

# Project Overview



## Improving Services for Our Community

Supporting growth in ridership, expanding Victoria's conventional bus system, and enhancing handyDART service for many of the most vulnerable in our communities is essential.

We are making significant investments in new transit facilities that support low-carbon fleets, create more sustainable transportation options that shorten travel times and increase the reliability of public transit.



handyDART is an accessible, door-to-door shared transit service for people with permanent or temporary disabilities that prevent them from using fixed-route transit without assistance from another person.

The centre, set to open in 2024, will help respond to the growing needs for handyDART services in Greater Victoria. Opening this new handyDART location will also enable the much-needed expansion of the conventional transit service, utilizing the old handyDART location on Glanford Avenue.

*This project is made possible by:*



*We gratefully acknowledge the Lekwungen peoples on whose traditional territory this property is located, and the Esquimalt and Songhees Nations whose relationships with these lands have continued since time immemorial.*

# What's Planned



## We Welcome Your Feedback

Your feedback will help refine the final plans and site design prior to applying to the Town of View Royal for an Environmental Development Permit.

An online survey is open until Friday, July 23, 2021. A *What We Heard* summary report from this phase of public engagement will be available in August.



To learn more and subscribe for regular email updates, visit:  
[www.bctransit.com/viewroyal/handydart](http://www.bctransit.com/viewroyal/handydart)

## Site Diagram Legend

- 1 Burnside Road West / Watkiss Way Landscaping & Street Improvements
- 2 Potential View Royal public amenity
- 3 Galloping Goose Trail Realignment for Improved Safety & Visibility
- 4 Craigflower Creek Streamside Protection and Enhancement Area (SPEA)
- 5 Proposed Wetland Improvements
- 6 Restored Stream and New Riparian Area
- 7 Improvements to Burnside Road
- 8 Driveway Access
- 9 Replacement Hydro Tower (Monopole)
- 10 Electric Charging Stations for handyDART Buses
- 11 Bus Wash
- 12 Service Island
- 13 Single Storey, 2,400 m<sup>2</sup> Office & Maintenance Building
- 14 Onsite Employee & Visitor Parking
- 15 Temporary, Fully Contained Fueling Kiosk

WE ARE HERE

**Planning**  
 Winter 2019 -  
 Fall 2020

**Design and Permitting**  
 Fall 2020 -  
 Summer 2021

**Site Prep and Construction**  
 Fall 2021 -  
 Summer 2024

# Public Engagement

NEIGHBOURHOOD  
WORKING GROUP

+

STAKEHOLDER  
MEETINGS

+

SURVEYS

+

SITE  
TOURS

Over 1,000 people have participated in the planning and design process, providing feedback at each stage through emails, online surveys, meetings and site tours. All of the input received has helped shape the design you see today.

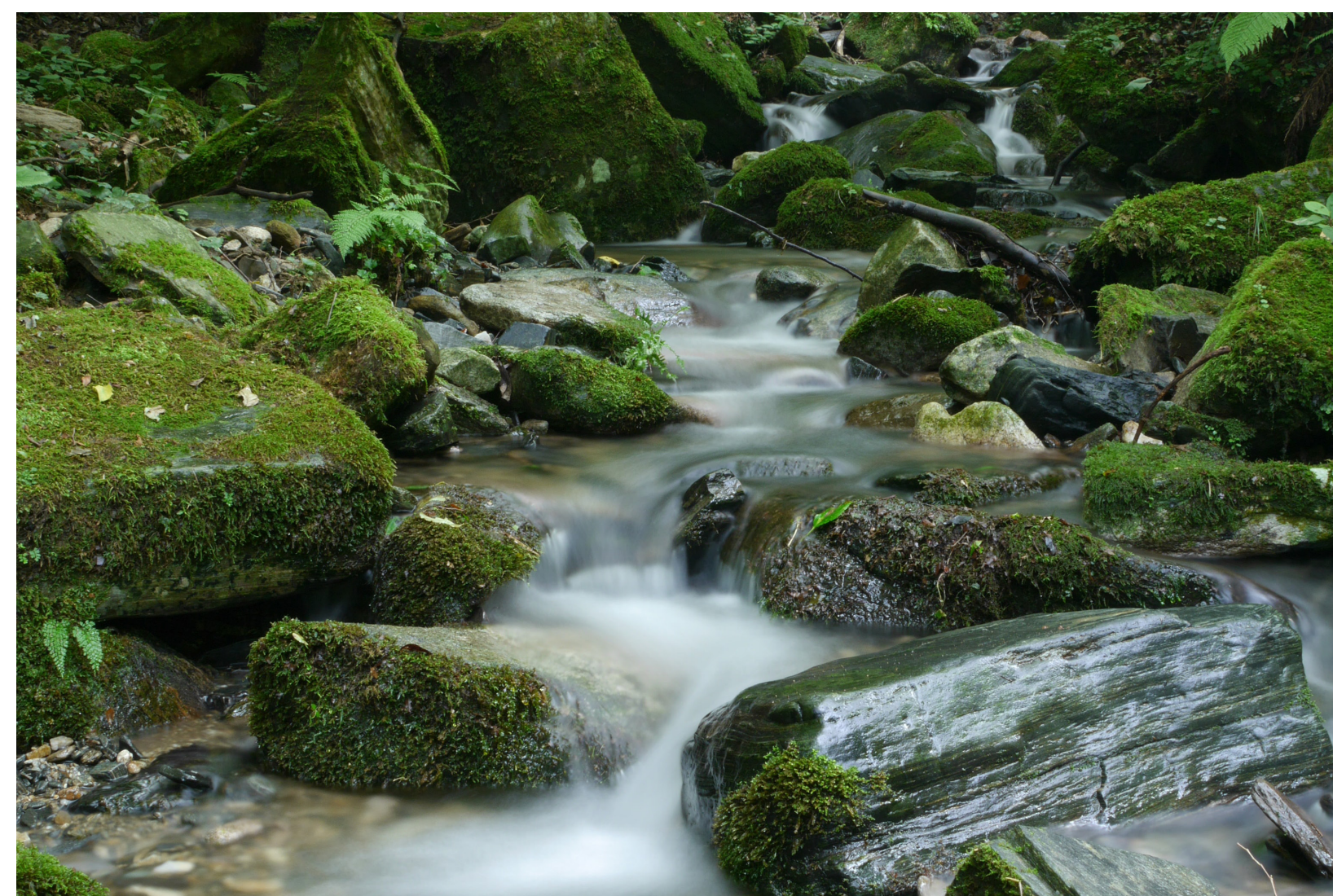
Community and First Nations input has informed the development of six Design and Sustainability Principles.

