Brighton Avenue was subdivided and developed after World War II. Many of the houses in this area are of modern design. Some are duplexes and some are single family dwellings on relatively large lots.

The neighbourhood's parks, yards, landscapes and streetscapes are various and attractive. Most streets have City-maintained boulevards and trees. There are a number of streets that lack sidewalks and this adds to their rural, natural, feeling and ambience. There is an abundance of mature landscaping and gardens on well-maintained private property throughout the neighbourhood.

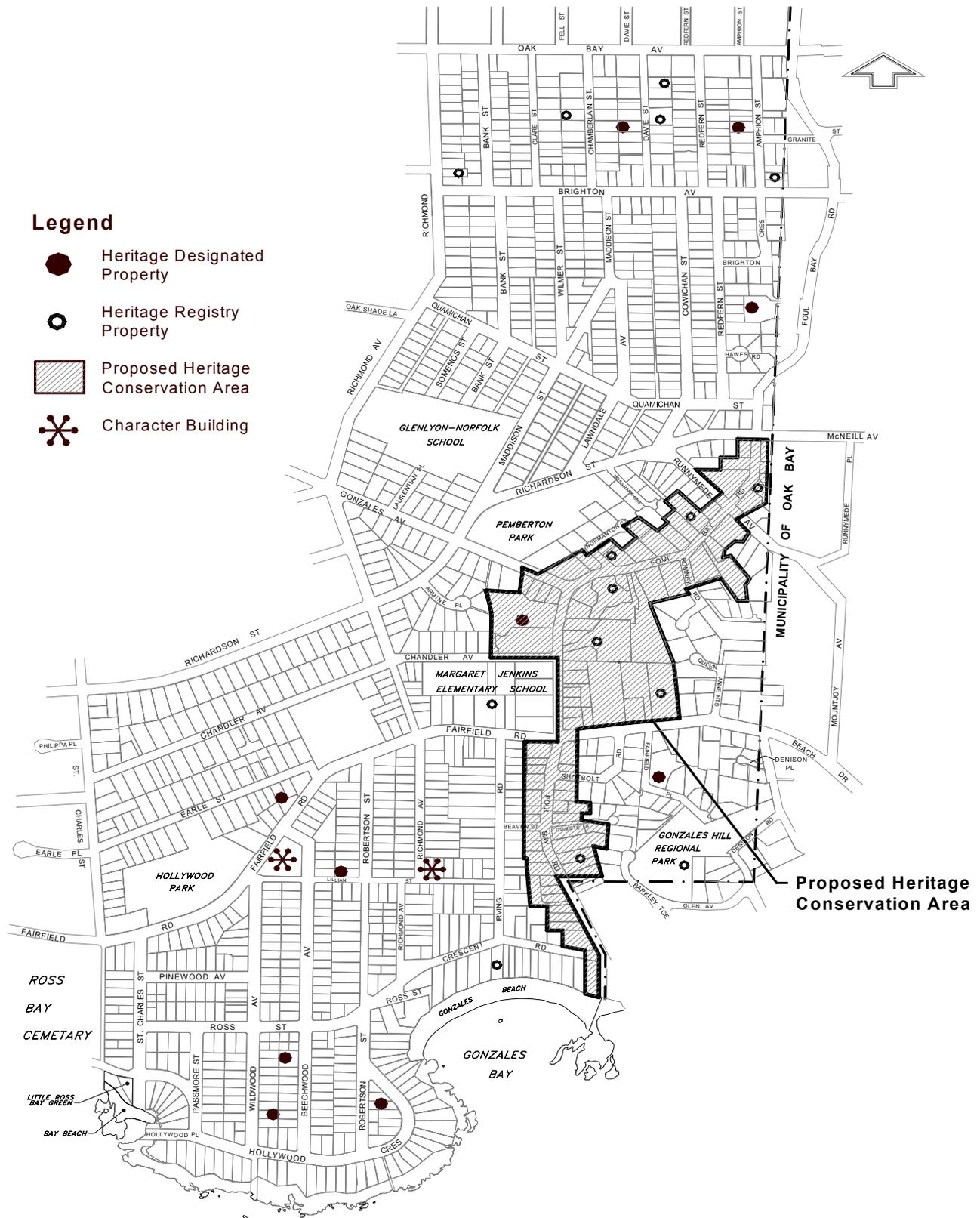
### 8.1 ISSUES AND OPPORTUNITIES

- 8.1.1 Concern that the heritage buildings, landscapes and streetscapes may not be preserved.
- 8.1.2 Concern that new buildings may not be in keeping with nearby heritage buildings, landscapes and streetscapes.

### 8.2 OBJECTIVES

- 8.2.1 Retain and enhance the neighbourhood's heritage buildings, landscapes, and streetscapes for future generations.
- 8.2.2 New buildings and additions that are sensitive to nearby heritage buildings, landscapes and streetscapes. Traditional or contemporary approaches to design are acceptable provided building massing and height are in keeping with neighbouring buildings.

MAP 7: HERITAGE AND NEIGHBOURHOOD FEATURES



### 8.3 RECOMMENDATIONS

- 8.3.1 Prepare an inventory of buildings worthy of heritage designation or inclusion on the *Heritage Registry*. Encourage and provide incentives for the heritage designation of these buildings.
- 8.3.2 Encourage the voluntary designation of buildings listed on the *Heritage Registry*.
- 8.3.3 Consider establishing a Heritage Conservation Area covering properties along Foul Bay Road to preserve the heritage character of the houses and properties. (See *Map1: Gonzales Neighbourhood Plan Summary Map*). (This recommendation is also included as *Recommendation 3.3.9. in the Housing section of the plan*).
- 8.3.4 Encourage owners and builders to consider alternatives to the demolition of buildings not considered “heritage” at this time but which may be considered (with others) when the heritage inventory is updated. (See *Map 1: Gonzales Neighbourhood Plan Summary Map showing Heritage Designated and Registry Buildings, as well as “character buildings”*).
- 8.3.5 Encourage owners and builders to preserve and maintain, to the extent possible, neighbourhood features such as trees, fences, gardens, and rock outcrops. (This is also included as *Recommendation 3.3.11 in the Housing section of the plan*).
- 8.3.6 Encourage the registering of covenants for the protection of trees and other natural features where these are important neighbourhood features. (This is also included as *Recommendation 3.3.10 in the Housing section of the plan*).
- 8.3.7 Encourage design compatibility (contemporary or traditional design approaches are acceptable) when considering rezoning, subdivision, and development permit applications near heritage buildings, landscapes and streetscapes.
- 8.3.8 Promote public awareness of the neighbourhood’s heritage buildings, landscapes and streetscapes through interpretative signs, publications, walking tours, displays and education. The Victoria Heritage Foundation Education Committee is a valuable resource, which may assist in this undertaking.



## **9.0 PUBLIC WORKS**

The City Engineering Department is responsible for maintaining the infrastructure of all areas of the City and budgeting for improvements. Generally, the infrastructure in Gonzales is considered to be satisfactory under the current, largely residential, zoning.

### **9.1 UNDERGROUND**

#### **9.1.1 SANITARY SEWER**

Three major sewer trunks pass through Gonzales. One from the north heading south to connect to the East Coast Interceptor, the second from south Oak Bay also connecting to the East Coast Interceptor and East Coast Interceptor entering the neighbourhood from Oak Bay on its way to Clover Point. All three trunks provide strong support to the neighbourhood.

#### **9.1.2 STORM DRAIN**

Four collection basins serve Gonzales. At the north end of the neighbourhood drainage is directed to the Bowker Creek system. The three remaining catchment areas drain to the south coast with two points of discharge located in Gonzales Bay and one at the foot of Wildwood Avenue. The capacity of these four systems provides adequate protection under the present zoning. The South Coast Pollution Abatement Program resulted in an on-going city-wide pollution abatement program. One of the benefits for Gonzales is the water quality in Gonzales and Ross Bay has improved to a level that permits summer swimming.

### **9.1.3 WATER WORKS**

Gonzales is located farthest from the City's water source. Water pressure is variable and low pressure areas exist. The area east of Foul Bay Road has the highest elevation in the neighbourhood. Because of this, the water distribution system is supported by a pump that helps to maintain adequate water pressures for the residents in this area. The neighbourhood's water needs are currently well met, with no plans for changes. Redevelopment to higher densities would create a problem in supplying adequate water for fire protection.

### **9.2 ROAD, CURB AND GUTTER**

The following is a list of streets for review within the next 5 years, based on a pavement management study used to determine a rehabilitation strategy. These streets are not listed in order of any priority.

- Redfern Street – Brighton Avenue to Oak Bay Avenue;
- Lawndale Avenue – Quamichan Street to Maddison Street;
- Amphion Street – Granite Avenue to Oak Bay Avenue;
- Davie Street – Brighton Avenue to Oak Bay Avenue;
- Gonzales Avenue – Richardson Street to Foul Bay Road;
- Cowichan Street – Quamichan Street to Brighton Avenue;
- Fairfield Road – Foul Bay Road to the Oak Bay boundary;
- Ross Street – Robertson Street to St. Charles Street;
- Hollywood Crescent – St.. Charles Street to Foul Bay Road.

