DISTRICT OF OAK BAY

PREPARED FOR:	Council
FROM:	Steve Rennick, Director of Engineering and Public Works and Lauren Hermansson, Senior Active Transportation Planner
MEETING DATE:	July 28, 2025
SUBJECT:	Henderson and Haultain-Estevan Cycling Facilities Projects – 100% Design Submission

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RECOMMENDATION(S)

THAT the report titled “Henderson and Haultain-Estevan Cycling Facilities Projects – 100% Design Submission”, authored by Steve Rennick, Director of Engineering and Public Works, and Lauren Hermansson, Senior Active Transportation Planner dated July 28, 2025 be received.

And that Council consider the following staff recommendation(s):
THAT Staff proceed with advancing the design to Issue for Tender (IFT) for the Henderson and Haultain-Estevan Cycling Facilities Projects as generally shown in the 100% detailed design.

Alternatively, staff await another direction from Council.

PURPOSE OF REPORT

In 2023 Council provided direction to Staff to carry out a detailed design of a neighbourhood bikeway transportation project on the Henderson and Haultain/ Estevan corridors. This report presents the 100% detailed design submission for Council's consideration, as well as providing an update on community engagement on the project to date.

BACKGROUND/HISTORIC CONTEXT

Project Summary to Date:

- **July 24, 2023 – Council Meeting:** Council directed staff to proceed with the design of the Henderson and Haultain–Estevan Cycling Facilities Projects as one of two "quick win" initiatives.
- **August 15, 2024 – “Meet the Design Team” Event:** This event consisted of a facilitated information session and bike ride of the proposed routes. The event began at Oak Bay Recreation Centre with an overview discussion, followed by a bike ride. Approximately 25 participants attended.
- **August–September 2024 – Community Engagement at 50% Design Stage:** Engagement with the Oak Bay community included project information boards, updates posted on Connect Oak Bay, and a public survey to gather input on the draft design.
- **March 10, 2025 – Council Update:** Staff presented Council with a project update, including the “What We Heard” report summarizing community feedback

and a 90% design. At that meeting, the Mayor directed that the matter be reconsidered at a future date.

- **March 24, 2025 – Council Direction for Additional Engagement:** Council directed staff to undertake further engagement with residents of the Haultain/Florence/Eastdowne neighbourhood, including members of the CHEFFE neighbourhood group.
- **April 29, 2025 – On-Site Engagement Session:** An in-person session was held with residents from the Carrick, Haultain, and surrounding neighbourhoods.
- **April 29, 2025 – Neighbourhood Survey Launched:** A targeted survey was launched for residents in the immediate area. The survey remained open for one week.
- **May 12, 2025 – Council Meeting**: Council reviewed the results of the April 29th engagement activities and reconsidered the materials presented on March 10. At that time, Council postponed a decision to allow for the development of a more detailed cost estimate.
- **May 26, 2025 – Final Council Consideration:** Council revisited the project, including the cost estimate prepared as directed on May 12. Council then directed staff to amend the proposed design, resulting in the following motions:

THAT the Henderson and Haultain-Estevan Neighbourhood Bikeways detailed designs be approved with the following amendments:

1.THAT staff revise the design for the Henderson Trail (also known as Carrick Trail) between Haultain and Newton to:

a) Minimize elevation changes or widening of the trail;

b) Provide a design and signage that keeps bicycle speed compatible with pedestrian enjoyment of the trail; and

c) Protect and enhance the green space of the corridor.

2. THAT staff work with SD61 to address:

a) Compatibility of the Goldsmith parking lot changes to align with the planned track entrance design; and

b) Explore future options to continue biking path South onto SD61 property to the crossing at Epworth & Cadboro Bay.

3. THAT staff remove speed humps from the design except where used to reduce cut-through traffic.

4. Review intersection design at the corner of Cadboro Bay & Estevan to ensure needs of commercial and pedestrian traffic are met.

5. THAT staff revise the design of Eastdowne Road, the Eastdowne/Haultain intersection, and Florence, Epworth, and Haultain streets to:

a) Reduce cut-through traffic onto Haultain;

b) Enhance pedestrian crossing safety;

c) Reduce conflict between south-bound (Eastdowne) vehicle traffic and east-bound bicycle (Haultain) at the intersection; and

d) Reduce parking losses; if safe conditions proposed by the 90% design can be maintained for pedestrians and cyclist.

6. Refer intersection changes on Estevan between Musgrave and Beach to the Village Area Planning process, scheduled to begin in 2026, but advance the push-button crossing and street markings for bikes and pedestrians at Beach Drive as part of this design.

7. To implement traffic speed reduction to 10km/h in the Goldsmith Street parking lot.

8. THAT the consultant provide a summary highlighting any safety concerns that have arisen due to the directed changes and safety design.

THAT staff report back to Council with options to engage the revised design with the Accessibility Advisory Committee.

THAT staff bring back options for a method to undertake public engagement for the revised design.

Public Engagement Summary:
The following community engagement activities have been conducted on the project to date:

- "Meet the Design Team" event on August 15, 2024 with 25 participants
- Cycling in Oak Bay Mailout/ Handout (to residents along proposed routes) in August 2024
- Design survey from August 15th to September 20th, 2024, with 727 complete responses (919 total responses)
- 42 email comments and questions to the project email between August 2024 and March 2025.
- Neighbourhood meeting with the CHEFFE neighbourhood on April 29, 2025 with approximately 48 participants
- CHEFFE Neighbourhood survey from April 29 to May 27, 2025 with 85 responses
- Over 100 emails submitted to Council between March 7 and May 12, 2025.

This feedback received has been accommodated in the final design where possible, while ensuring that design changes improve safety and accessibility for vulnerable users.

ANALYSIS

Responses to public comments:
The public engagement provided several comments and requests for changes to the designs. Comments from the public have been summarized in the table below, along with a comment on how they were (or not) addressed in the 100% design. Additionally, the following have been considered specific to Council's requested amendments:

- Speed humps have been removed from the project where speeds and volumes do not warrant the installation.
- No changes to parking are being proposed for Cadboro Bay Road and Estevan
- Changes on Estevan Road have been removed and will be referred to the Estevan Village Area Planning Process.
- The speed limit in the Goldsmith parking lot has been reduced to 10km/h.

Note, the following table identifies concerns that were included in the May 10th submission from the CHEFFE Neighbourhood Group titled "CHEFFE Neighbourhood Bikeway Report" under the heading "Summary of Findings:"

Location	Concerns	Addressed	Why or Why Not?
Haultain/ Eastdowne	Minimize Parking Loss	Yes	Parking Losses have been minimized as much

Intersection	Consider a Traffic Circle		as possible in this area. The original 50% design showed a total of 55 parking stalls being lost for both routes, the revised design shows a total of 33 stalls proposed to be removed. The design has been altered to include a traffic circle that is traversable by Emergency Services and Solid Waste Services.
Carrick Trail (Henderson Rd)	Exclude the section of Henderson Rd between Haultain and Newton from the proposed bikeway. Ensure that the project protects Garry Oak Trees and follows the Oak Bay Tree Protection Bylaws Leave the maze gates in place	Yes	Improvements to the Carrick Trail have been removed from the project.
Epworth Street	Add Epworth as a parallel bike route to Cadboro Bay Rd. Implement turning restrictions to reduce cut-throughs. Implement traffic calming safety measures: 3 speed humps, 30km/h signs, speed limit enforcement, enforce resident-only parking regulations. 3-way stop at Epworth and Haultain intersection.	No	Epworth is outside of the scope of this project.
Florence Street	Install traffic calming safety measures: 3 speed humps, 30km/h signs, speed limit enforcement, enforce resident-only parking regulations.	Partially	Traffic calming measures are being installed in accordance with the BC Active Transportation Design Guide recommendations for neighbourhood bikeways,

	Yield signs at the exit/ entry of the south laneway. Install traffic calming measures to reduce cut-through traffic diverting from Foul Bay Rd.		and the TAC Traffic Calming Manual. Laneways are treated as driveways and no additional ROW control is being considered. Parking enforcement is aware of the request for increased enforcement. 30km/h speed limit is being implemented. Post project speeds will be monitored and enforcement will be conducted as needed.
Haultain Street	Install speed humps on Haultain Install yield signs at lane intersections with Haultain. Minimize Parking losses Enforce Resident-Only parking Reduce speed limit to 30kmh and enforce it.	Partially	Traffic calming measures are being installed in accordance with the BC Active Transportation Design Guide recommendation for neighbourhood bikeways, and the TAC Traffic Calming Manual. Laneways are treated as driveways and no additional ROW control is being considered. Parking losses have been minimized as much as possible. Parking enforcement is aware of the request for increased enforcement. 30km/h speed limit is being implemented. Post project speeds will be monitored and enforcement will be conducted as needed.

Detailed Cost Estimate

The $1.43 million dollar cost estimate has been broken down into the following categories:

a. General project requirements
   Includes common requirements for a contractor carrying out the work such as mobilization and demobilization, traffic management plan, and traffic control during construction.

b. Concrete work
   Includes concrete curb and gutter, concrete sidewalk upgrades such as curb extensions, and concrete driveway modifications where required.

c. Earthworks
   Includes removal of existing pavement or driveways where required to install curb extensions, as well as rock removal and excavation where required for pathway widening.

d. Road improvements
   Includes asphalt paving, speed humps, line painting, and pavement markings.

e. Electrical and signage
   Includes street signs, modifications to the traffic signal at Cadboro Bay Road and Bee Street, and rapid flashing rectangular beacons at key crossings.

The breakdown of costs in the below table does not include the 20% contingency in each specific category:

Category	Cost
General Requirements	$127,500
Concrete Work	$133,800
Earthworks	$70,400
Road Improvements	$323,000
Electrical and Signage	$537,000
Subtotal	**$1,191,700**
20% Contingency	$238,340
Total	**$1,430,040**

Impacts on On-Street Parking:

The 100% design has been revised to minimize the removal of on-street parking spaces. The total number of parking spaces proposed to be removed as part of the project is 33. Specific to Council's direction regarding the Haultain/Eastdowne area, there are a total of 14 parking stalls proposed for removal in this area. These stalls are required to accommodate the new traffic circle and the additional pedestrian crosswalks that are shown in the 100% design.

BC Active Transportation Infrastructure Grant

The Province of BC has confirmed that Oak Bay is not eligible to apply for the 2025/26 intake for the BC Active Transportation Infrastructure Grant. One of the conditions of applying for the grant is that projects under $1M that were funded prior to 2024/25 must be completed by the application submission deadline. The District is ineligible to apply because the McNeill Avenue Traffic Calming project will not be complete before that deadline.

The McNeill Avenue project was initially a traffic calming project only. As Staff prepared to advance to construction, an analysis was conducted of the condition of the underground utilities, and it was determined that the scope of the project should expand to include replacing the utilities prior to completion of surface works. This decision, along with delays in the design process, are what have led to the delay in project completion. The McNeill Avenue project is on track to be completed by fall of 2026, which will allow the District to apply for a grant for a future project in the fall 2026 intake.

Design Change Summary Memo

One of Council's directions was THAT the consultant provide a summary highlighting any safety concerns that have arisen due to the directed changes and safety design. That memorandum is attached to this staff report, identifying those aspects of the design that do not meet the All Ages and Abilities (AAA) standard. As this project was initially conceived as a "quick win," it was not intended to be designed to the AAA standard.

Options for Further Engagement and for the Engagement of the Accessibility Committee:

Council directed Staff to return with options for further community engagement on the revised design.

Engagement Option 1:

Share the finalized designs on Connect Oak Bay and provide residents along the proposed routes with clear and accessible information about the project timeline and potential impacts through a mailout. This approach would align with an Inform level of engagement.

Engagement Option 2:

Organize a series of facilitated workshops to bring together interested community members. These sessions would offer an opportunity to review the designs collaboratively and share feedback on topics such as safety and potential interactions between different facility users. The incremental estimated cost for this engagement option is approximately $20,000, resulting in an increased cost to the project.

Accessibility Advisory Committee

Staff recommend sharing the plans with the Accessibility Advisory Committee, highlighting the key accessibility features, to support thoughtful review and invite feedback. Input from the Committee will help inform and strengthen the final Issued for Construction design.

WORKPLAN IMPACT

This project has been included in the 2025 workplan. There are no workplan impacts associated with directing Staff to proceed with the project as presented.

FINANCIAL IMPACT

There is no financial impact associated with directing that the project proceed to tender. Council would have an opportunity to consider the financial impact of the project when deciding to award the tender. The estimated cost of the project as presented is $1.43M including contingency.

If Council should choose to direct engagement option #2, the project costs would increase by approximately $20,000.

OPTIONS

Options to advance the Design:

Option #1 (recommended)

Council could choose to direct Staff to complete design of the project in general conformance with the attached design submission, and proceed to tender; the following motion would be in order:

> THAT Staff proceed with advancing the Henderson and Haultain-Estevan Cycling Facilities Projects design to Issue for Tender (IFT) for the Henderson and Haultain-Estevan Cycling Facilities Projects as generally shown in the 100% detailed design.

Option #2

Council could choose to direct Staff to modify the design with any changes that Council so directs, and proceed to tender; the following motion would be in order:

> THAT Staff proceed with advancing the Henderson and Haultain-Estevan Cycling Facilities Projects design to Issue for Tender (IFT) for the Henderson and Haultain-Estevan Cycling Facilities Projects as generally shown in the 100% detailed design, subject to the following modifications.

Alternatively, staff await another direction from Council.

Options for further engagement :

Option #1:

Council could choose to further engage on Connect Oak Bay and provide residents along the proposed routes with information about the project timeline and potential impacts through a mailout; the following motion would be in order:

> THAT Staff share the finalized Henderson and Haultain-Estevan Cycling Facilities Projects designs on Connect Oak Bay and provide residents along the proposed routes with clear and accessible information about the project timeline and potential impacts through a mailout.

Option #2

Council could choose to delay completion of detailed designs in order to organize a series of facilitated workshops to bring together interested community members; the following motion would be in order:

> THAT staff organize a series of facilitated workshops to bring together interested community members to review the Henderson and Haultain-Estevan Cycling Facilities Projects designs collaboratively and share feedback on topics such as safety and potential interactions between different facility users;
>
> AND THAT the additional engagement costs of $20,000 be added to the project budget.

Option #3
Council could choose to refer the finalized plans to the Accessibility Advisory Committee; the following motion would be in order;

> THAT the Henderson and Haultain-Estevan Cycling Facilities Projects as generally shown in the 100% detailed design be referred to the Accessibility Advisory Committee for feedback.

Alternatively, staff await another direction from Council.

COUNCIL PRIORITY SUPPORTED
Transportation

IAP2 FRAMEWORK ENGAGEMENT
☒ INFORM ☐ CONSULT ☐ INVOLVE ☐ COLLABORATE

TIMELINE/PROCESS/NEXT STEPS
Should Council approve the project it will be moved to an Issued for Tender (IFT) design stage and staff will return to Council in the fall seeking authority to award a construction contract and construction can begin in Q4 2025.

Should Council direct staff to complete additional engagement for the project, staff will complete the additional engagement in the fall and will return to Council in Q4 to bring the project back to Council for approval for the project to be moved to Issued for Tender (IFT) design stage. Staff would then be returning to Council in Q1 2026 seeking authority to award a construction contract and construction would begin in Q2 2026.

Respectfully submitted,

Steve Rennick, Director of Engineering and Public Works
Lauren Hermansson, Senior Active Transportation Planner

With respect to the Financial Impact described in this report, I concur with the staff recommendation.

Rianna Lachance
_____
Rianna Lachance, Director of Finance and Asset Management

Reviewed and approved by the Acting Director of Corporate Services.

C. Anderson
_____
C. Anderson, Acting Director of Corporate Services

I have read and consider staff's recommendation to be supportable for Council's consideration.

Selina Williams

_____

Selina Williams, Chief Administrative Officer

ATTACHMENTS(S):

Henderson Parking Removal Numbers

Haultain Henderson 100% Design

Design Change Impacts Memo - Henderson Road and Haultain-Estevan Cycling Facility

PARKING ASSESSMENT CRITERIA:
- 6.0m PARKING SPACE LENGTH
- 1.0m BUFFER FROM LETDOWNS

FOUL BAY ROAD
LANSDOWNE ROAD
MID DOWNE ROAD
NEIL STREET
HENDERSON ROAD
EASTDOWNE ROAD
CADBORO BAY ROAD
MUSGRAVE STREET
BEACH DRIVE
ESPLANADE
ESTEVAN AVENUE
FOUL BAY ROAD
HAULTAIN STREET
FORT STREET
CADBORO BAY ROAD
OAK BAY AVENUE

PARKING REMOVALS
(#) (LOCATION & No.)

LOCATION PLAN
SCALE: NTS

1051 Vancouver St, Victoria, BC V8V 3k3
T: (250)361-3230 F: (604)629-5756

THE DISTRICT OF OAK BAY

PROJECT NAME: HENDERSON ROAD AND HAULTAIN-ESTEVAN CYCLING FACILITIES

DRAWING No. 33796

SUBMISSION DATE: JULY 07, 2025

DESIGN PHASE: INTERIM CHECK-IN SUBMISSION

ISL
1051 Vancouver St, Victoria, BC V8V 3k3
T: (250)361-3230 F: (604)629-5756

Sheet List Table	
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00	COVER
01	GENERAL NOTES
02	PAVEMENT MARKINGS AND SIGNAGE LEGEND
03	ELGIN RD - STA. 1+000 TO STA. 1+260
04	ELGIN RD & GOLDSMITH ST - STA. 1+260 TO STA. 1+500 & STA. 2+000 TO STA. 2+130
05	GOLDSMITH ST & BEE ST - STA. 2+140 TO STA. 2+410
06	FLORENCE ST - STA. 2+410 TO STA. 2+750
07	HAULTAIN ST & HENDERSON RD - STA. 3+000 TO STA. 3+300 & STA. 5+000 TO STA. 5+030
08	HENDERSON RD - STA. 5+030 TO STA. 5+290
09	HENDERSON RD - STA. 5+290 TO STA. 5+570
10	HENDERSON RD - STA. 5+570 TO STA. 5+830
11	HENDERSON RD - STA. 5+830 TO STA. 6+110
12	HENDERSON RD - STA. 6+110 TO STA 6+370
13	HENDERSON RD - STA. 6+370 TO STA 6+580
14	HAULTAIN ST & EASTDOWNE RD - STA. 3+300 TO STA. 3+560
15	EASTDOWNE RD & ESTEVAN AVE - STA. 3+560 TO STA. 3+900
16	ESTEVAN AVE - STA. 3+900 TO STA. 4+250
17	ESTEVAN AVE - STA. 4+250 TO STA. 4+550
18	ESTEVAN AVE - STA.4+550 TO STA. 4+700
19	CIVIL DETAILS - PEDESTRIAN RAMPS AND TWSI
20	CIVIL DETAILS - TYPICAL DETAILS
21	CIVIL LAYOUT - CURB RETURNS AND DRIVEWAYS
22	CIVIL LAYOUT - HAULTAIN ST AND EASTDOWN RD TRAFFIC CIRCLE
23	ELECTRICAL - NOTES - LEGEND - KEY PLAN
24	ELECTRICAL - SITE PLAN ENLARGEMENT - NORTH END OF ELGIN STREET
25	ELECTRICAL - ELEVATIONS AND DETAILS - NORTH END OF ELGIN STREET
26	ELECTRICAL - SITE PLAN ENLARGEMENT - CADBORO BAY ROAD AT BEE STREET
27	ELECTRICAL - ELEVATIONS - CADBORO BAY ROAD AT BEE STREET
28	ELECTRICAL - SITE PLAN ENLARGEMENT - HENDERSON ROAD AT CARRICK STREET
29	ELECTRICAL - ELEVATIONS AND DETAILS - HENDERSON ROAD AT CARRICK STREET
30	ELECTRICAL - SITE PLAN ENLARGEMENT - HENDERSON ROAD TRAIL AT KINGS ROAD
31	ELECTRICAL - ELEVATIONS AND DETAILS - HENDERSON ROAD TRAIL AT KINGS ROAD
32	ELECTRICAL - SITE PLAN ENLARGEMENT - LANSDOWNE ROAD AT HENDERSON ROAD
33	ELECTRICAL - ELEVATIONS AND DETAILS - LANSDOWNE ROAD AT HENDERSON ROAD
34	ELECTRICAL - SITE PLAN ENLARGEMENT - FOUL BAY ROAD AT HAULTAIN STREET
35	ELECTRICAL - ELEVATIONS AND DETAILS - FOUL BAY ROAD AT HAULTAIN STREET
36	ELECTRICAL - SITE PLAN ENLARGEMENT - CADBORO BAY ROAD AT ESTEVAN AVENUE
37	ELECTRICAL - ELEVATIONS AND DETAILS - CADBORO BAY ROAD AT ESTEVAN AVENUE
38	ELECTRICAL - SITE PLAN ENLARGEMENT - BEACH DRIVE AT ESTEVAN AVENUE
39	ELECTRICAL - ELEVATIONS AND DETAILS - BEACH DRIVE AT ESTEVAN AVENUE



LOCATION PLAN
SCALE: 1:10000

INTERIM CHECK-IN SUBMISSION
JULY 07, 2025

GENERAL NOTES:

1. ALL CONSTRUCTION AND MATERIALS SHALL BE IN ACCORDANCE WITH:
   - THE MASTER MUNICIPAL CONSTRUCTION DOCUMENT AND STANDARD DETAIL DRAWINGS (MMCD 2009 "PLATINUM EDITION"), EXCEPT AS OTHERWISE NOTED IN THESE DRAWINGS OR THE CONTRACT DOCUMENTS;
   - APPLICABLE CONTRACT DOCUMENTS AND ALL SPECIFICATIONS REFERENCED THEREIN;
   - MINISTRY OF TRANSPORTATION "BC TRAFFIC CONTROL MANUAL FOR WORK ON ROADWAYS", LATEST EDITION;
     AND
   - WORKSAFEBC, LATEST EDITION.

   THE CONTRACTOR SHALL MAINTAIN ON SITE COPIES OF THE ABOVE DOCUMENTS AND SHALL ENSURE THAT ALL SUB CONTRACTORS ARE THOROUGHLY FAMILIAR WITH THE APPLICABLE SECTIONS OF THE DOCUMENTS.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DISPOSAL OF ALL EXCAVATED MATERIAL UNSUITABLE FOR REUSE AT A SUITABLE OFF-SITE DISPOSAL AREA, IN ACCORDANCE WITH ALL APPLICABLE REGULATIONS.
3. THE CONTRACTOR SHALL REPAIR OR REPLACE ANY EXISTING ROAD SURFACES, SERVICES, SIGNS, LANDSCAPING, DRIVEWAY LETDOWNS, PRIVATE LANDSCAPING, OR PRIVATE IMPROVEMENTS THAT MAY BE DAMAGED AS A RESULT OF CONSTRUCTION. REPAIRS TO EXISTING TOWN SERVICES SUCH AS WATER, SANITARY SEWER, STORM SEWER, AND STREET OR TRAFFIC LIGHTING MAY BE MADE BY THE OWNER AT COST TO THE CONTRACTOR. REPAIRS TO EXISTING SURFACE WORKS MAY BE DONE BY THE CONTRACTOR AT THE DISCRETION OF THE CONTRACT ADMINISTRATOR.
4. THE LOCATION OF EXISTING UTILITIES IS COMPILED FROM OWNER AND UTILITY SUPPLIED RECORD DRAWINGS AND ARE CONSIDERED APPROXIMATE ONLY. THE EXACT LOCATION AND EXTENT OF UTILITIES SHOULD BE DETERMINED BY CONSULTING THE LOCAL AUTHORITIES AND UTILITY COMPANIES CONCERNED.
5. REPORT ANY DISCREPANCIES TO THE CONTRACT ADMINISTRATOR A MINIMUM 72 HOURS PRIOR TO CONSTRUCTION TO ENSURE THAT THE LINE AND GRADE OF THE PROPOSED WORK CAN BE ADJUSTED TO SUIT FIELD CONDITIONS AS REQUIRED.
6. RESTORATION OF EXISTING DRIVEWAYS, CURBS, STAIRS AND WALKWAYS TO CONFORM TO DISTRICT OF OAK BAY SPECIFICATIONS AND TO BE INCIDENTAL TO THE UNIT PRICES IN THE CONTRACT. DISTRICT SPECIFICATIONS ARE TO BE CONFIRMED WITH THE CONTRACT ADMINISTRATOR PRIOR TO CONSTRUCTION.
7. EVERY EFFORT IS TO BE MADE TO SAVE EXISTING LANDSCAPING WITHIN THE ROAD R.O.W. LANDSCAPING IS TO BE RESTORED TO ITS ORIGINAL OR BETTER CONDITION. IN THE EVENT OF LANDSCAPING REMOVAL THE PROPERTY OWNER SHALL BE ADVISED OF THE REMOVAL AND THE LANDSCAPING PLACED IN OWNERS PROPERTY UPON THEIR REQUEST.
8. ALL SURVEY MONUMENTS, SURVEY PINS, OR LEAD PLUGS WITHIN THE PROJECT BOUNDARIES SHALL BE PROTECTED DURING THE COURSE OF THE WORK. SHOULD ANY SURVEY MONUMENT REQUIRE RAISING OR RELOCATION, THE CONTRACTOR SHALL NOTIFY THE OWNER'S ENGINEERING AND OPERATIONS DEPARTMENT AT LEAST FIVE (5) BUSINESS DAYS IN ADVANCE OF SCHEDULING WORK.
9. ALL ELEVATIONS ARE GEODETIC AND REFERENCED TO INTEGRATED SURVEY MONUMENT ELEVATIONS LOCATED ON ROAD RIGHT-OF-WAYS.
10. ALL PUBLIC ROADWAYS AFFECTED BY THE WORKS SHALL BE KEPT IN A CLEAN STATE AT ALL TIMES AND FREE OF EQUIPMENT AND MATERIALS AT ALL TIMES WHEN CONSTRUCTION ACTIVITY IS NOT UNDERWAY. DUST CONTROL MEASURES SHALL ALSO BE EMPLOYED AS DIRECTED BY THE CONTRACT ADMINISTRATOR.
11. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES AND PROCEDURES, AND FOR COORDINATING THE VARIOUS PARTS OF THE WORK. THE CONTRACTOR IS RESPONSIBLE TO ENSURE THAT THERE IS NO DISRUPTION TO SERVICE, AND IF DISRUPTION IS ANTICIPATED, TO NOTIFY THE CONTRACT ADMINISTRATOR A MINIMUM OF 72 HOURS PRIOR, AND OBTAIN APPROVAL FOR THE DISRUPTION.
12. THE CONTRACTOR SHALL PROVIDE TEMPORARY WARM MIX ASPHALT PATCHING TO MMCD REQUIREMENTS AT LOCATIONS SPECIFIED IN THE CONTRACT DOCUMENTS. TEMPORARY ASPHALT PATCHING THICKNESS SHALL MATCH THE EXISTING ASPHALT THICKNESS WITH A MINIMUM OF 75mm AND SHALL MEET THE EXISTING ASPHALT SURFACE. USE OF COLD MIX IS NOT ACCEPTABLE. TEMPORARY PATCHING OF SIDEWALKS AND CURBS AND GUTTERS IS ALSO TO BE MADE WITH WARM MIX AND MEET THE EXISTING SURFACE.
13. ALL CONCRETE AND ASPHALT IDENTIFIED FOR REMOVAL IS TO BE DISPOSED OFFSITE UNLESS OTHERWISE NOTED.
14. CONTRACTOR TO PROVIDE CUT SHEETS ONE WEEK PRIOR TO CONCRETE FORM WORK.
15. PAINT LINES, PAVEMENT MARKINGS, AND SPEED HUMP LOCATIONS BEYOND SURVEY AREA ARE TO BE CONFIRMED IN THE FIELD WITH THE CONTRACT ADMINISTRATOR PRIOR TO INSTALLATION.
16. EXISTING PAINT MARKINGS TO BE ERADICATED WHERE IMPLIED BY PROPOSED WORKS.
10. ALL DESIGN REVISIONS (FIELD FIT OR OTHERWISE) ARE TO MAKE CONSIDERATION OF THIRD PARTY AND/OR EXTERNAL REQUIREMENTS AND FOR THE PROTECTION OF THIRD PARTY AND/OR EXTERNAL INFRASTRUCTURE, INTERESTS, AND/OR INTENT, AND SHALL THEREFORE RETAIN ALL PERMITTING AND OR PERMISSIONS.

VEHICLE TYPE	MOVEMENT TARGET	DESCRIPTION
P - TAC 2017	DESIGN	GENERAL
MSU - TAC 2017	DESIGN / CONTROL	AS APPROPRIATE
HSU - TAC 2017	CONTROL	GENERAL
OBFD LADDER 1	CONTROL	GENERAL
PROTERRA	DESIGN	BC TRANSIT ROUTE 5
NOVA	DESIGN	BC TRANSIT ROUTE 5

CONCRETE NOTES:

1. NO CONCRETE WORKS SHALL BE ALLOWED IF THE CURRENT TEMPERATURE ON SITE IS BELOW 5°C OR ABOVE 32°C.
2. IF TEMPERATURES ARE EXPECTED TO DROP BELOW FREEZING WITHIN THE 5 DAY WINDOW FOLLOWING A CONCRETE POUR A THERMO BLANKET WILL BE REQUIRED TO MAINTAIN CONCRETE TEMPERATURES.
3. IF CONCRETE IS POURED AT TEMPERATURES ABOVE 25°C IT SHALL BE SPRAYED WITH WATER 5 TIMES PER DAY AT REASONABLE INCREMENTS BETWEEN THE HOURS OF 10am AND 3pm.
4. CONCRETE WORKS TO BE COMPLETED DURING RAIN EVENTS MAY BE ALLOWED AT THE DISCRETION OF THE CONTRACT ADMINISTRATOR. IN THE EVENT THAT CONCRETE IS POURED DURING A RAIN EVENT THE CONTRACTOR SHALL PROVIDE A PLASTIC COVERING THAT IS MAINTAINED TO PROTECT THE CONCRETE FOR A MINIMUM OF 24 HOURS.
5. THE CONTRACTOR IS RESPONSIBLE FOR THE MONITORING OF FRESHLY POURED CONCRETE TO ENSURE NO DAMAGE IS CAUSED. ANY DAMAGE OR DEFACEMENT OF FRESHLY POURED CONCRETE SHALL BE REMOVED AND REPLACED AT THE CONTRACTOR'S EXPENSE.