## Design and Sustainability Principles



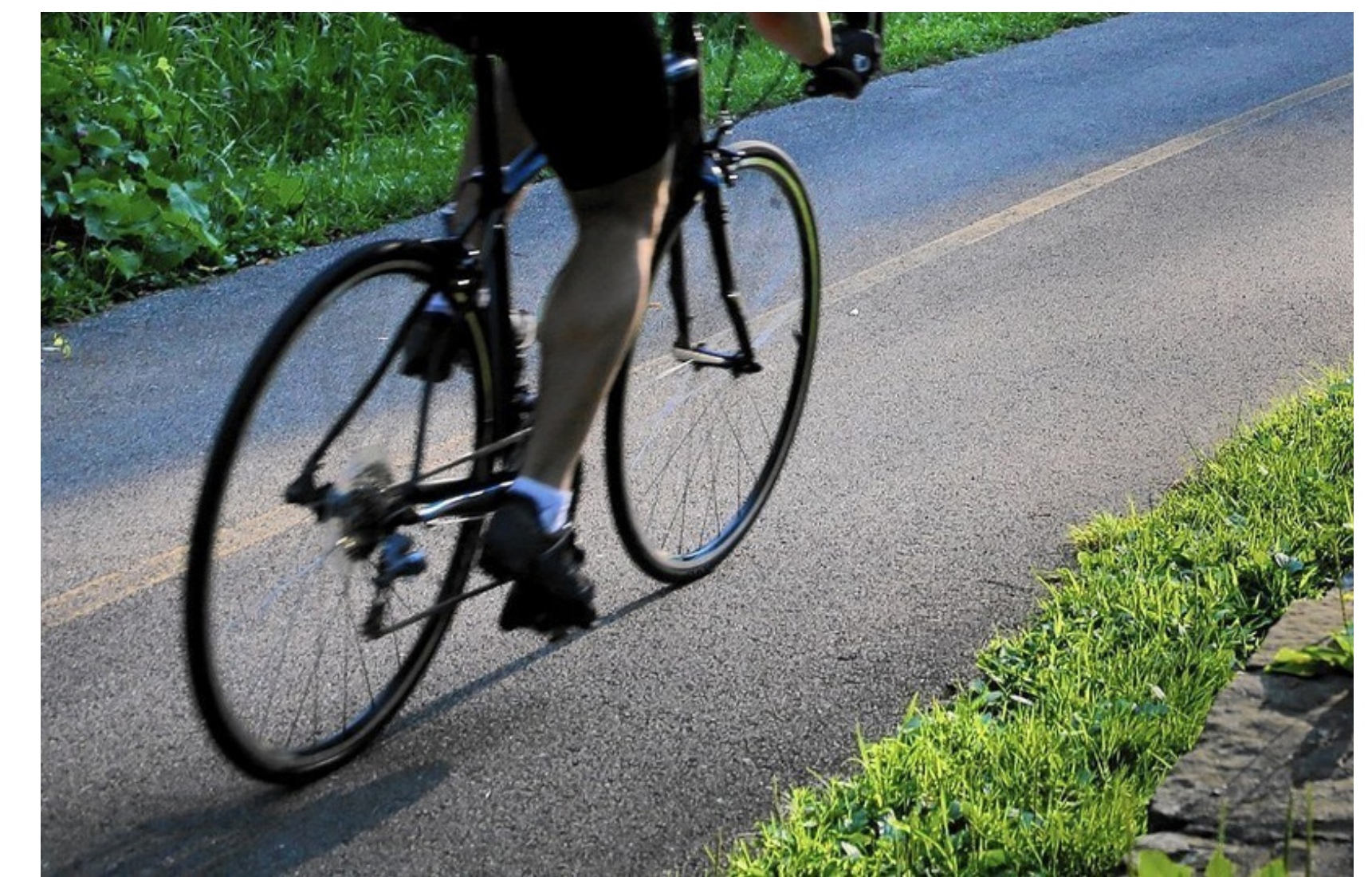
### Indigenous Consultation:

*Consult with Indigenous groups in the spirit of reconciliation and include Indigenous knowledge, perspectives and participation in the project.*



### Sustainable Design:

*Use the redevelopment of this site as an opportunity to repair and restore the ecological function of this part of the Craigflower Creek watershed and design a site and building that can achieve LEED Gold.*



### Improved Pedestrian & Cycling Experience:

*Introduce new or improved accessible connections for people who walk and cycle, including new sidewalks and realignment of the Galloping Goose Trail.*



### Neighbourhood Integration:

*Respect the qualities of the host neighbourhood by designing a site, building and landscaping that integrate well and enhance the neighbourhood. Consider and mitigate potential visual, safety and other impacts of the development on the surrounding area.*



### Good Neighbour:

*Build responsive relationships within the local community and First Nations to inform various elements of the redevelopment and on-going communications.*



### Effective & Reliable Service:

*Design a site that supports expansion of a sustainable, fully electric handyDART service that improves access to transit for people with permanent or temporary disabilities that prevent them from using fixed-route transit without assistance from another person.*

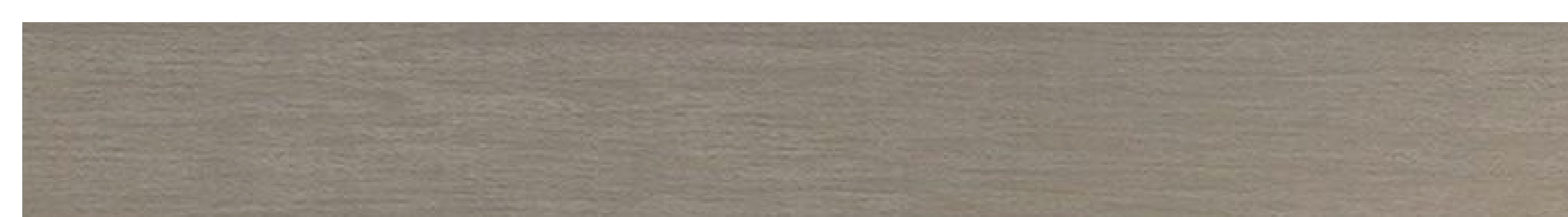
# Architectural Design



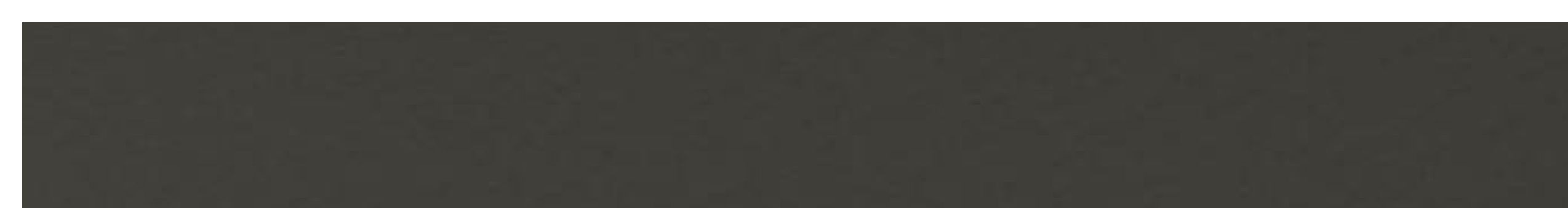
## Overview

- Contemporary designed buildings and site that will support a fully electric handyDART fleet
- Respect the qualities of the neighbourhood by minimizing and mitigating the visual and operational impacts of the building and site development
- Use the redevelopment as an opportunity to repair, restore and augment the existing disturbed landscape, watercourses, streetscape and Galloping Goose Regional Trail
- Design building and site to be an integrated and attractive addition to the community, informed by Town of View Royal form and character guidelines