## **10.0 EMERGENCY PREPAREDNESS**

Victoria is in an earthquake danger zone. Much of Gonzales is in an area identified as moderate with respect to ground motion and liquefaction hazards. Most of the schools in the City and the region have not been seismically upgraded. The City has, however, established the Victoria Emergency Program to help ensure readiness in the event of an earthquake or other disaster. This program, coordinated through the Office of the Emergency Coordinator, provides resources and regular training to residents and staff in emergency preparedness. Its components include the following.

### **10.1 EMERGENCY OPERATIONS CENTRE**

The centre is located in the Victoria Police Headquarters, which was constructed to 150% of earthquake standard. The EOC serves as the communications centre in which disasters and emergencies are managed by decision-makers.

### **10.2 EMERGENCY SOCIAL SERVICES**

The "ESS" is composed of City staff, community association members, and residents/volunteers to provide emergency shelter, food, clothing and other services for those affected by a fire, earthquake or other emergency. The ESS team meets regularly and undertakes exercises, some of which have been held at Sir James Douglas School. The ESS is responsible for setting up reception centres in disasters (e.g., earthquakes, apartment fires). Near these centres or possible centres, the City has 9 supply containers holding basic emergency supplies. One is located at Sir James Douglas School.

### **10.3 NEIGHBOURHOOD EMERGENCY PROGRAM**

This program is made up of volunteers who provide leadership, training and direction in the development of emergency strategies for small neighbourhood areas, e.g., a neighbourhood block, an apartment building. The focus is on individual and family preparedness to sustain residents for at least 72 hours after a disaster. Experience from previous disasters around the world, as well as the "Blizzard of '96" in Victoria, clearly shows that neighbour helping neighbour is the vital first step to recovery.

### **10.4 VICTORIA SEARCH AND RESCUE**

VICSAR (Victoria Search and Rescue) provides ground search and rescue, as well as urban search and rescue, in the event of a major disaster. Technical advice, communications, medical assistance, and support to City staff and residents are also provided.

### **10.5 AUXILIARY COMMUNICATIONS SERVICE**

This service is made up entirely of volunteers, who train regularly in many aspects of radio communications. Radio communications are an important aspect of emergency response providing back up communications between emergency decision-making staff and reception centres, the incident site and others involved in managing a disaster.

## 11.0 PUTTING THE PLAN TO WORK

The plan provides a neighbourhood framework and guide for decision-making by City Council, City staff, residents, builders and other public bodies and agencies. The plan will help to set priorities and direct funds to projects and programs that will achieve the plan's objectives over time.

The City has the authority to act on most of the plan's recommendations. There are various tools that it may use to maintain the character of Gonzales, while managing and anticipating future changes. These include: zoning regulations, development permits, traffic management plans, capital and operating budgets, business improvement area assistance, bikeways and greenways. The City's budget and resource limitations, previous commitments and existing priorities will mean a 5 or 10 year timeline for some recommendations of the plan.



Continued neighbourhood involvement will be necessary to set priorities, monitor progress and translate the recommendations into actions and projects where consultation and more detailed planning are necessary. The establishment of a neighbourhood committee to monitor implementation of the plan is one way this involvement may be continued.

The following table lists recommendations in this plan in summary form, along with the tools/actions required, and the City department, body or other group responsible for the tool/action. Where possible, a timeline and estimated costs (to the City) are also shown. Where the words "to be determined" are used, the resources and budget to act on the recommendation are not currently available.



## PUTTING THE PLAN TO WORK

HOUSING					
	RECOMMENDATION	TOOLS/ACTIONS	RESPONSIBILITY	TIMELINE	ESTIMATED CITY COST
3.3.1.	Continue zoning and land use polices which retain detached dwelling character	Zoning and neighbourhood plan	City Planning	Ongoing	N/A
3.3.2.	Amend the R1-B and R1-G zones in the neighbourhood to improve the fit of new houses.	City-initiated rezoning process	City Planning	2002/3	\$20,000
3.3.3.	Create R1-S1 and R1-S2 zones specific to Gonzales	City-initiated rezoning process	City Planning	2002/3	\$10,000
3.3.4.	Consider small lot subdivision and rezoning applications <u>except</u> within Queen Anne Heights/Foul Bay/Gonzales Hill areas	Subdivision and rezoning processes	City Council	As applications are made	N/A
3.3.5.	Use <u>Design Guidelines for Small Lot House Rezoning</u> in evaluating design of new small lot houses	Design Guidelines	City Planning	As applications are made	N/A
3.3.6.	Consider duplex rezonings based on established rezoning criteria and the <u>Neighbourliness Guidelines for Duplexes</u>	Applicant-initiated rezoning process	City Council	As applications are made	N/A
3.3.7.	Adopt a policy of excluding panhandle lot subdivisions or small lot rezonings in the Queen Anne Heights/Foul Bay/ Gonzales Hill area.	Council endorsed policy	City Council	2002	N/A
3.3.8.	Adopt a policy of permitting strata conversions as an alternative to subdivision in the Queen Anne Heights/Foul Bay/ Gonzales Hill area.	Council endorsed policy	City Council	2002	N/A
3.3.12.	Encourage owners and builders to consider existing character as well as that of neighbouring properties in the design of new houses and additions	Persuasion/education	City Planning/Residents /Builders	Ongoing	N/A
3.3.13.	Adopt the <u>Gonzales Bay Design Guidelines</u> to guide owners, builders, and residents in the design of any new buildings along the bay.	Design Guidelines	City Council	Ongoing	N/A

<b>HOUSING</b>					
	<b>RECOMMENDATION</b>	<b>TOOLS/ACTIONS</b>	<b>RESPONSIBILITY</b>	<b>TIMELINE</b>	<b>ESTIMATED CITY COST</b>
3.3.14.	Use the City's <u>Panhandle Lot Guidelines</u> in evaluating panhandle lot subdivision applications.	Design Guidelines	City Planning/Engineering/ City Council	As applications are made	N/A
3.3.15.	Examine the <u>Premises Maintenance Bylaw</u> with a view to preventing purposeful neglect of buildings	Bylaw review/enforcement	Planning and Development	2003/4	\$10,000
3.3.16.	Continue to permit conversion of houses built before 1970, subject to existing zoning regulations and ensure rear yard landscaping as required is provided.	Zoning Bylaw and Bylaw Enforcement	Planning and Development	Ongoing	N/A
3.3.17.	Permit "Secondary Suites" in houses of any age without requiring on-site parking.	Zoning	City Planning	2002/3	N/A
3.3.18.	Consider non-profit housing compatible with the detached dwelling character of the neighbourhood subject to rezoning.	Applicant-initiated rezoning process	City Council	As applications are made	N/A
3.3.19. (5.3.1.)	Amend the CR-3 zone on Oak Bay Avenue to increase density where non-profit residential units are provided in a mixed-use building.	City-initiated zoning amendment	City Planning	2002/3	To be determined
3.3.20. (5.3.2.)	Amend the CR-3 zone to provide a density bonus for market residential units in a mixed-use building.	City-initiated zoning amendment	City Planning	2002/3	To be determined
3.3.21. (5.3.3.)	Rezone properties currently zoned C1-NM to CR-3.	City-initiated rezoning process	City Planning	2002/3	To be determined
3.3.22.	Undertake a design workshop to develop a vision for Oak Bay Avenue and a strategy for achieving it.	Workshop	City Planning	2002/3	\$25,000

## MAKING THE PLAN WORK

INSTITUTIONS AND COMMUNITY FACILITIES					
	RECOMMENDATIONS	TOOLS/ACTIONS	RESPONSIBILITY	TIMELINE	ESTIMATED CITY COST
4.3.1.	In consultation with residents, the City evaluate and consider Short Term Traffic Management Suggestions in the Gonzales/Glenlyon Mediator's Report.	Examine options/budget	Engineering	To be determined	To be determined
4.3.2.	In consultation with residents, Glenlyon-Norfolk School evaluate and consider Short Term Traffic Management Suggestions in the Gonzales/Glenlyon Mediator's Report.	Examine options/budget	Glenlyon-Norfolk School	Underway	N/A
4.3.3.	Encourage institutions to develop traffic and parking management plans in consultation with residents and the City.	Traffic and Parking Demand Plans	Institutions	As required	N/A
4.3.4.	Encourage Glenlyon-Norfolk School to prepare a long-range plan for the school and its property in consultation with residents.	Long range plan	Glenlyon-Norfolk School	Completed Campus Plan endorsed by Council Dec. 12/02	N/A
4.3.5.	As part of creating and implementing new residential zoning in the neighbourhood, exclude schools, playing fields, and other institutions as permitted uses. Exempt sites currently occupied and used for these purposes from the new zoning.	City-initiated rezoning process	City Planning	2002/3	Included in recommendation 3.3.2.
4.3.6.	Adopt the <u>Guiding Principles for Institutional Rezoning</u> s for consideration in any rezoning application.	Guiding Principles	City Council	2002/3	N/A
4.3.7. (6.3.8.)	Glenlyon-Norfolk School and the Fairfield Community Association, in consultation with residents, should actively pursue the option of a joint use agreement with the City for the use of Pemberton Park.	Joint Use Agreement	Glenlyon-Norfolk School, Fairfield Community Association, Parks Division, and City Council	2002/3	N/A
4.3.8. (6.3.10)	In partnership with School District #61 and the Fairfield Community Association, continue to provide, and extend as practicable, recreational facilities at Margaret Jenkins School	Agreement/budget	City, School District #61, and Fairfield Community Association	Ongoing	To be determined

