

Broadmead

Fall 2023

& Area

Community
Newsletter

- **Boulderwood Hill Park trail controversy**
- **Cyclists cross the Pat Bay Hwy at their peril**
- **BARA rebuilds iconic neighbourhood signs**



Published by the Broadmead Area Residents' Association

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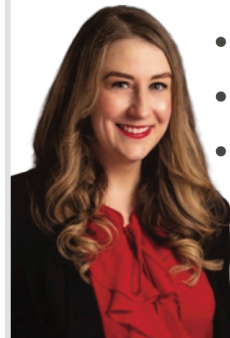
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President's Message

Douglas Baer



I am delighted once again to see BARA distribute this publication to the residents of the Broadmead area. With a few exceptions, we have been able to distribute this publication twice a year, usually as a

Spring and then a Fall issue. We all need to thank the dedicated team of volunteers who take time to hand-deliver the Broadmead Area Community Newsletter to all homes in the area that BARA represents. I would also like to thank our advertisers, who benefit from the advertising exposure but whose ads make it possible for us to publish (membership dues alone would not support this level of publication). And I would be remiss if I didn't thank Ross Taylor, who manages newsletter advertising for us. Finally, I want to thank Jamie Stevens, who recently stepped down from our Board, for his service to BARA.

The Saanich Official Community Plan.

At the municipal level, Saanich is undergoing changes corresponding to changes in provincial legislation (permitting multiple dwelling units on single-family-zoned lots) and in changes to the municipal Official Community Plan ("OCP"). Except for the Faithwood/Praisewood/Donwood/Pheasantwood area (which is in the Blenkinsop Local Area Plan), the Broadmead area is in the Royal Oak Local Area Plan ("LAP"). We do not know if there will be revisions and updates to local area plans other than those recently updated (e.g., Cordova Bay) in order to align them with recent densification initiatives, whether most local

area plans will simply be ignored or bypassed (with reliance on the OCP update as the master planning document) or if something else will happen. In our area, there is no projected change other than to the designation of the Broadmead Mall and the area east of Chatterton as a "village" (so future densification would be allowed/encouraged there).

What sort of events should BARA consider holding?

In past years, we have usually been able to run a Community Day event at the Broadmead Mall, though this year we were unable to do so because we did not quite have enough volunteer support to do so. We have formed an Events Committee to discuss things that we might do going forward. I would encourage residents to consider joining us in this discussion and/or volunteering to actually help out at future events.

The Welcome To Broadmead signs.

BARA has used reserve funds to finance the repair cost for the two "Welcome To Broadmead" signs at either end of Royal Oak Drive (see article in this issue). I am especially thankful to Wayne Neuman, our Vice President, who contributed an enormous amount of his personal time on this project. We did not receive any financial assistance or other help from the municipality for this project.

... and we are always looking for people to serve on our Board.

We have not yet established the date of our next Annual General Meeting, but it will likely be sometime in April. At that time, we will be looking for individuals who want to come on to our Board of Directors. The Board meets monthly, but most Board members also volunteer for one or more of our various projects and activities. If you are interested, do not hesitate to contact me at PresidentBARA@gmail.com.