## Exterior Material Palette:



Mid-toned grey panels (metal or composite) and flashings



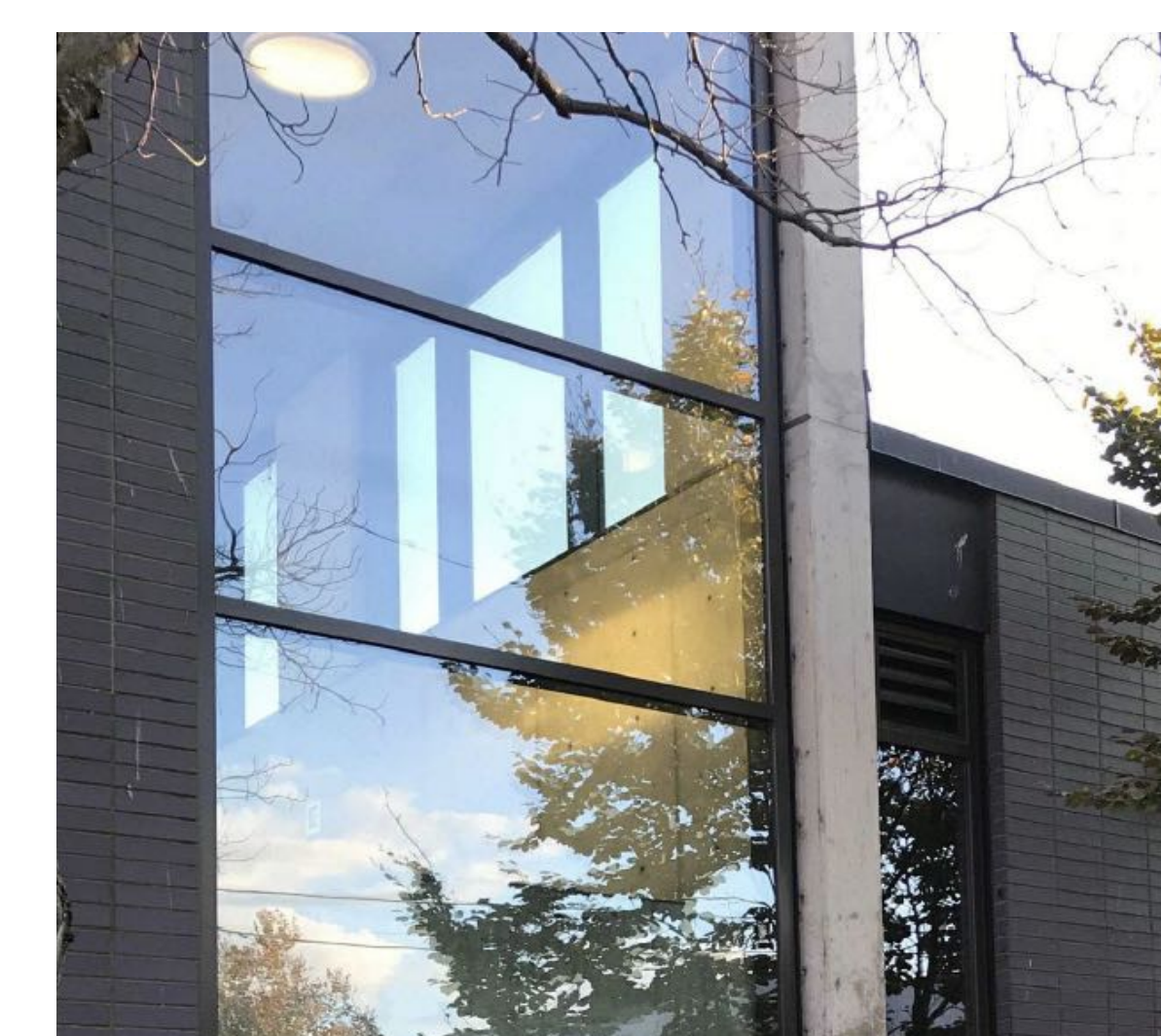
Warm charcoal powdercoat or paint finish for miscellaneous metals



Exposed concrete



Natural brick options



Glazing with charcoal grey frames

D'AMBROSIO  MORRISON HERSHFIELD  
architecture + urbanism

# Architectural Design

## Design Strategies

- The buildings and site will be designed to a LEED Gold standard and BC Energy Step Code 3
- Screen views of operational areas and reduce potential of stray light through a combination of structured screening and enhanced landscaping
- Plant numerous trees to reduce visual impact of operations
- Site and building lighting will be informed by Dark Skies principles
- One driveway (off Burnside Road )
- Design the new facility as part of a multi-modal transportation system with connections to alternate modes of transportation. Sidewalks and paths will connect bus stops at Watkiss Way and Burnside Road, the Galloping Goose Regional Trail, and other cycling facilities
- Use the redevelopment as an opportunity to rebuild a tributary to Craigflower Creek and mitigate stormwater impacts
- Incorporate opportunities for public interpretation and education regarding cultural, ecological and resource management issues and solutions
- Explore opportunities for cultural recognition with local First Nations



## LEED Gold Features:

Leadership in Energy and Environmental Design (LEED) is an internationally recognized green building certification system that verifies that a building was designed and built using strategies aimed at achieving high performance in human and environmental health.

- ✓ Compact, low profile, efficient building
- ✓ Energy efficient interior and exterior lighting
- ✓ Stormwater management utilizing rain gardens and on-site retention
- ✓ Erosion and sediment control plans
- ✓ Habitat restoration
- ✓ Landscaping including plants with cultural significance to Indigenous groups
- ✓ Fully electric handyDART fleet
- ✓ Covered bike parking and E-charging stations for bikes
- ✓ Cyclist showers and change rooms
- ✓ Centralized recycling and organics collection
- ✓ No ozone depleting refrigerants used in building
- ✓ Construction waste strategy to reduce waste generated and disposed of in landfill
- ✓ Locally sourced materials
- ✓ Low emitting construction materials
- ✓ Glare control windows to reduce heat gain
- ✓ Water meters and water saving fixtures
- ✓ Dark sky guidelines to minimize light pollution
- ✓ Extensive natural lighting

# Landscaping



New landscaping will enhance biodiversity, create habitat and aesthetically screen the property. Hundreds of new trees will be planted including a mix of fast growing and native species that enhance the urban tree canopy and create beneficial habitat along watercourses.

## Preliminary Planting List:



### Trees:

Douglas Fir, Big Leaf Maple, Western Red Cedar, Garry Oak, Vine Maple

Several trees will be removed. When one tree must be removed, two will be replanted. Trees that are removed will be re-used for habitat enhancement and bird houses on site.