ENVIRONMENTAL NOTES:

1. ALL INLET STRUCTURES IN PROXIMITY TO TRENCH WORK OR EXPOSED ROAD BASE WILL BE FITTED WITH MANUFACTURED INLET CONTROL DEVICES AND OR 'FILTER SACK' TYPE CATCHBASIN CONTROL (OR APPROVED ALTERNATIVE). CONTROL DEVICES TO BE MAINTAINED IN A FULLY FUNCTIONAL STATE AT ALL TIMES.
2. INLET CONTROL DEVICES (I.E. FILTER SACKS') MUST HAVE A MINIMUM 8"' DROP FROM SURFACE OF THE CATCHBASIN.
3. UNDER NO CIRCUMSTANCES ARE CATCHBASINS TO BE FITTED WITH GEOTEXTILE SHEATHS CUT FROM STOCKPILE ROLLS.
4. AVOID EARTH DISTURBING ACTIVITIES DURING SUBSTANTIAL RAIN EVENTS.
5. AVOID STOCKPILING SOILS, SANDS AND OTHER ERODIBLE MATERIALS ONSITE. IT IS PREFERABLE TO “HOT-LOAD” SOIL DIRECTLY INTO TRUCKS FOR OFFSITE DISPOSAL. IF TEMPORARY WASTE OR SOIL STOCKPILES ARE NECESSARY, MAKE SURE THEY ARE FULLY COVERED WITH TARPS AND WEIGHTED WITH SANDBAGS.
6. TRACKING OF SEDIMENT, SOIL AND/OR ROADBASE FROM WORKSITE TO VEHICLE TRAVEL LANES MUST BE PREVENTED.
7. ROADS MUST BE SWEPT CLEAN OF SOIL, LOOSE ROAD BASE, EARTH AND SEDIMENT. MECHANICAL SWEEPING IS PREFERRED TO MANUAL SWEEPING. HOWEVER, FREQUENT HAND SWEEPING IS PREFERABLE TO ONCE DAILY MECHANICAL SWEEPING.
8. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT NO SEDIMENT OR SEDIMENT LADEN WATER IS DISCHARGED FROM THE WORKS TO THE OWNER'S DRAINAGE SYSTEM .
9. IT IS THE CONTRACTOR'S RESPONSIBILITY TO DEVELOP AND PROVIDE TO THE OWNER THE FOLLOWING ENVIRONMENTAL SUBMITTALS WITHIN 15 DAYS AFTER NOTICE OF AWARD:
   - 9.1. SPILL RESPONSE PLAN THAT PROVIDES WRITTEN SAFE WORK PROCEDURES IN THE EVENT OF A SPILL
     - 9.1.1. AN EMERGENCY SPILL KIT WILL BE KEPT ONSITE AT ALL TIMES THE CONTRACTOR IS OPERATING. SPILL KITS MUST INCLUDE BOOMS, SPILL PADS, GLOVES, AND CATCHBASIN BARRIERS. A SPILL KIT WITH AT LEAST 125 LITRES ABSORBENCY IS RECOMMENDED. SANDBAGS AND A SUPPLY OF SAND MUST BE KEPT ONSITE.
   - 9.2. AN EROSION AND SEDIMENT CONTROL PLAN (ESC).
10. THE CONTRACTOR IS TO HAVE ONSITE SODIUM THIOSULPHATE TO TREAT CHLORINATED WATER IN THE EVENT OF A WATER MAIN BREAK.

QUALITY CONTROL TESTING FREQUENCIES

1. TRENCH AND ROADWAY AGGREGATE QUALITY IS TO BE TESTED PER ASTM C136 &C117, SIEVE ANALYSIS OF AGGREGATES BY WASHING. ONE SOURCE TEST PER MATERIAL TYPE IS TO BE COMPLETED (SHIFT IF PRODUCING). REFER TO MMCD SECTION 31 05 17 FOR ACCEPTANCE CRITERIA. RESULTS ARE TO BE SUBMITTED TO THE ENGINEER UPON COMPLETION. TESTING FORM SHALL BE INDIVIDUAL CHECKS.
2. COMPACTION TRENCH BACKFILL IS TO BE TESTED AS PER ASTM D6938 [ONE (1) TEST PER 20 LINEAR METERS OF MAINLINE; AND ONE (1) TEST PER CROSSING OR SERVICE FOR EACH (BEDDING AND AT 1.0m DEPTH INCREMENTS)] AND PER ASTM D 1557 (1 PER MATERIAL). REFER TO MMCD SECTIONS 31 23 01 FOR ACCEPTANCE CRITERIA. TESTING FORM SHALL BE TRENCH BACKFILL CHECKLIST.
3. CONCRETE IS TO BE TESTED FOR SLUMP, AIR CONTENT, COMPRESSION TESTING OF CYLINDERS, AND TEMPERATURE (MINIMUM SHALL BE THE MORE CONSERVATIVE OF 1 TEST PER TRUCK OR 1 TEST PER 35 CUBIC METERS). ACCEPTANCE SHALL BE PER MMCD SECTION 32 13 13. TESTING FORM SHALL BE CONCRETE CHECKLIST.
4. COMPACTION OF ROADWAY AGGREGATES IS TO BE COMPLETED AS PER ASTM D6938 (THREE (3) TESTS PER LINEAR 20m PER LIFT PER MATERIAL)& ASTM D1557 (ONE (1) PER MATERIAL). ACCEPTANCE IS TO BE PER MMCD SECTION 32 11 16 & 32 11 23. TESTING FORM SHALL BE ROADWAY AGGREGATE CHECKLIST, INDIVIDUAL CHECKLISTS.
5. ASPHALT IS TO BE TESTED AT MIXING WITH ONE TEST EVERY 300 TONS OF ASPHALT WITH THICKNESS AND DENSITY IN PLACE TESTED AT ONE CORE PER 500 SQUARE METERS OF PLACED ASPHALT. ACCEPTANCE IS TO BE AS PER MMCD SECTION 32 12 16. TESTING FORM SHALL BE HMAC CHECKLIST.
6. TRAFFIC CONTROL / MANAGEMENT SHALL BE MONITORED, INCLUDING ON-GOING MONITORING DURING ACTIVE WORK AND SPOT CHECKS AFTER HOURS. TESTING FORM SHALL BE PER TCP (AS APPLICABLE).
7. ENVIRONMENTAL MONITORING SHALL BE MONITORED. TESTING FORM SHALL BE PER EP (AS APPLICABLE).

TRAFFIC MANAGEMENT, NOTIFICATION AND APPROVALS NOTES:

1. THE CONTRACTOR SHALL PROVIDE CONSTRUCTION SIGNAGE, BARRIERS, FLASHING INDICATORS ACCORDING TO MOTI, BC TRAFFIC MANAGEMENT MANUAL FOR WORK ON ROADWAYS (LATEST EDITION) & WORKSAFE BC REGULATIONS AT ALL TIMES TO ENSURE THE SAFETY OF THE PUBLIC. TRAFFIC CONTROL WILL BE REQUIRED FOR ALL CONSTRUCTION WORKS WITHIN THE TRAVELED PORTION OF THE ROAD. NO ROAD SHALL BE CLOSED WITHOUT WRITTEN CONSENT FROM THE DISTRICT OF OAK BAY. ADDITIONAL WRITTEN CONSENT TO BE PROCURED FROM THE DISTRICT OF SAANICH IF ROAD CLOSURE IS REQUIRED WITHIN THE DISTRICT OF SAANICH.
2. THE CONTRACTOR SHALL ENSURE THAT ALL APPROVALS REQUIRED FOR THE PROPOSED WORKS HAVE BEEN OBTAINED FROM ALL AUTHORITIES AND AGENCIES PRIOR TO COMMENCING THE WORK.
3. THE CONTRACTOR SHALL ARRANGE FOR, AND COORDINATE THE WORKS DONE BY:
   A) OWNER; AND
   B) FRANCHISE UTILITIES.
5. THE CONTRACTOR SHALL MAKE CONTACT WITH THE APPROPRIATE PERSONNEL AT LEAST 72 HOURS PRIOR TO THE WORK. SCHEDULING AND OTHER CONSTRUCTION CONSTRAINTS IMPOSED BY THESE WORKS SHALL BE TAKEN INTO ACCOUNT.
6. RESIDENTS DIRECTLY AFFECTED BY CONSTRUCTION OF THESE WORKS SHALL BE GIVEN MINIMUM 5 DAYS WRITTEN NOTICE OF THE PROPOSED START OF CONSTRUCTION. THE CONTRACTOR IS TO DISTRIBUTE A NOTICE OF CONSTRUCTION LETTER TO ALL AFFECTED RESIDENTS AND BUSINESSES. LETTER TO DIRECT INQUIRIES TO CONTRACT ADMINISTRATOR. FOLLOWING CONSTRUCTION ACTIVITY ON ANY PRIVATE PROPERTY, A WRITTEN RELEASE MAY BE REQUIRED FROM THE PROPERTY OWNER AT THE DISCRETION OF THE OWNER.
7. ACCESS TO ALL PRIVATE PROPERTIES AND BUSINESSES MUST BE MAINTAINED FOR VEHICULAR AND PEDESTRIAN TRAFFIC. WHERE ACCESS IS AFFECTED, THE CONTRACTOR SHALL PROVIDE A MINIMUM 24 HOUR NOTICE TO ANY RESIDENT OR BUSINESS BEFORE STARTING WORK
8. A TRAFFIC AND PEDESTRIAN SAFETY CONTROL PLAN SHALL BE SUBMITTED BY THE CONTRACTOR PRIOR TO THE PRECONSTRUCTION MEETING AND APPROVED PRIOR TO ISSUE OF NOTICE TO PROCEED.
9. CONTRACTOR TO SUBMIT A TRAFFIC MANAGEMENT PLAN (TMP), WHICH ENSURES SINGLE LANE ALTERNATING TRAFFIC SHALL BE MAINTAINED AT ALL TIMES. NO PROVISIONS FOR TRAFFIC DELAYS SHALL BE MADE OTHER THAN THOSE REQUIRED TO ALLOW TRAFFIC TO FLOW IN THE ALTERNATE DIRECTION.
10. NOTICE OF CONSTRUCTION SIGNS TO BE INSTALLED AT ALL PROJECT LIMITS AND PREFERRED DETOUR ROUTE. NOTIFY CONTRACT ADMINISTRATOR WITH CONSTRUCTION SCHEDULE AND LOCATIONS. SIGNS PROVIDED AND INSTALLED BY CONTRACTOR.
11. APPROVAL OF NOISE VARIANCE FOR ALL WORK OUTSIDE OF NORMAL APPROVED WORK HOURS REQUIRED BY THE OWNER.
12. LAP JOINTS ARE TO BE INSTALLED AT ALL LIMITS OF CONSTRUCTION.
13. THE CONTRACTOR WILL BE RESPONSIBLE FOR COMPLETION OF ALL PERMANENT PAINT AND THERMOPLASTIC PAVEMENT MARKINGS IN THE *PLACE OF THE WORK*. PERMANENT LANE MARKINGS ARE TO BE PLACED WITHIN SEVENTY-TWO (72) HOURS OF FINAL PAVING AND PERMANENT THERMOPLASTIC PAVEMENT MARKINGS ARE TO BE PLACED WITHIN FIVE (5) DAYS OF FINAL PAVING.
14. ALL TEMPORARY MARKINGS ARE TO BE REMOVED IMMEDIATELY FOLLOWING INSTALLATION OF THE PERMANENT MARKINGS.
15. APPROVALS FOR REQUIRED TREE CUTTING OR TRIMMING NOT INDICATED IN CONTRACT DRAWINGS SHALL BE OBTAINED BY THE CONTRACTOR FROM THE OWNER PRIOR TO WORK BEING PERFORMED.

SIGNAGE AND PAVEMENT MARKING NOTES:

1. ALL PAVEMENT MARKINGS AND SIGNS PER THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), LATEST EDITION UNLESS STATED OTHERWISE. ALL RAIL SIGNS PER TRANSPORT CANADA GRADE CROSSING STANDARDS (JANUARY, 2019). ALL REGULATORY AND SAFETY SIGNAGE PER TRANSPORTATION ASSOCIATION OF CANADA'S BIKEWAY TRAFFIC CONTROL GUIDELINES FOR CANADA, LATEST EDITION UNLESS STATED OTHERWISE. ALL PAVEMENT MARKINGS TO BE THERMOPLASTIC UNLESS OTHERWISE SPECIFIED.
2. ALL SIGNS TO BE DIAMOND GRADE.
3. ALL PAVEMENT MARKINGS ARE NOT TO SCALE.
4. CONFLICT PAINT METHYL-METHACRYLATE (MMA):
   - ULTRA-VIOLET ("UV") STABLE;
   - ISO CERTIFIED DURABLE ROAD MARKING MATERIAL;
   - HAVE MINIMUM SKID RESISTANCE OF 55 BPN;
   - COLOUR MUST MATCH THE DISTRICT'S CURRENT GREEN TINT AS CONFIRMED BY THE CONTRACT ADMINISTRATOR.
   - WHICH CONFORMS TO THE NEW FHWA FLUORESCENT GREEN STANDARDS; AND
   - GLASS BEADS MUST CONFORM TO AASHTO M247 TYPE 1 (STANDARD GRADATION) SPECIFICATIONS.
5. WHITE AND YELLOW PAVEMENT MARKINGS WITHIN MMA CONFLICT PAINT TO BE MMA.
6. ALL BIKE STENCILS INCLUDING BIKE SYMBOLS, SHARROWS, DIRECTIONAL CHEVRONS, RESERVED SYMBOL DIAMONDS AND ARROWS, ETC. SHALL BE PERFORMED TORCH ON THERMOPLASTIC STENCILS THAT WILL REQUIRE SURFACE CLEANING/HEATING AND APPLICABLE SEALER APPLIED BEFORE APPLICATIONS. SEALER SHALL ONLY BE OMITTED WHEN NEW ASPHALT IS HIGHLIGHTED WITHIN OUR CIVIL SCOPE FOR THE STENCIL LOCATION.
7. ALL SIGN/POST HARDWARE TO BE STAINLESS STEEL C/W 2 WASHERS PER BOLT AND A VINYL LOCKING NUT. NUTS SHALL BE REPLACED IF REMOVED.
8. ALL NEW SIGN INSTALLATIONS IN BOULEVARD LOCATIONS SHALL INCLUDE A PROPER BASE AND SITE PREPARATION TO PREVENT MOVEMENT.
9. ALL SIGN POSTS SHALL HAVE A SLEEVE INSTALLED C/W SUITABLE BOLT (TO PREVENT SIGN ROTATION) WITH SUFFICIENT THREADS TO ALLOW VINYL LOCKING NUT TO BE FULLY THREADED.
10. ALL NEW TRAFFIC CONTROL SIGNS ARE TO BE INSTALLED COMPLETE WITH WB-12T "NEW" SIGNS. ALL EXISTING TRAFFIC CONTROL SIGNS RETAINED AT INTERSECTIONS WITH PROPOSED TRAFFIC CONTROL ALTERATIONS ARE TO HAVE WB-12T "NEW" SIGNS INSTALLED.

COORDINATION NOTES:

1. CONTRACTOR SHALL COORDINATE WITH DISTRICT FORCES, PRIVATE DEVELOPMENTS AND OTHER RELEVANT PARTIES FOR THE DURATION OF THE PROJECT SCHEDULE. THIS MAY INCLUDE BUT IS NOT LIMITED TO SHARED ROAD OCCUPANCY WITH THIRD PARTY CONTRACTORS WHILE COMPLETING WORKS ON THE RIGHT OF WAY AND WHILE ACCESSING PRIVATE PROPERTY. THE CONTRACTOR SHALL ALLOW FOR THIS OCCUPANCY AND COORDINATE THEIR WORKS TO MITIGATE ANY CONFLICTS WHILE MAINTAINING PUBLIC ACCESS TO THE RIGHT OF WAY.

INTERIM CHECK-IN SUBMISSION
JULY 07, 2025

DESIGN NO. 33796

REV NO.	REVISION DESCRIPTION	DATE	DRAWN	APPR'D
0	50% DESIGN CIRCULATION	2024-04-02	CD	IM
1	REVISED 50% DESIGN CIRCULATION	2024-05-29	CD	IM
2	90% DESIGN CIRCULATION	2024-12-24	AA/CD/AG	IM
3	INTERIM CHECK-IN SUBMISSION	2025-07-07	AA/CD	IM

ROAD WORKS

GENERAL NOTES

ISL
1051 Vancouver St, Victoria, BC V8V 3K3
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SCALE	1:250	CREATION DATE	March 2025
DRAWN BY	CD, ES, KJ, AA, AG	DESIGN BY	CD
CHECKED BY	IM	APPROVED BY	IM
PLOT DATE	July 4, 2025		

DWG. NO. 01 OF 39
REV. 3

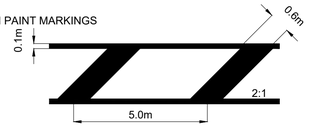
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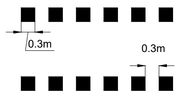
PAVEMENT DETAILS

CONFLICT PAINT (FLUORESCENT MMA)

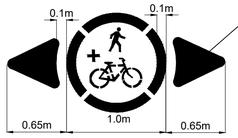
DIAGONAL CROSSHATCH PAINT MARKINGS



ELEPHANT'S FEET PAINT MARKINGS



MULTI-USE SYMBOL



ARROW ORIENTATION ANGLE VARIES RELATIVE TO SYMBOL. INSTALL AS SHOWN ON CONTRACT DRAWINGS (TYP.)

WHITE BICYCLE STENCIL



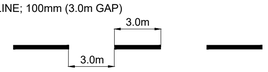
WHITE NON-ELONGATED BICYCLE SYMBOL



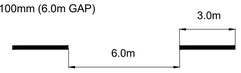
WHITE DASHED ADVISORY LINE; 100mm



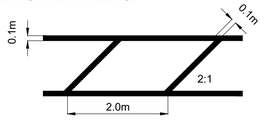
WHITE DASHED VEHICLE LINE; 100mm (3.0m GAP)



WHITE DASHED VEHICLE LINE; 100mm (6.0m GAP)



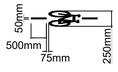
WHITE DIAGONAL CROSSHATCH PAINT MARKINGS



WHITE PARALLEL CROSSWALK LINES; 300mm

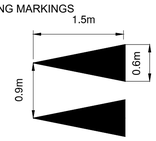


BICYCLE DETECTION SYMBOL

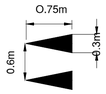


WHITE SOLID LINE; 100mm

WHITE SPEED HUMP WARNING MARKINGS



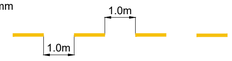
HALF SIZED WHITE YIELD TRIANGLES



WHITE VEHICLE STOP BAR; 600mm

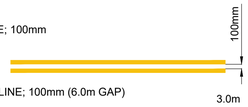
WHITE BIKE STOP BAR; 300mm

YELLOW DASHED LINE; 100mm

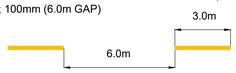


YELLOW SOLID LINE; 100mm

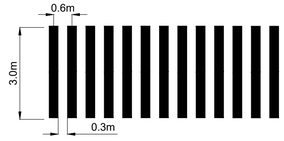
YELLOW DOUBLE SOLID LINE; 100mm



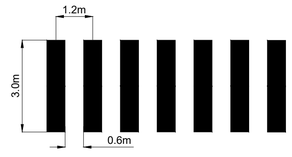
YELLOW DASHED VEHICLE LINE; 100mm (6.0m GAP)



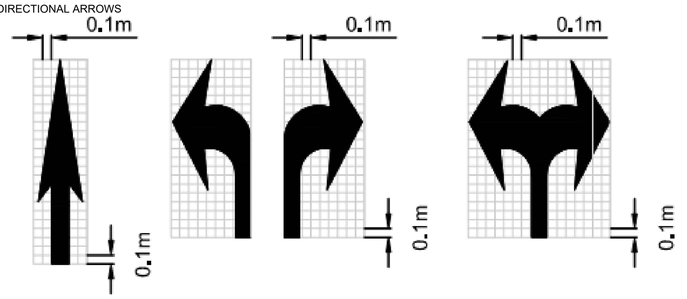
WHITE 300mm ZEBRA MARKING (BICYCLE LANE CROSSING)



WHITE 600mm ZEBRA MARKING (MOTOR VEHICLE CROSSING)



DIRECTIONAL ARROWS



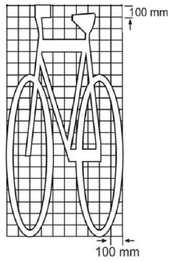
BICYCLE SYMBOL

NON-ELONGATED BICYCLE SYMBOL

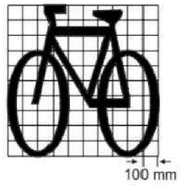
DIAMOND BICYCLE SYMBOL

SHARED USE LANE SYMBOL

BICYCLE SYMBOL

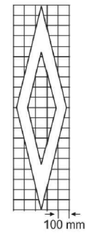


NON-ELONGATED BICYCLE SYMBOL

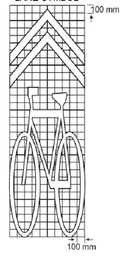


DIAMOND BICYCLE SYMBOL

DIAMOND SYMBOL



SHARED USE LANE SYMBOL



SIGNAGE DETAILS

BIKE ROUTE RIGHT AND LEFT
300mm x 560mm



BIKE ROUTE STRAIGHT
300mm x 450mm



BIKE ROUTE RIGHT/LEFT
300mm x 450mm



IB-23
450mm x 450mm



RA-4R/L
600mm x 750mm



RA-4R/L
(FLORESCENT)
600mm x 750mm



RA-1 (CYCLIST)
300mm x 300mm



RA-1
600mm x 600mm



RA-1S4
300mm x 150mm



R-111-1R/L
(CUSTOM)
600mm x 750mm



RB-1
600mm x 750mm



RB-1
600mm x 750mm



RB-37
600mm x 750mm



RB-39
600mm x 750mm



RB-51L
300mm x 300mm



RB-92
600mm x 750mm



WB-12T
(CUSTOM)
600mm x300mm



WB-12T
(CYCLIST CUSTOM)
300mm x150mm

WA-36L/R
300mm x 900mm

WA-36 R / L
100mm x 500mm
CUSTOM COROPLAST

WA-36
450mm x 900mm

WA-50
450mm x 450mm

CYCLIST MERGE
(CUSTOM)
300mm x 300mm

LIMITED BIKEWAY
(CUSTOM)
600mm x 600mm

RA-2 (CYCLIST)
375mm SIDES

WA-36R (KNOCKDOWN)
200mm x 600mm
ARTICULATING
KNOCKDOWN SIGN

RA-2
750mm SIDES

RB-R-502 TAB
750mm x 300mm

RB-R-500-3
1200mm x 600mm

WC-20
600mm x 600mm

WC-20S
600mm x 300mm

NOTES:

1. ALL PAVEMENT MARKINGS AND SIGNS PER THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), LATEST EDITION UNLESS STATED OTHERWISE. ALL RAIL SIGNS PER TRANSPORT CANADA GRADE CROSSING STANDARDS (JANUARY, 2019). ALL REGULATORY AND SAFETY SIGNAGE PER TRANSPORTATION ASSOCIATION OF CANADA'S BIKEWAY TRAFFIC CONTROL GUIDELINES FOR CANADA, LATEST EDITION UNLESS STATED OTHERWISE.
2. ALL PAVEMENT MARKINGS TO BE THERMOPLASTIC UNLESS OTHERWISE SPECIFIED.
3. ALL SIGNS TO BE DIAMOND GRADE.
4. ALL SIGNS TO HAVE MINIMUM VERTICAL CLEARANCE OF 2.1. IF CLEARANCE CANNOT BE ACHIEVED WHEN INSTALLING A NEW SIGN ONTO AN EXISTING POLE THEN THE POLE SHALL BE REPLACED AND ALL SIGNS TRANSFERRED AS NEEDED TO ACHIEVE THE DESIRED CLEARANCE.
5. ALL SIGN POSTS TO BE CAPPED
6. ALL PAVEMENT MARKINGS ARE NOT TO SCALE.
7. CONFLICT PAINT METHYL-METHACRYLATE (MMA):
   - ULTRA-VIOLET ("UV") STABLE;
   - ISO CERTIFIED DURABLE ROAD MARKING MATERIAL;
   - HAVE MINIMUM SKID RESISTANCE OF 49 BPN;
   - COLOUR MUST MATCH GREEN TINT (PANTONE #368) WHICH CONFORMS TO THE NEW FHWA FLUORESCENT GREEN STANDARDS; AND
   - GLASS BEADS MUST CONFORM TO AASHTO M247 TYPE 1 (STANDARD GRADATION) SPECIFICATIONS.
6. WHITE AND YELLOW PAVEMENT MARKINGS WITHIN MMA CONFLICT PAINT TO BE MMA.
7. CONTRACTOR TO SUPPLY ALL SIGNS, BOLLARDS, POLES AND ASSOCIATED HARDWARE.
8. ALL NEW TRAFFIC CONTROL SIGNS ARE TO BE INSTALLED COMPLETE WITH WB-12T "NEW"SIGNS. ALL EXISTING TRAFFIC CONTROL RELATED SIGNS AT INTERSECTIONS WITH PROPOSED TRAFFIC CONTROL ALTERNATIONS ARE TO HAVE WE-12T "NEW" SIGNS INSTALLED.

INTERIM CHECK-IN SUBMISSION
JULY 07, 2025

DESIGN NO. 33796

CONFIRM UNDERGROUND LOCATIONS WITH UTILITY COMPANIES
THE LOCATION AND ELEVATION OF THE EXISTING UNDERGROUND INFRASTRUCTURE SHOWN ON THIS DRAWING MAY NOT BE ACCURATE OR COMPLETE. THE ACTUAL HORIZONTAL AND VERTICAL LOCATIONS MUST BE CONFIRMED PRIOR TO THE START OF ANY EXCAVATION.
GAS IS SHOWN AS MAIN LINE ONLY.