**MAKING THE PLAN WORK**

<b>COMMERCIAL</b>					
	<b>RECOMMENDATION</b>	<b>TOOLS/ACTIONS</b>	<b>RESPONSIBILITY</b>	<b>TIMELINE</b>	<b>ESTIMATED CITY COST</b>
5.3.1. (3.3.19)	Amend the CR-3 zone on Oak Bay Avenue to increase density where non-profit residential units are provided in a mixed-use building.	City-initiated zoning amendment	City Planning	2003/4	To be determined
5.3.2. (3.3.20.)	Amend the CR-3 zone to provide a density bonus for market residential units in a mixed-use building.	City-initiated zoning amendment	City Planning	2003/4	To be determined
5.3.3. (3.3.21.)	Rezone properties currently zoned C1-NM to CR-3.	City-initiated rezoning process	City Planning	2003/4	To be determined
5.3.4.	Disallow stores, restaurants, and commercial businesses that are open 24 hours a day	City-initiated zoning amendment	City Planning	2003/4	To be determined
5.3.5. (3.3.22.)	Undertake a design workshop to develop a vision for Oak Bay Avenue and a strategy for achieving it.	Workshop	City Planning	2002/3	\$25,000
5.3.6.	Encourage business and property owners to form a Business Improvement Association for Oak Bay Avenue.	Business Improvement Association	City Planning and Community Development	Ongoing	To be determined
5.3.7.	Encourage improvements that enhance existing buildings, signage, and landscaping compatible with adjacent residential neighbours.	Persuasion	City Planning/ Business and Property Owners	Ongoing	N/A
5.3.8.	When rezoning or large development permit applications are made on Oak Bay Avenue, applicants should consult both Jubilee and Gonzales neighbourhood associations.	Consultation	Applicants	As applications are made	N/A
5.3.9.	Retain the existing commercially zoned properties in the neighbourhood outside of Oak Bay Avenue. Encourage improvements compatible with adjacent residential neighbours.	Persuasion/ Rezoning process	Property Owners/ Businesses/ Applicants	As applications are made	N/A

## MAKING THE PLAN WORK

PARKS, RECREATION, AND OPEN SPACE					
	RECOMMENDATION	ACTIONS/TOOLS	RESPONSIBILITY	TIMELINE	ESTIMATED CITY COST
6.3.1.	Through a public consultation process, identify potential neighbourhood "greenways" and "green streets".	Greenways planning process	City Planning	2002/3	\$25,000
6.3.2.	Through a public consultation process, identify a long term plan for the Gonzales/Chandler pathway	Gonzales/Chandler Pathway planning process	City Planning	To be determined	To be determined
6.3.3.	Wherever possible, preserve and enhance boulevards, trees, and heritage character streetscapes.	Maintenance/Persuasion	Parks Division/Residents	Ongoing	N/A
6.3.4.	Continue the program of street tree maintenance and planting.	Maintenance	Parks Division	Ongoing	N/A
6.3.5.	Encourage private property owners to increase green space and reduce surface water run off.	Education/Persuasion	Residents/Property Owners	Ongoing	N/A
6.3.6. (3.3.10)	Encourage private property owners to retain landscape features.	Covenants	City Planning/Residents	Ongoing	N/A
6.3.7.	When additions and new buildings are proposed consider granting variances where these are required to retain attractive landscape features.	Variances	City Planning/ City Council/ Board of Variance	As applications are made	N/A
6.3.8. (4.3.7.)	Consider joint use agreements which would result in improvements to the playing field and other areas of Pemberton Park.	Joint Use Agreement	Glenlyon-Norfolk School, Fairfield Community Association, Parks Division, and City Council	2002/3	To be determined
6.3.9.	Support and encourage School District #61 in undertaking improvements to Margaret Jenkins playing field.	N/A	City Council/ Residents/ School District #61/Fairfield Community Assoc.	Ongoing	N/A

## MAKING THE PLAN WORK

PARKS, RECREATION, AND OPEN SPACE					
	RECOMMENDATION	ACTIONS/TOOLS	RESPONSIBILITY	TIME FRAME	ESTIMATED CITY COST
6.3.10. (4.3.8.)	In partnership with School District #61 and the Fairfield Community Association, continue to provide, and extend as practicable, recreational facilities at Margaret Jenkins School	Agreement/ budget	City, School District #61, and Fairfield Community Association	Ongoing	To be determined
6.3.11.	Encourage the C.R.D., in consultation with residents, to prepare a management plan for Gonzales Hill Park.	N/A	City Council/ Residents/ Fairfield Community Assoc./C.R.D.	Ongoing	NA
6.3.12.	Encourage the owners of property on Gonzales Hill to preserve garry oak meadows and other natural features.	Persuasion/ Education	Property owners/ Residents	Ongoing	N/A
6.3.13.	Encourage Oak Bay to retain Glen Avenue in its undeveloped state.	N/A	City Council/ Residents/ Fairfield Community Assoc./Oak Bay	Ongoing	N/A
6.3.14. (7.4.2.)	Monitor and assess the Clare Street "Streetlife" pilot project with respect to its applicability to other residential streets.	Monitoring/ Reviewing	City Planning Div. and Transportation Div.	Upon completion	To be determined
6.3.15.	In partnership with the CRD and Oak Bay, in consultation with youth, review and examine ideas for improving recreational facilities for youth in the S.E quadrant of the CRD.	Consultation/ Review/ Study	City Council/ Community Development Div./CRD/ Oak Bay	To be determined	To be determined
6.3.16.	Encourage private landowners to retain and enhance native vegetation along the Gonzales Bay and Ross Bay shorelines.	Education/ Persuasion	Property owners/ Residents	Ongoing	N/A
6.3.17.	In consultation with CRD and residents, review and examine appropriate locations for dog parks and on and off leash dog walking opportunities.	Consultation/ Review/Study	Parks Division	To be determined	To be determined
6.3.18.	Increase signage and bylaw enforcement regarding dogs.	Signs/Bylaw Enforcement	Bylaw Enforcement	To be determined	To be determined
6.3.19.	Consider undertaking improvements in neighbourhood parks/beaches as outlined in this plan.	Maintenance/budget/priority setting	Parks Division	To be determined	To be determined

## MAKING THE PLAN WORK

TRANSPORTATION					
	RECOMMENDATIONS	TOOLS/ACTIONS	RESPONSIBILITY	TIMELINE	ESTIMATED CITY COST
7.3.1.	Implement Phases 2, 3, and 4 of the Fairfield/Rockland/Gonzales NTMP in consultation with neighbours.	Priority Setting/ Budget Process	Transportation Division	To be determined	\$116,000
7.3.2.	Monitor the impacts of traffic calming measures and modify these to minimize impacts on adjacent streets.	Monitoring	Transportation Division	Ongoing	N/A
7.3.3.	City initiate discussions with tour bus operators and the B.C. Motor Vehicle Commission to lessen impacts of tour buses.	Discussion/ Liaison	Transportation Division/City Council/ B.C. Motor Vehicle Commission	To be determined	N/A
7.3.4.	Continue to cooperate with B.C. Transit to improve service while lessening impacts of buses on residential streets.	Co-operation/ Liaison	Transportation Division/ City Council	To be determined	N/A
7.3.5.	In consultation with residents, explore ways to increase safety, lessen congestion, and improve on-street parking space availability in areas where there is evidence of these problems occurring.	Consultation/ Review/ Study	Transportation Division	As problems are identified	To be determined
7.3.6.	Encourage businesses and institutions to make their on-site parking available, when it is not required, to meet the needs of others.	Shared Parking	Businesses/ Institutions	Ongoing	N/A
7.3.7. (6.3.1.)	Through a public consultation process, identify potential neighbourhood "greenways" and "green streets".	Greenways Planning Process	City Planning	2002/3	\$25,000
7.3.8.	By way of development approvals, continue to negotiate space and rights of way to achieve City standards for sidewalks, trees, boulevards, and bicycle lanes and where appropriate, continue to negotiate improvements to achieve traffic calming.	Development approvals/ Negotiations	Transportation Division	As applications are made	N/A