### Shrubs:

Wax Myrtle, Sweetgale, Red Osier Dogwood, Hardhack, Evergreen Huckleberry, Oregon Grape, Snowberry, Indian Plum, Ocean Spray, Salal, Native willow species



### Grasses/Groundcovers/Perennials:

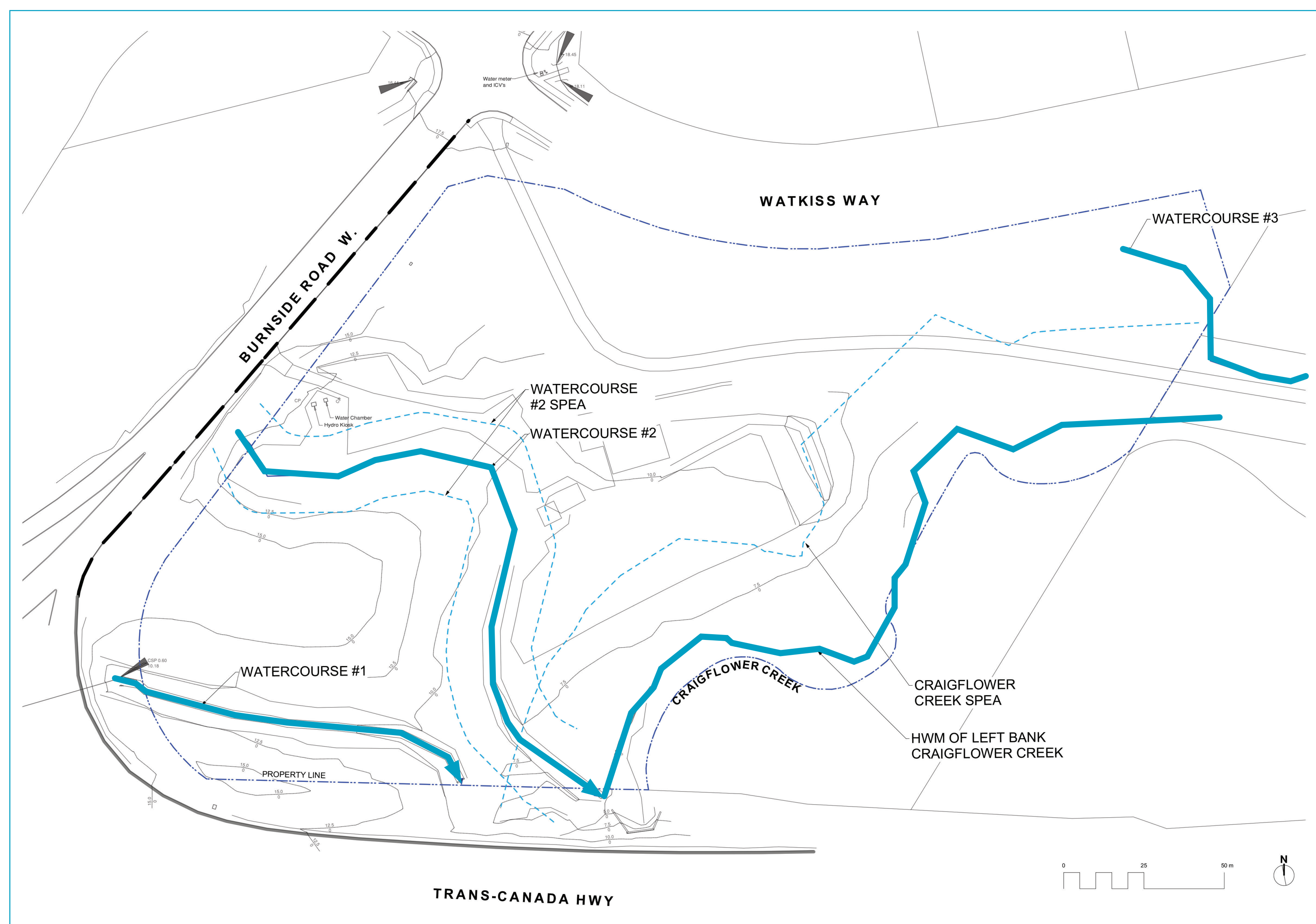
Slough Sedge, Golden Grass, Woolly Sunflower, Sword Fern, Deer Fern, Kinnickinick