Public Access Debate Surrounding

Boulderwood Hill Park Trail

By Nancy Ball & Douglas Baer



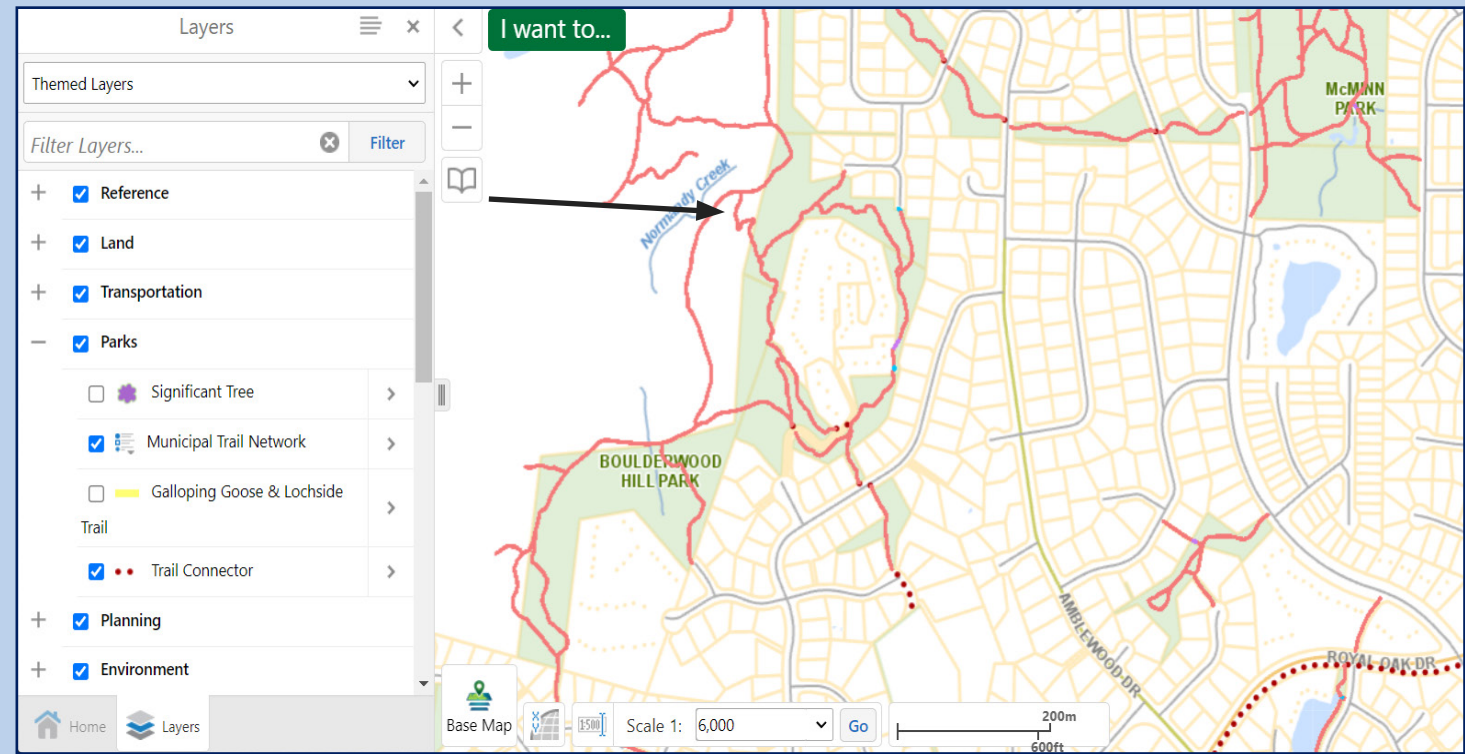
A popular trail in Broadmead, situated parallel to Boulderwood Drive, offers breathtaking views of Haro Strait, the San Juan Islands, and Mount Baker from two park benches. This scenic trail winds around the strata complexes atop Boulderwood Rise, forming Boulderwood Hill Park, which completely surrounds these complexes with one exception—a narrow strip of private property along the access road leading to the townhouses.

The presidents of the strata associations representing the Boulderwood Rise properties have raised concerns about the public use of this private road. They have asked the Broadmead Area Residents’ Association (BARA) to clarify that this road is indeed private property, and the public does not have permission to use it. To reinforce this, they have posted “No Trespassing” signs at the entrance of the private roadway, which is located just off the cul-de-sac on the public portion of Boulderwood Rise.