## MAKING THE PLAN WORK

TRANSPORTATION					
	RECOMMENDATIONS	TOOLS/ACTIONS	RESPONSIBILITY	TIMELINE	ESTIMATED CITY COST
7.3.9.	Retain the neighbourhood's lanes. Where possible extend and improve them as elements of the neighbourhood's greenways and street linkages.	Greenways Planning Process	City Planning Division/ Transportation Division	Ongoing	To be determined
7.3.10.	In consultation with residents, implement the City's Bicycle Master Plan within the neighbourhood.	Bicycle Master Plan/ Consultation/ Priority Setting/ Budget Process	Transportation Division/City Council	Ongoing	To be determined
TRANSPORTATION RECOMMENDATIONS FOR SPECIFIC LOCATIONS					
7.4.1.	Continue to support Glenlyon-Norfolk School's review, preparation, and implementation of a traffic management plan.	N/A	Transportation Division/City Council	2002	N/A
7.4.2. (6.3.14)	Review and examine the Clare "Street-life" project with a view to its applicability to other residential streets.	Monitoring/ Reviewing	City Planning Division/ Transportation Division	Upon Completion	To be determined
7.4.3.	Review concerns about short-cutting on Lillian Street.	Review	Transportation Division	To be determined	To be determined
7.4.4.	Review concerns about speeding and short-cutting on Chandler Ave.	Review	Transportation Division	To be determined	To be determined
7.4.5.	Review concerns about pedestrian safety at the corner of Robertson and Ross Streets.	Review	Transportation Division	To be determined	To be determined
7.4.6.	Review concerns about pedestrian and vehicular safety at the intersection Richmond Ave. and Fairfield Rd.	Review	Transportation Division	To be determined	To be determined
7.4.7.	Review concerns about short-cutting on Redfern Street.	Review	Transportation Division	To be determined	To be determined
7.4.8.	Consider a designated loading zone or construct pullouts on Fairfield Rd. and Chandler Ave. for safer student pick up and drop off at Margaret Jenkins School.	Review/Priority Setting/ Budget Process	Transportation Division/ Engineering/ School District #61	To be determined	To be determined
7.4.9.	Review concerns regarding traffic and safety at the two intersections of Fairfield Rd. and St. Charles St.	Review	Transportation Division	To be determined	To be determined

## MAKING THE PLAN WORK

HERITAGE, ENVIRONMENT AND NEIGHBOURHOOD FEATURES					
	RECOMMENDATION	TOOLS/ACTIONS	RESPONSIBILITY	TIMELINE	ESTIMATED CITY COST
8.3.1.	Prepare an inventory of buildings worthy of heritage designation. Encourage and provided incentives for heritage designation of these buildings.	Inventory/ Incentives	City Planning	To be determined	To be determined
8.3.2.	Encourage voluntary designation of buildings listed on the Heritage Registry.	Heritage Program	City Planning	Ongoing	N/A
8.3.3. (3.3.9.)	Consider establishing a Heritage Conservation area covering properties along or near Foul Bay Road.	Official Community Plan/ Development Permit Area Designation Process	City Planning	To be determined	To be determined
8.3.4.	Encourage owners and builders to consider alternatives to the demolition of buildings which may be considered "heritage" when an inventory is prepared.	Heritage Program	City Planning	Ongoing	N/A
8.3.5. (3.3.11)	Encourage property owners to preserve and maintain neighbourhood features such as trees, fences, gardens, and rock outcrops.	Persuasion/ Education	City Planning/ Property Owners/ Residents	Ongoing	N/A
8.3.6. (3.3.10) (6.3.6)	Encourage property owners to register covenants protecting trees and other natural features of importance.	Covenants	City Planning/ Property Owners/ Residents	Ongoing	N/A
8.3.7.	Encourage design compatibility when considering rezoning, subdivision, and development permits near to heritage buildings, landscapes, and streetscapes.	Persuasion/ Education	City Planning Division	Ongoing	N/A
8.3.8.	Promote public awareness of the neighbourhood's heritage buildings, landscapes, and streetscapes.	Heritage Program	City Planning Div./Victoria Heritage Foundation/ Hallmark Society	Ongoing	N/A

## APPENDICES



## 12.0 APPENDICES

### 12.1 SUMMARY OF GONZALES NEIGHBOURHOOD CHARACTERISTICS

Gonzales covers approximately 142 hectares of land in the southeast corner of Victoria. The population level has been relatively stable and was approximately 3,300 in 1996.

The neighbourhood covers approximately 7% of the City but has 4% of the City's population. This reflects the detached or single family dwelling character of the neighbourhood. Nearly 75% of the housing is single family. The predominance of single family homes is the greatest of any of the City's neighbourhoods. Similarly, fully 71% of the housing is owned. This contrasts to the predominately rental nature of the City in which only 37% of the housing is owned. The housing is in good condition but most is old (75% was built before 1960).

The average home price and average income of Gonzales residents is also significantly higher than that for the City as a whole. The neighbourhood has a higher proportion of families and children than the City as whole, as well as a growing middle-aged/pre-retired population.

### 12.2 SUMMARY OF GONZALES NEIGHBOURHOOD CHANGE

In the past quarter century, a significant amount of change has occurred along Oak Bay Avenue. New development has included a couple of commercial/residential buildings on the south side, as well as an office only building on the north side. Within the last decade, 3 of the 4 service stations on the Avenue have closed. Only one of these service stations is proposed to reopen as a gas bar. There remains significant development potential yet to be realized along Oak Bay Avenue.

Change elsewhere in the neighbourhood, largely, has been through the construction of new houses (approximately 30 infill and 14 replacement houses) as well as the renovation and conversion of existing

houses. A significant concentration of new houses has been built around and on the slopes of Gonzales Hill.

The Glenlyon-Norfolk School is another area of change in the neighbourhood. The school has added a number of new buildings and acquired adjacent residential properties for possible future school use.

Another major change in the neighbourhood is the creation of Gonzales Hill Regional Park surrounding the Gonzales Observatory.

### 12.3 SUMMARY OF GONZALES DEMOGRAPHIC AND HOUSING CHARACTERISTICS

- Growing middle-aged/pre-retired population and higher proportion than the City or Fairfield.
- Greater proportion of seniors than the City but a smaller proportion than Fairfield.
- Higher proportion of families than the City or Fairfield.
- Fewer lone parent families than the City or Fairfield.
- Larger proportion of children and youth than the City and Fairfield.
- Higher incomes than the City and Fairfield. Very small incidence of low income.
- Predominance of single family dwellings in contrast to the City as a whole.
- Higher housing costs than the City and Fairfield.
- Predominance of housing that is in good condition.
- Predominance of housing that is old.
- Predominance of housing that is owned in contrast to the City as a whole.
- Less diverse (ethnic background) population than the City as a whole.

## 12.4 GONZALES NEIGHBOURHOOD CHARACTERISTICS

### 12.4.1 AREA

The Gonzales Neighbourhood covers approximately **142 hectares** (350 acres) of land in the southeast corner of Victoria. Gonzales Bay and the waterfront bound it on the south, St. Charles, Richardson and Richmond Streets on the west, Oak Bay Avenue on the north and the municipality of Oak Bay on the east. The neighbourhood covers approximately **7%** of the City.

### 12.4.2 POPULATION

The neighbourhood population level has been relatively stable over the past decade. It declined markedly (14%) between 1971 and 1986 from a population of 3,681 to 3,160. There has been a slight population increase over the past 15 years to **3,255** in 1996.

The neighbourhood population is approximately **4%** of the City's.

In 1996, **56%** of residents were female. This compares with **54%** for the City and **58%** for Fairfield.

In 1996, the mother tongue of **90%** of the Gonzales population was English. This compares with **86.5%** for the City and **90%** for Fairfield.

### 12.4.3 AGE PROFILE

The proportion of middle-aged/pre-retired population in Gonzales increased from **19%** in 1991 to **23%** in 1996. The comparable figures for the City were **16%** to **19%** and for Fairfield **15%** to **19%**. The change reflects the aging baby boomers, with a greater proportion of this age group in Gonzales than in Fairfield or the City as a whole.

The proportion of seniors in the neighbourhood declined slightly from **26%** in 1991 to **24%** in 1996. This is greater than the proportion of seniors for the City as a whole (21%) but less than that for Fairfield (27%).

Note: The drop in the proportion of seniors in the neighbourhood may be the result of seniors moving out and a younger population moving in. The decline for the region and the City since 1991 may be reflective of growth due in-migration of youth, middle-aged and pre-retired people.

In 1996, **25%** of all residents were 24 years old or younger. The comparable figure for the City was **24.5%** and for Fairfield was **19.5%**. The proportion of youth increased slightly from 1986 in both Gonzales and Fairfield while declining slightly in the City as a whole.

In 1996, **14%** of residents were children (up to age 14). This compares with **11%** for the City and **9%** for Fairfield.

In 1996, **14%** of residents were over 75. This compares with **13%** for the City and **17.5%** for Fairfield.

### 12.4.4 FAMILY COMPOSITION

Gonzales has a higher percentage of families with children than the City as a whole (**52%** as compared to **47%**). The percentage of families with children in Fairfield is **39%**.

Of the City's neighbourhoods, Gonzales and Rockland have the lowest percentage of lone parent families. In Gonzales, **26%** of families with children are lone parent families. This compares with **40%** in Fairfield and nearly **43%** for the City as a whole.

The average household size for Gonzales is **2.3** persons per dwelling unit, which is higher than that for the City as a whole (**1.8**) and for Fairfield (**1.7**). This is reflective of the single family character of the neighbourhood and the relatively greater number of families with children.

**12.4.5 INCOME**

The average family income in Gonzales is significantly higher than that for the City as a whole. In 1996, the figure for Gonzales is **\$68,603** while that for the City is **\$50,234**. The average family income figure for Fairfield is **\$54, 010**.