# Protecting and Enhancing Craigflower Creek

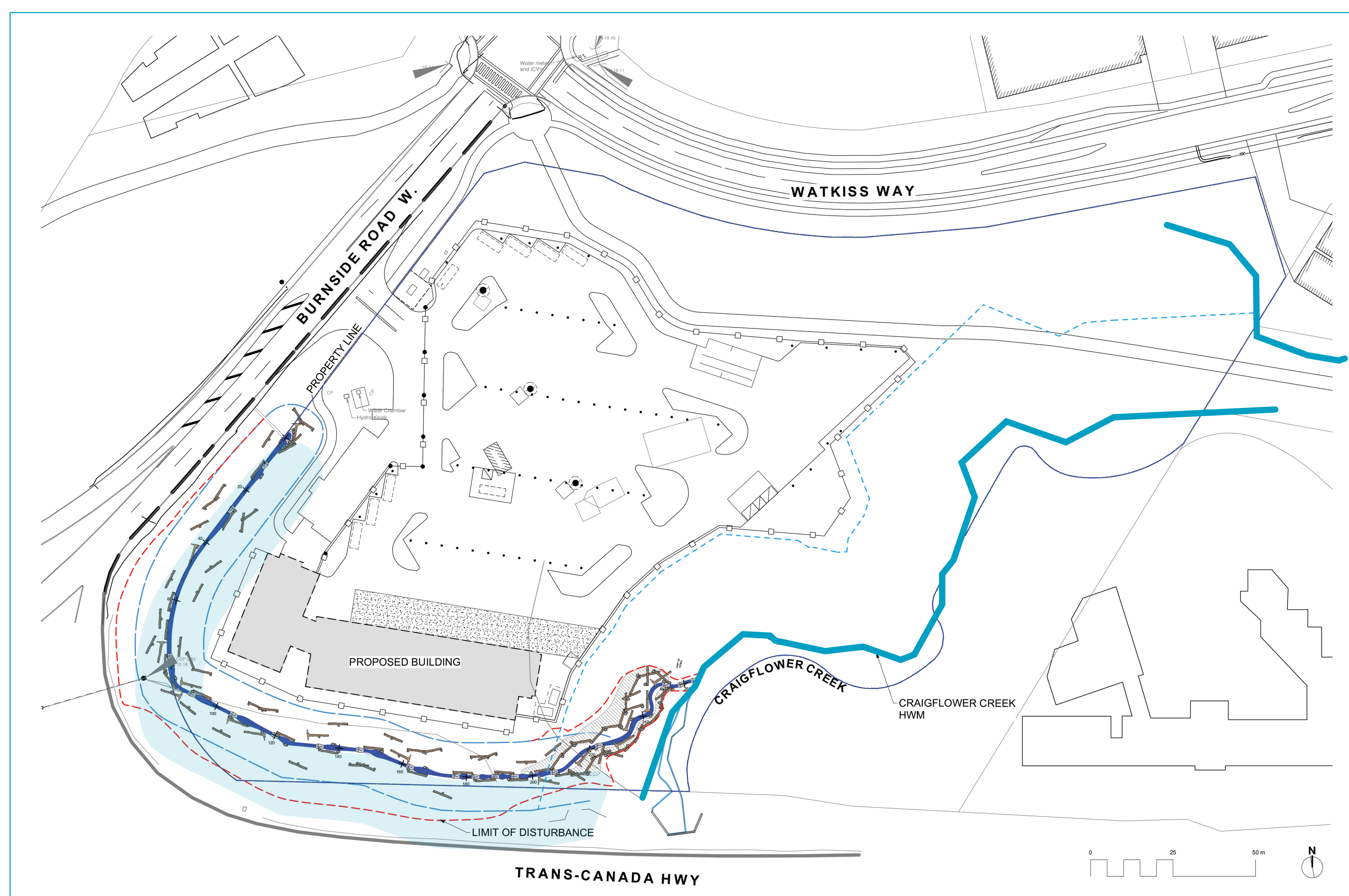
Thoughtful planning with environmental professionals and local streamkeepers is ensuring the environmentally sensitive features of the property, including Craigflower Creek, are protected.

The development will meet or exceed all Provincial and Federal standards for environmental protection and no development activity will occur within 30 metres of Craigflower Creek.

A seasonal stream onsite will be re-aligned and restored, creating an acre of protected riparian area connecting to Craigflower Creek. It will provide new amphibian habitat and rearing habitat for Coho salmon and other juvenile fish.

