

HANDYDART CENTRE

“WHAT WE HEARD” AND “WHAT WE ARE DOING”

The purpose of this document is assist in capturing how public input is influencing the project. It will continue to be updated as the planning progresses.

Principle	What we heard in phase 1 public engagement	What we are doing to respond
<p>Archaeological preservation: Engaging local First Nation communities to explore opportunities to work together to ensure protection of archaeological and cultural heritage on site.</p>	<ul style="list-style-type: none"> • 26% of respondents stated respect and consultation with First Nations should be of utmost importance. • 20% of respondents stated that any archeological artifacts need to be respected and preserved. • Respondents also indicated they would like to be informed of any archaeological artifacts found on site for educational purposes. • Twelve respondents indicated archaeological interpretive signage would be a nice addition to the site. • Two respondents suggested adding First Nations art or designs to the outside of the buses. 	<ul style="list-style-type: none"> • Consulted local Nations on Archeological Assessment report • Refined “Archaeological Preservation” principle based on input of local Nations • First Nations observers on site during geotechnical work • Site tours offered to local Nations • Expanded technical team to include Aqua-Tex Scientific based on input of local First Nations • Potential for First Nations art/culture incorporated into building design or public realm elements • Potential for First Nations interpretive signage • Potential for economic opportunities – procurement or job creation
<p>Sustainable design: Use the redevelopment of this site as an opportunity to repair and restore the disturbed ecology of the site, including the watershed and Craigflower Creek, and design a site and</p>	<ul style="list-style-type: none"> • 32% of respondents expressed the importance of enhancing and preserving the creek, green space and any fish and animal species. • 15% of respondents want proper storm water management practices implemented, with 3 respondents specifically mentioning rain gardens. • 16% of respondents asked for a least obtrusive building design and to maintain 	<ul style="list-style-type: none"> • The site redevelopment will meet or exceed all Provincial and Federal standards for environmental protection. • Environmental Development Permit Application (EDPA) approvals required by Town of View Royal. The EDPA requires inclusion of detailed plans including stream enhancement, site servicing, landscape plans, a tree inventory and tree protection plan. • Established inter-disciplinary design team including engineers, architects, landscape architects, ecological experts, archeologists and qualified environmental professionals.

building that can achieve LEED Gold.

as much green space as possible in the landscaping. Several respondents asked for native trees and plants to be used in the landscaping.

- 11% of respondents want an overall eco-friendly, sustainable building. Specific ideas mentioned include solar panels, green roof, and the recycling of water used for vehicles.

- Stantec retained to complete a Riparian Area Regulation (RAR) detailed assessment report and environmental management plan and make recommendations on setbacks, and identify appropriate measures to protect the SPEA during construction.
- SPEA setbacks determined for four watercourses on property. Craigflower Creek has been determined to be the maximum 30 metres
- Realigned stream will create over one acre of protected riparian area.
- Review of current site drainage and connections
- A comprehensive stormwater management plan will be developed and submitted with the EDPA to the Town of View Royal
- Site visit with streamkeepers on neighbourhood working group
- Consultation and site visit with Gorge Waterway Initiative
- Endeavour to use native species in landscape design wherever possible and appropriate
- Exploring potential to incorporate Salmon Safe program into site design
- Bird survey being completed pre-stream enhancement to measure outcomes of site restoration
- Designing a state-of-the-art, low profile (one storey) building and site that minimizes impacts to neighbours and the environment.
- LEED Gold Standard center to provide a healthy, highly efficient and cost-savings building
- Building location will be furthest point away from the Creek and neighbours (change from original proposal)
- Exploring green roof, solar panels and on-site water recycling amongst other ideas
- Building office areas will be built to Step 3 of the BC Energy Code
- Proposed native planting list shared with local Nations for input
- New landscaping along Watkiss and Burnside