The incidence of low income in Gonzales is low. In 1996 it was **3%** as opposed to **16%** for the City as a whole and **10%** for Fairfield.

**12.4.6 HOUSING**

According to the 1996 Census, the housing in Gonzales is comprised of **965** single-family dwellings (**74%**), **230** duplexes (**18%**), **10** town houses (**1%**) and **90** apartment suites (**7%**). The predominance of single family homes is the greatest of any of the City’s neighbourhoods.

In contrast, single family dwellings account for **22%** and apartments **64%** of the total housing in the City. In Fairfield, single family homes account for **19%** and apartments **72%** of the total housing.

In Gonzales, **71%** of the housing is owned, with **29%** rented. Comparable figures for the City as a whole are **37%** owned, with **63%** rented. For Fairfield, **42%** of the housing is owned, with **58%** rented.

The age of housing in Gonzales is generally old with nearly 45% built before 1946 and nearly 75% built before 1960. The breakdown is as follows:

	Number	% of Total
Built before 1946	575	44
Built 1946-1960	510	39
Built 1961-1970	105	8
Built 1971-1980	30	2
Built 1981-1990	60	5
Built 1991-1996	20	2

While the housing stock is relatively old, the majority – **890** dwellings or **68%** - is in good condition (identified in the 1996 Census as “in need of ongoing maintenance only”). There were **55** dwellings (**4%**) identified as in need of major repairs. Another **355** dwellings (**27%**) were identified as in need of minor repairs.

The cost of housing in Gonzales is considerably higher than that for the City as a whole as well as for Fairfield. This is reflective of its single family character and may also be reflective of larger lots in some areas of the neighbourhood.

Based on 1996 Census information, the average value of owner-occupied dwellings in Gonzales was **\$276, 000**, up **35%** from the average of **\$205,000** in 1991. The comparable figures for the City are **\$207,000** in 1996, up **26%** from the average of **\$164,000** in 1991. For Fairfield, the average value of a dwelling in 1996 was **\$210,000** up **23%** from **\$171,000** in 1991.

### 12.4.7 STABILITY

Gonzales is a comparatively stable neighbourhood probably due to its high rate of home ownership. In 1996, the census recorded 43% of residents as having moved within the past 5 years. Gonzales is the only City neighbourhood where non-movers exceeded movers in 1996. The comparative 1996 figure for Fairfield is 57% and for Victoria as a whole the figure is 63%.

## 12.5 GONZALES NEIGHBOURHOOD TRANSPORTATION INFORMATION

### 12.5.1 STREETS

Oak Bay Avenue is classified as a “secondary arterial” moving traffic (including buses and trucks) between neighbourhoods (and Oak Bay) with a traffic volume of 13,300 to 14,000 vehicles per day.

Dallas/Crescent Road, Fairfield Road and Foul Bay Road between Fairfield and Oak Bay Avenue, are classified as “collectors” moving traffic from local streets to “arterials” and “secondary arterials”. Daily traffic volumes are 8,000 vehicles on Fairfield Road in Gonzales (9,500 in front of Fairfield Plaza), 5,200 to 5,800 vehicles on Foul Bay Road between Fairfield and Oak Bay Avenue, and 3,000 to 3,500 vehicles on Dallas/Crescent Roads.

Richmond and Richardson Avenues are classified as “secondary collectors” basically collecting and dispersing traffic between local roads and surrounding major streets. The daily traffic volume on Richmond is 3,000 vehicles at Richardson, increasing to 8,000-8,500 near Oak Bay Avenue. Daily traffic volumes on Richardson are between 3,500 and 4,000 vehicles.

Traffic volumes on these roads have been relatively stable and no significant increases are expected in the future.

### 12.5.2 BUSES

B.C. Transit provides three bus routes to provide public transit in the neighbourhood. East–west service is provided by two lines, #1 Richardson/Willows and #2 Oak Bay/Gonzales. The north south # , Foul Bay service provides access to Oak Bay Avenue, Fort Street (Oak Bay Recreation Centre), Camosun College and the University of Victoria. On a weekday, these routes carry, on average 4,100 passengers. Recent changes in service include:

- Smaller and quieter low floor buses on the #1 and #2 routes.
- The discontinuance of evening (after 7 p.m.) and Sunday service on the #1 route with a variation on the #2 route to provide neighbourhood service at these times.

### 12.5.3 BICYCLES

Designated bicycle routes in Gonzales include: Fairfield Road, Richardson Street, Richmond Avenue, and Hollywood Crescent/Crescent Road. With the exception of Richmond Avenue these routes are identified by signs.

## 12.6 GONZALES NEIGHBOURHOOD HISTORY

By Carey Pallister and Ken Roueche with assistance from John Adams

This popular, well-established neighbourhood is named for Spanish explorer Gonzales Lopez de Haro, first mate of the Spanish ship *Princesa Royal*, who helped chart the waters around Vancouver Island in 1790. He also gave his name to Haro Strait and Haro Road on Ten Mile Point. Joseph Despard Pemberton, the first colonial land surveyor, named his home *Gonzales*. The home stood at St. Charles and Rockland for almost 100 years before being demolished in 1952. Gonzales Road, created in the 1920s, derived its name from the house.

Today, the Gonzales neighbourhood is an area bounded by Gonzales (Foul) Bay to the south and Oak Bay Avenue to the north. The western boundary runs north on St. Charles Street from Dallas Road to Richardson then east on Richardson to Richmond Avenue and north on Richmond to Oak Bay Avenue. The eastern boundary takes a more direct route along the border with Oak Bay, with a small jog around the old observatory. These modern political boundaries, however, do not reflect the historical division or land use of the area.

### South Gonzales (to Lillian)

In 1855, Isabella Ross became the first female landowner in the colony, when she purchased 99 acres from the Hudson's Bay Company who had bought the land from the Chilcowich Tribe, incorporating most of what is now Ross Bay Cemetery, Hollywood Park, the Chinese Cemetery and the western part of Gonzales Hill (known historically as Section 19). Part of these lands form the southerly section of the Gonzales neighbourhood as far north as Lillian Street.

Isabella Ross and her children lived on her property at "Fowl Bay Farm". Isabella's husband Charles Ross had been a Hudson's Bay Company man who was in charge of building Fort Victoria and had died

in 1844 soon after Fort Victoria had been constructed. Mrs. Ross began to subdivide her land as early as 1859 in order to support her family. The new owners were primarily interested in the land for investment and generally did not build; instead they held onto the land gambling that it would increase in value.

The sheltered waters and pleasant beach of Foul Bay provided a lovely spot for swimmers and picnickers and by the beginning of the 20th century, had become a popular location for summer homes. Eventually showers and a dance pavilion were built for the comfort and enjoyment of the holidaymakers. In 1903, the Chinese Consolidated Benevolent Association purchased land at Harling Point, on the east side of Foul Bay for a cemetery. Many predicted that this would have a negative impact on real estate value in the area. This proved to be largely untrue.

Through the 1950s and 1960s, Gonzales beach remained a popular recreation area for locals of all ages. The small beach cottages and cabins began to fall victim to the wrecker's ball and larger, more permanent houses, were built in their place. The beach was not without its problems; noisy beach parties and difficulties with log jams and beach fires were a constant source of frustration for the local residents.

For three days in November 1969, the worst storm in memory battered the Victoria shoreline. Due to the valiant efforts of the beach residents, no homes were lost, but in order to prevent further erosion or loss of property, the City built a retaining wall around most of the bay the following summer, giving the bay a new look.

### Central Gonzales (Lillian to Quamichan)

Joseph Despard Pemberton owned the remainder of the land now comprising the Gonzales neighbourhood stretching from Lillian Road north to Oak Bay Avenue (known historically as section 68 and part of section 74). Like Mrs. Ross, J.D. Pemberton also began to sell off parcels of his land early on. Members of the wealthy

merchant class, such as A.C. Flummerfelt, Thomas Earle, the McQuades, A.J. Woodward, Angus R. Johnston, John Chandler, William Bayliss and Thomas Shotbolt, purchased property in the area. Thomas Shotbolt, a pharmacist, built a grand home *Hollywood* in 1890 on 7 acres. The house, at the southeast corner of Foul Bay and Fairfield Roads, was a landmark in the neighbourhood until it was demolished in 1947.

Pemberton did retain large tracts of land for himself, which he used for grazing pastures. The Pemberton property stretched from Rockland Avenue to Chandler Street and from St. Charles to Gonzales. This area became known as Pemberton Meadows and a wooded area: Pemberton Woods.

It was not really until after the turn of the century that the improved infrastructure and the economic and housing booms, which began in 1908, turned this area into a popular residential neighbourhood. On March 21, 1909, the No. 6 Streetcar began service to Fairfield and Gonzales. The 2 mile extension of street car service ran down Cook Street across May Street to Memorial Crescent up to Fairfield Road and terminating at a loop at what is now the Margaret Jenkins School playing fields.

Up until the major expansion of bus service after WW II, streetcars were still the backbone of the local transportation systems. The No.6 Line was carrying 5,100 passengers per week in 1945, second only to the Esquimalt Line. However, by July 1946 the company had signaled its intent to close the No. 6 Line beyond Joseph Street, in Fairfield, and replace it with a bus service. City Council resisted. So, when the Fairfield-Gonzales Bus commenced service on November 28, 1946, the No. 6 Streetcar also continued to run to its distant grassy loop at Foul Bay Road. No. 6 ceased operations completely on December 1, 1947.