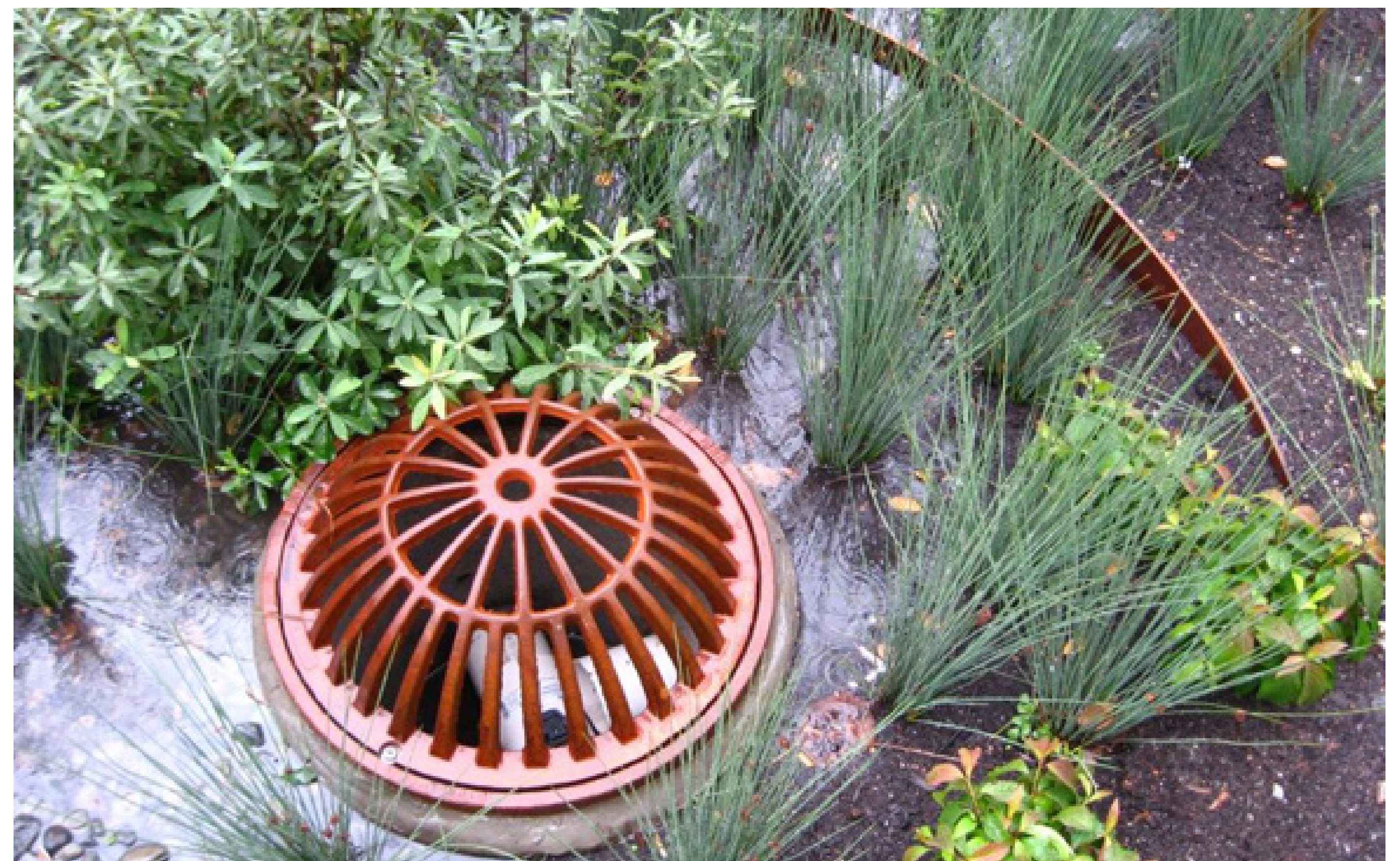


*Location of watercourses, prior to development on the site*



*Planned re-alignment of seasonal watercourse on the site*

# Protecting and Enhancing Craigflower Creek



## Managing Rainwater

Rainwater currently flows from the highway and through the disturbed site with no treatment or containment, into Craigflower Creek. Soon, rainwater will be managed by a system of rain gardens and traditional stormwater flow attenuation to manage a 200-year rain event.

Nine rain gardens will capture water on site. Designed with plants and organically rich soil to filter runoff, rain gardens will clean, cool and slow the flow of water.

Water will flow into the new stream channel and restored riparian area, feeding into Craigflower Creek. A series of rock weirs and pools will slow and clean the water before it enters the Creek.

## Environmental Monitoring

Environmental monitoring will occur before, during, and after construction. An environmental monitor, independent of the contractor, will be retained to oversee construction activities.

Baseline assessment of site portion of Craigflower Creek to be completed. Assessment will be available to streamkeepers and local agencies to inform future work and leverage grants.

## Salmon Safe Certification

The handyDART project is partnering with the Salmon Safe program. This relationship will add valuable independent third party verification of the stream restoration practices being implemented.



Salmon-Safe is a third-party certification program that recognizes and rewards responsible, eco-friendly management practices that protect Pacific salmon habitat and enhance water quality on agricultural and urban lands.

Onsite assessments determine how each site can incorporate Salmon-Safe standards and support the biological needs of salmon.



# Transportation and Connectivity



The heart of this project centres around creating sustainable transportation choices and supporting growth in transit options for customers across the Capital Region.

## Electric handyDART Fleet

Infrastructure to support a fully electric fleet will be installed during construction allowing for the transition from gasoline buses to electric. This will be BC Transit's first fully electric fleet. No diesel vehicles will be used.