REV NO.	REVISION DESCRIPTION	DATE	DRAWN	APPR'D
0	50% DESIGN CIRCULATION	2024-04-02	CD	IM
1	REVISED 50% DESIGN CIRCULATION	2024-05-29	CD	IM
2	90% DESIGN CIRCULATION	2024-12-24	AA/CD/AG	IM
3	INTERIM CHECK-IN SUBMISSION	2025-07-07	AA/CD	IM

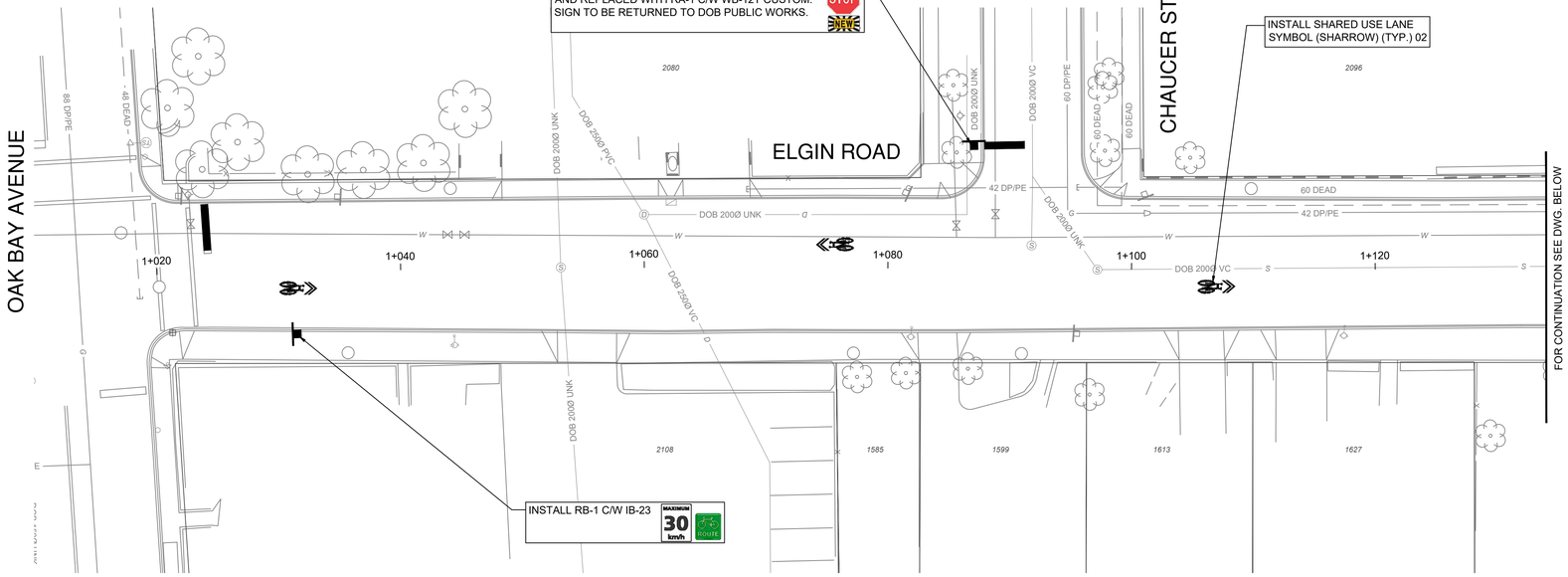
LEGEND
PAVEMENT MARKINGS AND SIGNAGE

ISL
1051 Vancouver St, Victoria, BC V8V 3K3
T: (250)361-3230 F: (604)629-5756

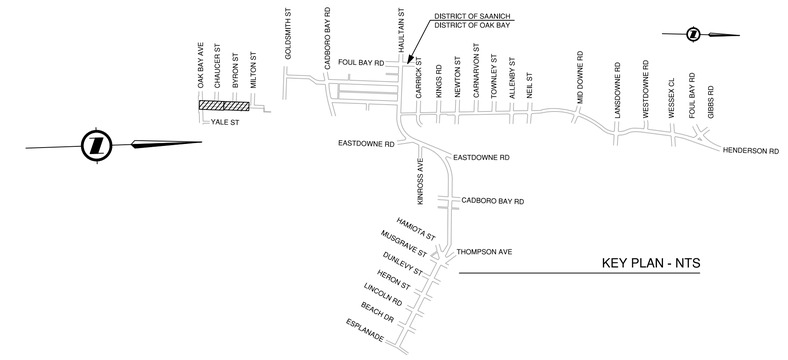
SCALE	1:250	CREATION DATE	March 2025
DRAWN BY	CD, ES, KJ, AA, AG	DESIGN BY	CD
CHECKED BY	IM	APPROVED BY	IM
PLOT DATE	July 4, 2025		

DWG. NO. 02 OF 39
REV. 3

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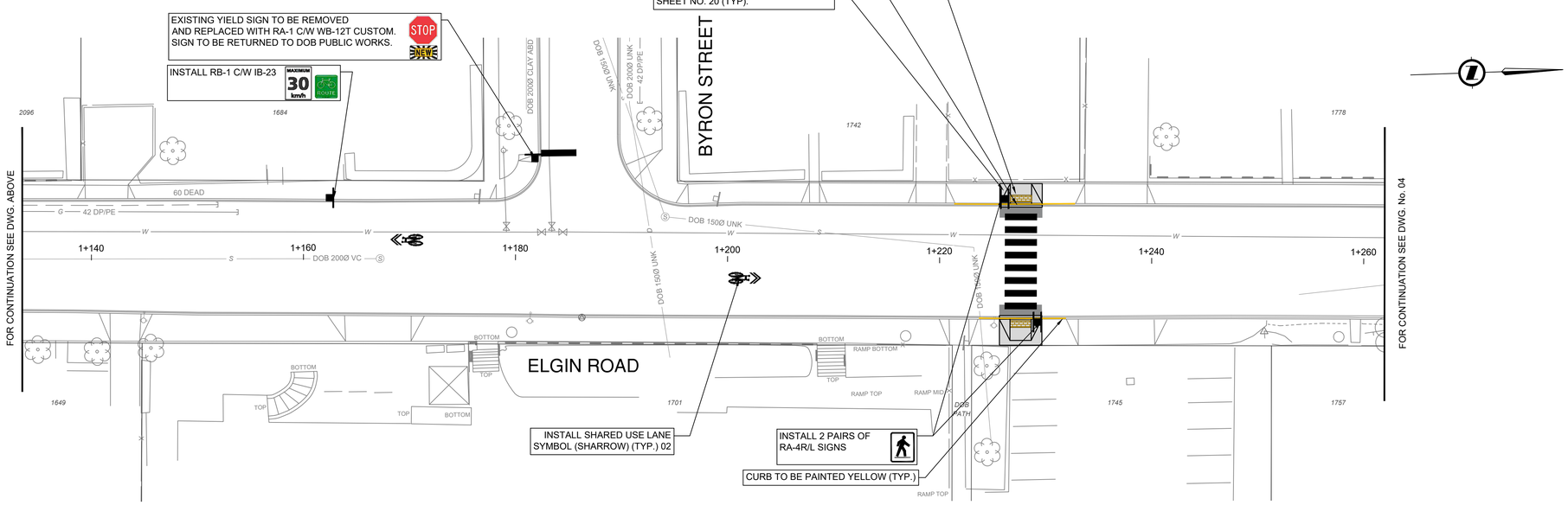
PLAN
SCALE H 1:250



KEY PLAN - NTS

HATCHING LEGEND

- PROPOSED CONCRETE C/W 100mm OF 19mm MINUS CRUSHED GRANULAR BASE AT 95% M.P.D. CONCRETE DEPTH AS SPECIFIED ON SHEET NO. 20.
- PROPOSED 80mm ASPHALT (TWO 40mm LIFTS) C/W 100mm OF 19mm MINUS CRUSHED GRANULAR BASE AT 95% M.P.D. AND 250mm OF 75mm MINUS PIT RUN GRAVEL AT 95% M.P.D. COMPLETE WITH TACK AND SEAL COATS.
- PROPOSED 50mm ASPHALT C/W 50mm OF 19mm MINUS CRUSHED GRANULAR BASE AT 95% M.P.D. AND 200mm OF 75mm MINUS PIT RUN GRAVEL AT 95% M.P.D. COMPLETE WITH SEAL COAT.
- PROPOSED GRAVEL SHOULDER. INSTALL 100mm MIN 19mm MINUS CRUSHED GRANULAR BASE AT 95% M.P.D.
- PROPOSED GRASS. INSTALL 200mm SEEDED TOPSOIL.



PLAN
SCALE H 1:250

0 5 15m
1:250

INTERIM CHECK-IN SUBMISSION
JULY 07, 2025

DESIGN NO. 33796

CONFIRM UNDERGROUND LOCATIONS WITH UTILITY COMPANIES
THE LOCATION AND ELEVATION OF THE EXISTING UNDERGROUND INFRASTRUCTURE SHOWN ON THIS DRAWING MAY NOT BE ACCURATE OR COMPLETE. THE ACTUAL HORIZONTAL AND VERTICAL LOCATIONS MUST BE CONFIRMED PRIOR TO THE START OF ANY EXCAVATION.
GAS IS SHOWN AS MAIN LINE ONLY.

REV NO.	REVISION DESCRIPTION	DATE	DRAWN	APPR'D
0	50% DESIGN CIRCULATION	2024-04-02	CD	IM
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2	90% DESIGN CIRCULATION	2024-12-24	AA/CD/AG	IM
3	INTERIM CHECK-IN SUBMISSION	2025-07-07	AA/CD	IM

HENDERSON ROAD CYCLING FACILITY

ELGIN RD - STA. 1+000 TO STA. 1+260

ISL
1051 Vancouver St, Victoria, BC V8V 3K3
T: (250)361-3230 F: (604)629-5756

SCALE	1:250	CREATION DATE	March 2025
DRAWN BY	CD, ES, KJ, AA, AG	DESIGN BY	CD
CHECKED BY	IM	APPROVED BY	IM
PLOT DATE	July 4, 2025		

DWG. NO. 03 OF 39
REV. 3

File: C:\ADSKVACC\Docs\ISL\33796\Project Files\20_Drafting\202_Production\33031_SH_Roadworks_Henderson_rev2.dwg

EXISTING YIELD SIGN TO BE REMOVED AND REPLACED WITH RA-1 C/W WB-12T CUSTOM. SIGN TO BE RETURNED TO DOB PUBLIC WORKS.

INSTALL 1 - RB-51R

CURB TO BE PAINTED YELLOW (TYP.)

INSTALL SHARED USE LANE SYMBOL (SHARROW) (TYP.) 02

MILTON STREET

ELGIN ROAD

FOR CONTINUATION SEE DWG. No. 03

INSTALL 1 - WAYMARKER LEFT BIKE ROUTE SIGN C/W RB-51L.

INSTALL CYCLIST RA-1 C/W WB-12T CYCLIST CUSTOM AND "CYCLISTS MERGE" CUSTOM.

INSTALL WAYMARKER RIGHT BIKE ROUTE SIGN C/W RB-39.

INSTALL CONCRETE CURB AND GUTTER AS PER DETAIL ON SHEET NO. 20 (TYP).

INSTALL SIDEWALK AS PER DETAIL ON SHEET NO. 20 (TYP).

FUTURE PAVEMENT MARKINGS (BY OTHERS)

FUTURE PAVEMENT MARKINGS (BY OTHERS)

INSTALL 1 - RB-51L

INSTALL NEW RB-37.

2 - FUTURE RA-1 C/W WB-12T CUSTOM (BY OTHERS).

INSTALL NEW LIMITED BIKEWAY CUSTOM.

OAK BAY DROP OFF DEPOT

UNSURVEYED TREES

APPROX BUILDING

GATE

SIGN

1+280 1+300 1+320 1+340 1+360 1+380 1+400 1+420

DOB 100Ø UNK

DOB 1500 UNK

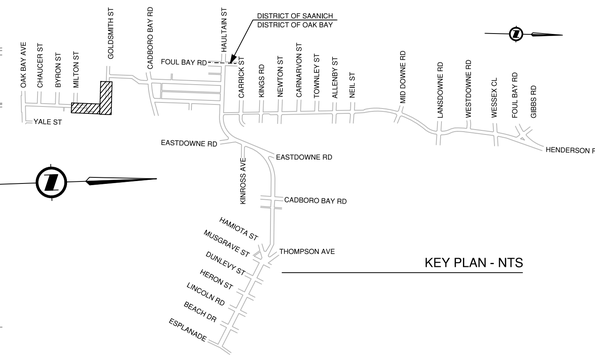
42 DP/PE

3.30m

1.80m

PLAN
SCALE H 1:250

FOR CONTINUATION SEE DWG. BELOW



KEY PLAN - NTS

HATCHING LEGEND

- PROPOSED CONCRETE C/W 100mm OF 19mm MINUS CRUSHED GRANULAR BASE AT 95% M.P.D. CONCRETE DEPTH AS SPECIFIED ON SHEET NO. 20.
- PROPOSED 80mm ASPHALT (TWO 40mm LIFTS) C/W 100mm OF 19mm MINUS CRUSHED GRANULAR BASE AT 95% M.P.D. AND 250mm OF 75mm MINUS PIT RUN GRAVEL AT 95% M.P.D. COMPLETE WITH TACK AND SEAL COATS.
- PROPOSED 50mm ASPHALT C/W 50mm OF 19mm MINUS CRUSHED GRANULAR BASE AT 95% M.P.D. AND 200mm OF 75mm MINUS PIT RUN GRAVEL AT 95% M.P.D. COMPLETE WITH SEAL COAT.
- PROPOSED GRAVEL SHOULDER. INSTALL 100mm MIN 19mm MINUS CRUSHED GRANULAR BASE AT 95% M.P.D.
- PROPOSED GRASS. INSTALL 200mm SEEDED TOPSOIL.

INSTALL RB-1 MAXIMUM 10 km/h

INSTALL 600mm STOP BAR (TYP.)

INSTALL SHARED USE LANE SYMBOL (SHARROW) (TYP.)

INSTALL 2 - IB-23 C/W 2 - WA-50 NEIGHBORHOOD SPEED HUMP SIGNS.

OAK BAY RECREATION CENTER
1975

GOLDSMITH STREET

FOR CONTINUATION SEE DWG. No. 05

2+120 2+100 2+080 2+060 2+040 2+020 2+000 1+980 1+960 1+940 1+920 1+900 1+880 1+860 1+840 1+820 1+800 1+780 1+760 1+740 1+720 1+700 1+680 1+660 1+640 1+620 1+600 1+580 1+560 1+540 1+520 1+500 1+480 1+460 1+440

DOB 200Ø UNK
DOB 150Ø UNK
DOB 675Ø CONC
60 DP/PE
48 DEAD
DOB 2000 CIPP
DOB 6750 CONC
DOB 4650 UNK
DOB 1500 PVC
DOB 200Ø UNK

OAK BAY TRACK AND FIELD

FIRE LANE
KEEP CLEAR
BRN

2 - EXISTING PAIRS OF THRU ARROWS AND TEXT TO BE ERADICATED

INSTALL CYCLIST RA-2 C/W LEFT BIKE ROUTE WAYMARKER SIGN.

GUIDE LINES AND TEXT TO BE ERADICATED TYP.

INSTALL RB-1 MAXIMUM 10 km/h

INSTALL RA-1 CYCLIST STOP SIGN C/W WB-12T CYCLIST CUSTOM

INSTALL THERMOPLASTIC MULTI-USE SYMBOL (TYP.)

INSTALL RB-39 C/W RIGHT BIKE ROUTE WAYMARKER SIGN TO FENCE

INSTALLRB-39 C/W RIGHT AND STRAIGHT BIKE ROUTE WAYMARKER SIGNS

INSTALL RB-39 C/W LEFT BIKE ROUTE WAYMARKER SIGN.

OAK BAY DROP OFF DEPOT

FOR CONTINUATION SEE DWG. ABOVE

PLAN
SCALE H 1:250

1:250 0 5 15m

INTERIM CHECK-IN SUBMISSION
JULY 07, 2025

DESIGN NO. 33796

CONFIRM UNDERGROUND LOCATIONS WITH UTILITY COMPANIES
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REV NO.	REVISION DESCRIPTION	DATE	DRAWN	APPR'D
0	50% DESIGN CIRCULATION	2024-04-02	CD	IM
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2	90% DESIGN CIRCULATION	2024-12-24	AA/CD/AG	IM
3	INTERIM CHECK-IN SUBMISSION	2025-07-07	AA/CD	IM

HENDERSON ROAD CYCLING FACILITY

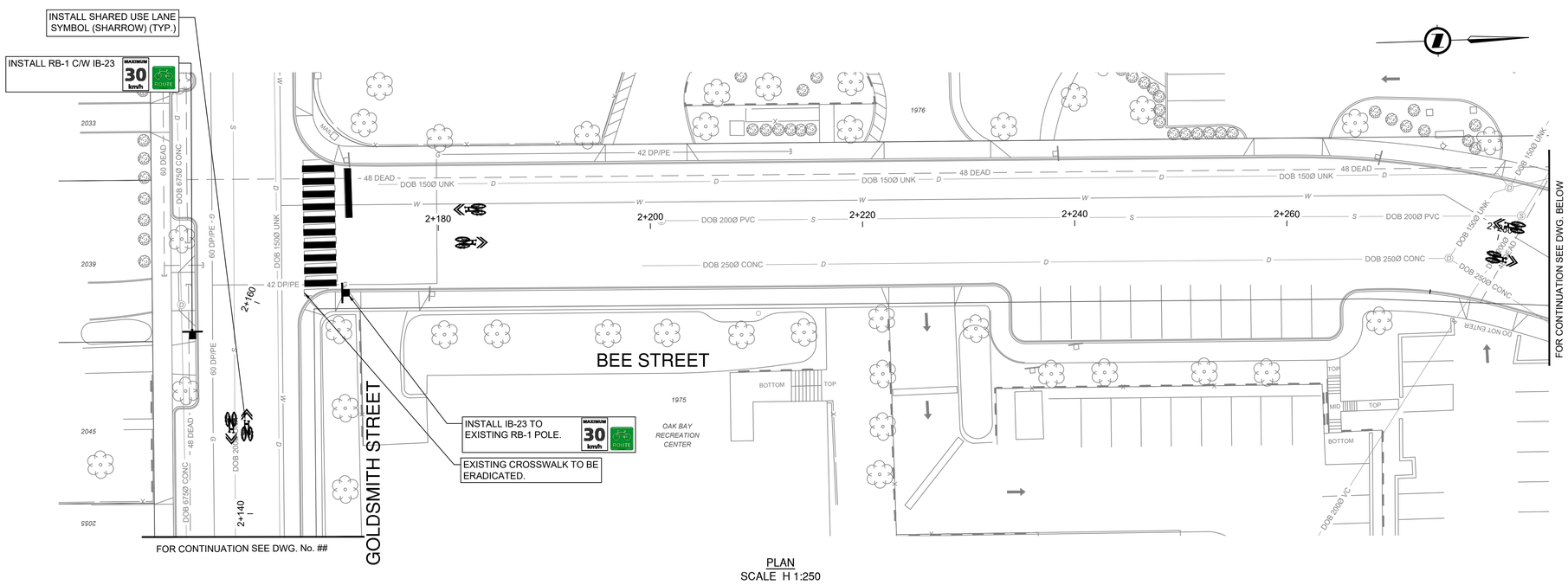
ELGIN RD & GOLDSMITH ST - STA. 1+260 TO STA. 1+500 & STA. 2+000 TO STA. 2+130

ISL
1051 Vancouver St, Victoria, BC V8V 3K3
T: (250)361-3230 F: (604)629-5756

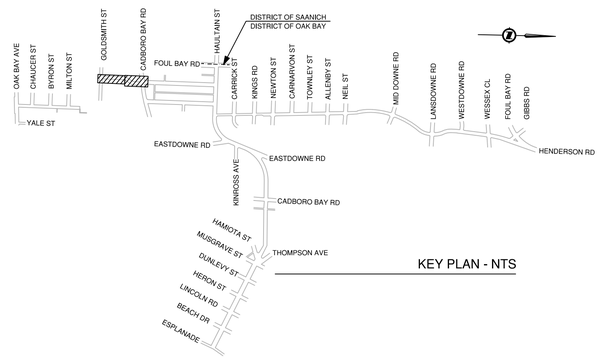
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DRAWN BY	CD, ES, KJ, AA, AG	DESIGN BY	CD
CHECKED BY	IM	APPROVED BY	IM
PLOT DATE	July 4, 2025		

DWG. NO. 04 OF 39
REV. 3

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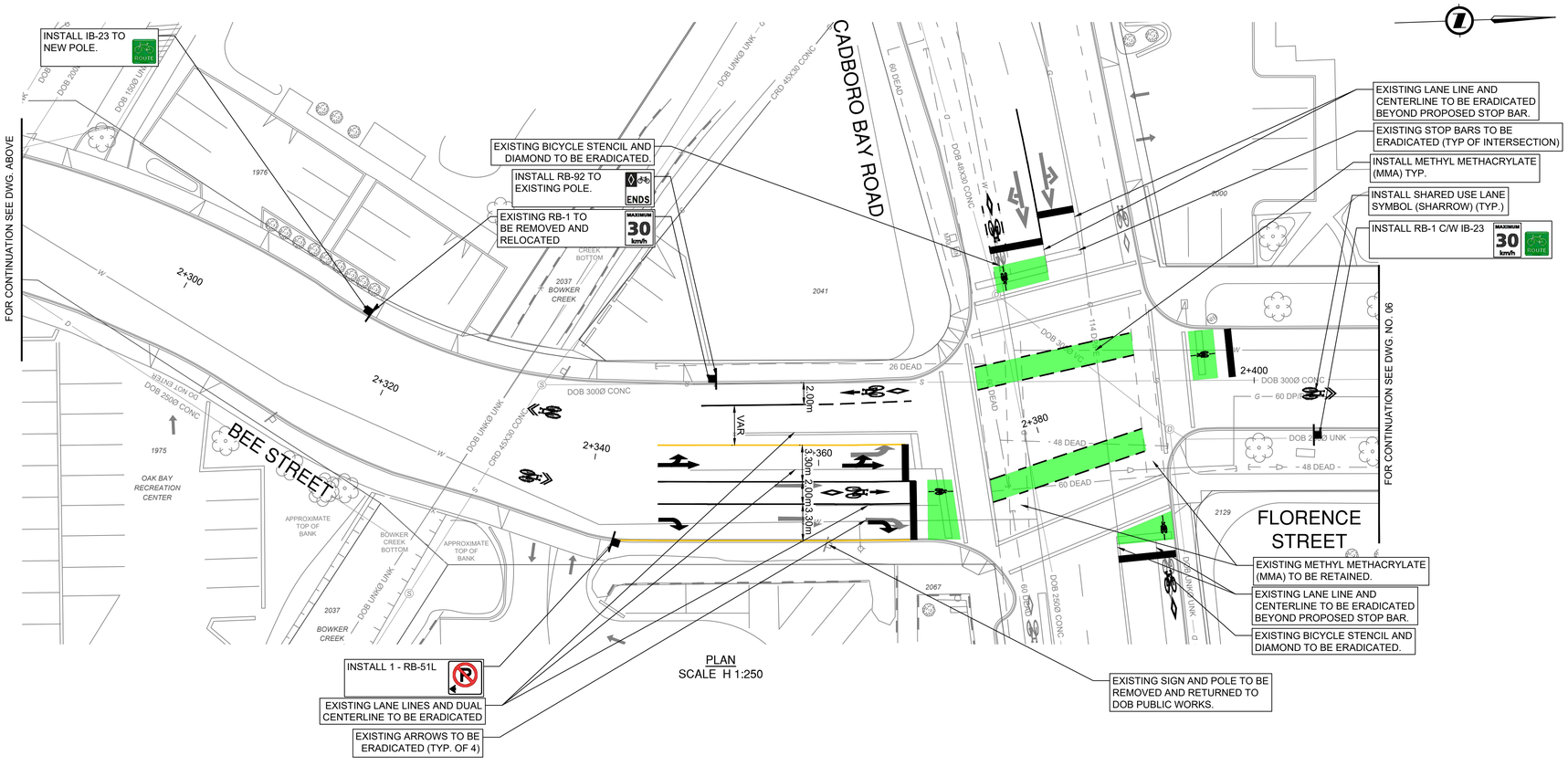
PLAN
SCALE H 1:250



KEY PLAN - NTS

HATCHING LEGEND

- PROPOSED CONCRETE C/W 100mm OF 19mm MINUS CRUSHED GRANULAR BASE AT 95% M.P.D. CONCRETE DEPTH AS SPECIFIED ON SHEET NO. 20.
- PROPOSED 80mm ASPHALT (TWO 40mm LIFTS) C/W 100mm OF 19mm MINUS CRUSHED GRANULAR BASE AT 95% M.P.D. AND 250mm OF 75mm MINUS PIT RUN GRAVEL AT 95% M.P.D. COMPLETE WITH TACK AND SEAL COATS.
- PROPOSED 50mm ASPHALT C/W 50mm OF 19mm MINUS CRUSHED GRANULAR BASE AT 95% M.P.D. AND 200mm OF 75mm MINUS PIT RUN GRAVEL AT 95% M.P.D. COMPLETE WITH SEAL COAT.
- PROPOSED GRAVEL SHOULDER. INSTALL 100mm MIN 19mm MINUS CRUSHED GRANULAR BASE AT 95% M.P.D.
- PROPOSED GRASS. INSTALL 200mm SEEDED TOPSOIL.



PLAN
SCALE H 1:250

0 5 15m
1:250

INTERIM CHECK-IN SUBMISSION
JULY 07, 2025

DESIGN NO. 33796

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2	90% DESIGN CIRCULATION	2024-12-24	AA/CD/AG	IM
3	INTERIM CHECK-IN SUBMISSION	2025-07-07	AA/CD	IM

HENDERSON ROAD CYCLING FACILITY

GOLDSMITH ST & BEE ST - STA. 2+140 TO STA. 2+410

ISL
1051 Vancouver St, Victoria, BC V8V 3K3
T: (250)361-3230 F: (604)629-5756

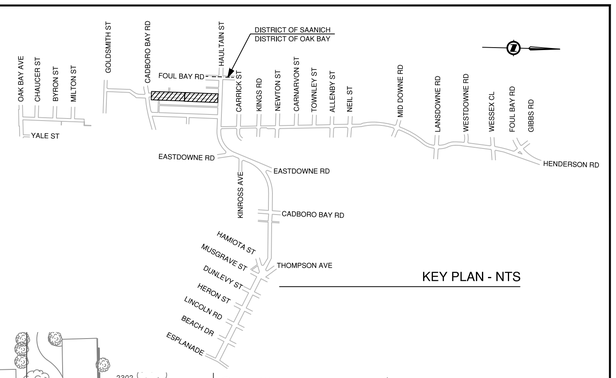
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CHECKED BY	IM	APPROVED BY	IM
PLOT DATE	July 4, 2025		

DWG. NO. 05 OF 39
REV. 3

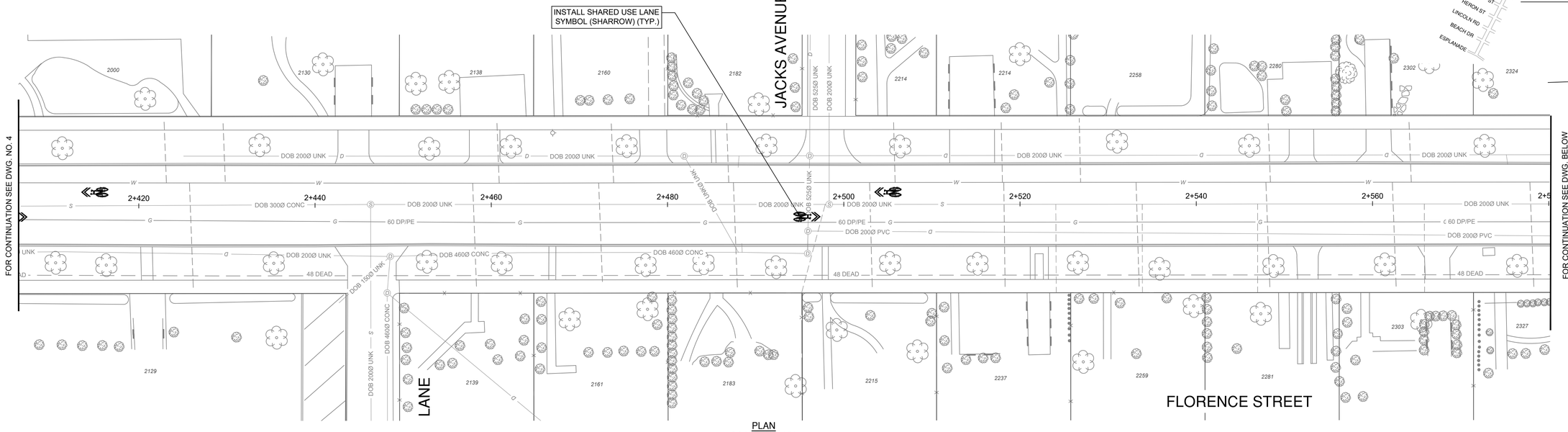
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HATCHING LEGEND

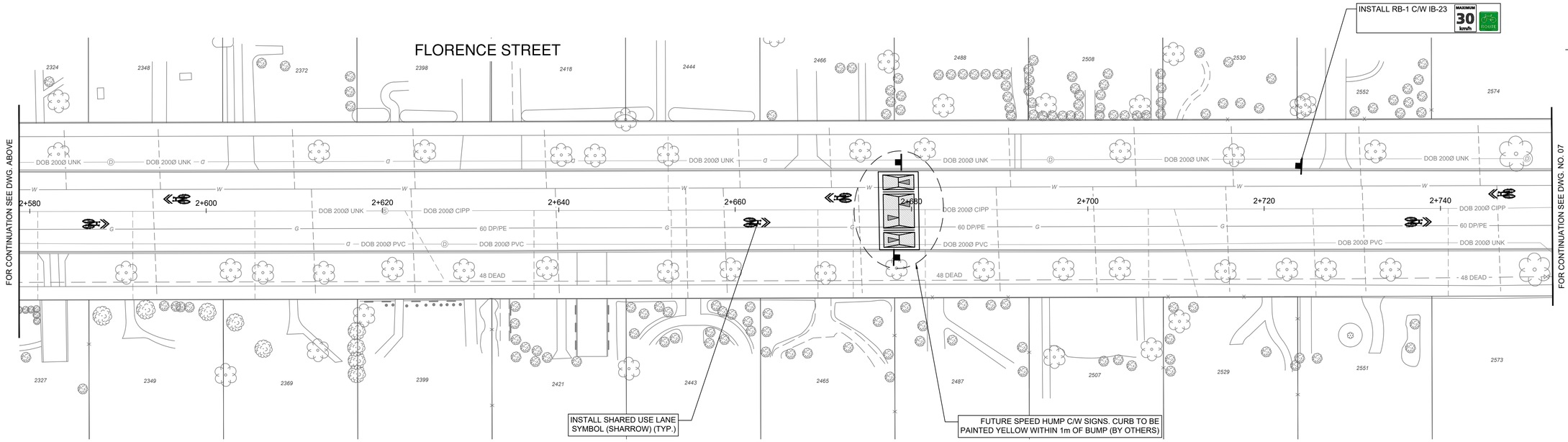
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- PROPOSED 50mm ASPHALT C/W 50mm OF 19mm MINUS CRUSHED GRANULAR BASE AT 95% M.P.D. AND 200mm OF 75mm MINUS PIT RUN GRAVEL AT 95% M.P.D. COMPLETE WITH SEAL COAT.
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- PROPOSED GRASS. INSTALL 200mm SEEDED TOPSOIL.