In 1948 the process of pulling up the tracks and taking down the overhead lines began. Charles Francker, a Los Angeles contractor,

had developed a rail-pulling machine ideally suited for the job and within a short time all signs of the No. 6 Streetcar line were removed.

After Major Guy and Mrs. Byrdie (Dunsmuir) Audain moved into a Maclure designed home on Foul Bay Road in 1909, the street became a fashionable place to live. The wealthy hired architects such as C. Elwood Watkins, Elmer E. Green, Henry S. Griffith, William D'Oyly Rochfort and Samuel Maclure to design elegant Arts & Crafts homes, many of which survive today and have been recognized for their heritage significance.

The most famous Gonzales area residents, however, were a couple who are famous, not because of who they were, but because of the legacy they left – their garden.

The Abkhazi Gardens (1964 Fairfield Road) were the life's work of Margaret "Peggy" and Nicholas Abkhazi who bought the property on Fairfield Road in 1946. In 1999 the garden received international attention when residents of Victoria fought to save it from development. Slightly more than one acre, the garden features native Garry Oaks, ornamental evergreens, rare rhododendrons and azaleas, rock and alpine plants, Japanese maples and weeping conifers

The area was not always exclusively residential. The fairly level topography and good soil made the area ideal for greenhouses. Greenhouse operations were a major part of the early days of development with the largest operation located on Fairfield Road at the current site of Glengarry Hospital. Immediately to the west was another operation, Fairview Greenhouses located at 1650 Earle Street. Just east of the entrance to Hollywood Park was a Chinese enterprise that was considerably smaller and was located at the northwest corner of Lillian and Richmond. The greenhouses were built in the 1920s and survived until the end of the 1950s when they finally surrendered to the post-war housing boom.

In 1914 the Pacific Coast headquarters for the Dominion Meteorological Services, commonly known as the Gonzales Observatory, was built on top of Gonzales Hill to the design of William Henderson, the Dominion Government Architect for BC. It recorded weather and took star and seismic readings. It was also from there that the time ball, which was located on the top of the Belmont Building (Humboldt and Government Streets), was activated every day at noon by Francis Napier Denison, the superintendent of the station. Environment Canada abandoned the building in 1989 and after several failed proposals, the site was finally purchased by the CRD in 1992 and the 1.75 hectares of land turned into a wilderness park. The School of Earth and Ocean Sciences (SEOS) of the University of Victoria currently uses the old observatory building. The Dominion Government Wireless Station was nearby and served as a communication centre from before World War I until just after World War II. The building has since been demolished.

As the population in the area increased, so did the need for schools, local stores and other services. Margaret Jenkins School opened on August 23, 1915 and was built on a 2 acre parcel of land that had been part of the Chandler Estate. The school was designed by architects Spurgin & Wilkins and a two-room school opened on the site in 1913. Interestingly, Margaret Jenkins School is the only school in the district to be named after a woman. In 1931, the Norfolk School for Girls, a private school a few streets north that had relocated many times, commissioned the architect Percy Leonard James to build a school on a 5-acre site at Richmond and Gonzales (839 Richmond or 801 Bank Street). It is interesting to note that the school used the old Pemberton home, *Gonzales* as the residence for the boarders until 1952. In 1986, the school merged with Glenlyon Preparatory School for boys to form Glenlyon-Norfolk School.

In 1912, William Bayliss, a hotel owner and butcher, opened Hollywood Grocery and

Meats at the corner of Fairfield and Lillian. By 1927, the corner included a post office and the Victoria School of Expression. Retail activity continued to expand and by 1952, this corner included a barbershop, shoe repair shop, dry goods store and a beauty salon. Another group of small shops opened up at the corner of Fairfield Road and Foul Bay Road, opposite Margaret Jenkins School.

Street names in the neighbourhood remember early landowners, well-known citizens and First Nations, while others such as Wildwood, Pinewood and Beechwood evoke an impression of an established urban neighbourhood.

The street name in the neighbourhood that has received the most attention over the years is Foul Bay Road. It all started in 1924, when Alderman E.S. Woodward gave notice of motion to Victoria City Council to change the name of the Bay from Foul Bay to Gonzales Bay and Foul Bay Road to Gonzales Bay Road. 183 property owners, including some well-known citizens, signed a petition that forced the Council to take the matter seriously. One resident summed up the feelings for the residents “[the name] offends good tastes and in its ordinary meaning conveys a very wrong impression of the beautiful sand-fringed and clear bathing beach.” A heated debate raged in the newspaper and research was undertaken to find the origin of the name. Francis H. Ross, grandson of Isabella, however, was determined that the name should stay but his arguments were not heeded and the name of the Bay was officially changed to Gonzales Bay in 1934. Interestingly, the Bay is still called Foul Bay by many Victoria residents.

Other Gonzales streets are named for early landowners such as Chandler Street for John Chandler, a Hudson’s Bay Company factor; Earle Street for Thomas Earle, a prominent merchant and politician who served on City Council and as a Member of Parliament; and Robertson Street which is probably named for Robert Affleck Robertson, who appears as early as 1872

on Gonzales area land registry documents. Thomas Shotbolt, the well-known pharmacist, as previously mentioned, gave his name to Shotbolt Road and Hollywood Crescent was named for his fabulous home.

Irving and Beaven Streets (previously Cross Road) were named in honour of well-known Victorians. Paulus Aemilius Irving came to B.C. in 1882 and served a Deputy Attorney General from 1883 to 1890 and was appointed Judge of the Supreme Court in 1897. Robert Beaven came to B.C. in 1862. He was a merchant and was involved in provincial politics. He served as Premier from 1882-1883 and Mayor of Victoria 1892-1893.

In the northern section of the neighbourhood, Clare Street was probably named for the Poor Clare's, an order of Catholic nuns who arrived here October 19, 1911 and established a monastery at 2050 Haultain Street. Well-known Victorians are remembered in Redfern Street and Davie Street; Charles E. Redfern was a jeweler

and watchmaker and also served as Mayor in 1883 and from 1897-1899. Dr. John Chapman Davie was a medical doctor and a Member of Parliament. Amphion Street is named for HMS Amphion, which was a Leander class cruiser assigned to this coast in 1888. In 1889 she ran aground and sustained serious damage but was repaired and continued to serve the Royal Navy until she was sold in 1904. Somenos, Quamichan and Cowichan, honour some of Vancouver Island's local First Nations.

From 1909 until 1945 development progressed slowly, initially supported by the extension of streetcar service and then by the 1908-1913 real estate boom. Following the Second World War, another housing boom saw the remaining vacant land being developed. The Gonzales neighbourhood has evolved from farmland to one of Victoria's most popular neighbourhoods in just less than 150 years.

**Gonzales Bay ca. 1936 (CVA PR114-1036)**



## 12.7 GLENLYON-NORFOLK SCHOOL SHORT TERM TRAFFIC MANAGEMENT SUGGESTIONS

(From the Mediator's Report, Gonzales Neighbourhood/Glenlyon-Norfolk School Land Use Negotiation Process, Mediator's Report, February 11, 1999)

- Reduce traffic congestion at the south end of Maddison Street by:
  - Installing a centre median to prevent left turns in and out of the School parking lot.
  - Realigning the entrance and exit of the Maddison Street parking lot to implement a "right in/ right out" designation.
  - Installing a small pull out for drop-off/pick up on the west side of Maddison Street adjacent to the school.
- Implement a road-side-drop-off/pick up zone adjacent to the school property on Richmond Street with pedestrian access (i.e. a walkway) to the school.
- Establish a team of adult volunteer traffic controllers to direct the flow of school traffic at Bank and Maddison Streets.
- Stagger the school start and finish times to disperse traffic congestion associated with student drop-off and pick-up.
- Respect the interests of residents opposed to students parking in front of their homes.
- Send written notices to students and parents encouraging them not to block driveways or park consistently in front of the same house.
- Identify alternative parking spots located within walking distance to the school.
- Install street parking along Gonzales Avenue adjacent to Pemberton Park.
- Explore the possibility of securing parking space at St. Matthias Church.
- Encourage reductions in vehicle use (e.g. car-pooling, other forms of transport, etc.).

## 12.8 GLENLYON-NORFOLK SCHOOL FRAMEWORK OF NEIGHBOURHOOD COMMITMENT

(Resolution adopted by the Board of Governors, Glenlyon-Norfolk School Society June 6, 2001)

WE ARE COMMITTED to mature, responsible, and full membership in the Gonzales community in which we reside, with full acceptance that no privilege exists that is not inseparably bound to responsibility.

WE ARE COMMITTED to respect, embrace, and adopt the four overriding values of the neighbourhood vision enhancing the built and natural environment, residential scale and dwellingscape, social stability, and traffic calming. We hasten to add a fifth to this list: safety and well-being for all our children.

WE ARE COMMITTED to producing citizens of the world – not solely of their school. This includes citizenship in the farthest reaches, but also in the immediate community.

WE ARE COMMITTED to the openness, collaboration and consultation in the school's planning process.