The closure of the private section of the Boulderwood Rise roadway affects the value of the pathway system in Boulderwood Hill Park in multiple ways. Firstly, it eliminates an access point to the trail, making it less convenient for users. Secondly, it disrupts the possibility of completing a “circle route” within the park. This circle route was previously shown on the Trails and Parks map on the Saanich Parks website. However, the website only identifies the entry point across from Perez Park as an access point, not Boulderwood Rise.



In contrast to this situation, in other parts of Saanich, private landowners have allowed public trails to run



along the edge of or even through their properties. The Boulderwood Rise Strata owners, though, assert their rights as private landowners to restrict access to their property.

One question asked:
Are there any existing easements that allow the trail to cross the private road (referred to as “trail connectors” on Saanich Maps)?

Short answer: No.

The extent of the possible easements concerning the use of the roadway and its private sidewalk up from Boulderwood Drive at Boulderwood Rise has been discussed with Paul De Greeff, Saanich Manager of Parks Planning & Development.

“I have researched all 4 strata lots. The driveway in two locations currently has no legal easement. Saanich wants to facilitate continued walking through the park with an adjacent trail down the West side of the driveway; however, that would need to be discussed with the strata.”

Extra expense and labor would be required if an agreement to cross the driveways and create a legal easement is met. If agreed upon, the easement would legally oblige strata Owners to permit crossing access across their roadway, facilitating the completion of the trail’s “full circle.”

De Greeff advises,

“By creating an easement, it would shelter the strata Owners from being at risk. If there is an injury when the public walks on the strata Property, the Strata will be held liable and responsible.”

While some sections of the trail have effectively become private for strata residents, the ongoing debate over access continues, casting a shadow of uncertainty over the future of this beloved scenic trail. In conclusion, De Greeff comments,

“It’s in the interest of the public to have access to reasonable park access and it’s my role as Manager of Saanich Parks Planning and Development to develop the pathway system.”

This situation underscores the delicate balancing act between private property rights and public access to natural amenities.

Illustrations: (All photographs were taken from vantage points on public property.)

1. Upper left. Entrance to Boulderwood Hill Park from Boulderwood Drive. This entry point does not cross private property.
2. Middle left. No trespassing sign posted by strata at base of Boulderwood Rise.

3. Sidewalk leading to Boulderwood Hill Park trail from foot of Boulderwood Rise. This roadway and sidewalk are private property and owners are not willing to allow the public to use them.



4. Point where park trail crosses private roadway. Unless an easement exists, trail users may not cross the road here, effectively turning this section of the trail into a private trail maintained by public funds (note Saanich Parks trail markers on the private roadway).



Sources: Strata Owners in Boulderwood,
District of Saanich Planning & Development Maps

Dean Murdoch,
Mayor of Saanich

It's been one year since the election and your Mayor and Council got the new term started. It has been a busy, exciting and rewarding first year.



Right after we were sworn in, your newly elected Council got down to work on the priorities you told us are important to you. You told us you want Council to focus on building homes that families can afford, making our streets safer for everyone to get around, protecting against the changing climate, building a stronger economy, and being transparent and accountable in our decision-making.

I am pleased to highlight some of the work we're doing to create a stronger future for everyone in Saanich.

Homes that people can afford

You've probably heard that the Province has given Saanich some ambitious housing targets to achieve. We need to create 4,610 homes over the next five years. We've got our work cut out for us, but I am confident we are going to meet the targets. Saanich will be a place where people of all incomes and stages of life can find a home.

To be successful, we're tightening up our internal review and permitting to streamline the process and shorten the timelines. We're also updating Saanich's land use policies to identify the primary growth areas, where we want to build more homes for people.

We've also established rapid deployment of non-market housing. That means prioritizing projects with homes that are below-market prices. Getting non-market homes built more quickly gives people and their families options that meet their needs and at a price they can afford.

Safer streets for everyone

Road safety is a priority for this Council and an issue that's important to me as a parent of kids who walk and bike in the community. We are committed to making Saanich roads safer for everyone to get around. Saanich's first-ever Road Safety Action Plan will come to Council for approval this Fall. The new plan sets out priority infrastructure improvements and better design on our crossings and corridors.