KEY PLAN - NTS



PLAN
SCALE H 1:250



PLAN
SCALE H 1:250

1:250 0 5 15m

INTERIM CHECK-IN SUBMISSION
JULY 07, 2025

DESIGN NO. 33796

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3	INTERIM CHECK-IN SUBMISSION	2025-07-07	AA/CD	IM

HENDERSON ROAD CYCLING FACILITY

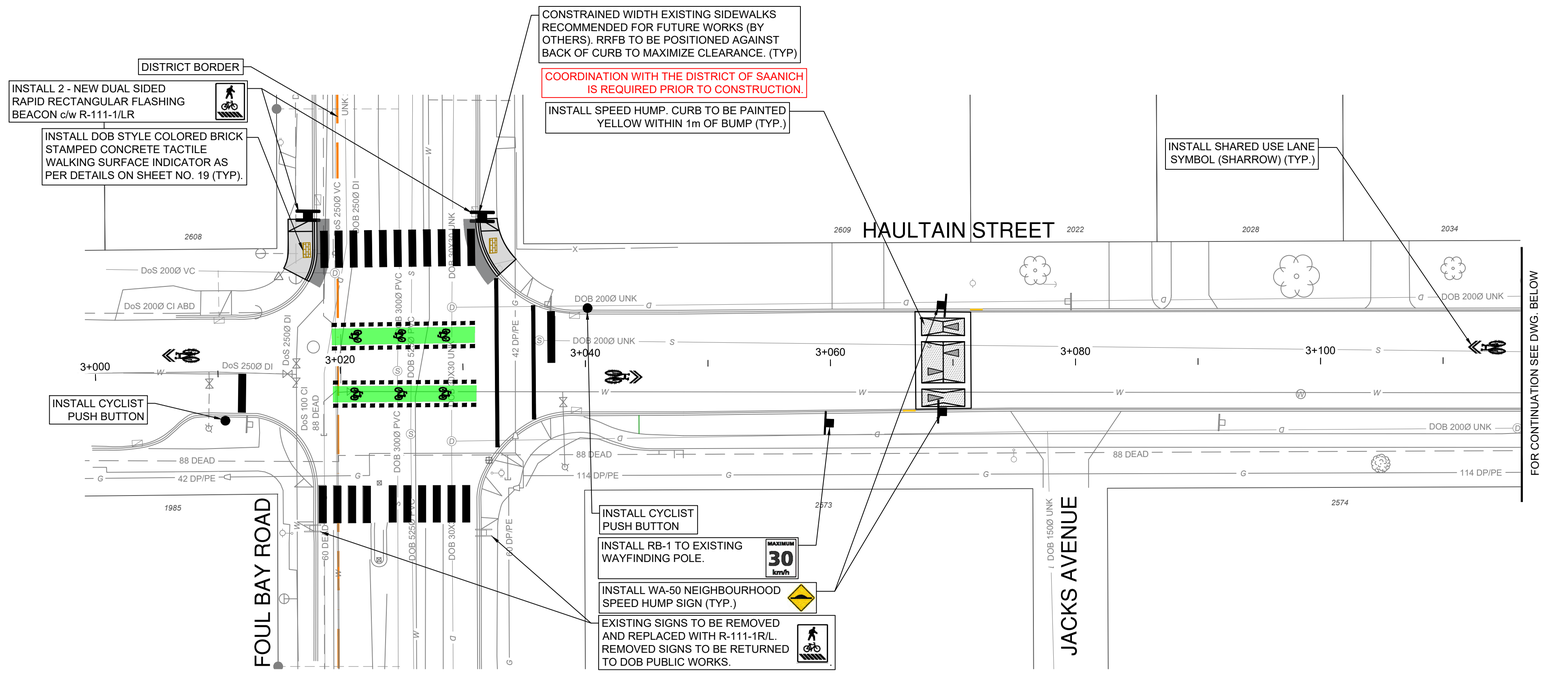
FLORENCE ST - STA. 2+410 TO STA. 2+750

ISL
1051 Vancouver St, Victoria, BC V8V 3K3
T: (250)361-3230 F: (604)629-5756

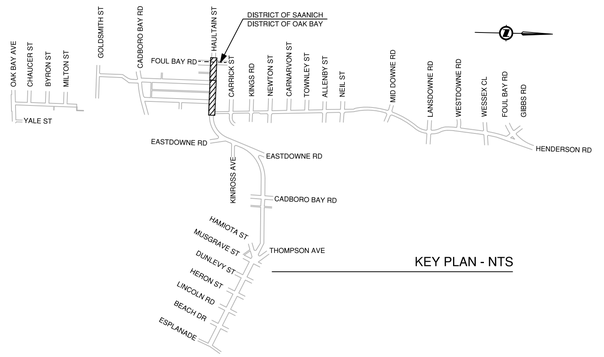
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CHECKED BY	IM	APPROVED BY	IM
PLOT DATE	July 4, 2025		

DWG. NO. 06 OF 39
REV. 3

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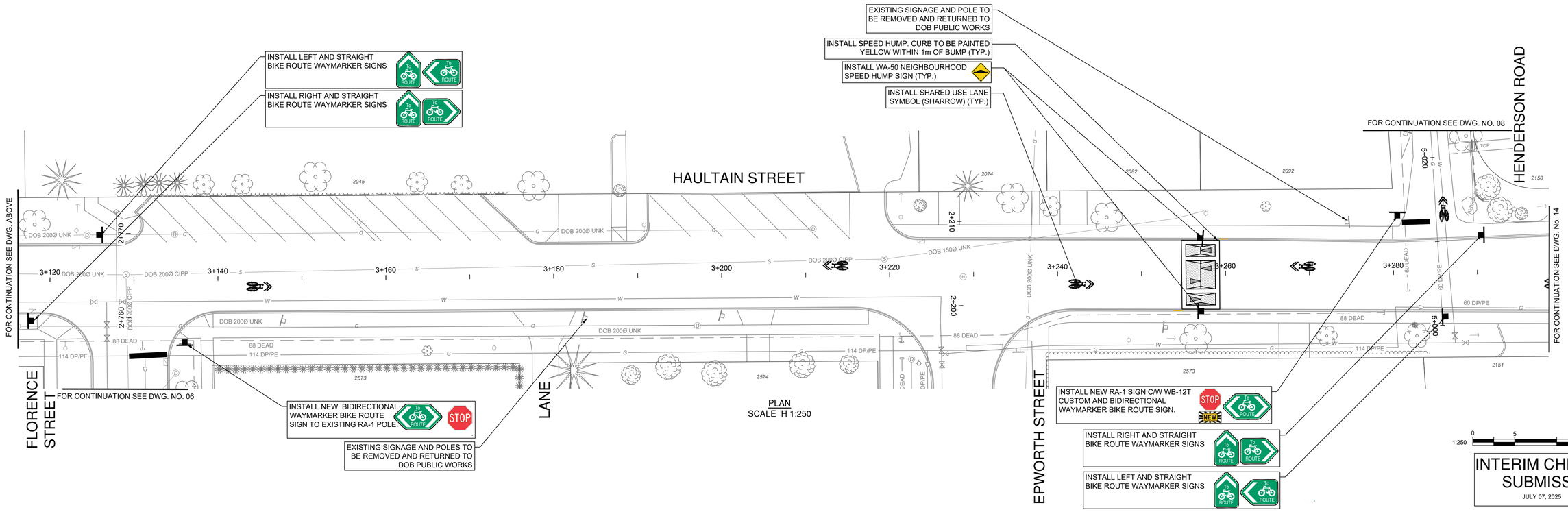
PLAN
SCALE H 1:250



KEY PLAN - NTS

HATCHING LEGEND

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- PROPOSED GRASS. INSTALL 200mm SEEDED TOPSOIL.
- PROPOSED 50mm ASPHALT C/W 50mm OF 19mm MINUS CRUSHED GRANULAR BASE AT 95% M.P.D. AND 200mm OF 75mm MINUS PIT RUN GRAVEL AT 95% M.P.D. COMPLETE WITH SEAL COAT.



PLAN
SCALE H 1:250

1:250 0 5 15m

INTERIM CHECK-IN SUBMISSION
JULY 07, 2025

DESIGN NO. 33796

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3	INTERIM CHECK-IN SUBMISSION	2025-07-07	AA/CD	IM

HENDERSON ROAD CYCLING FACILITY

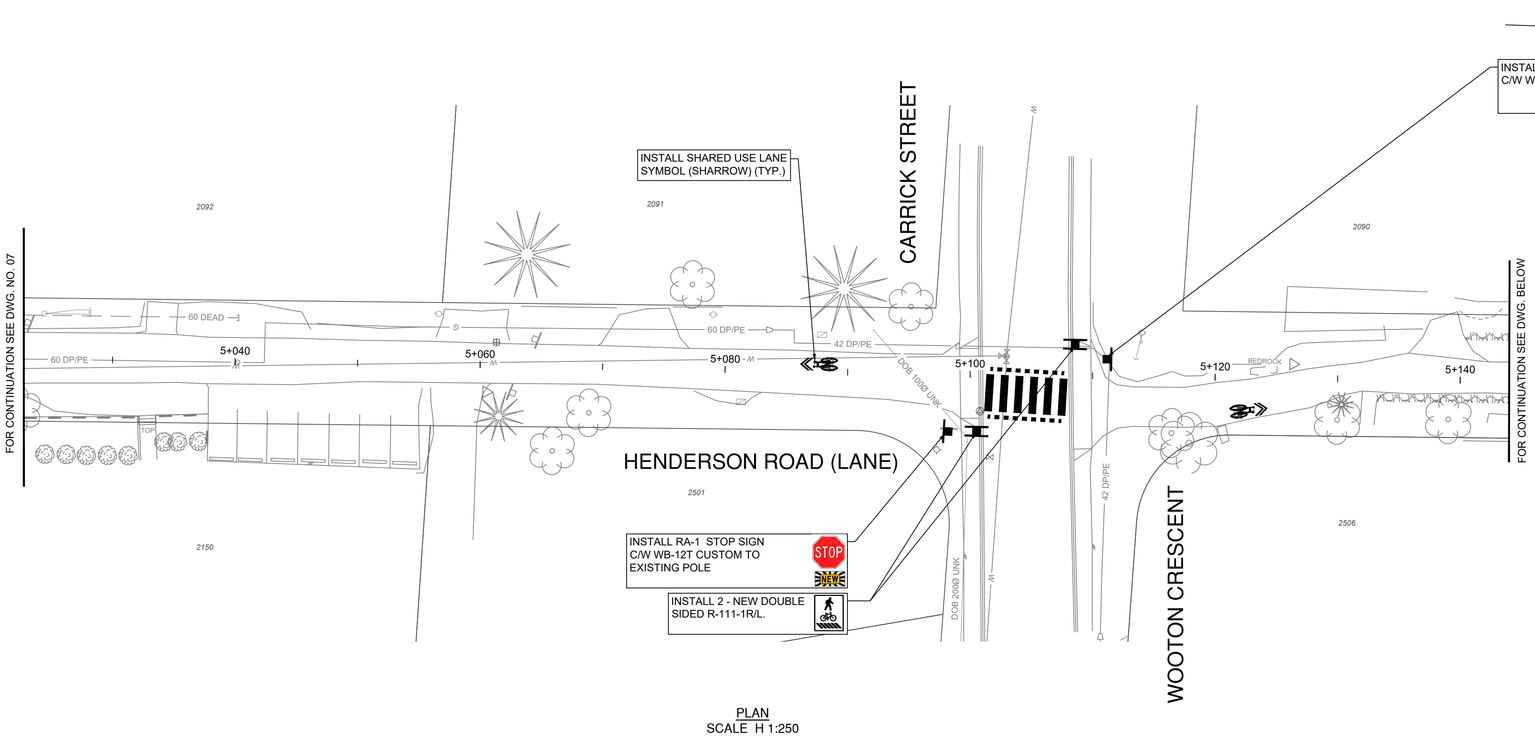
HAULTAIN ST & HENDERSON RD - STA. 3+000 TO STA. 3+300 & STA. 5+000 TO STA. 5+030

ISL
1051 Vancouver St, Victoria, BC V8V 3K3
T: (250)361-3230 F: (604)629-5756

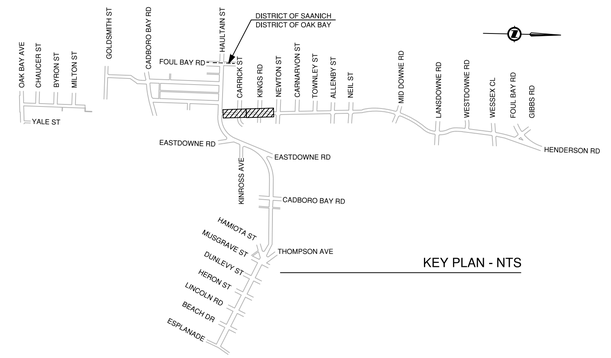
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CHECKED BY	IM	APPROVED BY	IM
PLOT DATE	July 4, 2025		

DWG. NO. 07 OF 39
REV. 3

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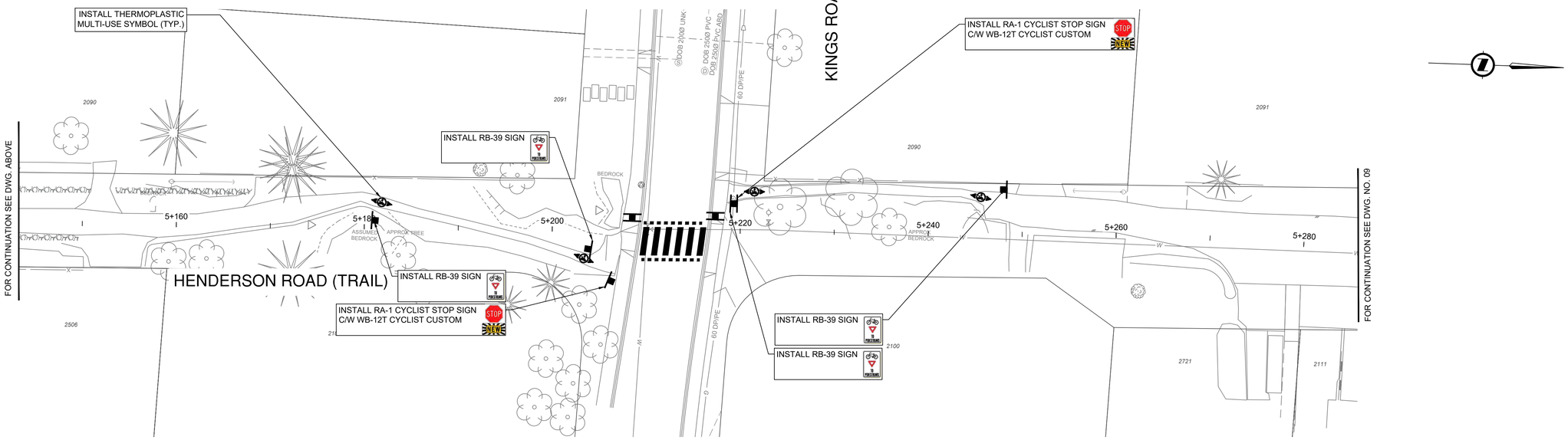
PLAN
SCALE H 1:250



KEY PLAN - NTS

HATCHING LEGEND

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PLAN
SCALE H 1:250

0 5 15m
1:250

INTERIM CHECK-IN SUBMISSION
JULY 07, 2025

DESIGN NO. 33796

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3	INTERIM CHECK-IN SUBMISSION	2025-07-07	AA/CD	IM

HENDERSON ROAD CYCLING FACILITY

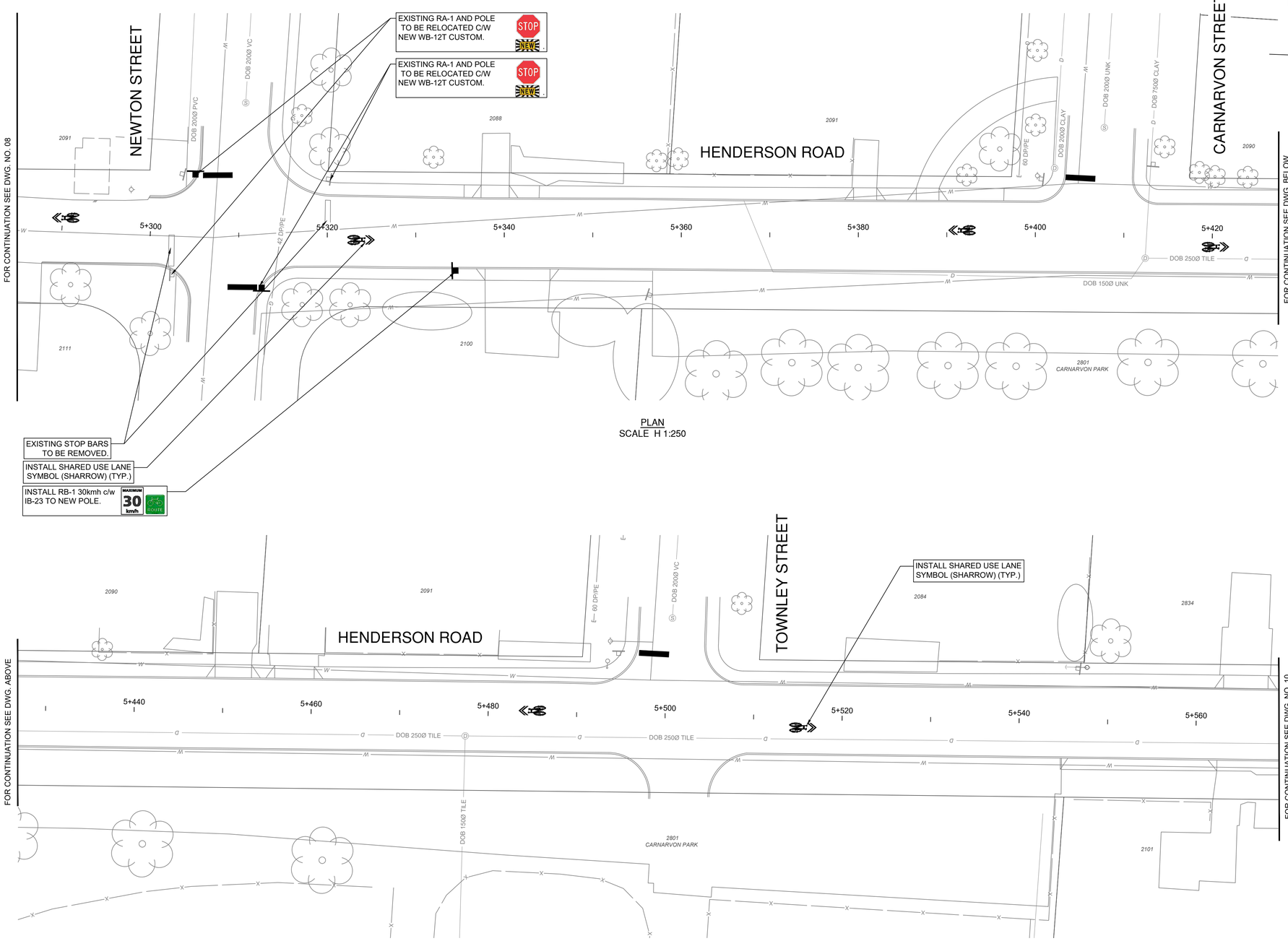
HENDERSON RD - STA. 5+030 TO STA. 5+290

ISL
1051 Vancouver St, Victoria, BC V8V 3K3
T: (250)361-3230 F: (604)629-5756

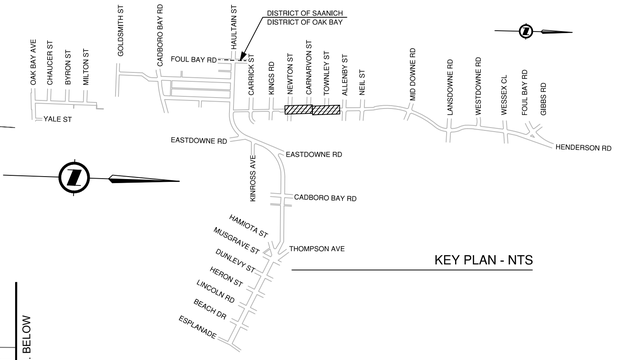
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CHECKED BY	IM	APPROVED BY	IM
PLOT DATE	July 4, 2025		

DWG. NO. 08 OF 39
REV. 3

File: C:\ADSKACCDocs\ISL\33796\Project Files\20_Drafting\202_Production\33031_SH_Roadworks_Henderson_rev2.dwg



PLAN
SCALE H 1:250



KEY PLAN - NTS

HATCHING LEGEND

- PROPOSED CONCRETE C/W 100mm OF 19mm MINUS CRUSHED GRANULAR BASE AT 95% M.P.D. CONCRETE DEPTH AS SPECIFIED ON SHEET NO. 20.
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PLAN
SCALE H 1:250

1:250 0 5 15m

INTERIM CHECK-IN SUBMISSION
JULY 07, 2025

DESIGN NO. 33796

CONFIRM UNDERGROUND LOCATIONS WITH UTILITY COMPANIES
THE LOCATION AND ELEVATION OF THE EXISTING UNDERGROUND INFRASTRUCTURE SHOWN ON THIS DRAWING MAY NOT BE ACCURATE OR COMPLETE. THE ACTUAL HORIZONTAL AND VERTICAL LOCATIONS MUST BE CONFIRMED PRIOR TO THE START OF ANY EXCAVATION.
GAS IS SHOWN AS MAIN LINE ONLY.

REV NO.	REVISION DESCRIPTION	DATE	DRAWN	APPR'D
0	50% DESIGN CIRCULATION	2024-04-02	CD	IM
1	REVISED 50% DESIGN CIRCULATION	2024-05-29	CD	IM
2	90% DESIGN CIRCULATION	2024-12-24	AA/CD/AG	IM
3	INTERIM CHECK-IN SUBMISSION	2025-07-07	AA/CD	IM

HENDERSON ROAD CYCLING FACILITY

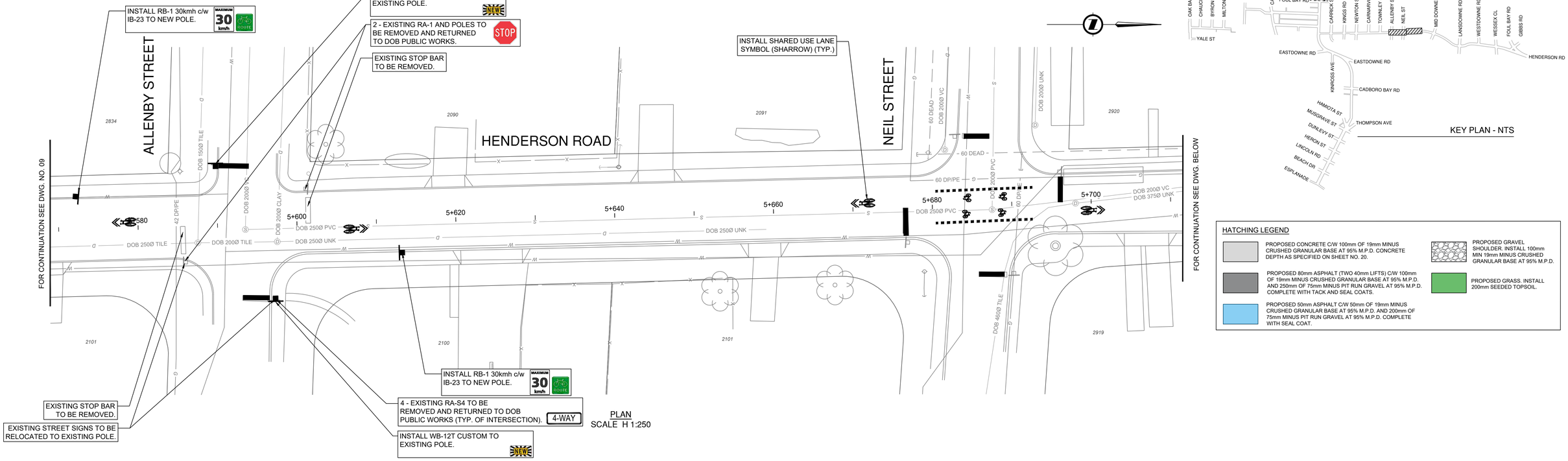
HENDERSON RD - STA. 5+290 TO STA. 5+570

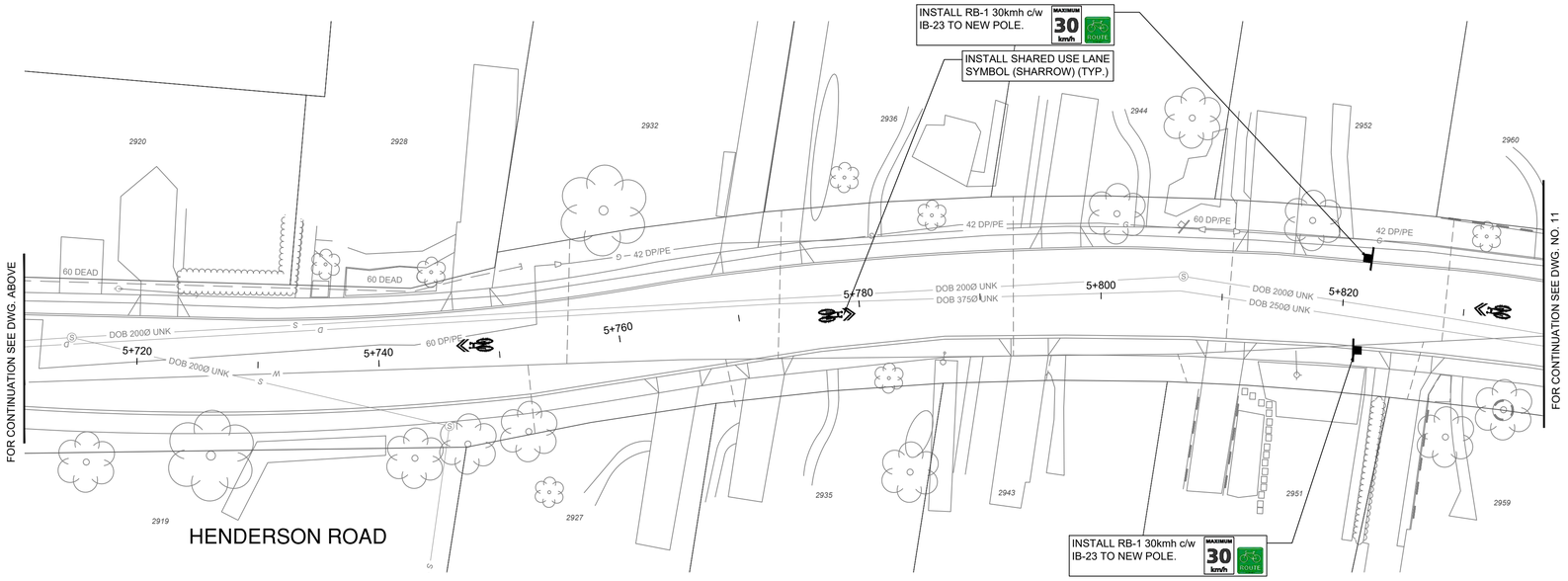
ISL
1051 Vancouver St, Victoria, BC V8V 3K3
T: (250)361-3230 F: (604)629-5756

SCALE	1:250	CREATION DATE	March 2025
DRAWN BY	CD, ES, KJ, AA, AG	DESIGN BY	CD
CHECKED BY	IM	APPROVED BY	IM
PLOT DATE	July 4, 2025		

DWG. NO. 09 OF 39
REV. 3

File: C:\ADSKVACC\Docs\ISL\33796\Project Files\20_Drafting\202_Production\33031_SH_Roadworks_Henderson_rev2.dwg





PLAN
SCALE H 1:250

0 5 15m
1:250

INTERIM CHECK-IN SUBMISSION
JULY 07, 2025

DESIGN NO. 33796

CONFIRM UNDERGROUND LOCATIONS WITH UTILITY COMPANIES
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3	INTERIM CHECK-IN SUBMISSION	2025-07-07	AA/CD	IM

HENDERSON ROAD CYCLING FACILITY

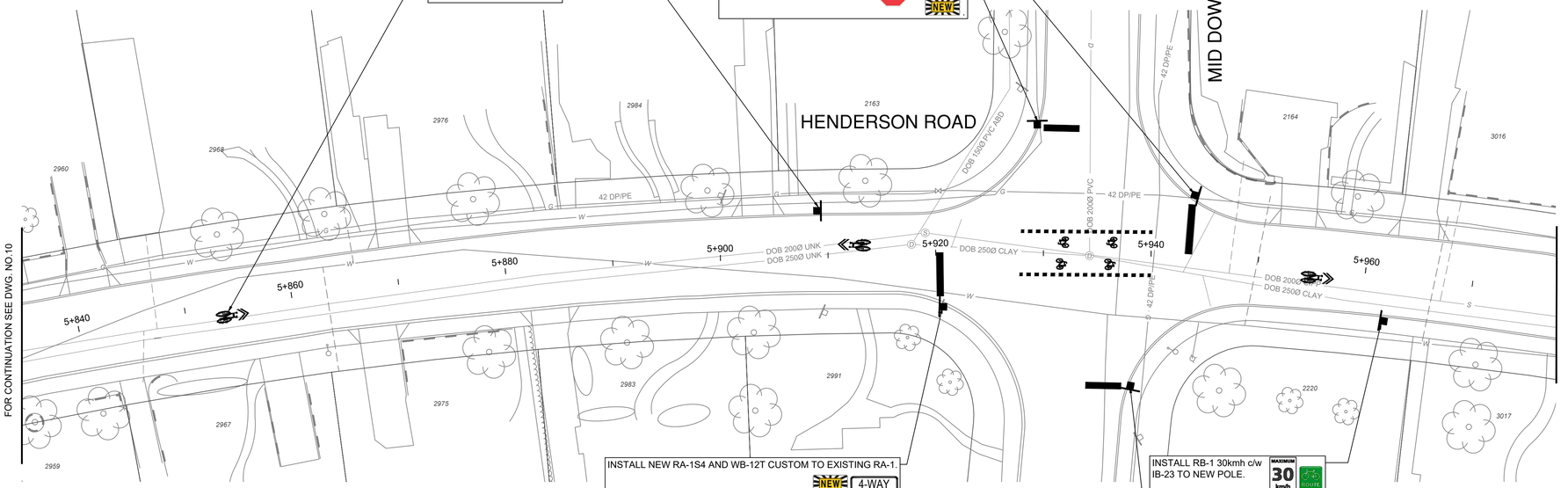
HENDERSON RD - STA. 5+570 TO STA. 5+830

ISL
1051 Vancouver St, Victoria, BC V8V 3K3
T: (250)361-3230 F: (604)629-5756

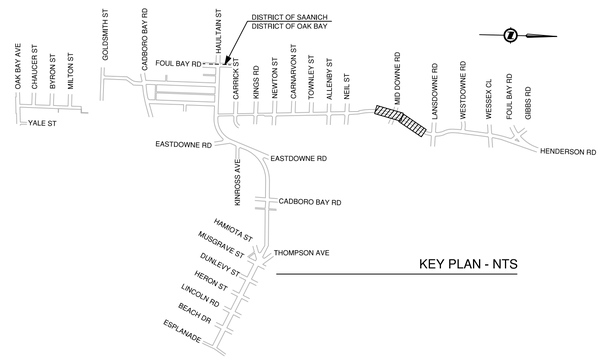
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DRAWN BY	CD, ES, KJ, AA, AG	DESIGN BY	CD
CHECKED BY	IM	APPROVED BY	IM
PLOT DATE	July 4, 2025		

DWG. NO. 10 OF 39
REV. 3

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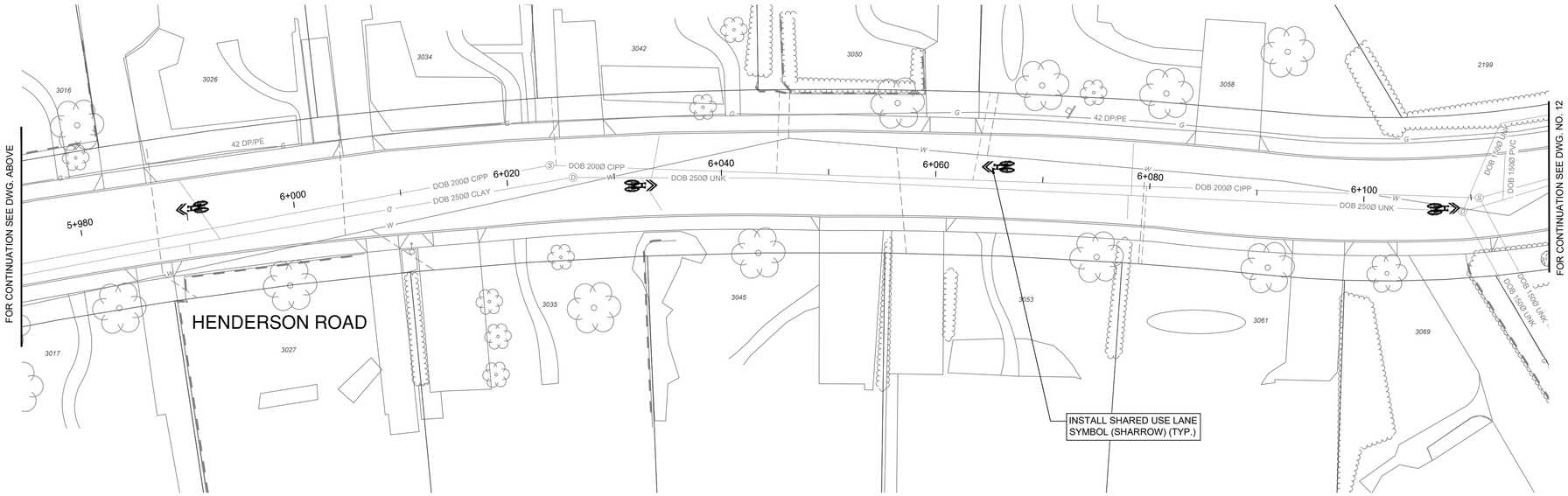
PLAN
SCALE H 1:250



KEY PLAN - NTS

HATCHING LEGEND

- PROPOSED CONCRETE C/W 100mm OF 19mm MINUS CRUSHED GRANULAR BASE AT 95% M.P.D. CONCRETE DEPTH AS SPECIFIED ON SHEET NO. 20.
- PROPOSED 80mm ASPHALT (TWO 40mm LIFTS) C/W 100mm OF 19mm MINUS CRUSHED GRANULAR BASE AT 95% M.P.D. AND 250mm OF 75mm MINUS PIT RUN GRAVEL AT 95% M.P.D. COMPLETE WITH TACK AND SEAL COATS.
- PROPOSED 50mm ASPHALT C/W 50mm OF 19mm MINUS CRUSHED GRANULAR BASE AT 95% M.P.D. AND 200mm OF 75mm MINUS PIT RUN GRAVEL AT 95% M.P.D. COMPLETE WITH SEAL COAT.
- PROPOSED GRAVEL SHOULDER. INSTALL 100mm MIN 19mm MINUS CRUSHED GRANULAR BASE AT 95% M.P.D.
- PROPOSED GRASS. INSTALL 200mm SEEDED TOPSOIL.