WE ARE COMMITTED to the principles of stewardship of the school's resources for which we are responsible.

WE ARE COMMITTED to the belief that "it takes a village to raise a child."

**12.9 EXCERPTS FROM THE CITY OF VICTORIA FAIRFIELD/ROCKLAND/GONZALES NEIGHBOURHOOD TRANSPORTATION MANAGEMENT PLAN** (Prepared by Urban Systems Ltd. CitySpaces Consulting Ltd. March 1999)

<b>Estimated Costs Fairfield/Rockland/Gonzales Neighbourhood Transportation Management Plan</b>	
<b>Improvement</b>	<b>Cost</b>
<b>Phase 1</b>	
Advance crosswalk signage, Vancouver at Burdett	\$ 100
Four-way stop, Southgate/Vancouver	\$ 750
Crosswalk relocation and curb extensions, Cook at May	\$ 15,000
Curb extensions, Cook at McKenzie	\$ 20,000
Extend speed zone on Cook to Southgate	\$ 500
Safety reflectors, south side of Fairfield at Thurlow	\$ 1,000
*New crosswalks on Fairfield at St. Charles and Wildwood, remove existing crosswalk at St. Charles	\$ 5,000
Signage and pavement markings, Memorial at Dallas	\$ 2,500
No-exit signs (2) at north end of Lotbiniere	\$ 200
Realign centreline, Royal Terrace at Rockland	\$ 500
Stop sign and Stop bar, Craigdarroch at Joan Crescent	\$ 300
*Speed humps (5) and signage, Quamichan	\$ 8,000
Collector road humps (3) and signage, St. Charles	\$ 10,000
"Local Traffic Only" sign at Carberry Gardens	\$ 100
*Four-way stop, Fairfield/Foul Bay	\$ 750
<b>Sub-total</b>	<b>\$ 64,700</b>
<b>Phase 2</b>	
Curb extensions, Cook at Oscar and Oxford	\$ 40,000
Median island, Fairfield at Masters	\$ 10,000
Median island and reconstruct corner, Fairfield at Thurlow	\$ 18,000
*Curb extensions, Brighton at Bank and Davie	\$ 20,000
	<b>\$ 88,000</b>
<b>Phase 3</b>	
*Reconstruct corners, St. Charles at Ross and Dallas	\$ 8,000
*Sidewalk extension, Wildwood at Lillian	\$ 20,000
Median islands, Richardson at Lotbiniere & Durban	\$ 15,000
*Median island, Richardson at Gonzales	\$ 10,000
Median island, Richardson at Arnold	\$ 10,000
Curb extension, Rockland at Joan	\$ 10,000
*Construct sidewalk, Richardson at Maddison	\$ 10,000
<b>Sub-total</b>	<b>\$ 83,000</b>
<b>Phase 4</b>	
Curb extensions, SE corner, Southgate/Heywood	\$ 12,000
Walkway, Cook between Dallas and May, west side	\$ 25,000
*Reconstruct corner, Passmore at Hollywood	\$ 8,000
*Reconstruct Despard/Gonzales/Richmond intersection	\$ 50,000
Permanent exit-only barrier, Carnsew at Richardson	\$ 12,000
<b>Sub-total</b>	<b>\$107,000</b>
<b>Total</b>	<b>\$342,700</b>

\* Specific to Gonzales

## Monitoring

During the latter stages of developing the *Neighbourhood Transportation Management Plan*, a number of issues were identified by residents that had not been previously identified, as summarized in the table below. Due to time and budget constraints, it was not possible to collect data regarding these issues and incorporate additional traffic calming measures into the plan to address issues where appropriate. It is, therefore, important that these issues are monitored as the plan is implemented and where necessary, additional traffic calming measures are implemented to address these issues.

ISSUES TO MONITOR FOR FUTURE PHASES OF PLAN IMPLEMENTATION		
Issue	Street	Location
<b>Speeding Traffic</b>	Rockland Avenue	Terrace to St. Francis Wood
	Moss Street	Fairfield to Dallas
	*Robertson Street	Fairfield to Ross
	*Maddison Street	Gonzales to Brighton
	Stannard Avenue	Fairfield to Richardson
	*Chandler Avenue	St. Charles to Richmond
	*Ross Street	St. Charles to Robertson
	*Richardson Street	St. Charles to Richmond
	*Richmond Avenue	Quamichan to Oak Bay
	*Richmond Avenue	Richardson to Fairfield
	*St. Charles Street	Fairfield to Dallas
	Rockland Avenue	Not specified
	Heywood Avenue	Not specified
	Dallas Road	Not specified
	*Lillian Street	Not specified
	*Gonzales Avenue	Not specified
	*Redfern Street	Not specified
Vancouver Street	Not specified	
<b>Shortcutting Traffic</b>	McKenzie Street	Cook to Moss
	Stannard Avenue	Fairfield to Richardson
	Green Oaks Terrace	Rockland to Richmond
	Oakshade Lane	Rockland to Richmond
	*Lillian Street	
<b>Sidewalks Needed</b>	Southgate Street	Blanshard to Heywood, South Side
	Richardson Street	Minto to Durban, South Side
<b>Other Issues</b>	Difficult to cross	Vancouver at Rockland
	*Limited visibility	Gonzales/Foul Bay, NB left May/Memorial
	Parked vehicles limit visibility	Fairfield Road at proposed crosswalks
	Truck traffic	Fairfield, Cook to Quadra
	Tour buses	Heywood
	*Accidents	Fairfield at Richmond
	Restricted road width	Memorial at May, east side
	Timing points	South Fairfield transit route

\*Specific to Gonzales

## Action

In order to implement the *Neighbourhood Transportation Management Plan*, and ensure that it achieves its objectives, the following actions are required:

- Recommend to City Council to approve the recommended Fairfield/Rockland/Gonzales *Neighbourhood Transportation Management Plan* presented in this document, including funding of \$64,700 for Phase 1 implementation of the plan.
- Establish and maintain Neighbourhood Transportation Committees in each of the three neighbourhoods, through which all concerns and requests from residents and other members of the neighbourhood regarding transportation issues should be directed. The committees should be the point of contact with the Engineering Department, as well as with other agencies such as BC Transit.
- Collect data regarding issues identified for further monitoring.
- Respond to concerns identified by the Neighbourhood Transportation Committees and monitor traffic conditions as required. Where appropriate, refine the *Neighbourhood Transportation Management Plan* to resolve these concerns.
- Liaise with and advise other departments and agencies, such as the Planning and Parks Departments, Tourism Victoria and BC Transit, of issues in the Fairfield, Rockland and Gonzales neighbourhoods.

<b>ROCKLAND/GONZALES NORTHEAST- GLENLYON NORFOLK SCHOOL/QUAMICHAN/MADDISON</b>		
<b>Pedestrian Access/Safety</b>	<b>Issue</b>	<b>Location</b>
1. Crossings	Difficult/unsafe to cross street	<ul style="list-style-type: none"> <li>• Quamichan Street at Maddison Street</li> </ul>
2. Sidewalks	No sidewalks	<ul style="list-style-type: none"> <li>• Brighton Avenue</li> <li>• Warren Gardens</li> <li>• Despard Avenue</li> <li>• Richardson Street from GN School to bus stop</li> </ul>
<b>Traffic</b>		
1. Speed	Speeding traffic	<ul style="list-style-type: none"> <li>• Quamichan Street between Richmond and Foul Bay Roads</li> <li>• Richmond Avenue, between Quamichan and Oak Bay Avenue</li> <li>• Oakshade Lane</li> <li>• Maddison Street between Quamichan and Brighton</li> <li>• Clare Street, Chamberlain, Davie and Redfern</li> <li>• Despard Avenue</li> <li>• Rockland Avenue between Oakshade Lane and St. Francis Wood</li> </ul>
2. Short-cutting	Short-cutting traffic	<ul style="list-style-type: none"> <li>• Quamichan Street between Richmond Road and Foul Bay Road</li> <li>• Davie Street (1000 Block) via Brighton Avenue</li> <li>• Oakshade Lane</li> <li>• Despard Avenue</li> <li>• Clare Street between Oak Bay Avenue and Brighton Avenue</li> <li>• Green Oaks Terrace between Rockland and Richmond</li> </ul>
	Tour bus short-cutting	<ul style="list-style-type: none"> <li>• Green Oaks Terrace between Rockland and Richmond</li> </ul>
3. Traffic volumes	High volumes of traffic	<ul style="list-style-type: none"> <li>• Vicinity of Glenlyon-Norfolk School</li> <li>• Maddison Street between Wilmer and Lawndale</li> </ul>
4. Operations	Poor visibility at intersection	<ul style="list-style-type: none"> <li>• Lawndale/Quamichan</li> <li>• Richmond/Gonzales</li> </ul>
	Congestion at intersection creates unsafe movements by motorists	<ul style="list-style-type: none"> <li>• Richmond/Oak Bay intersection</li> </ul>
	Conflicts at intersection	<ul style="list-style-type: none"> <li>• Clare/Brighton</li> </ul>
<b>Parking</b>		
1. Schools	Parking congestion created by school	<ul style="list-style-type: none"> <li>• Glenlyon-Norfolk School at 1700 block Richardson</li> </ul>
2. Residential parking	On-site parking congestion created by multi-family apartments.	<ul style="list-style-type: none"> <li>• Davie Street</li> </ul>