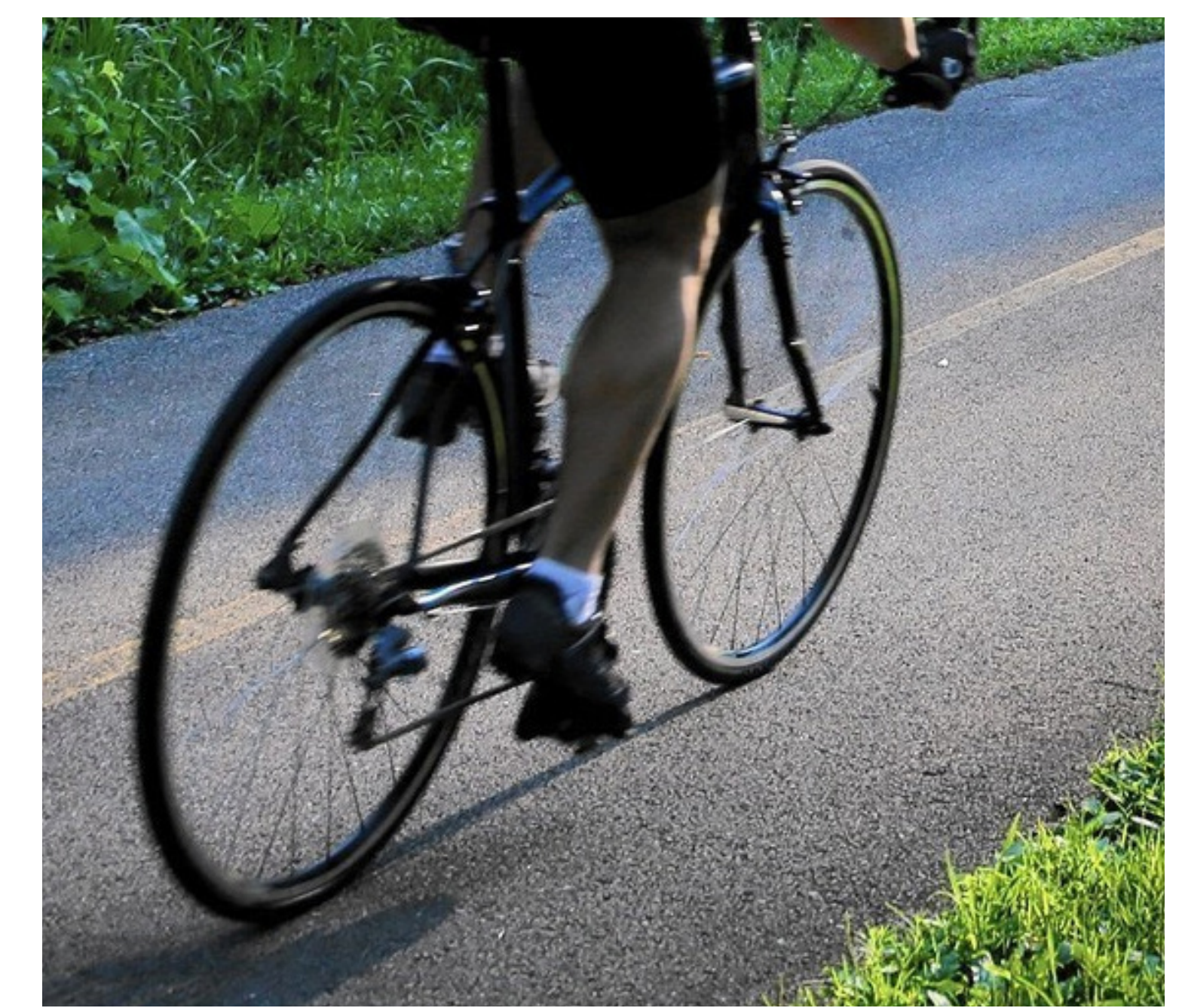
## Road Improvements

- Upgrades to Burnside Road include dedicated northbound and southbound turn lanes into the property, minimizing impact to traffic flow.
- Opportunities to optimize the intersection of Burnside Road and Watkiss Way are being explored.

# Transportation and Connectivity



Realigned Galloping Goose Trail



New sidewalks and realigned Galloping Goose Trail



Proposed bus shelters

## Pedestrian and Cycling Experience

- The development offers opportunity to improve the CRD Galloping Goose Regional Trail. The trail will be straightened, and the grade will be reduced making the trail safer and more accessible.
- A new trailhead on the north west corner of the property will create a decorative plaza area that will help reduce conflicts between trail and intersection users, and enhance the public realm.
- Boulevards and sidewalks will be added on Watkiss Way and Burnside Road.
- Two new transit shelters will be installed. One on Watkiss Way and one on Burnside Road.

## Employee Parking

Drivers and buses are largely off-site during the day as they are serving customers across the region. Many employees cycle and use transit. Employees who drive will park in the spaces vacated by handyDART vehicles that are out providing service.

## Cycling Amenities

- “End of trip” facilities such as showers and change rooms will be provided for employees.
- Secure, covered bike parking will be provided
- E-bike charging stations are provided for employees and visitors

# Neighbourhood Integration

We are committed to designing a site, building and landscaping that integrates well and enhances the neighbourhood. Plans consider and mitigate potential visual, safety and other impacts of the development on the surrounding area.



## Site Screening

Landscaping, grading, and fencing will all play a role in screening the property and creating an aesthetically pleasing streetscape. The site will be fully fenced. In the most public-facing areas, the fence will be robust 8-foot panels with a modern ornamental look. Fencing is designed for privacy, landscaping, and a softer neighbourhood aesthetic, while ensuring security of the site.

## Noise

The main building will be located at the furthest possible location from homes. Vehicles will be gas and electric, which are quieter overall than diesel and do not require stationary idling as part of maintenance activities. A quieter back-up beeper will be installed on all vehicles. A noise impact study concluded the new handyDART Centre will likely have no adverse impact.

## Lighting

A robust and detailed site lighting plan incorporates Dark Skies principles to ensure light pollution will be mitigated and site operational safety objectives are met.

## BC Hydro Transmission Tower

The tower will be replaced with a sleeker, more modern monopole and it will shift north about 70 metres.

## Air Quality

An air quality study concluded that the new facility and fleet, at opening day and full build-out, is not anticipated to result in any measurable changes to ambient air quality.



## Community Amenities

BC Transit and the Town of View Royal are in discussions about the potential use of approximately 1.5 acres of land along Watkiss Way for a new public space. \$150,000 will also be provided to the Town of View Royal for community amenities.

## Early Works

Landscaping, streetscape improvements, and trail realignment will occur first so the community can benefit sooner from new amenities and plants can mature.