		<ul style="list-style-type: none"> • Work to sequence landscaping and tree replacement early in project schedule to create greenspace and habitat earlier than later • If trees are removed, they will be replaced at ratio of 2:1 according to the View Royal Bylaw • Potential for partnerships with streamkeepers for pursuing grants for onsite improvements • Independent environmental monitor will be in place during construction • Centre will be designed to house the first fully electric light duty fleet in the province, transitioning fleet from current diesel buses to gasoline and electric buses at opening, and then fully to electric.
<p>Improved pedestrian and cycling experience: Introduce new or improved accessible connections for people who walk and cycle, including new sidewalks and potential realignment of the Galloping Goose Trail.</p>	<ul style="list-style-type: none"> • 35% of respondents want an improvement of the Galloping Goose Trail. Specific ideas mentioned include eliminating any blind corners, increasing the width of the trail and improving the grade. • 17% of respondents want minimal changes to the Galloping Goose and to ensure the flow of the Goose is maintained throughout the project. <ul style="list-style-type: none"> • 11.5% of respondents expressed a desire for separated pedestrian and cycling lanes. • A majority of respondents expressed concern over the safety of the Watkiss Way/Burnside intersection. There was a general theme that the intersection is dangerous for cyclists and pedestrians and the increased traffic from the handyDART facility may increase the problems at the intersection. 	<ul style="list-style-type: none"> • Consultation with CRD Parks underway • Alignment and grade of the Galloping Goose trail will be improved • Options for trailhead on south corner of Watkiss and Burnside being explored • Exploring options for improving signage and signals (bike sensors) at intersection and on trail • Exploring bike-repair station and water station • Member of Greater Victoria Cycling Coalition (GVCC) on neighbourhood working group • Boulevards and sidewalks will be improved on Watkiss Way and Burnside Road.

	<ul style="list-style-type: none"> • Eight respondents suggested adding cycling and pedestrian amenities on-site, such as washroom facilities, water station or a self-repair bike station. • Eight respondents asked for better lighting on the goose around the facility for pedestrians and cyclists. 	
<p>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.</p>	<ul style="list-style-type: none"> • A majority of responses contained concern on one, multiple or all of the following and their impacts on the neighbourhood. <ul style="list-style-type: none"> ○ Noise: 46% ○ Light: 28% ○ Traffic 29% ○ Pollution: 14% • 21% of respondents want natural barriers surrounding the site such as mature trees and plants. • 16% of respondents want an overall aesthetically appealing building and landscaping that blends in with the neighbourhood and maintains the rural feel of the area. • Four respondents expressed a concern for how the handyDART facility will impact their taxes and property value. 	<p>Noise:</p> <ul style="list-style-type: none"> • The main building will located adjacent to the highway, the furthest point away from neighbours • Low noise-impact back-up beepers being incorporated • Landscaping and berm being considered around perimeter of site • Site fencing will be installed • Gas and electric buses produce less noise than previously proposed diesel buses <p>Light</p> <ul style="list-style-type: none"> • Detailed site lighting plan will be completed as part if the EDPA which incorporate Dark Skies principles to achieve both light pollution mitigation and site operational safety objectives. <p>Traffic</p> <ul style="list-style-type: none"> • Improvements planned for southbound Burnside Road to maintain traffic flow during peak periods • Traffic studies indicate nominal impact to traffic based on number of vehicles and time of travel • Bus travel routes will largely use highway as main artery to Westshore and downtown <p>Pollution</p> <ul style="list-style-type: none"> • Will start with gas and electric fleet and shift to fully electric fleet

<p style="text-align: center; font-size: 100px; opacity: 0.5;">DRAFT</p>	<p style="text-align: center; font-size: 100px; opacity: 0.5;">DRAFT</p>	<ul style="list-style-type: none"> • Site designed from day one for fully electric fleet <p>Aesthetics</p> <ul style="list-style-type: none"> • Building will be low profile (one storey) and include West Coast design elements to respond to the neighbourhood character and context • Architect of record is very familiar with View Royal design preferences and has designed several buildings in the municipality including a LEED Platinum building • Perimeter landscaping to mitigate views of the property and create a green and rural feel along Watkiss and Burnside • Mature trees and plants will help add interest and maintain natural feel • Landscaping and tree replacement may occur early in project schedule to create greenspace and habitat earlier than later • BC Transit has a memorandum of understanding with the Town of View Royal, committing to follow the spirit and intent of all of the Town of View Royal’s development processes, permitting and bylaws for 2401 Burnside Road. • In addition to a number of public realm improvements, such as sidewalks and landscaping, BC Transit will also provide \$150,000 to the Town of View Royal for community amenities. (Amenities will be determined by the Town) • Security Achieved through Functional Environmental (SAFE) Design principles
<p>Good neighbour: Build responsive relationships within the local community and First Nations to inform various elements of the redevelopment and on-going communications.</p>	<ul style="list-style-type: none"> • 34% of respondents want to be regularly updated on the project progress, especially on traffic impacts as construction is underway. • 30% of respondents were unhappy on the initial project approval process and questioned the sincerity of valuing community input and building community trust. 	<ul style="list-style-type: none"> • Project website created www.bctransit.com/viewroyal/handydart • All technical studies are posted to the project website for public to view, as they are completed • Neighbourhood working group in place for over one year • Direct outreach to stakeholder groups with interest in project (school, Choices, GVCC, streamkeepers and stewardship groups, ATAC, VR Climate Coalition etc.) • Direct delivery of information to all properties within 500m of property prior to public engagement opportunities.