More trees and protecting our urban forest

I am proud of Council for adopting a target of planting up to 10,000 trees a year. It's all part of a new Urban Forest Strategy that will protect existing trees and see new trees planted in urban Saanich. In addition to contributing to Saanich's natural beauty, trees provide shade, absorb stormwater and carbon pollution, and replenish the air with oxygen.

Building a stronger local economy

Saanich's first-ever Economic Development Strategy has gone through drafting and consultation throughout the past year. The new Strategy will come to Council for approval this Fall. It will include priority actions to create coffee shops, restaurants, corner stores and doctors offices in our neighbourhoods. It will support local business to put down roots in Saanich and create well-paid, family-supporting jobs for people in our community.

Transparent and accountable decision-making

Transparency and accountability are foundational to building and maintaining trust in decision-makers and the decision-making process. To create greater transparency, Saanich Council has requested the development of a voting dashboard to track Council votes on major issues.

This Fall, Council will update its Code of Conduct Policy. As part of that process, Council will be asked to appoint an Ethics Commissioner. A commissioner is a third-party investigator that can advise on conduct of council members and potential conflicts of interest.

A Stronger Saanich for everyone

I am so grateful for the chance to serve as your Mayor, work with my Council colleagues and the amazing Saanich staff to build a stronger, healthier, more equitable and sustainable Saanich for everyone.

We're looking forward to the next year and continuing to deliver on your priorities.

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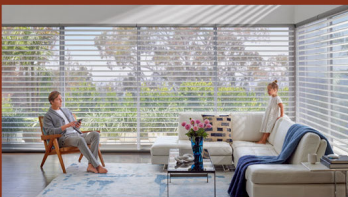
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‘Welcome to Broadmead’

Neighbourhood Signs

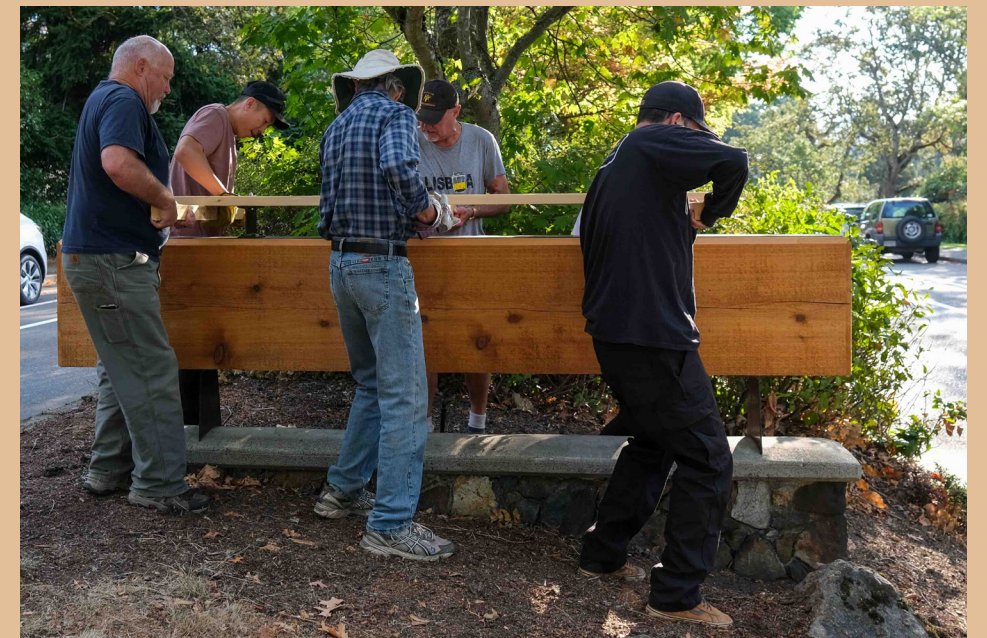


There are two ‘Welcome to Broadmead’ signs on Royal Oak Drive, one located at the eastern entrance near Lochside School and the other located on the median at the western entrance near the Veterans Memorial Lodge.