GONZALES SOUTH		
Pedestrian Access/Safety	Issue	Location
1. Conflicts	Between pedestrians and motorists	<ul style="list-style-type: none"> <li>Fairfield/Wildwood/Lillian intersection</li> </ul>
2. Crossings	Difficult to cross street	<ul style="list-style-type: none"> <li>Fairfield Road at Hollywood Park</li> </ul>
<b>Traffic</b>		
1. Speed	Speeding traffic	<ul style="list-style-type: none"> <li>Fairfield Road</li> <li>Ross Street</li> <li>Pinewood</li> <li>Beechwood</li> <li>Wildwood</li> <li>Hollywood Crescent</li> <li>Lillian Road (800 block)</li> </ul>
2. High traffic volumes	Motor vehicle traffic	<ul style="list-style-type: none"> <li>Ross Street</li> </ul>
	Tour bus traffic	<ul style="list-style-type: none"> <li>Ross Street</li> <li>Beechwood</li> <li>Passmore</li> <li>Wildwood</li> <li>Pinewood</li> </ul>
3. Operations	Stop signs not obeyed	<ul style="list-style-type: none"> <li>Fairfield Road</li> <li>Ross Street</li> <li>Pinewood</li> <li>Wildwood</li> </ul>
	Poor visibility at intersection	<ul style="list-style-type: none"> <li>Fairfield/Wildwood/Lillian</li> <li>Ross/Beechwood</li> <li>Foul Bay Road/Fairfield</li> </ul>
	Confusion at intersection	<ul style="list-style-type: none"> <li>Fairfield/Wildwood/Lillian</li> </ul>
<b>Transit</b>		
1. Transit	Buses are too noisy	<ul style="list-style-type: none"> <li>Ross Street</li> </ul>

ISSUES OUTSIDE THE SCOPE OF THIS STUDY		
	Issue	Location
1. Noise	Bell ringing and telephone from Petro Canada Station at St. Charles/Fairfield	<ul style="list-style-type: none"> <li>City bylaw issue</li> </ul>
2. Speed limit reduction	Reduction to 30 km/h or 40 km/h on all local streets	<ul style="list-style-type: none"> <li>Requires City-wide policy change</li> </ul>
3. Speeding	Road repaving may promote speeding (no complaints of speeding with present condition of road)	<ul style="list-style-type: none"> <li>Howe Street and Wellington Street</li> </ul>
Park improvements	Modifications/improvements to park are needed.	<ul style="list-style-type: none"> <li>Beacon Hill Park</li> </ul>

**12.10 DEVELOPMENT IN GONZALES - 1989 TO JUNE 2000**

YEAR	BUILDING PERMITS	DEMOLITION PERMITS	CONSTRUCTION VALUE	NOTES
2000 (up to June)	1 new single family dwelling 4 renovations	1 single family dwelling	\$488,000	
1999	7 new single family dwellings 1 renovation 1 conversion (3 units)	6 single family dwellings 3- duplexes 1-service station	\$1,021,000	Demolitions include 3 duplexes and 4 single family dwellings at 1843-47 Crescent Rd.
1998	2 new single family dwellings 2 renovations	Nil	\$554,000	
1997	4 new single family dwellings 2 renovations	2 single family dwellings	\$660,000	
1996	4 new single family dwellings 1 renovation 3 conversions (11 units) 12 townhouses	1 service station 1 garage	\$2,223,500	
1995	2 new single family dwellings 2 renovations 1 new duplex Addition to GNS	2 single family dwellings	\$814,000	
1994	6 new single family dwellings 1 renovation 1 conversion to duplex 1 conversion from single family dwelling to office (GNS)	1-single family dwelling	\$1,130,000	
1993	1 new single family dwelling 1 renovation 1 conversion to duplex	Nil	\$210,000	
1992	2 new single family dwellings 2 renovations 4 conversions of single family dwellings to duplexes (8 units)	Nil	\$828,000	
1991	6 new single family dwellings 1 commercial development	Nil	\$1,108,000	
1990	6 new single family dwellings	1 single family dwelling 1 restaurant	\$613,000	
1989	3 new single family dwellings 3 renovations 2 new duplexes	2 single family dwellings	\$652,000	
<b>TOTALS</b>	44 new single family dwellings 17 renovations 11 conversions (26 units) 3 new duplexes 12 townhouses	14 single family dwellings 3 Duplexes 2 Service Stations 1 Restaurant	\$10,301,500	The net increase in housing units is 58.

## 12.11 GLOSSARY

Character Building	A building or property not identified as “heritage” at this time but may be considered (with others) when the heritage inventory is updated. Developers should consider alternatives to demolition such as incorporation of the building in new development.
Conversion	A single family or duplex house built before 1931 or before 1970 that has been converted to apartments. The number and type of apartments (e.g. self-contained, housekeeping, rest homes) and number is dependent on the house as well as lot size and other zoning and building regulations.
Density	A term used for a lot or building site or a specified area of a city such as a neighbourhood. Density when used for a lot or building site is the relationship of floor area to the lot or building site area. It is known as floor space ratio. Density when used for an area of a city is usually the relationship between of dwelling units to an acre or hectare of land. In single family areas of Gonzales, this density ranges from about 17 to 25 dwellings per net hectare (7 to 10 dwellings per net acre).
Development Permit Area	An area designated in the City’s <i>Official Community Plan</i> where development requires design review and approval by City Council. Differing types of Development Permit Area require differing levels of control over design. Areas designated include major entrances to the city, downtown as well as other commercial and neighbourhood centres and areas identified as having special character. Small lot single family houses and duplexes requiring rezoning are included in the Intensive Residential Development Permit area.
Floor space Ratio	The relationship of floor area to the lot or building site area. (See <i>Density</i> )
Greenway	A public route or corridor that connects special destinations. A greenway can be: a treed or people friendly street, a trail, a lane, a promenade, or any route that is safe and enjoyable for pedestrians, recreational cyclists and other non-motorized recreational activities.
Green Street	A street that is enhanced for pedestrians often including traffic calming measures and increased landscaping; green streets may be part of an overall greenways network.
Heritage Conservation Area	A distinct area with special heritage value and/or heritage character, identified for heritage conservation purposes in the Official Community Plan. The Heritage Conservation Area is intended to provide long term protection to buildings and other features of value and heritage character in the identified area.
Heritage Designation/Heritage Designated Building	A building and/or land considered being of historic importance and designated heritage by City Council. Properties that have been designated can be altered or demolished only with City Council’s approval.

Heritage Registry	A building or property considered of historic importance but which has not been designated heritage by City Council. Applications to demolish “Registry” buildings are referred to City Council for a decision on whether or not a heritage designation process is to be initiated. Applications to alter registry buildings receive the benefit of the Heritage Advisory Committee’s advice as part of the building permit process.
Infill	New housing which is built on vacant residential lots, on lots that are created from larger properties through a legal subdivision, or on properties that have been formerly used for non-residential purposes that are more appropriately used for housing. In Gonzales, infill has most often taken the form of subdivision and rezoning for small lot single family dwellings.
Neighbourhood Plan	A plan prepared and used by the City setting out objectives, policies and implementation strategies with regard to land use, transportation, community development and other aspects to guide future change and development within a neighbourhood. The preparation of a neighbourhood plan is undertaken in consultation with residents and other stakeholders
Neighbourhood Traffic Management Plan (NTMP)	A plan prepared and used by the City, in consultation with residents, to address transportation issues and opportunities in a neighbourhood. A key component of an NTMP is the setting out of a strategy that can be used by the City to implement any identified improvements within a specified time frame.
Official Community Plan	A general statement, in the form of a bylaw, of the broad objectives and policies of the City regarding the form and character of existing and proposed land use as well as transportation, parks, social and physical services in the city. It provides the policy framework for developing the detailed policies in the neighbourhood plans.
Panhandle Lot	A lot having a street frontage that consists of a strip of land which is so narrow that the principal use of the strip can only be to serve as a driveway connecting the remainder of the lot with the street.
Redevelopment	Refers to the demolition of existing buildings for the construction of new housing, commercial or industrial buildings.
Secondary Suite	A type of suite in a duplex or conversion permitted with special building code regulations developed by the Province. A secondary suite can be up to 90m <sup>2</sup> in area and may occupy up to 40% of a house. It must be rental and cannot be strata-titled.
Strata-Conversion Policy	A policy adopted by City Council which states that when the rental apartment vacancy rate falls below 4% for Metro Victoria, no applications to strata-title existing residential rental buildings containing more than four rental dwelling units shall be accepted.

Zoning

The main way that the city controls new development. The city is divided into a number of different zoning districts, labeled by letters and numbers, e.g. R1-B, CR-3. Each type of district, or “zone” has regulations that control what kind of activities (uses) may take place, e.g., various kinds of dwellings, retail, offices. Zones also have regulations that control the maximum height of the building, the position of the building on the lot (“yards and setbacks”), the amount of development (“floor space” or “density”), the amount of parking required, and other quantitative aspects.