	<ul style="list-style-type: none"> • 22% of respondents asked for honest, responsive communication and transparency moving forward in the project. • 15% of respondents expressed a desire to have more opportunities to provide input on the project. 	<ul style="list-style-type: none"> • On-going engagement with local First Nations • Public engagement planned through every phase of project • Preliminary design will be shared in Phase 2 of engagement in early spring 2021 • Robust communications plan to be in place during construction • An email subscription newsletter will launch spring 2021 • Monthly updates to Town of View Royal and MLA Mitzi Dean • Tours of property with Gorge Waterway Initiative and Neighbourhood Working Group • Series of videos used to assist in understanding context, current conditions and proposed site plan • BC Transit has a memorandum of understanding with the Town of View Royal, committing to follow the spirit and intent of all of the Town of View Royal’s development processes, permitting and bylaws for 2401 Burnside Road.
<p>Effective and 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.</p>	<ul style="list-style-type: none"> • 23% of respondents expressed the importance of having a fully electric fleet in place when the facility opens. • 18% of respondents agree that the handyDart service needs to be expanded, more reliable and available for those that need/use it. • 13% of respondents want the handyDART centre hours of operation to be in line with the community. • 10% of respondents expressed concern over impacts to neighbourhood such as traffic, pollution and property depreciation. 	<ul style="list-style-type: none"> • The new location is centrally located and near main roadways that connect all corners of the Greater Victoria area, including growing demand in the western communities. Service is growing in all Greater Victoria municipalities; therefore, this location will help us to serve customers efficiently over the long term. • Site being designed to support first fully electric light-duty bus fleet in BC Transit • Five electric buses are proposed on day one and 55 gasoline buses. • New location in View Royal allows for handyDART service to be expanded over next 25 years. • Hours of operation are: <ul style="list-style-type: none"> Dispatch: 4:30 a.m. - 12:30 a.m. Maintenance: 5 a.m. - 3 p.m. Administration/Office: 5:30 a.m. – 8 p.m. Fleet Servicing: 3p.m. – 11:30pm • Baseline studies have been completed for traffic and noise, and mitigations being considered including sound attenuation (berms, mature landscaping, low impact backup beepers etc.)

<p>Communications preferences</p>	<ul style="list-style-type: none"> Nearly 50% of respondents indicated either Facebook (46%) or direct mail updates (48%) would be the best form of communication. Other popular responses stated Twitter, Email and the BC Transit and Town of View Royal websites are useful means for communication. 10% of respondents stated email was their preferred means of staying informed. 	<ul style="list-style-type: none"> Direct delivery of information about public engagement opportunities to properties within 500m (View Royal requirement is 400m) Posting within the community – parks, bulletin boards etc. Project website continually updated (https://www.bctransit.com/viewroyal/handydart) Social media used to raise awareness and promote survey opportunities Series of videos used to assist in understanding context, current conditions and proposed site plan Sharing updates monthly and as required with Town of View Royal and MLA
<p>Input preferences</p>	<ul style="list-style-type: none"> 77% of respondents indicated an online survey is their preferred choice for providing input. Other popular means include Email (43%) and Virtual meetings (29%). 	<ul style="list-style-type: none"> Online survey used in June 2020 Virtual meetings being used for neighbourhood working group New subscriber based e-newsletter introduced to allow for easier updates and feedback mechanism Phase 2 will include an online survey, using improved online engagement platform

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