PLAN
SCALE H 1:250

1:250 0 5 15m

INTERIM CHECK-IN SUBMISSION
JULY 07, 2025

DESIGN NO. 33796

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HENDERSON ROAD CYCLING FACILITY

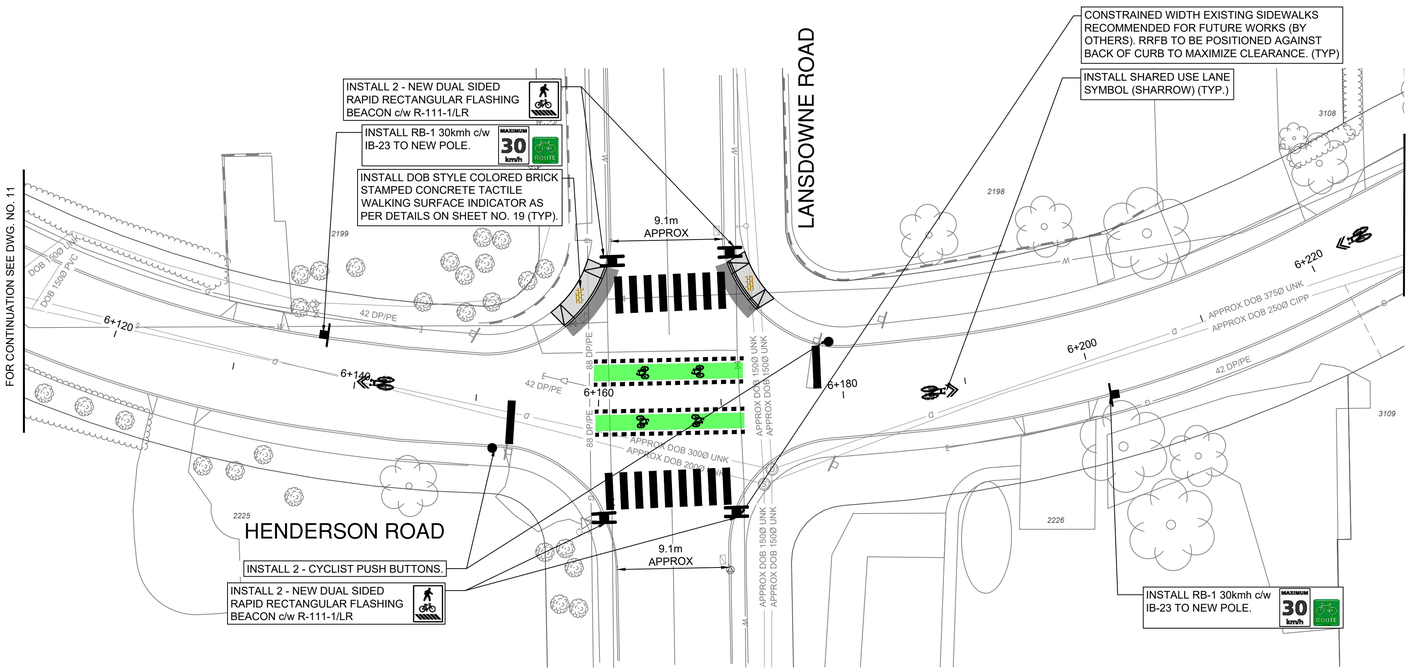
HENDERSON RD - STA. 5+830 TO STA. 6+110

ISL
1051 Vancouver St, Victoria, BC V8V 3K3
T: (250)361-3230 F: (604)629-5756

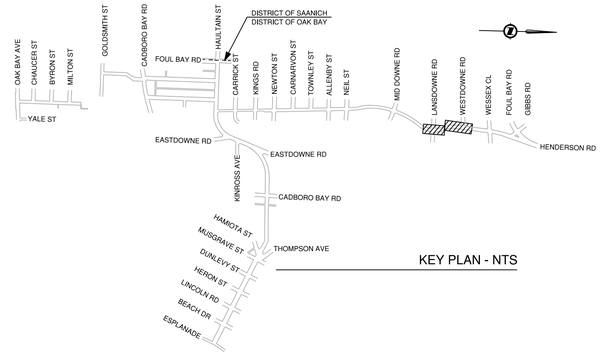
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DRAWN BY	CD, ES, KJ, AA, AG	DESIGN BY	CD
CHECKED BY	IM	APPROVED BY	IM
PLOT DATE	July 4, 2025		

DWG. NO. 11 OF 39
REV. 3

File: C:\ADSKACCDocs\ISL\33796\Project Files\20_Drafting\20i2_Production\33031_SH_Roadworks_Henderson_rev2.dwg



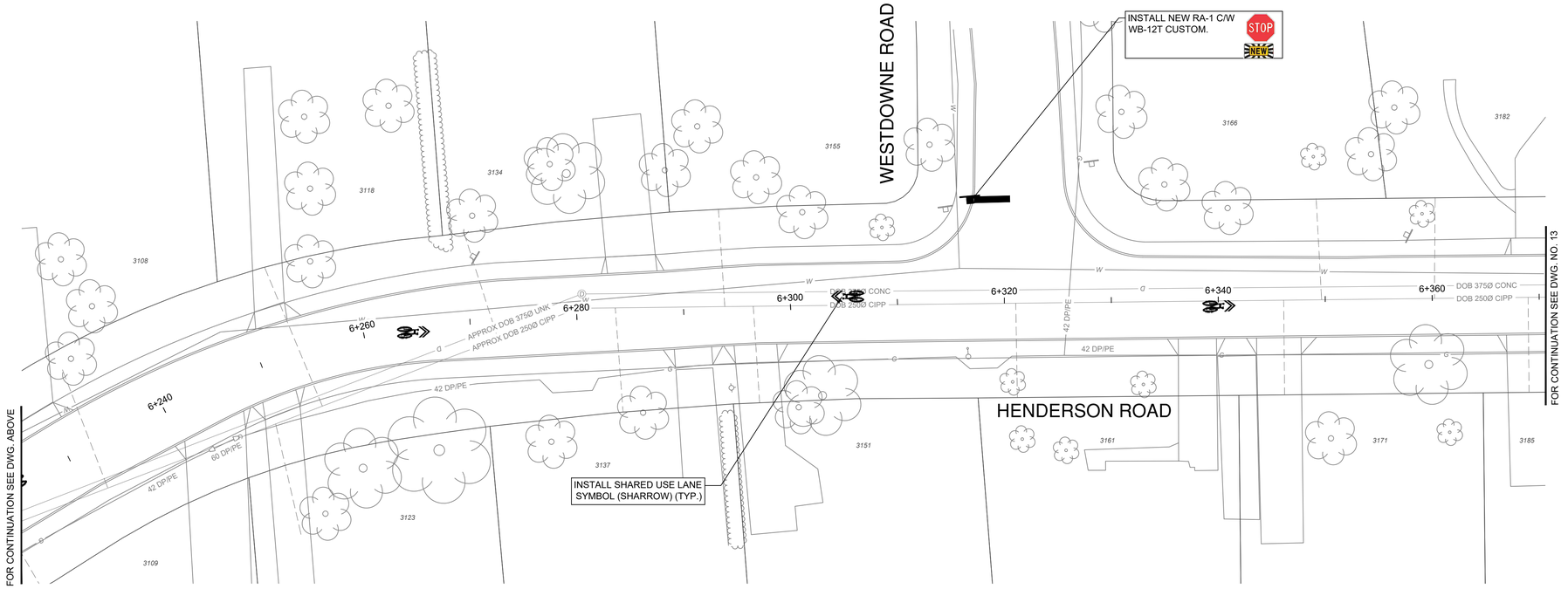
PLAN
SCALE H 1:250



KEY PLAN - NTS

HATCHING LEGEND

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- PROPOSED 50mm ASPHALT C/W 50mm OF 19mm MINUS CRUSHED GRANULAR BASE AT 95% M.P.D. AND 200mm OF 75mm MINUS PIT RUN GRAVEL AT 95% M.P.D. COMPLETE WITH SEAL COAT.
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- PROPOSED GRASS. INSTALL 200mm SEEDED TOPSOIL.



PLAN
SCALE H 1:250

1:250 0 5 15m

INTERIM CHECK-IN SUBMISSION
JULY 07, 2025

DESIGN NO. 33796

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HENDERSON ROAD CYCLING FACILITY

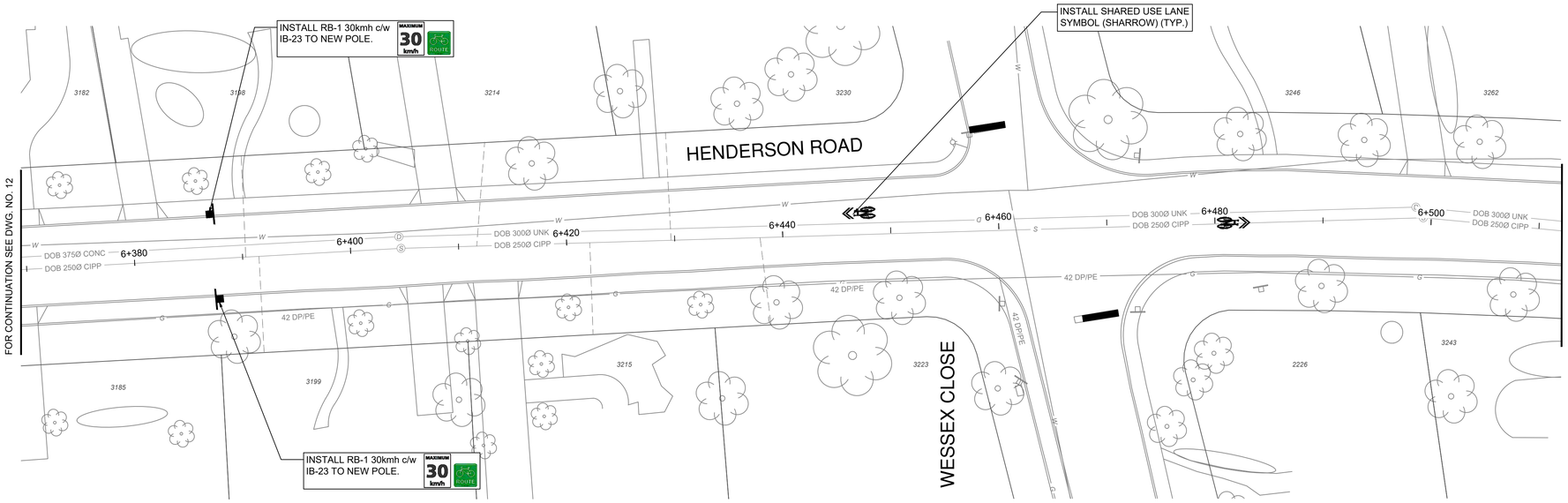
HENDERSON RD - STA. 6+110 TO STA 6+370

ISL
1051 Vancouver St, Victoria, BC V8V 3K3
T: (250)361-3230 F: (604)629-5756

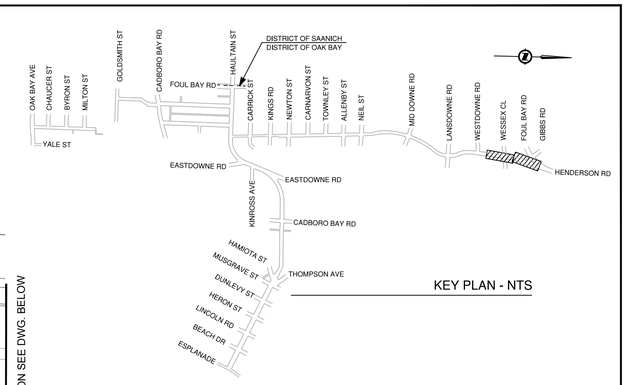
SCALE	1:250	CREATION DATE	March 2025
DRAWN BY	CD, ES, KJ, AA, AG	DESIGN BY	CD
CHECKED BY	IM	APPROVED BY	IM
PLOT DATE	July 4, 2025		

DWG. NO. 12 OF 39
REV. 3

File: C:\ADSKACCDocs\ISL\33796\Project Files\20_Drafting\302_Production\33031_SH_Roadworks_Henderson_rev2.dwg



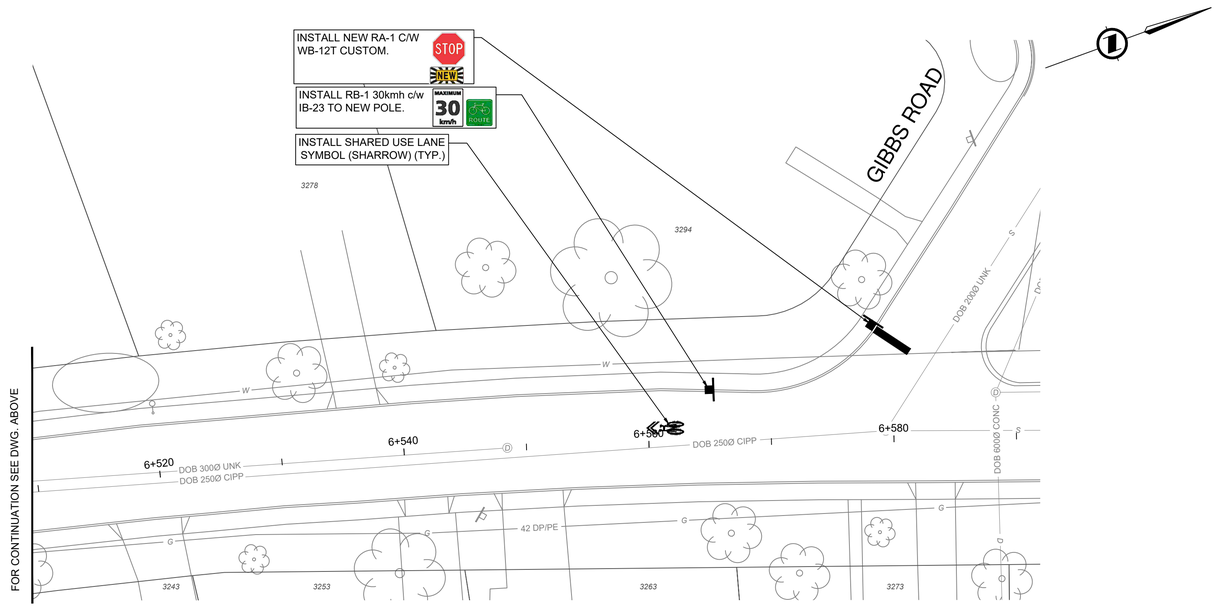
PLAN
SCALE H 1:250



KEY PLAN - NTS

HATCHING LEGEND

- PROPOSED CONCRETE C/W 100mm OF 19mm MINUS CRUSHED GRANULAR BASE AT 95% M.P.D. CONCRETE DEPTH AS SPECIFIED ON SHEET NO. 20.
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- PROPOSED GRAVEL SHOULDER. INSTALL 100mm MIN 19mm MINUS CRUSHED GRANULAR BASE AT 95% M.P.D.
- PROPOSED GRASS. INSTALL 200mm SEEDED TOPSOIL.



PLAN
SCALE H 1:250

1:250 0 5 15m

INTERIM CHECK-IN SUBMISSION
JULY 07, 2025

DESIGN NO. 33796

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HENDERSON ROAD CYCLING FACILITY

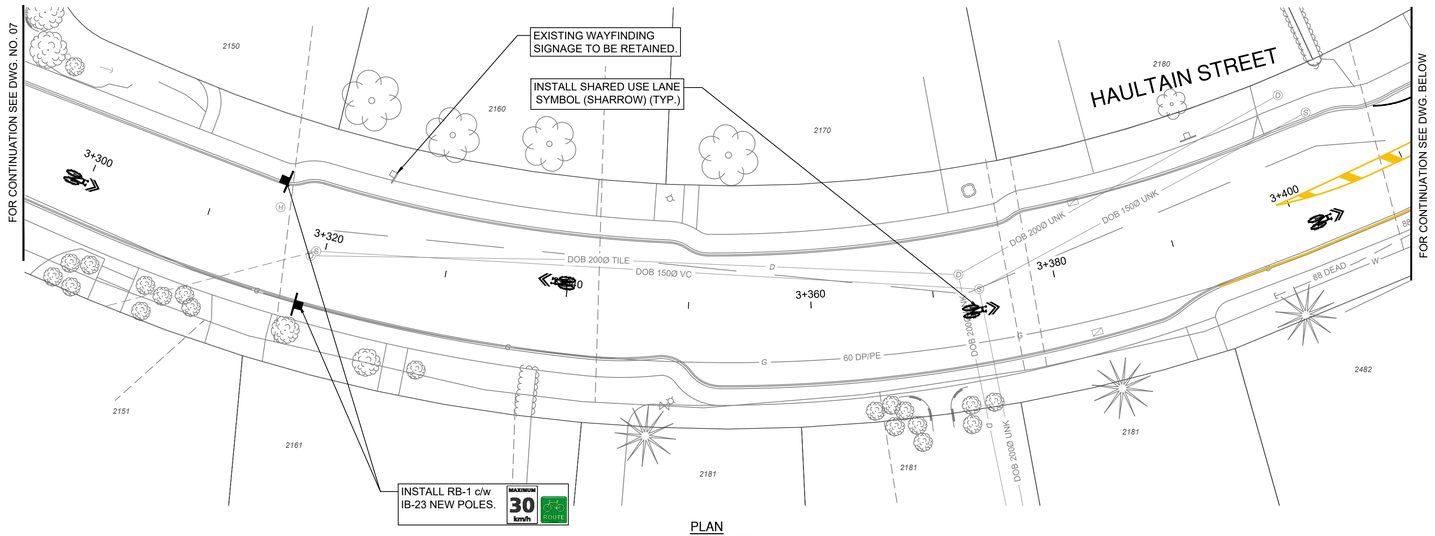
HENDERSON RD - STA. 6+370 TO STA 6+580

ISL
1051 Vancouver St, Victoria, BC V8V 3K3
T: (250)361-3230 F: (604)629-5756

SCALE	1:250	CREATION DATE	March 2025
DRAWN BY	CD, ES, KJ, AA, AG	DESIGN BY	CD
CHECKED BY	IM	APPROVED BY	IM
PLOT DATE	July 4, 2025		

DWG. NO. 13 OF 39
REV. 3

File: C:\ADSKACCDocs\ISL\33796\Project Files\20_Drafting\202_Production\33031_SH_Roadworks_Henderson_rev2.dwg



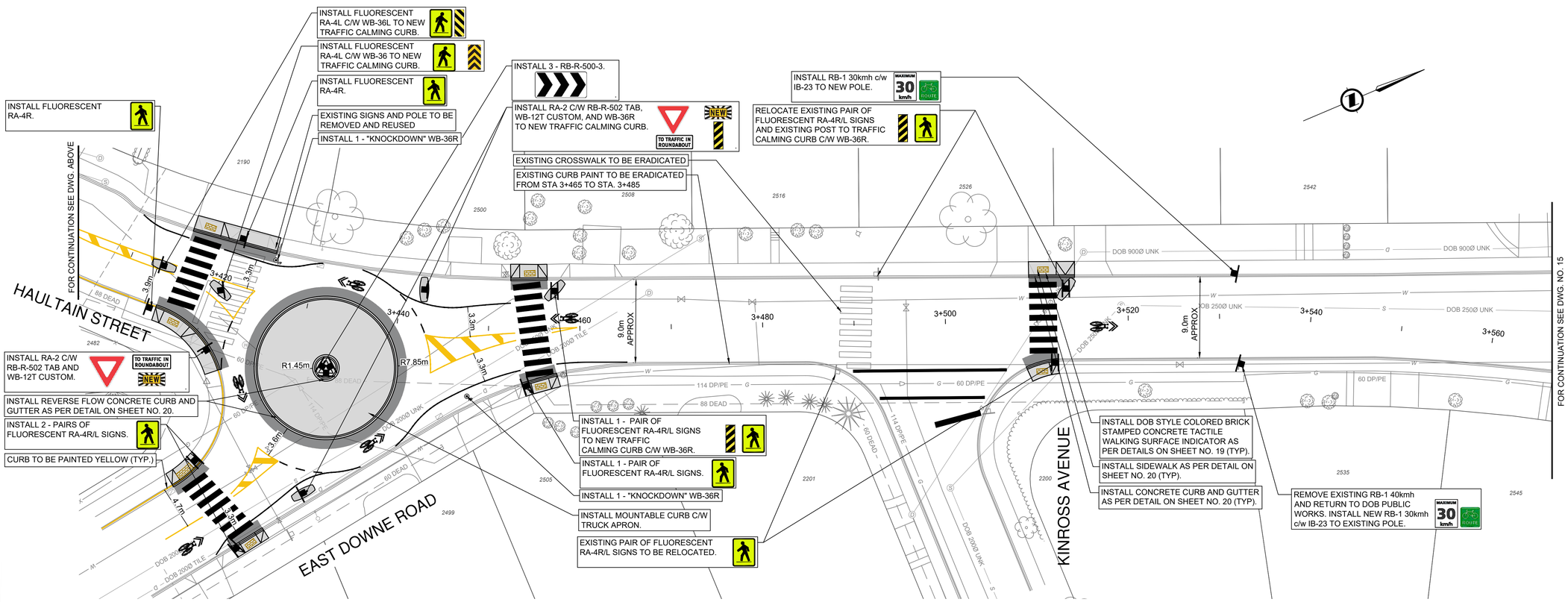
PLAN
SCALE H 1:250



KEY PLAN - NTS

HATCHING LEGEND

- PROPOSED CONCRETE C/W 100mm OF 19mm MINUS CRUSHED GRANULAR BASE AT 95% M.P.D. CONCRETE DEPTH AS SPECIFIED ON SHEET NO. 20.
- PROPOSED 80mm ASPHALT (TWO 40mm LIFTS) C/W 100mm OF 19mm MINUS CRUSHED GRANULAR BASE AT 95% M.P.D. AND 250mm OF 75mm MINUS PIT RUN GRAVEL AT 95% M.P.D. COMPLETE WITH TACK AND SEAL COATS.
- PROPOSED 50mm ASPHALT C/W 50mm OF 19mm MINUS CRUSHED GRANULAR BASE AT 95% M.P.D. AND 200mm OF 75mm MINUS PIT RUN GRAVEL AT 95% M.P.D. COMPLETE WITH SEAL COAT.
- PROPOSED GRAVEL SHOULDER. INSTALL 100mm MIN 19mm MINUS CRUSHED GRANULAR BASE AT 95% M.P.D.
- PROPOSED GRASS. INSTALL 200mm SEEDED TOPSOIL.



PLAN
SCALE H 1:250

1:250 0 5 15m

INTERIM CHECK-IN SUBMISSION
JULY 07, 2025

DESIGN NO. 33796

CONFIRM UNDERGROUND LOCATIONS WITH UTILITY COMPANIES
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3	INTERIM CHECK-IN SUBMISSION	2025-07-07	AA/CD	IM

HAULTAIN-ESTEVAN CYCLING FACILITY

HAULTAIN ST & EASTDOWNE RD - STA. 3+300 TO STA. 3+560

ISL
1051 Vancouver St, Victoria, BC V8V 3K3
T: (250)361-3230 F: (604)629-5756

SCALE	1:250	CREATION DATE	March 2025
DRAWN BY	CD, ES, KJ, AA, AG	DESIGN BY	CD
CHECKED BY	IM	APPROVED BY	IM
PLOT DATE	July 4, 2025		

DWG. NO. 14 OF 39
REV. 3

File: C:\ADSK\ACCDocs\ISL\33796\Project Files\20_Drafting\302_Production\33031_SH_Roadworks_Henderson_rev2.dwg

REMOVE EXISTING 40kmh RB-1 FROM LUMINAIRE AND RETURN TO DOB PUBLIC WORKS.

INSTALL NEW RA-1 C/W WB-12T CUSTOM, 2 -WA-36R AND WAYMARKER LEFT BIKE ROUTE SIGN TO TRAFFIC CALMING CURB.

EAST DOWNE ROAD

FOR CONTINUATION SEE DWG. No. 14

INSTALL WC-20 c/w WC-20S.

INSTALL NEW RA-1 C/W WB-12T CUSTOM.

EXISTING STOP BAR TO BE ERADICATED.

ESTEVAN AVENUE

CURB TO BE PAINTED YELLOW (TYP.)

INSTALL SHARED USE LANE SYMBOL (SHARROW) (TYP.)

INSTALL RB-1 c/w IB-23 NEW POLE.

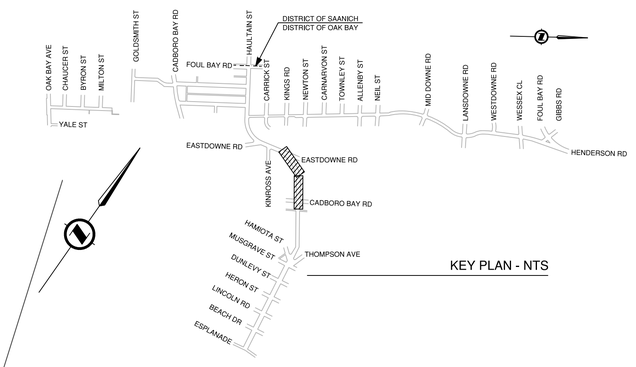
INSTALL 1 - RB-51L

EXISTING PARKING SIGN TO BE REMOVED FROM UTILITY POLE AND RETURNED TO DOB PUBLIC WORKS.

CURB TO BE PAINTED YELLOW (TYP.)

FOR CONTINUATION SEE DWG. No. 18

PLAN
SCALE H 1:250



KEY PLAN - NTS

INSTALL RB-1 c/w IB-23 NEW POLE.

INSTALL SHARED USE LANE SYMBOL (SHARROW) (TYP.)

INSTALL 2 - NEW DUAL SIDED RAPID RECTANGULAR FLASHING BEACON c/w R-111-1/LR

INSTALL CONCRETE CURB AND GUTTER AS PER DETAIL ON SHEET NO. 20 (TYP).