The original signs were installed during the early phases of the Broadmead Farms development and were close to 40 years old. Over time they sustained considerable damage due to continuous exposure to the elements and required extensive repairs or replacement.



The Broadmead Area Residents Association (BARA) decided to undertake a commitment to remove and rebuild these iconic signs welcoming homeowners and commuters to our lovely neighbourhood. The original signs were surveyed and deemed to be beyond economical repair resulting in the decision to undertake full removal and replacement. To retain the character of the Broadmead theme, the new signs have been reconstructed using similar materials and as close to original colour schemes as possible. Additional weatherproofing techniques were incorporated into the new design to prolong the life expectancy while ensuring improved aesthetics.



The cost of materials was covered primarily from BARA accounts and augmented by individual donations from area residents. Over 600 man-hours of volunteer labour went into the renewal of the signs and foundations.



**The BARA Board
of Directors
and
Wayne Neumann,
BARA
VicePresident
& “Chief Fabricator”
Thank All Our
Able-Bodied Volunteers**

Cycling in Broadmead

The Bicycle Kill Zone Across the Pat Bay Highway

by Douglas Baer

In recent years, cycling infrastructure within and around Broadmead has been improved, but only modestly. At the same time, large numbers of Broadmead residents are “mode shifting” from the exclusive use of the private automobile to increase the number of trips – whether recreational, for commuting or for shopping – making use of bicycles (especially), walking and to a lesser extent transit.

One major issue for Broadmead cyclists is the restricted availability of east-west bike routes to connect residents with the Royal Oak Middle School, the Royal Oak Mall and, further east, Camosun College’s Interurban Campus. To be sure, bike lanes exist along Royal Oak Drive (though those near the Broadmead Mall were poorly designed and throw the lane between parking cars and the street, increasing the danger of car door/ bicycle collisions). But where Royal Oak Drive crosses the Pat Bay Highway, there is nothing but peril for cyclists.

The Pat Bay Highway bridge includes wide pedestrian sidewalks elevated from the street. As wide as these sidewalks are, they are not wide enough to be divided into a bike lane and a walking lane. However, given the constant flow of traffic, including trucks and buses, over the bridge, many cyclists opt to technically break the law and resort to using the sidewalk to get over the bridge: this is perhaps the best illustration of a bad set of choices confronting cyclists.

The municipality of Saanich has set ambitious targets for mode share shifts, anticipating that, with the right input and infrastructure improvements, more people will cycle to work and school. From a mode share of 3% in 2011 for bicycles, it projects a target of 10% by 2030 (and 13% by 2050). But the process of socializing children to bike to school gets short-circuited in Broadmead when most parents – with good reason – tell their children, “no, I’m not having you cross over that dangerous bridge to get to school. I’ll drive you”. There is a longer alternative involving the pedestrian tunnel at the end of Royal Oak Drive, but again this tunnel was not designed for use by cyclists and cannot even handle a pedestrian and a cyclist at the same time.

In 2018, Saanich constructed an Active Transportation Plan, and in May of this year,



an update to this plan was issued. This update goes before Saanich Council on December 4 for approval. The Plan and its update include a “long term” (target 2048 now moved back to 2050) bikeway along Royal Oak Drive over the Pat Bay Highway, but this does not even make it onto the “medium range” priority list (target 2040).

The matter is complicated by the fact that the bridge and the roadways immediately adjacent to it are not under Saanich’s jurisdiction; they are, instead, under the control of the Ministry of Transportation and Infrastructure. Does this vindicate Saanich for not including an east-west route along Royal Oak in the Active Transportation Plan Update? Probably not: without signalling to the Ministry that this bikeway is important to Saanich, the likelihood that anything will get done diminishes considerably (In some cases, there are other places in Saanich where the municipality does include bikeways crossing over the expressway in its plan). Capital Bike, the Victoria regional cycling organization which runs Go By Bike Week and advocates for better cycling infrastructure, has argued to Saanich that it needs to put a bikeway here into its medium-term (17 year) planning.