ARBORIST SUPERVISION REQUIRED WITHIN CRITICAL ROOT ZONE OF EXISTING TREE.

INSTALL SIDEWALK AS PER DETAIL ON SHEET NO. 20 (TYP).

INSTALL DOB STYLE COLORED BRICK STAMPED CONCRETE TACTILE WALKING SURFACE INDICATOR AS PER DETAILS ON SHEET NO. 19 (TYP).

CONSTRAINED WIDTH EXISTING SIDEWALKS RECOMMENDED FOR FUTURE WORKS (BY OTHERS). RRFB TO BE POSITIONED AGAINST BACK OF CURB TO MAXIMIZE CLEARANCE. (TYP)

FOR CONTINUATION SEE DWG. ABOVE

ESTEVAN AVENUE

EXISTING STOP BARS TO BE ERADICATED.

INSTALL 2 - CYCLIST PUSH BUTTONS.

REMOVE EXISTING RA-4R/L AND REPLACE WITH NEW DUAL SIDED R-111-1L/R

CADBORO BAY ROAD

FOR CONTINUATION SEE DWG. No. 16

PLAN
SCALE H 1:250

HATCHING LEGEND

- PROPOSED CONCRETE C/W 100mm OF 19mm MINUS CRUSHED GRANULAR BASE AT 95% M.P.D. CONCRETE DEPTH AS SPECIFIED ON SHEET NO. 20.
- PROPOSED 80mm ASPHALT (TWO 40mm LIFTS) C/W 100mm OF 19mm MINUS CRUSHED GRANULAR BASE AT 95% M.P.D. AND 250mm OF 75mm MINUS PIT RUN GRAVEL AT 95% M.P.D. COMPLETE WITH TACK AND SEAL COATS.
- PROPOSED 50mm ASPHALT C/W 50mm OF 19mm MINUS CRUSHED GRANULAR BASE AT 95% M.P.D. AND 200mm OF 75mm MINUS PIT RUN GRAVEL AT 95% M.P.D. COMPLETE WITH SEAL COAT.
- PROPOSED GRAVEL SHOULDER. INSTALL 100mm MIN 19mm MINUS CRUSHED GRANULAR BASE AT 95% M.P.D.
- PROPOSED GRASS. INSTALL 200mm SEEDED TOPSOIL.

1:250 0 5 15m

INTERIM CHECK-IN SUBMISSION
JULY 07, 2025

DESIGN NO. 33796

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3	INTERIM CHECK-IN SUBMISSION	2025-07-07	AA/CD	IM

HAULTAIN-ESTEVAN CYCLING FACILITY

EASTDOWNE RD & ESTEVAN AVE - STA. 3+560 TO STA. 3+900

ISL
1051 Vancouver St, Victoria, BC V8V 3K3
T: (250)361-3230 F: (604)629-5756

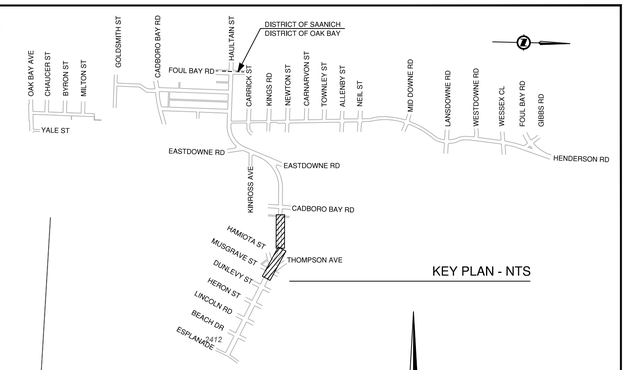
SCALE	1:250	CREATION DATE	March 2025
DRAWN BY	CD, ES, KJ, AA, AG	DESIGN BY	CD
CHECKED BY	IM	APPROVED BY	IM
PLOT DATE	July 4, 2025		

DWG. NO. 15 OF 39
REV. 3

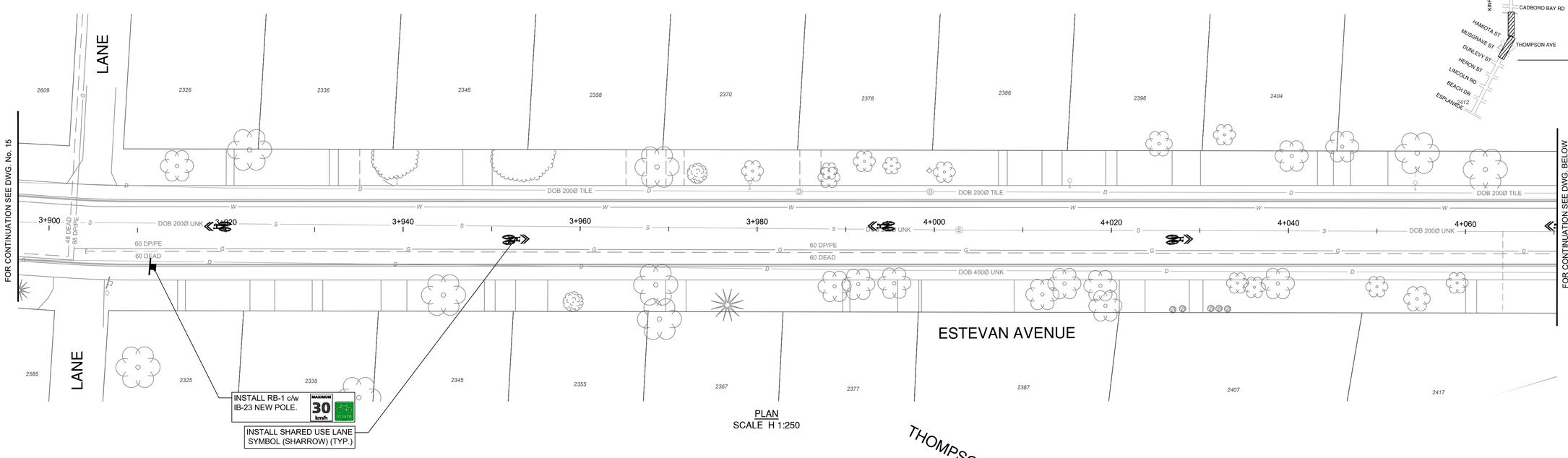
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HATCHING LEGEND

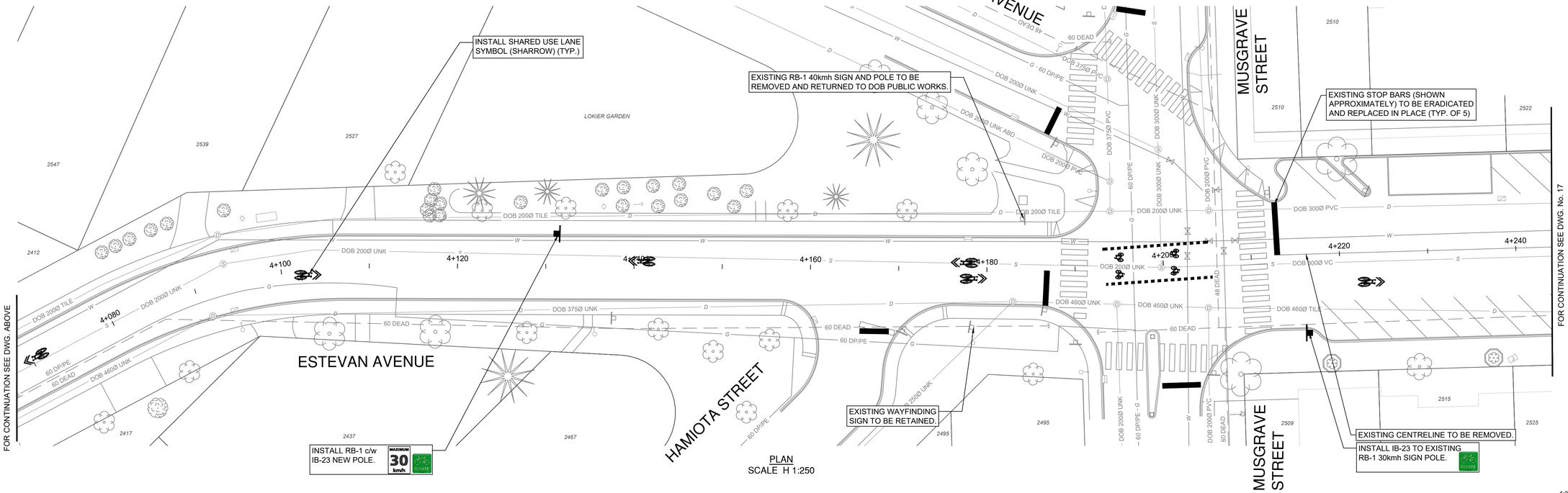
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- PROPOSED 50mm ASPHALT C/W 50mm OF 19mm MINUS CRUSHED GRANULAR BASE AT 95% M.P.D. AND 200mm OF 75mm MINUS PIT RUN GRAVEL AT 95% M.P.D. COMPLETE WITH SEAL COAT.
- PROPOSED GRAVEL SHOULDER. INSTALL 100mm MIN 19mm MINUS CRUSHED GRANULAR BASE AT 95% M.P.D.
- PROPOSED GRASS. INSTALL 200mm SEEDED TOPSOIL.



KEY PLAN - NTS



PLAN
SCALE H 1:250



PLAN
SCALE H 1:250

1:250 0 5 15m

INTERIM CHECK-IN SUBMISSION
JULY 07, 2025

DESIGN NO. 33796

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1	REVISED 50% DESIGN CIRCULATION	2024-05-29	CD	IM
2	90% DESIGN CIRCULATION	2024-12-24	AA/CD/AG	IM
3	INTERIM CHECK-IN SUBMISSION	2025-07-07	AA/CD	IM

HAULTAIN-ESTEVAN ROAD CYCLING FACILITY

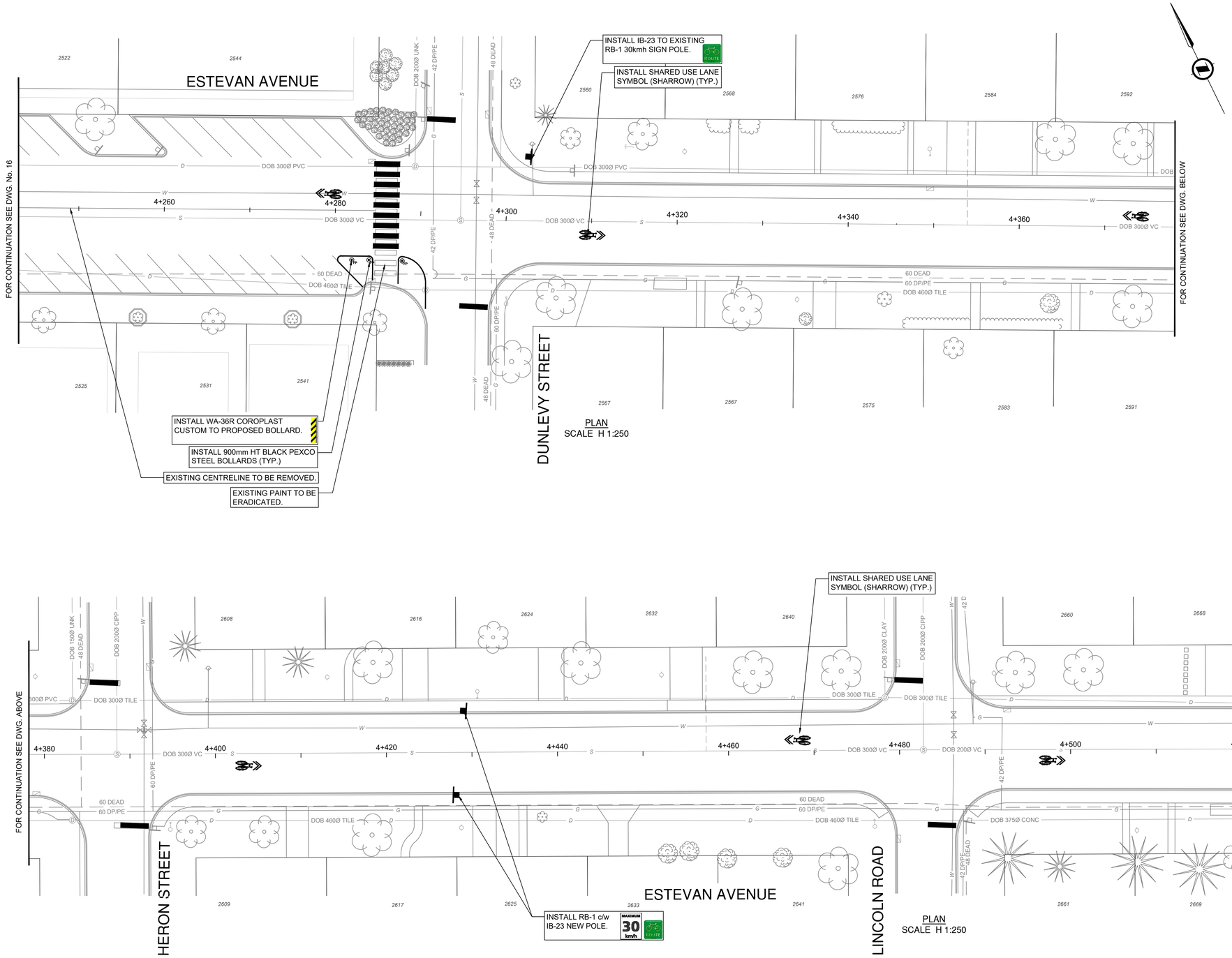
ESTEVAN AVE - STA. 3+900 TO STA. 4+250

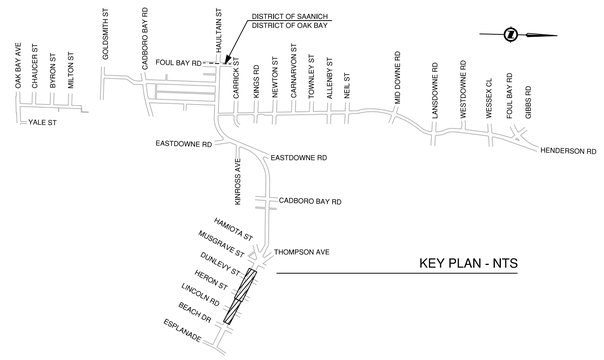
ISL
1051 Vancouver St, Victoria, BC V8V 3K3
T: (250)361-3230 F: (604)629-5756

SCALE	1:250	CREATION DATE	March 2025
DRAWN BY	CD, ES, KJ, AA, AG	DESIGN BY	CD
CHECKED BY	IM	APPROVED BY	IM
PLOT DATE	July 4, 2025		

DWG. NO. 16 OF 39
REV. 3

File: C:\ADSK\ACCDocs\ISL\33796\Project Files\20_Drafting\202_Production\33031_SH_Roadworks_Henderson_rev2.dwg





HATCHING LEGEND

- PROPOSED CONCRETE C/W 100mm OF 19mm MINUS CRUSHED GRANULAR BASE AT 95% M.P.D. CONCRETE DEPTH AS SPECIFIED ON SHEET NO. 20.
- PROPOSED 80mm ASPHALT (TWO 40mm LIFTS) C/W 100mm OF 19mm MINUS CRUSHED GRANULAR BASE AT 95% M.P.D. AND 250mm OF 75mm MINUS PIT RUN GRAVEL AT 95% M.P.D. COMPLETE WITH TACK AND SEAL COATS.
- PROPOSED 50mm ASPHALT C/W 50mm OF 19mm MINUS CRUSHED GRANULAR BASE AT 95% M.P.D. AND 200mm OF 75mm MINUS PIT RUN GRAVEL AT 95% M.P.D. COMPLETE WITH SEAL COAT.
- PROPOSED GRAVEL SHOULDER. INSTALL 100mm MIN 19mm MINUS CRUSHED GRANULAR BASE AT 95% M.P.D.
- PROPOSED GRASS. INSTALL 200mm SEEDED TOPSOIL.

1:250 0 5 15m

INTERIM CHECK-IN SUBMISSION
JULY 07, 2025

DESIGN NO. 33796

CONFIRM UNDERGROUND LOCATIONS WITH UTILITY COMPANIES
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HAULTAIN-ESTEVAN CYCLING FACILITY

ESTEVAN AVE - STA. 4+250 TO STA. 4+550

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1051 Vancouver St, Victoria, BC V8V 3K3
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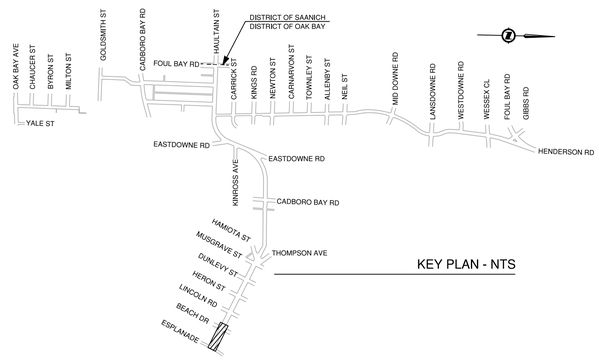
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DRAWN BY	CD, ES, KJ, AA, AG	DESIGN BY	CD
CHECKED BY	IM	APPROVED BY	IM
PLOT DATE	July 4, 2025		

DWG. NO. 17 OF 39
REV. 3

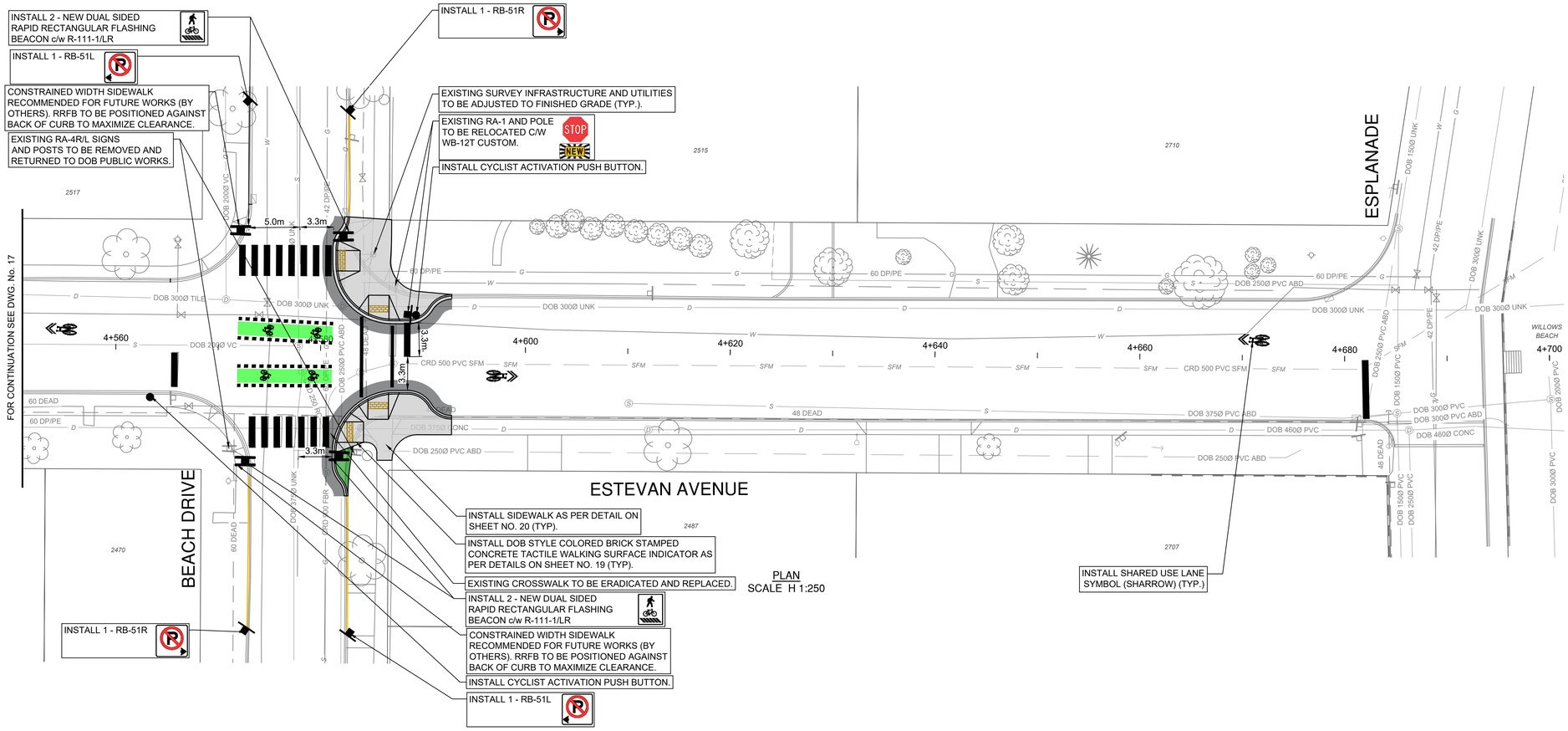
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HATCHING LEGEND

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- PROPOSED GRAVEL SHOULDER. INSTALL 100mm MIN 19mm MINUS CRUSHED GRANULAR BASE AT 95% M.P.D.
- PROPOSED GRASS. INSTALL 200mm SEEDED TOPSOIL.



KEY PLAN - NTS



PLAN
SCALE H 1:250

0 5 15m
1:250

INTERIM CHECK-IN SUBMISSION
JULY 07, 2025

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HAULTAIN-ESTEVAN CYCLING FACILITY

ESTEVAN AVE - STA.4+550 TO STA. 4+700

ISL
1051 Vancouver St, Victoria, BC V8V 3K3
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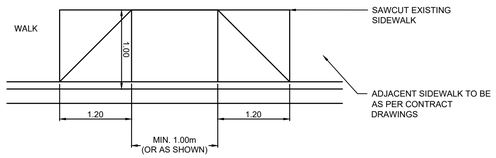
SCALE	1:250	CREATION DATE	March 2025
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CHECKED BY	IM	APPROVED BY	IM
PLOT DATE	July 4, 2025		

DWG. NO. 18 OF 39
REV. 3

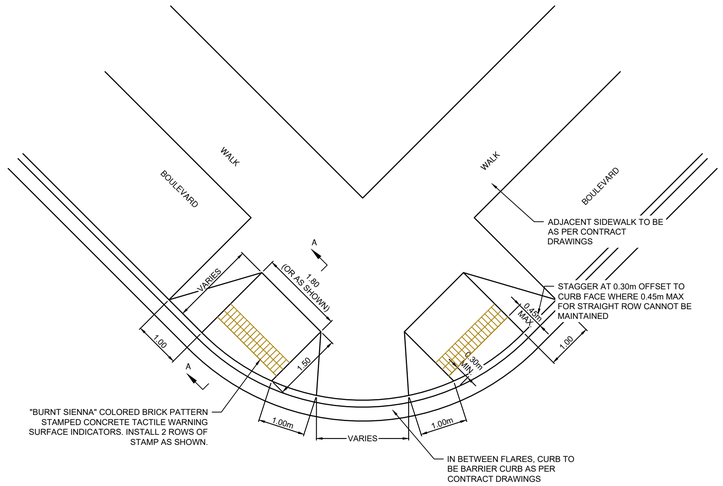
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NOTES:

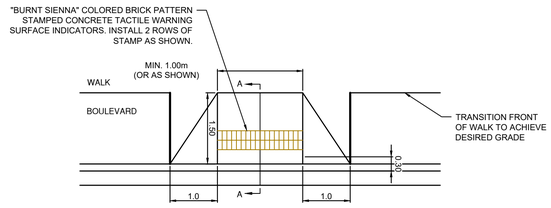
1. CATCH BASINS ARE NOT PERMITTED IN CURB LET DOWN AND SHOULD BE LOCATED UP STREAM OF CROSSWALK.
2. RAMP WIDTH TO BE SET AT 0.6m INTERVALS
3. BRICK TACTILE WARNING SURFACE INDICATOR (TWSI):
   - 3.1.3. INSTALL 3 ROWS BRICK EACH TWSI.
   - 3.1.4. SIZE, COLOUR AND TYPE: TO MATCH EXISTING DOB BRICK TWSI.



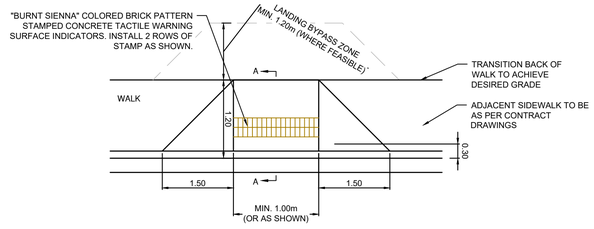
TYP. LOADING ZONE LETDOWN DETAIL
NOT TO SCALE



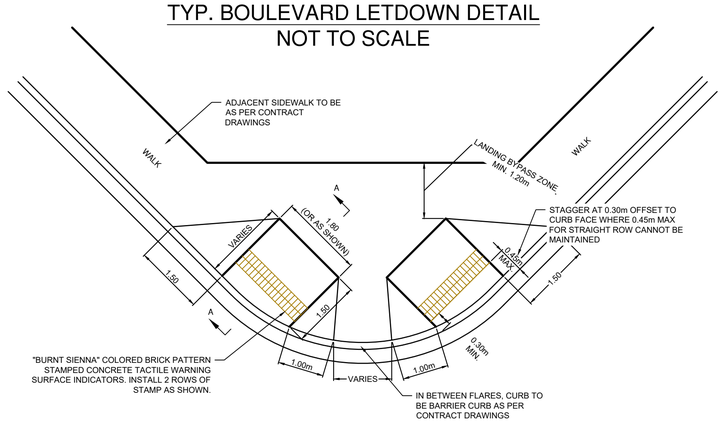
TYP. BOULEVARD LETDOWN DETAIL
NOT TO SCALE



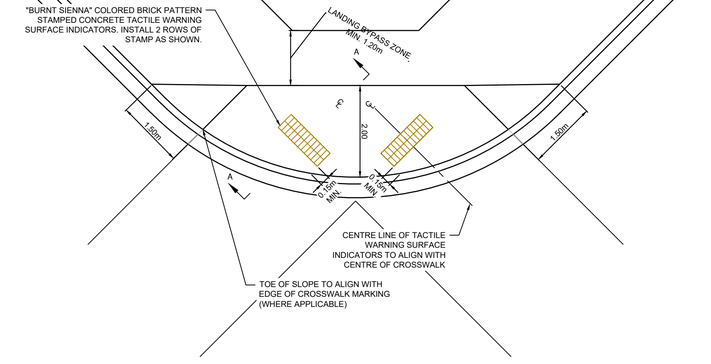
TYP. BOULEVARD WALK DETAIL
NOT TO SCALE



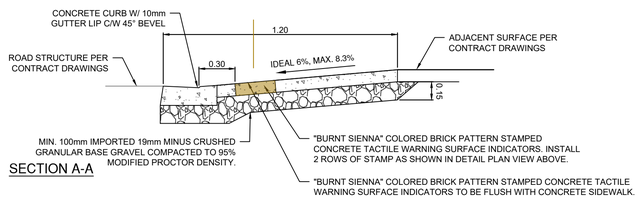
TYP. CURBSIDE WALK DETAIL
NOT TO SCALE



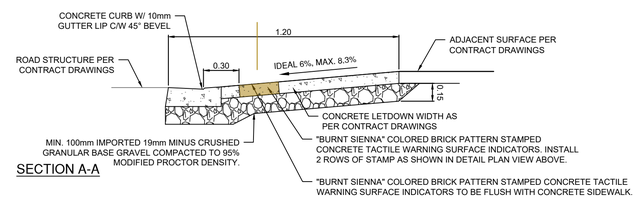
TYP. CURBSIDE LETDOWN DETAIL
NOT TO SCALE



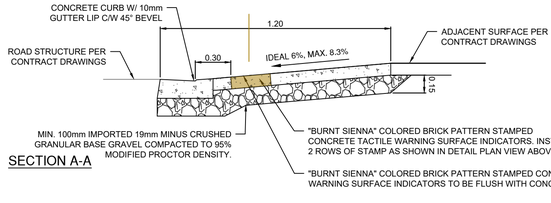
TYP. SINGLE CURB LETDOWN DETAIL
NOT TO SCALE



TYP. MIDBLOCK CURB RAMP DETAIL
NOT TO SCALE



TYP. DUAL CURB RAMP DETAIL
NOT TO SCALE



TYP. SINGLE CURB RAMP DETAIL
NOT TO SCALE

INTERIM CHECK-IN SUBMISSION
JULY 07, 2025

DESIGN NO. 33796

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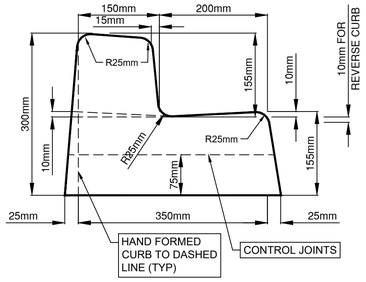
CIVIL DETAILS
PEDESTRIAN RAMPS AND TWSI

ISL
1051 Vancouver St, Victoria, BC V8V 3K3
T: (250)361-3230 F: (604)629-5756

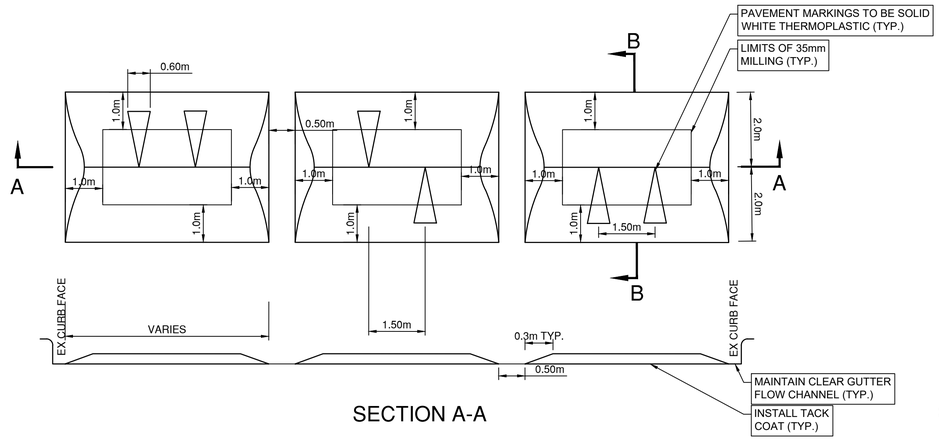
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DRAWN BY	CD, ES, KJ, AA, AG	DESIGN BY	CD
CHECKED BY	IM	APPROVED BY	IM
PLOT DATE	July 4, 2025		

DWG. NO. 19 OF 39
REV. 3

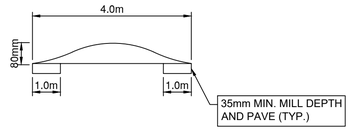
File: C:\ADSK\ACCDocs\ISL\33796\Project Files\20_Drafting\202_Production\33031_SH CIVIL_DETAILS.dwg



CONCRETE CURB AND GUTTER DETAIL
SCALE: NTS



SECTION A-A



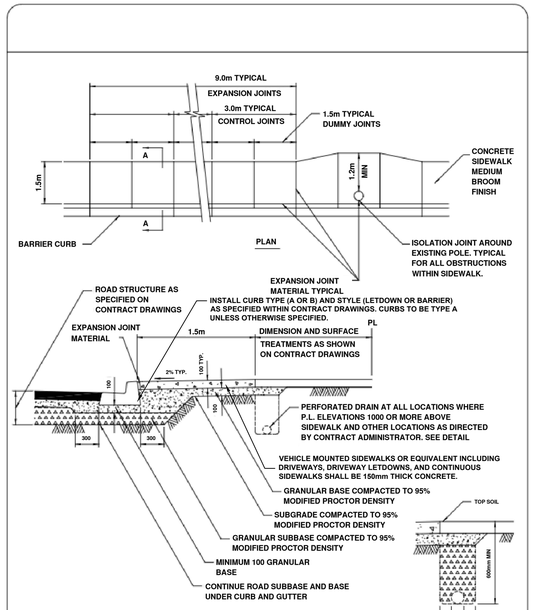
SECTION B-B

SINUSOIDAL SPEED HUMP DEVELOPMENT

DISTANCE (m)	0.000	0.125	0.250	0.375	0.500	0.625	0.750	0.875	1.000	1.125	1.250	1.375	1.500	1.625	1.750	1.875	2.000
FINISHED HEIGHT (mm)	0	1	3	7	12	18	25	32	40	48	55	62	68	73	77	79	80

NOTES:
1. SPEED HUMP TABLE TO BE SURVEYED, TO ENSURE DEVELOPMENT. CONTRACTOR MAY BE REQUIRED TO REMOVE AND REPLACE IMPROPERLY DEVELOPED SPEED HUMP(S) AT CONTRACTORS COST SUBJECT TO CONTRACT ADMINISTRATORS REVIEW.