Getting anything done will require not only a “push” from Saanich but action on the part of the Ministry. It will not be easy, given the Ministry’s long-standing reputation for emphasizing automotive traffic ease of use and virtually ignoring other modes of transportation when it comes to transportation infrastructure, especially on the island.

The “kill zone” will not be easily fixed, either.

Assuming that the Ministry is persuaded to do something about it, there are three main options.

Option #1, the easiest, would be to reduce 4 traffic lanes to 3 over the bridge and then build bicycle lanes on either side of the existing roadway. Presently, there is one left turn lane in each direction and one “through” lane. Most of the time, the left turn lanes are occupied by no more than 2 or 3 cars, so reducing these lanes to 3-4 car lengths in each direction (i.e., only one left-turn lane) would not pose a major threat to traffic flow. There are, however, times of the day where this solution would increase traffic congestion, at least slightly, and it can be expected the Ministry bureaucrats might balk at the idea.

Option #2 would be to add some sort of cantilever structure at the side of the bridge (for pedestrians, allowing cyclists to use the existing sidewalk), similar to what was done with the Gorge Road bridge over the Galloping Goose trail (though this sort of add on can yield problems of its own – in the Gorge Road case there appear to be serious corrosion issues around the added-in supports).

The final option, #3, would be to construct a parallel bicycle and/or pedestrian bridge, which would be fairly expensive.



Susan Brice Saanich Councillor

Hello,
Broadmead
Neighbours!



I am pleased to bring you up to date on what your Saanich Council has been doing now one year into this term. We have been very productive including completing a Strategic Plan 2023/2027 which includes climate action & environmental leadership, community well-being, housing, transportation and economic development...lots of work to do in the coming years.

For those who enjoy exploring the trails of Broadmead you will be interested to know that Saanich is replacing the old trail marking posts with new posts that have additional way finding a trail etiquette information on them for the following parks: Autumnwood, Faithwood, Parkwood, Lohbrunner, Rithetwood and Donwood. These new posts will be like the ones recently installed in Grant Park off Ambleswood Drive. Hoping you will find them of value.

At the request of some local residents Saanich will be installing a crosswalk at the intersection of Emily Carr Drive and Lohbrunner Road West. Work will include a painted crosswalk with pedestrian activated flashing lights. Additionally, the south entrance from Emily Carr Drive to Lohbrunner Road West will be converted to a multi-use pathway. This project will provide a safe, visible and accessible crossing of Emily Carr Drive. You can get more information and construction schedule by going to [Saanich.ca](https://www.saanich.ca).

And for some fun for the whole family mark your calendar Nov 26 9:00 to 4:00 and join us for a celebration of Community Spirit as we recognize the 30th Anniversary of Saanich Commonwealth Place...activities, games and competitions all day long. Hope to see you there.

Susan Brice
Saanich Councillor



Have Your Say Saanich South!

It is my privilege to regularly contribute to the Broadmead Area Community newsletter. I represent the constituency of Saanich South and am a Member of the Legislative Assembly of B.C.

There is always so much going on between my constituency office and my legislative office but here are three things you may be interested in!

- Read All About It Event - During October and November, each Wednesday morning from 9:30 am to 11:30 am, the constituency office is open to constituents to read the paper, enjoy a snack and get to know your Saanich South Neighbours.
- Mind the Gap Event - Join the conversation from 1 pm – 4 pm on November 25th, and let's talk cycling in Saanich South and Greater

Victoria. I am inviting Saanich South residents to drop into the office to help us identify the gaps in our cycling infrastructure at our Mind the Gap event. Have your say, Saanich South!

- Shred It to Spread Kindness - Back by popular demand, we'll safely and securely shred your paperwork in exchange for your donation of non-perishable food items and, or warm socks.

Thank you for a successful food drive during our 'Shred-it to Spread Kindness' event last Summer. Your generosity saw a wonderful donation delivered to the Mustard Seed Food Bank for Thanksgiving. We have received many requests to hold this event again before the year, so let's shred and spread kindness to others this holiday season.

If you want more information about these events, please visit my social media channels via Meta (Facebook), X (Twitter) and Instagram or call my office. We're here to help. You can reach my office at 250.479.4154 or Lana.Popham.MLA@leg.bc.ca. Constituency Office Hours are Monday through Thursday from 9 a.m. to 4. p.m.

Warm regards,

Lana Popham, MLA Saanich South
lana.popham.mla@leg.bc.ca
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Bear & Cougar

Encounters in the Wild

By Nancy Ball

Last month, our community had sightings of a cougar and a black bear. The Newsletter Committee aims to inform our neighbours about how to handle encounters with wildlife and the resources available.

IF YOU ENCOUNTER A BLACK BEAR:

If you come across a bear, remember to stay calm and NEVER RUN. Most bears are naturally cautious around humans and tend to avoid us. Black bears are particularly inclined to flee into the forest due to their evolution in wooded habitats. However, a bear defending its territory or a mother bear can be protective.

Depending on the bear's behaviour, follow these guidelines:

- If the bear seems unaware of your presence, quietly leave the area, keeping an eye on the bear. Have your bear spray ready just in case.
- If the bear is aware but not reacting to you, speak softly and back away slowly. Allow the bear to leave without following.
- When a bear appears agitated with signs like jaw-popping or bluff charging, speak calmly, back away slowly, and prepare your bear spray. If it charges, stand your ground and use the spray when it's in range.
- If a bear steadily approaches, yield to it, move to higher ground, and yell to deter it.

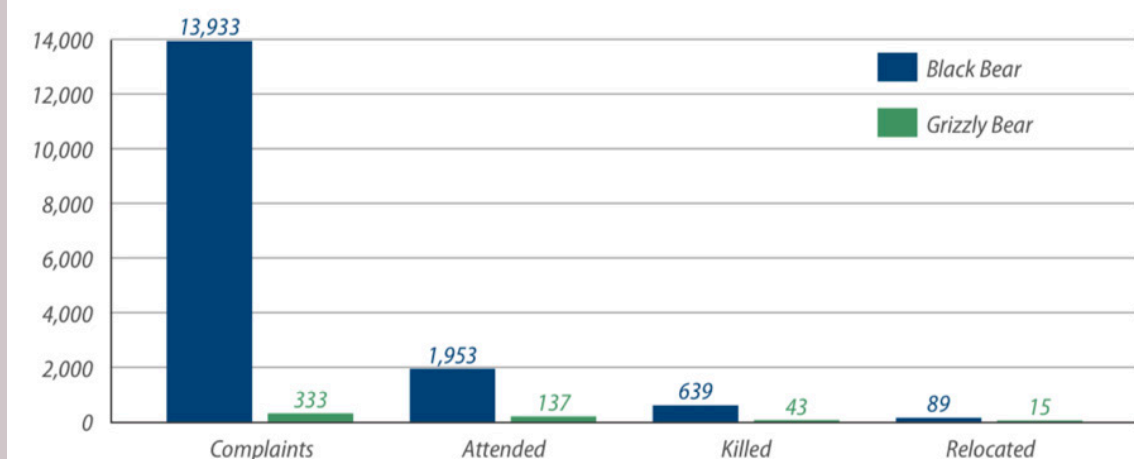
In the event of physical contact, your response depends on the type of attack. For defensive bear attacks, lie still on your stomach, protect your head, and spread your feet to prevent being rolled over. Bear spray can be effective in these situations.