SPEED HUMP DETAIL
NTS



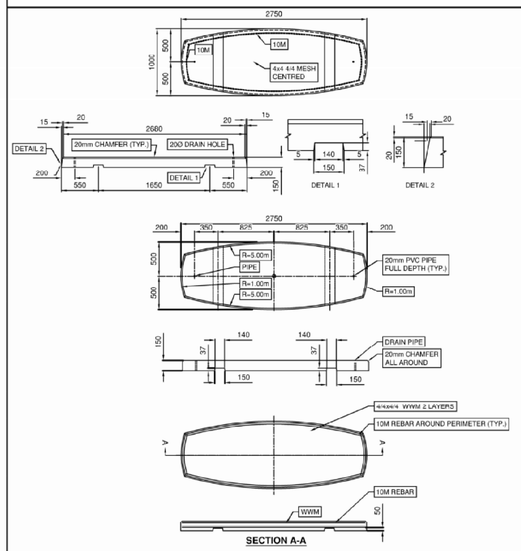
NOTE: 1. REFER TO TYPE A AND TYPE B CURB AND GUTTER DETAIL FOR CURB AND GUTTER DIMENSIONS.
2. REFER TO CONTRACT DRAWINGS, SECTION 03 30 20 FOR DETAILED SPECIFICATIONS
3. CURB AND GUTTER TO BE TYPE A UNLESS OTHERWISE

NOT TO SCALE (REVISED)

CONCRETE SIDEWALK DETAIL — DRAWING NUMBER: **C2R**

DRAFT DETAIL TO BE CONFIRMED PRIOR TO CONSTRUCTION.

SUPPLEMENTARY DETAIL DRAWING



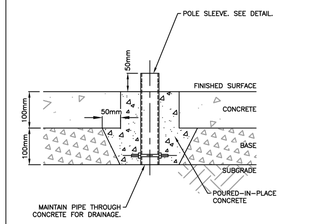
NOTE:
1. ALL DIMENSIONS SHOWN IN MILLIMETRES UNLESS OTHERWISE SPECIFIED
2. CURB TO BE UNPAINTED UNLESS OTHERWISE SPECIFIED.

NOT TO SCALE (REVISED)

2024

TRAFFIC CALMING CURB DRAFT — APPROVED BY — CREATION DATE: NOV. 2024 — DRAWING NUMBER: **SD 12R** (ISL REVISED)

District of Saanich Engineering Specifications	SUPPLEMENTAL STANDARD DETAIL DRAWINGS	



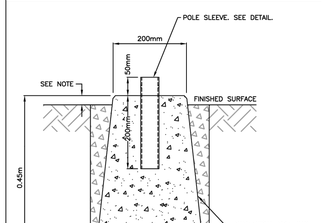
DETAIL: POLE SLEEVE INSTALLATION IN CONCRETE SURFACE
SCALE: NTS

INSTALLATION IN CONCRETE SURFACE NOTES:
PREPARE SITE:
IN NEW CONCRETE:
–PLACE 150mmø TEMPORARY FORM SLEEVE (PVC OR SONOTUBE) ON BASE, CENTERED ON POLE SLEEVE LOCATION, PRIOR TO PLACING CONCRETE.
–POUR CONCRETE AROUND FORM SLEEVE.
–REMOVE FORM SLEEVE BEFORE CONCRETE SETS.

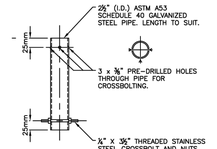
IN EXISTING CONCRETE:
CORE DRILL 150mmø HOLE THROUGH CONCRETE TO BASE.

EXCAVATE BASE MATERIAL TO A MINIMUM DEPTH OF 100mm BELOW UNDERSIDE OF CONCRETE. UNDERMINE 50mm AROUND PERIMETER.

INSTALL POLE SLEEVE PLUMB ON SUBGRADE. BACKFILL HOLE WITH CONCRETE, TROWEL FINISHED TOP OF CONCRETE FLUSH WITH FINISHED GRADE.



DETAIL: POLE SLEEVE INSTALLATION IN NON-CONCRETE SURFACE
SCALE: NTS



DETAIL: POLE SLEEVE
SCALE: NTS

INSTALLATION IN NON-CONCRETE SURFACES NOTES:
NOTE: SAWCUT AT EXTENT OF EXCAVATION FOR INSTALLATION IN ASPHALT SURFACE.

EXCAVATE USING HAND DIGGING OR HYDRO-EXCAVATING METHOD. DEPTH TO SUIT. SUBGRADE TO BE LEVEL, WALLS TO BE VERTICAL.

INSTALL PRECAST CONCRETE BASE ON LEVEL SUBGRADE SURFACE ENSURING POLE SLEEVE IS PLUMB. TOP OF BASE SHALL BE 25mm ABOVE FINISHED SURFACE EXCEPTED IN SIDEWALK IT SHALL BE FLUSH WITH FINISHED SURFACE.

BACKFILL WITH ¾" MINUS CRUSH GRANULAR FILL, OR APPROVED NATIVE FILL, WELL COMPACTED IN 100mm LIFTS TO 95% MODIFIED PROCTOR DENSITY.

DRESS SURFACE AS SPECIFIED ON PROJECT DRAWINGS OR TO PRE-EXISTING CONDITION.

BACK FILL TOP 150mm WITH WELL COMPACTED COLD MIX ASPHALT WHEN IN ASPHALT SURFACE

Pole Sleeve Installation	DATE: JULY 8, 2019 DRAWN: BTL/SL	C18.2SSR

District of Saanich Engineering Specifications	SUPPLEMENTAL STANDARD DETAIL DRAWINGS	

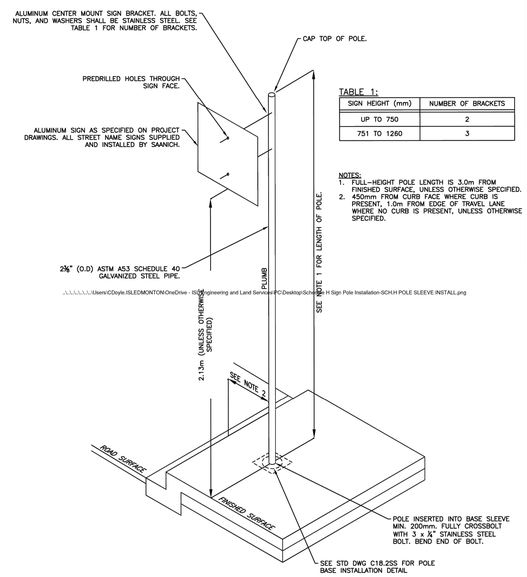


TABLE 1:

SIGN HEIGHT (mm)	NUMBER OF BRACKETS
UP TO 750	2
751 TO 1260	3

NOTES:
1. FULL-HEIGHT POLE LENGTH IS 3.0m FROM FINISHED SURFACE, UNLESS OTHERWISE SPECIFIED.
2. 450mm FROM CURB FACE WHERE CURB IS PRESENT, 1.0m FROM EDGE OF TRAVEL LANE WHERE NO CURB IS PRESENT, UNLESS OTHERWISE SPECIFIED.

DETAIL: STREET SIGN POLE
SCALE: NTS

Street Sign Pole and Street Name Blade	DATE: JULY 8, 2019 DRAWN: BTL/SL	C18.1SSR

INTERIM CHECK-IN SUBMISSION
JULY 07, 2025

DESIGN NO. 33796

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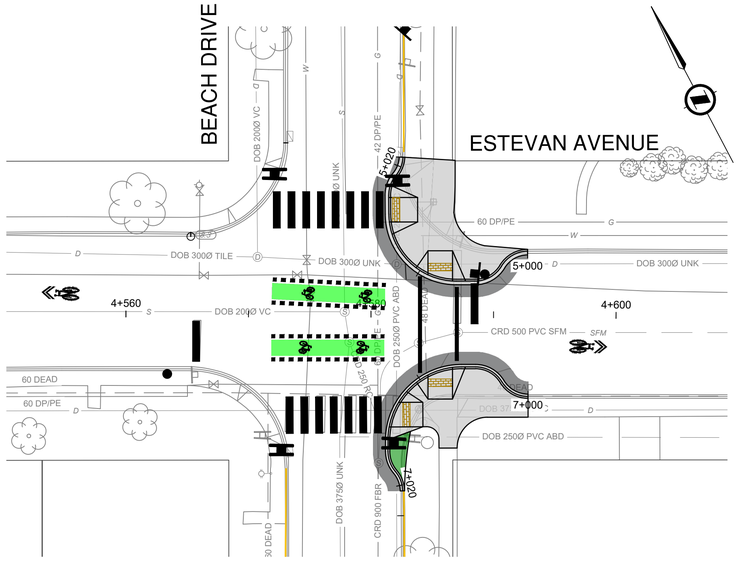
CIVIL DETAILS
TYPICAL DETAILS

1051 Vancouver St, Victoria, BC V8V 3K3
T: (250)361-3230 F: (604)629-5756

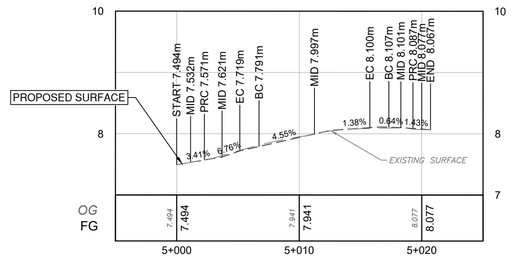
SCALE	1:250	CREATION DATE	March 2025	DWG. NO.
DRAWN BY	CD, ES, KJ, AA, AG	DESIGN BY	CD	20 OF 39
CHECKED BY	IM	APPROVED BY	IM	
PLOT DATE	July 4, 2025			REV. 3

File: C:\ADSK\ACCDocs\ISL\33796\Project Files\20_Drafting\202_Production\33031_SH_CIVIL_DETAILS.dwg

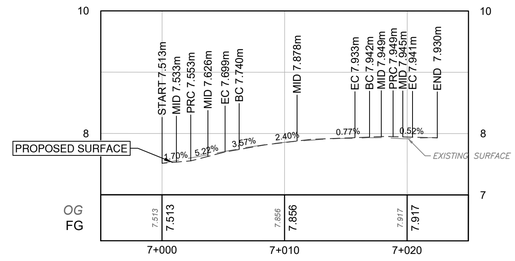
ESTEVAN AVENUE AND BEACH DRIVE GRADING



ESTEVAN AVENUE AND BEACH DRIVE
PLAN
SCALE: 1:250



ESTEVAN AVE & BEACH DRIVE NE CORNER
RETURN PROFILE
SCALE: 1:250H 1:50V



ESTEVAN AVE & BEACH DRIVE SE CORNER
RETURN PROFILE
SCALE: 1:250H 1:50V

1:250 0 5 15m

INTERIM CHECK-IN SUBMISSION
JULY 07, 2025

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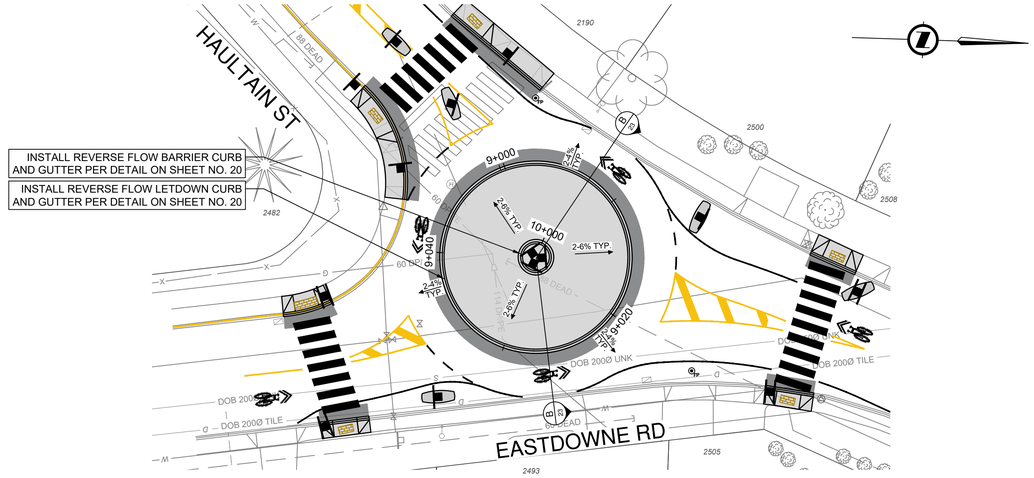
CIVIL LAYOUT
CURB RETURNS AND DRIVEWAYS

ISL
1051 Vancouver St, Victoria, BC V8V 3K3
T: (250)361-3230 F: (604)629-5756

SCALE	1:250	CREATION DATE	March 2025
DRAWN BY	CD, ES, KJ, AA, AG	DESIGN BY	CD
CHECKED BY	IM	APPROVED BY	IM
PLOT DATE	July 4, 2025		

DWG. NO. 21 OF 39
REV. 3

File: C:\ADSK\ACCDocs\ISL\33796\Project Files\20_Drafting\202_Production\33031_SH_CIVIL_DETAILS.dwg

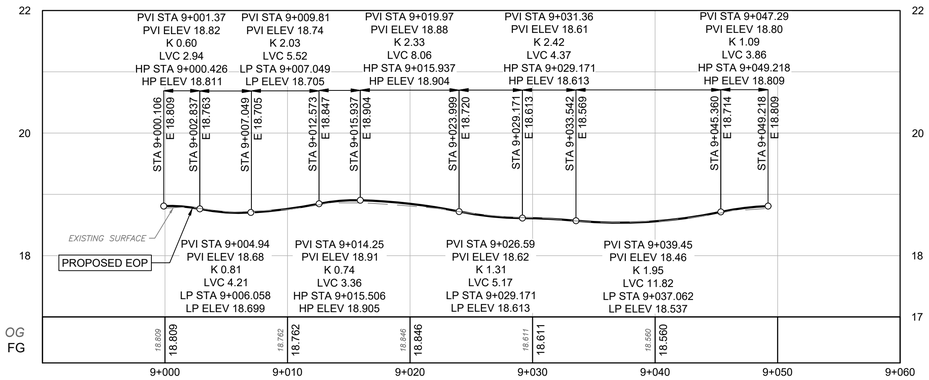


HAULTAIN ST AND EASTDOWNE RD ROUNDABOUT

SCALE: 1:250

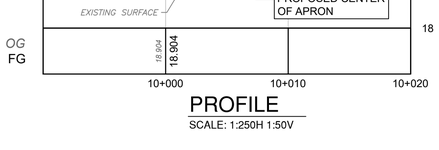
HATCHING LEGEND

- PROPOSED CONCRETE. SEE DETAILS SHEET FOR SIDEWALK AND CURB DETAILS.
- PROPOSED 80mm FULL DEPTH ASPHALT RESTORATION



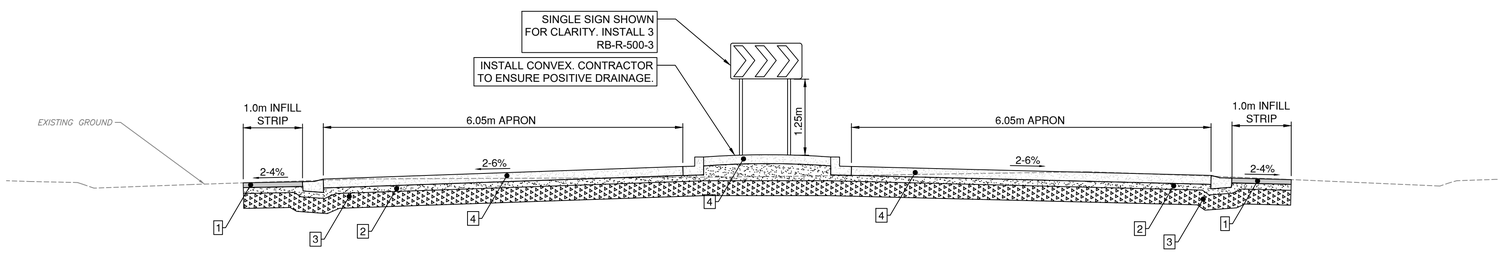
PROFILE

SCALE: 1:250H 1:50V



PROFILE

SCALE: 1:250H 1:50V



PROPOSED ROUNDABOUT - TYPICAL BB CROSS SECTION

NTS

1. MMCD UPPER COURSE #1 - 50mm HOT MIX ASPHALT
2. MIN 100mm OF IMPORTED 19mm MINUS CRUSHED GRANULAR BASE GRAVEL COMPACTED TO 95% MODIFIED PROCTOR DENSITY.
3. MIN 250mm OF 75mm MINUS GRANULAR SUBBASE COMPACTED TO 95% MODIFIED PROCTOR DENSITY.
4. 150mm CONCRETE APRON

1:250 0 5 15m

INTERIM CHECK-IN SUBMISSION

JULY 07, 2025

DESIGN NO. 33796

CONFIRM UNDERGROUND LOCATIONS WITH UTILITY COMPANIES
THE LOCATION AND ELEVATION OF THE EXISTING UNDERGROUND INFRASTRUCTURE SHOWN ON THIS DRAWING MAY NOT BE ACCURATE OR COMPLETE. THE ACTUAL HORIZONTAL AND VERTICAL LOCATIONS MUST BE CONFIRMED PRIOR TO THE START OF ANY EXCAVATION.

GAS IS SHOWN AS MAIN LINE ONLY.

REV NO.	REVISION DESCRIPTION	DATE	DRAWN	APPR'D
0	50% DESIGN CIRCULATION	2024-04-02	CD	IM
1	REVISED 50% DESIGN CIRCULATION	2024-05-29	CD	IM
2	INTERIM CHECK-IN SUBMISSION	2025-07-07	AA	IM

HAULTAIN ST AND EASTDOWN RD TRAFFIC CIRCLE

CIVIL LAYOUT

ISL
1051 Vancouver St, Victoria, BC V8V 3K3
T: (250)361-3230 F: (604)629-5756

SCALE		CREATION DATE	March 2025
DRAWN BY	CD, ES, KJ	DESIGN BY	CD
CHECKED BY	IM	APPROVED BY	IM
PLOT DATE	July 4, 2025		

DWG. NO. 22 OF 39
REV. 2

File: C:\ADSK\ACCDocs\ISL\33796\Project Files\20_Drafting\202_Production\33031_SH_CIVIL_DETAILS.dwg

1051 Vancouver Street, Victoria BC V8V 3K3, T: 250.361.3230 F: 604.629.2698

To:	**District of Oak Bay**	Date:	**July 17, 2025**
Attention:	**Steve Rennick, P.Eng, Director of Engineering and Public Works**	Project No.:	**33796**
Cc:			
Reference:	**Design Change Impacts Memo - Henderson Road and Haultain-Estevan Cycling Facility**		
From:	**Robin Brooks, EIT & Khal Joyce, EIT**		

1.0 Background

ISL Engineering and Land Services Ltd. (ISL) was retained by the District of Oak Bay (the District) to complete the design of roughly 4.5 km of neighbourhood bikeways. When completed, these facilities are intended to provide comfortable and accessible cycling infrastructure suitable for all ages and abilities (AAA) while embodying the character of the District.

The proposed cycling facility generally follows Henderson Road and Haultain Street, intersecting several complex junctions including Lansdowne Road (collector), Cadboro Bay Road (arterial), and Foul Bay Road (arterial). The route connects with key commercial, recreational and public destinations such as Oak Bay Recreation Centre, Oak Bay High School, and Carnarvon Park, with a recorded traffic volume range of approximately 200 to 5,000 vehicles per day (vpd; average of 2,172 vpd). Most of the intended routes are along roadways with some areas following existing trail networks, public parking lots, and undesignated shared use pathways. Many of these streets do not currently have traffic calming measures, designated bike lanes or markings, or minimum pathway widths necessary to be classified as a neighbourhood bikeway.

1.1 Project Evolution

In July of 2023, District Council adopted the following resolution directing the use of AAA design as default:

> Resolution: 2023 – 356:
> "THAT the review of the Oak Bay Active Transportation Strategy be endorsed as amended as follows:
> **1. Detailed designs and network planning use AAA design as a default.**
> 2. That the strategy include end of trip facilities.
> 3. That maze gates be reviewed."

On May 26th, 2025, District Council passed a motion that approved the 90% detailed design, submitted by ISL on December 24th, 2024, with several amendments, including removal of some traffic calming elements (described in the attached document). As part of the motion, Council requested that ISL “provide a summary highlighting any safety concerns that have arisen due to the directed changes and safety design”.

This memo responds to the request by presenting a summary of the following:

- Why design guidelines such as the BC Active Transportation Design Guide (BCATDG) are utilized and how said guidelines support people of all ages and abilities (AAA) using the facility;
- What key elements are included on a typical neighbourhood bikeway to make them suitable for AAA as outlined in the BCATDG;
- How the design has evolved throughout the project based on the changes requested by the District;
- How these requested changes impact the corridor’s alignment with AAA design principles.

https://us-partner-integrations.egnyte.com/msoffice/wopi/files/b7a01462-3df7-45da-a097-4ee2d0fc9e12/WOPIServiceId_TP_EGNYTE_PLUS/WOPIUserId_599.isl.egnyte.com/Design_Change_Impacts_Memo_33796.docx

1.2 Design Guides

The BCATDG is a best-practice guide developed in 2019 by the Ministry of Transportation and Transit to support the design of inclusive, safe, and accessible active transportation infrastructure. It reflects best practices and current research in street design and emphasizes accommodating people of AAA. The guide provides evidence-based design metrics to support the reduction of transportation-related injuries and collisions and to improve comfort and accessibility for people walking, cycling, and using mobility aids. It assists in aligning with provincial transportation goals (including road safety) and provides a framework for clear decision-making.

Without adhering to the BCATDG (or similar design guides), there is no quantifiable metric or recognized framework to assess whether a design effectively supports AAA. Corridor types, such as neighbourhood bikeways, are defined and justified through these guidelines. When elements are removed without providing alternatives, risk exposure areas may be introduced, making users more vulnerable to conflicts with motor vehicles due to gaps in protective or calming measures that design guides would typically address.

2.0 AAA Neighbourhood Bikeway Key Elements

The key principles for AAA infrastructure are centered around making it equitable, inclusive, age-friendly, accessible, and safe for users. The BCATDG outlines AAA neighbourhood bikeways as shared streets (motor vehicles and bicycles) with low motor vehicle volumes and speeds, to prioritize cycling. These enhancements make it comfortable for people of AAA to share roadways with motorized vehicles. While Table 1 summarizes key BCATDG design goals specific to neighbourhood bikeways, the BCATDG also outlines elements that should be included in the development of other types of walking and cycling facilities, including multi-use paths and protected bike lanes.

Table 1. BCATDG Design Goals, Associated Risks and Mitigation Methods

BCATDG Neighbourhood Bikeway Design Goal	Risk to Facility User	Risk Mitigation
Maintain motor vehicle speeds ≤ 30 km/h	Pedestrian/cyclist survival rate drops dramatically when motor vehicle speeds are above 30 km/h (less than 15% when speeds are more than 50 km/h and greater than 90% when speeds are less than 30 km/h)	Traffic calming such as speed humps, curb extensions, traffic circles, etc.
Limit traffic volumes to <1000 vehicles/day	Higher volumes increase conflict points, stress for AAA users and discourage new users	Traffic diverters such as one-way restrictions, channelization, etc.
Provide predictable priority at intersections	Unclear intersection priority can lead to near misses and increased collisions at local street crossings	Intersection treatments that prioritize people walking and biking, including signalization, signage, pavement markings, etc.
Ensure continuous and intuitive routing	Users may travel unpredictably or deviate from intended routes if breaks in route occur, or connections are not obvious	Consistent pavement markings and signage, avoid breaks in facility route
Control lane widths to ensure safe passing (and discourage passing when not safe)	Increased conflict points when vehicles pass cyclists at unsafe speeds and/or distances	Maintain widths that do not promote higher vehicle speeds yet provide comfortable space for passing

2.1 Neighbourhood Bikeway Design Considerations

To meet BCATDG AAA guidelines, neighbourhood bikeways should include intersection treatments, signage, and pavement markings to reduce points of conflict and help users identify the shared roadway. The BCATDG defines 3 treatment levels:

- Level 1: Required Treatments (Intersection Treatments, Signage, and Pavement Markings)
- Level 2: Traffic Calming (Speed management: speed humps, curb extensions, traffic circles, etc.)
- Level 3: Traffic Diversion (Volume management: local closures, one-way sections, right-in right-out, etc.)

Treatment level depends on vehicle speeds and volumes. AAA neighbourhood bikeways should (ideally) have less than or equal to 500 vpd, up to 1,000 vpd maximum, and operating speeds of 30 km/h or lower. Streets with up to 2,500 vpd or higher speeds can qualify as AAA neighbourhood bikeways if level 2-3 treatments are applied.

The recommended clear width of a neighbourhood bikeway (the road's operating space) is 4.0 m to 5.5 m between parked vehicles (see Figure 1). This intentionally provides lane widths that are narrower than those on higher-volume roads like collectors or arterial, where standard lane widths range from 3.0 m to 3.3 m per lane. In practice, this means that neighbourhood bikeways should either be slow-flowing (vehicles slow significantly to carefully pass each other between parked cars), or in some cases, yield-flowing (vehicles pull into gaps between parked vehicles to allow another to pass).

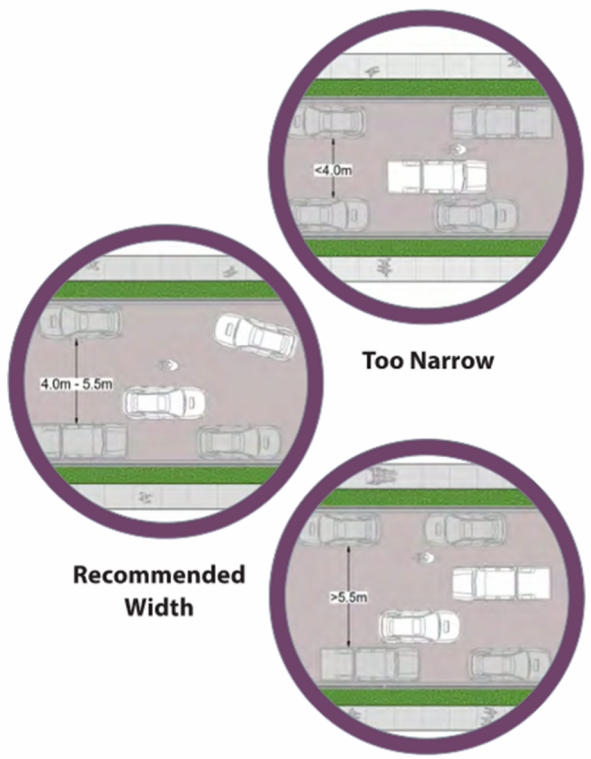


Figure 1. BCATDG Figure D-33 // Neighbourhood Bikeway Clear Widths

3.0 Directed Design Changes

Several key treatments typically incorporated to meet AAA guidelines for neighbourhood bikeways, as outlined in the BCATDG, have been removed or reduced during the design process as directed by the District. Key elements such as speed humps and curb extensions, which are essential for slowing vehicle speeds, improving visibility, and shortening crossing distances, have been scaled back or omitted in recent design revisions. Further, we understand that there is no interest in exploring alternative traffic calming methods or vehicle diversion along the corridor. In some locations, stop controls, signage, and pavement markings have been deferred to future work, further limiting the current design's alignment with AAA guidelines.