IF YOU ENCOUNTER A COUGAR:

- Stay calm and don't panic or scream.
- Keep the cougar in your sight while slowly backing away without direct eye contact.
- Appear larger by raising your arms. If you're with others, group together.
- Speak firmly to let the cougar know you are human and not prey.
- Avoid running, as it may trigger predatory instincts.
- If you have small pets or children, pick them up to keep them at eye level.
- If a cougar approaches aggressively and attacks, fight back using available objects as weapons.
- Report the encounter to local wildlife authorities for safety and tracking.

Remember, the key to handling these encounters is to stay calm, avoid sudden movements, and follow these guidelines. Prevention is crucial, so be aware of wildlife habitats, make noise while hiking, and carry bear spray in bear-prone areas. Always check with local authorities and follow their guidelines, as recommendations may vary by region.

10-Year Average of Bear Conflicts in British Columbia



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Saanich Parks

Disconnects Boulevard Watering Systems

A number of Broadmead residents, sometimes acting individually and sometimes acting collectively in local neighbourhood groups, has taken on the work of preventing boulevard vegetation from becoming unsightly. Part of this work has sometimes involved using the built-in irrigation systems found in many of the boulevards.

Over the past years, residents may have noticed that a nearby boulevard irrigation system has fallen into disrepair and been disconnected. In some cases, systems which appear to be perfectly functional have also been disconnected.

Saanich Parks has explained to us that there is a program in place to disconnect all boulevard irrigation systems. The reason for this is that Public Works has instructed them not to operate irrigation systems unless they are both metered (for water usage) and have systems to protect against backflow. Backflow is when water, often contaminated, seeps back into the drinking water system; this can happen when, for example, there is a water main break and the usual water pressure preventing backflow is no longer sustained. Saanich Parks claims that, in its estimation, installing the necessary equipment at each boulevard would cost approximately \$5,000-15,000 per installation. Considering this cost to be prohibitively expensive, Saanich Parks has decided to disable and disconnect all systems.

Along with the program of irrigation system disconnection, Saanich Parks is attempting to replace vegetation on boulevards with species which are drought resistant. Usually, watering is required for the first year or two; Saanich Parks will assume responsibility for this. Residents whose nearby boulevards do not appear to be thriving in the summer drought conditions that people typically experience may consider contacting Saanich Parks to ask them to review the plantings and to replace them where needed.



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Renovation Signs:

Most Contractors will Accept "No" for an Answer.

Most properties in Broadmead and the nearby Donwoods/Faithwood area are part of one of the over 70 different Statutory Building Schemes in place in our community. Most of the Schedules of Restrictions associated with these building schemes prohibit advertising signs, other than real estate signs. When a contractor places a large sign advertising its services, it technically violates the building scheme but the liability for this violation lies with the property owner, not the contractor.



It is common for a renovation contract to include a clause giving the contractor permission to erect a sign. Here is an example of the wording: "The Owner agrees to permit the Contractor to display a sign on the project site until completion." In other cases, where no such clause exists or the work is being done by verbal contract, contractors may simply go ahead and place a sign on the property.

A fairly easy way to avoid conflict between neighbours (who have the legal right to enforce the property restrictions) and your contractor is to simply stroke out any "sign permission" clause in the contract or ask the contractor's salesperson to delete the clause, explaining that signs are not permitted in Broadmead. Almost all contractors we have encountered have been willing to accommodate the request that a sign not be placed.



**BARA Vice President
Wayne Neumann
"Chief Fabricator" of the renewed
"Welcome to Broadmead" Neighbourhood Signs**

MEMBERSHIP APPLICATION FORM

DATE: _____ ☐ One Year (\$20) ☐ Two Years (\$35) ☐ Three Years (\$45)

NAME: _____

A member of your family who resides in your home may be added to your membership (insert additional name above)

ADDRESS: _____

EMAIL: _____ PHONE: (_____) _____

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OR

PAY ONLINE: <https://broadmead.ca/members/>