Upgrades to multi-use trail widths have been removed from scope. At complex intersections, some recommended treatments have been omitted, and at some locations, busier roads rely on shared lanes rather than separated facilities (despite traffic volumes and speeds that exceed thresholds for shared conditions under the BCATDG). These changes collectively reduce the ability of the bikeway network to provide accessible and comfortable conditions needed for AAA facilities for road users.

ISL understands that it is the District's intent to continue to improve the corridor to achieve AAA BCATDG designation through phased improvements. Location-specific examples where the design could be revised to align with AAA guidelines have been tabulated in an appendix for reference. Details such as existing conditions, ISL initial recommendations, direction from the District, and improvement opportunities are outlined. Drawing set and number references are included in the ISL initial recommendation column to locate the original drawing package.

4.0 Closure

We trust that this memo meets your current needs. Should you have any questions or require any clarification, please do not hesitate to contact the undersigned.

Sincerely,
ISL Engineering and Land Services Ltd.

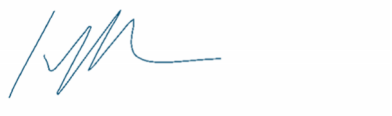


Robin Brooks, EIT
Project Engineer



Khal Joyce, EIT
Sustainable Transportation Engineer

Reviewed by:



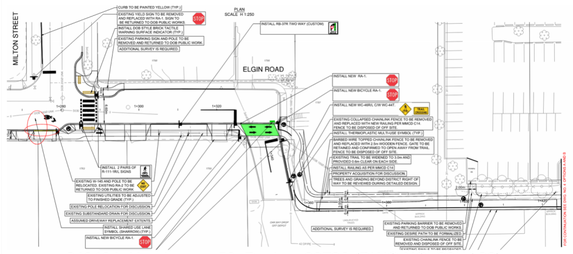
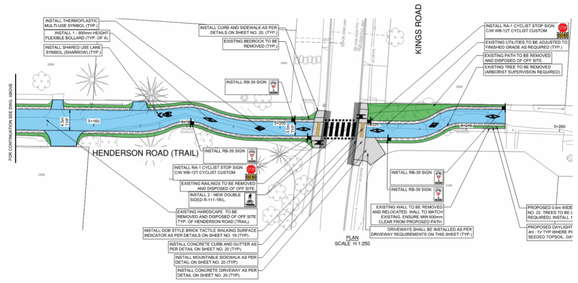
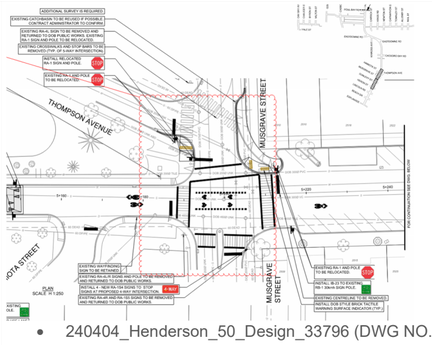
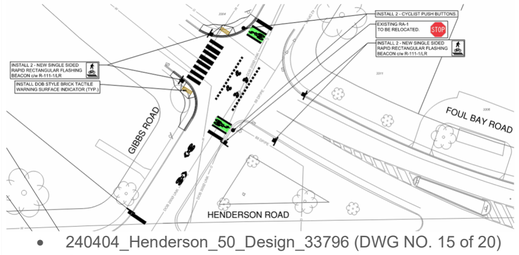
Ian McKinnon, P.Eng
Manager, Vancouver Island Office

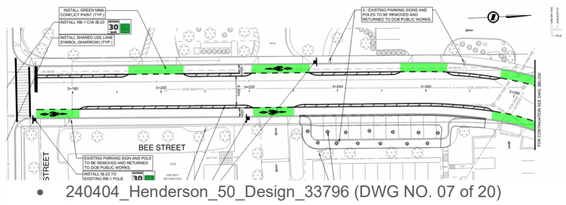
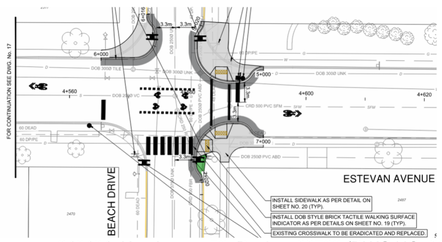
Attachments:

Location-Specific Design Changes

Council Meeting – 26 May 2025 – Minutes - Pdf

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Existing Conditions	ISL Initial Recommendation	Direction from The District	Improvement Opportunities
Elgin Rd from Milton St to Oak Bay Drop Off Depot • Roadway used by commercial and recreational motor vehicles, and cyclists • No crossing at Oak Bay Drop Off Depot to connect to pathway to Oak Bay Recreation Center/Oak Bay Track • No existing traffic calming or shared road use road markings or signage	 • 240404_Henderson_50_Design_33796 (DWG NO. 03 of 20) • Multi-use trail along Elgin Rd from Milton St to Oak Bay Drop Off depot, then continue along existing path (upgrade to multi-use trail to 3.0m width with 0.6m buffers) • Curb extensions on north side of Milton St with updated mixed-use crossing • Stop bar added on Elgin Rd before turning into Oak Bay Drop Off	• Multi-use trail upgrade removed • Stop controls designated as future work • Painted bike lanes designated as future work • Road markings designated as future work • Original pathway connecting to Oak Bay Recreation Center/Oak Bay Track to be maintained • Speed hump along Elgin Road approach removed	• Improve designated crossing for people walking and cycling to connect to the pathway to Oak Bay Recreation Center/Oak Bay Track • Increase separation of commercial vehicles and trail users on Elgin Rd • Reduce vehicle speeds by adding traffic calming
Henderson Rd Trail between Haultain St and Newton St • No existing traffic calming, shared road use road markings or signage on roadway • Path width less than 3.0m with no designated buffer • No multi-use trail signage	 • 241219_Henderson_90% Rev 1 (DWG NO. 08 of 22) • Shared roadway from Haultain St to Kings Rd with shared use paintings • Multi-use trail from Kings Rd to Newton St with multi-use paintings • Updated crossing at Kings Rd • Trail widened to 3.0m plus 0.6m buffers, as per AAA BCATDG guidelines	• Requested to minimize work (intention to omit widening understood)	• Consider adjusting trail widths to meet AAA BCATDG guidelines to reduce conflict between users going in opposing directions (including resident vehicles and trail users)
Intersection of Estevan Ave, Musgrave St and Thompson Ave • 5-way intersection • No infrastructure to guide cyclists' movement • Awkward pedestrian crossing positions influence users to not abide by prescribed paths	 • 240404_Henderson_50_Design_33796 (DWG NO. 19 of 20) • Revise 5-way intersection to a 4-way (update stopping locations) • Update pedestrian and cyclists' crossings • Install speed humps along Estevan Ave	• Retain 5-way stop • Original stopping locations retained, with the addition of stop bars along Musgrave St • Cyclist crossings added, pedestrian crossings not updated	• Reduce time spent in the intersection by decreasing the number of road crossings (through vehicle diversion or modal filters) • Consider raised crossings, modal filters or other traffic calming techniques to prioritize movements for people walking and cycling • Consider modal filter at Thompson Ave to convert intersection from a 5-way to a 4-way
Foul Bay Rd and Gibbs Rd intersection • No existing crossing	 • 240404_Henderson_50_Design_33796 (DWG NO. 15 of 20) • Crossing proposed at Foul Bay Rd and Gibbs Rd	• Crossing revised from flashing beacons at Gibbs St to cyclist left turn lane at Foul Bay Rd, then removed entirely	• Consider re-including RRFB crossing
Speed humps throughout cycling facility • Nonexistent	• Speed humps included throughout design (key intersections, local roads with speeds and volumes above AAA guidelines) as a traffic calming measure	• Removal of speed humps throughout design (only retained along Florence St)	• Consider including speed humps or speed cushions to reduce vehicle speeds along the corridor • Alternatively, consider other forms of traffic calming as outlined in the BCATDG

Bee St (Option B) • No cyclist infrastructure • Road width beyond 5.5m (exceeding maximum width of AAA neighbourhood bikeway shared road)	 • 240404_Henderson_50_Design_33796 (DWG NO. 07 of 20) Buffered bike lanes, conflict paint and associated signage	• Revised design to include shared lanes (cyclists and motor vehicles)	• Either include traffic calming features such as pinch points, chicanes, curb extensions, or speed humps to improve comfort and meet AAA guidelines for a neighbourhood bikeway, or • Install buffered or protected bike lanes, depending on recorded volumes and speeds
Estevan Ave and Beach Dr intersection • No infrastructure for cyclists • Poor sight lines due to parked vehicle congestion • Long crossing distances for cyclists and pedestrians • High turning speeds	 • 240404_Henderson_50_Design_33796 (DWG NO. 20 of 20) • Curb extensions • Improved pedestrian and cyclist crossing routes	• Removal of some curb extensions	• Consider including curb extensions to reduce vehicle turning speeds and improve visibility at crossings
Circular amber beacons for pedestrian crossings • Utilized to increase driver awareness at crosswalks • Various locations throughout corridors	• Replace with typical (modern) rapid rectangular flashing beacons (RRFB) • With respect to budget, ISL considers any existing circular beacons to be an acceptable alternative	• We assume that the District prefers circular amber beacons where possible	• RRFBs align with best practices • RRFBs are more noticeable to drivers
Stamped concrete “brick pattern” tactile warning surface indicators • Various locations throughout the corridors	• ISL considers yellow truncated domes the preferred alternative • ISL acknowledges the District may have historical success with the “brick pattern,” as well as the value in continuity across the District for users	• Design choice is in line with the latest tactile indicator specifications found from the District (Active Transportation plan 2011) and the BCATDG	• Yellow truncated domes provide higher contrast for improved detectability

DISTRICT OF OAK BAY

MINUTES

Council Meeting - 26 May 2025

Council Chambers

PRESENT: Mayor K. Murdoch
Councillor A. Appleton
Councillor H. Braithwaite
Councillor C. Green
Councillor E. Paterson
Councillor C. Smart
Councillor L. Watson

STAFF: Chief Administrative Officer, S. Williams
Director of Community Building and Planning, A. Boel
Director of Engineering and Public Works, S. Rennick
Director of Corporate Services, D. Plouffe
Deputy Director of Community Building and Planning, B. Green
Deputy Director of Corporate Services, C. Anderson
Manager of Engineering, Capital Projects, M. Samoukovic
Legislative Assistant, S. Ayiku
Legislative Assistant, S. Stinson

* Attended meeting electronically

CALL TO ORDER

The Mayor called the meeting to order at 7:00 PM and acknowledged that the land on which we gather is in the traditional territory of the Coast and Straits Salish Peoples. Specifically we recognize the Lekwungen peoples, known today as the Songhees and Esquimalt Nations, and that their historic connections to these lands continue to this day.

APPROVAL OF AGENDA

Regular Council Meeting Agenda - May 26, 2025

2025 - 267 **MOVED and SECONDED**
THAT the agenda for the May 26, 2025 Regular Council Meeting be approved.
CARRIED

ADOPTION OF MINUTES

Council Meeting Minutes

2025 - 268 **MOVED and SECONDED**
THAT the following Minutes be adopted:

- Regular Council Meeting held on May 12, 2025 6:00 PM;
- Regular Council Meeting held on May 12, 2025 7:00 PM.

CARRIED

RECEIPT OF COMMITTEE MINUTES AND PUBLIC HEARING REPORTS
Committee of the Whole Meeting - April 22, 2025

2025 - 269 **MOVED and SECONDED**
THAT the minutes from the Committee of the Whole Meeting held April 22, 2025 be received.

CARRIED

RISE AND REPORT
From the Closed Council Meeting of April 28, 2025

2025 - 270 **MOVED and SECONDED**
THAT Council reappoint Amy Caine, Tony Joe, Rob Jennings, Joan Peggs, and Martin Cownden to the Tourism Committee for a one-year term commencing immediately and ending on March 31, 2026.

AND THAT Council appoint Steve Earnshaw to the Tourism Committee for a two-year term commencing immediately and ending on March 31, 2027.

AND THAT Council extend the terms of Duncan Murphy and Brian Dolsen to the Tourism Committee for one year ending March 31, 2027.

CARRIED

MAYOR'S REMARKS
The Mayor provided the following remarks:

- *congratulated organizers and the participants of the Oak Bay Half Marathon on May 25, 2025;*
- *acknowledged that View Royal Council requested assistance from the District with exploring electoral area representation for School Board 61;*
- *reminded the public that the annual tax questionnaire is due on July 2, 2025;*
- *reminded the public that the Official Community Plan public feedback questionnaire is due on June 9, 2025 and that there are two in person engagement opportunities: 4:00 PM - 8:00 PM May 29, 2025 at the University of Victoria and 9:00 AM - 1:00 PM May 31, 2025 at Windsor Park;*

- *raised awareness to pending Provincial Government Bill 13 and Bill 15.*

PUBLIC COMMENT AND QUESTION PERIOD

Mayor Murdoch called for members of the public to address Council during the Public Comment and Question Period:

- *Heather Cochran, Oak Bay, expressed concern for pedestrian safety at Windsor Park and provided a petition in favour of a crosswalk and traffic calming measures.*
- *Eric Zhelka, Oak Bay, gifted the District with a print of the royal portrait of the King of England and expressed the need for compromise in Council decision making.*
- *Karen Wendos, Oak Bay, provided Council with written correspondence expressing concerns for pedestrian safety around Windsor Park.*
- *Kathleen Matthews, Oak Bay, expressed concern for pedestrian safety around Windsor Park.*
- *Sonya Son, Oak Bay, expressed concern for pedestrian safety around Windsor Park.*

As there were no further persons present that wished to address Council the Public Comment and Question Period was closed.

BYLAWS AND PERMITS

Streets and Traffic Bylaw Amendments - Elephant's Feet

Steve Rennick, Director of Engineering and Public Works provided an overview of the report and answered questions from council.

Mayor Murdoch called for public input:

- *Eric Zhelka, Oak Bay, expressed concern with the safety of elephant's feet crossings.*
- *Judith Slimmon, Oak Bay, asked for clarification on the intended function of elephant's feet crossings.*

As there were no further persons present that wished to address Council the public input portion of this item was closed.

2025 - 271 **MOVED and SECONDED**

THAT the report titled "Streets and Traffic Bylaw Amendments - Elephant's Feet", authored by Steve Rennick, Director of Engineering and Public Works, dated May 26, 2025, be received.

CARRIED

2025 - 272 **MOVED and SECONDED**

THAT "Streets and Traffic Bylaw No. 4100, 2000, Amendment Bylaw No. 4908, 2025" be read a first and second time.

CARRIED

2025 - 273 **MOVED and SECONDED**

THAT "Streets and Traffic Bylaw No. 4100, 2000, Amendment Bylaw No. 4908, 2025" be read a third time.

CARRIED

Development Variance Permit (DVP000175) – 1383 St. David Street

Brian Green, Deputy Director of Community Building and Planning Services provided an overview of the report and answered questions from council.

Mark Borland, Applicant, answered questions from Council.

Mayor Murdoch called for public input:

- *John Armitage, Oak Bay, provided general comments regarding heat pumps and placement of heat pumps.*
- *Johan Bosman, Oak Bay, expressed concern regarding the placement of the heat pump as the immediate neighbour.*
- *Terry Patricks, Oak Bay, provided clarity on the installation of the original heat pump on the property.*
- *James Stockdill, Oak Bay, expressed support for the variance application.*
- *Mark Borland, Applicant, provided clarity on the type of heat pump that has been chosen for the property.*
- *Pamela Ubeda, Oak Bay, expressed concern regarding the placement of the heat pump as the immediate neighbour.*

As there were no further persons present that wished to address Council the public input portion of this item was closed.

2025 - 274 **MOVED and SECONDED**

THAT the report titled “Development Variance Permit (DVP000175) – 1383 St. David Street”, authored by Brian Green, Deputy Director of Community Building and Planning, dated May 26, 2025, be received.

CARRIED

2025 - 275 **MOVED and SECONDED**

THAT Development Variance Permit (DVP000175) to reduce the minimum required setback for a heat pump for the property located at 1383 St. David Street to accommodate the proposed replacement of an existing heat pump within the north interior side lot line setback be approved.

CARRIED

Councillor A. Appleton and Councillor C. Smart opposed

Development Variance Permit (DVP000174) – 1311 Victoria Avenue

Brian Green, Deputy Director of Community Building and Planning Services provided an overview of the report and answered questions from Council.

Andre Boel, Director of Community Building and Planning Services answered clarifying questions from Council.

Mayor Murdoch called for Russel Collins, Applicant, to answer questions from Council.

Mayor Murdoch called for public input:

- *Mitchel Temkin, Owner, provided further background information and clarification regarding the application.*
- *Helen (Jake) Richardson, Oak Bay, expressed concerns with the application as an immediate neighbour.*
- *Steven Earthy, Victoria, expressed concern with the building height.*
- *John Armitage, Oak Bay, expressed height concerns and general appreciation for the application.*
- *Doug Fletch, Oak Bay, expressed understanding for both sides and that a compromise should be made.*
- *Kathleen Matthews, Oak Bay, expressed concern with the building height.*
- *Rita Webb, Oak Bay, expressed concern with the building height.*

As there were no further persons present that wished to address Council the public input portion of this item was closed.

2025 - 276 **MOVED and SECONDED**

THAT the report titled “Development Variance Permit (DVP000174) – 1311 Victoria Avenue”, authored by Brian Green, Deputy Director of Community Building and Planning, dated May 26, 2025 be received.

CARRIED

2025 - 277 **MOVED and SECONDED**

THAT Development Variance Permit (DVP000174) to reduce the required exterior side lot line setback and to increase the maximum building height and roof height for an accessory dwelling unit for the property located at 1311 Victoria Avenue be approved.

CARRIED

Councillor H. Braithwaite opposed

REPORTS AND MEMORANDUMS

Estevan Storm Sewers and Outfall Replacement - Change Order Approval Request

Mihajlo Samoukovic, Manager of Engineering Capital Projects provided an overview of the report and answered questions from Council.

Steve Rennick, Director of Engineering and Public Works provided an overview of the report and answered questions from Council.

Mayor Murdoch called for public input.

As there were no persons present that wished to address Council the public input portion of this item was closed.

2025 - 278 **MOVED and SECONDED**

THAT the report titled “Estevan Storm Sewers and Outfall Replacement Project - Change Order Approval Request”, authored by Mihajlo Samoukovic, dated May 26, 2025, be received.

CARRIED

2025 - 279 **MOVED and SECONDED**
THAT the Change Order to the McElhanney Ltd. contract for professional services on the Estevan Storm Sewer project for the amount of $585,470 be approved.

CARRIED

COMMITTEE OF THE WHOLE RECOMMENDATIONS FROM THE MEETING HELD ON MAY 20, 2025

Mayor Murdoch called for public input on the Committee of the Whole recommendations from the meeting held May 20, 2025.

As there were no persons present that wished to address Council the public input portion of this item was closed.

Optimize Development Processes (CPP#78) - Assessment and Recommendations

2025 - 280 **MOVED and SECONDED**
THAT Council direct staff to report back with a project sign-off for Part 2 of the Optimize Development Processes (CPP#78) project based on the Prioritized Action Plan - Summary of Implementation Items listed in Attachment 6 of this report.

CARRIED

2025 Grant-in-Aid Applications

2025 - 281 **MOVED and SECONDED**
THAT Staff be directed to follow the Council-Approved Grant-in-Aid Process and return to Council with the Council-assigned amounts and Council averages for decision at an upcoming Council meeting.

CARRIED

REPORTS AND MEMORANDUMS

Henderson and Haultain-Estevan Neighbourhood Bikeways Estimated Cost Breakdown

Steve Rennick, Director of Engineering and Public Works provided an overview of the report and answered questions from Council.

MOVED and SECONDED
THAT the Henderson and Haultain-Estevan Neighbourhood Bikeways detailed designs be approved.

MOVED and SECONDED
That the motion be **amended** to include:
THAT the Henderson Road trail, referred to by residents as Carrick Trial, be removed from the Henderson and Haultain-

Estevan Neighbourhood Bikeways.

DEFEATED

Mayor K. Murdoch, Councillor A. Appleton, Councillor L. Watson, and Councillor C. Smart opposed

MOVED and SECONDED

That the motion be **amended** to include:

THAT staff revise the design for the Henderson Trail (also known as Carrick Trail) between Haultain and Newton to:

a) Minimize elevation changes or widening of the trail;

b) Provide a design and signage that keeps bicycle speed compatible with pedestrian enjoyment of the trail; and

c) Protect and enhance the green space of the corridor.

CARRIED

Councillor H. Braithwaite, Councillor C. Green, and Councillor E. Paterson opposed

MOVED and SECONDED

That the motion be **amended** to include:

THAT staff work with SD61 to address:

a) Compatibility of the Goldsmith parking lot changes to align with the planned track entrance design; and

b) Explore future options to continue biking path South onto SD61 property to the crossing at Epworth & Cadboro Bay.

CARRIED

MOVED and SECONDED

That the motion be **amended** to include:

THAT staff remove speed humps from the design except where used to reduce cut-through traffic

2025 - 282 **MOVED and SECONDED**

THAT the meeting be extended to 10:45 PM

CARRIED

MOVED and SECONDED

That the amendment be **amended** to include:

THAT staff remove speed humps from the design except where used to reduce cut-through traffic and where speed humps are removed from the design and where traffic speeds are expected to exceed 30km/h, that alternate traffic calming measures are provided.

DEFEATED

Mayor K. Murdoch, Councillor H. Braithwaite, Councillor C. Green, Councillor E. Paterson, and Councillor L. Watson opposed

The question was called on the amendment:

That the motion be **amended** to include:

THAT staff remove speed humps from the design except where

used to reduce cut-through traffic.

CARRIED

Councillor A. Appleton, Councillor L. Watson, and Councillor C. Smart opposed

MOVED and SECONDED

That the motion be **amended** to include:

Review intersection design at the corner of Cadboro Bay & Estevan to ensure needs of commercial and pedestrian traffic are met.

CARRIED

MOVED and SECONDED

That the motion be **amended** to include:

THAT staff revise the design of Eastdowne Road, the Eastdowne/Haultain intersection, and Florence, Epworth, and Haultain streets to:

a) Reduce cut-through traffic onto Haultain;

b) Enhance pedestrian crossing safety;

c) Reduce conflict between south-bound (Eastdowne) vehicle traffic and east-bound bicycle (Haultain) at the intersection; and

d) Reduce parking losses.

MOVED and SECONDED

That the amendment be **amended** to include:

THAT staff revise the design of Eastdowne Road, the Eastdowne/Haultain intersection, and Florence, Epworth, and Haultain streets to

a) Reduce cut-through traffic onto Haultain;

b) Enhance pedestrian crossing safety;

c) Reduce conflict between south-bound (Eastdowne) vehicle traffic and east-bound bicycle (Haultain) at the intersection; and

d) Reduce parking losses; if safe conditions proposed by the 90% design can be maintained for pedestrians and cyclist.

CARRIED

Councillor L. Watson opposed

The question was called on the amendment as amended:

That the motion be **amended** to include:

THAT staff revise the design of Eastdowne Road, the Eastdowne/Haultain intersection, and Florence, Epworth, and Haultain streets to:

a) Reduce cut-through traffic onto Haultain;

b) Enhance pedestrian crossing safety;

c) Reduce conflict between south-bound (Eastdowne) vehicle traffic and east-bound bicycle (Haultain) at the

intersection; and
d) Reduce parking losses; if safe conditions proposed by the 90% design can be maintained for pedestrians and cyclist.

CARRIED

MOVED and SECONDED
That the motion be **amended** to include:
Refer intersection changes on Estevan between Musgrave and Beach to the Village Area Planning process, scheduled to begin in 2026, but advance the push-button crossing for bikes and pedestrians at Beach Drive as part of this design.

MOVED and SECONDED
That the amendment be **amended** to include:
Refer intersection changes on Estevan between Musgrave and Beach to the Village Area Planning process, scheduled to begin in 2026, but advance the push-button crossing and street markings for bikes and pedestrians at Beach Drive as part of this design.

CARRIED

The question was called on the amendment as amended:
That the motion be **amended** to include:
Refer intersection changes on Estevan between Musgrave and Beach to the Village Area Planning process, scheduled to begin in 2026, but advance the push-button crossing and street markings for bikes and pedestrians at Beach Drive as part of this design.

CARRIED
Councillor A. Appleton, Councillor L. Watson, and Councillor C. Smart opposed

MOVED and SECONDED
That the motion be **amended** to include:
To implement traffic speed reduction to 10km/h in the Goldsmith Street parking lot.

CARRIED

MOVED and SECONDED
That the motion be **amended** to include:
THAT the consultant provide a summary highlighting any safety concerns that have arisen due to the directed changes and safety design.

2025 - 283 **MOVED and SECONDED**
THAT the meeting be extended to 11:00 PM

CARRIED

The question was called on the amendment:
That the motion be **amended** to include:

THAT the consultant provide a summary highlighting any safety concerns that have arisen due to the directed changes and safety design.

CARRIED

Mayor K. Murdoch, Councillor H. Braithwaite, and Councillor E. Paterson opposed

2025 - 284 *The question was called on the main motion as amended:*

THAT the Henderson and Haultain-Estevan Neighbourhood Bikeways detailed designs be approved with the following amendments:

1. THAT staff revise the design for the Henderson Trail (also known as Carrick Trail) between Haultain and Newton to:
   a) Minimize elevation changes or widening of the trail;
   b) Provide a design and signage that keeps bicycle speed compatible with pedestrian enjoyment of the trail; and
   c) Protect and enhance the green space of the corridor.
2. THAT staff work with SD61 to address:
   a) Compatibility of the Goldsmith parking lot changes to align with the planned track entrance design; and
   b) Explore future options to continue biking path South onto SD61 property to the crossing at Epworth & Cadboro Bay.
3. THAT staff remove speed humps from the design except where used to reduce cut-through traffic.
4. Review intersection design at the corner of Cadboro Bay & Estevan to ensure needs of commercial and pedestrian traffic are met.
5. THAT staff revise the design of Eastdowne Road, the Eastdowne/Haultain intersection, and Florence, Epworth, and Haultain streets to:
   a) Reduce cut-through traffic onto Haultain;
   b) Enhance pedestrian crossing safety;
   c) Reduce conflict between south-bound (Eastdowne) vehicle traffic and east-bound bicycle (Haultain) at the intersection; and
   d) Reduce parking losses; if safe conditions proposed by the 90% design can be maintained for pedestrians and cyclist.
6. Refer intersection changes on Estevan between Musgrave and Beach to the Village Area Planning process, scheduled to begin in 2026, but advance the push-button crossing and street markings for bikes and pedestrians at Beach Drive as part of this design.
7. To implement traffic speed reduction to 10km/h in the Goldsmith Street parking lot.
8. THAT the consultant provide a summary highlighting any safety concerns that have arisen due to the directed changes and safety design.

CARRIED

2025 - 285 **MOVED and SECONDED**

THAT staff report back to Council with options to engage the revised design with the Accessibility Advisory Committee.

CARRIED

MOVED and SECONDED

THAT staff bring back options for a method to undertake public engagement for

the revised design.

2025 - 286 **MOVED and SECONDED**
THAT the meeting be extended to 11:15 PM

CARRIED

2025 - 287 *The question was called on the main motion:*
THAT staff bring back options for a method to undertake public engagement for the revised design.

CARRIED

2025 - 288 **MOVED and SECONDED**
THAT staff seek opportunities for collaboration for the affected Eastdowne, Haultain, Florence, Epworth, Henderson, and Carrick Trail neighbourhoods.

DEFEATED
Mayor K. Murdoch, Councillor A. Appleton, Councillor E. Paterson, Councillor L. Watson, and Councillor C. Smart opposed

NEW BUSINESS
Notice of Motion from the May 12, 2025 Council Meeting - Mayor Murdoch

2025 - 289 **MOVED and SECONDED**
THAT Council direct staff to process the Uplands Golf Club request for driveway changes, to review the request for safety concerns, and to bring the driveway request and staff report to Council for consideration.

CARRIED

NOTICE OF MOTION
Councillor Appleton provided the following Notice of Motion for the June 9, 2025 Council Meeting:
THAT staff prepare a project background report on the resource requirements to design and install a pedestrian controlled crosswalk on Windsor Road at the North end of the Windsor Park Pavilion access road.

CORRESPONDENCE FROM OTHER GOVERNMENTS OR AGENCIES
Minister of Housing and Municipal Affairs

2025 - 290 **MOVED and SECONDED**
THAT the correspondence dated May 21, 2025 from Ravi Kahlon, Minister of Housing and Municipal Affairs regarding the District of Oak Bay Provincial Advisory Report Recommendations, March 2025, be received.

CARRIED

2025 - 291 **MOVED and SECONDED**
THAT Mayor Murdoch provide a letter in response to correspondence dated May

21, 2025 from Ravi Kahlon, Minister of Housing and Municipal Affairs regarding the District of Oak Bay Provincial Advisory Report Recommendations, March 2025.

CARRIED

ADJOURNMENT
Motion to Adjourn

2025 - 292 **MOVED and SECONDED**
THAT the meeting be adjourned at 11:15 PM

CARRIED

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Kevin Murdoch, Mayor	Dianna Plouffe, Director of Corporate Services